

**330 King Street East – Rezoning Application
Request for Direction Report**

Date:	October 29, 2008
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	08 107933 STE 28 OZ

SUMMARY

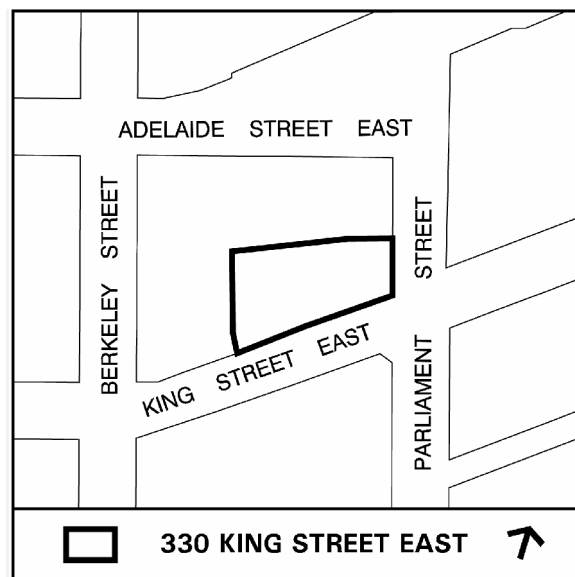
This application was made after January 1, 2007 and is subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

The applicant has appealed the rezoning application to the Ontario Municipal Board (OMB). A hearing has been set for December 9 to 12, 2008.

The application before the OMB is to permit the redevelopment of 330 King Street East, which is presently a one-storey commercial building with surface parking and to construct a 14-storey plus mechanical penthouse mixed-use building containing 186 dwelling units, retail uses on the ground and mezzanine levels and 119 parking spaces.

The purpose of this report is to seek Council’s direction on the appeal to the OMB.

Since the appeal, City staff and the applicant have worked towards a built-form envelope that addresses a supportable zoning framework and reflects comments received from staff and community members. Appropriate agencies and City departments are continuing to evaluate the



revised proposal to address site plan related issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and appropriate City staff to attend the OMB hearing in support of the appeals, on the basis of the revised drawings described in this report;
2. City Council authorize the City Solicitor to request the OMB to withhold its Order approving the Zoning By-law amendment until the Owner has:
 - a) entered into an agreement with the City pursuant to Section 37 of the Planning Act, to secure the provision of community benefits and other matters as outlined in this report, said agreement to be registered on title; and
 - b) entered into a Site Plan Agreement under Section 114 of the City of Toronto Act to the satisfaction of the Chief Planner and Executive Director of City Planning Division, said agreement to be registered on title.
3. City Council direct that half of the cash-in-lieu dedication, which is in excess of 5%, be directed to the funding of an off-leash dog facility in the Corktown area and the second half of the cash-in-lieu dedication, which is in excess of 5%, be directed to park improvements in the immediate area of the proposed development; and
4. City Council authorize the City Solicitor and City staff to take such necessary steps to implement the foregoing.

Financial Impact

There are no financial implications resulting from the adoption of this report.

ISSUE BACKGROUND

Original Proposal

On January 30, 2008, Aird & Berlis LLP representing Gerrard Park Building Corporation, applied for a Zoning By-law amendment to construct a mixed-use building with 176 dwelling units with retail at-grade. The proposed unit breakdown was 38 studio units, 89 one-bedroom/ one-bedroom plus den units and 49 two-bedroom/ two-bedroom plus den units.

The proposed total gross floor area was 16,679 square metres or 10.18 times the area of the lot and the proposed height was 49.8 metres. A total of 110 parking spaces, including a car-share parking space and a Type G loading space were proposed.

The Preliminary Report, dated March 2, 2008, on the Toronto and East York Community Council, April 8, 2008 meeting agenda, recommended that staff schedule a community consultation meeting together with the Ward Councillor. The Preliminary Report identified planning issues related to the Official Plan's built form criteria and the provision of the overall design of the development, appropriateness of the proposal within its context, access, parking and loading. The Preliminary Report can be accessed at: <http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-11649.pdf>

Current Proposal

In response to City staff comments received during the circulation of the application, the applicant formally re-submitted revised drawings and a revised shadow study, date stamped October 20, 2008, by the City Planning Division. Attachment 1 of this report, Application Data Sheet, provides a statistical summary of the revised plans. The plans reflect the following changes:

- for levels 12-14, the setbacks have been increased by 3 metres from the east property line and 2 metres for a portion of the building along the north property;
- the mechanical penthouse has been setback an additional 0.4 metres from the east property line and 2 metres from the north property line;
- the balconies are staggered at the east and south side of the building;
- the canopy that wrapped the mechanical penthouse has been removed;
- the elevations have been revised to reflect the above-noted changes;
- the number of street trees along King Street East have been reduced from 5 to 4 and;
- the main statistical changes are as follows:
 - the residential gross floor area has decreased from 15,412 m² to 15,150 m²
 - the non-residential gross floor area has decreased from 1,264 m² to 1,223 m²;
 - the number of residential units has increased from 176 to 186; and
 - the number of bicycle parking spaces has increased from 151 to 154.

OMB Appeal

On June 25, 2008, the City Clerk's Office received notification that the applicant filed an appeal of the Rezoning application to the Ontario Municipal Board, citing Council's failure to make a decision on the application within the respective timeframe as prescribed by the Planning Act.

Site and Surrounding Area

The site is located on the northwest corner of King Street East and Parliament Street. The site is irregular in shape and is approximately 1,637 square metres in area. It is currently occupied by a one-storey commercial building and a surface parking lot.

