

944-952 Queen Street West - Zoning Amendment Application - Request for Direction Report

Date:	March 17, 2014
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	12-293566 STE 19 OZ

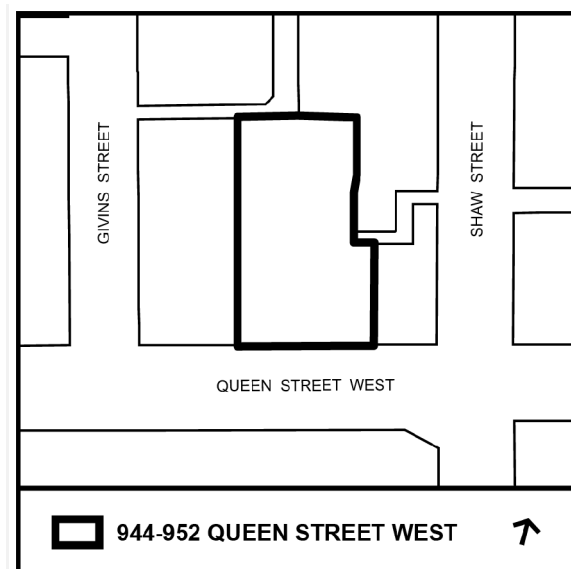
SUMMARY

The owner of the property at 944-952 Queen Street West has appealed their application to amend Zoning By-laws 438-86 and 569-2013 and their application for Site Plan Control to the Ontario Municipal Board (OMB) due to City Council's failure to make a decision within the time allotted by the *Planning Act*.

The application proposes a 9-storey (27 metres plus a 4 metre mechanical penthouse) mixed-use building at 944-952 Queen Street West. The proposed development consists of retail uses at grade, 151 residential units above, and 131 parking spaces in three levels of below-grade parking.

The purpose of this report is to request direction from City Council to oppose the proposed development at the OMB in its current form.

This application is not appropriate for the site or its context. The overall proposal, including the proposed height and massing, does not conform to the Official Plan and is inconsistent with Council-approved guidelines.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor, together with City Planning staff and any other appropriate staff, to attend the Ontario Municipal Board hearing to oppose the Zoning By-law Amendment and Site Plan Control applications at 944-952 Queen Street West.
2. City Council authorize staff to continue discussions with the applicant concerning appropriate heights and massing for this development site and for the City Solicitor to advise Council if a settlement is reached.
3. City Council authorize the City Solicitor and necessary City staff to take such necessary steps, as required, to implement the foregoing.

Financial Impact

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

DECISION HISTORY

Applications for a Zoning By-law Amendment and Site Plan Control were submitted on December 13, 2012 for the lands at 944-952 Queen Street West. A preliminary staff report was issued on February 6, 2013 and a community consultation meeting was held on June 4, 2013. The preliminary staff report can be found here:

<http://www.toronto.ca/legdocs/mmis/2013/te/bgrd/backgroundfile-56036.pdf>

The preliminary report raised several issues with the application. Several meetings were held with City staff and the applicant to address these concerns. No resolution has been reached to date.

On January 9, 2014 the City Clerk's Office received notification that the applicant filed an appeal of the Zoning By-law Amendment and Site Plan Control applications to the OMB, citing Council's failure to make a decision on the applications within the prescribed timelines of the *Planning Act*. A hearing date has been scheduled for June 3, 2014.

ISSUE BACKGROUND

Proposal

The applicant proposes to redevelop the site with a 9-storey (27 metres plus a 4 metre mechanical penthouse) mixed-use building with retail uses at grade, and residential dwelling units above.

The proposed building would have an overall gross floor area of approximately 9,760 m² (851 m² non-residential and 8,909 m² residential), resulting in an overall density of 4.45

times the lot area. The Zoning By-law permits a density of 3.0 times the lot area. A total of 151 dwelling units are proposed, consisting of 4 bachelor units (3%), 118 one-bedroom units (78%) and 29 two-bedroom units (19%).

The proposed building setbacks are set out in the following (all numbers are minimums and from the property line). These setbacks are significant as they are not sufficient to satisfy the angular plane requirements of the Avenues and Mid-rise Buildings Guidelines at the front and rear of the building.

	Ground Floor	2nd to 3rd Floor	4th to 5th Floor	6th to 9th Floor
North Setback	0 m	7.5 m	12.4 m	17.5 m
South Setback	0 m	0.9 m	0.9 m	4.4 m
East Setback	0 m	5.5 m	5.5 m	5.5 m
West Setback	6 m	5.5 m	5.5 m	5.6 m

A total of 131 parking spaces are located in three levels of underground parking, consisting of 113 residential spaces and 18 visitor spaces. A total of 121 bike parking spaces are proposed, consisting of 91 residential spaces, 23 residential visitor spaces, 1 retail occupant space and 6 retail visitor spaces. Vehicular access would be from a driveway off Queen Street West at the west end of the site with one Type G loading space with access off the driveway at grade.

The retail space and residential lobby are both accessed from Queen Street West. The proposed ground floor height is 5 metres and the sidewalk width along Queen Street West is 3.5 metres. A total of 273 square metres of indoor amenity space and 240 square metres of outdoor amenity space are proposed. The Zoning By-law requires a total of 302 square metres for each of the indoor and outdoor amenity space.

