

1613 St. Clair Avenue West – Zoning Amendment – Decision Report – Approval

Date: June 20, 2023
To: Toronto and East York Community Council
From: Director, Community Planning, Toronto and East York District
Ward: 9 - Davenport

Planning Application Number: 22 167486 STE 09 OZ and 22 167485 STE 09 SA

SUMMARY

This application proposes a 17-storey, 64-metre-high (including mechanical penthouse) mixed-use building containing 258 dwelling units, 304 square metres of ground floor retail, 1,097 square metres of medical offices located on the ground and second floors, 306 bike parking spaces, and 101 vehicle parking spaces at 1613 St. Clair Avenue West. A Privately Owned Public Space (POPS) would be provided at the northwest corner of the site.

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).

This report reviews and recommends approval of the application to amend the Zoning By-law as the proposal animates the public realm at a gateway into a portion of the St. Clair Avenue West - (Glenholme to Keele) Avenue Study Area, provides an appropriate built form on site given the constrained context and provides housing options for families.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1613 St. Clair Avenue West substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. Before introducing the necessary Bills to City Council for enactment, require the owner to:

a) Submit a revised Functional Servicing and Stormwater Management Report for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

b) submit a Rail Safety Report for review and acceptance by Metrolinx and the Chief Planner and Executive Director, City Planning.

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.

THE SITE

Description: The site is 3,275 square metres in size, located to the east of the GO/Metrolinx rail line servicing the Barrie line. The western portion of the site has a downward slope allowing for the rail line to cross over St. Clair Avenue West via an elevated bridge. The lands are located north of an existing stacked townhouse development, fronting onto Caledonia Park Road. The east of the site is vacant land, encumbered with an easement in favour of Toronto Water, which contains storm and sanitary sewers and a watermain. The easement is approximately 9 metres wide at St. Clair Ave W and tapers down to 6 metres wide at the southeast corner of the site. To the east is an existing one storey commercial building and further east, Caledonia Road and Earls court Park. The lands to the north are subject to a Site Plan Control Application at 1500-1550 St. Clair Ave W and 20-36 Caledonia Road for a 15 and 17-storey mixed use development. Don Panos Parkette is located northwest of the subject lands.

Existing Use: The site is occupied by a two-storey commercial building containing a hair salon and fruit wholesaler.

The Application

Description: The proposal seeks permission for a 17-storey (58 metre) mixed use building containing 258 dwelling units, 304 square metres of ground floor retail, and 1,097 square metres of medical office space across the ground and second floors. The proposal would incorporate a rail safety crash wall along the westerly façade and provide a POPS located at the northwest corner of the site. The site would be accessed from Caledonia Park Road to the east.

Density: The application proposes a floor space index (FSI) of 5.54 times the area of the lot.

Dwelling Units: A total of 258 dwelling units are proposed with 42% being large units comprised of 31% two-bedroom units and 11% three-bedroom units. The remaining 58% of the units would be studio and one-bedroom units.

Parking and Loading: Bike parking would be located on the ground and mezzanine floors with a total of 302 bike parking spaces provided, 237 of which are long-term spaces and 65 are short-term spaces. Loading would be accessed at the rear of the site and be provided indoors on the ground level with Type B, C, and G loading spaces. Vehicular parking includes 101 spaces, 87 of which for residents, 14 for visitors, and 9 accessible. Ninety-one parking spaces will have Electric Vehicle charging stations.

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

- Thirty-six vehicular parking spaces were proposed to be located on the ground, mezzanine, and second floors which have been reduced to eight parking spaces and a loading area on the ground floor with medical office provided on the ground and second floors to address Policy 3.1.3.4 of the Official Plan. The mezzanine provides additional height for the retail and medical offices on the ground floor and long-term bicycle parking. 93 parking spaces are now proposed below grade.
- Building massing has been simplified to provide fewer and steeper building stepbacks at the rear of the building.
- Floor plates have been simplified from an L shape above the podium to a rectangular floor plate.
- Northwest corner has been rounded and a 132 square metre POPS provided at the ground level to provide public amenity and as a gateway feature into the St. Clair Avenue West streetscape.
- Unit count has changed from 237 units to 258.

Reasons for Application:

The proposed Amendment to City-wide Zoning By-law 569-2013 is required to bring the lands out of former City of Toronto Zoning By-law 438-86 into the City-wide Zoning By-law and to vary performance standards relating to building height, gross floor area, setbacks, and location of parking facilities.

Additional Information:

See Attachments 1, 2, 6, 7, and 8 of this report for the Application Data Sheet, Location Map, 3D Model, elevations, floor plans and roof plan of the proposal, respectively. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

www.toronto.ca/1613StClairAveW

Site Plan Control

A Site Plan Control application was submitted on July 5, 2022 and is currently under review.