North of the site is a four-storey live-work building, 98 Parliament Street. The southern blank building wall of 98 Parliament Street abuts the north property line boundary of 330 King Street East.

East of the site is a five-storey building, 334-340 King Street East, containing an interior design commercial operation on the lower two floors and residential dwelling units above. This building is listed on the City of Toronto inventory of heritage properties as having architectural and contextual interest.

Further east of Parliament Street is the Corktown neighbourhood, which includes Little Trinity Church, the Rectory and Enoch Turner Schoolhouse on the south side of King Street East, west of Trinity Street.

At the southeast corner of King and Parliament Street is 393 King Street East, a four-storey loft-style building. Further south is the 51 Division Police Station and police museum.

West of the site is a one-storey building at 310 King Street East/ 553 Adelaide Street East, which is occupied by a retail furniture and interior decorating outlet. The building is L-shaped and wraps around the subject site to the north. To the west of this building within the same block are a number of buildings listed on the City of Toronto inventory of heritage properties, including a former tavern at 302 King Street East, which is currently vacant, and a row of two-storey houses from 55 to 79 Berkeley Street dating from 1872.

South of the site is 68-70 Parliament Street, a vacant TTC property and privately owned vacant lot, which is subject to applications 2007 280917 000 00 MV and 2004 203219 STE 28 SA for an automobile dealership and a retail building.

Provincial Policy Statement and Provincial Plans

The new Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Places to Grow Act was released on November 2005. The Growth Plan for the Greater Golden Horseshoe took effect June 16, 2006. The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe.

Provincial policies have been reflected in the now in force in the Toronto Official Plan. City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Pursuant to current provincial policies, the proposed development for 330 King Street East would be considered efficient in terms of development pattern. It provides for a higher residential development density, which optimizes the use of land while complementing the emerging context of adjacent development. It is in an area that

includes the infrastructure required to support intensification in a compact and efficient form. In public transit terms, the site is located on or in close proximity to transit priority segments (King Street East and Queen Street East) as identified in the Toronto Official Plan, Map 5, Surface Transit Priority Network, with accessible streetcar facilities.

Staff have reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe and find it consistent with and conforming to the above policies.

Official Plan

This application was reviewed against the policies in the Official Plan including the policies set out in the King-Parliament Secondary Plan. Other important policies include those in the "Downtown", "Public Realm", and "Built Form" sections of the Plan.

The property is located within the "Downtown and Central Waterfront" area on Map 2 - Urban Structure and are designated "Regeneration Area" on Map 18 - Land Use Plan. This designation permits a range of residential, commercial and institutional uses, and provides criteria to direct the form and quality of development.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

King-Parliament Secondary Plan

The proposed development is also subject to policies and principles contained within the Regeneration Area 'A' (Jarvis-Parliament) section of the King-Parliament Secondary Plan. This section stipulates that the Jarvis-Parliament will be regarded as an area targeted for growth, having mix of compatible land uses including commercial, industrial, institutional, residential, live/work and entertainment uses within new and existing ones.

The King-Parliament Secondary Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/pdf_secondary/15_king_parliament_june2006.pdf

Zoning

Under the former City of Toronto Zoning By-law 438-86, as amended, the site is zoned RA, a reinvestment area district, which permits a number of residential uses, as well as other complementary non-residential uses. The site is not subject to a density permission but has a height limit of 23 metres. Attachment 4 provides an excerpt of the zoning map for the site and immediate area.

Site Plan Control

The proposed development is subject to site plan control. An application for Site Plan approval has been submitted (File number 2008 107934 STE 28 SA).

Reasons for the Application

The applicant seeks to amend By-law 438-86, as amended, because the proposed building's height of 49.8 metres and massing, specifically along Parliament Street, are not in compliance with the Zoning By-law.

By-law 438-86, as amended, permits a wide range of uses including the proposed residential and retail uses. However, the by-law only permits a maximum building height of 23 metres. The site is also subject to an exception in 12(2)260 of the Zoning By-law, which applies to the Parliament Street frontage and limits the height of buildings at the lot line to 16 metres, above which an angular plane of 44 degrees is to be maintained. The required relief from the various general zoning standards will be set out in a draft Zoning By-law.

Community Consultation

A community consultation meeting was held on May 20, 2008. Approximately 21 community residents attended the meeting and sought further information on issues such as:

- the overall design of the proposal;
- height and density of the proposed building;
- shadow and wind impacts;
- green technology being implemented;
- garbage collection; and
- the adequacy of the number of parking spaces for residents, visitors and retail clients.

City Planning staff have also received written comments from approximately 8 residents in the area. These comments are addressed in this report.

Agency Circulation

The application was circulated to 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

The proposal is consistent with the PPS.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The site is designated Regeneration Area on Map 18 – Land Use Plan (August 2007) of the Toronto Official Plan. Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Plan's growth strategy, reintegrating

areas of the City that are no longer in productive urban use due to shifts in the local or global economies. Not all Regeneration Areas will have the same mix of uses or development policies. Each will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. Development criteria in Regeneration Areas are set out in Section 4.7 of the Official Plan (http://www.toronto.ca/planning/official_plan/pdf_chapter1-5/chapters1_5_aug2007.pdf).

