

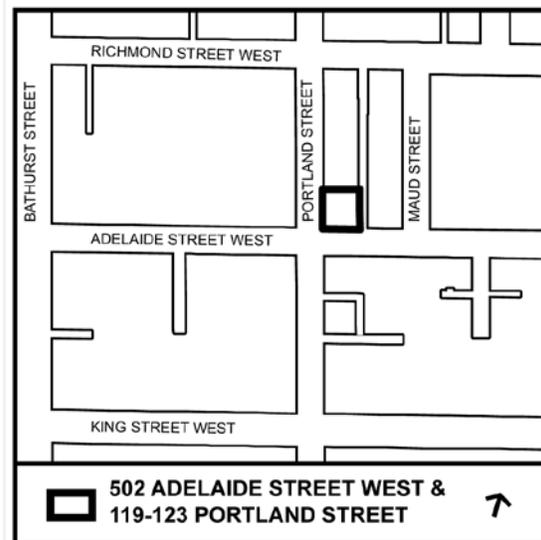
**502 Adelaide Street West & 119-123 Portland Street -  
Zoning Amendment Application - Final Report**

<b>Date:</b>	May 18, 2018
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	16 228717 STE 20 OZ

**SUMMARY**

This application proposes to develop a 14-storey mixed-use building, plus one mezzanine level, (45 metres including mechanical penthouse) with retail at grade and residential above at 502 Adelaide Street West and 119-123 Portland Street. Two levels of underground parking are proposed. The proposed development would include 105 residential units, 272 square metres of retail, and 32 vehicular parking spaces.

Staff have reviewed the proposed Zoning By-law amendments and have determined the proposal to be appropriate for the site. The applicant has made modifications to the proposal since the initial submission in response to comments from City Staff and residents' concerns. The development is designed with a base building and a transition of massing along all sides of the building. This report reviews and recommends approval of the Zoning By-law amendments.



## RECOMMENDATIONS

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### **The City Planning Division recommends that:**

1. City Council amend Zoning By-law 438-86 for the lands at 502 Adelaide Street West and 119-123 Portland Street substantially in accordance with the draft Zoning By-law Amendment to be available at the June 6, 2017 meeting of the Toronto and East York Community Council.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 502 Adelaide Street West and 119-123 Portland Street substantially in accordance with the draft Zoning By-law Amendment to be available at the June 6, 2017 meeting of the Toronto and East York Community Council.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:
  - a. Provide a revised hydrogeology assessment, geotechnical report and associated municipal servicing plans to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
  - b. Provide a revised functional servicing and stormwater management report to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
  - c. Provide any additional information/documentation as may be required by Toronto Water, Environmental Monitoring and Protection staff upon completion of the review.
  - d. Make satisfactory arrangements with the Chief Engineer & Executive Director, Engineering & Construction Services for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, in accordance with the functional servicing report accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
  - e. Provide revised drawings showing:
    - i. That all access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 m throughout, a minimum width of 4.5 m throughout, and be 6 m wide at point of ingress and egress, and a 5.5 m<sup>2</sup> (minimum) collection/staging pad must be shown abutting the front of the Type G loading space, with an unencumbered vertical clearance of 6.1 m, and constructed with a level

grade of no more than 2% to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services;

- ii. The notations related to back-up manoeuvres of the City's solid waste refuse collection vehicle to:
  - A. Install and maintain of a warning system with signage and lights at the top of the underground ramp to warn motorists/vehicles of the presence of the trucks on site and to use caution;
  - B. Install and maintain a warning system installed on private property adjacent the public lane, including installation of convex mirrors if there is a possibility that pedestrians may not see reversing vehicles, to warn vehicles and pedestrians when the City's solid waste refuse collection truck is on site, to use caution; and
  - C. Designate, a fully trained employee, to be present at all times to assist the driver of the City's refuse collection vehicle with the back-up manoeuvres onto the public lane by controlling pedestrian and vehicular traffic at the exit from the loading space and at all times during garbage collection times.
  - D. A 5.5 m<sup>2</sup> (minimum) collection/staging pad abutting the front of the Type G loading space, with an unencumbered vertical clearance of 6.1 m, and constructed of 200 mm reinforced concrete with a level grade of 2% ( ± );
  - E. The access ramp leading to the underground garage where the ramp beings at or near a property line, with a maximum slope of 5% over a minimum distance of 6 m, as measured from the new property line into the site;
  - F. The required 0.56 m wide strip of land to the full extent of the site abutting the west limit of the north-south public lane extending between Adelaide Street West and Richmond Street West to a depth of 1.2 m from the finished grade, to be conveyed to the City, free and clear of all encumbrances, save and except for utility poles; and
  - G. A minimum 2.1 m pedestrian clearway, excluding the tree pit cover to the full extent of the site abutting Adelaide Street West.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **Pre-Application Consultation**

Pre-application consultation meetings were held with the applicant on May 4, 2016, and June 15, 2016, to discuss complete application submission requirements and for City Planning staff to provide preliminary feedback on the proposal. Proposals were presented at both meetings for a 13-storey building. The proposed height was similar to what is proposed in the current application, however, the proposed stepping has been reduced for portions of the building above the 8<sup>th</sup> storey from what was presented at the June 15, 2016, meeting. Preliminary concerns identified by staff at the pre-application meetings included:

- The proposed setbacks and height;
- Potential heritage considerations;
- Need for further review of the proposed loading and parking provision and configuration; and
- Provision of 3-bedroom units.

## **DECISION HISTORY**

At its meeting of October 25, 2016, Toronto and East York Community Council (TEYCC) considered a Preliminary Report on the Zoning By-law Amendment application for 502 Adelaide Street West and 119-123 Portland Street. TEYCC directed that staff hold a community consultation meeting with landowners and residents within 120 metres of the site, and that notice of the meeting also be sent to additional residents, institutions and owners in consultation with the Ward Councillor.

The Preliminary Report is available on the City's website at:

<https://www.toronto.ca/legdocs/mmis/2016/te/bgrd/backgroundfile-97866.pdf>

## **ISSUE BACKGROUND**

### **Proposal**

*Original Submission – September, 2016*

The applicant's original submission proposed the construction of a 12-storey mixed use building with a height of 47 metres. A 1.5 metre setback along Portland Street was proposed above the 5<sup>th</sup> and 11<sup>th</sup> floors. A similar 1.5 metre setback was proposed along Adelaide Street West above the 8<sup>th</sup> and 11<sup>th</sup> floors.

The proposed residential gross floor area included 37 residential units. The proposed residential units included: 9 one-bedroom units (25%), 24 two-bedroom units (65%), and 4 three-bedroom units (11%). The proposed units range in size from 452 square metres (4,864 square feet) to 106 square metres (1,146 square feet). A total of 135 square metres of indoor amenity space was proposed (3.6 square metres/unit) and 12 square metres of outdoor amenity space (0.32 square metres/unit). The indoor and outdoor amenity spaces were adjoined and located on the second floor.

*Final Submission – March, 2018*

The applicant submitted a revised proposal in March, 2018. The revised proposal includes a 13-storey mixed-use building plus 1 mezzanine level (45 metres, including mechanical penthouse) with retail at grade and residential above. The existing buildings on site would be demolished. The total gross floor area proposed for the development is 9,748 square metres, comprised of 9,477 square metres of residential gross floor area and 272 square metres of non-residential gross floor area. The proposed floor space index is 10.5 times the area of the lot. The building is proposed to encompass almost the entirety of the lot, with stepping proposed on the east, west, and south elevations beginning on the 9<sup>th</sup> floor, and along the north elevation beginning at the 13<sup>th</sup> floor.