Community Consultation

A virtual Community Consultation Meeting on the proposal for 1613 St. Clair Avenue West was hosted by City staff on January 25, 2023 at which presentations were given by City staff and the Applicant. Approximately seventeen people participated, as well as the Ward Councillor's Office. The comments made by the Community relate to the following:

- A simplified built form to allow for efficient built design should be explored;
- Provide opportunities for e-bike charging stations;
- Need to provide family-sized units;
- Support for traffic being diverted onto Caledonia Park; and
- Removing need for angular plane will allow for more housing options on site.

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

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as an Avenue. The land use designation for the site is Mixed Use Areas. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Site and Area Specific Policy

The lands were part of the Avenue Study for St. Clair Avenue West between Old Weston Road and Bathurst Street. Through the assessment, the lands were excluded from the resulting Site and Area Specific Policy (SASP 326) for further study.

Zoning

The subject site is zoned I2 D1 under Zoning By-law 438-86. The I2 D1 zoning category permits a range of industrial uses including, but not limited to, a medical centre, day nursery, police station, post office, union hall, retail, personal services, laboratories, data processing establishments, and studios. See Attachment 4 of this report for the existing Zoning By-law Map. Since the lands are designated Mixed Use Areas in the Official Plan, a Conversion Request as required by the PPS is not required.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Guidelines
- St. Clair Avenue West (Glenholme to Keele) Urban Design Guidelines
- Pet Friendly Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Retail Design Manual; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines may be found here:

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

Toronto Green Standard

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. The TGS can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan policies and planning studies described in the Policy and Regulation Considerations Section of the Report as well as the policies of the Official Plan as a whole. The inclusion of small scale retail

units facing St. Clair Avenue West and 1,097 square metres of medical office allow for activity on the site at all times throughout the day and creates a complete community on an underutilized site. Given the existing and the planned context for the subject property and the surrounding area, the proposal implements the planned intent for uses within the Mixed Use Areas designation [per Policy 4.5.2 of the Official Plan](#).

Public Realm and Privately Owned Publicly Accessible Open Space (POPS)

The St. Clair Avenue West (Keele to Glenholme) Avenue Study identifies the northwest corner of the site as a Gateway into the neighbourhood to the east of the site. As a result, the applicant has provided a 132 square metre POPS at this space and provided a 6 metre wide sidewalk zone fronting onto St. Clair Avenue West to provide sufficient room for pedestrians and street tree planting. Staff consider the proposed POPS to be a positive element of the proposal by expanding the public realm per Policies 3.1.1.12 and 3.1.1.20 of the Official Plan. Staff recommend that the POPS, including its final design, be secured through the Site Plan Control approval process.

Density, Height, Massing

Since the property is relatively isolated due to the proximity of the rail line to the west, limited development opportunity to the east, and being located north of lower scales of development, there is limited impact of additional height from this property onto adjacent land uses as directed by Policies 3.2.3.3 and 4.5.2.d) of the Official Plan. The proposal includes tower floor plates above the sixth storey podium base starting at 1,236 square metres for floors seven to nine, 849 square metres for floors ten to twelve, and 755 square metres for floors 13 to 17.

While the floor plates of the tower portion of the building exceed the City's Tall Building Guideline requirements of a maximum 750 square metres, the location of the site as noted above results in minimal impacts on the surrounding lands and do not preclude redevelopment of the site directly east. The larger floor plates allows for over 40% of the units to be comprised of two and three bedroom units. Through feedback from City Planning and the community, the applicant revised the massing of the building to provide simplified stepbacks in the upper storeys.

[Balconies have been designed to balance the intent of the Official Plan Policies 3.1.4.10 and 3.1.4.11](#) and to provide adequate space for private outdoor amenity space. The intent of these Policies ensure massing is not further overwhelmed by balcony projections. Staff are satisfied that the balconies proposed provide adequate functionality and reduce projections into the public realm where required.

The podium portion of the building has been designed to provide a strong presence at the ground level with lighter materials above the sixth storey to help mitigate the perception of height and massing from the street. Staff are of the opinion that the proposed building design is appropriate for the lands given the site context and balance of additional housing opportunities provided on site.

Sun, Shadow

The proposal casts minimal shadows on the surrounding public realm, specifically Don Panos Parkette to the northwest, the proposed privately owned public space (POPS) located at 1500 St. Clair Avenue West to the north, and Earls court Park to the east. Shadows move across these spaces quickly, with the longest duration of shadow during the winter over the POPS space. Otherwise, shadows are minimized to ensure the public realm has adequate sunlight access at the spring and fall equinoxes.

