

11 Bay Street – Zoning Amendment Application – Preliminary Report

Date: December 14, 2020

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 10 - Spadina-Fort York

Planning Application Number: 20 190036 STE 10 OZ

Notice of Complete Application Issued: September 10, 2020

Current Use(s) on Site: Two (2) storey conference centre under lease to the Westin Harbour Castle

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 11 Bay Street. The lands at 11 Bay Street are a City-owned asset under lease to a private entity. The site is presently occupied by a two (2) storey conference centre linked to the Westin Harbour Castle Hotel. The proponents are currently in lease negotiations with CreateTO, and have proposed a fifty-four (54) storey office tower atop conference centre and retail uses within the base building.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 11 Bay Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

3. The review of this proposal include consideration of the following public realm projects and that the final report on the application include recommendations on how they will be integrated into the design of and advanced by the proposed development:

a) a fully integrated connection, in conjunction with the current 30% Preliminary Design and Engineering project for the Queens Quay and Bay LRT station, to be evaluated in consultation with the Toronto Transit Commission (TTC) and Waterfront Toronto;

b) enhancements to the local and regional parks system, including the Jack Layton Ferry Terminal, in consultation with Parks, Forestry and Recreation.

4. The evaluation of the proposal be consistent with the Mayor and Council's Urban Design Initiative for City-owned land aimed at achieving design excellence.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On May 17, 18, and 19, 2011, City Council authorized Build Toronto to undertake a master planning process for the property municipally known as 11 Bay Street.

Further details can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.GM3.21>

On March 28, 2017, City Council adopted Toronto Green Standard Tier 2 for Capital Projects, with a mandate to pursue net-zero energy/emissions target for all new buildings, where possible.

Further details can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG18.3>

On October 29-30, 2019, the Mayor and City Council adopted an Urban Design Initiative directing City Staff to engage in a public and transparent process for design excellence on City-owned lands.

Details of the Mayor and Council's Urban Design Initiative can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.4>

On April 24, 2020, the Board of Directors of CreateTO directed staff to negotiate the terms and conditions of a long-term fair market-value lease agreement with SCG Aquarius Toronto Hotel, Inc., as tenant and SCG Aquarius Toronto Hotel Inc., in its capacity as General Partner for SQA Toronto L.P., as beneficial tenant, to design, build, finance and operate a new office building and convention centre and other complementary facilities at 11 Bay Street and report back to the CreateTO Board of Directors on the results of the negotiations.

In their report, CreateTO identified an opportunity to leverage this City owned asset to partially fund the redevelopment of the Jack Layton Ferry Terminal ("JLFT"), along with negotiating into the lease agreement obligations for design excellence, sustainability and connectivity along with ground level activation. CreateTO staff suggested that the proposal could implement the City's Urban Design Initiative, identifying this as a this major and transformational project.

Further details can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.RA12.3>

ISSUE BACKGROUND

Application Description

This application proposes to amend the applicable Zoning By-laws for the property at 11 Bay Street to permit the redevelopment of the site with a fifty-four (54) storey (270 metre) office tower, with conference centre and retail uses within the base building.

The development proposal has a total gross floor area (GFA) of 117,380 square metres, with 105,220 square metres of GFA attributed to office uses, 9,580 square metres attributed to conference centre uses, and 2,580 square metres attributed to retail uses. The conference centre (portions of levels 1 to 5) is intended to support the Westin Harbour Castle hotel directly across the street.

PATH connections are presently proposed at the second level by way of pedestrian bridges over top of Bay Street into the 20 Bay Street office building, and over top of Queens Quay East into the Westin Harbour Castle hotel and the Jack Layton Ferry Terminal.

The building is proposed to have a setback at grade that is reduced above the second storey via a building cantilever, as follows:

Street frontage	Setback at grade	Setback above 5.3 metres
Bay Street	4.3 metres	0 metres
Queens Quay E	5 metres	0.5 metres

Street frontage	Setback at grade	Setback above 5.3 metres
Harbour Street	5.4 metres	2.5 metres

Approximately two thirds of the ground floor is devoted to publicly accessible spaces such as the elevator banks and office lobby, retail and conference centre functions. The remaining approximately one third is proposed to be used for loading space, where below-grade parking access and loading functions for the development are proposed to be located on the shared lane between 11 Bay Street and 10 Yonge Street. The development proposal would include 180 vehicular parking spaces, 392 bicycle parking spaces (short term and long term), and 10 loading spaces (6 Type B at-grade, 4 courier spaces on P1).

Detailed project information is found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 3 of this report for a ground floor plan, Attachment 4 of this report for a roof plan, and Attachment 5 of this report for a three dimensional representation of the project in context.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, includes A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;

- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application is located on lands shown as Downtown and Central Waterfront on Map 2 of the Official Plan and Regeneration Areas on Map 18 of the Official Plan.

On September 11, 2020, the Province approved OPA 479 and 480 which brought forward amendments to the Built Form and Public Realm policies within the Official Plan. Together, the amendments contain policies that apply key urban design principles to achieve critical city-building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design, and help create a high quality of life for people of all ages and abilities. OPA 479 and 480 may be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

The application is also located within the Central Waterfront Secondary Plan.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council on April 16, 2003 as an amendment to the former City of Toronto Official Plan. It was appealed in its entirety, and although large parts of the Plan, including the portions pertaining to 11 Bay Street have now been approved by the LPAT.

The purpose of the CWSP is to identify key public priorities and opportunities, as well as an implementation process for waterfront revitalization. The document is based on four core principles:

- A. Removing Barriers/Making Connections;
- B. Building a Network of Spectacular Waterfront Parks and Public Spaces;
- C. Promoting a Clean and Green Environment; and
- D. Creating Dynamic and Diverse New Communities.