Site and Surrounding Area

The subject site consists of two properties, 944 and 952 Queen Street. The site has a frontage of approximately 38 metres along Queen Street West, a depth of approximately 63 metres, and an overall site area of approximately 2,194 m². The right-of-way width on Queen Street in front of this site is 23 metres. The Museum of Contemporary Canadian Art (MOCCA) currently occupies the site.

Uses and structures near the site include:

North: is a low-rise residential neighbourhood and a public lane.

South: of Queen Street is the Centre for Addiction and Mental Health (CAMH), a master planned area which envisions an integrated neighbourhood with buildings ranging in height from 2 to 10 storeys, set well back from Queen Street West.

East: of the southern portion of the site, along Queen Street West, are mixed-use buildings with commercial uses at grade, ranging in height from 2 to 6 storeys.

East of the northern portion of the site are low-rise residential buildings fronting onto Shaw Street.

West: are mixed-use buildings with commercial uses at-grade, ranging in height from 2-3 storeys.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (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 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, protecting natural systems and cultivating a culture of conservation.

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.

Official Plan

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

The development criteria in *Mixed Use Areas* include:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;

- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Section 2.3.1 of the Official Plan identifies that developments in Mixed use Areas, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

The site is located on an Avenue, as shown on Map 2 – Urban Structure of the Official Plan. Under Section 2.2.3 of the Plan, *Avenues* are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”.

The *Avenues* will be transformed incrementally over a number of years. The framework for new development on each *Avenue* will be established through an *Avenue Study*, resulting in appropriate zoning and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards. Not all *Avenues* will achieve the same level of growth and intensification. Scale and context will be carefully considered to determine what is appropriate on the different *Avenues*.

The Official Plan states that development in *Mixed Use Areas* on an *Avenue*, prior to an *Avenue Study* has the potential to set a precedent for the form and scale of reurbanization. In addition to the policies of the Plan for *Mixed Use Areas*, proponents should also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located.

This review will:

- include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting.

Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

Development in *Mixed Use Areas* on *Avenues* that precedes the completion of an *Avenue* Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties;
- be served by adequate parks, community services, water and sewers, and transportation facilities; and
- be encouraged to incorporate environmentally sustainable building design and construction practices.

Development may be permitted on the *Avenues* prior to an *Avenue* Study and will be considered on the basis of all of the policies of the Plan. Development on the *Avenues* prior to an *Avenue* Study will implement the policies of the Plan for the relevant designation area.

Zoning

The subject site is zoned MCR which permits a range of residential and commercial uses to a maximum height of 16.0 metres, and a maximum total density of 3.0 times the lot area.

Avenue and Mid Rise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations in the staff report prepared by City Planning entitled *Avenues and Mid-Rise Buildings Study and Action Plan*. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* which is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The *Avenues and Mid-rise Buildings Study* identifies a list of best practices. It categorizes the *Avenues* based on historic, cultural and built form characteristics and establishes a set of performance standards for new mid-rise buildings in areas where the performance standards should be applied.

The Performance Standards are used as tools to implement both the Official Plan's *Avenues* and *Neighbourhood* policies to maintain a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings which respect Section 2.3.1 of the Official Plan. The Performance Standards set out maximum heights for the *Avenues* based on various factors. It may not be appropriate for new buildings to achieve the maximum heights in all circumstances.

The city-wide Guidelines are available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan application was submitted concurrent with the Zoning By-law Amendment application.

West Queen West Study

At its meeting on November 18, 2013, City Council adopted a request for City Planning staff to undertake a review of the policy context, built form and heritage value of the properties on Queen Street West, between Bathurst Street and Roncesvalles Avenue. The study will also look at concerns related to transit capacity and parking in the vicinity of the study area, what defines the character of the street and developing a vision for future development along the street. Planning staff are directed to report back on the findings of the study and provide recommendations for changes, if necessary, to the planning framework for the study area. More information on the Council item can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE27.66>

The study will begin in early 2014 with completion targeted for mid-2015.

Reasons for the Application

The proposal is for a 9-storey, 27 metre building (plus a 4 metre mechanical penthouse) with a density of 4.45 times the area of the lot. The Zoning By-law permits a building with a height of 16 metres and a density of 3.0 times the area of the lot. As the proposal exceeds the permissions in the Zoning By-law, a Zoning By-law Amendment is required. Other areas of non-compliance with the Zoning By-law include setbacks, angular planes, parking, loading, and indoor and outdoor amenity space.

Community Consultation

A community consultation meeting was held on June 4, 2013. Residents raised concerns regarding:

- the proposed density of the building and how it differs from what is permitted by the Zoning By-law;
- the building being too tall and not fitting in the context of the neighbourhood;
- lack of transition to the neighbourhood north of the site;
- the building being a negative precedent for development on the north side of Queen Street West;
- increased traffic volume and concerns with vehicle access off of Queen Street West;
- the need for a Heritage Conservation District for the area; and,
- the aesthetic design of the building.

Written comments received echo many of the issues raised in the community meeting. Some of these concerns include:

- shadow impact from the building on houses to the north, west and east;
- loss of a cultural institution without adequate replacement;
- the large size of the proposed retail space; and,
- privacy and overlook issues from the balconies at the rear.