Wind

The applicant has submitted a Pedestrian Level Wind Study in support of the application. The Study demonstrates that all outdoor amenity areas will provide conditions comfortable for sitting or standing in this areas and no areas will experience uncomfortable conditions. Through the Site Plan Control review, staff will work with the applicant to ensure any mitigation measures required to provide sitting conditions for all amenity areas is maintained.

Unit Mix/Amenity space

The proposal provides a high proportion of family-sized units, being 31% two bedroom units and 11% three bedroom units. Balconies have been provided for the majority of the units that allow for the extension of private living spaces to the outdoors. Communal outdoor amenity space has been provided adjacent to the rail corridor with additional outdoor amenity on the third floor terrace to the west for a total outdoor amenity area of 604 square metres, well above the Zoning By-law requirement of 516 square metres. The high number of family sized units and multiple options for outdoor amenity spaces ensures the development meets the intent of the Growing Up Guidelines.

Mobility

A Transportation Impact Study was submitted to assess the traffic impact, access, parking and loading requirements for the proposed development. No traffic improvements are required to support the development. The proposed bike parking and loading spaces meet the existing requirements under the Zoning By-law, being 302 bike parking spaces and Type "B", "C", and "G" loading spaces. The majority of bike parking is provided on the ground and mezzanine floors with approximately 54 bike parking spaces located on the first level of underground parking. Transportation Demand Management measures such as pre-loaded Presto Cards and an on-site bike repair space are proposed to support the development. Staff are supportive of the proposed Transportation Demand Management measures. Through the detailed review of the Site Plan Control application, further measures will be confirmed such as car share and/or bike share membership incentives. A total of 101 vehicular parking spaces are also proposed, 92 of which will have EV charging capabilities, contributing to the sustainability of the project.

Servicing

A Functional Servicing Report and Stormwater Management Report is currently under review for this proposal to demonstrate that no upgrades are necessary to the existing infrastructure for this development. Staff recommend that the Bills necessary to

implement the approval of this project be withheld until the Reports have been accepted by Engineering and Construction Services staff.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 12 to 28 hectares of local parkland per 1,000 people which is less than the city-wide average provision of 28 square metres of parkland per person. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

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

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. 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.

Tree Preservation

There are no existing trees on site that are regulated by the City of Toronto Municipal Code Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). Additional trees will be planted on site and in the boulevard, the details of which will be designed and secured through the Site Plan Control process.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Rail Safety

The lands are adjacent to a rail corridor used by GO/Metrolinx for the Barrie GO Line. The applicant has submitted a Rail Safety Mitigation Report, which recommends a

crash wall integrated into the westerly façade of the building. The Report is currently under peer review for acceptance and rail safety matters must be addressed prior to the submission of Bills to City Council for the enactment of the Zoning By-law.

Noise Mitigation

Due to the proximity of the rail corridor, a Noise Impact Study has also been submitted in support of the application and is currently under review. The proposal recommends a 1.1m high noise barrier surrounding outdoor living areas to ensure the space meets provincial noise requirements. The details of noise mitigation will be finalized through the Site Plan Control process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to tall building design and balcony projections, expanding the public realm, locating parking away from above grade and limiting shadow. Overall, the building has been designed to meet the intent of the Mixed Use Areas development requirements. The proposal is compatible with the surrounding context, will provide much-needed family-size dwelling units, and provides suitable mitigation from the adjacent rail corridor. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

Willie Macrae, BA, MES, MCIP, RPP
Acting Director, Community Planning, Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: 3D Model

Attachment 7: Floor Plans and Roof Plan

Attachment 8: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 1613 ST CLAIR AVE W Date Received: June 24, 2022

Application Number: 22 167486 STE 09 OZ

Application Type: Rezoning

Project Description: Proposal to develop the subject lands with a 17-storey, 57 metre mixed-use building consisting of 258 units in 16,732 square meters of residential floor area and 1,404 square meters of non-residential floor area. Non-residential floor area would be comprised of 57square metres of community space, 271 square metres of retail, and 1,076 square metres of medical office. A total of 575.4 square meters of indoor amenity area and 721 square meters of outdoor amenity area is proposed.

