

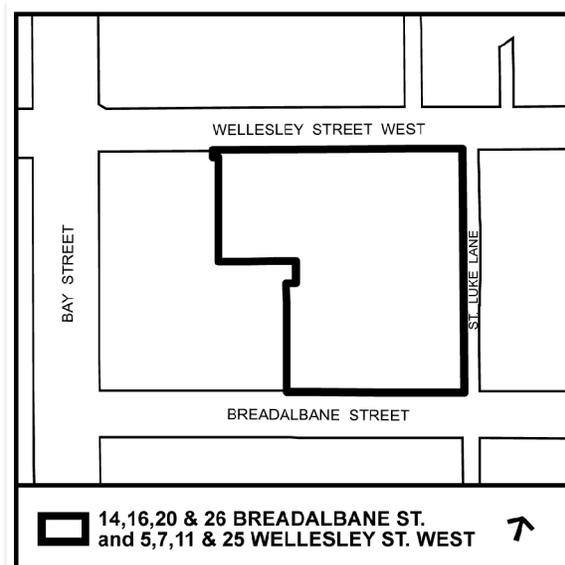
**5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street
- Zoning Amendment Application – Final Report**

Date:	July 23, 2014
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 27 – Toronto Centre-Rosedale
Reference Number:	13 138607 STE 27 OZ

SUMMARY

This application proposes to redevelop the lands south of Wellesley Street West to Breadalbane Street, west of St. Luke Lane, with a mixed-use development. The proposal includes one 60-storey tower (194 metres including mechanical penthouse) located at the northeast corner of the site with 742 residential units, retail at grade and office uses on the second and third floor. The base of the tower is proposed to be 3 storeys (18.5 metres high), stepping up to 7 storeys (32 metres high) with the tower rising from the seventh storey. Amenity space (internal and external) is proposed on the fourth and fifth floors. The sixth and seventh floor is proposed as residential. Access to below-grade parking and loading is proposed from St. Luke Lane. A commercial parking facility is also proposed below grade. A significant addition to the existing adjacent public open space will be achieved through this proposal with the addition of a park space of approximately 0.538 ha. Section 37 contributions have been secured for public art, park acquisition and park improvements.

This report reviews and recommends approval of the Zoning By-law Amendment subject to some minor revisions to the provision of parking in accordance with the requirements as set out in this report.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of Toronto Zoning By-law 438-86, as amended for the lands at 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street, substantially in accordance with the draft Zoning By-law Amendment to be distributed directly to Toronto and East York Community Council.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to the report (July 23, 2014) from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner(s) for 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street and 909 to 925 Bay Street and the City, enter into the revised Agreement(s) as registered on title for Phases 3 and 4 of the East of Bay Lands pursuant to Section 37 of the Planning Act to address the revisions to the existing Agreement as required by the redesign of Phase 5 and 6 of the East of Bay Lands at the owner's sole expense all to the satisfaction of the Chief Planner and Executive Director of Planning in consultation with appropriate civic officials and the Ward Councillor.
5. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to enter into one or more Agreement(s) pursuant to Section 37 of the Planning Act to secure the following at the owner's sole expense all to the satisfaction of the Chief Planner and Executive Director of Planning in consultation with appropriate civic officials and the Ward Councillor:
 - i. Enter into an agreement at the expense of the Owner to secure the following as Section 37 facilities, services and matters:
 - a. \$1,000,000 payment by the Owner to be paid at the time of first building permit to the City of an indexed cash contribution toward public art in accordance with the Percent for Public Art Program to be used on the site or in the adjacent parkland;
 - b. the Owner of the site at their cost, convey to the City of Toronto a stratified parcel to be known as the "Site" for the lands (parkland description of a minimum of approximately 5,382 square metres), the details and terms of such conveyance to be provided in a Supplementary Report to Toronto and East York Community Council;

- c. In the event the cash contributions referred to in Section (a) above has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
 - d. The conveyance and easement(s), to ensure the purpose of the conveyance and easement(s), a Construction Phasing Plan which provides for the construction of the owner's Development and the parkland during construction;
- ii. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience prior to the issuance of site plan approval to support development all to the satisfaction of the Chief Planner and Executive Director of Planning in consultation with the appropriate civic officials and the Ward Councillor:
- a. The owner agrees to an additional contribution for local area park acquisition and/or improvements in the immediate area which may include 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street;
 - b. The wind mitigation measures listed in the submitted Wind Study shall be implemented to ensure that the wind effects are acceptable;
 - c. At least ten per cent (10%) of all total *dwelling units* erected or used on the *lot* shall have two or more bedrooms and at least seven per cent (7%) of the units shall have at least three or more bedrooms with a minimum size of 86 sq.m. per unit in compliance with the provisions of the Ontario Building Code;
 - d. Require the Owner to address the comments from Engineering and Construction in their memo dated June 3, 2014 to the satisfaction of the Executive Director, Engineering and Construction Services in consultation with appropriate civic officials;
 - e. Require the Owner to pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report as accepted by the Executive Director, Engineering and Construction Services, should it be determined that improvements to infrastructure are required to support the development;

- f. Require the Owner to design and construct upgraded streetscape for Wellesley Street West along the frontage of the site, including the residential and park portion of the site, to include, upgraded pavement treatment and landscaping to be secured through the site plan process;
 - g. Require the Owner to design and construct upgraded streetscape for St. Luke Lane from Wellesley Street West to Breadalbane Street including along the frontage of the site providing a pedestrian walkway, upgraded pavement treatment and landscaping to be secured through the site plan process;
 - h. Require the Owner to provide all ramp slopes in accordance with By-law 438-86 and provide the transition areas at the top and bottom of the ramps leading to the individual parking levels with maximum slope of 7.5 percent over a minimum distance of 3 metres and where a ramp begins at or near a property line, it must have a maximum slope of 5 percent over a minimum distance of 6 metres;
 - i. Require the Owner to convey to the City, at nominal cost, a 3 metre wide strip along Wellesley Street West and 0.31 metre wide strip along the public lane abutting the site (St. Luke Lane) such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favour of the Owner until such time as said lands have been laid out and dedicated for public highway purposes, all to the satisfaction to the Executive Director, Engineering and Construction Services in consultation with the City Solicitor;
 - j. Prior to the occupancy of the building, the Owner shall convey to the City an easement(s) for 24-hour public access to the pedestrian area over the setback area along the St. Luke Lane frontage, (the “City Easements”), for nominal consideration and to the satisfaction of the City Solicitor, and shall maintain this area free and clear of encumbrances for pedestrian use, in perpetuity, and shall pay all costs associated with the preparation and registration of all necessary documents and plans, to the satisfaction of the Chief Planner and Executive Director Planning; and
 - k. As a condition of site plan approval and prior to the issuance of any permits require a detailed construction management plan for the site.
6. City Council direct that if, for whatever reason, the development at 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street does not proceed within 5 years from the passage of the bills by City Council, that the obligations as required through recommendation 6 shall still be required but that the site specific Zoning Amendment shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.

7. City Council direct the Chief Planner and Executive Director of Planning to revise the Official plan through the five year Official Plan review process to designate the additional parkland being provided on this site as "Parks".
8. The owner shall agree to withdraw their appeal to the Ontario Municipal Board of OPA 183, the North Downtown Area Specific Policy 382 once the bills for the Zoning By-law Amendment for the lands at 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street are in full force and effect.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The subject site is part of a previous City Council approval in 1998 known as the "East of Bay Lands". The original East of Bay Lands included the area bounded generally by St. Luke Lane, Bay Street, Wellesley Street and Grosvenor Street, all of which were owned by the Province of Ontario. The East of Bay Lands were to be developed in six phases. The subject lands, identified as phases 5 and 6 in the Agreement, remain as the last property that has yet to be developed. There is a site specific Zoning By-law that is described later in this report as well as a Master Plan Agreement and a Section 37 Agreement that included provisions and requirements as each of the phases was developed.

A Preliminary Report was adopted by Toronto and East York Community Council at their meeting of June 18, 2013 directing staff to schedule a community consultation.

At their meeting of July 8, 9, 10 and 11, 2014, City Council approved the application of the Parks and Recreation component of the Development Charges from 951-971 Bay Street and 501-521 Yonge Street to be put toward the proposed park on the subject site for the design and construction of the Above-Base Park Improvements. The development charge credit is only applicable if the Zoning By-law Amendment for the subject site is approved by City Council.

