

333-351 King Street East and 200 Front Street East – Zoning By-law Amendment Application – Final Report

Date: June 15, 2022

To: Toronto and East York Community Council

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

Ward: 13 - Toronto Centre

Planning Application Number: 18 196225 STE 28 OZ

SUMMARY

This report review and recommends approval of the application to amend the Zoning By-law to permit two new buildings on the site at 333-351 King Street East & 200 Front Street East. The proposed development includes a 37-storey residential building (140 metres tall, including mechanical penthouse) on the west side of the site and a 28-storey office building (127 metres tall, including mechanical penthouse) in the centre of the site. The lower level of the new office building would replace some of the existing retail uses fronting on Front Street East. The existing Globe and Mail Centre, Coca-Cola/George Brown building and existing buildings fronting on King Street East would remain in place. The proposal also includes two privately owned publicly-accessible spaces fronting onto Front Street East, and a child care facility with outdoor space on the second floor of the proposed office building.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 333-351 King Street East and 200 Front Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.
3. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act satisfactory to the Chief Planner and Executive Director, City Planning, and the City Solicitor, in a form satisfactory to the City Solicitor to secure the following:

a) Community benefits:

- i. Prior to issuance of any first above-grade building permit, the Owner shall elect to provide one of the following:
 - A. prior to the issuance of the first above-grade building permit for any building on the Subject Site, the owner shall pay a cash contribution of five million dollars (\$5,000,000) to be allocated as follows:
 1. \$1,666,666.67 towards new and/or existing affordable housing within Ward 13, in consultation with the Ward Councillor;
 2. \$1,666,666.67 towards local area park or streetscape improvements located within Ward 13 and within the vicinity of the subject lands, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, the General Manager, Parks, Forestry and Recreation and the General Manager, Transportation Services; and
 3. \$1,666,666.67 towards community, cultural or recreational facilities capital improvements within Ward 13, in consultation with the Ward Councillor; OR
 - B. the provision of a non-profit licensed Child Care Centre to be located in the base building of the Central Office Tower on the lands, comprising a minimum of 942 square metres of interior space and approximately 308 square metres of exterior space adjacent to the interior space, including outdoor storage, and the provision for a child pick-up and drop-off area, with the precise location, capacity and related matters to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the General Manager, Children Services and such Child Care Centre shall generally be in accordance with the following:
 1. shall be constructed, finished, furnished and equipped by the owner, including a minimum of five (5) parking spaces for the use of the Child Care Centre for pick-up/drop-off operations with two (2) to three (3) spaces dedicated for staff and visitors. These spaces to be assigned accordingly, and their location will be identified through the site plan approval process for the development, to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Children's Services;
 2. prior to the issuance of any above grade building permit for any portion of the lands, a letter of credit in the amount sufficient to guarantee 120% of the estimated cost of the design, construction and handover of the Child Care Centre, indexed upwardly and calculated from the date of the Agreement, complying with the

specifications and requirements of the Section 37 Agreement, shall be provided to the City to the satisfaction of the General Manager, Children's Services and the Chief Financial Officer and Treasurer;

3. prior to the earlier of occupancy of the building in which the Child Care Centre is located and/or registration of any condominium for the building in which the Child Care Centre is located, the Child Care Centre shall be conveyed to the City, at no cost to the City, in fee simple, in an acceptable environmental condition to the satisfaction of the Executive Director, Corporate and Real Estate Management and City Solicitor;
4. the details of the other matters as described in these Recommendations, such as timing, location, obligations (including financial obligations), and any such matters to implement the Child Care Centre, in respect of the non-profit licensed Child Care Centre community benefit will be finalized between the owner and the City and will be substantially in accordance with the City of Toronto's Child Care Development Guidelines (2021) and to the satisfaction of the Executive Director, Corporate and Real Estate Management, the General Manager, Children's Services, and the Chief Planner and Executive Director, City Planning, in consultation with the City Solicitor; and
5. on, or prior to, the conveyance of the Child Care Centre, the City and the owner enter into, and register on title to, the appropriate lands an Easement and Shared Facilities Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor; the Easement and Shared Facilities Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the owner as they pertain to the Child Care Centre, and the development to be constructed within the base building of the development;
6. prior to the conveyance of the Child Care Centre, the owner shall provide one-time cash contributions in support of the Child Care Centre, allocated generally as follows:
 - a) a one-time cash contribution in the amount of \$250,000.00 to the City's Child Care Capital Reserve Fund to be used towards Start-Up Operating Costs, to replace appliances and large equipment due to wear and tear, and to support ongoing financial viability, to be paid prior to the child care facility being made available to the City;

- b) a one-time cash contribution in the amount of \$250,000.00 to the future child care operator towards toys, furnishing and equipment in accordance with provincial and municipal standards based on a mutually agreeable inventory list provided by the Child Care Centre Operator and/or the General Manager of Children's Services, which will be finalized and approved by the General Manager of Children's Services;
 - ii. the cash contributions referred to in Recommendations 3.a.i.A., 3.a.i.B.6.a. and 3.a.i.B.6.b. above and where applicable shall be indexed upwardly in accordance with the Statistics Canada Residential or Non-Residential, as the case may be, Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01, or its successor, calculated from the date of the Agreement to the date of payment; and
 - iii. streetscape improvements on Front Street East not adjacent to the Subject Site, generally as shown in the drawing titled "Final Layout Plan" attached as Attachment No. 1 to the report (December 14, 2021) from the Director, Planning and Capital Program, Transportation Services, and attached as Attachment No. 8 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District, with the details of such improvements (including the location, dimensions, configuration and design) to be secured as part of and through the Site Plan Approval process for the Development to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the General Manager, Transportation Services, in consultation with the Ward Councillor in accordance with the following:
 - A. a letter of credit in the amount of \$2,000,000, indexed upwardly and calculated from the date of the Agreement, shall be provided to the City prior to the first above-grade building permit with such improvements to be completed prior to occupancy or as otherwise agreed to by the Chief Planner and Executive Director, City Planning Division with any unused funds allocated towards capital facilities in the vicinity of the site at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor ;
- b) Matters of legal convenience to support the development:
- i. The owner shall:
 - A. construct, provide and maintain, at its own expense, two Privately-Owned and Publicly-Accessible Spaces ("POPS") on 333-351 King Street East and 200 Front Street East with minimum areas of 1,100 square metres and 400 square metres and fronting onto Front Street East with the specific location, configuration and design to be determined and secured

in the context of Site Plan Approval to the satisfaction of the Chief Planner and Executive Director, City Planning; and

- B. prepare all documents and convey, free and clear of encumbrances and for nominal consideration, a public access easement, including support rights, in perpetuity in favour of the City over the Privately-Owned and Publicly-Accessible Spaces ("POPS"), on terms set out in the Section 37 Agreement, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
- ii. The owner shall alter, at no cost to the City, the portion of the Front Street East right-of-way adjacent to the Subject Site, generally as shown in the drawing titled "Final Layout Plan" attached as Attachment No. 1 to the report (December 14, 2021) from the Director, Planning and Capital Program, Transportation Services, and attached as Attachment No. 8 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District, with the details of such improvements (including the location, dimensions, configuration and design) to be secured as part of and through the Site Plan Approval process for the Development to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the General Manager, Transportation Services;
- iii. The owner shall submit a comprehensive Construction Management Plan for each stage of the construction process, to the satisfaction of the General Manager, Transportation Services, the Chief Building Official and Executive Director, Toronto Building and the Ward Councillor. The Construction Management Plan will include, but not be limited to the following construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the surrounding community, and any other matters requested by the General Manager, Transportation Services, in consultation with the Ward Councillor;
- iv. Prior to site plan approval the owner shall submit documentation and financial contributions/payments in the form of a letter of credit or certified cheques (overall amount to be determined) for the implementation of a Transportation Demand Management ("TDM") plan to the satisfaction of the General Manager of Transportation Services. These provisions include, but are not limited to:
 - A. A payment of \$50,000 for a new bike-share station on-site;
 - B. A minimum of five (5) car-share spaces on-site;
 - C. One (1) bike-share membership per unit, offered for the first year of occupancy;

- D. One (1) car-share membership per residential unit, offered for the first year of occupancy;
 - E. A minimum of two (2) bike repair stations provided on-site; and
 - F. Non-residential parking spaces provided beyond the minimum requirement are to include a combination of electric vehicle, carpooling and/or car-share parking spaces;
- iii. The owner shall design and submit financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements or upgrades and/or new infrastructure are required to support the development;
 - iv. The owner will construct and maintain the development of the site in accordance with Tier 1 of the Toronto Green Standard, and the owner will be encouraged to achieve Tier 2 or higher of the Toronto Green Standard;
- c) Withdraw its appeal of Official Plan Amendment 352, being the Downtown Tall Buildings Setback Area Specific Policy, and the associated Zoning By-laws 1106-2016 and 1107-2016, as they relate to the subject lands; and
 - d) Withdraw its appeal of Official Plan Amendment 525, being the King-Parliament Secondary Plan, and the associated Zoning By-law 393-2021, as they relate to the subject lands.
- 6. City Council authorize the City Solicitor to submit the necessary bills 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 issue until such time as the Section 37 Agreement is executed and registered.
 - 7. City Council authorize appropriate City Officials to take such actions as are required to implement City Council's decision, including the execution and implementation of the Section 37 Agreement.

