

**49 to 51 Camden Street –Zoning Amendment
Application– Final Report**

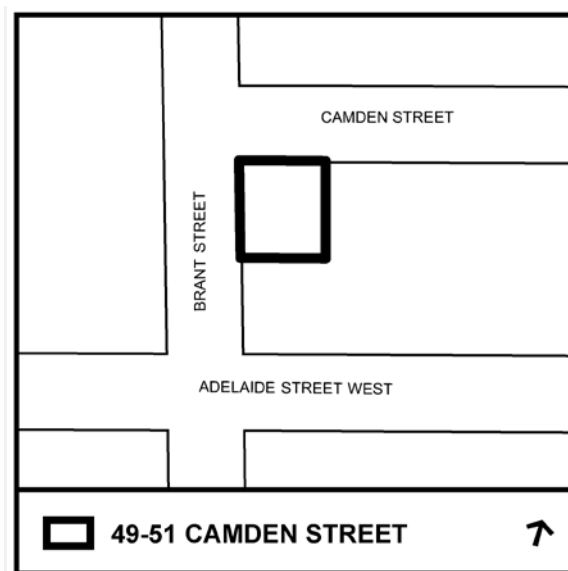
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| Date: | May 25, 2016 |
| To: | Toronto and East York Community Council |
| From: | Director, Community Planning, Toronto and East York District |
| Wards: | Ward 20 – Trinity-Spadina |
| Reference Number: | 15 209675 STE 20 OZ |

SUMMARY

The applicant proposes to amend the Zoning By-law to permit the construction of a 13-storey (49.8 metres, including mechanical penthouse) hotel development at 49 to 51 Camden Street. The proposal includes 130 hotel suites, a lower-level restaurant, a hotel lobby, a gymnasium, hotel-related meeting rooms, and a penthouse lounge. The total gross floor area proposed is 7,918 square metres. No vehicular parking spaces and 39 bicycle parking spaces are proposed.

City Planning Staff have reviewed the application against applicable policies and guidelines and do not believe that in its current form the application conforms to the Official Plan policies. City Planning Staff require modifications to the proposed built form, and the applicant is in agreement with these modifications.

The report reviews and recommends approval of the Zoning By-Law Amendment application with revisions to the proposed built form as outlined in this report and reflected in the attached draft zoning by-laws. This approval is also subject to a number of conditions as detailed in the recommendations.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 49 to 51 Camden Street substantially in accordance with the draft Zoning By-law Amendment to be available at the June 14, 2016 Toronto and East York Community Council meeting.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 49 to 51 Camden Street substantially in accordance with the draft Zoning By-law Amendment to be available at the June 14, 2016 Toronto and East York Community Council meeting.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the owner(s) to:
 - a. Provide a revised functional servicing and stormwater management report to the satisfaction of the Executive Director, Engineering and Construction Services.
 - b. Make satisfactory arrangements with the Executive Director, Engineering and Construction Services for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, in accordance with the functional servicing report accepted by the Executive Director, Engineering and Construction Services.
 - c. Make an application for a cash payment-in-lieu of parking to the Municipal Parking Fund in lieu of providing the required 16 vehicular parking spaces on-site.
 - d. Obtain and submit a discharge agreement/permit from City of Toronto, Toronto Water, Environmental Monitoring and Protection Section for discharging groundwater to city sewers, if applicable.
5. Before introducing the necessary Bills to City Council for enactment, require the owner(s) to enter into an Agreement pursuant to Section 37 of the *Planning Act* satisfactory to the City Solicitor to secure the following:
 - a. Prior to site plan approval, the owner shall provide a Loading Management Plan to the satisfaction of the General Manager of Transportation Services

and the Chief Planner and Executive Director, City Planning Division in consultation with the Ward Councillor and the Garment District Neighbourhood Association.

- b. The owner shall be financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.
- c. Prior to the issuance of the first building permit, the owner will submit a Construction Management Plan, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor and thereafter in support of the development, will implement the plan during the course of construction. The Construction Management Plan will include, but not limited to, details regarding size and location of construction staging areas, dates and significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary.
- d. Prior to site plan approval, the owner shall provide a letter from an acoustician detailing noise mitigation measures for the proposed hotel and associated uses and an undertaking to implement the mitigation measures, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor and the Garment District Neighbourhood Association.
- e. Prior to site plan approval, the owner shall submit a Wind Study for the proposed development and an undertaking to implement any necessary mitigation measures, to the satisfaction of the Chief Planner and Executive Director, City Planning division.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of November 10, 2015, Toronto and East York Community Council adopted the recommendations in the report from the Director, Community Planning, Toronto and East York District (dated October 23, 2015) entitled "49 to 51 Camden Street – Zoning Amendment Application – Preliminary Report" (File No. 15 209675 STE 20 OZ). A link to the Community Council direction is provided below:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE12.34>

ISSUE BACKGROUND

Proposal

The applicant proposes to construct a 13-storey hotel with 130 suites, a reception and lobby, meeting rooms, and a penthouse lounge and outdoor terrace. The proposal contains three basement levels, which are to include a restaurant, a gymnasium, a meeting room, storage spaces as well as back of house offices and facilities.

The height of the proposed development is 45 metres plus an additional 4.8 metres mechanical penthouse which is partially integrated into the 13th floor, for a total height of 49.8 metres. The proposed gross floor area is 7,918 square meters of non-residential gross floor area. The proposed development is setback 0-1.9 metres from the north property line, 1.1 metres from the south property line, 0 metres from the east property line, and 0 metres from the west property line. No stepping is proposed.

Vehicular access to the site for the purposes of loading will be provided from Brant Street via a private laneway immediately south of the site. The proposal does not contain any vehicular parking spaces. A total of 7 long-term bike parking spaces are proposed in the basement (level -2) and 16 short-term bike parking spaces are proposed along Camden Street in the way of 8 posts and rings.

Site and Surrounding Area

The subject site is located north of Adelaide Street West on the southeast corner of Brant Street and Camden Street. The site consists of 49 and 51 Camden Street and is square in shape with frontages of approximately 23.3 metres along Camden Street and 25.1 metres along Brant Street. The site is approximately 620 square metres in area.

The site is surrounded by the following uses:

North: North of the site along Camden Street are residential condominium buildings varying in height from 7 to 9 storeys. The latter of which provides a step back along Camden Street at the eighth floor and further back at the ninth floor.

South: Immediately south of the site is a private laneway that is comprised of a number of different easements in favour of 45, 47, 49 and 51 Camden Street as well as 438-442 Adelaide Street West. South of the laneway is a new residential condominium building known as Brant Park at 426-444 Adelaide Street West which is approximately 11-storeys at 35.6 metres including mechanical penthouse.

West: On the west side of Brant Street is St. Andrew's Playground which is a designated heritage site and is considered an Area of Special Identity in the King-Spadina Secondary Plan.

East: To the east of the site are two-storey commercial buildings.

