

81 Wellesley Street East – Official Plan Amendment and Zoning Amendment Applications – Request for Direction Report

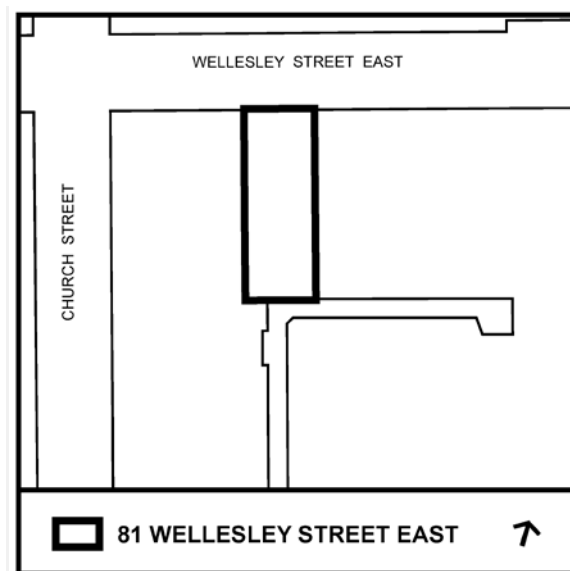
Date:	January 16, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 27 – Toronto Centre-Rosedale
Reference Number:	13 225676 STE 27 OZ

SUMMARY

Official Plan Amendment and Zoning By-law Amendment applications have been submitted to permit the development of a 28-storey building (88.7 metres, plus 7 metres for the mechanical room) on the subject site at 81 Wellesley Street East, which is located on the south side of Wellesley Street East, east of Church Street.

The overall development would have a total gross floor area of 15,033 square metres, consisting of 14,897 square metres of residential and 136 square metres of non-residential on the ground floor, resulting in a floor space index of 15.97 times the lot area. The development would include 182 residential units, consisting of: 22 bachelor units, 108 one bedroom units; 31 two bedroom units; and 21 three bedroom units.

The Official Plan and Zoning Amendment applications have been referred to the Ontario Municipal Board by the applicant due to Council's failure to make a decision on the applications within the time prescribed by the *Planning Act*. A pre-hearing was held on October 31, 2014 and a full hearing at the Ontario Municipal Board is scheduled to commence on April 20, 2015.



This report reviews and recommends refusal of the applications to amend the Official Plan and Zoning By-law.

The proposal represents an over-development of the site and does not fit within its existing and planned context and does not conform to the intent of the existing Official Plan policies, including Site and Area Specific Policy 155 and the recent Council-adopted Official Plan policies and guidelines for the Church Street Village Character Area (North Downtown Yonge Site and Area Specific Policy 382 - Official Plan Amendment 183), which require new development to respect and reinforce the low-rise scale of existing development in this area.

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 oppose the applicant's appeal respecting the Official Plan Amendment and Zoning By-law Amendment applications for 81 Wellesley Street East and attend the Ontario Municipal Board hearing in opposition to such appeal.
2. City Council authorize City Planning in consultation with the local Ward Councillor to secure services, facilities or matters pursuant to Section 37 of the *Planning Act* as may be required by the Chief Planner should the proposal be approved in some form by the Ontario Municipal Board.
3. City Council authorize City staff to continue discussions with the applicant on a revised proposal which addresses the issues set out in this report.
4. City Council authorize the City Solicitor, together with City Planning and other appropriate staff, to appear before the Ontario Municipal Board to oppose the appeal to Official Plan Amendment No. 183 (OPA No. 183), being the North Downtown Yonge Site and Area Specific Policy 382 as it relates to 81 Wellesley Street East.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On November 2, 2011, a motion was passed by the Toronto and East York Community Council to direct the Director, Policy and Research, to report back to Community Council on the possibility of designating the building on the subject site, known as the "Odette House", under Part IV of the Ontario Heritage Act. The motion of Community Council can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE11.79>

In January 2012, the Odette House was demolished by the owner of the property at the time, despite Toronto and East York Community Council's motion to consider the heritage designation for the building.

In 2013, the property was sold. The new owner Aragon (Wellesley) Development (Ontario) Corporation submitted the subject Official Plan Amendment and Zoning By-law Amendment applications on August 23, 2013.

On November 15, 2013, Council adopted Official Plan policies and guidelines for the Church Street Village Character Area (North Downtown Yonge Site and Area Specific Policy 382 - Official Plan Amendment 183), which require new development to respect and reinforce the low-rise scale of existing development in this area.

ISSUE BACKGROUND

Proposal

The applications have been submitted to permit the development of a 28-storey building (88.7 metres, plus 7 metres for the mechanical room). The overall development would have a total gross floor area of 15,033 square metres, consisting of 14,897 square metres of residential and 136 square metres of non-residential on the ground floor, resulting in a floor space index of 15.97 times the lot area. The development would include 182 residential units, consisting of: 22 bachelor units, 108 one bedroom units; 31 two bedroom units; and 21 three bedroom units (refer to Attachment 11 – Application Data Sheet).

A total of 69 parking spaces would be provided in a 4 level underground parking garage serviced by two vehicles elevators with the vehicular access from Wellesley Street East to the north, and the vehicular egress from the public lane to the south. A garbage staging area is proposed in the rear yard of the building adjacent to the public lane. Private garbage pick-up is proposed off the public lane.

A total of 332 square metres of indoor amenity space (1.82 sq.m. per unit) would be provided on the 7th and 8th storey. A total of 177.5 square metres of outdoor amenity space (0.97 sq.m. per unit) would be provided on the 7th storey.

Base Building

The base building is 6 storeys (20.6 metres) in height. At the street level, a 2-storey colonnade is proposed with a setback of 7.5 metres from the front lot line. No front yard setback is proposed from the 3rd to 6th level of the proposed base building.

On the 7th storey, a step-back of 3 metres is proposed to the tower portion, with balcony encroachments within this area.

Along the west property line, a 0 metre setback is proposed, with a step-back of 3.05 metres after the 2nd storey in the middle and the rear of the base building, and along the east property line, a 0 metre setback is proposed.

Tower

The tower consists of two portions. A 28-storey building connected to the back of the base building and a 15-storey portion on top of the 6-storey base building. The setbacks to the tower vary depending on the location and floor level. Along the Wellesley Street East frontage, step-backs of 17.2 metres, 5.6 metres, and 2 metres are proposed after the 23rd, 27th, and 28th storey respectively. Along the rear property line, a 2.75 metre setback is proposed, with a colonnade of 1 storey that is setback 5.5 metres.

Similar to the form of the base building, the tower is to have a 0 metre setback along the west and east property lines. A 3.05 step-back is proposed in the middle and rear of the tower on the west facing wall, and a 5.5 metre step-back is proposed in the rear of the tower on the east facing wall, as shown on the attached Site Plan and Elevation Plans.

Site and Surrounding Area

The site has an area of 941.4 square metres, with a frontage of 19.47 metres on Wellesley Street East. The site is irregular in shape. The site has a depth of 33.58 metres along the westerly property line and a depth of 51.97 metres along the easterly property line. The site was formerly occupied by the 'Odette House', a 3-storey building that was demolished in January 2012.

The Church Street Village area, where the site is located, primarily consists of buildings ranging in height from 1 to 5 storeys. Two existing buildings in the area are higher than 5 storeys. The building located at the northwest corner of Church Street and Alexander has a height of 5 storeys and steps up to 11 storeys further on Alexander Street. An older residential 14-storey slab tower is located at the south end of the village between Wood Street and Alexander Street.

The surrounding area consists of the following:

North: On the north side of Wellesley Street East is 68-78 Wellesley Street East, a 2 storey mixed use building with commercial and residential uses, included on the City of Toronto Inventory of Heritage Properties; 80 Wellesley, a 13-storey rental apartment building; and 88 Wellesley Street East, an 8-storey rental apartment building known as "The Wessex".

East: 85 Wellesley Street East, a 9-storey rental apartment building known as "The Lincoln". Further east are 91 Wellesley Street East, a 7-storey rental apartment building, and 95 Wellesley Street East, two 3 storey houses known as the "Charles Bedford House" and the "William Lawrence House" that have been combined into one building, currently occupied by Turning Point Youth Services and designated on the City of Toronto Inventory of Heritage Properties.

South: On the south side of the public lane is 100 Maitland Street, an 18-storey rental apartment building, and Maitland Street.

West: 493-501 Church Street, a 4-storey mixed use building with ground floor retail uses and rental apartments above, and 491 Church Street, a 2-storey commercial building with ground floor retail. Further west is Church Street.

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 healthy communities. 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.

Official Plan

The Official Plan places the site within the Downtown and Central Waterfront on Map 2 "Urban Structure". The commentary section for Section 2.2.1, Downtown: the Heart of the City, identifies that the Downtown offers opportunities for substantial employment and residential growth, but the growth will not be spread uniformly across the whole of Downtown. Rather, it is expected that the physical setting of many areas will remain unchanged and that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure that new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, and heights and relationship to landmark buildings, (refer to Policy 2.2.1.6).

In Chapter Three – Building a Successful City, Policy 3.1.1- Public Realm promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm.

In the commentary section of Section 3.1.2, Built Form, it is identified that most of the City's future development will be infill and redevelopment sites and, as such, will need to fit in, respect and improve the character of the surrounding area. It also states that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings where possible;
- d) providing underground parking where appropriate;
- e) limiting surface parking between the front face of a building and the public street or sidewalk; and
- f) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces.

Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 states that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

The Policies of Section 3.1.3 also makes it clear that Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, additional built form principles will be applied to the location and design of tall buildings.

Policy 3.1.3.1 requires that Tall buildings should be designed to consist of three parts, carefully integrated into a single whole:

- a) base building – provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;
- b) middle (shaft) – design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and
- c) top – design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires Tall building proposals address key urban design considerations, including:

- a) meeting the built form principles of the Plan;
- b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- c) demonstrating how the proposed building and site design relate to the existing and/or planned context;
- d) taking into account the relationship of the site to topography and other tall buildings;
- e) providing high quality, comfortable and usable publicly accessible open space areas; and
- f) meeting other goals and objectives of the Plan.