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

Site History

A minor variance application seeking permission for the construction of a three-storey office addition to the existing building at the northwest corner of the subject site was approved by the Committee of Adjustment in April 2011. Only one variance was sought for slight relief from the angular plane requirements along the south side of King Street East. This addition, housing the headquarters of Coca-Cola Canada, is now complete, with occupancy having begun in late March 2013.

An application to the Committee of Adjustment for consent to sever a portion of the subject property, in addition to two corresponding minor variances, was approved by the Committee in July 2012. The consent separated the site into two parcels: one comprising the western portion of the site, including all of the buildings and the parking lot (333 King Street East); the other on the east side of the block, which was vacant at the time of the severance and is now occupied by the 17-storey office building, known as the Globe and Mail Centre. The associated variances pertained to a reduced side yard setback and a deficiency in loading spaces.

On June 11, 2013, City Council approved a Zoning By-law Amendment (By-laws 818-2013 and 401-2014) for the subject site, permitting a 17-storey office building on the east side of the site and a 12-storey office building at the southwest corner of the site. The 17-storey office building (the Globe and Mail Centre) is now complete, however, the 12-storey office building was never constructed. A link to the report and Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE24.13>

Area History

On April 22, 2021, the Planning and Housing Committee received a report that contained draft Major Transit Station Area ("MTSA") delineations, and draft policy directions. The delineation of MTSA boundaries is to conform with the requirements of the Growth Plan for the Greater Golden Horseshoe 2020. A link to the report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.6>

A Final Report including an Official Plan Amendment, and Zoning By-law Amendment to implement the King Parliament Secondary Plan was received by Toronto and East York Community Council On April 21, 2021. On May 5, 2021, City Council adopted the King-Parliament Secondary Plan and supplementary by-laws, which have been appealed. The Secondary Plan can be accessed using the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE24.11>

At its meeting on January 6, 2022, Toronto and East York Community Council received a report from the Director, Planning and Capital Program, Transportation Services and dated December 14, 2021, outlining planned improvements to the pedestrian boulevards on Front Street East between Sherbourne Street and Parliament Street, intended to be achieved through forthcoming land developments. A link to the report

can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE30.17>

SITE AND SURROUNDING AREA

Description: The subject site consists of most of the block bounded by King Street East to the north, Berkeley Street to the east, Front Street East to the south and Princess Street to the west. It does not include a small parcel at the northeast corner of the block at 359-361 King Street East. The larger site is generally flat and rectangular in shape with a small change in elevation from King Street East down to Front Street East. The land area is approximately 1.6 hectares with 185 metres of frontage on King Street East, 40 metres on Berkeley Street, 202 metres on Front Street East and 82 metres on Princess Street.

The western portion of the site is occupied by commercial buildings range in height from 1½ to 6 storeys, all of which have been re-tenanted for office, institutional (George Brown College), and retail uses including a grocery store, banks, discount store and LCBO. The southwest corner of the site contains ancillary surface parking and loading uses. The eastern portion of the site is occupied by a 17-storey office building (The Globe and Mail Centre).

Official Plan Designation: Regeneration Areas. The site is within the Downtown and Central Waterfront, the King-Parliament Secondary Plan area, and the Downtown Secondary Plan area, which designates the site Mixed Use Areas 2.

Zoning: Reinvestment Area (RA) with a maximum height of 26 metres under Zoning By-law 438-86. Commercial Residential (CR SS1 (x339)) with a maximum height of 90 metres under Zoning By-law 569-2013. See Attachment No. 4 to this report for the Existing Zoning By-law Map.

Surrounding Land Uses:

North: On the north side of King Street East, across the street from the western half of the subject property is an OLT-approved development at 254-260 King Street East comprised on two towers of 34 and 36 storeys (file no. 16 232831 STE 28 OZ). North of the eastern half of the subject property is an 8-storey office building, an OLT-approved 30-storey mixed-use building at 284 King Street East (File no. 17 175826 STE 28 OZ), a 14-storey residential rental building, and an application for a 34-storey mixed-use building at 296-300 King Street East (file no. 21 235932 STE 13 OZ). Northwest of the site is an OLT-appealed application for a 40-storey mixed-use building at 234-250 King Street East (file no. 20 233160 STE 13 OZ). Northeast of the subject property at the northeast corner of King Street East and Berkeley Street and further north along the east side of Berkeley Street are a series of two-storey row houses containing a mix of office and residential uses, which were formerly workers cottages dating from the 1870s.

East: East of the subject property is the location of the planned Ontario Line Corktown Station and Transit-Oriented Community ("TOC"). Southeast of the subject property is

the 'First Parliament' site, which is planned to be developed as part of the Corktown Station TOC.

South: South of the subject property, on the south side of Front Street East is a designated heritage building, now housing the Canadian Opera Company. West of this building are 2-, 3- and 4-storey former industrial heritage buildings from the 1880s. At the southeast corner of Front Street East and Princess Street is a 2-storey fire hall building and ancillary parking lot/loading area. Southwest of the subject property is a development, currently under construction, comprised of two 29-storey buildings connected by a 16-storey building at 177-197 Front Street East (file nos. 12 141911 STE 28 OZ and 16 213965 STE 28).

West: On the west side of Princess Street is an 8-storey office building and a 13-storey mixed-use building.

See Attachment No. 1 for a location map.

THE APPLICATION

Description: A 37-storey mixed-use building (140 metres tall) in the southwest corner of the site with ground floor retail, 3 floors of office space and 310 residential dwelling units (the "Residential Tower"), and a 28-storey non-residential building (127 metres tall) in the centre of the site (the "Central Office Tower"). The footprint of the Central Office Tower would replace some of the existing retail uses fronting on Front Street East. The existing Globe and Mail Centre, Coca-Cola/George Brown building and existing buildings fronting on King Street East would remain in place.

The proposal also includes two privately owned publicly-accessible spaces fronting onto Front Street East, and a child care facility with outdoor space on the second floor of the proposed office building.

Density: 10.21 times the area of the lot.

Dwelling Units and Amenity Space: 310 residential dwelling units are proposed within the Residential Tower. A total of 946 square metres of amenity space (3.05 square metres per unit) is proposed, consisting of 606 square metres of indoor amenity space (1.95 square metres per unit) and 340 square metres of outdoor amenity space (1.10 square metres per unit).

Retail: The proposal includes a 1,962 square metres of new retail space located along the Front Street East frontage within the ground floors of both the Residential Tower and Central Office Tower.

Access, Parking, and Loading: A total of 379 vehicle parking spaces, three Type B loading spaces and three Type C loading spaces will be provided with access to the underground garage and loading area accessed via Princess Street.

Child Care Facility: A 942 square metre child care facility and approximately 308 square metres of outdoor space will be located on the second level of the Central Office Tower with a child pick-up and drop-off area and a dedicated entrance and elevator from Front Street East.

Privately Owned Publicly-Accessible Spaces: The proposal also includes two privately owned publicly-accessible spaces with minimum areas of 1,100 square metres and 400 square metres and fronting onto Front Street East.

Additional Information

See Attachment No. 1 to this report for the location map, Attachment No. 2 for the project data, Attachment No. 9 for the site plan and Attachments Nos. 10 to 13 for building elevations.

The current proposal incorporates numerous revisions from the original application as summarized below:

- Relocated all vehicle and service access from Front Street East to Princess Street, enhancing the Front Street East public realm;
- Added two Privately-Owned Publicly Accessible Spaces fronting along Front Street East;
- Added a Child Care Facility with outdoor space within the Central Office Tower;
- Reduced streetwall height along Front Street East from 8 storeys to 3 storeys to respect the existing heritage character along the south side of Front Street East;
- Reduced office tower floor plate area;
- Increased office tower setback from Front Street East;
- Increased office gross floor area;
- Increased office tower height;
- Revised massing with volumetric articulation that further responds to the massing of the Globe & Mail Centre;
- Redesigned the lower levels of Central Office Tower to provide adequate separation from the Globe and Mail Centre (East Office Tower);
- Added retail space to the ground floor of the Residential Tower; and
- Added inset balconies to the Residential Tower.