Agency Circulation

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

COMMENTS

Queen Street West is predominantly a low to mid-rise street with a rich heritage character. Building heights along the street generally do not extend beyond the right-of-way width of Queen Street West. This character has helped preserve the quality of the pedestrian environment along Queen Street West and contributed to its success as a destination commercial street. With the exception of the CAMH lands, a master planned community with an institutional purpose governed by a Secondary Plan, the vast majority of buildings along Queen Street West are within 2 to 6 storeys and generally less than 20 metres in height. This consistency in height represents an important element of the existing and planned context of the area.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) includes policies to manage and direct land use to achieve efficient development and land use patterns. The PPS promotes strong, liveable and healthy communities, the environment, public health and safety, and economic growth.

The Growth Plan for the Greater Golden Horseshoe guides decisions on a wide range of issues such as transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

Redevelopment and intensification of this site must represent a type of development that is consistent with the intent of the Growth Plan for the Greater Golden Horseshoe. The proposed built form however, is not consistent with the policies in the Official Plan, which the PPS refers to as the most important vehicle for implementing the PPS (and the Growth Plan). While staff supports redevelopment of the site in a manner that is consistent with the objectives of the Growth Plan, the proposed built form does not respect its existing and planned context as required by the Official Plan.

Avenue Segment Study

An Avenue Segment Study was submitted as part of this application. It considered the development potential in the area, focusing on the stretch of Queen Street West between Shaw Street and Ossington Avenue. The Segment Study concludes that the proposed development would not create a negative precedent for the area as the subject property is the only available soft site within the review boundaries.

Staff accepts the methodology of the study, but does not agree with the conclusion that the proposed scale of intensification in this context is appropriate because of the reasons outlined in the sections below.

Land Use

The proposed mix of residential and commercial uses is consistent with the land use provisions of the Official Plan and the Zoning By-law.

Density, Height, Massing

The proposed 9-storey building is too tall and does not adequately respect its existing and planned context. The Official Plan directs new buildings to be designed to fit harmoniously into their existing and/or planned contexts by ensuring that the massing of new buildings is appropriate in relationship to neighbouring development (Policy 3.1.2.1 and 3.1.2.3).

The Avenues and Mid-rise Buildings Guidelines provide that the acceptable height of buildings on the *Avenues* will be no taller than the width of the *Avenue* right-of-way. The right-of-way width for Queen Street West from Spadina Avenue to Roncesvalles Avenue is 20 metres, with the exception of the block from Shaw Street to Ossington Avenue, which has a right-of-way width of 23 metres. The block from Shaw Street to Ossington Avenue is an anomaly along Queen Street West with respect to right-of-way width, and thus 23 metres might be too high for the context of the area. This is also a maximum permitted height only, which may not be achievable on all sites and is dependent upon the context of the area. The proposed building extends well beyond the established height range in the area and thus does not respect the existing context of the area. The proposed 27 metre height of the building must be reduced to be more consistent with the existing and planned context for Queen Street West.

Overall, the massing of the proposed building does not fit within its surrounding context. The building is not massed in a form that fits within the planned mid-rise context for Queen Street West, and the massing does not respond appropriately to the low-rise residential properties along the east and north property lines.

Along Queen Street West, the proposed building has a podium height of 16 metres, or approximately 80% of the right-of-way width. However, the terrace on the sixth floor projects south beyond the streetwall towards the street, which is unacceptable. The building penetrates the angular plane along Queen Street West. The Avenues and Mid-rise Buildings Guidelines provide that an angular plane at the front facade will be taken from a height equivalent to 80% of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane. The terrace on the sixth floor and a portion of the upper three storeys of the building penetrates the angular plane. The building should meet the Guidelines standard to ensure that the street wall is in proportion with the right-of-way width, to mitigate the perception of height on the street and to create a more comfortable and human scale pedestrian environment.

The massing of the building does not provide an adequate transition in scale to the low-rise residential buildings to the rear and east of the property. The proposed building is on a lot that is approximately 63 metres long, which is abnormally deep for a lot fronting onto Queen Street West. Because of the depth of the lot, the proposed building not only impacts low rise residential buildings to the north of the site, but residential buildings east of the site as well. Adequate setbacks and stepbacks should be provided on the north and east sides of the building to mitigate the impact of the massing on these residential properties.

The rear yards of the residential lots to the north and east immediately abut the site. The proposed building provides no setback to those lots. In addition, the outdoor amenity space is proposed on the second level immediately abutting and overlooking the residential rear yards. This condition will create noise, overlook and privacy impacts on the neighbourhood. The Official Plan states that new development will limit its impact on neighbouring properties by providing for adequate light and privacy. The location of the proposed outdoor amenity space should be reconsidered to provide improved privacy for the residents of the houses to the north and east of the site.

The Avenues and Mid-rise Buildings Guidelines provide for a 45-degree angular plane from the rear lot line of the abutting lot in a Residential district. The angular plane must be measured from the rear property line of the subject site rather than the opposite side of the abutting laneway as shown in the applicant's drawings. The reason for this is that the rear laneway does not extend the entire width of the site and the eastern half of the site immediately abuts a lot in a Residential district. The building projects into the rear angular plane. The proposal should be revised to meet the rear angular plane standard to mitigate the massing impact on the low-rise residential properties to the north and east of the site.

