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 BOUSFIELDS INC.



**PLANNING
& URBAN
DESIGN
RATIONALE**

**465-471 RICHMOND
STREET WEST AND
38 CAMDEN STREET
CITY OF TORONTO**

**PREPARED FOR:
MANGA HOTELS
(RICHMOND) INC.**





Job Number - 18123

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[1.01]

INTRODUCTION



Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Manga Hotels (Richmond) Inc. to amend City of Toronto Zoning By-law 438-86, as amended, and the new City-wide Zoning By-law 569-2013 with respect to an 1,334 square metre (14,362 square foot) site located along the south side of Richmond Street West and north side of Camden Street, between Brant Street and Spadina Avenue. The site is municipally known as 465-471 Richmond Street West and 38 Camden Street (see Figure 1, Location Map).

The rezoning would permit the redevelopment of the site with two hotel buildings connected at grade with a shared lobby; one at 17 storeys with a height of 51.2 metres and the other at 15 storeys with a height of 44.2 metres. The proposal would have a total gross floor area of 14,177 square metres (152,600 square feet square feet) and would contain 375 hotel rooms.

This report concludes that the requested rezoning is in keeping with the planning and urban design policy framework established in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the King-Spadina Secondary Plan all of which support intensification within built-up urban areas, particularly in locations such as the subject site which are well served by municipal infrastructure, including public transit. Particularly, the proposal is supportive of existing and emerging Official Plan objectives which have identified the subject site as a suitable location for intensification.

From a land use perspective, the proposed development is supportive of numerous policy directions that support intensification and infill development on underutilized sites within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, including public transit. In this respect, the subject site is located in the Downtown, which has been identified as an Urban Growth Centre in the Growth Plan, and has convenient access to the Queen, King and Spadina streetcar lines (the site built within a 300 metre radius of all three lines).

From a built form and urban design perspective, the proposal will be a distinctive and high-quality addition to the King-Spadina neighbourhood. The proposed building height and massing will fit harmoniously within the existing and planned downtown built form context along Richmond Street West and Camden Street and more broadly within the Downtown. The proposed building design conforms with the built form and massing policies of the Official Plan and expresses appropriate regard for and maintains the intent of the applicable guidelines.

The proposed hotels, a use which is permitted as-of-right under the existing zoning, will complement the recent residential developments in the neighbourhood, will provide an important source of employment in King-Spadina, and will enhance the amenities currently available in the area.

In our opinion, the existing zoning provisions applying to the site do not optimize the use of the land and infrastructure and are therefore not consistent with the Provincial Policy Statement and do not conform with the Growth Plan for the Greater Golden Horseshoe. It is our opinion that the proposed development represents good planning and urban design, and, accordingly, recommend that the rezoning application be approved.

[2.01]

S I T E &
S U R R O U N D I N G S

2.1 Site

The subject site is situated within the King-Spadina area of Downtown Toronto. It is located on the south side of Richmond Street West and North side of Camden Street, Between Spadina Avenue and Brant Street and is municipally known as 465-471 Richmond Street West and 38 Camden Street (see **Figure 2**).

The subject site is L-shaped, with a frontage of 31.8 metres along Richmond Street West and 18.25 metres along Camden Street. The resulting site area is 1,334 square metres. The site is bounded by Richmond Street West to the north, the side lot lines of abutting properties to the east and west, and Camden Street to the south.

The parcel at 475 Richmond Street West is greatly occupied by a surface parking lot, which accommodates approximately 22 vehicular parking spaces. The parcel at 471 Richmond Street West is currently occupied by a 2-storey brick building containing commercial uses located on the westerly portion of the site. The parcel at 38 Camden Street is currently occupied by 2.5 storey red brick commercial building constructed in 1950. The property is identified as 'contributing'



Surface Parking Lot at 465 Richmond Street West and partial east elevation of the building at 471 Richmond Street West



38 Camden Street



Figure 2 - Aerial Photo



Adjacent heritage property at 457 Richmond Street West



Adjacent heritage property at 460 Richmond Street West; source: ERA Architects



16-Storey Condominium Building at 438 Richmond Street West

in the King-Spadina Heritage Conservation District (HCD) Plan, which is implemented by By-law 1111-2017. Although By-law 1111-2017 was approved by Council on October 2, 2017, it was subsequently appealed to the Local Planning Appeal Tribunal (LPAT) and is therefore not in full force and effect. The property was also listed on the City's Heritage Register on December 5, 2017, as part of the batch listing for the King-Spadina HCD.

There is one curb cut along the Richmond Street frontage and one along the Camden Street frontage. There are no street trees located within the boulevard or on the site.

2.2 King-Spadina Area

King-Spadina is one of "The Kings" neighbourhoods that flank the Financial District to its east and west. Formerly industrial districts, these areas have evolved into vibrant mixed-use areas containing a mix of residential, office, media and entertainment uses. King-Spadina is bounded by Queen Street West to the north, Bathurst Street to the west, Front Street West to the south and John Street (south of King Street West) and Simcoe Street (north of King Street West) to the east. To the immediate east of King-Spadina is the Financial District, which extends as far west as Simcoe Street.



Existing 17-Storey Condominium Building at 435 Richmond Street West

Since the adoption of the King-Spadina Part II Plan in 1996, which provided a flexible planning framework with no density limitations and limited use restrictions, the King-Spadina area has experienced significant investment and redevelopment both east and west of Spadina Avenue. While much of the new development east of Spadina Avenue has consisted of tall buildings over 30 storeys in height, reflecting its proximity to the Financial District and higher-order transit,

new and approved development west of Spadina has generally ranged in height up to 20 storeys. Through infill and redevelopment, as well as adaptive reuse of existing buildings, this area is forming its own distinct character as a truly mixed-use, transit-oriented community.

The following table provides a list of recent development approvals and proposals in the King-Spadina area, west of Spadina Avenue:

Address	Building/Proposal	Status
Lofts 399 (399 Adelaide Street West)	10-storey (34.6m) residential building	Built
Quad Lofts Phase 1 (19 Brant Street)	9-storey (35.0m) residential building	Built
Quad Lofts Phase 2 (23 Brant Street)	11-storey (41.5m) residential building	Built
478 King Street West (Victory Condos)	12-storey (41.0m) mixed- use building	Built
425 Adelaide Street West (Adelaide Brant Centre)	10-storey (42.5m) office building	Built
426-444 Adelaide Street West (Brant Park)	11-storey (35.6m) mixed-use building	Built
445 Adelaide Street West	10-storey (29.6m) residential building	Approved
445-451 Adelaide Street West	11-storey (40.5m) office building	Proposed *Appealed to LPAT
455 Adelaide Street West/10 Morrison Street (Fashion District Lofts)	10-storey (32.8m- does not include Mechanical Penthouse) residential building	Built
502 Adelaide Street West	14-storey (45.0m) mixed use building	Proposed
544 King Street West/1-7 Morrison Street	12-storey (51.85m) mixed-use building	Proposed
582-590 King Street West, 471- 473 Adelaide Street West and 115 Portland Street	12-storey and 6-storey (56.45m and 30.45m) commercial building	Proposed *Appealed to LPAT
560-572 King Street West/ 457 Adelaide Street West (Fashion House)	12-storey and 11-storey (40.1m and 35.7m) mixed-use building	Built
497-505 Richmond Street West (Waterworks Building Redevelopment)	13-storey (53.6m) mixed-use building	Under Construction
520 Richmond Street West (Rush Condos)	15-storey (45.0m) mixed-use building	Approved
525 Richmond Street West	9-storey (29.6m) residential building	Built
533 Richmond Street West (Five Nine on Richmond)	10-storey (28.7m) residential building	Built
543 Richmond Street West	15-storey (49.3m) mixed-use building	Approved
555 Richmond Street West	12-storey (49.9m) office building	Built
523-525A Adelaide Street West	17-storey (55.6m) mixed-use building	Built
103-111 Bathurst Street	17-storey (55.6m) mixed-use building	Built
650 King Street West	15-storey/10-storey (54.6m/35.6m) residential building	Built

Address	Building/Proposal	Status
621 King Street West (Thompson Residences)	15-storey/11-storey (53.5m/39.8m) mixed- use building	Built
550 Wellington Street West/55 Stewart Street (Thompson Hotel and Residences)	15/12/10-storey (53.0m/36.0m/29.6m) mixed-use building	Built
578-580 Front Street West/25- 27 Bathurst Street (Minto Westside)	20/18-storey (69.0m and 63.0m) mixed- use building	Under construction
647, 663-665 King Street West, 69-73 Bathurst Street and 58-60 Stewart Street	17-storey (62.5m) mixed-use building	Proposed *Appealed to LPAT
50 Portland Street (Fifty on the Park)	10-storey (28.7m) residential building	Built
66 Portland Street	9-storey (30.0m) residential building	Built
32 Stewart Street	8-storey (30.0m) residential building	Built
20 Stewart Street	9-storey (30.0m) residential building	Built
75 Portland Street	11-storey (32.0m) residential building	Built
67 Portland Street	8-storey (30.9m) residential building	Approved
508 Wellington Street West (Downtown Condos)	11-storey (35.7m) residential building	Built
500 Wellington Street West	10-storey (35.5m) residential building	Built
400 Wellington Street West	12-storey (37.8m) mixed-use building	Built
422-424 Wellington Street West	17-storey (58.9m) mixed-use building	Proposed *Appealed to LPAT
482-488 Wellington Street West	16-storey (72.55m) mixed-use building	Proposed *Appealed to LPAT
504 Wellington Street West	15-storey (68.76m) mixed-use building (office)	Proposed *Appealed to LPAT
485-489 Wellington Street West	15-storey (54.14 m) mixed-use building	Proposed *Appealed to LPAT
156 Portland Street	7-storey (29.6 m) mixed-use building	Built
149-157 Bathurst Street	16-storey (50.8m) mixed-use building	Proposed *Appealed to LPAT
485-539 King Street West	16-storey (57.5m) mixed-use building	Proposed *Appealed to LPAT
135-143 Portland Street	15-storey (52.7m) mixed-use building	Proposed *Appealed to LPAT
495-517 Wellington Street West and 510-532 Front Street (Portland Commons)	15-storey/10 storey (72.0m/45.0m) mixed used building	Approved (See City Council Decision - July 23, 2018)

2.3 Surroundings

The subject site is located in the West Precinct of the King-Spadina area, which is bounded by Queen Street to the north, Bathurst Street to the west, Front Street to the south and Spadina Avenue to the east. The character of the West Precinct generally consists of a mix of row houses from the late 1800s and low-rise and mid-rise industrial and warehouse style buildings from the early 1900s, most of which have been converted to commercial office and retail use. There are interspersed with newly constructed residential buildings and purpose-built office buildings generally ranging in height between 8 and 17 storeys.

The newer buildings within the subject area have typically been built on vacant or under-utilized lots, using varied materials and architectural styles. The area is seen as a desirable location for new infill development given its proximity to the Entertainment and Financial Districts. Businesses locating in the area are often in creative and design related fields. Residential developments include smaller "boutique"-style buildings as well as larger developments that occupy sizeable portions of city blocks. The area continues to evolve, with new larger development proposals identified in Section 2.3 below.

As noted, the site is in proximity to the Entertainment District, which contains a number of theatres, bars, restaurants and nightclubs within walking distance of the site. The built form and mixed use character of the area also has convenient access to frequent streetcar service along Spadina Avenue, Queen Street West and King Street West and is within walking distance of the Financial District.

The following provides a summary of the surrounding uses relative to the subject site.

To the immediate east of the subject site is a 2½-storey building, located along the westerly lot line (adjacent to the subject site) containing commercial uses and a surface parking lot (451-457 Richmond Street West). The site is currently the subject of an active rezoning application to permit the redevelopment of the site with a 19-storey mixed-use building having a height of 57 metres. It is proposed that the building will contain 97 square metres of retail uses on the ground floor, 139 residential units, and a residential gross floor area of 9,733 square metres. The proposal is currently under appeal.

Farther east is Fabrik Condos (435 Richmond Street West), a recently constructed mixed-use building with an overall height of 17-storeys. The building steps down to 14- and 12-storeys adjacent to the site at 451-457 Richmond Street West, described above.

Further east, at the southwest corner of Richmond Street West and Spadina Avenue, is a 2-storey commercial building which fronts Richmond Street West, and an 8-storey office building which fronts Spadina Avenue (126-140 Spadina Avenue and 423-425 Richmond Street West). At the northwest corner of Richmond Street West and Spadina Avenue, is a 16-storey residential/mixed-use building, commonly referred to as 'The Morgan' (438 Richmond Street West). The building fronts both the north side of Richmond Street West and the west side of Spadina Avenue.

To the immediate north of the subject site, on the north side of the Richmond Street West right-of-way, is a 7-storey commercial building (460 Richmond Street West), a public laneway which extends north to Queen Street West ("McDougall Lane") and a row of 2½-storey row houses (474-478 Richmond Street West). To the west of the row houses at 474-478 Richmond Street West is a 6-storey residential condominium development at 500 Richmond Street West. That building extends west to Augusta Avenue.

To the east of the building at 470 Richmond Street West is currently a 3-storey building located at 452-458 Richmond Street West which is partially being used as a sales centre. The site is the subject of an OMB approved rezoning application to permit the redevelopment of the site with a 17-storey mixed-use building (known as 'The James'). To the east of 'The James' is a surface parking area (450 Richmond Street West). A rezoning application was submitted in July of 2017 to permit the redevelopment of the site with a 19-storey mixed-use building, comprised of a 7-storey tower atop a 12-storey podium. The application is currently under review.

Along Camden Street, to the east is the 11-storey 'Thirty Two Camden Lofts' (32 Camden Street). Farther east is a 3½ storey office building (20 Camden Street), a 2-storey office building (18 Camden Street) and two 2½ storey office buildings (8 and 12 Camden Street).

To the immediate west of the subject site is the 12-storey Soho Lofts Starwood Centre (477 Richmond Street West). The building was formerly

occupied by commercial and office uses and is now comprised of a mix of condo and commercial space. To the West along Camden Street is a 9 storey residential building (40-42 Camden Street known as "Zen Lofts") that has rear windows and balconies facing the subject site. The building at 40-42 Camden Street is also partially located behind the Soho Lofts Starwood Centre, both of which are residential buildings, and are separated by a distance of approximately 1.6 metres.

To the west of the building at 40-42 Camden Street is an 8-storey residential building, commonly referred to as 'The Sylvia' (50 Camden Street).

Farther west, on the west side of Brant Street is the Waterworks Building at 497-511 Richmond Street West, which was built in 1932 and is designated under Part IV of the Ontario Heritage Act (By-law 1350-2013). A rezoning application was approved for the site to permit the "Waterworks"

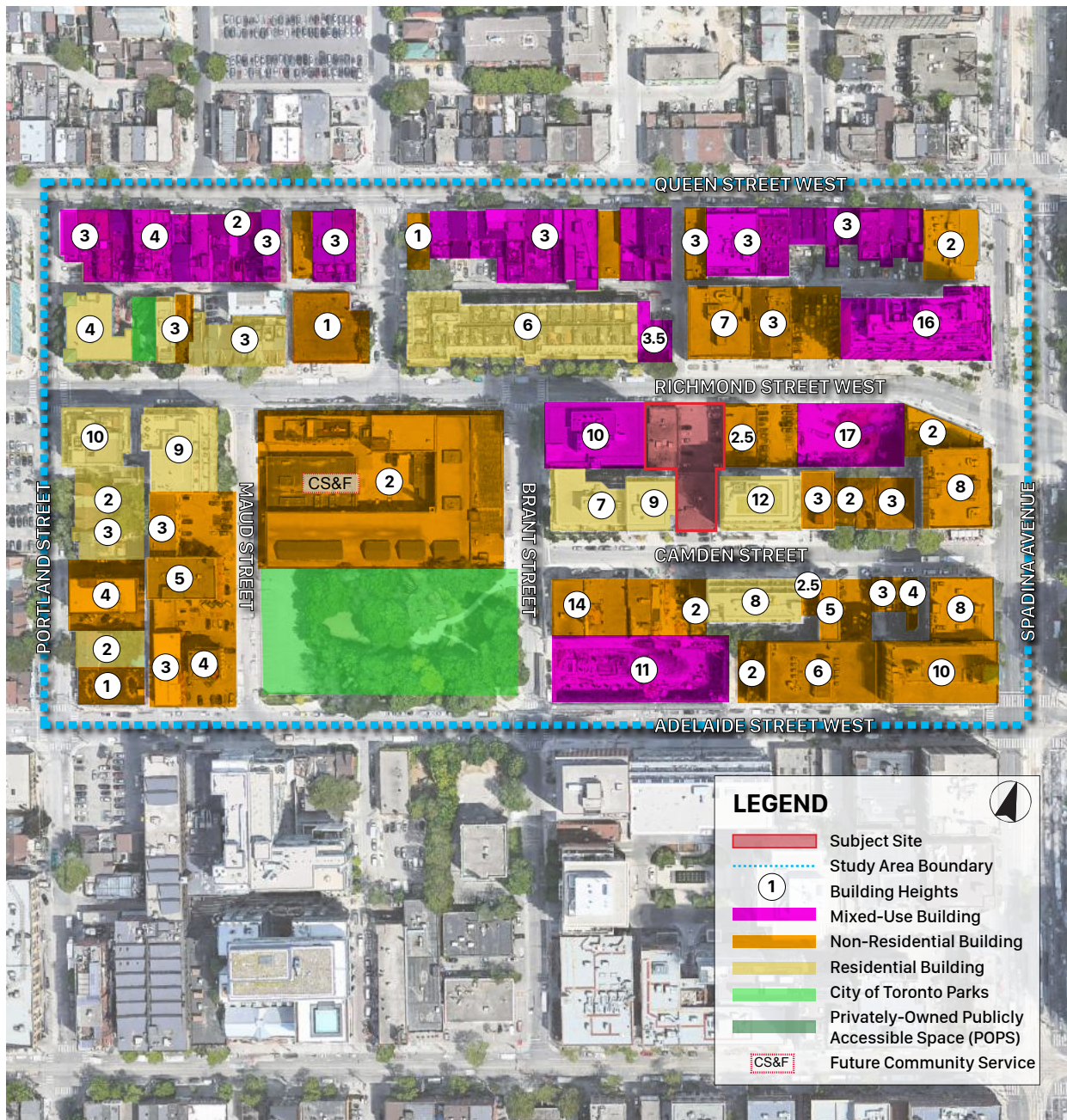


Figure 3 - Height Map

redevelopment, which comprises a 13-storey (53.5 metre) mixed-use building with a food hall at grade, a YMCA on the second and third floors, and residential uses above. To the south of the "Waterworks" is St. Andrew's Playground (450 Adelaide Street West).