Similar to the Toronto Official Plan, the CWSP designates the site Regeneration Areas and Existing Use Areas. The Regeneration Areas designation is supportive of mixed-use development containing a range of uses including (but not limited to): offices, hotels retail and restaurant uses. The Existing Use Areas designation indicates that lands will continue to be governed by existing Official Plan and zoning controls and related Planning Act processes and will not be subject to Precinct Implementation Strategies, as suggested by the policies for Regeneration Areas in Section 2.2.

The Central Waterfront Secondary Plan can be found here:

https://www.toronto.ca/wp-content/uploads/2019/02/8e22-CityPlanning_2006-OP_CWSP_Final.pdf

See Attachment 7 of this report for a depiction of where the site is situated on Map E – Land Use Plan 2-3 of the Central Waterfront Secondary Plan.

Official Plan Amendment 406 - The Downtown Plan

Official Plan Amendment 406 (the Downtown Plan) was adopted by City Council May 22, 2018 and Approved by the Ministry June 5, 2019. In accordance with Section 1.1.1, OPA 406 does not apply to lands subject to the Central Waterfront Secondary Plan, except for policies 6.1 and 6.2 which are supportive of non-residential uses within the Financial District.

Notwithstanding the above, the Downtown Plan includes five infrastructure-related strategies for community facilities, parks and public realm, mobility, energy and water which were passed by City Council in May 2018, and are relevant to the development of the subject site.

The Downtown Plan may be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

Parks and Public Realm Plan

On May 22, 2018, Council adopted the Downtown Parks and Public Realm Plan (PPR Plan). The PPR Plan identifies Queens Quay as a Great Street, and sets out objectives and action items as the street is improved east of Yonge Street.

General public realm objectives for Great Streets include that they will:

- Reinforce the identity and distinct characteristics of each segment of each street, including specific cultural heritage value and heritage attributes;
- Improve the scale of clearways, transit stops, and space for public gathering;
- Be required to implement and maintain a high standard of design and materials;
- Prioritize tree planting and investment in green infrastructure to support the growth of a healthy tree canopy, wherever feasible;
- Be informed by Complete Streets principles; and,
- Include green infrastructure, where feasible.

The site is also in the Shoreline Stich area, with Bay Street identified as a key north-south connector. The Shoreline Stich is intended to connect and enhance the network of streets, parks and open spaces between the Downtown and the waterfront, providing opportunities for civic life and recreation.

More details on the Council-approved PPR Plan can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.5>

The Mobility Strategy

On May 22, 2018, Council adopted the Downtown Mobility Strategy (DM Strategy) which seeks to enable the growing numbers of people in the Downtown to travel safely, efficiently, and more sustainably, while also strengthening the city's economic competitiveness and environmental resiliency. The DM strategy identifies a series of priority actions including increasing space for walking, enhancing the public realm, removing barriers, and improving connections to other modes. The DM Strategy also includes a PATH Master Plan which establishes a vision, planning objectives and recommendations to shape the growth and enhancement of the PATH pedestrian network over the next 25 to 30 years.

More details on the Council-approved DM Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-114262.pdf>

The Energy Strategy

On May 1, 2018, Council adopted the Downtown Energy Strategy. It sets out a series of actions that will achieve reductions in overall greenhouse gas (GHG) emissions, address constraints within the electricity distribution grid and enhance resilience to area-wide power outages. The Downtown Energy Strategy places further emphasis on delivering objectives outlined in the Toronto Green Standard, and supports efforts to reduce GHG emissions from existing thermal energy networks.

More details on the Council-approved Downtown Energy Strategy can be found here: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-114280.pdf>

Official Plan Amendment 352 - Updating Tall Building Setbacks Downtown

On October 5-7, 2016, City Council adopted Official Plan Amendment 352 - Downtown Tall Building Setback Area ("OPA 352"). OPA 352 is currently under appeal before the Local Planning Appeal Tribunal. The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of all buildings in the Downtown. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide detailed performance standards for portions of buildings above 24 metres in height.

Further background information can be found at: www.toronto.ca/tocore

Zoning By-laws

The site is subject to the Former City of Toronto Zoning By-law 438-86. The subject site is zoned CR 6.7 (c5.1; r1.7). The Commercial Residential zone is supportive of the uses proposed for the subject site, but density for commercial uses is limited to an FSI of 5.7 with no height limit specified.

The site is also subject to By-law 276-76, which includes site-specific provisions related to the existing conference centre (outlined as Convention Centre Site within the By-law). Details of this By-law can be found here:

<https://www.toronto.ca/legdocs/pre1998bylaws/toronto%20-%20former%20city%20of/1987-0041.pdf>

The site is also subject to By-law 042-87, which includes provisions related to the sharing of parking spaces between the subject site, the Westin Harbour Castle Hotel, and 10 Yonge Street. [Details of this By-law can be found here:](#)

<https://www.toronto.ca/legdocs/pre1998bylaws/toronto%20-%20former%20city%20of/1987-0042.pdf>

Design Excellence

The City of Toronto has had a long-standing mandate to achieve the highest level of design and development on public lands along the City's Waterfront. On October 29-30, 2019, the Mayor and City Council adopted an Urban Design Initiative, which builds upon

this work directing City Staff to engage in a public and transparent process for design excellence on City-owned lands.

Details of the Mayor and Council's Urban Design Initiative can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.4>

Design Guidelines

The following design guideline(s) will be used in the evaluation of this application:

- City-wide Tall Building Design Guidelines
- Retail Design Guidelines
- PATH Design Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Other Considerations

The Application will have regard for other initiatives within the vicinity of the site, including the PATH Master Plan, the Lower Yonge Public Realm Concept Plan, the Queens Quay Revitalization Project, and the Waterfront Transit "Reset" Study including the various infrastructure investments around the East Bayfront LRT and station enhancements.