The proposed residential gross floor area is comprised of 105 residential units. The residential units are broken down as follows: 7 one-bedroom units (7%), 56 two-bedroom units (53%), 15 two-bedroom + den units (14%) and 27 three-bedroom units (26%). The units range in size from 45 square metres (483 square feet) to 161 square metres (1,734 square feet). A total of 355 square metres of indoor amenity space is proposed (3.4 square metres/unit) and 85 square metres of outdoor amenity space (0.8) square metres/unit). The indoor and outdoor amenity spaces are proposed to be connected and both are located on the second floor. Access to the residential portion of the development is located on Portland Street. The proposed non-residential gross floor area is located in a retail space at grade. Access to the retail space is proposed from both Adelaide Street West and Portland Street.

The applicant is proposing sidewalk widths of approximately 3.5 – 4.7 metres on Adelaide Street West and 5 meters on Portland Street.

Two levels of underground parking are proposed, containing 32 vehicular parking spaces. Vehicular parking is proposed to be accessed from the public lane along the eastern frontage of the property. A total of 117 bicycle parking spaces are proposed for the development, including 106 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. One loading space Type-G is proposed.

For additional details, see Attachment 1: Site Plan, Attachments 2-5: Elevations and Attachment 7: Application Data Sheet.

### **Site and Surrounding Area**

The site is located on the northeast corner of Adelaide Street West and Portland Street. The site is rectangular in shape with a frontage of approximately 29 metres on Adelaide Street West and 32 metres on Portland Street. The site is currently occupied by a single storey commercial building at 502 Adelaide Street West and three 2-storey row houses at 119-123 Portland Street. None of the buildings on site have been identified as heritage resources.

The following surround the site:

- North: A 4.5-storey commercial building is located immediately north of the site at 127 Portland Street. Farther north are 2-3 storey row houses and a 9-storey mixed-use building with retail at grade and residential above at 533 Richmond Street West. Northwest of the subject site is 543 Richmond Street West, a site subject to a zoning by-law amendment application for a 15-storey tower, recently approved by the Ontario Municipal Board. A 12-storey commercial building at 555 Richmond Street West is located northwest of the subject site.
- South: On the southeast corner of Adelaide Street West and Portland Street a development proposal is under review for a six-storey (26 metre) office building located at 582-590 King Street West connected to a 12-storey building (56 metres including the mechanical penthouse) located at 471-473 Adelaide Street West and 115 Portland Street. Farther south are a mixture of 2 to 5-storey commercial and residential buildings. A 12-storey building is located southeast of the subject site at 461 Adelaide Street West. A 3-storey commercial building is located southwest of the subject site at the southwest corner of Adelaide Street West and Portland Street.
- East: A public lane is located immediately east of the site. East of the lane is a 3.5 storey commercial building at 490 Adelaide Street West and a 4-storey commercial building at 480 Adelaide Street West. Farther east is a City park, St. Andrew's Playground, which is a designated heritage site and an Area of Special Identity in the King-Spadina Secondary Plan. North of St. Andrew's Playground is an approved development for a 13-storey building at 497 Richmond Street West, which includes a YMCA and conservation of the heritage-designated Waterworks Building.
- West: Portland Street is located immediately west of the site. On the opposite side of Portland Street is a mix of commercial and residential uses in 2-storey house-form buildings. Farther west, at 530 Adelaide Street West, is a 4-storey commercial building.

### **Planning Act, Provincial Policy Statement and Growth Plan**

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the conservation of features of significant architectural, cultural and historical interest; the adequate provision of employment opportunities; and the appropriate location of growth and development.

### **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 (2014) (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 and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

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 is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land,

resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;

- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- 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 region. The policies of the Growth Plan 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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

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.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before

other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in this report's Comments section.

### **Toronto Official Plan**

The site is identified as part of the Downtown and Central Waterfront on Map 2 of the Official Plan. The Official Plan states that Downtown will continue to evolve as a healthy and attractive place to live and work as new development that supports the reurbanization strategy and the goals for Downtown is attracted to the area. While Downtown is identified as an area offering opportunities for substantial employment and residential growth, this growth is not anticipated to be uniform. Design guidelines specific to districts of historic or distinct character will be implemented to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

Chapter Three of the Official Plan identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Section 3.1.1 contains Public Realm policies, which identify that great cities not only have great buildings, but that the buildings work together to create great streets, plazas, parks and public places. Policies require that new development enhances the quality of the public realm and sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians.

Section 3.1.2 contains Built Form policies, which indicate that development will be located, organized and massed to fit harmoniously with the existing and/or planned context. Development will limit its impacts on neighbouring properties, and the public realm by respecting street proportions, creating appropriate transitions in scale, providing for adequate light and privacy, limiting impacts of servicing and vehicular access on the property and neighbouring properties and limiting shadow and wind impacts. This section of the Plan also contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings, including locating buildings parallel to the street, with clearly visible entrances and ground floor uses with views to the street; locating and organizing parking and servicing to minimize impacts; providing an appropriate scale for adjacent streets; minimizing shadowing, loss of sky view and wind impacts; and fitting within the local context.

Section 3.1.5 of the Official Plan addresses the identification and evaluation of properties of cultural heritage value or interest. It also provides for conservation of heritage resources and includes policies that state that Heritage Impact Assessments will evaluate the impact of a proposed alteration to a property on the Heritage Register and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City.

In particular, Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and Policy 3.1.5.5 further states that proposed alterations and/or development on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property. Additionally, Policy 3.1.5.26 identifies that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impact on it. Finally, Policy 3.1.5.27 encourages the conservation of whole or substantial portions of buildings, structures and landscapes on those properties and discourages the retention of façades alone.

This section of the Plan also contains policies related to Heritage Conservation Districts. Policy 3.1.5.32 requires that impacts of site alterations and/or developments within Heritage Conservation Districts will be assessed to ensure that the integrity of the districts' heritage values, attributes and character are conserved, and Policy 3.1.5.33 adds that Heritage Conservation Districts should be managed and conserved by approving only those alterations, additions, new development, demolitions and removals in accordance with respective Heritage Conservation District plans.

Section 3.2.1 of the Official Plan contains Housing policies, which state that a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, is to be provided and maintained to meet the current and future needs of residents. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

The site is designated *Regeneration Areas* on Map 18 of the Official Plan. This land use designation provides for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form and is intended to revitalize areas. The framework for new development in these areas is set out in a Secondary Plan, which for the subject site is the King-Spadina Secondary Plan

This proposal was reviewed against the policies described above as well as the policies of the Official Plan as a whole.

### **King-Spadina Secondary Plan**

Chapter 6.16 of the Official Plan contains the King-Spadina Secondary Plan. The Secondary Plan emphasizes the reinforcement of the characteristics and qualities of the area through special attention to built form and the public realm.

Major objectives of the King-Spadina Secondary Plan include:

- New investment is to be attracted to the King-Spadina Area;
- The King-Spadina Area will provide for a mixture of compatible land uses with the flexibility to evolve as the neighbourhood matures;

- The King-Spadina Area is an important employment area. Accordingly, the retention and promotion of commercial and light industrial uses including media, design and fashion businesses within the area is a priority;
- Commercial activity, including the retail service industry, which supports the changing demands of the King-Spadina Area will be provided for, to ensure the necessary services for the new residents and businesses of the area; and
- Heritage buildings and other important buildings within the King-Spadina Area, will be retained, restored and reused.