To the south of the subject site are office/commercial buildings within the height range of 2-8 storeys. At the southeast corner of Brant Street and Camden Street intersection, a 14 storey hotel building is under construction. Further south along Adelaide Street are a mix of residential, commercial and office buildings in mid-rise form.

2.4 Transportation Network

Richmond Street West, Adelaide Street West, Spadina Avenue and Bathurst Street are each classified as Major Arterial streets in the City's Road Classification System, while Brant Street is classified as a Local street. Camden Street is not listed on the City's Road Classification of Streets List.

Richmond Street West is a one-way, westbound street with a dedicated bicycle lane along the north side of the street. Pedestrian sidewalks are provided on both sides of the street. On-street parking is generally permitted during non-rush hours. Spadina Avenue is a two-way street with a dedicated streetcar (LRT) route in the median and provides access to the Gardiner Expressway. Brant Street is a two-way Local Road with a two-lane cross section. Sidewalks are provided on both sides of the street. Camden Street runs in an east-west direction between Spadina Avenue to the east and Brant Street to the west and has a right-of-way width of 20.0 metres. Sidewalks are provided on both sides of the street and street parking is generally on the north side of the street during non-rush hours.

From a transit perspective, the subject site has excellent access to transit services. The site is located approximately 1.3 kilometres (approximately a 15-minute walk) west of the St. Andrew subway station and 1.0 kilometres (approximately a 13-minute walk) west of the Osgoode subway station on Yonge-University subway line (Line 1). Other transit routes serving the site include the following:

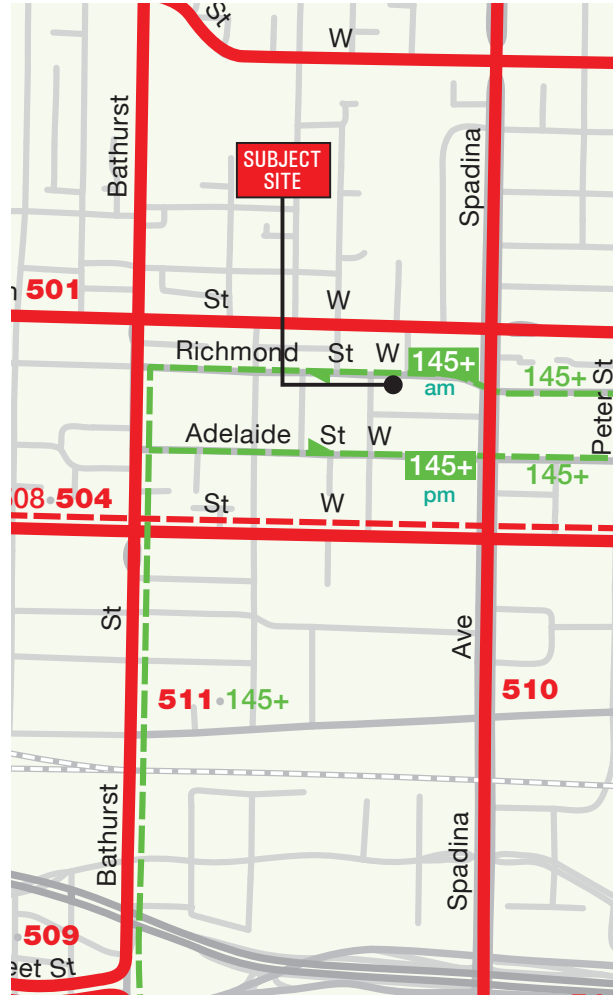


Figure 4 - TTC Transit Map

Route Corridor	
510 Spadina (streetcar)	Spadina Avenue from Union Station to Spadina Station
501 Queen (streetcar)	Queen Street
504 King (streetcar)	King Street
508 Lake Shore (streetcar)	King Street / Lake Shore Boulevard
511 Bathurst (streetcar)	Bathurst Street

[3.0]

P R O P O S A L

3.1 Description of Proposal

The proposed development is comprised of one 17-storey and one 15-storey hotel buildings of contemporary architectural design connected a common 2-storey podium. A total gross floor area of 14,177 square metres (152,600 square feet) is proposed resulting in a density of 10.6 times the area of the lot. The hotel will have a total of 375 hotel suites, along with a fitness room, bar, meeting rooms and lounge area for hotel patrons. A 3-level underground parking garage is proposed, containing 53 vehicular parking spaces and 21 bicycle parking spaces.

The proposed overall height for the building fronting onto Richmond Street is 51.2 metres (to the top of the 17th floor), and the overall height for the building fronting onto Camden Street is 44.25 metres (to the top of the 15th storey). The proposed building heights are in keeping with the heights of existing and approved buildings in the surrounding area.

At the ground floor, each building has its own individual entrance to the hotel reception taken from the street that each fronts onto. Back-of-house activities occupy the southerly portion of the ground floor, in the Camden building and is shared between the two buildings. A shared internalized passenger pick-up and drop-off area is also proposed on the ground floor of 471 Richmond Street West as well as a loading/servicing area and two car elevators to provide access to the below-grade parking garage. All parking and loading functions will be shared between the two hotels and screened from the public frontage (see Figure 4, Site Plan). All parking functions will be undertaken by a valet parking service. In 471 Richmond Street West, the three below-grade levels will include laundry, linen storage rooms, and change rooms on Level P3, a housekeeping office, fitness room and mechanical rooms on Level P2, and mechanical rooms on Level P1. For 38 Camden Street, the laundry, linen storage room, change room, housekeeping, fitness, and mechanical will be located at Level P1.

At grade, the building will be set back 0.28 metres from the Richmond Street lot line, and 0.0 metres from the Camden Street lot line, generally in line with the existing buildings to the west (477 Richmond Street West and 40-42 Camden Street) and east (451-457 Richmond Street West, 32 Camden Street). Grade related uses at 471 Richmond Street West include a restaurant, washroom, café/bar, and reception area. Grade related uses at 38 Camden Street include a separate reception area, washroom, lobby bar and back of house space.

A mezzanine level will be located above the ground floor. At 471 Richmond Street West, the mezzanine level will contain office space, meeting rooms and a Galleria. At 38 Camden Street, the mezzanine level includes a restaurant with a skylight to maximize daylighting in the centralized areas. The ground and mezzanine floors will have a height of 3.6 and 3.4 metres, respectively. The ground and mezzanine levels will include transparent window treatments along Richmond Street West and Camden Street in order to enhance visibility into and out of the building.

Above the ground floor, Floors 2-17 are setback approximately 2.46 metres from the north lot line and 2.0 metres from the south lot line. An additional setback of 5.5 metres is provided at the rear of 471 Richmond Street West, adjacent to the condominium building at 477 Richmond Street West to the west. The two buildings have a 11-metre separation above the ground floor. The east and west elevations are constructed to the east and west lot lines, respectively. In the building along Richmond Street West, floors 2-16 will each contain sixteen rooms. The 17th floor will contain a bar, kitchen, and terraces on the northerly portion with the mechanical rooms located to the south. In the building along Camden Street, floors 2-15 will each contain 10 rooms. The proposal will have a total number of 375 hotel rooms.

The building will be well designed and will use high quality materials, in terms of materiality. The building's skin will primarily consist of porcelain panels in addition to glass fins supporting glass and spandrel panels. There will some masonry, but this will be restricted to the first floor of the rear facade.

ACCESS, PARKING AND LOADING

An internalized loading/servicing area and two car elevators, leading to a 3-level below-grade parking garage for 471 Richmond Street West and a 2-level below-grade parking garage for 38 Camden Street, will be located at the easterly portion of the site, and accessed from an overhead door along Richmond Street West.

The proposed development will provide for a total of 53 parking spaces and 21 bicycle parking spaces (including 7 "short-term" and 2 "long-term") within the underground garage. There will be 9 vehicular parking spaces each on Levels P1, P2 and P3. All bicycle parking is located on Level P1. The proposed development will provide a shared Type "B"/Type "C" loading space on the ground floor within the internalized loading area.

3.2 Key Statistics

Site Area	1,334.36 square metres
Total Non-Residential Gross Floor Area	14,177.0 square metres
Hotel Suites	375
Density	10.6
Height	51.2 metres (Along Richmond Street West) 44.2 metres (Along Camden Street)
Vehicular Parking	53
Total Bicycle Parking	21
Long-Term	2
Short-Term	7
Loading	Type B (shared with Type C)

3.3 Required Approvals

The proposed development conforms with the City of Toronto Official Plan. It's proposed use is permitted by the applicable Regeneration Areas designation, as well as by the King-Spadina Secondary Plan. Accordingly, an Official Plan Amendment is not required.

Amendments to Zoning By-law 438-86, as amended, and the new City-wide Zoning By-law 569-2013 are required in order to increase the permitted height, as well as to revise other development regulations as necessary to accommodate the proposal.



Figure 5 - Rendering - Richmond Street View Elevation

[4.01]

P O L I C Y &
R E G U L A T O R Y
C O N T E X T

4.1 Overview

As set out below, the proposed redevelopment of the subject site is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, and specifically within the Downtown Toronto Urban Growth Centre.

4.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

Policy 1.1.1 provides that healthy, livable and safe communities are sustained by, among other matters, promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses to meet long-term needs.

Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 requires planning authorities to identify and promote opportunities for intensification and redevelopment, where this can be accommodated.

Taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to employment uses, Policy 1.3.1 provides that economic development and competitiveness will be promoted by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs and by encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by promoting opportunities for economic development and community investment-readiness, optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The Provincial Policy Statement includes policies regarding cultural heritage and archaeology in Section 2.6. Policy 2.6.1 provides that “significant built heritage resources and significant cultural heritage landscapes shall be conserved”, while Policy 2.6.3 provides that development adjacent to a protected heritage property shall not be permitted except where it has been demonstrated that “the heritage attributes of the protected heritage property will be conserved”. In this regard, the following definitions are important:

- “Adjacent” means, for the purposes of Policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.
- “Significant” means, in relation to cultural heritage and archaeology, resources that “have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people”.
- A “built heritage resource” is defined as “a building. . . that contributes to a property’s cultural heritage value or interest as identified by a community”. The definition goes on to provide that such resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/ or federal registers.
- “Conserved” means “identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act”. This may be achieved through the implementation of recommendations set out in a conservation plan or a heritage impact assessment. The definition specifically provides that “mitigative measures and/or alternative development approaches can be included in these plans and assessments”.
- “Heritage attributes” are defined as “the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest”.
- A “protected heritage property” is defined to include property designated under Parts IV, V or VI of the Ontario Heritage Act.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, in particular, the policies relating to the efficient use of land and infrastructure and the promotion of economic development.

4.3 Growth Plan (2019)

The Growth Plan was updated in May 2019 and came into effect on May 16, 2019, replacing the previous Growth Plan (2017). All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the Growth Plan (2019), subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Growth Plan policies have been strengthened as they apply to the integration of land use and infrastructure planning, and the importance of “optimizing” the use of the land supply and infrastructure. In this respect, the Growth Plan has been revised by adding more detail about the objectives of a “complete community” and requiring minimum density targets for major transit station areas along priority transit corridors and existing subways.

Similar to the PPS, the general framework in the Growth Plan 2019 seeks to reinforce the importance of integrating transportation and land use planning to achieve broader intensification objectives. As noted in the introductory text in Section 2.1:

“This Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes... The Growth Plan, 2006 identified 25 urban growth centres and this Plan continues to recognize those urban growth centres as regional focal points for accommodating population and employment growth. The continued revitalization of urban growth centres as meeting places, locations for

cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use transit-supportive communities is particularly important."

The introductory text goes on to provide as follows:

"This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting investments in these areas... It is important that we maximize the benefits of land use planning, as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

The subject site would be considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth area. The subject site is located within the Downtown Toronto "urban growth centre" and is located in proximity to Spadina Avenue, a major arterial road with frequent, "higher-order" transit service. The Growth Plan defines "frequent service" as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. In comparison, the streetcar routes running on King Street provide round-the-clock service, with a frequency of one streetcar every 3 minutes during peak hours. In turn, "higher order transit" is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. In this respect,

the subject site is located approximately 125 metres west of Spadina Avenue, which includes a dedicated streetcar (LRT) route.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with higher order transit being prioritized where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively by 2041. The recently released 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,731,571 (which would translate to an estimated population of 2,825,123, using the same undercount percentage as determined for the 2011 Census) is only 39.2% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and an attractive and vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards the achievement of low-carbon communities.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which will, among other things, encourage intensification generally to achieve the desired urban structure, identify the

appropriate type and scale of development and transition of built form to adjacent areas, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan provides that increased densities should be promoted in "major transit station areas" to support the viability of existing and planned transit service levels, and also includes policies that seek to focus growth in strategic growth areas to support the achievement of intensification targets and recognize them as a key focus for development. Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas such as this which are well serviced by transit.

The site is located in Toronto's Downtown core, which has been identified as an Urban Growth Centre in the Growth Plan. Strong policy support is expressed in the Official Plan for new housing in the Downtown, which is intended to minimize in-bound commuting and provide homes for Downtown workers. It also requires municipalities to identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development.

Policy 2.2.3(1) provides that urban growth centres will be planned to accommodate and support the transit network at the regional scale and to accommodate significant population and employment growth. In this regard, Policy 2.2.3(2) requires that each urban growth centre in the City of Toronto will be planned to achieve a minimum density target of 400 residents and jobs combined by 2031.

Policy 2.2.2(4) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, encourage intensification generally to achieve the desired urban structure, identify the appropriate type and scale of development and transition of built form to adjacent areas, identify

strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, and identify the appropriate type and scale of development and transition of built form to adjacent areas.

Policy 2.2.3(1) directs that urban growth centres will be planned to accommodate and support the transit network at the regional scale and to accommodate a significant population and employment growth. In this regard, Policy 2.2.3(2) requires that each urban growth centre in the City of Toronto will be planned to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031.

Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned "frequent transit" should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. "Frequent transit" is defined as a public transit service that runs every 15 minutes in both directions throughout the day and into the evening every day of the week. In this regard, the subject site is located within approximately 325 metres of the 504 King streetcar, with stops on either side of King Street West, and 150 metres of the 510 Spadina streetcar, with stops on either side of Spadina Avenue, both of which provide "frequent service".

Policy 2.2.5(1) directs that economic development and competitiveness in the Greater Golden Horseshoe will be promoted by, among other measures, ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan (2019) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning,

infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from lower density development to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and,
- offers multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposal conforms with the Growth Plan (2017) and, in particular, the policies encouraging growth and intensification in "urban growth centres".

4.4 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto (the "Plan") was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

GROWTH MANAGEMENT POLICIES

Chapter 2 (Shaping the City) outlines the City's growth management strategy. It recognizes that:

"Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City."

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

"The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors."

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include Centres, Avenues, Employment Districts and the Downtown and Central Waterfront, where transit services and other infrastructure are available. On Map 2, the site is identified as part of the *Downtown and the Central Waterfront* (see **Figure 6**, Urban Structure).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

"... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and

the Employment Districts. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres..." (Our emphasis).

Policy 2.2(2) provides that "growth will be directed to the Centres, Avenues, Employment Districts and the Downtown as shown on Map 2" and sets out a number of objectives that can be met by this strategy, including: using municipal land, infrastructure and services efficiently; concentrating jobs and people in areas well served by surface transit and rapid transit stations; promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; facilitating social interaction, public safety and cultural and economic activity; improving air quality and energy efficiency and reducing greenhouse gas emissions; and protecting neighbourhoods and green spaces from the effects of nearby development.

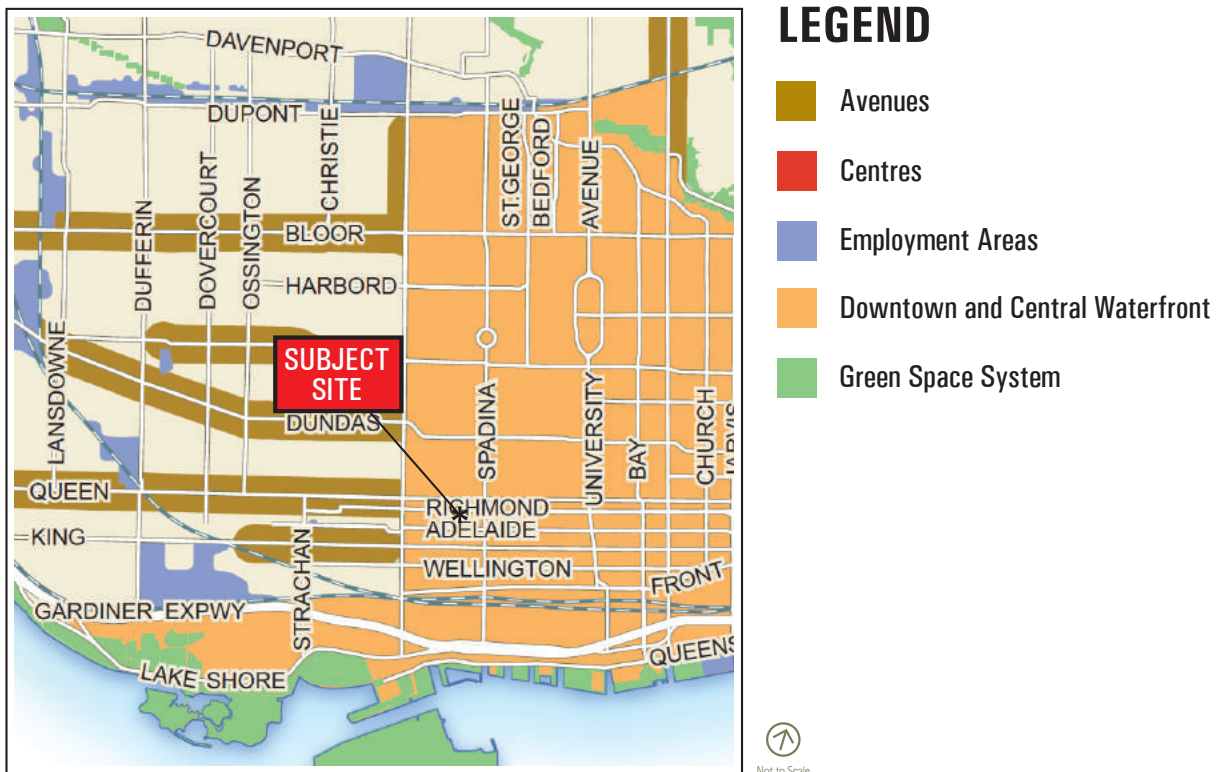


Figure 6 - Urban Structure Map

Under Section 2.2.1 ("Downtown: The Heart of Toronto"), the Plan recognizes that Downtown, with its dramatic skyline, is Toronto's image to the world and to itself. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities. Downtown is the most accessible business location in the GTA and the largest employment centre in the regional economy.

