

689 King Street West – Zoning By-law Amendment Application – Final Report

Date: June 9, 2022
To: Toronto and East York Community Council
From: Director, Community Planning, Toronto and East York District
Ward: 10 - Spadina-Fort York

Planning Application Number: 19 115906 STE 10 OZ

SUMMARY

The application proposes to amend the Zoning By-law to permit the redevelopment of the site with a 18-storey hotel building fronting King Street West and a 11-storey hotel building closer to the rear of the site. The two hotel components would be connected by a 1-storey enclosed base building. A maximum total gross floor area of 13,241 square metres and a density of 8.32 times the area of the lot is proposed. A total of 25 vehicle parking spaces, 14 bicycle parking spaces, one Type B loading space and one Type B/C loading space would be provided within the ground level and two underground levels. Vehicular access to the site is proposed via an existing driveway on the east side of the site.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and conforms with the Toronto Official Plan and Garrison Common North Secondary Plan.

The proposal presents an appropriate built form and contribution to the public realm that is compatible with the surrounding context. It has been revised, since its initial submission, to reduce the built form impact on the adjacent properties by providing a west facing upper storey side stepback and reducing the height of the rear building. The application has addressed transportation related comments by incorporating an existing curb cut and providing a drop-off area along King Street West. This report reviews and recommends approval of the proposed Zoning By-law Amendment.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 689 King Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report (June 9, 2022) from the Director, Community Planning, Toronto and East York District.

2. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendations provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will be issued until such time as the Section 37 Agreement is executed and registered.

3. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:

a) Prior to the issuance of the first above-grade building permit, a cash contribution of \$500,000 towards improvements to parkland and the adjacent public realm at Stanley Park, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;

b) All cash contributions referred to in Recommendation 3 i) shall be indexed upwardly in accordance with the Statistics Canada Construction Price Index for Toronto, calculated from the date of registration of the Section 37 Agreement to the date the payment is made;

c) In the event the cash contributions referred to in Recommendation 3. a) have not been used for the intended purposes within 3 years of the By-laws coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in Ward 10; and

d) Prior to Site Plan Approval, the owner shall submit, and thereafter implement, a Construction Management Plan to address matters such as wind, noise, dust, traffic mitigation, and street closures during construction, which shall be to the satisfaction of the General Manager, Transportation Services and Chief Planner and Executive Director, City Planning, and developed in consultation with the Ward Councillor.

4. Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

5. City Council declare, pursuant to subsection 45(1.4) of the Planning Act, R.S.O. 1990, c. P.13 for the purposes of subsection 45(1.3) of the Planning Act, R.S.O. 1990, c. P.13, that the owner, may be permitted to apply to amend the site specific zoning by-law for the lands at 689 King Street West before the second anniversary of the first day on which any part of the site specific by-law comes into effect.

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

The application was submitted and deemed complete on March 5, 2019. A Preliminary Report on the application was adopted by Toronto and East York Community Council on March 26, 2019 authorizing staff to conduct a community consultation meeting. The initial submission proposed a 13-storey office building at a height of 56 metres and a total gross floor area of 14,874 square metres. On July 28, 2020, and prior to the community consultation meeting, the proposal was resubmitted and revised to a 2-tower hotel proposal.

The Preliminary Report can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/te/bgrd/backgroundfile-131685.pdf>

SITE AND SURROUNDING AREA

The site is located on the south side of King Street West, just west of Bathurst Street. The rectangular-shaped site is approximately 1,600 square metres in size with a frontage of approximately 25 metres along King Street West and a depth of approximately 63 metres. The subject site is currently occupied by a surface parking lot. Formerly, a 1-storey commercial building and car wash existed on the site.

The surrounding development and land uses are as follows:

West: Directly to the west of the site is a private driveway and the Summit Condos, a 20-storey (58 metres) condominium building located at 705 King Street West.

North: Across King Street West is a 13-storey (58 metres) mixed-use building at 700 King Street West, referred to as the Clock Tower Lofts, with retail on the ground level and residential units above, and a 10-storey (40 metres) office building located at 720 King Street West.

East: Directly to the east of the site is a private driveway and 3-storey building at 671-679 King Street West comprised of retail and commercial space. Further east, at the south-west corner of King Street West and Bathurst Street is a 3-storey mixed-use building at 667 King Street West, known as the Wheat Sheaf Tavern, which operates as a restaurant on the lower level with residential units above, and is listed on Toronto's Heritage Register. Across Bathurst Street is 663 King Street West (Banknote Bar) which has an approved application for a mixed-use building with a height of 17-storeys (58 metres). At the southeast corner of this intersection will be the future location of the King-Bathurst Ontario Line station.

South: Immediately south of the site is a 14-unit 3-storey townhouse complex. Further south-east of the site, 64-86 Bathurst Street has been approved for a 17-storey (61 metres) mixed-use building with ground floor retail, 2-storeys of office space and 307 residential units.

PROPOSAL

This application proposes to amend the Zoning By-law for the property at 689 King Street West to permit the redevelopment of the site with a hotel building comprised of a 1-storey base building and two tower elements above: Tower A - fronting King Street West, and Tower B - located closer to the rear of the site. Tower A is proposed to have a height of 18-storeys, or 58.3 metres (62.3 metres including the rooftop mechanical penthouse) and Tower B would have a height of 11 storeys, or 37.7 metres (41.7 metres including the mechanical penthouse). At the ground floor, the 1-storey base building is proposed to be set back a minimum of 1 metre from the King Street West property line. Above this, Tower A would be set back between 2.8 and 3.5 metres from the property line. At the rear, the 1-storey base building would be located a minimum of 1 metre from the rear property line. Above the base building, Tower B would set back 7.5 metres from the rear property line.

Along the east and west sides, the development would be located on the side property lines, with the exception of a portion of Tower A, which would be set back 4.2 metres from the west side property line for the portion of the tower above the 11th floor. A separation distance of 12.3 metres is proposed on site between the two towers.

The development proposes a gross floor area of 13,241 square metres, resulting in a density of 8.32 times the area of the lot. Bicycle parking (14 spaces), vehicle parking (25 spaces), and loading (one Type-B and one Type B/C) are proposed to be located on the ground level and within two below-grade levels, accessed via an existing curb cut along King Street West. The first two floors would contain a restaurant and lounge area and a total of 269 hotel rooms are proposed within the remainder of the building.

See Attachments 2, 5, 11 and 12 of this report for the application data sheet, proposed site plan, and three dimensional representations of the project in context.

Changes from the Original Proposal

The current revised application was submitted on January 11, 2022 and incorporates a number of changes from the original hotel proposal submitted on July 28, 2020. The revisions include:

- The removal of a floor from Tower B;
- Providing a 4.2 metre stepback from the west property line above the 11th floor for Tower A;
- Decreasing the total number of suites from 318 to 269;
- Decreasing the total gross floor area and density from 13,521 to 13,241 and 4.69 to 4.34 times the area of the lot, respectively;

- Enclosing the rooftop amenity space atop the podium building between Towers A and B;
- Shifting the driveway east to utilize an existing curb cut along King Street West; and
- Moving the drop-off area from the private driveway and onto the King Street West right-of-way.

Reasons for Application

Amendments to the former City of Toronto Zoning By-law No. 438-86 and Zoning By-law 569-2013 are required to implement the proposed standards for the development, including height and density. The height limit in the zoning by-law is 36 metres, while the proposal is requesting an overall maximum height of 58.3 metres, exclusive of the mechanical penthouse. The current density permitted is 3 times the area of the lot, while the requested density is 8.32 times the area of the lot.