The King-Spadina Secondary Plan emphasizes reinforcement of the characteristics and qualities of the area through special attention to built form and the public realm. The policies of Section 3 - Built Form, and in particular the policies of Section 3.6 - General Built Form Principles, and Section 4 - Heritage, specify, among other matters, that:

- The lower levels of new buildings will be sited and organized to enhance the public nature of streets, open spaces, and pedestrian routes;
- Servicing and parking are encouraged to be accessed from lanes rather than streets;
- New development will be designed to minimize pedestrian/vehicular conflicts;
- New buildings will be sited for adequate light, view, privacy and compatibility with the built form context;
- New buildings will achieve a compatible relationship with their built form context through consideration of such matters as height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression;
- Appropriate proportional relationships to streets and open spaces will be achieved and wind and shadow impacts will be minimized on streets and open spaces;
- Streetscape and open space improvements will be coordinated in new development; and
- Retention, conservation, rehabilitation, re-use and restoration of heritage buildings

A primary objective of the Secondary Plan is to use the historic fabric of the area to assess new development. The particular scale, massing and street relationships of existing

heritage buildings should form the basis for new development in this part of the King-Spadina Secondary Plan area. The applicable plan area guidelines articulate that new development should maintain and reinforce the existing building heights of the area in conjunction with the relationships of buildings to one another along the street and the design of buildings at the street level.

Portland Street is identified in the King-Spadina Secondary Plan as a Significant Street. The Secondary Plan identifies that the quality and character of Significant Streets will be enhanced through zoning, design guidelines and streetscape improvement programs.

The proposed development is located one block west of St. Andrew's Playground. St. Andrew's Playground is identified as an Area of Special Identity and as an "important park within this part of the King-Spadina Area". New development is to respect the integrity and potential for increased use of the Park. The King-Spadina Secondary Plan requires buildings adjacent to parks to be designed to minimize the wind and shadow impacts on streets, parks and open spaces.

The proposed development was reviewed against the policies of the King-Spadina Secondary Plan.

### **Zoning**

The site is subject to former City of Toronto Zoning By-law 438-86. The site is also included in the new City-wide Zoning By-law 569-2013, which was enacted by City Council on May 9, 2013. By-law 569-2013 is subject to appeals at the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board) and therefore is not in-force.

The site is zoned RA under former City of Toronto Zoning By-law 438-86 and CRE(x76) under the new City-wide Zoning By-law 569-2013. The height limit under both Zoning By-laws is 23 metres, with the requirement for a three metre setback at 20 metres from a lot line that abuts a street. An additional five metres is permitted for rooftop mechanical elements. A 7.5 metre setback is required from the side lot line and from the rear lot line (measured to the centreline of the public lane). Both Zoning By-laws permit a variety of residential and non-residential uses.

### **Site Plan Control**

The application is subject to Site Plan Control. A Site Plan Approval application has not been submitted for the site.

### **TOcore: Planning Downtown**

At its May 1, 2018 meeting, Planning and Growth Management (PGM) Committee held a Special Public Meeting pursuant to Section 26 of the *Planning Act* and adopted a staff report entitled 'TOcore: Downtown Plan Official Plan Amendment', as amended, that recommended adoption of the Downtown Plan Official Plan Amendment (OPA). The recommended OPA includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Plan. Future amendments to existing Secondary Plans

and Site and Area Specific Policies located within the Downtown area are recommended to be implemented once the OPA comes into force and effect.

The Committee's recommendations have been submitted for City Council consideration at its May 23-25, 2018 meeting and can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.4>. The Committee also directed staff to meet as appropriate with deputants and report directly to City Council with any further recommendations.

This recommended OPA – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm and community services and facilities that were also adopted as separate items at the same Committee meeting – is the result of a three-year study called TOcore: Planning Downtown. The TOcore study 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.

After a decade of unprecedented growth and development that has transformed Downtown into one of Canada's most desirable places to live and work, an updated planning framework is required to ensure that growth and the timely provision of infrastructure is addressed so that Downtown remains liveable and economically competitive. The Downtown Plan serves as a blueprint for future growth and infrastructure in the heart of Toronto over the next 25 years. It provides detailed direction on the appropriate scale and location of future growth. It also links this growth with infrastructure provision to ensure the creation of 'Complete Communities', addressing the requirements under the Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan").

As part of the City of Toronto's Five Year Official Plan Review under Section 26 of the *Planning Act*, the Downtown Plan Official Plan Amendment (OPA) is a component of the work program to bring the Official Plan into conformity with the Growth Plan. The OPA is consistent with the Provincial Policy Statement (2014), conforms to the Growth Plan and has regard to matters of provincial interest under Section 2 of the *Planning Act*. It will be submitted to the Minister of Municipal Affairs for approval pursuant to Section 26 of the *Planning Act*.

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

At its meeting on October 2-4, 2017, City Council considered the Proposed Downtown Plan and directed Staff to undertake stakeholder and public consultation on that document and its proposed policies, leading to the Downtown Plan Official Plan Amendment. At

that meeting, Council directed Staff to consider the policies contained with the Proposed Downtown Plan in the review of all development applications within the Downtown going forward. This direction was reiterated by Planning and Growth Management Committee at its May 1, 2018 meeting, with a recommendation that City Council direct the Chief Planner and Executive Director, City Planning to use the Downtown Plan policies to inform evaluation of current and future development applications in the Downtown Plan area while the OPA is under consideration by the Minister of Municipal Affairs.

Further background information can be found at [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

### **Official Plan Amendment 352 – Updating Tall Building Setbacks Downtown**

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area. The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area-specific Zoning By-laws 1106-2016 and 1107- 2016, which provide the detailed performance standards for portions of buildings above 24 metres in height. The intent is that these policies would ensure that future growth positively contributes to the liveability, sustainability and health of Toronto's Downtown. More specifically, policies establish the reasoning for tower setbacks and recognize that not all sites can accommodate tall buildings and address base building heights. OPA 352 and the By-laws are currently the subject of appeals and is not in force, however it was considered in the review of this application as it is Council-adopted.

### **King-Spadina Secondary Plan Review**

King Spadina is one of the highest growth areas in Toronto and it has a strongly influential heritage character. An estimated 50,000 people will live in King Spadina and the area will accommodate space for an estimated 50,000 jobs. The King-Spadina Secondary Plan is under review, recognizing that the Secondary Plan area has evolved from an area of employment (non-residential uses) into an area with a range of uses including residential. It is expected that the updated Secondary Plan will recognize that while the area will continue to grow and change, it must do so in a way that positively contributes to liveability, is better supported by hard infrastructure and community infrastructure, retains a strong employment base, and more carefully responds to the strong heritage and character of the area.

At its meeting of September 6, 2017, Toronto and East York Community Council considered a Draft Policy Directions Report and expanded the boundary to include the West Precinct so that the entire area of the King-Spadina Secondary Plan will be reviewed in a coordinated and comprehensive manner. The staff report and Community Council decision are available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.60>.

Staff anticipate that the Draft King Spadina Official Plan policies will be posted on the City Planning web site in 2018. A Final Report outlining the proposed Secondary Plan

Amendments will be considered at a public meeting of the Toronto and East York Community Council under the *Planning Act*, after a consultation period to allow for public input on the draft policies.

The proposed development was reviewed against the emerging policies of the King-Spadina Secondary Plan review.

### **King-Spadina Heritage Conservation District**

At its meeting of October 2, 2012, City Council authorized the study of the King-Spadina neighbourhood as a potential Heritage Conservation District (HCD) under Part V of the Ontario Heritage Act. The first phase of the HCD Study was concluded in the spring of 2014 and recommended that the area merited designation under Part V of the Ontario *Heritage Act* as an HCD on the basis of its historical, associative, physical, contextual and social and community values. In the fall of 2014 Heritage Preservation Services initiated the second phase of the study, which resulted in the development of statements of objectives, statements of cultural heritage values, boundaries, policies and guidelines, and community and stakeholder consultation.

On October 2, 2017, Toronto City Council adopted recommendations to designate the King Spadina HCD under Part V of the *Ontario Heritage Act* and adopted the King-Spadina HCD Plan. The final report and City Council decision are available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.14>.