Policy 2.2.1(1) provides that "Downtown will continue to evolve as a healthy and attractive place to live and work as new development that supports the reurbanization strategy and the goals for Downtown is attracted to the area." In particular, the policies support development that builds upon the Downtown as the premier employment centre in the GTA.

Policy 2.2.1(5) provides that the architectural and cultural heritage of Downtown will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings. Policy 2.2.1(6) states that design guidelines specific to districts of historic or

distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

In addition, Section 2.4 "Bringing the City Together: A Progressive Agenda of Transportation Change" notes that:

"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City." In this regard, the Official Plan identifies Spadina Avenue, approximately 125 metres east of the subject site, on Map 4 – Higher Order Transit Corridors and on Map 5 – Surface Transit Priority Network (see Figure 7 and 8). In addition, the Official Plan identifies Queen Street West as a "Transit Priority Segment (Expansion Element)" on Map 5.

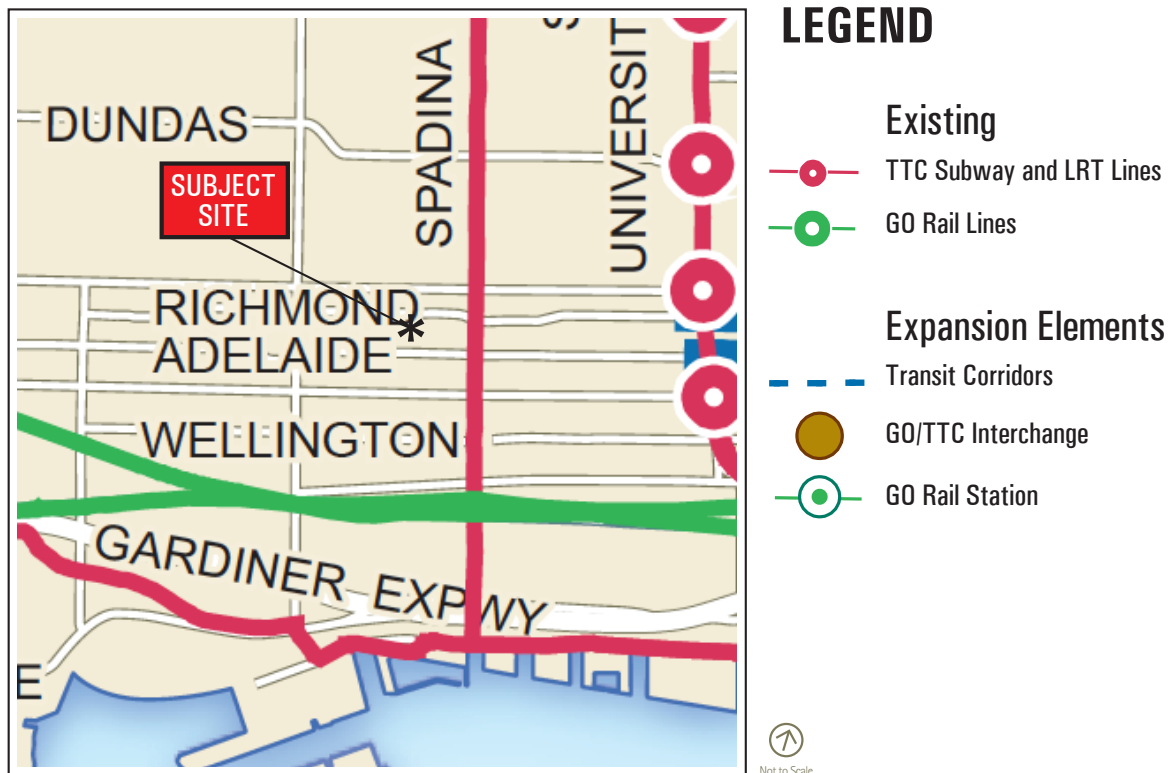


Figure 7 - Higher Order Transit Corridors

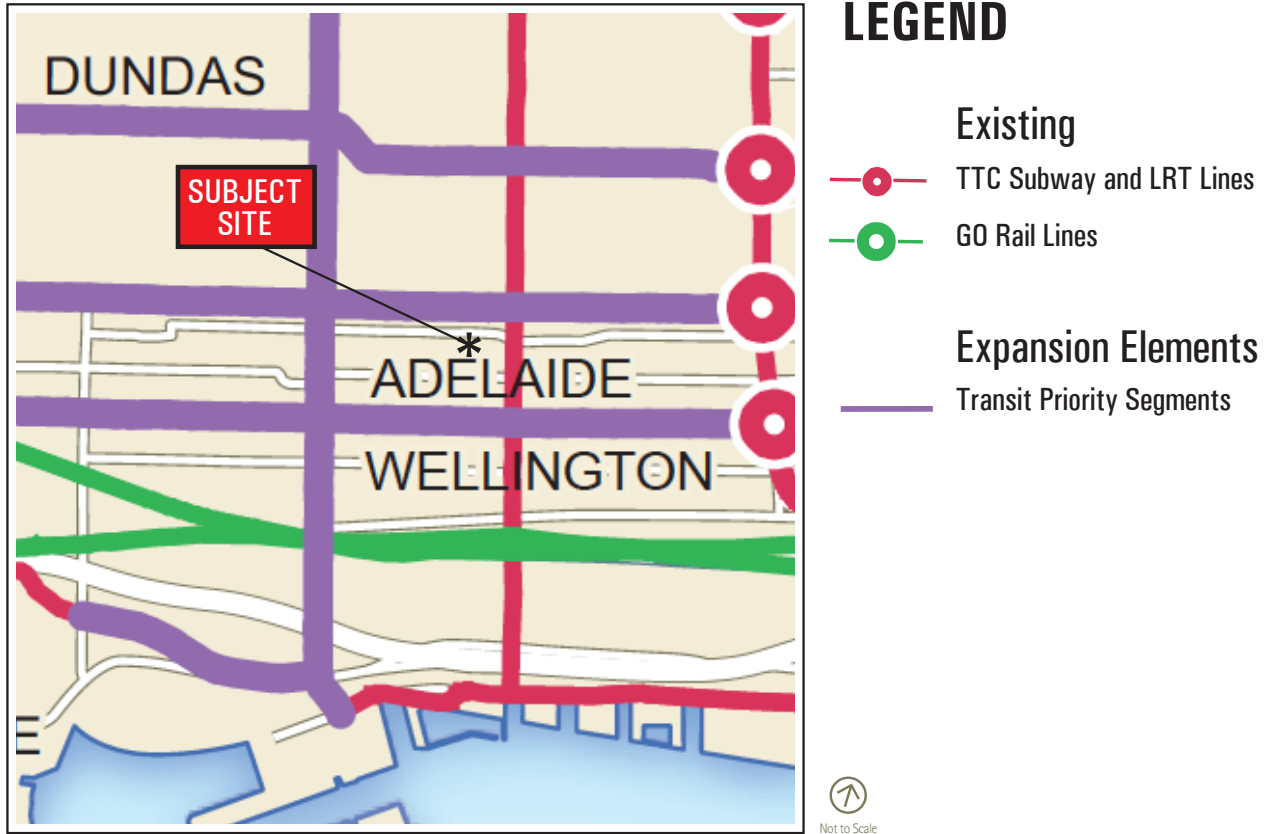


Figure 8 - Surface Transit Priority Network

Following therefrom, Policy 2.4(4) states as follows: *"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."*

Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

LAND USE POLICIES

The site is designated as *Regeneration Areas* on Map 18 (**Figure 9**, Land Use Plan). As set out in Section 4.7 of the Plan, these areas are intended to provide for a broad mix of commercial, residential, light industrial, institutional and live/work uses in an urban form in order to revitalize areas that are largely vacant or underused. As well, they are intended to create new jobs and homes that use existing infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities, as well as restoring, re-using and retaining existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures, through the use of incentives, and achieving streetscape improvements and the extension of the open space network.

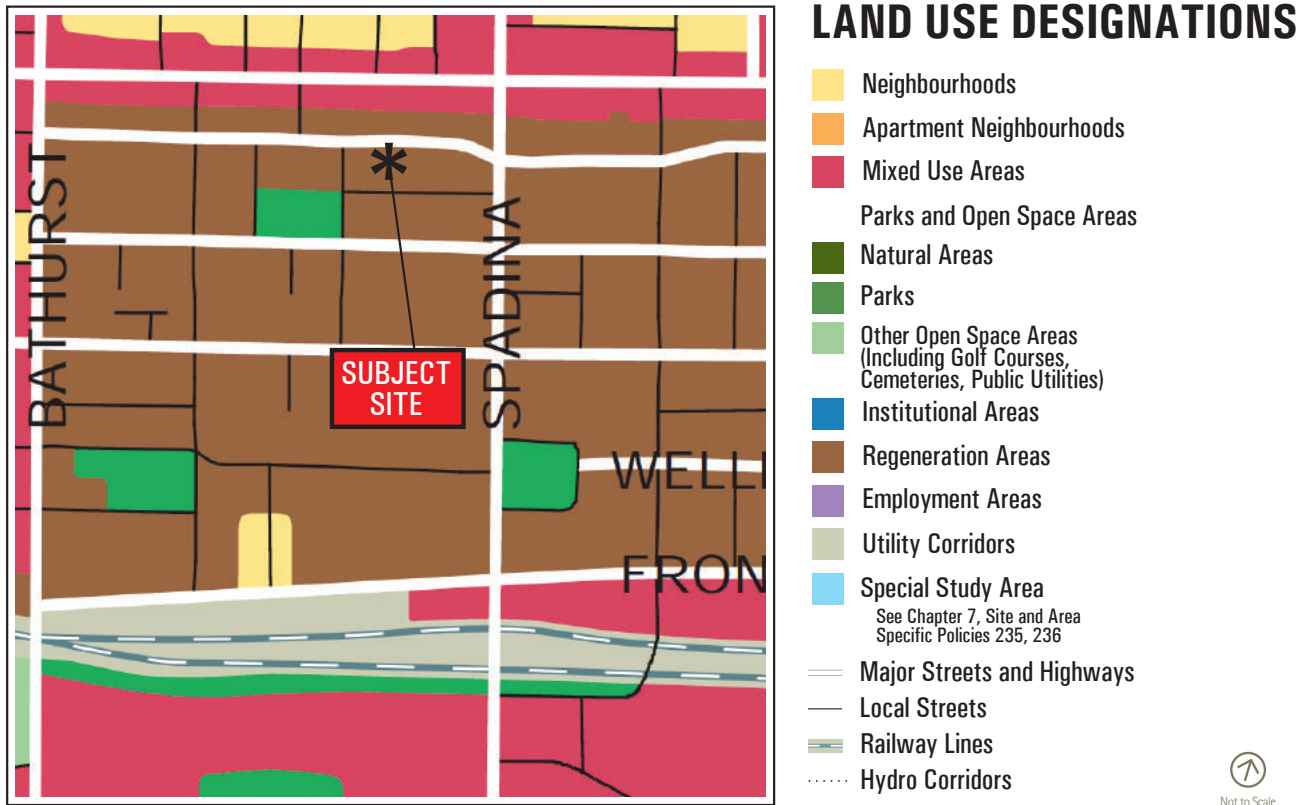


Figure 9 - Surface Transit Priority Network

Policy 4.7(2) provides that, for each Regeneration Area, a framework for new development will be set out in a Secondary Plan. The Secondary Plan will guide the revitalization of the area and will include urban design guidelines related to the unique character of each Regeneration Area, as well as environmental policies and transportation policies. In this respect, the site is subject to the King-Spadina Secondary Plan, as described in Section 4.6 below.

BUILT FORM POLICIES

Section 3.1.2 of the Official Plan speaks to the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. The Plan recognizes that, as intensification occurs in the Downtown and elsewhere throughout the City, there is an extraordinary opportunity to build

the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- locating main building entrances so that they are visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into
- and, where possible, access to adjacent streets.

Policy 3.1.2(2) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed, and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller

buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

HERITAGE POLICIES

Heritage conservation policies are included in Section 3.1.5 of the Official Plan. As amended by Official Plan Amendment No. 199 (approved by the Ontario Municipal Board on May 12, 2015), the Plan recognizes that the protection, wise use and management of Toronto's cultural heritage will integrate the significant achievements of our people, their history, our landmarks and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Policy 3.1.5(3) states that heritage properties of cultural value or interest, including Heritage Conservation Districts, will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register.

Policy 3.1.5(5) provides that proposed development on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained. Policy 3.1.5(23) requires that a Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register.

Policy 3.1.5(26) provides that new construction adjacent to a property on the Heritage Register will be designed to conserve the cultural values, attributes and character of that property and to mitigate visual and physical impact on it.

Policy 3.1.5(30) states that potential Heritage Conservation Districts will be identified and evaluated to determine their significance and cultural heritage values, in a Heritage Conservation District study. Following therefrom, Policy 3.1.5(31) requires that Heritage Conservation District studies and plans be conducted in accordance with Council adopted guidelines and terms of reference; include protocols for amendment and periodic review; and include provisions addressing the relationship between the Heritage Conservation District Plan and the Official Plan and provincial policy.

Policy 3.1.5(32) requires that site alterations, developments, municipal improvements and/or public works within or adjacent to Heritage Conservation Districts will be assessed through a Heritage Impact Assessment to ensure that the integrity of the districts' heritage values, attributes and character are conserved.

IMPLEMENTATION AND INTERPRETATION POLICIES

Policy 5.3.2(1) of the Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and they do not have the status of policies in the Official Plan adopted under the Planning Act.

Policy 5.6(1.1) was added to the Official Plan as part of the settlement of the appeals against OPA 199 (the new heritage conservation policies). It provides that:

"The Plan is more than a set of individual policies. Policies in the Plan should not be read in isolation or to the exclusion of other relevant policies in the Plan. When more than one policy is relevant, all appropriate policies are to be considered in each situation. The goal of this Plan is to appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City."

4.5 Official Plan Amendment No.352 and SASP 517

On November 9, 2016, City Council adopted Official Plan Amendment No. 352 (OPA 352), which introduces Site and Area Specific Policy 517 (SASP 517) applying to the Downtown area, generally bounded by Bathurst Street, Lake Ontario, the Don River, Rosedale Valley Road and the CPR tracks. On the same date, City Council enacted By-law 1106-2016 to amend By-law 438-86 with respect to tall building setbacks in the "Toronto Downtown" area in order to implement OPA 352. A companion by-law, By-law 1107-2016, was enacted on the same date to amend By-law 569-2013. OPA 352, as well as By-laws 1106-2016 and 1107-2016, have been appealed to the Ontario Municipal Board by numerous parties and are therefore not in force.

The purpose of SASP 517 is to provide direction for tall building development occurring within the Downtown with respect to setbacks from the building face of the tower to adjacent lot lines and an adequate separation distance between towers. These directions are intended to ensure that individual tall buildings on a site and the cumulative effect of multiple tall buildings within a block contribute to building strong healthy communities by fitting in with the existing and/or planned context.

In particular, SASP 517 provides that the Zoning By-law will contain minimum numerical standards with respect to tall building setbacks and separation distances in order to achieve the following objectives:

- provide a high-quality, comfortable public realm;
- consider development potential, where appropriate, of other sites within the block;
- provide appropriate access to sunlight on surrounding streets, parks, open spaces, school yards, and other public or civic properties;
- provide appropriate access to natural light and a reasonable level of privacy for occupants of tall buildings;
- provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;

- encourage a reasonable level of views between towers for occupants of tall buildings; and
- limit the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties to appropriate levels.

In addition, SASP 517 sets out the following directions:

- sites that are unable to accommodate a tall building that can achieve the intent of the tall building setback policies are not considered suitable for tall building development;
- as building heights increase, greater lot line setbacks may be required from the tower to the lot line;
- base building height for tall building development will reinforce a pedestrian scale and respect the existing and/or planned streetwall height context of the block; and
- base buildings may require a setback at grade to achieve good street proportion, access to sunlight on sidewalks, parks and open spaces, wider sidewalks and streetscape elements and activities related to the uses at grade; and
- where there is no consistent streetwall height context for the block, the streetwall height shall be established in a manner that maintains a comfortable pedestrian scale and appropriate street proportion.

4.6 King-Spadina Secondary Plan

The King-Spadina Secondary Plan area is generally bounded by Queen Street West, Bathurst Street, Front Street West and Simcoe Street. The Major Objectives of the Secondary Plan include attracting new investment to the area, providing for a mix of compatible uses with the flexibility to evolve as the neighbourhood matures, and retaining, restoring and re-using heritage and other important buildings within the King-Spadina Area.

