

2021.05.26

Ontario Line

# King-Bathurst Station

662-668 King Street West, 91 Bathurst Street  
647-665 King Street West, 69-73 Bathurst Street, 58-60 Stewart Street



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# 1.0 Introduction

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**1.1 Purpose of this Document**

**1.2 Overview of Report Structure**

## 1.1 Purpose of this Document

The Transit Oriented Communities (TOC) Program is a critical component of the Province of Ontario's new market-driven approach to delivering transit infrastructure and integrated transit-oriented development. The Ontario Line Technical Advisory Team (OLTA and/or One Team) has been retained by Metrolinx (MX) and Infrastructure Ontario (IO) to provide planning advisory services, including the development of Planning and Urban Design Rationales, in support of a rezoning on the sites of future transit stations and essential staging and construction sites along the Ontario Line. The Ontario Line will be a 15.5 kilometre higher-order transit line in Toronto with 15 stations. This rationale pertains to the King-Bathurst Station TOC.

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. This report will establish a rationale for the general height, density and design parameters envisioned, which will form the basis of planning approvals.

The proposed King-Bathurst Station is one of five new stations proposed in the Downtown and Central Waterfront Area. Located within one of the city's fastest growing and most attractive mixed-use areas, existing small-scale commercial buildings will be transformed into civic landmarks reflecting both the historic character of the area and significance of the new Ontario Line station.



**Figure 1:** Illustrative Render - The southeast entrance of the new King-Bathurst station

In total, the proposed development comprises two mixed-use buildings at 25 storeys, delivering 422 new residential units and 1,315 sq.m. of non-residential GFA. The transformation of these TOC sites provides an opportunity to advance municipal, regional and provincial planning policy objectives while providing new opportunities for residents and visitors to live, work, learn and play within one of the Downtown's most dynamic neighbourhoods.

Directly integrated with planned transit station infrastructure, the proposed TOC developments will maximize opportunities to provide direct and convenient multi-modal transit connections

at the western gateway to the Downtown area. Importantly, the proposed developments respond to the existing and planned context, contribute to the provision of neighbourhood enhancements, and introduce a number of public realm improvements aimed at supporting a more connected urban landscape.

The purpose of this document is to provide a planning and urban design rationale to support proposed TOC developments at King-Bathurst Station, comprised of two sites located at the intersection of King Street West and Bathurst Street.



**Figure 2:** Illustrative Render - Northeast entrance to the new King-Bathurst Station

## 1.2 Overview of Report Structure

This document is organized into six parts:

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- |                         |  |
|-------------------------|--|
| <b>1.0 Introduction</b> | presents an overview of the report identifying the purpose as well as key features of the proposed developments. |
|-------------------------|--|
- 
- |                       |   |
|-----------------------|---|
| <b>2.0 Background</b> | provides the basis for this Planning Rationale by outlining the broad objectives and principles of the TOC program. It also introduces the site, its current conditions and surrounding areas within the City, transportation context and existing and planned development context. |
|-----------------------|---|
- 
- |                     |  |
|---------------------|--|
| <b>3.0 Proposal</b> | presents the facts about the proposed development. This section includes a summary of key development statistics and plans, including the site plan, roof/landscape plan, and elevation section drawings.. |
|---------------------|--|
- 
- |                   |  |
|-------------------|--|
| <b>4.0 Design</b> | includes a detailed analysis of the site and its adjacent urban design components, and how the proposed design responds to these conditions. It includes consideration of the built form context and public realm context, including an examination of heights, building typology, massing, streetwall and setback patterns, site access, connectivity to surrounding areas, streetscape and landscape treatment, and heritage interpretation, among others. |
|-------------------|--|
- 
- |                          |   |
|--------------------------|---|
| <b>5.0 Policy Review</b> | provides a summary of relevant provincial, regional and municipal planning policy, and a detailed analysis of how the proposed development responds to existing direction provided within the statutory planning framework. Relevant non-statutory planning studies and guidelines are also assessed insofar as they are applicable to and inform the proposed development. |
|--------------------------|---|
- 
- |                      |  |
|----------------------|--|
| <b>6.0 Rationale</b> | concludes the document by presenting the argument for why and how the proposed development represents good planning. It also identifies the supporting reports and studies that have been completed in support of the proposed developments. |
|----------------------|--|
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# 2.0 Background

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## **2.1 Ontario Line**

2.1.1 About the Ontario Line

2.1.2 The Transit Oriented Communities Approach

## **2.2 Station Area**

2.2.1 Station Neighbourhood

2.2.2 Transportation Context

2.2.3 Development Context

2.2.4 North Site & Surroundings

2.2.5 South Site & Surroundings

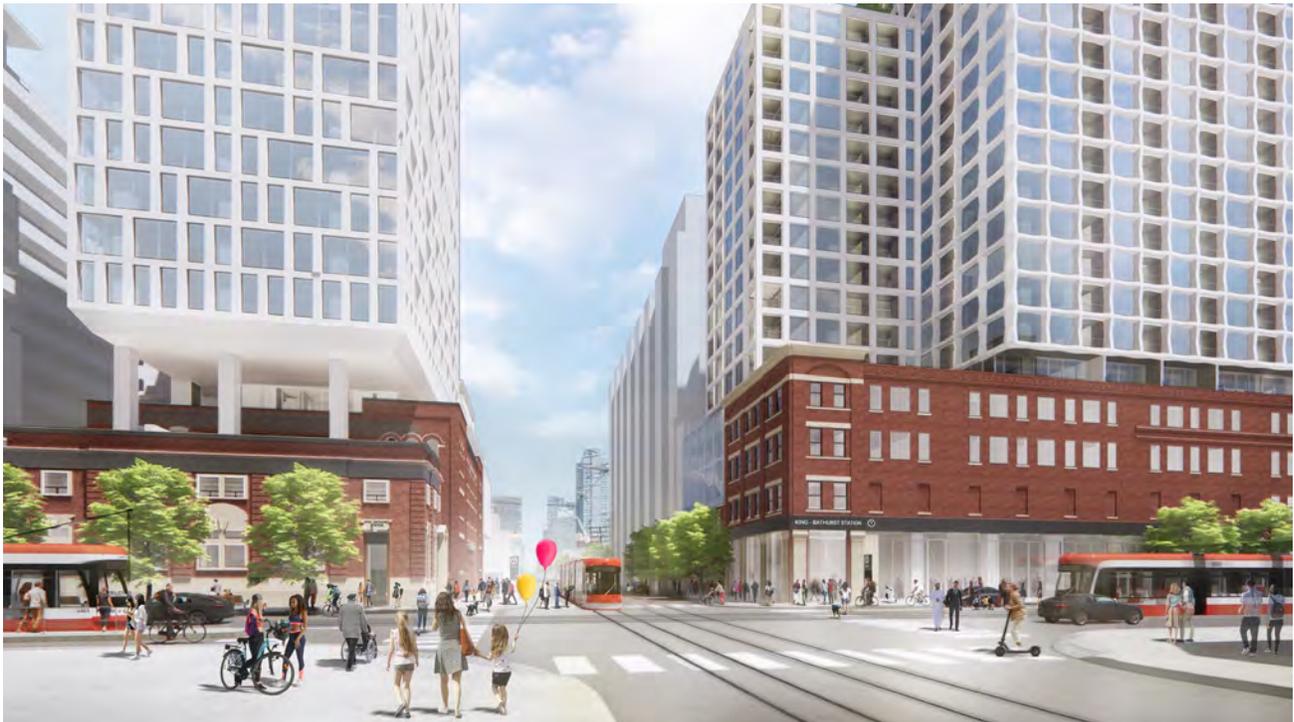
## 2.0 Background

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. This significant piece of city-building infrastructure will weave its way through the heart of the city, from Ontario Place to the Ontario Science Centre, connecting residents and visitors to diverse communities across the city.

The Province's new Transit-Oriented Communities Program (TOC Program) leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in neighbourhoods across the line. As a result, 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.

The TOC program for the Ontario Line project is being implemented through an 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.

This section provides the essential background necessary to understand proposed developments at King-Bathurst Station including a high-level overview of the Ontario Line and the TOC program as well as an examination of the existing and emerging context of the area surrounding the TOC development sites.



**Figure 3:** Illustrative Rendering - Looking east along King

## 2.1 The Ontario Line

### 2.1.1 About the Ontario Line

On April 10, 2019, the Province of Ontario announced a \$28.5 billion commitment to future transportation improvements within the Greater Toronto Area, known as the 'New Subway Transit Plan for the GTA'. The plan encompasses four rapid transit projects: the Ontario Line, Yonge North Subway Extension, Scarborough Subway Extension and Eglinton Crosstown West Extension. Collectively, these projects represent the largest subway expansion in Ontario's history.

The Ontario Line is the first project being implemented as part of this expansion. The line connects the city from west to east and from

south to north, running from the terminus at the Exhibition grounds and Liberty Village, through the centre of the city, up toward Thorncliffe Park and Flemingdon Park before connecting to the Eglinton Crosstown LRT at the new Science Centre station at Don Mills and Eglinton. Over half of the route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade rail corridors.

Current plans for the Ontario line consist of 15 stations across the 15.5-kilometre alignment. This route transverses 6 interchange stations and 17 new multi-modal connections to: GO



**Figure 4:** Ontario Line Map - King-Bathurst

passenger train service (Lakeshore East and West); the TTC Bloor-Danforth subway (Line 2); the Eglinton Crosstown LRT; and the King, Queen, Bathurst, Spadina, Harbourfront and Gerrard TTC streetcar lines. Perhaps most significantly, the proposed route provides a much needed alternative rapid transit route through the city's downtown areas, offering relief to the already overcrowded TTC Yonge-University (Line 1) subway.

The need for capacity relief for Line 1, Toronto's first subway line and only one of three that run through the city's central areas, has been

identified and studied for over 30 years, with various iterations of the proposed route appearing in municipal documents as early as 1985. The Ontario Line will help make it faster and easier for Torontonians to get where they need to be each day. Analysis contained in Metrolinx's November 2020 Preliminary Design Business Case demonstrates that the line is projected to allow more than 225,000 people to access rapid transit within a 10-minute walk, make 47,000 more jobs accessible by transit (in 45 minutes or less), and reduce crowding by as much as 12% on the busiest stretch of Line 1.

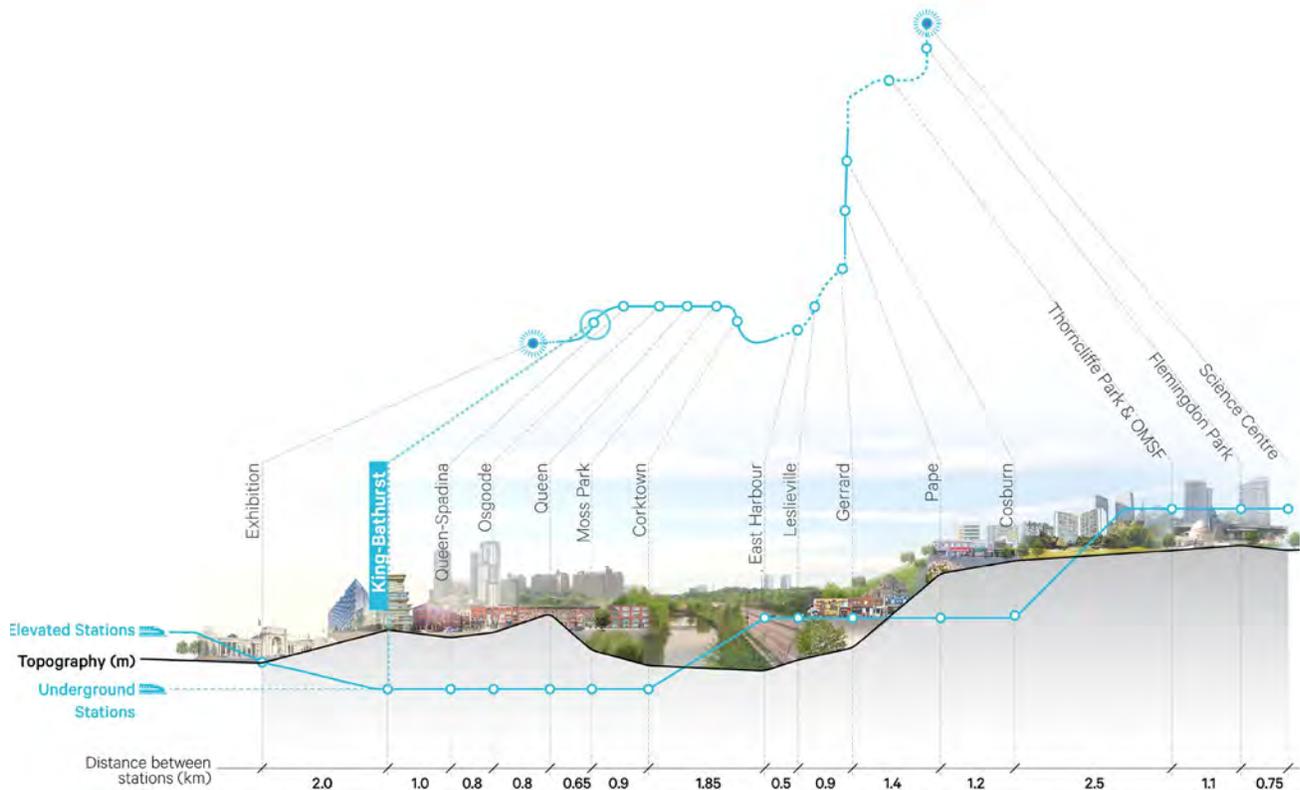


Figure 5: Ontario Line Cross Section - King Bathurst

— Underground  
 — Above Ground

The process of delivering the Ontario Line is 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.

Along the Ontario Line, King-Bathurst station is within the Downtown Segment, consisting of Exhibition, King-Bathurst, Queen-Spadina, Osgoode, Queen, Moss Park, and Corktown. TOC sites at King-Bathurst Station are located within the western boundary of Toronto's Downtown area.

A City staff review of the Ontario Line (October 29, 2019) found that the line offers distinct opportunities for transit-oriented development within areas of Toronto's Downtown where the City's Official Plan directs for population and employment growth.

### 2.1.2 The Transit Oriented Communities Program

The Transit Oriented Communities (TOC) program is part of the Province of Ontario's new approach to transit delivery. Through the program, transit infrastructure across the Ontario Line will be delivered alongside TOCs, consisting of higher-density, mixed-use developments that will be structurally integrated with or directly adjacent to transit stations on sites required for transit need. These TOC developments represent a new typology within the GTHA context, with significant

potential to advance important city-building and complete community objectives. Importantly, by integrating transit delivery with development, this approach also ultimately intends to offset the cost of station construction while placing more housing and jobs at or near transit stations to 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.

The delivery of development through the TOC program will be delivered through a discreet approvals process, separate from the Ontario Line transit infrastructure approvals (SPR) process, which is nonetheless rooted in principles of good planning.

This process balances many objectives related to technical, market, and community requirements. Functionally, these developments will be built adjacent to or over top of stations and transit infrastructure, requiring complex structural systems and impact mitigation strategies. TOC development is also required to support positive value capture for the Province to maximize transit investment while reducing taxpayer burden, requiring a scale and density of development that typically exceeds the planned context of an area prior to the introduction of new higher order transit.

However, while the approach recognizes that a certain density must be achieved to offset costs, the good planning lens applied to the TOC program requires that development must be informed by and respond to the surrounding context, mitigate impacts and make a positive contribution to the public realm and the broader communities within the station area.

Across the Ontario Line, proposed TOC developments will promote transit-supportive densities by anticipating the appropriate

future scale of development for an area given the transformative effects of new higher order transit. These developments will catalyze further investment in and around station areas, acting as agents of change that support the continued growth of these areas as complete communities containing the fundamental ingredients of city-life. Importantly, investment in these developments will recognize distinct community needs and contribute to broader, city-wide placemaking objectives, and the social well-being and economic prosperity of residents and businesses in the long term.



**Figure 6:** View from the Public Realm around King-Bathurst Station

## 2.2 Station Area

The proposed developments at King-Bathurst station consist of 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 site on the north-east corner represents an assembly of two properties under the same ownership with the following municipal addresses: 662-668 King Street West and 91 Bathurst Street. For the purposes of this rationale, this site will be referred to as the “North Site”. The site on the south-east corner is an assembly of two properties

under the same ownership with the following municipal addresses: 647-665 King Street West, 69-73 Bathurst Street and 58-60 Stewart. For the purposes of this rationale, this site will be referred to as “the South Site”. This section provides an overview of these sites and the surrounding context.



Photo 1: King-Bathurst Area



## 2.2.1 Station Neighbourhood

The King-Bathurst station TOC sites front onto King Street West, on the eastern side of Bathurst Street, and are therefore located within Toronto’s Downtown Area. They are also within the King-Spadina West Precinct area, a vibrant and dynamic neighbourhood bounded by Front and Wellington Streets to the south, Bathurst Street to the west, Richmond Street to the north and Spadina Avenue to the east.