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on March 19, 2013. At that meeting, the proponent outlined the proposal for a mixed use development with two residential towers including a 45-storey (146 metre) tower fronting onto Wellesley Street West and a 54-storey tower (172 metres) fronting onto Breadalbane Street linked by an inverted L-shaped base of 9-storeys and 10-storeys. Vehicular access was proposed off of St. Luke Lane in two locations.

During the meeting, staff raised concerns about: the provisions of the existing agreements that pertain to the site; the existing site specific zoning; the provision of parkland and consistency with the existing Master Plan Agreement; the height of the residential towers in relation to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines; lay-bys on St. Luke Lane; the number of proposed vehicular access points to St. Luke Lane; lack of family sized units; lack of non-residential space; reduction in bicycle parking; the strata park ownership proposed;

provision of an internalized taxi stand requirements; and provision of amenity space (internal and external).

ISSUE BACKGROUND

Proposal

The proposal presented at the pre-application meeting was exactly the same proposal as submitted to the City with this application. The original proposal was on submitted March 21, 2013 and has now been revised by the applicant after consultation with Planning staff, the local Councillor and members of the public to address concerns related to open space, built form, height, massing, density, loading, access and egress, shadow and heritage adjacency.

Original Proposal

The applicant was proposing to redevelop the subject site to construct two residential towers of 45 (146 metres including mechanical penthouse) and 54 (172 metres including mechanical penthouse) storeys including a 9-storey and 10-storey inverted L-shaped base that connects the two towers. The development proposed a total of 1,304 dwellings units located both within the towers and the base consisting of: 1,012 one bedroom units (77.6%); 196 two bedroom units (15%); and 96 three bedroom units (7.4%). The development would have a total gross floor area of 90,700 square metres, with 89,650 square metres of residential gross floor area and 1,050 square metres of retail gross floor area. The proposed density was 10.7 times the lot area.

Indoor amenity space was proposed to be both on the ground level and 10th floor of the base with outdoor amenity space proposed on the 10th floor on the roof of the base. There were 2,608 square metres each of indoor and outdoor amenity space proposed.

Each of the two residential towers was proposed to have an approximate floor plate area of 750 square metres. The 45-storey tower had a setback of 5 metres from the Wellesley Street West edge of the base, and a setback of 5.5 metres from St. Luke Lane. The 54-storey tower had a setback of 5.5 metres from Breadalbane Street and a setback of 5.5 metres from St. Luke Lane. A separation distance of 25 metres between the two towers was proposed.

The sidewalk width was proposed to be widened by 3 metres, along with a setback of 2 metres and a colonnade of slightly less than 5 metres along the frontage of Wellesley Street West. Also, a 0.5 lane widening was proposed on St. Luke Lane.

The lobbies for the residential towers were located on Wellesley Street West for the north tower and Breadalbane Street for the south tower. A covered pedestrian walkway through the base was proposed running diagonally from the northeast corner of the site, connecting Wellesley Street West to the proposed extension of Breadalbane Park.

There were two vehicular and service accesses proposed from St. Luke Lane. The proposal included a 4-level below-grade garage that accommodated 532 resident and 78 visitor parking spaces. Two Type G/B loading spaces and one Type B loading space was proposed to service both

the residential and retail uses. Bicycle parking was proposed on the ground level and the first level below-grade to accommodate 321 resident and 80 visitor bicycle spaces.

The development would also incorporate, expand and frame the existing Breadalbane Park (previously known as Opera Place Park North).

Revised Proposal

The applicants have worked with the Ward Councillor and staff to significantly revise the application in order to increase the amount of land to be conveyed to the city for public parkland. It changed from a two tower proposal over the whole of the site to a one tower proposal on a rectangular lot in the north-east corner of the site.

The shape of the tower is generally an off-set rectangle with rounded and shaped corners. The proposed building has a 7-storey base with the base stepping back above the 3rd story. The development is proposed at 60 stories (194 metres including mechanical penthouse) with the tower rising above the 7th storey. On the ground floor the applicant is proposing retail commercial space facing onto the proposed park on the west and south side of the building and the residential lobby and vehicular access proposed on the north and east side of the building. Office space is proposed on the 2nd and 3rd floor with access to the office lobby from Wellesley Street West.

To maximize the parkland, there are no setbacks between the base of the tower and the lot line on the north and east side of the site. There are road widening proposed on the north and east side for Wellesley Street West and St. Luke Lane consistent with the requirements from the East of Bay lands and as shown in the first submission of this application.

Access to parking and loading remain from St. Luke Lane. A drop-off area is also proposed from St. Luke Lane in front of the residential lobby. The applicant is proposing a commercial parking garage under the park portion of the site. A below-grade parking lot was previously approved through the East of Bay lands.

Table 1 – Summary of Revisions to the Application

	First Submission March 21, 2013	Second Submission December 6, 2013	Third Submission April 3, 2014
Site Area	8,448 sq.m.	8,448 sq.m.	8,597.8 sq.m.
Tower Floorplate (approximate average)			
Submission 1 - north tower	655 sq.m.		
Submission 1 - south tower	678 sq.m.		
Submission 2 and 3 - One Tower		852 sq.m.	852 sq. m
Gross Floor Area (above grade)			
Total Residential	89,650 sq.m.	46,130 sq.m.	46,200 sq.m.
Retail	1,050 sq.m.	1,200 sq.m.	950 sq.m.
Office	_____	<u>5,670 sq.m.</u>	<u>4,700 sq.m.</u>
Total	90,700 sq.m.	53,000 sq.m.	51,850 sq.m.
Floor Space Index	10.74 x lot area	6.3 x lot area	6 x lot area

	First Submission March 21, 2013	Second Submission December 6, 2013	Third Submission April 3, 2014
Number of Units - Total	1,304	681	742
Bachelor	0	47 (7 %)	110 (15%)
One bedroom	1,012 (78%)	472 (69%)	451 (61%)
Two bedroom	196 (15%)	115 (17%)	124 (17%)
Three bedroom	96 (7%)	47 (7%)	57 (7%)
Proposed Vehicular Parking			
Commercial Parking (includes visitor, retail and office spaces)	78	135 spaces	128 spaces
Residential Parking	532	459 spaces	455 spaces
Taxi Stand (P1 level)	—	<u>1 space</u>	<u>1 space</u>
Total	610 spaces	595 spaces	583 spaces
Proposed Bicycle Parking			
Resident	192	572	668
Non-Residential		15	12
Resident – Visitor	80	64	75
Non-Residential – Visitor	—	<u>22</u>	<u>19</u>
Total	401 spaces	673 spaces	774 spaces
Loading Spaces			
Type G/B	2 spaces	1 space	1 space
Type B	1 space	1 space	1 space
Type C	0	2 spaces	1 space
Interior Residential Amenity Space	2,608 sq.m. (2 sq.m. per unit)	1,270 sq.m. (1.86sq.m. per unit)	1,484 sq.m. (2 sq.m. per unit)
Exterior Residential Amenity Space	2,608 sq.m. (2 sq.m. per unit)	500 sq.m. (0.73 sq.m. per unit)	550 sq.m. (0.74 sq.m. per unit)
Building Height (including mechanical penthouse and architectural elements)			
Submission 1 – north tower	45 storeys (146 metres)		
Submission 1 – south tower	54 storeys (172 metres)		
Submission 2 and 3 one tower		54 storeys (181 metres)	60 storeys (194 metres)

Site and Surrounding Area

The site is bordered by Wellesley Street West to the north, St. Luke Lane to the east, Breadalbane Street to the south, and Breadalbane Park and 909-925 Bay Street to the west. The site is 0.91 hectares in area with frontage of 100.6 metres along Wellesley Street West and approximately 73.4 metres along Breadalbane Street. The site is currently a vacant gravel lot with a below-grade garage on the northwest portion of the lands that is used by residents of 909-925 Bay Street.

The surrounding uses are as follows:

South: on the south side of Breadalbane Street is the Opera Place Park South and the YMCA which runs through to Grosvenor Street, two-storey buildings on the east side of St. Luke Lane and the residential condominium buildings that front onto Bay Street. Further south on Grosvenor Street is Fire Station 314.

East: St. Luke Lane and beyond is a row of commercial buildings between 1 to 2-storeys fronting onto Yonge Street. The buildings are used for retail, offices and other mixed uses. The majority of the buildings along this stretch of Yonge Street are included on the City of Toronto Inventory of Heritage Properties.

North: on the north side of Wellesley Street West is 24 Wellesley Street West, a 29-storey residential condominium building with various retail uses at grade. West of 24 Wellesley Street West is 951 Bay Street, a 32-storey building that is formerly the Sutton Place Hotel and which is currently subject to an Official Plan and Zoning By-law amendment and an Ontario Municipal Board appeal (file: 12 133688 STE 27 OZ). The proposal for the Sutton Place Hotel includes an addition of 9 floors to the 32-storey building, and the demolition/conversion of the existing purpose-built rental units for a total of 649 residential condominium units and 78 rental units.

