

November 20, 2018

Sarah Henstock  
Manager, Community Planning  
Etobicoke York District  
2 Civic Centre Court, 3<sup>rd</sup> Floor  
Etobicoke ON M9C 5A3

Dear Ms. Henstock,

**Re: *Site Plan Application***  
***861-863 St. Clair Avenue West***

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### ***Introduction***

We are the planning consultants to 2558961 Ontario Ltd. (the “Applicant”), the owner of the lands municipally known as 861-863 St. Clair Avenue West (the “subject site”). The subject site is located on the southwest corner of St. Clair Avenue West and Winona Drive in the Wychwood neighbourhood.

The subject site is an assembly of two properties currently occupied by two vacant single-storey commercial buildings and has an approximate site area of 1,414 square metres, with frontages of 46.37 metres on St. Clair Avenue West and 30.48 metres on Winona Drive.

The applicant is proposing a 9-storey (33.35 metres including the rooftop amenity area and mechanical penthouse) mixed-use building with a total gross floor area of 6,731 square metres which includes 371 square metres of retail at grade. The resulting floor space index is 4.76 times the lot area. A total of 80 residential units are proposed.

The proposed building mass is configured as an 9-storey mid-rise building scaled to the proportions of adjacent streets and featuring a striking contemporary design, that anchors this corner site and enhances the pedestrian realm along both street frontages.

### ***Surroundings***

The subject site is located on the St. Clair Avenue West mixed-use corridor and abuts an established residential neighbourhood. St. Clair Avenue West is a vibrant

mixed-use corridor. In the past decade, it has been the subject of a comprehensive land-use and transportation planning exercise which has seen the construction of a dedicated streetcar right-of-way, and the implementation of an updated zoning by-law designed to promote mid-rise, mixed-use intensification along the corridor.

In the immediate surrounding area there have been a number of mid-rise developments that have advanced with minor variances to have the zoning approved by the Committee of Adjustment including:

- 743 St. Clair Avenue West, east of the subject site, a 9 storey mixed use building (Built);
- 829-835 St. Clair Avenue West (NEST), east of the subject site, a 10-storey mixed use (Built);
- 836-840 St. Clair Avenue West, north of the subject site, a 9-storey mixed use (Built); and
- 898-900 St. Clair Avenue West, west of the subject site, is currently unbuilt but recently approved in 2017 for a 12-storey mixed use building.

The subject site is well served by public transit with service along St. Clair Avenue West via a dedicated transit lane for the 512 St. Clair streetcar that runs in an east-west direction with connections to St. Clair and St. Clair West subway stations. The latter station is located approximately 1.4 kilometres from the subject site.

### ***Proposal***

The proposal involves the development of a 9-storey mid-rise mixed use building with 80 dwelling units as well as 371 square metres of ground level retail space. The proposal will result in a total gross floor area of 6,731 square metres (72,452 square feet), which equates to an overall density of 4.76 times the area of the lot.

The proposed building will have a total height of 33.35 metres measured to the top of the wrapped mechanical penthouse and rooftop amenity space. The proposed building will be mid-rise in form with a 10.8 metre streetwall height, and then consistently steps back above the third floor away from St. Clair Avenue West. The building is generally in keeping with the angular planes outlined in the area specific bylaw that applies to this stretch of St. Clair Avenue (Zoning By-law No.1103-2009).

On the ground floor of the building is setback 4.5 to 5.8 metres from the existing curb line along St. Clair Avenue East. Along the Winona Drive frontage, the building is setback approximately 7.7 metres from the existing curb line. This design allows for a private patio space to be incorporated on the flanking street. To the rear, the building is setback a minimum of 4.5 metres from its rear property

line. However, with the inclusion of the abutting vehicular easement, the building is set back from the low-rise properties to the south by a minimum of 7.5 metres. From the interior sideyard (west) the building is built to the property line to maintain a consistent street wall along St. Clair Avenue West.

The ground floor portion of the building, a primary pedestrian entrance to the residential lobby is provided along St. Clair Avenue West. Elevator access from the ground level to the upper floors of the building is provided from the lobby. The ground floor also accommodates 3 retail units, 56 long-term bike parking stalls as well as portions of the indoor amenity space. Loading and garbage collection are located internal to the building screened from public view.