In addition to the Regeneration Area development criteria and the desire to promote good design on its own merits; the Plan also emphasizes the manner in which the building and site fit within the context of the neighbourhood and City (Section 3.1.2 of the Official Plan). This is to be achieved in a number of ways including locating buildings parallel to the street with a consistent front yard setback, locating the main building entrances so that they are clearly visible and directly accessible from the public sidewalk, and by providing ground floor uses that have view into and, where possible, access to adjacent streets, parks and open spaces.

City Planning staff met with the applicant recently to review further refinements to improve setbacks along the north and east frontages of the building. The applicant has agreed to these changes and has formally re-submitted drawings upon which the recommendations of this report are based.

Height, Massing

The proposed height of the 14-storey plus mechanical penthouse to the main roof line is approximately 50 metres.

The proposed mixed-use building provides articulation at various levels along the street line as well as a change in building finishing and staggered balconies, which serves to reduce the building mass when viewed from the streets.

The land parcel is subject to two exceptions in Sections 12(2)246 and 12(2)260 of the Zoning By-law. Section 12(2)260 which applies to the Parliament Street frontage limits the height of the building at the lot line to 16 metres, above which an angular plane of 44 degrees is to be maintained. Section 12(2)246 which applies to the King Street East frontage limits the height of the building at the lot line to 16 metres, unless above such height, a three metre setback is provided from the main wall.

In the case of the proposed building, the King Street East street wall height is setback 5.6 metres from the lot line, with a 3 metre setback at 24.6 metres and a 2.6 metre setback at 45.6 metres. The Parliament street wall height is setback 6 metres from the lot line, with a 3 metre setback at 18.5 metres and another 3 metre setback at 36.6 metres. The building is primarily setback 5.5 metres at 6.7 metres from the north lot line and has a 2 metre setback at 36.6 metres along the wall that abuts 98 Parliament Street. In addition to this 2 metre setback of the wall, the applicant proposes a blend of materials such as back painted glass, stucco and spandrel glass in response to the Urban Design Review Panel's suggested comments to create a better visual appeal of the building from the north.

The proposed height and massing is appropriate for the site and area in view of its context and location and results in minimum impacts on its surroundings. Staff are of the opinion that the height and massing of the proposal is in keeping with the potential build-out along this portion of King Street East and Parliament Street. Yet, the development provides the gesture of decreasing height towards the east, Corktown neighbourhood, where new developments consisting primarily of small scale infill development and building conversions that are sensitive to the existing character and form of the community through the expression of lower heights and built form are envisioned. In addition, the development also provides a transition of height to the west, through the provision of setting back the building's mass, 5.5 metres from the west property line, in recognition of the unique physical character of Berkeley Street as a 'Special Street' in the King Parliament Secondary Plan.

Shadow

Urban Design staff have conducted a review of shadow studies submitted by the applicant and have concluded that the proposed height and massing would not create significant negative impacts on Berkeley Street, Adelaide Street East, Parliament Street and King Street East or in the surrounding neighbourhood.

In general, the resulting shadow impacts of the proposed development are acceptable and appropriate within the context of the existing and approved buildings in the area and would satisfy the applicable Official Plan policies in Section 3.1.2.

Urban Design Review Panel

At its meeting of June 27-29, 2006, City Council authorized the creation of the Design Review Panel Pilot Project (DRP) consisting of a 12-member advisory panel. The DRP is designed to provide independent advice, during the development approval process for public and municipal development in selected areas across the City, with the goal of helping to ensure a high level of urban design that fits well into the cityscape.

The King-Parliament Secondary Plan has been selected by Council as one of the areas of the City within which development proposals are to be reviewed by the Design Review Panel. The applicant's project is located within King-Parliament and proposes a significant redevelopment. The proposed development has the potential to play a key role in the overall development of the east end of the Regeneration Area of Jarvis-Parliament, while still providing a transition to lower heights in the Mixed Use Area of Corktown.

On July 24, 2008, the proposal was presented to the Urban Design Review Panel. The Panel provided commentary on the proposal's sustainable design, response to context, pedestrian realm, built form and articulation. The Panel noted that the subject site is at the confluence of three different neighbourhoods (Corktown, Distillery District and the financial core); the Panel stressed the important role that this proposal will play in terms of integrating the built form of these neighbourhoods. This role is heightened by the prominent corner location of the site, and the subsequent vistas to it. As such, it was suggested that the proposal needs to be both contextual and iconic in design.

Four Panel members voted to refine the proposal, whereas two Panel members voted for a redesign. The Design Review Panel's meeting minutes can be accessed on the City website at: http://www.toronto.ca/planning/designreviewpanel_meetings.htm

Transit Infrastructure

The site is well served by public transit with two streetcar lines, the 509 Queen Street streetcar, which operates between Neville Park Loop, Humber Loop and Long Branch Loop and the 504 King Street streetcar route, which operates between Dundas West Station and Broadview Station on the Bloor-Danforth Subway. Both streetcar routes are generally in an east-west direction.

In addition to these two streetcar lines there is bus service along Parliament Street. The 65 Parliament bus route operates between Castle Frank Station on the Bloor-Danforth Subway and the area of The Esplanade and Princess Street, generally in a north-south direction. It also serves the Union Station on the Yonge-University-Spadina Subway, during the early morning on Saturdays only. Accessible service is provided on the route.

Right-of-Way

Traffic Planning staff have identified that the segment of King Street East between Parliament Street and Berkeley Street has a substandard right-of-way width, and in accordance with the Map 3 of the Official Plan, it should ultimately be widened by 2.27 metres to obtain a 20 metre right-of-way. Traffic Planning staff also recognize that there are existing heritage buildings along this segment of King Street East, which are built to their property line, therefore it may be not realistic to obtain the required road widening along this portion of King Street East.

