

# 100 LOMBARD

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Planning Rationale,  
Urban Design  
Analysis & Block  
Context Study

August 15, 2022

**URBAN  
STRATEGIES  
INC .**



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## 100 LOMBARD PROJECT TEAM:

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Hydrogeological & Geotechnical Assessments	Pinchin Ltd.

This Planning Rationale, Urban Design Analysis and Block Context Study has been prepared by Urban Strategies Inc. on behalf of Slate Asset Management and Forum Asset Management, in support of a Zoning By-law Amendment and a Site Plan Control Application for the lands municipally known as 86, 100-108 Lombard Street & 103 Richmond Street East in the City of Toronto.

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Figure 1. Rendering of the Proposal at Street level, looking north (credit: OMA)



# 1.0 INTRODUCTION & EXECUTIVE SUMMARY

Urban Strategies Inc. (“USI”) has been retained by Slate Asset Management (“Slate”) and Forum Asset Management (“Forum”) to prepare this Planning Rationale, Urban Design Analysis and Block Context Study in support of applications for Zoning By-law Amendment and Site Plan Control for 86, 100-108 Lombard Street and 103 Richmond Street East (“100 Lombard”, the “Site” or “Subject Site”) to facilitate a new mixed-use development (the “Proposed Development” or “the Proposal”).

100 Lombard is strategically situated within the Downtown Yonge East area, a dense and mixed-use neighbourhood within walking distance of two existing subway stations, one planned subway station, the Financial District, City Hall, and Union Station.

The approximately 0.2 ha (0.5 acre) site is located between Church Street and Jarvis Street, with frontage along Lombard Street and Richmond Street East. Today, the Site is occupied by the former City morgue building, two 4-storey office buildings, and a small parking lot.

To consider the full potential of these lands, Slate and Forum have assembled an interdisciplinary design team to develop a comprehensive redevelopment scheme for the Site. The team has engaged in a number of high-level discussions with staff and have attended a formal pre-application meeting. These discussions have informed the Proposal.

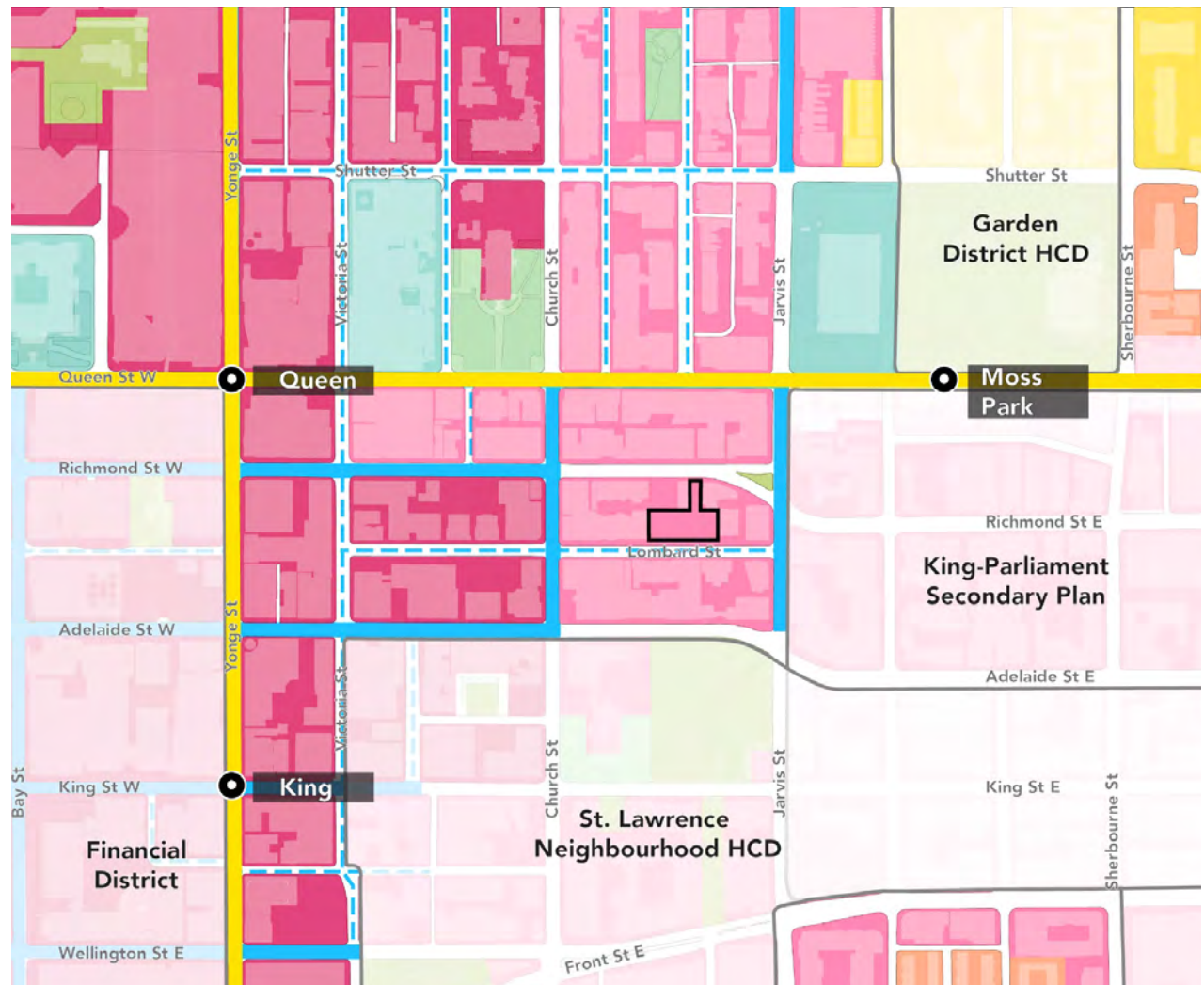


Figure 2. The Site in context

The Site is appropriate for growth and intensification. It is located within three proposed PMTSAs including the Queen Station and King Station PMTSAs - which are both planned to achieve 2,000 people and jobs per hectare, the highest minimum people and job targets in the city. The Site is also designated as *Mixed Use Areas* in the City's Official Plan and as *Mixed Use Areas 2 - Intermediate* in the Downtown Plan.

Significant intensification has been occurring in proximity to the Site focused in large part within *Mixed-Use Areas 2*, providing an eastward expansion of the high-density development that is more typically found within *Mixed Use Areas 1* and along Yonge Street. In the broader Downtown Yonge East area, there are focused areas that are subject to more restrictive policies, including the St. Lawrence Neighbourhood Heritage Conservation District, the Garden District Heritage Conservation District, and the King-Parliament Secondary Plan. The Site is not located within the limits of these plan areas.

Given this rapidly evolving context, a supportive policy regime and the range of transit and other city infrastructure within the vicinity, the Subject Site is well positioned to accommodate considerable growth.



**Figure 3.** Municipal planning policy supports intensification of the Subject Site

Legend

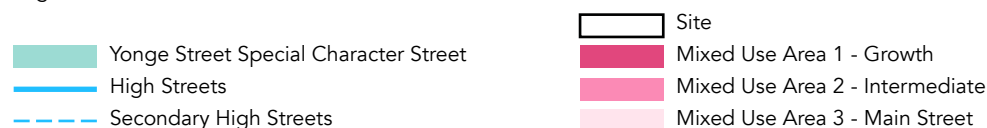






Figure 4. Significant growth and intensification has been occurring in proximity to the Site

Site Existing Approved Proposed



## 1.1. Proposal Overview

The Proposed Development envisages a vertical urban village that is defined by an animated public realm, the creative re-purposing of heritage and other existing assets, and the introduction of a 59-storey (216m, including mechanical penthouse) mixed-use tower. The key design ideas of the Proposed Development include:

1. The creation of a cluster of high-value turn of the century heritage buildings, by relocating the former City morgue building to the eastern edge of the site, directly next to the heritage designated fire hall building at 110 Lombard.
2. The introduction of a new 711 square metre pedestrian connection and publicly accessible open space (the Urban Passage), which extends from Richmond Street East to Lombard Street, comprised of three smaller open spaces including the Second City Plaza, the Outdoor Gallery and the Heritage Hall.
3. The integration of a 59-storey (216m, including mechanical penthouse) mixed-use building. The design proposes to integrate the existing south elevation of 100 Lombard Street into the new podium, while adding modern office space, a mix of residential uses, and a range of residential amenities.

In total, the Proposed Development will provide 39,142 square metres of gross floor area, including 4,321 square metres of office space across 7 floors, 616 square metres of retail space, and a total of 480 residential units across 51 residential floors. Of the 616 square metres of retail space, 470 square metres will be located in the former morgue building across both floors, and 146 square metres will be located in the ground floor of the proposed tower. The 4,321 square metres of contemporary office space will ensure a 1:1 office space replacement ratio is provided, while the residential program will deliver a range of unit types and sizes including family-sized units. The Proposed Development includes a mix of indoor and outdoor amenity spaces across various floors of the building to help promote a vertical urban village, and has been designed to achieve a high-standard of sustainability to represent a landmark of green development.

The Proposal introduces a series of new and improved public realm elements, including streetscape enhancements along Lombard Street, new landscaping treatments, and the delivery of the new Urban Passage. Collectively, these strategies provide a dynamic public realm and significant placemaking opportunity. The Proposed Development provides 56 vehicle parking spaces, including 10 accessible spaces, and delivers 523 bicycle parking spaces.



Figure 5. The Proposed Development (credit: OMA)



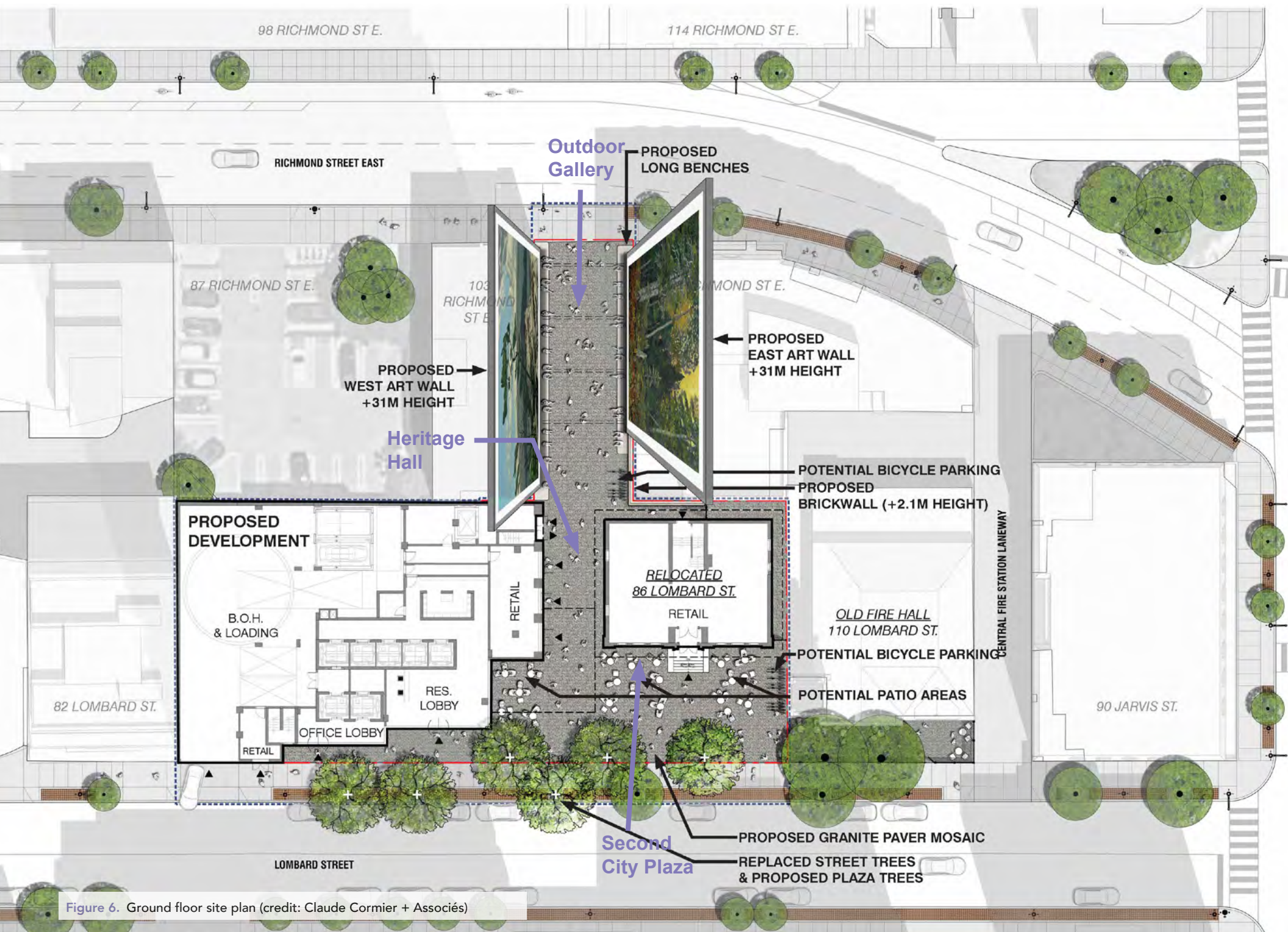


Figure 6. Ground floor site plan (credit: Claude Cormier + Associés)



## 1.2. City Building Objectives

The comprehensive redevelopment of the Site will achieve a number of broader city-building objectives, as summarized below.

### INTENSIFY AN UNDERUTILIZED AND TRANSIT-ORIENTED SITE WITH A MIX OF USES



The proposed redevelopment of the Site will introduce a greater mix of uses to the lands, including new residential, office replacement, and retail space, that will deliver significant intensification in an area well served by two existing and one planned subway station, while contributing to the achievement of a complete community downtown.

### CELEBRATE THE SITE'S HERITAGE LEGACY



The relocation of the former City morgue building to the eastern edge of the Site, directly adjacent to the former fire hall building will create a cluster of high-value heritage buildings, that appropriately celebrates the heritage resources of the block. In addition, the existing south elevation of 100 Lombard Street is proposed to be incorporated into the base-building design, which will further celebrate the unique legacy of the Site.

### ESTABLISH A PUBLICLY ACCESSIBLE OPEN SPACE AND MID-BLOCK CONNECTION



The Proposed Development will introduce the Urban Passage, a series of open spaces that extend from Lombard Street to Richmond Street East. The 711 square metre Urban Passage will integrate an outdoor gallery, a heritage hall (mid-block connection), and a plaza on Lombard Street. These unique and memorable spaces will provide placemaking opportunities, while delivering an important linkage in the downtown pedestrian network.



**BUILD NEW HOUSING IN THE DOWNTOWN  
WITH URBAN AMENITY ROOMS**



Of the 480 total units, a range of types and sizes will be provided across 51 floors of residential space to ensure new housing is provided in a well serviced area of the downtown. In addition, various “urban rooms” (i.e. amenity spaces, recreatopm spaces, residential programming) will be distributed vertically throughout the building, providing unique ways for residents to engage with the building, the city, and each other, helping to create a vertical urban village.

**PROVIDE CONTEMPORARY OFFICE SPACE TO  
RETAIN JOBS DOWNTOWN**



The Proposed development will provide 4,321 square metres of contemporary office space, achieving a 1:1 ratio of office replacement space as called for by Policy 3.5.1.9 (not in-force and under appeal) while delivering new and improved work spaces that can better meet the needs of 21st century office workers. The provision of contemporary office space on site will contribute to a complete community downtown and will support local economic development.

**ACHIEVE A LANDMARK OF SUSTAINABILITY  
AND DESIGN EXCELLENCE**



The Proposal will explore a range of sustainable technologies, including the potential for geo-thermal and highly efficient energy systems, green and resilient spaces at-grade and on the rooftop, as well as a reduced parking supply and other transportation demand management measures to reduce automobile dependence. The Proposed Development will embody a unique architectural expression and provide a bold addition to Toronto’s skyline, while sensitively responding to the Site’s context.

## 1.3. Requested Approvals

The Proposed Development has regard to matters of Provincial interest as set out in Section 2 of the Planning Act, is consistent with the Provincial Policy Statement ("PPS"), and conforms to the Growth Plan for the Greater Golden Horseshoe 2019 ("Growth Plan). The Proposed Development also conforms to the City of Toronto Official Plan (April 2021 office consolidation), and OPA 406 (the Downtown Plan, as approved by the Minister of Municipal Affairs).

Site specific development standards to implement the Proposal are proposed as an amendment to Zoning By-law 569-2013, as it relates to the maximum permitted floor space index, parking, loading, setbacks, and residential amenity. The proposed Zoning By-law Amendment is an opportunity to update existing zoning provisions to better respond to the highly urban and transit-oriented nature of the Subject Site. A concurrent Site Plan Approval application is also being submitted at this time.

These applications are appropriate and represent good planning. The Proposed Development will improve and optimize the use of a highly transit-supportive and under utilized site within a designated growth area, as directed by provincial and municipal planning policies, while providing a range of key public amenities and city-building assets.

## 1.4. Report Overview

The purpose of this report is to provide a comprehensive overview and planning analysis of the Proposed Development, and demonstrate that the requested Zoning By-law Amendment is appropriate, responds to the applicable Provincial, Regional and Municipal policy direction, and represents good planning.

**The report is structured as follows:**

**Section 2: SITE AND SURROUNDING CONTEXT** provides a description of the Site and surrounding context, as well as the area's transportation context, and a review of nearby development activity.

**Section 3: PROPOSED DEVELOPMENT** contains an overview of the Proposal and key project statistics.

**Section 4: URBAN DESIGN ANALYSIS AND BLOCK CONTEXT PLAN** assesses the Proposal from an urban design perspective, considering the applicable design guidelines and built-form standards. The section also contains a Block Context Plan which contextualizes the Site at the block-level.

**Section 5: PLANNING POLICY CONTEXT** outlines the applicable Provincial and Municipal Planning Policies, Legislation and development regulations including a review of both statutory and non-statutory documents, and describes how the proposed development responds appropriately to the planning framework.

**Section 6: SUPPORTING STUDIES** provides an overview of findings from additional technical reports and studies prepared by other consultants in support of this application.

**Section 7: PLANNING SUMMARY AND CONCLUSIONS** summarizes the key planning opinions and conclusions.





Figure 7. Rendering of the Proposed Development looking northwest (credit: OMA)



# 2.0 THE SITE & SURROUNDING CONTEXT

## 2.1. The Subject Site

The Site is located mid-block along Lombard Street, between Church Street and Jarvis Street. The Site is approximately 0.2 ha (0.5 acres) in size, with approximately 65 metres of frontage along Lombard, and 10.5 metres of frontage along Richmond Street East. The Site is currently occupied by three historic, low-rise buildings and a small surface parking lot along its western edge:

- ① **86 Lombard Street** (two-storey former City morgue, and surface parking lot)
- ② **100 Lombard Street, 103 Richmond Street East** (four-storey former factory building)
- ③ **108 Lombard Street** (four-storey former factory building)

The two-storey building at 86 Lombard Street is the former City morgue building that was constructed in 1907 and is designated under part IV of the Ontario Heritage Act.

The other two buildings on the Site are both four-storey former factory buildings located at 100 Lombard and 103 Richmond Street East, and 108 Lombard Street, and were constructed in 1902 and between 1922-1929 respectively. Both buildings are currently in use as office buildings. ERA have opined that neither building is a candidate for inclusion on the City's Heritage Register, or designation under the OHA.

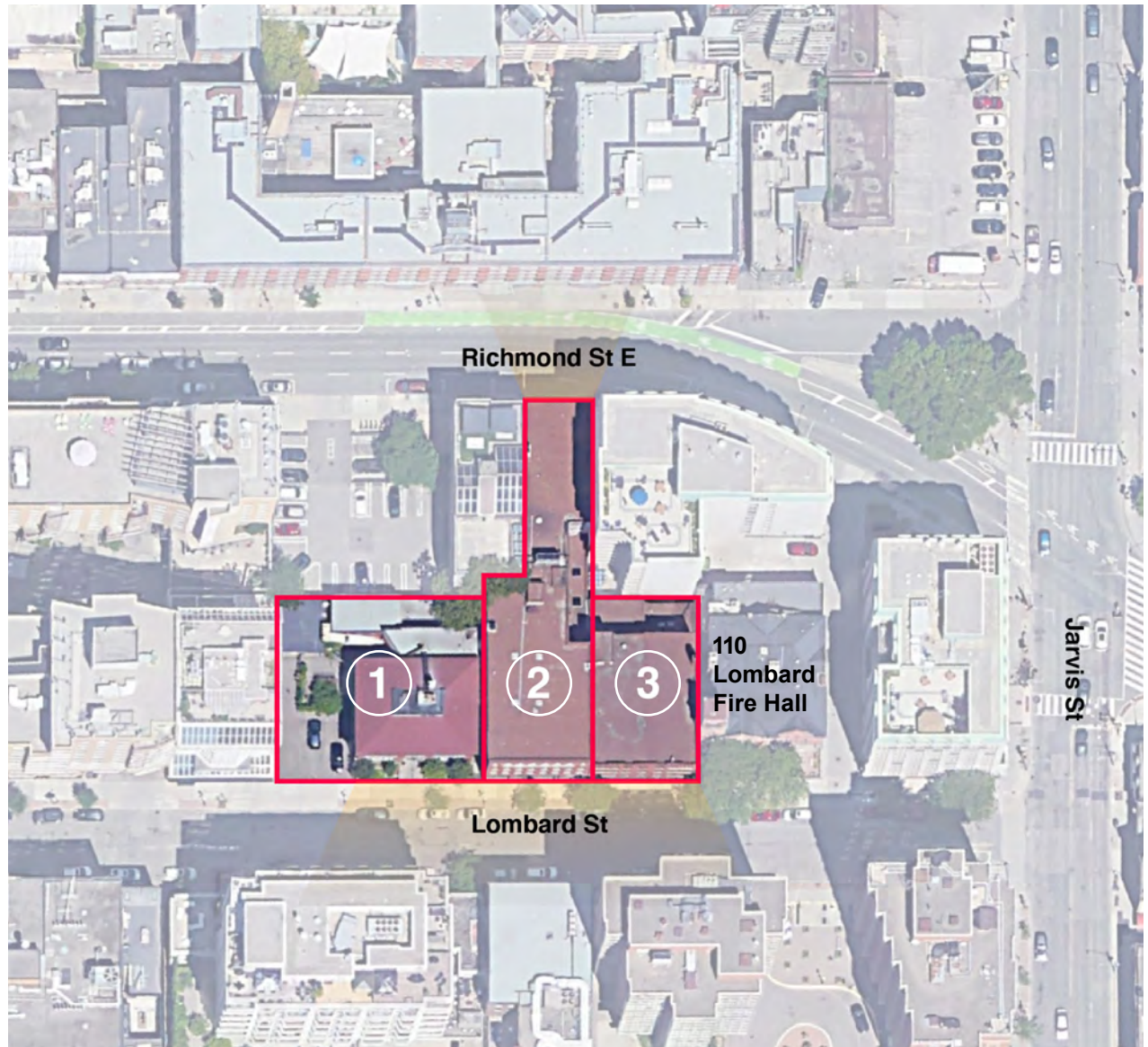


Figure 8. The Subject Site & Land Assembly





Figure 9. Former City morgue building at 86 Lombard



Figure 11. View of the Subject Site looking northeast with 86 Lombard in foreground



Figure 10. View of 100 and 108 Lombard looking northwest

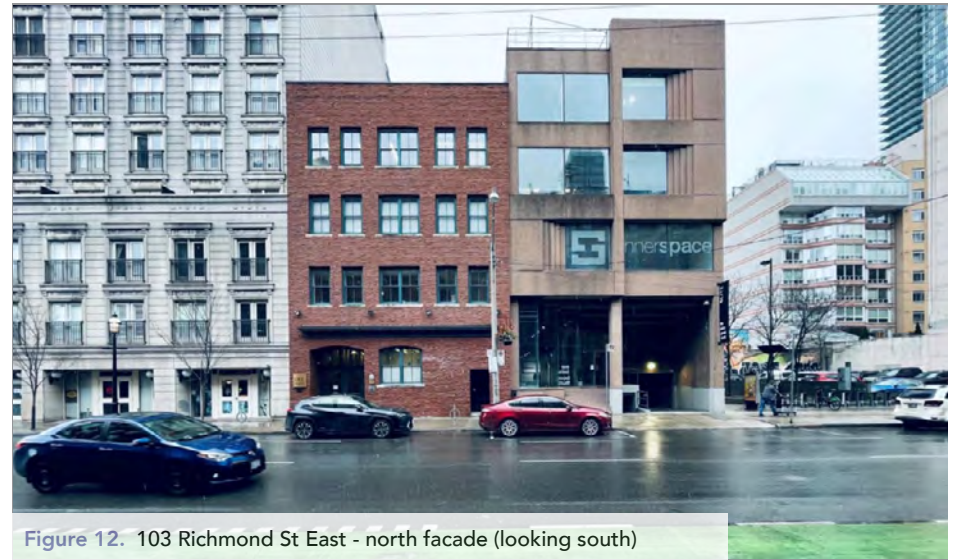


Figure 12. 103 Richmond St East - north facade (looking south)



## 2.2. Site History & Heritage Context

### HISTORICAL USE SUMMARY

The Subject Site is located within the traditional territory of various Indigenous peoples, including the Wendat, Haudenosaunee, Anishinaabeg, and Mississauga of the Credit First Nation.

In the 1880s the area was primarily a working-class residential neighbourhood within proximity to various department stores and factories. Institutional uses such as the City of Toronto's first public library located at Church and Adelaide and the Fire Hall at 110 Lombard opened near/adjacent to the Site in 1884 and 1886 respectively. In 1902, a four-storey factory was built at 98-100 Lombard Street, 103 Richmond Street East. The following year, the City of Toronto purchased the lands at 84-94 Lombard Street. The City morgue was built on the Site between 1907-1908. In 1922, a four-storey factory was built at 106-108 Lombard Street and was eventually extended to 102-104 Lombard Street in 1929. In the 1970s, the two former factory buildings were consolidated and significant alterations were undertaken, including the overcladding, removal of the original front doorways, and the conversion of the driveway into an enclosed corridor between the two buildings. In 1975 the morgue operations were moved to Grosvenor Street with alterations being made to the former morgue building in 1980.

While 100 Lombard Street and 103 Richmond Street East are not designated or included on the City of Toronto's heritage register, 86 Lombard Street, the 3rd City morgue, was designated under the Ontario Heritage Act in 1979. The surrounding context also features two adjacent properties (110 Lombard Street and the Robertson Bros. Candy Factory) which were designated in 1986 and 1983 respectively.

Since the initial buildings were constructed, the Subject Site and its surroundings have experienced considerable growth and transformation.



Figure 14. 1936 photo of Lombard Street after the March 1936 ice storm (City of Toronto Archives)



Figure 13. 1915-1928 illustration of the Marshall Ventilated Mattress Company Building, beside the City morgue



## 2.3. Transportation Context

The Subject Site is located in Toronto's downtown within walking distance of frequent transit routes and is in close proximity to a future Ontario Line Station. The Site is optimally located to support active transportation and transit.

The Subject Site is well served by public transit. It is located within a 5-minute walk to two existing subway stations and one planned higher-order transit station. It is also located within a 10-minute walk to Union Station which connects the Site more broadly to the surrounding region.

- **Queen Station** on the Line 1 subway is approximately 365 metres north-west of the Subject Site. This station also provides access to the 501 streetcar route, which travels east-west from the Neville Park Loop to the Long Branch neighbourhood through the Downtown and the 301 streetcar route which operates overnight to the same destinations.
- **King Station** on the Line 1 subway is approximately 450 metres south-west of the Subject Site. This station also provides access to the 504 A streetcar route, which travels east-west from Dundas West Station to the Distillery District; the 504 B streetcar route, which travels east-west from Dufferin Gate Station to Broadview Station; and the 304 streetcar route that operates overnight from Dundas West Station to Broadview Station.
- **The future Moss Park Station** is part of the planned Ontario Line, a new automated rapid transit line, linking the Ontario Science Centre to the Exhibition grounds through Downtown Toronto. This planned rapid transit station is located approximately 350 metres north east of the Subject Site.

In addition to the Subject Site's transit access, it is within walking distance of several major employment hubs and institutional uses including the Financial District, City Hall, St. Michael's Hospital, and George Brown College. Moreover, the Site offers convenient access to key east-west cycling connections along Richmond Street and Adelaide Street, helping link the Site with the downtown as well as neighbourhoods and recreational areas to the east.

In summary, the Site is located within a highly walkable area, with access to transit, schools, workplaces and retail, with a continuous network of sidewalks through the area.





## 2.4. Surrounding Context

The surrounding context is highly urbanized with a diverse mix of uses and built forms, including low-rise commercial and historic buildings, mid-rise residential buildings, as well as tall buildings. A description of the immediate surrounding area are described on the following pages.

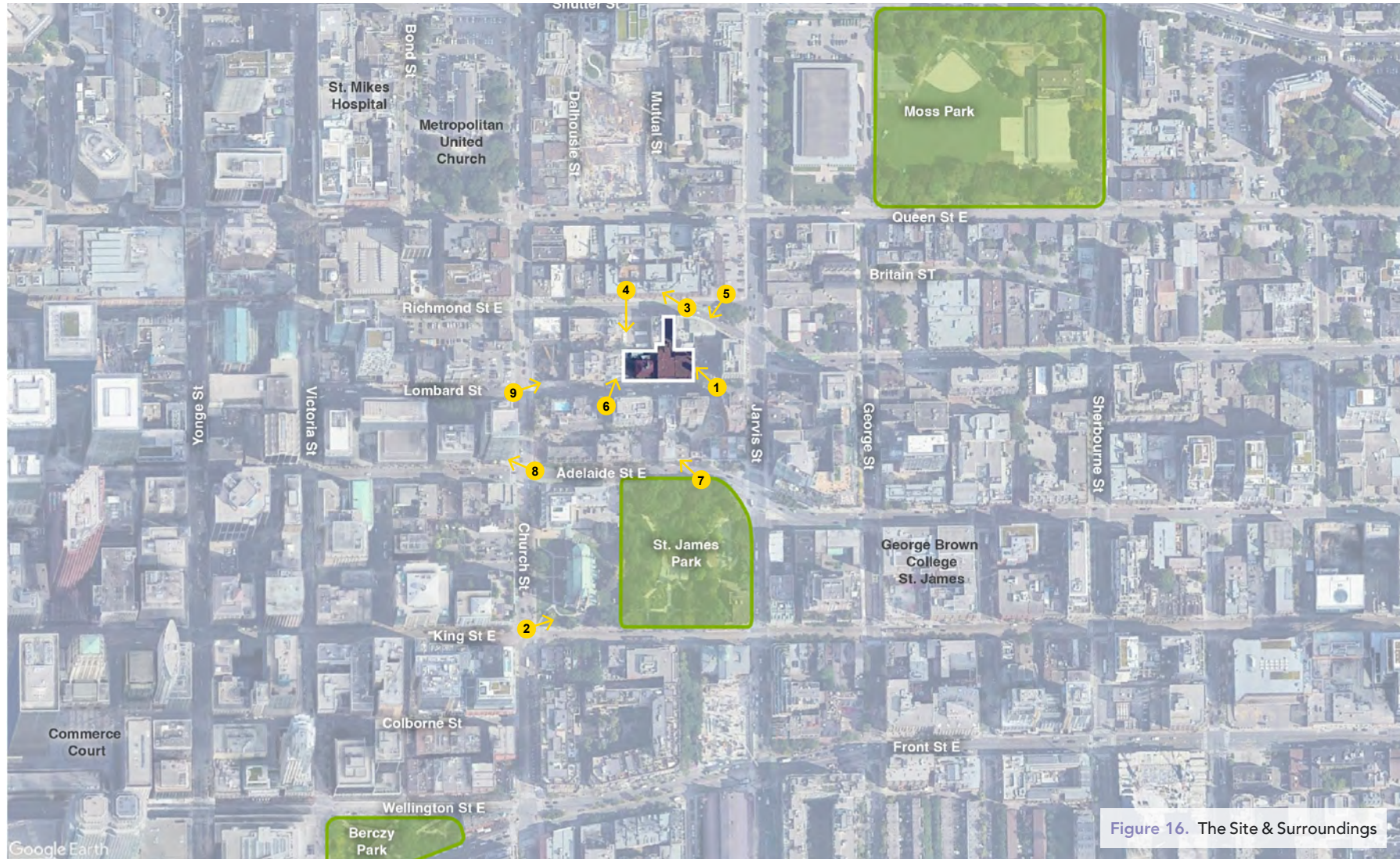


Figure 16. The Site & Surroundings



**NORTH:** Immediately north of 86 Lombard Street (western portion of the Site) is a surface parking lot that fronts onto Richmond Street East and which is currently owned by CreateTO. Abutting this surface parking lot is a four-storey commercial building located at 101 Richmond Street East, which defines a segment of the Site's northern and eastern boundaries. To the north of 108 Lombard Street along the eastern portion of the Site is an 11-storey mid-rise residential building, with frontage onto Richmond Street East and retail uses at grade. Further north on the opposite side of Richmond Street East, at 96 Richmond Street East is the five-storey former Robertson Bros. Candy Factory building, which currently contains various office uses. Further north, approximately 220 metres from the Site is Moss Park.

**EAST:** To the east of the Site, abutting the property line of 108 Lombard, is the three-storey fire hall building located at 110 Lombard Street, and which is designated under part IV the Ontario Heritage Act. 110 Lombard Street currently contains a mix of retail and institutional uses and hosts the college of makeup art and design. Further east at 115 Richmond Street East is another 11-storey mid-rise residential building constructed at the same time and in the same manner as the one immediately north of the Site.

**SOUTH:** South of the Site on the opposite side of Lombard Street is a mix of built form types. A newer 12-storey mid-rise building is located at 77 Lombard Street, 85 Lombard Street currently features a four-storey commercial building, while 95 Lombard Street is occupied by a 14-storey taller building, which forms part of a larger complex

which also contains a 16-storey hotel. 85 Lombard Street is also subject to a development application (110 Adelaide St) for a 36-storey building. Further south is Adelaide Street and the historic and designated St. James Cathedral and gardens.

**WEST:** Directly west of the Site is a 10-storey mid-rise residential building located at 82 Lombard Street. 76 Lombard Street contains another 10-storey mid-rise residential building which is part of the larger Muriel Collins Housing Co-operative complex, which features a second nine-storey mid-rise building fronting onto Richmond Street East at 79 Richmond Street East. Further west at the end of the block is 89 Church Street, which is currently being redeveloped into a 48-storey mixed-use residential tower. Further west is 33 Lombard Street, a recently constructed 45-storey tower, at the intersection of Lombard and Church Street.



**Figure 17.** Heritage designated Fire Hall building east of the Site at 110 Lombard St



**Figure 18.** St. James Cathedral, south of the Site



**Figure 19.** Heritage designated Former Candy Factory Building, north of the Site at 96 Richmond St East





**Figure 20.** Green P Parking lot, north of the Site, currently owned by CreateTO



**Figure 21.** 11-storey mid-rise building, east of the Site at 115 Richmond Street East



**Figure 23.** 10-storey residential and housing cooperative (Muriel Collins Housing Co-Op) west of the Site on Lombard St



**Figure 22.** 36-storey proposed tower, south of the Site at 110 Adelaide St east



**Figure 24.** 45-storey tower, west of the Site at 33 Lombard St



**Figure 25.** 48-storey tower, approved west of the Site, at 89 Church St

## 2.5. Recent Development Activity

New development and intensification in the downtown east area has been occurring in proximity to the Site. A scan of related residential and mixed-use development has been conducted for the surrounding context using the City of Toronto's Application Information Centre. The results of this scan are contained within Table 1 below. Existing and approved tower heights within the area generally range from 34 to 66 storeys, with typical density figures ranging from 10.5 to 37.8 FSI.

Table 1. Recent Development Activity

#	Address	Application Status	Approval Date	Height (ST)	GFA (m <sup>2</sup> )	Non-Res GFA (m <sup>2</sup> )	FSI	Units
1	89 Church Street	Approved (OLT) / Under Construction	2018 (OLT)	47	28,054.20	65.80	25.5	418
2	120 Church Street	Conditional Approval (OLT)	2019 (OLT)	45	37,944.10	684.10	18.84	546
3	110 Adelaide Street	Under Review	n/a	36	19,161.60	3,333.00	14.67	220
4	133 Queen Street E	OLT Appeal	n/a	39	29,000.00	500.00	16.52	440
5	98 Church Street	Built (2007)	2003	45	28,255.00	300.00	10.46	389
6	25 Richmond Street E	Approved (OLT) / Built	2014 (OLT)	46	52,968.00	1,034.00	17.86	694
7	98 Queen Street E	Approved	2020	34	23,211.97	381.07	19.7	369
8	88 Queen Street E	Approved	2016	49, 28, 27	122,409.00	12,362.00	14.1	1,533
9	60 Queen Street E	Approved	2020	57	29,446.70	700.00	27.47	445
10	137 - 149 Church Street	OLT Appeal	n/a	54	31,688.00	291.00	20.51	469
11	197 Yonge Street	Approved/Built	2013	60	50,000.00	5,650.00	26.7	699
12	69 Yonge Street	Under Review	n/a	16	8,911.90	798.70	12.76	67
13	55 Yonge Street	OLT Appeal / Under Review	n/a	66	51,677.00	17,806.00	34.78	482
14	49 Yonge Street	Under Review	n/a	60	22,021.00	1,701.00	37.84	258
15	34 King Street E	OLT Appeal	n/a	33	25,465.00	10,261.00	16.23	219
16	125 George Street	Approved	2021	39	39,358.00	9,011.40	10.65	516



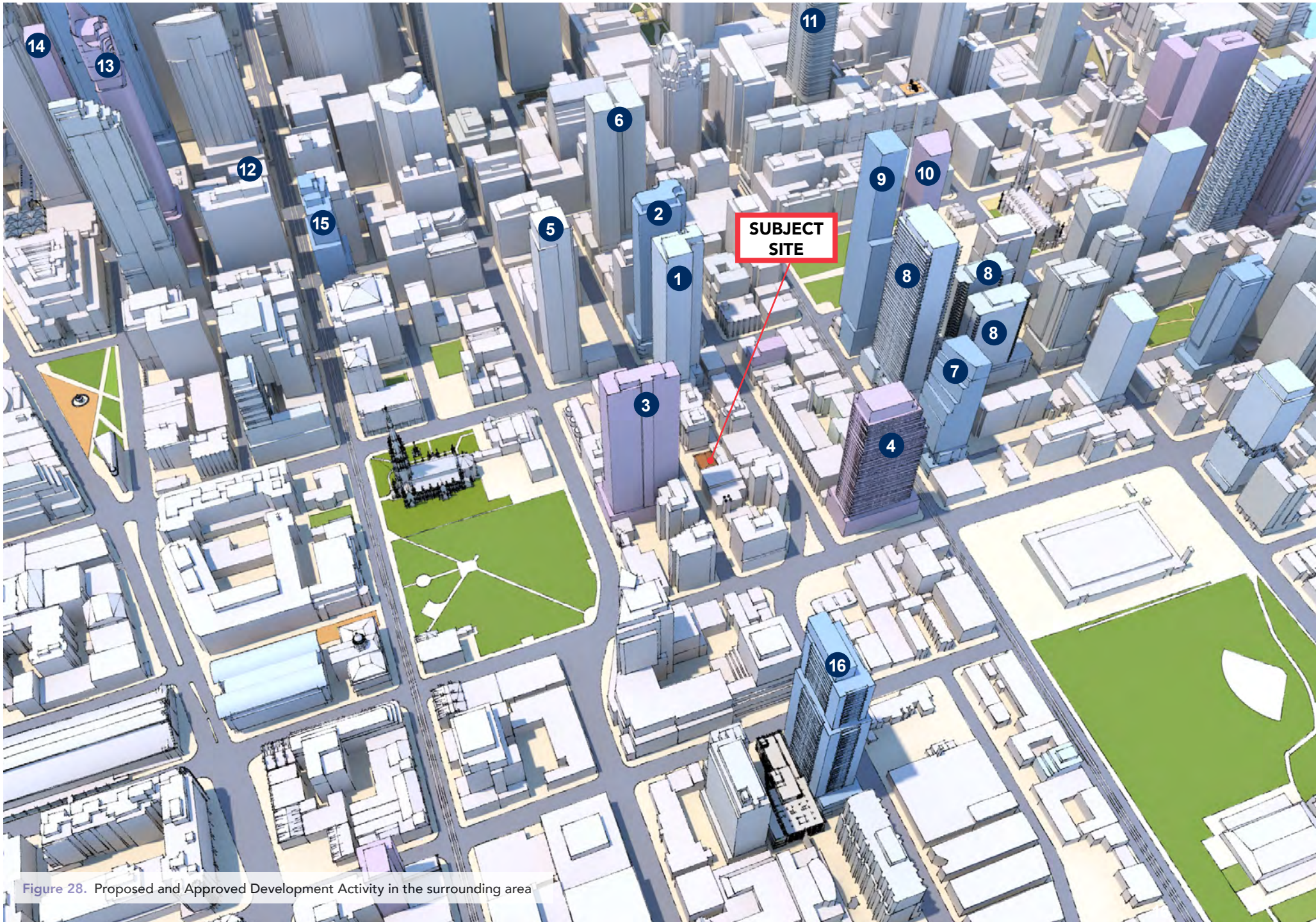


Figure 28. Proposed and Approved Development Activity in the surrounding area



# 3.0 THE PROPOSED DEVELOPMENT

## 3.1. Proposal Overview

The Proposed Development envisages a vertical urban village that is defined by an animated public realm, the creative re-use of heritage assets, and the introduction of a 59-storey (216m, including mechanical penthouse) mixed-use tower. The Proposal is defined by five design ideas (as described on the following page).