The Official Plan provides that new development will limit its impact on neighbouring properties by creating appropriate transitions in scale to neighbouring existing buildings. The Official Plan also states that new buildings in *Mixed Use Areas* will be located and massed to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*. The Avenues and Mid-rise Buildings Guidelines state that the transition for deep properties abutting *Neighbourhoods* will include a minimum setback of 7.5 metres to the building face from the rear lot line of the abutting lot in a Residential district. As described above, the proposed building does not meet these Official Plan policies or the Guidelines standard.

The Avenues and Mid-rise Buildings Guidelines also require that side property line step-backs of 5.5 metres should be provided above the 80% of the right-of-way height. For the subject site, this means a 5.5 metre step-back is required from the east and west property lines for the portion of the building above 16 metres in height. The portion of the building fronting onto Queen Street West has a 0 metre step-back at the east and west property lines for the portion of the building above 16 metres in height and does not meet the Guidelines standard. The intention of the standard is to maintain sky view and avoid the potential for a 'canyon effect' on the *Avenues*.

Sun, Shadow, Wind

The shadow impact resulting from the proposed building is not acceptable. The Official Plan says that new buildings in *Mixed Use Areas* will be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

The shadow study submitted by the applicant shows unacceptable shadow impacts on the *Neighbourhoods* to north and east of the site. On March 21, the afternoon shadow is cast across the rear yards of several properties fronting onto Shaw Street. The submitted shadow study is incomplete as it shows the shadow impacts at 3:18, 4:18 and 5:18 pm but does not include 1:18 and 2:18 pm. However, from analyzing the shadow impact at 12:18 pm and 3:18 pm, it can be surmised that there will be an impact at both 1:18 and 2:18 pm.

As described above, the proposed building does not meet the rear angular plane requirements of the Avenues and Mid-rise Buildings Guidelines. The building should meet the angular plane requirements to reduce the incremental shadow impact on the *Neighbourhoods* to north and east of the site.

A wind study was not submitted with the application so it is not possible to analyze the wind impacts from the proposed building.

Site Servicing

A revised Functional Servicing Report and Stormwater Management Report is required as per the letter from Engineering and Construction Services, dated March 6, 2014.

Traffic, Access, Parking and Loading

A Traffic Impact Study (TIS) prepared by BA Group, dated December 2012 was submitted in support of the application. The study concluded that the site traffic associated with the development could be accommodated on the area street network. City Staff have reviewed the study and find that additional analysis and documentation is required to properly assess possible impacts. To this point additional information has not been provided by the applicant.

Transportation Services requires that the proposed development satisfy the following parking standard: a minimum of 0.7 spaces per bachelor unit; a minimum of 0.8 spaces per 1-bedroom unit; a minimum of 0.9 spaces per 2-bedroom unit; and a minimum of 1.1 spaces per 3-bedroom unit. An additional requirement of 0.15 spaces per residential unit for visitors must be satisfied. With respect to non-residential use, the parking requirement is a minimum of 1.0 parking spaces per 100 square metres of non-residential gross floor area for retail uses greater than 200 square metres of gross floor area. The above standards would equate to a required total parking supply of 152 spaces, while only 131 spaces are provided.

Vehicular access and servicing for the site is proposed via a single two-way driveway off Queen Street West (see Attachment 1, Site Plan). Given that the public lane to the north of the site has a substandard width (2.48 metres wide) for two-way traffic, the proposed access driveway off of Queen Street West is acceptable. In accordance with City policy, the lane should ultimately be widened to a minimum width of 5 metres. As part of this application, Transportation Services requires a conveyance of land across the northern property limit adjacent to the lane. Transportation Services also requires an additional conveyance along the southern property limit along Queen Street West.

As a result of these conveyances, the below-grade garage must be located within the new property limits. Alternatively, the north portion of the garage can remain within the widened portion of the public lane. However, a strata conveyance will be required to a minimum depth of 1.2 metres from the finished grade. The applicant would also be required to enter into an agreement with the City, which indemnifies the City from and against various actions and this agreement will also address maintenance requirements for the structure encroaching into the public boulevard.

The development proposes one Type G loading space while the Zoning By-law requires one Type B and one Type G loading space. The provision of one Type G loading space to service the proposed residential and non-residential uses is acceptable to Transportation Services.

Open Space, Parkland

The Official Plan has 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 provision across the City. The subject lands are in an area with 0.78 to 1.55 hectares of local parkland per 1,000 people. The site is in a parkland priority area, as required by the Parkland Dedication By-law 1020-2010.

The application proposes 151 residential units and 851 square metres of non-residential space on a site with a net area of 2,194 square metres. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication would be 0.201 hectares (91% of the site area). However, for sites of less than 1 hectare in size a cap of 10% applies for residential uses and 2% for the proposed non-residential use. In total, the parkland dedication requirement is 204 square metres.

The applicant would be required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication of 204 square metres would not be of useable size and would be encumbered with below grade parking. The actual amount of cash-in-lieu to be paid would be determined at the time of issuance of the building permit.