West: 909-925 Bay Street, two 27-storey residential condominium buildings with retail at grade and Breadalbane Park.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff has reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

This application was reviewed against the policies of the Official Plan. The Official Plan places the site within the Downtown and Central Waterfront urban structure area. The majority of the site is designated "Mixed Use Areas", with the southwest portion of the site designated "Parks" on Map 18

– Land Use Plan in the Official Plan. The "Mixed Use Areas" designation permits a range of residential, commercial and institutional uses. The Plan includes criteria that direct the form and quality of development in this land use designation. The criteria state that new buildings: provide a transition between areas of different intensity and scale, including stepping down of heights towards lower scale neighbourhoods; minimize shadow impacts; and provide an attractive, safe and comfortable pedestrian environment. The "Parks" designation primarily permits public parks and recreational opportunities within the Downtown and Central waterfront urban structure area. The Plan includes criteria for development of the Parks designation such as: protect, enhance or restore natural features; preserve, or improve public visibility and access; maintain and create linkages between parks and open spaces; maintain or expand the size and improve the usability of publicly owned "Parks" lands for public parks; and provide comfortable and safe pedestrian conditions.

This application was reviewed against all the policies of the Official Plan including the "Downtown", "Transportation", "Environment", "Public Realm", "Built Form" and "Parks and Open Space" sections of the Plan. The Official Plan is available at:
http://www.toronto.ca/planning/official_plan/introduction/htm.

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 that they fit within their context and minimize their local impacts. The city-wide Guidelines are available at
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

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 3.1 "The Built Environment" and other policies within the Plan related to the design and development of tall buildings in Toronto.

This project is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies specific Downtown streets that are most suitable for tall building development, establishes a height range along these streets and provides a set of supplementary Downtown specific design guidelines which address Downtown built form and context. The Downtown Vision and Supplementary Design Guidelines were used together with the city-wide Tall Building Design Guidelines in the evaluation of this tall building proposal. The Downtown Guidelines are available at:
<http://www.toronto.ca/planning/tallbuildingstudy.htm#guidelines>

The site fronts on Wellesley Street West, which is identified as a High Street on Map 1, within a height range of 62 metres to 107 metres (20 storeys to 35 storeys) on Map 2, and with a Tower-Base Form Typology on Map 3.

North Downtown Yonge Street Planning Framework

At its meeting of October 8-9, 2013, City Council adopted the North Downtown Yonge Area Specific Policy 382, Official Plan Amendment 183 and approved the final version of the North Downtown Yonge Urban Design Guidelines, for the area generally bounded by Charles Street, Bay Street, Church Street and College/Carlton Street. The following is the link to the decision and reports:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE26.14>

The North Downtown Yonge Site and Area Specific Policy 382 provides direction in how development responds to this historic main street context, reinforcing a pedestrian friendly micro-climate and retail uses along Yonge street. The policies of the North Downtown Yonge Site and Area Specific Policy 382 are integrative and comprehensive and should be considered as a whole. The subject site is within the Bay Street Character Area.

The Bay Street Character Area policies that are relevant to this area relate to: mitigating shadow impacts on adjacent *Apartment Neighbourhood* lands; providing appropriate transition in scale and height to lower-scaled development with the *Apartment Neighbourhood* area in the adjacent St. Nicholas Character Area; and providing sensitive low-rise infill in *Apartment Neighbourhood* designated areas. There is also policy direction regarding urban design and public realm in the Area Wide Policies of the North Downtown Yonge Area Specific Policy 382 that are discussed later in this report.

Zoning

The majority of the site is zoned CR T4.0 C1.0 R4.0 and CR T4.0 C1.0 R6.0 under Zoning By-law 438-86, with a height limit of 30 metres and 46 metres. The zoning designation permits a variety of mixed uses including residential. The zoning permits a maximum non-residential density of 1 times the area of the lot, and a maximum residential density of 4 times and 6 times the area of the lot. Attachment 6 shows the zoning for the site and surrounding area.

The site is also subject to By-law 463-1998, the prevailing site specific Zoning By-law that is applicable to the East of Bay Lands with a height limit of 30 metres. As By-law 463-1998 was enacted based on a previous development proposal, the requirements for gross floor area, amount of parking spaces, height requirements and provisions for entering into an agreement under Section 37 were assessed against the current application.

Site Plan Control

The proposed development is subject to site plan control. An application for Site Plan Approval has not been submitted but will be required.

Reasons for Application

The proposal requires an amendment to the Zoning By-law for an increase in density and height, reduction in parking and building setbacks, and other development standards that will require site-specific zoning provisions.

Additional areas of non-compliance were identified through the circulation and review process.

Community Consultation

There were two community consultation meetings held by City Planning for this application. The first meeting was held on June 19, 2013, for the public to review the applicant's initial submission with the two-tower proposal and ask questions of City staff and the applicant. The meeting was attended by approximately 114 people. Issues raised included the following:

- height of towers;
- density being added to the area;
- lack of parkland/open space/green space in the area, particularly larger park sites of a minimum 0.6 ha (1.5 acres);
- additional traffic in the area generated by this development;
- increased parking space demand in the area as the proposal is providing reduced parking;
- lack of public parking opportunities in the area;
- concern that the architectural design will be another "glass box";
- increased pedestrian traffic and narrow sidewalk widths;
- lack of community services in the area in response to increased development including schools, transit, dog run/off-leash areas;
- lack of family sized (three bedroom) units; and
- the ability of this development to be in line with the proposed North Downtown Yonge Area Specific policies.

The second meeting was held March 5, 2014, for the public to review the applicant's second submission with the one-tower and additional parkland proposal. City staff and the applicant were also available for questions at this meeting. The meeting was attended by approximately 62 people and the issues raised include:

- height of the tower;
- density being added to the area;
- the size, use and design of the proposed park;
- additional traffic in the area generated by this development;
- the function and design of the laneway;

- increased pedestrian traffic and narrow sidewalk widths;
- lack of community services in the area in response to increased development including schools, transit, dog run/off-leash areas;
- lack of family sized (three bedroom) units; and
- the ability of this development to be in line with the proposed North Downtown Yonge Area Specific policies.

Comments were also received from members of the public in writing and by e-mail after the public meeting expressing similar concerns to those noted above. The public input has been influential in shaping the revisions to the proposal.

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

City Council's planning decisions are required to be consistent with the Provincial Policy Statement (PPS), 2014. This application supports the PPS direction of intensification through appropriate levels of growth as directed by the Official Plan, taking into consideration the established character and context of an area while making efficient use of existing infrastructure.

The proposed development also meets the policies of the Provincial Growth Plan. The Growth Plan promotes increasing intensification of the existing built-up area with a focus on areas in order to make use of existing infrastructure. The site is within an Urban Growth Centre and conforms to the policies set out in the Growth Plan for the Greater Golden Horseshoe.

The proposal is consistent with the Provincial Policy Statement 2014 and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is designated *Mixed Use Areas* on Map 18, Land Use Plan (December 2010) of the Toronto Official Plan. It is anticipated that *Mixed Use Areas* will absorb most of the expected increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. Development criteria in *Mixed Use Areas* are set out in Section 4.5 of the Official Plan.

The Official Plan directs that development should create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency, takes advantage of nearby transit services and meets the needs of the local community. The proposal includes retail,

commercial and residential uses on a site. The site is within close proximity to the Wellesley Street station that provides access to a variety of public transit including subway and bus. The site is also close to Bay Street which also has bus service.

The Official Plan directs that development should be located and massed to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights. The proposed development is in keeping with this policy through the location and design of the tower and the provision of the parkland on the site.

The Official Plan directs that new buildings should be located and massed to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The proposed development is in keeping with these policies through the location and design of the building including the stepped base to reduce the pedestrian wind impact.

The Official Plan directs that new buildings provide good site access and circulation and an adequate supply of parking for residents and visitors and that service areas, ramps and garbage storage should be located and screened to minimize the impact on adjacent streets and residences. The access to the parking and loading for the development is internalized on the east side of the site. Parking is being provided in accordance with the requirements of By-law 569-2013 with a commercial parking garage proposed to facilitate anticipated demand in the area.

In addition to the *Mixed Use Areas* development criteria and the desire to promote good design on its own merits, the Official 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 achieved through the proposal by: the building being located parallel to the street; the main building entrances being located so that they are clearly visible and directly accessible from the public sidewalk; and by providing ground floor uses that have views into the adjacent street and proposed park. The proposed intensification in residential use and the provision of office space and retail is appropriate for this site.

