

17 St. Andrew Street – Zoning Amendment Application – Decision Report – Approval

Date: December 13, 2022
To: Toronto and East York Community Council
From: Acting Director, Community Planning, Toronto and East York District
Wards: Ward 11 - University-Rosedale

Planning Application Number: 19 232278 STE 11 OZ

SUMMARY

This Zoning By-law Amendment application proposes to redevelop the lands at 17 St. Andrew Street with a 5-storey purpose-built rental apartment building, comprised of 283 square metres of retail space on the ground level and 72 rental dwelling units on the 2nd through 5th floors. A total of 103 bicycle parking spaces are proposed in the underground level and first floor, and one Type G loading space would be provided, accessed from St. Andrew Street.

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

The proposal presents an appropriate built form and contribution to the public realm that is compatible with the surrounding context. It has been revised, since its initial submission, to mitigate the impact on the public realm by reducing its proposed height and improving its transition to the neighbouring properties. The proposed retail space has also been redesigned to provide a better physical fit within the commercial context of Kensington Market. This report reviews and recommends approval of the proposed Zoning By-law Amendment.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 17 St. Andrew Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the December 13, 2022 report from the Director, Community Planning, Toronto and East York District.

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

3. Before introducing the necessary Bills to City Council, require the applicant to address comments identified in the Engineering & Construction Services memo to City Planning, dated September 30, 2021, and any subsequent memo prepared in response to applicant resubmission(s).

FINANCIAL IMPACT

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

DECISION HISTORY

The application was submitted and deemed complete on October 29, 2019. A Preliminary Report on the application was received by Toronto and East York Community Council on December 3, 2019 authorizing staff to conduct a community consultation meeting.

SITE AND SURROUNDING AREA

The site is located on the south side of St. Andrew Street, west of Spadina Avenue. The rectangular-shaped site is 1,208 square metres in area, with a frontage of 32 metres along St. Andrew Street and a depth of 39 metres.

The subject site is currently occupied by a two-storey vacant commercial building located on the easterly portion of the site. The building occupies approximately a third of the site, with the rest of the site being comprised of a surface parking lot and a private laneway that continues south beyond the subject site providing access to the rear of the adjacent properties.

The surrounding development and land uses are as follows:

West: Immediately southwest of the site is the extension of the laneway that is located on the subject site. The laneway extension is owned by the adjacent property to the west and provides a private laneway connection from St. Andrew Street to the property to the south (23 St. Andrew Street). Across the private laneway is a 3-storey mixed-use building. Further west, along Kensington Avenue and August Avenue are a mix of 2 and 3-storey mixed-use buildings with generally retail on the ground level and residential uses above.

North: Immediately north, across St. Andrew Street, is a 4-storey, above-grade Green P parking garage, with 2-storey mixed-use buildings to the west of the garage, and the heritage designated 3-storey Anshei Minsk Orthodox Synagogue building east of the garage.

East: Immediately east of the site are a pair of 3-storey semi-detached dwellings. Further east, at the southwest corner of St. Andrew Street and Spadina Avenue is a new 3-storey commercial building which is currently vacant.

South: Immediately south of the site is a private surface parking lot at 23 St. Andrew Street with approximately 20 parking spaces accessible via Glen Baillie Place. Along Glen Baillie Place is a cluster of 2-storey townhomes.

PROPOSAL

Application Description

This application proposes a 5-storey mixed-use building with a total gross floor area of 3,310 square metres and a density of 2.8 times the area of the lot. The overall proposed height is 18.1 metres, and 22.6 metres inclusive of the mechanical penthouse and rooftop amenity space.

A total of 282 square metres of retail space would be provided on the ground floor and basement level. The ground floor would also contain the pedestrian entrance and a lobby for the residential units above. A total of 72 rental residential units are proposed within the four floors above the ground floor. Thirteen of the residential units are proposed to be 2-bedroom units (18%) and an additional 8 units (11%) would be located and designed to provide an opportunity to be converted to 2- or 3-bedroom units, using accessible or adaptable design measures such as knock-out panels.

The building is proposed to be set back approximately 5.9 metres from the St. Andrew Street curb along the eastern portion, tapering off to 4.1 metres along the western portion of the frontage. Along the west side, the building is proposed to be set back 6.2 metres from the property line on the northern portion to accommodate a private driveway, and 1.5 metres along the southern portion. For the east side, the building is proposed to be built to the property line along the northern portion, and 5.5 metres on the southern portion to accommodate a courtyard. Along the south side, the building is proposed to be set back 3 metres from the property line along the western portion, and approximately 1.5 metres along the eastern portion.

On the fourth floor the proposed building setback would increase to 3.8 metres from the St. Andrew Street property line. On the west side, the proposed building's set back from the property line increases to 7.5 metres on the fourth floor, while on the east side the proposed set back would also increase to 7.5 metres for the length of the courtyard, and to 9 metres on the 5th floor. On the rooftop, the mechanical spaces would be set back a

minimum of 6 metres from St. Andrew Street, 3.8 metres from the west property line, and 8.7 metres from the east property line.

A total of 147 square metres (2.04 square metres per unit) of indoor and 145 square metres (2.01 square metres per unit) of outdoor amenity space are proposed. No vehicular parking spaces are proposed to be provided on the site, while a total of 103 bicycle parking spaces are to be provided on the ground and basement floors. A Type G loading dock is proposed within the building on the ground level, and accessed off a private driveway from St. Andrew Street.

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

See Attachments 1, 2, 7, 8, 13 and 14 of this report for three dimensional representations of the project in context, the proposed site plan and application data, respectively.

Application Submission Requirements

The following materials were submitted in support of the application:

- Survey Plan;
- Architectural Plans, Elevations and Sections;
- Stage 1 Archaeological Assessment;
- Landscape Plans;
- Heritage Impact Statement;
- Arborist Report;
- Tree Preservation Plan;
- Sun/Shadow Study;
- Planning Rationale Report;
- Community Services and Facilities Study;
- Public Consultation Strategy Report;
- Pedestrian Level Wind Study;
- Transportation Impact Study;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Report;
- Hydrogeological Report;
- Energy Strategy Report;
- Draft Zoning By-law Amendments;
- Toronto Green Development Standards Checklist; and
- Digital Building Massing Model.

The application was deemed complete as of October 29, 2019.

Reasons for Application

The proposal requires amendments to Zoning By-laws 569-2013 to vary performance standards, including: the increase in overall height and density, and reduction in building setbacks.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not yet been submitted.

POLICY CONSIDERATIONS

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

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

The Provincial Policy Statement (2020)

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

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

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

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

The subject property is located within the Downtown and Central Waterfront on Map 2 of the Official Plan. Policies for the *Downtown* are contained in Section 2.2.1, and identify that the *Downtown* will continue to evolve as a healthy and attractive place to live and work as new development, that supports the urbanization strategy and the goals for *Downtown*, is attracted to the area.

Sites located within the *Downtown* offer opportunities for substantial employment and residential growth. The Official Plan directs growth to the *Downtown* in order to achieve multiple City objectives. Among other things, it promotes the efficient use of municipal services and infrastructure, concentrates jobs and people in areas well served by transit, promotes mixed use development to increase opportunities for living close to work and to encourage walking and cycling. This reorganization strategy recognizes that the level of growth will not be uniform across the *Downtown* given its diversity.