### King-Spadina

The King-Spadina area as a whole is characterized by continuous evolution and transformation. The site was once part of Toronto’s earliest Military Reserves and a prominent “New Town” residential community. The area gradually transitioned into an industrial and manufacturing district following the introduction of the railway to this area.

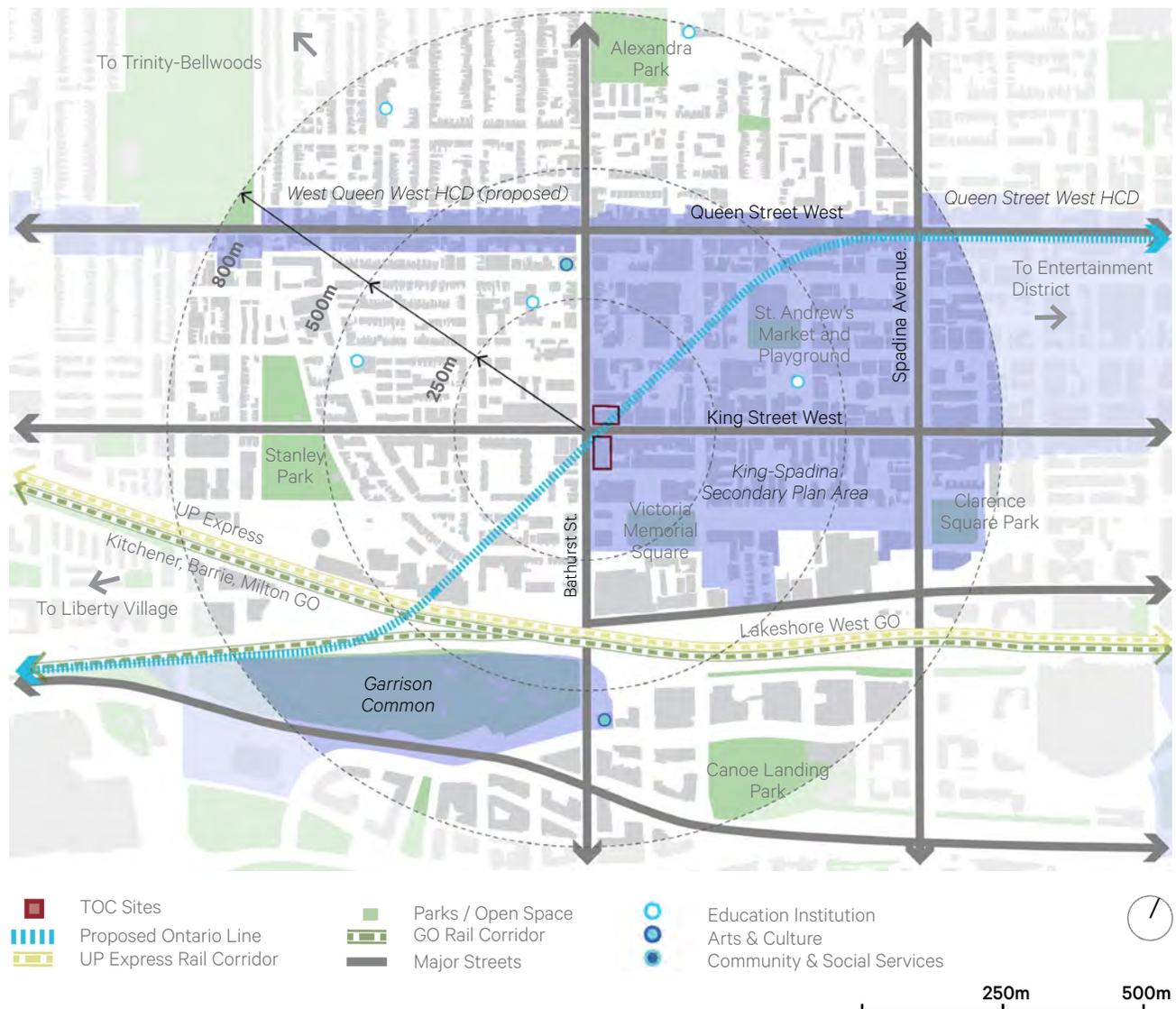


Figure 7: King-Bathurst Neighbourhood



**Photo 2:** Listed Heritage Building (Draper Street and Wellington Street West)



**Photo 3:** Listed Heritage Building (642 King Street West)



**Photo 4:** St. Andrew's Playground and Market

However, like many former manufacturing districts across North America, the mid-century, post-war period saw a significant disinvestment of this area.

The King-Spadina Part II Plan, part of the “Two Kings” revitalization effort, was adopted in 1996 with the intent of stimulating the revival of the area by adopting a more flexible planning framework, including permissions for residential uses and the “loosening” of zoning regulations. This policy intervention stimulated a wave of redevelopment and revitalization that has transformed King-Spadina over the past 20 years. In the early 1990s, fewer than 1,000 residents called King-Spadina home. By 2016, that number had increased to more than 17,000. Between 2011 and 2016 alone, population increased 46.6%, far outpacing the city-wide average of 4.5%.

In response to the pace and intensity of growth in the King-Spadina area, the City developed the King-Spadina Secondary Plan (2020), presenting a framework for stewarding the growth and change of the area in a way that contributes to live-ability, enhances employment, supports complete communities, and reflects the district’s unique heritage and character in the area. The Secondary Plan was approved by Council, and subsequently appealed to the Local Planning Appeals Tribunal (LPAT) and is therefore not in full force or effect.



**Photo 5:** Victoria Square Park



**Photo 6:** Duncan Street, looking south



**Photo 7:** King Street West, looking east

The urban fabric of King-Spadina today is representative of the area’s successive transformations, with more recent high-density infill juxtaposed against historic commercial buildings and low-rise residential. As a whole, the heritage character of the area is protected for in both the King-Spadina Secondary Plan and the King-Spadina Heritage Conservation District (under appeal). Within the policy framework, there is an emphasis on the adaptive reuse of these properties.

The TOC sites benefit from proximity and excellent connectivity to many of the Downtown’s signature cultural and civic districts, including the Fashion, Entertainment and Financial Districts. This area offers a diverse array of restaurants, entertainment facilities, shopping, offices, parks and other public facilities and amenities within walking distance of the TOC sites. It is one of the City’s most popular dining, leisure and night-life districts due to its distinct character and scale, representing one of the few Downtown neighbourhoods that has struck a balance between dense urban development, heritage character, and comfort (good access to sun and sky; limited air tunnels, etc.). The recent increase in office development, restaurants and bars, and places to live is a testament to its attractiveness.

### **King Street West**

King Street West is one of Toronto’s identified Great Streets, those with particular civic and cultural significance to the city, connecting the Don River in the east to the Roncesvalles neighbourhood in the west. The street is one of the preeminent commercial thoroughfares with a

lively offering of dining, entertainment and nightlife destinations. King Street West connects a number of significant cultural districts in the Downtown Area travelling, from east to west, through the Financial, Entertainment and Fashion Districts. Notable landmarks along this corridor include Roy Thompson Hall, the Princess of Wales Theatre, Royal Alexandra Theater, the TIFF Bell Lightbox as well as other numerous small-scale organizations and venues.

In closer proximity to the TOC sites, between Bathurst and Spadina, King Street West is one of the central main streets of the Fashion District, known for its collection of historic manufacturing buildings and vibrant entertainment and dining scene. In recent years, King Street West has seen the addition of new residential and commercial developments. While the majority of office uses along King Street West continue to be concentrated in the Financial District, the trend towards the adaptive re-use of heritage buildings

has brought new office spaces further westwards, particularly those catering to creative and technology industries.

### **Bathurst Street**

Bathurst Street demarcates the western boundary of Toronto's downtown area and, marks a transition point between the higher density, mixed-used neighbourhoods to the east and lower density, ones to the west. Notable landmarks along Bathurst include St. Mary's Church and the Wheat Sheaf Tavern, one of the oldest pubs in the city.



**Photo 8:** King-Portland Centre and Part IV designated Parisian Laundry Building (86 Portland)



**Photo 9:** St. Mary's Church

### 2.2.2 Transportation Context

The area is well served by the existing surface routes, particularly the 511 Bathurst and 504 King Streetcars. The King Street streetcar is the single busiest surface transit route in the city and carries on average 84,000 people per day. This represents an 18% increase over ridership levels prior to the pilot project that limited private vehicular use of King Street West. In April 2019, City Council directed that the King Street Transit Priority Corridor be made permanent to improve transit reliability and speed along King Street.

The closest Bike Share station is located at the intersection of Bathurst Street and Stewart Avenue, with 16 available bike docks. Five additional bike share stations are located within 250m of the sites. Bathurst and King Street are not identified on the planned and existing cycling network outlined in the 2019-2021 Cycling Implementation Plan. However, both streets are frequently used as informal cycling routes, forming a link between dedicated bike paths, such as those along Wellington and Adelaide Streets.

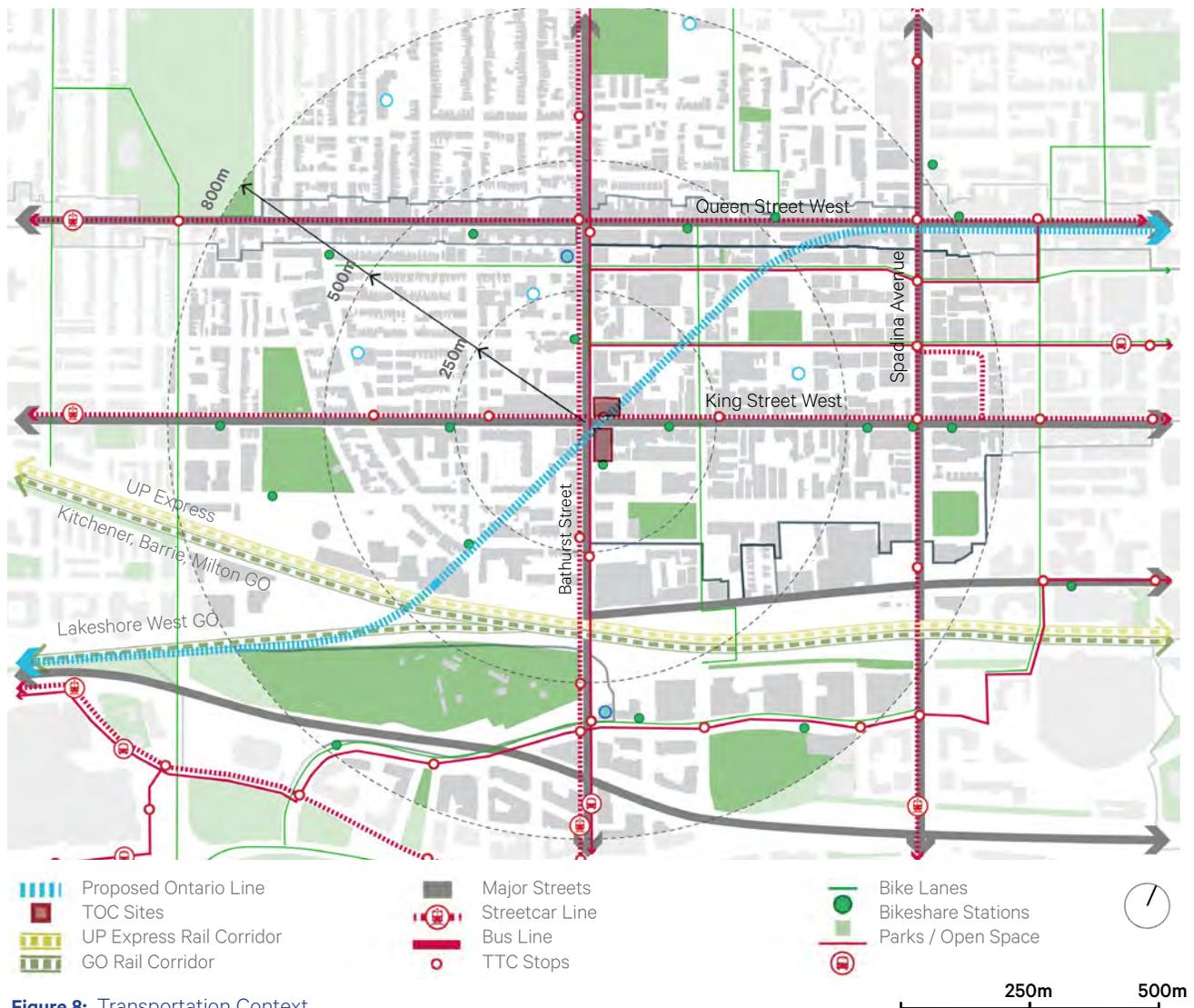


Figure 8: Transportation Context

### 2.2.3 Development Context

As noted previously, King-Spadina has experienced substantial growth over the past 20 years, which has resulted in increases to the overall height and density of the area.

The existing context for the area surrounding the sites is generally low-to-mid rise but with a strong and well-defined pattern of taller buildings, generally 11-18 storeys (up to a maximum of 30 storeys), largely concentrated around the intersection of King and Bathurst

and along the east side of Bathurst Street. This height forms an important point of reference for the King-Spadina area.

Currently, there is significant ongoing development activity in proximity to the TOC sites, the majority of these are located to the west of Bathurst Street in the King-Spadina area, as shown on the diagram below.



Figure 9: Development Context

No.	Address	Status	Height (ST)	Height (m)	Use	# of Units
1	663 KING ST W (Site)*	Approved	17	60.0	Mixed-Use	251
2	525 ADELAIDE ST W	Recently Completed	17	50.5	Mixed-Use	
3	689 KING ST W	Proposed	18	61.0	Commercial	
4	620 KING ST W*	Recently Completed	16	57.8	Mixed-Use	116
5	64 BATHURST ST	Approved	17	68.3	Mixed-Use	307
6	582 KING ST W	Proposed	12	56.1	Commercial	
7	149 BATHURST ST*	Approved	16	52.1	Mixed-Use	88
8	502 ADELAIDE ST W	Under Construction	14	45.0	Mixed-Use	117
9	578 KING ST W	Proposed	15	63.3	Commercial	
10	543 RICHMOND ST W*	Under Construction	15	50.7	Mixed-Use	476
11	504 WELLINGTON ST W*	Approved	13	49.5	Residential	34
12	135 PORTLAND ST*	Approved	16	49.9	Mixed-Use	129
13	604 RICHMOND ST W*	Recently Completed	14	46.0	Mixed-Use	222
14	517 WELLINGTON ST W	Under Construction	15	71.3	Commercial	
15	533 KING ST W *	Under Construction	16	57.6	Mixed-Use	514
16	488 WELLINGTON ST W	Proposed	16	72.5	Commercial	
17	89-109 NIAGARA ST*	Under Construction	14	52.12	Residential	320
18	445 ADELAIDE ST W	Proposed	11	40.5	Commercial	
19	578 FRONT ST W	Recently Completed	18	68.9	Mixed-Use	1200
20	474 WELLINGTON ST W	Proposed	14	72.6	Commercial	
21	544 KING ST W*	Approved	17	50.7	Mixed-Use	88
22	655 QUEEN ST W	Proposed	8	30.8	Mixed-Use	68
23	462 WELLINGTON ST W	Proposed	17	63.1	Mixed-Use	131
24	497 RICHMOND ST W	Under Construction	14	53.5	Mixed-Use	288
25	520 RICHMOND ST W	Under Construction	15	45.0	Mixed-Use	125
26	49 CAMDEN ST	Under Construction	13	49.8	Commercial	
27	2 TECUMSETH ST	Proposed	30	108.5	Mixed-Use	680

\*Approved or settled via OMB/LPAT

**Figure 10:** Development Activity Table

At a broad scale, the King-Spadina Secondary Plan directs that building heights should generally decrease from Front Street toward Queen Street and also westward from the Financial District to Bathurst Street. Within the West Precinct of the King-Spadina Secondary Plan area, where the sites are located, heights are set at 50.0m (inclusive of mechanical penthouse) with a identified height ridge of 55.0m permitted along the east side of Bathurst in response to the existing built context.

Proposed and approved heights typically fall around 17-storeys, including an active development application for the South Site (16 270239 STE 20 OZ), that has been approved through an interim settlement at the former Ontario Municipal Board (OMB) / LPAT allowing

for development up to 60.0m (inclusive of mechanical penthouse) / 17-storeys.

Directly to the west of the TOC sites, the proposed development at 64–82 Bathurst (18 176812 STE 19 OZ) was recently approved at Council, with a permitted maximum height of 68.3m (inclusive of mechanical penthouse) / 17-storeys. In this instance, the City staff report (August 05, 2020) found that a slight increase in height above the established datum was supportable due to the inclusion of two floors of purpose-built office space, an identified priority of the Garrison Common North Secondary Plan area, which requires a higher floor-to-ceiling ratio than strictly residential uses.



Image Source: City of Toronto Application Information Centre

**Photo 10:** Existing development application for the South Site (Approved at LPAT)



Image Source: City of Toronto Application Information Centre

**Photo 11:** 64–86 Bathurst Street (Council Approved Development)

### 2.2.4 North Site & Surroundings

#### 662–668 King Street West, 91 Bathurst Street

**Site Area** 1,643 sq.m.

**Current Use** Commercial

The North Site is located on the north-east corner of King Street West and Bathurst Street and comprises an assembly of: 662 King Street West and 668 King Street West, 91 Bathurst Street. Together, the assembled properties result in a generally rectangular site with frontages on the north side of King Street and the east side of Bathurst Street. Both properties are currently owned by Allied Properties Inc.