North Downtown Yonge Area Specific Policy 382

The North Downtown Yonge Area Specific Policy 382 provides direction in how development should respond to its historic main street context, reinforcing a pedestrian friendly micro-climate and retail uses along the street. The site is within the Bay Street Character Area which is characterized as a mature and largely built out area and as an area for growth within the designated *Mixed Use Areas*. Bay Street is also described as an important spine through the city's downtown core transitioning between different uses and building heights and scale as well as being a multi-modal transportation corridor. The Bay Street Character Area policies provide direction to: minimize shadow on adjacent *Apartment Neighbourhoods*; require transition of development in scale and height to lower-scaled development in *Apartment Neighbourhoods*; and require infill in *Apartment Neighbourhoods* to be sensitive low-rise development.

The North Downtown Yonge Urban Design Guidelines provide further direction and implementation of these policies recognizing that secondary streets, including Wellesley Street West, may have potential for some new development as well as some infill that should be designed and oriented in a way that provides minimal incremental shadow on the nearby and future expansion of parks and open spaces including the Breadalbane Park expansion. Additional direction is also provided regarding: floorplate size and tower articulation; tower setback from the base; retail at-grade and residential grade-related units are encouraged; wind studies are required; continuous weather protection; and proposed open spaces should be highly visible, barrier free and accessible for all users. Directly east of the site is the Core Area of the Yonge Street Character Area to which an angular plane of 75 degrees taken at a height of 18 metres as measured from the Yonge Street property line also applies. The urban design direction for this area include the following:

- tall buildings will have an appropriate setback from the face of the base building fronting onto streets;
- retail at-grade and grade-related residential units are encouraged;
- wind studies are required;
- continuous weather protected street frontages with a minimum of 3 metre width shall be required to mitigate adverse wind conditions and provide pedestrian protection;
- proposed open spaces along Bay Street should be highly visible, barrier free and accessible to all users;
- proposed developments are to have an appropriate setback from the front property line to provide landscape zones and enhanced streetscape;
- additional shadow from new development on adjacent or close public open spaces shall be minimized; and
- streetscape on east-west street should be enhanced with tree planting, wider sidewalk and street furniture to provide green corridors that connect to Yonge Street and other destinations within the area.

Land Use

The site is currently vacant. The proposal includes residential uses as well as office on the second and third floor and retail uses on the ground floor. The proposed mix of residential and commercial uses is consistent with the land use provisions of the Official Plan and Zoning By-law.

Density, Height, Built Form

Density

The majority of the site is zoned CR T4.0 C1.0 R4.0 and CR T4.0 C1.0 R6.0 under Zoning By-law 438-86, with a height limit of 30 metres and 46 metres. The zoning designation permits a variety of mixed uses including residential. The zoning permits a maximum non-residential density of 1 times the area of the lot, and a maximum residential density of 4 times and 6 times the area of the lot. Attachment 6 shows the zoning for the site and surrounding area.

The site is also subject to By-law 463-1998, the prevailing site specific Zoning By-law that is applicable to the East of Bay Lands with a height limit of 30 metres.

The proposed density of the applicant's proposal is 6 times the area of the lot based on the overall lot area including the proposed park. The current underlying zoning permissions of the Zoning By-law is 4 times the lot area for a mixed use building.

The density of developments which are predominately much smaller sites that have been recently approved and under construction in this area are as follows:

Development	Density
587-599 Yonge Street, 7-9 Gloucester Street, 2-4 Dundonald Street (recent approval July 2014) redevelopment at the east side of Yonge Street between Dundonald Street and Gloucester Street	12.15 x the lot area
Sutton Place Hotel (recent approval) redevelopment at the north east corner of Wellesley Street and Bay Street (951-971 Bay Street, 36 Wellesley Street West)	12.7 x the lot area
2, 6, 8 Gloucester Street, 601-613 Yonge Street North east corner of Gloucester Street and Yonge Street immediately north of the subject site	14.36 x the lot area
5-9 St. Joseph Street, 606-616 Yonge Street South west corner of St. Joseph Street and Yonge Street	14.42 x the lot area
501-521 Yonge Street East side of Yonge Street between Maitland Street and Alexander Street	15.2 x the lot area
The Murano - east side of Bay Street between Grosvenor Street and Grenville Street (38 Grosvenor Street, 37 Grenville Street) - the height of the towers step up to the south	15.37 x the lot area

The density proposed by the applicant is in keeping with the range of other similar mixed use and residential developments in the area, especially considering the amount of parkland proposed on the site.

The proposed density of the site is found to be acceptable in this particular location along Wellesley Street West. The site is in close proximity to a variety of transit lines, and will have supportive retail and commercial uses. Staff are of the opinion that the density of the development is appropriate for this particular site.

Height, Massing and Separation Distances

The applicant has worked with staff and have submitted revised architectural drawings as shown on Attachments 1-5 to this report. The proposed revisions improve on the original proposal by:

- increasing the amount of parkland to be achieved on the site to 0.538 ha to provide much needed parkland in an area of the city noted as being in the highest percentile of parkland deficiency;
- revising and relocating the tower design to achieve the greatest amount of parkland;
- locating the tower to reduce the shadow impact on the new parkland area while minimizing as much as possible shadow impact on other shadow sensitive areas;
- providing a highly articulated design for the base and the tower;
- providing setbacks of the base around the site to provide weather protection; providing retail/office commercial space in the base of the building, particularly at grade.
- locating the tower in the north-east corner of the site in order to provide the greatest amount of parkland possible and to eliminate the shadow impact on the newly created parkland;
- slimming the tower, increasing the number of floors, reducing the total gross floor area and reducing the density; and
- complying with the Yonge Street 75 degree angular plane as measured from the height of 18 metres at Yonge Street as required in the Core Area of the Yonge Street Character Area

There is a range of building heights within the area ranging from the mid-twenties closer to the site (47 to 100 metres) to the high forties and low fifties in more recently approved sites within the immediate area.

The approval of a 60-storey building on this site should not be viewed as setting a precedent for height in the area. It is a special circumstance and opportunity to allow for the creation of a substantial public park.

Both the Downtown Tall Buildings: Vision and Supplementary Design Guidelines and the North Downtown Yonge Urban Design Guidelines require a highly articulated built form for tall buildings with a floorplate over 750 sq.m. The subject site proposes an average tower floorplate of 852 sq.m. with a highly articulated façade and base with the base stepping back from the ground level as it rises to the tower.

The Downtown Tall Buildings: Vision and Supplementary Design Guidelines and the North Downtown Yonge Urban Design Guidelines require a separation distance between tower face of 25 metres. To the north and slightly west of the subject site on the north side of Wellesley Street West is 22 and 24 Wellesley Street West which are the closest towers to the proposed development. The

distance between the closest point of the tower at 22 and 24 Wellesley Street West to the proposed tower on the subject site is 35.5 metres.

There are policies that provide direction for urban design in the North Downtown Yonge Area Specific Policy 382. In addition to the official plan policies, the North Downtown Yonge Urban Design Guidelines elaborate on expectations for new development in this area. A high quality of design is required including materiality and architectural articulation to create architectural interest. Additional review of the proposal will be required through the site plan process to implement these design directives for the subject site. The site plan will also be presented to the City of Toronto Design Review Panel.

Staff are of the opinion that the revised one-tower proposal is appropriate in terms of height, density, massing and separation distance for this site particularly given the amount of parkland being achieved for the area and its comprehensive and integrated site design and context.

Sun, Shadow, Wind

Section 3.1.3 (Built Form) of the Official Plan includes a policy that tall buildings must minimize the negative impact of shadows on adjacent public spaces including streets, parks and open spaces. The applicant submitted an updated shadow analysis for the revised proposal to illustrate the shadows created by the proposed tower development during September 21st and June 21st between the hours of 9:18 a.m. and 6:18 p.m.

The North Downtown Yonge Area Specific Policy 382 directs that development/redevelopment within the Bay Street Character Area, must be located and massed to minimize shadow impacts throughout the day on adjacent *Apartment Neighbourhood* lands throughout the day during all seasons of the year. The St. Nicholas Character Area is located north of the site and is designated *Apartment Neighbourhood*. The policies for the St. Nicholas Character Area require that all development/redevelopment be located and massed so as to minimize new net shadow impacts on the St. Nicholas Character Area at all times of the day and for all seasons of the year.