The overall objective of the King-Spadina HCD Plan is the protection, conservation and management of its heritage attributes including contributing properties so that the District's cultural heritage value is protected in the long term.

The site is adjacent to properties that have been identified as Recommended Contributing Properties in the King-Spadina HCD. Contributing properties are to be conserved in a manner that ensures the long term conservation of the District's cultural heritage value, heritage attributes and the integrity of the contributing property.

### **King-Spadina Urban Design Guidelines**

Policy 5.3.2.1 of the Official Plan outlines that guidelines will be adopted to advance the vision, objectives and policies of the Plan. The King-Spadina Urban Design Guidelines specifically are intended to provide a more detailed framework for built form and public improvements in the King-Spadina area. The Guidelines were endorsed by Council at its meeting on September 25-28, 2006. The King-Spadina Urban Design Guidelines (2006), in conjunction with the Official Plan and King-Spadina Secondary Plan policies, work together to achieve optimal building siting and design that enhances the public realm, while respecting and reinforcing the surrounding built environment and context.

The King-Spadina Urban Design Guidelines support the implementation of the King-Spadina Secondary Plan. Section 2.5 contains the overall Guidelines. Heritage guidelines seek to ensure that new development is compatible with adjacent heritage buildings in terms of massing, height, setbacks, stepbacks and materials, and should relate to key

elements such as cornices, rooflines and setbacks from the property line. New development should reinforce the character and scale of the existing street wall and historic buildings in the immediately surrounding area, and development should reinforce the existing streetscape and building rhythm at the street. Tall buildings, where appropriate, must conform with the policies of the Official Plan and Urban Design Guidelines, achieve adequate light, privacy and views and maintain the potential for adjacent sites to develop in a similar manner.

Section 4.3.3 contains built form guidelines for the West Precinct, which includes the subject site. These recognize that new development in the West Precinct has a distinguishing character of uniform height, scale and massing, producing an effect of a maturing mid-rise neighbourhood, which is different from Spadina Avenue and the East Precinct.

Section 5 contains built form guidelines and expands on Section 4. Section 5.2.1 indicates that the street wall of buildings has the greatest impact on the image of the street and emphasizes that this portion of the building should be designed to ensure pedestrian comfort and adequate light penetration. New development should reinforce the continuity of the street wall of a particular area using existing building heights and setbacks as the basis for the design of the street frontage.

Section 5.4.1 identifies that the West Precinct is characterized by a homogenous form of low to mid-rise warehouses, office and mixed-use building patterns. The Guidelines state that development applications proposing portions of buildings above the height limit set out in the Zoning By-law will be required to demonstrate no undue impacts on light, view, privacy and sunlight access on nearby properties.

Section 5.4.3 stipulates that where buildings are permitted to be higher than the street wall height, a setback will be required that is large enough to ensure that the higher portion does not overwhelm and detract from the consistency of the street wall from the perspective of the pedestrian experience. This section also considers that, even in situations where a particular development meets angular plane requirements and does not cause significant wind or shadow impacts, the height may still not necessarily be acceptable within its context.

Section 5.4.4 states that taller building elements (above the as-of-right height permissions) should be evaluated on their ability to achieve optimum proximity, light, view and privacy conditions, as well as on their impact on other properties on the same block with similar potentials.

### **City-wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines, and directed City Planning staff to use these Guidelines in the evaluation of all new and current 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 context and minimize their local impacts.

In Policy 1 in Section 5.3.2 - Implementation Plans and Strategies for City-Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3, The Built Environment, and other policies within the Plan related to the design and development of tall buildings in Toronto.

The Tall Building Design Guidelines include guidelines to address the conservation and integration of heritage buildings into tall building development and address new developments within their historic context. Section 1.6(a) directs to conserve and integrate heritage properties into tall building developments in a manner that is consistent with accepted principles of good heritage conservation. Section 1.6(c) states that new base buildings be designed to respect the urban grain, scale, setbacks, proportions, visual relationships, topography and materials of the historic context.

The city-wide Guidelines are available at  
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

### **Growing Up: Planning for Children in New Vertical Communities**

In July 2017, City Council adopted the Growing-Up Draft Urban Design Guidelines, and directed City Planning staff to apply the Guidelines in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing-Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Council decision and draft guidelines are available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>.

### **Tree Preservation**

The "Tree Inventory and Preservation Plan Report" prepared by NAK Design Strategies and submitted as part of the application and identifies that there are four trees on or within six metres of the subject site. The development proposes the removal of all four of these trees. The owner will be required to obtain necessary permits and submit a satisfactory replanting plan prior to the removal of any protected trees.

### **Reasons for the Application**

The application is seeking an amendment to both the former City of Toronto Zoning By-law 438-86 and the new City-wide Zoning By-law 569-2013. Both Zoning By-law 438-86 and Zoning By-law 569-2013 permit a maximum height of 23.0 metres with an additional 5.0 metres permitted for the mechanical penthouse. The proposed development exceeds the permitted height in the Zoning By-law by approximately 20 metres, proposing a height of 45 metres (including mechanical penthouse) with 2 metres for an elevator overrun. In addition, the proposed building does not comply with other Zoning By-law standards in effect on the lands including building setbacks.

## **Community Consultation**

A community consultation meeting was held on January 25, 2017. City Planning staff, the Ward Councillor and approximately 50 members of the public attended the meeting. A number of written comments and phone calls about the application have been received as well. The primary issues raised included the following:

- concerns regarding the increased height;
- more open space provided on the site;
- impacts on adjacent properties and lack of separation distance between the proposed development and surrounding buildings;
- concern about loading operations within the lane with moving trucks, vans and other vehicles parking in the lane;
- general parking impacts and increased traffic;
- providing smaller at-grade retail rather than larger retail that takes up the whole block; and
- construction management.

Staff has considered these comments in the review of this application.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant provisions of provincial interest include, among other matters: Section 2(j) the adequate provision of a full range of housing, including affordable housing; Section 2(p) the appropriate location of growth and development; and Section 2(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The proposed development has regard to Section 2(j), of the *Planning Act*, as it provides a wide range of unit types that can serve different family types and sizes. The proposed development also has regard to Section 2(p) as it is within a designated intensification area. The proposed development is designed with a mid-to high-rise built form and is

appropriate in its context and is consistent with the built form scale in the West Precinct of King-Spadina.

The proposal has also been reviewed and evaluated against the Provincial Policy Statement (PPS 2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

The PPS contains policies related to managing and directing development. It requires that sufficient land be made available for intensification and redevelopment; that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock or areas; and that they establish and implement minimum targets for intensification and redevelopment within built up areas.

The proposal is consistent with the policies in the PPS including but not limited to Policies 1.1.3.2, 1.1.3.3 and 1.1.3.6 given its location within an area with established minimum targets for intensification and redevelopment within built up areas. Policy 4.7 indicates that the Official Plan is the most important vehicle for implementing the PPS. Further, Policy 1.1.3.3 states that planning authorities shall identify appropriate locations for intensification and redevelopment. In this context, the Official Plan further implements the direction of the PPS to require appropriate built form to fit harmoniously into its existing and planned context. The Official Plan, which includes the King-Spadina Secondary Plan, meets the requirements of the PPS. It contains clear, reasonable and attainable policies that protect provincial interests and direct development to suitable areas while taking into account the existing building stock, including heritage buildings, and protects the character of the area consistent with the direction of the PPS. In this regard, the project represents intensification and is consistent with other objectives of the Official Plan and therefore the PPS, in that it fits harmoniously into its existing and planned context, and does not represent overdevelopment of the site.