In total, the Proposed Development will provide 39,142 square metres of gross floor area, including 4,321 square metres of office space across 7 floors, 616 square metres of retail space at grade and within the relocated morgue building, and will provide a total of 480 residential units across 51 residential floors. The 4,321 square metres of contemporary office space will ensure a 1:1 office space replacement ratio is provided, while the residential program will deliver a range of unit types and sizes including family-sized units. 56 vehicle parking spaces will be provided along with a total of 498 bicycle parking spaces. The Proposed Development includes a mix of indoor and outdoor amenity spaces across various floors of the building to help promote a vertical urban village, and has been designed to achieve a high-standard of sustainability to represent a landmark of green development.

The Proposal introduces numerous public realm improvements, including the delivery of a new 711 square metre publicly accessible open space and mid-block connection ("the Urban Passage"), that connects Lombard Street with Richmond Street East. The Urban Passage contains three smaller open spaces including the Second City Plaza on Lombard Street., the Outdoor Gallery towards Richmond Street East, and a Heritage Hall near the centre of the Site between the former morgue building and the base building of the tower. Collectively, these strategies provide a dynamic public realm and significant placemaking opportunity.

## KEY STATISTICS

Site Area	2,035 m <sup>2</sup> (0.2 ha, 0.5 acre)
Land Use	Mixed-Use
Tower Height (excluding Mechanical Penthouse):	59 storeys (196 m)
Tower Height (including Mechanical Penthouse):	216 m
Total Gross Floor Area (GFA)	39,142 m <sup>2</sup>
Residential GFA	34,205 m <sup>2</sup>
Office GFA	4,321 m <sup>2</sup>
Retail GFA	616 m <sup>2</sup>
Number of Units	480
Unit Mix	Studio (5%) 1-bedroom (55%) 2-bedroom (29%) 3-bedroom (11%)
Indoor Amenity GFA	1,064m <sup>2</sup>
Outdoor Amenity GFA	548 m <sup>2</sup>
Floor Space Index	19.2
Total Vehicle Parking Spaces	56
Accessible Parking Spaces	10
Long-Term Bicycle Parking Spaces	498
Short-Term Bicycle Parking Spaces	23
Loading Spaces	1 Type B, 2 Type C, 1 Type G





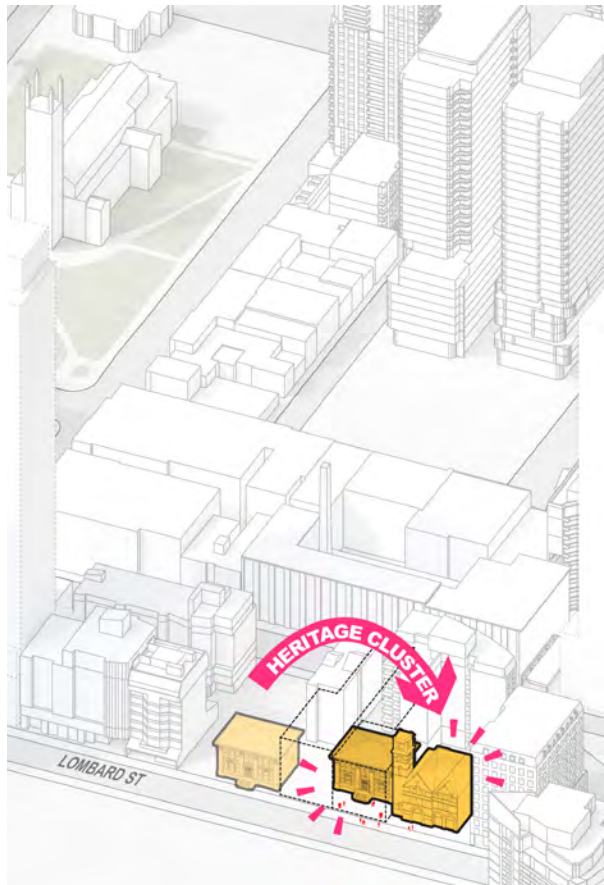
Figure 30. The Proposed Development (credit: OMA)

## Development Framework

A series of design ideas are deployed to create a unique tower design that is respectful of the existing heritage assets on and adjacent to the Site, and that responds to the nearby built form. These key design ideas are outlined below.

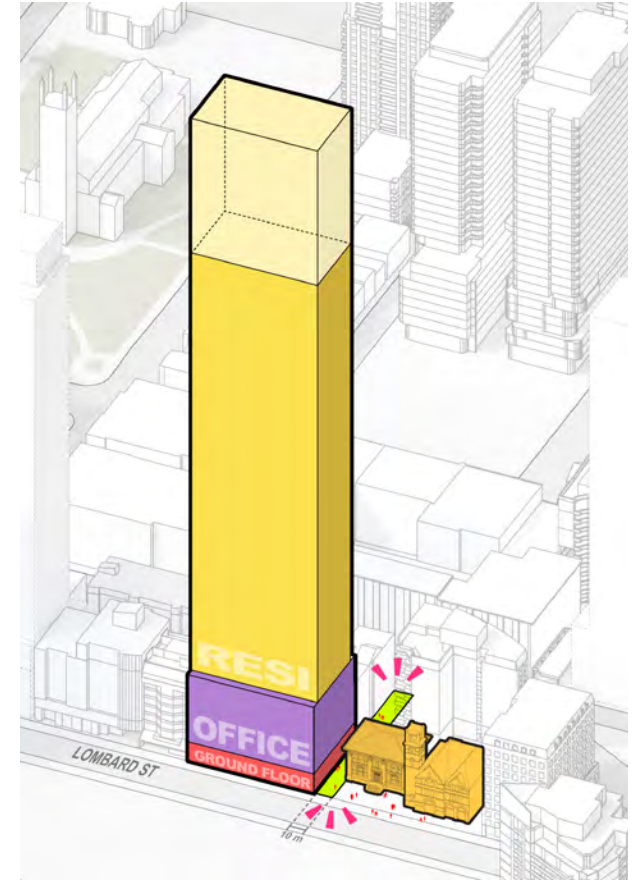
### 01

Creation of a **cluster of high-value heritage buildings**, by relocating the former City morgue building to the eastern edge of the Site, directly next to the heritage designated fire hall building at 110 Lombard.



### 02

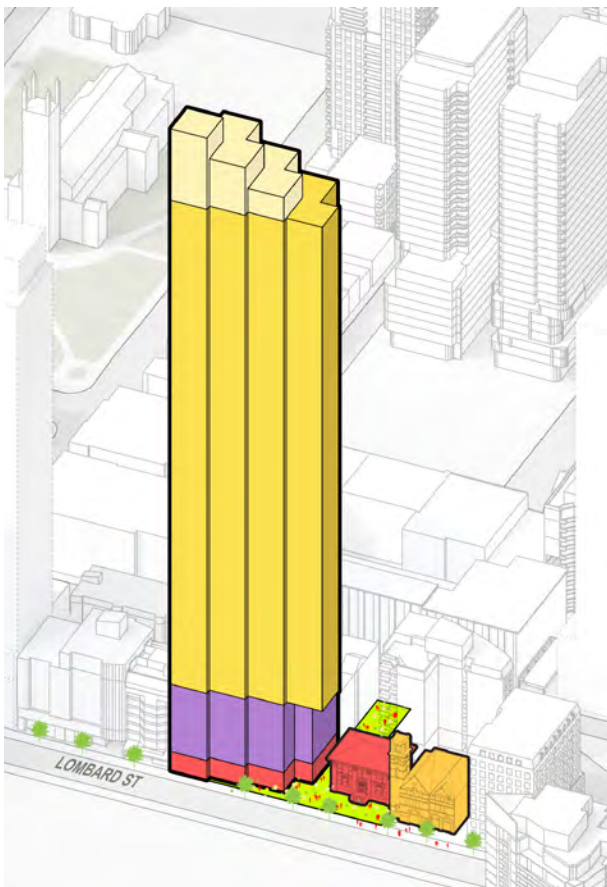
Introduction of a **mid-block open space (the Urban Passage)** that extends from Richmond Street East to Lombard Street, programmed to serve as an outdoor gallery, pedestrian connection, and plaza space.





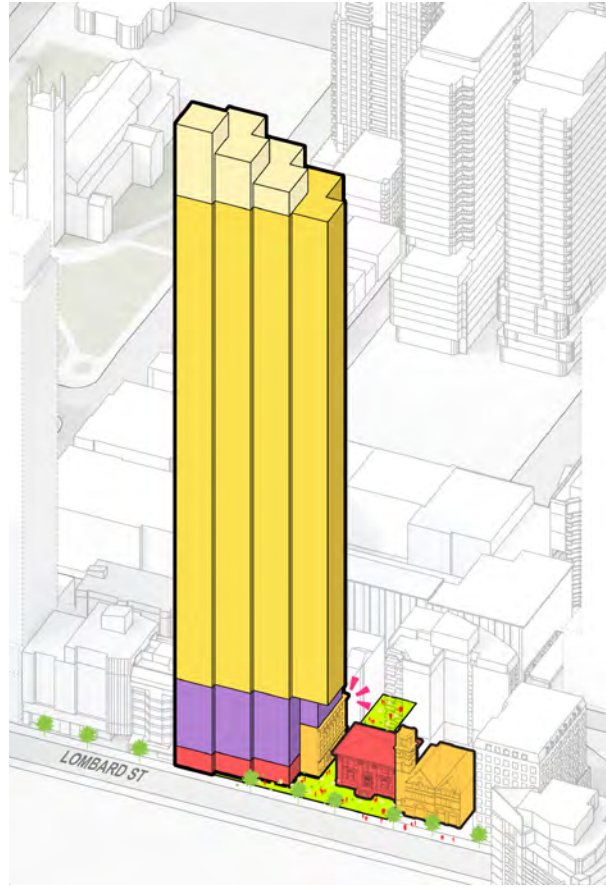
### 03

Introduction of a new **59-storey mixed-use building**, which includes modern office space in the lower levels, a mix of residential uses above, and retail uses at grade and within the former morgue building.



### 04

**Proposed integration of the existing building at 100 Lombard Street** in the base building, facing the interior of the Site and the relocated morgue building, creating the Heritage Hall.



### 05

**Provision of dynamic and diverse urban amenity rooms** which are distributed throughout various floors of the tower to create a vertical village that is inclusive to residents of all ages.

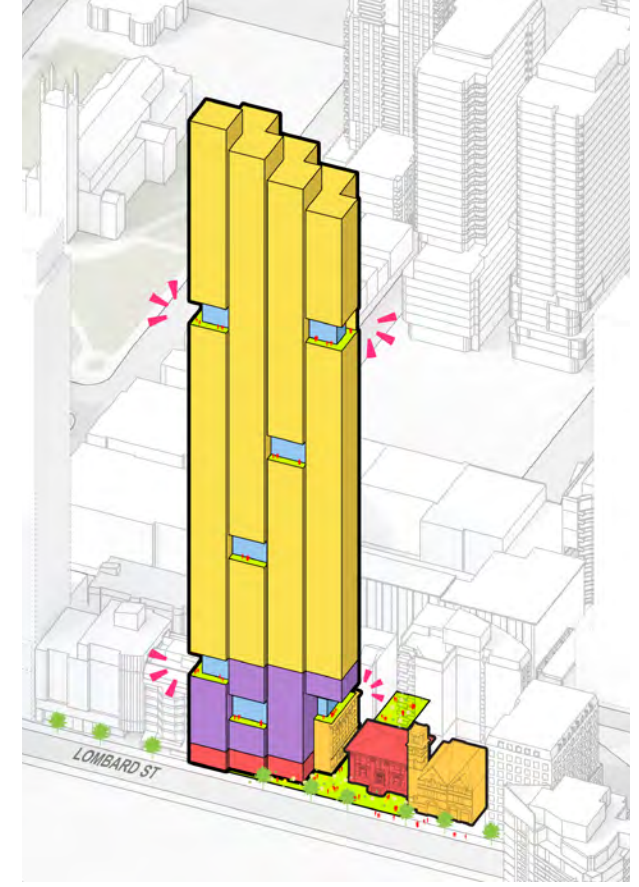






Figure 31. Rendering of the Proposed Development at ground-level looking north (credit: OMA)



## 3.2. Description of the Proposed Development

### Building Program

The Proposed Development will deliver 4,321 square metres of office space, ensuring a 100 percent replacement of the office uses currently located within the existing buildings on the Site at 100 and 108 Lombard Street. This new office space will be provided across seven floors of the building, and will represent modernized and improved commercial space, demonstrating a commitment to retaining high-quality jobs on-site.

At the ground floor, select retail uses will be introduced within the base building, for a total of 146 square metres. One micro retail unit is proposed along the Lombard frontage, which could house a small coffee shop or other food and beverage take-out stand. Another small retail component is envisioned along the eastern facade of the building facing the Urban Passage, that will spill into this open area helping enliven the ground plane. Meanwhile, the former Morgue building will contain two floors of unique retail space, for a total of 470 square metres that will help to animate the Site and planned open spaces. Residential and office lobbies are also contained on the Lombard frontage, while vehicle and loading access is internalized along the western edge of the podium.

The residential component of the tower, which comprises 51 floors in total, will provide 480 units. The proposed unit mix has been configured to provide a range of unit types and sizes, including those that are suitable for families. In particular, the proposal contains 5% studio units, 55% 1-bedroom units, 29% 2-bedroom units, and 11% 3-bedroom units. A range of indoor and outdoor amenity spaces are distributed throughout the tower, which are described in more detail below.

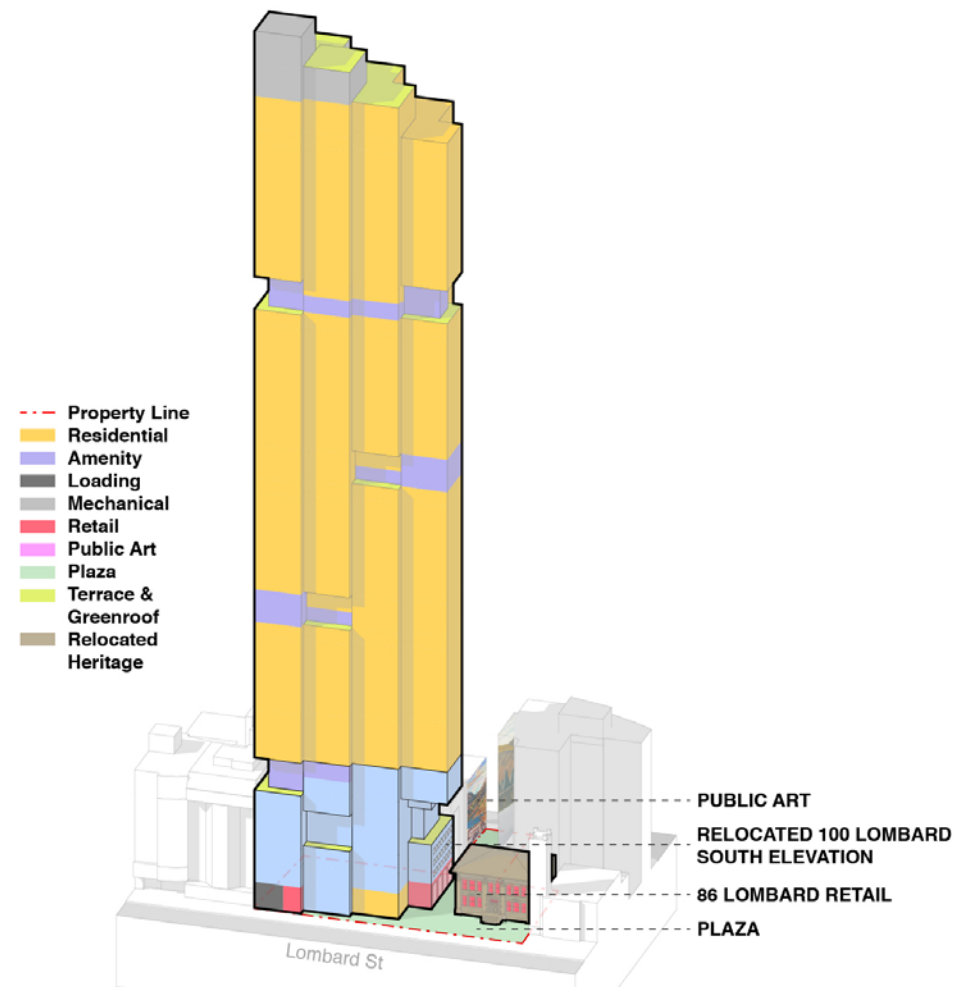


Figure 32. The Development Program

## Heritage Conservation Strategy

The Proposed Development will relocate the former morgue building at 86 Lombard Street to the eastern portion of the Site. The former morgue building will be set back 12.1 metres from Lombard Street to enhance the building's civic presence and improve visibility of the adjacent fire hall.

The two four-storey office buildings at 100 and 108 Lombard will be demolished, save for the south elevation of 100 Lombard, which is proposed to be panelized and integrated in the building's podium. While the feasibility of this aspect of the proposal requires further discussion and technical evaluation, the current proposal places the existing south elevation along the east elevation of the new development, fronting the Urban Passage.

A new 10-metre wide Urban Passage will run north-south between Lombard Street and Richmond Street East. It will be flanked to the east by the west elevation of the former morgue Building, and to the west by the former south elevation of 100 Lombard Street, creating a new Heritage Hall on the Site.

A Heritage Impact Assessment (HIA) Report and two Cultural Heritage Evaluation Reports (CHERs) have been prepared by ERA in support of the Zoning By-law Amendment and Site Plan Control Applications for the Site. Together these reports evaluate the cultural heritage value and attributes of the Site, and assess the Proposed Development's impact, establishing mitigation measures and conservation objectives. The HIA report concludes that the Proposed Development conserves the cultural heritage value and attributes of heritage resource on the Site and appropriately responds to adjacent heritage resources.



Figure 33. Elevation showing the proposed integration of 100 Lombard in the podium of the new development and the western face of the Heritage Hall (credit: Claude Cormier + Associés)





Figure 34. Conceptual image illustrating the relocated former morgue building adjacent to the heritage fire hall (credit: OMA)

## Building Design & Architecture

The Proposed Development has been designed by OMA Architects as a unique architectural expression that represents a landmark development for the evolving downtown east, while sensitively integrating into the surrounding context. A series of vertical bars provide the structuring visual elements of the tower. The bars undulate and progressively step back at key areas, to provide visual interest and variation. The setbacks and stepbacks have also been designed to help the proposal respond to adjacent built form conditions, preserving appropriate separation distances and building setbacks.

The Proposed Development will serve as a landmark of design excellence, helping mark an important view terminus looking west to the downtown along Richmond Street East. The integration of urban amenity rooms throughout the tower offer future residents with access to a range of amenities and views of the City in all directions.

The proposal also contains a series of different windows, glazing, and balcony types, including floor-to-ceiling bay windows, Juliet balconies, and fully enclosed terraces to provide important private outdoor, and semi-outdoor spaces. The scalloped nature of these private terraces further distinguishes the building as a signature residential tower in the downtown east.

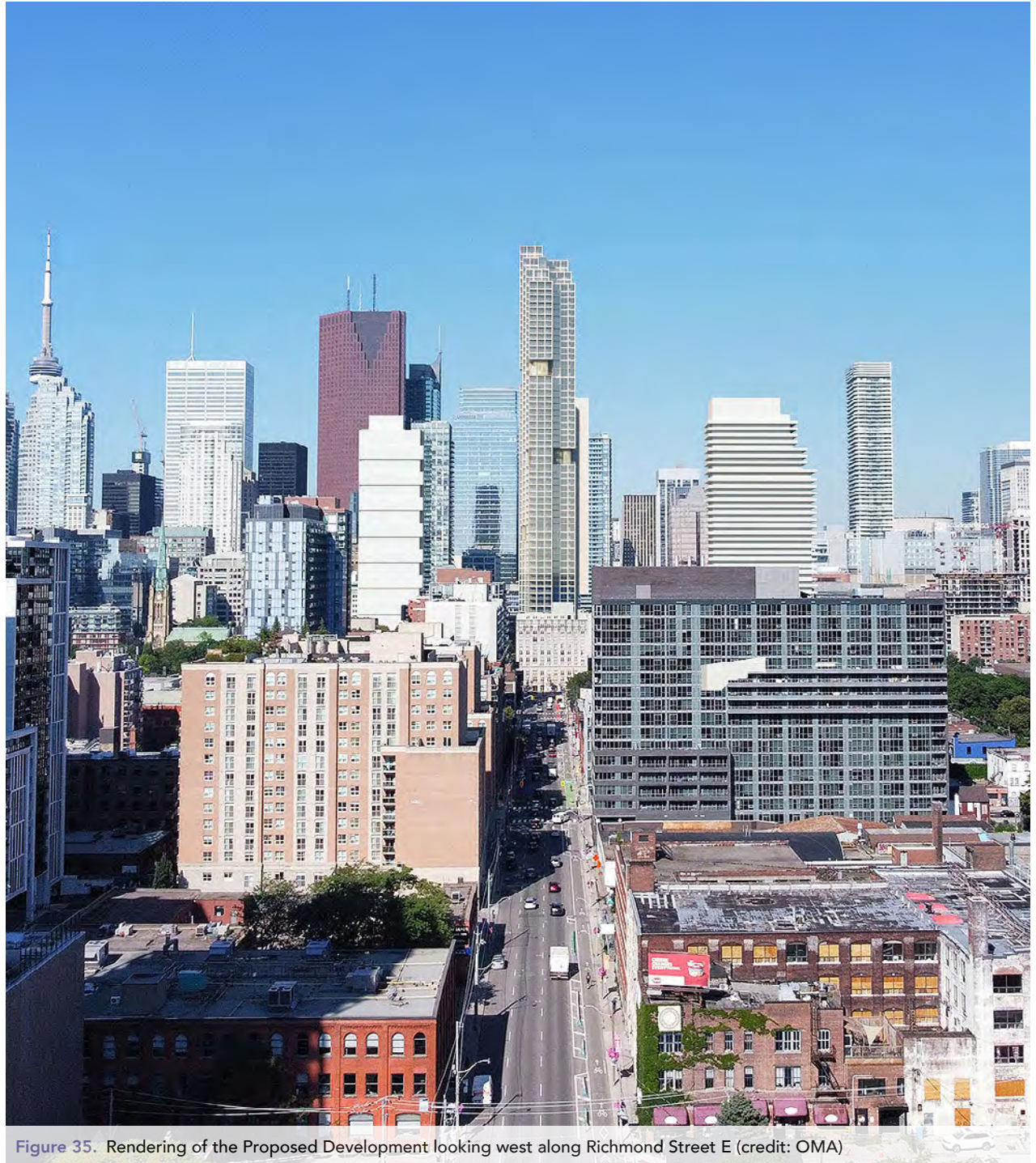


Figure 35. Rendering of the Proposed Development looking west along Richmond Street E (credit: OMA)





Figure 36. Conceptual Rendering illustrating the proposed terraces, facade treatment and architectural detailing of the residential tower (credit: OMA)

## Amenity Space & Urban Rooms

The Proposed Development includes a mix of indoor and outdoor amenity spaces and 'urban rooms' across various floors of the building to help promote a vertical urban village. By strategically locating the amenity areas throughout the building (vertically and laterally), the Proposed Development ensures all residents, no matter their age, can equally enjoy benefits such as expansive views and sun exposure, and helps foster community and social connection.

A total of 1,612 square metres of amenity space is provided (3.36 square metres per unit), which is comprised of 1,064 square metres of indoor amenity space (2.22 square metres per unit), and 548 square metres of outdoor amenity space (1.14 square metres per unit). These amenity spaces are located at various levels of the building to provide a diversity of spaces for residents, which are briefly summarized below.

- On the second floor an indoor pet care amenity space is proposed, adjacent to an outdoor dog run terrace along the northern property line.
- At the seventh floor an indoor pool, wellness centre and sauna is proposed adjacent to a 129 square metre outdoor family and social terrace.
- On the 20th floor a range of amenity rooms are proposed including a library, family game room, a kids room and an outdoor play area.
- The 31st floor includes a fitness studio including a weight room, cardio area and Yoga/Pilates rooms, as well as adjoining outdoor terraces facing east to capture sunrise views.
- The 44th floor is envisioned as a common dining and gardening level, with an indoor/outdoor herb garden, a greenhouse lounge, as well as a family kitchen and indoor dining area, with adjoining terraces to take in the panoramic views from this height.

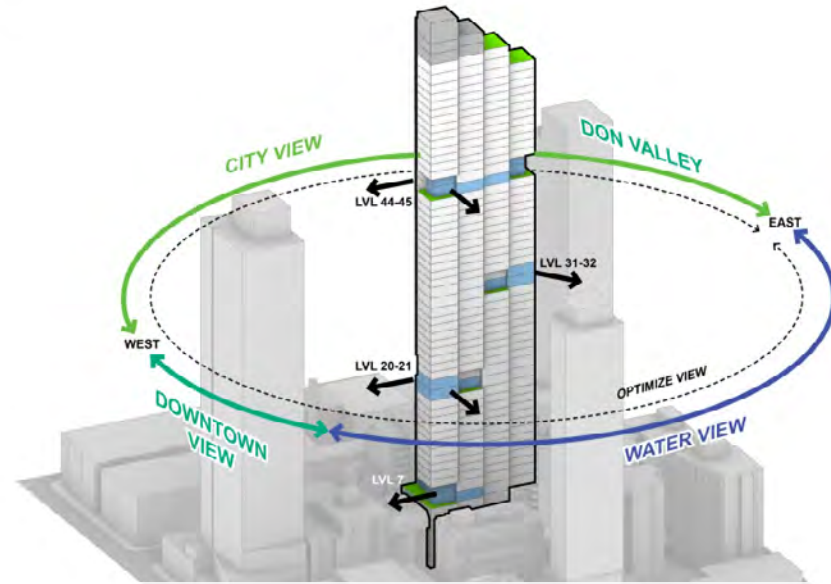


Figure 37. Indoor and outdoor amenity spaces are distributed to take advantage of 360 degree views (credit: OMA)

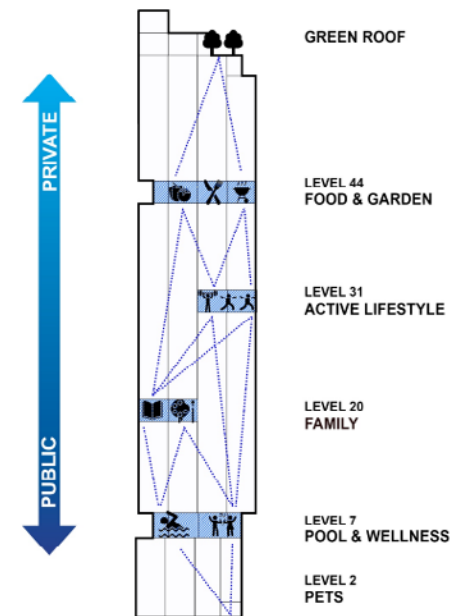


Figure 38. Location and types of proposed amenity spaces and urban rooms (credit: OMA)





Figure 39. Rendering of the Proposed Development and urban rooms looking west (credit: OMA)



## Public Realm & Ground Floor Plan

The Proposed Development has been designed to achieve a unique and memorable public realm and ground floor plan. The base building along Lombard Street has been designed with gradual step backs that guide pedestrians from the street into the interior of the Site, to explore the new 711 square metre publicly accessible open space and mid-block connection (the Urban Passage) that will be introduced to the Site. The Urban Passage will provide a new linkage between Richmond Street East and Lombard Street, and consists of three smaller distinct spaces, which are outlined below:

- **Second City Plaza:** Along the Lombard frontage, a new plaza will be provided (the Second City Plaza), helping to animate the primary street frontage, and deliver substantial improvements to the pedestrian experience. The name for this plaza pays homage to the well known improv and comedy theatre company, Second City, whose original Toronto theatre location was inside the former fire hall building at 110 Lombard Street. Outdoor seating will be provided within the plaza area directly in front of the re-located former morgue building, and adjacent to the new retail space within the base building.
- **Heritage Hall:** As the Urban Passage travels north through the Site, it is flanked to the east by the west elevation of the former morgue Building, and to the west by the reconfigured south elevation of 100 Lombard Street, creating a new Heritage Hall on the Site, that celebrates the Site's existing assets.
- **Outdoor Gallery:** At the north of the Site a new public art space is proposed (The Outdoor Gallery). Long benches are proposed to line the Outdoor Gallery space to provide a moment of contemplation and reflection within the highly urbanized setting of the Site, offering views of the two expansive, free-standing art walls that will be constructed on either side of the outdoor gallery.

A row of new street trees is also proposed along Lombard Street to match the tree canopy in front of the fire hall building at 110 Lombard. The surface of the plaza and outdoor open space is proposed to be finished with a high-quality pavers to ensure a unique public realm is achieved.



Figure 40. Conceptual rendering of the Lombard Plaza (credit: Claude Cormier + Associés)



Figure 41. Conceptual Cross-Section Rendering of the East Art Wall (credit: Claude Cormier + Associés)



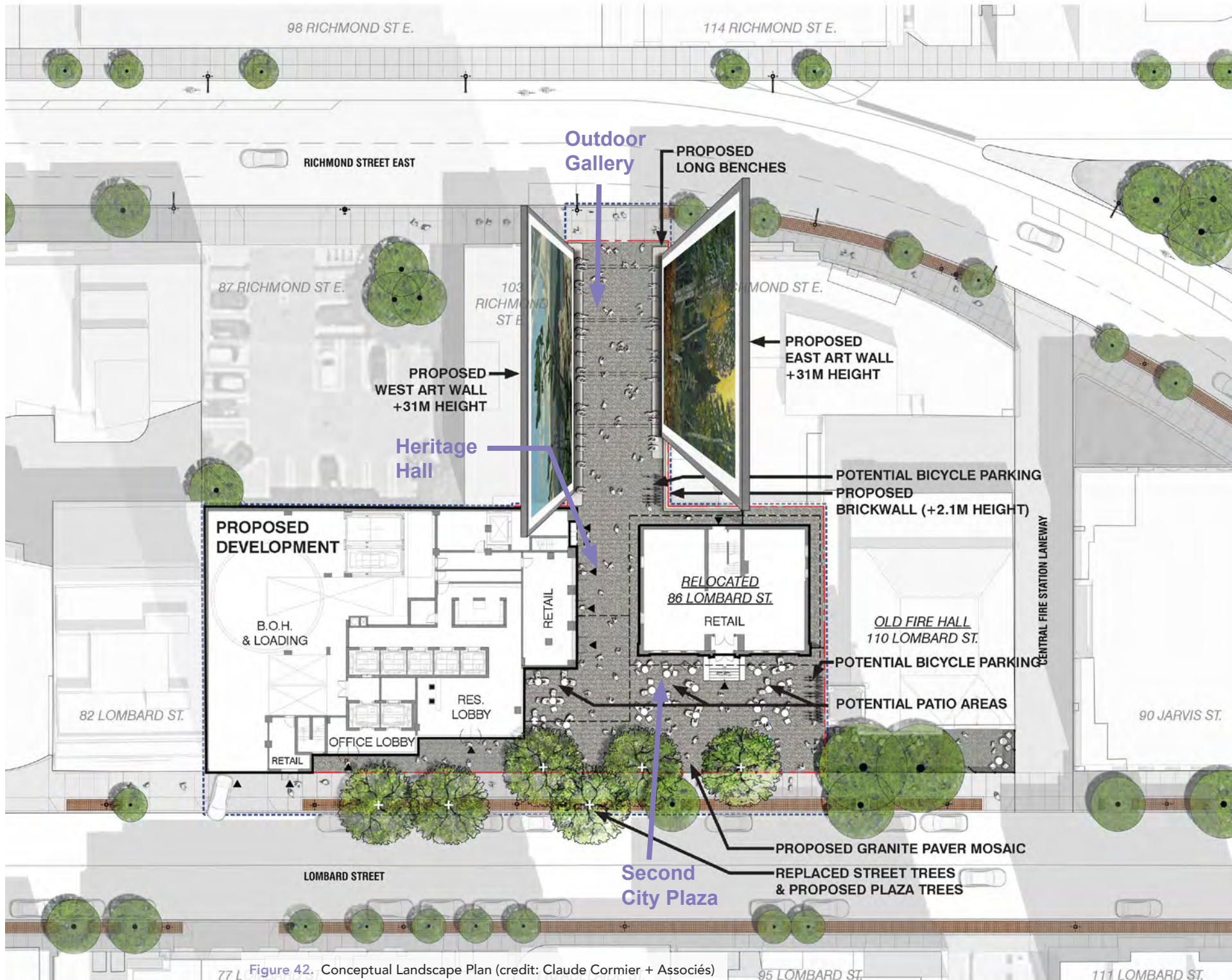


Figure 42. Conceptual Landscape Plan (credit: Claude Cormier + Associés)





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**Figure 44.** Architectural Parking Level 1 Plan (credit: OMA)

**Figure 45.** Architectural Parking Level 2 Plan (credit: OMA)

# 4.0 BLOCK CONTEXT PLAN

Recent amendments to the Public Realm policies of the Official Plan (Section 3.1.1) introduced the requirement for a Block Context Plan. The Block Context Plan is described as “written and drawn plans that demonstrate how the Proposed Development will be designed and planned to fit in the existing and/or planned public realm and built form context.”

The Block Context Plan Terms of Reference (June 2019) provide that the Proposal should demonstrate through a Block Context Plan that the Proposal “is in conformity with OP policy, anticipates community needs and contributes to good planning and urban design.” The area of study is to include “the rest of the block where the application is considered as well as all parcels across each of the streets on the perimeter of that block.”

As the Block Context Plan considerations are already substantially addressed elsewhere throughout this Planning Rationale, this section will summarize how the Proposed Development fits within the existing and planned block context, and how it responds to each of the adjacency conditions in a manner that has regard for the comprehensive planning of the block and the surrounding public realm. References to the individual Terms of Reference requirements are integrated throughout this section by theme, with corresponding references to other sections of this report where more fulsome information and analysis is provided.

## Description of the Block

The Site is located on a block bounded by Richmond Street East to the north, Jarvis Street to the east, Lombard Street to the south, and Church Street to the west. The Subject Site and all surrounding properties are designated *Mixed Use Areas* in the Official Plan, and *Mixed Use Areas 2* in the Downtown Plan.

The Site is located within an urban block that is largely occupied by multi-unit residential buildings, heritage assets, or sites that are too small to accommodate significant redevelopment. Given their existing heights and tenures, few of the properties on the block are anticipated to significantly redevelop in the future. The only material infill opportunities are the Subject Site and the CreateTO site at 87 Richmond Street East. However, given the size and siting of the CreateTO site, it is appropriate to anticipate a mid-rise scale of potential redevelopment.

Many of the buildings that surround the Site predate contemporary urban design practices regarding features such as streetwall and glazing. This has led to a unique condition throughout the block.

On Lombard Street, some buildings are constructed directly on the property line while others (the City morgue and old fire hall) are set back from the street. This variation impedes views of these existing designated buildings.

Building heights also vary across the block. The old fire hall and morgue are of a lower scale (2-3 storeys), while several industrial-turned-office buildings are slightly taller (approximately 4 storeys); and the multi-unit residential buildings on the block range between mid-rise forms (9 to 11 storeys) to point tower form (47 storeys).

Further, the Site is largely interfaced by blank walls. The Site is adjacent to 3 multi-unit residential buildings. For the most part, these buildings have windowless walls constructed on or within close proximity to the shared lot line. There is only one exception at 115 Richmond Street East, where small balconies and windows are situated northeast of the Site.