The proposed development does cast increased shadow over and above the as-of-right shadow impact at the south end of the St. Nicholas Character Area in September from 9:18pm to 1:18 pm. The shadow impact is limited to between 11:00 am to 12:30 pm on the front yards or side yards of 6-14 and 18-22 St. Joseph Street.

The Downtown Tall Buildings Vision and Performance Standards require no new net shadow on the linear parks east of Yonge Street between noon and 2:00 p.m. on September 21st. The North Downtown Yonge Area Specific Policy requires that new development/redevelopment must demonstrate as part of the development application review process that best efforts have been made to not cast any new net shadow on the linear parks during the day for all seasons of the year. The proposed development also touches on the south end of James Canning Gardens, the most southerly of the linear parks, between 2:18 to 2:50 pm. There is no shadow impact on the low rise area designated *Neighbourhood* immediately to the east of the park.

Staff find that the applicant has demonstrated best efforts through tower placement and design to reduce the shadow impact on the St. Nicholas Character Area and the linear park as much as possible and in a balanced manner. It is the opinion of staff that the shadow impacts are acceptable.

Traffic Impact, Access, Parking

Access Driveway - West Side

Through the East of Bay Lands approval and subsequent agreements as registered on title, access to the lands to the west at 909 - 925 Bay Street (Phase 3 and 4 of the East of Bay Lands), is currently via a semi-circular driveway. When the original subdivision was planned, the Phase 5 and 6 area (the subject site) was to be developed in an inverse L-shaped design with access from the semi-circular driveway. With the current proposed redesign of the site to increase the parkland and relocate the tower to the northeast corner of the site the semi-circular driveway was no longer feasible. The access to the west is proposed to be revised to one driveway with a turning circle at the north end. This design has been reviewed by staff and found to be satisfactory to achieve access to the below-grade parking and at-grade loading for 909-925 Bay Street.

The applicant has been working with the owners of 909-925 Bay Street to address their concerns regarding the proposed redesign. Prior to the bills going forward to Council, staff require written confirmation that their concerns have been addressed.

St. Luke Lane

Prior to the East of Bay Lands development being approved, St. Luke Lane ended at the north end of the building at 145 St. Luke Lane (Saved by Technology). The approval for the East of Bay Lands extended St. Luke Lane from the north end of 145 St. Luke Lane to Wellesley Street West. The building at 145 St. Luke Lane has their front and loading doors opening directly onto the lane with no pedestrian refuge area from the traffic along the lane. With the proposed development there is now an opportunity to address this safety concern. The applicant has been working with the owner of 145 St. Luke Lane to address the concerns regarding the laneway. Prior to the bills going forward to Council, staff require written confirmation that the concerns have been addressed.

On-Site Parking and Access

The applicant is proposing a total of 583 parking spaces in four levels of a below-grade garage with access from St. Luke Lane. The applicant is proposing a commercial parking garage with 128 spaces and a taxi stand space on P1 and private parking for the residential units with 455 spaces on P2 to P4. There is a proposed drop off area located at grade by the lobby along the easterly frontage with access from St. Luke Lane. The applicant submitted a Traffic Impact Study which indicated that the parking provided was appropriate.

Staff find the proposed parking supply acceptable as it is in accordance with the requirements of By-law 569-2013. Appropriate provisions are included in the site specific by-law attached to this report to enforce the residential parking rates and the proposed non-residential parking spaces in accordance with the standards of By-law 569-2013. Further review will be provided through the site plan approval process to address the detailed parking supply layout, access to the parking spaces and other site design matters.

Loading/Access

Access to the site is from St. Luke Lane along the east side of the site. The access driveway and loading spaces are located wholly within the site. The applicant has proposed one Type B, one Type C and one Type G loading spaces. The proposed loading is acceptable. Further review will be provided through the site plan approval process in order to improve vehicular and pedestrian safety in the area adjacent to the proposed loading spaces.

Servicing

Engineering and Construction Services staff have reviewed the most recent version of the Functional Servicing Report (FSR) submitted in support of the application and are satisfied at this point in time. Additional information will be required through the site plan review and approval process all to the satisfaction of the Executive Director of Engineering and Construction prior to site plan approval.

Bicycle Parking

The proposal includes 774 bicycle parking spaces, comprising: 668 spaces for residential residents; 12 spaces non-residential residents; 75 spaces for residential visitors; and 19 spaces for non-residential visitors. Residential resident parking is proposed on the mezzanine level. Non-residential resident parking is proposed on the below-grade P1 level. Visitor parking for both residential and non-residential are proposed along the Wellesley Street frontage, along the south side of the residential development and on the east side of St. Luke Lane in an area owned by the applicant at the rear of 546-550 Yonge Street and 145 St. Luke Lane. There is a right-of-way also in this area to provide service access to those abutting properties. The final design of these areas will be further reviewed through the site plan approval process including the feasibility of enclosing and providing weather protection for the visitor parking in each location. The proposed bicycle parking exceeds the zoning by-law requirements and meets the Toronto Green Standard requirements.

Open Space/Parkland

Parkland is being provided on the subject site in excess of the amount secured under the previous East of Bay Lands development. A Supplementary Report will be made available providing further information on the Open Space/Parkland on the subject site, including details and terms of the conveyance.

Streetscape

The North Downtown Yonge Area Specific Policy 382 and the North Downtown Yonge Urban Design Guidelines provide direction regarding public realm and streetscape. The applicant has addressed the public realm through the following revisions to the plans:

- set back the base of the building along Wellesley Street West and provided a 3 metre road widening to expand the sidewalk for a total proposed sidewalk width of approximately 6 metres;
- provided an easement over the setback area along the easterly frontage of the site on St. Luke Lane for a public pedestrian walkway that will join into the parkland and will facilitate

a pedestrian connection along St. Luke Lane between Breadalbane Street and Wellesley Street West;

- set back the building at the west and south side of the site fronting onto the parkland and lining this area with retail commercial space to animate the park frontage;
- provided a continuous pedestrian weather protection along the frontage of Wellesley Street West and St. Luke Lane through building overhangs; and
- provided a widening along St. Luke Lane to create a minimum 6 metre lane width

Some of these elements will be secured in the site specific zoning by-law and the remaining through the site plan process. Easements will be required at the site plan stage to address the pedestrian clearway as required through the Vibrant Streets Design Guidelines.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure, Storage and Collection of Recycling and Organic Waste.

Other applicable TGS performance measures will be secured through the Site Plan Approval process

Section 37

Section 37 of the Planning Act allows the City to grant increased density and/or height in exchange for community benefits. Community benefits can include (among other capital facilities): parkland, non-profit arts and cultural, community or child care facilities, streetscape improvements on the public boulevard not abutting the site; and other works detailed in policy 5.1.1.6 of the Official Plan. The community benefits must bear a reasonable relationship to the proposed development, including at a minimum, an appropriate geographic relationship and the addressing of the planning issues associated with the development. (e.g., local shortage of parkland, provision of new parks facilities).

The community benefits recommended to be secured in the Section 37 agreement are as follows:

1. Enter into an agreement at the expense of the Owner to secure the following as Section 37 facilities, services and matters:

- a. \$1,000,000 payment by the Owner to be paid at the time of first building permit to the City of an indexed cash contribution toward public art in accordance with the Percent for Public Art Program to be used on the site or in the adjacent parkland;
 - b. the Owner of the site at their cost, convey to the City of Toronto a stratified parcel to be known as the "Site" for the lands (parkland description of a minimum of approximately 5,382 square metres), the details and terms of such conveyance to be provided in a Supplementary Report to Toronto and East York Community Council;
 - c. In the event the cash contributions referred to in Section (a) above has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
 - d. The conveyance and easement(s), to ensure the purpose of the conveyance and easement(s), a Construction Phasing Plan which provides for the construction of the owner's Development and the parkland during construction;
2. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience prior to the issuance of site plan approval to support development all to the satisfaction of the Chief Planner and Executive Director of Planning in consultation with the appropriate civic officials and the Ward Councillor:
- a. The owner agrees to an additional contribution for local area park acquisition and/or improvements in the immediate area which may include 5 to 25 Wellesley Street West and 14 to 26 Breadalbane Street;
 - b. The wind mitigation measures listed in the submitted Wind Study shall be implemented to ensure that the wind effects are acceptable;
 - c. At least ten per cent (10%) of all total *dwelling units* erected or used on the *lot* shall have two or more bedrooms and at least seven per cent (7%) of the units shall have at least three or more bedrooms with a minimum size of 86 sq.m. per unit in compliance with the provisions of the Ontario Building Code;