Reasons for Application

The proposal requires an amendment to the Zoning By-law for an increase in height, as well as site-specific provisions for setbacks, parking and bicycle parking to implement the development.

Site Plan Control

The proposal is subject to Site Plan Control. As of the date of this report, a Site Plan Control application has not yet been submitted.

Provincial Land Use Policies

The application has been reviewed to determine its consistency with the Provincial Policy Statement (2020) (PPS), conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan), and conformity to the City's Official Plan. 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. The Growth Plan, builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region.

Agency Circulation

The application together with the reports/studies submitted in support of the application 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.

COMMUNITY CONSULTATION

A Community Consultation Meeting was held on March 19, 2019. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a question and answer format meeting. Comments and questions provided by the meeting attendees included:

- building is too tall for the existing context;
- proposal does not fit with the character and charm of the Old Town neighbourhood;
- insufficient sidewalk widths;
- traffic volumes;
- construction impact;
- need for more affordable housing;
- vehicular/servicing access off of Front Street East; and
- need for more parks and open space in the area.

A second virtual Community Consultation Meeting was held on June 10, 2021. Comments and questions provided by the meeting attendees included:

- concern regarding the loss of a large affordable grocery store (i.e. No Frills);
- building heights within the area have been increasing over the past five to ten years, changing the character of the neighbourhood;
- public realm improvements along Front Street East are encouraging, however, Princess Street feels unresolved;
- unattractive vehicle/service area access along Princess Street;
- request for screening and noise mitigation around Princess Street loading area;
- shadow on recently secured parkland;

- phasing plan for construction;
- construction impact; and
- need for more affordable housing.

The issues raised through community consultation have been considered through the review of the application. The detailed building design, including proposed materials, and the construction management plan will be addressed during the Site Plan Control review process.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members 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.

Design Review Panel

The application was also before the City's Design Review Panel ("DRP") on March 7, 2019 and again on June 17, 2021.

At the two meetings, the Panel provided comments related to the proposal's response to its local context, built form, sustainable design and the pedestrian realm. The comments focused predominantly on removing vehicular and service access from Front Street East, responding to the existing heritage character along the south side of Front Street East, and enhancements to the public realm, including a request for a second POPS.

The minutes of the DRP meeting are available at:

<https://www.toronto.ca/city-government/planning-development/outreach-engagement/design-review-panel/meeting-schedule/>

In response to the issues raised through community and City staff feedback, the above issues have been considered through the review of the application and responses are addressed in the comments section below.

COMMENTS

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

The proposal has been reviewed and evaluated against the PPS and the Growth Plan. Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

Land Use

The site is designated *Regeneration Areas* in the City of Toronto Official Plan. Policy 4.7.1 of the Official Plan states that *Regeneration Areas* will provide for a broad mix of

commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses.

The site is designated Regeneration Area 'A' and is located within the Old Town Policy Area in the the existing and updated KPSPs, respectively. The KPSP states that Regeneration Area 'A' (Jarvis-Parliament) will have a mix of compatible land uses including commercial, industrial, institutional, residential, live/work and entertainment uses within new buildings and existing ones, including the numerous historically and architecturally significant buildings in the area. The updated KPSP states that development in the Old Town Policy Area will support a balance of residential, commercial and institutional uses.

In the Downtown Plan the site is designated Mixed Use Areas 2 – Intermediate. Policy 6.27 states that development in Mixed Use Areas 2 will be encouraged to provide a diverse range of uses, including retail, service, office, institutional and residential uses.

The proposal provides 1,962 square metres of new retail space on the ground floor, 62,074 square metres of new office space, a Child Care Facility, and 22,623 square metres of residential uses. Based on the policy framework applicable for the site, the proposed mix of uses conform to the Official Plan, the KPSP and the Downtown Plan.

Residential Unit Mix

The Downtown Secondary Plan includes housing policies to achieve a balanced mix of unit types and to support the creation of housing suitable for families. The plan requires that developments containing more than 80 residential units include a minimum of 15% 2-bedroom units, a minimum of 10% 3-bedroom units, and an additional 15% of units as some combination of 2- and 3-bedroom units or units that can be converted to 2 and 3 bedroom units through accessible or adaptable design measures. The Growing-Up Guidelines provide similar guidance on the proportion and size of larger units recommended in new multi-unit residential developments.

The building consists of 310 dwelling units, with a unit breakdown as follows: 31 studio units (10%), 124 one-bedroom units (40%), 124 two-bedroom units (40%) and 31 three-bedroom units (10%).

Staff are of the opinion that the proposed unit mix supports the unit mix objectives of the Growing Up Guidelines, Downtown Secondary Plan and applicable Official Plan and provincial policies in order to accommodate, within new developments, a broad range of households including families with children. The percentage of two- and three-bedroom units will be secured in the amending zoning by-law. Through the site plan approval process staff will continue to work with the applicant on the appropriate size of the 2 and 3 bedroom units as described in the Growing Up Guidelines.

Height

The proposal includes two towers with overall heights of 140 metres (including mechanical penthouse) and 127 metres (including mechanical penthouse). While the height of the proposed Residential Tower will form the tallest buildings within the block

and adjacent blocks, it is similar to the heights of recently approved building within the neighbouring context.

The location of this tall building within the block, and the surrounding area within the *Regeneration Area 'A'* policy area complements the varied building heights within the site's immediate surroundings and the broader areas in building heights from low-rise to tall buildings. Although not every site is anticipated to be a tall building within the *Regeneration Area 'A'* policy area, the proposed tall building's height can be accommodated based on the site's dimensions and its immediate context.

The site is also well-served by higher order transit being located adjacent to the 504 King streetcar and across the street from the planned entrance to the proposed Corktown station on the Ontario Line.

Massing

Base Building

Planning staff are satisfied with the massing and design of the base building portion of the proposed buildings. The Official Plan states that base buildings will respect and reinforce good street proportion and pedestrian scale, and be lined with active grade-related uses.

The base buildings of both the Central Office Tower and Residential Tower are 3 storeys in height, respecting the existing heritage character along the south side of Front Street East.

The base building of the Central Office Tower is set back 4.35 metres from Front Street East (the south property line) resulting in a curb to building face distance of 7.76 metres. The base building of the Residential Tower is set back 6.0 metres from Front Street East (the south property line), resulting in a curb to building face distance of 9.5 metres, and 0.4 metres from Princess Street (the west property line) resulting in a sidewalk width range of 5.0 to 7.2 metres on Princess Street.. The proposed 7.76 to 9.5 metre sidewalk widths will enhance the pedestrian realm along Front Street East.

The base buildings fit into the context of the area, create a comfortable scale for pedestrians, and result in a generous public realm. The design of the base buildings will be further reviewed through the Site Plan approval process to ensure that it creates a positive relationship between indoor and outdoor spaces, mitigates impacts on the public realm and focuses on providing a high-quality public realm along Front Street East, Princess Street, and as part of the new POPS.

Tower

Planning staff are satisfied with the massing and design of the tower portion of the proposed buildings. The Official Plan states that the design, floor plate size, and shape of the tower shall have appropriate dimensions for the site, and will provide appropriate separation distances to property lines and other towers.

Above its base building, the Residential Tower is stepped back 6.0 metres from the west, 3.0 metres from the south, and 3.2 metres from the east, where the tower faces one of the two proposed POPS.

The Downtown Plan and Tall Building Design Guidelines state that the tower floor plate should be limited to 750 square metres. The proposed Residential Tower has a floor plate of 750 square metres.

Above its base building, the tower portion of the Central Office Tower is stepped back 5.0 metres from the south for floors 4 to 10 and 17 to 22. At floors 11 to 16 and 23 to 28 the tower cantilevers back towards Front Street East by 2.9 metres.

The tower floor plate of the proposed Central Office Tower ranges from 2,050 to 2,440 square metres. Policies 9.15 and 9.16 of the Downtown Plan state that increases to the 750 square metre floorplate size may be appropriate where the impacts of the larger floorplate are addressed and that buildings for employment uses typically have programmatic requirements which require significantly larger floorplates. Staff do not object to the proposed floor plates of the proposed office building.

The proposed towers have been located to provide appropriate separation distances to neighbouring towers and generally meet the 25-metre tower separation distance requirement specified by OPA 352, The Downtown Plan, and the Tall Building Guidelines.