Policy 3.1 provides that the existing network of public streets and lanes will be used and enhanced in accommodating new development.

The segment of Richmond West between Brant Street and the area east of Spadina is not identified as being a "Significant Street and Open Space" on Map 16-1. However, a "Potential Mid-Block Connection" is shown across the street along McDougall Lane, extending north Queen Street West (see Figure 10). Further, the subject

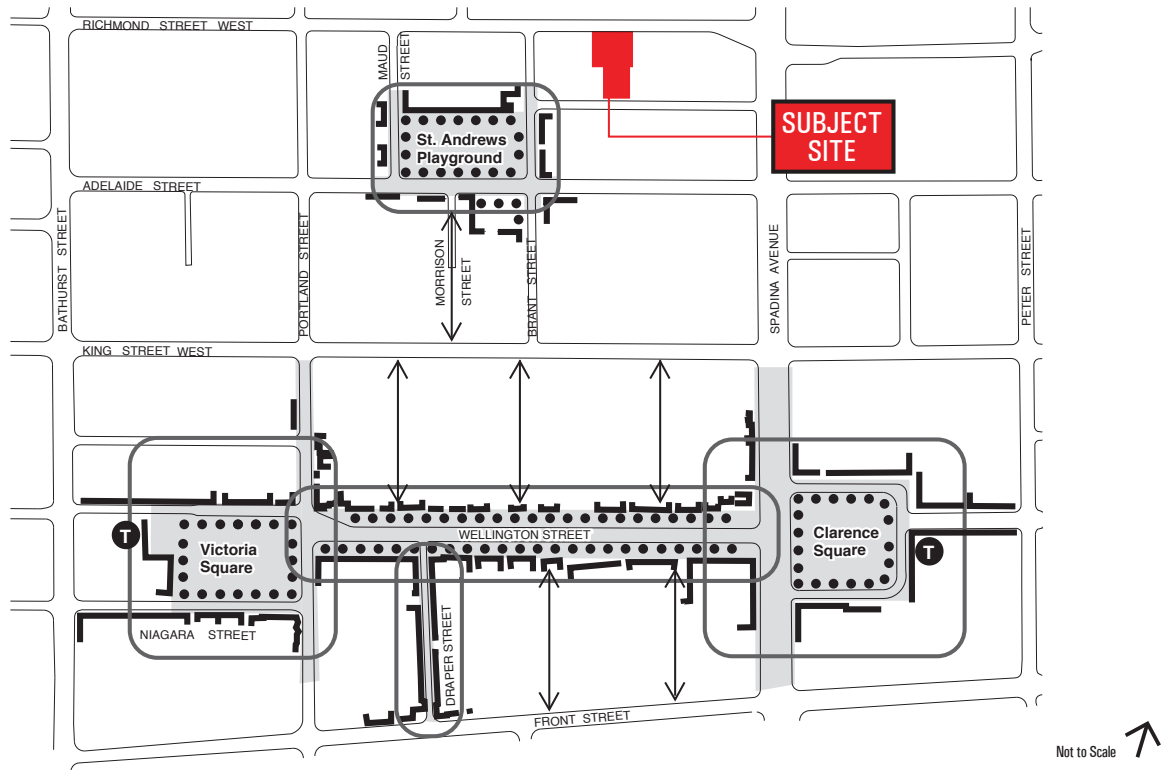
site is not located within or adjacent to an "Area of Special Identity) on Map 16-2.

The built form principles set out in Policy 3.6 encourage new buildings to be located along front property lines in such a way that they define and form edges along streets, parks, public squares, and mid-block pedestrian routes, and that new buildings adjacent to parks or open spaces will be located and organized to define and face into the parks or open spaces, to animate the edges and to increase surveillance opportunities. The lower levels of buildings will be sited and organized to provide public uses that are directly accessible from grade level and to encourage, where possible, servicing and vehicular parking to be accessed from rear lanes rather than streets.

The built form principles also require that new development be sited and massed to provide adequate light, view and privacy for neighbouring properties; that new buildings achieve a compatible relationship with their built form context; and that buildings be "designed to minimize the wind and shadowing impacts on streets, parks or open spaces". As well, new development is required to provide comprehensive, high quality, coordinated streetscape and open space improvements and high quality open spaces for the use of residents, visitors and area workers.

With respect to heritage, Policy 4.3 specifies that new buildings should achieve a compatible relationship with heritage buildings in their context through consideration of such matters as building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression.

Section 6 of the Secondary Plan sets out policies relating to the pedestrian environment, transportation and parking. Policy 6.1 encourages streetscape improvements in the public rights-of-way and adjacent privately-owned lands to promote a healthy and vibrant pedestrian environment. Policy 6.2 provides that, in order to minimize automobile use, the use of transit will be encouraged, and minimum and maximum parking standards will be established to meet the needs of essential drivers living and working in the area, with a limited number of other spaces for business and visitor purposes. Policy 6.3(c) indicates that new parking spaces for any development should be provided below grade.



- T Potential View Terminus
- Landscape Edge
- ▭ Existing and Potential Building Edge
- ↔ Potential Mid-block Connections
- ◻ Areas of Special Identity

June 2006

Figure 10 - Map 16-2

4.7 King-Spadina Secondary Plan Review (OPA 2)

In 2005, a focused review of the King-Spadina Secondary Plan was initiated to evaluate whether the existing planning framework, based on the premise of enabling redevelopment, encouraging a mix of uses and reinforcing the historic physical character of the area, was still relevant and appropriate.

The Review acknowledged that there would be challenges in regard to built form and public realm expectations as the area continued its transition from an old manufacturing neighbourhood to

an urban neighbourhood with a large residential population. Recommendations in this regard are reflected in Official Plan Amendment No. 2 (OPA2) as well as in the accompanying urban design guidelines.

The City enacted OPA 2 and Zoning By-law 922-2006 on September 27, 2006, amending the King-Spadina Secondary Plan and the RA provisions in the Zoning By-law for the King-Spadina area. However, OPA 2 and By-law 922-2006 were appealed to the OMB/LPAT and, accordingly, are not in force. Therefore, the existing King-Spadina Secondary Plan policies as described in Section 4.6 above are the applicable policies respecting the subject application.

OPA 2 proposes to amend a number of the existing Secondary Plan objectives and policies. The following paragraphs identify the proposed amendments that are potentially relevant to the subject application:

- A new Urban Structure Plan is proposed to be introduced, which would include the site within the "West Precinct" i.e. west of Spadina Avenue.
- Additional direction is provided in Policy 3.4 for Mid-Block Connections such as McDougall Lane to the north of the site. The policy encourages mid-block connections to improve connectivity in the King-Spadina Area and provides that connections can be achieved through the establishment of dedicated pedestrian routes or in combination with public or private lanes.
- With respect to the compatibility of new buildings within the heritage context, OPA 2 proposes to amend Policy 4.3 by adding "building materials" to the existing list of matters to be considered.

4.8 The Downtown Plan (Official Plan Amendment 406)

In 2014, in response to rapid growth and intensification of tall buildings within the downtown, the City initiated a study for the *Downtown* area as identified on Map 2 of the Official Plan, that became known as TO Core. The intent of the TO Core study was to develop and implement a Secondary Plan for the entire *Downtown* area that addresses infrastructure needs as well as addressing built form criteria, including the location of tall buildings and tower separation.

On May 22, 2018, a final draft of the Secondary Plan for the *Downtown* (the "*Downtown Plan*") was adopted by City Council, with amendments. Council directed the Chief Planner and the Executive Director, City Planning, to use the *Downtown Plan* policies to inform the evaluation of current and future development applications in the *Downtown Plan* area and to seek the approval of the Minister of Municipal Affairs.

The *Downtown Plan*, (as revised by the Ministry of Municipal Affairs and Housing on June 12, 2019), designates the subject site as *Mixed Use Areas 2 – Intermediate* on Map 41-3 and 41-3-B

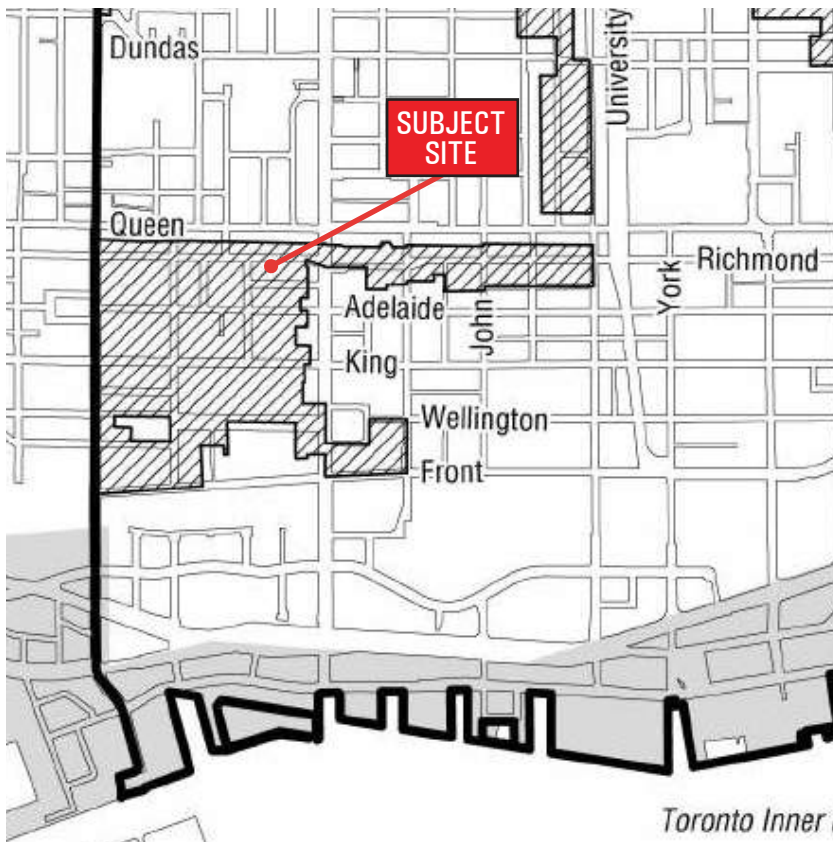
and identifies King and Queen Streets as *Priority Retail Street* on Map 41-5 (see **Figures 11** and **12**).

Section 4 ("Directing Growth") notes that the Growth Plan for the Greater Golden Horseshoe identifies the *Downtown Toronto Urban Growth Centre* as a focal area for investment in region-wide services and infrastructure. As a regional transportation hub, it serves as a high-density major employment centre and is intended to accommodate a significant share of both population and employment growth. Policy 4.1 provides that growth is encouraged to locate within the Downtown. Particularly on lands designated *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas* and *Institutional Areas*. The highest degree of density is to be directed towards *Mixed Used Areas* in close proximity to existing or planned transit stations.

Section 6 ("*Land Use and Economy*") sets forth the land use policies of the Plan which are intended to promote a balanced approach to growth through an appropriate built-form scale and mix of use to reflect neighbourhood diversity and the vitality of complete communities. The explanatory text in Section 6 regarding *Mixed Use Areas* states that these areas will:

"...absorb most of the anticipated increase in office, retail, and service employment, as well as the majority of new housing over the coming decades. As the intensity of development on small, infill sites increase, and buildings get taller, detailed land use policies for *Mixed Use Areas* will ensure that development occurs in a manner that fits with existing and planned context. Areas and sites designated as *Mixed Use Areas* have varied characteristics and constraints, and thus, the specific scale and intensity of growth and the scale of development will vary based on the local context"

Policy 6.20 indicates that *Mixed Use Areas* will contain development of varying scales and intensities based on the existing and planned context. More specifically, Policy 6.21 states that building heights, massing and scale of development will transition between each of the four *Mixed Use Areas*, with the most intense buildings located in *Mixed Use Areas 1* generally lessening through *Mixed Use Areas 2* and *Mixed Use Areas 3* to *Mixed Use Area 4*."






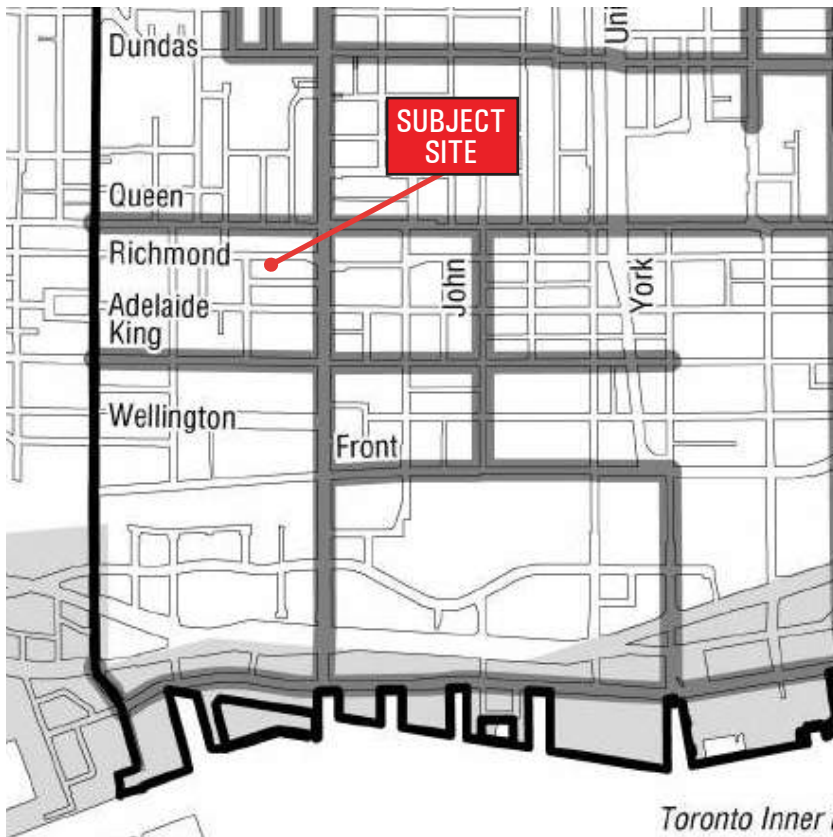
-  Downtown Plan Boundary
-  Mixed Use Areas 2 - Intermediate
-  Central Waterfront Secondary Plan

Figure 11 - Map 41-3



-  Downtown Plan Boundary
-  Priority Retail Streets
-  Central Waterfront Secondary Plan

Figure 12 - Map 41-3-B

The Plan notes that the existing character and planned context of *Mixed Use Areas 2* generally form an intermediate, transitional scale between the taller buildings anticipated on some sites in *Mixed Use Areas 1*, and the predominantly mid-rise character anticipated in *Mixed Use Areas 3*. In this respect, development in *Mixed Use Areas 2* may be of a scale and typology that is unique and responds to the existing and planned character of those areas. This intermediate scale of development will respond to unique built form contexts.

Policy 6.25 indicates that development within *Mixed Use Areas 2* will include building typologies that respond to their site context including mid-rise and some tall buildings. As set out by Policy 6.26, the scale and massing of buildings will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale density and building type. Policy 6.27 further provides that *Mixed Use Areas 2* will be encouraged to provide for a diverse range of uses including retail, service, office, institutional and residential uses.

The Plan also provides policies for development in the King-Spadina and King-Parliament neighbourhoods. The explanatory text notes that these neighbourhoods play an important economic role by contributing to the diversity of office and cultural spaces. Ensuring a balance between non-residential and residential uses and strengthening the creative industries and cultural sector clusters in these two areas are priorities. To that end, Policy 6.8 provides that development in the King-Spadina Secondary Plan Area will be encouraged to provide the replacement of existing non-residential gross floor area, including the potential replacement of cultural spaces of a community benefit, either on the same site or on another site within the Secondary Plan Area.

Policy 6.11 further provides that development in the King-Spadina Secondary Plan Area will be encouraged and/or permitted to include uses that complement and enhance the culture sector and support opportunities to grow the culture sector economy.

Section 8.0 sets forth policies related to mobility. Policy 8.1 states that the transportation system

will consist of well-connected and integrated networks providing a variety of safe and sustainable travel choices to improve mobility and accessibility for all people and provide for the movement of goods and services and emergency vehicles. In this respect, the subsection title "A Long-Term Cycling Network" along with Map 41-12 of the Plan identify Richmond Street as a "priority cycling route". It is noted that to encourage growth of this sustainable mode, the network will be expanded and enhanced to improve the safety, comfort and convenience of cycling, including integration with transit. This will include, among other measures, adding improved bicycle parking in developments or other public facilities. Finally, the subsection titled "Parking and Curbside Management" states that the automobile network is supported by public and private off-street parking and servicing facilities. To support improvements to the public realm, at-grade space must be prioritized for uses other than private automobile parking. In this respect, Policy 8.25 provides that surface and above-grade parking will generally be discouraged by, among other matters, encouraging the redevelopment of existing lots and providing new parking spaces below grade.

Section 9 of the *Downtown* Plan provides built form policies. The Plan notes that the *Downtown* will be a place where new buildings are shaped, scaled and designed to maintain and enhance livability, while providing opportunities for growth in a manner that is contextually appropriate. To that end, livability is defined as a positive physical outcome of the built environment, supported by the principles of comfort, vibrancy, diversity, safety and beauty.

In terms of public realm improvements Policies 9.3 through 9.6 require setbacks for development within the growth area designations that will provide for public accessibility, adequate depth for tree planting and utility access.

As the lower floors of buildings shape, define and support the public realm, this section also contains policies that relate to base building design (Policies 9.8 through 9.11). Further policies are also provided to assist in the determination of appropriate intensity and scale of development. Specifically, Policy 9.12 states that the siting, massing, height and design of a building on

one site will not necessarily be a precedent for development on an adjacent or nearby site. Tall buildings may locate anywhere where appropriate, except without Neighbourhoods (9.13).