662 King Street West, 91 Bathurst Street was originally constructed in 1902 as the Toronto Dominion Bank and currently operates as a 2-storey restaurant and event space, currently leased by Regulars Bar. 668 King Street West is a 3-storey brick and beam office building constructed in 1904.

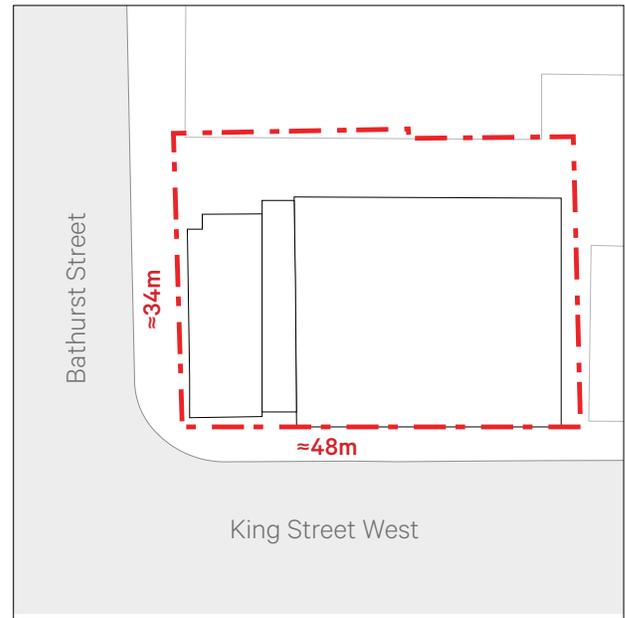


Figure 11: North Site Plan



Both properties are listed on the City’s Heritage Register. In addition to the individual heritage listings, these properties are identified as contributing heritage properties within the King-Spadina Heritage Conservation District, which is currently under appeal and therefore not in full force and effect.



Photo 12: North Site current building  
(662 King Street West)



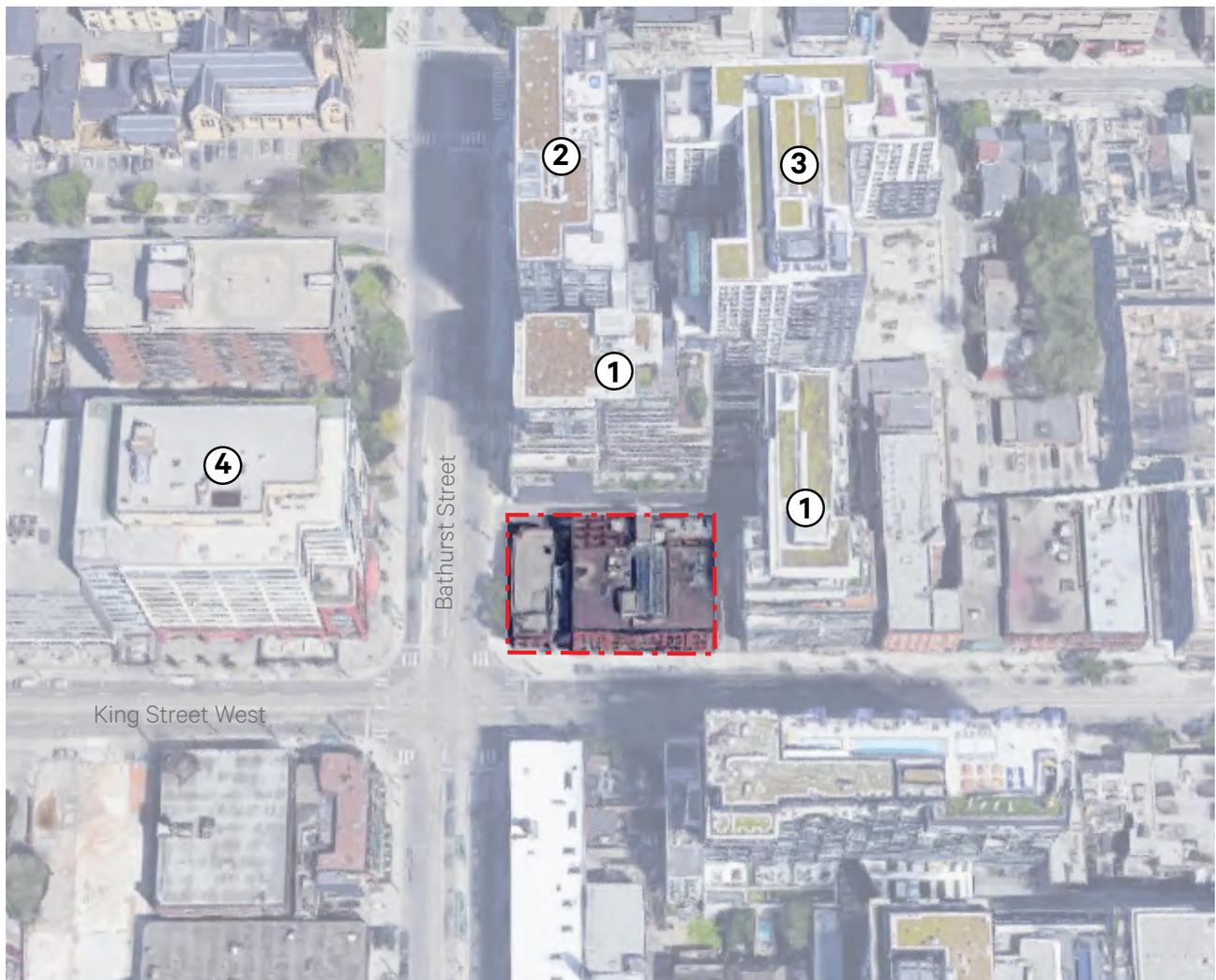
Photo 13: North Site current building  
(668 King Street West, 91 Bathurst)

## Adjacencies

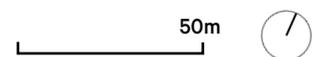
The North Site is adjacent to a number of existing residential properties. The most immediate of these adjacencies include the Six50 King Condos (650 King Street West), 95 Bathurst Street (1) to the north and east and 700-720 King Street West (4) to the west.

### Legend

- ① Six50 King Condos (650 King Street West, 95 Bathurst Street)
- ② OneEleven Condos (111 Bathurst Street)
- ③ Musee Condos (525 Adelaide Street West)
- ④ 700-720 King Street West



**Figure 12:** North Site Adjacencies





**Photo 14:** Six50 King (1)



**Photo 15:** OneEleven Condos (2)



**Photo 16:** 700 King Street West (4)

**North:** The site is surrounded to the north and east by the L-shaped Six50 King (650 King Street West, 95 Bathurst Street) condominiums, a mixed-use building with heights at 10-storeys on the King Street West frontage and 16-storeys on the Bathurst Street portion of the development. Continuing north along Bathurst Street are the OneEleven Condos (111 Bathurst Street), a 17-storey mixed-use building located at the southeast corner of Adelaide and Bathurst Streets. East of the OneEleven Condos and north of the site are the 17-storey Musée Condos located at 523-525A Adelaide Street West.

**South:** The South Site is located on the opposite corner of King Street West.

**East:** Extending east past 650 King Street West, the remainder of the block is predominately comprised of two to four-storey former industrial buildings with the exception of the recently completed King-Portland Centre (620 King Street West), a mixed-use building with heights at 13-storeys fronting onto King Street West and 15-storeys fronting onto Adelaide Street West.

**West:** To the west across Bathurst Street is 700 King Street West, a 14-storey residential condominium building with retail at-grade. Further west is a 10-storey commercial property at 720 King Street West and a row of two-storey commercial buildings.

## 2.2.5 South Site & Surroundings

### 69–73 Bathurst Street 647–665 King Street West, 58–60 Stewart Street

<b>Site Area</b>	1,957 sq.m.
<b>Current Use</b>	Commercial / Residential

Located on the east side of Bathurst Street, between King Street West and Stewart Street, the South Site comprises an assembly of properties owned by Hazelview Investments (formerly Timbercreek Urban Development). Currently, there are a number of office, retail and service uses operating on the site. The property at 647 King Street West is occupied by a one-storey commercial building currently operating as a nightclub (EFS Social Club) with rooftop patio. The building at 663 to 665 King Street West and 69 to 73 Bathurst Street is a four-storey brick-and-beam warehouse style building constructed in 1900 and listed on the City's Heritage Register.

At-grade, the building functions as a pub, with shared office space on the upper levels of the building. The four-storey building at 58-60 Stewart Street houses office space with live-work and residential rental units on the upper floors of the property. This site is subject to an active development application proposing to redevelop the site with a 60m (inclusive of mechanical penthouse) / 17-storey mixed-use building. An interim settlement approving this development was reached at LPAT in a decision issued March 06, 2019. The terms of this settlement include the off-site replacement of 1,995 sq.m. of office

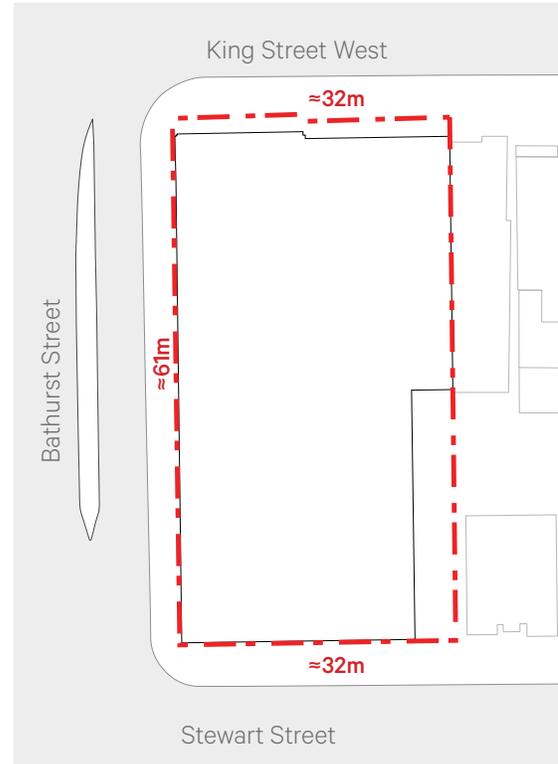


Figure 13: South Site Plan



Photo 17: South Site current building (looking south west)

space within the vicinity of the site, entrance into a Heritage Easement Agreement with the City, and the accommodation of seven (7) replacement rental housing units. In addition to the subject properties, it is understood that the current owner of the site is also the owner of 54-56 Stewart Street immediately to the east of the site.

## Adjacencies

For the South Site, the most significant adjacencies include the Thompson Hotel and Residences (550 Wellington Street) (1) to the south, the 621 King Street West (3) to the east, and the Wheat Sheaf Tavern (5) and 64-86 Bathurst Street (6) to the west.

### Legend

- ① Thompson Hotel and Residences (550 Wellington Street)
- ② 645 King Street West
- ③ 621 King Street West
- ④ 54-56 Stewart Street
- ⑤ Wheat Sheaf Tavern (667 King Street West)
- ⑥ 64-86 Bathurst Street
- ⑦ Victoria Memorial Park



Figure 14: South Site Adjacencies



Photo 18: 621 King Street West (3)



Photo 19: 54-56 Stewart Street (4)



Photo 20: Wheat Sheaf Tavern (5)

**North:** The North Site is located directly north across King Street West.

**South:** Directly south of the site is the Thompson Hotel and Residences (55 Stewart Street and 552-500 Wellington Street West), an E-shaped building occupying over half of the block. This building ranges in height from 15-storeys at Bathurst Street before intermittently stepping down from 12 to 10-storeys towards the east. To the west of the Thompson Hotel entrance is the two-storey Thompson Diner, originally constructed in 1940 and known as the International Harvester Building.

**East:** Abutting the site to the east along King Street West is a 6-storey mixed-use building with retail uses at grade and offices above (645 King Street West). Further east is the Thompson Residences (621 King Street West), a mixed-use building at 15-storey in height along King Street West stepping down to 11-storeys along Stewart Street. Directly east of the site along Stewart Street is a row of three semi-detached Victorian residential dwellings. As mentioned above, two of these properties (54-56 Stewart) are also owned by Hazelview Investments.

**West:** immediately to the west, at the southwest corner of King Street West and Bathurst Street, is the Wheat Sheaf Tavern (667 King Street West), a three-storey mixed-use building operating as a restaurant on the lower level with residential units above. The building is listed on Toronto's Heritage Register. Further south are the properties at 64-86 Bathurst, which, as mentioned previously, are subject to a development application that has been recently approved up to 17-storeys.

# 3.0 The Proposal

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**3.1 Principles**

**3.2 The Proposal**

## King-Bathurst Station

At King-Bathurst station, two sites will be developed through the Province of Ontario's TOC program, delivering a **mix of residential, transit and office uses** to provide new transit-supportive housing options and fine-grain employment opportunities.

In total, the proposed developments at King-Bathurst Station will accommodate approximately **734 people and 91 jobs** within a future Major Transit Station Area.

The proposed developments introduce two landmark buildings that draw on the **unique heritage character** of the King-Spadina area. Together, these buildings frame the intersection and form a **prominent new gateway to Toronto's downtown.**



### 3.1 Principles

The proposed developments are grounded in good planning. Good planning is concerned with the physical form of the proposals, the uses within them, and how the proposal fits into the surrounding context, impacts the community, and frames the public realm. Rooted in the aspirational objective of building transit-supportive complete communities, TOC development is guided by 8 principles:

#### Appropriate Mix of Uses

TOC development will provide for a context appropriate mix of uses that support the achievement of complete communities.

#### Transit Supportive Density

TOC development will introduce a critical mass of people and/or jobs in a manner that increases transit ridership thereby reducing reliance on personal automobiles and traffic congestion.

#### Integration with Surrounding Area

TOC development will respond to existing context through transitions in scale, building typologies, setbacks and stepbacks and minimize impacts on surrounding sensitive uses while anticipating the future scale of intensification.

#### Great Public Realm

TOC development will maximize opportunities to improve pedestrian experience and value for the community with an enhanced public realm, active ground floor uses, direct access to transit stations, and permeable, well connected sites with a high level of site porosity.

#### Transit Infrastructure Integration

TOC development will maximize opportunities to provide direct and convenient multi-modal transit connections (e.g. bus, streetcar, LRT, subway, GO Rail) and number of residents and jobs with direct access to higher order transit.

#### Natural, Built, and Cultural Heritage

TOC development will maximize the conservation of existing features and resources that are integral to the economic prosperity, environmental health, and social wellbeing of the surrounding neighbourhoods and communities.

#### Housing Supply and Jobs

TOC development will increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.

#### Community Amenities and Infrastructure

TOC development will encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote city building and complete communities.