The Lower Yonge Public Realm Concept Plan may be found here: <https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-115462.pdf>

Details on the Waterfront Transit "Reset" Study can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/waterfront-transit-reset/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Reasons for the Application

The Zoning By-law Amendment Application is required to support the built form proposed for the 11 Bay Street site including increases in height and density and changes to other performance measures in the in-force by-laws.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Staff will evaluate these planning applications to determine their consistency with the PPS (2020) and conformity with the Growth Plan (2020). Given the explicit link between Provincial Policy and the Official Plan, consistency with the PPS and conformity with the Growth Plan will largely be determined by conformity with the Official Plan.

Official Plan Conformity

Staff will continue to evaluate this planning application to determine its conformity to the Official Plan, taking into consideration the policies within the Central Waterfront Secondary Plan and more recent policy amendments in the surrounding area. The proposal is on City-owned land, and the approved development will be required to reflect City Council-endorsed policies and implementation strategies summarized in the Issue Background section of this report.

Design Excellence

In support of the Mayor and Council's Urban Design Initiative, CreateTO in association with City Planning and the Proponents have prepared a terms of reference for a Design Partner. The Design Partner will work in collaboration with the Proponent's design team to enhance the design of the proposed building to meet the following key city building objectives for the 11 Bay Street site:

- Reflecting the 11 Bay Street site's landmark location in the building design;
- Connecting the waterfront back to the City and downtown core;
- Creating safe and equitable places;
- Working in collaboration with the Proponents' design team to provide a contextual design response to the "Foot of Bay" through the development of a cohesive and comprehensive public realm strategy;
- Working in collaboration with the Proponents' design team to provide seamless design outcomes for the building, the landscape and elements located within the public realm;
- Meeting the highest levels of environmental performance measures in accordance with the Toronto Green Standard;
- Responding to market demand for innovative conference, retail, and office space; and,
- Working with the program requirements for the primary users (conference, office) to ensure long term viability of use.

CreateTO and City Planning retained a Technical Advisor (CS&P) to facilitate a Design Partner competition. The successful Design Partner, Daoust Lestage Lizotte + Stecker of Montreal Canada, was retained in November 2020. The Design Partner will work with the Proponent's design team to refine the public realm and building design.

The proposal was reviewed by the Waterfront Toronto Design Review Panel (first or four planned reviews) for Issues Identification in June 2020. The materials shared with

the panel members at the time were conceptual, and did not include the level of detail within the September 2020 rezoning submission.

The Panel stressed the importance of the landmark opportunity, and encouraged the proponents to consider new, bold, visionary, and inclusive ideas to address the site and project. Additionally, the Panel provided a number of comments related to design process and built form, including:

- Achieving design excellence through a Design Partner process;
- Noting that the complex program should not be basis of a successful design idea for a prominent publicly owned site at the Waterfront;
- Avoiding sameness in the treatment of the ground floor and public realm; and,
- Rejecting the idea of above-grade PATH-connections.

Minutes from the June 24, 2020 Waterfront Toronto Design Review Panel can be viewed at the following link:

<https://www.waterfronttoronto.ca/nbe/wcm/connect/waterfront/e6403682-6d54-4452-b2c9-e9a44f5d8333/June+24%2C+2020+WDRP+Minutes+-+ADOPTED+%28final%29.pdf?MOD=AJPERES>

The application will continue to be subject to design review by the Waterfront Toronto Design Review Panel, City Departments and Agencies, as well as the general public.

Economic Impact Study Peer Review

The City will be peer reviewing the findings of the Economic Impact Study provided by the proponents to better understand market conditions for conference centre spaces, as well as the proponent's request for above-grade PATH connections from an economic impact perspective.

Noise and Air Quality Study Peer Review

The City will be peer reviewing the findings of the Noise and Air Quality studies submitted in support of the proposed development.

Built Form, Planned and Built Context

Staff will continue to assess the suitability of the proposed height, massing, and other built form issues based on Section 2 d), j), p) and r) of the Planning Act; the PPS 2020, the Growth Plan (2020); the City's Official Plan policies; and the applicable City Design Guidelines.

Staff will continue to assess matters including:

- The overall design of the building and public realm relative to the Mayor and Council's Urban Design Initiative for City owned lands;

- The suitability of the proposed height and massing, including setbacks and stepbacks, in relation to the area's existing and planned built form character and scale;
- The suitability of the proposed height and massing relative to flight path restrictions within the Waterfront area;
- The appropriateness of the proposed base building setbacks relative to the planned public realm network;
- The impact of cantilevering of the base building above the first storey directly up to the property line relative to the City's public realm aspirations for the Waterfront area;
- Level of animation versus back-of-houses uses proposed at ground level on all four sides of the building, and their impacts on the pedestrian and cycling realm;
- Proposed organization of bike parking, vehicular parking and loading functions;
- The appropriateness of the orientation of the tower, the tower floor plate dimensions, and tower setbacks and separation distances;
- The appropriateness of tower articulation elements proposed, including the sheer wall descending to Harbour Street and the terracing along the southern façade, with consideration to matters including supporting design excellence, sustainability and fostering comfortable microclimate conditions;
- The suitability of the above-grade PATH connections proposed on Bay Street and (in replacement of the existing bridge) Queens Quay East relative to the City's public realm objectives for the waterfront area, anticipated pedestrian volumes, ground plane animation objectives, and with consideration to microclimate and view implications of such bridge connections;
- Opportunities to further animate and pedestrianize the shared public lane between 11 Bay Street and 10 Yonge Street;
- The suitability of the proposed connections into public transit infrastructure, and other surrounding initiatives;
- The impacts of new shadowing on the public realm, existing and planned parks, and private open spaces;
- The impacts of any changes to the pedestrian level wind conditions within the public realm, existing and planned parks, and private open spaces. A Pedestrian Wind Assessment was submitted and is currently under review by City staff;
- The suitability of the proposed landscape plan, including the strategy to replace any existing trees proposed to be removed; and,
- The suitability of the sustainability strategy relative to the City's objectives for publicly-owned sites.
- The Parkland dedication strategy for the 11 Bay Street site.