Chapter 3 - Building a Successful City

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, Section 3.1.2 of the Official Plan contains Built Form Policies. This section of the Plan identifies that our enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These qualities are largely influenced by the built form of adjacent buildings.

Chapter 4 - Land Use Designations

The subject site is designated *Mixed Use Areas*. This designation permits a broad range of commercial, residential, and institutional uses, and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in *Mixed Use Areas* include, but are not limited to:

- 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;
- Providing for new jobs and homes for Toronto's growing population on underutilized lands;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- Locating and massing new buildings to frame the edges of streets and parks;
- Providing an attractive, comfortable, and safe pedestrian environment;
- Locating and screening service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The City of Toronto Official Plan can be found here:

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

Chapter 7 - Site and Area Specific Policies

The site is subject to Site and Area Specific Policy 197, Kensington Market, which states that new development should be consistent with the special characteristics of the area, including:

- Low scale buildings with retail at grade;
- Minimal setbacks; and
- Open air display of goods on the boulevard.

The Downtown Plan

Official Plan Amendment 406 (the Downtown Plan) is now in-force and effect. OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Plan. It applies to all applications deemed complete after June 5, 2019. The Plan – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm, and community services and facilities – provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. It provides the City with a blueprint to align growth management with the provision of infrastructure, sustain liveability, achieve complete communities and ensure there is space for the economy to grow. The Plan area is generally bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north and the Don River to the east.

Map 41-3-D of the Downtown Plan designates the site as *Mixed Use Areas 4 - Local*. Policy 6.26 of the Downtown Plan details that development in these areas will contain residential, small-scale office, institutional, service and retail uses that generally serve the needs of the local community, and be of a low-rise scale.

The in-force Downtown Plan can be found here:

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

Growing Up Urban Design Guidelines

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

Retail Design Manual

The Retail Design Manual supports the objective of creating vibrant streets, which is closely tied to the provision of successful, resilient and dynamic retail uses. This Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces to achieve good city building and economic objectives, and to contribute to an animated and inviting public realm. City Council adopted the Retail Design Manual on October 27, 2020.

The Retail Design Manual can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>

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

The Pet-friendly Design Guidelines guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The Guidelines support all residents, pet-owners and non-pet owners alike, by encouraging design in new development that demonstrates a consideration for pets, as well as the impacts that they have on our parks, open spaces and the environment.

The Pet Friendly Design Guidelines can be found here:

<https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

Heritage Conservation District Plan

The Kensington Market Heritage Conservation District (HCD) Plan, currently in the process of being created, looks to maintain the heritage attributes defined by the HCD Study. These include maintaining the narrow facades of buildings, open air quality of marketing displays and commercial unit bump outs. A Final Report is anticipated to be completed in Q4 of 2023.

Zoning By-laws

The subject site is zoned 'CR 2.0 (c2.0; r1.5) SS2 x2457 by Zoning By-law 569-2013. The 'CR' zone permits a broad range of residential and commercial uses. The maximum permitted building height is 12 metres, while the maximum permitted density is two times the site area.

The subject property is zoned 'CR T2.0 C2.0 R1.5' by By-law No. 438-86, as amended. Zoning By-law 438-86 permits generally the same uses, height and density on the subject site as By-law 569-2013.

Community Consultation

City Planning held a virtual community consultation meeting for this proposal on October 5, 2020. The meeting was attended by the local Councillor, the applicant, and approximately 30 members of the public. A second community meeting was held on October 18, 2021 to present the revised plans and seek further input from the public. Approximately 20 members of the public attended the second meeting.

The issues raised by residents with respect to the proposed development were generally related to the following matters:

- The unit mix being skewed towards smaller scale studio units;
- Lack of affordability of the proposed units;
- Appropriateness of the proposed height and density;
- Potential noise impacts from the proposed outdoor amenity space and retail space;
- Concerns that the design of the building and its retail would not fit with the character of Kensington Market;
- Desire to commemorate the history of the site; and
- Concerns about emergency fire route access.

COMMENTS

Provincial Policies and Plans Consistency/Conformity

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

Provincial Policy Statement and Provincial Plans

The PPS (2020) requires provision to be made for an appropriate range of housing types and densities to meet the projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. Specifically, the PPS requires growth and development to focus in settlement areas, and promotes the use of appropriate development standards to support intensification and redevelopment while mitigating risks to public health and safety.

Policy 1.4.3 outlines that one of the ways planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents is by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Policy 1.3 requires provision to be made for an appropriate mix and range of employment opportunities to provide a diversified economic base. This policy also encourages compact, mixed-use development which incorporates compatible employment uses to support liveable and resilient communities.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation modes.

The proposed development is consistent with the PPS by: making efficient use of the existing infrastructure; proposing an appropriate mix of housing types and uses; and by being located in close proximity to existing transit routes.

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe. Section 2.2.1.2 of the Growth Plan directs the vast majority of growth to occur within settlement areas that have a delineated built boundary, have existing or planned municipal infrastructure including water and waste water systems, and that can support the achievement of complete communities.

Section 2.2.1.4 of the Growth Plan provides further direction on the achievement of complete communities. It articulates a set of objectives including a diverse mix of land uses, and range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Convenient access to a range of transportation options, public service facilities, and open spaces and recreational facilities is also highlighted as a key component of complete communities. Furthermore, this section directs that complete communities ensure the development of

high quality, compact built form, an attractive and vibrant public realm through site design and urban design standards.

The proposed development conforms with the Growth Plan. The proposal provides for a high quality compact built form, is within an area with existing infrastructure and meets applicable urban design standards.

Land Use

The proposed development would result in a mixed-use building comprised of 282 square metres of retail space on the ground level and 3,027 square metres of residential space above. The proposed uses comply with the policies of the Official Plan for development in Mixed Use Areas, within the Downtown Plan and with the provisions of the CR Zoning which currently applies to the site.

Height and Massing

Policy 6.26 of the Downtown Plan states that development on sites designated Mixed Use Areas 4 in Kensington Market will be of a low-rise scale, generally four storeys or less in height. The proposed development is for a 5-storey building with a height of approximately 18.1 metres (exclusive of the mechanical penthouse). While the prevailing character of Kensington Market is predominantly of a low-rise nature (4-storeys or less) the existing context includes buildings at 160 Baldwin Avenue, 8 and 34 Oxford Street, which are taller than 4-storeys. The subject site, along with the aforementioned sites, are anomalies in Kensington Market in terms of their property frontage widths and lot sizes. As such, they are able to accommodate building heights slightly taller than 4-storeys by incorporating built form strategies that mitigate the impact of building heights without setting a precedent and disrupting the low-rise character of Kensington Market.

On the fourth floor, at a height of approximately 12 metres, the proposed building would step back approximately 2.6 metres from the front main wall of the building. This stepback would reduce its visual prominence when viewed from the street and thus mitigate the impact of the building's height, while also contributing to a more harmonious fit within the immediate context, which includes 3-storey buildings east and west of the site.