### 3.2 The Proposal

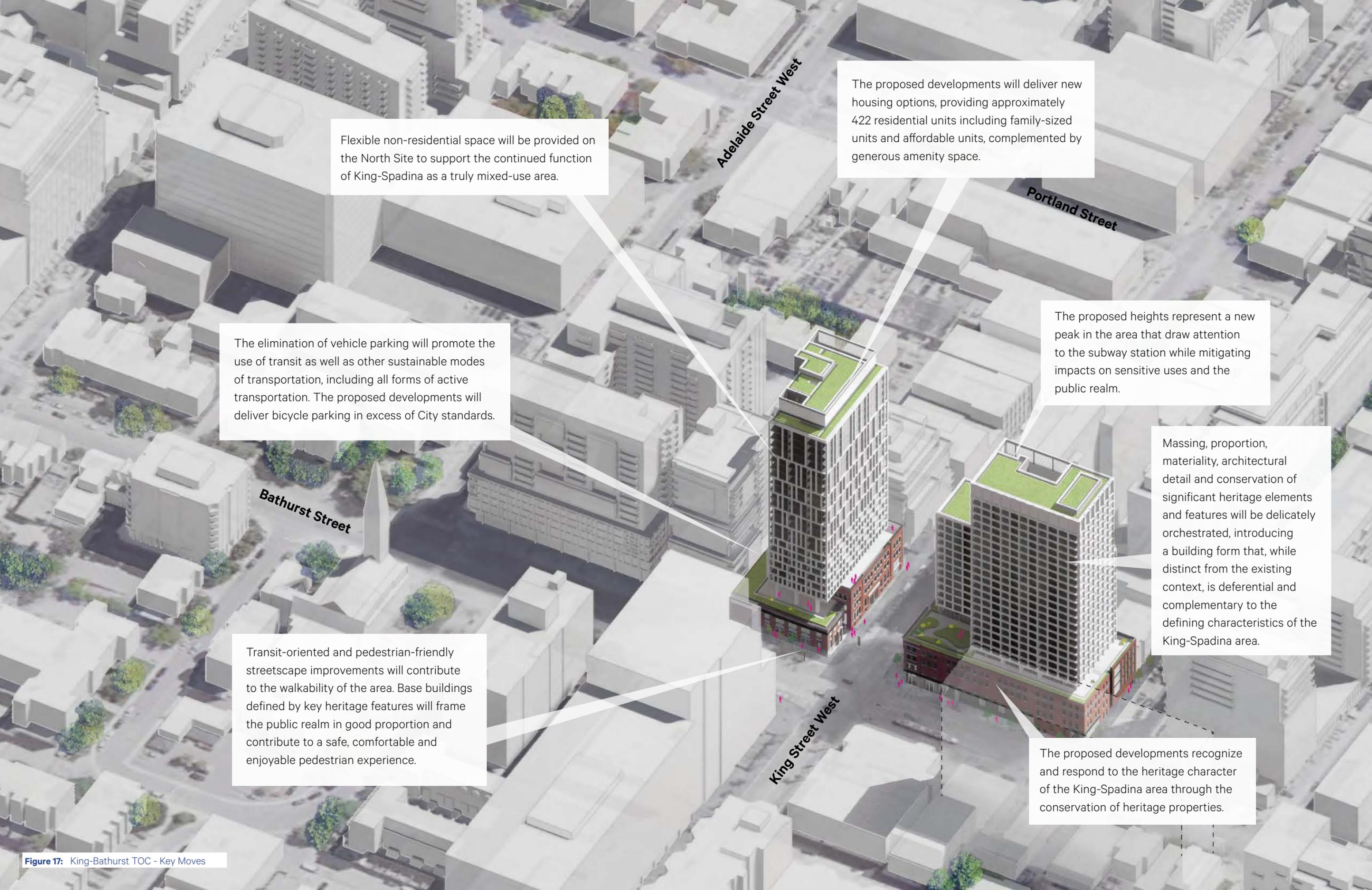
Both of the King-Bathurst TOC sites are directly integrated with below-grade Ontario Line transit infrastructure (to be delivered through a separate process), with access to the stations provided via at-grade entrances along Bathurst Street and King Street West. These developments will introduce transit-supportive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

Design Parameters*	North Site	South Site
<b>Maximum Height**</b>	25 ST / 88.9 m	25 ST / 88.9 m
<b>Density (FSI)***</b>	9.5	12.5
<b>Total GFA (sq.m)</b>	16,130	23,024
<i>Residential GFA</i>	14,815	23,024
<i>Non-Residential GFA ****</i>	1,315	0
<b>Residential Units</b>	187	235
<b>Larger Sized Units (2B-3B)</b>	82	111
<b>Vehicular Parking</b>	0	0
<b>Bicycle Parking</b>	244	256

\* Refer to diagrams in section 4 for additional design parameters  
 \*\* Inclusive of 6.8m mechanical penthouse and elevator overhead  
 \*\*\* Including transit station GFA (provided by others)  
 \*\*\*\* May convert to residential GFA



Figure 16: King-Bathurst TOC - Site Plan



Flexible non-residential space will be provided on the North Site to support the continued function of King-Spadina as a truly mixed-use area.

The proposed developments will deliver new housing options, providing approximately 422 residential units including family-sized units and affordable units, complemented by generous amenity space.

The elimination of vehicle parking will promote the use of transit as well as other sustainable modes of transportation, including all forms of active transportation. The proposed developments will deliver bicycle parking in excess of City standards.

The proposed heights represent a new peak in the area that draw attention to the subway station while mitigating impacts on sensitive uses and the public realm.

Transit-oriented and pedestrian-friendly streetscape improvements will contribute to the walkability of the area. Base buildings defined by key heritage features will frame the public realm in good proportion and contribute to a safe, comfortable and enjoyable pedestrian experience.

Massing, proportion, materiality, architectural detail and conservation of significant heritage elements and features will be delicately orchestrated, introducing a building form that, while distinct from the existing context, is deferential and complementary to the defining characteristics of the King-Spadina area.

Transit-oriented and pedestrian-friendly streetscape improvements will contribute to the walkability of the area. Base buildings defined by key heritage features will frame the public realm in good proportion and contribute to a safe, comfortable and enjoyable pedestrian experience.

The proposed developments recognize and respond to the heritage character of the King-Spadina area through the conservation of heritage properties.

Figure 17: King-Bathurst TOC - Key Moves

### North Site

On the North Site, the existing 2-3 storey heritage buildings located at 662 and 668 King Street West are intended to be conserved. Above this base, a new residential addition, sculpted by stepbacks from street-facing elevations and neighbouring properties, will bring the building up to the ultimate height of 25-storeys. Primary access to the station will be provided by entrances along both Bathurst Street and King Street West with access to the TOC development provided via residential and office lobbies located on King Street West

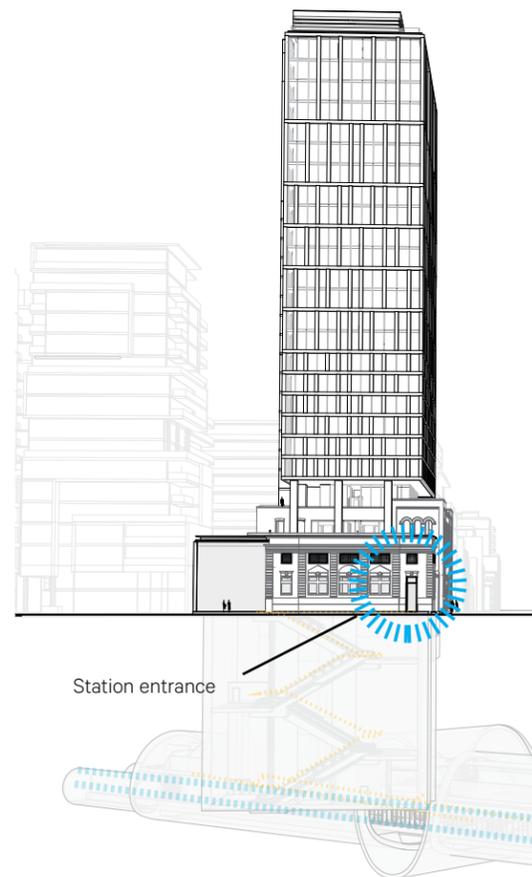


Figure 18: North Site, viewing east

### South Site

On the South Site, the existing 4-storey heritage structure at 663 King Street West is intended to be conserved. A residential addition, drawing on the “warehouse” building type prevalent in the area, will take the form of a hybrid building matching the height of the North Site while aligning a shorter building element with the prevailing streetwall along King Street West. Primary access to the residential tower will be provided via a lobby located on Stewart Street with access to the station provided by an entrance on King Street West.

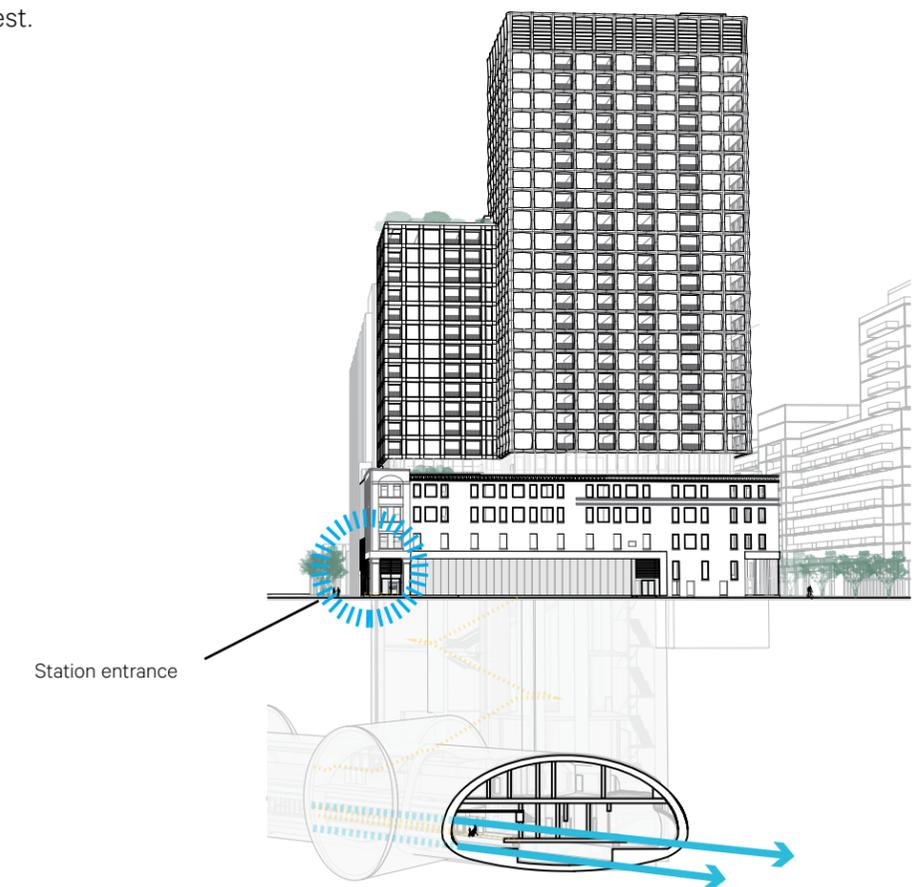


Figure 19: South Site - viewing east

# 4.0 Design

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## **4.1 Context Fit**

4.1.1 Heights

4.1.2 Setback & Streetwall

4.1.3 Privacy & Public Realm Massing Response

## **4.2 North Site**

4.2.1 Program

4.2.2 Massing

4.2.3 Heritage

4.2.4 Pedestrian Experience & Circulation

4.2.5 Landscape

## **4.3 South Site**

4.3.1 Program

4.3.2 Massing

4.3.3 Heritage

4.3.4 Pedestrian Experience & Circulation

4.3.5 Landscape

## 4.0 Design

This section provides a detailed design analysis of TOC concepts for King-Bathurst Station. The proposed concepts align with the overall principles outlined in Section 3 and will inform high-level design parameters for TOC developments including height and massing, which together inform each site's achievable density.

These design parameters are intended to ensure that final TOC developments undertaken by development partners are implemented in a manner that strives to complement their

surroundings and mitigate any adverse impacts to neighbouring areas, sensitive uses and the public realm.

Within Section 4.0, the transit station is included in illustrative diagrams and described within the accompanying text for the purposes of providing a comprehensive understanding of how the proposed TOC developments will support and be integrated with transit infrastructure. However, it should be noted that the transit station is not included as part of the proposal and will be subject to the separate SPR process.



**Figure 20:** South Site - south-east view

## 4.1. Context Fit

The context fit section describes the height and massing across both sites in terms of how the proposed concepts respond to the planned, existing and emerging context. Concept designs for the proposed developments strive to balance a scale of development that is contextually appropriate given the transformative effects associated with the new King-Bathurst station with the distinct neighbourhood character of the King-Spadina area.

### 4.1.1 Height

The maximum heights for TOC concepts at King-Bathurst are based on an assessment of the provincial and municipal policy direction, urban design and planning principles, existing and emerging built form context and public realm impacts such as sky view, shadows and views/ vistas.

The new King-Bathurst Station will result in the establishment of a new subway node and associated Major Transit Station Area. The Provincial Growth Plan provides MTSA's around subways with the greatest density target of any transit type. TOC sites are also within a Mixed Use Area in the Downtown Plan area, in proximity to planned transit, and are therefore intended as a focal point for growth and intensification.

In line with principles of urban design and urban form theory, the proposed developments, structurally integrated with the new King-Bathurst Station, will function as an anchor point and landmark at the very centre of this node.

They should therefore achieve greater heights and densities than development that is located in a similar context but further from the station.

### Context

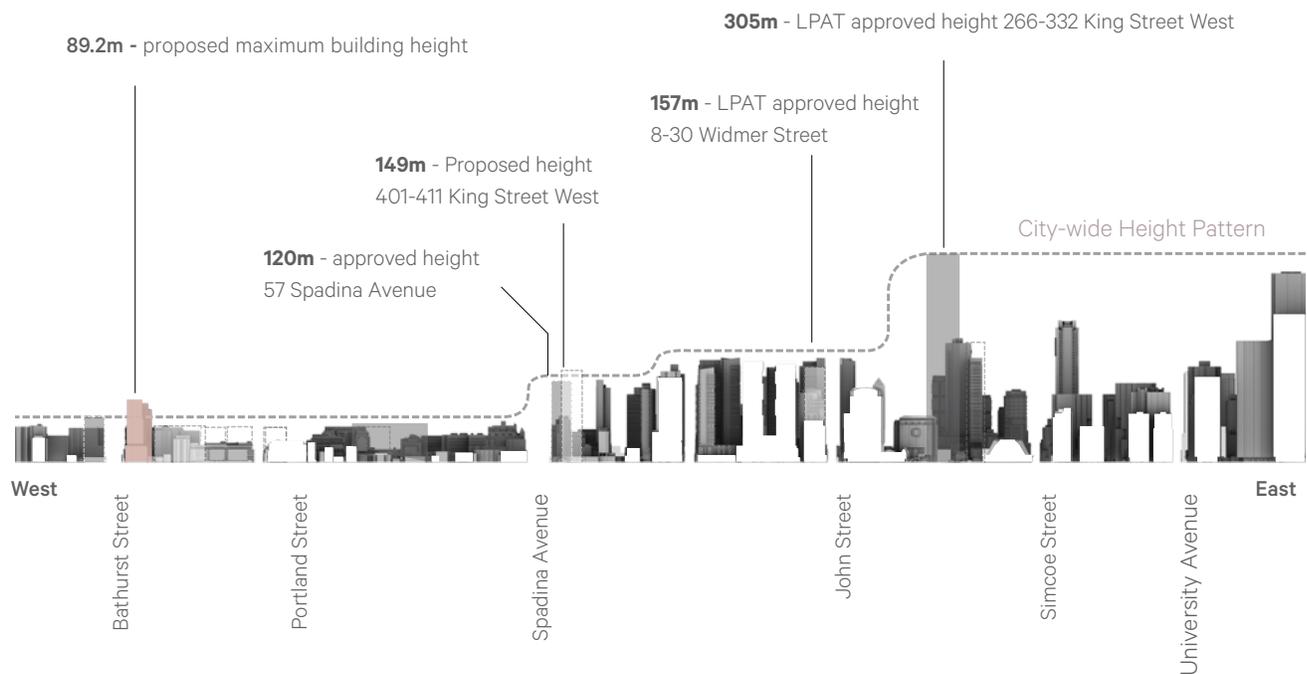
The proposed heights at King-Bathurst station have been informed by the rationale that heights will exceed those envisioned within the current planning framework for the area because a new higher order transit station is being introduced here. Concept designs for the proposed developments reflect the perspective that the heights for development on these sites should also draw on the existing, planned and emerging height context of the surrounding area as a frame of reference.

In this respect, it is important to note that the Growth Plan acknowledges that there is not a uniform scale of development that is appropriate for all MTSA's. Equally, Under the Growth Plan, municipalities are to identify the appropriate type and scale of development for individual MTSA's that provide for adequate transitions of built form to adjacent areas. Under the current planning framework, the TOC sites fall within a planned height context. Layers of municipal policy speak to a gradation in the intensity of development in Mixed Use Areas between those areas intended to accommodate the highest levels of growth and those that are expected to experience only modest levels of growth.

Within this gradation, the TOC sites are generally envisioned as accommodating an intermediate scale of development, representing a step down between the taller buildings found near the core and the Financial District and the predominantly low- to mid-rise character found outside the Downtown area. This gradation follows an existing pattern of building heights that are tallest around University Avenue, gradually scaling down towards Bathurst Street.

In the more immediate context, the existing and emerging heights of the area reflect a generally consistent height of approximately 17 storeys (55.0m) established by policy in the

King-Spadina Secondary Plan and reflected by a collection of taller mid-rise buildings in proximity to the site, including buildings at 525 Adelaide (17-storeys), 629 King Street (15-storeys) and 550 Wellington (16-storeys). This height of approximately 17 storeys (55.0m) has generally been enforced by the City through recent development applications including the existing OMB/LPAT settlement for the South Site (17-storeys or 62.5m inclusive of mechanical penthouse) as well as the recent Council-approved development at 64-86 Bathurst Street (17-storeys or 68.3m inclusive of mechanical penthouse).



**Figure 21:** City-wide Height Pattern - East-West Elevation (Along King Street West looking north)

Further away from the TOC sites, there are limited examples of recent developments that exceed the proposed maximum height of the TOC developments, such as “the Well” development at the north-west corner of Spadina Avenue and Front Street (approved at a height of 168.0m inclusive of mechanical penthouse).

It is understood that these examples are located within different built or planned contexts relative to the TOC sites, with the majority, including the Well development site, being located adjacent to the CN rail corridor or within areas intended to accommodate the greatest scales of development under the planning policy framework (i.e. Mixed Use Areas 1 – Growth).