The site is designated “*Mixed Use Areas*” on Map 18 – Land Use Plan in the Official Plan and is subject to Policy 4.5. This designation permits a range of residential, commercial and institutional uses. The Plan includes criteria that directs the form and quality of development in this land use designation. It is the intent that development will:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands in areas such as in the *Downtown* and designated *Mixed Use Areas*;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) locate and mass buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- e) locate and mass buildings 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;

- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries, and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The site is also within "Site and Area Specific Policy 155" on Map 29 – Site and Area Specific Policies, which recognizes that the area around Church Street between Alexander Street and Gloucester Street has a special character defined by the low scale and form of existing buildings, including house-form structures. New development along this portion of Church Street is to reinforce existing retail uses, be compatible with the existing residential uses nearby and conform to the low-rise scale of existing development.

North Downtown Yonge Street Planning Framework

At its meeting of June 22, 2011, Toronto and East York Community Council, directed staff to undertake the North Downtown Yonge Street Planning Framework study in response to the Downtown Tall Buildings Study and concerns regarding the extent and type of applications being received in the area. The boundary for the study area generally included Bay Street on the west, Bloor Street to the north, Church Street to the east and College/Carlton Streets to the south. The study was to consider mixed use sites in the area with potential for intensification and revitalization and recommend a framework for future redevelopment that City Council could use as a guide for consideration of individual redevelopment proposals within the area.

The study had an extensive public engagement process which provided 13 opportunities for the public to have input into the study. The opportunities included: 3 community consultation meetings; 2 design charrettes; a community walk; 5 working group meetings and 2 public meetings before community council.

Through the more detailed review that resulted from the study, staff determined that to adequately address the amount and type of development that was currently in process in the area and anticipated in the future, a policy framework should be developed to link the City of Toronto Official Plan policies to the proposed North Downtown Yonge Urban Design Guidelines for the area. This policy framework resulted in an area specific Official Plan Amendment. The subject site is located within this area.

On November 15, 2013, City Council enacted By-law 1507-2013 for Official Plan Amendment No. 183 (OPA No. 183), being the North Downtown Yonge Site and Area Specific Policy 382. Approximately 20 appeals have been received on the new OPA, including an appeal for 81 Wellesley Street East.

Site and Area Specific Policy 382 proposes to repeal and replace Site Specific Policy 155 and builds on its policies and vision and enlarges its area north to Isabella Street and south to Alexander Street, identifying the area as the Church Street Village Character Area.

The rationale for the inclusion of the subject site, and the other areas within Site and Area Specific Policy 155 to be part of OPA No. 183 was to recognize and reinforce the special character of the Church Street Village Character Area, that of a low to mid-rise pedestrian oriented area. As such, the policies of Site and Area Specific Policy 382 pertaining to the subject site maintains the policy direction of Site and Area Specific Policy 155.

In Section 5.7, Church Street Village Character Area, the heart of the Church Street Village, located between Dundonald Street and Alexander Street to the south, recognizes the existing *Mixed Use Areas* designation. The remainder of this Character Area is a mix of areas designated *Apartment Neighbourhoods* along and in and around Church Street with several pockets of areas designated as *Neighbourhoods*.

The Church Street Village Character Area is regarded as a stable area that should experience limited growth, both along Church Street and in the residential areas abutting and surrounding it.

Development and redevelopment should reinforce the core village area as a low to mid-rise pedestrian oriented main street with street related retail uses and narrow retail frontages subject to angular provisions for portions of this Character Area.

The 519 Church Street community hub and the surrounding park should be protected from new net shadow impacts of development and redevelopment. Opportunities to expand the parkland should be explored as part of any ongoing development approvals in the area.

Policies:

5.7.1 The only development/redevelopment permitted within the *Mixed Use Areas* and *Apartment Neighbourhoods* designated areas of this Character Area will be sensitive low-scale infill that:

- a) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
- b) maintains the prevailing patterns of landscaped open space;
- c) respects and reinforces the preservation and enhancement of existing private amenity space; and
- d) respects and reinforces the fine grain retail at grade (where permitted) and the low-rise scale of existing development.

- 5.7.2 Development/redevelopment located within this Character Area between Wood Street and Charles Street East must ensure that no part of any building is located above the angular plane drawn from the Church Street lot line, commencing at a height of 16 metres above the street level, and then angling upwards at an angle of 44 degrees away from Church Street over the site.
- 5.7.3 Development/redevelopment within the Church Street Village Character Area will be located and massed so as to minimize new net shadow impacts on areas designated *Neighbourhoods*.
- 5.7.4 Development/redevelopment will cast no new net shadow on the parkland forming part of 519 Church Street community hub for a period of 6 hours generally between the hours of 10:00 AM and 4:00 PM on March 21st and September 21st.
- 5.7.5 Development/redevelopment must make best efforts as part of the development application review process to not cast new net shadow on the Church Street Public School site throughout the day for all seasons of the year.
- 5.7.6 Development/redevelopment must require store frontage widths at grade along Church Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Church Street in the North Downtown Yonge Area.

There are also area-wide policies in Site and Area Specific Policy 382 related to heritage, parks and open space and the public realm that must be considered when reviewing any application.

The applicant's Official Plan Amendment application to remove the lands from Site and Area Specific Policy 155 and the associated Zoning By-law Amendment to permit a 28-storey tower at 81 Wellesley Street East was reviewed against all the policies of the Official Plan including those in the "Downtown", "Public Realm", "Built Form" and "Mixed Use" sections of the Official Plan and the new Council-adopted Official Plan Amendment No. 183 (OPA No. 183), being the North Downtown Yonge Site and Area Specific Policy 382.

Zoning

Former City of Toronto Zoning By-law 438-86

The site is zoned CR T3.0 C2.0 R3.0 in Zoning By-law 438-86, which permits a mix of commercial and residential uses. The maximum permitted height is 18 metres with a base height at the lot line being 16 metres and a 44 degree angular plane applied from both Church Street and Wellesley Street East frontages. The maximum permitted density is 3 times the lot area. Non-residential gross floor area may not exceed 1.7 times the lot area, but may be exceeded by 0.3 times provided it is used for the purpose of street-related retail and service uses. Other site specific permissions and exceptions from Section 12(1) and 12(2) also apply.

By-law 569-2013

On May 9, 2013, City Council enacted city-wide Zoning By-law 569-2013. *Planning Act* applications submitted after May 9, 2013, are subject to the new Zoning By-law. The site is zoned CR 3.0 (c1.7 r3.0) SS1 (x2145) in Zoning By-law 569-2013 (refer to Attachment 10 – Zoning Map). The CR zone permits a range of uses similar to the former designation under Zoning By-law 438-86. The (x2145) provision indicates site specific permissions and exceptions that are carried over from Zoning By-law 438-86.

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>

In Policy 1 in Section 5.3.2, Implementation Plans and Strategies for City-Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1, 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 Guidelines include: a vision statement for downtown tall buildings; maps which identify "High Street" and "Secondary High Street" locations; recommend heights; and recommend building typologies for these streets. The subject property is located on Wellesley Street East which is identified as a "High Street" on Map 1. This portion of Wellesley Street East falls within a height range of 62 to 107 metres (20 to 35 storeys) on Map 2, and is identified to have a "Tower –Base Form" on Map 3.

Although the Downtown Tall Buildings: Vision and Supplementary Design Guidelines includes properties at the intersection of Church Street and Wellesley Street East, which are located in the Site and Area Specific Policy 155 area, the Tall Building Guidelines clearly state that in all cases, Official Plan policies prevail.

North Downtown Yonge Urban Design Guidelines

The North Downtown Yonge Urban Design Guidelines were developed as part of the North Downtown Yonge Planning Framework as outlined earlier in this report. As previously, outlined, there was a very extensive public consultation process undertaken as an integral part of the development of the framework and the guidelines.

At their meeting of October 8-9, 2013, City Council recommended approval of 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 subject site is included in the "Church Street Village Character Area". The following is the link to the decision and reports;

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

The Church Street Village Character Area is located on both sides of Church Street. It extends to Charles Street East to the north and to Wood Street to the south. This area is characterized with a "Main Street" feel, two lanes of traffic, on-street parking, outdoor cafes, street furniture, public art, standardized lighting and iconic heritage properties. Home to many annual events in Toronto, Church Street has become a destination for many visitors and Torontonians alike. The built form context is generally three-storeys in height with retail at-grade and rental apartments and offices above. Parts of this Character Area have been designated as *Mixed Use Areas*, and parts of it as *Apartment Neighbourhoods* and *Parks* in the City of Toronto Official Plan. Church Street is also characterized by a number of listed heritage properties, which will be conserved and maintained. The sidewalks on the east side of Church Street are between 2m to 3m wide, while their width is mostly over 3m on the west side.

The Church Street Village Character Area will maintain the existing 44 degree angular plane in Zoning By-law 438-86, measured from 16m above the Church Street property lines, and the existing height limits in the Zoning By-law shall be respected for properties fronting along this portion of Church Street.

The heritage and built form characteristics of the Church Street Village Character Area should be reinforced by new small scale and mid-rise developments. Potential low-rise and mid-rise developments within the Church Street Village Character Area will conform to the following design directions:

- The materials used in the façade of new low-rise developments or the base of the mid-rise buildings will conform to the prevailing materials of adjacent existing heritage properties;
- Mid-rise buildings will have strategic step-backs from the base buildings to maintain the existing pedestrian scale and create architectural interest;
- Base building should be no less than three storeys and no taller than four storeys to reinforce the prevailing low-rise main street character;

- Building frontages facing onto Church Street should create a continuous street wall;
- New developments along Church Street should have a setback from the front property line to allow for enhanced streetscape design and wider sidewalks;
- Active uses at grade and above-grade, cafés, patios and spill-out zone are strongly encouraged to enhance the Church Street Village Character Area;
- The scale of retail uses and articulation of shop fronts should be consistent with the prevailing scale and character of retail shops;
- Seasonal patios within the public right-of-way and adjacent to the curb zone are encouraged, wherever possible; and
- The main frontage of the retail use at grade should be covered with a high percentage of permeable materials to allow for interaction, safety and vitality of the street life.

Site Plan Control

The application is subject to Site Plan Control. An application for Site Plan Control has not been submitted to date.

Reasons for Application

The proposal requires an amendment to Site and Area Specific Policy 155 of the Official Plan. Policy 155 states new development shall conform to the low-rise scale of existing development.