The Growth Plan for the Greater Golden Horseshoe identifies the Downtown as an Urban Growth Centre, which is a regional focal point for accommodating population and employment growth in complete communities that are well designed to meet people's needs for daily living throughout an entire lifetime. The Growth Plan builds on Section 2(r) of the *Planning Act*, which recognizes the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant to be a provincial interest that municipalities and the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board) shall have regard for. The Growth Plan policies also build on PPS Policy 1.4, which states that planning authorities shall provide an appropriate range of housing types and densities for current and future residents.

Policy 2.2.2.4 of the Growth Plan directs municipalities to develop a strategy to achieve minimum intensification targets which will identify the appropriate type and scale of development. Section 2.2.6 also states that a diversity of housing will be provided in

order to meet current and future needs, particularly in intensification areas. Policy 2.2.6.3 states that towards the achievement of complete communities, municipalities will require multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development would provide over 93% two and three-bedroom units, which could support a diversity of family types and sizes and is consistent with the Growth Plan.

The King-Spadina area is located in the Downtown Urban Growth Centre. The planning framework that governs this site includes the Official Plan, King-Spadina Secondary Plan, Heritage Conservation District Plan and associated Urban Design Guidelines, which contain policies and guidelines to guide development. The Downtown Urban Growth Centre is on track to meet its density target of 400 residents and workers per hectare, as set out in the Growth Plan. Additionally, this target is the average of the entire Urban Growth Centre and it is not set to a specific area, such as the King-Spadina Secondary Plan Area. The proposed development provides an appropriately scaled height and building mass, contributing to the emerging built form context in the West Precinct of King-Spadina.

City Planning staff have determined that the proposal has regard for Section 2 of *Planning Act*; is consistent with the PPS; and conforms to the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The proposed residential and retail uses are permitted within the *Regeneration Areas* land use designation and applicable zoning provisions for the site.

The proposed land use is appropriate for the site and consistent with the *Downtown* and *Regeneration Areas* policies in the Official Plan and the policies in the King-Spadina Secondary Plan.

### **Provision of Family-Sized Units**

The proposed development includes 105 residential units. The proposed unit breakdown includes 7 one-bedroom units (7%), 56 two-bedroom units (53%), 15 two-bedroom plus den units (14%), and 27 three-bedroom units (26%). Staff generally seek to secure a minimum 10% of all units as three-bedroom units consistent with Official Plan objectives to create a diversity of unit types and accommodate families. Staff support the proportion of three-bedroom units proposed as part of this development in going above the minimum thresholds in encouraging a diversity unit types for a range of families in the city. The provision of large, family-sized units is also particularly appropriate in this building due to its location and adjacency to St. Andrew's Playground and surrounding public transit and amenities. The City's work on its "Growing Up" study has emphasized the need to accommodate the growing demand for family housing in vertical communities.

### **Height and Massing**

The proposed development includes one mixed-use 45 metre building (including mechanical penthouse) with a two metre elevator overrun. The Draft Policy Directions

Report considered by Toronto and East York Community Council on September 6, 2017, states that, in the West Precinct, policies will limit the scale of development to be significantly lower than the East Precinct (the area east of Spadina Avenue). New development will be limited to a maximum height of 45 metres, including all mechanical elements. The proposed building is at the maximum, with a small elevator overrun above. The elevator overrun is not visible from the street and its location will be secured on the Zoning By-Law schedules.

The proposed 14-storey building sits on top of an eight-storey base building with three metre stepbacks along the south elevation (Adelaide Street) and west elevation (Portland Street). The proposal includes a 5.5 metre setback from the centre of the property line along the east elevation and a 3 metre setback from the property line along the north elevation. The dwelling units in the development are oriented to the west along Portland Street and south along Adelaide Street West with principal windows facing these directions. These setbacks/stepbacks are acceptable to Staff in this instance.

Staff also considered the area context when evaluating appropriateness. Although, the site is adjacent to existing lower scale development, the emerging area context includes the existing 10-storey residential apartment building on the southeast side of the Portland Street and Richmond Street intersection, a recently approved 15-storey mixed-use building on the southwest corner of Portland Street and Richmond Street, and an 11-storey mixed-use building at 461 Richmond Street to the east of the site. The proposed 14-storey mixed-use development is compatible with the built form and context of the area.

Staff is of the opinion that the site can accommodate a development of this size, scale, and form, and the proposed height and density are appropriate.

### **Heritage**

Heritage Preservation Services staff have reviewed the Heritage Impact Assessment (HIA) report along with architectural drawings submitted with the application. Staff will continue to work with the applicant through the Site Plan Control process on material selection with reference to existing heritage buildings in the area.

### **Sun, Shadow, Wind**

The Official Plan requires new development to be massed to fit harmoniously into its existing and/or planned context by adequately limiting any resulting shadowing on neighbouring streets, properties, and open spaces. A sun and shadow study was prepared by the applicant for the spring and fall equinox (March 21<sup>st</sup> and September 21<sup>st</sup>) and review has determined that minimal shadow impacts on properties will be created by the proposed development.

The proposed development is located one block east of St. Andrew's Playground. In the King-Spadina Secondary Plan, St. Andrew's Playground is identified as "an important park within part of the King-Spadina Area". New development is to respect the integrity and potential for increased use of the park. The King-Spadina Plan requires buildings

adjacent to the park to be designed to minimize the wind and shadowing impacts on the streets, parks, and open space.

The proposed development minimally shadows St. Andrew's Playground between 4:18 pm and 6:18 pm on March 21 and September 21. Shadow is added along Portland Street, however it is anticipated that the as-of-right heights would also shadow the street. The proposed shadow impact is acceptable to Staff.

The wind conditions proposed to be created by the new development as detailed in the *Pedestrian Levels Winds – Opinion Letter* dated August 24, 2016, indicates that wind conditions at grade are expected to be suitable, without mitigation. Wind conditions over the 11th level are expected to be less favourable, and mitigation measures are recommended to ensure satisfactory wind conditions. Additional wind analysis will be required to be conducted and necessary wind mitigation measures will be secured through the Site Plan Approval process to ensure that appropriate wind mitigation measures are implemented, where necessary, for this project.

### **Amenity Space**

Zoning By-law 438-86 requires a minimum of 2 square metres per unit each of indoor and outdoor amenity space, and By-law 569-2013 requires a combined amenity of 4 square metres per unit. The applicant is providing 335 square metres of indoor amenity space (3.2 square metres per unit) and 85 square metres of outdoor amenity space (0.81 square metres per unit), which is acceptable to Staff. The indoor and outdoor amenity spaces are proposed to be connected and both are located on the second floor. The residential units are also designed with some oversized patios providing expanded access to private outdoor space. The design and configuration of the amenity space will be secured as part of the Site Plan Approval process.

### **Traffic Impact, Access, Parking**

The applicant submitted a traffic impact study which concluded that the proposal will have minimal traffic impacts on area intersections and additional traffic can be accommodated on the adjacent road network. Transportation Services staff have reviewed the traffic impact analysis and have determined that it is acceptable.

The proposed development would include two levels of underground parking including 32 parking spaces comprised of 22 resident parking spaces, 8 visitor parking spaces, and 2 retail parking spaces. Transportation Services staff consider the proposed quantity of parking spaces to be adequate for the number of units and amount of non-residential space proposed. The proposed quantity of vehicular parking will be secured in the draft zoning by-law.

### **Bicycle Parking**

The proposed bicycle parking supply meets the requirements of Zoning By-Law 569-2013. A total of 106 long-term bicycle parking spaces and 11 short-term bicycle parking spaces will be provided for the proposed building. Long-term bicycle parking is proposed to be located on the mezzanine floor and short-term bicycle parking is proposed

to be located on the P1 level. Bicycle parking will be secured in the draft zoning by-law in accordance with Tier 1 of the Toronto Green Standard Checklist.

### **Loading**

A Type G loading space is required for all developments that contains 30 or more residential units. The Type G loading space (4.0 meters wide, 13.0 meters long and 6.1 meters high) will be located within the ground floor accessed via a public lane along the east of the property.