At the southeast corner of the lot, the proposed building would provide a 5.5 metre setback from the residential buildings east of the site that front onto Glen Baillie Place. Above the courtyard, the 4th and 5th floors are proposed to be stepped back progressively further from the adjacent lots, providing a gradual transition to the residential buildings. To mitigate potential overlook and privacy issues from the proposed east facing units onto the residential buildings, the proposal includes a minimal amount of balcony space on the fourth floor, and none on the other floors.

At the rear, the property is set back 3 metres along the western portion, and 1.5 metres along the eastern portion. The proposed rear setbacks allow the proposed building to

provide secondary windows on this façade. The property to the rear is currently a surface parking lot (23 St. Andrew Street) on an irregularly shaped lot that does not have frontage on a street. If the lot were to be developed, it would have to utilize the private driveway that's proposed as part of the subject application, or Glen Baillie Place to provide loading and vehicle access to the site. As such, the northern portion of the 23 St. Andrew Street lot would likely need to be utilized for a loading space, which would limit the amount of building that could be built along the property line, and provide an adequate separation distance between the subject lot and any future development at 23 St. Andrew Street.

The current proposal incorporates a number of built form changes from the original proposal submitted in October, 2019. The revisions include: reducing the size of the mechanical penthouse and rooftop amenity space, increasing the series of setbacks from the residential lots east of the site, and increasing the setbacks from the rear property line. Staff are of the opinion that the revisions have addressed the built form concerns of the originally submitted proposal.

Retail Space

The community expressed concerns that the initially proposed retail space, which was proposed to be one retail unit spanning the width of the building, would be favourable to large chain retailers and not fit within the unique retail context of Kensington Market. To mitigate these concerns, the applicants revised the retail plans to increase the proposed number of retail units from one to three and introducing retail space in the below-grade level. The proposed retail units would each have a width of approximately seven metres and an average area of 130 square metres. Each unit would have space in the below-grade level allowing for storage space and washrooms.

The proposed changes will contribute to a better physical fit within the Kensington Market retail context and create smaller and narrower retail units that are more favourable for small scale independent retailers rather than chain stores. The proposed design of the retail spaces follows the Retail Design Manual. See Attachment 8 for the Level 1 Floor Plan showing the retail units.

Building Articulation

Since the initial submission, the St. Andrew Street elevation of the proposed building has been revised by articulating the frontage with four bays and the use of different brick patterns and colours. The proposed changes to the front façade, along with the aforementioned retail changes, will mitigate the visual impact of the proposed building by breaking up the mass into segments, helping to physically integrate it into the finer-grained rhythm of Kensington Market. The materiality, brick pattern and colour will be further explored and secured through the Site Plan Control application.

Amenity Space

The proposal includes over 2 square metres of both indoor and outdoor residential amenity space per residential unit, for a total of over 4 square metres of amenity space per unit. The indoor amenity space is proposed to be located within the basement level, while the outdoor is proposed to be located on the rooftop and as part of a sunken courtyard at the south-east corner of the site. To mitigate the potential noise impact of the rooftop outdoor amenity space, the applicants are proposing to locate the outdoor amenity space on the north side of the rooftop facing St. Andrew's Street, and further away from the adjacent residential buildings. The proposed residential indoor and outdoor amenity space meets the City-wide zoning by-law requirements. Family and pet friendly amenity space features, such as play areas and outdoor dog runs, will be considered during the Site Plan Control Process.

Streetscape and Tree Preservation

The applicant is proposing pedestrian realm setbacks (building face to curb) on St. Andrew Street that range from 5.2 to 7 metres. The streetscape along St. Andrew Street will be improved with the introduction of 2 trees in the City right-of-way, as well as street furniture and public bicycle parking, which will be secured through the Site Plan Control application.

An Arborist Report and Tree Preservation Report was submitted by the applicant. The report indicates there are 3 by-law regulated privately-owned trees proposed for removal which require a permit from Urban Forestry. Urban Forestry has also commented that at the time of Site Plan Control application, the applicant will need to provide a revised landscape plan that, among other things, provides a soil volume calculation, composite utility plan and landscape details including cross sections.

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.

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

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the First Above Grade Building Permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Community Benefits

Changes to Section 37 of the Planning Act have replaced increased height and/or density bonusing with a new growth funding tool called the Community Benefits Charge (CBC). The application will be reviewed under the new Community Benefits Charges framework, once enacted.

Servicing

Engineering & Construction Services staff have requested minor revisions to the plans and additional information regarding the submitted Functional Servicing and Hydrogeological reports as noted in Section A of their memo to City Planning, dated September 30, 2021. The applicant will be required to address the comments in this memo prior to City Council enacting the site specific zoning by-law for this application.

Transportation

The development includes 103 bicycle parking spaces, of which 66 will be located in the underground level, and 37 will be located on the first floor. The proposal does not provide any vehicle parking spaces. The applicant's Transportation Impact Study justifies the proposed vehicular parking supply based on: the site's proximity to commercial parking lots, the 505 Dundas and 510 Spadina streetcar routes and the St. Patrick subway station; the extended cycling network in the area and the walkability of the Kensington Market area. A Type G loading space is proposed to be enclosed within the building on the ground level and accessed off St. Andrew Street. A portion of the turning radius for the loading truck would utilize parts of the adjacent property to the west, which has been granted through separate agreements. Transportation Services staff have reviewed the application and find the proposed supply of bicycle spaces, vehicular parking and loading spaces acceptable.

Unit Mix

Of the 72 residential units that are being proposed, 51 (71%) would be studio units, 8 (11%) would be 1-bedroom units, and 13 (18%) would be 2-bedroom units. During the consultation process, the community expressed concerns regarding the lack of additional multi-bedroom units. To address these concerns, the applicants revised the interior layout of the units, such that they would now provide for the possibility of an additional 8 units to be converted to 2- or 3-bedroom units using accessible or adaptable design measures such as knock-out panels.

Archaeological Assessment

A Stage 1 Archaeological Assessment was submitted as part of the application. The Stage 1 assessment indicated that Russell Creek, a historic watercourse, and notable structures, including buildings related to the Spadina Brewery, one of the city's first breweries, were located on the subject site. Given the archaeological potential, further

review and assessment will be conducted during the Site Plan Control stage. During the community meetings, members of the public requested that the applicants commemorate the history of the site. Commemoration methods will also be explored and secured during the Site Plan Control stage.

Toronto Green Standard

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

The site specific Zoning By-law will secure performance measures for the following Tier 1 development features: cycling infrastructure and bird friendly design. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, will be secured through the Site Plan Control process.

Conclusion

The proposal has been reviewed against the policies of the PPS, the Growth Plan, the Toronto Official Plan and the Downtown Plan. Staff are of the opinion that the proposal is consistent with the PPS and conforms with Growth Plan, Toronto Official Plan and the Downtown Plan.

In the opinion of City Planning staff, the proposal has been designed and massed to fit within its area context and appropriately limits impacts on adjacent properties, streets and open spaces. Further, the proposed development provides for a mix of uses and small scale retail units on the ground level that will animate the street and provide continuation of the physical retail character of Kensington Market. Planning staff recommend approval of the proposed Zoning By-law Amendments subject to the conditions set out in the Recommendations section of this Report.