APPLICATION BACKGROUND

Application Submission Requirements

The following materials were submitted in support of the application:

- Survey Plan;
- Architectural Plans, Elevations and Sections;
- Landscape Plans;
- Community Services and Facilities Study;
- Arborist Report;
- Tree Preservation Plan;
- Sun/Shadow Study;
- Planning Rationale Report;
- Community Services and Facilities Study;
- Public Consultation Strategy Report;
- Pedestrian Level Wind Study;
- Transportation Impact Study;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Report;
- Hydrogeological Report;
- Energy Strategy Report;
- Draft Zoning By-law Amendments;
- Toronto Green Development Standards Checklist; and
- Digital copy of the Building Massing Model.

Agency Circulation Outcomes

The application, together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards and conditions of Site Plan Control approval.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will have had an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the 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).

Planning for Major Transit Station Areas

The Growth Plan (2020) 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 plan for the prescribed densities.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

The subject site along King Street West is identified as an Avenue as shown on Official Plan Map 2 - Urban Structure. Avenues are considered important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Chapter 3 - Building a Successful City

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, Section 3.1.2 of the Official Plan contains Built Form Policies. This section of the Plan notes that our enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These attributes are largely influenced by the built form of adjacent buildings. The Built Form section of the Plan also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate. These areas include the Downtown, Centres, and along Avenues.

Chapter 4 - Land Use Designations

The boundaries of land use designations on Map 18 are not distinguishable using fixed features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features. According to Official Plan Policy 5.6.5, in such instances the boundaries of land use designations are determined by reviewing existing zoning bylaws. The subject lot is zoned Mixed Commercial Residential (MCR), which correlates to a Mixed Use Area designation. As such, it has been determined that the site is designated Mixed Use Areas in the Official Plan. This designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in Mixed Use Areas include, but are not limited to:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Providing for new jobs and homes for Toronto's growing population on underutilized lands;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- Locating and massing new buildings to frame the edges of streets and parks;
- Providing an attractive, comfortable and safe pedestrian environment;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors; and
- Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

Chapter Five - Implementation Chapter

This Chapter provides guidance on how to understand and interpret the Official Plan. In particular, Section 5.6, Policy 1 indicates that the Official Plan should be read as a whole to realize its comprehensive and integrated intent as a policy framework. Additionally, Section 1.5, How to Read this Plan, in Chapter One indicates that the Official Plan is a comprehensive and cohesive whole.

Section 37 of the Planning Act allows the City to grant increased density and/or height in exchange for community benefits. Section 5.1.1.6 of the Official Plan details that community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: affordable housing, parkland and/or park improvements above and beyond the parkland dedication; public art; streetscape improvements on the public boulevard not abutting the site. Section 37 may also be used as may otherwise be agreed upon, subject to the policies contained in Chapter 5 of the Official Plan. The proposal has been evaluated against the policies described above as well as the policies of the Official Plan as a whole.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Garrison Common North Secondary Plan

The site is within the Garrison Common North Secondary Plan Area. The Secondary Plan's major objectives include:

- Ensuring that new development is integrated into the established city fabric in terms of streets, blocks, uses, and density patterns;
- Permitting a variety of land uses and densities;
- Providing community services and facilities;
- Providing a range of housing types in terms of size, type, affordability and tenure through new development; and
- Encouraging the improvement of commercial areas along King Street West.

The Garrison Common North Secondary Plan can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/97df-cp-official-plan-SP-14-Garrison.pdf>

Zoning

The site is zoned Mixed Commercial Residential (MCR) by Zoning By-law 438-86, as amended by By-law 461-2006. The site is not part of the City's harmonized Zoning By-law 569-2013, but it is anticipated that any amendment for the current proposal would be rolled into Zoning By-law 569-2013. The 461-2006 By-law amendment permits a range of non-residential uses with a maximum building height of 36 metres and a combined density of 3 times the lot area for mixed uses. The Zoning By-law permits a building to be built to the King Street West and side property lines. At the rear, the 461-2006 By-law requires a 5.5 metre setback, and then permits a height of 16 metres. The By-law also applies a 60 degree angular plane from the rear property line starting at the aforementioned height of 16 metres into the lot, and a 44 degree angular plane at the front property line on King Street West, starting at a height of 20 metres and moving up into the lot.

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of criteria for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Site Plan Control

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

Community Consultation

A virtual community consultation meeting was held on March 2nd, 2021. The local Councillor, the applicant and approximately 70 members of the public attended the meeting. The issues raised by residents with respect to the proposed development were generally related to the following matters:

- Concern with the close proximity of the proposed building to the Summit Condos to the west, and in particular, views being blocked, shadowing and privacy issues;
- Shadowing impacts to the Clock Tower Lofts building located across King Street West;
- Potential noise impacts associated with hotel uses;
- Location and impact of the loading;
- Concerns that the Summit Condos private driveway to the west would be used as a drop-off zone for taxis and deliveries to the hotel;

- Impact of construction on the community and in particular on the foundation of the adjacent buildings; and
- General concerns that there are too many hotels being proposed in close proximity to this site.

These comments are addressed later in this report.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan as follows:

Policy 1.3 requires provision to be made for an appropriate mix and range of employment opportunities to provide a diversified economic base. This policy also encourages compact, mixed-use development which incorporates compatible employment uses to support liveable and resilient communities. Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation

The proposed development complies with the above policies and other relevant policies of the PPS by: making efficient use of the existing infrastructure and by being located in close proximity to existing streetcar routes on Bathurst Street and King Street West.

The proposed development also meets the policies of the Growth Plan. The Growth Plan promotes increasing intensification of existing built-up areas with a focus on areas of the City such as major transit station areas. The site is well served by higher order transit, as Bathurst Street and King Street West are all served by streetcar lines and the future King-Bathurst Ontario Line station will be located at the southeast corner of the intersection.

The proposed development will provide additional long-term employment opportunities in the Garrison Common North Secondary Plan area and contribute to the mixed-use nature of the neighbourhood.

Land Use

The proposed development is located on an identified Avenue, is designated Mixed Use Areas in the Official Plan and is located within the Garrison Common North Secondary Plan. The proposal is for a hotel use with an associated office and an eating establishment/restaurant on the ground floor. Amongst other uses, Avenues and Mixed Use Areas permit high quality commercial uses that provide for new jobs on underutilized lands. Similarly, the Garrison Common North Secondary plan permits a variety of land uses and encourages improvement of the retail and commercial character along King Street West. Staff have determined that the proposed uses are appropriate for the site, as they comply with the aforementioned policies by contributing

to a the mix of uses and improving the retail and commercial character of King Street West.

Height, Massing and Transition

The proposed height and massing have been considered within the existing and planned context identified in the Official Plan, and in conjunction with the Tall Building Design Guidelines.

The application proposes a maximum height of 58.3 metres, exclusive of the mechanical penthouse, for Tower A. The existing context includes two residential buildings in close proximity to the site at 705 and 700 King Street West (The Summit and Clock Tower Lofts condo buildings), in addition to the recently approved proposals at 663 King Street West (Banknote Bar) and 64-86 Bathurst Street, with heights of approximately 58 metres or taller. Given the existing context, City Planning staff are satisfied with the proposed height. The proposed height of Tower B is 37.7 metres, which is generally aligned with the as-of-right permitted height of 36 metres.