Streetscape

The Avenues and Mid-rise Buildings Guidelines state that buildings on rights-of-ways of 20 to 30 metres inclusive should provide a minimum sidewalk dimension of 4.8 metres. The application proposes a sidewalk width of approximately 3.3 metres along Queen Street West, and therefore the proposed building should be setback from the property line by approximately 1.5 metres to achieve this requirement. An additional ground floor setback for residential lobby and retail/commercial entrances is encouraged to provide pedestrian-scaled articulation on the sidewalk.

The Official Plan states that main building entrances shall be located in areas which are clearly visible and directly accessible from the public sidewalk. The proposed ground

floor uses include the residential lobby and retail uses. The residential entrance/lobby should be more visible and differentiated from the retail/commercial frontage.

The development proposes the retention of three City-owned trees along Queen Street West. Urban Forestry staff has requested the planting of additional large growing shade tree species within the Queen Street West City road allowance.

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 greenhouse gas emissions and enhance the natural environment.

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

CONCLUSION

Staff have reviewed the submission for compliance with Official Plan policies. The overall proposal, including the proposed building height, massing and lack of transition to *Neighbourhoods* does not conform with the Official Plan and is inconsistent with Council-approved guidelines. Also, the proposal does not reinforce or respect the physical character of the existing neighbourhood. Therefore, staff recommend that City Council direct staff to support refusal of the proposed development in its current form at the Ontario Municipal Board.

Planning staff are prepared to consider a revised proposal that conforms to the City's Official Plan and Council-approved guidelines. If a revised submission is provided, Staff will report back to Toronto and East York Community Council and request further direction.

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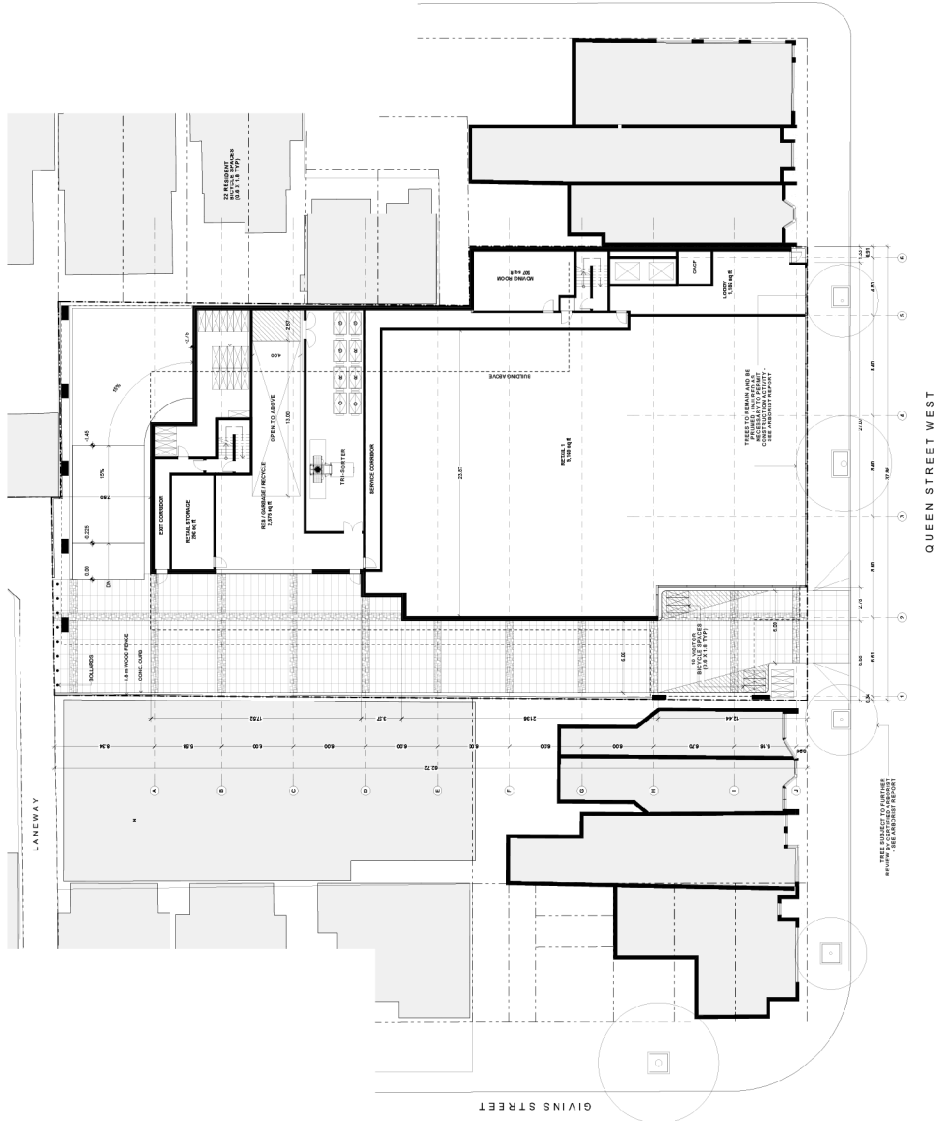
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2A: South Elevation
- Attachment 2B: East Elevation
- Attachment 2C: North Elevation
- Attachment 2D: West Elevation
- Attachment 3: Zoning
- Attachment 4: Application Data Sheet