Applicant	Agent	Architect	Owner
BATTERY PLANNING AND MANAGEMENT		SvN Architects + Planners	NOVA RIDGE (ST CLAIR) GP CORP

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 326

Zoning: I2 D1 Heritage Designation: N

Height Limit (m): 14 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 3,275 Frontage (m): 44 Depth (m): 64

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	575		1,681	1,681
Residential GFA (sq m):			16,732	16,732
Non-Residential GFA (sq m):	575		1,404	1,404
Total GFA (sq m):	575		18,136	18,136
Height - Storeys:	2		17	17
Height - Metres:	7		57	57

Lot Coverage Ratio (%): 51.32 Floor Space Index: 5.54

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

Residential GFA: 16,732
 Retail GFA: 271
 Office GFA: 1,076
 Industrial GFA:
 Institutional/Other GFA: 57

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			258	258
Other:				
Total Units:			258	258

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		1	147	82	28
Total Units:		1	147	82	28

Parking and Loading

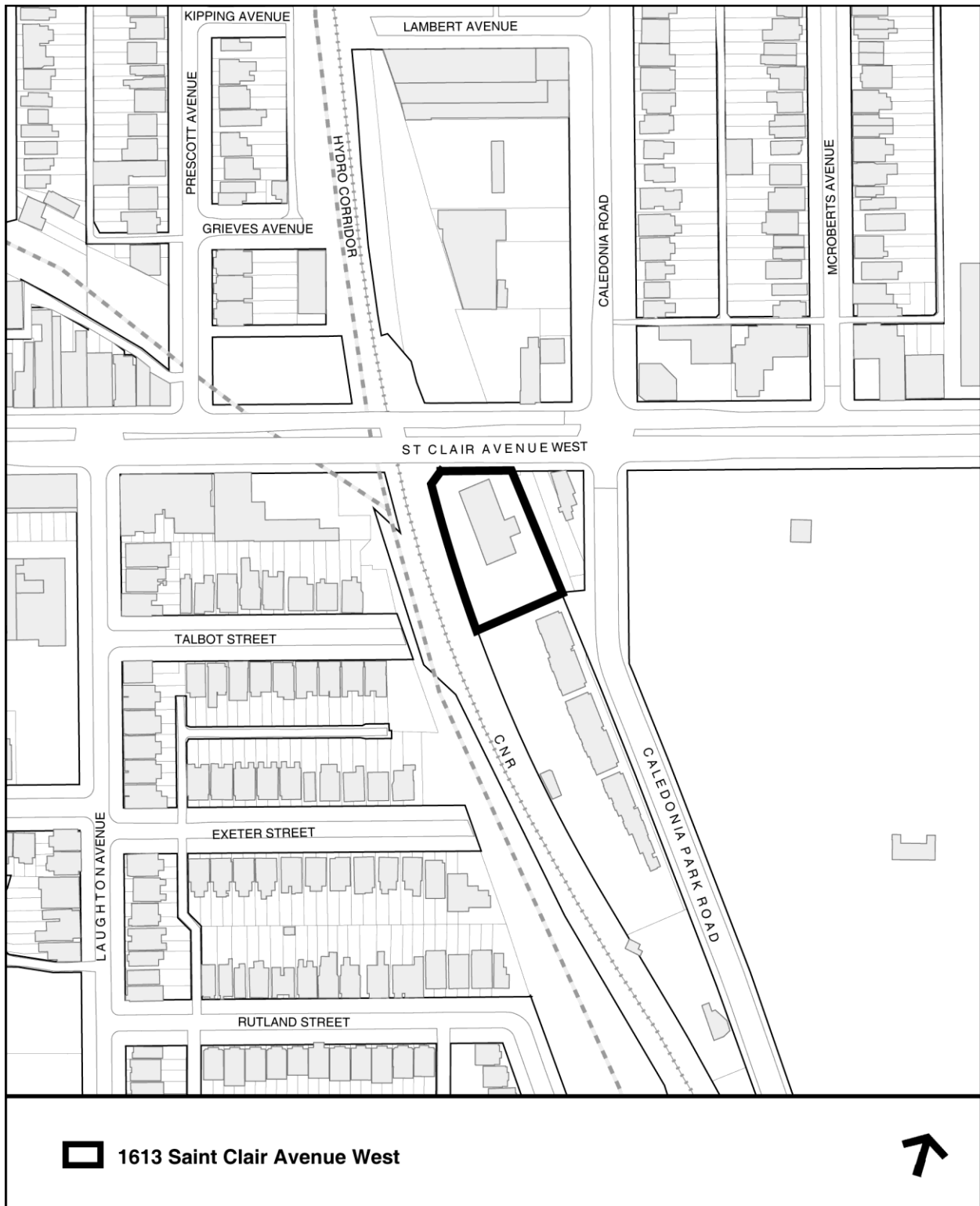
Parking Spaces: 101 Bicycle Parking Spaces: 302 Loading Docks: 2

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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