In an effort to create comfortable microclimates while defining and supporting the public realm, Policies 9.17 through 9.21 provide direction regarding the minimization of shadows on sidewalks, parks, open spaces, natural areas, child care centres, playground, institutional open spaces, private open spaces, outdoor amenity space, and POPS, as well as ensuring that buildings are sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm.

One of the key principles of the Toronto Official Plan is to provide transition between areas and buildings of differing scales. In this manner, transition means “that buildings adopt some of the characteristics of both the existing and planned context without necessarily replicating the form or design precisely”. Policy 9.25 specifies that development may be required to provide transition in scale when it is:

- of a greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;
- adjacent and nearby to lands that have a planned context that does not generally anticipate tall buildings;
- adjacent to a property designated under Part IV of the Ontario Heritage Act; and/or
- adjacent to existing or planned parks and open spaces.

Policy 9.27 further clarifies that built form adjacencies will require transition to the planned context as follows:

- Tall to low-rise: through the application of a separation distance, stepping down of heights and an angular plane, and informed by the City’s Tall Building Design Guidelines;
- Tall to mid-rise: through the application of a separation distance and noticeable stepping down of height; and
- Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, and as appropriate through stepping down of heights.

Section 12 of the Downton Plan sets out policies related to culture and cultural precincts. As described in the Plan, the King-Spadina area is home to a mix of culture, creative, entertainment, employment and residential uses. Accordingly, it is the concentration of creative industries, cultural employment and cultural spaces in adaptable and flexible brick-and-beam buildings that contributes to the identity and appeal of this area. Policy 12.6 provides that within the King-Spadina Precinct, the following will be encouraged: the clustering of creative industries and culture sector economic activities, jobs and cultural spaces building attributes that support the spatial requirements of creative industries and the culture sector and allow for flexible use of the spaces, and the participation of the arts and design community in local public realm improvements.

4.9 King-Spadina Secondary Plan Update

On September 6, 2017, Toronto and East York Community Council (TEYCC) considered the King Spadina Secondary Plan Update – Draft Policy Directions Report prepared by Community Planning, Toronto and East York District (August 21, 2017). The purpose of the report was to update the TEYCC on the status of the work on the King-Spadina East Precinct Built Form Study and to confirm the scope of the Study. The report noted that development pressure in the West Precinct of the King-Spadina Area has significantly increased. Accordingly, Staff recommended that the West precinct be included in the review that Staff had been directed to undertake for the East Precinct and the Spadina Precinct and to revise the study from the “King-Spadina East Precinct Built Form Study” to the “King Spadina Secondary Plan Update”.

The King-Spadina East Precinct Built Form Study began as a built form study, which was intended to address a number of matters respecting built form, public realm improvements, preserving and enhancing employment opportunities and the identification of new parkland opportunities. A number of these matters are being addressed through parallel initiatives, including the King-Spadina HCD, OPA 231, OPA 352 and the Downtown Plan.

On November 14, 2017 the TEYCC considered the draft King-Spadina Secondary Plan policies. At this meeting the TEYCC gave direction to staff to post the draft policies and solicit further input from the public. The final community consultation meeting took place on December 4, 2018 and the formal consultation period ended on January 31, 2019.

The proposed King-Spadina Secondary Plan update includes the following draft policy directives:

- The redesignation of lands within *Regeneration Areas* will instead be designated *Mixed Use Areas*;
- The Mixed Use Areas designation is further divided into the following sub-areas: *Mixed Use Areas 1, Mixed Use Areas 2, and Mixed Use Areas 3*.
- prioritization of the provision of parkland over cash-in-lieu;
- directions related to community services and facilities (as per TO core);
- general built form policies that apply to the Secondary Plan Area including provisions about the siting and massing of buildings, building design, and heritage considerations; and
- built form policies specific to each precinct.

The subject site is located within the West Precinct and is proposed to be redesignated from *Regeneration Areas* to *Mixed Use Areas 2* based on Map 16-2. The *Mixed Use Areas 2* areas are to be developed with a range of building typologies that respond to their site context including low-rise, mid-rise and some tall buildings in a manner that respects and reinforces the existing neighbourhood context. The updated Secondary Plan states that development in *Mixed Use Areas 2* will provide for a diverse range of uses, including retail, service, office, institutional and residential uses.

As it relates to height, the Secondary Plan Update includes policies that apply specifically to the West Precinct which aim to limit the scale of development to facilitate significantly lower forms of development than the East Precinct. It is noted that new development within the West Precinct that are designated *Mixed Use Areas 2* will be limited to a height of 45 metres, including

mechanical elements. If a proposed development has a height of less than 45 metres, including all mechanical elements, a minimum setback of 5.5 metres from a lot line having no abutting street would be permitted for all portions of a building above the base building. Any Official Plan Amendment applications to permit heights above 45 metres, including mechanical elements, would be required to meet the minimum setback requirements from a lot line having no abutting street as required by Official Plan Amendment 352 (see below).

A Final Report to City Council has not yet been released.

4.10 Zoning

The in-force Zoning By-law applying to the site is By-law 438-86, as amended, of the former City of Toronto. The new City-wide Zoning By-law 569-2013 was enacted by City Council on May 9, 2013; however, it is subject to numerous appeals to the OMB/LPAT and is therefore not yet fully in force.

ZONING BY-LAW 438-86

The subject site is zoned Reinvestment Area (RA) by By-law 438-86, as amended, with a maximum height of 23.0 metres (**see Figures 13 and 14**). The RA zoning and 23.0 metre height limit apply generally to lands within the King-Spadina Secondary Plan area west of Spadina Avenue, with the exception of properties for which site-specific zoning exceptions or minor variances have been approved.

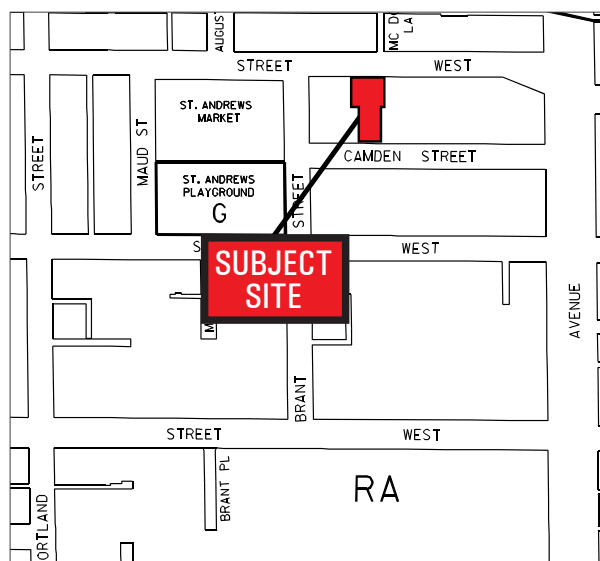


Figure 13 - 438-86 Zoning Map

The RA zoning category permits a wide range of residential and non-residential uses, including hotels, offices, retail and service shops, institutional uses and a restricted range of light industrial uses. There is no density limit specified within the RA zone, as gross floor area is controlled simply by the height and built form controls. In this regard, the RA zone includes the following standards:

- a minimum side yard and rear yard setback of 7.5 metres for any portion of a building located further than 25 metres from a street line other than a public lane; and
- a minimum 11 metre setback from the wall of another building on the same lot, excluding exterior walls that form a 90 degree angle or more to each other on a horizontal plane.

The site is subject to a number of permissive and restrictive exceptions in Sections 12(1)3(b), 12(1)88, 12(2)132, 12(2)204, 12(2)246, 12(2)270, 12(2)339. Relevant exceptions include:

- Section 12(2)(132) provides that a commercial parking garage and a private commercial garage are not permitted.
- Section 12(2)204 prohibits the use of any land for the purpose of a commercial parking lot.
- Section 12(2)246 requires a 3.0 metre stepback above a height of 20.0 metres, specifies a maximum building depth of 50 metres from a lot line abutting a street, and sets out area-specific parking and loading space requirements for the King-Parliament and King-Spadina areas.
- Section 12(2)270 restricts the amount of non-residential gross floor area to be used for retail stores and service shops, unless the building is set back less than 3 metres from any frontage, entrances are within 3 metres of any frontage and generally level with the sidewalk opposite such entrance, and within a building with a width of not less than 90% of the lot frontage, excluding vehicular access.
- Section 12(2)339 prohibits entertainment facilities on the site.

BY-LAW 922-2006

As noted above, the City adopted By-law No. 922-2006 on September 27, 2006 arising out of the King-Spadina Secondary Plan Review. As it is under appeal, By-law No. 922-2006 is not in force as it applies to the subject site.

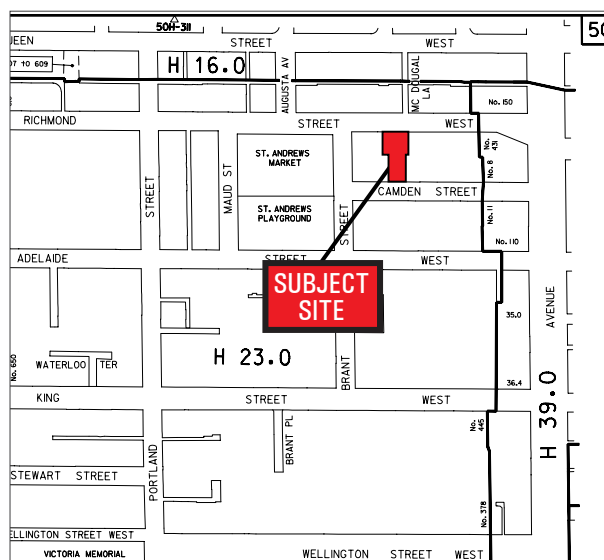


Figure 14 - 438-86 Height Map

By-law No.922-2006 would amend the height provisions to allow for wrapped mechanical penthouses up to 5 metres in height above the specified height limit, subject to the height being contained within a 45-degree angular plane projected from all lot lines abutting a street at an elevation of 23.0 metres.

BY-LAW 569-2013

The subject site is proposed to be zoned CRE (x76) (Commercial Residential Employment) by By-law 569-2013, with a maximum height of 23.0 metres (see **Figures 15 and 16**). The CRE zone provisions include a height exemption of 5.0 metres for wrapped mechanical elements. No maximum floor space index is specified. The subject site is located within Policy Area 1.

The CRE (Commercial Residential Employment) zone permits a wide range of non-residential uses including offices, hotels, retail stores, financial institutions and eating establishments as well as dwelling units in a full range of residential building types. Exception CRE 76 provides that Section 12(2)270 of former City of Toronto By-law 438-86 applies to the lands.

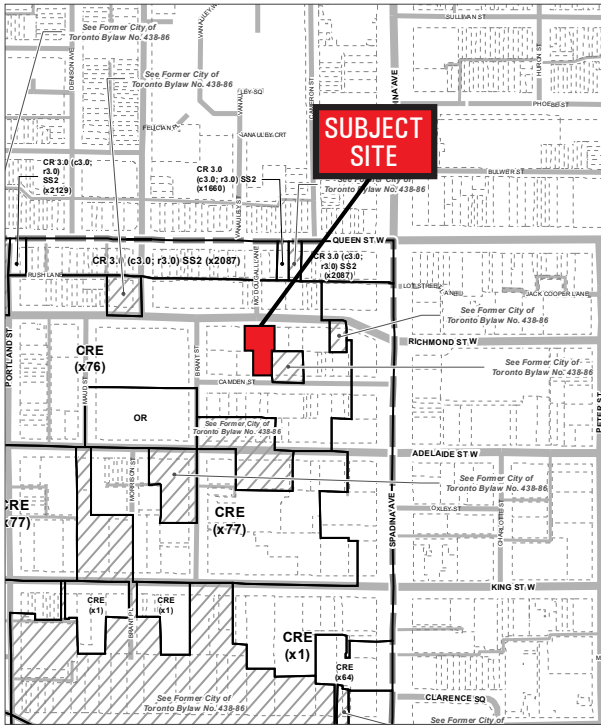


Figure 15 - 569-2013 Zoning Map

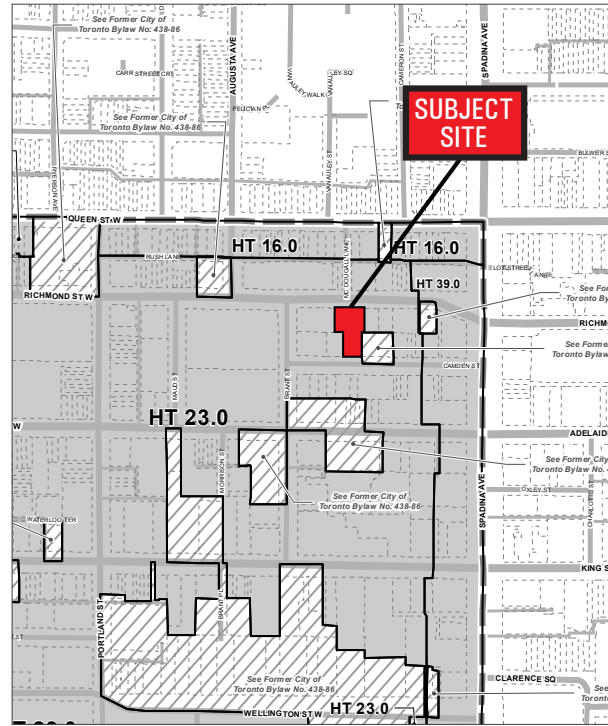


Figure 16 - 569-2013 Zoning Height Map

The CRE zone includes the following standards:

- minimum side yard and rear yard setbacks of 7.5 metres for any portion of a building, excluding any part of a building less than 25.0 metres from a lot line abutting a street or park;
- if a lot abuts a lane, a minimum setback of 7.5 metres from the side lot line or rear lot line measured from the centre line of the lane, excluding any part of a building or structure that is less than 25.0 metres from a lot line abutting a street or park;
- a minimum setback of 3.0 metres from a lot line abutting a street for the portion of a building exceeding a height of 20.0 metres;
- a minimum distance of 11.0 metres between facing main walls or between a main wall facing the main wall of another building on the same lot;
- a minimum distance of 15.0 metres between windows facing each other;
- a minimum distance of 7.5 metres from a window to a lot line that does not abut a street or park; and
- a maximum building depth of 50.0 metres from a lot line that abuts a street.

BY-LAW 1106-2016 AND 1107-2016

On November 9, 2016, City Council enacted By-laws 1106-2016 and 1107-2016 to amend By-laws 438-86 and 569-2013, respectively, with respect to tall building setbacks in the "Toronto Downtown" area. The by-laws are intended to implement Official Plan Amendment No. 352 (described in Section 4.5 above). By-laws 1106-2016 and 1107-2016 have been appealed to the OMB/LPAT by numerous parties and are therefore not in force.

The by-laws include the following provisions:

- a "tower" is defined as "the portions of a building which collectively enclose the entirety of a storey higher than 24.0 metres above grade";
- a tower shall be no closer than:
 - 3.0 metres to a lot line abutting a street that is a public highway and 12.5 metres to the centre line of that street;
 - 12.5 metres to the centre line of an abutting public lane; and
 - 12.5 metres to a lot line having no abutting street or public lane;
- a tower shall be no closer than 25 metres to another tower on the same lot;

- if a line projected at a right angle from a main wall of a tower intercepts another main wall of the same tower, those main walls shall be separated by a minimum of 25.0 metres;
- window projections, exterior stairs and access ramps attached to a tower are not permitted to encroach into the required setbacks or separation distances; and
- elements which are permitted to project into the required separation distances include balconies, canopies and awnings, exterior cladding, architectural features, eaves and mechanical equipment (each with a specified maximum projection).

4.11 King-Spadina Urban Design Guidelines (2004)

The existing King-Spadina Urban Design Guidelines (June 2004) were initially approved in 1996 and primarily focus on Areas of Special Identity as well as Special Streets. The proposed development is not situated within an Area of Special Identity or along a Special Street.

4.12 Updated King-Spadina Urban Design Guidelines (2006)

Updated King-Spadina Urban Design Guidelines (dated August 2006) were endorsed by Council at its meeting on September 25, 26, 27 and 28, 2006, coincident with its adoption of OPA 2 and By-law No. 922-2006. While they were ultimately intended to replace the existing (June 2004) Guidelines, it is our opinion that they do not have any status unless and until OPA 2 and By-law No. 922-2006 are approved. The August 2006 Guidelines document includes general, area structure and built form guidelines.

GENERAL GUIDELINES

Section 2.5 of the August 2006 Guidelines includes general guidelines for the entire King-Spadina area.

- **Heritage Character:** New development should be designed to reinforce the heritage character of the area and promote the preservation and adaptive re-use of heritage buildings. This is to be achieved through compatibility with existing heritage buildings in terms of built

form and materials. Development should reinforce the character and scale of the existing street wall and historic buildings in the immediately surrounding area. New development should reinforce the existing streetscape and building rhythm.

- **The Public Realm:** Development should contribute to an improved and enhanced public realm. Main building facades and entrances should be oriented to face streets and parks. Active commercial and/or residential uses are encouraged at grade. Primary building entrances should be located at or immediately above sidewalk level.
- **Parking and Service Access:** Parking and service access should be located off lanes where possible and should not be visible from the public realm.
- **Tall Buildings:** Tall buildings are to meet the objectives and policies of the Official Plan and the principles set out in the Guidelines, and should meet light, view and privacy standards. New development should reinforce a street wall height that reflects the character and scale of the area.

WIND PRECINCT GUIDELINES

The West Precinct is characterized by its rich heritage character and building height, scale and massing. There are three heritage areas identified within the West Precinct, being Wellington Street, King Street West and Draper Street. The subject site is not within any of the identified heritage areas.

The Guidelines state that a distinguishing character of the West Precinct is that new development, with few exceptions, be of a uniform height, scale and massing. The effect is that of a maturing mid-rise neighbourhood different from the Spadina Avenue Corridor and East Precinct.

In terms of land use, the Guidelines state that the West Precinct has the most diverse combination of uses within the King-Spadina area. There are a few nightclubs and a number of restaurants as well as new residential buildings. Some of the old industrial buildings continue to be used for manufacturing, printing and other employment related uses.