Alternatively, Traffic Planning staff have requested that the applicant setback the proposed building approximately 1.2 metres at-grade from the existing north limit of King Street East, in order to maintain the ability to include a similar cross-section of roadway and pedestrian facilities of a 20 metre right-of-way.

The King Street East pedestrian surface easement is not reflected in the recently resubmitted drawings based on consultation with City Planning staff. It City Planning's opinion that the requested 1.2 metre pedestrian easement does not achieve the desired effect of providing a continuous unobstructed pedestrian path, because the building's support columns would still straddle the King Street East frontage. To that regard, it is best that the new development be massed to define the edge of the street and provide a more vibrant retail and public realm relationship. Posed with the existing right-of-way width constraints, City Planning staff have worked with both Urban Forestry staff and the applicant's landscape architect to achieve a streetscape that provides an acceptable sidewalk width and incorporates the planting of new trees in continuous tree pits along King Street East.

Access and Loading

Access to the parking garage and Type G loading space for 330 King Street East is proposed off of King Street East. The access points have been located as westerly as possible from the signalized intersection of King Street East and Parliament Street.

Consolidation of the access points were explored by the applicant but due to the slope of the parking garage ramp and the need to accommodate a turning radius for a loading/garbage truck that could enter and exit in a forward motion, it was deemed not technically feasible. As a result of the configuration of the two access points, under the site plan review process, the applicant will be required to minimize conflicts with pedestrian traffic and submit a revised ground floor plan including but not limited to signing, pedestrian warning devices and/or pedestrian deflectors.

From an operational perspective, the two proposed access driveways are recommended by Traffic Planning staff to function as right in/right out movements only during the a.m. and p.m. peak hours. The applicant will also be responsible for the cost of the turn prohibition signing and costs associated with the relocation of parking metres and any lost pay and display of on-street parking spaces within the vicinity of the proposed access points.

Parking

The proposed provision of 110 parking spaces including one car-share parking space exceeds the estimated minimum requirement of the Zoning By-law for 108 parking spaces, but is less than the estimated demand, based on studies of other condominiums in the downtown area for 135 parking spaces. In this instance, the applicant is seeking a parking allocation as follows:

Type of Use	Estimated By-law Requirement	Parking Spaces Proposed
Residential	95	103
Residential Visitor	11	7
Retail	2	0
Car-share	0	1
Total	108	111 (includes car-share)

Cycling Infrastructure

The applicant proposes to provide more bicycle parking spaces than the required 140 bicycle parking spaces in accordance with the zoning by-law. The applicant proposes 122 bicycle parking spaces for residents and 32 spaces for visitors.

An increase is appropriate given the existing bicycle lanes on Sherbourne Street, Shuter Street, River Street and Queens Quay and future bicycle paths on streets such as Adelaide Street, Richmond Street and Front Street. In addition, the provision of more bicycle parking promotes the Official Plan's policy (Section 2.1.1d), of reducing auto dependency and improving air quality.

Servicing

The applicant has satisfied Technical Services staff that the existing municipal infrastructure has adequate capacity to support the development proposal in terms of storm and sanitary drainage. The costs of any municipal service upgrade, if required, to support the proposed development will be borne by the applicant.

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 lands, which are subject of this application are in an area with 0.0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

Parks, Forestry and Recreation staff have advised that the development site is subject to the alternative parkland dedication. The parkland contribution that would apply to the residential component of the development is 10%. The non-residential component of the development would be subject to a 2% parkland dedication requirement under Chapter 165 of the former City of Toronto Municipal Code (which remains in full force and effect) to implement Section 42 of the Planning Act RSO 1990, c.P.13.

The applicant proposes to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement would not be of a useable size. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. Staff recommend that half of the cash-in-lieu dedication, which is in excess of 5%, be directed to the funding of an off-leash dog facility in the Corktown area. Staff also recommend that the second half of the cash-in-lieu dedication, which is in excess of 5%, be directed to park improvements in the immediate area of the proposed development. Planning staff have discussed this allocation with Parks, Forestry and Recreation staff and have determined that the recommendation is consistent with the Alternative Parkland Dedication By-law 1420-2007.

Residential Amenity Space

The Zoning By-law 438-86, as amended, requires 372 square metres of indoor and outdoor amenity space (two square metres per unit) for 330 King Street East. The proposal includes indoor residential amenity space of 196 square metres, which is an amount sufficient to provide a party room/ meeting room with a kitchen and washroom and two guest suites for residents of the building. There is also a proposed outdoor amenity space of 61 square metres that adjoins the party room/ meeting room on the 2nd floor level of the proposed condominium building. Staff find the proposal acceptable given the relative size of the building.

Streetscape

The proposal includes four new native trees in the public boulevard along King Street East and will include upgraded pavers and a continuous tree pit.

Toronto Green Development Standard

The Green Development Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development in Toronto.

The Green Development Standard contains 27 basic performance targets by which development may be measured to determine its effective relative sustainability in Toronto (plus an additional 7 which are conditionally applicable). The GDS has a further 28 performance targets that enhance a development's sustainability factor. The GDS checklist submitted by the applicant indicates that the proposed development is intended to meet or exceed 22 basic performance targets and achieve 9 enhanced targets. Some the targets proposed to be met include:

- the primary entrance of the proposed building is within 200 metres of a transit stop and direct integration with existing pedestrian routes;
- dedicated parking space for carpooling or car sharing;
- provide opportunities for shade, reduced ultraviolet exposure and protection from inclement weather;
- zero use of CFC-based refrigerants and Halons in fire suppression
- green roof designed to meet the City's performance criteria (minimum of 6 inch depth, non-monoculture); and
- to reduce the urban heat island at grade, a combination of shading and light coloured materials for at least 50% of all hardscape, including surface parking, walkways and others.