Solid Waste and City Planning have reviewed the loading approach proposed for the development. Given the site configuration and design of the building, reversing onto the public lane, as widened, will be permitted subject to the applicant submitting revised plans as per Condition e (ii) in the Recommendations section of this report.

The above will be also be secured as conditions in the Site Plan Agreement.

### **Servicing**

Staff have also requested a revised Functional Servicing and Storm Management Report and Hydrogeological Site Assessment. This report's Recommendation 3 requires the applicant to provide these plans and reports to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services before the Bills are introduced to Council for enactment.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The site is in the second highest quintile of current provision of parkland. With all the development occurring in King-Spadina added demand and pressures on parkland is expected. Accordingly, the site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

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

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

### **Facilities for Dogs**

Given the current rise in dog population in the downtown area, especially within condominiums, the applicant is expected to provide on-site off-leash amenities with proper disposal facilities and dog relief stations. This will help to alleviate some of the pressure on the existing neighbourhood parks.

## **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.

The applicant is required to meet Tier 1 of the TGS. The recommended site specific zoning by-law will secure performance standards for the provision of bicycle parking. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

## **Implementation**

Before the Bills are introduced to City Council for enactment, the following matters must be satisfied:

- a. Provide a revised hydrogeology assessment, geotechnical report and associated municipal servicing plans to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
- b. Provide a revised functional servicing and stormwater management report to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
- c. Provide any additional information/documentation as may be required by Toronto Water, Environmental Monitoring and Protection staff upon completion of the review.
- d. Make satisfactory arrangements with the Chief Engineer & Executive Director, Engineering & Construction Services for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, in accordance with the functional servicing report accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
- e. Provide revised drawings showing:
  - i. That all access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 m throughout, a minimum width of 4.5 m throughout, and be 6 m wide at point of ingress and egress, and 5.5 m<sup>2</sup> (minimum) collection/staging pad must be shown abutting the front of the Type G loading space, with an unencumbered vertical clearance of 6.1 m, and constructed with a level

grade of no more than 2% to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services;

- ii. The notations related to back-up manoeuvres of the City's solid waste refuse collection vehicle to:
  - H. Install and maintain of a warning system with signage and lights at the top of the underground ramp to warn motorists/vehicles of the presence of the trucks on site and to use caution;
  - I. Install and maintain a warning system installed on private property adjacent the public lane, including installation of convex mirrors if there is a possibility that pedestrians may not see reversing vehicles, to warn vehicles and pedestrians when the City's solid waste refuse collection truck is on site, to use caution; and
  - J. Designate, a fully trained employee, to be present at all times to assist the driver of the City's refuse collection vehicle with the back-up manoeuvres onto the public lane by controlling pedestrian and vehicular traffic at the exit from the loading space and at all times during garbage collection times.
- iii. A 5.5 m<sup>2</sup> (minimum) collection/staging pad abutting the front of the Type G loading space, with an unencumbered vertical clearance of 6.1 m, and constructed of 200 mm reinforced concrete with a level grade of 2% ( ± );
- iv. The access ramp leading to the underground garage where the ramp beings at or near a property line, with a maximum slope of 5% over a minimum distance of 6 m, as measured from the new property line into the site;
- v. The required 0.56 m wide strip of land to the full extent of the site abutting the west limit of the north-south public lane extending between Adelaide Street West and Richmond Street West to a depth of 1.2 m from the finished grade, to be conveyed to the City, free and clear of all encumbrances, save and except for utility poles; and
- vi. A minimum 2.1 m pedestrian clearway, excluding the tree pit cover to the full extent of the site abutting Adelaide Street West.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits for increases in height and/or density for a use pursuant to Section 37 of the *Planning Act*. Generally, a Section 37 benefit is required for developments with more than 10,000 square metres of gross floor area. The application at 502 Adelaide Street West and 119-123 Portland Street does not meet this threshold and falls below the 10,000 square metres of total gross floor area.

## **Conclusion**

The proposal is consistent with the *Regeneration Areas* policies in the Official Plan and the King-Spadina Secondary Plan. City Planning staff recommend Council approve the proposed zoning by-law amendments and that the Bills to introduce the By-laws be held until the applicant addresses various matters associated with the orderly development of the site.

## **CONTACT**

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Tel. No. 416.392.1306  
E-mail: Paul.Mule@toronto.ca

## **SIGNATURE**

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Lynda H. Macdonald  
Acting Director, Community Planning  
Toronto and East York District

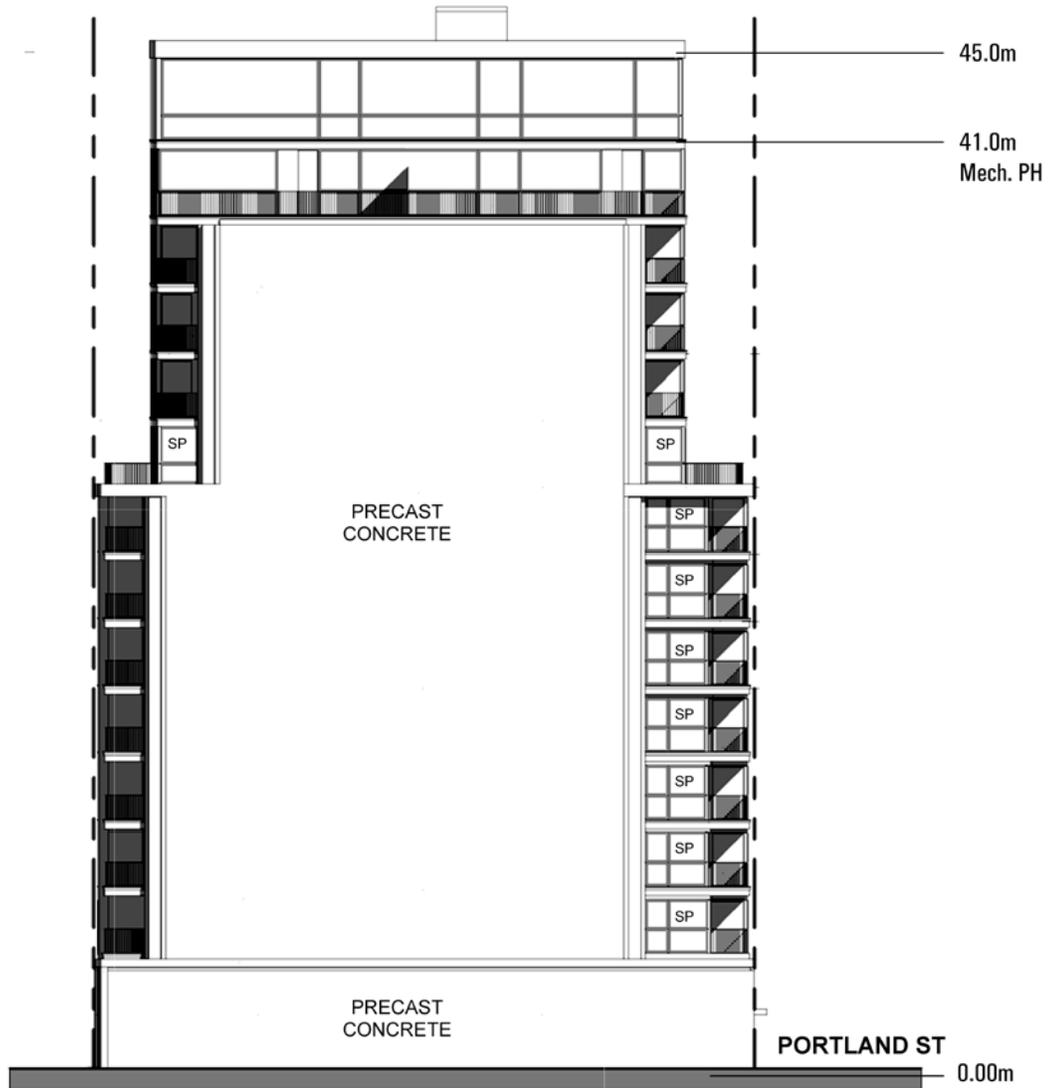
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## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: North Elevation  
Attachment 3: South Elevation  
Attachment 4: East Elevation  
Attachment 5: West Elevation  
Attachment 6: Zoning  
Attachment 7: Application Data Sheet  
Attachment 8: Draft Zoning By-law Amendment to 438-86  
Attachment 9: Draft Zoning By-law Amendment to 569-2013