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SIGNATURE

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Toronto and East York District

ATTACHMENTS

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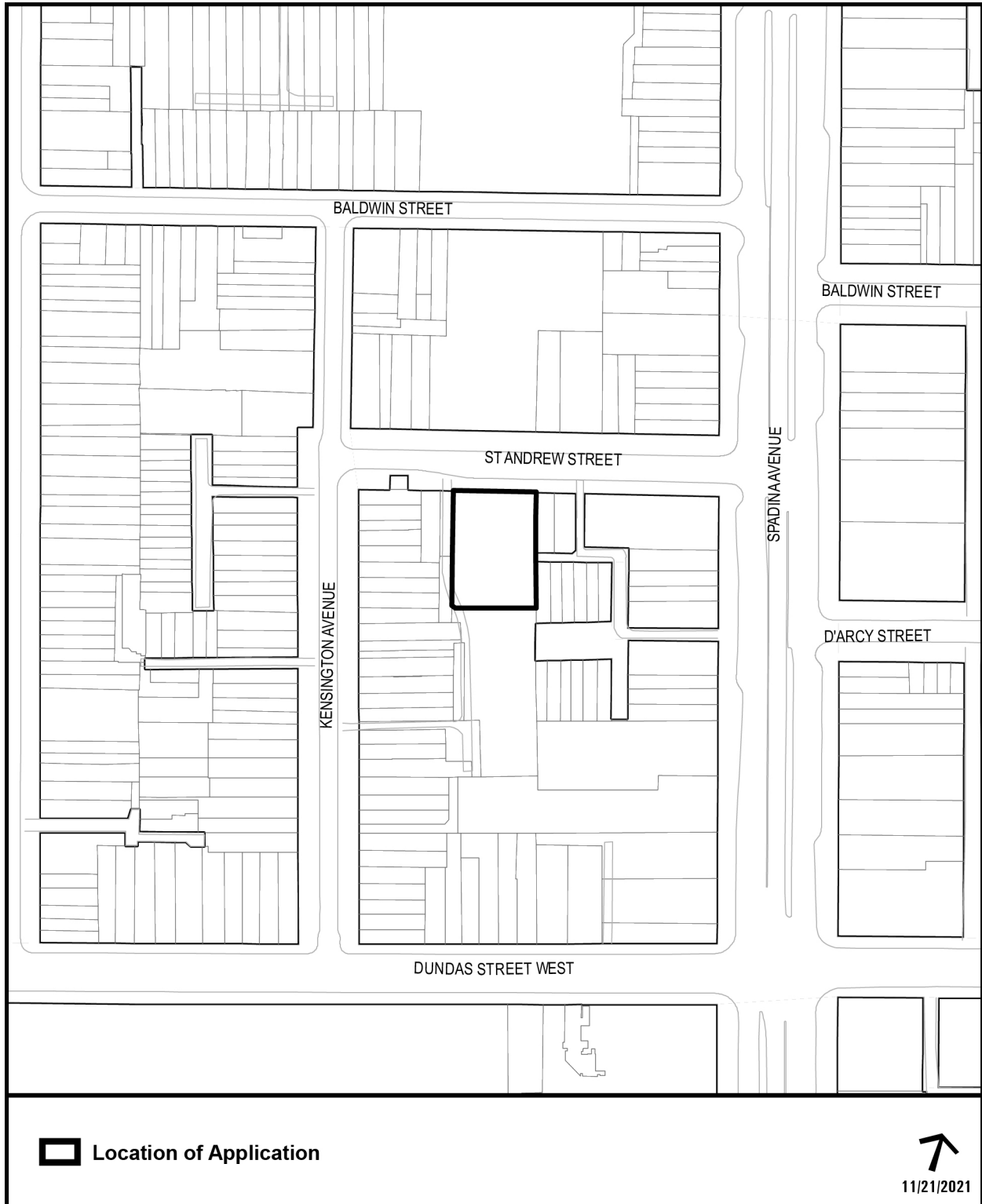
Attachment 11: South Elevation

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Attachment 13: 3D Model of Proposal in Context Looking Northwest

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Attachment 1: Location Map



Attachment 2: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 17 ST ANDREW ST Date Received: October 4, 2019

Application Number: 19 232278 STE 11 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment is being proposed to facilitate the development of a 5-storey mixed-use building having an overall height of 18 metres (exclusive of the mechanical penthouse). A total of 72 residential units and 283 square metres of retail space area are proposed.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC		SvN	2636676 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SASP 197
Zoning:	CR (C2.0; R1.5) SS2 (x2457)	Heritage Designation:	Kensington Market HCD
Height Limit (m):	12	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 1,208 Frontage (m): 37 Depth (m): 40

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	531		733	733
Residential GFA (sq m):	311		3,027	3,027
Non-Residential GFA (sq m):	935		283	283
Total GFA (sq m):	1,246		3,310	3,310
Height - Storeys:	2		5	5
Height - Metres:			18	18

Lot Coverage Ratio 60.7 Floor Space Index: 2.8
 (%):

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 3,027

Retail GFA: 283

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			72	72
Freehold:	3			
Condominium:				
Other:				
Total Units:	3		72	72

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	51	8	13	0	0
Total Units:	51	8	13	0	0

Parking and Loading

Parking Spaces: Bicycle Parking Spaces: 103 Loading Docks: 1

CONTACT:

Mladen Kukic, Senior Planner

416-392-9434

Mladen.Kukic@toronto.ca

Attachment 3: Official Plan Land Use Map



TORONTO
Official Plan Land Use Map

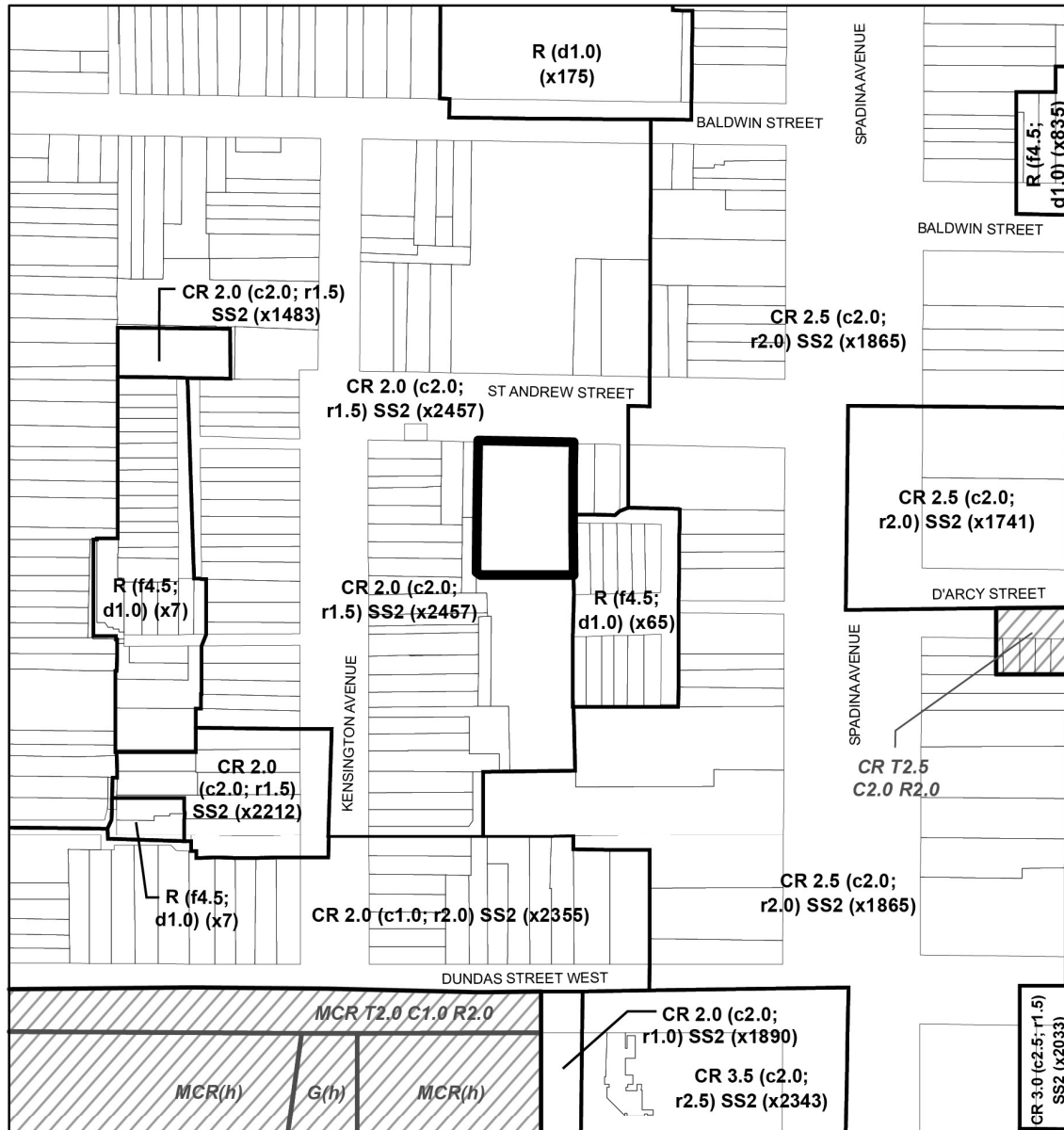
17 St Andrew Street

File # 19 232278 STE 11 0Z

- | | | | |
|---|-------------------------|---|--------------------------|
|  | Location of Application |  | Parks & Open Space Areas |
|  | Neighbourhoods |  | Parks |
|  | Mixed Use Areas | | |


 Not to Scale
 11/21/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

Address

File # 19 232278 STE 11 0Z



Location of Application



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

R Residential CR Commercial Residential

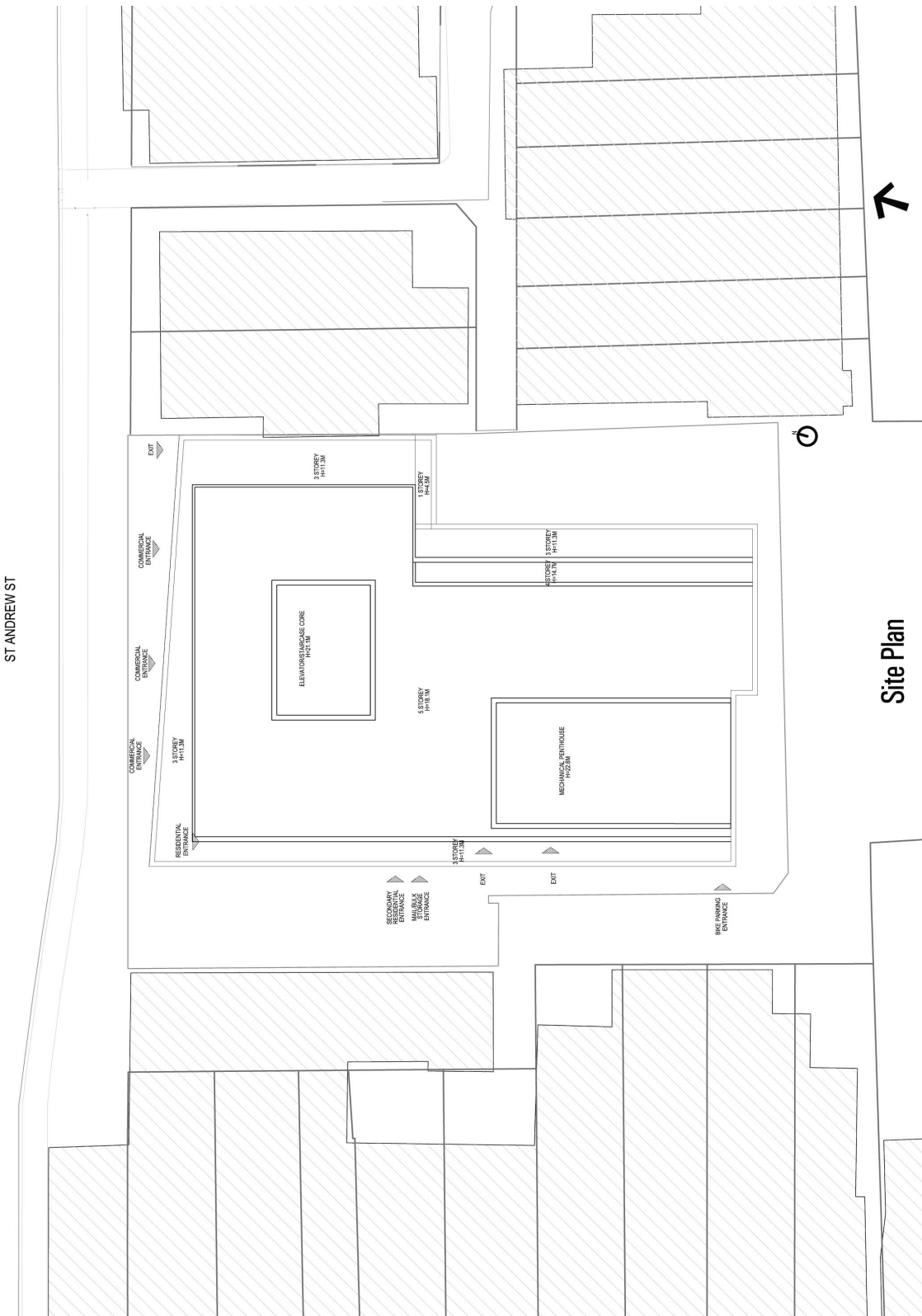
CR Mixed-Use District
MCR Mixed-Use District
G Parks District