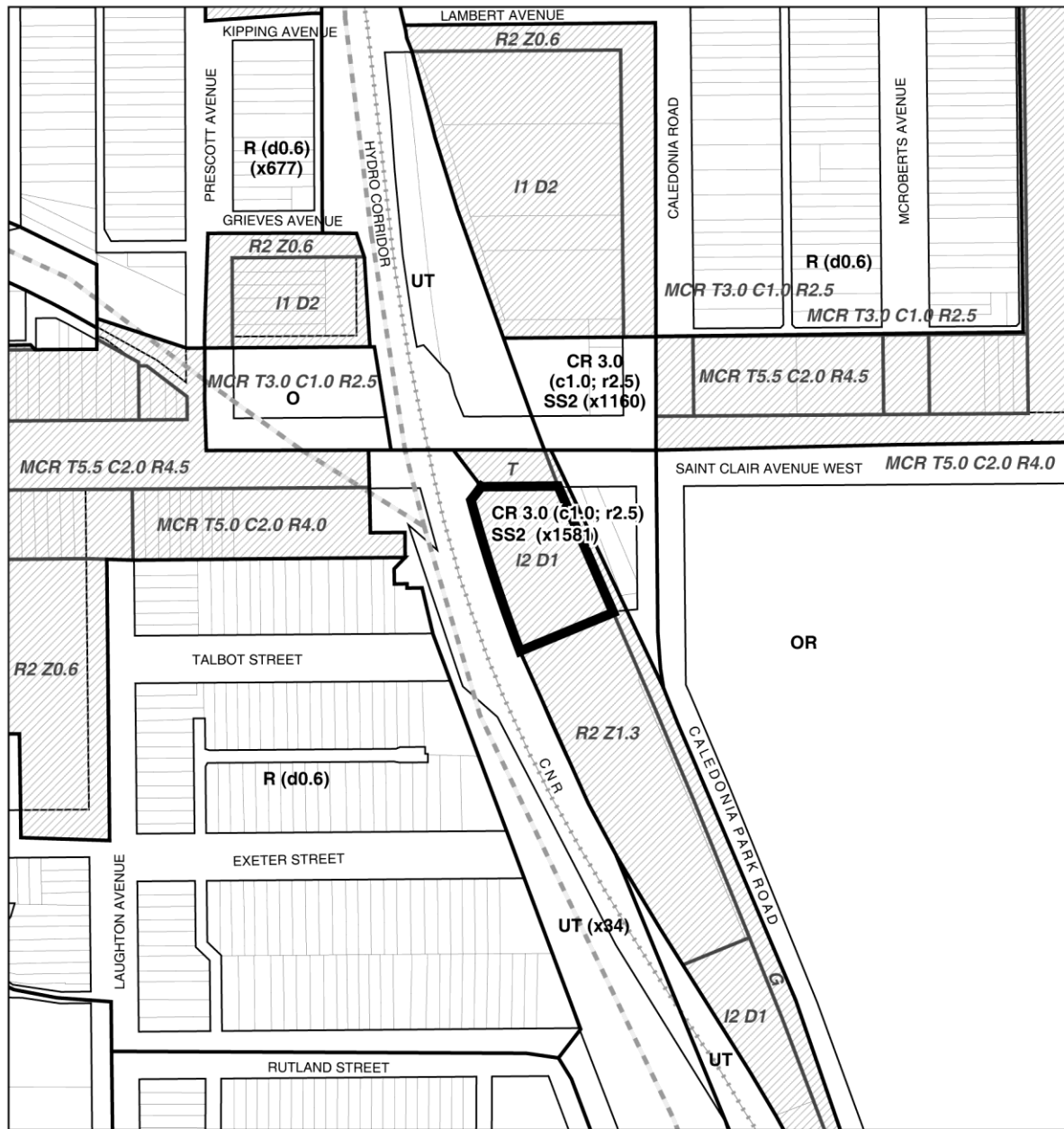
1613 St Clair Avenue West

File # 22 167486 STE 09 02

- Location of Application
- Neighbourhoods
- Mixed Use Areas
- Parks
- Other Open Space Areas
- Utility Corridors
- General Employment Areas

Not to Scale
 Extracted: 07/13/2022

Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

1613 St Clair Avenue West

File # 22 167486 STE 09 02

-  Location of Application
- R** Residential
- CR** Commercial Residential
- 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
- T** Industrial District
- G** Parks District


Not to Scale
Extracted: 07/13/2022

Attachment 5: Draft Zoning By-law Amendment

The draft Zoning By-law Amendment will be made available on or before the June 22, 2023 meeting of Toronto and East York Community Council.