Transit Integration

The City of Toronto, in partnership with the Toronto Transit Commission and Waterfront Toronto, has completed the Waterfront Transit “Reset” study, including a comprehensive assessment of needs and options for transit improvements for the waterfront area. On January 31, 2018, City Council endorsed the overall Waterfront Transit Network Plan, and directed staff to proceed with more detailed follow-up planning and design studies according to priority.

The proposed development should include a fully integrated connection in conjunction with the current 30% Preliminary Design and Engineering project for the Queens Quay and Bay LRT station design. This is a critical element of the overall goal to minimize the vehicular trips associated with the project by providing high quality and accessible transit service.

The integration between the development and the transit station will be done in conjunction with the City, TTC and Waterfront Toronto project team, as well as all relevant City Divisions. Key objectives of the transit integration design are meeting accessibility requirements, achieving full weather protection for the connection, eliminating the existing stairway access to the station on the east side of Bay Street, integrated signing and wayfinding for the station, pedestrian flow design needs to meet the demand of the development as well as the station, and other key elements to achieve a cohesive and mutually beneficial connection.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The Applicant has submitted a Tree Inventory and Preservation Plan Report which states that all trees (4 in the City's ROW and 4 on the subject site) will need to be removed as part of the development proposal. The application has been circulated to Urban Forestry for review and comment.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community. The Applicant has submitted a CS&F Study which is being evaluated as part of the development review process.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

Further discussion with the Ward Councillor, City staff, residents, and the applicant will be required to determine the extent and nature of the required Section 37 community benefits should the proposal proceed to approval in some form.

Infrastructure/Servicing Capacity

Staff are reviewing the application to determine if there is sufficient infrastructure capacity (roads, transit, water, sewage, hydro, community services and facilities, etc.) to accommodate the proposed development. The applicant has submitted the following studies and reports which are being reviewed by Engineering and Construction Services: a Functional Servicing and Stormwater Management Report; Hydrogeological Investigation; Geotechnical Investigation; and Traffic Impact and Parking Study.

Staff will continue to assess:

- The Servicing Report provided by the applicant, to evaluate the effects of the development on the City's municipal servicing infrastructure and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure, necessary to provide adequate servicing to the proposed development; and
- The Transportation Impact Study submitted by the applicant, to evaluate the effects of the development on the transportation systems, and to identify any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

Revisions and additional details may be requested of the applicant by Engineering Construction and Services staff.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision. City agency, corporation and division owned facilities are required to apply the Toronto Green Standard Tier 2 performance measures where technically practical and financially feasible, and to aim to achieve a net-zero energy/emissions target.

The applicant has submitted the Tier 2 Toronto Green Standard Checklist for Mid to High Rise Non-Residential Development. The checklist is being reviewed for conformity with Tier 2 requirements and full compliance will be required prior to approval of the requested applications. As part of the design excellence program for this site, the proponent will be expected to pursue all achievable elements of the Tier 3 and 4 Toronto Green Standard.

Other Matters

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

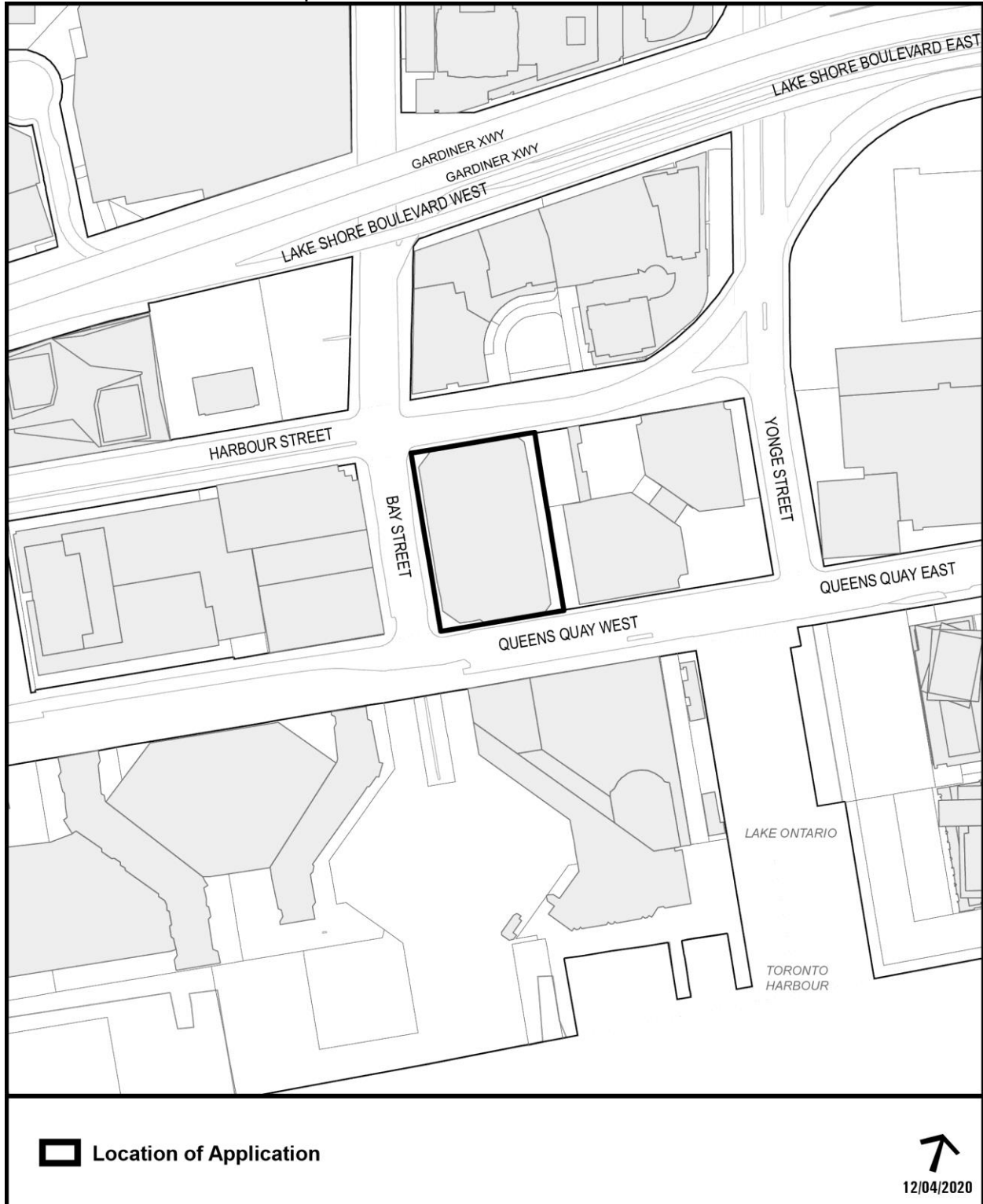
Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA, Director
Community Planning, Toronto and East York District