The base building is proposed to be 1-storey in height (approximately 8 metres) which provides a transition to the 3-storey townhouse developments south of the site. Above the base building, the tower element of Tower A is set back between 3 and 3.45 metres from the front (north) property line, mitigating the visual impact of the building by breaking up the massing into sections. The height of the base building and the proposed stepbacks conform with the Tall Building Design Guidelines.

On the west, south and east sides, the proposed massing should be considered within the context of the existing zoning by-law permissions for the site. The existing zoning permits a building to be built to the west and east property lines (sides), and at the south (rear) a 5.5 metre set back from the property line is required. At the rear, towards the Neighbourhoods, the 36 metre maximum height is required to be contained within a 60 degree angular plane measured at a height of 16 metres, while on the west and east sides no angular plane is required.

The subject application proposes a rear setback of 1 metre from the property line for the base building, which increases to a minimum of 7.5 metres for the rear tower element. While the proposed building does not meet the 5.5 metre rear setback provision in the as-of-right zoning, it does improve on the transition to the adjacent townhouses in the lower levels as the height of the base building is approximately 8 metres, whereas the as-of-right height is 16 metres. In addition, the tower is set back a minimum of 7.5 metres, whereas the as-of-right 60 degree angular plane would be applied at a setback of 5.5 metres. While the top floors of Tower B would penetrate the angular plane, the reduced height of the base building, coupled with the 7.5 metre setback of the tower, incorporate a more restrictive approach than the angular plane requirement on the bottom floors, as such, City Planning staff find the rear transition acceptable.

On the west and east sides, Tower B is proposed to be built to the property lines. Given that the proposed height of Tower B (37.7 metres) is substantially in accordance with the as-of-right height (36 metres) and that the by-law does not require side setbacks, the proposed massing for this south tower is acceptable.

Similarly, the taller Tower A proposes to be built to the west and east property lines, but includes a 4.2 metre stepback from the west property line, beginning at the 12th floor (37.7 metres). This stepback would create a separation distance of approximately 20 metres between the Summit Condo building face and Tower A above the height of 37.7 metres which is reflective of the as of right height. The proposed separation distance from the Summit Condo exceeds several existing mixed-use tall buildings within the vicinity of the site.

As such, a party wall condition is proposed along the east elevation with the expectation that future development on the lots east of the site would incorporate a similar party wall condition on the west side, and an upper storey stepback on the east side to mitigate the visual impact from the street along King Street West.

Relationship to Summit Condos

During the consultation process, residents of the adjacent Summit Condos to the west expressed concerns related to the close proximity of the proposed building and in particular, concerns with shadowing, privacy and loss of views. To respond to the general comments about the close proximity of the proposed building, the applicants revised their proposal by sculpting the west facing main wall with a 4.2 metre setback above the 11th floor, facing the Summit Condos, which increased the separation distance to approximately 20 metres, thereby improving access to sunlight and skyviews for these residents.

In terms of shadowing impact, the shadow study that has been submitted shows minor shadows for the 9:18 A.M. hour during the fall equinox (September 21st) and no additional incremental shadows during the rest of the fall and spring equinox (March 21st) onto the Summit Condos.

As the majority of the west elevation is proposed to be built to the property line, no windows are permitted as per the Building Code, mitigating the potential for privacy and overlook issues.

The Official Plan does not contain policies that protect views from private property. The only views that are protected are views of landmarks from the public realm. However, it should be noted that the as-of-right zoning by-law permits a 36 metre tall building that could be built to entire length of the west property line, whereas the application proposes two towers that are separated by approximately 12 metres. As such, in terms of views and light access, the proposed condition may be considered an improvement than what the existing zoning by-law would permit. Additionally, opportunities to beautify the west facing main wall of the proposed building by implementing a green wall or mural will be explored and secured during the Site Plan Control process, which could include consultation with adjacent residents.

Impact on Clock Tower Lofts

Residents from the Clock Tower Lofts, located across King Street West, expressed concerns during the consultation process about shadow impacts and privacy concerns

from the proposed development. The submitted shadow study indicates that there would be shadow impacts on the Clock Tower Lofts during the 12:18 P.M. to 2:18 P.M. hours during the spring and fall equinoxes. However, Tower A of the proposed development would have a floor plate size of approximately 400 square metres and would be located more than 25 metres from the Clock Tower Lofts. These two criteria comply with the Tall Building Design Guidelines performance standards related to floor plate size and separation distances,, which are intended to limit built form impacts, including shadows, onto the adjacent public realm and buildings.

Mobility, Access, Loading, Parking

The site is located within close proximity to the Downtown and is well serviced by public transit and supports active transportation. The site is located on King Street West where there are many local retail shops and services and is within walking distance to other area attractions. The site is serviced by three TTC routes, namely the 121 Fort York-Esplanade bus, the 504 King and 511 Bathurst streetcars. The site is also in close proximity to the future Bathurst-King Ontario Line station.

A total of 14 bicycle parking spaces and 2 loading spaces would be provided on the ground level and 25 vehicular parking spaces would be provided within two underground levels, which would be accessed off King Street West. The proposal complies with the existing By-law in terms of the minimum number of bicycle and vehicle parking spaces.

Parking and loading access to the site was initially proposed along the west portion of the King Street West frontage, which would have required a new curb cut. City staff had concerns about introducing new curb cuts along King Street West and had asked the applicants to explore alternative access points. The revised proposal shifts the access point further east, utilizing an existing curb cut and private driveway that belongs to the adjacent property. An easement agreement with the adjacent property will be required prior to final Site Plan Approval.

Transportation Services staff have reviewed the proposal and found the anticipated transportation impacts and proposed access and parking to be acceptable.

Passenger Drop Off Zone

A passenger drop off area for taxis and deliveries was initially proposed to be located on-site within the driveway. Concerns were expressed that the location of the drop off area would contribute to additional vehicular traffic over the King Street West sidewalk and that the obstructed and hidden nature of the drop off area would lead to the private driveway of the Summit Condos to the west being used as a defacto drop off area.

The revised plans propose a drop off area in front of the building on King Street West. Transportation Services find this approach acceptable but note that prior to occupancy of the building, the owners will be required to contact Traffic Operations staff to allow for the necessary reports to be prepared and By-laws enacted to allow for the drop off area along a public right-of-way and to ensure appropriate notification and signage.

Construction Impact on Adjacent Buildings

Members of the community that reside in the townhouses south of the subject site noted that the recent demolition of the carwash and 1-storey commercial building resulted in significant vibration impacts on their building and asked what assessments have been done to prove that the lot can accommodate the proposed building without damaging the surrounding buildings.

Prior to receiving building permits, a Geotechnical Study would need to be submitted and reviewed by the City. A Geotechnical Study is a sub-surface investigation, prepared by a qualified expert (Geotechnical Engineer/Consultant) that analyses soil and bedrock composition to determine its structural stability and its ability to accommodate development. A qualified structural engineer will be required to design the building's foundation based on the findings of the Geotechnical Study.

Additionally, under Article 5 of Chapter 363 of the Municipal Code, the applicant will be required to submit a vibration control form identifying whether the construction activity has the potential to cause vibrations which may impact buildings or structures outside of the construction site. If the vibrations are to extend beyond the site, the applicant will be required to consult with the adjacent residents, conduct pre-construction inspection of adjacent buildings and structures, identify mitigation measures, and monitor the vibration. In the event that the vibration measurements exceed the limits set out in the vibration control form, all construction activity generating the vibrations would immediately cease and not resume until mitigation measures are implemented and the vibration levels are reduced below the limits set out in the approved form.