Due to the unique design of the building, the illusion of a gentle slope is created. From St. Clair Avenue West, levels 2 through 4 are setback 1.7 metres from the north property line. Level 5 and 6 are the setback 2.3 metres and levels 7 to 9 are further setback 3.2 metres from the north property line. From Winona Drive, above level 3, the building face is setback approximately 2 metres from the east property line, this stepback generally continues in increments of 0.5 metres at each subsequent level to the top of level 9. From the rear (south) property line, the building is setback 6.4 metres at levels 2 and 3. The setbacks then increase as follows: 8.4 metres at levels 4 and 5, 10.3 metres at level 6, 12.2 metres at level 7, 14 metres at level 8, and 15.9 metres at level 10.

#### *Unit Distribution and Amenity Space*

The proposed building contains a mix of unit types including 29 one-bedrooms (36%), 5 one-bedrooms plus dens (6%), 43 two-bedrooms (54%), 2 two-bedrooms plus dens (3%), and 1 three bedroom (1%).

With regards to amenity space, the proposed development includes 160 square metres of interior residential amenity spaces located on the ground and penthouse levels, and 160 metres of exterior residential amenity space provided on the penthouse level. Indoor and outdoor amenity are each being provided at a rate of 2 square metres per unit in accordance with the zoning by-law.

#### *Access, Parking, and Loading*

Access to the upper units is provided from St. Clair Avenue West from the ground floor vestibule in the main floor lobby where elevator and stair access is provided to the upper levels of the building. The retail units will have access from either St. Clair Avenue West or Winona Drive.

The building proposes a total of 75 parking spaces, on three levels of underground parking with admittance to the below-grade ramp from the rear of the building, via an existing easement from Winona Drive. Of the proposed parking spaces, 70 of spaces are provided for residents while 5 spaces are dedicated to visitors. No parking spaces are required for the commercial uses.

A total of 80 bicycle parking spaces are proposed on the ground floor and parking levels of the building with 72 long-term bicycle parking spaces, and 8 short-term bicycle parking spaces.

Waste and loading spaces are provided on the ground level of the building. One Type 'G' Loading space is proposed.

## **Municipal Policy Framework**

### ***Toronto Official Plan***

The subject site fronts onto St. Clair Avenue West, which forms part of an *Avenue* as shown on Map 2 (Urban Structure) to the City of Toronto Official Plan. *Avenues* are identified as corridors that are targeted for growth, and are intended to develop in a manner which improves the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents. The Official Plan identifies *Avenues* as important corridors along major streets where reurbanization is anticipated and encouraged. Policy 2.2(2) of the Official Plan provides that “growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown*.”

The subject site is designated *Mixed Use Areas* on the Land Use Plan Map 17. The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses, in single or mixed use buildings, and are intended to absorb most of the anticipated increase in retail, office and service employment in Toronto, as well as much of the new housing. *Mixed Use Areas* are one of four land use designations in the Official Plan which are intended to accommodate the majority of Toronto's growth.

### ***Site and Area Specific Policy No. 326***

As a result of the St. Clair Avenue Study, City Council enacted By-law No. 1102-2009 and By-law No. 1103-2009 on October 27, 2009. By-law 1102-2009 contains Official Plan Amendment No. 84 (“OPA 84”) which sets out Site and Area Specific Policy No. 326 (“SASP 326”) for the lands fronting onto St. Clair Avenue, generally between Old Weston Road and Bathurst Street. By-law 1103-2009 rezoned a large

portion of the lands fronting onto St. Clair Avenue West in accordance with the St. Clair Avenue Study and OPA 84.

Development along St. Clair Avenue West is intended to conform with the vision set out in the St. Clair Avenue Study which encourages intensification, transit-supportive, and pedestrian oriented development. SASP 326 identifies the lands to the rear of the subject site as forming part of Area A, which are intended to prevent the destabilization of lands designated *Neighbourhoods* and their character from encroachment by mixed use developments.

SASP 326 states that “Area A lands will only be used: i) to create new, or widen existing public lanes adjacent to lands with frontage along St. Clair Avenue West or create private driveways where appropriate; ii) to provide a soft-landscaped strip between those lands designated Mixed Use Areas fronting on St. Clair Avenue and nearby lands designated Neighbourhoods; and iii) to permit a commercial parking in association with those lands designated as a Mixed Use Area where additional lands provide for this use.