The proposal requires an amendment to the Zoning By-law for: an increase in overall height and base building height; elimination of the 44 degree angular plane; reduction in setback and step-back distances; and other development standards that will require site specific zoning provisions.

Community Consultation

City Planning staff held a community consultation meeting with the Ward Councillor on February 24, 2014, at St. Joseph College School. Approximately 15 area residents were in attendance, as well as the applicant's consulting team. The meeting included an open house format with presentations from City Planning staff and the applicant's planning consultant, Walker, Nott, Dragicevic Associates Limited.

Comments and concerns raised at the meeting and in written comments submitted to City Planning generally related to the following issues:

Topic	Comments
Traffic and Transportation	<ul style="list-style-type: none"> - Garbage pick up on the site - Visitor parking - Drop off space for deliveries - Shared ROW with 77 Wellesley - Bike lanes - Noise from garbage pickup - Deliveries to existing businesses on Church St.
Planning Information	<ul style="list-style-type: none"> - How does application support the village? - Scale (drawings of Wellesley and Church St. elevations with proposed building). Elevation of proposed building impinges visually on "village character" - Impact of pets – on-site dog area? - The policy in place respects the village scale, the proposal is outside the size and scale. The policy is of little effect if it can be over ridden at a developer's request. Too big, too close to lot line, not appropriate access for services, garbage etc. - Out of character with the neighbourhood
Shadows	<ul style="list-style-type: none"> - Buildings north of the site will be impacted by proposal's shadow - Do not want encroachment of shadow onto the public realm of Church/Wellesley intersection

It should be noted that a similar tall building proposal was presented to the community in October 2012, at a community meeting organized by the previous landowner and Walker, Nott, Dragicevic Associates Limited, the Planning consultant who also represents the current owner.

The residents at that meeting expressed their frustration and disappointment to the owner at the time, who chose to demolish the "Odette House" building on the site, knowing that the City had interest in protecting the heritage building. With respect to the development proposal, there were comments related to over-development of the site, excessive height of the building for this area and total disregard for the performance standards in the then recently approved Downtown Tall Building Guidelines.

Agency Circulation

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the proposal.

COMMENTS

Provincial Policy Statement

The proposed development has adequate regard to matters of Provincial interest as required by Section 2 of the *Planning Act*.

The proposal is generally consistent with the Provincial Policy Statement, as the application proposes intensification within a built-up urban area near higher-order transportation and a range of uses are proposed, including Residential and Commercial uses.

Growth Plan for the Greater Golden Horseshoe

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe, as the site is within an identified Urban Growth Centre, an area intended to accommodate future intensification that is transit and pedestrian-friendly.

Although the proposal may be consistent with the Provincial Policy Statement and conform and not conflict with the Growth Plan for the Greater Golden Horseshoe, the form of the development does not conform to the Official Plan. The Provincial Policy Statement indicates that the Official Plan is to direct development to suitable areas. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and the availability of infrastructure and public service facilities that meet projected needs.

Density, Height, Massing

The proposed development represents an over-development of the site, given its location and context, overall massing of the development and the limitations from the size of the site, and cannot be supported by City Planning staff.

The application proposes a height of 28-storey building (88.7 metres, plus 7 metres for the mechanical room) and a density of 15.97 times the area of the lot whereas Zoning By-law 438-86 and Zoning By-law 569-2013 currently permits a maximum height of 18 metres and a maximum density of 3 times the area of the lot. The proposal also encroaches into the zoning by-laws' angular plane of 44 degrees measured 16 metres above grade from both Church Street and Wellesley Street East.

The Official Plan Amendment application proposes to remove the subject lands from Site and Area Specific Policy 155. This amendment is required because the proposed 28-storey residential building with ground floor retail space, does not respect or conform to the policies which require new development to conform to the low-rise scale of existing development.

In considering the proposal to remove the site from the Site and Area Specific Policy 155, which has been carried over from the former City of Toronto Official Plan, to protect the special character of the village area, consideration must be given to City Council's recent direction for the area in Official Plan Amendment No. 183 (OPA No. 183), North Downtown Yonge Site and Area Specific Policy 382.

As well, consideration must be given to other relevant policies in the Official Plan, including those policies in the "Downtown", "Public Realm", "Built Form" and "Mixed Use" sections of the Official Plan.

As noted, the Church Street Village Area primarily consists of buildings less than 5 storeys in height, with many of the buildings having heritage value, including the "Odette House" that was on the site. The proposed removal of the site from the existing Site and Area Specific Policy 155 in order to permit a 28-storey building is contrary to the recent Council direction in the new North Downtown Yonge Site and Area Specific Policy 382 (Official Plan Amendment No. 183), which require new development to respect and reinforce the low-rise scale of existing development in this area.

The Church Street Village Character Area is regarded as a stable area that should experience limited growth, both along Church Street and in the residential areas abutting and surrounding it. Development and redevelopment should reinforce the core village area as a low to mid-rise pedestrian oriented main street with street related retail uses and narrow retail frontages subject to angular plane provisions.

The only development/redevelopment permitted within the *Mixed Use Areas* are to be sensitive low-scale infill that, among other criteria: respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area; respects and reinforces the preservation and enhancement of existing private amenity space; and respects and reinforces the fine grain retail at grade and the low-rise scale of existing development.

Development/redevelopment located within this Character Area must ensure that no part of any building is located above the angular plane drawn from the Church Street lot line, commencing at a height of 16 metres above the street level, and then angling upwards at an angle of 44 degrees away from Church Street over the site.

The commentary section of Section 2.2.1 in the Official Plan, Downtown: the Heart of the City, identifies that the Downtown offers opportunities for substantial employment and residential growth, but the growth will not be spread uniformly across the whole of Downtown. Rather, it is expected that the physical setting of many areas will remain unchanged and that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure that new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, and heights and relationship to landmark buildings (refer to Policy 2.2.1.6). Site and Area Specific Policy 155, and Site and Area Specific Policy 382 (OPA 183) and the associated North Downtown Yonge Urban Design Guidelines provide direction for the Church Street Village Character Area and should continue to inform the scale of development at 81 Wellesley Street East.

The proposal does not maintain the intent of many of the Official Plan policies related to the "Public Realm", "Built Form" and "Mixed Use" sections of the Official Plan. The proposed development represents an over-development of the site, given its location and context, overall massing of the development and the limitations resulting from the small size of the site.

The scale of the proposed development along Wellesley Street East, and particularly from Church Street does not promote quality architecture, landscape and urban design and construction to enhance the quality of the public realm envisioned in Policy 3.1.1- Public Realm of the Official Plan.

With respect to Built Form, infill and redevelopment sites will need to fit in, respect and improve the character of the surrounding area. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Official Plan.

Vehicular access, service areas have not been located or organized to minimize their impact on the surrounding properties and adjacent lane by integrating services and utility functions within the building. The loading space is proposed to be in the adjacent public lane, which is unacceptable. A development at this scale is expected to provide onsite loading facilities (Policy 3.1.2.2).

The proposed massing of the building does not fit harmoniously into its existing and planned context and will have an impact on neighbouring streets. The building at its proposed height and massing, does not frame the adjacent streets in a way that respects the existing street proportion and does not create an appropriate transition in scale to neighbouring buildings, particularly to those properties fronting Church Street in the low-rise village. The siting and height of the proposed tower will negatively impact the light and privacy of the adjacent buildings and properties and will affect their access to sky view (Policies 3.1.2.3 and 3.1.2.4).

The Official Plan acknowledges that although tall buildings are desirable in the right places they don't belong everywhere and are only one form of intensification. The proposed building is a tall building with a floor plate size and shape that has inappropriate dimensions for the site. Its location and orientation does not provide a desirable relationship to the base building and adjacent low-rise buildings. Even if the site was considered a tall building site, the proposed tower does not have a setback of 12.5 metres in accordance with the City's Tall Building Guidelines or even 5.5 metres for the full length of the tower.

The proposed development fails to meet the Official Plan policies for *Mixed Use Areas*, which require the location and massing of new buildings to provide: a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights; good site access and circulation and an adequate supply of parking for residents and visitors; and to locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

Private Amenity Space

With respect to the provision of private amenity space, the Official Plan requires development in *Mixed Use Areas*, to provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development. OPA 183 includes a provision to respect and reinforce the preservation and enhancement of existing private amenity space in the Church Street Village Character Area. The standard zoning by-law requirement for indoor and outdoor residential space is 2 sq.m per unit. A total of 1.82 sq.m. per unit of interior amenity space and 0.97 sq.m. per unit of outdoor space is proposed, which does not meet the requirement and is not sufficient to provide proper amenity facilities for the new development.

Land Use

The site is designated *Mixed Use Areas* in the Official Plan. It is intended that *Mixed Use Areas* achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. *Mixed Use Areas* are to be areas where residents will be able to live, work, and shop in the same area, or even in the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will typically occur Downtown, particularly in the *Financial District*.

The site is located in an area with a special character defined by the low scale and form of existing buildings, including many house form structures, and is not an area that is intended to provide the high density form of development that could provide a significant mix of uses as envisioned for *Mixed Use Areas* in other areas of the Downtown, such as the *Financial District*. A moderate mix of residential and retail and/or office uses in a low to mid-rise scale is considered appropriate for this site.

Sun, Shadow, Wind

Sun/Shadow:

A shadow study from CORE architects was submitted with the application, illustrating the incremental shadow impacts during March 21 and September 21 (Spring and Fall Equinoxes) and June 21 (Summer Solstice). The shadow study demonstrates that there would be no additional shadow on adjacent Neighbourhoods or Parks. The abutting 4-storey and 9-storey low-rise buildings, located to the west and east of the site and the buildings further north on Church Street would be shadowed during portions of the day.

Wind:

A wind study from Theakston Environmental Consulting Engineers was submitted with the application that analyzed the wind conditions on and around the 81 Wellesley Street East should the site be developed as proposed. It concluded that there will be a subtle realignment of winds that will cause little change to wind flow patterns at the pedestrian level, resulting in comfort conditions that are predicted to be similar to those in the current setting.