Section 37

The community benefit recommended to be secured in the Section 37 agreement is:

- prior to the issuance of the first above grade permit, the owner shall pay to the City the sum of \$325,000. This amount shall be indexed in accordance with the Non-Residential Construction Price Index for the Toronto CMA, reported quarterly by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the owner to the City.

The monies should be distributed as follows:

- \$300,000 towards the funding of the new public market portion of the North St. Lawrence Market Redevelopment; and
- \$25,000 towards streetscaping improvements within the Corktown Area of Special Identity (as identified by Map 15-3 in the King-Parliament Secondary Plan).

The following matters are also recommended to be secured in the Section 37 agreement as a legal convenience to support development:

- The owner shall provide and maintain an irrigation system at the owner's expense for any proposed trees within the public road allowance, including an automatic timer, designed to be water efficient by a Certified Landscape Irrigation auditor (CLIA) and constructed with a back flow preventer to the satisfaction of the General Manager, Technical Services;
- The owner shall provide for any improvements to the municipal infrastructure in connection with the site servicing review, should it be determined that up-grades are required to the infrastructure to support this development, according to the site servicing review accepted by the Executive Director of Technical Services; and
- The owner shall incorporate in the construction of the building, and maintain, design and exterior materials satisfactory to the Chief Planner and Executive Director.

Development Charges

It is estimated that the development charges for this project will be \$987,262. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONCLUSION

It is City Planning staff's opinion that given the site's location and its relative proximity to the downtown, the site is a good location for some residential intensification, which is well serviced by municipal infrastructure including public transit. City Planning is supportive of the revised application and as such recommend that the City Solicitor be directed to appear at the OMB hearing, scheduled for December 9 to 12, 2008, with appropriate City Staff, in support of the appeals.

CONTACT

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SIGNATURE

Raymond David, Acting Director
Community Planning, Toronto and East York District