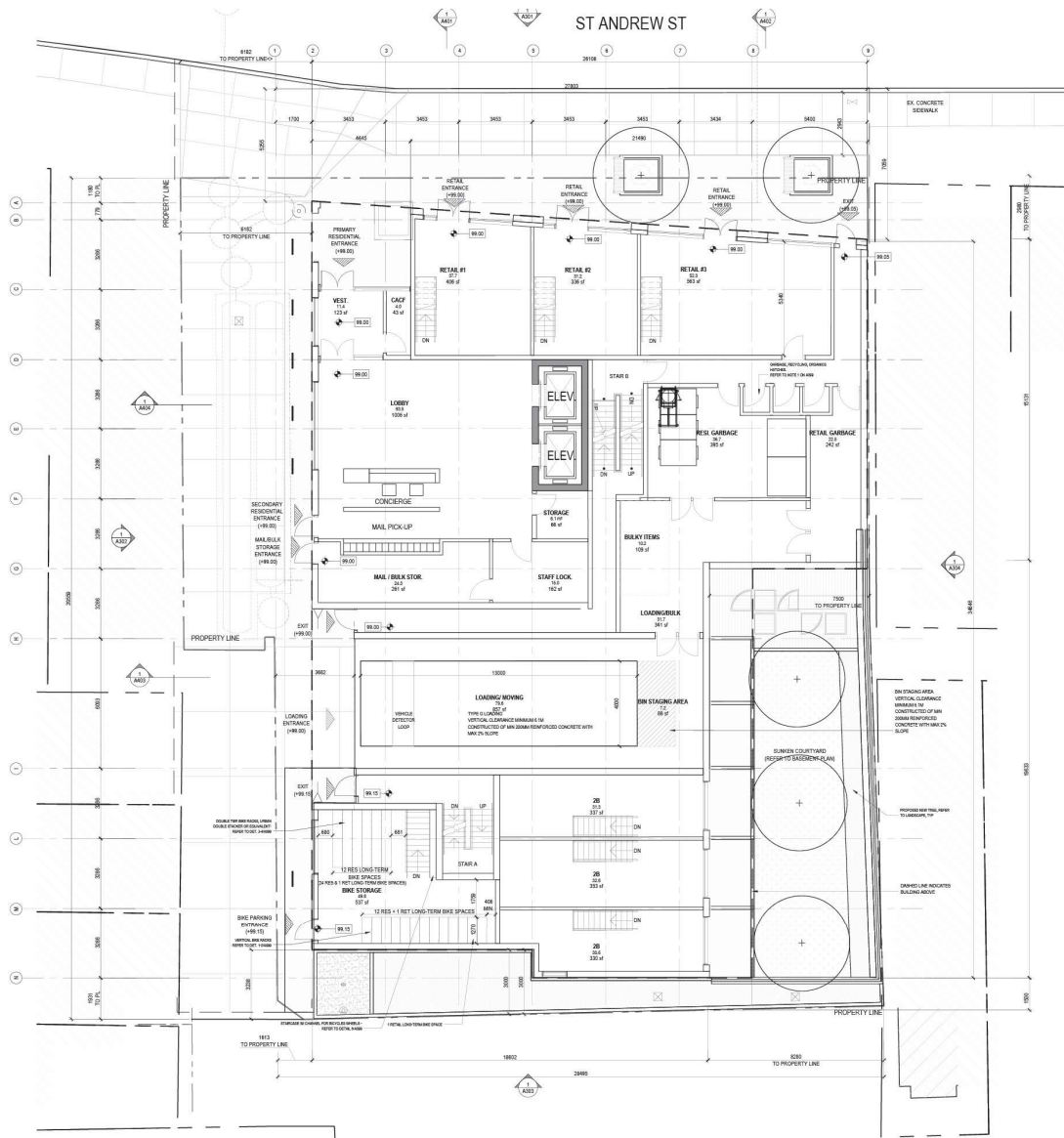
Not to Scale
Extracted: 11/21/2021

Attachment 5: Draft Zoning By-law 569-2013 Amendment

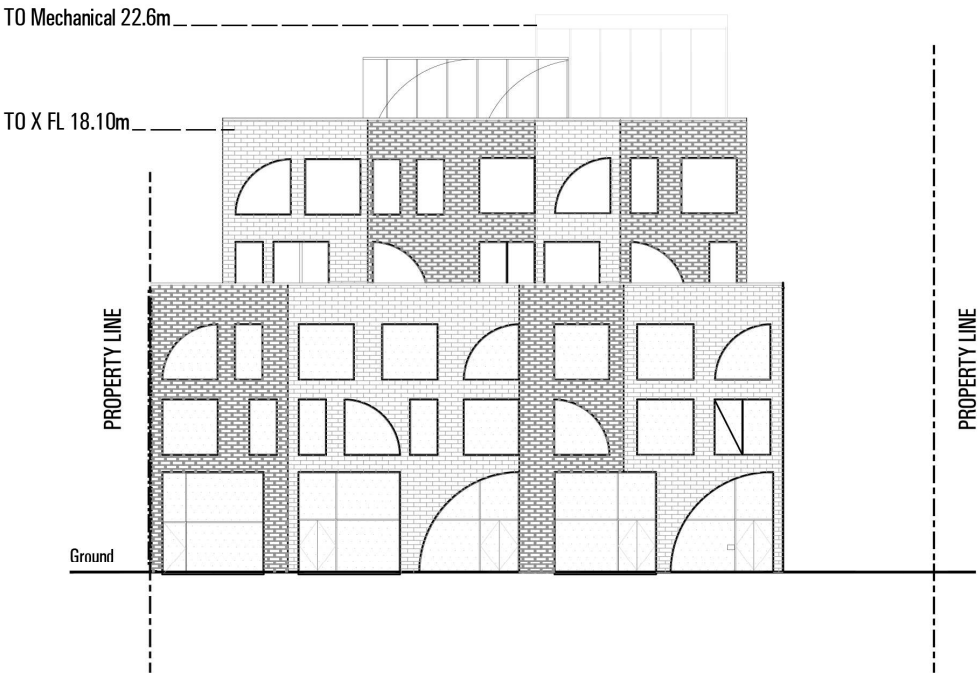
Attachment 7: Site Plan



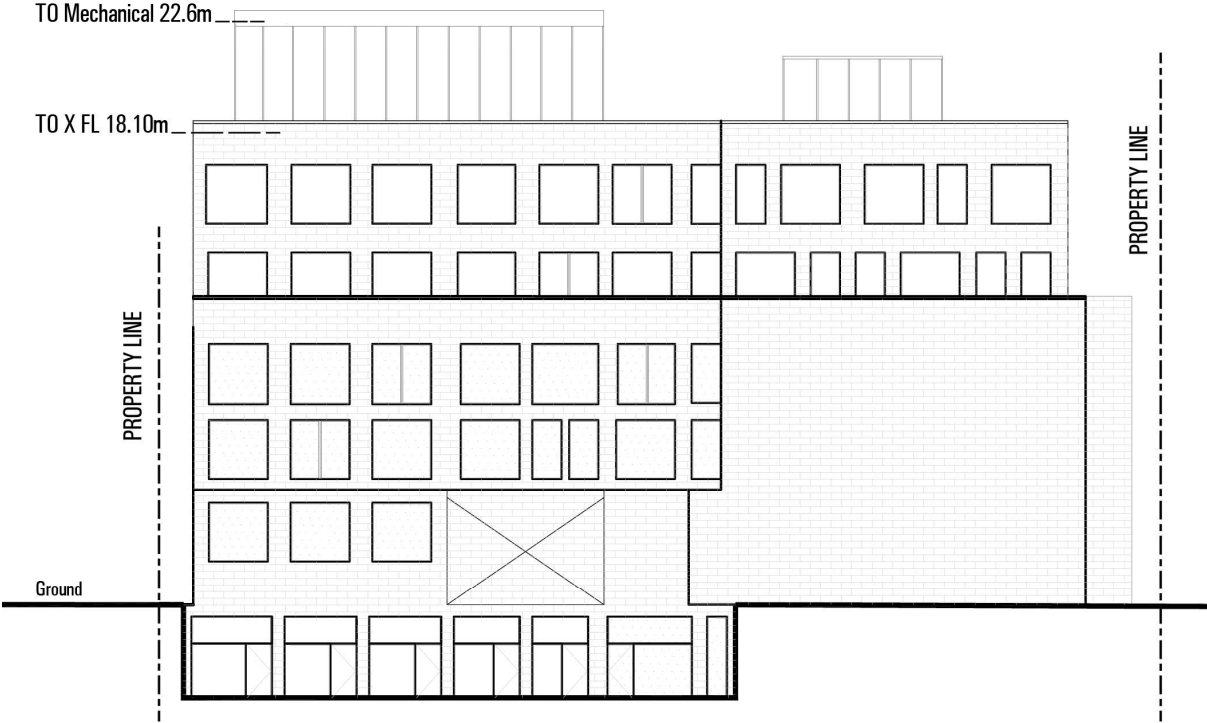
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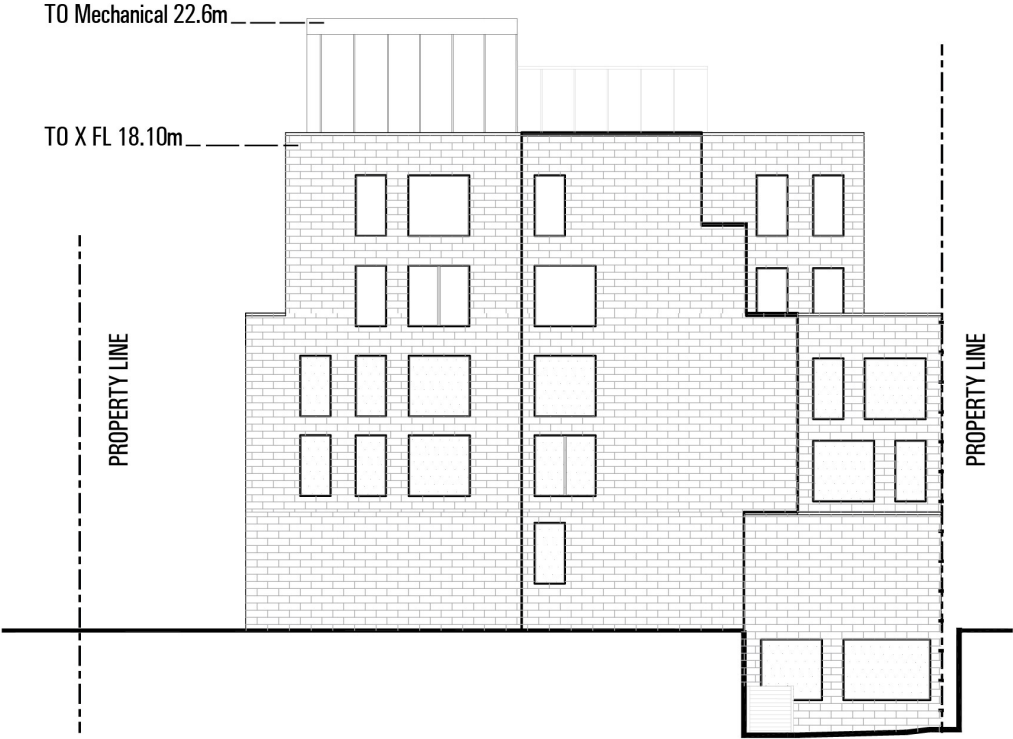