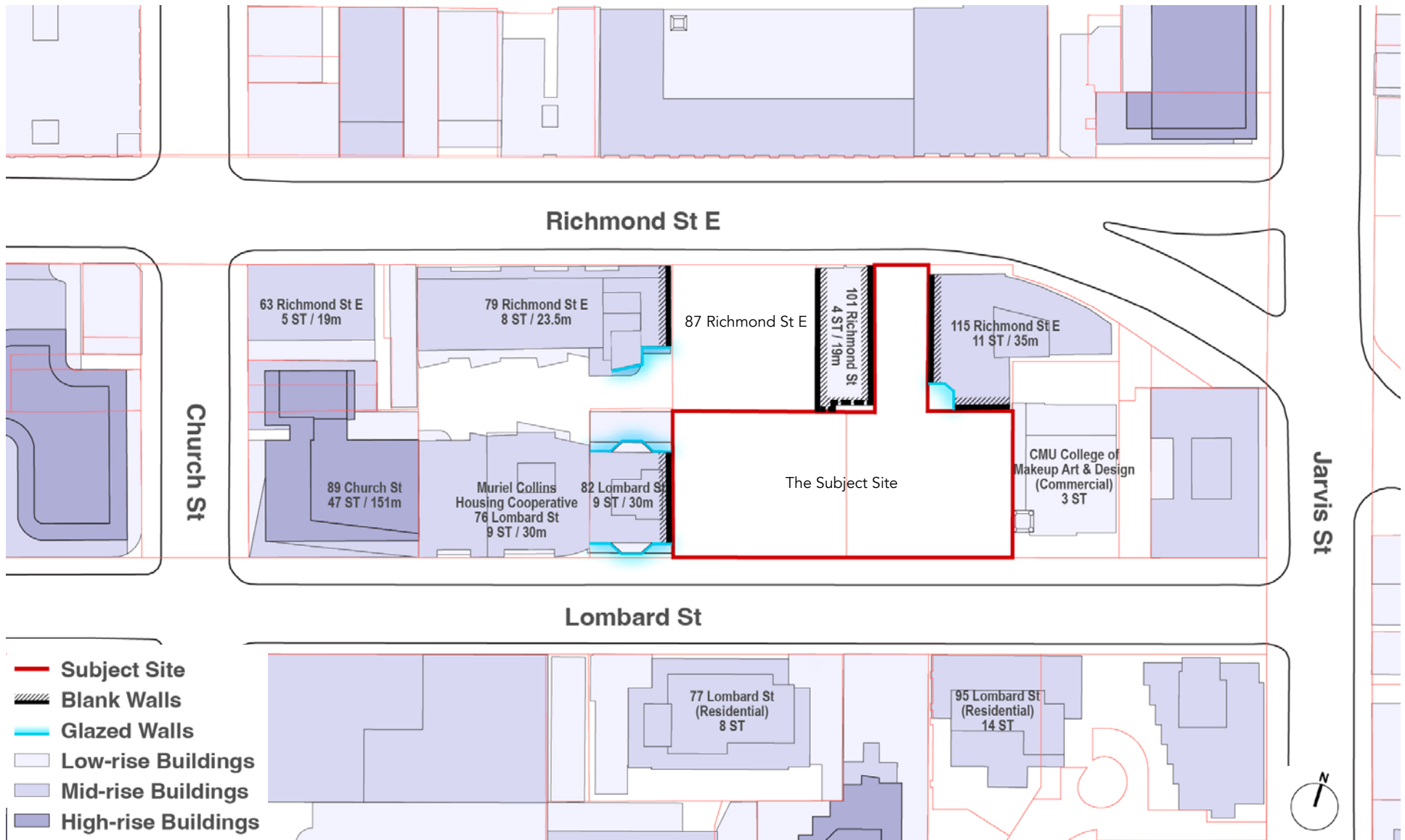


Figure 46. The Subject Site within the Block Context

## Response to Block Context

The Proposed Development has an opportunity to respond creatively to its unique context and thoughtfully integrate with the historical and emerging development patterns surrounding the Site.

The Proposed Development employs a strategy of gradually increasing setbacks to create a transition between the buildings west of the Site (which have essentially no setback) and the old fire hall east of the Site (which is set back 4.7 metres from the street). Combined with the proposed placement of the relocated former morgue building, this strategy normalizes an inconsistent existing streetwall, increases the overall public realm area by providing a plaza along the Site frontage (the Lombard Plaza), and creates a funnel-shaped built form that encourages pedestrian circulation through the Site via the proposed midblock connection (the Urban Passage).

The massing and façade treatment of the base building also provide a transition in height from the taller buildings to the immediate west (30 metres) to the lower buildings to the immediate east (11-16 metres). See Section 5.2 for a full discussion of this approach.

The massing and location of the proposed tower create appropriate separation distances to buildings on adjacent sites, and windows in particular, preserving privacy for current and future residents. Distances to nearby tall buildings are even greater, far exceeding the 25-metre

recommendation put forward in Section 3.2.3 of the Tall Building Guidelines.

The site organization strategy is appropriate, as outlined below:

- The relocation of the former morgue building next to the former fire hall building at the eastern edge of the Site creates a cluster of high-value turn of the century heritage buildings, which maintain the visual integrity of these buildings while enhancing their civic presence;
- Focusing development toward the west of the Site creates the opportunity to introduce a mid-block connection in the centre of the Site, an Urban Passage, that takes advantage of the north-south connectivity and encourages a dynamic public realm;
- Locating the tower to the west of the Site allows it to have an appropriate physical separation from the heritage cluster and windows on buildings adjacent to the proposed tall building; and
- The funneling (i.e. the building's setbacks and step backs) normalizes the irregular Lombard streetwall in a manner that is sensitive to the existing built form of the block, while opening up views to heritage assets.

***The overall site organization strategy is appropriate and takes advantage of the Site's unique contextual edge conditions, while leveraging its position as an important tower infill opportunity on the block.***

## Site Attributes

The Block Context Plan Terms of Reference identify the following matters to be addressed with respect to site attributes:

- Existing topography and conceptual grading plan; and
- The location of natural features including mature trees and vegetation strategies to protect them.

The Subject Site is substantially flat with no significant grade changes on-site or on the adjacent lands. This condition is proposed to remain, and all ground floor entrances and public realm areas will be approximately flush with the adjacent rights-of-way. Currently, the entrance to the City morgue is above grade and accessed via a short set of stairs. The proposed relocation of the morgue would also lower it slightly to situate the building entrance at grade, improving the accessibility of the Proposed Development.

To facilitate the Proposed Development, several small street trees along the Lombard Street frontage will be removed. In the Proposal's Landscape Plan, these trees will be replaced and additional trees will be added, increasing the overall canopy on the Site and improving the public realm.



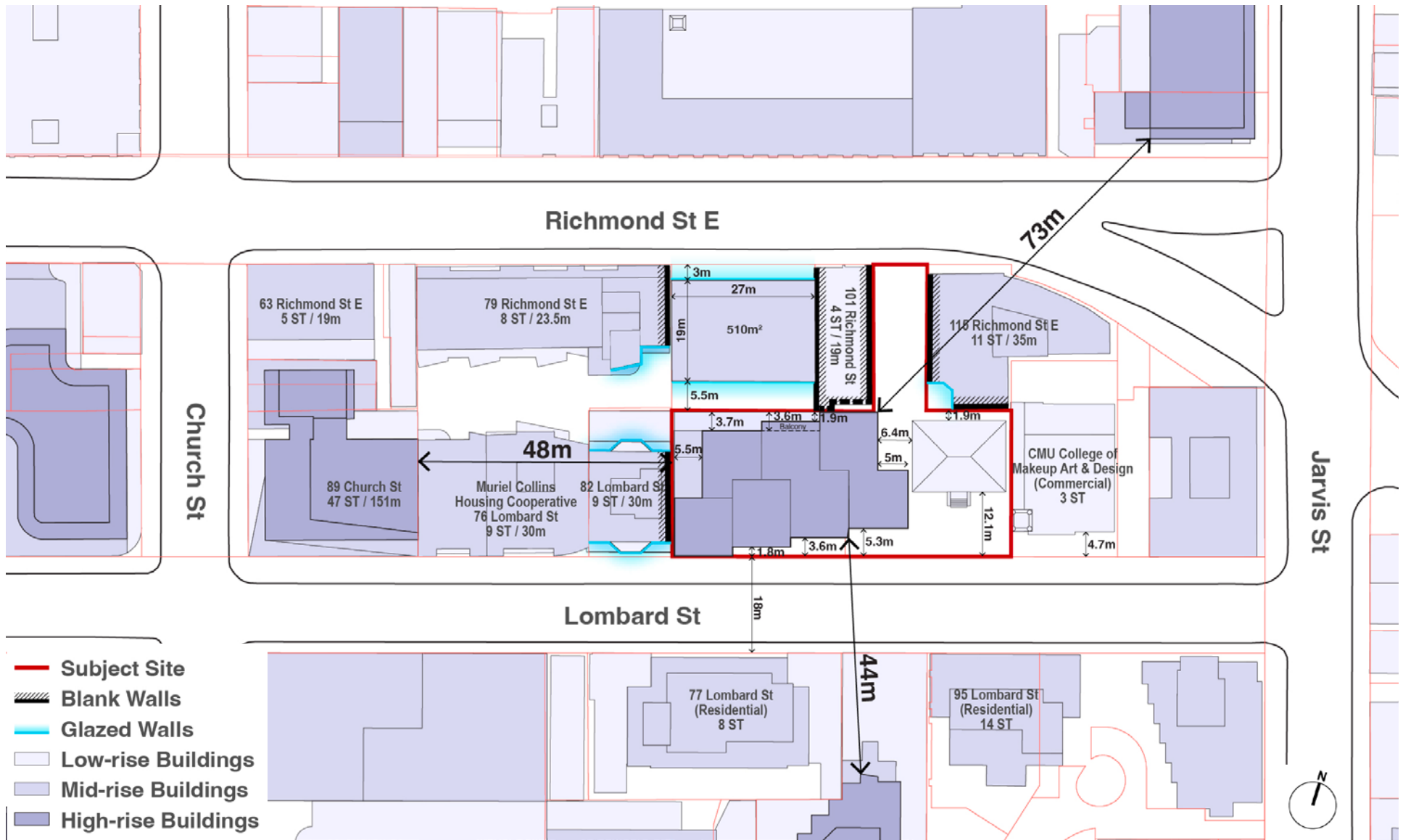


Figure 47. The Proposed Development's response to the existing block context

## Mobility & Streetscape

The Block Context Plan Terms of Reference identifies the following matters to be addressed with respect to mobility and streetscape:

- The layout and design of existing and proposed streets in plan and section including dimensions for sidewalks, trees and other street furniture in order to achieve Complete Streets;
- The pedestrian circulation network including public sidewalks and other walkways through existing and planned parks, accessible open spaces including mid-block connections and other forms of POPS;
- Existing and proposed cycling routes, on public and private land; and
- Proposed service areas including public lanes, service courts, shared driveways, ramps and loading areas.

The Proposed Development requires no new streets, and will frame and reinforce the existing surrounding street network. The pedestrian circulation network consists of sidewalks on Richmond Street East and Lombard Street with pedestrian clearways of approximately 4 metres and 4.4 metres respectively. The Proposed Development expands the public realm along its Lombard frontage by introducing 1.8-metre, 3.6-metre, and 10.7-metre setbacks, creating a pedestrian zone of 6.2 metres, 8 metres, and 15.1 metres to draw movement into the Site. This enlarged public realm is designed as a plaza space (the Lombard Plaza). The Urban Passage running through the Site provides a north-south pedestrian connection between Richmond Street East and

Lombard Street, which connects to a greater system of parks and open spaces in the downtown area. The three areas making up the Urban Passage have different widths as outlined below:

- **Outdoor Gallery:** 10.5 metres overall with a 7.5-metre pedestrian clearway (net of art walls and benches)
- **Heritage Hall:** 6.5 metres
- **Lombard Plaza:** 31-metre minimum expanding to approximately 42 metres and 53 metres

Long-term and short-term bicycle parking provided on site will support the use of active transportation, and which feature a high degree of connectivity to the Richmond Street Priority Cycling Route. Cycling access will be accommodated from the north and south of the Site, through the Urban Passage, to the short-term and long-term bicycle parking areas.

Parking and loading are contained within the building envelope, with access off of Lombard Street at the western edge of the Site.

For further discussion of mobility and streetscape see Sections 5.3 Public Realm and 5.4 Mobility and Access.

## Parks, Public Realm & Open Spaces

The Block Context Plan Terms of Reference require the following matters to be addressed with respect to parks, public realm and open spaces:

- The location of existing and required parks;
- The location of existing and proposed open spaces including POPS, school yards, and

other accessible open spaces; and

- Existing and possible locations for public art.

The compact nature of the Site and the built-up block context restrict the possibility for unencumbered on-site parkland dedication. Responding to this restriction, the Proposal dedicates a significant portion of the lot area to publicly accessible open spaces. These open spaces take the form of an Urban Passage consisting of three outdoor “rooms” that together form a 711 square metre mid-block connection and open space linking Richmond Street East and Lombard Street.

The Lombard Plaza is an expansion of the existing public realm along Lombard and is framed by the base of the proposed tall building as well as the relocated City morgue. It includes bike parking, tree plantings, distinct pavers, seating, and other high-quality landscaping features.

Continuing north from Lombard Plaza is the Heritage Hall, which constitutes the open space between the morgue building and the tower base, which proposes to incorporate the existing south elevation of the 100 Lombard building.

Further north, between the Heritage Hall and Richmond Street East, the Outdoor Gallery is a functional open space that facilitates movement through the Site and includes seating and opportunities to linger, but also includes a significant public art offering in the form of large art walls that activate the blank walls that line the space.

For further discussion of the proposed open spaces, see Sections 3.2 and 5.3.





Figure 48. Conceptual diagram illustrating the link the Urban Passage will provide in the broader pedestrian network (credit: OMA)

## Built Form

The Block Context Plan Terms of Reference identify the following matters to be addressed with respect to built form:

- The pattern of existing and proposed building types;
- The layout of development parcels, including setbacks and building entrances;
- Building massing including heights, step-backs and tall building elements; and
- Density and heights illustrating shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block.

The Proposed Development responds creatively to its unique block context, providing an infill opportunity on a block that is otherwise built up.

Detailed information with respect to building setbacks, step-backs, tower separation distances and shadow impacts, as well as diagrams to illustrate the proposed built form and ground plane condition, are provided in Sections 5.1 - Context Analysis and 5.2 - Built Form.

The Proposed Development reflects a built form that is already present in the immediate context of the Site. The overall height of the building has been carefully considered with respect to the urban structure that is reinforced by the Downtown Plan, applicable design guidelines, and the surrounding development context. It is our opinion that the Proposal fits within the existing and planned built form context of the Site and surrounding area, contributes to a gradation in height and density from the Downtown core to surrounding lower-scale areas, and will maintain appropriate separation distances from, and facing conditions with, adjacent existing and proposed developments.

## Cultural Heritage

The Block Context Plan Terms of Reference identify the following matters to be addressed with respect to cultural heritage:

- The location of existing or potential heritage resources and strategies to protect them.

Based on the findings of the HIA, the Proposed Development appropriately conserves the property's cultural heritage value and character defining elements through the incorporation and relocation of the former City morgue building to the east of the Site, next to the old fire hall building, creating a cluster of high-value turn of the century heritage buildings. The south elevation of the existing 100 Lombard building is proposed to be incorporated into the eastern face of the proposed building base, pending further technical studies and feasibility analysis. This elevation will be oriented towards the relocated morgue building, forming the Heritage Hall, one of the "rooms" that make up the Urban Passage. See Sections 3.2 and 5.1 for further discussion of the Proposal's approach to cultural heritage.



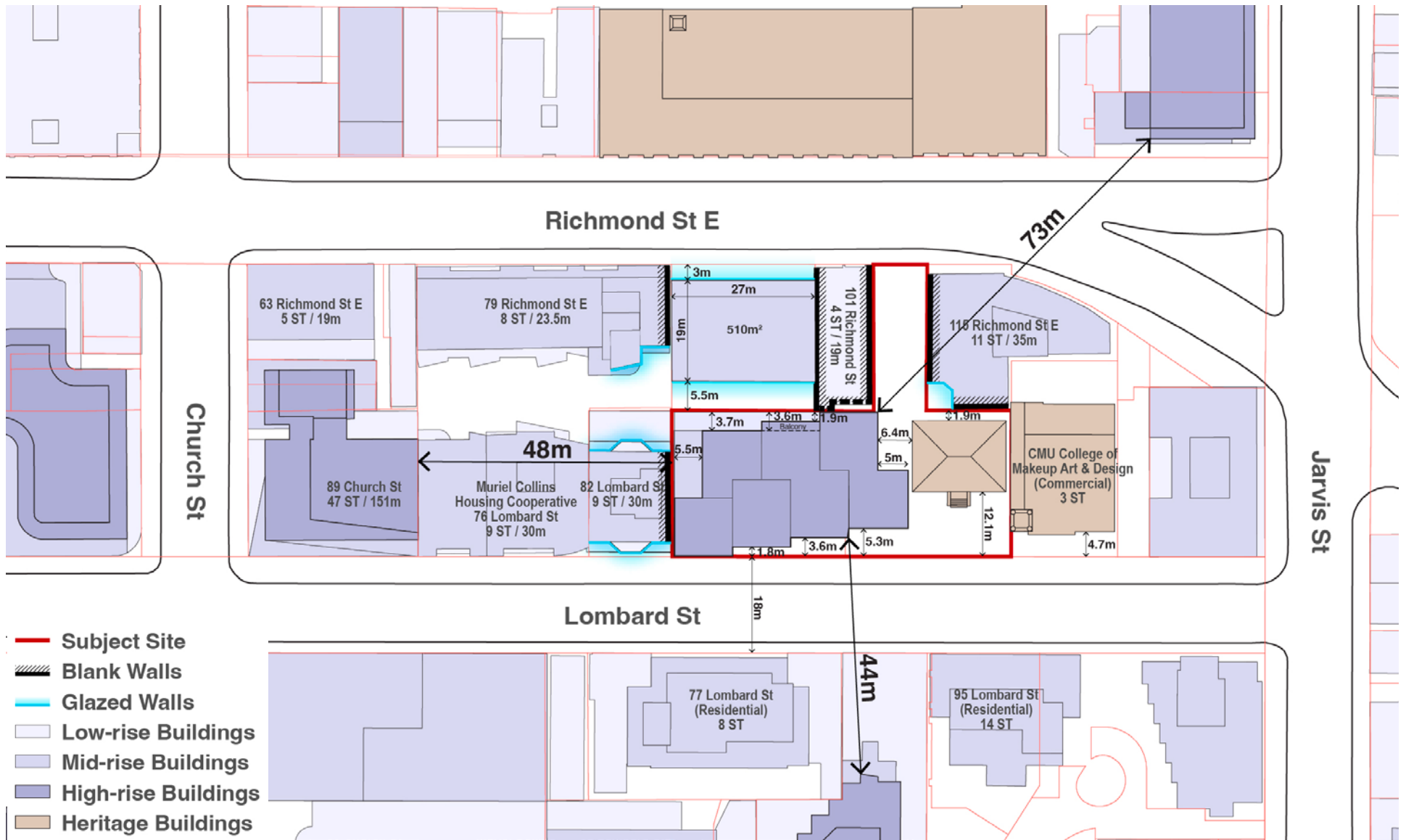


Figure 49. Block Context Plan showing existing heritage assets of the block

# 5.0 URBAN DESIGN ANALYSIS

This section evaluates the Proposed Development in the context of the applicable urban design policies and guidelines, namely those from the City of Toronto Official Plan, the Downtown Plan, and the Tall Building Design guidelines (including the Downtown Tall Buildings – Vision and Supplementary Design Guidelines). References to applicable policies and guidelines are included throughout this section.

## 5.1. Context Analysis

### POLICIES AND GUIDELINES SUPPORT TALL BUILDING DEVELOPMENT ON THE SITE

The Site is designated *Mixed Use Areas 2* in the Downtown Secondary Plan (Official Plan Amendment 406) and located along a Secondary High Street in the Downtown Tall Building Guidelines – Vision and Supplementary Design Guidelines (2012). This designation and classification support taller buildings.

OPA 406 states that development in *Mixed Use Areas 2* “may be of a scale and typology that is unique and responds to the existing and planned character of those areas,” and is to include a mix of midrise and tall buildings. Guideline 1.2 of the Downtown Tall Building Guidelines states that Secondary High Streets “are mostly lined with residential apartment buildings on which tall buildings are also an appropriate form of development.”

***Policies and guidelines support tall tower development on the Site, as it is designated Mixed Use Area 2, and located along a Secondary High Street.***

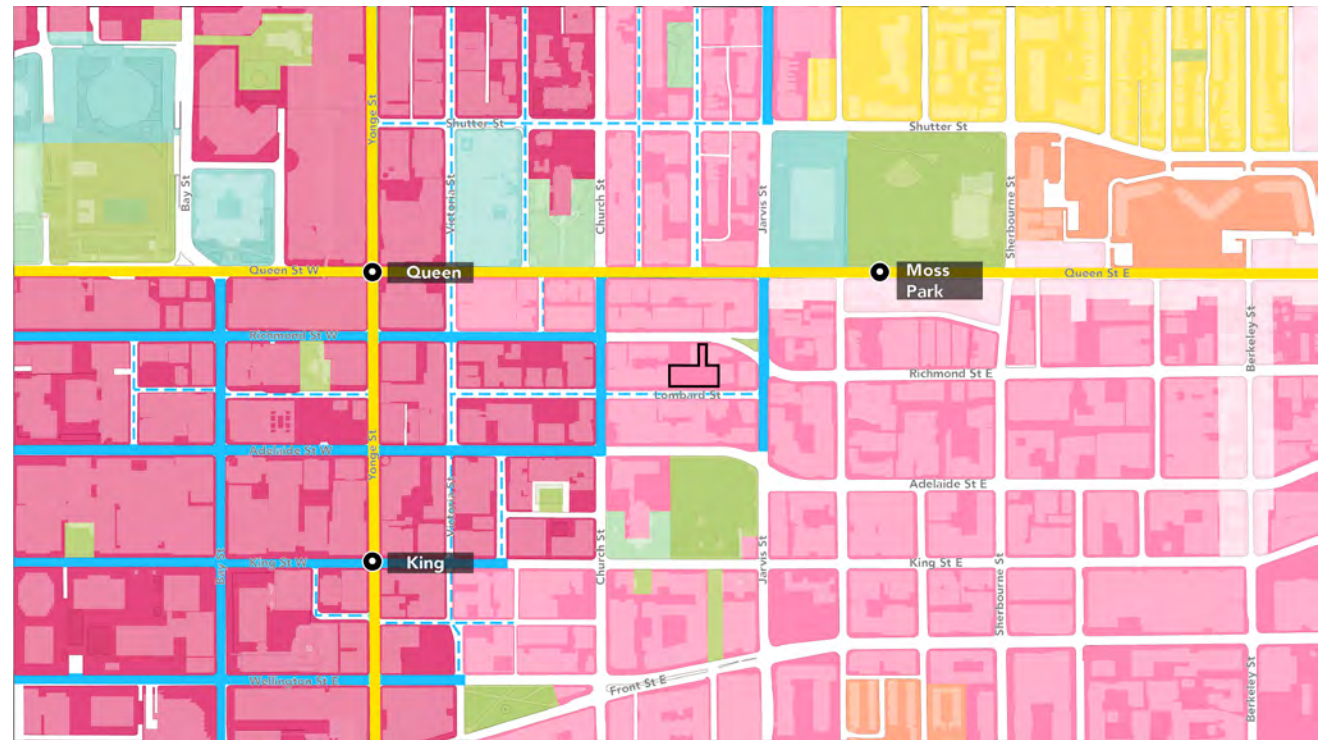


Figure 50. The Subject Site is located within a multi-layered policy context that promotes growth and intensification

#### Legend

- Yonge Street Special Character Street
- High Streets
- Secondary High Streets

- Site
- Mixed Use Area 1 - Growth
- Mixed Use Area 2 - Intermediate
- Mixed Use Area 3 - Main Street



## Height and Scale

The Official Plan outlines several policies that apply to tall buildings (Policies 3.1.3.7 – 3.1.3.12), stating that tall buildings “should only be considered where they can fit into the existing or planned context, and where the site’s size, configuration and context allows for the appropriate design criteria to be met” (preamble text).

OPA 406 and Downtown Tall Building Guidelines promote a hierarchy and a schematic scale of development for the downtown area, where the greatest heights and scale of development are located within *Mixed Use Areas 1* and along Special Character Streets and High Streets, with transitioning forms of development within *Mixed Use Areas 2* and Secondary High Streets.

The Downtown Plan states that development within *Mixed Use Areas 2* are generally expected to have a transitional character between the taller buildings of *Mixed Use Areas 1* and the mid-rise character of *Mixed Use Areas 3*. The Downtown Plan also recognizes the need to provide an urban form that will optimize infrastructure, particularly within 500-800 metres of existing or planned rapid transit stations (Policy 6.18.3).

The Downtown Tall Building Guidelines - Vision and Supplementary Design Guidelines (2012) generally promote greater heights along Special Character Streets like Yonge Street (height range 45 to 60 storeys), and High Streets like Queen Street (height range 34 to 57 storeys) and Church Street (height range 47 to 54 storeys). While the Guidelines do not establish specific limits for Secondary High Streets like Lombard, they suggest somewhat lesser heights, indicating “assume that Secondary Height Streets height ranges will generally be one-third lower than the High Streets they run parallel to” (Guideline 1.2).

The suggested height ranges for High Streets in the Downtown Plan are intended to define a conceptual hierarchy – they are suggestive and not intended to replace maximum heights permitted through zoning. Appropriate building heights require a contextual analysis that include a site’s location, the existing and emerging built form context, and opportunities to support the optimization of land use and infrastructure, notably higher order transit infrastructure, amongst other potential considerations.

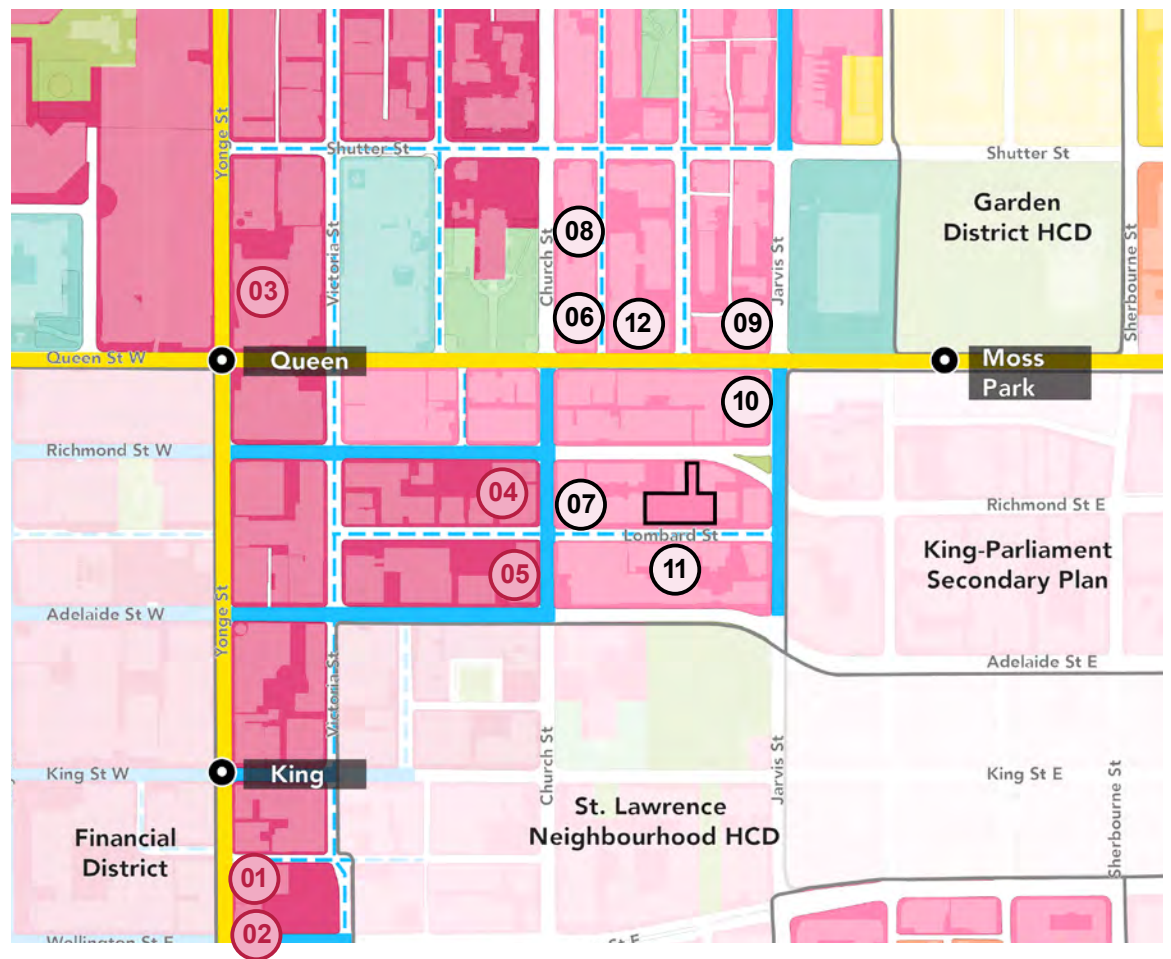
In analyzing the surrounding development context, approved and proposed developments, *Mixed Use Area 1* and Special Character or High Streets range from 45 to 66 storeys (10.5 to 37.8 FSI) (see Figure 51). Developments in *Mixed Use Area 2* and Secondary High Streets range from 34 to 57 storeys (14.1 to 27.4 FSI).

The Proposed Development responds to this hierarchy by introducing a 59-storey (216m, including mechanical penthouse) tower, with an overall density of 19.2 FSI. In particular the Proposed Development situates the tower on the west side of the Site, in closer proximity to Yonge and Church Street, and the relocated 2-storey 86 Lombard building to the east side of the Site, closer to the fire hall. This height strategy is further reinforced by the subtle sculpting of the tower’s top with introduces a subtle stepping in height from 208 metres on the west to 192 metres to the east.

***As illustrated in Figure 51, the proposed tower height, at 59 storeys (216m, including mechanical penthouse), is generally in keeping with the hierarchy of the downtown, as it is lower in scale to heights and densities proposed and approved in Mixed-Use Area 1, Special Character and High Streets, and is in keeping with the heights and densities in Mixed-Use Area 2.***

Mixed Use Area 1 - Growth			
01	49 Yonge St	37.8 FSI	60 ST
02	55 Yonge St	34.8 FSI	66 ST
03	197 Yonge St	26.7 FSI	60 ST
04	120 Church St	18.8 FSI	45 ST
05	98 Church	10.5 FSI	45 ST

Mixed Use Area 2 - Intermediate			
06	60 Queen St E	27.4 FSI	57 ST
07	89 Church St	25.5 FSI	47 ST
08	137-149 Church St	20.5 FSI	54 ST
09	98 Queen St E	19.7 FSI	34 ST
100	Lombard	19.2 FSI	59 ST
10	133 Queen St E	16.5 FSI	39 ST
11	110 Adelaide St	14.7 FSI	36 ST
12	88 Queen Street E	14.1	46 ST



#### Legend

	Yonge Street Special Character Street		Site
	High Streets		Mixed Use Area 1 - Growth
	Secondary High Streets		Mixed Use Area 2 - Intermediate
			Mixed Use Area 3 - Main Street

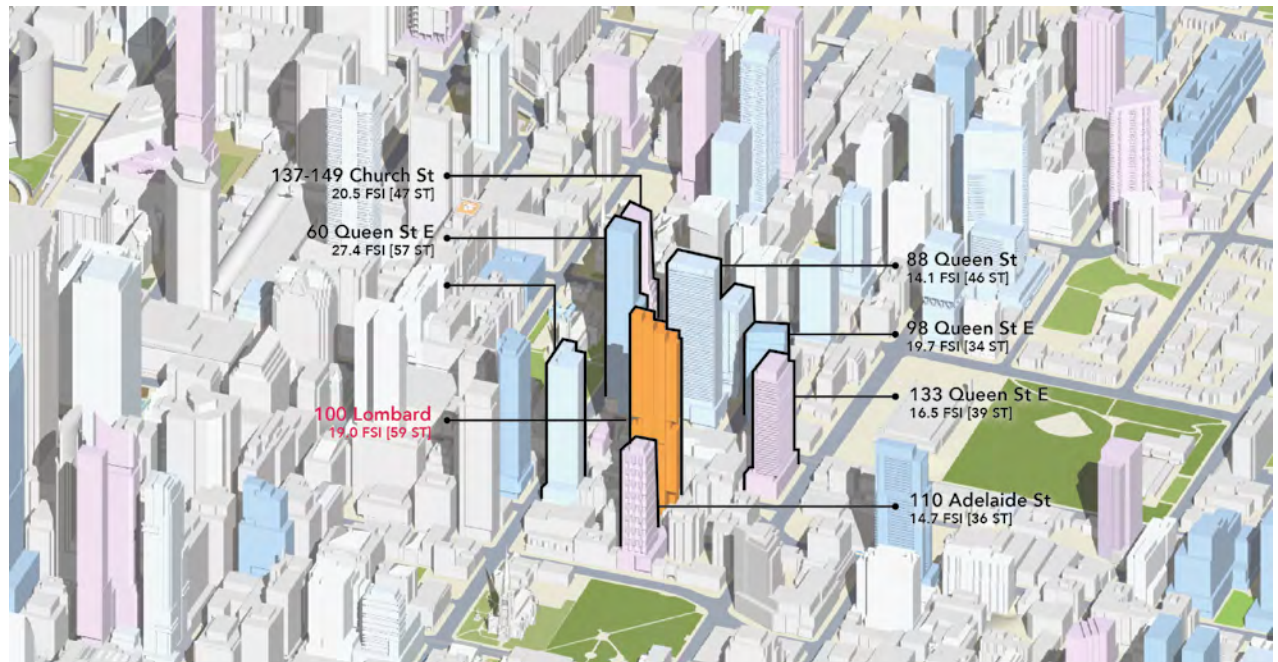
Figure 51. Comparable Development Approvals and Applications within the Downtown Mixed Use Areas designation



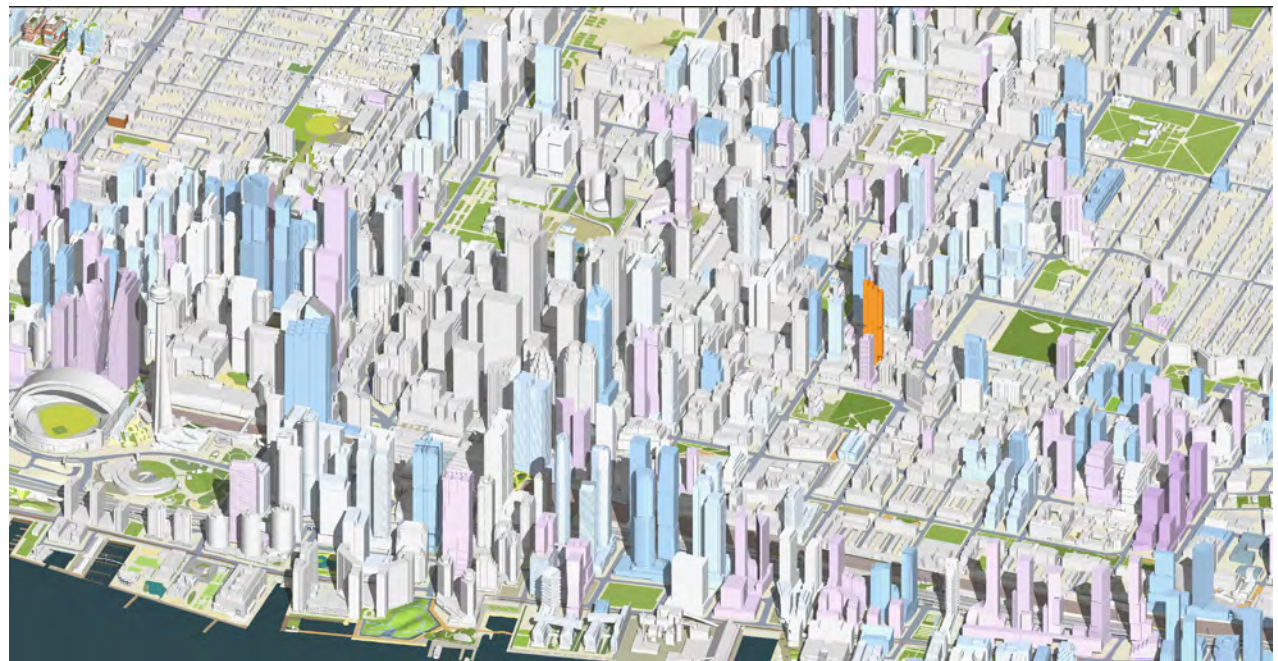
Compared with proposed and approved developments nearby, the Proposed Development is on the low end of the spectrum with regard to FSI. Other proposals within *Mixed Use Areas 2* range from approximately 14.1-27.4 FSI, while the Proposed Development has an FSI of 19.2. The Proposal's lower FSI is due in part to the provision of a significant portion of the total site area as publicly-accessible open spaces as well as the on-site retention of heritage assets.

At a proposed height of 59 storeys (216m, including mechanical penthouse) the overall height of the building has also been carefully established to avoid casting net new shadows on Moss Park.

***The Proposed Development meets the intent of the applicable policies and guidelines that inform building height, and presents an appropriate fit within the context. The scale of development proposed is in keeping with the structure and hierarchy of heights within the downtown.***



**Figure 52.** The Proposed Development is appropriate and of a comparable density with the evolving context



**Figure 53.** Conceptual view of the Proposal within its potential future context

## ST. JAMES CATHEDRAL

The Official Plan includes policies that not only promote the preservation of important heritage buildings and structures but also the public views of them for the enjoyment of Torontonians. Specifically, Policy 3.1.1.25 states that views from the public realm to prominent buildings, structures, landscapes, and natural features identified on Maps 7a and 7b are important and are described in Schedule 4.

Schedule 4 includes item A11 St James Cathedral, which protects views of the cathedral spire from:

- The southwest and northwest corners of King Street East at Church Street
- Between Church Street and Market Street (across from Farquhars Lane), on the north side of Front Street East, looking north through the pedestrian pathway and Sculpture Garden.

In 2018, the City drafted an OPA that would introduce additional illustrative diagrams to provide additional guidance and interpretative value for the St. James Cathedral. These additional policies are not in force and at this time they propose a basis to inform the location of where the views are to originate from, and also the proposed view shed that is to be protected.