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ATTACHMENTS

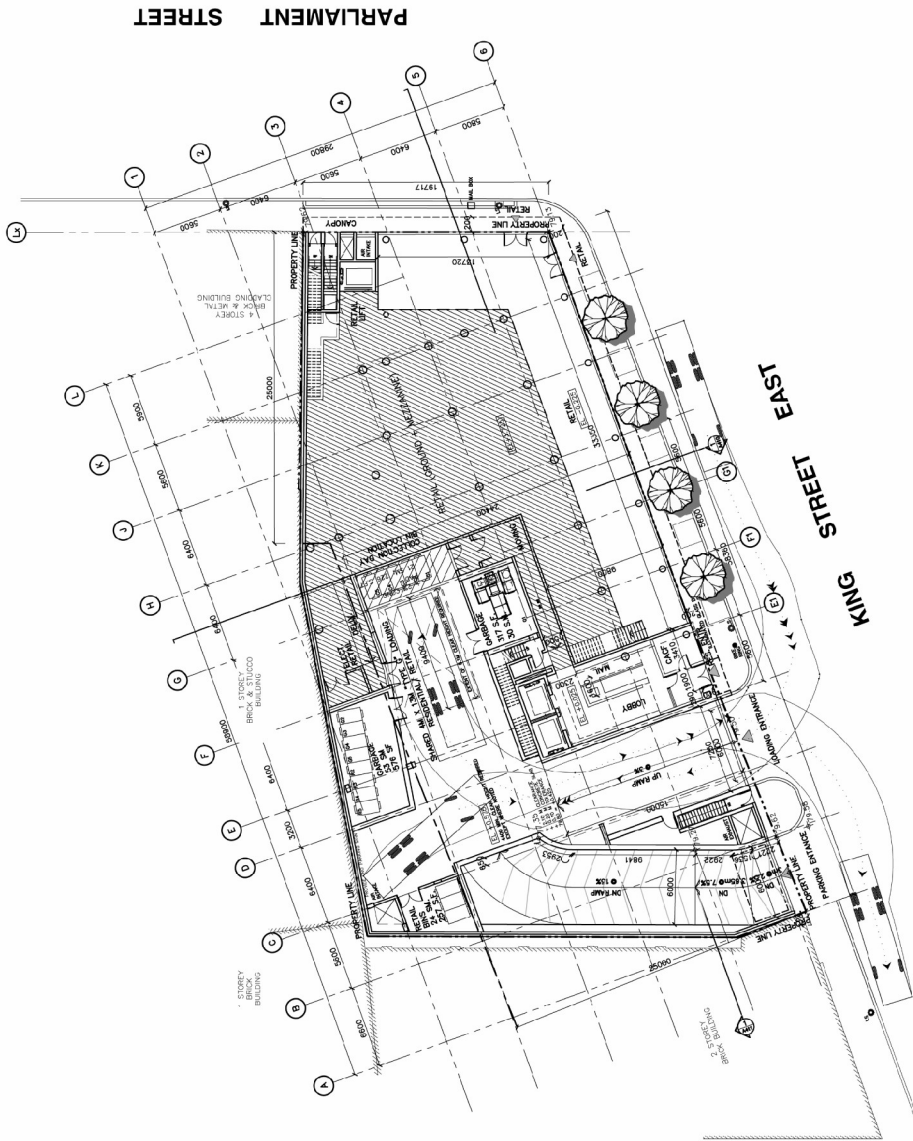
Attachment 1: Application Data Sheet

Attachment 2: Site Plan Drawing

Attachment 3: Elevation Drawings

Attachment 4: Zoning By-law Excerpt

Attachment 2: Site Plan Drawing



330 King Street East

File # 08_107933

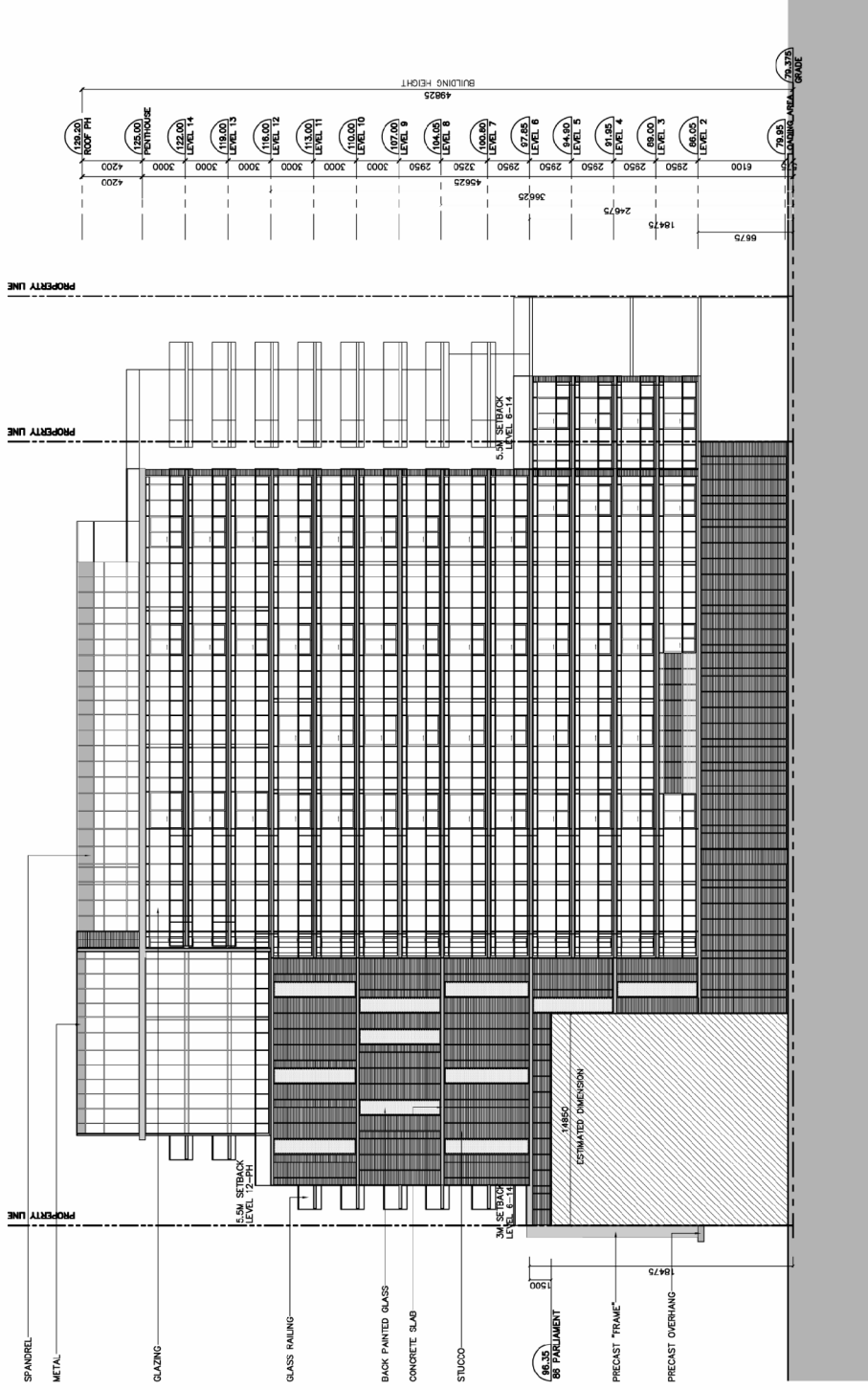
Ground Floor Plan

Applicant's Submitted Drawing