Attachment 1: Site Plan



Site Plan

944-952 Queen Street West

Applicant's Submitted Drawing

Not to Scale
01/24/2013

File # 12 293566 0Z

Attachment 2A: South Elevation



South Elevation

Elevations

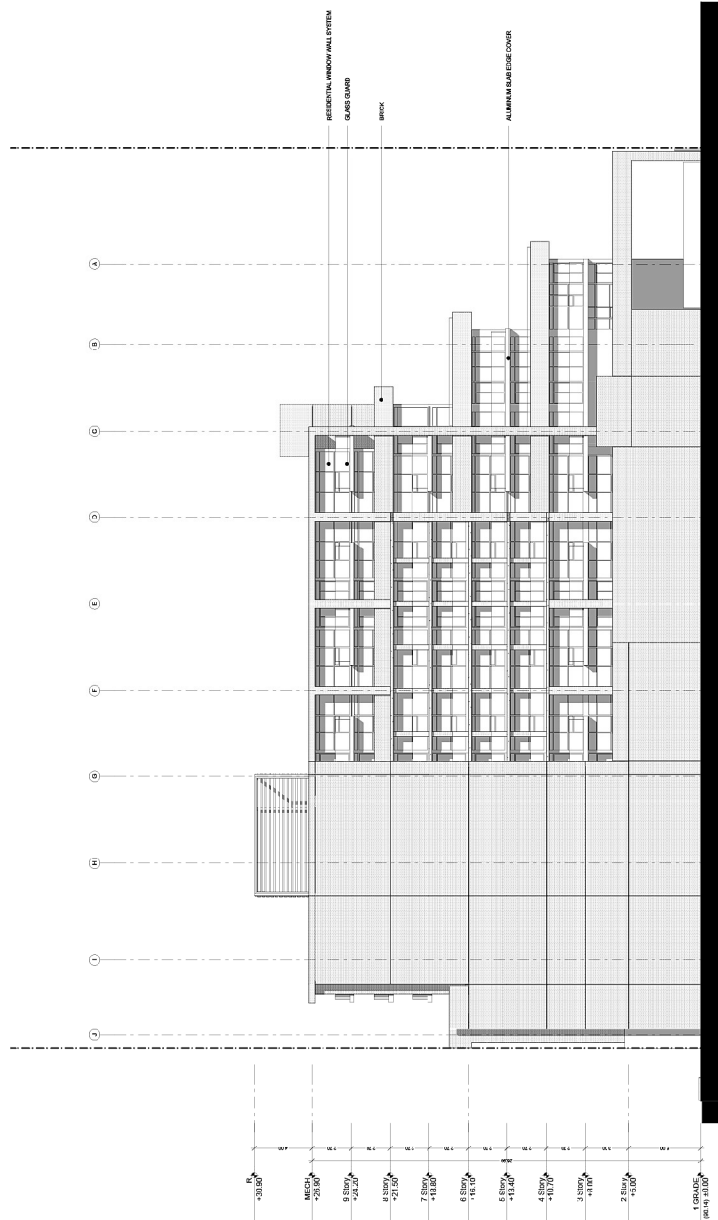
944-952 Queen Street West

Applicant's Submitted Drawing

Not to Scale
01/24/2013

File # 12 293566 0Z

Attachment 2B: East Elevation



East Elevation

Elevations

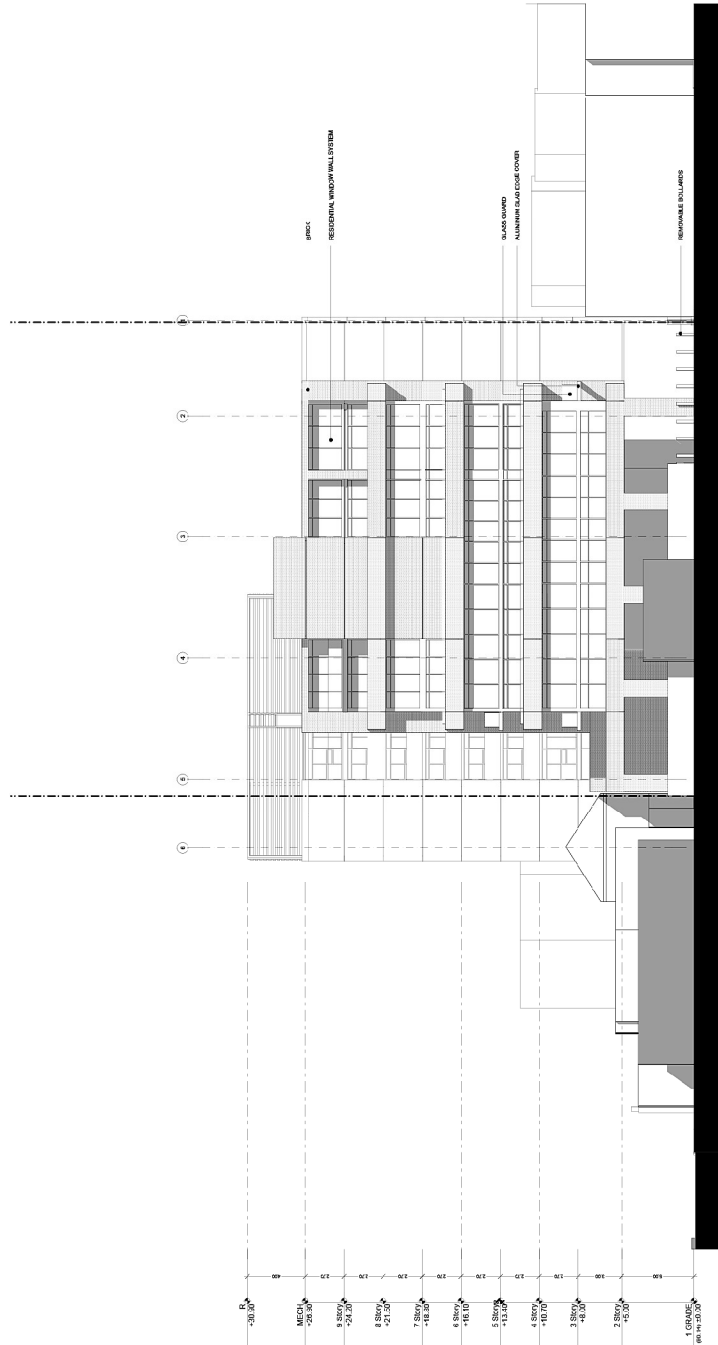
944-952 Queen Street West

Applicant's Submitted Drawing

Not to Scale
01/24/2013

File # 12 293566 0Z

Attachment 2C: North Elevation



North Elevation

Elevations

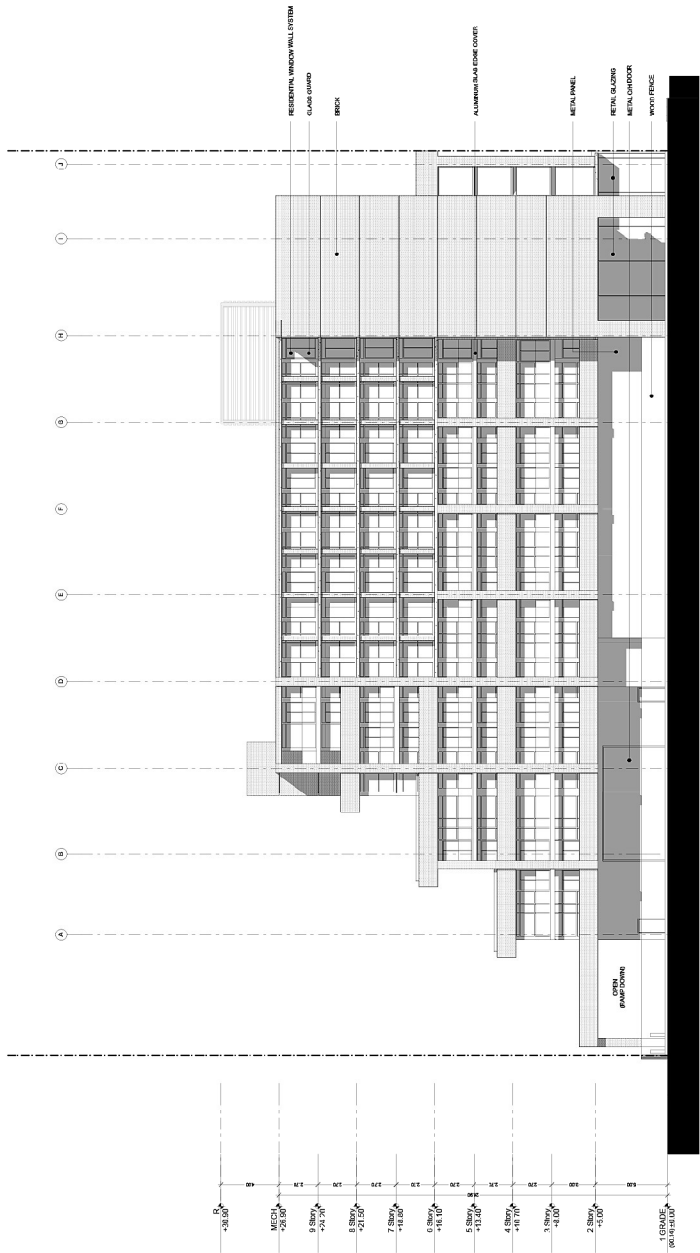
944-952 Queen Street West

Applicant's Submitted Drawing

Not to Scale
01/24/2013

File # 12 293566 0Z

Attachment 2D: West Elevation



West Elevation

Elevations

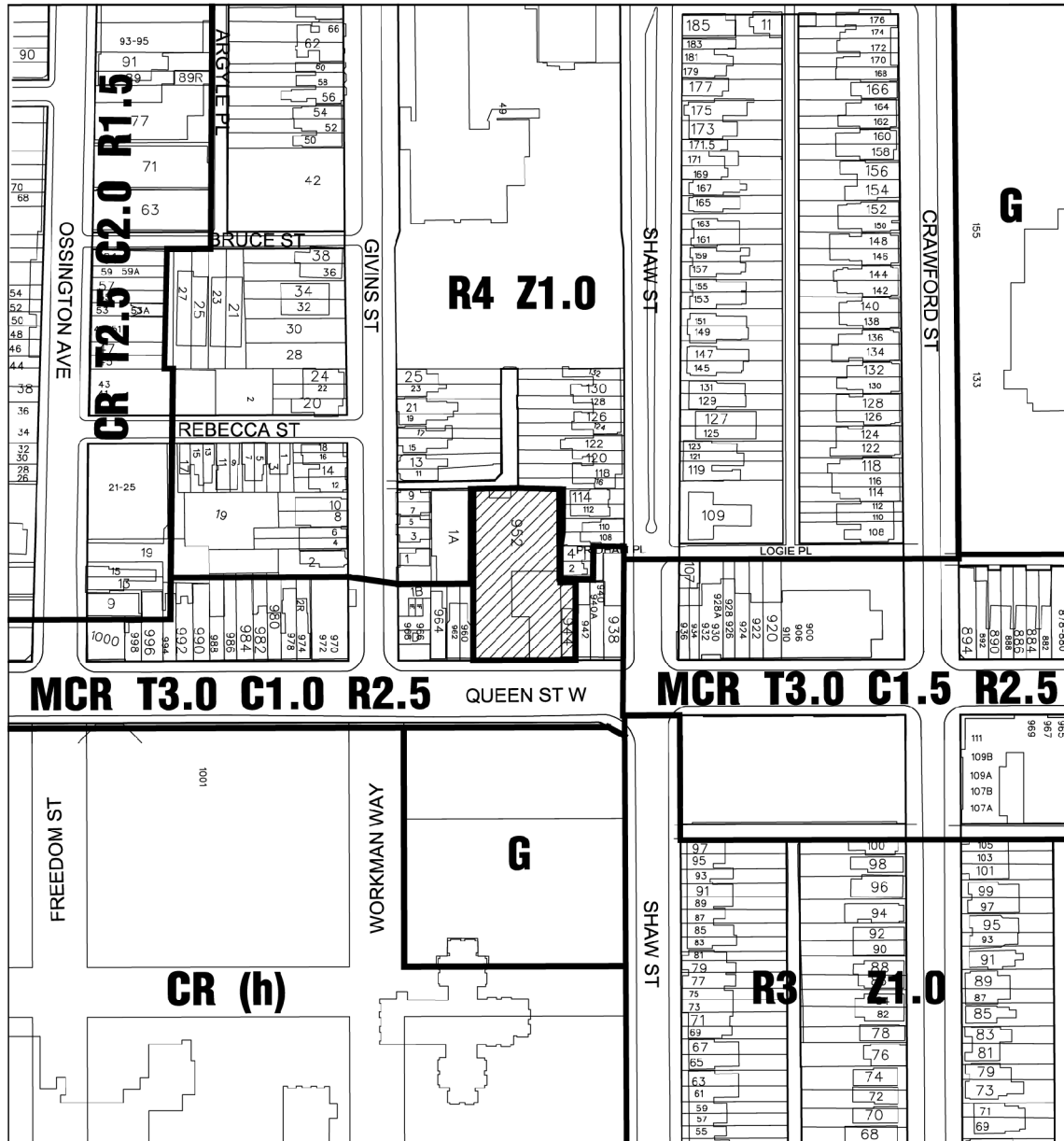
944-952 Queen Street West