Construction Management Plan

In order to respond to comments from the community and ensure that the development of the proposed building occurs in a manner that is less disruptive to the community, the owner will be required to submit a Construction Management Plan (CMP) prior to final Site Plan Approval. The CMP will outline how construction mitigation will occur, and will include, but not be limited to, the following:

- Measures to mitigate noise and dust impacts on adjacent properties;
- Size and location of construction staging areas;
- Details on concrete pouring activities;
- Measures to ensure site lighting does not negatively impact adjacent residences;
- Construction vehicle parking locations;
- Refuse storage;
- Site security and site supervisor contact information, and;
- Any other matters deemed necessary to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor.

Noise Impacts

At the community consultation meeting, local residents expressed concerns related to potential noise impacts from the proposed hotel use. Many cited the existing 1 Hotel

(formerly Thompson Hotel) along Bathurst Street as an example. Many noise impacts from the former Thompson Hotel were related to the nightclub located in the basement and the rooftop lounge. Whereas a nightclub use is permitted on the Thompson Hotel site, it is not permitted at 689 King Street West. To mitigate the potential for noise impacts, staff will ensure that a nightclub use is not permitted as part of zoning by-law amendment.

Additionally, the proposal initially included rooftop amenity space on the 2nd floor between the two towers. Some neighbours expressed concerns that this space would be used as a restaurant patio that would emit noise impacts on the surrounding neighbours. To address potential noise impacts, the revised proposal has enclosed the outdoor space.

Hotel Supply

At the community consultation meeting, some residents noted that there were multiple hotel use rezoning applications and were concerned that there may be too many hotels. While the City's Official Plan policies provide direction on permitted land uses, built form objectives and mitigation strategies, it does not provide a limit or cap for a specific type of use.

It should also be noted that according to a November 3, 2017 study by the City's Economic Development and Culture Division, "Ensuring a Robust Hotel Supply to Strengthen Tourism", the number of available hotel rooms in the City has stagnated since 2000 compared to the rest of the Greater Toronto Area due to high costs associated with building and operating a new hotel, and better return on investment for alternative developments, and proliferation of short term rentals (Airbnbs). This study was adopted by Council on January 31 and February 1, 2018 by City Council and can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.ED25.5>

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. The site is in the 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

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The residential component of this proposal is subject to a 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

Streetscape and Tree Preservation

On the north elevation of the building facing King Street West, the building would be set back approximately 1 metre from the property line, allowing for a minimum distance of 6 metres between the building face and the curb, meeting the minimum sidewalk width of 6 metres identified in the Tall Building Guidelines. This will enable the project to provide space for street furniture, a pedestrian clearway and street trees, the design of which will be secured through the Site Plan Control process.

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'.

An Arborist Report and Tree Management Plan were submitted in support of the application. The Arborist Report indicates that no City trees and 4 private trees would require removal. The Private Tree By-law would require the replacement of private trees at a 3:1 ration. If replacing the trees on-site is not possible, Urban Forestry will require the payment of cash-in-lieu for the required replacement trees.

A detailed Landscape Plan is required to determine if the proposed landscaping would meet the requirement and be acceptable.

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. TGS performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is proposing to meet Tier 2 of the TGS. The site specific Zoning By-law Amendment will secure TGS performance measures such as cycling infrastructure and bird friendly design. Other performance measures, such as the retention of rainwater runoff and the building's energy performance measures will be secured through the Site Plan Control process.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height limits of the existing Zoning

By-law, the application is consistent with the objectives and policies of the Official Plan, and constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement consist of a cash contribution of \$500,000 towards the improvements to parkland and the adjacent public realm at Stanley Park, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan and the Garrison Common North Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS and conforms with Growth Plan. Furthermore, the proposal conforms with the Toronto Official Plan and the Garrison Common North Secondary Plan.

The proposal presents an appropriate redevelopment of an underutilized site which currently consists of a surface parking lot. The application proposes a hotel building with associated restaurant and lounge uses on the ground level, an enhanced streetscape along King Street West, and sufficient bike and vehicle parking that utilizes an existing curb cut and meets City-wide zoning by-law requirements. Planning staff recommend approval of the proposed Zoning By-law Amendment subject to the conditions set out in the Recommendations section of this Report.