The separation distance between the two proposed towers ranges from 27.6 to 32.3 metres. The proposed Central Office Tower will have a separation distance from the existing Globe and Mail Centre (East Office Tower) ranging from 17.2 metres (at the lower levels) to 23.25 metres at its furthest, which is an appropriate separation range between two office towers.

The proposed towers have been located and massed with appropriate dimensions for the site, conform to the policies of the Official Plan and Downtown Plan, and meet the intent of the Tall Building Design Guidelines.

Tower Top

Planning staff are satisfied with the top portion of the proposed tower. An appropriate design for the top of a tall building is influenced by many factors, which may include location, height, built form composition, architectural expression, and overall 'fit' within the existing context.

The top of the proposed towers are appropriate. The proposed top of the towers are simple designs, which suit the overall architecture of the towers and fits within the local context. The mechanical penthouse design will be further reviewed and secured through the Site Plan Application process.

Public Realm

Front Street East Boulevard Improvements

At its meeting on January 6, 2022, Toronto and East York Community Council received a report from the Director, Planning and Capital Program, Transportation Services and dated December 14, 2021, outlining planned improvements to the pedestrian boulevards on Front Street East between Sherbourne Street and Parliament Street, intended to be achieved through forthcoming land developments.

The applicant has incorporated the recommended improvements into their plans by shifting the Front Street East curb south by approximately 1.2 metres, widening the curb to property line width from 2.3 to 3.5 metres. The final design will be reviewed during the Site Plan Application process.

Privately-Owned Publicly Accessible Open Spaces (POPS)

The application proposes two Privately-Owned and Publicly-Accessible Spaces ("POPS"). The first POPS is located along Front Street East between the proposed Residential Tower and Central Office Tower, replacing a large portion of the existing surface parking lot, and is approximately 1,100 square metres in size. The second POPS is also located along Front Street East between the proposed Central Office Tower and the existing East Office Tower and is approximately 400 square metres in size.

Staff consider the two POPS to be positive elements of the proposal and further enhance the public realm character along Front Street East. Staff recommend that the two POPS be secured as a legal convenience, in the Section 37 Agreement. The final design of the POPS will be reviewed during the Site Plan Application process.

Streetscape

On the west portion of the site, the base building of the Residential Tower will have a setback of 6.0 metres from the south property line. On the east portion of the site, the the base building of the Central Office Tower will have a setback of 4.35 metres from the south property line. These setbacks combined with the proposed boulevard improvements along Front Street East, will result in sidewalk widths ranging from 7.76 to 9.5 metres.

During the community consultation process, members of the local community raised concerns regarding the vehicle/service access areas along the Princess Street frontage and the visual impact these areas would have on the street. While Staff are supportive of the relocation of all vehicle/service access from Front Street East to Princess Street to enhance the pedestrian realm along Front Street East, which the Downtown Plan identifies as both a Priority Retail Street and Great Street, further work on the design of the Princess Street frontage and screening of the vehicle/service access areas will be required during the Site Plan Application process.

Planning staff are satisfied that the proposed interface with the pedestrian realm, including the altered Front Street East right-of-way, widened sidewalks, and two privately-owned publicly accessible open spaces. Final landscaping details and streetscape treatments will be reviewed during the Site Plan Application process.

Sun / Shadow

City Planning staff have reviewed the submitted Shadow Study and find the level of shadow impact generated by the revised proposal to be acceptable given the existing and planned context of the site within an urban setting where new tall buildings are anticipated.

Wind

The applicant submitted a Pedestrian Level Wind Study in support of their application. The study concluded that wind conditions at ground level, including the main entrances and POPS, and on the level 2 child care facility outdoor space are expected to be appropriate for the intended usage. The study states that the project is not expected to have a notable influence on wind conditions on other properties.

Planning staff are satisfied with the wind conditions resulting from the proposed development. Further assessment of the wind conditions and proposed mitigation measures will be reviewed during the Site Plan Application process.

Parkland

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. According to the Strategy's methodology, the development site is currently in an area with 4 to 12 square metres of parkland per person, which is below the city-wide average provision of 28 square metres of parkland per person in 2016.

The non-residential component of this proposal is subject to a 2% parkland dedication while the residential component is subject to a cap of 10% parkland dedication. In this instance, and per the Toronto Municipal Code Chapter 415-26 C, Parks, Forestry and Recreation ("PFR") would accept the conveyance of lands off-site, within the vicinity of the applicant's site, that would expand an existing park or create a new park as the required parkland dedication. The size and location of the off-site conveyance would be subject to the approval of the General Manager, PFR and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the first above grade building permit. If the pursuit of an off-site dedication is not successful, a cash-in-lieu of parkland payment would be required.

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

Roadways

As stated in the Public Realm section of this report above, Toronto and East York Community Council received a report from the Director, Planning and Capital Program, Transportation Services and dated December 14, 2021, outlining planned

improvements to the pedestrian boulevards on Front Street East between Sherbourne Street and Parliament Street. The applicant is responsible for the design and construction of roadway improvements along the Front Street East corridor between Princess Street and Berkeley Street in accordance with the Final Layout Plan attached to the December 14, 2021 report and found at Attachment 8 to this report. This work includes expanding the boulevard along Front Street East and any re-location of traffic signal infrastructure at Princess Street and Berkeley Street in the ultimate condition.

Traffic Impact

The applicant submitted an Urban Transportation Considerations Report in support of their application. In this report, the consultant notes that the proposed redevelopment will generate 135 net new two-way vehicular trips in both the AM and PM peak hours. The applicant's transportation consultant notes the reduced parking supply is appropriate given the site's proximity to transit and active transportation, parking demand trends, approvals of other parking supply reductions, and the transportation demand management ("TDM") measures proposed.

Transportation Services staff accept the conclusions of the consultant, subject to the following TDM measures:

- a payment of \$50,000 to provide a new bike-share station on-site;
- a minimum of five (5) car-share parking spaces;
- one bike-share membership per residential unit, offered for the first year of occupancy;
- one car-share membership per residential unit, offered for the first year of occupancy;
- a minimum of two bike repair stations provided on-site; and
- the amount of non-residential parking provided beyond the minimum requirement be provided through a combination of electric vehicle, carpooling, and/or car-share parking spaces.

Access and Circulation

Vehicular access to the site is proposed via two east-west driveway connections to Princess Street. The northern driveway will provide access to the site's underground parking garage, and the southern driveway will provide access to the site's at-grade loading area. As part of the proposal, a pick-up/drop-off/delivery zone is proposed along the east side of Princess Street, adjacent to the proposed residential building.

Transportation Services staff are satisfied with the proposed access and circulation. Additional comments related to site access arrangement, site circulation and layout and the design of the proposed site entrance driveways will be provided through the Site Plan Application process.

Parking

The proposal includes 379 new vehicle parking spaces, including 68 spaces for residents, five spaces for day-care use, five spaces for car-share, and 301 spaces for shared residential visitors, office, and retail use.

The proposed parking will be located within a four-level underground garage beneath and serving the proposed South-Central Office Building and Residential Building and the existing Northwest Office Building. The existing East Office Building will remain unchanged as part of this proposal, with separate site access and parking supply.

Transportation Services staff are satisfied with the proposed parking supply. Additional comments related to the parking supply layout, access to the parking spaces and other site design matters related to the parking will be provided through the Site Plan Application process.

Loading

Three Type B and three Type C loading spaces are proposed. One Type C and all three Type B spaces would be provided within a consolidated at-grade loading area at the west end of the site, accessed via a vehicle turntable. In addition, two Type C loading spaces are provided on the P1 parking level, one beneath each of the new buildings. Notably, a Type A loading space is not provided, as it was determined that the reconfigured ground floor retail space will result in the loss or downsizing of the existing grocery store use, for which the loading needs could be met using the smaller Type B spaces provided. In addition, a Type G space is not provided, as the proposed location of the site's consolidated loading area within the existing Northwest Office Building does not provide the necessary vertical clearance. As such, private waste collection is proposed to serve residential needs.

In order to improve safety within the loading area, a trained building maintenance person is required to assist large vehicle operators with any turning manoeuvres to and from the loading spaces and onto the proposed turntable to ensure the loading area and adjacent spaces function properly.

Additional comments related to truck access arrangements, site circulation and layout will be provided through the site plan review process.

Servicing and Stormwater Management

The applicant submitted Functional Servicing, Geotechnical study, Hydrogeological Assessment and Stormwater Management Reports in support of their application. Engineering and Construction Services have reviewed the reports and require the owner to enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development.