**Figure 22:** Context Area Height Plan (Approved, Under Construction, Existing)

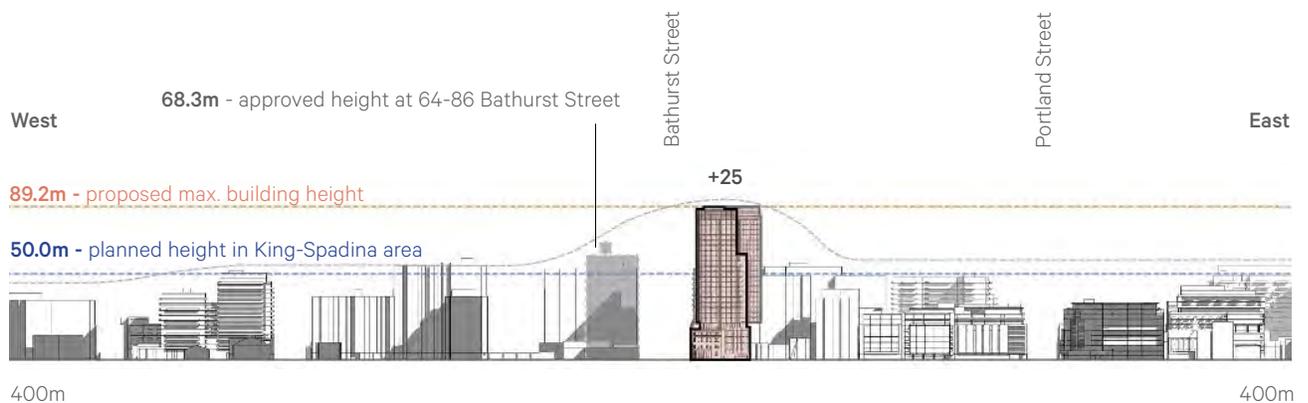
**Fit**

The proposed developments reference the established height pattern for the area while anticipating an appropriate scale for development that is directly integrated with a future subway station. Accordingly, the maximum height of 89.2m / 25-storeys (inclusive of a 6.8m mechanical penthouse), for the North

Site, and 88.9m / 25-storeys (inclusive of a 6.8m mechanical penthouse), for the South Site, establishes a new height peak in the immediate area, representing an approximate 60% increase over the emerging 17-storey (55.0m) heights context and a nearly 30% increase above the recently approved development at 64-86 Bathurst.



**Figure 23:** Context Area North-South Elevation looking east along Bathurst Street



**Figure 24:** Context Area East-West Elevation looking north along King Street West

At the same time, this height respects prevailing height patterns at a city-wide level and is in keeping with the intent of City policy related to transitions, as demonstrated by the significant stepping down from the planned and emerging context of new development east of Spadina Avenue (average height of development approximately 150-160m).

Moreover, the proposed developments do not cast significant net-new shadow on the public realm or sensitive uses such as neighbourhoods or parks. Preliminary shadow studies, included in the Architectural Drawing Set submitted in parallel with this rationale, show that the proposed development on the North Site results in minimal new shadow on St. Mary's Church (designated Neighbourhoods) for about 1 hour between 9:18 a.m. – 10:18 a.m. and 1 hour on the north side of King Street West around 5:18 pm during the fall and spring equinoxes.

The South Site does shadow the north side of King Street West for 4 hours between 11:18 a.m. and 3:18 a.m. However, this shadow overlaps with existing shadows cast by the building at 629 King Street as well as with the shadow arc of the existing approved development for this site and so the net-new shadow impacts of the proposed development are minimal in this instance. The indicative concept has been designed to mitigate shadow impacts through strategic siting of taller forms and by ensuring efficient floorplates to minimize net-new shadow impacts where possible.

### 4.1.2 Setbacks & Street Wall

Building setbacks help frame and define the public realm, promoting a pedestrian-scaled environment that is safe, comfortable and visually interesting. As such, the proposed setbacks of TOC concepts at King-Bathurst Station are informed by established street and block patterns in the area as well as public realm considerations such as pedestrian clearways, landscape elements (bike rings, planters, street furniture, etc.), and urban street trees.

Generally, there is some variation in the setback pattern in the area immediately surrounding the sites. Historically, buildings along King and

Bathurst Streets, and commercial buildings in particular, were built with a 0.0m setback. Newer developments have begun introducing setbacks typically in the range of 0.0m to 3.0m from the front property line. However these are generally new developments as opposed to the adaptive re-use of heritage buildings.

The King-Spadina HCD Plan identifies the location of buildings on contributing properties relative to the property lines as a heritage attribute.



Figure 25: Context Area Setback Depths

Accordingly, the proposed developments maintain the existing 0.0m setback from the street edge, consistent with the exiting buildings' relationship to the public realm. Side additions within the base building are generally built to match this setback, with nominal setbacks incorporated for accessibility, recessed entryways and landscaping.

Plan that the streetwall height of side additions will match the streetwall height of the primary structure on a contributing property. The resulting streetwall maintains the proportion of the heritage buildings and reinforces a coherent and cohesive streetscape.

With regards to streetwall, the proposed development respects the existing streetwall height of the heritage buildings as well as contributing properties on adjacent blocks. The proposed maximum streetwall height of approximately 16.6m (3.5-storeys) for the North Site and 18.3m (4-storeys) for the south responds to direction in the King-Spadina HCD

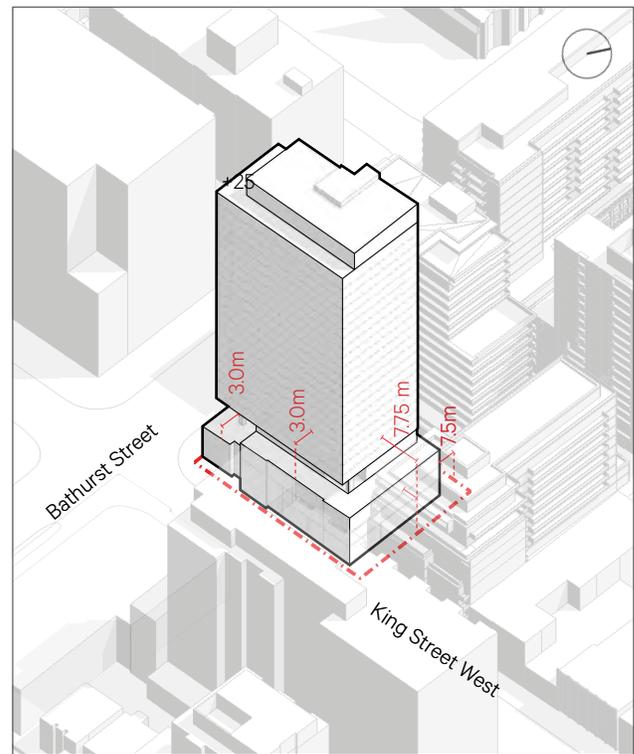
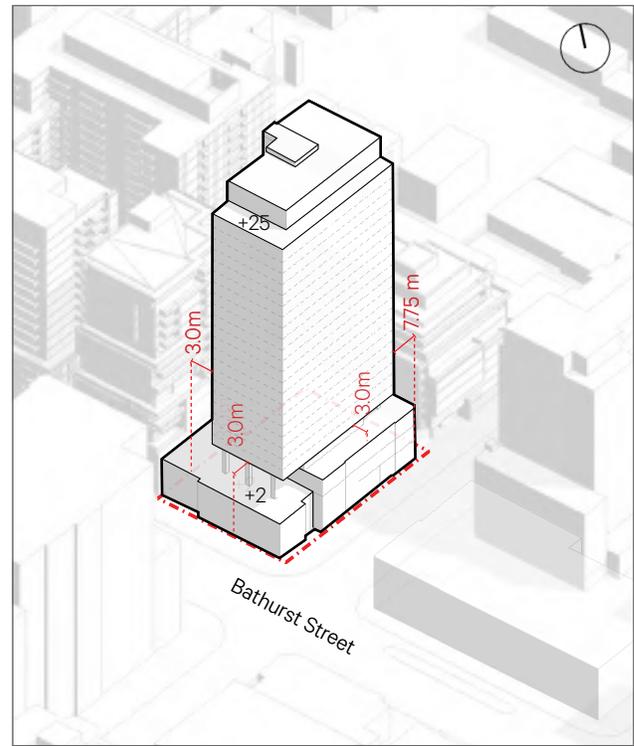


Figure 26: Context Area Streetwall Heights

### 4.1.3 Privacy & Public Realm Massing Response

Above the base building, the TOC concepts provide appropriate setbacks in response to the existing context, heritage and privacy/sky view considerations (separation distances). On both sites, a minimum 3.0m setback free of projections is provided on all street-facing elevations for both sites at level 5 and above. For the level immediately above the base building (level 4), the proposed developments on both sites target a minimum 5.0m setback free of any projections from street facing frontages. In the current design, this standard is met on the North Site for both the King and Bathurst frontages and on the South Site for the Stewart and Bathurst frontages. Along the South Site's King Street frontage a minimum 3.0m setback free of projections is provided at level 5, immediately above the new construction.

In response to privacy/sky view considerations, the proposed developments strive to provide adequate separation distances from neighbouring properties. The provision of these separation distances is challenged on both sites due to the fact that adjacent properties do not provide adequate setbacks from their respective property lines. On the North Site, the existing Six50 condominiums (650 King Street West and 95 Bathurst Street) were approved with minimal setbacks at Level 16 and at Level 9 from the shared property line on the north and east elevations respectively.

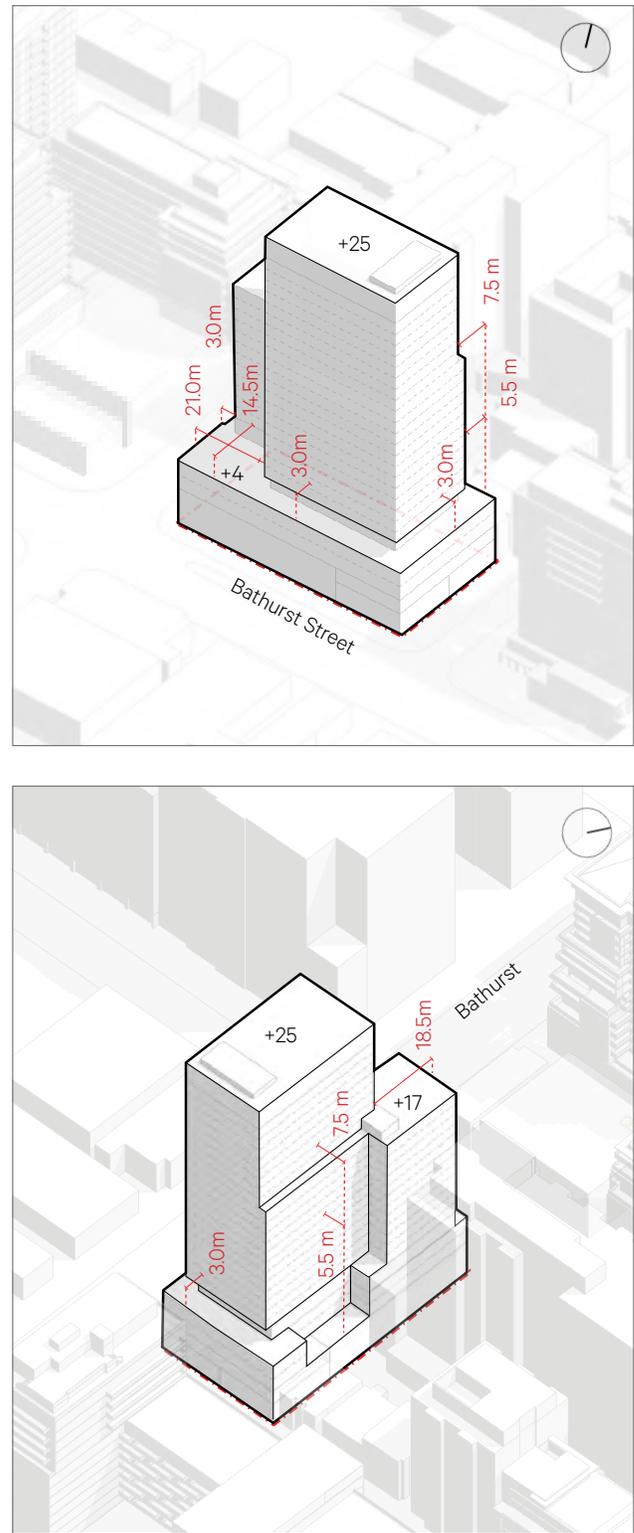


**Figure 27:** North Site - Immediate Adjacencies Response

On the South Site, both 645 King Street West and the Thompson Residences (629 King Street West) were approved with no stepback from their west property lines for the full height of the building.

The area immediately surrounding the site is characterized by a compact and dense urban fabric, with buildings generally located in close proximity to one another. This results in separation distances typically less than the City's guidelines, as demonstrated by the existing separation distance between buildings on the North Site's block. This condition arises from the redevelopment of small, constrained parcels and the adaptive re-use of heritage buildings. Over time, this condition has become an established feature of the built context in this area.

Despite these challenges and conditions, the proposed developments aim to provide a minimum 15.0m separation between residential windows, measured from window to window, where adjacent properties have residential windows facing the proposed development. Where the adjacent property has secondary windows or blank walls, the proposed developments provide for a minimum 7.5m separation distance.



**Figure 28:** South Site - Immediate Adjacencies Response

These separation distances are achieved through setbacks from side and rear property lines at a minimum of 5.5m for “mid-rise” components of the buildings and 7.5m for all tall building components.

On the eastern elevation of the North Site, the proposed development provides a 7.75m setback from the property line. However, only an 11.0m separation distance can be achieved from residential windows on levels 6-9 of the adjacent property (650 King Street West) due to technical requirements associated with the station and tunnel infrastructure and the fact that this property provides only minimal setbacks from the shared property line. For these floors, the proposed solution is to locate a blank wall for levels 6-9 to protect privacy.

As a specific condition of the South Site, the top component of the building (levels 19-24) is able to achieve an approximately 12.0m to 14.0m separation distance from the nearest residential property on Stewart as the current owner of the South Site, Hazelview Investments, also owns the property to the immediate east of the site along Stewart Street.

## 4.2 North Site

### 4.2.1 Program

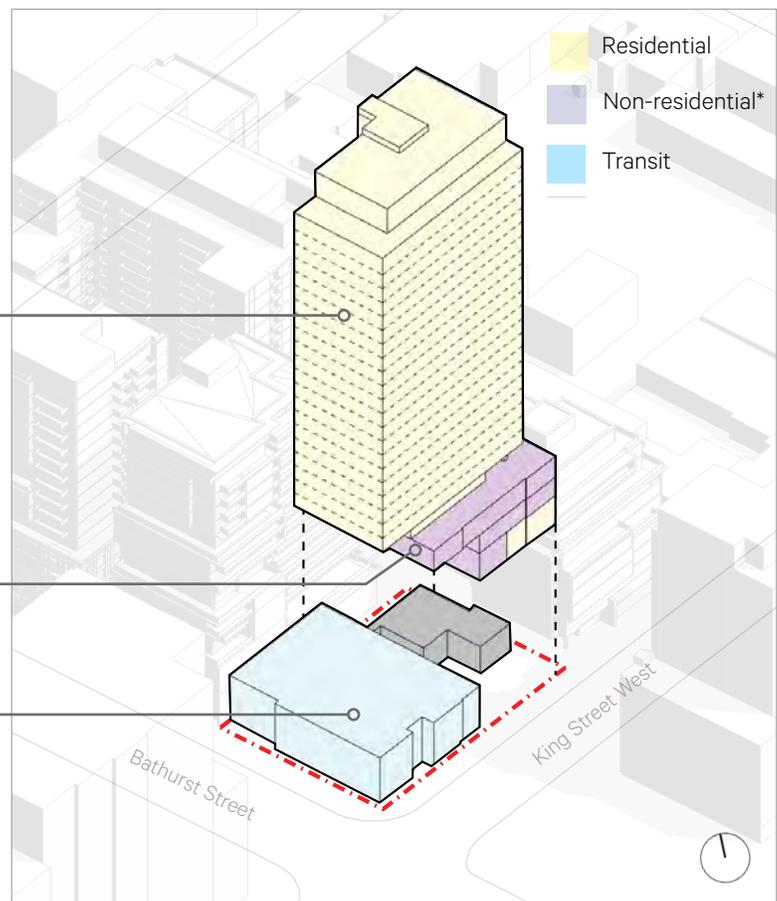
The North Site design locates a prominent, double-height transit concourse within the heritage building at 668 King Street West, with entrances on King and Bathurst Street. The remaining uses at-grade are comprised of residential and office lobbies, with entrances to both located off King Street West. Space for small-scale commercial uses could be provided on levels 2-3, complemented by exterior amenity space for office or retail users. It should be noted that this area, currently planned as non-residential, may need to change to residential if structural

limitations preclude an efficient structural grid for offices. The remainder of the building from level 4 up is planned as residential uses, delivering roughly 187 units made up with a variety of unit sizes and layouts, including 44% dedicated to larger sized units (2- and 3-bedrooms).