Provincial Policy Statement and Provincial Plans

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

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

Staff have reviewed the proposed development for consistency with the Provincial Policy Statement and for conformity to the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City of Toronto Official Plan Map 2-Urban Structure identifies that the subject site is located in the *Downtown and Central Waterfront*. The Official Plan identifies that the *Downtown* will continue to evolve as a healthy and attractive place to live and work, as new development that supports the reurbanization strategy and the goals for *Downtown*, is attracted to the area. The quality of the *Downtown* will be improved by:

- a) developing programs and activities to maintain and upgrade public amenities and infrastructure;
- b) recognizing the high maintenance needs of streets, open spaces and City services in this heavy demand area;
- c) enhancing existing parks and acquiring new parkland where feasible; and
- d) preserving and strengthening the range and quality of the social, health, community services and local institutions located Downtown.

Chapter Two - Shaping the City identifies that the downtown area offers opportunities for substantial employment and residential growth, but that this growth is not anticipated to be uniform. Rather, it is expected that the physical setting of many areas will remain unchanged and that design guidelines specific to districts of historic or distinct character will be implemented to ensure new development fits into the context of existing built form, streets, setbacks, heights and relationship to landmark buildings. Policy 2.4.18 identifies that large commercial and office buildings and hotels will make provision for taxi stands on private property.

Chapter Three - Building a Successful City identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Development will be located, organized and massed to fit harmoniously with the existing and/or planned context. Development will limit its impacts on neighbouring properties and the public realm by respecting street proportions, creating appropriate transitions in scale, providing for adequate light and privacy, limiting impacts of servicing and vehicular access on the property and neighbouring properties; and limiting shadow and wind impacts.

This section of the Plan also contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings, including locating buildings parallel to the street, with clearly visible entrances and ground floor uses with views to the street; locating and organizing parking and servicing to minimize impacts; providing an appropriate scale for adjacent streets; minimizing shadowing, loss of sky view and wind impacts; and fitting within the local context.

Section 3.1.5 of the Plan addresses the conservation of heritage resources and includes policies that state that Heritage Impact Assessments will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City. Policy 3.1.5.26 identifies 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 site is designated as a Regeneration Area, which are intended to provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form. This designation permits the proposed non-residential uses.

This proposal was reviewed against the policies described as well as the policies of the Official Plan as a whole.

King-Spadina Secondary Plan

The subject site is situated within the King-Spadina Secondary Plan found in Chapter 6.16 of the Official Plan. Major objectives of the King-Spadina Secondary Plan are as follows:

- New investment is to be attracted to the King-Spadina Area.
- The King-Spadina Area will provide for a mixture of compatible land uses with the flexibility to evolve as the neighbourhood matures.
- The King-Spadina Area is an important employment area. Accordingly, the retention and promotion of commercial and light industrial uses including media, design and fashion businesses within the area is a priority.

- Commercial activity, including the retail service industry, which supports the changing demands of the King-Spadina Area will be provided for, to ensure the necessary services for the new residents and businesses of the area.
- Heritage buildings and other important buildings within the King-Spadina Area, will be retained, restored, and re-used.

The King-Spadina Secondary Plan emphasizes reinforcement of the characteristics and qualities of the area through special attention to built form and the public realm. The policies of Section 3 Built Form and in particular the policies of Section 3.6 – General Built Form Principles, specify that:

- buildings are to be located along the front property line to define edges along streets and lower levels are to provide public uses accessed from the street;
- servicing and parking are encouraged to be accessed from lanes rather than streets;
- new development will be designed to minimize pedestrian/ vehicular conflicts;
- new buildings will be sited for adequate light, view, privacy and compatibility with the built form context;
- appropriate proportional relationships to streets and open spaces will be achieved and wind and shadow impacts will be minimized on streets and open spaces;
- streetscape and open space improvements will be coordinated in new development; and
- high quality open spaces will be provided.

The proposed development is located adjacent to St. Andrew's Playground. St. Andrew's Playground is identified as an Area of Special Identity and is identified as "an important park within part of the King-Spadina Area". New development is to respect the integrity and potential for increased use of the park. The King-Spadina Secondary Plan requires buildings adjacent to parks to be designed to minimize the wind and shadowing impacts on the streets, parks, and open space.

The proposed development was reviewed against the policies of the King-Spadina Secondary Plan.

King-Spadina Secondary Plan Review

OPA No. 2 (By-law 921-2006), which is under appeal at the Ontario Municipal Board, proposed amendment to the King-Spadina Secondary Plan that are intended to further clarify and reinforce the fundamental intent of the Secondary Plan.

New Policy 3.1 (Urban Structure and Built Form) states that the King-Spadina Area is comprised of the West Precinct, Spadina Avenue, and the East Precinct. The policy states that development will complement and reinforce the distinctive qualities of these precincts and corridors. The proposed development is located in the West Precinct, where heights are much lower than in the East Precinct.

Zoning

The in-force Zoning By-law applying to the subject site is former City of Toronto Zoning By-law 438-86. The subject site is also included within the new City-wide Zoning By-law 569-2013, which was enacted by City Council on May 9, 2013. This By-law is subject to appeals at the OMB and therefore, is not in-force.

The subject site is zoned Reinvestment Area (RA) as per Zoning By-law 438-86, (refer to Attachment 5 – Zoning Map, By-law No. 438-86). The permitted uses within the RA Zone range from residential uses, to commercial, institutional and limited industrial uses. As part of the RA zoning provisions, density standards were replaced by built form objectives through height and setbacks. A three metre stepback must be provided from the main wall of the building for any portion of the building above a height of 20 metres and the maximum permitted height is 23 metres. The By-law also contains a number of requirements related to building setbacks from the side and rear lot lines.

City-wide Zoning By-law 569-2013 (refer to Attachment 6 – Zoning Map, By-law No. 569-2013) zones the subject site CRE (x76), with a maximum height of 23.0 metres with an additional 5.0 metres for mechanical elements. The CRE (Commercial Residential Employment) zone permits a wide range of non-residential uses including hotels, offices, retail stores, financial institutions and eating establishments.

King-Spadina Heritage Conservation District

The King-Spadina Secondary Plan area contains many listed and designated heritage buildings. At its meeting on August 16, 2013 Toronto City Council directed Heritage Preservation Services Staff to undertake Heritage Conservation District (HCD) studies in five priority areas. One of these areas is the King-Spadina Secondary Plan area. A team lead by Taylor-Hazell Architects is undertaking the study.

The first phase of the study involved the identification of potential heritage conservation districts. In May 2014, the Toronto Preservation Board endorsed and HCD Study for King-Spadina, along with City Staff recommendations to proceed with two HCD plans for King-Spadina, divided along Peter Street. Through the development of policies for the districts and the community consultation process, the project team has determined

that a single HCD for the entire district is more appropriate due to its consistent architectural character and development history.

The project team is currently preparing draft policies and guidelines for the HCD, in order to seek feedback and input from the community.

Heritage Preservation Services staff will present the final version of the Plan and a recommendation for designation under Part V of the *Ontario Heritage Act* in the third quarter of 2016. Details on the King-Spadina HCD study are available at:

http://www.toronto.ca/heritage-preservation/heritage_districts.htm

TOcore: Planning Toronto's Downtown

On May 13, 2014, the Toronto and East York Community Council (TEYCC) considered a Staff Report regarding TOcore: Planning Toronto's Downtown, along with a related background document entitled Trends and Issues in the Intensification of Downtown.