### **Zoning**

By-law 1103-2009 rezoned a large portion of the lands fronting onto St. Clair Avenue West in accordance with the St. Clair Avenue Study and OPA 84. By-law 1103-2009 was incorporated into the former City of Toronto By-law 438-86 as Section 12(1)479.

As St. Clair Avenue West has been the subject of a zoning study resulting in an area-specific amendment to By-law 438-86, the corridor (including the subject site) has been excluded from the City’s new comprehensive zoning by-law (By-law 569-2013).

The subject site is zoned MCR T5.5 C2.0 R4.5, H30.0. The MCR zoning permits a wide range of commercial and residential uses. The MCR (Mainstreets Commercial Residential) Zone category permits a full range of residential uses and a wide range of non-residential uses, including retail stores, offices, and restaurants. The T5.5 component of the zoning permits a total density of 5.5 times the lot area, which can be comprised of residential and non-residential gross floor area. In addition, the C2.0 component of the zoning permits a maximum non-residential density of 2.0 times the lot area, while the R4.5 component permits a maximum residential density of 4.5 times the lot area.

By-law No. 1103-2009 established a number of site specific zoning provisions for the lands fronting onto the north and south side of St. Clair Avenue West between

Old Weston Road and Bathurst Street, to create the building envelope within which the envisioned mid-rise mixed use buildings may be built as-of-right as per the Avenue Study.

### **St. Clair Avenue Study Urban Design Guidelines**

Urban design guidelines accompany the St. Clair Avenue Study and were attached to the Final Staff Report (dated May 11, 2009). This guideline document identifies a number of design objectives for both the public and private realm.

#### ***Planning Analysis***

The proposed redevelopment of the subject site would support the achievement of numerous policy directions promoting intensification and redevelopment of underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including public transit.

The proposal is appropriate and desirable given the subject site's location relative to transit service and the surrounding built form context. It will intensify an underutilized site in a *Mixed Use Areas* designation, where residential intensification will support transit ridership and would allow residents to take advantage of the wide array of shops, services, restaurants, cultural and educational facilities in the area, including the proposed retail space.

In terms of land use, residential uses are supportive of the *Mixed Use Areas* designation as are retail uses at grade framing St. Clair Avenue West. At-grade non-residential uses are encouraged in the Urban Design Guidelines and would also be supportive of the existing main street context.

From a built form and urban design perspective, the proposal largely conforms to the zoning envelope set out for the site in Zoning By-law 1103-2009. The building incorporates setbacks at upper floors along the two street frontages and the south lot line, and appropriately provides a transition to the adjacent neighbourhood to the south. Level 10 incorporates the mechanical penthouse, which is wrapped by interior and exterior amenity space. Consideration has been made toward mitigating the potential shadow impacts on nearby *Neighbourhoods* that abut the subject site. Moreover, the proposal provides an appropriate transition in scale to adjacent neighbourhoods, taking into account the applicable rear angular plane provisions in Zoning By-law 1103-2009.

Furthermore, the intent of the design seeks to create an improved street relationship and maintain an appropriate building scale by re-interpreting the

angular planes and building setbacks. The south terrace of the building is a result of the bylaw's angular plane, but the execution of stepping back the exterior glazing produces spacious balconies that overlook the downtown. In order to achieve a cohesive design, the slope of the south and north façades include perforated balcony rails on an angle. Moreover, the city's history of masonry construction, which is heavily influenced in the neighborhood, is reflected in the design of the building. To celebrate the character of the neighbourhood, a combination of brick and modern materials give the building a distinct appearance. Lastly, the building's generous setback on the east side introduces a patio for a future corner cafe and landscaping opportunities to further animate the street frontage.

### **Committee of Adjustment Application**

In addition to the Site Plan Approval application, a concurrent minor variance application will be filed with the Committee of Adjustment. This application will seek variances to the By-law 1103-2009 related to minor increases in height, residential density and projections into angular planes. A final list of variances will be provided upon receipt of the revised Zoning Examiner's Notice. A separate planning opinion letter will be provided to the Committee of Adjustment on the requested variances based on the four-part test under Section 45(1) of the Planning Act.

We trust that the foregoing provides you with sufficient information to understand the project background and description. However, should you require additional information, or wish to discuss further, please do not hesitate to contact me or Ashley Varajão at our office.

Yours very truly,

**Bousfields Inc.**



Louis Tinker, MCIP, RPP