BUILT FORM GUIDELINES

The primary built form objectives include maintaining and reinforcing existing general building scale, the relationship of buildings to one another along the street, and the design of buildings at the street level to enhance comfort, convenience and interest of the pedestrian as shaped by the streetscape and adjacent built form.

Proposals will be reviewed at four different scales: the scale of the pedestrian, the scale of the street wall, the scale of detailed design, and the urban scale (for applications in excess of the as-of-right height limits).

The **pedestrian scale** considers how a building interfaces with the street. It looks at weather protection, visual interest, pedestrian safety, and the location of parking and servicing. The Guidelines encourage parking to be located below-grade in order to more effectively establish appropriate built form relationships to the street, as well as to any adjacent buildings. Loading and servicing should be located at the rear of sites and should be hidden from the public realm. Access to loading and parking should be provided from laneways at the rear or sides of the site. The provision of pedestrian links is recommended to provide greater block permeability as an extension of the public open space network and to connect streets with potential mid-block parkettes/squares and courtyards that are encouraged to be located in the long blocks.

The **street wall scale** deals with the portion of the building that fronts the street and has the greatest impact on the street image. The ground and lower floors should have the highest quality of architectural design and materials. In order to provide adequate light penetration and ensure pedestrian comfort, the street wall height should reflect a 1:1 relation of building height to street width and should reinforce the continuity of the street wall, using existing building heights and setbacks as the basis for the design of the street frontage.

The **detailed design scale** seeks to ensure that new development is cognizant and sensitive to historic buildings; however, new buildings are not expected to duplicate historic buildings.

Compatibility should be achieved by relating to key elements such as cornice lines, horizontal and vertical fenestration and colours/materials. In addition, the Guidelines recommend integrating mechanical equipment rooms and elevator penthouses into the overall design of the building. The practice of "hiding" the mechanical elements with residential units is encouraged.

The key built form elements at the urban scale are massing and height. At an urban scale, buildings are perceived from greater distances, affecting skyline and the overall massing context. Built form in King-Spadina follows a general pattern of decreasing building scale and height from the towers of the Financial District to the east, to the low-rise residential houses in the Niagara Neighbourhood to the west. In particular, the West Precinct is characterized by a more homogenous form of low to mid-rise warehouse, office and mixed-use building patterns. The Guidelines state that existing and newly constructed buildings generally are within the height regime contemplated by the Zoning By-law for the area.

The Guidelines state that every application seeking an increase in height above the Zoning By-law height limits is to be considered as a "tall building" and to be evaluated in terms of impacts on light, view, privacy and sunlight access on nearby properties. In accordance with City's Tall Building Design Guidelines, including facing distance and separation issues, as well as sky view and shadow impacts.

4.13 City-Wide Tall Building Design Guidelines

The Downtown Tall Building Guidelines do not apply to the subject site as King-Spadina and other Secondary Plan areas are excluded from the Guidelines.

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines, which update and replace the "Design Criteria for the Review of Tall Building Proposals" (2006) and consolidate the Downtown Tall Building Guidelines, which were originally adopted by Council in July 2012.

As a result, all Downtown Guidelines with city-wide applicability have been integrated into the revised

guidelines. Location-specific aspects of the Downtown Tall Building Guidelines (particularly the Downtown Vision and the Tall Building Typologies) remain in effect as a consolidated, companion document known as "Downtown Tall Buildings: Vision and Supplementary Design Guidelines". The City-Wide Tall Building Design Guidelines are to be used in conjunction with these supplementary guidelines to evaluate all tall building development proposals falling within the Downtown study area boundary.

The Guidelines include sections relating to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines or provide a separation distance of 25 metres between towers on the same site.

4.14 Mid-Rise Building Guidelines

At its meeting on July 6, 7 and 8, 2010, City Council adopted a staff recommendation to use the Performance Standards for Mid-Rise Buildings proposed in the "Avenues & Mid-Rise Buildings Study" (May 2010) in evaluating mid-rise building development proposals on the Avenues for a monitoring period of approximately two years.

Although the proposed building typology is generally that of a mid-rise building, the "Avenue & Mid-Rise Buildings Study" does not technically apply to the subject site, inasmuch as the site is not located along an Avenue and is located within a Secondary Plan area. However, we have evaluated the proposed built form and urban design in light of these Guidelines, as per Section 5.5 below.

On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014 to allow staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards, and to direct the Chief Planner to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards.

On March 11, 2016, City Planning staff issued a report on Mid-Rise Building Performance

Standards Monitoring, followed by an addendum report on April 20, 2016. On June 7, 2016, City Council approved the revised Mid-Rise Building Performance Standards Addendum attached to the April 20, 2016 report, with a direction to City Staff to use the addendum in conjunction with the 2010 Performance Standards to evaluate development applications where mid-rise buildings are proposed until updated Guidelines are adopted in the fourth quarter of 2017.

Section 3 of the Mid-Rise Building Guidelines provides a series of Performance Standards that are intended to influence the design of mid-rise buildings along Avenues. The Performance Standards are designed to ensure that Avenues are developed in an appropriate and context-sensitive manner. Accordingly, they are guided by the objective to create healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. The Guidelines' key provisions include the following:

- Buildings are moderate in height and should be no taller than the width of the Avenue right-of-way.
- The minimum ground floor height should be 4.5 metres to facilitate retail uses at grade.
- Buildings should provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane.
- Building frontages exceeding 60 metres should be articulated to ensure that facades are not overly long.
- Buildings should reflect design excellence and green building innovation, utilizing high-quality materials.
- Sidewalks should be wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all.

4.15 Proposed King-Spadina Heritage Conservation District Plan

The King-Spadina Heritage Conservation District (HCD) Study was authorized by City Council on October 12, 2012. The first phase of the study was completed by Taylor Hazell Architects in July 2014. It concluded that two areas within the King-Spadina HCD Study Area boundary qualified for designation under Part V of the Ontario Heritage

Act as Heritage Conservation Districts, i.e. the King-Spadina Commercial District (West) and the King-Spadina Entertainment District (East). On February 19, 2016, an update on the King-Spadina HCD was posted to the Heritage Preservation Services website. The update indicated that, through the development of policies for the districts and the community consultation process, the project team had determined that a single HCD for the entire district was more appropriate "due to its consistent architectural character and development history".

The Draft King-Spadina Heritage Conservation District (HCD) Plan was released for public comment on November 14, 2016. Subsequently, Council enacted the King-Spadina Heritage Conservation District Study Area By-law (By-law 1186-2016) on December 15, 2016. The By-law designates the King-Spadina area as a Heritage Conservation District Study Area under the Ontario Heritage Act for a period of one year. The purpose of the by-law is to prohibit the demolition or removal of any buildings or structures on those properties that have been identified as potentially contributing within the proposed King-Spadina Heritage Conservation District. The property at 578 King Street West was identified as a "potentially contributing property" within the proposed King-Spadina Heritage Conservation District. The By-law expired on December 15, 2017.

The proposed Heritage Conservation District Plan was released in June 2017. At its meeting on June 22, 2017, the Toronto Preservation Board recommended that the King-Spadina Heritage Conservation District be designated under Part V of the Ontario Heritage Act and that the proposed King-Spadina Heritage Conservation District Plan be adopted.

City Council adopted the Toronto Preservation Board's recommendation and enacted By-law 1111-2017 in October 2017, which designated the King-Spadina Heritage Conservation District and adopted the King-Spadina Heritage Conservation District Plan. As of the date of this report, it is our understanding that the HCD Plan, along with By-laws 1186-2016 and 1111-2017 have been appealed by numerous property owners on both a general and site-specific basis. Accordingly, the HCD Plan is not yet in force.

The purpose of the Heritage Conservation District Plan is to establish a framework that will conserve the District's cultural heritage value through the protection, conservation and management of its heritage attributes. The policies and guidelines established in the Plan are intended to guide the review of new development applications and permits within the District. The Plan includes properties, views and the network of laneways, as set out in detail below.

Section 4.3 of the proposed Plan describes the heritage attributes of the HCD that relate to elements of built form (including the "Residential Building Typology" and the "Commercial Building Typology", consisting of both detached and row properties), the public realm (notable open spaces and views), and the "Character Sub-Areas" (St. Andrew's, Wellington Place, Spadina Avenue and Duncan Street). The subject site is not located within a "Character Sub-Area" (it is, however, located adjacent to the St. Andrew's Character Area) nor is it identified as having a "Residential Building Typology" or "Commercial Building Typology".

In Section 5.3 of the Plan, properties within the District have been identified either as "contributing properties" or "non-contributing properties" (see Figure 17). According to the proposed Plan, a "contributing property" is defined as "a property, structure, landscape element or other feature of an HCD that supports the identified significant cultural heritage values, character and integrity of the district". In contrast, a "non-contributing property" is defined as "a property, structure, landscape element or feature of a district that does not support the overall cultural heritage values, character and integrity of the district".

Properties were evaluated against the Statement of Cultural Heritage Value and the period of significance (1880s to 1940s) to determine their contribution to the District. The subject site is not identified as a "contributing property". However, the property to east at 457 Richmond Street West and the property to the south at 38 Camden Street are both identified as "contributing properties". The policies and guidelines for "contributing properties" are contained in Section 6.0 of the Plan and are intended to manage change within the District in order to meet the objectives of the Plan.

The HCD Plan distinguishes between policies and guidelines as follows. Policies describe what is required when undertaking work on a contributing property within the District and set the direction for the management of the District in a clear and definitive way. The HCD Plan is adopted by by-law, so policies need to have the certainty and strength of a by-law and avoid ambiguous language. In contrast, guidelines help to achieve the HCD Plan policies and provide suggested methods of satisfying associated policies. Where there may be more than one way to achieve the policies of the Plan, multiple approaches have been provided to deal with various policy, planning, development and conservation scenarios.

Section 7.0 of the Plan provides policies and guidelines for non-contributing properties. Policy 7.1.1 provides that new development on non-contributing properties shall be complementary to the District's cultural heritage value and heritage attributes while reflecting its own time. Further, Policy 7.2.1 states that alterations to a non-contributing property or properties adjacent to the District shall conserve the District's cultural heritage values and heritage attributes.

Section 7.4 addresses demolition. Policy 7.4.1 provides that the demolition of buildings or structures on non-contributing properties may be permitted upon satisfaction of policy 7.4.2 of this Plan. In this respect, policy 7.4.2 notes that the demolition permit for a building or structure on a non-contributing property shall not be issued until plans for the new development have been submitted and approved by City Council, and a heritage permit for demolition issued by the City.

Section 7.5 provides policies related to new development and additions on/to non-contributing properties. It is noted that new development and additions to non-contributing properties will be reviewed for their impact on adjacent contributing properties and the District.

Section 7.6 sets forth policies and guidelines related to massing. Policy 7.6.1 and 7.6.2 state that new development on non-contributing properties shall be designed to be complementary to the design, scale, form and massing of adjacent contributing properties and shall be setback

the same distance as the primary structure on adjacent contributing properties. Policy 7.6.3 provides that new development on non-contributing properties shall be designed with a streetwall not to exceed the height of the streetwall established by the primary structures on adjacent contributing properties. Finally, Policy 7.6.4 requires that additional height above the streetwall on non-contributing properties step back from all elevations facing a street.

Sections 7.8, 7.9, 7.10 and 7.11 provide policies and guidelines related to exterior walls, roofs, lighting and signage on/for non-contributing properties, respectively.

Finally, as it relates to parking and service areas, Policy 7.12.1 states that vehicular access through the streetwall for non-contributing properties shall not be permitted, unless it can be demonstrated that this access is essential to the function of the proposed development and alternative means of access are not possible.

Section 8.0 provides policies for properties located within a Character Sub-Area. As noted above, the subject site is not located within a Character Sub-Area.

Section 9.0 provides policies and guidelines for parks and the public realm. In particular, Section 9.1 includes policies applicable to St. Andrew's Playground, Clarence Square and Victoria Memorial Square, none of which are located adjacent to the subject site. In addition, the proposed HCD Plan recognizes the historic and contextual value of the laneway network that exists within the District. Section 9.3 indicates that the network of laneways is considered to be a heritage attribute that reflects historic circulation routes as well as the historic land use of adjacent contributing properties. Policy 9.3.1 provides that the network of laneways shall be conserved, extended and enhanced. Further, Policy 9.3.2 encourages the conservation of laneways owned by the City in terms of maintaining their location, alignment, connection to adjacent laneways and views from the public realm.

[5.01]

U R B A N D E S I G N
P L A N N I N G &
A N A L Y S I S

5.1 Intensification

The intensification on the subject site to permit a hotel is supportive of the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which support intensification on sites well-served by municipal infrastructure, including public transit. The site is located in the Downtown, which has been identified as an Urban Growth Centre in the Growth Plan.

The Downtown is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and a myriad of activities. The Official Plan notes that the concentration, intensity, and interaction among all these activities, access to markets, connections to decision makers in business and government, the ability to easily walk around interesting and safe streets, all give rise to a synergy that fosters innovation, creativity and an atmosphere of success.

Policy 2.2.1(1) provides that "Downtown will continue to evolve as a healthy and attractive place to live and work as new development that supports the reurbanization strategy and the goals for Downtown is attracted to the area". Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas such as this which are well serviced by transit. The subject site is located within 300 metres walking distance of the Spadina, Queen and King streetcar lines, and is located approximately 1.3 kilometres (approximately a 15-minute walk) west of the St. Andrew subway station and 1.0 kilometres (approximately a 13-minute walk) west of the Osgoode subway station on Yonge-University subway line (Line 1).

The subject site is located adjacent to the Entertainment District and is in proximity to the Financial District and other significant employment and cultural opportunities and urban amenities. In this respect, the introduction of a hotel use in this location will help support the wide array of businesses, shops, services, restaurants and cultural facilities in the King-Spadina area.

Furthermore, Section 4 of the Downtown Plan recognizes that not all areas of the Downtown will experience the same amount of intensification; and that growth will be targeted to Mixed Use Areas 1, 2 and 3, Regeneration Areas and Institutional Areas. More specifically, the Plan says that Downtown's Mixed-Use Areas will absorb most of the anticipated increase in office, retail and service employment as well as the majority of new housing over the coming decades.

The redevelopment of the existing low-rise commercial building on the site into an intensified form of development is part of a desirable reinvestment and revitalization process, which is anticipated and supported by the King-Spadina Secondary Plan. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Additionally, the proposed hotel use in the King-Spadina Area will promote the continued economic and cultural regeneration of the area, providing support for local retail and service commercial uses.

In the non-policy sidebar within Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the livability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

The site is currently underutilized: it is currently occupied by a 2-storey brick building and a paved surface parking area. Within the context described above, the existing zoning applying to the subject site is outdated. The optimization of density, as proposed, is consistent with both good planning practice and overarching Provincial and Municipal policy directions, subject to achieving appropriate built form relationships. Additionally, the introduction of a hotel within the West Precinct of the King-Spadina area will promote the further economic and cultural regeneration of the area, will provide support for retail and commercial uses, and will help to develop a complete community.

5.2 Land Use

The proposed hotel development is consistent with the land use permissions set forth in the Official Plan and Zoning By-laws, all of which permit the proposed use. Furthermore, the proposed hotel is consistent with policy direction in the PPS, Growth Plan, Official Plan, and King-Spadina Secondary Plan, all of which promote healthy, livable and safe, transit-supportive communities by accommodating an appropriate range and mix of uses including employment uses.

As noted above, Policy 2.2.3(1) of the Growth Plan directs that Downtown Toronto be planned to accommodate and support the transit network at the regional scale and to accommodate a significant population and employment growth. In this regard, Policy 2.2.3(2) requires that Downtown Toronto be planned to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031.

The Regeneration Areas designation is one of four land use designations that are intended to accommodate most of the jobs and population growth anticipated by the Official Plan's growth strategy. The objective of the Official Plan in intensifying Regeneration Areas is to open up unique areas of the city to a wide array of uses to help attract investment, re-use of existing buildings, encourage the construction of new buildings, and bring life to the streets.

Furthermore, the Downtown Plan indicates that the Mixed Use Areas of the Downtown achieve a multitude of planning objectives through the provision of residential and non-residential uses, hotels, institutions, entertainment, recreation, cultural activities, and park and open spaces. In this respect, Policy 6.27 states that development in Mixed Use Areas 2 will provide for a diverse range of uses including retail, service, office, institutional and residential uses.

The major objectives of the King-Spadina Secondary Plan specifically call for a mix of land uses with the flexibility to evolve as the neighbourhood matures and emphasize the role of King-Spadina as an employment area. Similarly, the Reinvestment Area (RA) and Commercial Residential Employment (CRE) zoning permits a wide range of commercial,

residential, institutional and restricted industrial uses and is intended to allow for a broad mix of uses within the area.

As well, non-residential intensification on the subject site will result in job growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan. In this regard, based on typical boutique hotel operations, the proposed 14,177 square metres of non-residential space would generate approximately 150 jobs. The intensification of job opportunities in proximity to the rapidly increasing residential population in King-Spadina is supportive of the direction in the Provincial Policy Statement and the Official Plan to locate job and population in proximity to one another, and thereby reduce the need to use private automobiles for commuting. Further, additional non-residential development in the King-Spadina area will have a positive impact by adding employment uses to a neighbourhood which has seen a significant amount of residential growth, but relatively little additional non-residential and employment development.

5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the site is an appropriate location for non-residential intensification in land use policy terms.

From a built form perspective, the subject site is a contextually appropriate location for a 17-storey building given its location within the Downtown, its proximity to transit service and its relation to other existing and approved tall- and mid-rise buildings in the area. It is our opinion that the proposed building height and massing would "fit" harmoniously with other buildings in the vicinity that are completed, under construction or approved.