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 Data/Drawings

Attachment 1: Location Map

Attachment 2: Application Data Sheet

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Site Plan

Attachment 6: Draft Zoning By-law Amendment to By-law 569-2013

Attachment 7: North Elevation

Attachment 8: East Elevation

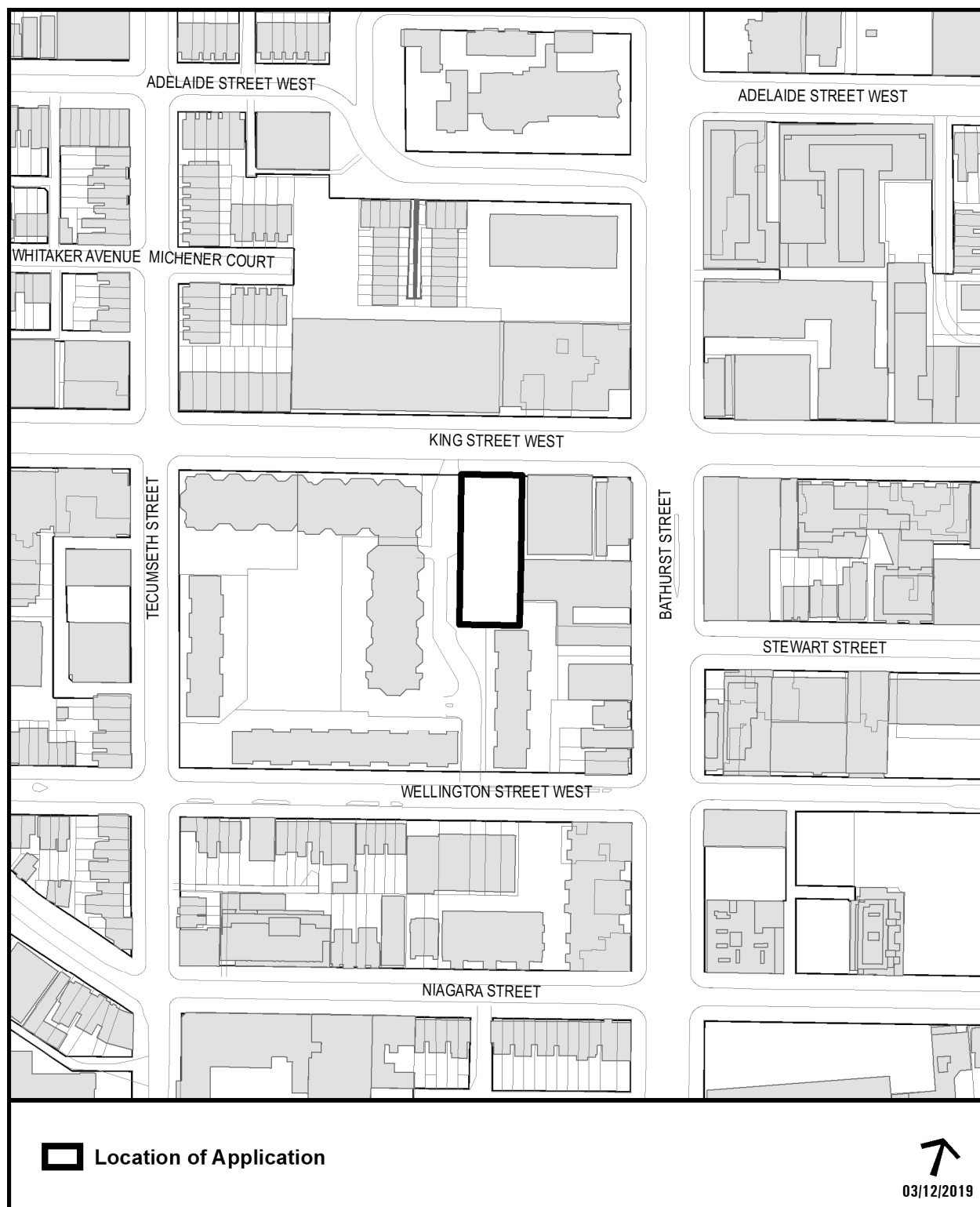
Attachment 9: South Elevation

Attachment 10: West Elevation

Attachment 11: 3D Model of Proposal in Context Looking Northwest

Attachment 12: 3D Model of Proposal in Context Looking Southeast

Attachment 1: Location Map



Attachment 2: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 689 KING ST W Date Received: February 15, 2019

Application Number: 19 115906 STE 10 OZ

Application Type: Rezoning

Project Description: The application proposes a two-tower hotel building (18 and 11 storeys) comprised of 269 hotel suites with restaurant and lounge at the ground level. A total gross floor area of 13,175 square meters and a density of 8.24 times the area of the lot is proposed.

Applicant	Agent	Architect	Owner
Planning Partnership		Sweeny&Co.	Manga Hotels

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N

Zoning: MCR T3.0 R2.5 Heritage Designation: N

Height Limit (m): 36 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 1,598 Frontage (m): 25 Depth (m): 63

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,257		1,295	1,295
Residential GFA (sq m):				
Non-Residential GFA (sq m):	1,257		13,175	13,175
Total GFA (sq m):	1,257		13,175	13,175
Height - Storeys:	1		18	18
Height - Metres:			58	58

Lot Coverage Ratio (%) 81.04 Floor Space Index: 8.24

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

Residential GFA:

Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA: 13,175

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:
 Freehold:
 Condominium:
 Other:
 Total Units:

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:					

Parking and Loading

Parking Spaces:	25	Bicycle Parking Spaces:	14	Loading Docks:	2
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CONTACT:

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 Mladen.Kukic@toronto.ca

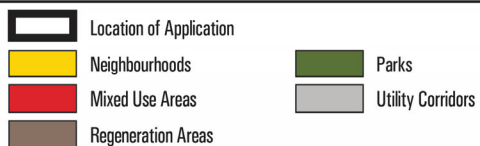
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

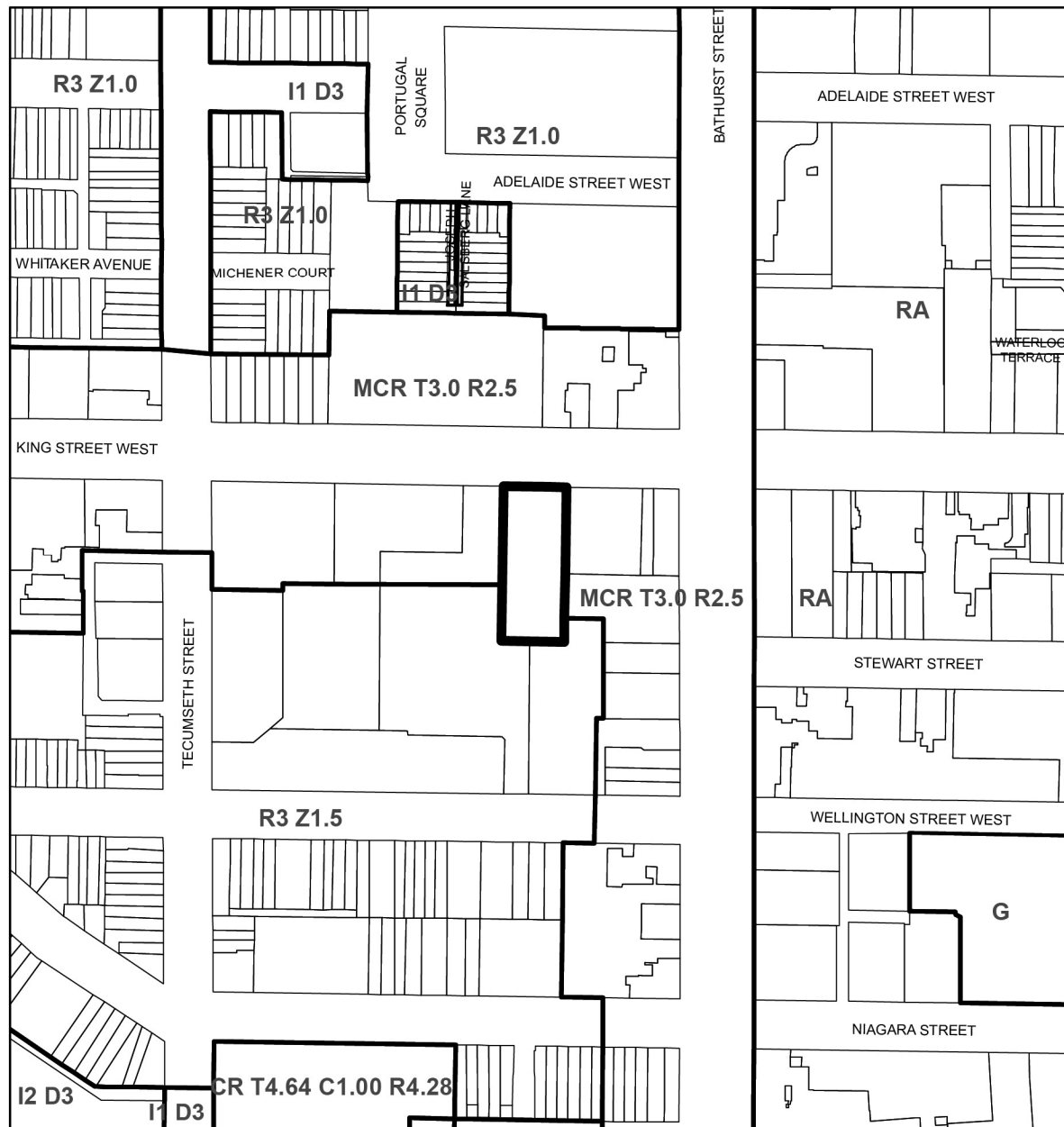
689 King Street West

File # 19 115906 STE 10 02



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Not to Scale
05/17/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 438-86

689 King Street West

File # 19 115906 STE 10 0Z



Location of Application

R3	Residential	I1	Employment Industrial	CR	Commercial
G	Open Space	I2	Employment Industrial	MCR	Commercial
				RA	Commercial