Both reports are available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=222101f2e9745410VgnVCM10000071d60f89RCRD>

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary infrastructure to remain a great place to live, work, learn and play. TOcore is in its initial 'taking stock' phase, which involves an analysis of existing conditions, growth trends and priority issues in the Downtown. The review of this application has been informed by the issues being considered under TOcore.

Site Plan Control

The subject site and development is subject to Site Plan Control. A site plan application has not been submitted at this time.

Reasons for Application

The applicant has submitted a Zoning By-law Amendment application to permit a building that exceeds the permitted maximum building height of 23 metres by approximately 22 metres resulting in a proposed building height of 45 metres to the top of the roof (49.8 metres including the mechanical penthouse). In addition, the proposed building does not comply with other restrictions that are in effect on the lands.

Community Consultation

A community consultation meeting was held by City Planning for this application on November 17, 2015. Approximately 15 people attended this meeting. Issues raised at the meeting include the following:

- height of the proposed development;
- shadow impact on St. Andrew's Playground;

- additional traffic in the area generated by the proposed development;
- potential noise issues associated with the proposed development; and
- facing distance to the Brant Park condominiums at 426 to 444 Adelaide Street West located immediately south of the subject site.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The 2014 PPS promotes new development through intensification in keeping with municipal Official Plans, where such intensification recognizes the development's local context and has a well-designed built form. This application provides a built form that fits within its local context and is consistent with the 2014 PPS.

The Growth Plan for the Greater Golden Horseshoe designates the site within the urban growth centre. The Growth Plan recognizes urban growth centres as areas for development to accommodate intensification, to provide for a range of housing options and to provide for the appropriate transition of built form to adjacent areas. This application accommodates intensification and provides an acceptable transition of built form to adjacent areas. As such, this application does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The proposed development is located in the *Downtown* in an area designated *Regeneration Areas* in the Official Plan. The proposal is for a hotel use with associated office, eating establishment/restaurant, and outdoor patio uses. The proposed uses are permitted by the Zoning By-law. *Regeneration Areas* are intended to provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form. The framework for development in *Regeneration Areas* is set out in the associated Secondary Plan, which in this instance is the King-Spadina Secondary Plan.

Objectives in the King-Spadina Secondary Plan include providing a mixture of compatible land uses and the retention and promotion of employment uses including commercial and light industrial uses. Staff have determined that the proposed uses are appropriate for the site as they provide employment uses, as supported by the King-Spadina Secondary Plan, and comply with the *Downtown* and *Regeneration Areas* policies of the Official Plan.

As indicated in the King-Spadina Secondary Plan, the retention and promotion of commercial and light industrial uses is a priority. Development within the King-Spadina Secondary Plan Area has seen substantial residential development in the past 20 years. The addition of employment uses to the area also is important to maintaining a balanced mix of residential and employment uses. When considering the proposed height and other building attributes on this comparatively small site, Staff have taken into consideration the value of the proposed development as a hotel adding employment and contributing to diversity in use to an area. The site specific zoning by-law will limit the use of this building to a hotel with associated uses. Residential uses will not be permitted.

It should be noted that an entertainment facility-nightclub use is not permitted on the site, as the site is subject to By-law 198-2006 regulating entertainment facilities-nightclubs west of Spadina Avenue which restricts nightclub uses to lots abutting Adelaide Street West, King Street West, or Richmond Street West. A entertainment facility-nightclub use has not been proposed and would not be permitted as part of the proposed development.

Noise mitigation measures will be applied to mitigate noise from the proposed eating establishment/restaurant and outdoor patio uses. As part of the Section 37 Agreement, a letter from an acoustician detailing noise mitigation measures for the proposed development and amending to implement those measures, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor and the Garment District Neighbourhood Association will be required.

Height

The overall height for the development proposed by the applicant of 49.8 metres including mechanical penthouse is not appropriate for the context and sets a negative height precedent within the West Precinct of King-Spadina. Planning Staff have indicated to the applicant that a height of 45 metres including mechanical penthouse with no permitted projections would be the maximum supportable and more appropriate for the area.

While 45 metres is taller than other buildings framing St. Andrew's Playground, the shadow impacts on the park are limited given the location of the proposed building to the northeast of the park. Shadow impacts are further detailed in the Sun, Shadow, Wind section of this report.

The applicant has indicated that they agree with this proposed height. The site specific zoning by-law will limit the proposed height to 45 metres, including mechanical penthouse.

Setback and Massing

The proposed development includes setbacks of 0 metres from the north, east and west property lines and a 1-1.3 metre setback from the south property line. These setbacks are consistent for all levels of the building. Windows are located on the north, west, and

south elevations, while the east elevation is a blank wall. Planning Staff acknowledge that that the architectural design of the building is intended to emulate elements of Toronto's old warehouses. To achieve this, setbacks and stepbacks may not be appropriate in this instance.

A 0 metre setback is considered to be appropriate in this instance from the north and west property lines of the proposed development, as the proposed sidewalk zones on both the north and west sidewalk are between 5.5 metres and 6.0 meters on Brant Street and 6.0 metres on Camden Street, providing sufficient space for pedestrians.

The proposed 0 metre setback to the east property line is acceptable adjacent to the party wall to the east. The site specific zoning by-law will not permit windows on the east elevation of the proposed development.

The reduced setback proposed to the south property line is not acceptable to Staff as both the proposed development and the adjacent Brant Park development at 426 to 444 Adelaide Street West have proposed windows on these adjacent faces. The Official Plan requires that new development will provide adequate light and privacy for neighbouring properties. Warehouse character development in King Spadina does have reduced distance facing conditions more in keeping with the mid rise standards of 5.5 metres from lot lines. The Brant Park development is setback 4.4 metres from the property line for example.

Given the heights of both the existing building and the proposed building and the smaller floorplate of approximately 550 square metres of the proposed building, Staff are of the opinion that at a minimum the proposed development should match this setback on all levels of the south elevation with the exception of the ground level as the applicant has indicated that additional space is required on the ground level to accommodate the proposed loading space. This would be provided through a stepback on all levels above the ground floor. An exception to this setback at the ground level is acceptable to Staff as this level is also the lobby at 426 to 444 Adelaide Street West and does not contain any residential units. Windows will not be permitted on the south elevation of this proposed bump-out. The site specific zoning by-law will secure a minimum 4.4 metre stepback from the south property line for all portions of the building above the ground floor, with the exception of a limited portion at the southwest corner of the development.

Heritage

The proposed development is *adjacent* to 497 Richmond Street West, a property designated under Part IV of the *Ontario Heritage Act* (By-law 1350-2013). 497 Richmond Street West includes a 1932 Municipal Waterworks Building and an historic park known as St. Andrew's playground. The Municipal Waterworks Building is located northwest of the subject property, on the south side of Richmond Street West, while St. Andrews Playground is directly across the street on the west side of Brant Street.