Attachment 6: 3D Model



View of Applicant's Proposal Looking Northeast



06/07/2023

Attachment 7A: Ground Floor Plan



Level One Plan



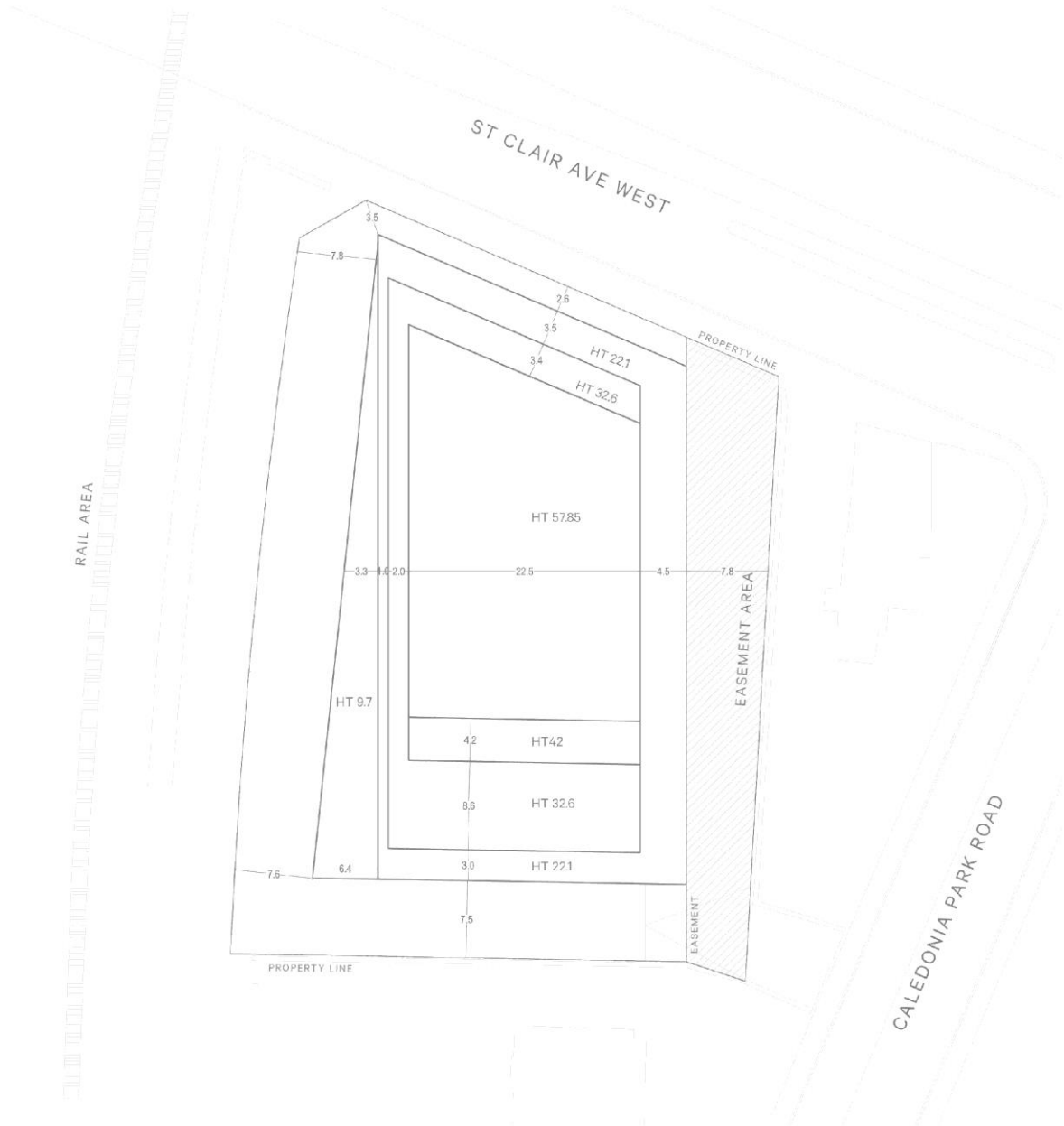
Attachment 7B: Second Floor Plan