- d. Require the Owner to address the comments from Engineering and Construction in their memo dated June 3, 2014 to the satisfaction of the Executive Director, Engineering and Construction Services in consultation with appropriate civic officials;
- e. Require the Owner to pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report as accepted by the Executive Director, Engineering and Construction Services, should it be determined that improvements to infrastructure are required to support the development;
- f. Require the Owner to design and construct upgraded streetscape for Wellesley Street West along the frontage of the site, including the residential and park portion of the site, to include, upgraded pavement treatment and landscaping to be secured through the site plan process;
- g. Require the Owner to design and construct upgraded streetscape for St. Luke Lane from Wellesley Street West to Breadalbane Street including along the frontage of the site providing a pedestrian walkway, upgraded pavement treatment and landscaping to be secured through the site plan process;
- h. Require the Owner to provide all ramp slopes in accordance with By-law 438-86 and provide the transition areas at the top and bottom of the ramps leading to the individual parking levels with maximum slope of 7.5 percent over a minimum distance of 3 metres and where a ramp begins at or near a property line, it must have a maximum slope of 5 percent over a minimum distance of 6 metres;
- i. Require the Owner to convey to the City, at nominal cost, a 3 metre wide strip along Wellesley Street West and 0.31 metre wide strip along the public lane abutting the site (St. Luke Lane) such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favour of the Owner until such time as said lands have been laid out and dedicated for public highway purposes, all to the satisfaction to the Executive Director, Engineering and Construction Services in consultation with the City Solicitor;
- j. Prior to the occupancy of the building, the Owner shall convey to the City an easement(s) for 24-hour public access to the pedestrian area over the setback area along the St. Luke Lane frontage, (the “City Easements”), for nominal consideration and to the satisfaction of the City Solicitor, and shall maintain this area free and clear of encumbrances for pedestrian use, in perpetuity, and shall pay all costs associated with the

preparation and registration of all necessary documents and plans, to the satisfaction of the Chief Planner and Executive Director Planning; and

- k. As a condition of site plan approval and prior to the issuance of any permits require a detailed construction management plan for the site.

CONTACT

Sarah Henstock, Senior Planner
Tel. No. 416-392-7196
Fax No. 416-392-1330
E-mail: shensto@toronto.ca

SIGNATURE

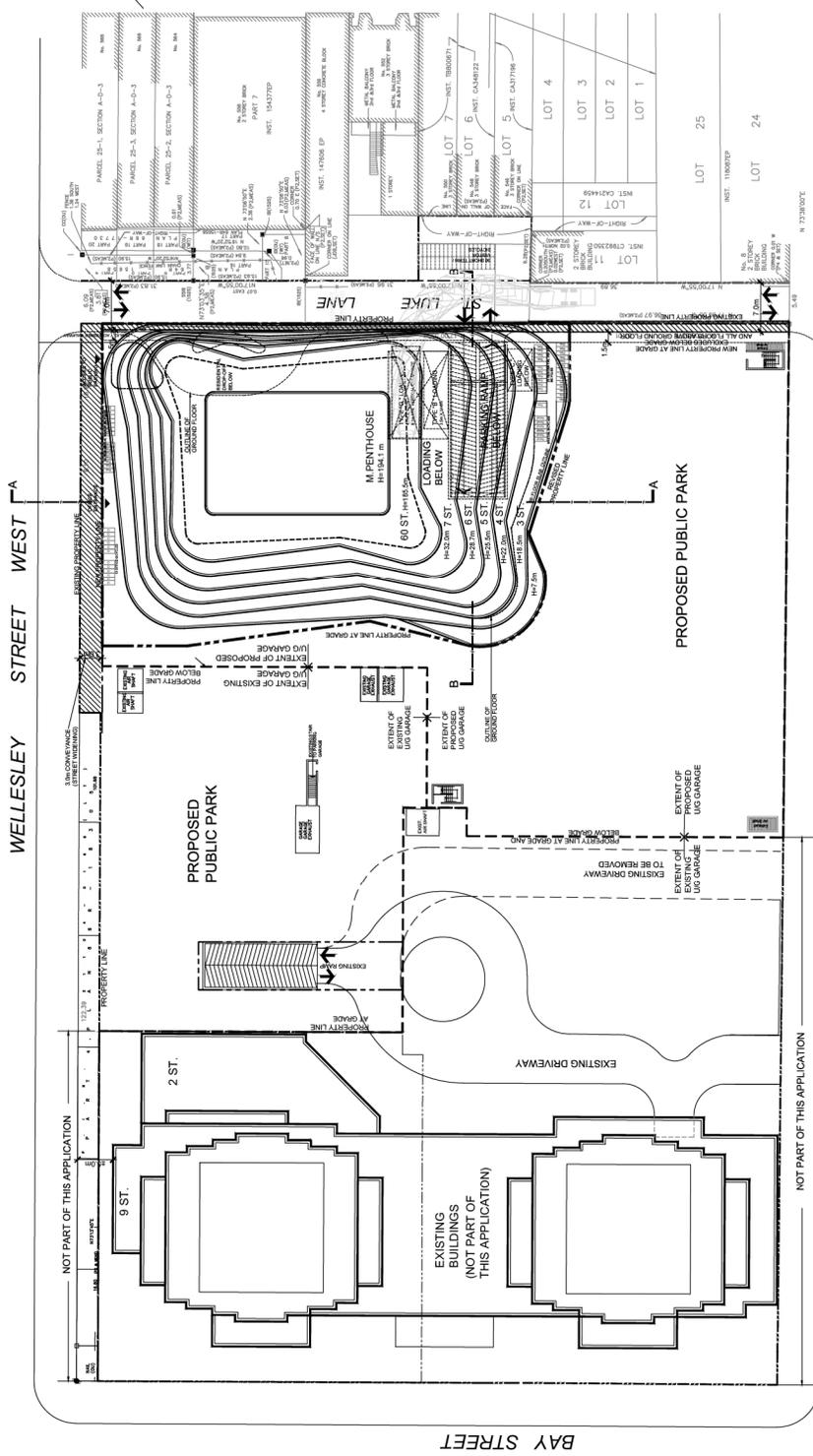
Gregg Lintern, MCIP, RPP
Director Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: South Elevation
Attachment 3: East Elevation
Attachment 4: North 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 1: Site Plan



5, 7, 11 Wellesley Street West & 14, 16, 20, 26 Breadalbane Street
and lands on the East Side of St. Luke Lane