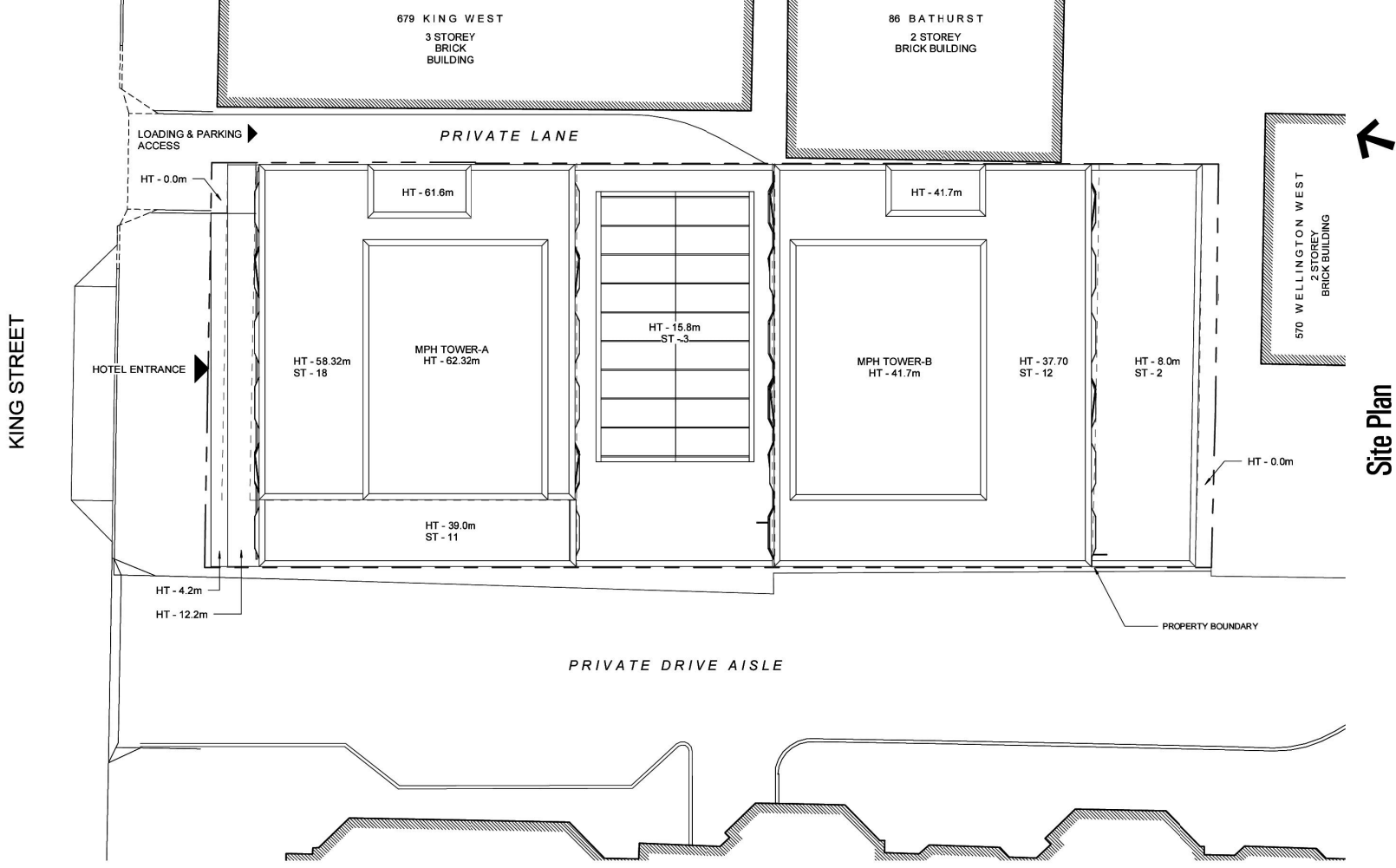


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Extracted: 06/09/2022

Attachment 5: Draft Zoning By-law Amendment

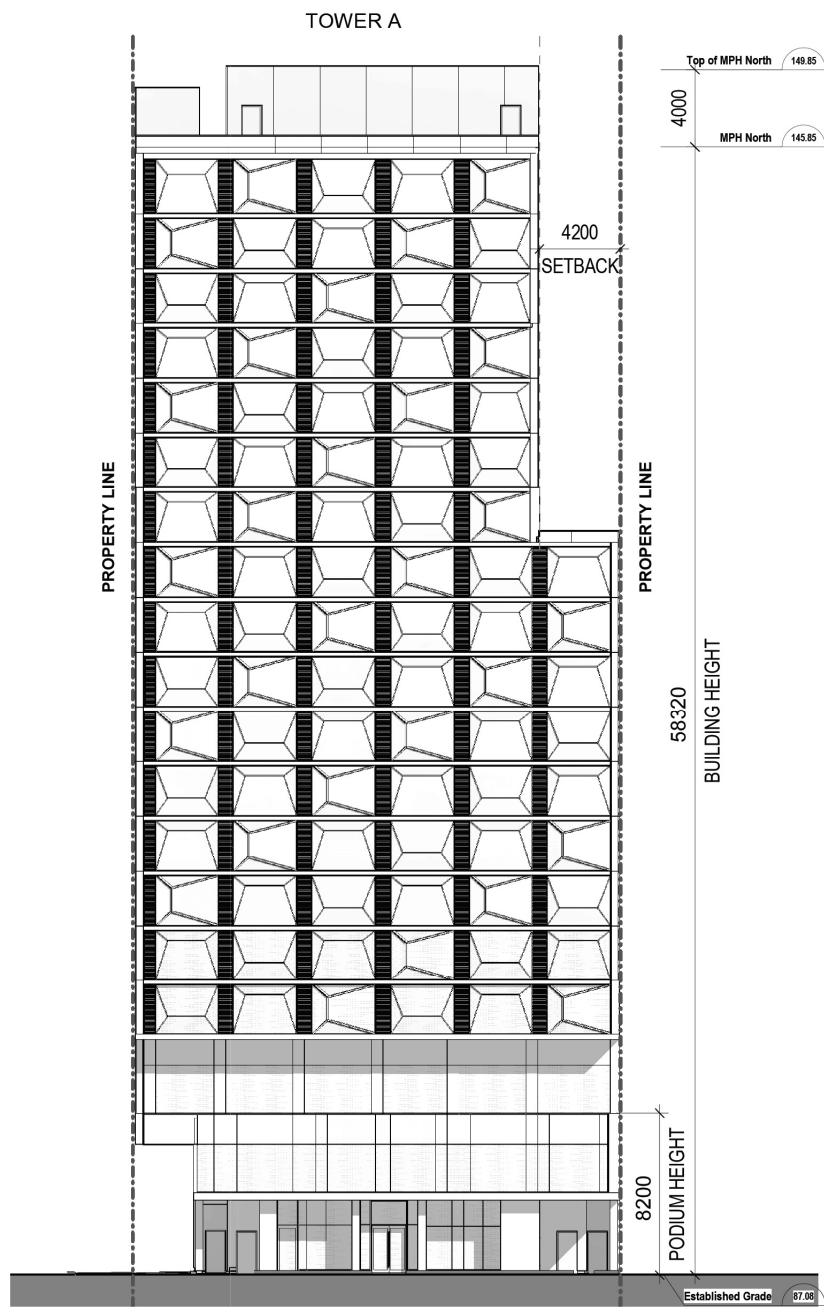
The draft By-law will be made available on or before the June 29, 2022 Toronto and East York Community Council Meeting.