Level Two Plan



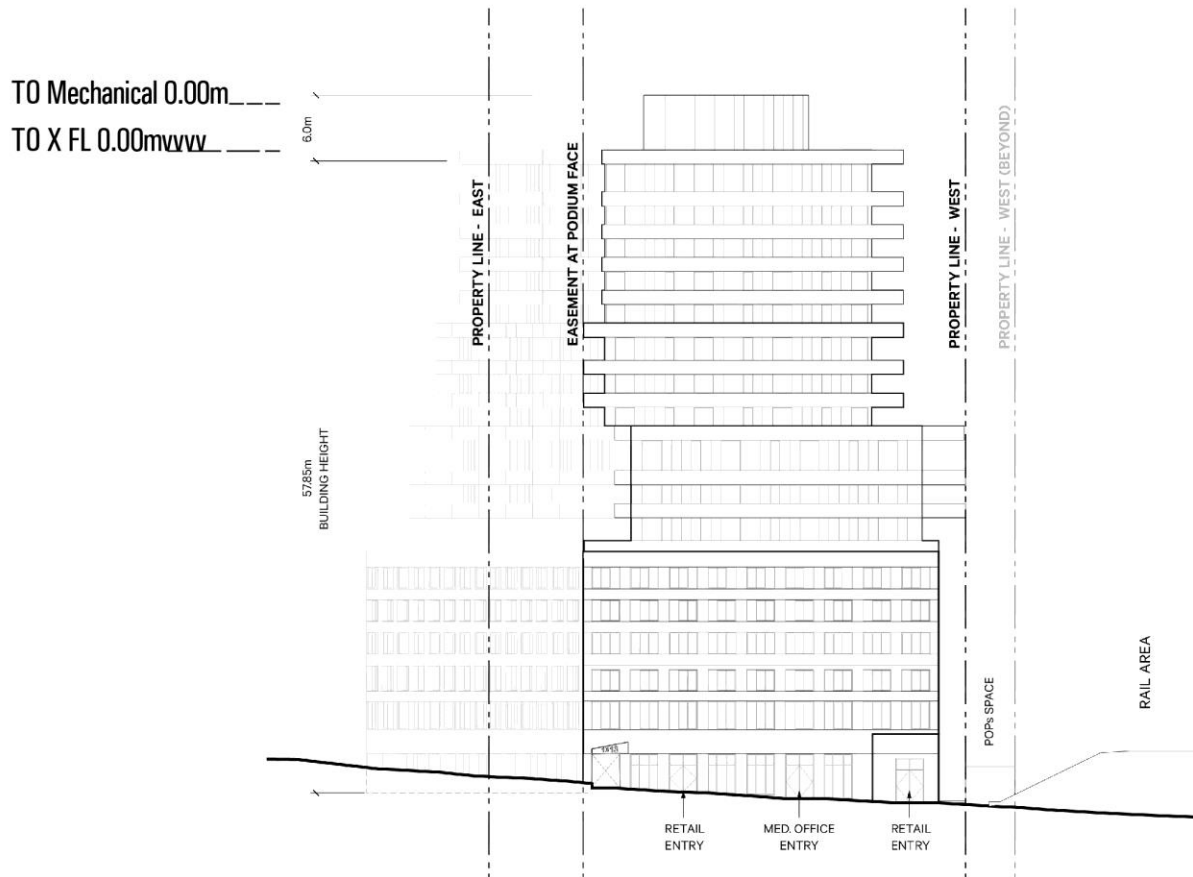
Attachment 7C: Roof Plan



Roof Plan



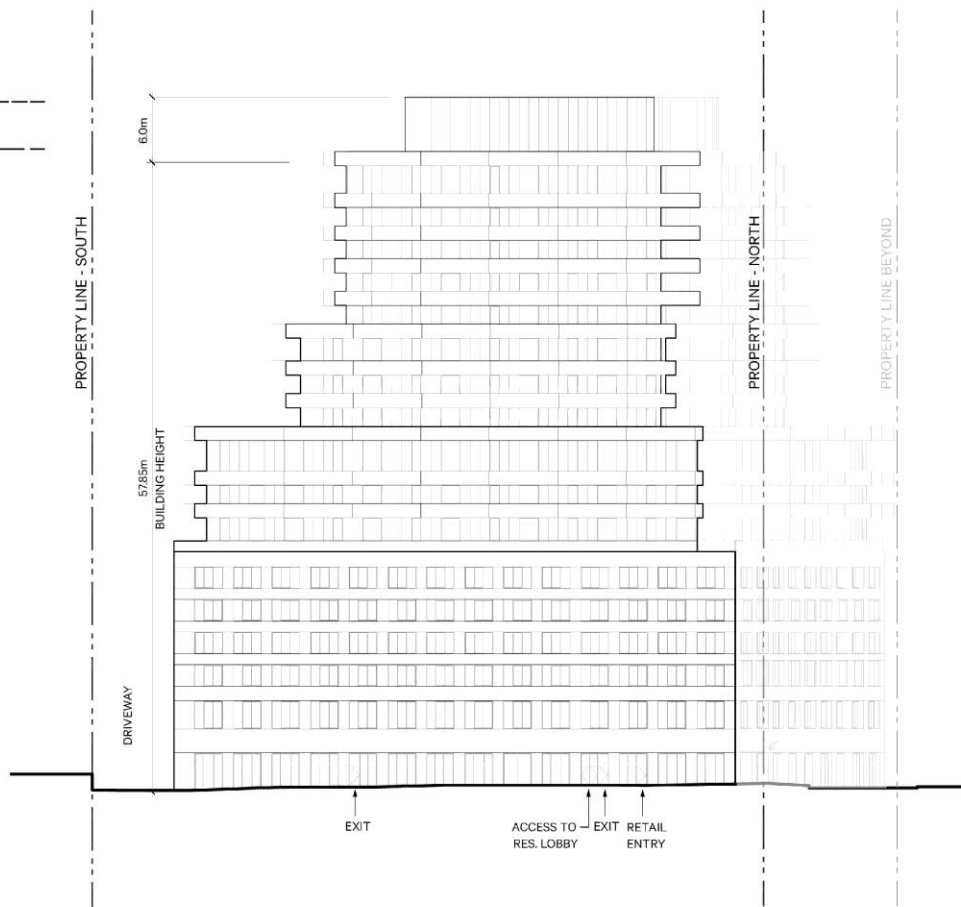
Attachment 8A: North Elevation



North Elevation