## Attachment 2: North Elevation



### North Elevation

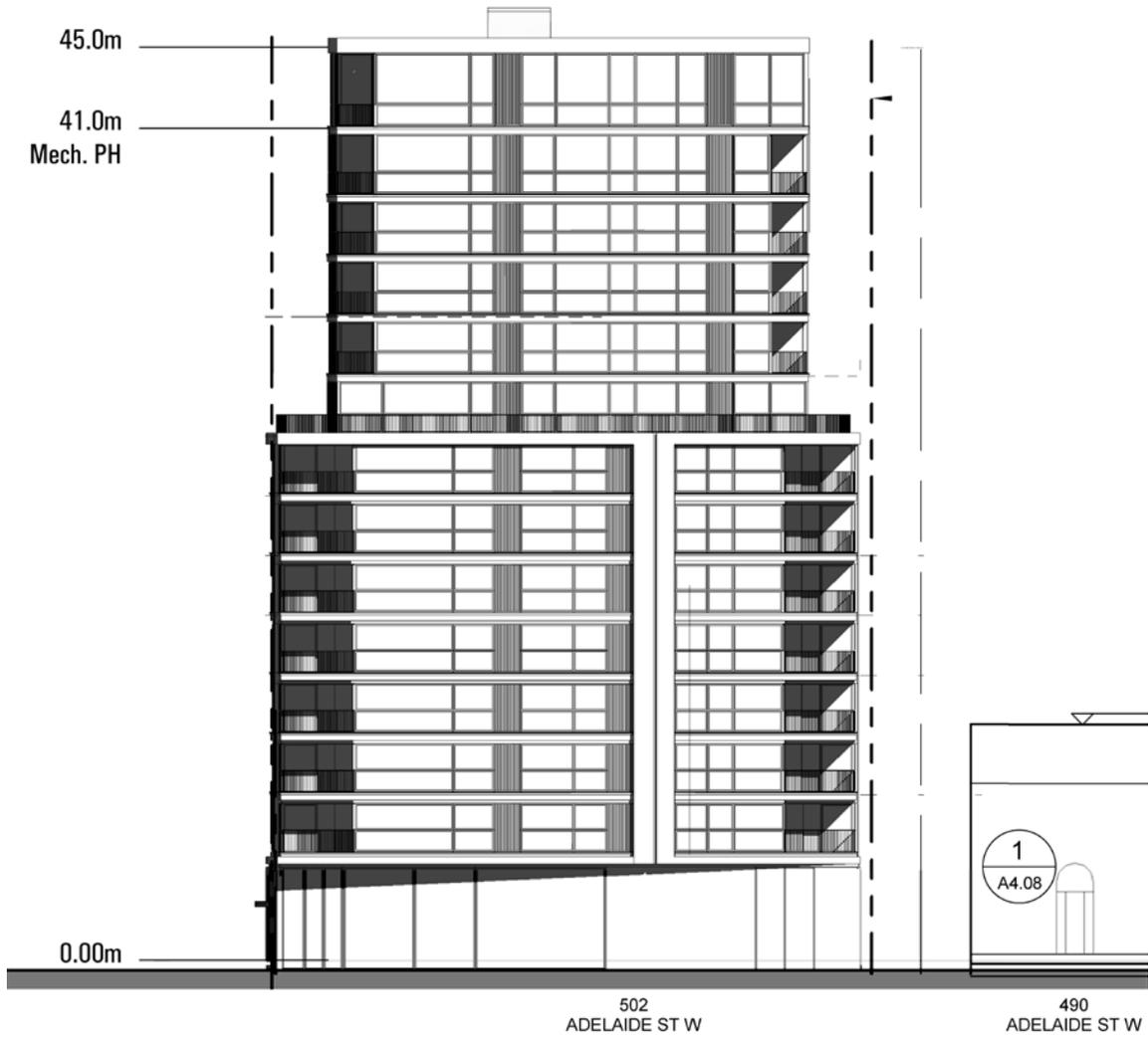
502 Adelaide Street West

Applicant's Submitted Drawing

Not to Scale  
05/08/2018

File # 16 228717 STE 20 OZ

### Attachment 3: South Elevation



## South Elevation

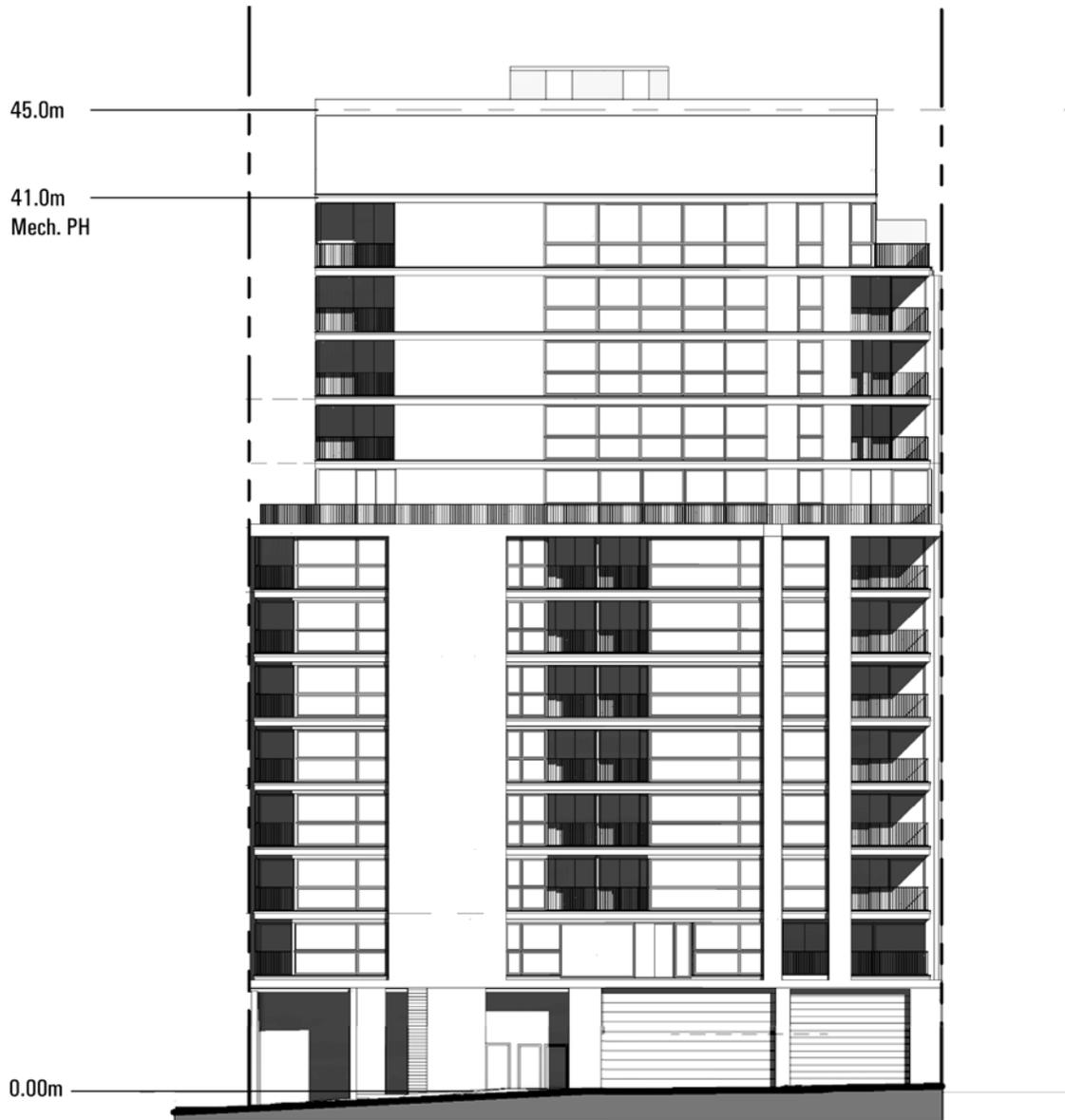
Applicant's Submitted Drawing

Not to Scale  
05/08/2018

## 502 Adelaide Street West

File # 16 228717 STE 20 OZ

## Attachment 4: East Elevation



East Elevation

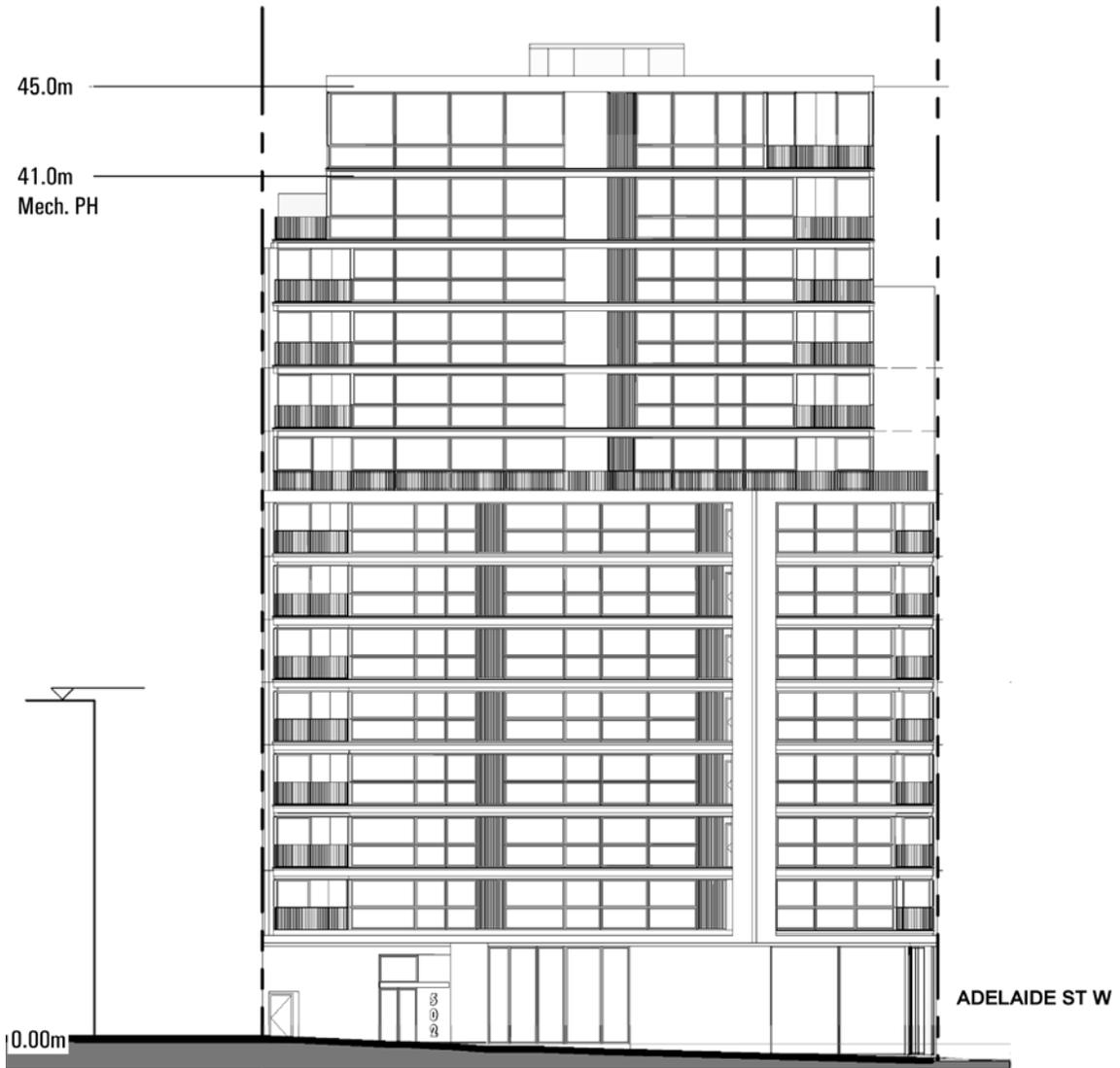
502 Adelaide Street West

Applicant's Submitted Drawing

Not to Scale  
05/08/2018

File # 16 228717 STE 20 OZ

## Attachment 5: West Elevation



### West Elevation

Applicant's Submitted Drawing

Not to Scale  
05/08/2018

502 Adelaide Street West

File # 16 228717 STE 20 OZ

## Attachment 6: Zoning



**Zoning By-law 569-2013**

**502 Adelaide Street West**

**File # 16 228717 STE 20 OZ**



Location of Application



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

RA Mixed-Use District

CRE Commercial Residential Employment    OR Open Space Recreation



Not to Scale  
Extracted: 05/08/2018

## Attachment 7: Application Data Sheet

**Municipal Address:** 502 ADELAIDE ST W      **Date Received:** September 26, 2016

**Application Number:** 16 228717 STE 20 OZ

**Application Type:** OPA / Rezoning, Rezoning

**Project Description:** Rezoning application for a 14 storey mixed-use building with commercial uses at grade and residential units above.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
SWEENEY AND CO ARCHITECTS			PORTLAND ADELAIDE DEVELOPMENTS INC