With respect to broad urban structure considerations, heights generally step down from east to west, from the Financial District toward the Niagara Neighbourhood area located west of Bathurst Street. The subject site is located within a part of King-Spadina (i.e. the West Precinct) that is mid-rise in character and provides a transition in height from the tall towers east of Spadina Avenue to the generally low-rise heights west of

Bathurst Street. Within the West Precinct, there is a pattern of generally taller buildings located closer to Spadina Avenue and Bathurst Street (15-19 storeys), with lower buildings (10-12 storeys) located in the interior of the precinct.

Although the as-of-right zoning in Zoning By-law 438-86 west of Spadina Avenue generally permits a maximum as-of-right height of 23.0 metres (proposed to be increased by By-law 922-2006 and By-law 569-2013 to 28.0 metres, including wrapped mechanical penthouses),

the vast majority of recent developments in the West Precinct have proceeded by way of minor variances or rezonings to permit an increase in height, many of which have also involved variances or amendments to other development regulations. The proposed height of 44.25 metres (38 Camden) and 51.2 metres (451 Richmond Street West) are within the range of approved heights for other residential and non-residential buildings in the area:

Address	Building/Proposal	Status
Lofts 399 (399 Adelaide Street West)	10-storey (34.6m) residential building	Built
Quad Lofts Phase 1 (19 Brant Street)	9-storey (35.0m) residential building	Built
Quad Lofts Phase 2 (23 Brant Street)	11-storey (41.5m) residential building	Built
478 King Street West (Victory Condos)	12-storey (41.0m) mixed-use building	Built
425 Adelaide Street West (Adelaide Brant Centre)	10-storey (42.5m) office building	Built
426-444 Adelaide Street West (Brant Park)	11-storey (35.6m) mixed-use building	Built
445 Adelaide Street West	10-storey (29.6m) residential building	Approved
445-451 Adelaide Street West	11-storey (40.5m) office building	Proposed *Appealed to LPAT
455 Adelaide Street West/10 Morrison Street (Fashion District Lofts)	10-storey (32.8m- does not include Mechanical Penthouse) residential building	Built
502 Adelaide Street West	14-storey (45.0m) mixed use building	Proposed
544 King Street West/1-7 Morrison Street	12-storey (51.85m) mixed-use building	Proposed
582-590 King Street West, 471- 473 Adelaide Street West and 115 Portland Street	12-storey and 6-storey (56.45m and 30.45m) commercial building	Proposed *Appealed to LPAT
560-572 King Street West/ 457 Adelaide Street West (Fashion House)	12-storey and 11-storey (40.1m and 35.7m) mixed-use building	Built
497-505 Richmond Street West (Waterworks Building Redevelopment)	13-storey (53.6m) mixed-use building	Under Construction
520 Richmond Street West (Rush Condos)	15-storey (45.0m) mixed-use building	Approved
525 Richmond Street West	9-storey (29.6m) residential building	Built
533 Richmond Street West (Five Nine on Richmond)	10-storey (28.7m) residential building	Built
543 Richmond Street West	15-storey (49.3m) mixed-use building	Approved
555 Richmond Street West	12-storey (49.9m) office building	Built

Address	Building/Proposal	Status
523-525A Adelaide Street West	17-storey (55.6m) mixed-use building	Built
103-111 Bathurst Street	17-storey (55.6m) mixed-use building	Built
650 King Street West	15-storey/10-storey (54.6m/35.6m) residential building	Built
621 King Street West (Thompson Residences)	15-storey/11-storey (53.5m/39.8m) mixed-use building	Built
550 Wellington Street West/55 Stewart Street (Thompson Hotel and Residences)	15/12/10-storey (53.0m/36.0m/29.6m) mixed-use building	Built
578-580 Front Street West/25- 27 Bathurst Street (Minto Westside)	20/18-storey (69.0m and 63.0m) mixed-use building	Under construction
647, 663-665 King Street West, 69-73 Bathurst Street and 58-60 Stewart Street	17-storey (62.5m) mixed-use building	Proposed *Appealed to LPAT
50 Portland Street (Fifty on the Park)	10-storey (28.7m) residential building	Built
66 Portland Street	9-storey (30.0m) residential building	Built
32 Stewart Street	8-storey (30.0m) residential building	Built
20 Stewart Street	9-storey (30.0m) residential building	Built
75 Portland Street	11-storey (32.0m) residential building	Built
67 Portland Street	8-storey (30.9m) residential building	Approved
508 Wellington Street West (Downtown Condos)	11-storey (35.7m) residential building	Built
500 Wellington Street West	10-storey (35.5m) residential building	Built
400 Wellington Street West	12-storey (37.8m) mixed-use building	Built
422-424 Wellington Street West	17-storey (58.9m) mixed-use building	Proposed *Appealed to LPAT
482-488 Wellington Street West	16-storey (72.55m) mixed-use building	Proposed *Appealed to LPAT
504 Wellington Street West	15-storey (68.76m) mixed-use building (office)	Proposed *Appealed to LPAT

Address	Building/Proposal	Status
485-489 Wellington Street West	15-storey (54.14 m) mixed-use building	Proposed *Appealed to LPAT
156 Portland Street	7-storey (29.6 m) mixed-use building	Built
149-157 Bathurst Street	16-storey (50.8m) mixed-use building	Proposed *Appealed to LPAT
485-539 King Street West	16-storey (57.5m) mixed-use building	Proposed *Appealed to LPAT
135-143 Portland Street	15-storey (52.7m) mixed-use building	Proposed *Appealed to LPAT
495-517 Wellington Street West and 510-532 Front Street (Portland Commons)	15-storey/10 storey (72.0m/45.0m) mixed used building	Approved (See City Council Decision - July 23, 2018)

5.4 Built Form Impacts

The proposed maximum building height of 52.9 metres to the top of the mechanical penthouse (51.2 metres to the top roof) is similar to other approved existing building heights in the immediate area and would be consistent with pattern of height within the West Precinct area, which generally includes somewhat taller heights around the boundaries of the West Precinct.

In particular, the site is located in proximity to the Spadina Avenue frontage where taller heights are generally located. The proposed height is also similar to that of 543 Richmond Street West and 523-525A Adelaide Street West (49.3m and 55.6m respectively) which are located to the west and south to the subject site and is less than the existing heights at The Morgan and Fabrik, at 61.95 metres and 57.0 metres, respectively.

The City has approved a 10-storey office building (425 Adelaide Street West) with a maximum building height of 42.5 metres at the foot of Brant Street. City Council has also approved a development at 520 Richmond Street West, and 445 Adelaide Street West, which includes a

15-storey office building (45 metres in height) and a 10-storey residential building (29.6 metres in height). Similar to this project, the provision of employment uses was seen as an appropriate justification for the support for the height of the office building. As noted, City Council also has approved a strata title conveyance to Build Toronto for the Waterworks Building, which would permit development up to a height of 47.5 metres (14-15 storeys). Similar heights, have also been supported for residential uses. The 18 and 20-storey mixed-use building currently under construction at 578-580 Front Street has heights ranging from 63 to 69 metres.

There is no in-force policy in the King-Spadina Secondary Plan nor is there a guideline in the King-Spadina Urban Design Guidelines (2004) that limits the range of heights that may be permitted within the West Precinct of King-Spadina or identifies any locational pattern of taller or lower heights within the area. Even in the case of the proposed King-Spadina Urban Design Guidelines (2006), the only guidance provided is that heights in the West Precinct are intended to

be mid-rise. However, the guidelines do not speak to the geographic distribution of heights within the area. As well, the proposed King-Spadina Heritage Conservation District Plan does not provide any guidance related to overall heights of buildings in the area.

The applicable policy direction is that building heights are required to fit harmoniously with the existing and planned context. Given the range of heights within the immediate vicinity, it is our opinion that the proposed height on the subject site would "fit". In this regard, the area has a range of mid-to-tall and mid-rise heights, which do not conform to a rigid geographic pattern. Furthermore, the massing of the proposed building, with its stepback at the second storey will contribute to a harmonious fit.

From a massing perspective, the proposed building design is appropriate and compatible given the range of building forms in the surrounding area. Many of the converted warehouse buildings and newly constructed buildings are built out to the street lines and the side lot lines, creating a street wall condition that frames the street edge and contributes to a continuous building frontage. The massing of the proposed building has a similar character and enhances the street wall condition along Richmond Street by locating the ground and mezzanine levels along the street line, and generally from side lot line to side lot line. A 2.46 metre stepback is located at the 2nd floor fronting the Richmond Street frontage and a 2.0 metre setback is proposed at the 2nd storey fronting the Camden Street frontage. These setbacks will reduce the massing of the building along the street edges.

With respect to density, in our opinion, the proposed density of 10.6 FSI is appropriate. First, from a planning policy perspective it is important to optimize the density given the subject site's location within the Downtown and its proximity to higher order transit. Secondly, it is noted that the Official Plan does not generally include density limitations and more specifically does not do so for the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City." The RA

and CRE zoning contain no density limitations for the area or for the subject site.

Accordingly, it is appropriate to establish the density for the subject site based on the basis of a specific use (a hotel), its programme requirements, its design, the neighbourhood context and urban structure considerations, rather than simply on the basis of a density number.

LIGHT, VIEW, PRIVACY

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The greatest concern is to achieve acceptable minimizing impacts upon residential uses.

The proposed boutique hotel is a non-residential building, containing no residential units. All windows are either hotel room windows or windows related to the hotel common areas, or commercial uses. Furthermore, there are no windows on the east and west facades facing the adjacent residential uses.

The RA and CRE zones both permit and anticipate the development of street wall buildings with zero setbacks from the side and rear lot lines, to a depth of 25 metres from the street. In this respect, the majority of the proposed building is located within 25 metres of Richmond Street West and Camden Street, with only 1.5 - 1.6 metres of the ground and mezzanine levels exceeding the 25 metre depth.

For mid-rise buildings, a minimum main window separation distance of 11 metres is typically recommended (i.e. a minimum window setback of 5.5 metres from side and rear lot lines) e.g. in the CR and MCR zoning and in the Mid-Rise Building Guidelines. In the case of the in-force RA zoning, no minimum window separation distance is required, although the RA zoning requires a minimum building setback of 7.5 metres from side and rear lot lines for portions of a building located further than 25 metres from a streetline. By-law 922-2006 proposed to amend the RA zoning to specify a minimum window separation distance of 15 metres (i.e. a minimum setback of 7.5 metres from side and rear lot lines), however, By-law 922-2006 is under appeal and is not force.

The easterly and westerly façades of the proposed building contain no windows and would comply with the applicable CRE zoning provisions. The southerly façade of the hotel on Richmond Street West is setback 5.3 – 5.5 metres to the lot line above the 2nd floor. The northerly façade of the hotel at 38 Camden Street will be set back 5.5 metres from the rear lot line. In accordance with the in-force zoning provisions the setback between the proposed building face is 11 metres. Within this setback area, on top of the mezzanine level, a 90 square metre green roof and skylight are proposed. The proposed setbacks meet the minimum 5.5 metre requirement in By-law 438-86 for residential window separation distances in the CR and MCR zones but will be slightly less than the proposed minimum 7.5 metre requirement in By-law 922- 2006. It is noted that the in-force RA zoning does not specify any minimum required window separation distance. In our opinion, there would be no unacceptable LVP impacts, particularly given that the building is entirely commercial in nature.

Based on the foregoing, no negative LVP impacts are anticipated with respect to the adjacent Soho Lofts Starwood Centre building to the west, 2½-storey brick building to the east and its associated rezoning application.

WIND IMPACTS

A Qualitative Pedestrian Level Wind Assessment was prepared by Gradient Wind Engineering Inc. (GWEI) (dated July 31, 2018). The report provides a qualitative assessment of pedestrian level wind comfort for the site based on the proposed building design, consideration of existing and approved buildings in the area, statistical knowledge of the City of Toronto’s wind climate, and experience with similar projects in Toronto. A qualitative wind assessment is useful to identify any significant massing features or design elements which may adversely impact pedestrian activities within the study area, and to provide initial recommendations for mitigation strategies.

Based on consideration of the proposed development, surrounding building massing, and the relationship to the local wind climate, the following summary and recommendations are provided by GWEI:

- wind comfort at all grade-level (i.e., nearby sidewalks, alleyways and building access points) pedestrian-sensitive locations across the full study site is expected to be suitable for the anticipated uses without mitigation;
- wind comfort at all elevated terraces are expected to be suitable for sitting throughout the year without mitigation;
- the introduction of the proposed building is not expected to significantly influence pedestrian wind comfort at neighbouring areas beyond the development site. In particular, nearby building entrances, sidewalks, laneways, parking areas, and other pedestrian-sensitive areas beyond the development site are expected to continue to experience wind conditions similar to those that presently existing without the proposed building in place.

SHADOW EFFECTS

Official Plan Policy 3.1.2(3) requires that new development be massed to adequately limit shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and to minimize any additional shadowing on neighbouring parks as necessary to preserve their utility. Policy 4.2(2)(b) requires buildings to be located and massed to adequately limit shadow impacts on Neighbourhoods, particularly during the spring and fall equinoxes. From an Official Plan policy perspective, the most important period for consideration of shadow impacts is between March 21st and September 21st.

In this regard, a Sun/Shadow Study has been prepared by Sweeny & Co Architects in order to assess the incremental shadow impacts of the proposed development. As the proposal is over 20 metres in height and not near any shadow sensitive areas, the Sun/Shadow test times are on the fall and spring equinoxes; March 21st (spring equinox) and September 21st (fall equinox), and hourly from 9:18 a.m. to 6:18 p.m., inclusive.

Due to the substantial separation distance from the closest Neighbourhoods designation, which is located north of Queen Street, the proposed buildings will have no shadow impacts on any low-rise Neighbourhoods or any parks and open spaces.

With respect to shadowing on adjacent streets and sidewalks, the north and south sides of Richmond Street West would be shadowed from 9:18 a.m. to 4:18 p.m. at the fall equinox. During the spring equinox, there will be one extra hour of shadows; shadows will fall on the north and south side of Richmond Street West from 9:18 a.m. and 5:18 p.m. At both times of the year, there are no shadowing impacts to Camden Street or Queen Street West. The shadow impacts are acceptable as the majority of the north and south sidewalks along this stretch of Richmond Street West are already shadowed by existing and approved development at this time of the year.

There are no shadowing impacts whatsoever onto the Queen Street HCD area to the north.

Due to the high-rise nature of the surrounding area, the proposed development will result in minimal new shadowing on adjacent streets and properties as described above, and no new shadow on open spaces and Neighbourhoods. Based on the foregoing, it is our opinion that the incremental shadow impacts on adjacent streets and properties would be adequately limited, in accordance with the applicable Official Plan policy.

5.5 Urban Design

The proposed development is appropriate and desirable in urban design terms. The building will fill in an underutilized site, and will be a distinctive, high-quality addition to the area. The proposed development will also result in an appropriately scaled building that will complement the existing built form context, as well as other recently constructed buildings.

In our opinion, the proposed design conforms with the applicable built form and urban design policies of the Official Plan and the King-Spadina Secondary Plan, in particular Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), and 4.7(1) of the Official Plan, and 3.6 of the Secondary Plan. In particular, the proposal will:

- locate the building parallel to the street, and consistent with the front yard setbacks which along Richmond Street West;
- locate the main building entrance so that it is clearly visible and accessible from the Richmond Street public sidewalk;

- provide active ground floor uses, including the hotel lobby and lounge, that will enhance safety, amenity and animation along King Street West;
- locate and screen the service and loading areas, car elevator and garbage storage by internalizing all functions within the rear of the building;
- provide all parking underground;
- mass the building in a manner that frames Richmond West at a good proportion, with step backs above the street wall.

With respect to the King-Spadina Urban Design Guidelines (2004), it is our opinion that the proposed development is in keeping with the guiding principles. In addition, although the updated King-Spadina Urban Design Guidelines (dated August 2006) are not in effect and do not have any formal status (see Section 4.11 above), the development proposal is generally in keeping with a number of the design guidelines, including:

- loading and servicing will be located at the rear of the site and will be hidden from the public realm;
- street-related uses will be located at the ground floor of the non-residential building;

With respect to the Downtown Plan that is not yet in force, the proposed development would conform to the proposed policies as follows:

- the proposed development is of a height and scale that respects and reinforces the existing and planned context of the neighbourhood, including prevailing heights, massing, scale and density;
- the building provides for a range of uses including hotel uses that will balance the residential and non-residential uses in the area;
- provides generous floor-to-ceiling heights for proposed grade-related space;

Although the "Avenues & Mid-Rise Buildings Study" is not directly applicable to the site, it is our opinion that the proposed development constitutes a tall mid-rise building, displaying the massing and elements of a mid-rise typology at a slightly taller height. The proposed building is not a traditional tall-building with a podium-tower form, on which the Tall Building Design Guidelines are predicated. Accordingly, the applicable Mid-rise performance standards for which the building is generally in keeping are set out below:

Maximum Overall Height (Performance Standard #1): The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).

- The proposed maximum building height is 17 storeys (51.m exclusive of the wrapped mechanical penthouse). Although this is greater than the 20m right-of-way, the proposed height is complementary to the existing, approved, and proposed buildings within its immediate context. These include the proposed 19-storey, 57m high (inclusive of mechanical penthouse) mixed-use building immediately east of the subject site at 451-457 Richmond Street West and subject to an OMB appeal; the existing Fabrik condos further east at 435 Richmond Street West which is a recently constructed 17-storey mixed use building; the existing 12-storey mixed-use 'Soho Lofts Starwood Centre' at 477 Richmond Street West and immediately west of the subject site; the OMB approved 17-storey mixed-use building north of the subject site, known as 'The James' at 452- 458 Richmond Street West; a proposed 19-storey mixed-use building at 450 Richmond Street West further north and east of the subject site; and the existing 16-storey mixed-use building known as 'The Morgan; at 438 Richmond Street West.

Minimum Ground Floor Height (Performance Standard #3): The minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.

- The ground floor height for both hotels is 7m inclusive of a mezzanine level. The proposed ground floor height facilitates hotel support uses including a reception area, lounges, kitchen areas, meeting rooms, and office space, while providing flexibility in the event of use changes.