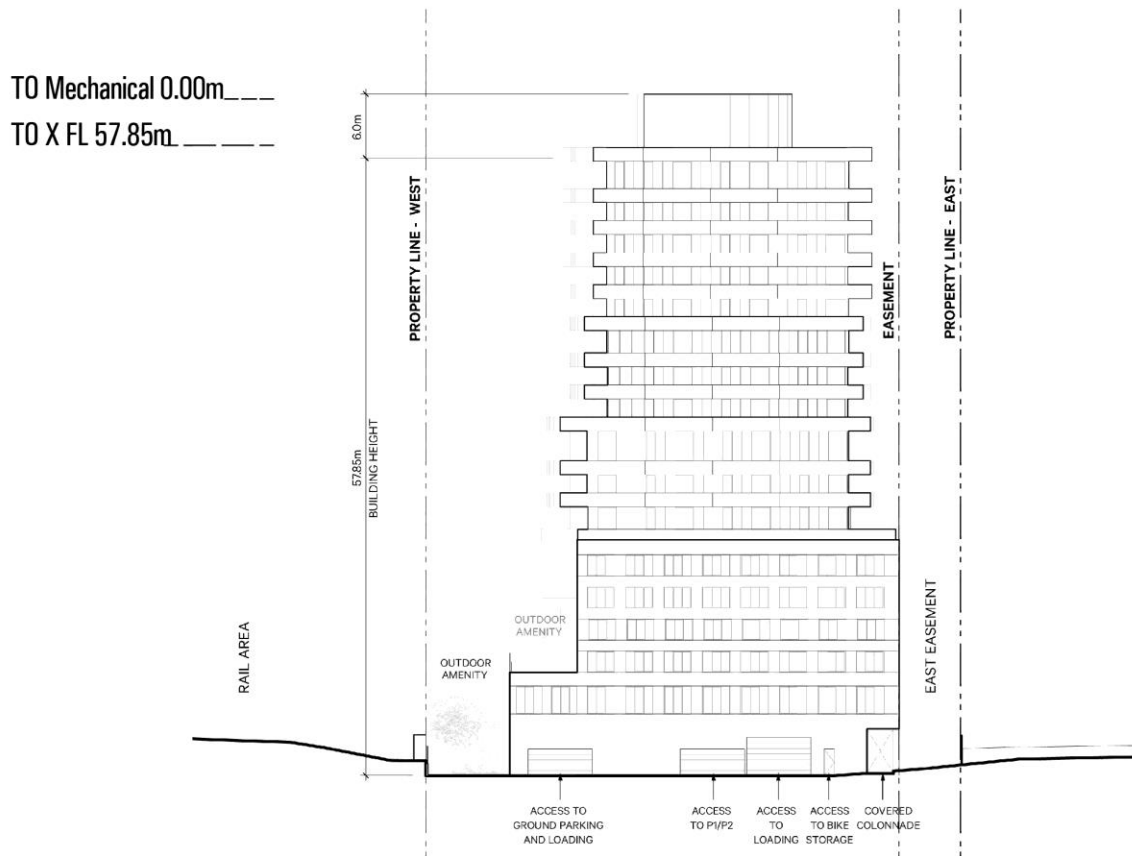
Attachment 8B: East Elevation

TO Mechanical 0.00m _____
TO X FL 57.85m _____



East Elevation

Attachment 8C: South Elevation



South Elevation

Attachment 8D: West Elevation



West Elevation