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City of Toronto  
City Hall 25<sup>th</sup> Floor, 100 Queen St West  
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**Re: Zoning By-Law Amendment Submission for King-Bathurst Station Transit Oriented Communities (TOC), Ontario Line, South Section**

On behalf of our client Metrolinx/Infrastructure Ontario (MX/IO), Ontario Line Technical Advisors (OLTA) are pleased to submit this combined Zoning By-Law Amendment application for the redevelopment of two (2) sites located at the intersection of King Street West and Bathurst Street, at the western gateway of Toronto's downtown area.

The proposed developments are a generational city-building opportunity, delivered as part of the Province of Ontario's Transit Oriented Communities ("TOC") Program, which will contribute to the area's continued growth as a transit-oriented community. Directly integrated with planned transit station infrastructure, the proposed developments are being coordinated with the current Ontario Line procurement process, and will deliver transit-supportive densities and maximize opportunities to support direct and convenient multi-modal transit connections. The transformation of these TOC sites with landmark developments provides an opportunity to advance municipal, regional and provincial planning policy objectives, and creates new spaces for residents to live, work, learn and play within downtown.

## **1. Ontario Line Transit Oriented Communities**

### Program Overview

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. The Province's new Transit-Oriented Communities ("TOC") program leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in neighborhoods across the line. Through the program, transit infrastructure across the Ontario Line will be delivered alongside TOCs, consisting of high-density, mixed-use developments that will be structurally integrated with or adjacent to transit stations on sites required for transit need. The Ontario Line and the TOC program together represent an important step toward providing transit investment commensurate with the rate of growth in the Greater Toronto Area.

These TOC developments have significant potential to advance important city-building and complete community objectives. A goal of integrating transit delivery with development is to offset the cost of transit construction. Placing more housing and jobs at or near transit stations will increase overall transit ridership, reduce traffic congestion and emissions, and support growth in complete communities. To that end, the Province is collaborating with key stakeholders from the City and private sector to ensure the coordinated delivery of transit and integrated TOC on time, on budget and with the efficient use of public and private resources.

#### Planning Approvals Process

The TOC program for the Ontario Line is being implemented through a streamlined approvals process that balances consideration for the intent of planning policy with the certainty and efficiency required to deliver essential transit faster. This process remains rooted in principles of good planning and involves careful study of the existing and emerging context of these neighbourhoods and the potential impacts of proposed TOC developments.

The delivery of development through the TOC program and its associated planning process will proceed separately from the Ontario Line transit infrastructure approvals process. The process of delivering the Ontario Line is currently ongoing, partially facilitated through a modified Site Plan Review (SPR) for the stations in collaboration with relevant stakeholders at the City of Toronto and Toronto Transit Commission.

The proposed re-zoning is based on an indicative development concept prepared in coordination with the transit station Reference Concept Designs (RCD) advanced to schematic design level by the OLTA Team. Performance Standards and Output Specifications prescribe the program and structural interface to protect for overbuild. The TOC re-zoning process will establish permissions for height and density, among other high-level design parameters, however final detailed design is subject to change and will be developed by the future development partner. It is expected that the TOCs will be subject to a future site plan review process. As a result, this re-zoning aims to establish high-level built form and development parameters, while allowing for an appropriate degree of development flexibility and innovation.

The studies and plans accompanying this letter comprise the core rezoning submission and are for City review and comment as part of the TOC Program engagement with the City. The indicative design illustrated in the drawing package and referenced in the supporting reports (e.g. Planning and Urban Design Rationale) is intended to establish design parameters that will shape future development proposals at the TOC sites by establishing new, site-specific, minimum and maximum constraints (e.g. setbacks, height).

## 2. Discussions with City Staff to Date

During January to March of 2021, MX/IO and OLTA met several times with a working group from the City's Transit Expansion Office to discuss the TOC Program (South Segment), associated planning approvals and an introduction to the South Segment TOCs. Through these meetings, all parties agreed to a modified submission requirements checklist.

## 3. The Site(s) Today

This application encompasses two sites located on the east side of Bathurst Street, on the north and south sides of King Street West. Of the two TOC development sites, the northern site represents an assembly of two properties under the same ownership with the following municipal addresses: 662 King Street West and 668 King Street West, 91 Bathurst, collectively referred to as "the north site". The southern site is an assembly of two properties under the same ownership with the following municipal addresses: 663-665 King Street West, 69-73 Bathurst Street and 58-60 Stewart Street and 647 King Street West, collectively referred to as "the south site". These sites are located King-Spadina district, one of the City's most attractive and fastest growing mixed areas at the westernmost edge of Toronto's downtown.

Both sites are designated Regeneration Areas in the City of Toronto Official Plan (2019) and as Mixed Use Areas 2 in the Downtown Secondary Plan (2019) and the updated King-Spadina Secondary Plan (2020; under appeal) and are zoned for a diverse range of commercial, employment and residential uses under Zoning By-Law 569-2013 and Zoning By-Law 438-86.