***The Proposed Development is located outside of these view sheds. Notwithstanding, modelling with and without the Proposed Development illustrates that the tower does not impede the reading of the spire.***

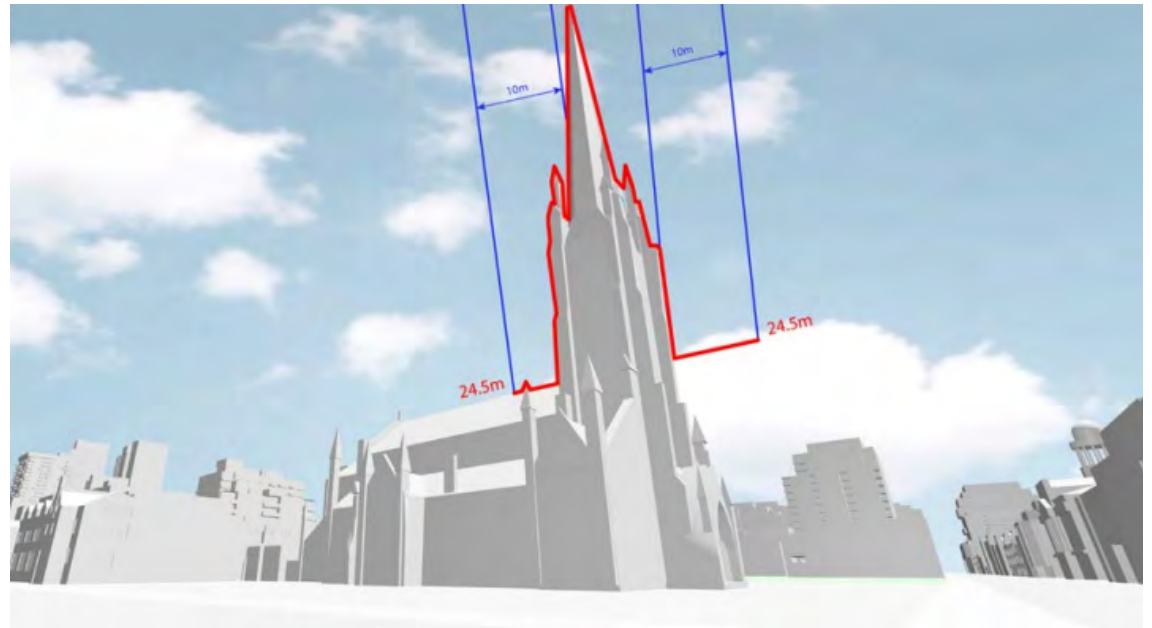


Figure 54. Viewpoint B northwest view

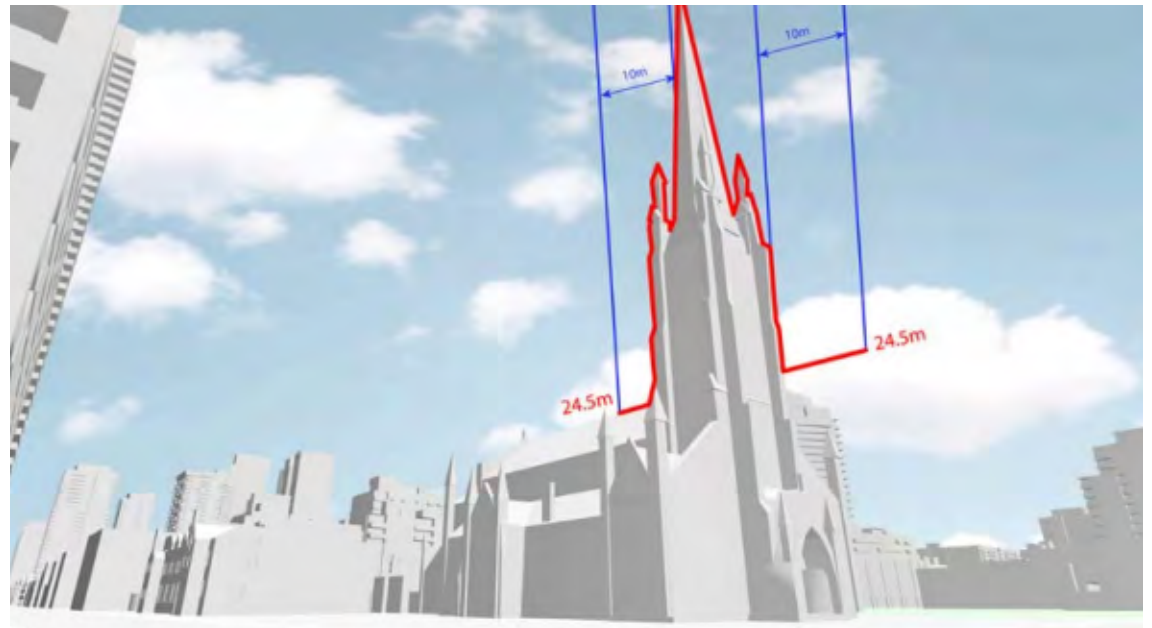


Figure 55. Viewpoint C southwest view





Figure 56. Conceptual view of the Proposed Development in Viewpoint B



Figure 57. Conceptual view of the Proposed Development in Viewpoint C

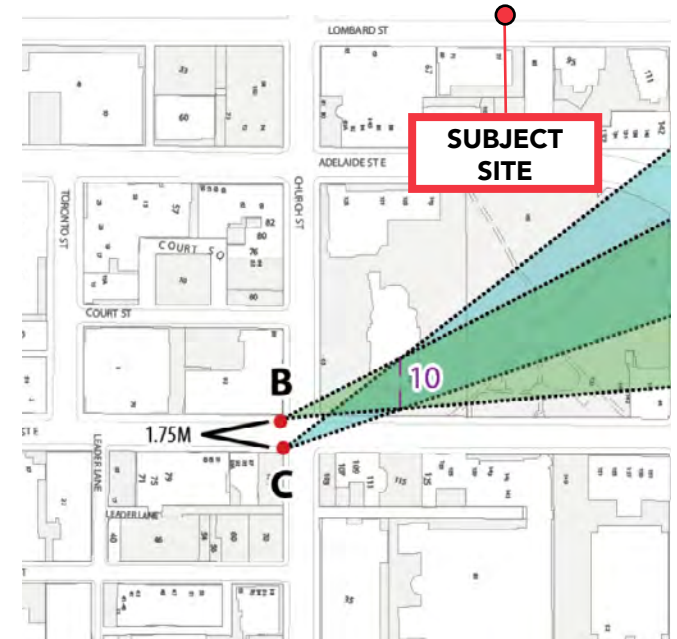


Figure 58. Viewpoints B and C from the Northwest and Southwest corners of King Street and Church Street

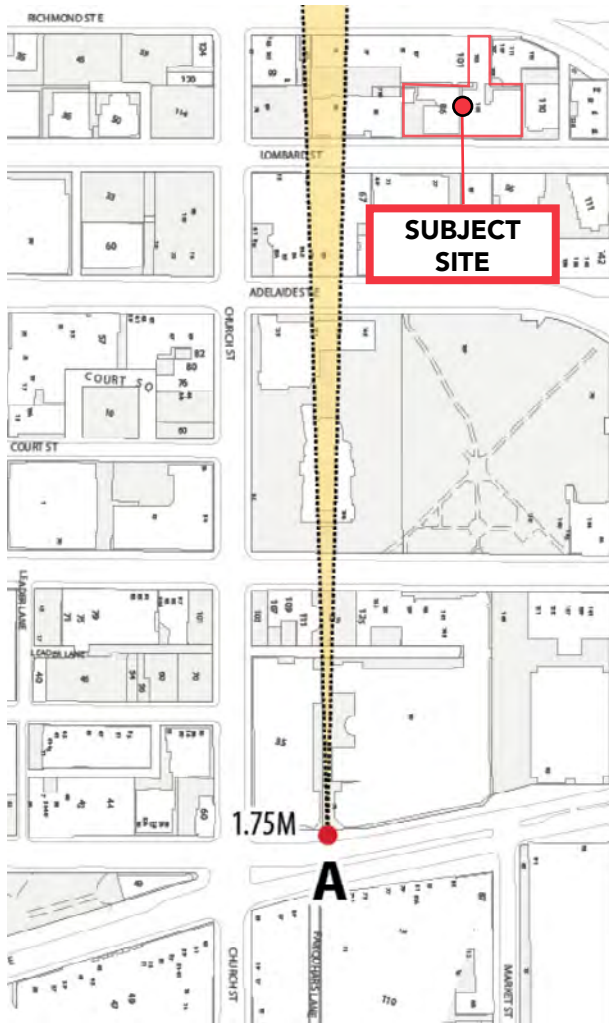


Figure 61. Viewpoint A from Front Street



Figure 62. Silhouette Line from Viewpoint A from Front Street

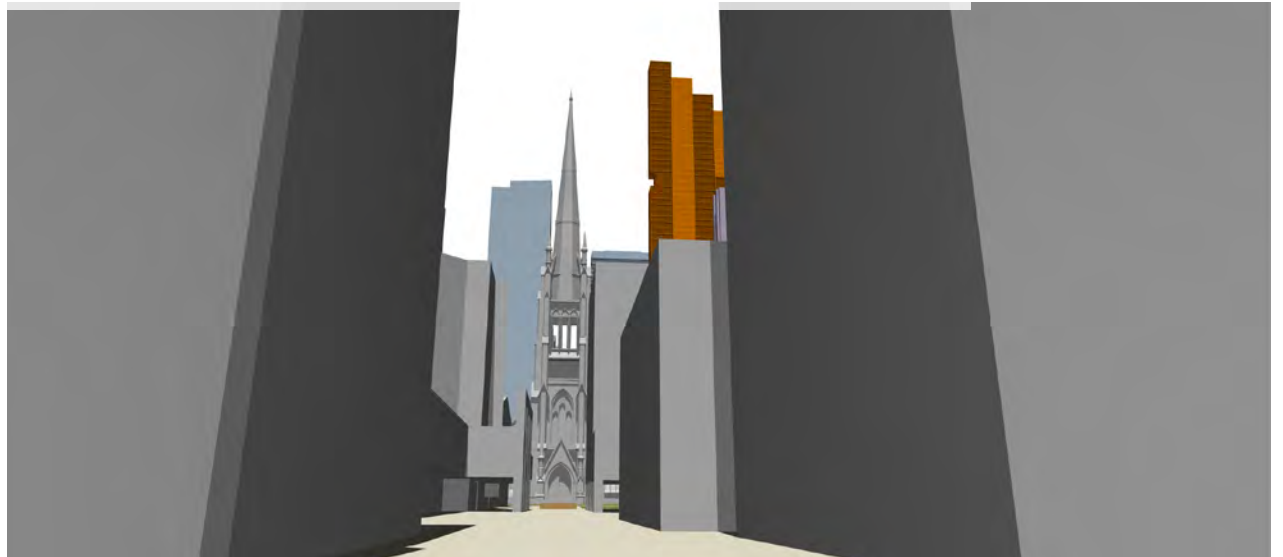


Figure 60. Conceptual view of the Proposed Development in Viewpoint A



## 86 LOMBARD AND 110 LOMBARD

According to Section 1.5 of the Tall Building Design Guidelines (2013), built form should protect views from the public realm by responding to prominent sites.

The relocation of the former morgue building at 86 Lombard creates a cluster of heritage buildings that constitute a prominent site within the urban fabric. The Proposed Development uses setbacks that increase incrementally from west to east (from 0 metres to 5.3 metres), and improve views of the former morgue building and the fire hall along Lombard Street.

### URBAN PASSAGE

The mid-block open space or Urban Passage that links Richmond Street East to Lombard Street opens a north-south view corridor that does not currently exist. With the addition of the art walls in the Urban Passage, the Proposed Development will create views that provide interest and orientation from both Richmond Street East and Lombard Street.



Figure 64. Existing street-level view looking west along Lombard Street



Figure 63. Conceptual street-level rendering showing the relocated 86 Lombard building adjacent to the Firehall building (credit: OMA)

## Sunlight & Shadows

Policies pertaining to shadows are found in various policy documents and urban design guidelines. Below is a summary of policies and design guidance.

### OFFICIAL PLAN

According to the City of Toronto Official Plan, the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties (Policy 3.1.3.10b), and development will maintain sunlight for pedestrians on adjacent streets, parks and open spaces (Policy 4.5.2e).

It is acknowledged that there are also policies pertaining to *Mixed Use Areas* (4.5.2) which speak to locating and massing buildings to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, however these policies are not directly engaged for the Subject Site because there are no designated *Neighbourhoods* within the immediate vicinity.

### DOWNTOWN PLAN

As directed by the Downtown Plan, development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas, and institutional open spaces as necessary to preserve their utility (Policy 9.17). Developments will adequately limit net-new shadow on sun-protected parks indicated on Map 41-3 as measured from March 21st to September 21st from 10:18am to 4:18pm (Policy 9.18). Additionally, development will adequately limit net-new shadow on all school yards as necessary to maintain their utility (Policy 9.19), and limit shadow on adjacent streets, sidewalks, park, and open spaces (Policy 9.20).

### OPA 82 & GARDEN DISTRICT HCD

The Garden District Heritage Conservation District (HCD), which is located to the northeast of the Subject Site provides policies related to the protection of the designated heritage structures and open space at Moss Park and refers to the policies contained in OPA 82 for direction on shadow impacts. OPA 82 is not yet in full-force and is under appeal at the Ontario Land Tribunal, however, the proposed OPA introduces Site and Area Specific Policy 461, which states that “no net new shadows are permitted on Moss Park as measured on March 21 and September 21 from 10 a.m. to 6 p.m.”. While SASP 461 states that these policies only apply to the lands identified in the mapping associated with the amendment, and despite the fact that these policies are not yet in full force, the Proposal has regard for the general intent and policy directions, by ensuring no net new shadow is cast on Moss Park within the specified timeframe.

### TALL BUILDING GUIDELINES

The Tall Building Design Guidelines (2013) direct new development to locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas (Guideline 1.4). This can be done by providing slender point towers with generous separation distances, and limiting or varying the height of towers, to retain sky view between buildings and reduce the size of shadows and length of time they are cast on a particular area. Additionally, development should consider

the cumulative effect of multiple towers on resulting shadowing (Guideline 1.4a).

Through a Sun/Shadow Study, tall building proposals should demonstrate how they protect access to sunlight and seek to adequately limit shadowing of neighbouring streets, properties, and open space, including shadow sensitive areas such as schoolyards, play fields, and cemeteries (Guideline 1.4c).

Additionally, Guideline 3.2.1 recommends that tower floorplates be limited to 750 square metres in size, subject to flexibility for tall buildings greater than 50 to 60 storeys, and organized, located and articulated to minimize shadow impacts on surrounding streets, parks, open spaces and properties.

### DOWNTOWN TALL BUILDINGS GUIDELINES

The Downtown Tall Buildings: Vision and Supplementary Design Guidelines direct to locate and design tall buildings to not cast new net shadows on “Signature Parks/ Open Spaces” (including Moss Park) between 10:00 AM and 4:00 PM on September 21st (Section 3.2a). They also recommend locating and designing tall buildings to not cast new net shadows on all other parks located within and adjacent to the Downtown Tall Buildings boundary area, between 12 Noon and 2:00 PM on September 21st (Section 3.2b).



The Proposed Development has been thoughtfully designed to optimize sky views and solar access, and minimize shadow impacts on the surrounding context, including parks and open spaces. The proposed massing generally adheres to best practices in contemporary tall tower design with slender tower floorplates, appropriate setbacks and stepbacks, and ample tower separation distance, which helps to minimize shadow impacts and ensure that they move quickly on surrounding areas.

As detailed in the Sun/Shadow Study prepared by Urban Strategies Inc, the Proposed Development will introduce some shadow on nearby properties and open spaces throughout the day, although no shadows are cast on any Sun Protected Parks and Open Spaces within the Downtown including Moss Park throughout the day.

On March 21 and September 21, some additional shadow is cast on the open spaces affiliated with the Metropolitan United Church along the west side of Church Street between 9:18am and 10:18am. This open space is already heavily shadowed by the existing building within the area, and is limited to two hours in the morning of March 21 and September 21. The Proposed Development also generates some additional net new shadows on the surrounding context during the afternoon hours in March and September, including some modest shadowing of the Moss Park Armoury grounds at 2:18pm. At 3:18pm, the Proposed Development generates a modest shadow impact on Queen Street East just south of Moss Park on March 21 and September 21, however this impact is limited to a small segment

of the street, and from this point onwards, all other impacts are modest.

On June 21, net new shadows are cast along Richmond Street East to the north during the morning hours and onto Jarvis Street into the early afternoon. From 3:18pm onwards, the Proposed Development casts modest incremental shadows on properties and streets to the east of the Site, while also shadowing the stretch of Richmond Street East between Jarvis Street and George Street at 4:18pm.

In December, the Proposed Development results in a modest increase in shadows, primarily between 11:18am and 2:18pm. Given the significant shadowing that occurs during this time of the year generally throughout the downtown area, the impact is acceptable in the context of the existing buildings' shadows.













The study illustrates that there are no net new shadows created on Moss Park between March 21st and September 21st, therefore adequately limiting net new shadow impacts in accordance with the policies of the Downtown Plan, OPA 82, SASP 461, and section 3.2a of Downtown Tall Building Design Guidelines. There is an incremental shadow on the park at 2:18pm in December. This shadow impact is very limited in terms of both its proportional size in relation to the park and the actual amount of time it exists, and accordingly has minimal adverse impact on the utility of the park.

The study demonstrates minimal shadow impact created by the Proposed Development on a school yard north of Moss Park. Gabrielle-Roy Elementary School located on Pembroke Street experiences limited net new shadows in December at 1:18 pm. Due to considerable shadowing in the December months, the impact on the school yard is incremental and will not significantly impact this space.

With respect to lands designated *Neighbourhoods*, the analysis demonstrates that there will be no impact as there are no *Neighbourhoods* designated lands within the immediate vicinity.

***It is our opinion that the shadows created by the Proposed Development are adequately limited and acceptable, particularly in the context of the shadows cast by the existing building and by other existing or approved tall buildings within the area.***

## SHADOW STUDY LEGEND

	Existing Buildings		Existing and Approved Shadows
	Under Construction Buildings		As-of-Right Shadows
	Approved Buildings		Proposed Development Net New Shadows
	Heritage Buildings		Property Lines
	Proposed Development		Site Boundary
	Sun-Protected Parks and Open Spaces		
	Other Open Space Areas		

MARCH



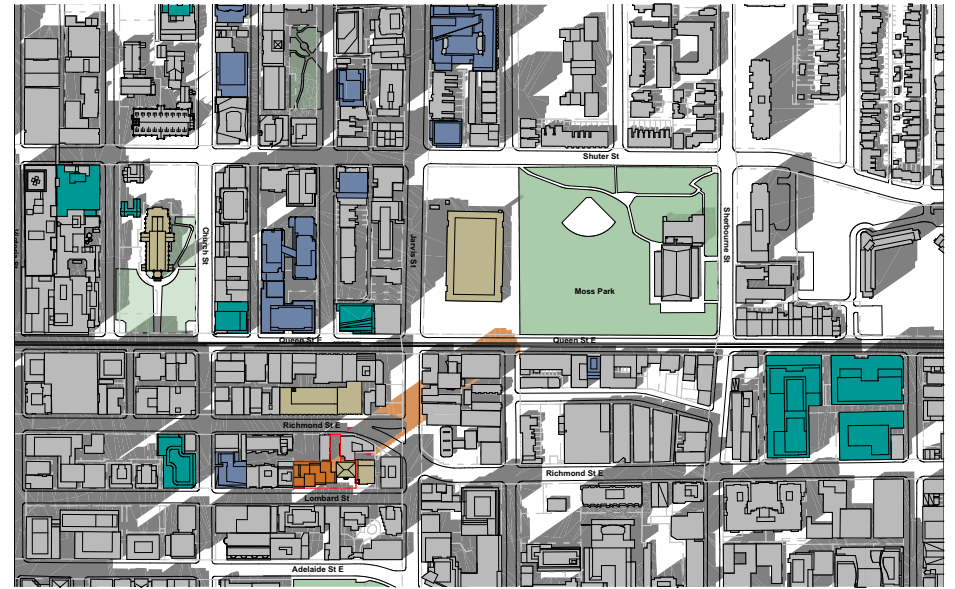
March 21 10:18



March 21 11:18



March 21 14:18



March 21 15:18

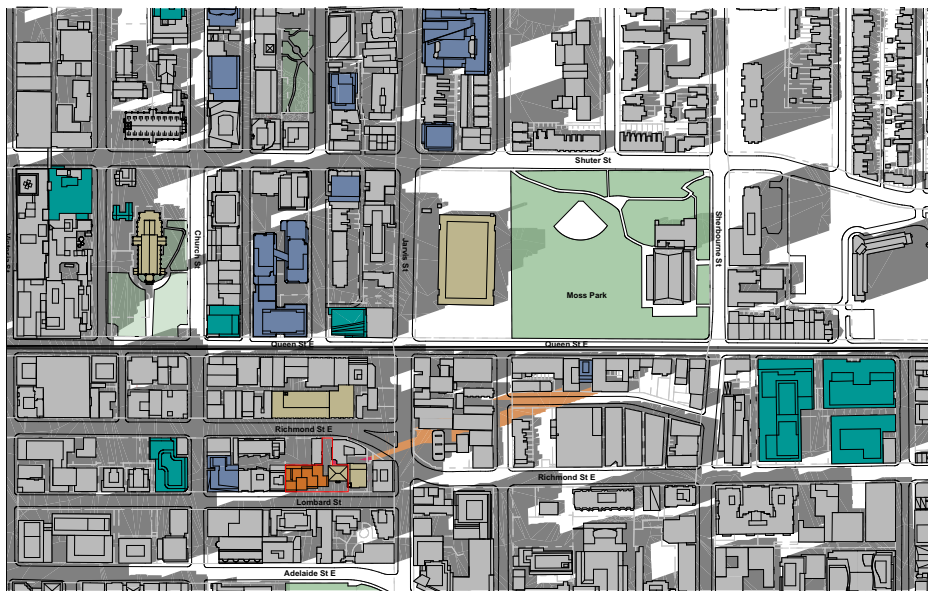




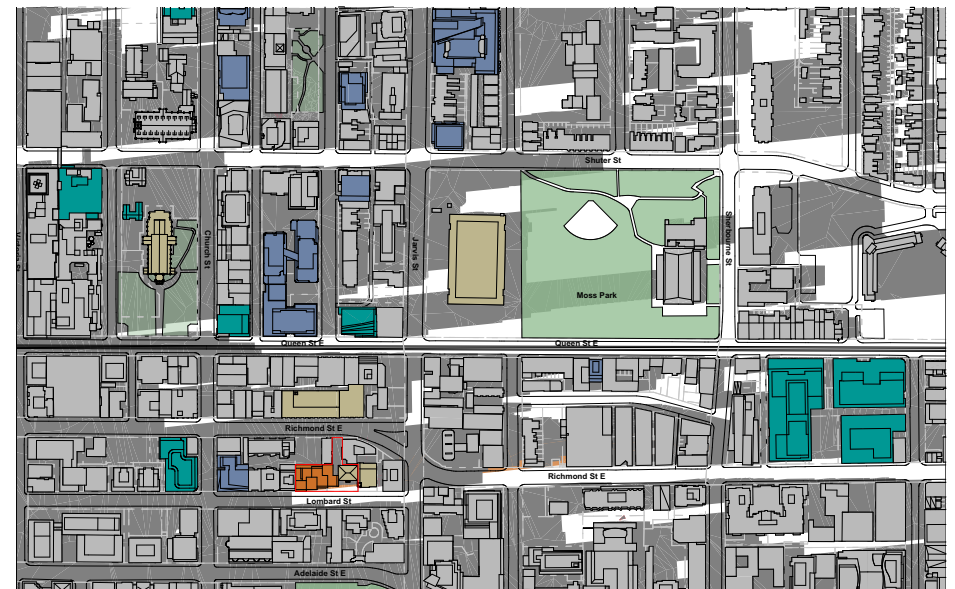
March 21 12:18



March 21 13:18



March 21 16:18



March 21 17:18

## Conservation Approach

Downtown Secondary Plan Policy 9.10 states that “Development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment thereof.”

Tall Building Guideline 1.6 and Downtown Supplementary Guideline 3.4 further call for tall buildings to respect and complement the scale, character, form, and setting of on-site and adjacent heritage buildings. They also call for the conservation and integration of heritage properties into tall building developments in a manner that is consistent with accepted principles of good heritage conservation. Tall building proposals with adjacent or on-site heritage properties are required to provide a Heritage Impact Assessment (HIA) as part of a complete application.

*With regard to heritage conservation, the Proposal’s primary move is the relocation of the City morgue building at 86 Lombard Street (in its entirety) to the eastern edge of the Site, next to the old fire hall. The morgue building is also proposed to be set back further from the street, increasing its civic presence and opening sight lines to the adjacent heritage-designated fire hall building. A number of accessibility strategies are also being considered to ensure barrier free access, including an option that lowers the ground floor and door sill to grade and removes the front steps.*

*A detailed Heritage Impact Assessment has been completed by ERA Architects. The HIA finds that the Proposed Development conserves the cultural heritage values, attributes, and character of the Site, as well as the heritage properties adjacent to the Site, and that the impacts of the development are appropriately mitigated.*

The conservation objectives outlined in the HIA are to:

- Highlight the retained/neighbouring historic buildings; and
- Reference the historic uses of the Site by using compatible and contrasting materials, and providing opportunities for reflection and observation of the Site’s history;

*The Proposed Development is consistent with the relevant Downtown Plan policies and aligns with the direction in the Tall Building Design Guidelines and the Downtown Supplementary Design Guidelines with respect to cultural heritage.*





Figure 65. Rendering of the Proposed Development at ground-level looking north (credit: OMA)



## 5.2. Built Form

The Official Plan promotes tall buildings that generally consist of three parts: a pedestrian-scaled base, a point tower, and an integrated top (Official Plan 3.1.2(8)). The Proposed Development has generally been designed with these general elements, in a manner that responds to the Site's unique context.

### Building Base Orientation

Official Plan Policy 3.1.2.1 states that development will "frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development."

Guideline 2.1 of the Tall Building Design Guidelines directs new development to "locate the base of tall buildings to frame the edges of streets, parks, and open spaces, to fit harmoniously with the existing context." Guideline 2.1(f) states that base buildings "provide greater building setbacks at strategic points or along the entire frontage, as appropriate, for architectural interest and to improve pedestrian amenity, including more space for tree planting, wider sidewalks, forecourts, plazas, and other publicly accessible open spaces."

*The building's streetwall is oriented parallel to Lombard Street, with incrementally increased setbacks from west to east. The strategy responds to the existing buildings adjacent to the Site. The Proposed Development incorporates a 0 metre setback on the west, to match the 0 metre setback of the adjacent 82*



Figure 66. Site Plan with podium setbacks

*Lombard Street. The Proposed Development incrementally increases the setback of the podium to 5.3 metres and locates the former morgue building 12.1 metres from Lombard. The increased setback of the former morgue*

*building improves views of the firehall (which is setback 4.7 metres), and enhances the civic presence of the two heritage designated buildings along Lombard Street.*



## Building Base Height

Official Plan Policy 3.1.2.9(a) states that base buildings should reinforce good street proportion and pedestrian scale. Tall Building Guideline 3.1.3 encourages a minimum first floor height of 4.5 metres. The Proposed Development responds accordingly.

Official Plan Policy 3.1.3.9 states that base buildings should respect and reinforce good street proportion and pedestrian scale, and should be lined with active, grade-related uses. Additional direction in the Downtown Secondary Plan (Policy 9.8) calls for base buildings to:

- relate to the scale and proportion of adjacent streets, parks and open spaces;
- fit compatibly within the existing and planned context of neighbouring streetwall heights;
- relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;
- animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade or multiple entrances on long building faces;
- incorporate appropriate glazing;
- encourage tree planting, where appropriate; and
- include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.

Furthermore Policy 9.9 of the Downtown Plan states that “Development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context.”

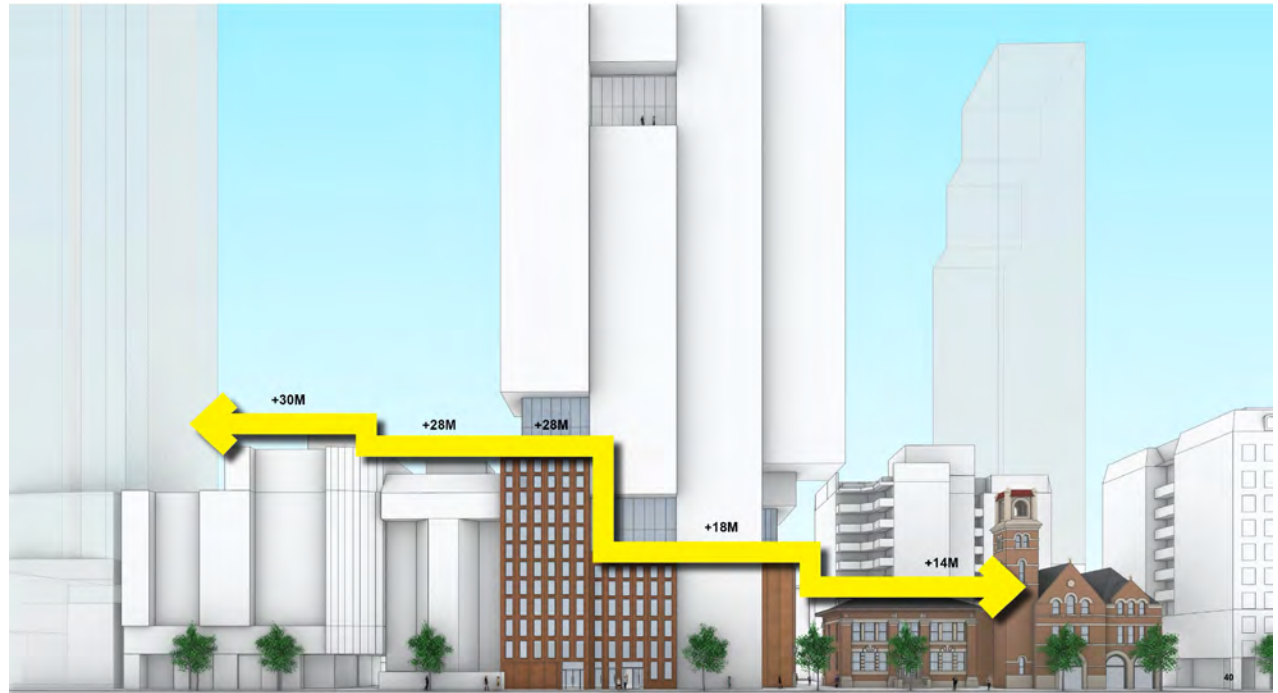


Figure 67. Elevation looking north showing the base-building height strategy (credit: OMA)

The Tall Buildings Design Guidelines similarly call for base buildings to fit within the existing context, and be designed to animate the street, include a taller ground floor height, and incorporate façade articulation and transparency (Guidelines 3.1.1 to 3.1.4).

**The building's base has been designed with a façade that is scaled from 28 metres (7 storeys) towards the west, to 18 metres (4 storeys) to the east. This approach responds to the height of the adjacent 82 Lombard building which is 9 storeys (30 metres), while providing a gradation down in scale to relate to the relocated morgue to the**

**immediate east which is 2 storeys (approximately 16 metres) and the firehall which is similarly 2 storeys in height (16 metres).**

**The massing of the building base responds to the surrounding built form to provide an appropriate transition between varied heights in the surrounding context, generally supporting the intent of the applicable policies and guidelines.**

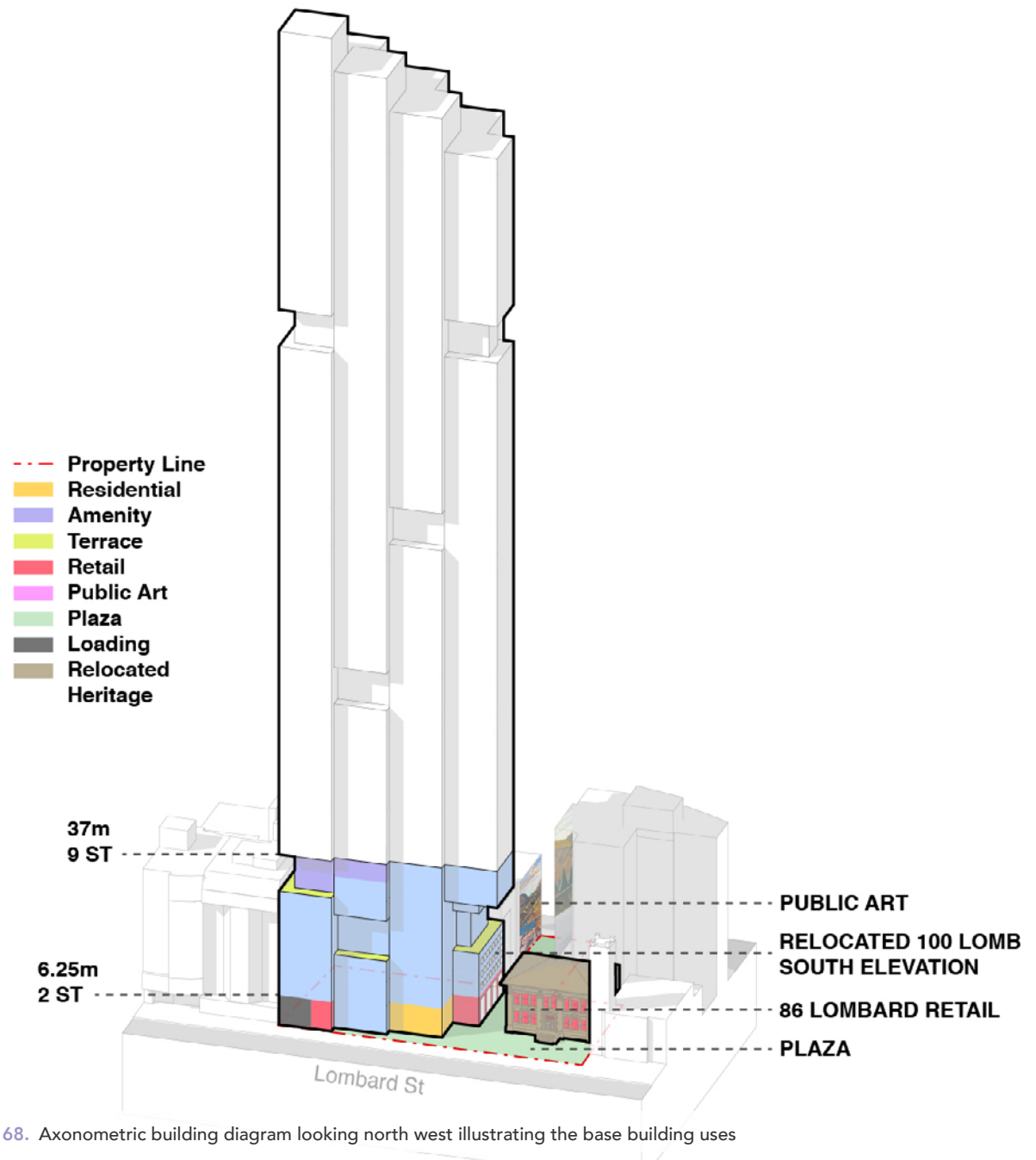
## Base Building Uses

Official Plan Policy 3.1.2(9)(b) states that base buildings should be lined with active, grade related uses. Additional direction in the Downtown Secondary Plan (Policy 9.8) calls for base buildings to:

- animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade or multiple entrances on long building faces;
- incorporate appropriate glazing; and
- encourage tree planting, where appropriate.

The Proposed Development conforms with the applicable Official Plan and Downtown Plan policies as it features active, street related retail uses along Lombard Street. The Proposal includes 470 square metres of retail space across both floors of the relocated morgue building and 146 square metres in the base of the proposed tall building. In addition to retail entrances, the building face is broken up by an office lobby and a residential lobby. The proposed office uses in the base building will contribute to an active street life at all times of day. Façade treatments, glazing, increased tree canopy, and other design elements contribute to a vibrant public realm at grade and provide compatibility with the existing context.

*The façade articulation of the building base and the deployment of active uses at grade are consistent with the direction of applicable policies and guidelines.*



**Figure 68.** Axonometric building diagram looking north west illustrating the base building uses



## Building Tower (Middle)

### FLOORPLATE SIZE, ORIENTATION AND PLACEMENT

Official Plan Policies 3.1.1(10)(a) through 3.1.3(10)(e) require towers to be designed to reduce visual and shadow impacts. Downtown Secondary Plan Policy 9.15, as well as the Tall Building Guidelines, state that residential towers above the base building will generally have a maximum floorplate size of 750 square metres. Tall Building Guideline 3.2.1 recognizes that flexibility in the maximum floor plate size may be considered on a site-specific basis where adequate tower separation, setbacks and stepbacks are achieved, to accommodate additional servicing and structural requirements for buildings greater than 50 to 60 storeys.

Tall Building Guideline 3.2.3 calls for towers to be separated by approximately 25 metres from one another, while OPA 352 and the Tall Building Guidelines also call for tower setbacks of 12.5 metres from property lines and the Tall Building Guidelines call for 3 metre setbacks from the base building to the tower.

In addition, the Official Plan, Downtown Plan, and the Tall Building Design Guidelines generally call for new development to maintain slender, point towers with generous tower separation distances to maximize access to sunlight and open views of the sky from the public realm (OP 3.1.3.10c, TBG 1.4).

As per the Tall Building Guidelines, balconies are to be designed to maximize usability, comfort and building performance, while minimizing negative impacts on the building mass, public realm and natural environment (Guideline 3.2.5).

At a height of 59 storeys (216m, including mechanical penthouse), the mixed-use tower incorporates a varied tower floorplate with a maximum size of 787 square metres gross construction area (716 square metres GFA), which accommodates 5 residential elevator banks and 2 commercial elevator banks. A responsive massing strategy has been deployed, with appropriate tower setbacks, separation distances and an articulated tower design, which has been carefully designed in response to adjacent properties to ensure privacy and support sunlight access. A detailed assessment of the proposed setbacks is included on the following page.