Not to Scale
10/1008



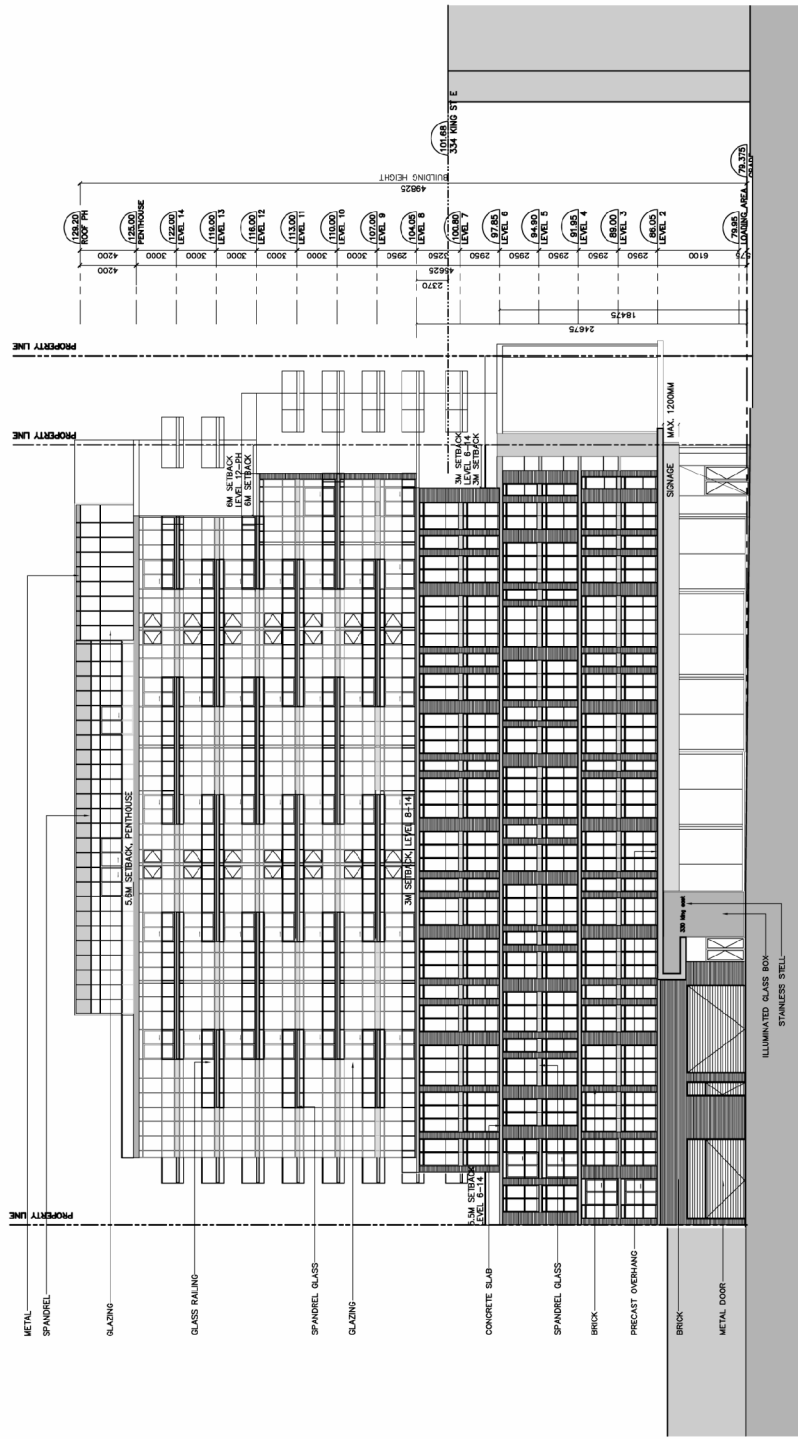
Attachment 3: Elevation Drawings



North Elevation
 Applicant's Submitted Drawing
 Not to Scale
 10/10/08

330 King Street East

File # 08_107933

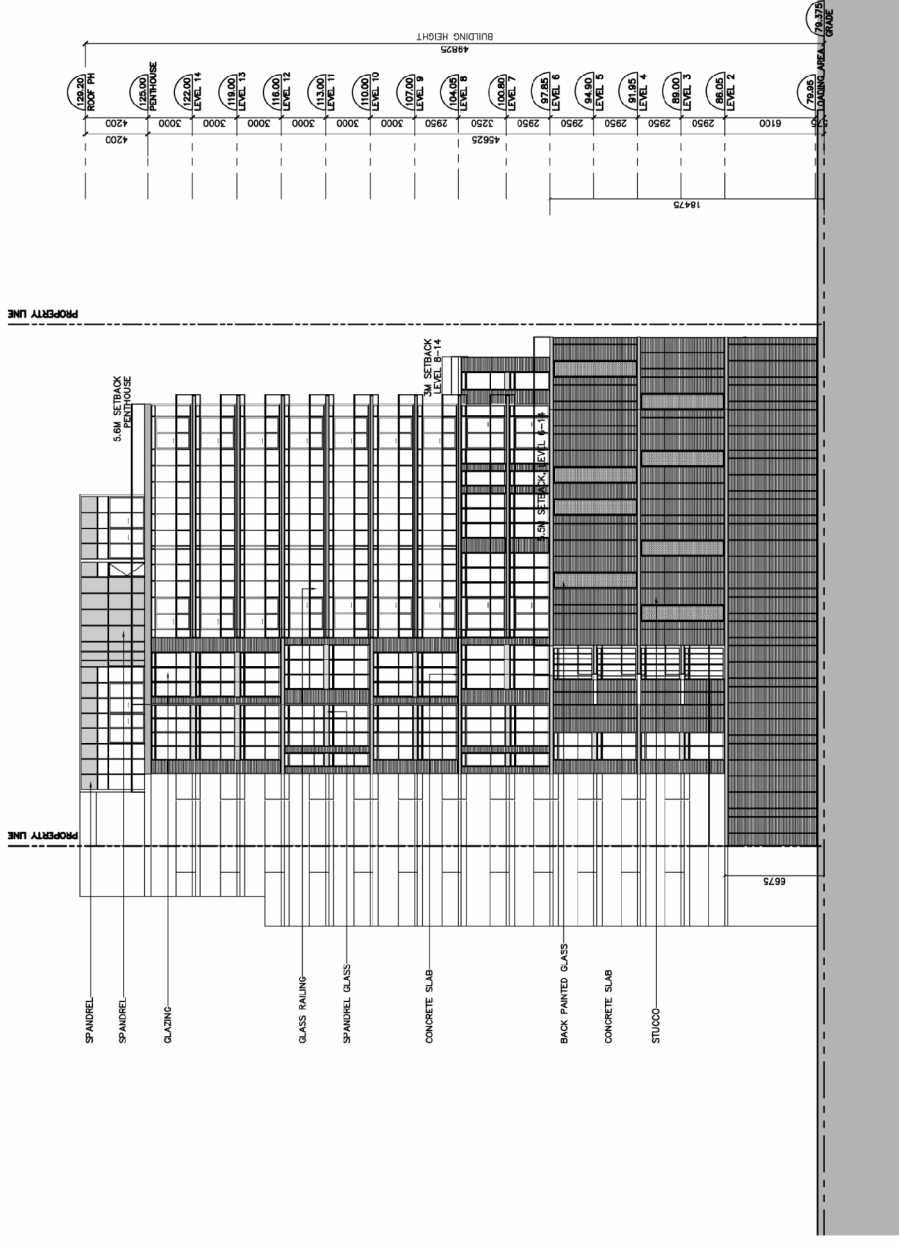


South Elevation

330 King Street East

Applicant's Submitted Drawing
 Not to Scale
 10/10/08

File # 08_107933