Attachment 6: Site Plan



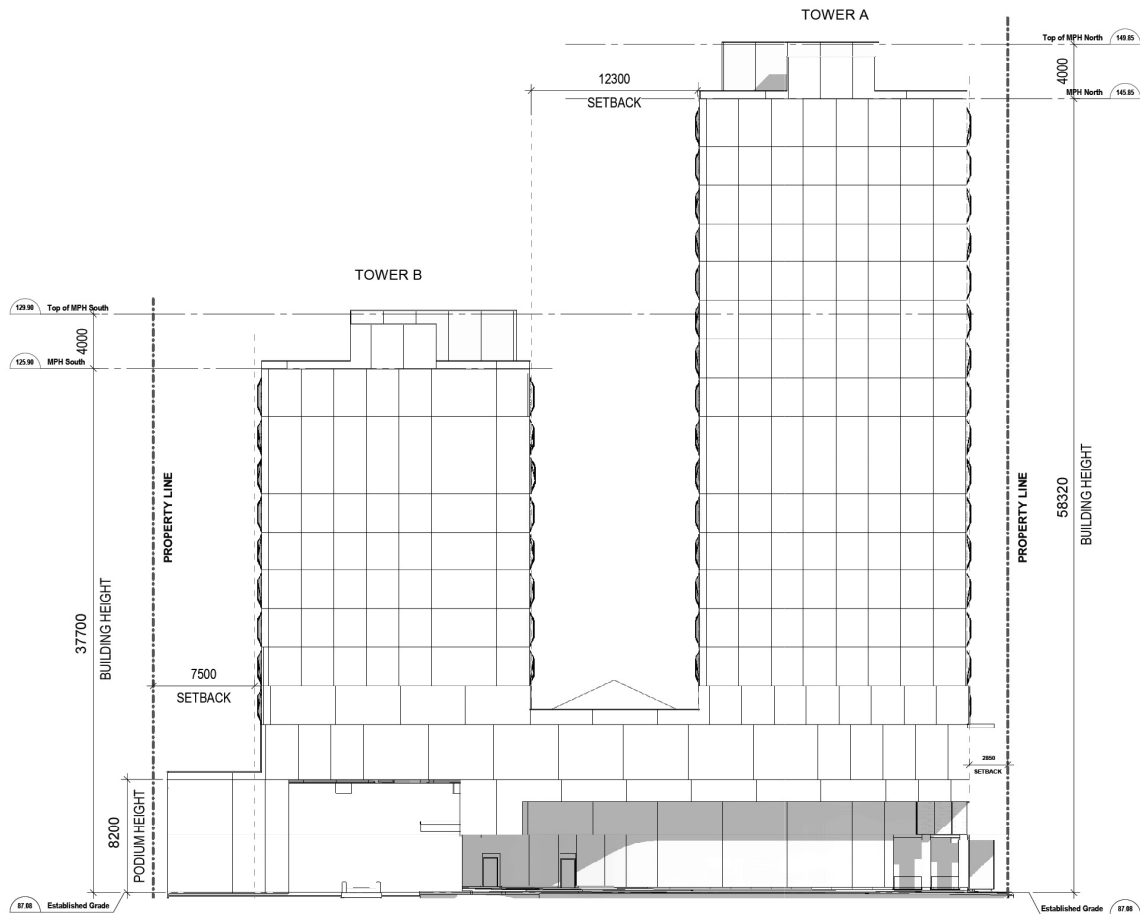
Site Plan

Attachment 7: North Elevation



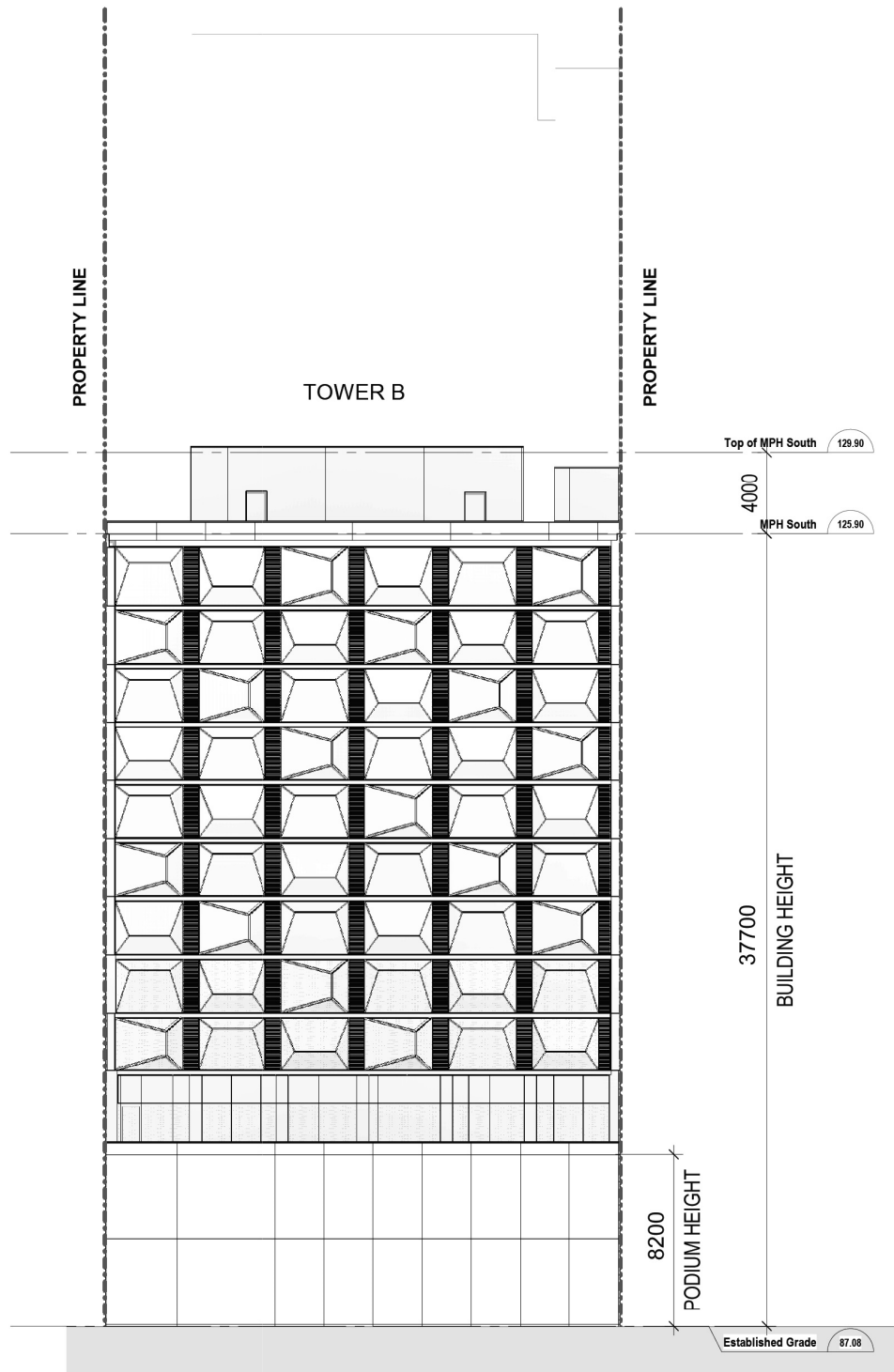
North Elevation

Attachment 8: East Elevation



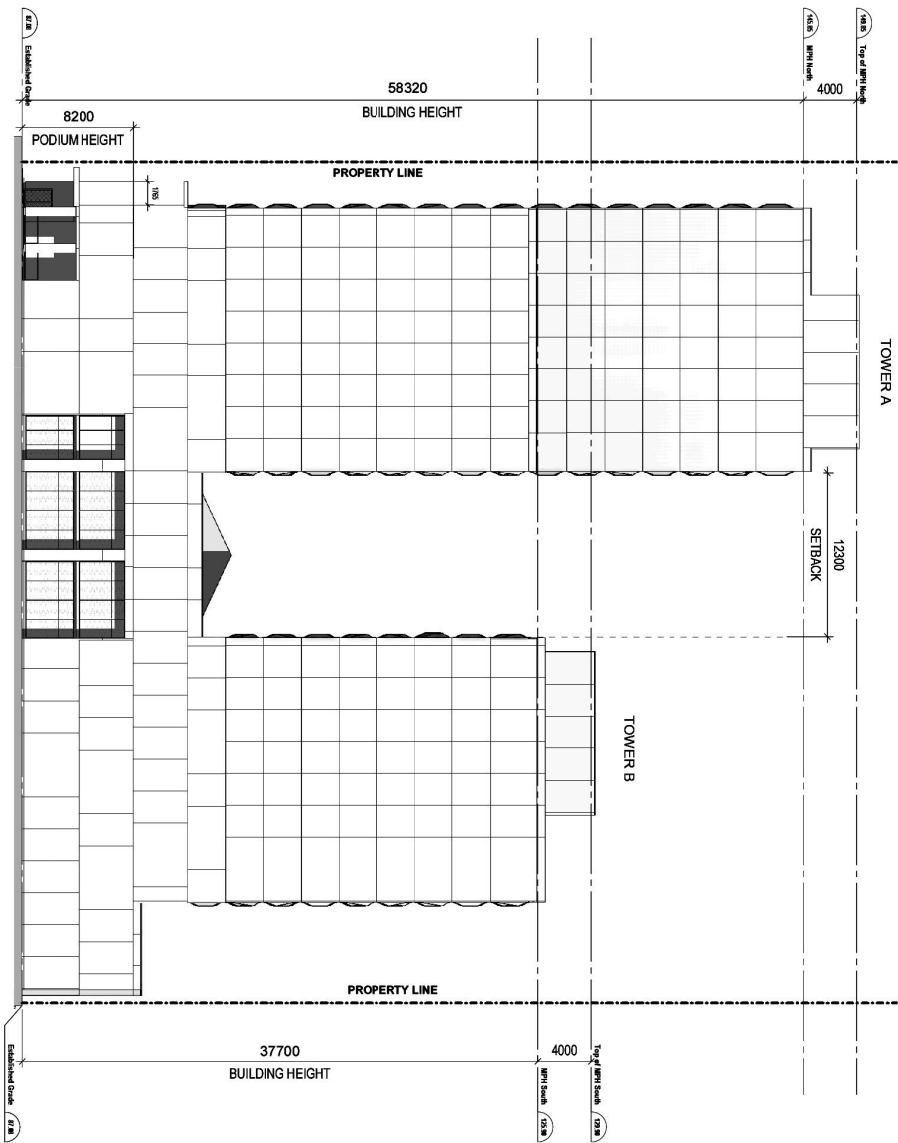
East Elevation