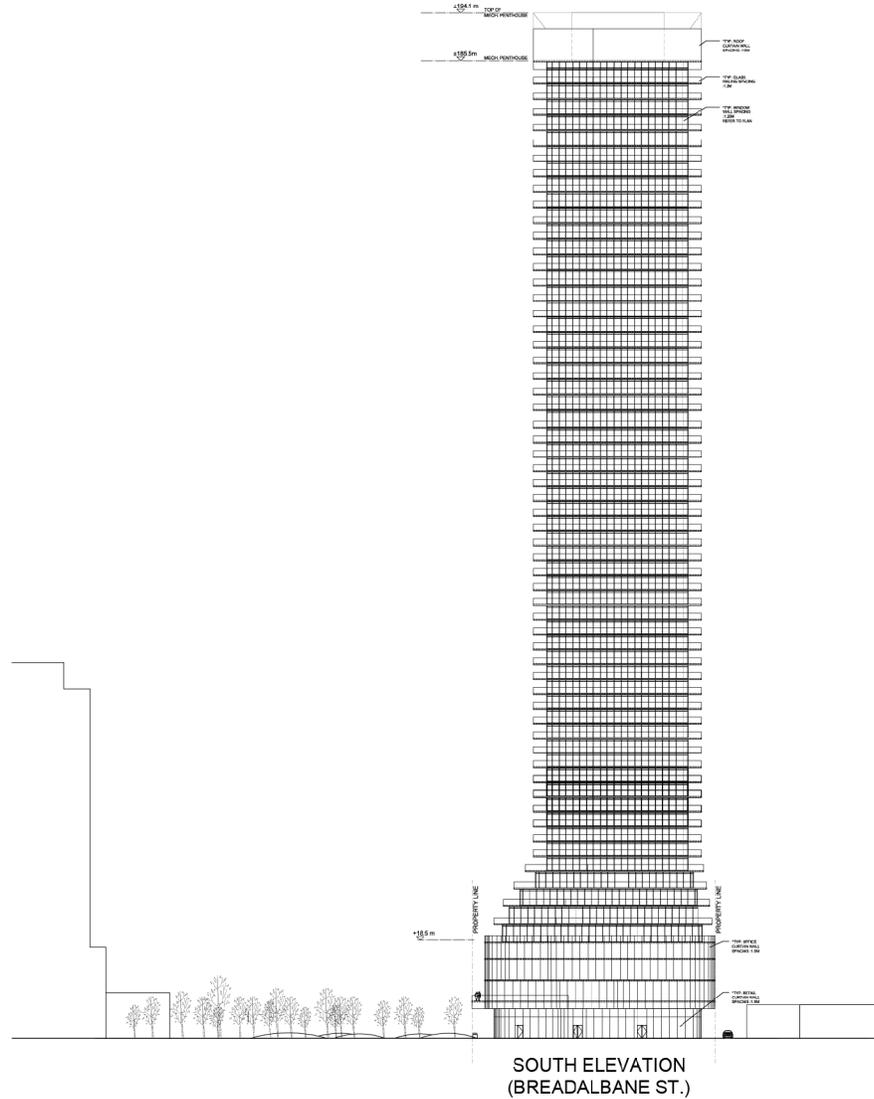
File # 12_203376 STE 20 0Z

Site Plan
Applicant's Submitted Drawing

Not to Scale
07/21/2014



Attachment 2: South Elevation



Elevations

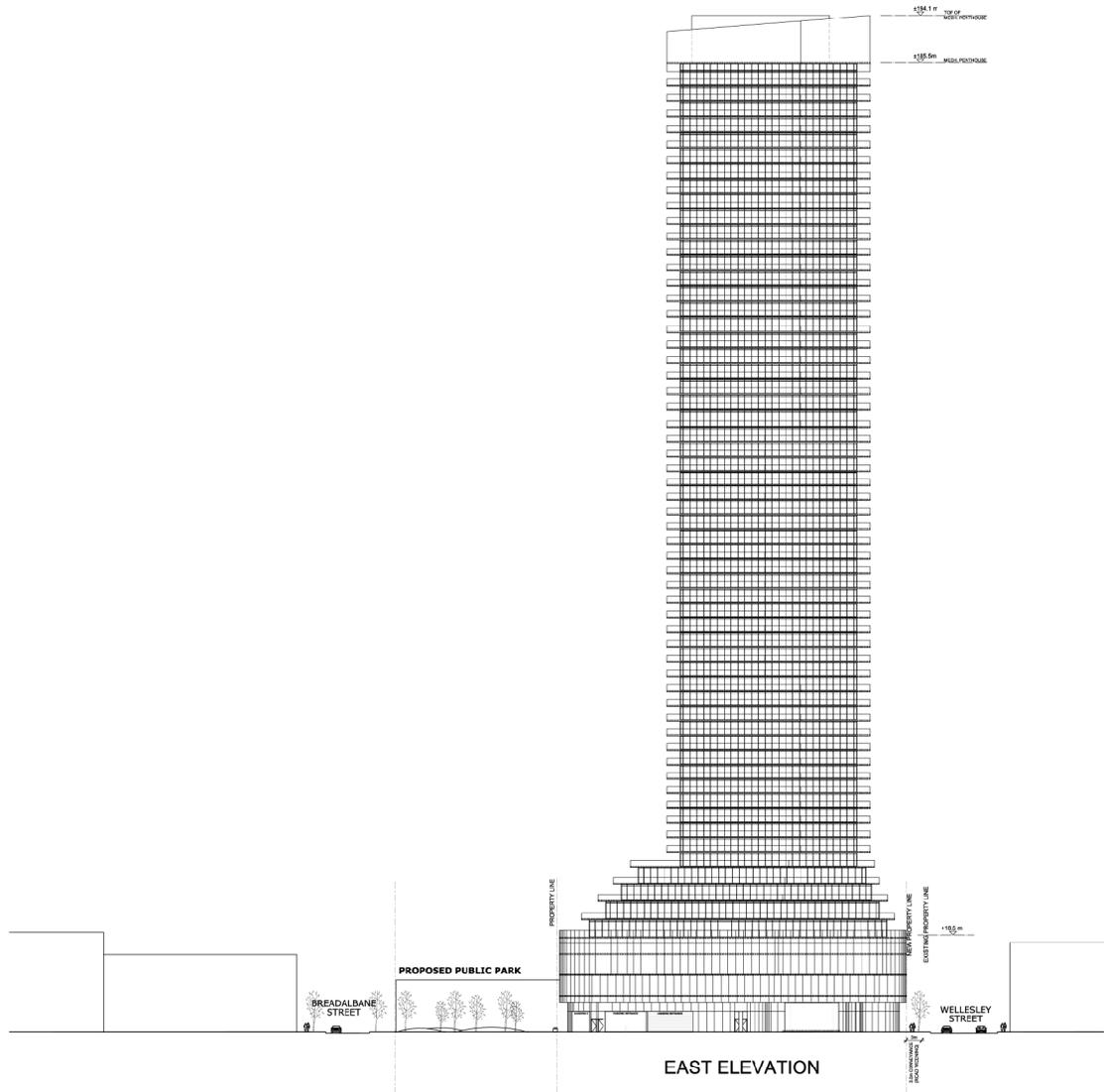
Applicant's Submitted Drawing

Not to Scale
07/07/2014

5,7,11 Wellesley Street West,
14,16,20,26,Breadalbane Street
and lands on the East Side of St. Luke Lane

File # 13 138607 STE 27 OZ

Attachment 3: East Elevation



Elevations

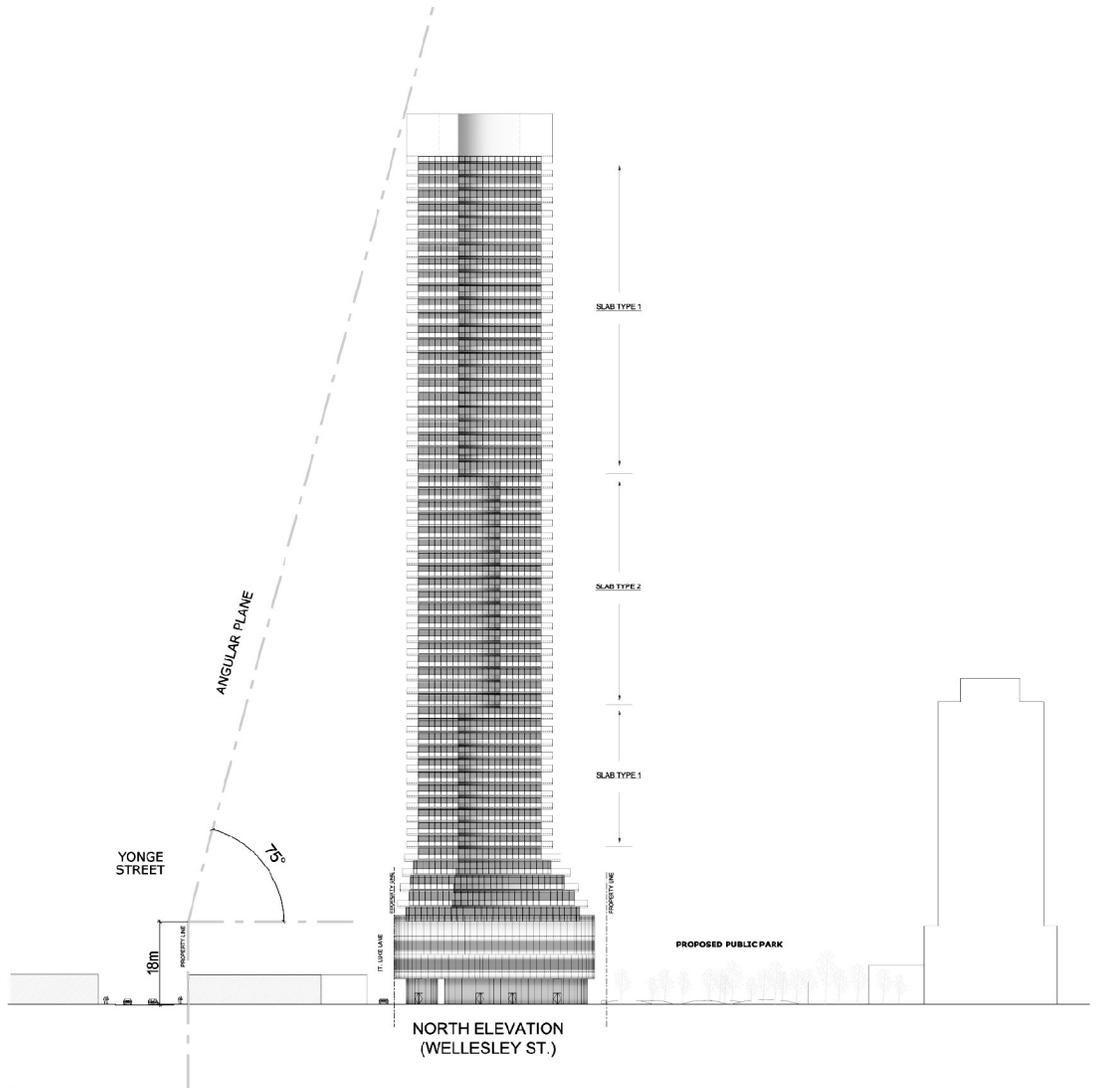
Applicant's Submitted Drawing

Not to Scale
07/07/2014

5,7,11 Wellesley Street West,
14,16,20,26,Breadalbane Street
and lands on the East Side of St. Luke Lane