**Total Residential GFA:**  
14,815 sq.m.

**Total Non-residential\* GFA:**  
1,315 sq.m.  
\*may change to residential GFA

**Total Above-Grade Station GFA:**  
(excluded from proposed developments)  
824 sq.m.



**Figure 29:** North Site - Program

## 4.2.2 Massing

The proposed massing of TOC development at King-Spadina station is informed by the attributes of the heritage structure and the district, predominant typologies and building forms in the area, urban design principles and potential public realm impacts, as well as technical considerations associated with the station structure. The overall massing of the North Site draws on attributes of the “commercial detached” typology present in both the heritage structures and the HCD as a whole while proposing a contemporary building. The base building of the proposed development is defined by the heritage structures at 662 and 668 King Street West, conserving the established streetwall

and relationship of the building with the street. New construction between these structures will be expressed through full height glazing to animate the street, increase passive overlook and conserve the legibility and three-dimensional integrity of the conserved heritage buildings features. Above the base, the primary mass of the building extends out of 662 King Street West for a single storey before cantilevering over 668 King Street West to achieve an average floorplate of 700 sq.m. up to the ultimate height of 88.9m (inclusive of a 6.8m mechanical penthouse). The floorplate of the remaining floors is shaped by stepbacks from the street-facing heritage facades to reduce visual impact of the addition.

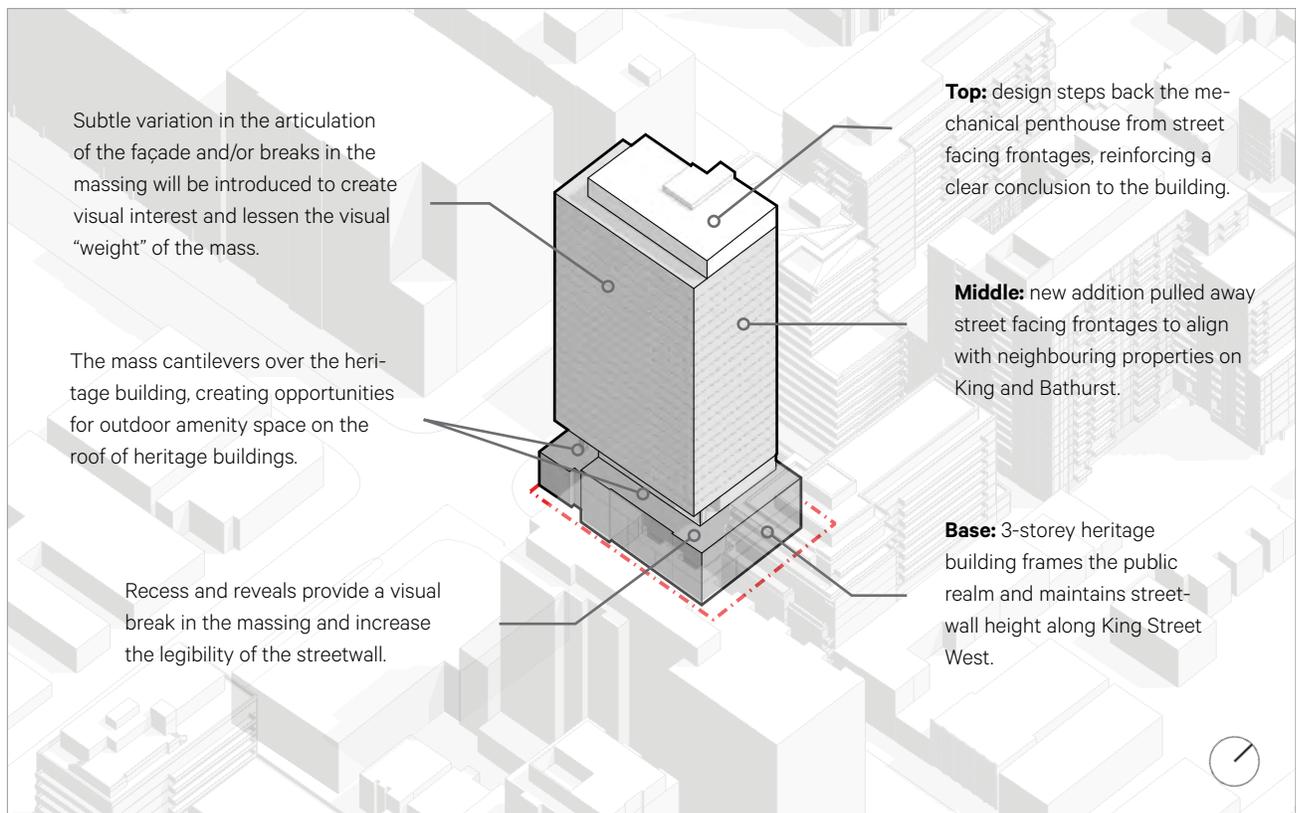


Figure 30: North Site - Massing

### 4.2.3 Heritage

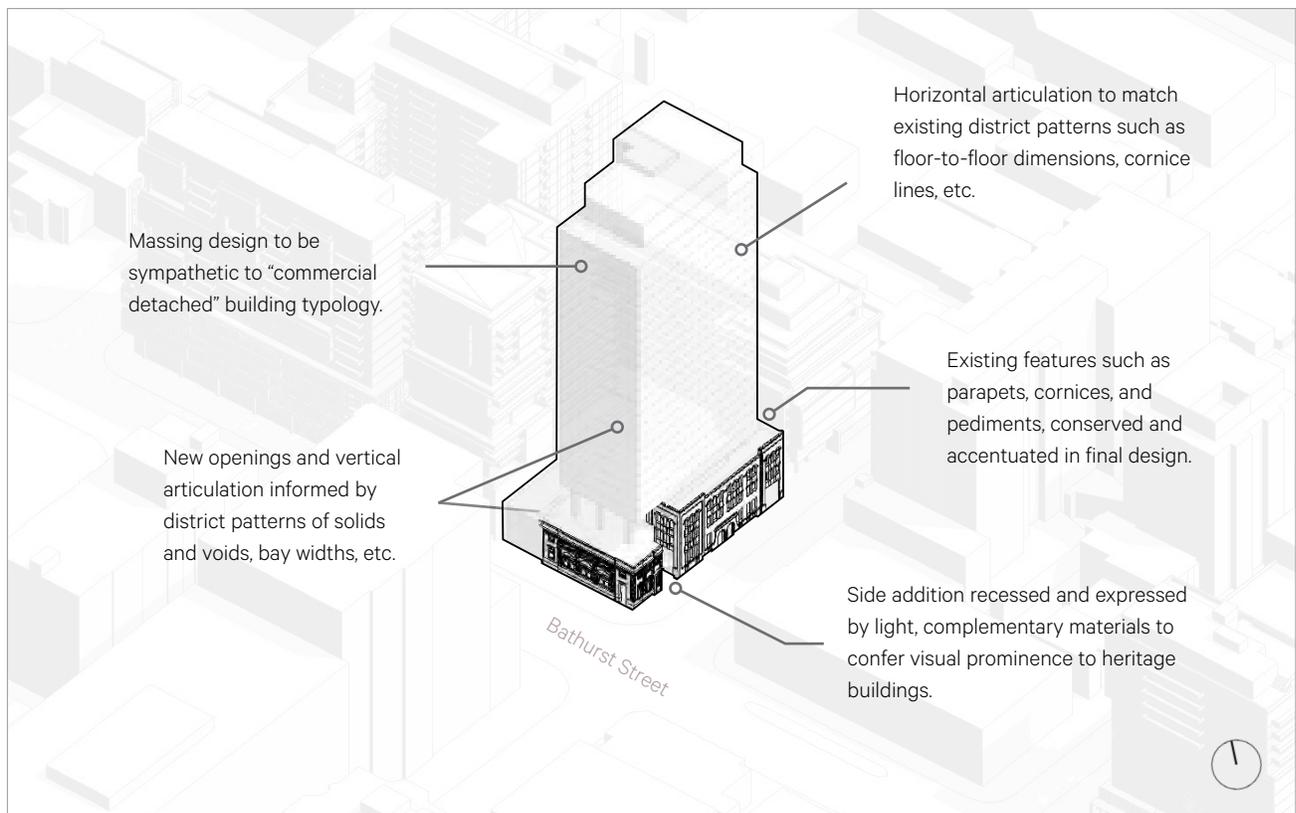
The North Site includes two listed and contributing properties, 662 and 668 King Street West, in the King-Spadina HCD (under appeal).

The existing buildings on these properties are intended to be incorporated into the proposed development. The following description identifies the key components of an indicative heritage strategy for the proposed development. It is anticipated that the broad approach to conservation will be coordinated with relevant stakeholders at the City through a separate heritage-specific review process.

The preliminary heritage strategy strives to conserve existing heritage attributes, with a particular focus on all street-facing frontages,

while introducing a complementary and contemporary addition that reflects and reinforces the cultural heritage value of the building and the district as a whole.

New additions to the base building are intended to generally match the streetwall height and line of setback of the heritage buildings with the exception of minor setbacks for the purposes of accessibility and/or recessed entranceways. Side additions are intended to utilize materials that are complementary yet distinguishable from the heritage buildings, including masonry, dark cladding, and/or glazing. Detailing, lighting and the use of high-quality materials will help tie contemporary and heritage elements into a cohesive form that fits harmoniously with the existing and planned built form context.



**Figure 31:** North Site - Heritage Key Moves

Emphasis will be placed on preserving the visibility of side elevations viewed from the public realm. Above the base building, the addition will confer visual prominence and deference to the heritage structures through setbacks on all elevations. This addition will draw on the defined “commercial warehouse” typology in terms of materiality and articulation, matching the pattern of horizontal and vertical articulation found in both the heritage buildings and the district as whole while striving to achieve a suitable contrast that distinguishes it from the heritage buildings.

### 4.2.4 Pedestrian Experience & Circulation

The design approach for the proposed development prioritizes pedestrian circulation around and through the TOC sites and provides direct, accessible connections to and from the below-grade station. The base building for the North Site maintains the existing line of setback, resulting in curb-to-building face widths of 5.8m on Bathurst Street and 5.75m along King Street West. These dimensions allow for minimum pedestrian sidewalk width of 3.8m and 3.3m respectively, providing sufficient capacity to accommodate the higher pedestrian

volumes associated with the station. Due to the area requirements of the station headhouse, the current design of the King-Bathurst Station headhouse on the North Site will result in the closure of the existing private laneway to the north of 668 King Street West. The TOC and adjacent site will be serviced by a shared driveway accessed from King Street West.

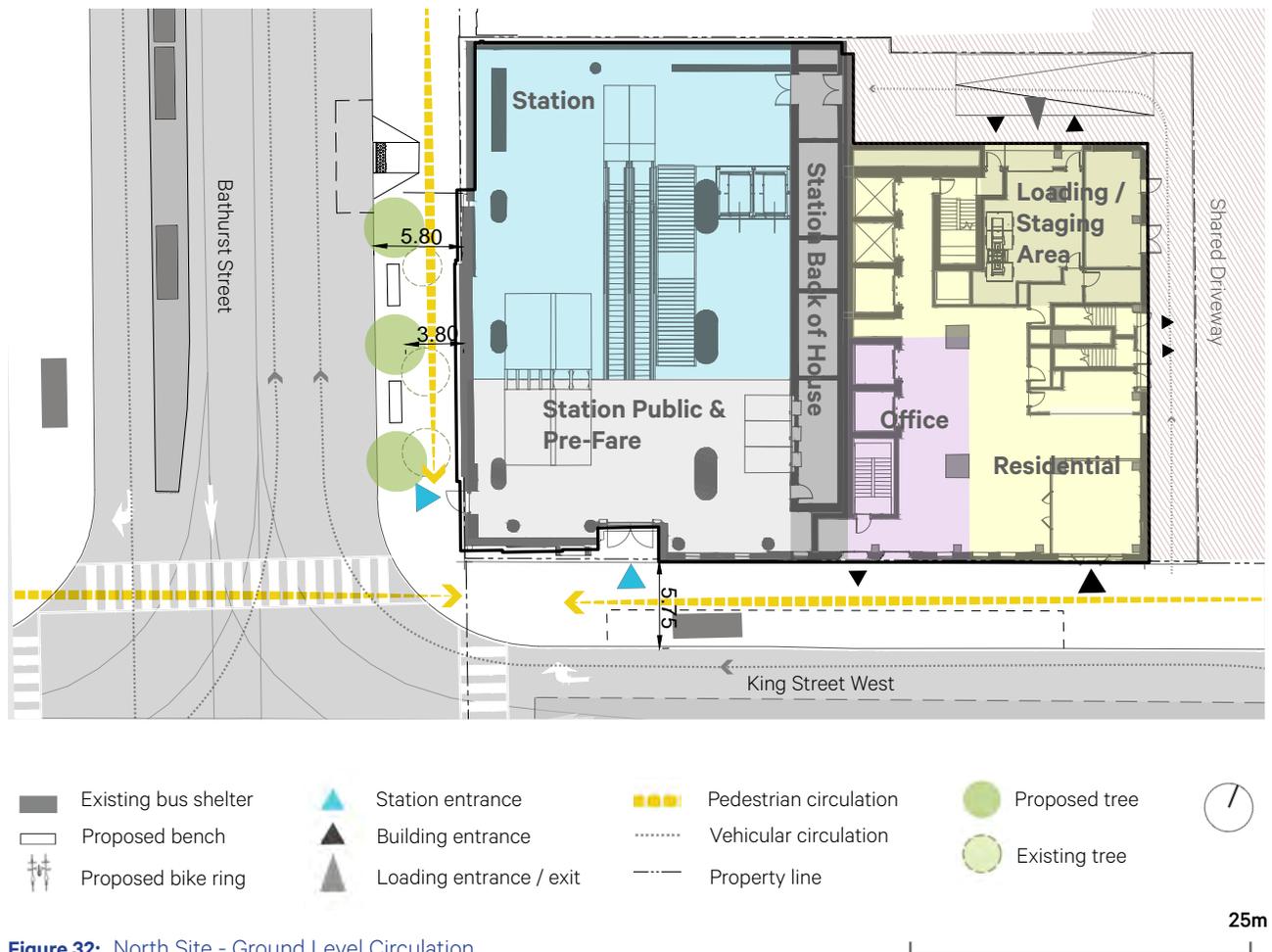
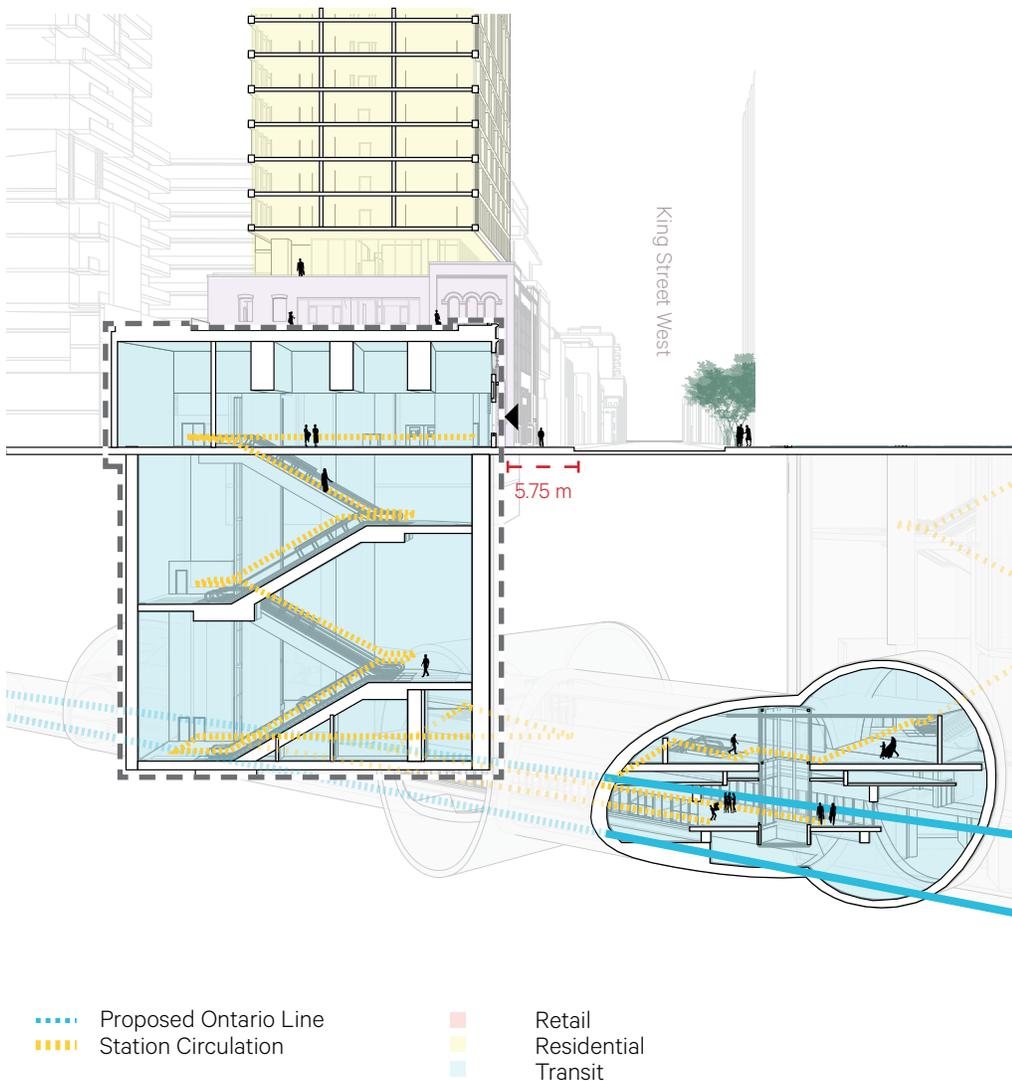


Figure 32: North Site - Ground Level Circulation

Primary pedestrian access to the station will be provided via a prominent, recessed entrance along King Street West, where adequate spill-out and higher volume passenger flows can be accommodated. Internal passenger circulation through the station is supported by a generous, internal public paid/unpaid fare zone.