Attachment 9: South Elevation



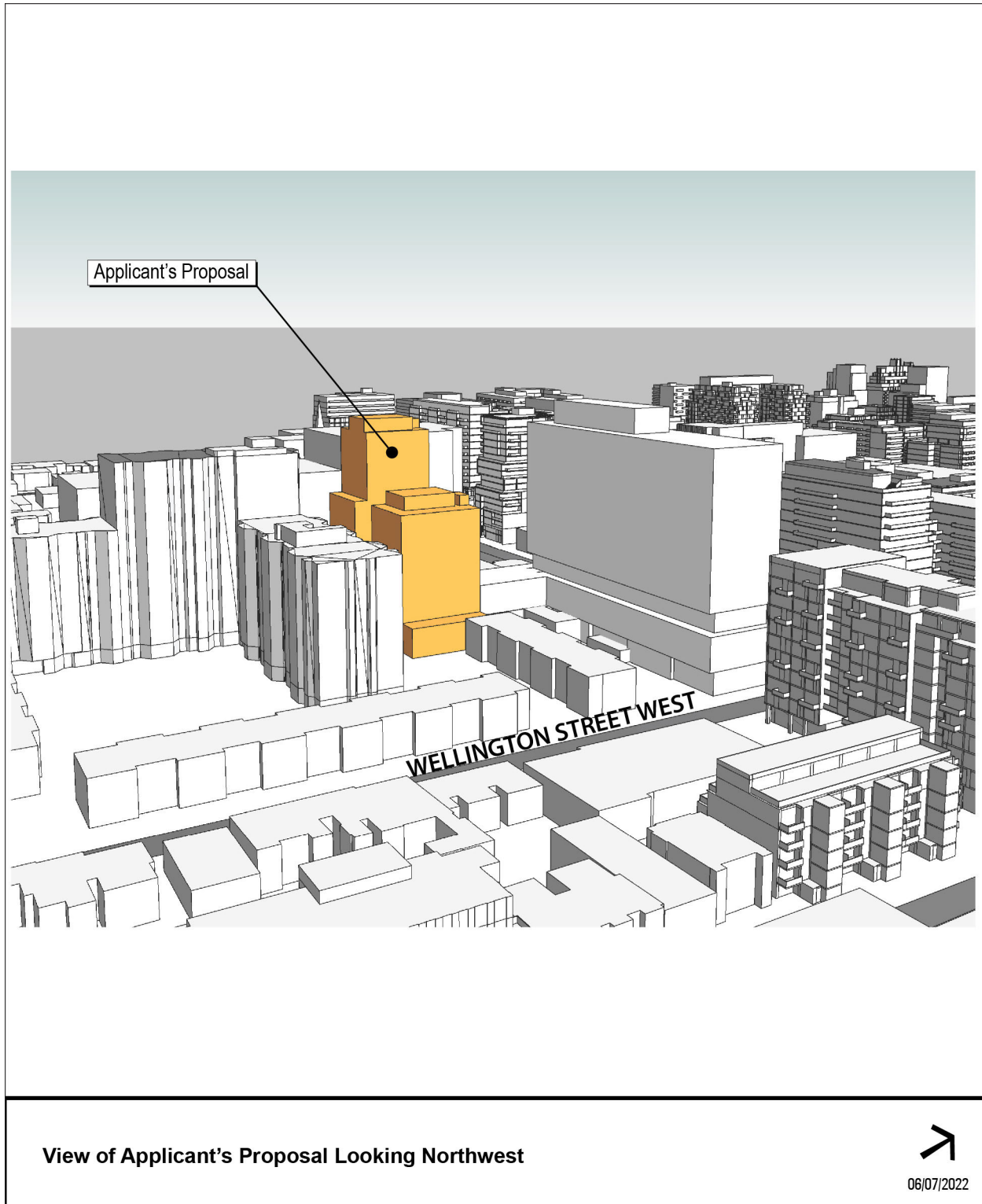
South Elevation

Attachment 10: West Elevation



West Elevation

Attachment 11: 3D Model of Proposal in Context Looking Northwest



Attachment 12: 3D Model of Proposal in Context Looking Southwest