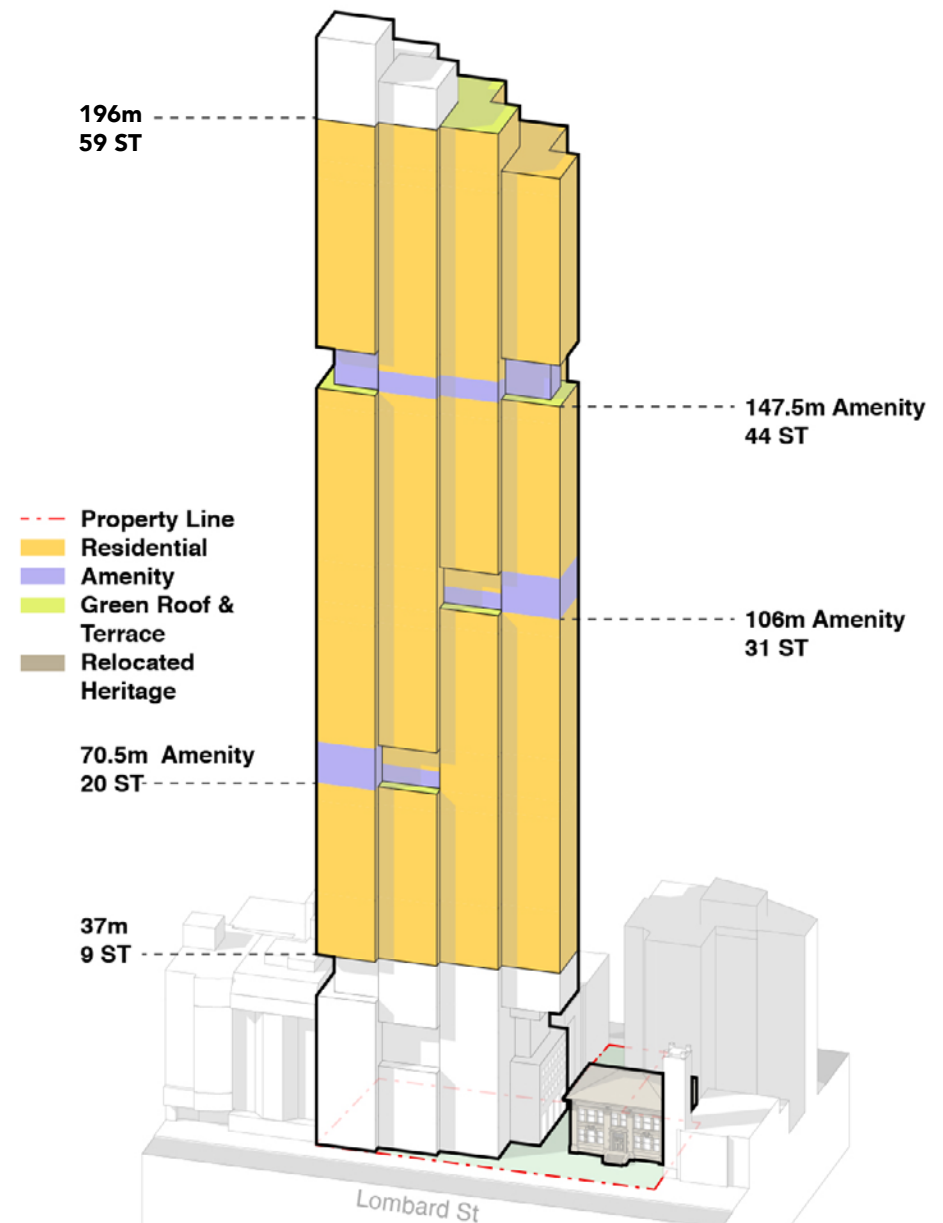


Figure 69. Axonometric building diagram looking north west illustrating the tower program

The tower has also been designed to achieve a high degree of vertical and horizontal articulation, which helps reduce the perceived mass of the tower, while adding visual interest from the public realm and maximizing views from the building's interior. A series of vertical bars provide the structuring visual elements of the tower, which gradually step back towards the east, and which are punctuated by double height urban amenity rooms that are strategically positioned to capture sunrise views and other vistas of the surrounding city. The proposal also contains a series of scalloped private terraces, which further distinguish the building as a signature residential tower in the downtown east.

The following setback distances are provided from the tower to the adjacent property lines:

- Along the north property line a minimum 0.0m setback is provided for the portion of the tower that abuts 101 Richmond Street east. This setback matches the as-built condition of the existing building at 101 Richmond Street east, and is appropriate given the potential scale of redevelopment reasonably anticipated in keeping with general policy directions and good urban design. Moreover, a blank wall is proposed along this northern frontage until the 7th floor, once the building is clear of the existing building to the north.
- Further west along the north property line the ground floor of the base building is built up to the north lot-line featuring a 0.0m setback. Above the 1st floor a minimum 3.6m setback is provided to the main wall of the Proposed Development (1.9m to the balcony edge),

and steps back to 3.7m as the building moves west. Office and amenity uses are proposed to be located within the lower levels of the building along this north wall, up to the 8th storey, above which residential units are provided in this area. Given the potential scale of redevelopment reasonably anticipated for the CreateTO site, and that the base-building uses are predominantly non-residential, the proposed separation distance is appropriate at this location.

- Along the western property line a 0.0m setback is provided for the entirety of this boundary with blank walls up to the 6th floor, matching the as-built condition for the adjacent condo building. At the 7th storey, a 5.5m setback is provided to the majority of the tower, which makes room for the proposed outdoor amenity terrace at this level along the west of the site. The southern portion of the tower continues to feature a 0.0m setback along this property line, which features fully glazed windows from the 9th storey up, once the tower has cleared the height datum of the existing condo building to the west.
- Along the Lombard street frontage, a 0.0m tower setback is provided for a small portion of the building along the western edge of the site. This generally reflects the existing condition of the adjacent building, and helps to define the unique tower design that is proposed. A staggered setback pattern continues west along the Lombard frontage, which features setbacks of 1.8m, 3.6m, and 5.3m at the easternmost portion of the tower.

***The floorplate size, orientation and placement of the tower is appropriate and generally consistent with the direction of applicable policies and guidelines.***

***In particular, the siting of the tower achieves greater than 25-metre tower separation distances to all existing, approved and proposed tower developments in the vicinity of the Site (see Figure 47 in Section 4.0), including 48 metres to 89 Church Street (under construction), 73 metres to 133 Queen Street East (OLT Appeal) and 44 metres to 110 Adelaide (under review). Moreover, the Proposal ensures that shadows impacts are adequately limited and move quickly due to the design and massing of the tower component.***



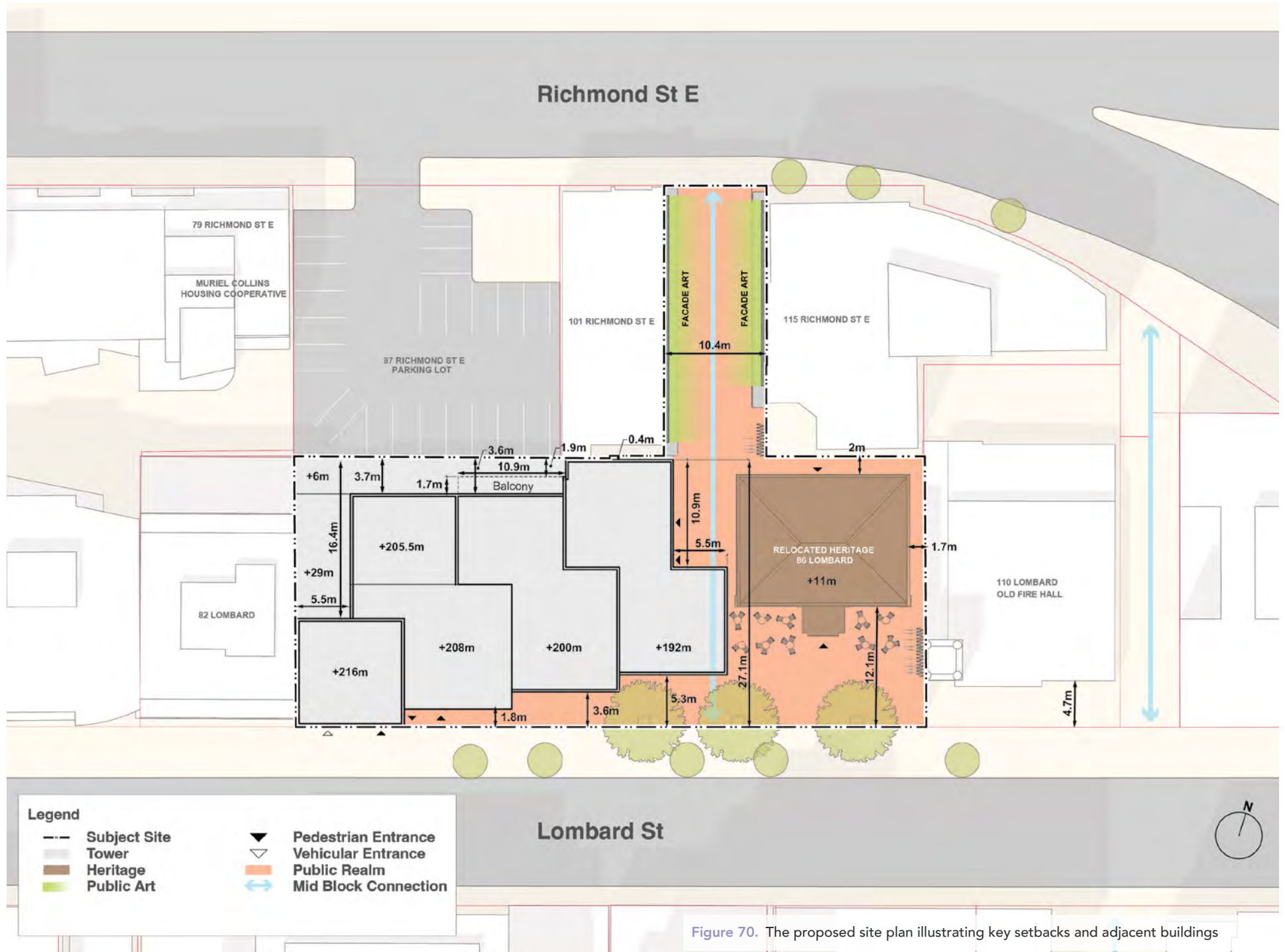


Figure 70. The proposed site plan illustrating key setbacks and adjacent buildings

## Building Top

Official Plan Policy 3.1.3.12 and Tall Building Design Guideline 3.3 set out requirements for tower tops, directing their design to integrate rooftop mechanical or telecommunications equipment, signage and amenity space into the building massing, and to make an appropriate contribution to the quality and character of the city skyline.

*The Proposed Development incorporates a rooftop mechanical penthouse that is integrated within the overall design of the tower. The rooftop elements are wrapped/screened so as not to be visible from below. The tower top completes the building's design composition for the proposed tall building, and provides a visually consistent enclosure for the rooftop elements including mechanical infrastructure and elevator overruns.*

*The architectural design language of vertical bars that informs the tower middle is carried to the crown of the building, seamlessly integrating the tower top with the overall design.*

*The Proposed Development incorporates a tower top design that conforms with applicable Official Plan policies and relevant design guidelines.*

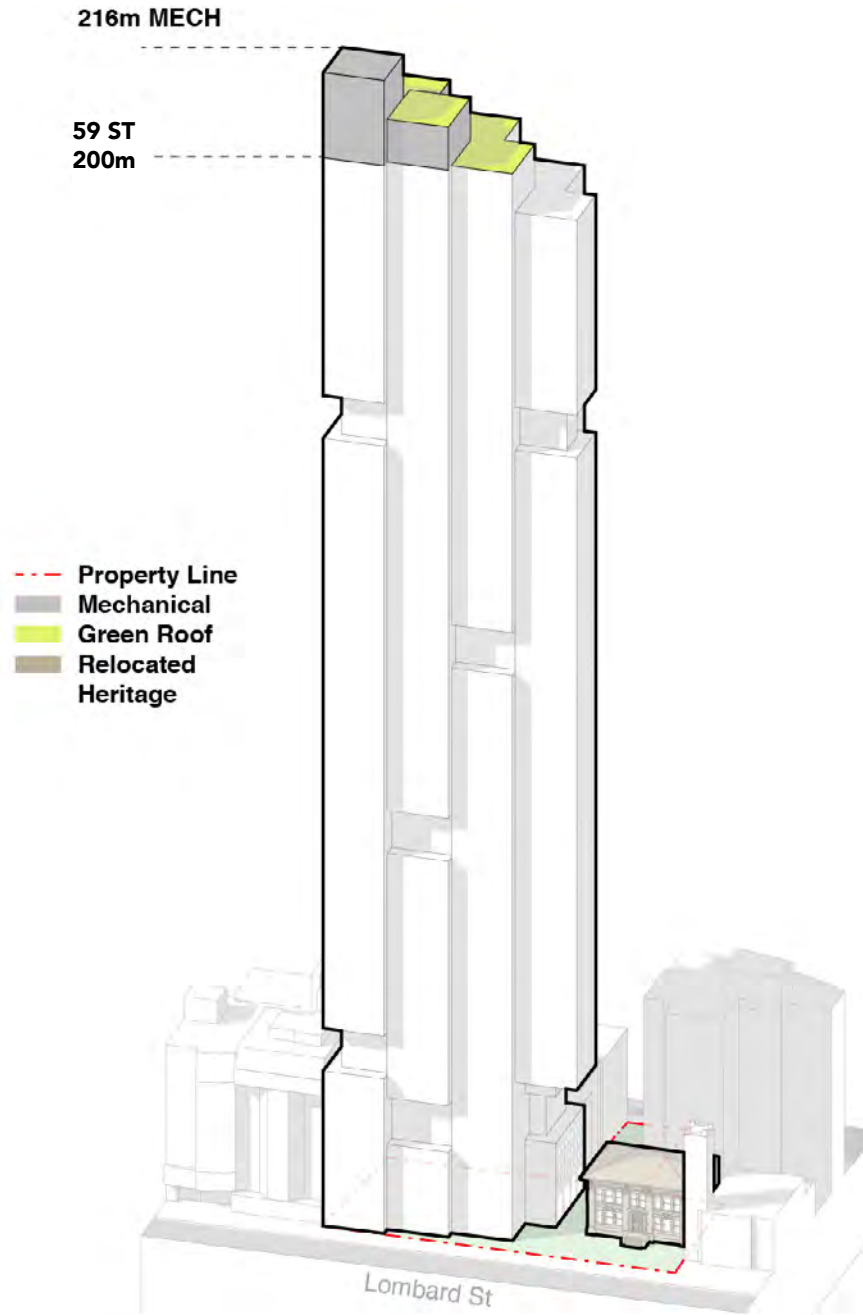


Figure 71. Axonometric building diagram looking north west illustrating the tower top



## 5.3. Public Realm

### Streetscapes & Pedestrian Experience

Policy 3.1.1.2 of the Official Plan provides direction for the design of the public realm, stating that it will:

- provide the organizing framework and setting for development;
- foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- support active transportation and public transit use;
- provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- contribute to the identity and physical character of the City and its neighbourhoods;
- provide opportunities for passive and active recreation;
- be functional and fit within a larger network; and
- contribute to the City's climate resilience.

Furthermore, Policy 3.1.2.9 provides direction for new building facades that are visible from the public realm to: ensure fit with adjacent building facades; contribute to pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; and ensure grade relationships that provide

direct access and views into and from the public realm.

Finally, Policy 3.2.3.3 states that “the effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.”

In order to ensure that there are generous sidewalks to accommodate the higher volumes of pedestrians in the Downtown, the Downtown Secondary Plan generally requires a 6 metre curb to building face area in *Mixed Use Areas - 2* (Policies 9.5 to 9.6). Further, the Tall Building Design Guidelines encourage new development to “Organize streetscapes and landscape elements to support safe and comfortable pedestrian movement, highlight important building features, such as entrances, screen less attractive activities, such as parking access, add four season interest, colour and texture, and provide shade, where appropriate (Guideline 4.1(b)).”

The current condition on the Site is almost entirely built out with structures on or near the property line, and the only unbuilt area consisting of a small surface parking lot. By contrast, the Proposed Development frees up 711 square metres (approximately 35%) of the Site area by condensing the building footprint and locating buildings to create the Urban Passage, which supports and encourages pedestrian movement through the Site.

The Outdoor Gallery, which makes up the northern portion of the Urban Passage, provides views of the proposed art walls, which soften and activate the blank walls on either side of the Site. As a pedestrianized POPS featuring public art with a unique character, the Outdoor Gallery is a safe, comfortable, and vibrant addition to the surrounding open space network.

The relocation of the former morgue and the proposed adaptive reuse and relocation of the 100 Lombard factory building façade create the Heritage Hall, the middle of the Urban Passage. This space responds to the area's established heritage character while reorienting how these existing heritage assets interface with the public realm to provide design interest.

The proposed tall building steps back incrementally from the lot line on Lombard Street, providing an enlarged open space—the Lombard Plaza—for pedestrian flows along and through the Site as well as additional space for civic life. The shape of this expanded public realm responds to the irregular streetwall along Lombard and “funnels” pedestrian flows northward through the Urban Passage.



Figure 72. Ground Floor & Pedestrian Experience Diagram





Figure 73. Conceptual Rendering of the Outdoor Gallery looking south from Richmond Street East (credit: Claude Cormier + Associés)



*The Proposed Development features active, grade-related retail uses along Lombard Street, including multiple retail spaces in the base of the proposed tall building, outdoor patio area, and retail in the former morgue building across both floors. Office and residential lobbies also provide interest and rhythm along the Lombard frontage. The proposed office uses in the base building will contribute to an active street life at all times of day. Façade treatments, glazing, increased tree canopy, and other design elements contribute to a vibrant public realm.*

*Providing an attractive and comfortable public realm within the Site places 100 Lombard within a broader open space context. With the United Church lands to the northwest, Moss Park to the northeast, St. James Park to the south, and Market Lane Park beyond that, the midblock connection at 100 Lombard begins to knit together an open space network that, while not continuous, supports pedestrian activity and public life in the surrounding area.*

*The Proposed Development represents a significantly improved site condition that achieves key public realm objectives of the Official Plan, Downtown Plan, and Tall Building Guidelines.*



Figure 74. Conceptual Rendering of the Lombard Plaza and Urban Passage looking north (credit: Claude Cormier + Associés)

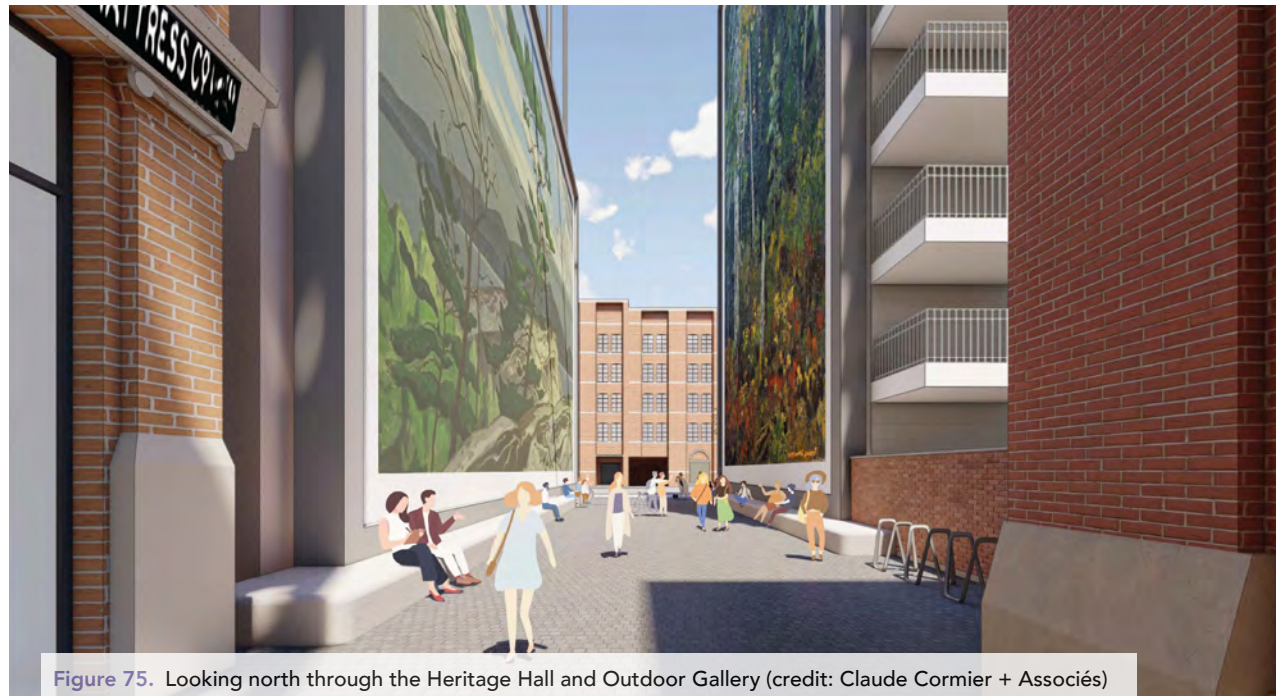


Figure 75. Looking north through the Heritage Hall and Outdoor Gallery (credit: Claude Cormier + Associés)



## 5.4. Mobility & Access

### Transit Access

The Subject Site has convenient access to numerous existing transit routes, and is within 500-800 metres of four higher order transit stations: Dundas, Queen, and King TTC subway stations and the planned Moss Park Ontario Line station. The proximity of the Subject Site to this scale of higher order transit is a key locational attribute that supports the height and density being sought, and contributes to the livability of the surrounding neighbourhood.

In accordance with applicable urban design policies and guidelines, the Proposal will support and encourage a healthy pedestrian-oriented lifestyle and promote better use of public transit in the Downtown.

*The Proposed Development aligns with transit-supportive policies that direct growth to areas well-served by transit infrastructure. Moreover, as outlined in Section 4.0 of this report, the reasonable expectation for future development potential of the block is limited, and as such the Subject Site represents an ideal location for growth.*

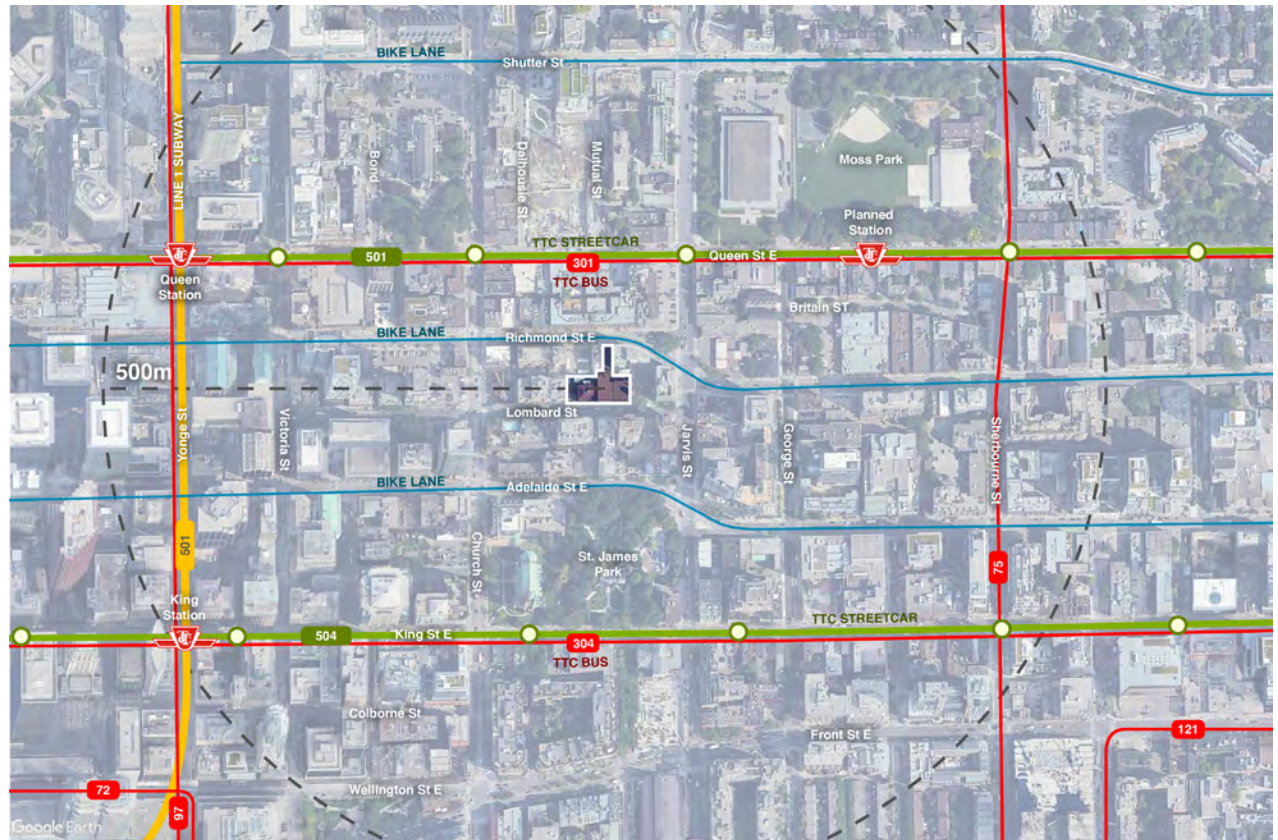


Figure 76. Transportation Diagram

## Pedestrian & Cycling Access

New developments should provide for and integrate well-designed and functional pedestrian and cycling facilities to satisfy the objectives of the Official Plan to promote civic life and provide public realm amenity (OP Policy 3.1.2.10).

As per the Tall Building Design Guidelines, buildings will also “ensure primary building entrances face onto public streets, are well-defined, clearly visible, and universally accessible from the adjacent public sidewalk.”

*The Proposed Development recognizes the close proximity of multiple active transportation options, and Richmond Street’s designation in the Downtown Plan as a priority cycling route, by providing an enhanced public realm that supports and encourages active transportation. The Proposal also includes 498 long-term bicycle parking spaces below grade and additional bicycle parking spaces at grade for visitors.*

*By adopting a taller, more slender built form, rather than a bulky and squat form, the Proposed Development leaves more room for the public realm at grade. This improves pedestrian and cycling access to and through the Subject Site by allocating more room to features such as retail patios, street trees, bicycle parking, ample sidewalk widths, and the Urban Passage (which, critically, will be a pedestrianized space free of cars).*

*The Proposed Development provides a vibrant, comfortable public realm and strategically located bicycle facilities to encourage and support active travel modes on site.*

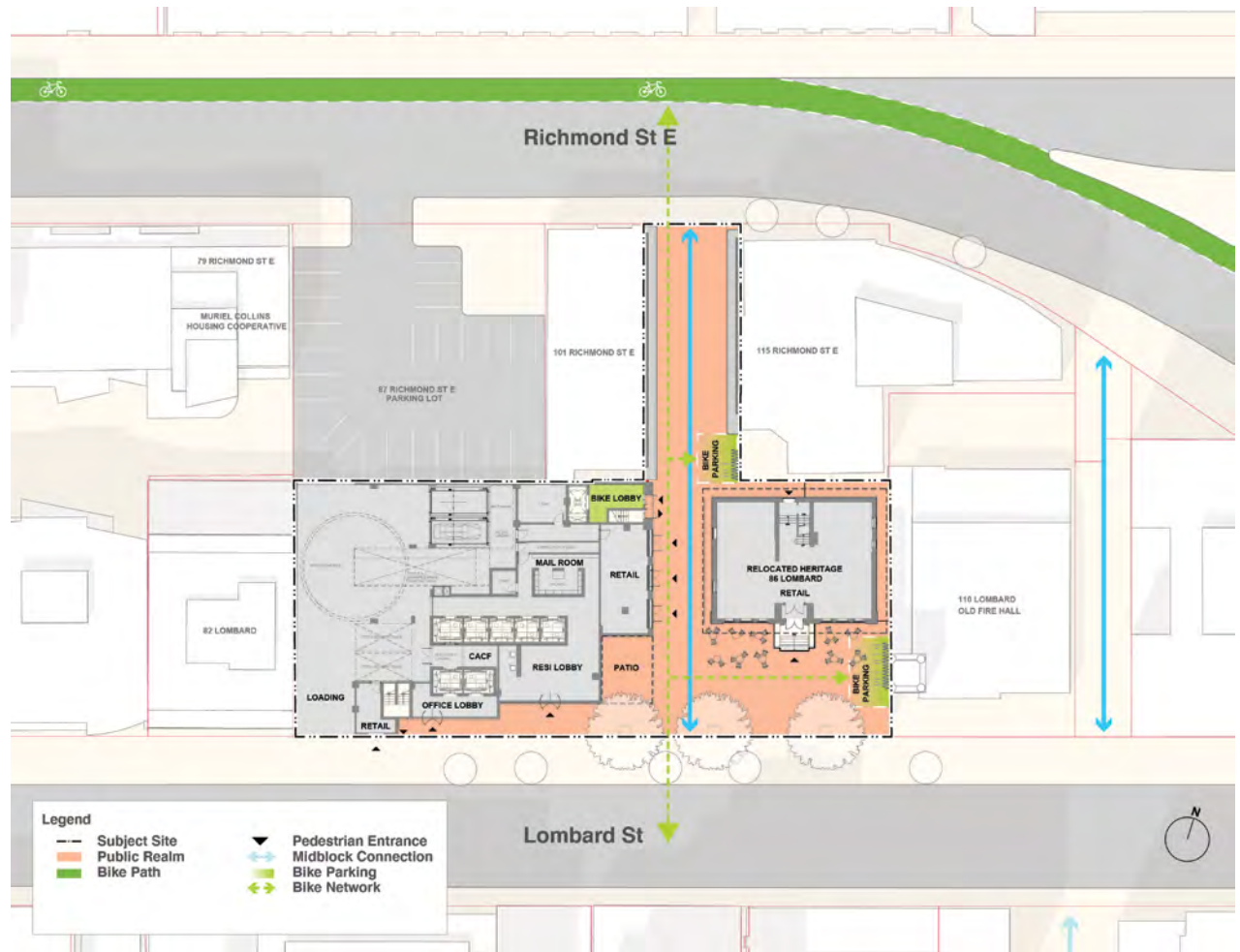


Figure 78. Pedestrian & Cycling Access Diagram



## Parking & Loading

The Official Plan, Downtown Secondary Plan and Tall Building Design Guidelines all include direction to locate 'back of house' activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and view, in order to promote a safer, more comfortable and attractive public realm and pedestrian environment.

*The Proposed Development responds to the surrounding transit options, including the Yonge subway line and planned Moss Park Ontario Line station, by providing reduced vehicular parking on-site, namely 56 parking spaces (including 10 accessible spaces). The implementing draft zoning bylaw amendment proposes a zero parking standard, in keeping with the City's recently adopted parking standards under By-law 89-2022, which is intended to implement the Proposal's long-term mobility goals. Reduced parking rates are part of a broader strategy to promote active transportation, reduce greenhouse gas emissions, and improve the health of residents and visitors.*

*The Proposal locates servicing and loading facilities within the building envelope and away from the street frontage, mitigating the impacts of servicing and loading facilities on the public realm. A truck turntable helps implement this strategy.*

*The Proposed Development appropriately locates parking and loading facilities underground and within the building mass, preserving the safety and comfort of the public realm, and supports emissions reduction targets by providing reduced parking levels and promoting opportunities for active transportation.*

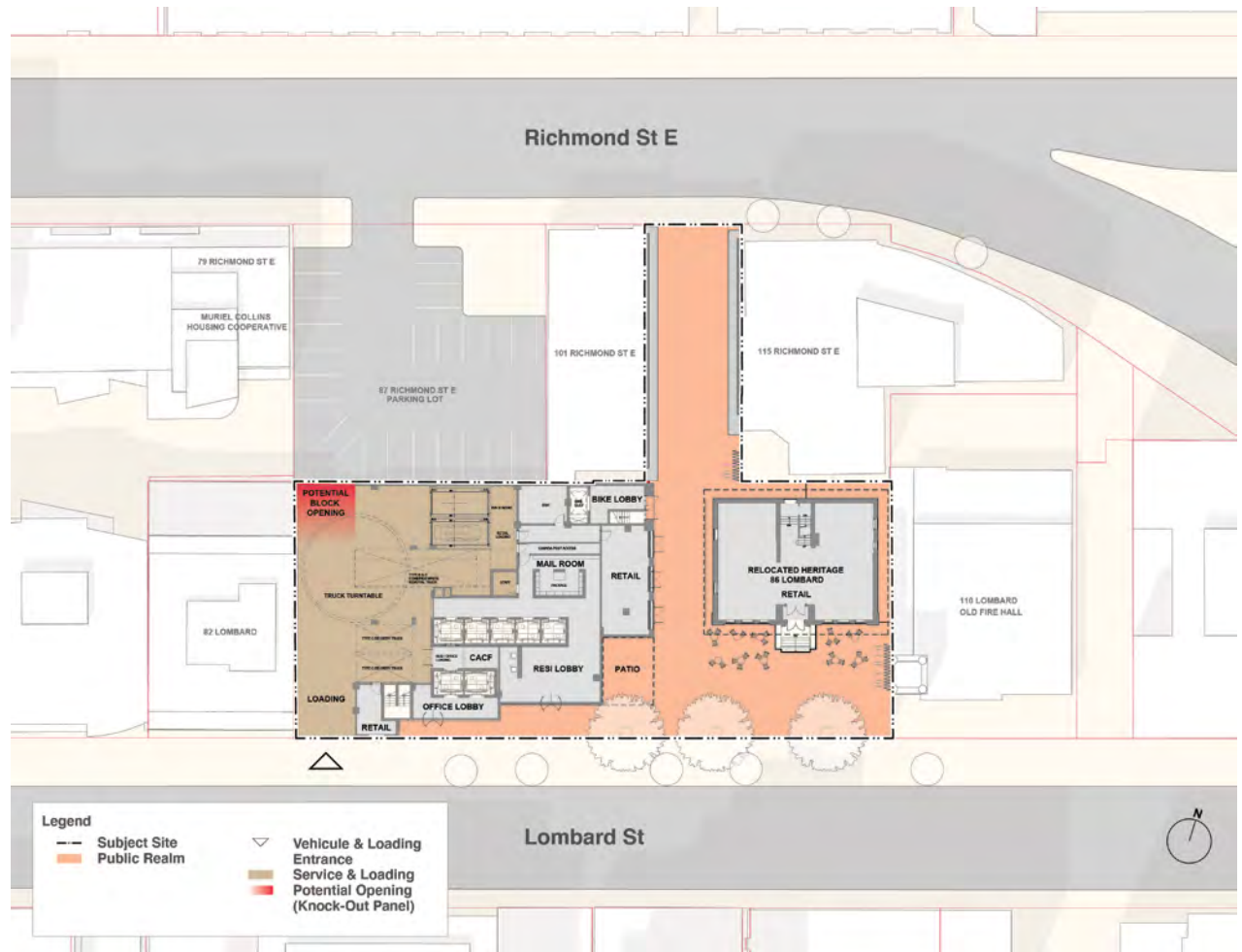


Figure 79. Parking & Loading Diagram

# 6.0 POLICY REVIEW

This chapter provides a review and analysis of relevant provincial and municipal planning policies which apply to the Subject Site.

## 6.1. The Planning Act

The Planning Act R.S.O, 1990. c. P.13 determines the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest to which decision makers shall have regard.

The notable matters of provincial interest directly engaged by the Proposed Development include:

- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use, and conservation of energy and water;
- h) the orderly development of safe and healthy communities;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;

- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Further, the Planning Act allows municipalities to identify the area around higher order transit stations or stops as Protected Major Transit Station Areas (PMTSAs). Within PMTSAs, municipalities must develop policies that identify the minimum number of people and jobs per hectare to be planned, the land uses that are permitted and the minimum densities permitted for buildings on the lands.

The Planning Act integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions shall be consistent with the Provincial Policy Statement and conform with the Growth Plan when decision-makers exercise their planning authority or provide advice on planning matters.

## SUMMARY OPINION:

*The Subject Site is an optimal location for growth, being situated within Toronto's Downtown and within three proposed PMTSAs. The Proposed Development, and the implementing Zoning By-law Amendment, has regard for the matters of provincial interest described in Section 2 of the Planning Act. In particular, it:*

- *Will deliver new housing in a range of unit sizes and configurations;*
- *Is located in proximity to nearby community services and facilities, and is supportive of transit;*
- *Supports employment opportunities by retaining an equivalent amount of office space on-site;*
- *Promotes a well-designed built form that conserves the heritage designated former City morgue Building within a new location on the Site;*
- *Is compatible with the surrounding physical context;*
- *Has a building form which is well designed and integrated with new public realm spaces, helping to achieve high-quality placemaking; and*
- *Represents a compact, pedestrian-oriented and transit-supportive form of development which supports the efficient use of energy, water and other resources.*



## 6.2. Provincial Policy Statement

The Provincial Policy Statement (“PPS”), issued in May 2020, is a consolidated statement of the provincial government’s policies on land use planning. It provides policy direction on matters of provincial interest related to land use planning and development with the aim to secure the long-term prosperity, environmental health, and social well-being of the Province. The PPS includes policies to encourage Ontario’s municipalities to build healthy, livable and safe communities through intensification and by directing development to settlement areas that are already well serviced. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The PPS is to be read and applied as a whole. We have reviewed the PPS in its entirety in assessing the Proposed Development. Our summary review of the PPS is set out below, with reference to salient sections and policy themes that are directly engaged by the Proposed Development.

### SECTION 1.1: MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

The policies in Section 1.1.1 outline criteria to achieve healthy, liveable and safe communities by promoting efficient development and land use patterns over the long-term; accommodating a mix and range of housing types and other uses;

promoting transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and optimization of transit investments; promoting development and land use patterns that conserve biodiversity; and ensuring that necessary infrastructure and public service facilities are available to meet future needs.

Section 1.1.2 speaks to land being made available to accommodate an appropriate range and mix of uses to meet projected needs for a time horizon of up to 25 years. The policies direct that sufficient land be made available through intensification and redevelopment and, if necessary, designated growth areas.

Section 1.1.3 directs that land use patterns in settlement areas shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure and public service facilities; minimize air quality and climate change impacts; support transit and active transportation; and include a range of uses and opportunities for redevelopment and intensification. Policy 1.1.3.6 further states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

### SECTION 1.3: EMPLOYMENT

Section 1.3.1 speaks to the need to promote economic development and competitiveness through encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities.

### SECTION 1.4: HOUSING

Section 1.4.1 addresses housing and directs that planning authorities shall meet projected requirements by providing an appropriate mix and range of housing options and by maintaining the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment.

Section 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet market-based and affordable housing needs of current and future residents of the regional market area. The policy directs the development of new housing in locations with appropriate levels of infrastructure and public service facilities, and at densities that support the use of active transportation and transit.

Policy 1.4.3b specifically requires municipalities to permit and facilitate all housing options to meet the requirements of current and future residents, as well as all types of residential intensification. Policy 1.4.3e requires transit-supportive development and prioritizes intensification in proximity to transit.

### SECTION 1.5: PUBLIC SPACE, RECREATION, PARKS, TRAILS AND OPEN SPACE

Section 1.5 discusses the promotion of healthy and active communities by ensuring that public streets, spaces and facilities are safe, foster social interaction, and facilitate active transportation and community connectivity. The PPS promotes the provision of a full range of publicly accessible spaces for recreation, including parks, public spaces, open space areas and trails and linkages.

## SECTION 1.6: INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Section 1.6 requires that planning for infrastructure and public service facilities be coordinated and integrated with land use planning and growth management, so that they are financially viable and available to meet current and projected needs, while also preparing for the impacts of climate change. Policy 1.6.7.2 promotes the efficient use of existing and planned infrastructure, including through transportation demand management strategies. Policy 1.6.7.4 encourages land use patterns, densities and a mix of uses which minimize the length and number of vehicle trips, and support the use of transit and active transportation.

## SECTION 1.7: LONG-TERM ECONOMIC PROSPERITY

Section 1.7 of the PPS aims to support long-term economic prosperity by encouraging the provision of residential uses to respond to dynamic market-based needs and to provide housing options for a diverse workforce; optimizing the availability and use of land, resources, infrastructure and public service facilities in the long-term; and maintaining and enhancing the vitality of downtowns and mainstreets. This policy further encourages development of sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources

## SECTION 1.8: ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Section 1.8 of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, and reduced greenhouse gas emissions. Policies in this Section also require planning authorities to prepare for the impacts of climate change through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commutes and decrease transportation congestion; and maximize vegetation within settlement areas.