### North Site

The north site is approximately 1,643 square metres in size with frontages on the north side of King Street West (48.0 metres) and the east side of Bathurst (34 metres). The site is currently occupied by two (2) low-rise buildings with office and restaurant uses. Both properties are individually listed on the City of Toronto's Heritage Register as well as identified as contributing properties within the King-Spadina Heritage Conservation District (under appeal).

### South Site

The south site is approximately 1,957 square metres in size with a 32.3 metre frontage along King Street West, a 60.6 metre frontage along Bathurst Street, and a 32.0 metre frontage along Stewart Street. The site is currently occupied by a single-storey commercial property as well as two (2) four-storey buildings housing a mix of office, commercial and residential uses, including seven (7) existing rental housing units. As with the north site, the assembled properties are individually listed on the City of Toronto's Heritage Register as well as identified as contributing properties within the King-Spadina Heritage Conservation District (under appeal).

#### 4. The Proposal

The proposed developments at King-Bathurst station consist of two buildings. Both are directly integrated with below-grade Ontario Line transit infrastructure (to be delivered through a separate process), with access to the stations provided via at-grade entrances along Bathurst Street and King Street West. These developments will introduce transit-supportive building forms, which draw on the area's rich cultural heritage and established built character, while reflecting on the civic importance of the Ontario Line and the site's location as the central landmark of a new subway Major Transit Station Area.

On the north site, the proposed development consists of conserved 2-3 storey heritage buildings topped by a tall building component up to the ultimate height of 25 residential storeys. At a maximum height of 88.9 metres (inclusive of mechanical penthouse), the TOC indicative concept proposes approximately 14,800 square metres of residential GFA, 1,310 square metres of non-residential (office) GFA, and 820 square metres for above-grade transit uses (to be delivered through a separate process), for a maximum density of 9.5 FSI on site.

On the south site, the transit station is housed within the conserved heritage building at 663 King Street West, with residential units proposed beginning at level 2 up to 25 residential storeys. At a maximum height of 88.9 metres (inclusive of mechanical penthouse), the TOC indicative concept proposes approximately 23,000 square metres of residential GFA and 1,360 square metres for above-grade transit uses, for a maximum density of 12.5 FSI on site.

The purpose of the proposed Zoning By-Law Amendment is to permit the proposed height and density of the proposal and other development-specific permissions.

#### **SUBMISSION DETAILS**

The following is a list of the materials submitted in support of the rezoning for the two TOC sites. The materials are based on the modified Planning Application Checklist as agreed upon by Metrolinx and the City of Toronto through dedicated working group discussions.

1. **Project Data Sheet** for each site;
2. **Draft Architectural and Landscape Drawings** for each site, with drawings as follows in each package:  
North Site:
  - a. 202T000B Cover
  - b. 202T001B Context Massing
  - c. 202T002B Notes and Legends
  - d. 202T003B Project Statistics
  - e. 202T004B Context Plan
  - f. 202T005B Roof Site Plan
  - g. 202T006B Ground Floor Site Plan
  - h. 202T007B Landscape Plan

- i. 202T100B Below Grade Levels
- j. 202T200B Level 01 & Level 02
- k. 202T201B Level 03 & Level 04
- l. 202T202B Level 05 & Typ Level
- m. 202T203B Level 26 & Roof
- n. 202T400B Elevations
- o. 202T401B Elevations
- p. 202T500B Sections
- q. 202T600B Shadow Study – March 21
- r. 202T601B Shadow Study – June 21
- s. 202T602B Shadow Study – September 21
- t. 202T603B Shadow Study – December 21

South Site:

- a. 202T000D Cover
- b. 202T001D Context Massing
- c. 202T002D Notes and Legends
- d. 202T003D Project Statistics
- e. 202T004D Context Plan
- f. 202T005D Roof Site Plan
- g. 202T006D Ground Floor Site Plan
- h. 202T007D Landscape Plan
- i. 202T100D Below Grade Levels
- j. 202T200D Level 01 & Level 02
- k. 202T201D Level 03 & Level 04
- l. 202T202D Level 05 & Level 06-17
- m. 202T203D Level 18 & Level 19-25
- n. 202T204D Level 26 & Roof
- o. 202T400D Elevations
- p. 202T401D Elevations
- q. 202T500D Sections
- r. 202T600D Shadow Study – March 21
- s. 202T601D Shadow Study - June 21
- t. 202T602D Shadow Study – September 21
- u. 202T603D Shadow Study – December 21

3. **Draft Concept Site and Landscape Plan** (included in Architectural Set above);
4. **Geotech Scope Memo**;
5. **Draft Transportation Impact Study** (includes parking, loading, traffic operations);
6. **Draft Functional Servicing Report**;
7. **Draft Drainage and Stormwater Management Report**;
8. **Draft Planning and Urban Design Rationale**;
9. **Computer Generated Building Mass Model**; and
10. **Cover Letter**.



We trust the above materials provide the information required to adequately evaluate the application. Additional plans or studies will be provided as part of the Transit Project or as part of a future Site Plan process.

We look forward to our continued working relationship with all City departments, agencies and stakeholders as we work through the approvals process.