Indoor/Outdoor Amenity Space

By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit. The applicant is proposing a total of 606 square metres (1.95 square metres per unit) of indoor amenity space on levels 8 and 39, and 340 square metres (1.10 square metres per unit) of outdoor amenity space is proposed on the rooftop, accessible from the level 39 indoor amenity space. The total amenity space proposed is 946 square metres (3.05 square metres per unit). Planning staff are satisfied with the amenity space proposed.

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. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Zoning By-law process including automobile infrastructure, cycling infrastructure, and the storage and collection of recycling and organic waste. Other applicable TGS performance measures will be secured through the Site Plan approval 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 and density limits of the existing Zoning By-law, the application is consistent with the PPS, conforms with the Growth Plan, generally conforms 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:

- One of the two following:
 - A cash contribution of \$5,000,000 to be allocated towards: new and/or existing affordable housing; local area park or streetscape improvements; and community, cultural or recreational facilities capital improvements; or
 - A Child Care Facility comprising of a minimum of 942 square metres of interior space and approximately 308 square metres of exterior space adjacent to the interior space; and

- Streetscape improvements to portions of Front Street East not adjacent to the Subject Site.

The following matters are to be secured in the Section 37 Agreement as a legal convenience:

- Privately-Owned Publicly Accessible Open Space easements for the two on-site POPS of approximately 1,100 square metres and 400 square metres, both fronting along the Front Street East frontage;
- Streetscape improvements to portions of Front Street East adjacent to the Subject Site;
- A comprehensive Construction Management Plans for each stage of the construction process;
- The payment and additional documentation for the implementation of a Transportation Demand Management ("TDM") plan;
- The design and issuance of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development; and
- Conformity to the Toronto Green Standard.

Conclusion

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

Furthermore, the proposal conforms with the intent of the Toronto Official Plan, particularly as it relates to: intensification within the Downtown, which is a designated growth area; a contextually appropriate built form; an appropriate mixture of land uses that serve the community; and the provision for a mixture of housing types. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FSCLA
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: King-Parliament Secondary Plan Map

Attachment 5: Downtown Plan Land Use Map

Attachment 6: Existing Zoning By-law Map

Attachment 7: Draft Zoning By-law Amendment 569-2013

Attachment 8: Front Street East Final Layout Plan

Applicant Submitted Drawings

Attachment 9: Site Plan

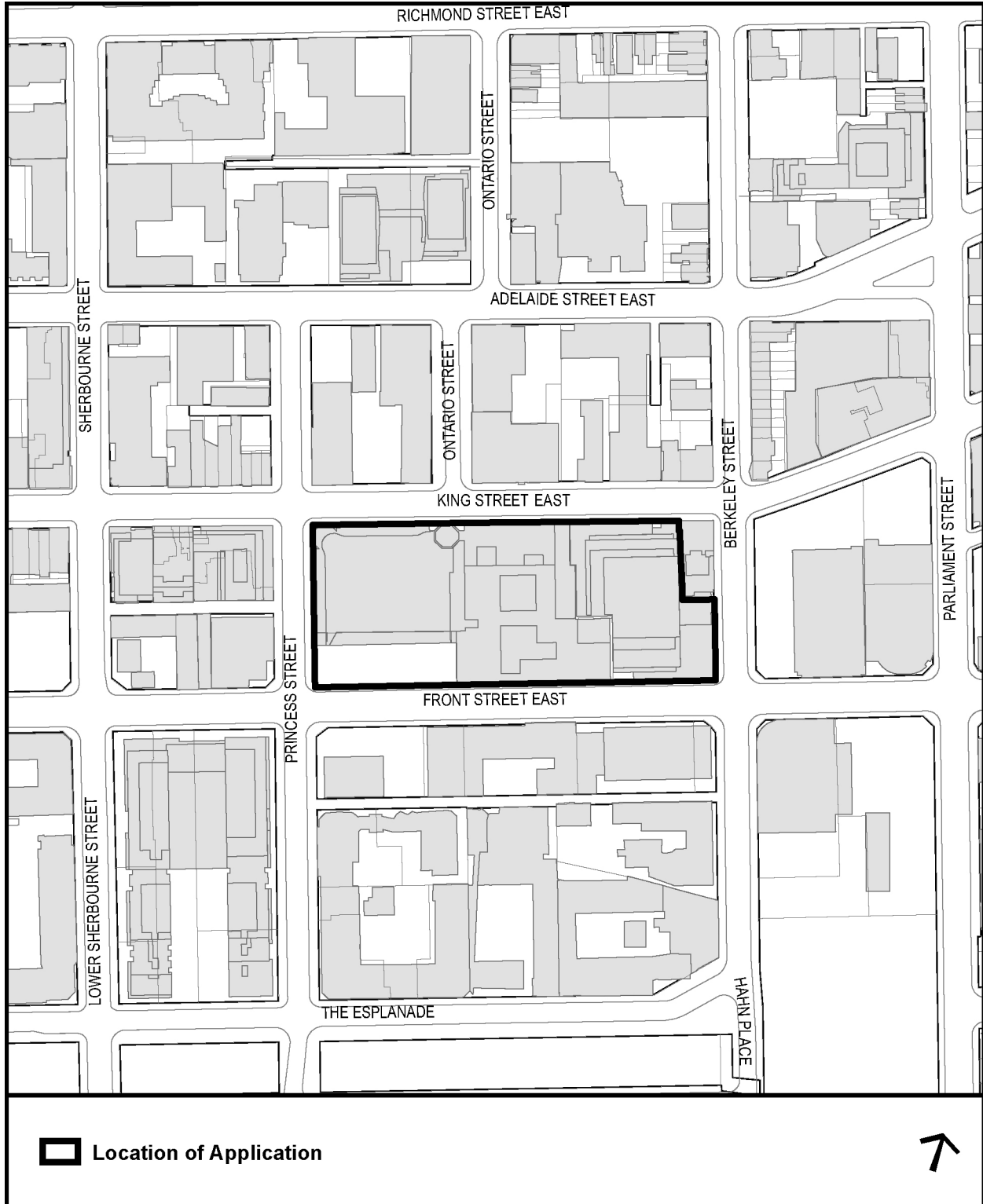
Attachment 10: North Elevation

Attachment 11: South Elevation

Attachment 12: West Elevation

Attachment 13: East Elevation

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 333-351 King St E & 200 Front St E **Date Received:** July 18, 2018

Application Number: 18 196225 STE 28 OZ

Application Type: Rezoning

Project Description: A 37-storey mixed-use building and a 28-storey non-residential building.

Applicant	Agent	Architect	Owner
First Gulf	First Gulf	WZMH Architects	First Gulf Ontario Street Corporation

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	
Zoning:	CR SS1 (339)	Heritage Designation:	Y
Height Limit (m):	26	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 15,820 Frontage (m): 185 Depth (m): 82

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	12,987	7,942	4,184	12,126
Residential GFA (sq m):			22,623	22,623
Non-Residential GFA (sq m):	81,978	74,936	64,036	138,972
Total GFA (sq m):	81,978	74,936	86,659	161,595
Height - Storeys:	18	18	39	39
Height - Metres:	85	85	134	134

Lot Coverage Ratio (%): 76.65 Floor Space Index: 10.21

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	22,623	
Retail GFA:	5,887	
Office GFA:	133,085	
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			310	310
Freehold:				
Condominium:				
Other:				
Total Units:			310	310

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		31	124	124	31
Total Units:		31	124	124	31