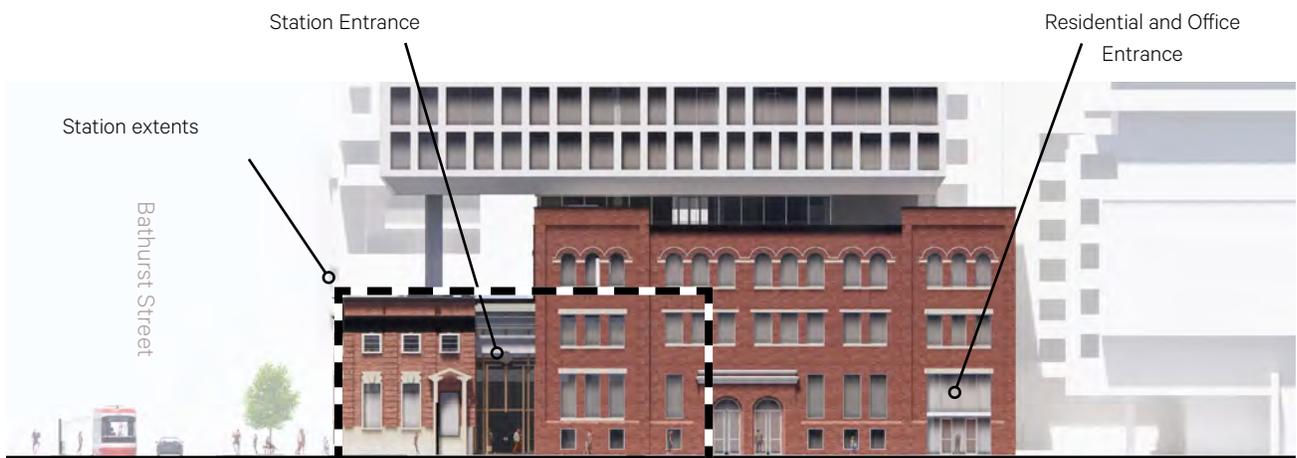
Overall, full height glazing and wayfinding totems will increase the legibility of the station, clearly differentiating public station entrances from residential and commercial lobbies and helping orient passengers and pedestrian flows.



**Figure 33:** North Site - Circulation Section, looking east from Bathurst Street along King Street West

In terms of pedestrian experience, the heritage building frames the public realm along all major frontages, providing visual interest and conserving the building's relationship with the public realm.

Existing openings will be generally maintained to reinforce the existing rhythm of facades along the street and enhance the coherence of the building in relation to the area.



**Figure 34:** North Site - King Street West Elevation



**Figure 35:** North Site - Bathurst Street Elevation

### 4.2.5 Landscape

The proposed landscape design strategy for the site recognizes both the cultural heritage value of the streetscape in the King-Spadina area as well as the significance of King Street West as an identified Priority Retail and Great Street. This strategy adopts a sensitive level of intervention, reinforcing and complementing the established streetscape along King Street West and Bathurst Street. The landscape design for the proposed development proposes to maintain the existing number of street trees while introducing new street furniture, accessibility features and bicycle infrastructure.

Three existing trees will be relocated to a dedicated furnishing and planting zone to increase the width of the pedestrian sidewalk. The sidewalk space along King Street West will be kept clear to facilitate easy transfer between the station and the existing surface transit stop. Two new benches will be added outside the new Bathurst Street station entrance. As part of the sustainable principles of the landscape design, a green roof has been proposed, incorporating a palette of materials and native species that are low maintenance and consume less water.

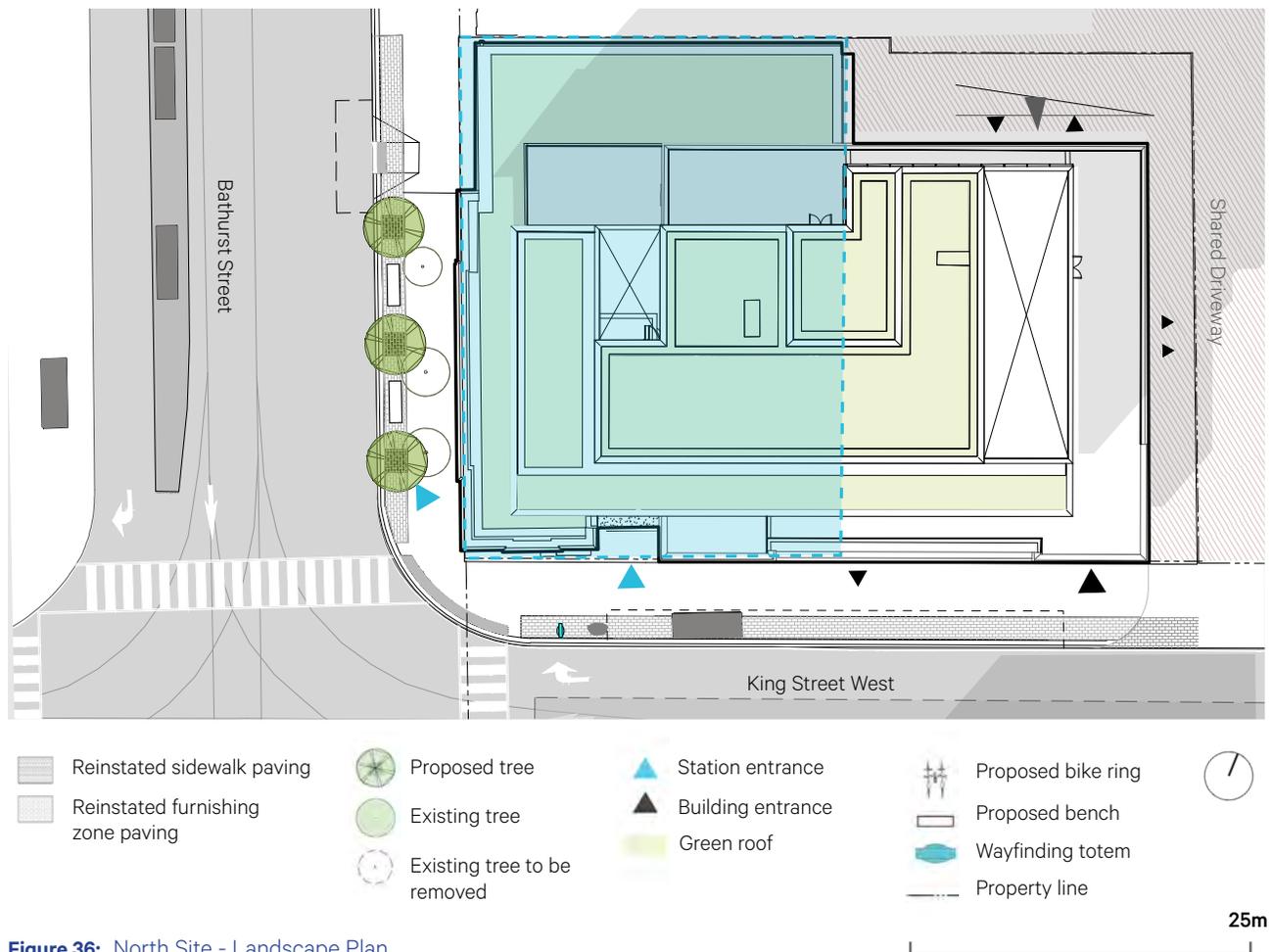


Figure 36: North Site - Landscape Plan

## 4.3 South Site

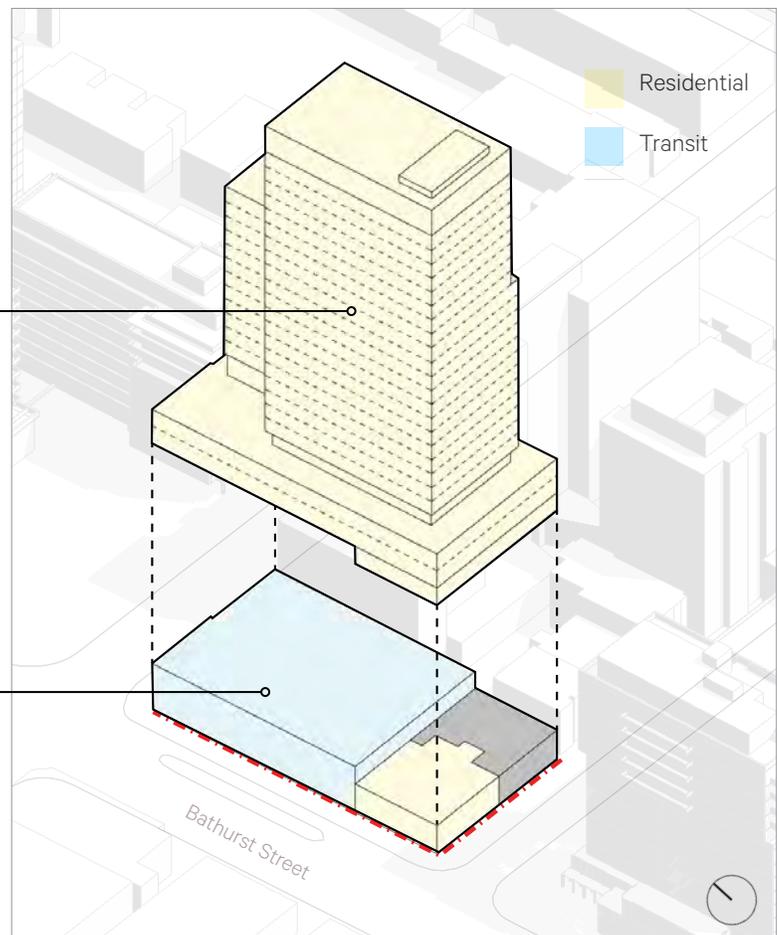
### 4.3.1 Program

The proposed program for the South Site is predominately residential, informed by the existing settlement reached at LPAT, between the current landowner and the City. As with the North Site, a prominent transit concourse anchors the proposed development to the corner, with entrances provided on Bathurst and King Streets.

Primary residential entrances will be provided at ground level off Stewart Street, with residential units provided at Level 2 and above. In total, the proposed development accommodates roughly 235 units, including 47% larger-sized units as well as seven replacement rental units.

**Total Residential GFA:**  
23,024 sq.m.

**Total Above-Grade Station GFA**  
(excluded from proposed development)  
1,366 sq.m.



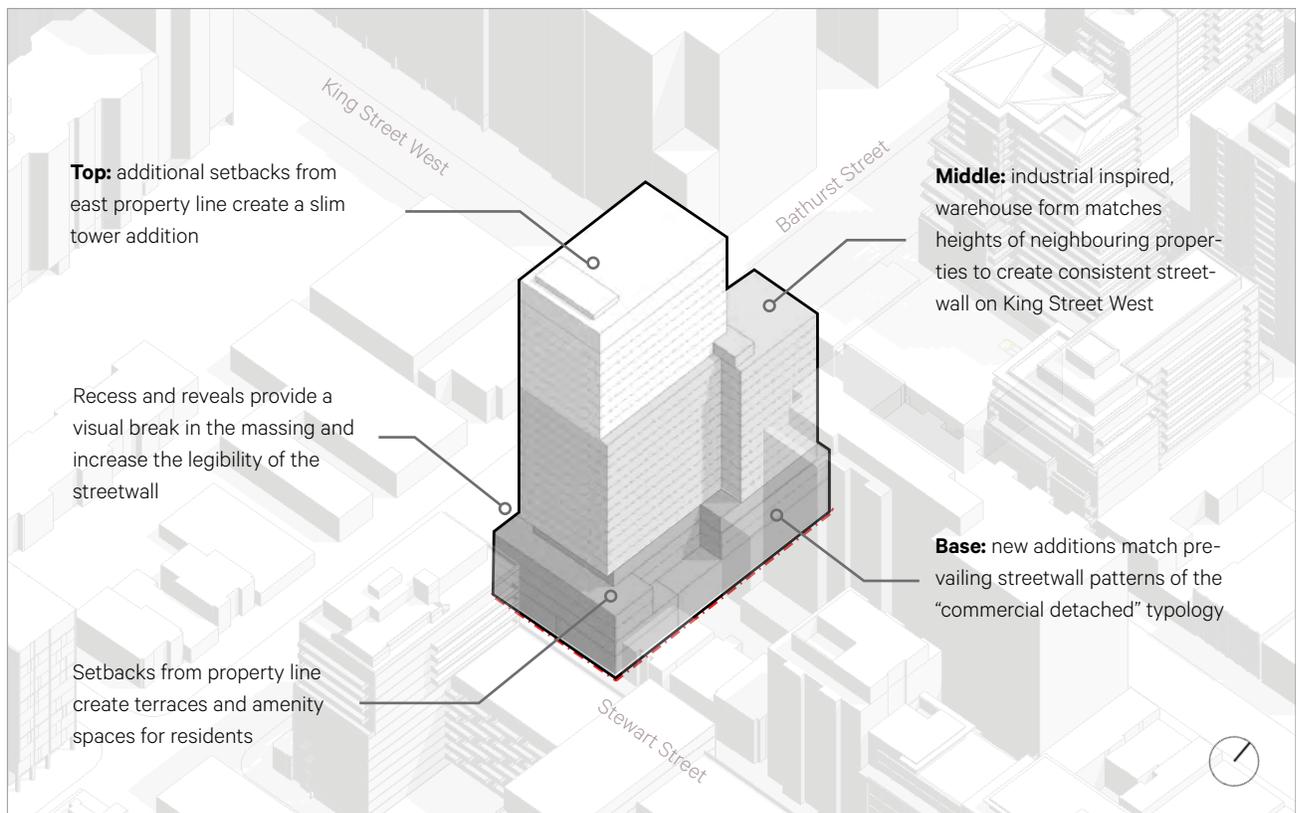
**Figure 37:** South Site - Program

### 4.3.2 Massing

Similar to the North Site, the proposed development draws on the historic “commercial detached” typology that is characteristic of the King-Spadina area and is informed by direction in the both the King-Spadina Secondary Plan and the King-Spadina Heritage Conservation District Plan (under appeal). The design approach seeks to distribute the mass through a contextual “hybrid” building type, shaped to mitigate visual and physical (shadow, wind, etc.) impacts. The resultant massing is broken up into three components that reference the existing and future context of the area, particularly in relation to primary frontages along King, Bathurst and Stewart Streets.

Considered together, the subsequent organization of these components result in a contextual mass that facilitates a visual transition between varying built form contexts.

The base building is defined by the 4-storey heritage structure located immediately at the corner of King and Bathurst (663 King Street West). New side additions are proposed to the east of this heritage building with frontages along both King and Stewart Streets. Along King Street, the new addition matches the 4-storey streetwall height of 663 King Street, with a slight setback to align with the adjacent building to the east (645 King Street West) and improve the three-



**Figure 38:** South Site - Massing

dimensional reading of the heritage structure. This new addition accommodates venting and maintenance (“back-of-house”) access required by the station. Along Stewart Street, the addition matches the existing street wall and accommodates loading and servicing for the proposed development.

A series of recesses and reveals as well as significant stepbacks from both the Bathurst and King Street frontages differentiate the base building from the “middle” addition. This middle component directly references the contextual tall mid-rise form prevalent in this area, to align the development with neighbouring buildings along King Street West. Significant stepbacks from both Bathurst Street and King Street frontages sculpt this component, resulting in a floorplate (1,093 sq.m) roughly comparable to approved and

existing buildings in close proximity to the site. The resultant “void” in the massing is carried up the entire height of the proposed development, improving the legibility of the heritage structure and differentiating it from the rest of the massing.

A “top” component ending at 88.9m (inclusive of mechanical penthouse) steps back further from King Street West and the east property line, limiting this component to an average floorplate of 699 sq.m. to align with the Tall Building Guidelines. This component will introduce subtle variations in articulation and/or materiality to distinguish it from the rest of the building.