St Andrews Playground is a public space with a 166-year history, beginning in 1850, when it was part of the St Andrews market. The size and use of St Andrews Playground

evolved during the 1800's as the fortunes of the St Andrews market rose and declined. It has been in continual use as a public park since the 1880's and has been known as St Andrew's playground since 1909 when it was designated as Toronto's first supervised playground for children. The designating By-law for the property establishes the centrality of the park to the property's contextual value.

The Heritage Conservation policies under section 3.1.5 of the Official Plan apply to the Subject Property. The Official Plan, Policy 3.1.5(5) states that development adjacent to a property on the Heritage Register will ensure that the "*integrity* of the heritage property's cultural heritage value and attributes will be retained". *Integrity* is defined as a measure of the wholeness and intactness of the heritage values and attributes..." and the "...extent to which the property includes all elements necessary to express its cultural heritage value." Policy 3.1.5(4) states that properties on the Heritage Register will be "*conserved* and maintained consistent with the *Standards & Guidelines for the Conservation of Historic Places in Canada.*" (the "Standards & Guidelines") The Standards & Guidelines include section 4.1 "*Guidelines for Cultural Landscapes, including Heritage Districts*", which refer to the scale of the built or natural surroundings of an historic place as a character defining element. The east edge of the park includes a row of mature trees overhanging the sidewalk of a size that alludes to the age of the park and the continuity of the user experience over a long period of time. The arrangement of the trees are part of the park's distinct spatial organization, creating qualities of light and dappled shade along the edges and the interior that express its cultural heritage value as a public park in continuous use since the 1880's.

Staff assessed the shadow study submitted and the shadow impacts of the proposal on the east edge of the park in particular. There would be some shadow impact on St. Andrew's Playground at 9:18AM and 10:18AM on June 21st beyond what is permitted as-of-right. This is a brief period of time where a relatively minor impact would be created on the northeast corner of the park. Shadows at other times of the year were insignificant. Staff are satisfied that the shadow impact from the *adjacent* development will not affect the overall *integrity* of the park.

49-51 Camden Street is within an area under study as part of the King Spadina Heritage Conservation District (plan development phase). The King Spadina Heritage Conservation District Study includes the site in the recommended expanded study area. The conservation district plan is in draft form and is not in force. The subject property is currently vacant, and the low-scale mid-century building to the east has been significantly altered. Both properties would likely have a "non-contributing" status within the district plan, meaning that they do not reinforce the cultural heritage values of the district. The majority of the remaining buildings on Camden Street were recently constructed and vary widely in scale and detailing. These properties will also likely have a non-contributing status. There is no predominant heritage character on Camden Street for the proposed development to emulate, however the proposed fenestration pattern and palette of materials does reflect some of the historic warehouses in the emerging district. For the above reasons Heritage Preservation Services do not object to the proposal.

Sun, Shadow, Wind

The proposed development is located adjacent to St. Andrew's Playground. In the King-Spadina Secondary Plan, St. Andrew's Playground is identified as an Area of Special Identity. It is identified as "an important park within part of the King-Spadina Area". New development is to respect the integrity and potential for increased use of the park. The King-Spadina Secondary Plan requires buildings adjacent to parks to be designed to minimize the wind and shadowing impacts on the streets, parks, and open space.

The initial proposal for the site added some new shadow to St. Andrew's Playground beyond what would be permitted as-of-right at 9:18 am and 10:18 am on June 21, any shadow beyond the as-of-right was off the park by 11:18 am. At a height of 45 metres, the proposed development would continue to add some additional shadow beyond the as-of-right but at a level that is acceptable to Staff while still allowing for the functional requirements of a hotel use.

The Pedestrian Wind Conditions – Letter of Opinion indicates that the proposed development is not expected to cause any negative wind impacts to its surroundings. Based on this conclusion, it is anticipated that the proposed development will not have negative wind impacts on St. Andrew's Playground. Wind mitigation measures will be secured through the Site Plan Approval process and the Section 37 Agreement for the building entrances at the northwest corner of the building, which is expected to have accelerated wind conditions in the winter due to east and north-east winds from Camden Street and winds from the west and southwest from St. Andrew's Playground. As the proposed development is not expected to cause negative wind conditions on its surroundings, the proposed wind conditions are acceptable to Staff.

Parking and Taxis

The applicant proposes no vehicular parking on the subject site, indicating that similar hotels in the downtown exhibit low parking demand and there is sufficient public parking available in the surrounding area to accommodate the increased demand. Engineering and Construction Services Staff accept the provision of no on-site parking in this instance and will require the owner to make an application for a cash payment-in-lieu of parking to the Municipal Parking Fund in lieu of providing the required 16 vehicular parking spaces on-site. Before bills are adopted Staff are recommending that the applicant make an application for a cash payment-in-lieu of parking to the Municipal Parking Fund in lieu of their required parking spaces.

The Official Plan requires that large commercial and office buildings and hotels will make provision for taxi stands on private property. Staff are of the opinion that given the constraints of this small site, this is not feasible. The applicant has proposed a lay-by on Brant Street to accommodate taxis and vehicular drop-offs. Staff will be evaluating the appropriateness of the proposed lay-by through the Site Plan Control process.

Loading

The Zoning By-law requires the provision of two loading spaces, including one Type C loading space and one Type B loading space. The applicant is proposing the construction of one Type C loading space for the site. Due to site constraints, a Type B loading space cannot be accommodated on the site and in lieu the applicant has agreed to provide an oversized Type C loading space to accommodate larger vehicles.

Staff do not support the originally proposed on-street loading and unloading on Brant Street for larger-sized vehicles that would require a Type B loading space, given that Brant Street is a narrow street and this has significant public realm implications. Staff are willing to accept this oversized Type C loading space in lieu of a Type B loading space, provided the applicant provides an acceptable Loading Management Plan. As part of the Section 37 Agreement Staff are recommending the applicant provide a satisfactory Loading Management Plan demonstrating that on-street loading and unloading will not occur on Brant Street.

Bicycle Parking

The applicant has proposed 23 bicycle parking spaces, including 7 long-term bicycle parking spaces and 16 short-term bicycle parking spaces. The long-term bicycle parking spaces are proposed to be located in the basement (level -2) and the short-term bicycle parking spaces are proposed to be located in ring-and-post fixtures on Camden Street. The proposed bicycle parking provision complies with the Zoning By-law.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced, and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 1.57 and 2.99 hectares of local parkland per 1,000 people. The site is in the second highest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application is for one new building with 8,111 square metres of non-residential gross floor area. All new non-residential gross floor area is subject to a 2% parkland dedication.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as the required parkland would be too small to be a functional park. The site is also directly across the street from St. Andrew's Playground.

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

Toronto Green Standard

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

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

The site specific zoning by-law will secure performance measures for the provision of bicycle parking. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Section 37

City Planning staff and the Ward Councillor have worked with the applicant to secure the following matters of legal convenience through a Section 37 Agreement:

1. Prior to site plan approval, the owner shall provide a Loading Management Plan to the satisfaction of the General Manager of Transportation Services and the Chief Planner and Executive Director, City Planning Division in consultation with the Ward Councillor and the Garment District Neighbourhood Association.
2. The owner shall be financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.
3. Prior to the issuance of the first building permit, the owner will submit a Construction Management Plan, to the satisfaction of the Chief Planner and Executive Director, City Planning division, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor and thereafter in support of the development, will implement the plan during the course of construction. The Construction Management Plan will include, but not limited to, details regarding size and location of construction staging areas, dates and significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary
4. Prior to site plan approval, the owner shall provide a letter from an acoustician detailing noise mitigation measures for the proposed hotel and associated uses and an undertaking to implement the mitigation measures, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor and the Garment District Neighbourhood Association.