File # 13 138607 STE 27 OZ

Attachment 4: North Elevation



Elevations

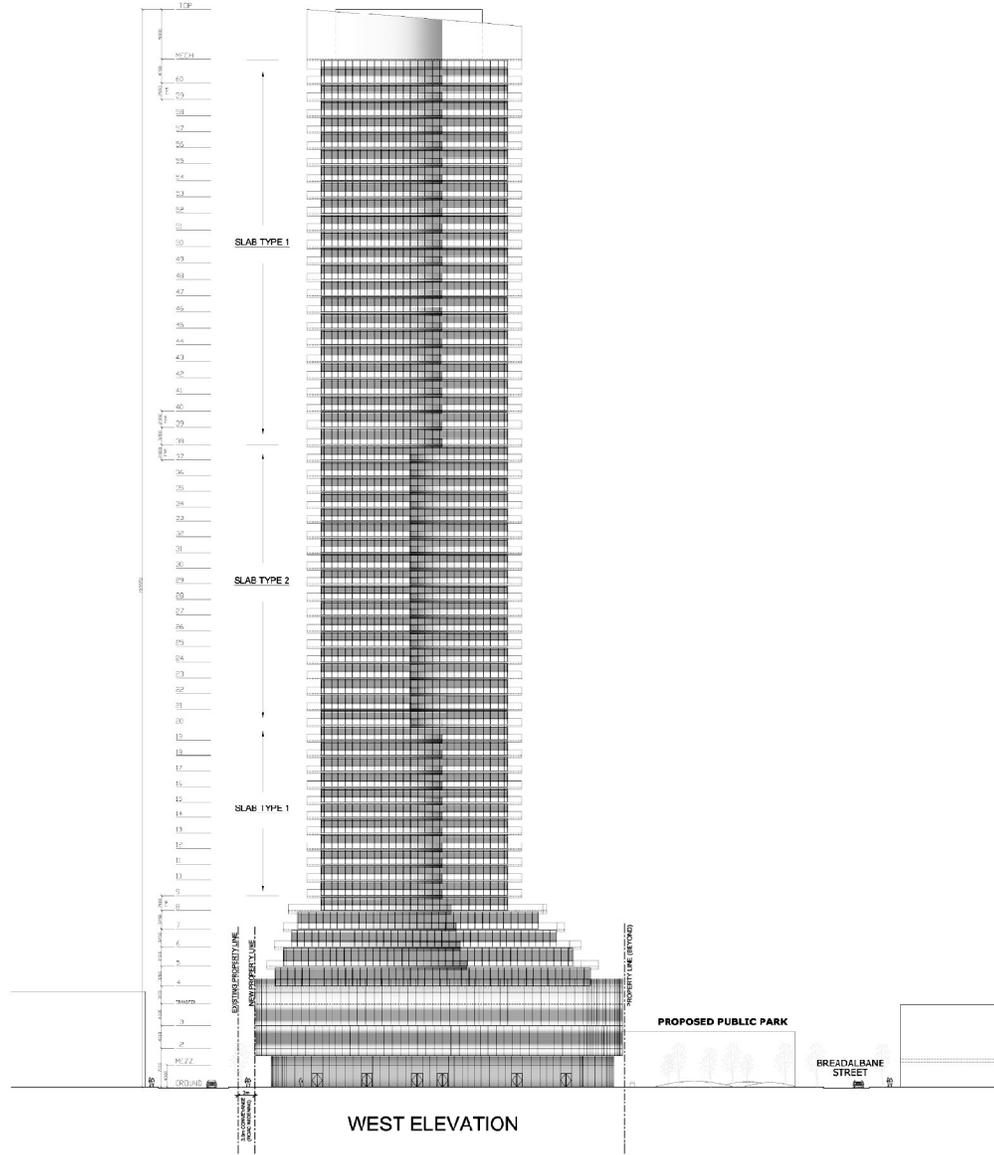
Applicant's Submitted Drawing

Not to Scale
07/07/2014

5,7,11 Wellesley Street West,
14,16,20,26, Breadalbane Street
and lands on the East Side of St. Luke Lane

File # 13 138607 STE 27 02

Attachment 5: West Elevation



Elevations

Applicant's Submitted Drawing

Not to Scale
07/07/2014

5,7,11 Wellesley Street West,
14,16,20,26,Breadalbane Street
and lands on the East Side of St. Luke Lane

File # 13 138607 STE 27 02

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	13 138607 STE 27 OZ
Details	Rezoning, Standard	Application Date:	March 21, 2013; Resubmissions December 6, 2013; April 3, 2014

Municipal Address: 11 WELLESLEY ST W

Location Description: PLAN D3 LOT 29 & PT LOT 30 **GRID S2709

Project Description: Original rezoning application submitted for a mixed-use development consisting of two residential towers at 45 and 54 storeys in height with a 9-10 storey base. The development proposed a total gross floor area of 90,700 square metres with 1,304 dwelling units above 1 storey of street-related retail space framing a public park. Resubmission April 3, 2014 redesign of the site to one residential tower at 60 storeys in height with a 7-storey base, including the parcel of land on the east side of St Luke Lane, modifying the base, the tower, the gross floor area and unit number and mix, the amount of office and retail and parking. The area of the proposed park has been increased to 5,382 sq.m.

Applicant:	Agent:	Architect:	Owner:
AIRD AND BERLIS 181 Bay Street, Suite 1600 Toronto, Ontario, M5J 2T9		PAGE + STEELE/IBI GROUP ARCHITECTS 95 St. Clair Avenue West Suite 200 Toronto, Ontario M4V 1N6	LAN TERRA MANAGEMENT LIMITED 3625 Dufferin Street, Suite 500 Toronto, Ontario M3K 1N4

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas and Parks	Site Specific Provision:	462-1998, 463-1998
Zoning:	CR T4.0 C1.0 R4.0 CR T4.0 C1.0 R6.0	Historical Status:	No
Height Limit (m):	30, 46	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	8,597.8	Height:	Storeys:	60	
Frontage (m):	100.66		Metres:	194.1	
Depth (m):	66.64				
Total Ground Floor Area (sq. m):	3,378				Total
Total Residential GFA (sq. m):	46,200		Parking Spaces:	584	
Total Non-Residential GFA (sq. m):	5,650		Loading Docks	3	
Total GFA (sq. m):	51,850				
Lot Coverage Ratio (%):	39				
Floor Space Index:	6				

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	110 (15%)
1 Bedroom:	451 (61%)
2 Bedroom:	124 (17%)
3 + Bedroom:	57 (7%)
Total Units:	742 (100%)

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	46,200		0
Retail GFA (sq. m):	950		0
Office GFA (sq. m):	4,700		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

CONTACT: PLANNER NAME: Sarah Henstock, Senior Planner
TELEPHONE: 416-392-7196

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

TO BE PROVIDED DIRECTLY TO
TORONTO AND EAST YORK COMMUNITY COUNCIL

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

Authority: Toronto and East York Community Council ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. [XXXX- 2014]

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2014 as, Part of Lots 8 and 9 on Plan 213E, Toronto designated as Parts 2, 3 and 4 on Plan 64R16280 subject to EP136076, City of Toronto

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are Part of Lots 8 and 9 on Plan 213E, Toronto designated as Parts 2, 3 and 4 on Plan 64R16280 subject to EP136076, St. Luke Lane, City of Toronto
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by adding to Article 900.11.10 Exception Number (1402) under heading "Prevailing By-laws and Prevailing Sections:" a new Section (D) so that it reads

(D) On Part of Lots 8 and 9 on Plan 213E, Toronto designated as Parts 2, 3 and 4 on Plan 64R16280 subject to EP136076, St. Luke Lane, City of Toronto By-law [# to be filled in by Clerks].

ENACTED AND PASSED this ~ day of ~ , A.D. 20XX.

Name,
Mayor

ULLI S. WATKISS,
City Clerk

(Seal of the City)