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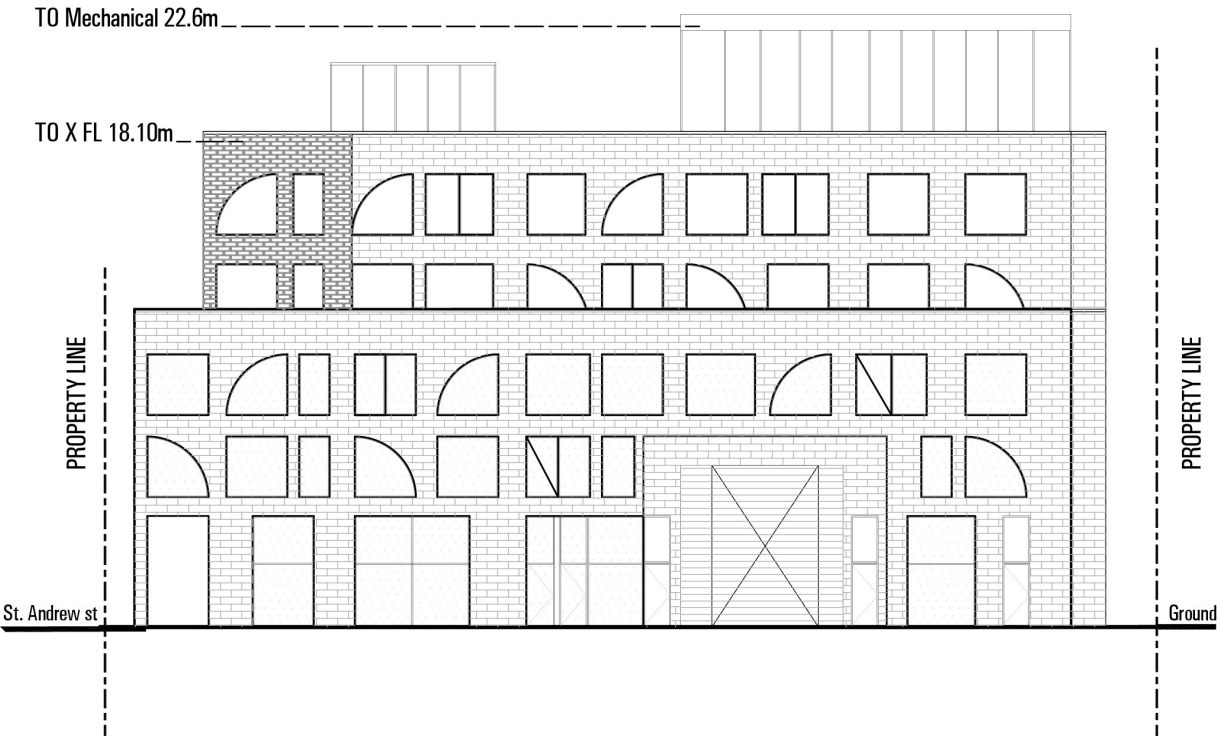
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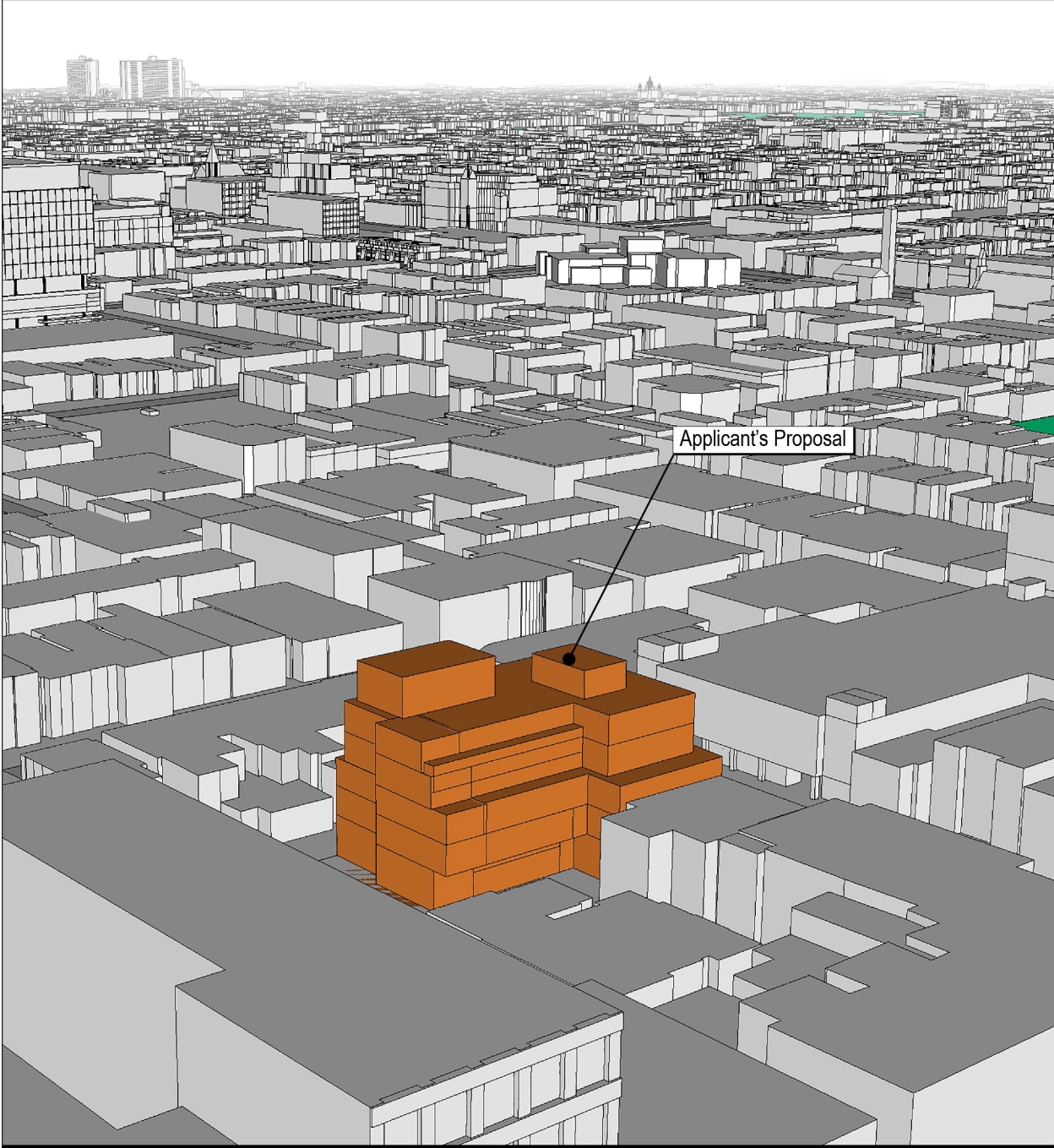
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Attachment 13: 3D Model of Proposal in Context Looking Northwest