Servicing

A Functional Servicing report was submitted with the Official Plan and Zoning By-law Amendment application. Engineering and Construction Services staff have indicated that the report insufficient as submitted as it was not signed, sealed or dated by a Professional Engineer. It also needs to be revised to address, among other matters, whether or not the existing storm infrastructure and sanitary infrastructure need to be upgraded to service the proposed development. The report must also include details of the flow testing, (which was done to assess water demand), in the analysis of the existing water distribution system. The report must also clearly state whether or not the existing water infrastructure will need to be upgraded to service the proposed development.

Access, Parking, Loading

Driveway Access and Site Circulation:

Vehicular access to the site, including the underground parking garage elevators, is from a one-way driveway from Wellesley Street East. Vehicles would exit at the back of the site to the existing public lane at the rear. A 1.29 metre wide lane conveyance to the City is required.

The garage doors are setback more than 37 metres (more than six car lengths) from the south limit of Wellesley Street East, so it is unlikely that there would be any queuing activity by inbound vehicles waiting to access the car elevators. Nonetheless, improvement to the configuration of the parking elevator access is required to facilitate efficient access to and from the elevators. The westerly door is off-set from the drive aisles in the underground garage, so it would be necessary for vehicles to undertake several manoeuvres to enter and exit this elevator and could in turn, increase wait times for the elevators. The layout of the car elevators must be revised to eliminate the off-set between the westerly elevator and the north-south drive aisle on each parking level. It will need to be addressed prior to consideration of any zoning approval, as it may ultimately impact on the proposed parking supply. As well, the consulting transportation consultant must provide an assessment of the proposed car elevator operations for the project.

Transportation staff has concerns with respect to the access configuration, given: the one-way access off of Wellesley Street East; the limited lane width to accommodate two-way operation associated with loading activity; and parking garage egress which will rely solely on the 4.5 metre-wide public lane. There is added concern that lack of any on-site residential visitor parking and/or drop-off activity could inevitably result in vehicles stopping on Wellesley Street East. This will result in the blocking of the bicycle lane and/or backing out of the one-way driveway onto Wellesley Street East after discovering that it is not feasible for non-residents to park or drop-off passengers/food deliveries, after entering the 37 metre-long access driveway.

In reviewing the existing public/private lane system in the vicinity of the site, Transportation Services staff have noted that there are adjacent lanes and/or right-of-ways contiguous to the proposed access driveway. These areas could, potentially, be used to develop an improved access configuration to the site, such as a shared right-of-way agreement, with the owner of 77 Wellesley Street East. It may also be feasible to provide two-way access to/from Wellesley Street East and some sort of on-site drop-off or visitor parking facility, at-grade.

Additional clarification is required from the applicant to confirm whether the owner of 81 Wellesley Street East has the right to use the "L-shaped" 3.05 metre wide right-of-way contiguous with the southwest corner of the site.

If the owner has the right to use this right-of-way for vehicular access, there could be potential to extend the one-way southbound driveway to the public lane, without the necessity of driving through the car elevators. This would facilitate on-site drop-off activity and reduce the potential of blockage of the bicycle lane on Wellesley Street East. On the other hand, if the owner does not have the right to use this "L-shaped" right-of-way, it would not be possible for vehicles to exit the western-most car elevator without driving over private property, which would be unacceptable.

Parking Supply:

The proposal is to provide 68 resident parking spaces (and zero residential visitor spaces) in a four level parking garage with access from two car elevators, plus one *car-share* parking space at-grade, with access via a 4.5 metre wide public lane extending northerly from Maitland Street.

The proposed provision of 68 parking spaces plus one *car-share* space to serve the project is less than the requirement of Zoning By-law No. 569-2013 which is estimated to be 123 parking spaces, comprised of 105 spaces for residents plus 18 spaces for residential visitors.

In support of the proposed residential visitor supply, the proponent's transportation consultant states that, in recognition of the site constraints and good access to transit and other amenities, the reduced resident parking rates previously accepted for another development at 365 Church Street in 2011 be adopted for the project. This would result in a resident parking requirement of 78 spaces, which the consultant suggests could then be further reduced to 72 after application of "credits" for excess bicycle parking spaces.

No parking has been provided for residential visitors. The transportation consultant has stated that it would be impractical to provide visitor parking on the site given the physical constraints of the site and the "complexity of car elevator operations." The consultant provided an extensive list of off-site parking spaces in the vicinity of the site, but did not indicate distance of these facilities from the site or whether these facilities have available capacity to provide parking for residential visitors.

Generally, parking demand for new developments should be accommodated on-site, and not within the surrounding neighbourhood. In this case, given the impracticality of visitor parking access via car elevator, Transportation Services staff are prepared to consider a reduced residential visitor parking supply at-grade. Notwithstanding, Transportation Services staff are concerned that the transportation consultant has not offered any empirical evidence that the proposed residential parking supply will be adequate to meet the residential parking demand for the project or whether there are sufficient off-site parking opportunities to provide for a short-fall of on-site residential visitor parking. Accordingly, the parking supply should be revised to comply with the requirements of the Zoning By-law, unless adequate justification can be provided to justify the proposed parking shortfalls.

Loading:

No formal loading space has been provided on the site, notwithstanding that the Zoning By-law requires the provision of one Type G loading space. The owner is proposing that loading activity be undertaken at the rear of the site, with access off of the public lane. After accounting for proposed door-swing encroachments and the required lane widening conveyance, the depth of the setback area available for loading activity is not adequate to accommodate the length of a delivery truck or a refuse/recycle truck on the site. Furthermore, given that the public lane extending south to Maitland Street is only about 4.5 metres wide, it will not be operational for two-way traffic. As a result, trucks and cars using this lane will need to yield to inbound or outbound traffic when accessing/egressing the site.

Given the limited setback of the building from the public lane, as widened, it appears that large trucks, including moving trucks and refuse/recycle trucks would block access to the east leg of the public lane during loading operations, which is unacceptable. Solid Waste staff note that the undated letter from WM Waste Management indicates that they can provide refuse collection service to the site with a rear-bin loader which can park "entirely on the property of 81 Wellesley Street East" to empty the refuse and recycling containers. Notwithstanding, given the limited setback of the building, Solid Waste staff has concerns that any large-vehicle loading activity at the rear of the site would block the public lane and/or car elevator egress. Accordingly, the conditions above require that the building be setback to accommodate a Type G loading space on the site.

In order to properly determine the minimum building setback requirements, and potential impacts on car elevator operations, the owner's transportation consultant should submit turning manoeuvre diagrams for City refuse collection vehicles and medium sized unit (MSU) design vehicles entering and exiting the proposed loading space from the public lane system.

Staff from the Solid Waste review section have indicated that the following requirements must be met:

- (a) Indicate a 4m by 13m reinforced concrete type G loading space with a slope of $\pm 2\%$, thickness of 200mm, and a vertical clearance of at least 6.1m throughout its entire length. The by-law requires a type G loading space for all developments over 30 units.
- (b) Indicate a minimum of 15m² reinforced concrete pad with a slope of $\pm 2\%$ and thickness of 200mm abutting the front of the Type G loading space.
- (c) Indicate that all access driveways have a minimum overhead travelling clearance of 4.4m and are at least 4.5m throughout the site and at least 6m wide at site entrances/ exits. This includes any vehicle movement under overhead doors.
- (d) Indicate the collection vehicle's minimum turning radius of 9.5m inside and 14m outside entering, exiting and travelling throughout the site and the type G loading space, and the ability of the vehicle to enter and exit the site in a forward motion. A truck movement diagram should be submitted to support this condition, showing a truck that is 12 metres in length, and 2.4 metres wide.

Traffic Impact Assessment:

In support of the subject proposal, the applicant's transportation consultant, LEA Consulting Ltd., prepared a Traffic Impact Study, dated August 22, 2013. In this study the consultant estimates that the proposed development will generate approximately 36 and 40 two-way trips during the AM and PM peak hours, respectively. Given this level of trip generation, the consultant concludes that the projected site traffic will have minimal impacts on area intersections and therefore can be acceptably accommodated on the adjacent road network.

Transportation Services Staff have reviewed the documentation provided by the consultant and concur with this conclusion. As a result, the traffic impact of the proposal is acceptable.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes 182 residential units and 136 square metres of non-residential uses on a site with a net area of 941 square metres. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.243 hectares or 260% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the residential uses while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 93 square metres.

The applicant is required to satisfy the parkland requirement through cash-in-lieu. This is appropriate as there is no location for an on-site parkland dedication that would be of a useable size and the site would be fully encumbered below grade.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Private Trees

Three privately owned trees on site that are subject by the Private Tree By-law are proposed to be removed. Approval will be required from the City to remove these trees.

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.

A site specific zoning by-law shall secure performance measures for Tier 1 development features, such as Automobile Infrastructure, Cycling Infrastructure, Storage and Collection of Recycling and Organic Waste.

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

An applicant can indicate if they wish to pursue Tier 2 of the TGS that will allow them possible refunds against Development Charges payable for the development.

Section 37

Section 37 of the Planning Act allows the City to enter into an agreement with an applicant to grant a height and/or density increase for a particular project that is greater than what the zoning by-law would otherwise permit in return for community benefits. Details of a Section 37 Agreement between the applicant and the City are established in consultation with the Ward Councillor if the project is considered to be good planning and recommended for approval.

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).

In the area of the subject site, such benefits could include contributions (as deemed appropriate by City Council) for local streetscape improvements in the vicinity of the subject site, local park space improvements and capital improvements for affordable housing in Ward 27. However, since this application is not considered good planning and has been recommended for refusal, no discussions about the quantum of the community benefits have taken place with the applicant.

In the event that some form of development is approved by the Ontario Municipal Board and the Ontario Municipal Board grants additional height and/or density beyond that which is permitted in Zoning By-law 438-86, the City will request that the Ontario Municipal Board withhold their final order on the Zoning By-law until the City has an agreement with the applicant to secure appropriate community benefits.

Conclusion

The applicant is requesting that the subject site, (where a building with heritage value was demolished by the owner when the City expressed interest in designating the building), no longer be considered part of the Church Street Village area and that it be taken out of Site and Area Specific Policy 155 that protects for the low-rise character of the area. This is being requested so that the small sized site, which will be further reduced due to a required 1.29 metres lane widening at the rear, can be over-developed with a 28-storey building with insufficient parking, no on-site loading, reduced indoor and outdoor residential amenity space and zero side yard

setbacks, with little regard for its impacts on the existing or future buildings on the adjacent site or the Church Street Village area in general.