## SECTION 2.6: CULTURAL HERITAGE & ARCHAEOLOGY

Section 2.6 of the PPS directs that significant built heritage resources shall be conserved, and that development and site alteration on adjacent lands to a protected heritage property shall conserve the heritage attributes of the protected heritage resources.

## SUMMARY OPINION:

*The Proposed Development and the implementing Zoning By-law Amendment are consistent with and support the policy objectives of the PPS and represent good planning. In particular, the Proposed Development will:*

- *Achieve efficient land use patterns by redeveloping and intensifying an underutilized site that is located within Toronto's Downtown and within walking distance of multiple higher order transit stations;*
- *Deliver a compact, transit-oriented development that will support the use of nearby transit and municipal infrastructure, optimizing those public investments and supporting their financial viability;*
- *Provide a range of new residential housing options with a variety of unit sizes, ranging from studios to three-bedroom units, located in a mixed-use building along with office and retail uses;*
- *Support transportation demand management and active transportation by providing a reduced amount of vehicle parking and the required amount of bicycle parking;*
- *Support the vitality of employment within the Downtown, by maintaining the same amount of office space on the Site, in a new and contemporary space;*
- *Create a new mid-block open space that will be programmed as an outdoor gallery, providing ground-level animation, and which will significantly improve the quality of public realm and foster social interaction; and*
- *Conserve and adaptively re-use the existing heritage resources on the Site in a manner that promotes high-quality built form and encourages a sense of place.*



## 6.3. Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") is a Provincial Plan that directs the management of regional growth in the Greater Golden Horseshoe (GGH) to 2051. The Growth Plan includes policies addressing transportation, infrastructure, land use planning, urban form, housing and climate change on a regional scale, with overarching goals to maintain the region's quality of life and economic competitiveness.

The latest Growth Plan took effect on May 16, 2019 and the August 2020 Consolidation includes Amendment 1. As with the PPS, the Growth Plan is to be read in and applied as a whole. We have reviewed the Growth Plan in its entirety in assessing the Proposed Development. Our summary review of the Growth Plan is set out below with reference to salient Sections and policy themes that are directly engaged by the Proposed Development.

The 2019 Growth Plan responds to the key challenges that the region continues to face. It provides enhanced policy directions to bring more housing supply to the market. A key objective of the Growth Plan is to reduce urban sprawl, promoting an intensification first approach to growth management, and it carries forward many of the policies of the PPS while providing more direction on where intensification should be focused.

### SECTION 1.2.1 - GUIDING PRINCIPLES

Section 1.2.1 of the Growth Plan outlines a series of principles to guide land use planning decisions and public investment in infrastructure. These principles include:

- Supporting the achievement of complete communities;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Supporting a range and mix of housing options;
- Protecting and enhancing natural heritage, hydrologic, and landform systems, features, and functions;
- Conserving and promoting cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities; and
- Integrating climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure.

### SECTION 2.2.1 - MANAGING GROWTH

Section 2.2.1 of the Growth Plan provides direction for growth and development, which is primarily planned to be contained in settlement areas with built-up, transit-supportive environments that can support the achievement of compact and complete communities. Policy 2.2.1.2 directs that, within settlement areas, development is to be focused in delineated built-up areas; strategic growth areas; locations with existing or planned public transit, with a priority placed on higher

order transit; and in areas with existing or planned public service facilities. Policy 2.2.1.3 requires municipalities to undertake integrated planning, and to provide direction for an urban form which optimizes infrastructure, particularly along transit corridors, to support the achievement of complete communities. Policy 2.2.1.4 supports the achievement of complete communities, including through the provision of a mix of uses, a more compact built form and a vibrant public realm, contributing to environmental sustainability and a diverse range and mix of housing options.

### SECTION 2.2.2 - DELINEATED BUILT-UP AREAS

Section 2.2.2 provides more detailed policies regarding intensification, stating that all municipalities within the Greater Golden Horseshoe will develop a strategy to achieve the minimum intensification targets to identify the appropriate scale of development (2.2.2.3b); identify strategic growth areas and recognize them as a key focus for development (2.2.2.3a); encourage intensification generally throughout built-up areas (2.2.2.3c); and ensure development is designed to support the achievement of complete communities (2.2.2.3d).

### SECTION 2.2.3 - URBAN GROWTH CENTRES

Section 2.2.3 states that Urban Growth Centres will be planned to accommodate and support the transit network, serve as high-density employment centres, and accommodate a significant share of population and employment growth. Urban Growth Centres in the City of Toronto are to have a minimum density target of 400 residents and jobs combined per hectare, to be achieved by 2031 or earlier.

#### **SECTION 2.2.4 - TRANSIT CORRIDORS AND STATION AREAS**

Section 2.2.4 establishes minimum density targets for Major Transit Station Areas (MTSAs), priority transit corridors and subway lines. The Growth Plan defines an MTSA as “the area within an approximate 500 to 800 metre radii of a transit station, representing about a 10-minute walk.” The policy specifies that MTSAs on subway lines will be planned for a minimum density target of 200 residents and jobs combined per hectare (2.2.4.3). The policies further specify that within MTSAs on subway lines, land uses and built form that adversely affect the achievement of the minimum density targets will be prohibited (2.2.4.6). The policies highlight that development within all MTSAs will be supported by planning for a diverse mix of uses; fostering collaboration between public and private sectors; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities (2.2.4.9). Ultimately, these policies reinforce a fundamental principal that the growth targets set out in the Growth Plan are intended as minimums, with clear policy direction to achieve greater levels of intensification where possible.

#### **SECTION 2.2.5 - EMPLOYMENT**

Policy 2.2.5.1 focuses on the need for aligning land use planning and economic development goals to retain and attract investment and employment. Retail and office uses are to be directed to locations that support active transportation and have existing or planned transit (2.2.5.3).

#### **SECTION 2.2.6 - HOUSING**

The Growth Plan’s housing policies specify the importance of providing a diversified housing stock and development permissions to allow

municipalities to achieve minimum density targets and ultimately support the achievement of complete communities. The policies encourage multi-unit residential development that incorporates a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6.3). The policies also direct municipalities to support increased housing stock and improved housing choice to accommodate forecasted growth.

#### **SECTION 3.2 - INFRASTRUCTURE TO SUPPORT GROWTH**

Section 3.2 addresses infrastructure planning, including the need to integrate transportation planning with land use planning and transportation investments (3.2.2.1). Key priorities include connectivity between a variety of transportation modes; decreased reliance on the automobile; increased use of active transportation and transit; reduced greenhouse gas emissions through encouraging the use of low- and zero-emission vehicles; and adoption of a complete streets approach.

#### **SECTION 4.2.7 - CULTURAL HERITAGE RESOURCES**

Policy 4.2.7.1 states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

#### **SECTION 4.2.10 - CLIMATE CHANGE**

Policy 4.2.10.1 directs municipalities to identify actions to reduce greenhouse gas emissions and address climate change adaptation goals, including the achievement of complete communities, reducing automobile dependence and supporting active transportation and transit use.

### **SUMMARY OPINION:**

*The Proposed Development and the implementing Zoning By-law Amendment conform with the policies of the Growth Plan, including those that place significant emphasis on optimizing the use of land in and around higher-order transit stations, achieving growth targets and increasing the supply of housing with a range of unit layouts and sizes to meet diverse housing needs.*

*The Proposed Development contributes to the creation of a complete community, by adding residential, retail, and community oriented uses, to the existing office uses that exist on the Site today.*

*The Site is within the Downtown Toronto Urban Growth Centre, where the greatest densities within the City are anticipated and encouraged. The Subject Site is also located in proximity to multiple existing and planned higher order transit stations, and is within three proposed PMTSAs which have been identified by the City as locations where transit-supportive densities are required and appropriate.*

*The Proposed Development will optimize the use of the property, while appropriately and creatively conserving heritage resources in a strategic growth area. The Proposed Development is designed to reduce energy consumption through the use of energy efficient features and passive design strategies, and will consider the use of geothermal energy systems.*

*The Proposed Development will maintain employment-generating office uses on-site through the creation of a new, contemporary office space, will deliver new housing on an underutilized site that is well-served by existing transit and municipal infrastructure, and can appropriately accommodate the additional density proposed.*



## 6.4. City of Toronto Official Plan

The City of Toronto Official Plan (“Official Plan”, 2006, as amended) is the primary planning tool used to guide growth and development in the City. It identifies that future development will be in the form of infill and redevelopment, and should be located, organized and massed to be compatible with the existing and planned context.

The Official Plan establishes an urban structure which guides growth and development. It also provides policies for land use designations, which are a key implementation tool for achieving growth as part of the City’s urban structure.

This policy analysis is based on the April 2021 consolidation of the Official Plan, and includes applicable draft policies from OPA 583, which was adopted by Toronto City Council on June 15, 2022, to update the City’s environmental policies. OPA 583 has been submitted to the to the Ministry of Municipal Affairs and Housing and will be in-force following the Minister’s approval.

The Official Plan is to be read and applied as a whole. We have reviewed the Official Plan in its entirety in assessing the Proposed Development. Our summary review of the Official Plan is set out below, with reference to salient Sections and policy themes that are directly engaged by the Proposed Development.

## CHAPTER 2: SHAPING THE CITY

Chapter 2 of the Official Plan includes policies for building a more liveable urban region by focusing urban growth in compact centres that are well connected to a multi-modal transportation system and efficiently use existing infrastructure and services. This includes making better use of existing infrastructure, reducing auto dependency, increasing the efficiency and safety of road networks, providing a range of housing types, and increasing the supply of housing to create greater opportunities for people to live and work locally.

### SECTION 2.1 - BUILDING A MORE LIVABLE CITY

Section 2.1 speaks to how Toronto will work with neighbouring municipalities and the Province to implement the Provincial growth management framework across the Greater Toronto Area. Policy 2.1.1 outlines overarching growth management policies for the City, including focusing on a pattern of compact centres, mobility hubs and corridors linked to transit; making better use of existing urban infrastructure; reducing auto dependency and improving air quality; providing a full range of housing types; increasing the supply of housing in mixed use environments; creating and sustaining fulfilling employment opportunities; and protecting, enhancing and restoring green spaces and natural heritage features and functions.

### SECTION 2.2 - STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

Section 2 of the Official Plan establishes the City’s overall urban structure. Map 2 of the Official Plan identifies the Subject Site as being located within the Downtown and Central Waterfront, an area where the greatest intensity of development is contemplated (see Figure 80).

Section 2.2 provides policies which seek to achieve transit supportive communities by directing growth to strategic areas of the City including the City’s Avenues, Employment Districts, Centres and the Downtown (2.2.2). Growth is directed to the Downtown in order to: use infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and rapid transit stations; create assessment growth and contribute to the City’s fiscal health; and promote mixed use development to increase opportunities for living close to work and encouraging walking and cycling. Growth in the Downtown is also directed to facilitate social interaction and economic activity and improve air quality and reduce greenhouse gas emissions (2.2.2).

## SECTION 2.2.1 - DOWNTOWN: THE HEART OF TORONTO

Downtown Toronto's Urban Growth Centre will be planned to optimize public investment in higher order transit within the Centre and, thus, should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan for the Greater Golden Horseshoe (Policy 2.2.1.1).

Policy 2.2.1.2 calls for the Downtown to continue to be shaped as the largest economic node in the city and region by accommodating development that helps to attract employment uses, provides a full range of housing opportunities for Downtown workers to reduce the need for commuting. Policy 2.2.1.4 identifies opportunities for improving the quality of the Downtown. The policy seeks to support upgrades to public amenities and infrastructure; enhance existing parks and acquiring new parkland; strengthening the range and quality of the community services and local institutions within the Downtown; supporting the development of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; providing a diverse range and mix of housing options; and developing a resilient and low-carbon Downtown.

Policy 2.2.1.5 further states that the architectural and cultural heritage of Downtown will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings.

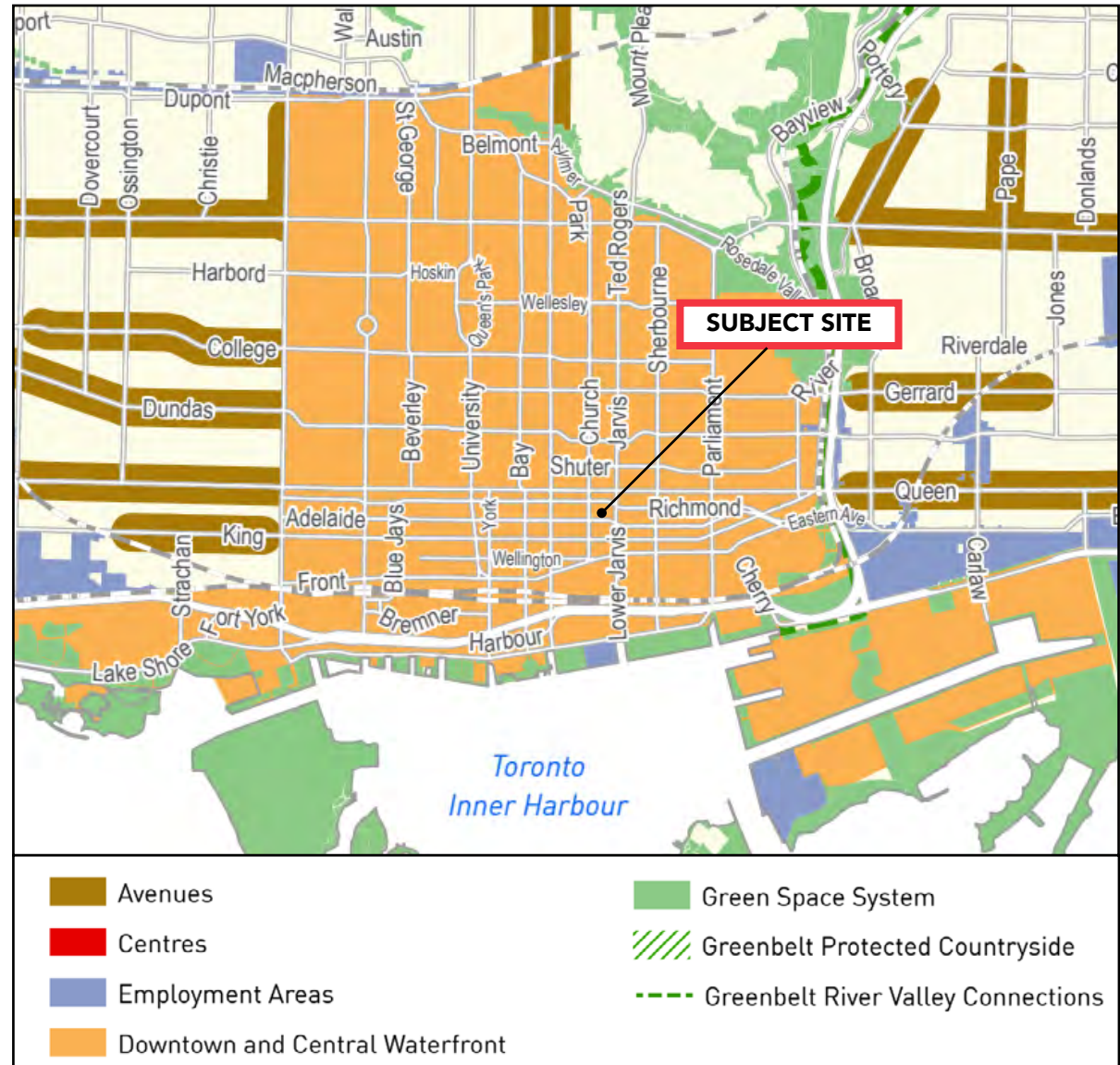


Figure 80. City of Toronto Official Plan Map 2 (Urban Structure)



## **SECTION 2.4 - BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE**

Policies within Section 2.4 aim to support the integration of transportation and land use planning. Map 4 of the Official Plan illustrates the extent of the existing and planned higher-order transit network. The policies describe the importance of making more efficient use of available infrastructure, reducing automobile dependency, and enhancing opportunities for walking, cycling and transit use.

Policy 2.4.8 speaks to the establishment of minimum density requirements, minimum and maximum parking requirements, and limiting surface parking for sites in areas well-served by transit.

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 524 (OPA 524) for 16 Protected Major Transit Station Areas within the Downtown Plan area. Upon Council's enactment of the Bills, OPA 524 was sent to the Ministry of Municipal Affairs and Housing for Ministerial approval on February 4, 2022. Based on this policy framework, the Subject Site is situated within three proposed PMTSAs: King Station (SASP 606), Queen Station (SASP 605) and Dundas Station (SASP 604). For each proposed PMTSA, the City has identified overall minimum density targets, as well as a minimum Floor Space Index (FSI) for sites throughout each area. The minimum targets proposed for the King and Queen Station PMTSAs are 2,000 people + jobs per hectare, which are the two highest targets identified by OPA 524, anywhere in the City.

*The Proposed Development meets the policy objectives outlined in Chapter 2 of the Official Plan and represents appropriate infill intensification on an underutilized Site within the Downtown and Central Waterfront area that will help to reinforce the City's urban structure.*

*The Proposal will attract residents, workers and visitors to an area that is well served by existing and planned higher order transit infrastructure and that is characterized by a diversity of land uses and amenities. The Proposed Development and implementing Zoning By-law Amendment successfully integrate transportation and land use planning helping achieve the objectives in Chapter 2 of the Official Plan. The mixed-use tower contains diverse mix of residential, office and retail uses in close proximity to existing infrastructure, services, facilities, jobs and other urban amenities. Located in close proximity to the King, Queen and Dundas subway stations, as well as the planned Moss Park Ontario Line station, the Proposal will optimize investments in public transit and make better use of the surrounding urban infrastructure and services.*

## CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan contains policies that shape the form of new development in Toronto, promoting a vibrant, beautiful, safe and inclusive city. This section recognizes the importance of strong urban design, directing the City and the private sector to work together as partners in creating a great city and achieving Toronto's architectural and urban design potential. The following analysis incorporates the recently updated public realm and built form policies of Official Plan Amendment 479 and 480, respectively.

### SECTION 3.1.1 - THE PUBLIC REALM

Section 3.1.1 focuses on the design of an attractive, safe and accessible public realm, and in particular the role of development in enhancing and extending a high-quality public realm. Policy 3.1.1.1 states that the public realm comprises all public and private spaces that the public has access to, including streets, lanes, parks, open spaces and the parts of buildings that the public is invited into. Policy 3.1.1.2 states that the public realm will foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; and provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction.

Policies 3.1.1.6 and 3.1.1.13 speak to the importance of city streets in creating vibrant and complete streets; providing safe, attractive, interesting and comfortable spaces for all users of all ages and abilities; and reflecting differences in local context and character.

Policy 3.1.1.15 includes design direction for city blocks and development lots, stating that they will expand and enhance the public realm, integrate development with local pedestrian and cycling networks, and promote street-oriented development. Policy 3.1.1.20 directs that privately owned publicly-accessible spaces (POPS) be publicly accessible, sited in highly visible locations, designed for a variety of users, be integrated with the broader public realm, and include new trees, seating, public art, landscaping.

*The Proposed Development responds appropriately to the Official Plan Public Realm policies and design objectives. A new pedestrianized mid-block open space (The Urban Passage) is envisioned through the Site, linking Lombard Street with Richmond Street East, that will be visible along these public street frontages and will invite pedestrians into the Site. The northern portion of the Passage will feature an outdoor gallery space and will be lined with long benches, and will include large art walls which are proposed to be constructed on either side of the existing blank walls lining this area. Together these elements will help achieve a unique and memorable public realm*

*on the Subject Site. The Proposal will provide active uses at grade to animate the ground plane. In particular, retail uses are planned at-grade facing the Urban Passage and within the former morgue building, while pocket retail uses, and residential and commercial lobbies are planned along the Lombard street frontage to contribute to a lively streetscape experience throughout the day. The Proposal also introduces a series of other public realm and streetscape enhancements including signature paving for the Passage and Lombard Plaza, a new row of street trees along the Lombard frontage to match the historic tree plantings in front of the neighbouring fire hall building, and a range of outdoor seating options to allow residents, workers and visitors opportunities to experience and enjoy the Site.*

*The planned public realm improvements work together to significantly enhance the quality and functionality of the public realm, providing a variety of spaces for residents and the broader community to enjoy. The improved streetscape design and proposed mid-block connection will support safe and convenient pedestrian and cycling movement to and through the Site.*



### SECTION 3.1.3 - BUILT FORM

Section 3.1.3 of the Official Plan sets out policies intended to ensure that new development fits within its existing and planned context and contributes to the overall quality of Toronto's urban design.

#### SITE ORGANIZATION & LAYOUT

Policy 3.1.3.1 states that new development will fit within its existing and planned context. It will frame and support adjacent streets, parks and open spaces by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent setback;
- b) providing additional setbacks or open spaces, where appropriate, including at parks and open spaces;
- c) locating main building entrances on prominent facades so that they front onto the public realm and are directly accessible from the public sidewalk;
- d) providing ground floor uses, clear windows and entrances that allow views from, and where possible access to, adjacent streets, parks and open spaces; and
- f) providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility of the public realm for sitting and standing.

Policy 3.1.3.2 directs that development provide accessible open space, where appropriate. Policy 3.1.3.3 calls for the provision of setbacks and separation distances to protect the privacy of adjacent buildings. Policy 3.1.3.4 directs development to locate and organize vehicle parking, access and ramps, loading, servicing and storage areas and utilities to minimize their impact and to improve the safety and attractiveness of the public realm. A new Draft Policy 3.1.3.3 has been provided in OPA 583 which states that development will be sustainable, low carbon and resilient to climate change through the orientation and design of new buildings to maximize passive heating and cooling, improve energy efficiency and reduce greenhouse gas emissions.

***The Proposed Development achieves appropriate site organization and layout, with the relocated former City morgue building and the proposed base building helping to frame both the Lombard streetscape and define the edges of the Urban Passage. Building entrances are proposed to face Lombard Street and the Passage, with retail uses and office and residential lobby spaces helping to animate these edges.***

***The proposed Urban Passage has been strategically inserted on the Subject Site to introduce a new north-south pedestrian connection between Lombard and Richmond Street, while also helping to achieve***

***a transition from the proposed tower to the relocated morgue building and neighbouring heritage property to the east. A responsive massing strategy has also been deployed, with appropriate tower setbacks, separation distances and an articulated tower design, which has been carefully designed in response to adjacent properties to ensure privacy and support sunlight access. The Proposal also meets the intent of the draft policies contained in OPA 584, as the design of the building has considered opportunities for passive heating and cooling, energy efficient building systems and a range of other sustainability measures to achieve a low carbon development. Finally, the Proposed Development internalizes vehicular access and servicing areas to minimize impacts on the public realm (as described further in the Transportation Study, available under separate cover). More details regarding the proposed building form and public realm response can be found in Chapter 4 of this report.***

#### BUILDING SHAPE, SCALE & MASSING

Policy 3.1.3.5 requires that development be located and massed to fit within the existing and planned context; define and frame the edges of the public realm with good street proportion; and fit with the character of the area. The policy also requires that development ensure access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and planned context, and by stepping back building mass and reducing building footprints above the streetwall height. Policy 3.1.3.6 directs that development will be required to provide a good transition in scale between areas of different building heights and/or intensity of use, considering both neighbouring properties and the public realm. Policy 3.1.3.8 requires that development adjacent to a park or open space be designed to provide good transition in scale to provide access to direct sunlight and daylight.

***The Proposed Development achieves these key built form policy directions, with the new tower being located and massed to fit appropriately within the existing and planned context. As described in more detail in Section 4 of this report, the Proposed Development is comparable with the emerging development pattern of the Downtown east area.***

***The base building has been sensitively designed to align with existing height datums of surrounding buildings, and to reinforce and celebrate the unique lower-scale heritage assets on the Site and within the surrounding block on adjacent properties. The gradual stepping down of the base building introduces a visual transition down in scale from east to west.***

## IMPROVING THE PUBLIC REALM THROUGH BUILDING DESIGN

Policies 3.1.3.9 and 3.1.3.10 provide direction for new building facades that are visible from the public realm to: ensure fit with adjacent building facades; contribute to pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; and ensure grade relationships that provide direct access and views into and from the public realm. Development is to further provide improvements to adjacent boulevards and sidewalks; coordinate landscape improvements in setbacks to fit with the public streetscape; and incorporate weather protection.

*Through the stepped and varied base building streetwall, the Proposal delivers an attractive, unique and pedestrian-scaled built form along the Lombard frontage. This base building is articulated by a recessed tower and office component, with outdoor amenity spaces along the roof of the podium at the 7th floor, helping create visual interest from the public realm, while providing additional eyes on the street towards Lombard and to the interior of the Site. Retail and food and beverage uses within the ground floor and former morgue building will help to animate the open space and streetscape, while the proposed outdoor gallery space will introduce a dynamic new setting for residents and visitors to enjoy.*

## PRIVATE & SHARED AMENITY SPACES

Policy 3.1.3.11-13 require new development to provide high quality, well designed indoor and outdoor shared amenity spaces to meet the needs of residents of all ages and abilities at all times throughout the year. Outdoor amenity spaces should be located at or above grade, with access to daylight and direct sunlight where possible, promote use in all seasons and provide comfortable wind, shadow and noise conditions.

*The Proposed Development provides a total of 1,064 square metres of indoor amenity space, which is dispersed throughout various floors of the building contributing to a dynamic range of urban amenity rooms available to residents. These amenity rooms could include fitness spaces, gardening areas, libraries and children's play areas, to help meet the needs of residents across all age groups. These urban rooms are strategically positioned throughout the building to maximize views of the surrounding City, while simultaneously helping to articulate the tower mass.*

*In addition to the indoor amenity spaces, a range of outdoor amenity areas totaling 548 square metres in area are proposed including an outdoor dog run, and several outdoor terraces and play areas. Outdoor gardening spaces are also proposed on the 44th floor which offer 360 degree views of the City and provide access to sunlight. It is noteworthy that the Site's access to significant public outdoor amenity spaces, including public parks, will provide further amenity spaces for residents, which reflects the proposed quantum of shared outdoor amenity space in the Proposed Development.*

*Wind conditions have been tested, which identify that additional measures may be required to mitigate wind impacts at the proposed outdoor amenity locations. These measures will be confirmed and secured through the site plan approval process. Additional information can be found in the Pedestrian Level Wind Study submitted under separate cover as part of this application.*

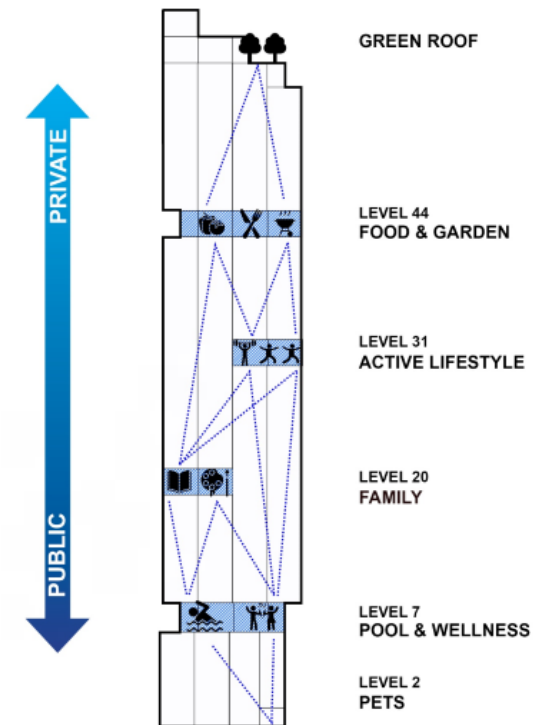


Figure 81. Indoor and Outdoor Amenity spaces are distributed throughout various floors to contribute to a vertical urban community



#### SECTION 3.1.4 - BUILT FORM - BUILDING TYPES

This section of the Official Plan provides built form direction for various types of buildings. Tall buildings are recognized for the role they play in achieving residential and office growth in parts of the Downtown and Central Waterfront and in other areas of the City. Policies 3.1.4.8 to 3.1.4.11 provide design direction for tall buildings, including for the base, tower and top portions of the building. These policies emphasize design that should: respect and reinforce good street proportion and pedestrian scale; provide active, grade-related uses; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views of the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower. Specifically, the tower should be stepped back from the base building; the floorplate should be limited in size above the base building; and appropriate separation distances should be provided from side and rear property lines as well as other tall buildings (Policy 3.1.4.11).

*The Proposed Development includes a unique tower design, which has been massed to include an identifiable base, middle, and tower portion, designed with appropriate separation distances from adjacent buildings, includes grade-related active uses and frames the street with a pedestrian scale base (see additional discussion of separation distances in Section 4). The base building height gradually transitions down from west to east to respond to the adjacent built form conditions and to better address the heritage cluster at the east of the Site. The tower incorporates a series of setbacks and stepbacks to respond to adjacent*

*buildings, and to reduce the perceived mass of the building. The tower floorplate varies in size and shape as the building moves up, however it has a maximum size of 787 square metres (gross construction area). Section 4 of this report provides further built form analysis.*

*Shadows on surrounding Neighbourhoods, Parks, and other shadow-sensitive spaces are adequately limited and move quickly due to the design and massing of the tower component (see analysis of shadows in Section 4 and the Sun/Shadow Study submitted under separate cover).*

#### SECTION 3.1.6 - HERITAGE CONSERVATION

Section 3.1.6 of the Official Plan contains the City's heritage conservation policies. Policy 3.1.6.4 states that properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*. Policy 3.1.6.5 further states that proposed development adjacent to a property on the City's Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, and that a Heritage Impact Assessment (HIA) will be undertaken to describe and assess the potential impacts and mitigation strategies for the proposed development with respect to the adjacent heritage property. Furthermore, Policy 3.1.6.6 encourages the adaptive re-use of properties on the Heritage Register.

Policy 3.1.6.22 and 23 require an HIA to evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or properties adjacent to a property on the Register. The HIA will address all applicable heritage conservation

policies of the Official Plan and will demonstrate conservation options and mitigation measures consistent with those policies.

Policy 3.1.6.26 requires that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impacts on it.

*The Proposal is predicated on a heritage conservation strategy that will conserve, celebrate, and enhance the civic presence of heritage resources on and adjacent to the Site. In particular, the heritage designated former City morgue building is proposed to be relocated to the east of the Site, forming a cluster of high-value turn of the century heritage buildings together with the adjacent heritage designated former fire hall building. In addition, the south elevation of 100 Lombard is proposed to be incorporated into the new podium facing the interior of the Site and open space area.*

*A Heritage Impact Assessment (HIA) Report and two Cultural Heritage Evaluation Report (CHER) have been prepared by ERA in support of the applications for the Site, which conclude that the Proposed Development will conserve the cultural heritage value and attributes of heritage resource on the Site, and that its design mitigates potential impacts to existing heritage resources.*

*Furthermore, the Proposed Development appropriately responds to the built form character of the block, including adjacent heritage assets such as the former Fire Hall Building at 110 Lombard Street, helping celebrate and enhance the civic presence of these assets.*

### SECTION 3.2.1 - HOUSING

Section 3.2.1 of the Official Plan outlines the need to provide a full range of housing options to meet housing needs in the City. Policy 3.2.1.1 emphasizes that a full range of housing options in terms of tenure, form and affordability is required in order to accommodate the current and future needs of residents.

Policy 3.2.1.6 addresses redevelopment sites which contain existing rental housing. The policies identify how new development which removes all or part of a private building and results in the loss of six or more rental housing units will not be approved unless certain conditions are met.

*There are currently no dwelling units on the Subject Site. The Proposed Development will introduce 480 new dwelling units which will range from bachelor to 3-bedroom suites, with the potential to accommodate diverse housing needs. The Proposed Development supports residential intensification that will improve the quality and range of housing, add to the existing housing stock in Downtown Toronto, and contribute towards the achievement of minimum density targets set out in the provincial and municipal policy frameworks.*

### SECTION 3.2.2 - COMMUNITY SERVICES AND FACILITIES

Section 3.2.2 of the Official Plan contains policies relating to how social infrastructure can contribute to the quality of life and overall well-being of Toronto residents. These policies aim to ensure that an appropriate range of community services and facilities are provided in areas of major or incremental physical growth (3.2.2.1.c), while also encouraging the inclusion of community service facilities in significant private sector developments through development incentives and public initiatives (3.2.2.7).

*The Subject Site is in close proximity to a wide range of community services and facilities. The Community Services and Facilities ("CSF") Study submitted as part of this application provides an overview of CSF resources in the area, as well as a summary of their existing capacity and opportunities.*

### SECTION 3.2.3 - PARKS AND OPEN SPACES

Section 3.2.3 of the Official Plan recognizes the importance of parks and open spaces to the vitality of the City, and sets out a framework for creating new parkland through the development approvals process. Map 8B/C of the Official Plan identifies parkland provision in different areas of the City.

Policies in this section also outline parkland dedication requirements, including the ability to provide cash-in-lieu for the value of parkland, particularly on sites less than 1 hectare in size (Policy 3.2.3.5).

*Map 8B/C of the Official Plan identifies the Subject Site as being located in an area of the City that has a moderate to low level of parkland provision (at 0.43 to 0.79 hectares per 1,000 people). The Proposed Development is contemplated to provide cash-in-lieu of parkland, which is appropriate for the Site. However, the proposed Urban Passage will provide significant public amenity and offer various opportunities for visitors to linger and enjoy the public realm.*



### SECTION 3.5.1 - CREATING A STRONG AND DIVERSE CIVIC ECONOMY

Policies in this section call for nurturing and expanding the economy to provide for the future employment needs of Torontonians, by maintaining a strong and diverse economic base and contributing to a broad range of stable full-time employment opportunities (Policy 3.5.1.1). Policy 3.5.1.2 calls for transit-oriented office growth in the Downtown and Central Waterfront and within walking distance of rapid transit stations. A balanced growth of jobs and housing is also to be pursued across the City to maintain a complete community, reduce the need for long-distance commuting and increase travel by transit and active transportation (3.5.1.3). Proposed Policy 3.5.1.9 (under appeal), states that new development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a Mixed Use Area or Regeneration Area within the Downtown and Central Waterfront or within 500 metres of a subway station.

*The existing building on the Subject Site contains 4,197 square metres of office uses. The Proposed Development will include the amount of non-residential employment generating use by providing 4,321 square metres of office uses and 616 square metres of retail space, totaling 4,937 square metres of non-residential space.*

### SECTION 3.5.3 - THE FUTURE OF RETAILING

Section 3.5.3 provides policies relating to the provision of retail within the City. Policies in this section call for retail that promotes pedestrian and transit use; retail development that is of a type, density and form that is compatible with the existing and planned context of the area; and street-related retail at the base of larger developments.

*The Proposed Development provides a total of 616 square metres of gross floor area intended for retail use, with an associated outdoor patio directly accessible from Lombard Street. A small retail unit is proposed to face the interior of the Site, helping animate the open space and plaza area, while a micro retail unit is proposed directly along the Lombard frontage. In addition to these spaces a 470 square metre retail space is envisioned within the former morgue building that will span both floors, and further animate the surrounding public realm.*



**Figure 82.** Conceptual rendering of the Proposed Development highlighting the new retail areas and contemporary office space that will be provided within the lower levels of the building.

## CHAPTER 4: LAND USE DESIGNATIONS

Chapter Four establishes the City's land use designations, one of the Official Plan's key implementation tools. These designations establish generalized uses across the City, as well as a range of criteria for new development. The Official Plan's land use map for this area (Map 18) designates the Subject Site as *Mixed Use Areas* (see Figure 83).