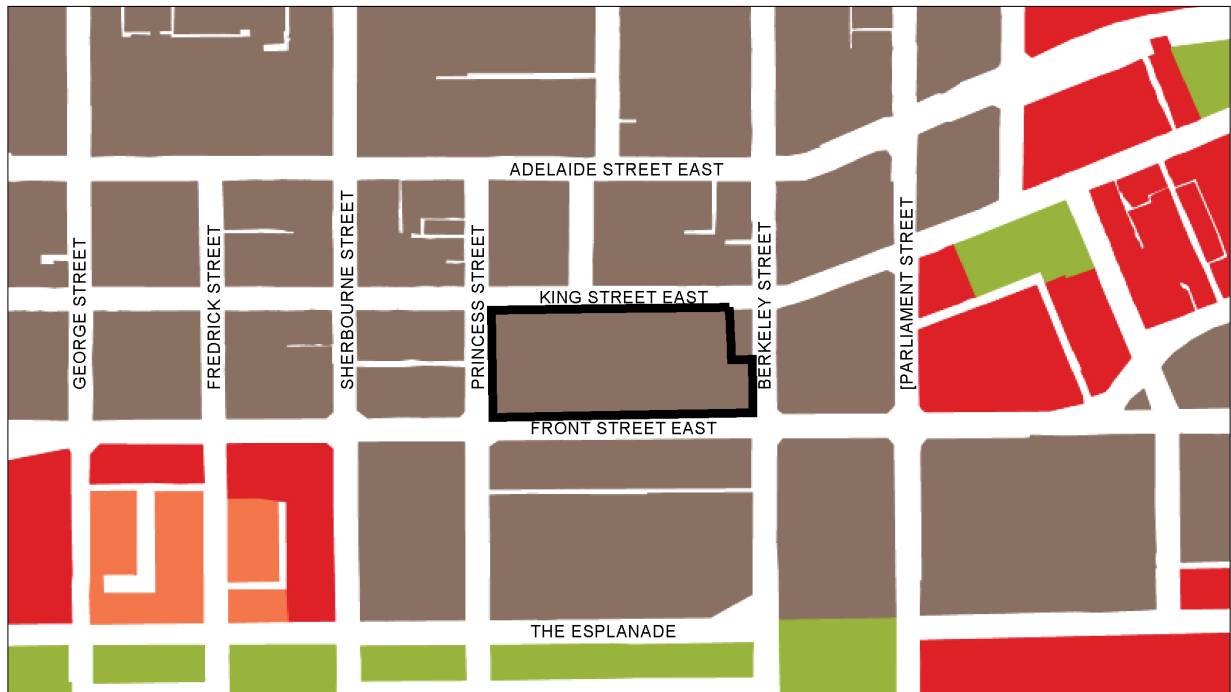
Parking and Loading

Parking Spaces: 661 Bicycle Parking Spaces: 809 Loading Docks: 9

CONTACT:

Kevin Friedrich, Project Officer
 (416) 338-5740
 Kevin.Friedrich@toronto.ca

Attachment 3: Official Plan Land Use Map



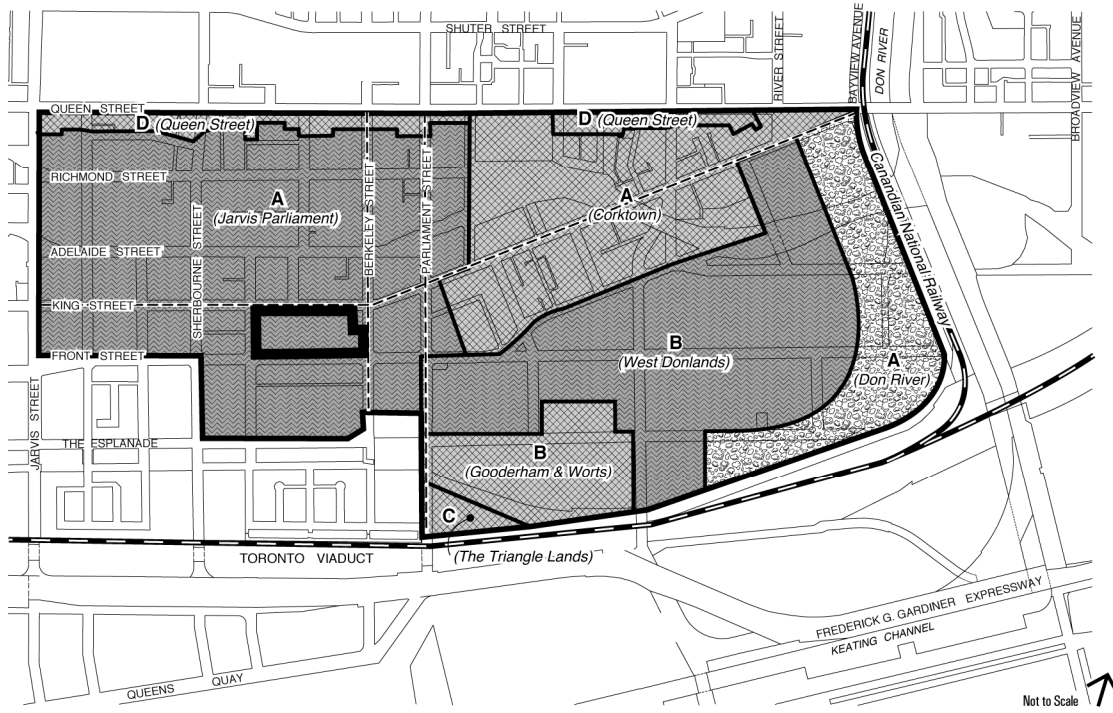
333-351 King St E & 200 Front St E

Official Plan Land Use Map #18

File # 196225 STE 28 OZ



Attachment 4: King-Parliament Secondary Plan Land Use Map



King-Parliament Secondary Plan
MAP 15-1 Land Use Plan

- Secondary Plan Boundary
- Special Streets
- Mixed Use Areas
- Regeneration Areas
- Parks and Open Space Areas

June 2006

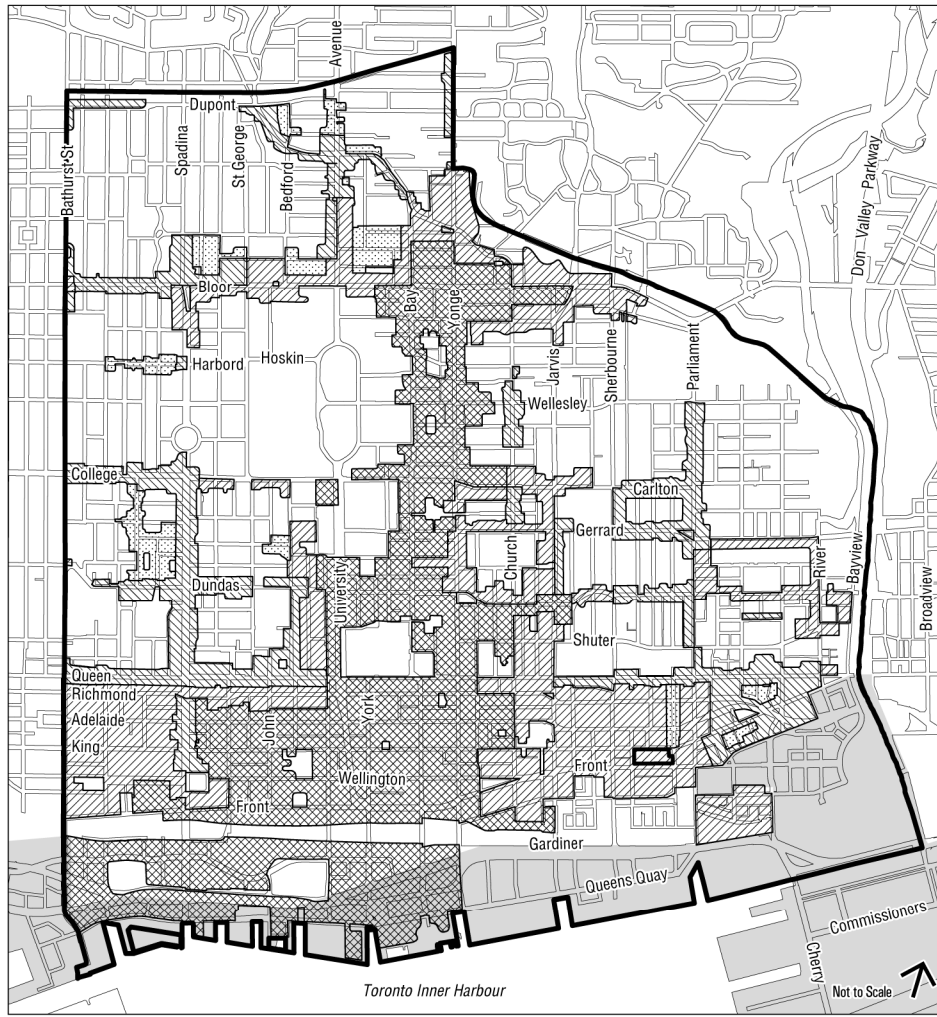
King-Parliament - Map 15-1 Land Use Plan

333-351 King Street East







Location of Application

File # 18 196225 STE 28 0Z

Attachment 5: Downtown Plan Land Use Map



Downtown Plan
MAP 41-3 Mixed Use Areas

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Mixed Use Areas 1 - Growth
-  Mixed Use Areas 2 - Intermediate
-  Mixed Use Areas 3 - Main Street
-  Mixed Use Areas 4 - Local