The requested removal of the site from the existing Site and Area Specific Policy 155 in order to permit a 28-storey building is contrary to recent Council direction of Official Plan Amendment No. 183, being the North Downtown Yonge Site and Area Specific Policy 382, which requires new development to respect and reinforce the low-rise scale of existing development in the Church Street Village Character Area.

The Tall Building Design Guidelines states that in all cases, Official Plan policies prevail over guideline measures or requirements.

Based on the review of the submitted proposal, City staff cannot support the proposal in its current form as it does not respect the existing nor planned built context for the site and the surrounding area. City staff are recommending that the applications be refused, as the proposal does not represent good planning.

CONTACT

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Fax No. 416-392-1330
E-mail: mchlon@toronto.ca

SIGNATURE

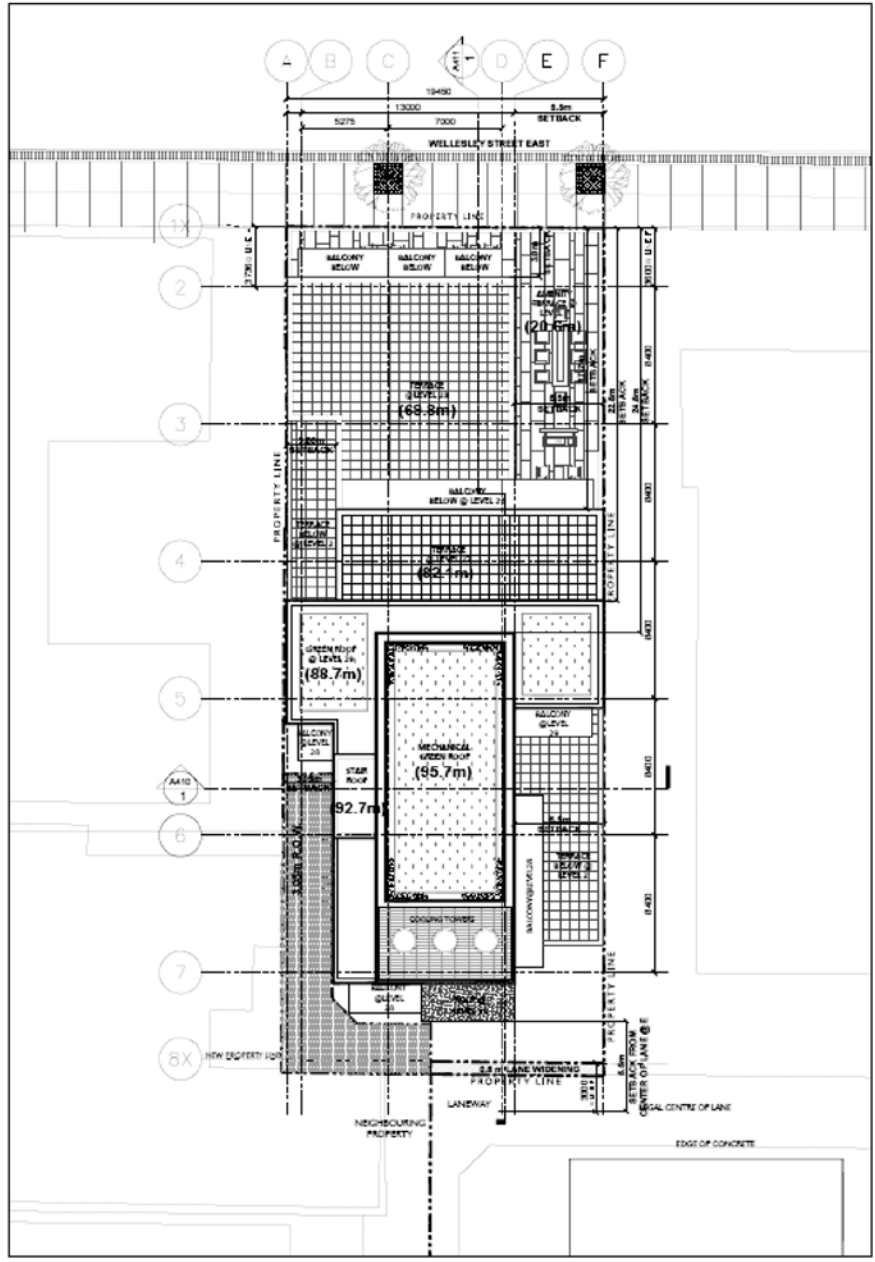
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: North Elevation
Attachment 3: East Elevation
Attachment 4: South Elevation
Attachment 5: West Elevation
Attachment 6: Official Plan – Land Use Plan
Attachment 7: Site and Area Specific Policy 155
Attachment 8: Site and Area Specific Policy 382 – OPA 183
Attachment 9: OPA 183 – Map 1 – Character Areas
Attachment 10: Zoning
Attachment 11: Application Data Sheet