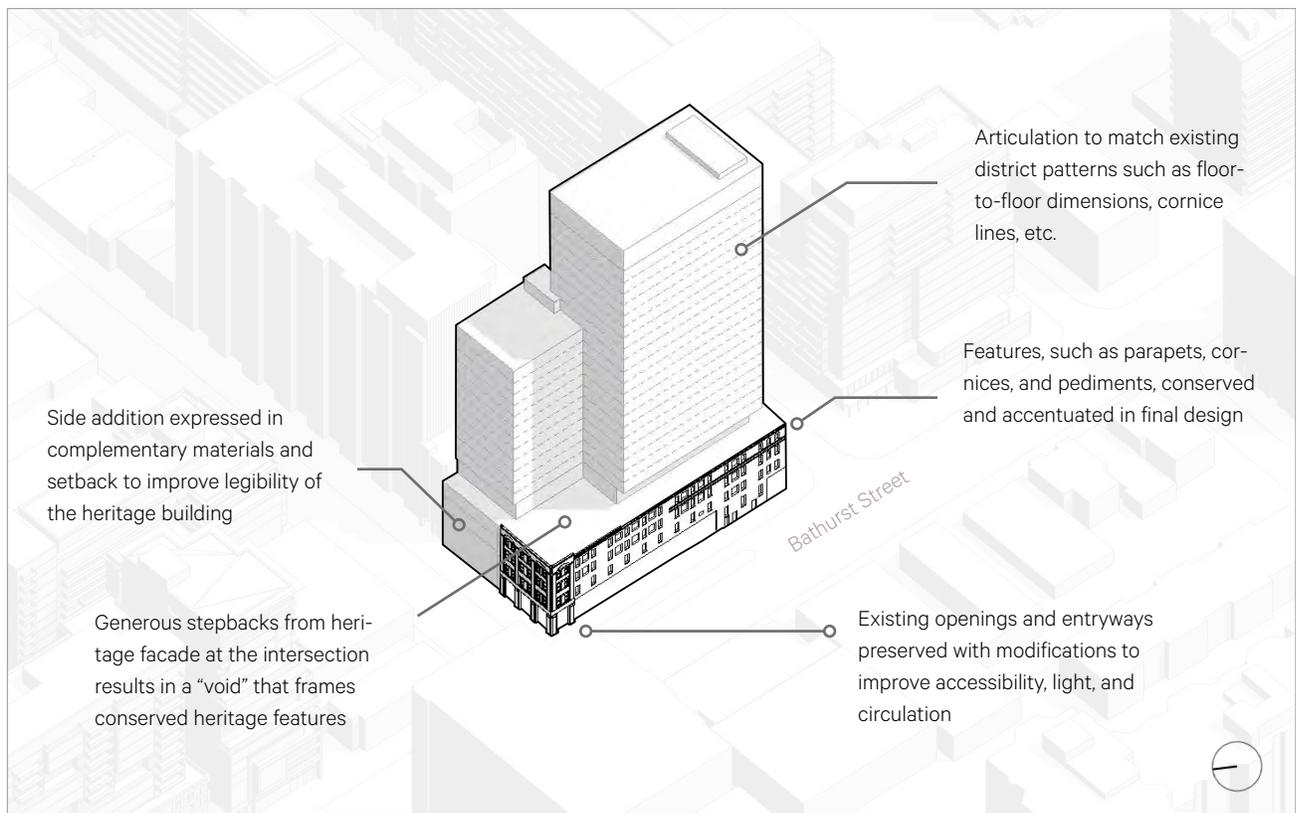
### 4.3.3 Heritage

The South Site is comprised of two properties, 663 King Street West and 60 Stewart Street (listed), that are identified as contributing properties within the King-Spadina HCD (under appeal). The existing buildings on these properties are intended to be incorporated into the proposed development. The following description identifies the key components of an indicative heritage strategy for the proposed development. It is anticipated that the broad approach to conservation will be coordinated with relevant stakeholders at the City through a separate heritage-specific review process.

Generally, the strategy is to conserve existing heritage attributes, with a particular focus on

all street-facing frontages, while introducing a complementary and contemporary addition that reflects and reinforces the cultural heritage value of the building and the district as a whole.

The addition above the base building of the proposed development will stepback from the streetwall, as defined by the heritage structure, on all street facing facades. Overall, the proposed development will introduce contemporary additions. As a specific response, the vertical and horizontal articulation of the building is intended to maintain characteristic attributes and patterns of the “commercial detached” typology found in the King-Spadina Heritage Conservation District (under appeal), expressed through the proportion and distribution of solids and voids, floor-to-floor dimensions, cornice lines and bay widths.



**Figure 39:** South Site - Heritage Key Moves

### 4.3.4 Pedestrian Experience & Circulation

The proposed development strives to preserve and enhance connectivity around and through the site, prioritizing pedestrian circulation and providing direct, accessible connections to and from the below-grade station. At ground-level, the proposed development provides for curb-to-building face dimensions of 6.45m, 4.4m and 6.7m along King Street West, Bathurst Street and

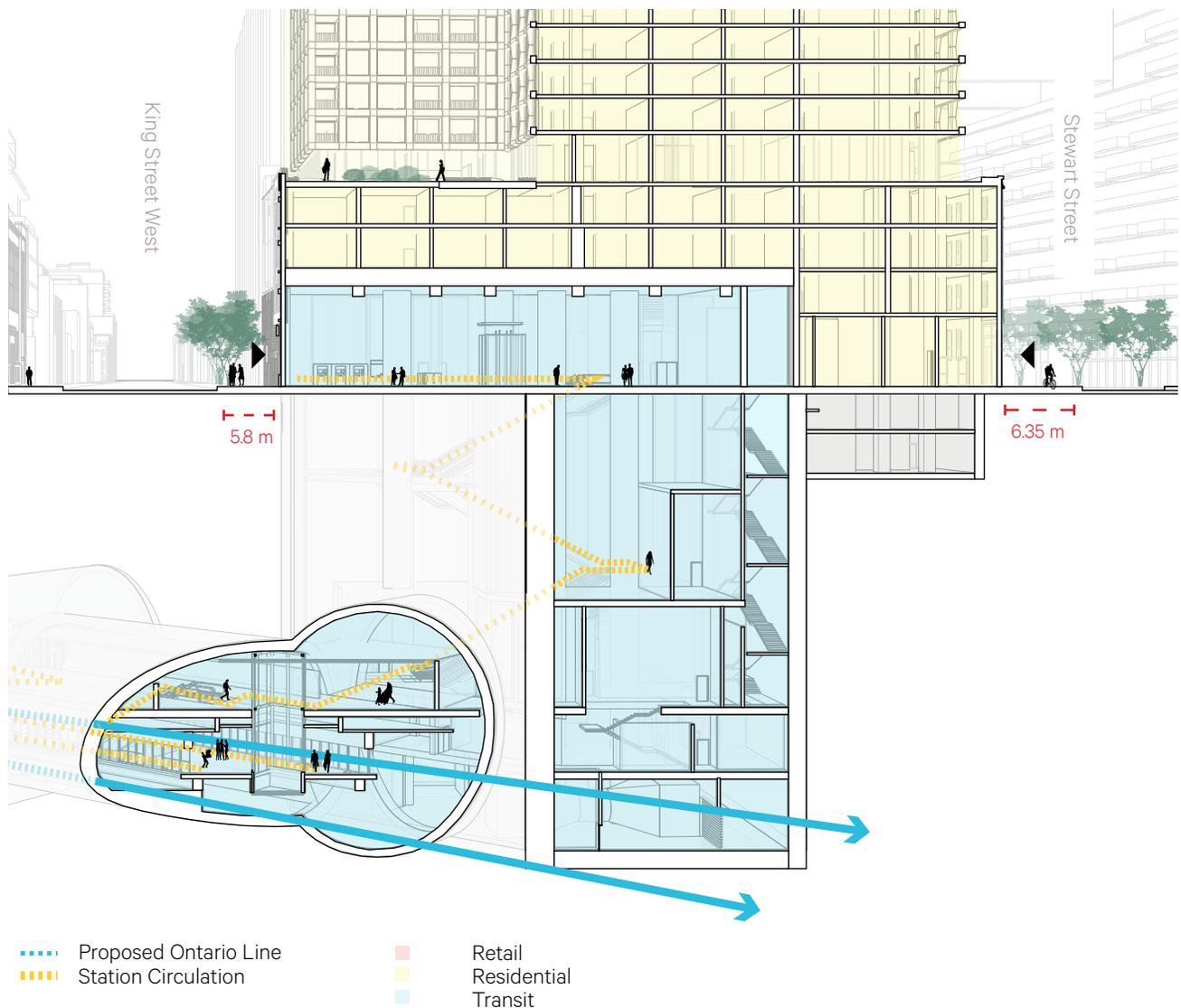
Stewart Street respectively, achieving a minimum pedestrian sidewalk width of 2.1m on all frontages in line with City of Toronto standards. Consolidated loading access is provided off Stewart Street where appropriate measures will be implemented to reduce potential conflicts between vehicles and pedestrians.



Figure 40: South Site - Ground Level Circulation

Internal passenger circulation through the site is supported by a generous, internal public paid/unpaid fare zone. Primary access to the station is provided via the entrance along King Street West where adequate spill-out and higher volume passenger flows can be accommodated.

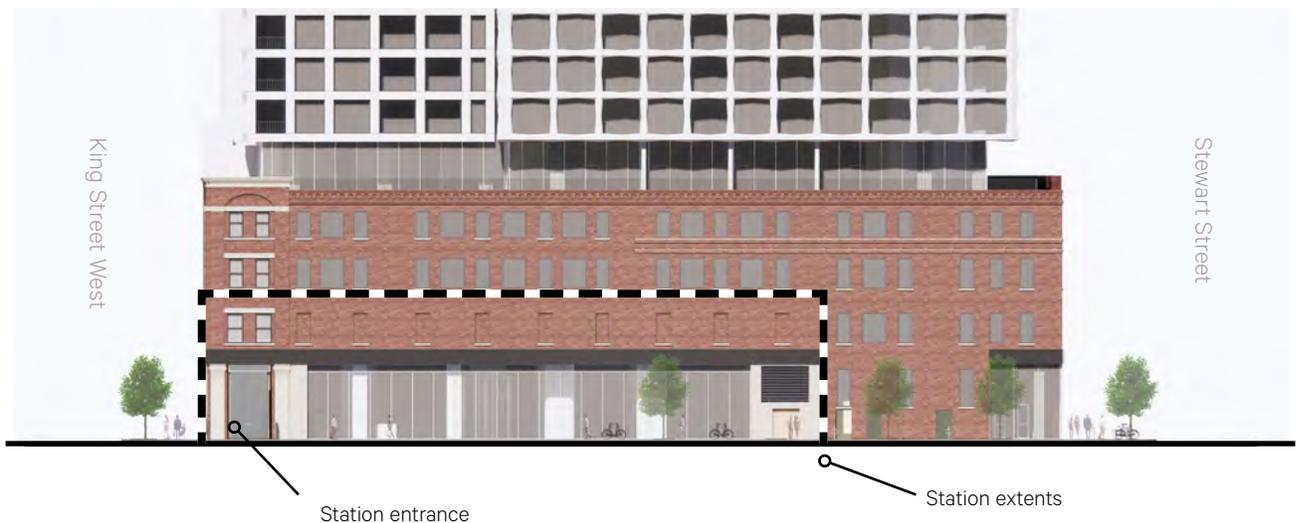
At-grade, full height glazing and wayfinding totems along King and Bathurst Streets increase the legibility of the station and help orient passengers and pedestrian flows by clearly differentiating public station entrances from the residential lobby located on Stewart Street.



**Figure 41:** South Site - Circulation Section, viewing west

Similar to the North Site, the proposed development on the South Site conserves significant features of the heritage building at 663 King Street West, allowing this base to frame the public realm along major frontages. The heritage approach to this building maintains the building's

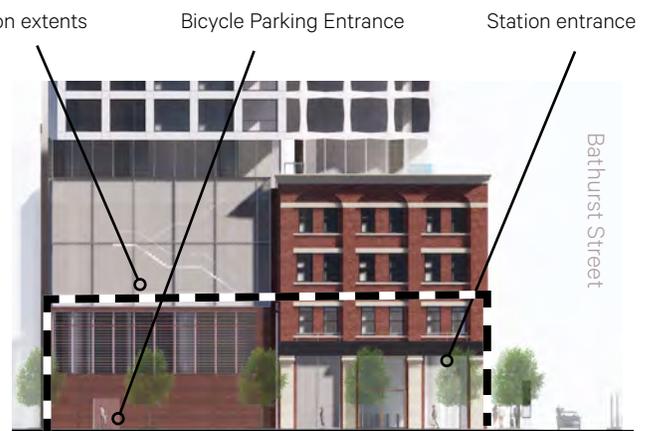
relationship with the street and establishes coherence between the proposed development and the rest of the area. Heritage features will provide visual interest and texture to the proposed development when viewed from the pedestrian perspective.



**Figure 42:** South Site - Bathurst Street Elevation



**Figure 43:** South Site - Stewart Street Elevation



**Figure 44:** South Site - King Street West Elevation

### 4.3.5 Landscape

The landscape design of the South Site proposes streetscape improvements to reinforce the strong pedestrian orientation of both King and Bathurst Streets, providing both functional shade and aesthetic beautification. The proposed design expands the existing tree canopy, introducing a net increase of seven street trees outside of all street facing frontages to improve shade coverage and pedestrian comfort. The design relocates a bike share station along the proposed

development's secondary frontage, Stewart Street to further animate this space. Additional active transportation infrastructure is provided in the form of four new bike rings along Bathurst Street as well as indoor secured bicycle storage to encourage cycling to and from the station. A green roof is proposed for the roof and level 4, incorporating a palette of materials and native species that are low maintenance and consume less water.

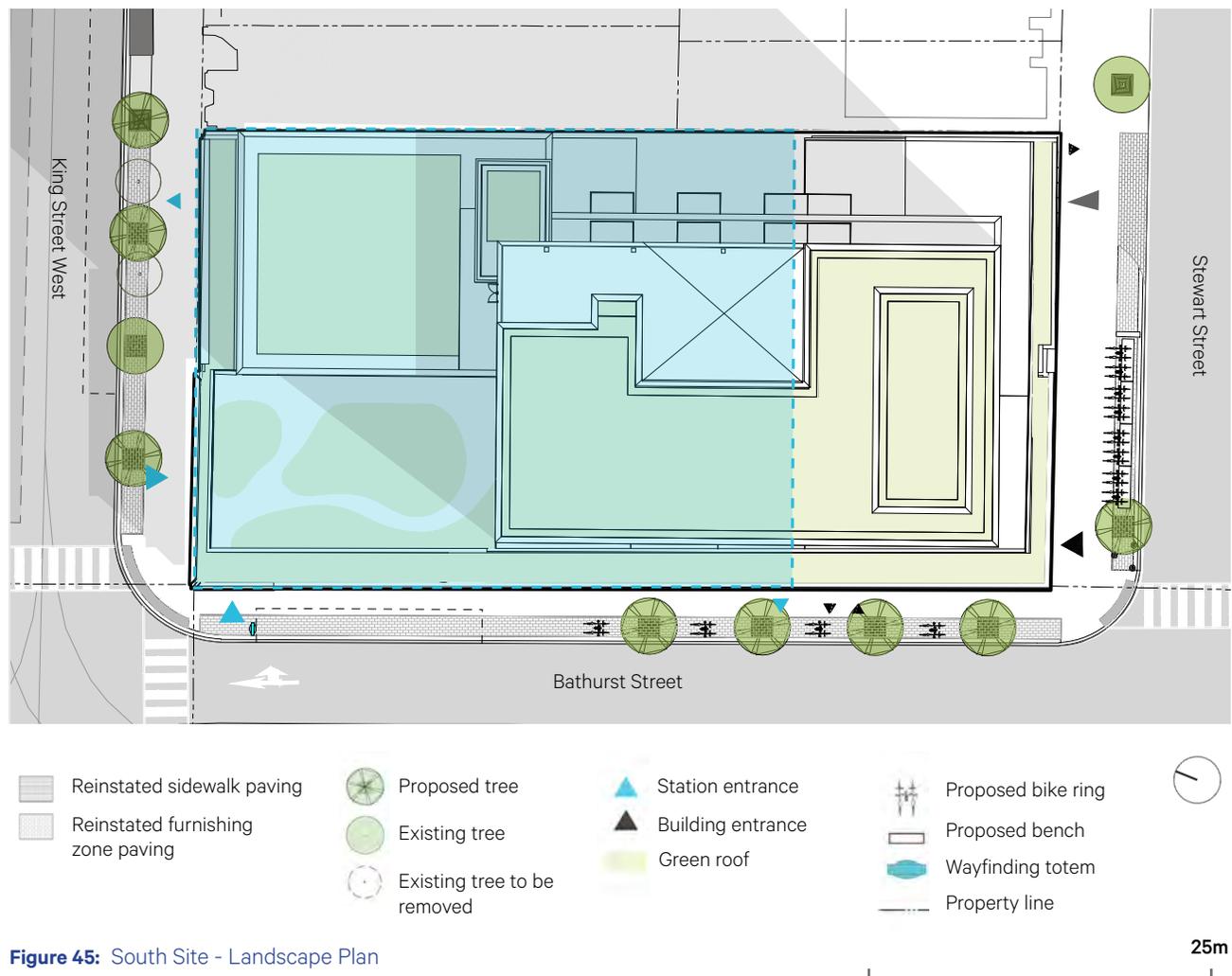


Figure 45: South Site - Landscape Plan