### EXISTING PLANNING CONTROLS

Official Plan Designation: Regeneration Areas      Site Specific Provision:

Zoning: CRE (x76)      Heritage Designation:

Height Limit (m): 23      Site Plan Control Area:

### PROJECT INFORMATION

Site Area (sq m): 928      Frontage (m): 29      Depth (m): 32

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	671		740	<b>740</b>
Residential GFA (sq m):	418		9,212	<b>9,212</b>
Non-Residential GFA (sq m):	447		272	<b>272</b>
<b>Total GFA (sq m):</b>	<b>865</b>		<b>9,484</b>	<b>9,484</b>
Height - Storeys:	3		14	<b>14</b>
Height - Metres:	9		45	<b>45</b>

Lot Coverage Ratio (%): 79.74      Floor Space Index: 10.22

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	9,212	
Retail GFA:	272	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			105	<b>105</b>
Other:				
<b>Total Units:</b>			<b>105</b>	<b>105</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			7	71	27
<b>Total Units:</b>			<b>7</b>	<b>71</b>	<b>27</b>

**Parking and Loading**

Parking Spaces: 32      Bicycle Parking Spaces: 117      Loading Docks: 1

**CONTACT:**

Paul Mule, Senior Planner  
416.392.1306  
Paul.Mule@toronto.ca

**Attachment 8: Draft Zoning By-law Amendment 438-86**

To be available at the June, 6, 2018, Toronto & East York Community Council Meeting

**Attachment 9: Draft Zoning By-law Amendment 569-2013**

To be available at the June 6, 2018, Toronto & East York Community Council Meeting