Attachment 1: Site Plan



Site Plan

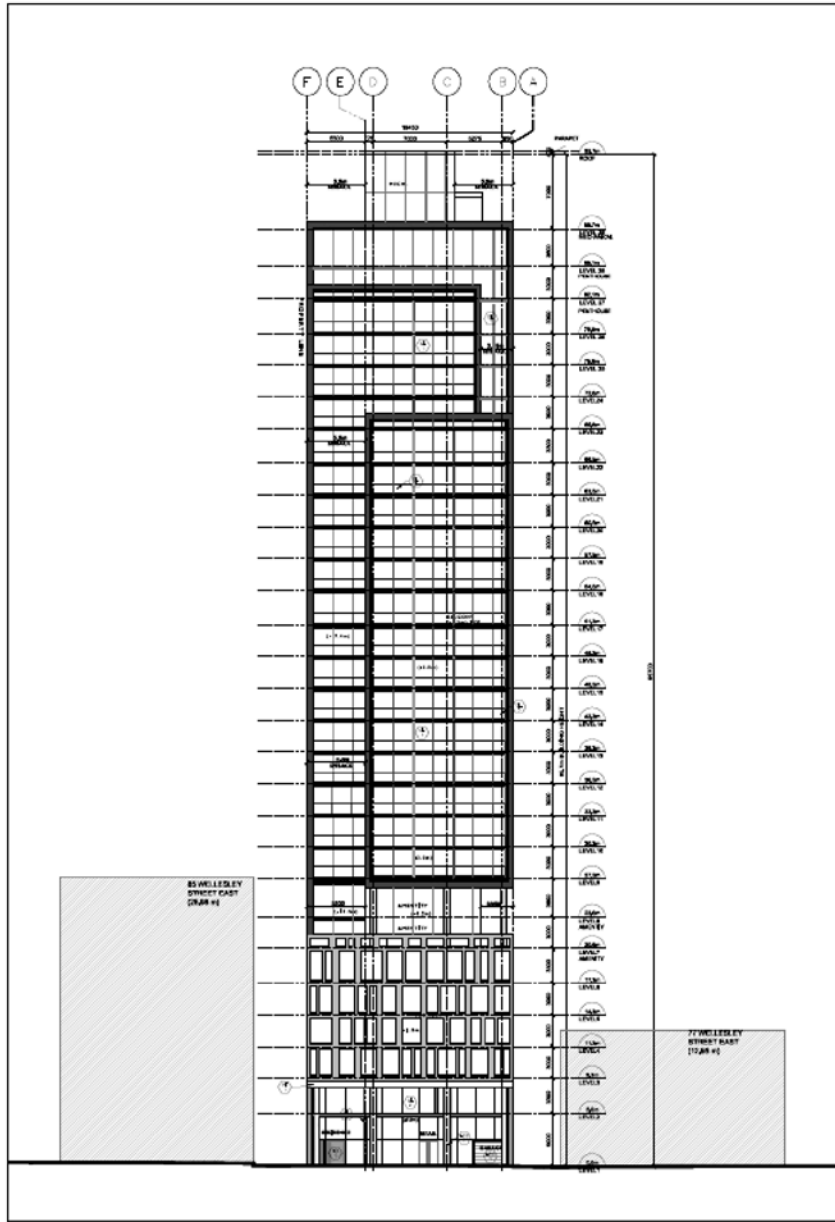
81 Wellesley Street East

Applicant's Submitted Drawing

Not to Scale 

File # 13_225676_0Z

Attachment 2: North Elevation



North Elevation

North Elevation

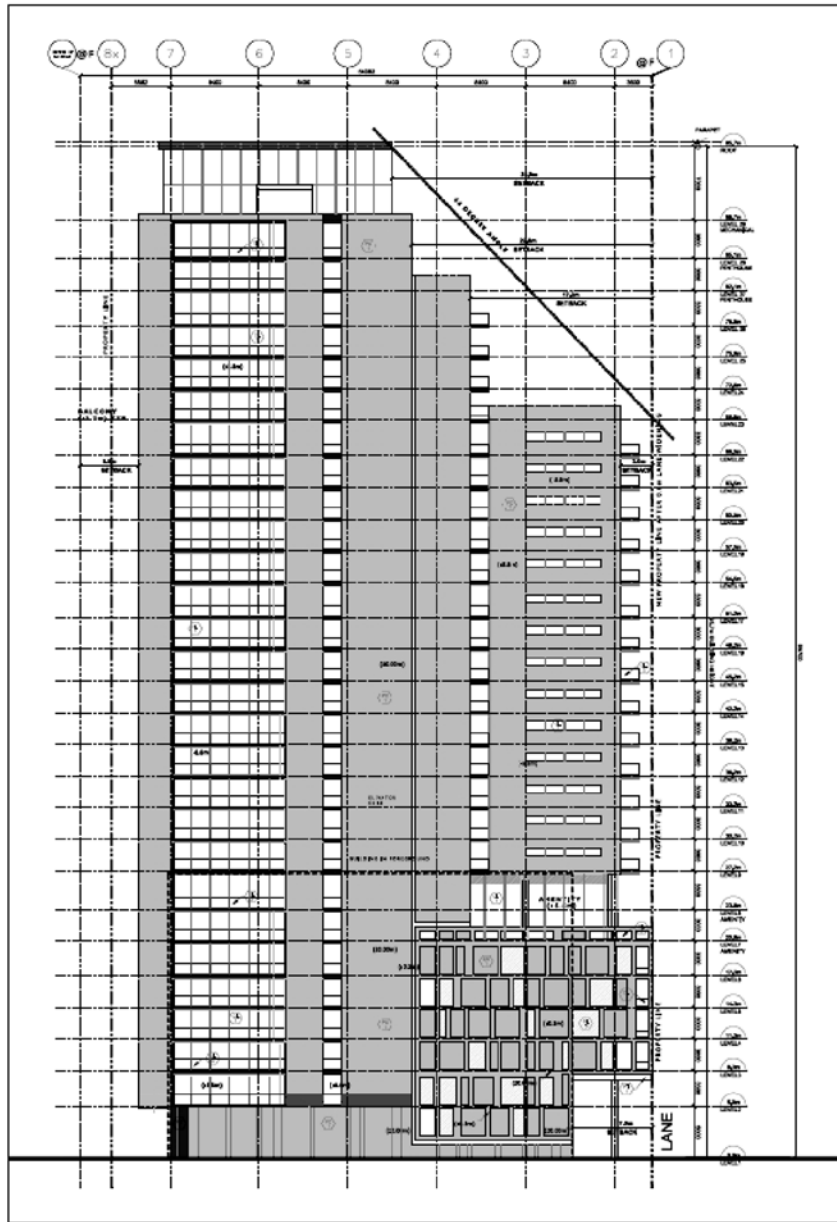
Applicant's Submitted Drawing

Not to Scale
09/27/2013

81 Wellesley Street East

File # 13_225676_02

Attachment 3: East Elevation



East Elevation

East Elevation

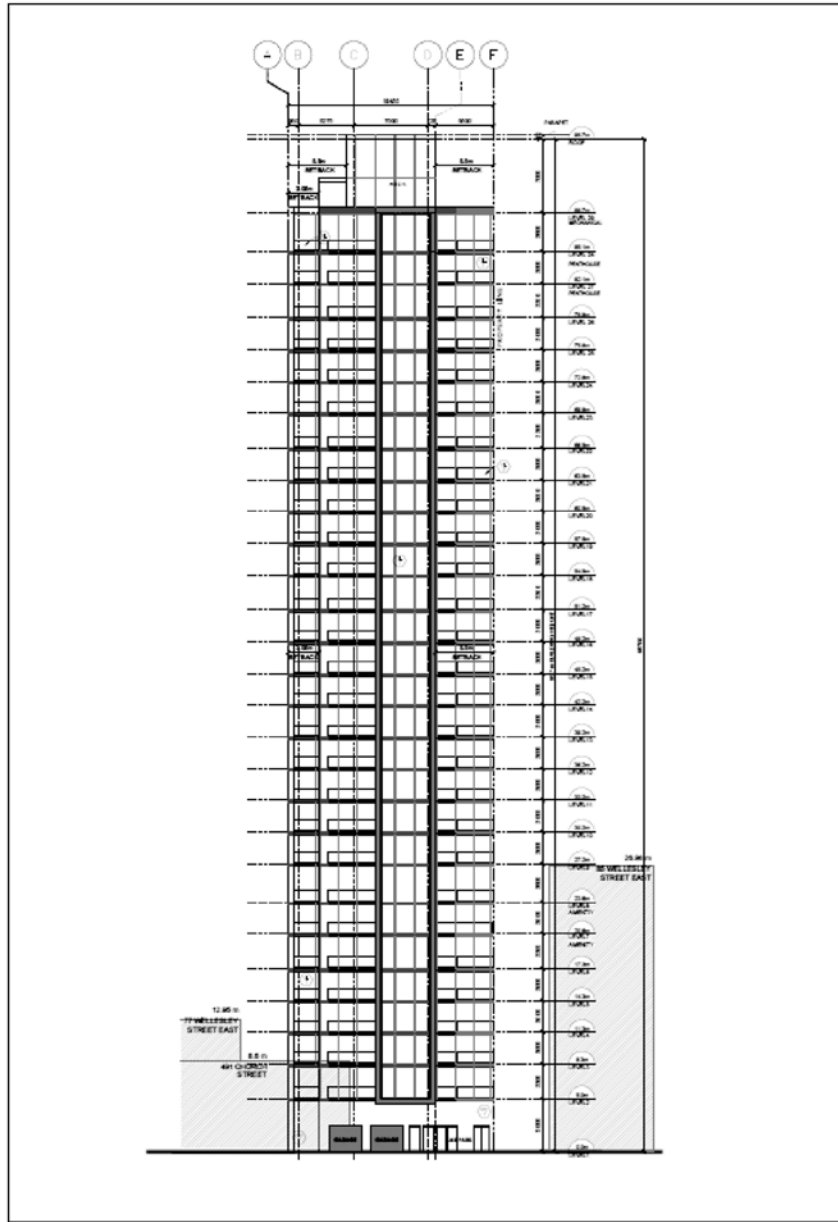
Applicant's Submitted Drawing

Not to Scale
09/27/2013

81 Wellesley Street East

File # 13_225676_02

Attachment 4: South Elevation



South Elevation