5. Prior to site plan approval, the owner shall submit a Wind Study for the proposed development and an undertaking to implement the mitigation measures, to the satisfaction of the Chief Planner and Executive Director, City Planning division.

Conclusion

Staff recommend that the proposed application be approved, subject to a reduction in height to a maximum of 45 metres including mechanical penthouse, modified step-backs on the south elevation, and a revised Type C loading space. The proposal, once revised, is appropriate for the site and consistent with the *Regeneration Areas* policies in the Official Plan and the policies in the King-Spadina Secondary Plan, providing an employment use that contributes to the mixed-use character of the neighbourhood.

CONTACT

Michelle Knieriem, Planner
Tel. No. 416-338-2073
E-mail: mknieri@toronto.ca

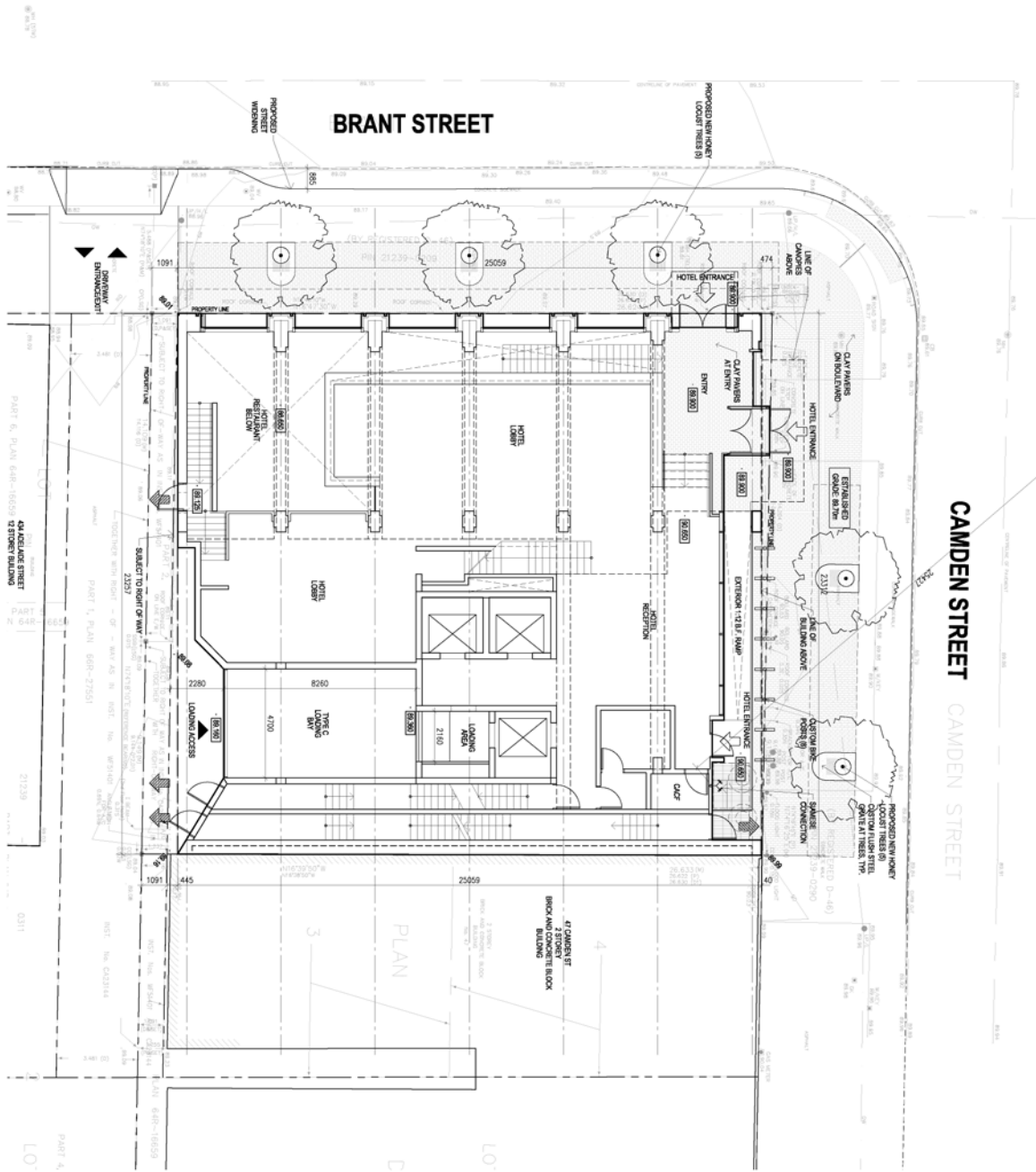
SIGNATURE

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

(P:\2016\Cluster B\pln\TEYCC\15595662099.doc) - vc

Attachment 1: Site Plan
Attachment 2: North Elevations
Attachment 3: South Elevations
Attachment 4: East Elevations
Attachment 5: West Elevations
Attachment 6: Zoning
Attachment 7: Application Data Sheet
Attachment 8: Draft Zoning By-law Amendment By-law 438-86
Attachment 9: Draft Zoning By-law Amendment By-law 569-2013