ATTACHMENTS

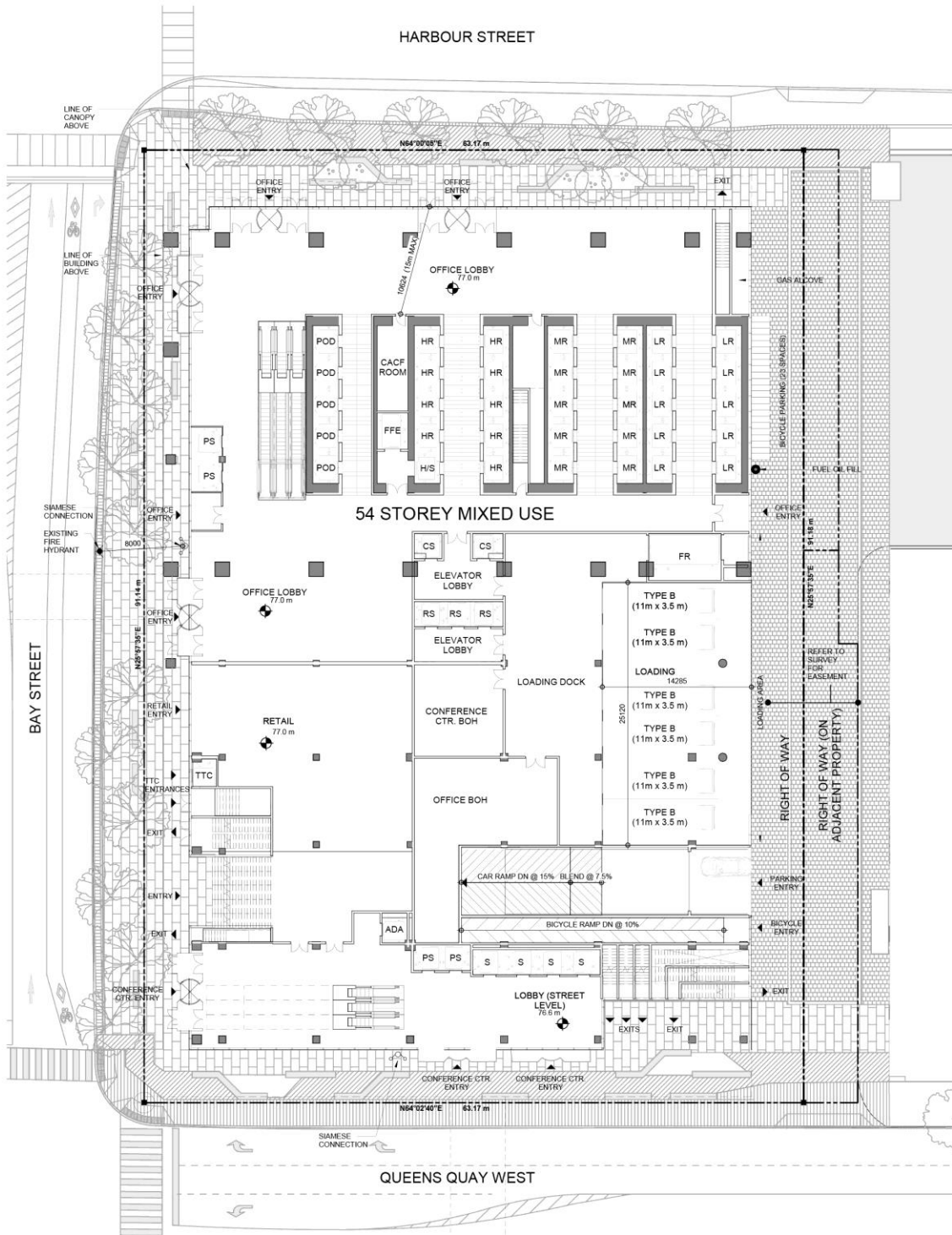
City of Toronto Drawings

- Attachment 1: Location Map
- Attachment 2: Site Plan
- Attachment 3: Roof Plan
- Attachment 4: 3D Model of Proposal in Context
- Attachment 5: Official Plan Land Use Map #18
- Attachment 6: Central Waterfront Secondary Plan - Map E Land Use Plan
- Attachment 7: Zoning Map
- Attachment 8: Application Data Sheet