### SECTION 4.5 MIXED USE AREAS

Section 4.5 of the Official Plan outlines specific policies pertaining to *Mixed Use Areas*. This section describes how *Mixed Use Areas* will absorb most of the anticipated growth within the City in the coming decades, as well as much of the new housing. Policy 4.5.2 identifies a series of policy criteria for development in *Mixed Use Areas*. In particular, 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 the *Downtown and Central Waterfront*;
- 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 this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) locate and mass new 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;

- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

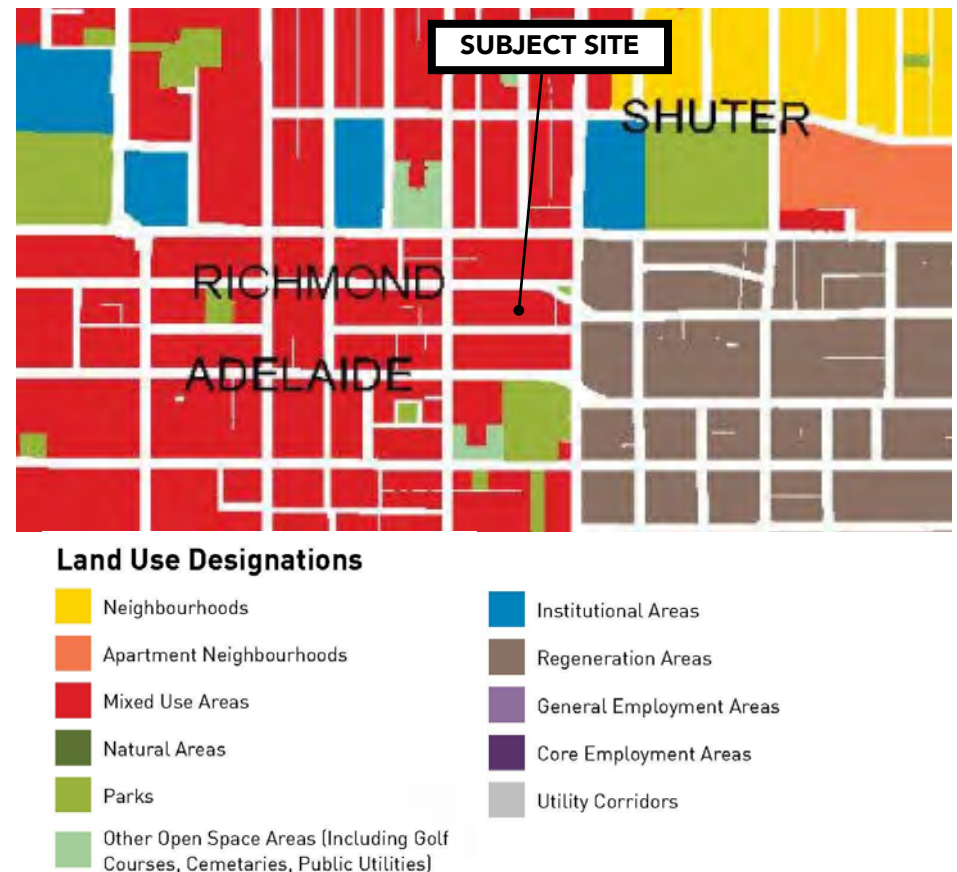


Figure 83. Map 18 of the Official Plan designates the Site as *Mixed Use Areas*



*The Proposed Development provides a mixed use building including retail uses at-grade and within the former morgue building, significant office uses in the base building, and new residential dwelling units. This will provide new jobs and homes on an underutilized site in the Downtown in close proximity to transit, amenities and community services and facilities.*

*The proposed building provides appropriate transitions to areas of different intensity and scale, particularly towards the heritage assets and cluster introduced at the east of the Site. The proposed massing and height of the building adequately limits shadow and wind impacts on the public realm, and does not cast any shadows on designated neighbourhoods (see Section 4 for more information on analysis of shadow and wind impacts). The building frames the edge of Lombard Street and the Urban Passage, and significantly enhances the public realm both within the Site, and along the adjacent street frontages.*

*The proposal provides an appropriate amount of vehicular parking to serve resident's needs, while delivering a reduced supply to respond to the transit-oriented context. It also provides the required amount of bicycle parking. Access, servicing and loading are contained within the envelope at the west of the Site. Generous indoor, and complementary outdoor amenity spaces are also provided, with variety available to serve the needs of different building users throughout the year.*

## SUMMARY OPINION:

*The Proposed Development conforms to the Official Plan, which promotes compact, transit-oriented and mixed-use growth within the Downtown, in proximity to higher order transit, and in an area that is well-served by existing municipal services and infrastructure.*

*The proposal retains the existing heritage designated former City morgue building, but relocates it to the east of the Site, while also setting it back further from the street to open up views to the morgue building and the adjacent fire hall building. The design also proposes to incorporate the south elevation of the 100 Lombard building as a new interior elevation facing the open space area, which will be explored further through detailed design. Together these strategies implement the Official Plan policies related to heritage retention and conservation.*

*Despite Policy 3.5.1.9 not being in-force, the Proposed Development exceeds a 1-to-1 ratio of office replacement by delivering 4,321 square metres of office space within the base building, and increasing the total amount of non-residential uses on the Site. It also enhances the public realm on the street frontages with new consistent streetscaping, a retail/restaurant use and an outdoor patio animating the public realm, while delivering a new pedestrianized mid-block connection through the Site.*

*The Proposed Development provides additional housing in the Downtown, combined with a significant amount of office space in close proximity to jobs and transit and reduce the need for long distance commuting.*

*The Proposed Development appropriately achieves the Official Plan policies and development criteria for Mixed Use Areas. In particular, it supports policies related to building massing and transition; framing the public realm; provision of a mix of uses; the integration of servicing and loading areas; provision of amenity space; and animation at grade.*

*The Proposed Development represents a responsive and contextually appropriate built form and massing strategy. The base building is established by matching the height datums of the adjacent buildings, with a gradual stepping down towards the heritage buildings at the east of the site, to appropriately respond to and celebrate these unique assets. The articulated tower is responsive and features appropriate setbacks, maintaining appropriate separation distances from existing, approved and proposed buildings. Moreover, the design of the tower ensures sufficient skyview from the public realm is preserved and appropriately limits shadows over the public realm and other shadow sensitive areas.*

*Additional urban design analysis is provided in Section 4.0.*

## 6.5. Downtown Plan

The Downtown Secondary Plan (Official Plan Amendment 406) provides specific policy direction for Downtown Toronto, and supports a vision for the year 2041 to be “the thriving heart of a connected and prosperous city region.” The Plan includes policies regarding growth, housing, public space and community facilities, built form, transportation, environmental impacts and energy use, culture and public art. The Plan seeks to leverage the city-building opportunities that result from growth and intensification, while addressing challenges associated with that growth. The Plan was approved by the Province and came into effect in 2019.

The Downtown Plan is to be read and applied as a whole. We have reviewed the Downtown Plan in its entirety in assessing the Proposed Development. Our summary review of the Downtown Plan is set out below, with reference to salient Sections and policy themes that are directly engaged by the Proposed Development.

### SECTION 3: GOALS

Section 3 sets out various goals which are encouraged within the Downtown, relating to the achievement of complete communities, increased connectivity, economic prosperity, resilience, and responsible development. Recognizing that the pattern of growth in the Downtown area is predominantly infill on increasingly smaller sites, the Plan promotes comprehensive planning by the public and private sectors to promote and achieve complete communities.

### SECTION 4: DIRECTING GROWTH

Section 4 highlights Downtown Toronto as an Urban Growth Centre and a focal area for new investment. It specifies that Downtown Toronto is a regional transportation hub and serves as a high-density major employment centre, intended to accommodate a significant share of population and employment growth.

Policy 4.1 states that growth is encouraged within the Downtown, and that the highest densities of development within the Downtown will be directed to *Mixed Use Areas* in close proximity to existing or planned transit stations. Map 41-3 of the Downtown Plan identifies the *Mixed Use Areas* framework for the Downtown.

Policy 4.2 states that not all areas will experience the same amount of intensification, and that development intensity will be determined by the policies of the Official Plan, the Downtown Plan, and other applicable Secondary Plans and Site and Area Specific Policies.

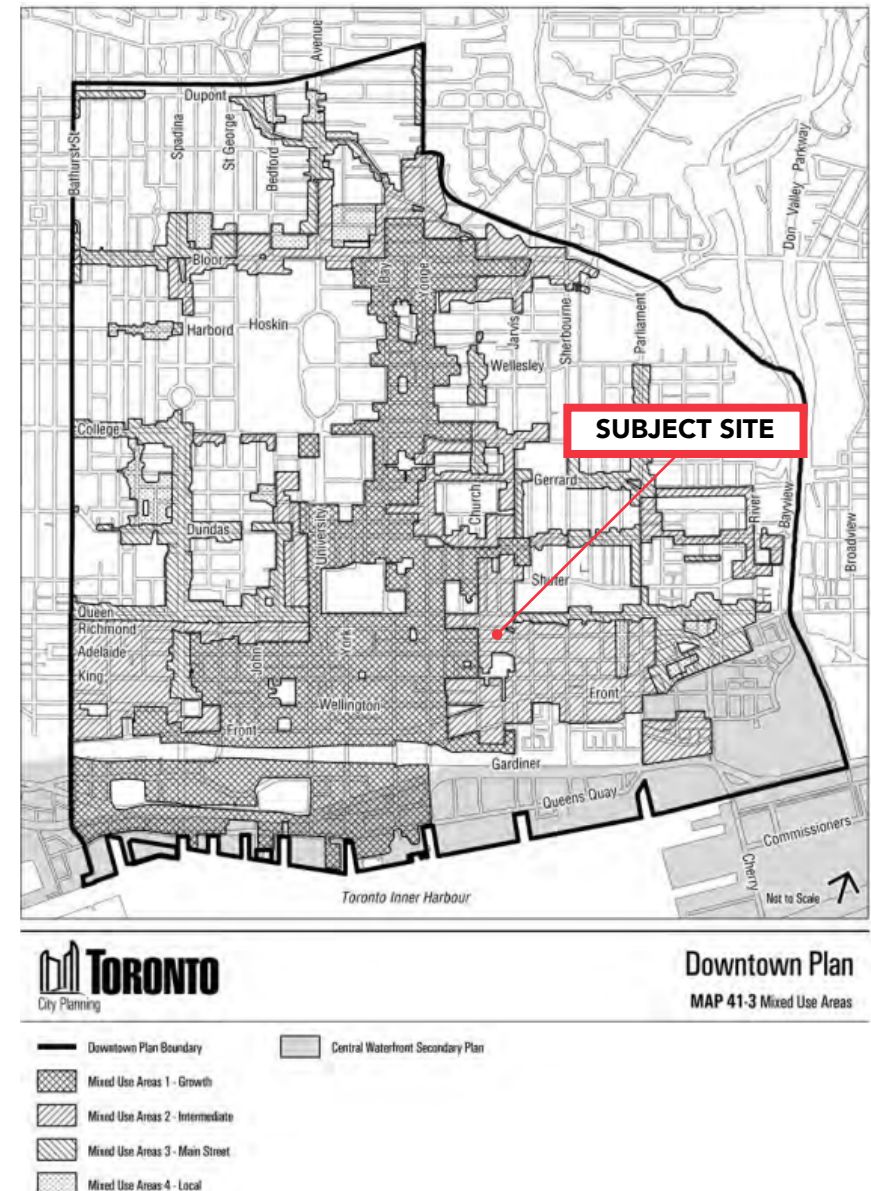


Figure 84. Map 41-3 of the Downtown Plan designates the Site as *Mixed Use Areas* 2



*The Proposed Development aligns with the growth objectives identified in Section 4 of the Downtown Plan by introducing a mixed-use building within the Mixed Use Area framework established by the plan, with a density and associated height that is contextually appropriate and supports the optimization of existing and planned rapid transit in the immediate area.*

## **SECTION 5: LINKING GROWTH AND INFRASTRUCTURE TO ACHIEVE COMPLETE COMMUNITIES**

Section 5 outlines the requirement for a Complete Community Assessment as part of significant and large-scale development in *Mixed Use Areas*.

*A Complete Community Assessment has been prepared by Urban Strategies Inc. in support of this application and is provided under separate cover.*

## **SECTION 6: LAND USE AND ECONOMY**

Section 6 provides direction around land uses, recognizing the importance of the Downtown as an economic driver for the city, the region and the province.

Section 6 also provides policies pertaining to *Mixed Use Areas*. The Downtown Plan identifies the Subject Site on Map 41-3 as *Mixed Use Areas 2 - Intermediate*. Policy 6.25 states that development within this area will include building typologies that respond to their site context, including some mid-rise and tall buildings. Building scale and massing will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale, density and building type, and buildings are encouraged to provide a mix of uses (Policies 6.26 and 6.27).

*The Proposed Development is for a tall building, supportive of intensification suitable for the Downtown growth area, on lands identified as Mixed Use Areas 2. Surrounding areas also contain tall buildings of a comparable density, height and massing, and the Site offers sufficient separation from areas of lower heights and densities, as well as adjacent tall buildings. The proposal also includes a significant office use and non-residential space.*

Policy 6.21 further states that building heights, massing and scale consistent with the *Mixed Use Areas 1* policies may be permitted within areas which are designated *Mixed Use Areas 2*, where such development is in proximity to an existing or planned rapid transit station, provided that the materials in support of an application include the consideration of the matters identified in Policy 6.37. These matters are:

- Appropriate land use mix;
- Priorities for connecting, expanding and improving the public realm to support walking and other active transportation modes;
- Contextually appropriate built form scale and type, demonstrating compatibility in scale with surrounding areas;
- Opportunities for integration between rapid transit stations and development; and
- Necessary infrastructure including, but not limited to: community service facilities, green infrastructure, physical infrastructure, streets, parkland and public realm, environmental services, cultural, entertainment and tourism facilities, pedestrian systems, and other local or municipal services.

*The Proposed Development introduces an appropriate land use mix for the Site that includes significant office uses, ground floor retail uses and new housing; it is located in close proximity to King and Queen subway stations; it will enhance the public realm along Lombard Street for pedestrians and will introduce a new mid-block connection through the Site; and it is contextually compatible with the surrounding area (see Section 4 for more analysis on fit and compatibility). In addition, the necessary infrastructure to support the Proposed Development is available or will be provided (see Section 7.0 for a summary of supporting studies submitted as part of this application). The Proposed Development is therefore appropriate for the Site, with a height, massing and scale that conforms with the policies that apply to the Mixed Use Areas 2 designation.*

Section 6 also provides policies pertaining to development near transit stations. Policy 6.34 states that development in close proximity to existing and planned rapid transit stations will prioritize mixed-use development, and will accommodate higher density development to optimize the efficiency and viability of existing and planned transit service levels. Further, policy 6.35 states that lands within 500-800 metres of all existing or planned rapid transit stations will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations. Policy 6.35.4 states that development within such areas will be supported by prohibiting built form that would adversely affect the optimization of transit infrastructure, and policy 6.36 explains that the highest densities will be directed to *Mixed Use Areas* in close proximity to rapid transit stations.

***The Proposed Development is on a site within approximately 450 metres walking distance from the Queen and King subway stations and less than 400 metres walking distance from the planned Moss Park Ontario Line station, with additional convenient access to bus services. The Proposed Development is well sited to support the optimization of this significant existing and planned infrastructure. The Site's location requires a built form that will achieve this optimization, which the Proposed Development achieved***

## **SECTION 7: PARKS AND PUBLIC REALM**

Section 7 highlights the role and significance of parks and open spaces as they are among the City's greatest assets and are essential to the quality of life that Torontonians enjoy. Policy 7.2 specifies that the public realm will be accessible, inclusive and welcoming to all people who live, work, learn and visit in the Downtown.

***The Proposed Development conforms to the parks and public realm policies of the Downtown Plan which seek to ensure that the variety of parks and public realm spaces in the Downtown provide unique experiences and a range of necessary functions. In particular, the new open space and mid-block connection will be linked with the surrounding public realm network and will contribute to a vibrant ground plane experience.***

## **SECTION 8: MOBILITY**

Section 8 highlights the overlapping, well-connected and integrated mobility networks that compete for limited space in Downtown Toronto. Policy 8.3 states that all streets will be safe, comfortable, functional and accessible in all seasons for pedestrians of all ages and abilities.

Pedestrian and public realm improvements will improve pedestrian safety, comfort and accessibility, especially for the most vulnerable; improve pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways and new or improved pedestrian linkages such as mid-block connections, walkways, paths and access points; and create seamless and integrated pedestrian connections to transit stops (Policy 8.4).

Policy 8.5 notes that pedestrian improvements will be created through various methods including "enhancing and increasing space adjacent and in proximity to development sites" (8.5.1).

***The Proposed Development will enhance the pedestrian realm on Lombard Street, and will introduce a new north-south mid-block connection to the Site, greatly enhancing the Site's porosity and delivering substantial improvements to pedestrian mobility in the area. Moreover, the proposed signature pavers, tree planting, and outdoor seating will revitalize the existing streetscape conditions, and contribute to a welcoming pedestrian condition on and adjacent to the Site. The Subject Site's location offers direct and seamless pedestrian and cycling connectivity to nearby subway stations, bus stops and other important destinations. Furthermore, the Proposed Development consolidates vehicular and loading access into a single ramp, ensuring servicing functions are contained within the building footprint.***

## **SECTION 9: BUILT FORM**

Section 9 outlines a series of policies that promote livability through the built environment, reflecting principles of comfort, vibrancy, diversity, safety

and beauty. Policy 9.1 states that development will be encouraged to enhance the livability of the building's surroundings by reasonably limiting uncomfortable wind conditions, providing access to sunlight and sky view, maintaining adequate privacy, and demonstrating design excellence and heritage conservation.

Policies 9.2-9.7 state that the public realm will be improved and expanded through the provision of new and publicly-accessible spaces, along with increased setbacks from the property line. Policy 9.4 and 9.5 state that development in *Mixed Use Areas 2* will provide a 6 metre curb to building face distance. Policy 9.8 provides direction on base buildings, calling for them to relate to the scale and proportion of adjacent streets and open spaces; fit compatibly with the context of neighbouring streetwall heights, incorporate glazing; provide active uses at-grade and multiple entrances; and use high quality materials that fit with neighbouring buildings.

Policies 9.10 states that development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment thereof.

Policies 9.11 to 9.16 emphasize the importance of context when planning for tall buildings. Policy 9.13 specifies that tall building floorplates should be designed to adequately limit shadow impacts on the public realm and neighbouring properties and maintain adequate sky view from the public realm. Policy 9.14 states that development will be located and massed to define and frame the edges of the public realm with good street proportion, providing for comfortable sun and wind conditions on the public realm and neighbouring properties



by stepping back massing and/or limiting building floorplates above the street wall height to allow daylight and sunlight to penetrate to the street and lower building levels. Policy 9.15 states that residential towers will generally have a maximum floorplate size of 750 square metres, while recognizing that increases beyond 750 square metres may be appropriate where potential impacts are addressed.

Policies 9.17 to 9.21 set out design requirements to contribute to achieving a comfortable microclimate. Policy 9.17 states that development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas and institutional open space as necessary to preserve their utility. Policy 9.18 specifies that development will adequately limit net-new shadows as measured from March 21st to September 21st from 10:18 a.m. to 4:18 p.m. on parks and open spaces indicated on Map 41-13. Policies 9.20 to 9.21 specify that development will reasonably limit wind impacts on the public realm and address microclimatic conditions in the adjacent public realm by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility.

Policies 9.22 to 9.27 highlight the application of transitions between areas with different scales of development. Policy 9.22 states that development may be required to provide built form transition to create a livable environment in the public realm and to distinguish between areas of different character and intensity. 9.24 requires development to incorporate transition in scale to achieve built form compatibility when it is of a greater intensity and scale than the adjacent and surrounding context. Policy 9.25 outlines measures that may be required to achieve an appropriate and compatible transition, which include adequate separation

distances and stepping down of height, and the siting and orientation of the tower portion of the building.

***The Proposed Development will relocate the designated heritage former City morgue building which is currently located at 86 Lombard Street to the east of the Site, creating a cluster of heritage buildings. Moreover, while the four-storey former warehouse building at 100 Lombard Street is not a listed or designated heritage building, its south elevation has been noted for its former design value. As such, the design team will explore the potential for this elevation to be incorporated into the Proposed Development facing the interior of the Site, to help celebrate the Site's legacy.***

***Above the base building, the new residential tower has a maximum floorplate of 787 square metres (GCA). It is stepped back from the base building in a manner that has regard for existing built form conditions (see Section 4 for more information).***

***Sufficient separation distances from planned or adjacent buildings maintain sky view and access to daylight and sunlight, and building articulation helps to limit wind effects, and reduce the perceived mass of the tower. The Proposed Development casts modest net new shadow on nearby sidewalks and other open spaces, but adequately limits this to certain times of the day and year, and does not impact the utility of these areas.***

***No shadows are cast on any sun-protected parks and open spaces identified on Map 41-13, including Moss Park. See the Sun/Shadow Study***

***and Pedestrian Level Wind Study submitted as part of this application, as well as Section 4.0 for additional analysis.***

Policies 9.30 to 9.34 speak to the importance of providing indoor and outdoor amenity space to provide a high quality of life for Downtown residents. Amenity space is encouraged to be located at or above grade, located in visible locations, and to include a variety of elements for users of all ages and abilities. Outdoor amenity space must provide for appropriate sky-views and sunlight in that space (9.31.1).

## **SECTION 10: COMMUNITY SERVICES & FACILITIES**

Section 10 highlights the importance of community service facilities in providing a foundation for a diverse range of programs and services that support communities, contribute to quality of life and act as neighbourhood focal points where people gather, work, learn, socialize and access services. Policy 10.2 states that development will be encouraged to contribute to the delivery of community service facilities.

***A Community Services and Facilities Study has been prepared by Urban Strategies Inc. which is submitted as part of this application under separate cover. The CSF Study has been informed by the Downtown Community Services and Facilities Strategy. For more information please refer to Section 7 of this report, or review the CS&F Study in its entirety.***

SECTION 11: HOUSING

Section 11—Housing recognizes the intrinsic link between the City’s quality of life and prosperity, and the provision of housing that meets a spectrum of needs for a diverse population. Policy 11.1 states that development with more than 80 new residential units will include a minimum of 15% of the total number of units as 2-bedroom units (11.1.1); a minimum of 10% of the total number of units as 3-bedroom units (11.1.2); and an additional 15% of the total number of units as either 2-bedroom or 3-bedroom, or units that can be converted through accessible or adaptable design measures.

The Proposed Development contains a total of 480 residential units and the unit mix shown in the following table. It provides a minimum of 15% of the units as 2-bedroom units, and a further 10% of the units as 3-bedroom units.

Table 2. Proposed Unit Types and Mix

Unit Type	Number of Units	Percentage
Studio	23	5%
1-bedroom	263	55%
2-bedroom	141	29%
3-bedroom	53	11%
Total	480	100%

SUMMARY OPINION:

*The Proposed Development conforms to and supports achievement of the objectives and policies of the Downtown Plan. It represents compact growth and intensification in a part of the Downtown that is well served by rapid transit, and other municipal infrastructure. The Proposed Development will support the optimization of these resources and amenities, while maintaining and improving the existing amount of non-residential space on the Site, appropriately conserving the heritage assets of the Site, and adding to the supply of housing in the Downtown*

*The proposed tall building development is appropriate for its location within a Mixed Use Areas 2 location, and is generally comparable to the emerging pattern of other tall buildings in the surrounding context, which is comprised of numerous existing and approved tall buildings with heights and densities comparable to what is proposed for this Site. At the same time, the proposed height and massing recognizes the unique characteristics of the Subject Site, particularly to acknowledge the Site as an important tower infill opportunity on the block, based on existing policy directions to guide the development of tall buildings. In keeping with the direction of the built form policies of the Downtown Plan, the massing of the Proposed Development provides sufficient separation distances to adjacent sites and achieves a slender tower floorplate. It enhances the urban character of the Lombard streetscape and greatly improves the on-site condition through the introduction of the Urban Passage.*



## 6.6. PMTSA Policies

The City of Toronto is currently undertaking a Municipal Comprehensive Review (“MCR”) of its Official Plan. As directed by the Growth Plan, the MCR process is required to establish minimum density targets for all Major Transit Station Areas (“MTSA”).

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 524 (OPA 524) for 16 Protected Major Transit Station Areas within the Downtown Plan area. Upon Council’s enactment of the Bills, OPA 524 was sent to the Ministry of Municipal Affairs and Housing for Ministerial approval on February 4, 2022. Based on this policy framework, the Subject Site is situated within three proposed PMTSAs: King Station (SASP 606), Queen Station (SASP 605), and Dundas Station (SASP 604). For each proposed PMTSA, the City has identified overall minimum density targets, as well as a minimum Floor Space Index (“FSI”) for sites throughout each PMTSA.

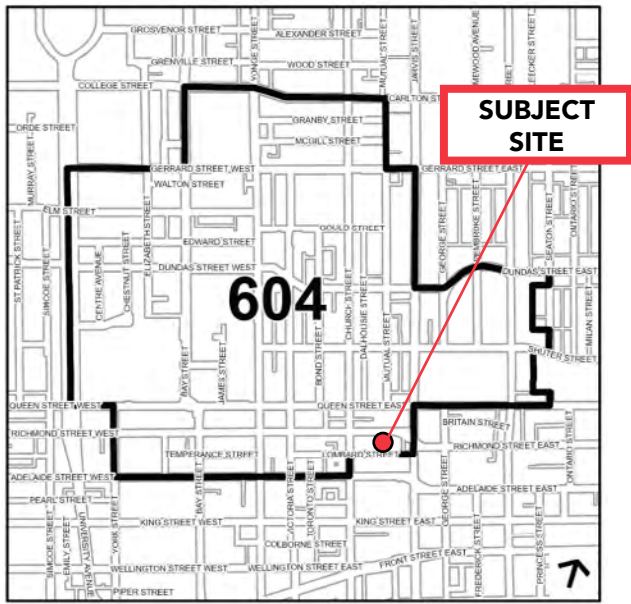
The Subject Site is within the:

- King Station PMTSA, with a target of 2,000 people and jobs per hectare;
- Queen Station PMTSA, with a target of 2,000 people and jobs per hectare; and the
- Dundas Station PMTSA, with a target of 1,900 people and jobs per hectare.

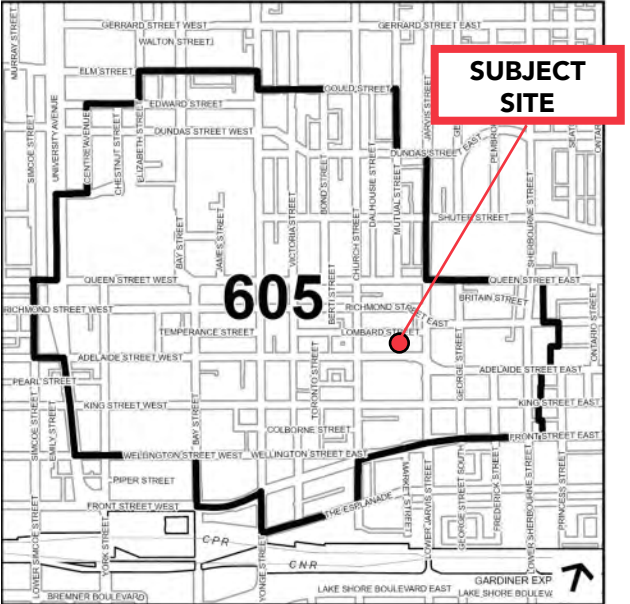
SASP 604, 605, and 606 identified the Subject Site as having a minimum FSI of 2.5.

***The Subject Site is strategically located within Downtown Toronto and is within three proposed PMTSAs that have been identified by the City, and which are part of the 16 proposed downtown PMTSAs contained within OPA 524, which was submitted to the Minister of Municipal Affairs and Housing for approval on February 4, 2022. As such, the Subject Site represents an appropriate location for intensification. The redevelopment of the property will support the achievement of the draft minimum density targets for the three PMTSAs within which the Subject Site is located.***

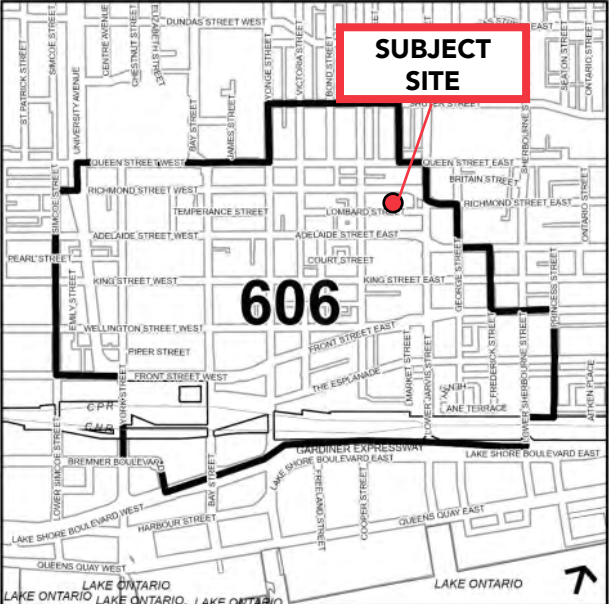
DUNDAS STATION PMTSA



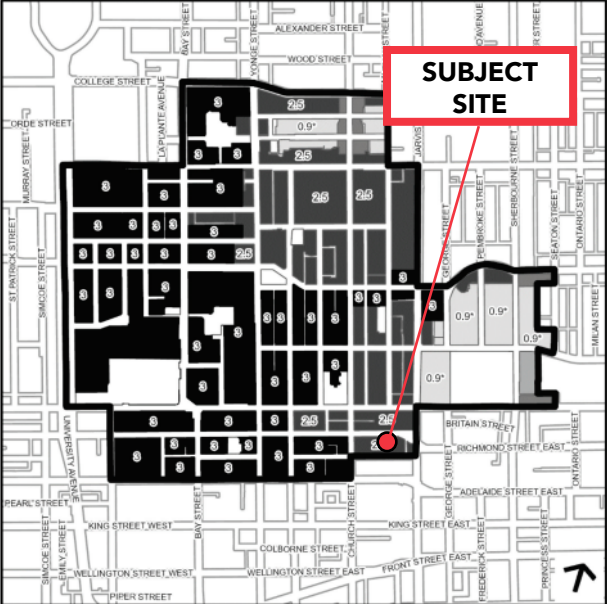
QUEEN STATION PMTSA



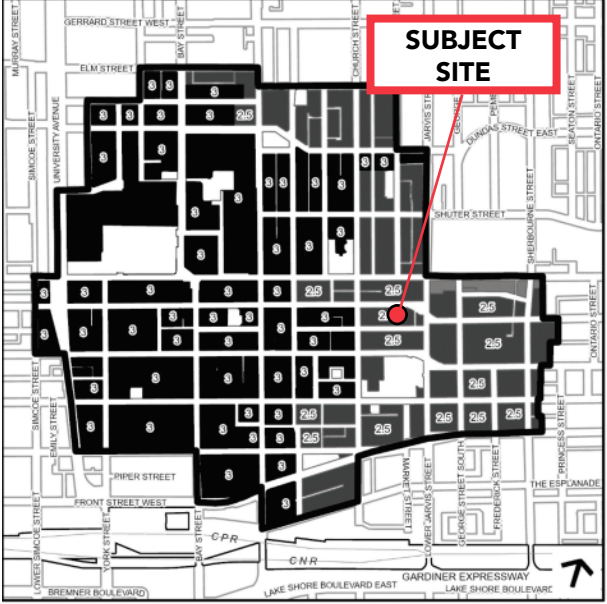
KING STATION PMTSA



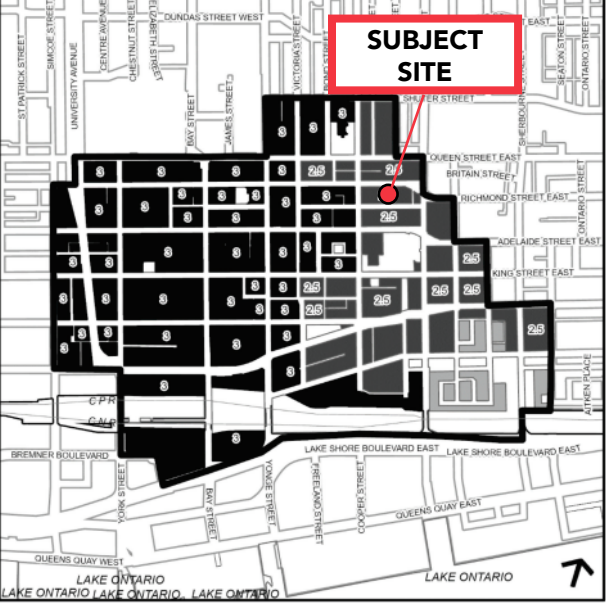
DUNDAS STATION PMTSA MINIMUM DENSITY



QUEEN STATION PMTSA MINIMUM DENSITY



KING STATION PMTSA MINIMUM DENSITY





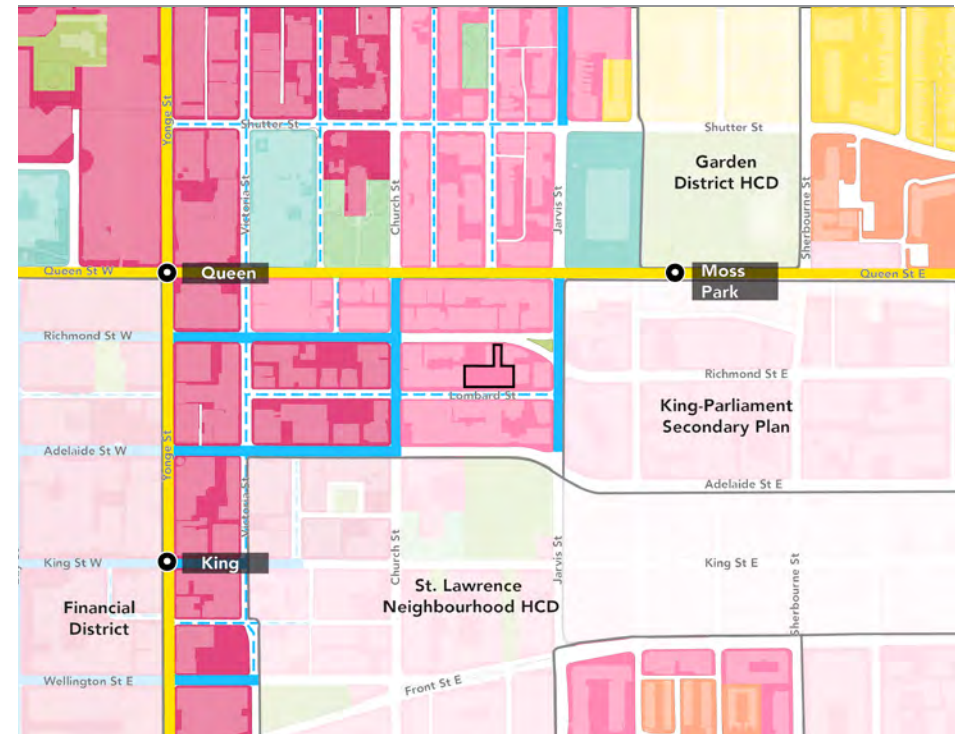
## 6.7. Official Plan Amendment 82, Site and Area Specific Policy 461 and nearby Heritage Conservation Districts

While 86 Lombard Street is a designated heritage property under Part IV of the Ontario Heritage Act, the Site is not located in a Heritage Conservation District (HCD), and is just north of the boundaries of the St. Lawrence Neighbourhood HCD, and located to the southwest of the Garden District HCD (see Figure 85). As such, the Site is not subject to the St. Lawrence HCD Plan, or the Garden District HCD Plan. The Garden District HCD provides protection of the designated heritage structures and open space at Moss Park, located to the northeast of the Site and refers to OPA 82, for explicit language around shadow impacts on the park.

OPA 82 is not yet in full-force and is under appeal at the Ontario Land Tribunal, however, the proposed OPA introduces Site and Area Specific Policy 461, which states that “no net new shadows are permitted on Moss Park as measured on March 21 and September 21 from 10 a.m. to 6 p.m.”. SASP 461 states that these policies only apply to the lands identified in the mapping associated with the amendment.

### SUMMARY OPINION:

*The Subject Site is not located within the boundaries of OPA 82 or SASP 461, and as such it is our interpretation that the policies contained within these instruments do not apply to any development of the Site. Moreover, given that OPA 82 is still under appeal, the policies are not yet in-force. However, given the civic importance of Moss Park, the Proposed Development has been designed and massed with regard for these policy directions, ensuring that potential shadow impacts are adequately limited, and that no net-new shadow is cast on Moss Park within the specified timeframe. Additional shadow analysis is contained within Section 5 of this Report, and can be found within the Sun/Shadow Study which has been prepared by Urban Strategies Inc. and is submitted under separate cover.*



#### Legend

	Site
	Young St Special Character Street
	High Streets
	Secondary High Streets
	Mixed Use Area 1 - Growth
	Mixed Use Area 2 - Intermediate
	Mixed Use Area 3 - Main Street

**Figure 85.** Map showing the Subject Site in relation to the adjacent Heritage Conservation Districts

## 6.8. Downtown Tall Building Setbacks

On November 9, 2016, City Council adopted Official Plan Amendment No. 352 (OPA 352), which introduces Site and Area Specific Policy 517 (SASP 517) applying to the area generally bounded by Bathurst Street, Lake Ontario, the Don River, Rosedale Valley Road and the CPR tracks. On the same date, City Council enacted By-law Nos. 1106-2016 and 1107-2016 with respect to tall building setbacks in the Downtown. OPA 352 and By-law Nos. 1106-2016 and 1107-2016 were appealed to the Ontario Land Tribunal ("OLT") and have been settled in part. Modified versions are now in force except where site specific appeals are still outstanding.

OPA 352 and the implementing Zoning By-law Amendments address the performance standards from the Tall Building Guidelines regarding tower setbacks and separation distances. OPA 352 requires that tall building development provide setbacks from the lot lines to the tower portion of a building in order to fit within the existing and/or planned context. Policy (ii) states that the Zoning By-Law will contain specific numerical standards for tower setbacks, and that relief from these standards may be permitted through rezoning provided that appropriate space between towers will:

- a) provide a high-quality, comfortable public realm;
- b) consider development potential, where appropriate, of other sites within the block;
- c) appropriately limit shadow impacts on the public realm and surrounding properties;
- d) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- e) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
- f) appropriately limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties.

Policy (iii) further states that, in determining whether the objectives of Policy (ii) are met, the existing and planned context of a site will be considered, including but not limited to the following considerations:

- a) the use of the proposed tall building and adjacent properties;
- b) the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts; and/or
- c) development potential, where appropriate, of other sites within the block, including agreements, such as limiting distance agreements, heritage easement agreements, or air rights agreements, between landowners and the City.

The more specific tall building setback zoning by-law provisions incorporate the performance standards from the Tall Building Design Guidelines regarding tower setbacks and separation distances. Bylaws 1106-2016 and 1107-2016 (as approved by the OLT) define a tower as being the portions of a building which enclose the entirety of a storey higher than 24.0 metres above grade.

The zoning provisions require that every tower must be set back by the greater of:

- 3.0 metres to a lot line abutting a street and 12.5 metres to the centre line of that abutting street;
- 12.5 metres to the centre line of an lane; and
- 12.5 metres to a lot line having no abutting street or lane. In addition, the by-law requires a minimum 25 metre separation distance between towers located on the same lot.



## SUMMARY OPINION:

*The Proposed Development generally meets the intent of OPA 352 and Zoning By-laws 1106-2016 and 1107-2016 by ensuring that a 25m separation distance can be achieved to all existing and future tower developments within the surrounding block. The minimum setback dimension of 12.5m from the property lines are not being met in this instance. Where reduced setbacks are proposed to the existing property lines, these are considered appropriate given the lack of glazing, adjacent built form conditions, and based on our review and opinion of the scale of redevelopment that is reasonably anticipated on adjacent properties.*

*Furthermore, the Proposed Development meets the intent of the policies contained within OPA 352, as the future development potential of adjacent sites has been extensively reviewed, and the slender nature of the tower ensures sufficient skyview and separation distances are achieved, while shadow and wind impacts are mitigated.*

*Additional built form analysis of these setbacks and the future development potential for the block is contained within Section 4 of this report.*

## 6.9. Zoning By-law 569-2013

The Site is subject to two different zoning classifications under City of Toronto Zoning By-law 569-2013. The majority of the Site (86, 100, and 108 Lombard Street) are zoned CR 4.0 (c0.5; r4.0) SS1 (x2352) in the Toronto city-wide Zoning By-law 569-2013, while the Richmond Street East frontage at 103 Richmond Street East, is zoned CR 4.0 (C2.0; R 4.0) SS1 (x2254) (see figure 86). The CR (Commercial Residential) Zone permits a range of residential and non-residential uses, including apartment buildings, office uses, community uses and retail uses. The maximum height permitted for the Site is 16 metres, with a maximum density of 4.0 FSI permitted.

***The Proposed Development has an overall height of 216 metres (including mechanical penthouse) and a density of 19.2 FSI and as such does not comply with the in-force zoning for the Site. A Zoning By-law Amendment is therefore required to permit the Proposed Development.***

The development standards of Policy Area 1 also apply to the Subject Site. The development standards for Policy Area 1 define the minimum building setbacks that apply to the Site, which are as follows:

- At or between 3.0m from the front lot line for at least 75% of the main wall;
- Where the main wall of a building has windows or openings a minimum of 5.5m from a lot line;

Where the main wall of building does not have windows or openings, no setback is required.