Attachment 1: Site Plan



Site Plan

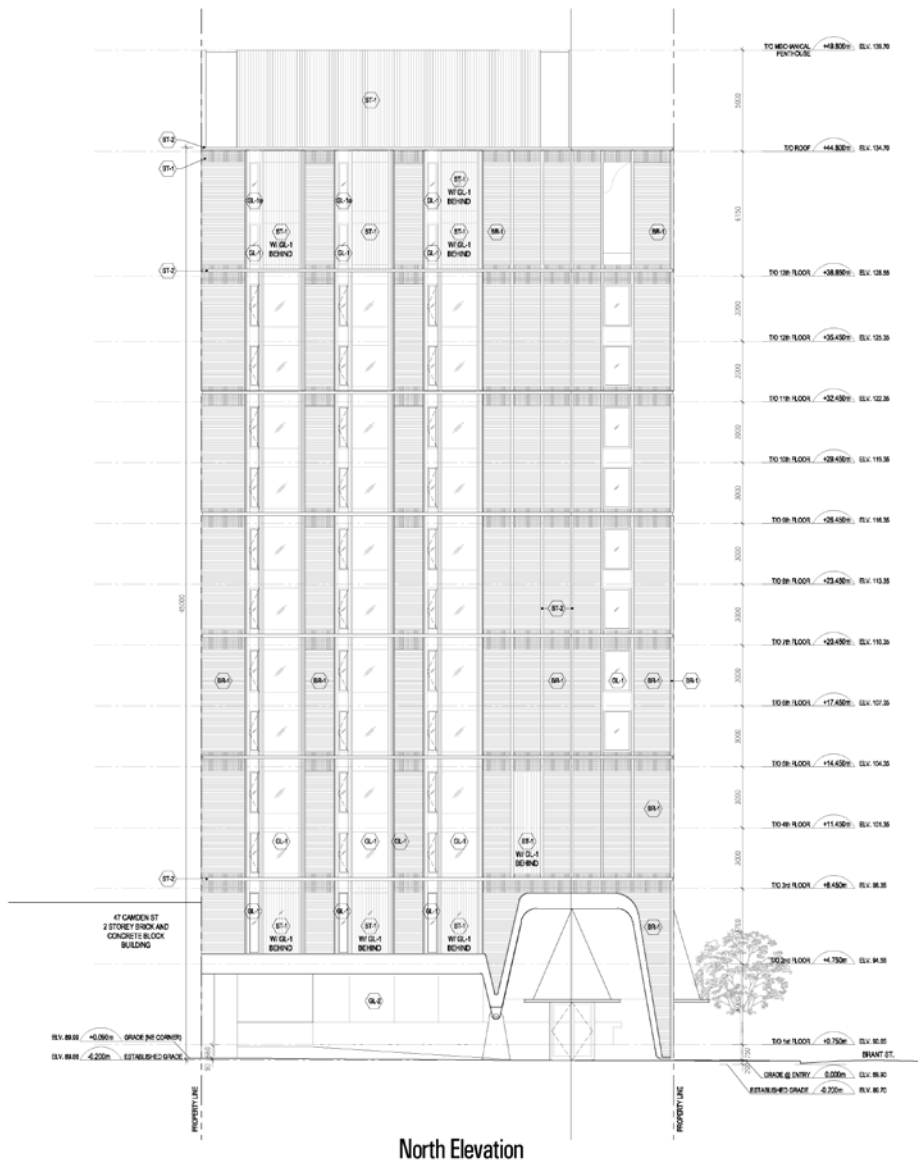
Applicant's Submitted Drawing

Not to Scale
10/01/2015

49-51 Camden Street

File # 15 209675 STE 20 OZ

Attachment 2: North Elevation



North Elevation

Elevations

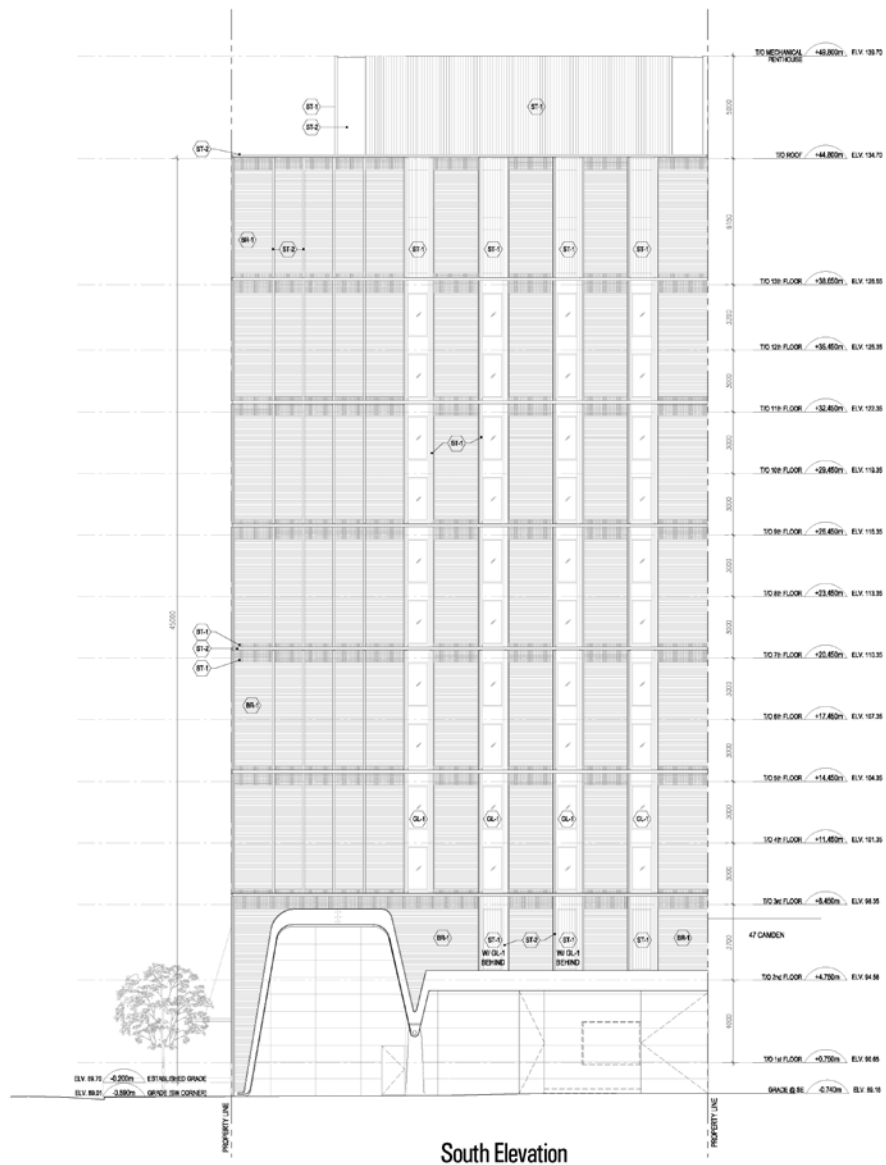
Applicant's Submitted Drawing

Not to Scale
10/01/2015

49-51 Camden Street

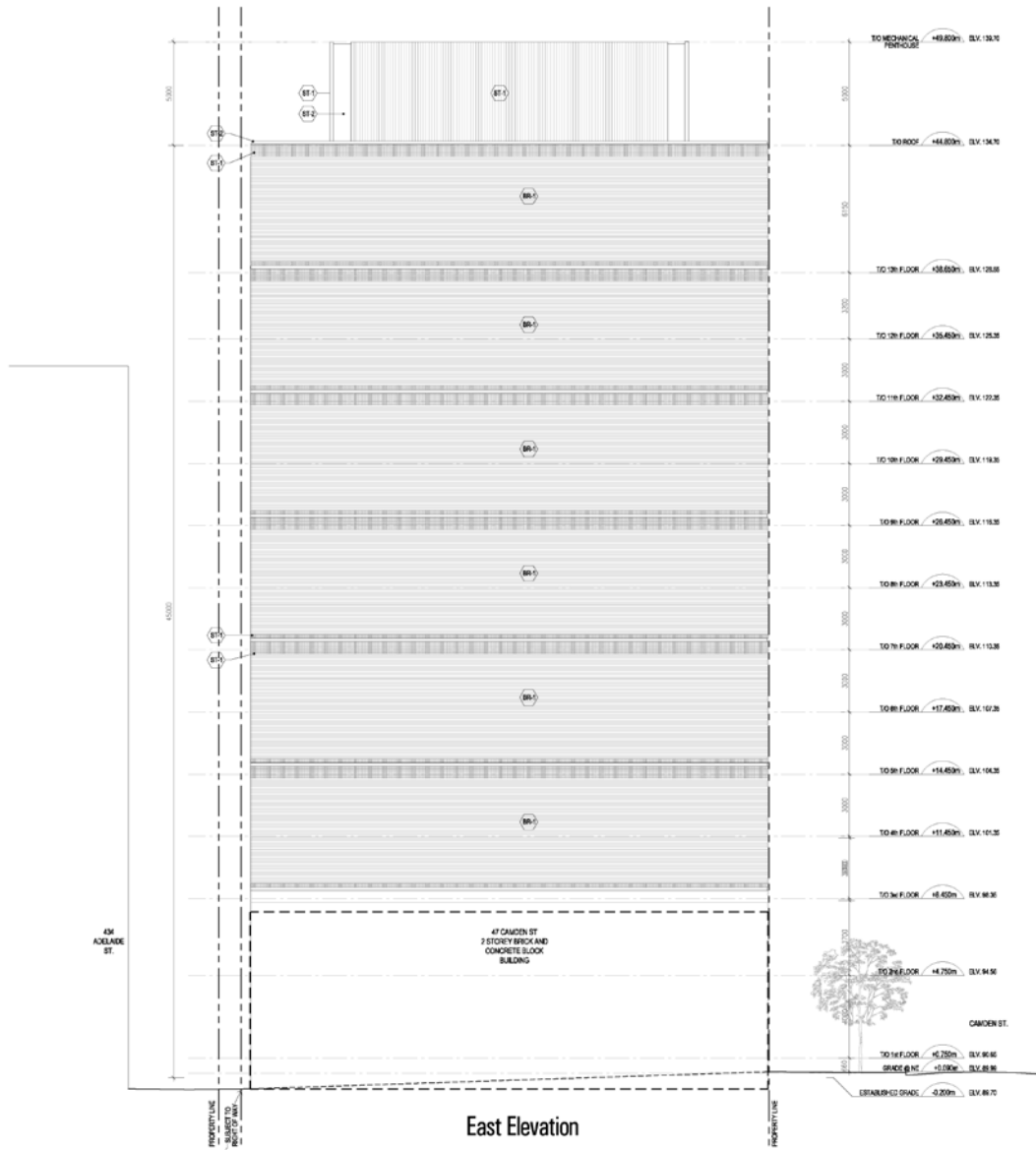
File # 15 209675 STE 20 0Z

Attachment 3: South Elevation



| | |
|--|---|
| <p>Elevations</p> <p>Applicant's Submitted Drawing</p> <p>Not to Scale 10/01/2015</p> | <p>49-51 Camden Street</p> <p>File # 15 209675 STE 20 0Z</p> |
|--|---|