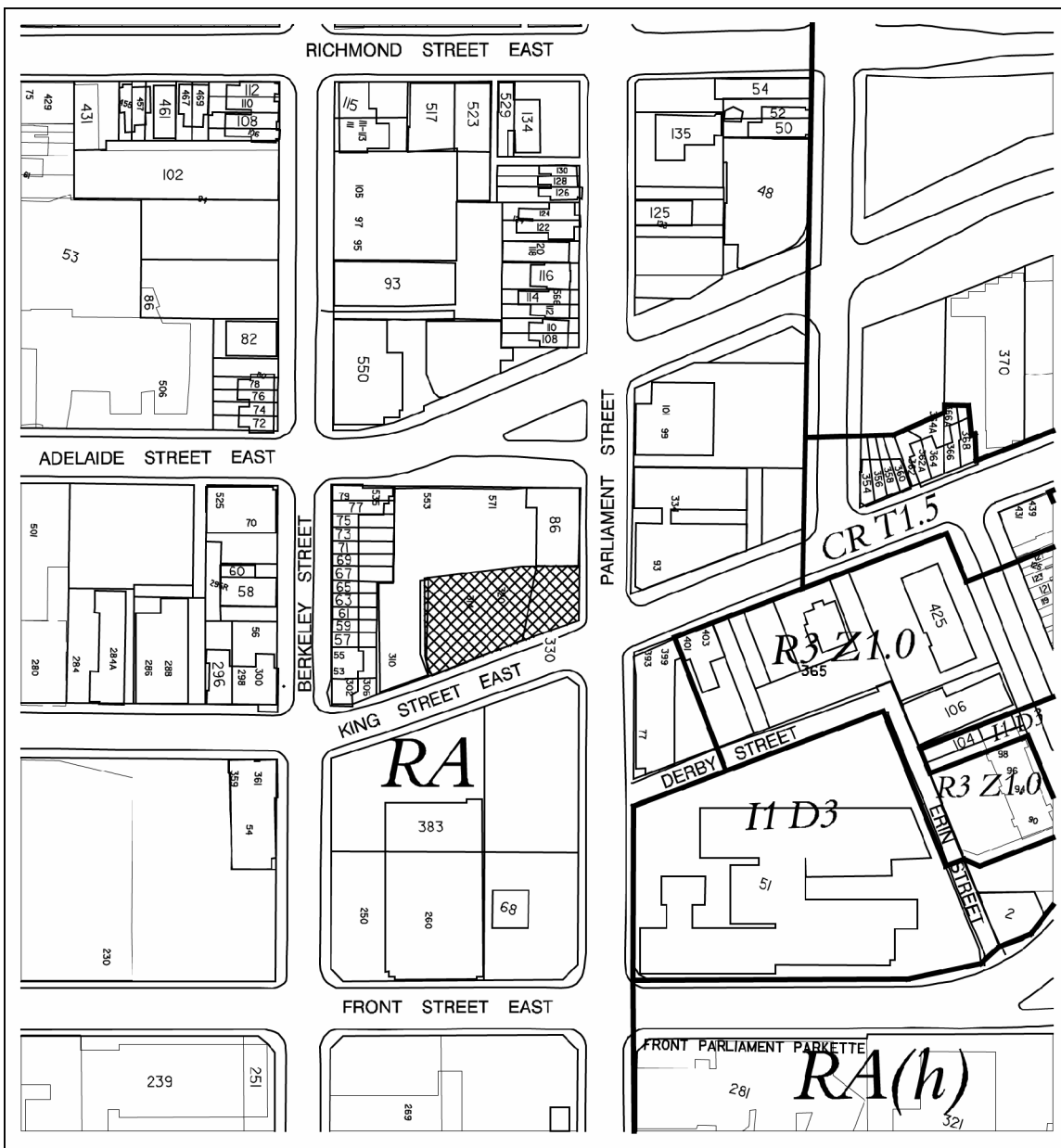


West Elevation
 Applicant's Submitted Drawing
 Not to Scale
 10/10/08

330 King Street East

File # 08_107933

Attachment 4: Zoning By-law Excerpt



330 King Street East
File # 08_107933

- R3 Residential District
- CR Mixed-Use District
- RA Mixed-Use District
- I1 Industrial District
- (h) Holding District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 02/19/08 - EM