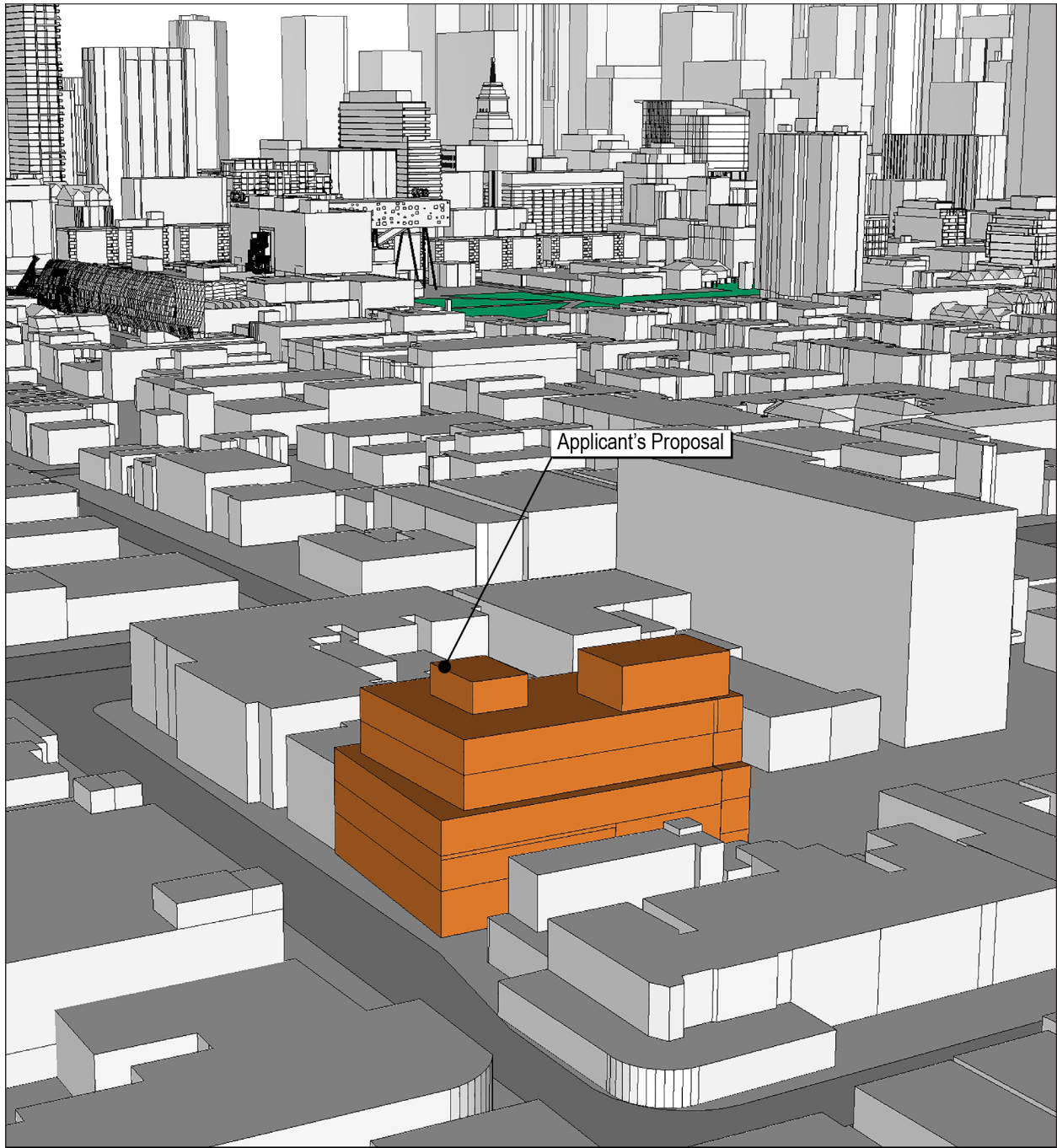


View of Applicant's Proposal Looking Northwest



11/18/2021

Attachment 14: 3D Model of Proposal in Context Looking Southeast



View of Applicant's Proposal Looking Southeast



11/18/2021