Attachment 4: East Elevation



Elevations

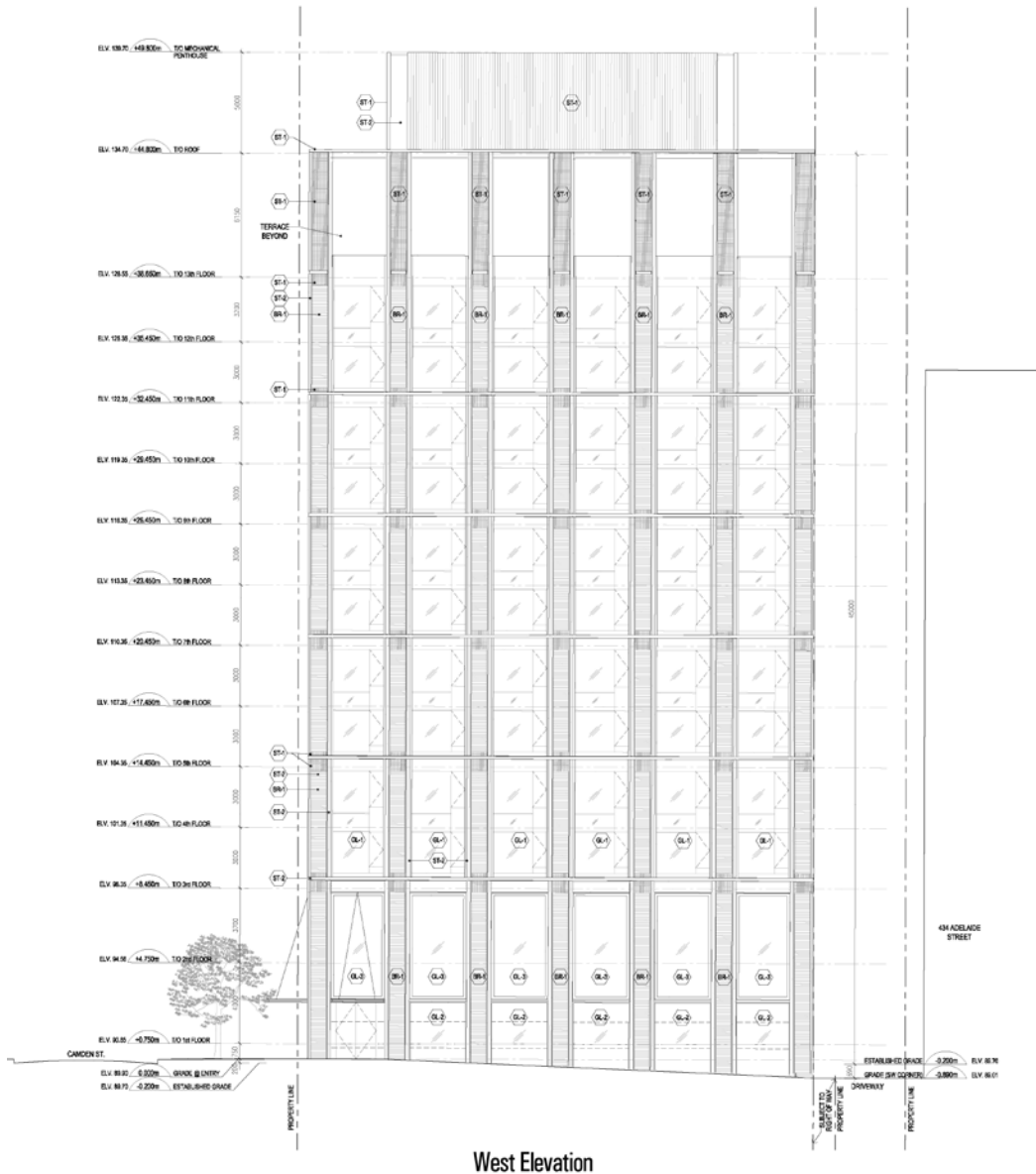
Applicant's Submitted Drawing

Not to Scale
10/01/2015

49-51 Camden Street

File # 15 209675 STE 20 0Z

Attachment 5: West Elevation



Elevations

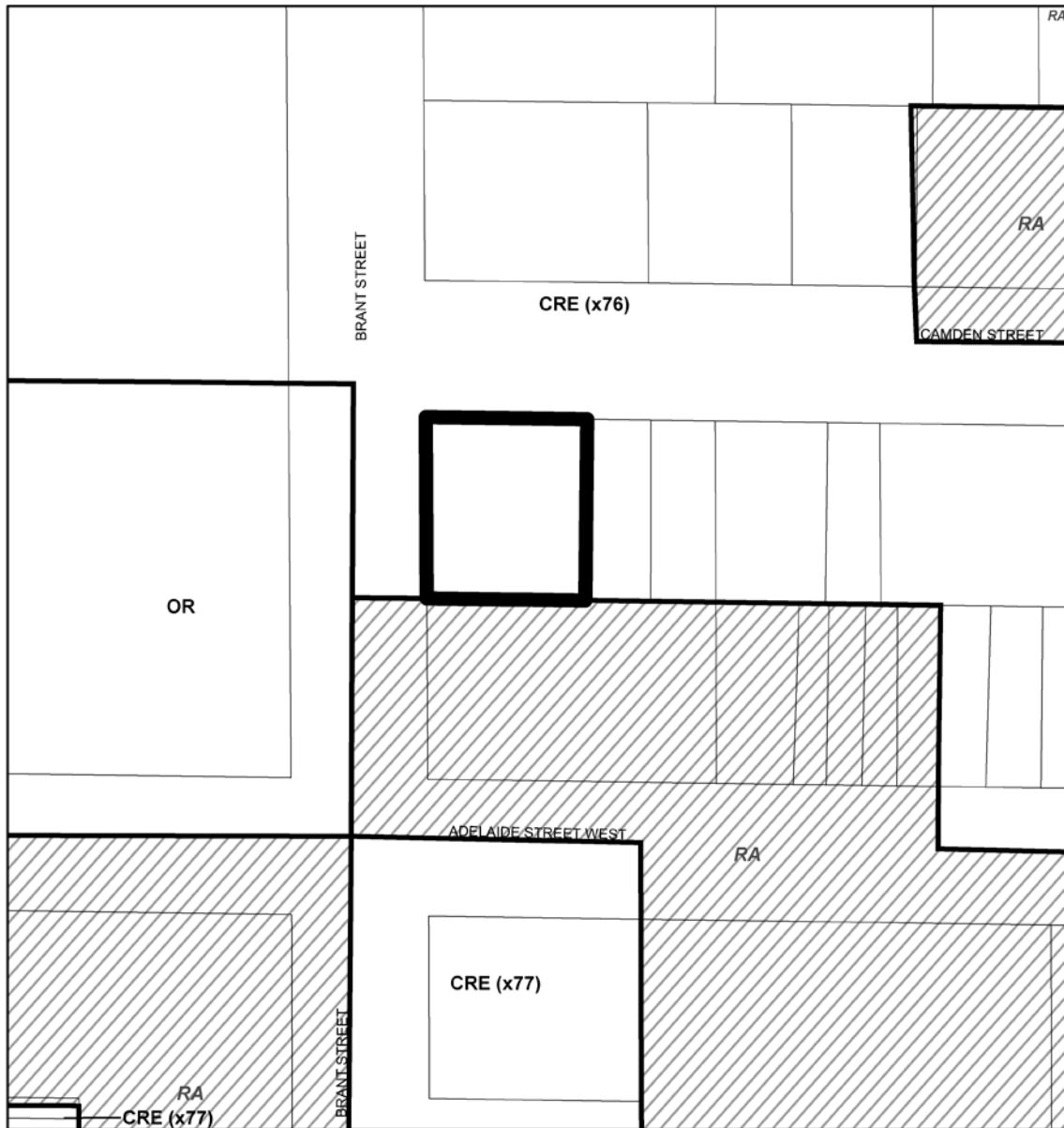
Applicant's Submitted Drawing

Not to Scale
10/01/2015

49-51 Camden Street

File # 15 209675 STE 20 0Z

Attachment 6: Zoning



Zoning By-Law No. 569-2013

49-51 Camden Street

File # 15 209675 STE 20 02



Location of Application



See Former City of Toronto By-Law No. 438-86

RA Mixed-Use District

CRE Commercial Residential Employment OR Open Space Recreation



Not to Scale
Extracted: 10/01/2015

Attachment 7: Application Data Sheet

| | | | |
|-----------------------|--|---------------------|---------------------|
| Application Type | Rezoning | Application Number: | 15 209675 STE 20 OZ |
| Details | Rezoning, Standard | Application Date: | August 19, 2015 |
| Municipal Address: | 49 CAMDEN ST | | |
| Location Description: | PLAN D46 PT LOTS 3 & 4 **GRID S2012 | | |
| Project Description: | Redevelopment of a 620 square metre (0.15 acre) property located on the southeast corner of Camden Street and Brant Street, municipally known as 49 and 51 Camden Street (the subject site), for a 13-storey hotel with 130 hotel suites and a partially integrated mechanical penthouse. A total gross floor area of 7,918 square metres is proposed. | | |

| | | | |
|-------------------------------|------------------|-------------------|-----------------------------------|
| Applicant: | Agent: | Architect: | Owner: |
| 51 Camden Street Holdings Ltd | Stikeman Elliott | Shim Sutcliffe | 49 Camden Street Holdings Limited |

PLANNING CONTROLS

| | | | |