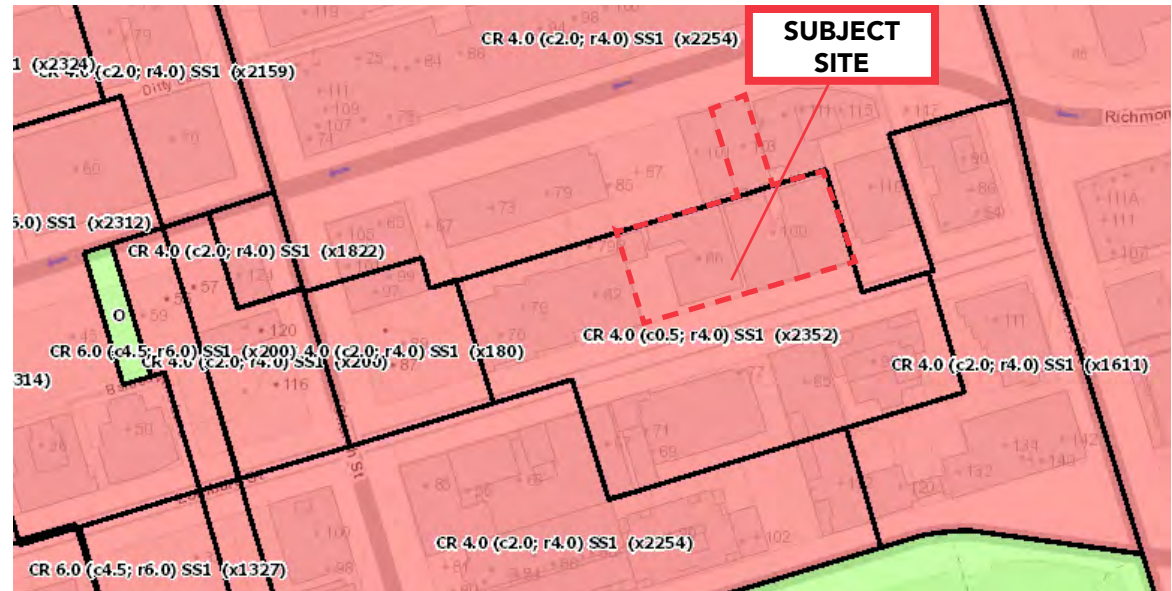


Figure 86. The Subject Site is zoned CR 4.0 (c0.5; r4.0) SS1 (x2352) and CR 4.0 (C2.0; R 4.0) SS1 (x2254) in the City of Toronto Zoning By-law 569-2013

***The Proposed Development does not locate 75% of the main wall within 3.0m of the front lot line. Portions of the Proposed Development which have windows or other openings are located closer than 5.5m to adjacent property lines, including several areas with a 0m setback. These areas are limited to those where it is unlikely for future redevelopment to occur on the adjacent site. Relief from these provisions of the Zoning By-law is therefore required to permit the Proposed Development.***

Additional relevant provisions of the By-Law include the following.

### AMENITY SPACE

For dwelling units, a minimum of 4.0 square metres of amenity space per dwelling unit, of which at least 2.0 square metres must be indoor, and at least 40.0 square metres of outdoor amenity space in a location adjoining or directly accessible from the indoor amenity space. For non-residential uses, amenity space is required at the rate of: the lesser of 3.0% of the non-residential interior floor area of the building (resulting in 141 square metres for the Proposed Development) or 9.0% of the area of the lot (resulting in 181 square metres), if two lot lines exceed 12.0 metres in length and abut a street.



***The Proposed Development provides a total of 3.36 square metres of amenity space per dwelling unit, of which 2.22 square metres per unit (total of 1,064 square metres) is indoor and 1.14 square metre per unit (total of 548 square metres) is outdoor.***

***This reduced amount of total amenity space is considered to be appropriate given that the comprehensive and diverse amenity package that is envisioned, combined with the fact that there is an abundance of recreational, commercial, institutional and other community amenities within the vicinity of the Site. Both indoor and outdoor amenity spaces are provided across multiple levels, ensuring a variety of spaces for programming and activation throughout all seasons and for all residents is achieved, at a rate that exceeds the minimum indoor amenity space requirements in the parent By-laws.***

***No amenity space is exclusively provided for non-residential uses, given the proximity of the Subject Site to the range of commercial and community amenities as well as other municipal infrastructure. Moreover, while not delineated as outdoor amenity space, office tenants will have access to certain outdoor areas and exclusive terraces, while both office and retail tenants will benefit greatly from access to the public realm improvements that will be delivered on the Site.***

## **PARKING**

In February 2022, City Council adopted By-Law 89-2022 relating to vehicle parking standards. It updates parking space rates for land use categories, eliminating most parking minimums, introducing reduced parking maximums, updating accessible parking requirements and introducing requirements for electric vehicle parking infrastructure. This by-law is currently under appeal; therefore the parking standards contained in Zoning By-Law 569-2013 apply to the Subject Site.

Parking requirements for the Site and analysis supporting a reduced rate of vehicular parking and loading spaces are summarized in the Transportation Impact Assessment prepared by LEA Consulting which is submitted as part of this application under separate cover, and summarized in Section 7 of this report.

***The Proposed Development provides 523 bicycle parking spaces, including 498 long-term spaces and 25 short-term spaces.***

***The Proposed Development provides 56 residential parking spaces, of which 10 are accessible, and 0 non-residential and visitor spaces, which is generally consistent with the provisions contained in By-Law 89-2022. The reduced amount of proposed vehicle parking spaces recognizes that some residents, including families, will own cars, but that the Site is fundamentally transit-oriented and in close proximity to high density residential and office development, as well as nearby community services and facilities, retail and shopping and institutional uses, that promote active transportation and less reliance on vehicular travel.***

***The Proposed Development provides 1 combined Type "B" and Type "G" loading space and 2 Type "C" loading spaces, considered to be appropriate given an analysis of typical office-related loading activity.***

## **EXCEPTIONS**

The provisions contained in Exception 2352 only apply in part to the Site, specifically stating that Section 12(2) 132 of the former City-wide Toronto By-law 438-86 applies to the Site. This section of the former city-wide by-law states that no person in the downtown area shall use land for the purpose of a commercial parking garage or a private commercial garage.

## **SUMMARY OPINION:**

*A Zoning By-law Amendment is being requested to facilitate the Proposed Development. This is an opportunity to update the prevailing zoning provisions to better respond to the highly urban and transit-oriented nature of the Subject Site. The proposed Zoning By-law Amendment would allow for development permissions that are appropriate to the building use and context, including additional height and density, reduced parking and loading, and reduced amenity space requirements recognizing the presence of many nearby outdoor amenity spaces.*

*A reduced number of parking spaces is provided based on Zoning By-Law 569-2013; however, proposed spaces generally comply with the new provisions of By-Law 89-2022, while recognizing the transit-oriented nature of the Site.*

*In our opinion, the proposed Zoning By-law Amendment appropriately conforms with contemporary provincial and municipal planning policies and development objectives, with respect to heritage conservation, intensification and provision of mixed uses in a location in proximity to transit. The proposed Zoning By-law Amendment is appropriate, desirable and represents good planning.*

*The proposed Zoning By-law Amendment has been submitted as part of this application.*

## 6.10. Tall Building Design Guidelines and Downtown Tall Building Supplementary Design Guidelines

The Tall Building Design Guidelines were adopted by Council in May 2013. The Guidelines consolidate the former Design Criteria for the Review of Tall Building Proposals (2006) and the Downtown Tall Building Vision and Performance Standards Design Guidelines (2013) to establish a unified set of measures to evaluate tall building development applications in the City.

The document states that, as guidelines, they should be afforded some flexibility in their application, particularly when looked at cumulatively. The Guidelines should also be read together with the Official Plan, applicable Zoning By-laws, Secondary Plans and other applicable policies, standards or guidelines.

The Guidelines provide direction under four broad themes: Site Context, Site Organization, Tall Building Design and Pedestrian Realm. Among the most critical guidelines are the built form guidelines relating to a maximum floorplate size of 750 square metres, with flexibility for greater sizes in certain circumstances, as well as tower separation distances of 25 metres on the same site, and setbacks of 12.5 metres from adjacent property lines or centrelines of adjacent streets to ensure 25 metre separation distance can be achieved with adjacent properties should they redevelop as tall building sites.

***The Proposed Development has regard for and achieves the general intent of the Tall Building Design Guidelines in that it ensures a 25 metre separation distance is achieved between the Proposal and all adjacent existing, approved or proposed tower sites, and that the tower floorplate is limited to less than 750 square metres. A 12.5m setback to the side lot lines is not achieved, however, as outlined in Section 5.2 of this report, it is our opinion that the Proposal is appropriate for the Site.***

***Various other public realm guidelines are also be relevant for the Proposed Development as they relate to building address and entrances, the provision of publicly accessible open space, and the location and design of servicing and parking access areas. These considerations are further outlined in Section 5 of this report.***

The Downtown Tall Building Supplementary Design Guidelines propose a high-level structuring framework and associated guidelines for building height in the Downtown area. Map 1 (High Streets Map) identifies Lombard Street as a Secondary High Street. Secondary High Streets run between and adjacent to High Streets, and based on the guidelines are generally suggested to accommodate a lower scale of development than on High Streets. However, the guidelines state that tall buildings remain an appropriate form of development on Secondary High Streets.

***The Proposed Development generally aligns with the broad objectives outlined in the Downtown Tall Building Supplementary Design Guidelines. The proposed height and density is of a comparable scale to other developments with a similar land use in the Downtown east area, and the overall height of the building represents a slight transition down from the taller buildings within the Financial District and other areas designated as Mixed Use Area 1 in the Downtown Plan. A more detailed review of how the Proposed Development achieves the objectives of the Downtown Tall Building Supplementary Design Guidelines is contained within Section 5 of this report.***

### SUMMARY OPINION:

*The Proposed Development has been sited, massed and organized with regard for the intent of key design guidelines, generally achieving the broad intent of the Tall Building Guidelines and the Downtown Tall Building Supplementary Design Guidelines.*

*A more detailed review of the Tall Building Design Guidelines and the Downtown Tall Building Design Guidelines can be found in Section 5.0: Urban Design Analysis.*



# 6.11. Growing up Guidelines

In 2015, the City initiated a study entitled “Growing Up: Planning for Children in New Vertical Communities” to build on the Official Plan’s policy direction for a “full range of housing, in terms of tenure and affordability, across the city and within neighbourhoods.” On July 28, 2020, Toronto City Council adopted the updated final version of the Growing Up Guidelines in the evaluation of new and under-review multi-unit residential development proposals.

The guidelines are organized at three scales: the Neighbourhood Scale, the Building Scale, and the Unit Scale. The three overarching objectives of the guidelines are:

- 1) Diversity of housing to generate a stronger sense of community by providing a critical mass of larger two- and three- bedroom units;
- 2) Livability and quality to keep a diverse population in the City by ensuring greater convenience to work and amenities in lieu of household space; and,
- 3) Planning from the perspective of a child to facilitate children’s independent mobility and to meet their needs through public realm designs.

Section 1 outlines child friendly guidelines at the scale of the neighbourhood. Guideline 1.2 describes how equitable park access can be achieved, including prioritizing parkland dedication over cash-in-lieu of parkland (1.2.i.a); locating new parks or open spaces within 250-500 meters of new development site (1.2.i.b); and creating linkages to child-focused destinations (1.2.i.d.2).

Section 2 of the guidelines discusses how buildings can better accommodate families through recommendations on building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. The guidelines recommend that a building should provide a minimum of 25% large units, including 10% three-bedroom units and 15% two-bedroom units.

Section 3 of the guidelines provides specific unit size recommendations for two-bedroom and three-bedroom suites, with two-bedroom units ranging from 87-90 square meters (936-969 square feet) and three-bedroom units ranging between 100-106 square meters (1076-1140 square feet).

**The Proposed Development provides a generous mix of unit types, including a large number of family-size units, which comply with the minimum targets established in the Growing Up Guidelines. Table 3 below outlines the proposed mix of unit types that will be delivered as part of the residential program of the Proposal.**

Table 3. Proposed Unit Types and Mix

Unit Type	Number of Units	Percentage
Studio	23	5%
1-bedroom	263	55%
2-bedroom	141	29%
3-bedroom	53	11%
Total	480	100%

## SUMMARY OPINION:

*The Proposed Development has been designed to achieve the unit mix targets established by the Growing Up Guidelines. Moreover, the Proposal generally meets the intent of the other guidelines in that it increases the quantity and quality of housing within the City, increases livability of the City through dynamic public realm improvements, provides dedicated children play areas within the residential amenity spaces and provides for a broad range of housing types including those suitable for families.*

## 6.12. Pet Friendly Guidelines

The City of Toronto's "Pet Friendly Guidelines and Best Practices for New Multi-Unit Buildings" document provides a series of guidelines to inform the design and planning of pet amenities in multi-unit, high-density residential communities. Specifically, the guidelines aim to support a network of complementary and diverse pet-friendly spaces and amenities to supplement the City's existing public realm. The guidelines are presented at three scales: the Neighbourhood, the Building, and the Unit.

Section 3.1 focuses on the neighbourhood scale and specifies that "new developments should support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces." Further, Section 3.2 recommends that an inventory of types of open spaces in the area be considered when planning new developments, to better understand what on-site facilities should be provided.

Section 4 of the guidelines contains recommendations for the design of new buildings in terms of use, function, location, and design of amenities on-site to support the creation of more pet friendly buildings. Section 4.2 and 4.3 provides detailed guidelines for outdoor and indoor pet relief areas, including matters such as their design, features, materials, size, location, operations and maintenance. Section 4.5 details the recommendations on the design of pet-friendly publicly accessible open spaces. Section 4.9 provides options for winter design and quick relief and safe and comfortable spaces for pets and all residents year round.

### SUMMARY OPINION:

*The Proposed Development incorporates various design elements that will create pet-friendly spaces and amenities to support the pet population. In particular, a dog run area is proposed as part of the building's outdoor amenity space, with an adjoining indoor pet care amenity space on level 2. The Proposed Development also provides for a midblock open space connection that has the potential to accommodate pet activity within the area. This public realm enhancement will help to support access to other parks, open space amenities, and pet facilities within the area.*



## 6.13. Retail Design Manual

The City's "Retail Design Manual" was adopted in 2019 as the City's proposed best practices and guidance on developing ground floor retail spaces.

The Retail Design Manual provides guidance organized in three main sections: The Building, The Street and Retail Frontage, and The Retail Space.

Key directions at the scale of the building include emphasizing the importance of visibility and legibility of the retail space, and the document describes architectural details that support this objective. It also provides guidance to maximize the long-term utility and flexibility of use of retail spaces.

Related to the street and retail frontage, guidance focuses on how the retail space interfaces with the public realm and how the street and building facade support each other.

For retail spaces themselves, guidance focuses on maximizing the sales area, while meeting functional and back of house needs.

### SUMMARY OPINION:

*The Proposed Development provides for at-grade retail uses along the south and east faces of the base building, as well as across both levels of the former morgue building. A total retail area of 146 square metres is envisioned across two ground floor units within the base building, which include a small retail space facing east towards the interior of the Urban Passage, and a micro-retail unit facing South along the Lombard Street frontage. Both spaces are intended to accommodate small-scale local commercial/retail uses such as cafes or other food and beverage uses. The former morgue building will feature a total of 470 square metres of retail space, across both floors, which could be used for restaurant space, community-oriented retail, or other types of uses that will enliven the public realm. The design of these spaces will be further advanced through the detailed design process and through discussions with the City.*

*The design of both spaces within the base building will incorporate generous glazing to enhance visibility and animation, with entrances oriented outwards towards the street and public realm. If feasible, the larger retail unit will be contained within the portion of the Proposed Development that will include the existing 100 Lombard elevation.*

# 7.0 SUPPORTING STUDIES

## Community Services & Facilities Study

A Community Services and Facilities (CS&F) Study has been prepared by Urban Strategies Inc. in support of the Zoning By-law Amendment and Site Plan Control Applications for the Site, which is submitted under a separate cover. Overall, the Study Area and proximate neighbourhoods within the Downtown Core are well served by a range of community services and facilities. The Study concludes that the Proposed Development will not add significant pressure on the demand for community services and facilities.

The Proposed Development will provide new indoor and outdoor amenities for residents, 4,321 square metres of office replacement space, and 616 square metres of retail which is expected to generate approximately 160 jobs. Given the demographic profile of the area, no significant pressure on the demand for community services and facilities is expected because of the development.

## Sun/Shadow Study

A Sun/Shadow Study has been completed by Urban Strategies Inc. for this application which is submitted under a separate cover. Overall, it is our opinion that the shadows created by the Proposed Development are acceptable, particularly in the context of the shadows cast by the existing buildings and by other existing or approved tall towers within the area.

The shadows have been adequately limited by implementing a responsive massing and

design strategy, with slender tower floorplates, appropriate setbacks and stepbacks, and ample tower separation distance, which helps to minimize shadow impacts and ensure that they move quickly. The new shadows are also regarded as acceptable given the broader community and public realm benefits associated with the Proposed Development, and most critically the creation of a new public open space and a pedestrianized midblock laneway through the Site that benefit from generous sunlight throughout the day and during all seasons.

From a policy and guidelines perspective, the Proposed Development does not shadow any Signature Parks and Open Spaces within the Downtown; does not impact any designated Neighbourhoods; and does not create any net new shadows on Moss Park. The Proposed Development also meets key Official Plan and Downtown Plan policies, as the towers have been designed to limit shadow impacts on the public realm and surrounding properties, and adequately limit shadows on sidewalks, parks, open spaces and open spaces as necessary to preserve their utility.

## Public Consultation Strategy Report

A Public Consultation Strategy Report has been prepared by Urban Strategies Inc. for this application which is submitted under a separate cover. The Public Consultation Strategy Report outlines the Applicant's approach to meaningfully involve local stakeholders, the local Councillor, City staff, and members of the broader community in the redevelopment of the Subject Site.

The Communication & Consultation Strategy can be found in section 7 of the report where the approach to engaging with local residents and businesses, the Residents Associations and BIA, the Ward Councillor and City Staff and adjacent and nearby landowners is outlined. The approach includes open community meeting events, regular engagement with the Garden District Residents Association, the St. Lawrence Neighbourhood Association, the St. Lawrence Market BIA, CreateTO and other adjacent landowners.

## Complete Community Assessment

A Complete Community Assessment has been prepared by Urban Strategies Inc. for this application which is submitted under a separate cover. The Complete Community Assessment reviews the Downtown Plan Parks and Public Realm Strategy, the Community Services and Facilities Strategy, the Mobility Strategy, the Energy Strategy and the Water Strategy. The Complete Community Assessment has determined that the Proposed Development appropriately responds to the five infrastructure-related strategies for addressing growth and positively contributes to a complete Downtown community.

## Functional Servicing Report and Stormwater Management

A Functional Servicing & Stormwater Management Report has been prepared by R.V. Anderson Associates Limited, which is submitted under a separate cover. This report addresses issues related to foundation drainage, water servicing, sanitary servicing, storm servicing and stormwater management.



## FOUNDATION DRAINAGE

The hydrogeological site investigation was completed by Pinchin Ltd, dated July 2022 and the underground level will be designed in a manner that is watertight and structurally designed to withstand hydrostatic forces. As a result, the buildings will not employ foundation drainage systems and will not require a private water discharge permit from the City of Toronto. Regarding a short-term private water discharge approval (PWDA) during construction, the peak pumped discharge rate would be less than the ultimate total site discharge to the sanitary sewer system after the development is fully occupied. A short-term construction dewatering EASR will be required for temporary construction dewatering.

## WATER SERVICING

One fire service and two domestic water services are proposed to connect to the existing 300mm watermain on Lombard Street and one fire service is proposed to connect to the existing 300mm watermain on Richmond Street East. The governing peak water demand is estimated as 119.6 L/s which is comprised of the maximum day plus fire flow. The fire hydrant flow testing was performed by Lozzi Aquacheck on June 4, 2022, and the results demonstrate a theoretical flow of 718 L/s (11377 USgpm) and 693 L/s (10989 USgpm) on Lombard Street and Richmond Street East. These flows are higher than the required water demand. Therefore, the existing watermain infrastructure can support the proposed site development without the need for any external upgrades or retrofits.

## SANITARY SERVICING

Two sanitary service connections are proposed to connect to the existing 2250mm combined sewer

on Lombard Street and will convey an estimated sanitary peak discharge of 10.05 L/s, which is a 9.59 L/s increase from the existing condition. Post development flows to the combined sewer system is less than the predevelopment flows. Therefore, the existing combined sewer infrastructure can support the proposed site development without the need for upgrades.

## STORM SERVICING

A single storm service connection is proposed to the 2250mm combined sewer on Lombard Street. There are no storm sewer capacity concerns as a result of the redevelopment and implementation of SWM will reduce the storm flow to the storm sewer system. Post development flows to the combined sewer system is less than the predevelopment flows. Therefore, the existing combined sewer infrastructure can support the proposed site development without the need for upgrades.

## STORMWATER MANAGEMENT

The building will have majority roof coverage and does not therefore contribute a significant amount of Total Suspended Solids (TSS). At grade sources will be treated with a stormwater treatment device approved for 80% TSS removal. The stormwater detention tanks also provide extended detention to further remove TSS. These strategies will be used to meet the water quality requirement of 80% TSS removal for the site. The site will implement green roof and irrigation of green roof surfaces and landscaping areas and reuse for toilet flushing to meet the water balance requirement of 7.3 m<sup>3</sup>. A detention tank with orifice control to limit the discharge rate from the site to the storm events up to the 100 year storm discharge rate will be controlled to not exceed the allowable discharge rate of 24.9 L/s.

## Geotechnical Engineering Report

A Geotechnical Engineering Report has been prepared for this submission by Pinchin Ltd., which is submitted under a separate cover. Pinchin completed field investigations at the Site between June 19 and July 22, 2022, by advancing a total of 11 boreholes throughout the Site. The boreholes were advanced to depths of approximately 3.7 to 24.4 metres below existing ground surface. Monitoring wells were installed in 8 boreholes to allow for the measurement of groundwater levels. Pinchin also surveyed the ground surface elevations which were geodetic, based on the benchmark near the location of the Site with a precision static of less than 20 mm.

Based on the borehole findings, Pinchin has provided the following geotechnical engineering advice for foundation design:

- Due to the anticipated loading from the structure, it is believed that the bearing resistance for 25 mm of settlement at Serviceability Limit States of 500 kPa, and a factored geotechnical bearing resistance of 1000 kPa at Ultimate Limit States, are not large enough to support the proposed building and therefore, it is recommended that bored piles (drilled shafts) be used to support the building
- To maintain the recommended capacities, caissons should be spaced at a minimum distance of 2.5 times the caisson diameter to avoid interference between caissons. A temporary steel liner is required to facilitate the cleaning and inspection of the founding soils, and to prevent collapse and cave-in of the sidewalls of the shafts.

- For locations where the caissons will extend below the groundwater table, drilling slurry will be required. All concrete is to be installed immediately upon completion of auguring, as delay may result in significant rock strength loss, both vertically and horizontally. Due to the use of slurry, it will be necessary to tremie the concrete from the base of the excavation while simultaneously removing the drilling slurry.

Advice concerning seismic site response and soil behaviour, earth pressure, underground parking and floor slab design are also provided in this report. Additionally, construction considerations are also provided, including excavation, groundwater control, and geotechnical engineering design advice.

## Hydrogeological Report

A Hydrogeological Review Report has been prepared for this submission by Pinchin Ltd which is submitted under a separate cover. The report contains a review of water well, geological, and topographical information for the area, as well as the results of borehole testing (11 boreholes), water level monitoring, hydraulic conductivity tests, slug tests, groundwater elevation monitoring, groundwater sampling and analysis, and assessment of groundwater controls and potential impacts.

Based on their investigation, the report highlights the following recommendations:

- A “Peak Season” option under the Foundation Drainage Policy would reduce the imposed “maximum water level allowance” from 1.9 m to 0.8 m, which would entail bi-weekly groundwater monitoring with a minimum of

six groundwater level measurements within the months of April, May and June of a given year. This effort will result in a reduction in the maximum water level and in the estimated dewatering volumes. It is recommended that this option be considered for the spring of 2023.

- A filtered metals sample should be analyzed to simulate the effects of filtration on the groundwater and allow for an evaluation of the sediment-free manganese concentration.

This hydrogeological assessment was completed based on the current design and the groundwater conditions observed in June and July 2022, in which the highest “maximum water level” fluctuation allowance (1.9 m for the month of June) was applied, in accordance with the City Foundation Policy “Year-Round” option.

## ENERGY STRATEGY REPORT

An Energy Strategy Report has been prepared for this submission by Rowan Williams Davies & Irwin Inc. (RWDI) which is submitted under a separate cover with the purpose of identifying opportunities for energy design excellence early in the project planning stage. RWDI has explored how differing energy efficiency strategies may be of benefit to the project. The intent of this exploration was to provide strategic energy options for the project at an early stage, and to identify the steps that should be explored to reduce energy use, ultimately striving towards a near-zero emissions level of performance. Particular focus was placed on the absolute performance targets of the Toronto Green Standard Version 4 for total building energy use, thermal energy demand, and greenhouse gas emissions.

Specifically the report recommends the following design considerations to increase the energy performance of the Proposed Development:

- Inclusion of envelope upgrades and mechanical system upgrades;
- Implementation of alternative materials and building forms that minimize concrete use to reduce the presence of embodied carbon; and
- Incorporation of visible energy conservation measures such as suite-level thermal sub-metering and kill switches near exits to increase marketability and give occupants better control of their utility bills and over the use of their space.

In addition to energy saving strategies, this report provides recommendations on how to implement climate resilient design to account for the expected changes in the local microclimate.

## Contaminated Site Assessment

A Phase 1 Environmental Site Assessment has been prepared for this submission by Pinchin Ltd., which is submitted under a separate cover to identify areas of potential environmental concern on the Subject Site. The report has been prepared in accordance with Ontario Regulation 153/04 for the purpose of Site Plan Application and filing a Record of Site Condition.

Based on the findings of the report, Pinchin identified ten PCAs at on-Site and 53 PCAs off-Site (within the Phase One Study Area). Of the off-Site PCAs, 29 are not considered to result in APECs at the Site, given their distance from the Site and/or their downgradient or transgradient location with respect to the inferred groundwater



flow direction at the Phase One Property. The remaining 24 off-Site PCAs and the ten on-Site PCAs have resulted in a total of 34 APECs at the Site. It is Pinchin's opinion that these 34 PCAs may have impacted soil and groundwater quality at the Site and, as such, result in APECs that warrant further investigation prior to the submittal of an RSC.

Based on the findings in the Phase one ESA, a Phase two ESA is recommended prior to filing an RSC for the property. Pinchin Ltd. has also prepared a Qualified Person Statement Letter which has been submitted in support of this application, which confirms that a Phase Two ESA is ongoing for the Site, and which will be provided to the City once complete. The Qualified Person Statement also confirms that once all reports have been reviewed and accepted by the City, an RSC will be filed with the Ontario Ministry of the Environment, Conservation and Parks (MECP).

## Transportation Impact Study

A Transportation Study was undertaken for this submission by LEA Consulting Ltd ("LEA") to assess the transportation elements of the Proposed Development and potential impacts on transportation networks and systems in the area.

Overall, the Transportation Impact Study makes the following conclusions and recommendations regarding the proposed development's potential impacts on transportation networks and systems in the area:

- The subject site is located in an area well-served by the Toronto Transit Commission (TTC) transit network. The subject site is within walkable distance of streetcar stops along

Queen and King Street East and is within a seven-minute walking distance to Queen subway station, providing convenient access to TTC Subway Line 1. Additionally, there are cycle tracks provided along Adelaide Street and Richmond Street. The subject site is also located within a highly walkable neighbourhood with many amenities and services located within a 10-minute walking distance.

- Under existing conditions, the signalized intersections are operating at acceptable levels of service and movements at the unsignalized study area intersections operate well within capacity and with minimal queuing.
- Under future background conditions, the signalized and unsignalized study area intersections are expected to continue operating at acceptable levels.
- Trip generation was conducted for the proposed residential uses only, as the proposed development is replacing the existing office use on the subject site with a similar amount of office GFA. No new site trips based on office and retail functions were assumed and only residential trip generation was considered for site generated traffic. Residential trip generation was estimated based on average rates observed at proxy site locations in downtown Toronto. Multi-modal trip generation was calculated based on TTS 2016 modal split data.
- The proposed development is expected to generate 373 (52 inbound, 321 outbound) total trips during the weekday AM peak hour and 353 (244 inbound, 109 outbound) total trips during the weekday PM peak hour.

- The residential component of the proposed development is anticipated to generate 58 two-way vehicle trips (8 inbound and 50 outbound) during the weekday AM peak hour and 55 two-way person trips (38 inbound and 17 outbound) during the weekday PM peak hour.
- Under future total conditions, all studied intersections are expected to operate similar to future background conditions. Additionally, movements at the site access at Lombard Street are expected to operate well within capacity and with minimal queueing and delay. Overall, the proposed development does not present any significant impact to future traffic conditions in the study area.
- Several TDM measures have been recommended to support the site's parking strategy including:
  - The provision of bicycle parking and amenities
  - A communication strategy
  - Consideration towards improvements to the pedestrian environment

Additional details and refinement to the TDM strategy will be undertaken as the development progresses through the development application process.

## Tree Inventory & Preservation Plan Report

A Tree Inventory and Preservation Plan Report has been prepared for this submission by Kuntz Forestry Consulting Inc. which is submitted under a separate cover, and indicates that there are a total of 11 trees on and/or within six metres of the Site. In order to accommodate the proposed development, the removal of 5 of these trees will be required. A permit for the removal of the trees will be required and permission from the neighbouring property owner for one of the trees will be required prior to removal due to the fact that the tree is a shared tree.

## Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Rowan William Davies & Irwin Inc ("RWDI") to measure the potential impacts of the Proposed Development on area pedestrian-level wind conditions. The results of the study were analysed using wind records from Billy Bishop Toronto City Airport and evaluated against the Wind Criteria for Pedestrian Comfort and Safety specified in the Guide. The predicted wind conditions are summarized as follows:

- Wind speeds at all areas assessed at grade meet the pedestrian safety criterion for both the Existing and the Proposed configurations.
- Wind conditions on and around the existing site are suitable for the intended pedestrian use throughout the year.
- Wind conditions around the site mostly remain unchanged with the addition of the proposed development.

- Throughout the year, wind speeds on and around the proposed site are appropriate for the intended use of various pedestrian areas, including building entrances and sidewalks/ walkways.
- Above-grade exterior terraces areas are predicted to be windier than comfortable for the intended use, with higher wind speeds exceeding the wind safety criterion at Level 58, which could be mitigated with the use of taller guardrails and other measures.

The assessment was based on the wind-tunnel testing conducted for the proposed development site under the Existing and Proposed configurations, in accordance with the requirements in the Pedestrian Level Wind Study Terms of Reference Guide (the Guide) published by the City of Toronto in June 2022.

## Noise & Vibration Study

A Noise Impact Study was prepared for this submission by RWDI to evaluate the noise impact of the surrounding area on the Proposed Development, and conversely the noise impact of the Proposal on the surrounding area and on itself. The study was completed using assessment methods that conform to Ministry of Environment, Conservation and Parks Requirements.

The following noise control measures are recommended for the proposed development:

- Installation of central air-conditioning so that all suites' windows can remain closed.
- The inclusion of noise warning clauses related to:

- Transportation sound levels at the building façade and in the outdoor amenity areas
- Proximity to commercial land-use
- Construction of perimeter noise barriers along the outdoor amenity areas if feasible, with the applicable warning clause.

The potential noise impact from stationary sources of sound were evaluated. Based on the noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby commercial land-uses is considered acceptable from the noise impact perspective. However, due to the proximity of the proposed development to the commercial facilities, a warning clause is recommended to inform prospective occupants of the potential for audible noise from these facilities.

At this stage in design the impact of the development on itself and its surroundings could not be quantitatively assessed. However, the impact on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. The report recommends that the building design is evaluated at a subsequent stage as the detailed design for the building advances, to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis including implementation of the recommendations included with this assessment, the proposed development is predicted to meet the applicable sound and vibration criteria.



## Heritage Impact Assessment

A Heritage Impact Assessment for the submission was prepared by ERA Architects Inc. to evaluate the Proposed Development in relation to cultural heritage resources and recommend an approach to the conservation of the heritage value of these resources. As part of the assessment, ERA completed Cultural Heritage Evaluation Reports ("CHER") for the properties located at 86 Lombard Street, and 100 Lombard Street.

The CHER for 86 Lombard Street found that:

- The Morgue Building is a representative and well-crafted example of an early-20th century institutional building built in the Edwardian Classical style according to Beaux-Arts principles. The property is historically associated with the expansion of City services at the turn of the century and is contextually important in communicating the institutional character of the north side of Lombard Street.
- The Garage and Annex buildings do not contain any significant heritage attributes that warrant protection under the Ontario Heritage Act (the "OHA").

The CHER for 100 Lombard Street found that:

- Both buildings were found to hold intangible cultural heritage value, however extensive unsympathetic alterations, including complete over cladding of the principal elevations, limit their integrity and ability to communicate the physical dimensions of their value.
- Due to their lack of integrity, neither building is a candidate for inclusion on the City's Heritage Register, or designation under the OHA.

- The potential impact of the proposed development on adjacent heritage resources has been mitigated through a variety of design measures, which are outlined in the report.

The potential impact of the relocation of the Morgue Building will be mitigated by the following design measures:

- Retention of the original building in its entirety;
- Providing a setback from Lombard Street to enhance the building's civic presence;
- Maintaining and reinforcing proximity to No. 5 Firehall;
- Improving the visual relationship to Firehall No. 5;
- Introducing a mid-block connection to provide a buffer between the heritage building and the proposed new building on Site; and
- Establishing a cluster of high-value turn of the century heritage buildings.

The removal of the low-integrity buildings at 100 Lombard Street will not constitute an impact on heritage resources. However, given the potential design value that Building A carried prior to its over-cladding, the project team is proposing to commemorate it in the following manner:

- Retention and restoration of the south elevation of Building A; and
- Interpretation of 100 Lombard Street to be explored as part of an overall future Interpretation Plan for the Site

In accordance with the City of Toronto HIA Terms of Reference, the HIA evaluates the Site against

the Provincial Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06). ERA Architects concludes that in their professional opinion, the potential impact of a new tall building on the Site has been mitigated through its design, which is intended to conserve the cultural heritage value and attributes of heritage resources on the Site and respond to adjacent heritage resources, per the PPS 2020, Growth Plan, the Official Plan, Tall Building Guidelines, and downtown Secondary Plan. The proposal will also retain the integrity of those resources in accordance with the Official Plan. ERA finds the proposal complies with all relevant municipal and provincial policies and meets the recognized professional standards and best practices in the field of heritage conservation in Canada.

# 8.0 PLANNING SUMMARY & CONCLUSION

The Proposal has regard to matters of Provincial interest in Section 2 of the Planning Act, it is consistent with the Provincial Policy Statement and conforms with the policies of the Growth Plan, the City of Toronto Official Plan, including the Downtown Secondary Plan. The requested Zoning By-law Amendment Application is appropriate and desirable for the Subject Site and represents good planning.

## 8.1. Summary

The Proposed Development achieves a range of municipal and provincial planning policy objectives, and represents good planning. In particular, the Proposal will make efficient use of land and resources, optimizes transit infrastructure, integrates investment in transportation infrastructure and land use planning, and contributes to sustainability and resilience. Moreover, the Proposal will deliver a number of key city-building benefits including conserving and celebrating the Site's heritage assets, providing a new Urban Passage with a plaza area and outdoor gallery, building much needed new housing within the Downtown, and providing contemporary office space to retain jobs on site.

A summary of the planning rationale is provided on the following pages.

### **APPROPRIATE INTENSIFICATION FOR A HIGHLY URBANIZED AND TRANSIT-ORIENTED SITE**

The Proposed Development will intensify the Subject Site, adding important housing and job space to the lands. The Subject Site is located within 450 metres of both King and Queen subway stations, and is within walking distance of the future Moss Park station on the planned Ontario Line. Current municipal and provincial planning policies emphasize the importance of transit-oriented development, the integration of land use and transportation planning, achieving and exceeding minimum density targets within MTSAs, and optimizing the use of existing and planned transit and infrastructure. The proposed intensification of the Subject Site achieves these key planning policy objectives.

### **A PROGRAM MIX WHICH SUPPORTS COMPLETE COMMUNITY BUILDING**

Redevelopment of the Site creates the opportunity to introduce a greater mix of land uses on the Subject Site, which will support healthy neighbourhood development. The Proposed Development integrates new residential units, contemporary office space and retail uses at grade to deliver a truly mixed use building. The proposed mix of uses is consistent with the vision for the Downtown as a walkable and transit-oriented neighbourhood.



### **INTRODUCES SIGNIFICANT PUBLIC REALM IMPROVEMENTS AND NEW OPEN SPACE**

The Proposed Development will introduce the 711 square metre Urban Passage, that extends from Lombard Street to Richmond Street East, helping deliver an important mid-block linkage in the downtown pedestrian network, while providing a dynamic new plaza space. This Urban Passage will also feature an outdoor gallery, providing ground-level animation and opportunities for reflection in a highly-urbanized context. Moreover, improvements will be delivered to the adjacent streetscapes through the use of new pavers and tree plantings. Together these substantial public realm enhancements help to satisfy the range of municipal policies, objectives and guidelines which prioritize pedestrian mobility, an attractive public realm and seamless connectivity through the downtown.

### **PROVIDE CONTEMPORARY OFFICE SPACE TO RETAIN IMPORTANT JOBS DOWNTOWN**

The Proposed development will provide 4,321 square metres of contemporary office space, ensuring the development achieves and in fact exceeds a 1:1 ratio of office replacement, while delivering new and improved work spaces that can better meet the needs of 21st century office workers. The retention of office space on site, will contribute to a complete community downtown and will ensure that jobs are retained in the Downtown core, which will support local economic development. Moreover, the retention of office space on site achieves the policy direction of Official Plan Policy 3.5.1.9 which is under appeal and not in-force.

### **RESPONSIVE BUILT FORM THAT ACHIEVES COMPATIBLE INTENSIFICATION WITHIN THE SURROUNDING CONTEXT**

The Proposed Development deploys a responsive massing strategy, with appropriate setbacks and separation distances and which has been carefully designed in response to adjacent properties to ensure privacy and support sunlight access. The base building height gradually transitions down from west to east to deliver an attractive and unique and pedestrian-scaled built form along the Lombard frontage. This building is articulated with a recessed tower and office component, and includes outdoor amenity spaces along the roof of the podium at the 5th floor, helping create visual interest from the public realm, while providing additional eyes on the street towards Lombard and to the interior of the Site.

### **HERITAGE CONSERVATION THAT RE-IMAGINES AND CELEBRATES THE SITE'S LEGACY**

The Proposal includes a heritage conservation strategy that will conserve, celebrate and re-imagine the historic elements of the Site. In particular, the heritage designated former City morgue building is proposed to be relocated to the east of the Site, forming a new heritage cluster of civic buildings together with the adjacent heritage designated former fire hall building at 110 Lombard Street. In addition, the existing elevation of the 100 Lombard 4-storey warehouse building will be retained and re-purposed to frame the Urban Passage, further celebrating the historic legacy of the Site, while adding visual interest to the public realm.

**URBAN  
STRATEGIES  
INC .**