Attachment 1: Location Map



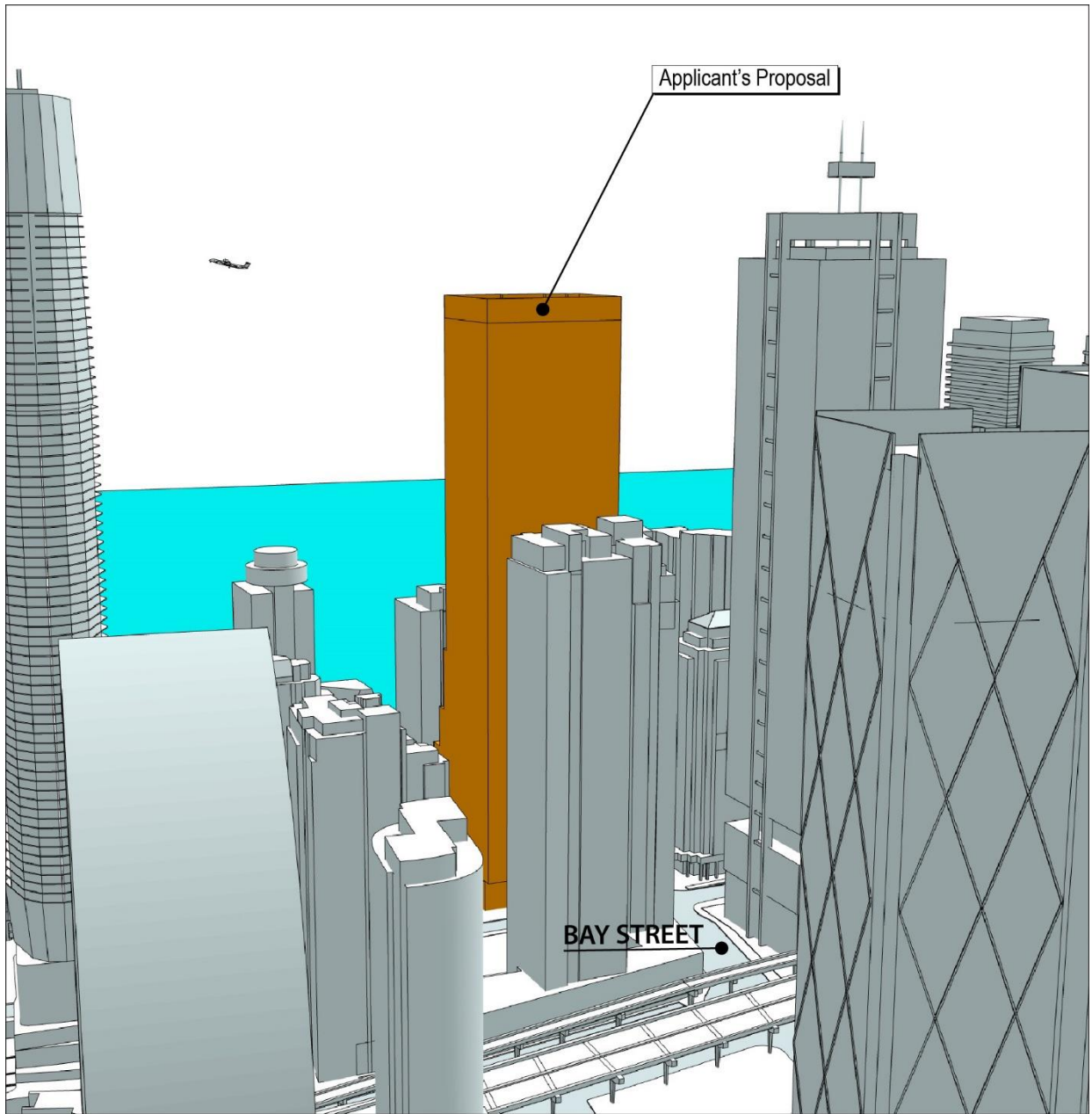
Attachment 2: Site Plan



Site Plan

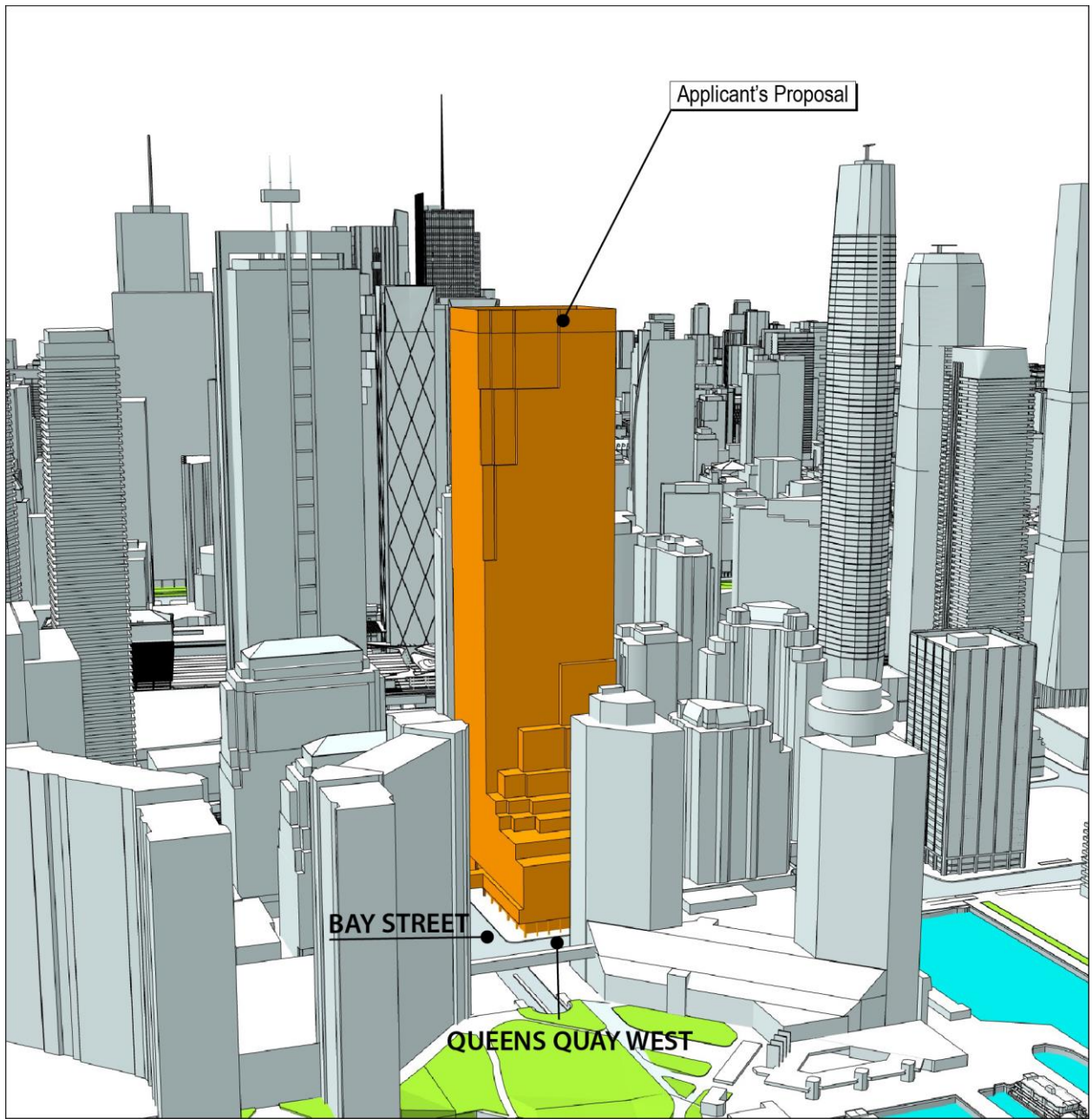


Attachment 4: 3D Model of Proposal in Context



View of Applicant's Proposal Looking Southwest

↓
12/09/2020



View of Applicant's Proposal Looking Northeast



12/09/2020