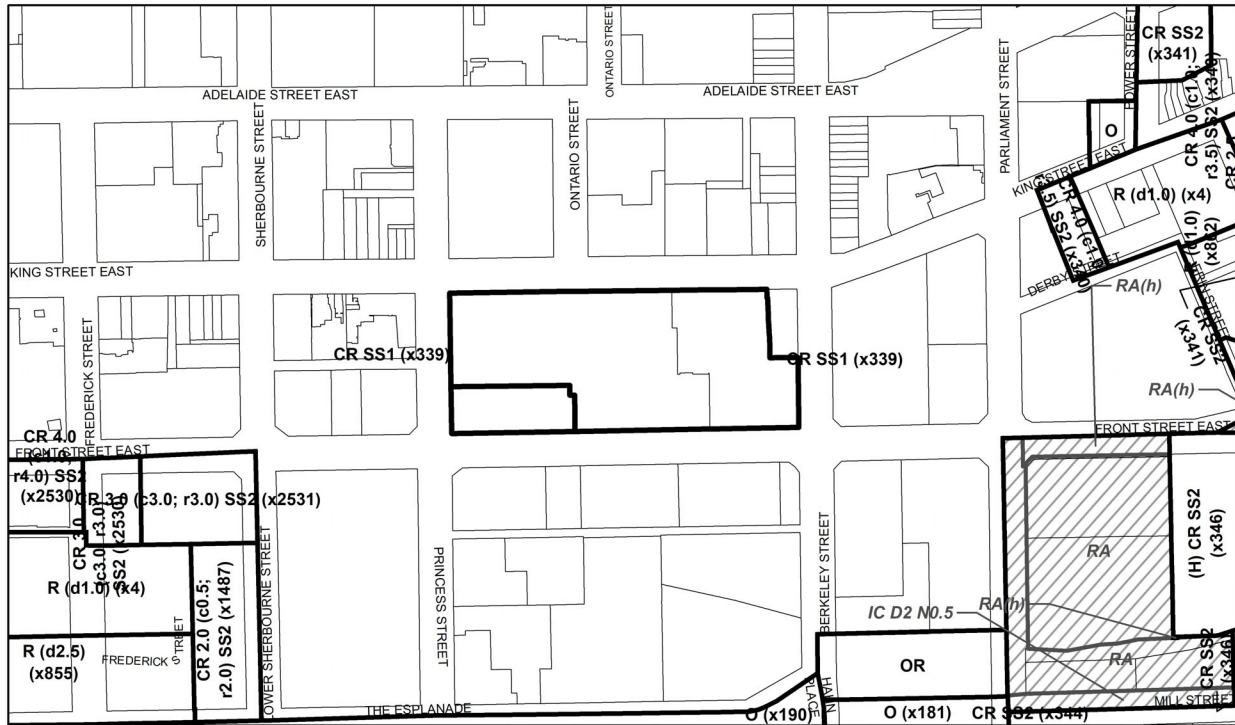
Downtown Plan - Map 41-3 Mixed Use Areas

333-351 King Street East

 Location of Application

File # 18 196225 STE 28 0Z

Attachment 6: Existing Zoning By-law Map



Zoning By-law 569-2013

333-351 King St E & 200 Front St E

File # 18 196225 STE 28 0Z

Location of Application

R Residential
 CR Commercial Residential
 O Open Space
 OR Open Space Recreation

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

RA Mixed-Use District
 IC Industrial District



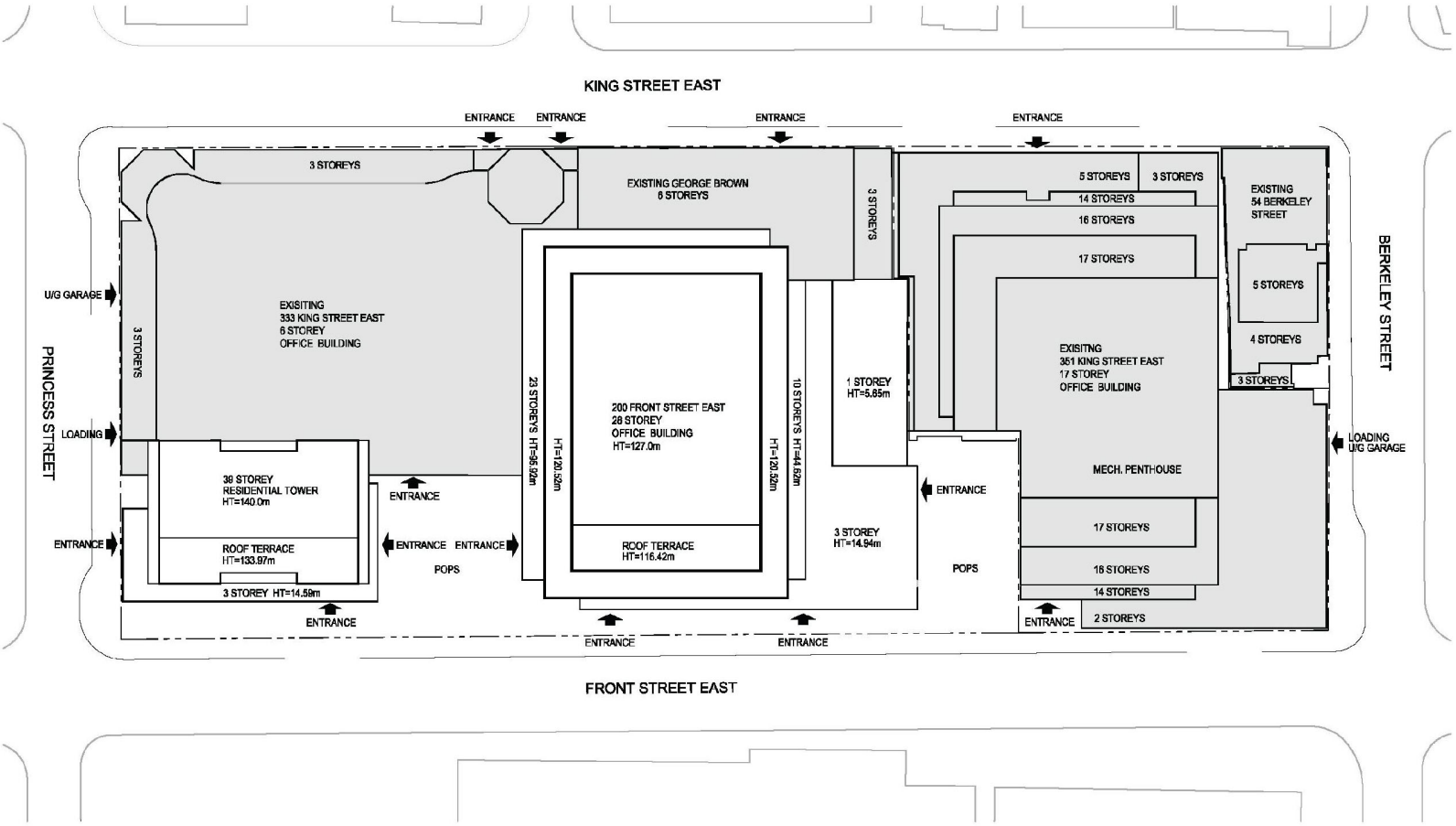
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Attachment 7: Draft Zoning By-law Amendment 569-2013

To be available at the June 29-30, 2022 Toronto and East York Community Council Meeting