Front Façade: Pedestrian Perception Step-back (Performance Standard #4B): "Pedestrian Perception" step-backs on buildings taller than 23 metres should be required to mitigate the perception of height and create buildings at the street that are of a comfortable scale for pedestrians.

- Building stepbacks are proposed to be provided beginning at the second floor of both hotel buildings.

- 471 Richmond: a 2.46 – 2.62 m setback is provided
- 38 Camden Street: a 2.0 m setback is provided
- These setbacks mitigate the perception of height from the pedestrian level of both streets. Further, at a height of 7m, it respects the height of the 2-1/2 storey Victorian row houses at 474 - 478 Richmond Street West which are listed on the City's heritage register and located across the street on the north side of Richmond Street West.

Front façade: Alignment (Performance Standard #4C): The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.

- The front street wall is built to the front property line at Richmond Street West and Camden Street.

Rear transition to Neighbourhood (Performance Standard #5A and 5B): The transition between a deep (and shallow) Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas and Natural Areas to the rear should be created through setback and angular plane provisions.

- The buildings are adjacent to Regeneration Area lands to the south. A 5.269m - 5.318m rear setback is provided at the second level and a height of 7 metres above which windows for the guest rooms are proposed.

Side Property Line (Performance Standards #8): Mid-rise buildings should be built to the side property lines, to create continuous facades along the Avenues and avoid blank side walls.

- The proposed building is built to the side property lines providing a continuous street facade with its adjacent neighbours.

Building Width—Maximum Width (Performance Standards #9): Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or "broken up" to ensure that facades are not overly long.

- The building's frontage is 31.799 metres in width along Richmond Street West and 16.679 metres in width along Camden Street.

Balconies and Projections (Performance Standard #12): Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.

- There are no balconies or projecting building elements proposed.

Roofs and Roofscapes (Performance Standard #13): Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

- The mechanical penthouse of both hotels is proposed to be contained within the main building and screened from public view.
- The building at 38 Camden Street is proposed to have a mechanical penthouse within the 15th storey.
- The mechanical penthouse at 38 Camden Street is proposed to be located within the 17th level and shared with a hotel bar. This hotel bar and its associated terraces are located at the north side of the building facing Richmond Street West, while the mechanical and electrical service rooms are located at the south side of the building.
- Each hotel will have an elevator overrun that extends beyond the overall building height by 1.7m, but they will be setback from the front facade and are generally centered in the overall building.

Vehicular Access (Performance Standard #16): Wherever possible, vehicular access to on-site parking, loading, and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.

- Due to the absence of a rear laneway and the general mid-block location of the subject site, vehicular access to on-site parking, loading, and servicing facilities is provided by a consolidated driveway at Richmond Street West.
- Loading and Servicing (Performance Standard #17): Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.
- Vehicular access to parking, loading, and drop-off is consolidated at Richmond Street West and internally located thereby minimizing the impact to the pedestrian realm and not detracting from its attractiveness

5.6 Transportation

A Transportation Impact Assessment was prepared by LEA Consulting Inc. (dated June 2019). The report identifies and assesses the existing transportation conditions present in the area; determines site-generated traffic by the proposed development; provides parking, bicycle and loading reviews; and identifies a set of Transportation Demand Management (TDM) strategies and recommendations to support a more efficient transportation network. The report provides the following conclusions:

- The proposed development will introduce a hotel containing 375 rooms on the site of 471 Richmond Avenue West & 38 Camden Street. This will replace the existing land uses on site. The site will maintain access to Richmond Avenue West.
- The existing transportation networks in the area were reviewed. The subject site is located in an area well serviced by the TTC with frequent service along Spadina Avenue and Queen Street West. Significant cycling facilities are located on the doorstep of the subject site, and the existing pedestrian network consists of continuous wide sidewalks providing for a high degree of walkability and connectivity.
- The projected site trips were determined through a proxy survey conducted at a comparable hotel development within the area. The subject site is projected to generate 17 net new trips (7 inbound, 10 outbound) and 17 net new trips (12 inbound, 5 outbound) during the AM and PM peak hour periods, respectively. The proposed redevelopment is expected to have an acceptable traffic impact.
- The parking requirements of the City of Toronto By-Law 569-2013 indicate a minimum supply of 28 parking spaces. The proposed development will satisfy the minimum requirement by providing a total of 35 spaces. Further, seven (7) short-term and two (2) long-term bicycle parking spaces will be provided compared to none being required.
- The loading requirements of the City of Toronto By-Law 569-2013 include 2 Type "B" and 1 Type "C" loading space. The proposed development will include two (2) shared Type B/C loading space which is considered to satisfy the Zoning By-Law requirements.

- A number of TDM measures have been recommended, including the provision of PRESTO Cards to employees and promoting multi-modal travel alternatives. The nearby transit stops and amenities surrounding the subject site will allow employees and guests to engage in alternative transportation methods and reduce the need for travel using a personal vehicle.

5.7 Heritage

A Heritage Impact Assessment (HIA) was prepared by ERA Architects Inc. (May 29, 2019) to consider the impact of the proposal for the redevelopment of the subject site on adjacent heritage resources. The report finds that the proposed redevelopment is found to conserve the cultural heritage values and attributes of adjacent heritage properties, and is found to conform with provincial policy direction, the heritage policies contained within the Official Plan, relevant municipal design guidelines, and both the broad and specific objectives of the Council-adopted, but not yet in force, King-Spadina HCD.

The HIA affirms that 38 Camden Street is listed on the Toronto Heritage Register and is identified as a 'contributing' property within the King-Spadina HCD, as adopted. However, an evaluation of the property under Regulation 9/06 determined that the property does not possess significant design, historical, or contextual value, is not a significant cultural heritage resource, and does not merit designation under Part IV of the OHA. As such, the report finds that removal of 38 Camden Street as part of the proposed development does not constitute a significant impact on cultural heritage resources, or on the cultural heritage value of the King-Spadina HCD.

The HIA finds that the development proposal conserves the cultural heritage value of adjacent heritage resources, while allowing for intensification of the site within its evolved urban context.

As noted in the report, the proposed development incorporates a number of design considerations intended to mitigate negative impacts on the heritage attributes and cultural heritage value of adjacent properties, including the following:

- The proposed development will intensify an underutilized site in the downtown core, thus fulfilling broader provincial policy directives, and mitigating any minimal negative impact on adjacent heritage properties;
- The proposed development will have a positive contextual impact on adjacent heritage properties by replacing a surface parking lot at 465 Richmond Street West and reinstating a continuous streetwall along the south side of Richmond Street West;
- The proposed development features a shared 2-storey base, above which the north building steps back 2.5 metres from the north property line, while the south building steps back 2.0 metres from the south property line; these stepbacks reflect the datum line of adjacent low-rise commercial heritage buildings and ensure the proposed development is compatible with the character of the King-Spadina area;
- The abovementioned stepbacks also increase the proposed towers' physical separation from adjacent heritage resources, and mitigate visual impact on adjacent heritage properties;
- The regular, rectilinear forms and flat rooflines of the proposed development are compatible with the character of adjacent commercial/industrial heritage properties, including 457 & 460 Richmond Street West, and 35, 45 & 47 Camden Street;
- The differentiated facade treatment of the proposed building along Richmond Street West breaks up its massing, and reflects a fine-grained character typical of the area;
- The proposed building represents a high-quality architectural addition to the area, that is distinctly of its time, yet compatible with adjacent heritage buildings.

The HIA concludes that the proposal represents a high-quality contemporary addition to the area, which reinstates a consistent streetwall along the south side of Richmond Street West, establishes a low-rise datum line that reflects the scale of surrounding low-rise commercial heritage buildings and is compatible with adjacent heritage resources. Further, the proposed development incorporates stepbacks to help increase physical separation and mitigate visual impact on adjacent heritage properties. The report concludes that, based on the review

conducted by ERA, the proposed development is found to conform with provincial policy directives, Official Plan heritage policies, relevant municipal design guidelines, and the broad and specific objectives of the Council-adopted, but not yet in force, King-Spadina HCD.

5.8 Servicing

LEA Consulting Ltd. was retained to prepare a Site Servicing a Stormwater Management Brief to:

Examine the potential water quality and quantity impacts of the proposed building and summarize how each will be addressed in accordance with the City of Toronto and the Toronto and Region Conservation Authority (TRCA) stormwater management requirements; and,

Review the adequacy of the existing water supply, storm and sanitary services, and propose a site servicing plan.

With respect to stormwater management, LEA Consulting Inc. found that while there are no on-site stormwater management facilities, the on-site storage volume of approximate 5.12 m³ will be provided for retaining the first 5mm rainfall runoff as required to achieve water balance target. This portion of water shall be reused on site for irrigation, grey water, etc. The consumption rates will be provided by the project team mechanical engineer in the next stage of design. In addition to clean roof, a stormceptor is proposed to satisfy the water quality control requirement of 80% TSS removal.

Respecting temporary erosion and sediment control measures, these will be provided before construction and maintained during construction in accordance with GGHA CA's Erosion & Sediment Control Guideline for Urban Construction (December 2006).

In terms of servicing, the proposed hotels will gain storm, sanitary and water supply service from existing nearby municipal servicing. Based on the background information collected from the City of Toronto, there is no storm sewers along the municipal right-of-way of Richmond Street West and Camden Street, between Brant Street and Spadina Avenue. Hence, it can be expected that the existing sanitary and storm flows from the commercial building at 465-471 Richmond

Street West and the commercial building at 38 Camden Street are discharged to the 600mm × 900mm E.S.Br. combined sewer on Richmond Street West and 450mm V.P. combined sewers on Camden Street respectively, and discharge to the 1650mm × 1200mm combined sewer on Spadina Avenue. The existing water supply for the building at 465-471 Richmond Street West and the building 38 Camden Street are serviced from the 150mm watermain on Richmond Street West and Camden Street respectively. Proposed site service connections for the proposed development site are as follows:

- Storm service: 250mm dia. PVC pipe;
- Sanitary service: 250mm dia. PVC pipe; and,
- Water service: 100mm dia. domestic and 150mm dia. PVC pipe fire water supply.

5.9 Wind

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Manga Hotels (Richmond) Inc. to undertake a computer-based pedestrian level wind study for the proposed development. The purpose of the study was to investigate pedestrian wind comfort within and surrounding the development site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where necessary.

Based on the test results, meteorological data analysis, and experience with similar developments in Toronto, Gradient Wind found that wind conditions over all pedestrian sensitive grade-level locations within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. The Level 2 and 17 outdoor amenity areas will experience calm and acceptable wind conditions suitable for sitting throughout the year without mitigation. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe.

5.10 Noise

Gradient Wind was also retained to undertake a roadway traffic noise assessment for the proposed development. The assessment was performed on the basis of theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) NPC-3001 guidelines.

The results of the current analysis indicate that noise levels will range between 49 and 69 dBA during the daytime period (07:00–23:00) and between 42 and 61 dBA during the nighttime period (23:00–07:00). The highest noise level (i.e. 69 dBA) occurs along the development's northern façade, which is nearest and most exposed to Richmond Street West. Noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. Therefore, upgraded building components will be required on the north façade of the building at 471 Richmond Road, where noise levels exceed 65 dBA (see Figure 3). On all other sides of the building materials meeting Ontario Building Code compliance will be sufficient.

Results of the calculations also indicate that 471 Richmond Street West will require air conditioning, which will allow occupants the option to keep windows closed and maintain a comfortable living environment. The report explains that the proponent is planning to use Packaged Terminal Air Conditioning (PTAC) units and that these should provide a minimum STC of 27, equal to that of the windows, and indoor noise emissions should not exceed a Noise Criteria (NC) of 30. 38 Camden Street will not require upgraded building components or specific ventilation requirements.

With regards to stationary noise impacts, the report explains that a stationary noise study will be performed once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits.

5.11 Complete Community Assessment

Bousfields was retained to undertake a Complete Community Assessment (CCA) to describe how the proposed development will affect the surrounding area and community with respect to community services and facilities, community character, and infrastructure.

The CCA is a planning report which was introduced as part of the Secondary Plan for the Downtown (the "Downtown Plan") which was approved in principle by City Council, with a number of amendments, and has been forwarded to the Ministry of Municipal Affairs and Housing, but has not yet been approved. In conjunction with this approval, Council directed that a "Complete Community Assessment" be incorporated as an addendum to the Toronto Development Guide Planning Rationale Terms of Reference.

Within the Study Area there are a total of 63 buildings/blocks, including the existing building on the subject site, of which 39 are non-residential, 20 residential and 4 mixed-use buildings. There is approximately 1,018 residential units which equates to an estimated population of 1,628.8 to 1,801.83 persons currently residing in the Study Area. Since the proposed development is for non-residential uses, there will be no population increase in the Study Area as a result of the development. There is an estimate of about 221 to 412 employees that may be generated from the proposed development.

A brief summary of a Community Services and Facilities Study has been included in the CCA to assist hotel guests and staff. There are two public libraries in proximity to the subject area (Fort York Branch and Sanderson Branch). The Sanderson branch has a major renovation and expansion planned. There are also two publicly funded recreation centres in the area (Scadding Court Community Centre and Harrison Pool). As part of the Water Works redevelopment, a 54,000 square foot community centre is planned which will include a gymnasium, studio space, community room and three change rooms.

[6.0]

C O N C L U S I O N

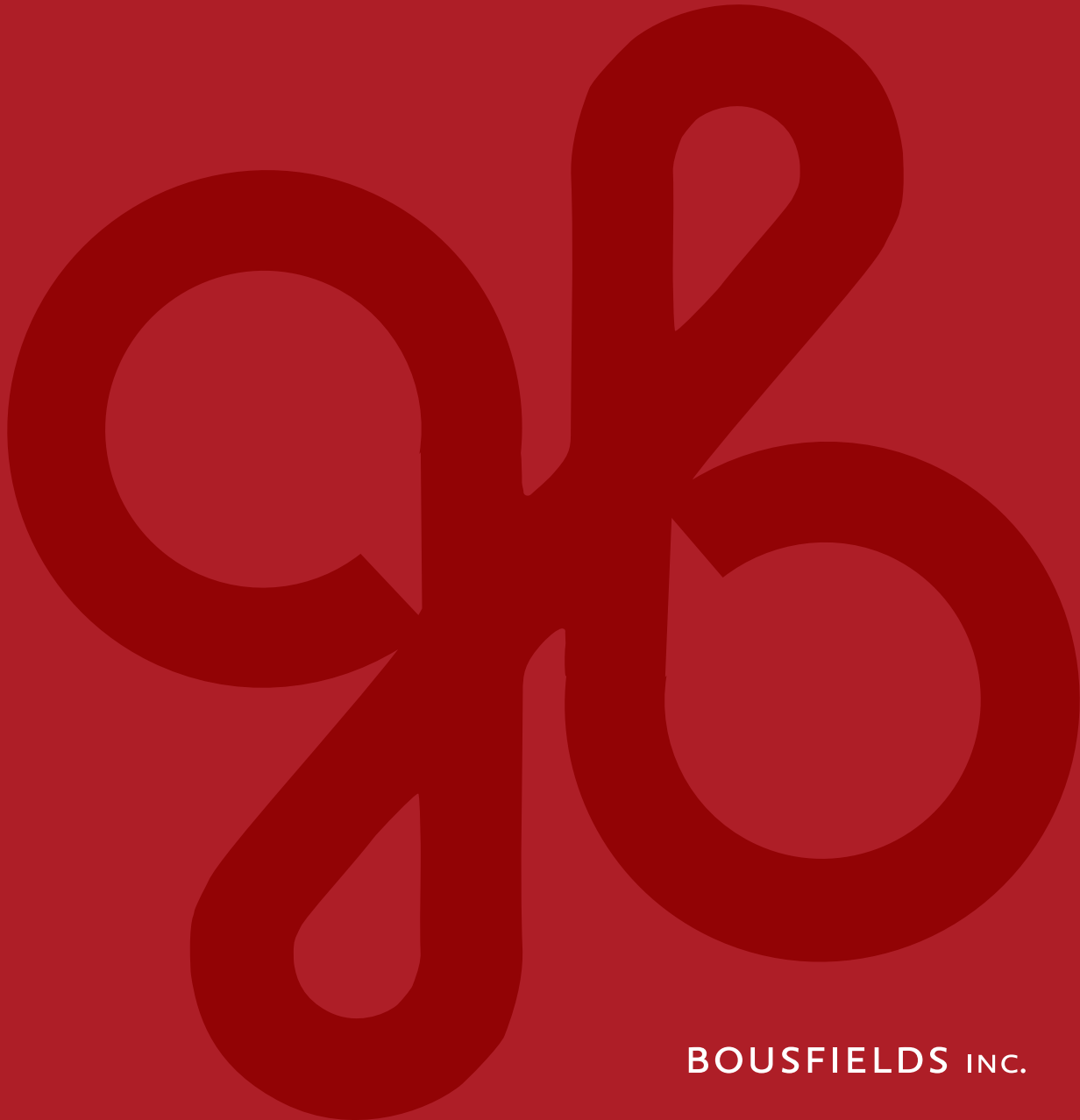
The proposed redevelopment of the subject site is in keeping with the existing and approved built form context and will revitalize and regenerate an underutilized site.

From a policy perspective, the site is well suited for intensification given its proximity to transit and other municipal infrastructure, consistent with the policy direction established in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan.

The proposed height is consistent with the pattern of high-rise development in the King-Spadina Area. The proposal allows for an attractive development that will enhance the streetscape and provide an improved public realm experience. From a land-use perspective the development would provide two new hotels to the area, resulting in a total of 375 guest suites and additional entertainment uses including restaurants, a cafe and rooftop bar.

From a built form and massing perspective, the proposed development will fit harmoniously within the existing and planned built form context. The proposal has been designed to be in conformity with the Official Plan's urban design policies and is substantially in accordance with the King-Spadina Secondary Plan and the King-Spadina Urban Design Guidelines.

Accordingly, it is our opinion that the rezoning application for the proposed development is appropriate and desirable and should be approved.



BOUSFIELDS INC.