Attachment 5: Official Plan Land Use Map #18



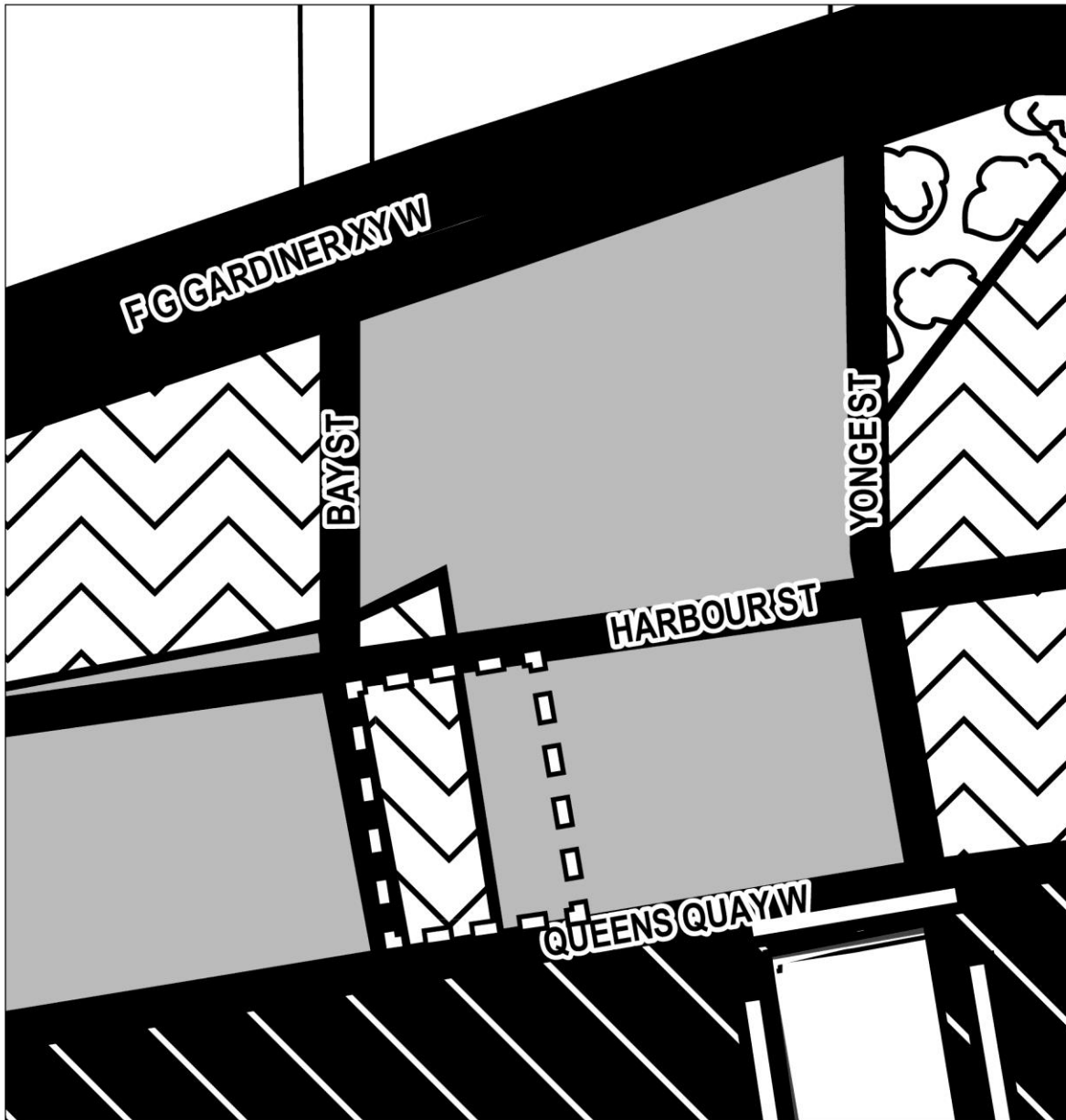
11 Bay Street

Official Plan Land Use Map #18

File # 20 190036 STE 10 OZ

- | | | |
|---|--|--|
|  Location of Application |  Parks & Open Space Areas |  Regeneration Areas |
|  Mixed Use Areas |  Parks |  Utility Corridors |