|----------------------------|--------------------|--------------------------|----------------------------|
| Official Plan Designation: | Regeneration Areas | Site Specific Provision: | King-Spadina West Precinct |
| Zoning: | CRE (x76) | Historical Status: | |
| Height Limit (m): | 23 | Site Plan Control Area: | Y |

PROJECT INFORMATION

| | | | | |
|------------------------------------|--------|---------|-----------------|----|
| Site Area (sq. m): | 620 | Height: | Storeys: | 13 |
| Frontage (m): | 23.316 | | Metres: | 50 |
| Depth (m): | 26.633 | | | |
| Total Ground Floor Area (sq. m): | 537.6 | | Total | |
| Total Residential GFA (sq. m): | 0 | | Parking Spaces: | 0 |
| Total Non-Residential GFA (sq. m): | 7918 | | Loading Docks | 1 |
| Total GFA (sq. m): | 7918 | | | |
| Lot Coverage Ratio (%): | 86.7 | | | |
| Floor Space Index: | 12.77 | | | |

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

| | | | | |
|--------------|---|----------------------------------|--------------------|--------------------|
| Tenure Type: | | | Above Grade | Below Grade |
| Rooms: | 0 | Residential GFA (sq. m): | 0 | 0 |
| Bachelor: | 0 | Non-Residential GFA (sq. m): | 6887 | 1231 |
| 1 Bedroom: | 0 | Office GFA (sq. m): | 0 | 0 |
| 2 Bedroom: | 0 | Industrial GFA (sq. m): | 0 | 0 |
| 3 + Bedroom: | 0 | Institutional/Other GFA (sq. m): | 0 | 0 |
| Total Units: | 0 | | | |

CONTACT: PLANNER NAME: Michelle Knieriem, Planner
TELEPHONE: (416) 338-2073

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

To be available at the June 14, 2016 meeting of Toronto and East York Community Council

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

To be available at the June 14, 2016 meeting of Toronto and East York Community Council