Attachment 8: Front Street East Final Layout Plan

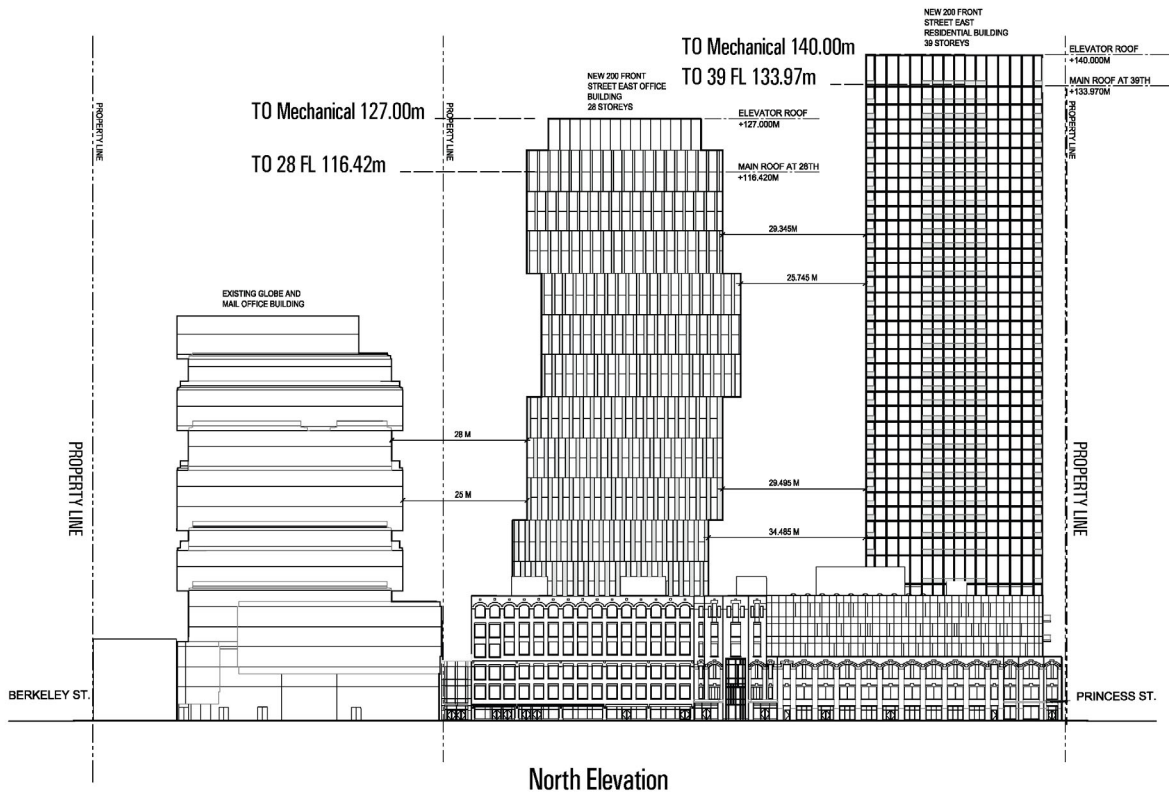
To be available at the June 29-30, 2022 Toronto and East York Community Council Meeting



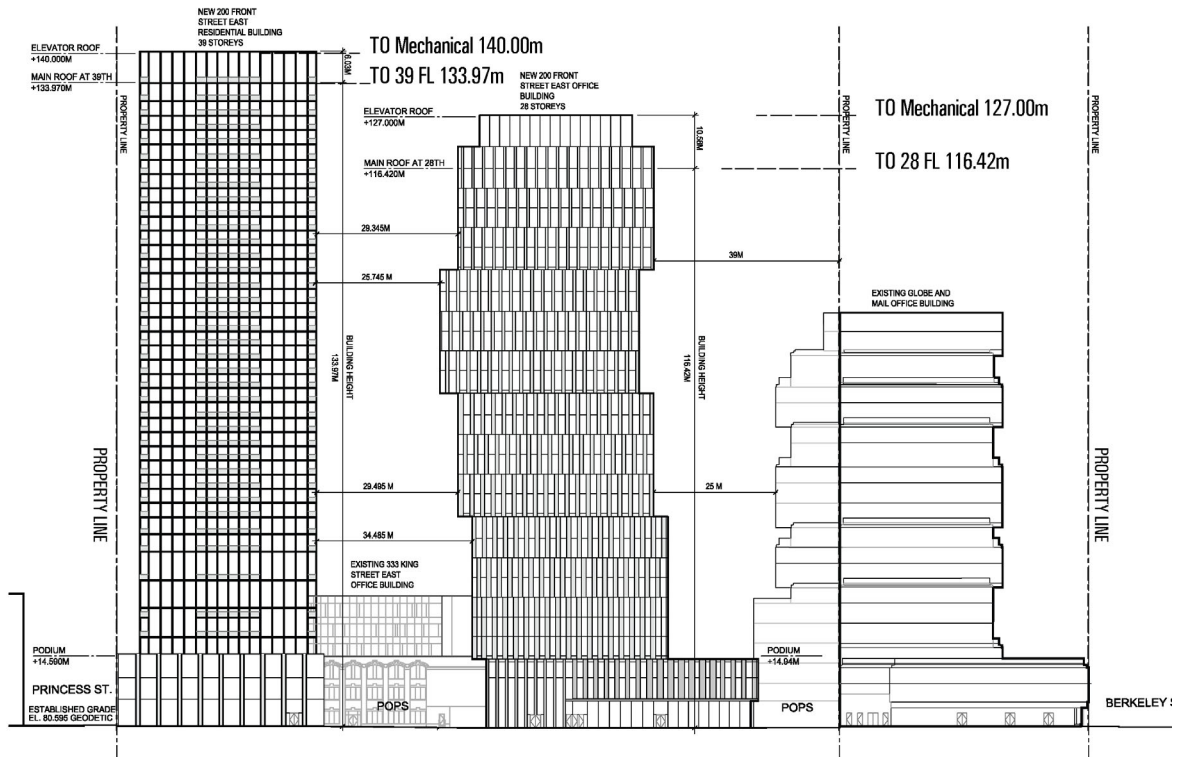
Site Plan



Attachment 10: North Elevation

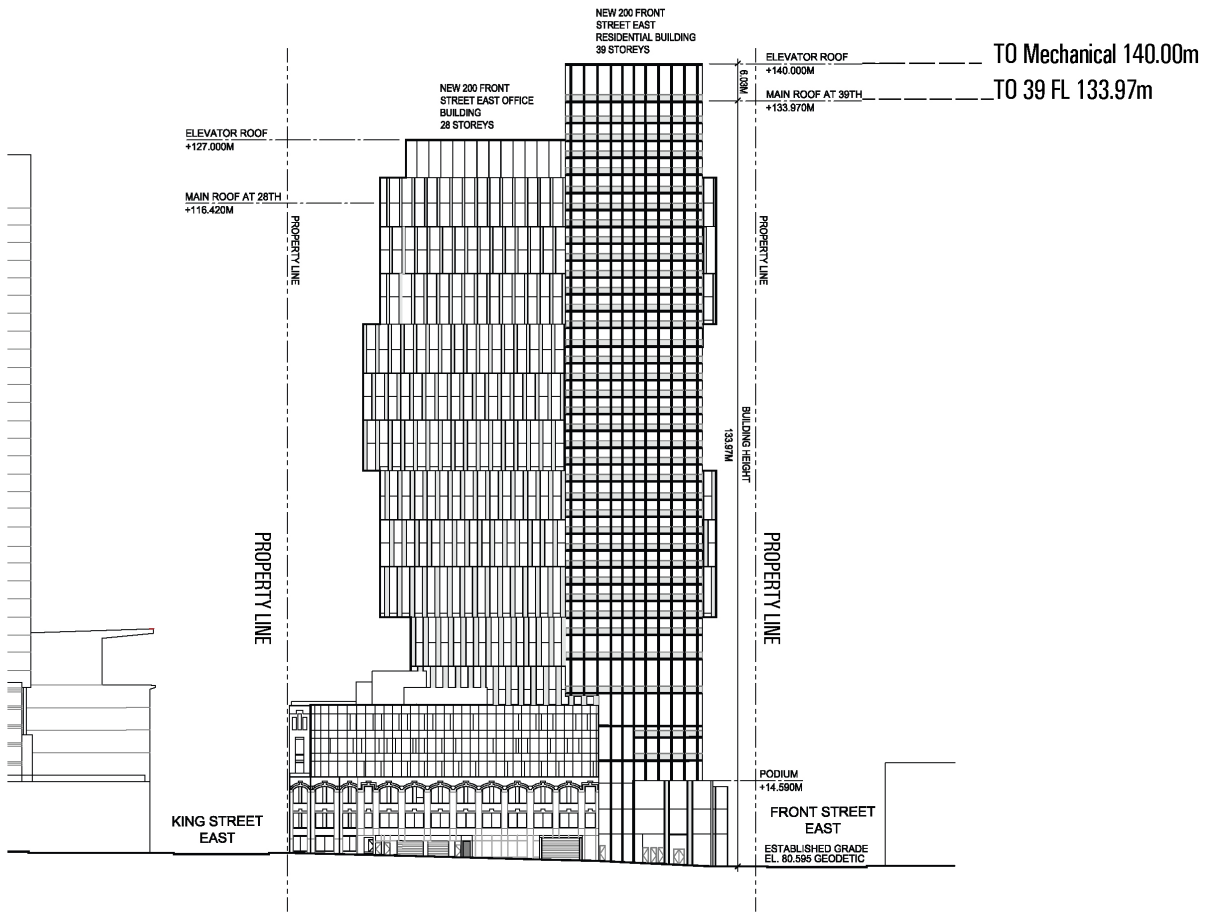


Attachment 11: South Elevation



South Elevation

Attachment 12: West Elevation



West Elevation

Attachment 13: East Elevation