South Elevation

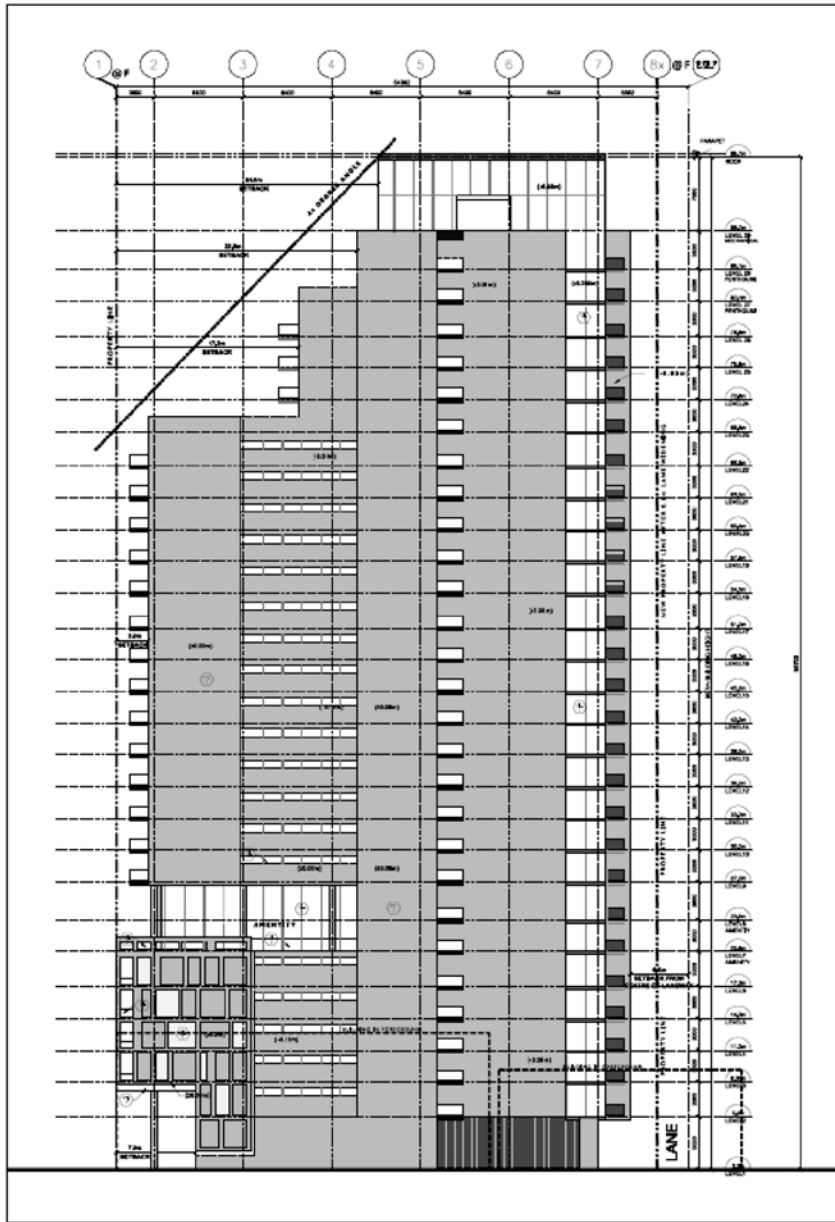
Applicant's Submitted Drawing

Not to Scale
09/27/2013

81 Wellesley Street East

File # 13_225676_02

Attachment 5: West Elevation



West Elevation

West Elevation

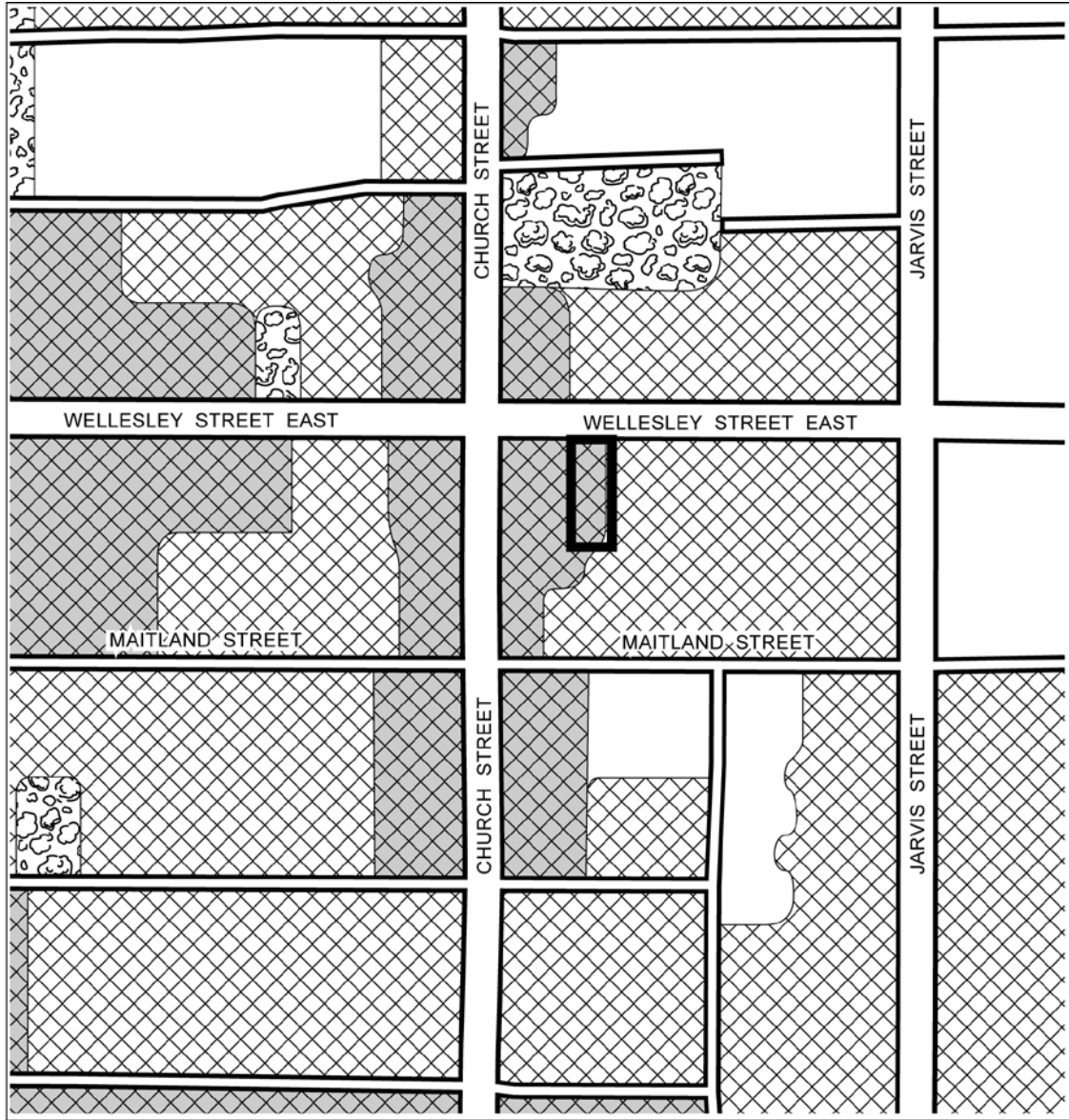
Applicant's Submitted Drawing

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81 Wellesley Street East

File # 13_225676_02

Attachment 6: Official Plan – Land Use Plan



81 Wellesley Street East

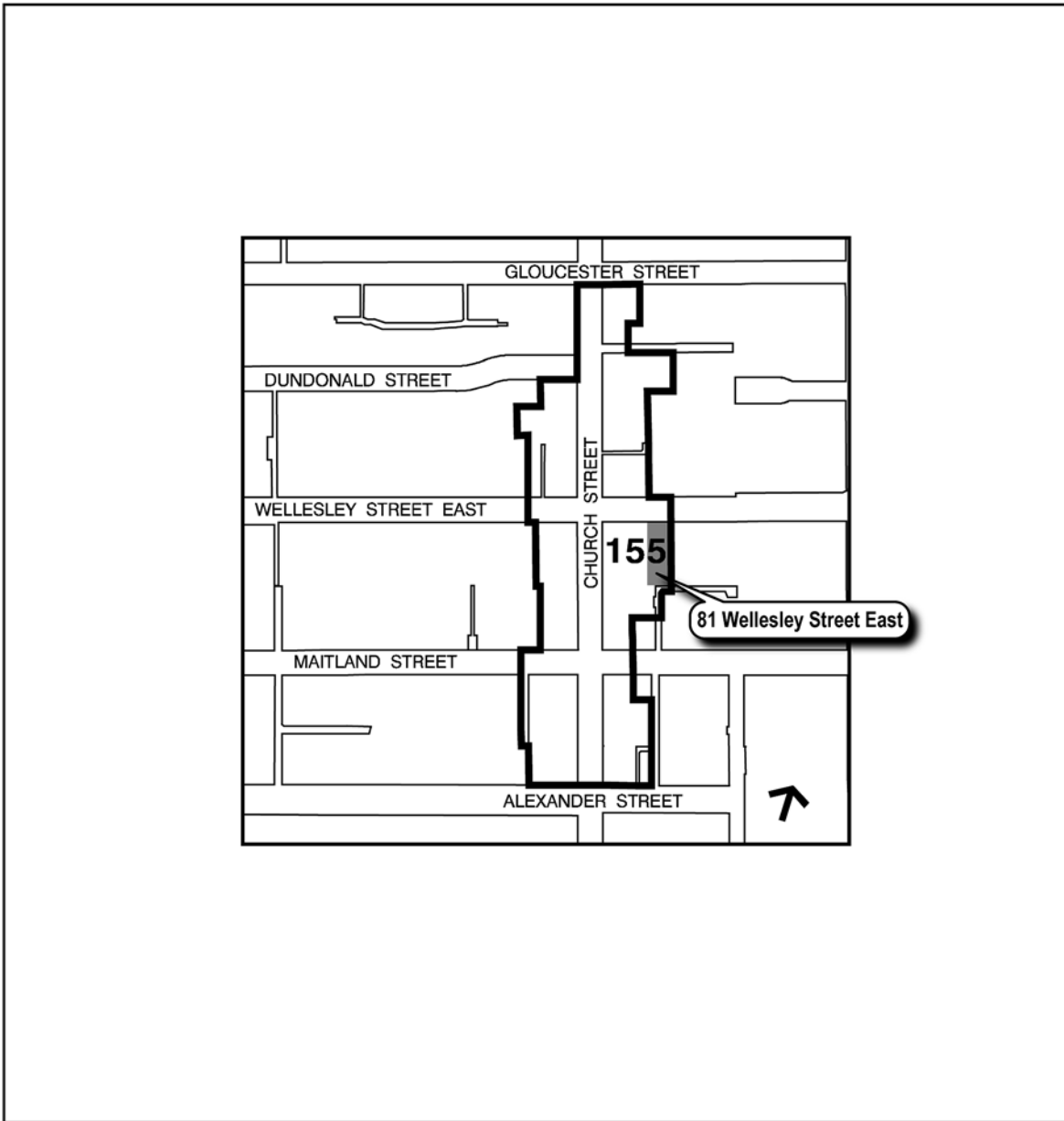
Official Plan

File # 13 225676 0Z



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Attachment 7: Site and Area Specific Policy 155