Applicant's Submitted Drawing

Not to Scale
01/24/2013

File # 12 293566 0Z

Attachment 3: Zoning



TORONTO City Planning
Zoning

944-952 Queen Street West

File # 12 293566 0Z

MCR Mixed-Use District
CR Mixed-Use District
R3 Residential District
R4 Residential District
G Parks District
(h) Holding District

Not to Scale
Zoning By-law 438-86 (as amended)
Extracted 01/24/2013

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	12 293566 STE 19 OZ
Details	Rezoning, Standard	Application Date:	December 13, 2012
Municipal Address:	944 QUEEN ST W		
Location Description:	CON 1 FB PT PARK LOT 24 **GRID S1906		
Project Description:	Proposal to construct a 9 storey mixed use building with 151 residential units, retail at grade and 3 levels of below grade parking. Associated Site Plan Control Application No.12 293554.		

Applicant:	Agent:	Architect:	Owner:
Urbancorp - 952 Queen St Inc		Tact Architecture Inc.	Urbancorp (Downtown) Developments Inc

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	MCR T3.0 C1.0 R2.5	Historical Status:	
Height Limit (m):	16.0 metres	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	2194.3	Height:	Storeys:	9
Frontage (m):	37.86		Metres:	26.9
Depth (m):	62.6			
Total Ground Floor Area (sq. m):	1431			Total
Total Residential GFA (sq. m):	8908.7		Parking Spaces:	131
Total Non-Residential GFA (sq. m):	851		Loading Docks	1
Total GFA (sq. m):	9759.7			
Lot Coverage Ratio (%):	65			
Floor Space Index:	4.45			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	4
1 Bedroom:	118
2 Bedroom:	29
3 + Bedroom:	0
Total Units:	151

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	8908.7	0
Retail GFA (sq. m):	851	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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		Email: acarr2@toronto.ca