Not to Scale
12/04/2020



**Central Waterfront Area Secondary Plan
MAP E - Land Use Plan**

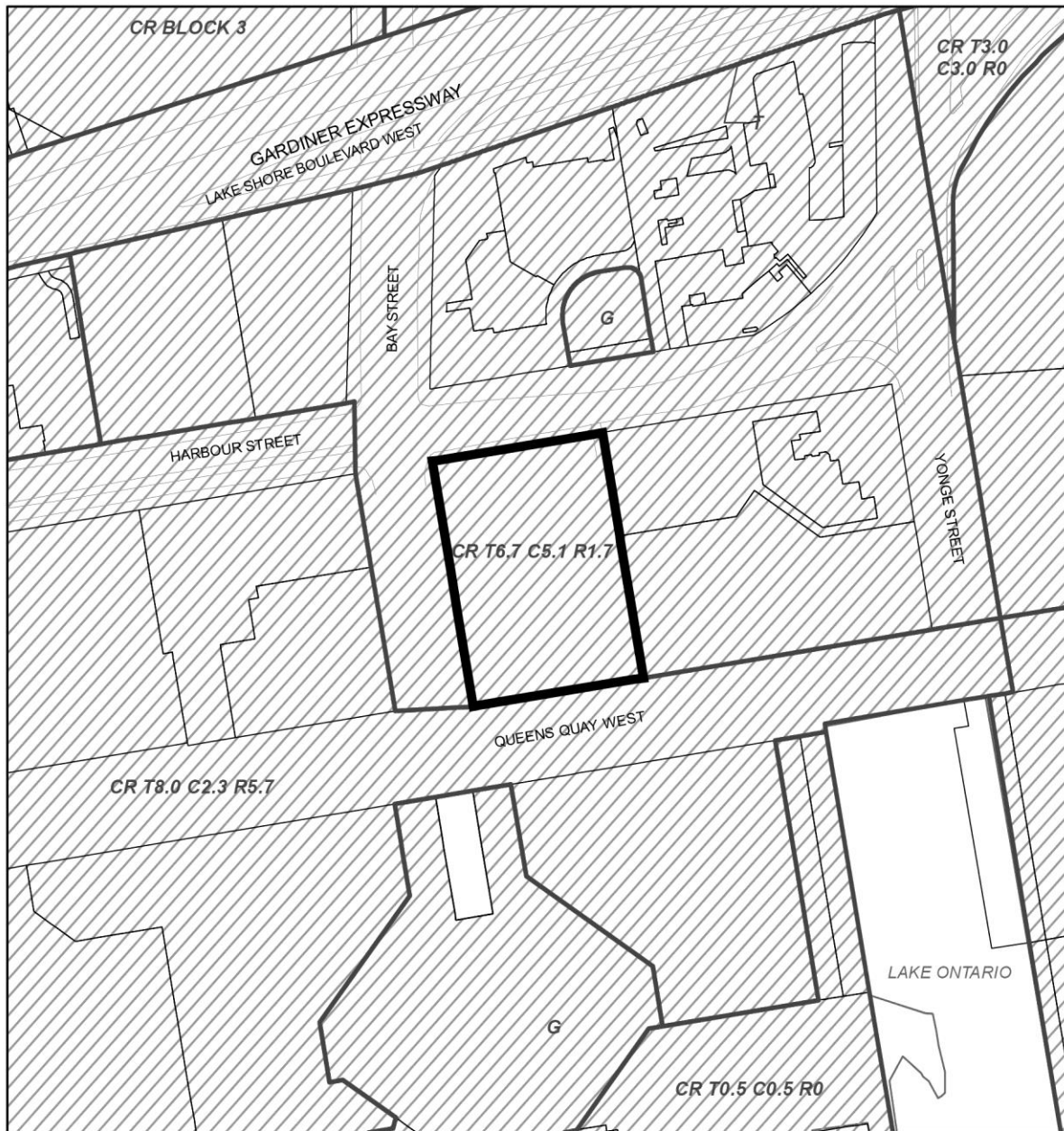
11 Bay Street

File # 20 190036 STE 10 OZ

- | | | |
|----------------------------|----------------------------------|--|
| Location of Application | Secondary Plan Boundary | Existing Use Areas |
| Parks and Open Space Areas | Foot of Yonge Special Study Area | Public Promenade (Dockwall/Water's Edge) |
| Regeneration Areas | | |

↑
Not to Scale
12/04/2020


Attachment 7: Zoning By-law Map



Zoning By-law 569-2013

11 Bay Street

File # 20 190036 STE 10 0Z

 Location of Application

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

CR Mixed-Use District
 T Industrial District
 G Parks District



Not to Scale
 Extracted: 12/04/2020

Attachment 8: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 11 BAY ST Date Received: September 4, 2020

Application Number: 20 190036 STE 10 OZ

Application Type: OPA / Rezoning

Project Description: Proposal for a 54-storey office tower with mixed-use podium. The proposal consists of a total of 117,380 square metres of gross floor area, including 105,220 square metres of office space and 12,160 square metres of conference centre to be associated with the Westin Harbour Castle.

Applicant/Agent

MELANIE
HARE

Architect

ADAMSON/HPA

Owner

CITY OF
TORONTO

EXISTING PLANNING CONTROLS

Official Plan Designation: Regeneration Areas Site Specific Provision: Central Waterfront Secondary Plan

Zoning: CR T6.7 C5.1 R1.7 Heritage Designation: N

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,757 Frontage (m): 91 Depth (m): 63

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	8,845		4,278	4,278
Non-Residential GFA (sq m):	8,845		117,380	117,380
Total GFA (sq m):	8,845		117,380	117,380
Height - Storeys:	2		54	54
Height - Metres:	17		270	270

Lot Coverage Ratio (%): 74.31 Floor Space Index: 20.39

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Retail GFA: 2,580
Office GFA: 105,220
Institutional/Other GFA: 9,580

Parking and Loading

Parking Spaces: 180 Bicycle Parking Spaces: 392 Loading Docks: 10

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