Official Plan
Site and Area Specific Policy 155

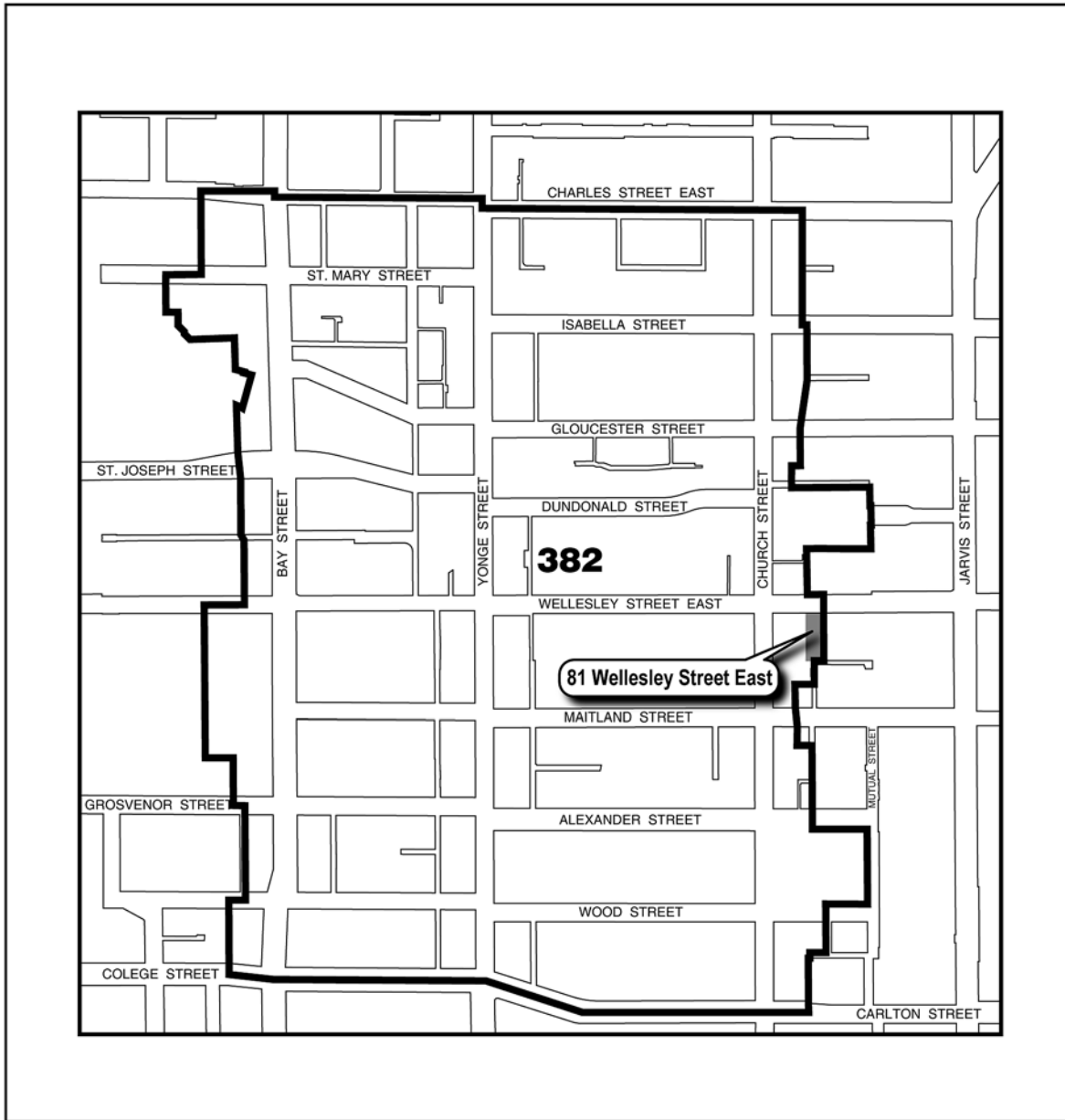
81 Wellesley Street East

FILE # 13 225676

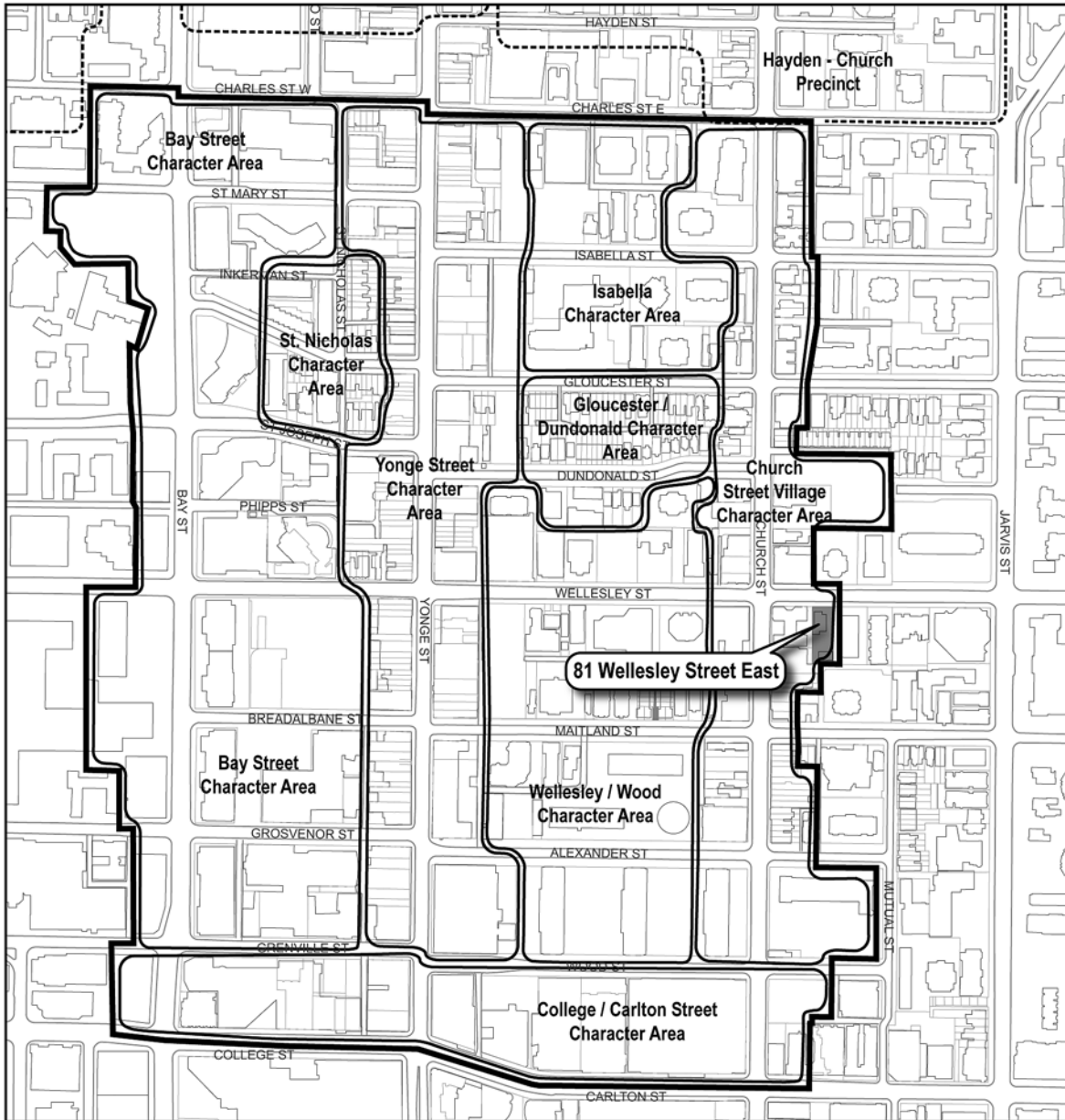


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Attachment 8: Site and Area Specific Policy 382 – OPA 183



Attachment 9: OPA 183 – Map 1 – Character Areas



TORONTO City Planning
 Official Plan Amendment #183
 Map 1: Character Areas

81 Wellesley Street East

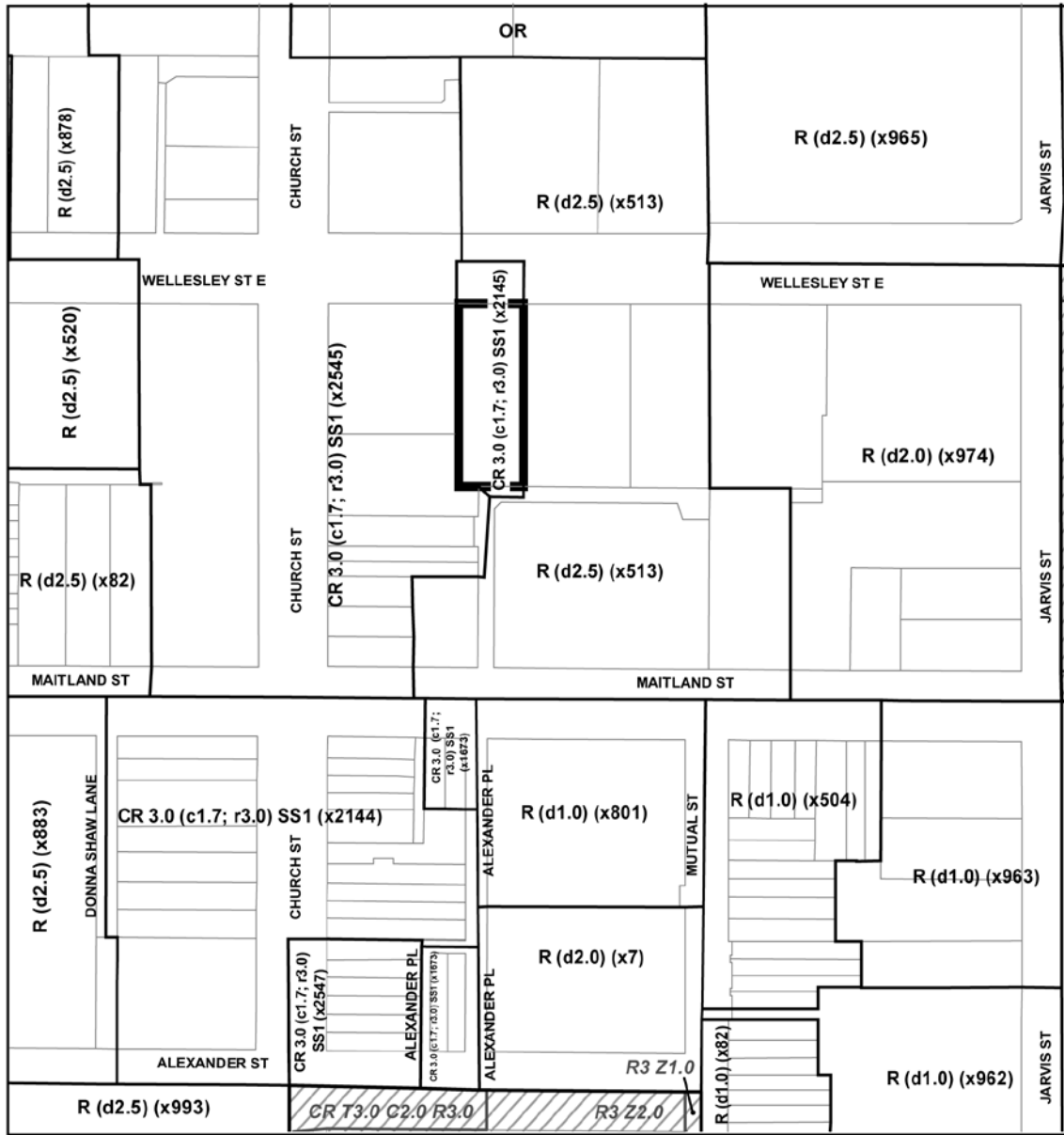
FILE # 13 225676

— Character Areas



Not to Scale
 01/27/2015

Attachment 10: Zoning



TORONTO City Planning

Zoning By-law 569-2013

81 Wellesley Street East

File # 13 225676 0Z

- Location of Application
- R Residential
- CR Commercial Residential
- OR Open Space Recreation

- See Former City of Toronto Bylaw No. 438-86
- R3 Residential District
- CR Mixed-Use District

Not to Scale
 Extracted 09/27/2013

Attachment 11: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	13 225676 STE 27 OZ
Details	Standard	Application Date:	August 23, 2013
Municipal Address:	81 WELLESLEY STREET EAST		
Project Description:	Applications for an Official Plan Amendment and a Zoning By -Law Amendment to permit a 28 storey mixed use building, with a height of 95.7 m., comprising of 182 residential dwelling units with a total gross floor area of 15,033 sq.m. (14,897 sq.m. residential and 136 sq.m. non-residential at grade). A total of 69 vehicular parking spaces and 237 bicycle parking spaces are proposed in 4 below grade levels.		

Applicant:	Agent:	Architect:	Owner:
Walker, Nott, Dragicevic Associates Ltd.		CORE Architects Inc.	Aragon (Wellesley) Development (Ontario) Corporation

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Site and Area Specific Policy 155 Site and Area Specific Policy 382
Zoning:	CR T3.0 C2.0 R3.0 under Zoning By-law 438-86	Historical Status:	No
Height Limit (m):	CR 3.0 (c1.7 r3.0) SS1 (x2145) under Zoning By-law 569-2013 18	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	941.4	Height:	Storeys:	28
Frontage (m):	19.47		Metres:	95.7
Depth (m):	51.97			
Total Ground Floor Area (sq. m):	507			Total
Total Residential GFA (sq. m):	14,897		Parking Spaces:	69 (includes 1 car share space)
Total Non-Residential GFA (sq. m):	136		Loading Docks	0
Total GFA (sq. m):	15,033			
Floor Space Index:	15.97			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	22 (12%)
1 Bedroom:	108 (59%)
2 Bedroom:	31 (17%)
3 + Bedroom:	21 (11%)
Total Units:	182 (100%)

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	14,897	0
Retail GFA (sq. m):	136	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: PLANNER NAME: Mark Chlon (PH: 416-397-1761) (email: mchlon@toronto.ca)