

**171 Front Street West and 7 Station Street (entrance addresses 151 Front St West and 20 York Street) - Official Plan and Zoning Amendment Applications – Final Report**

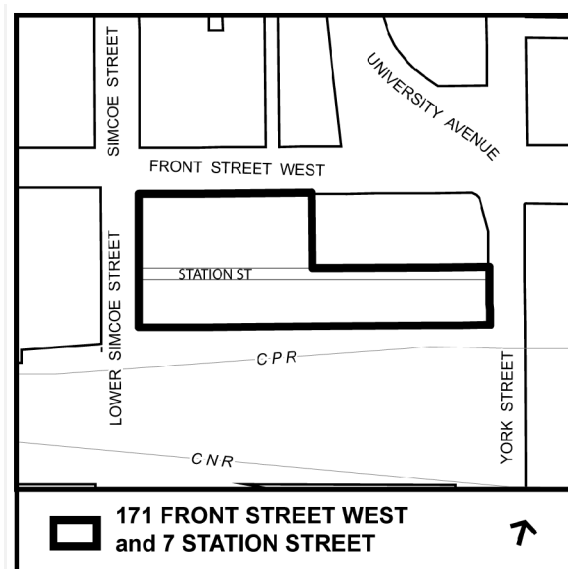
<b>Date:</b>	July 24, 2014
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	14 122777 STE 20 OZ

**SUMMARY**

This application proposes to develop the lands at 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street) with a 48-storey office building. The proposed office tower would have a gross floor area of 133,033 square metres, an overall building height of 239 metres, and a proposed density of 13.27 times the lot area. The applicant proposes to provide 319 parking spaces in 6 levels of below grade parking.

The proposed office tower development, within the *Financial District*, and in close proximity to major regional transit hubs, such as Union Station, the Union Pearson Express, and the subway, meets the City's planning objectives for the area. In addition, it represents a significant investment in the downtown, contributing to both the City's employment and tax base.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 171 Front Street West and 7 Station Street substantially in accordance with the draft Official Plan Amendment attached as Attachment No.9 to report dated July 24, 2014 from the Director, Community Planning, Toronto and East York District.
2. City Council amend the former City of Toronto Zoning By-law 438-86, for the lands at 171 Front Street West and 7 Station Street substantially in accordance with the draft Zoning By-law Amendment to be provided at the August 12, 2014 meeting of Toronto and East York Community Council.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, the owner shall enter into a secured Agreement with the City to ensure the provision of all necessary improvements to the existing municipal infrastructure in connection with the Functional Servicing Report, to the satisfaction of the Executive Director of Engineering and Construction Services, should it be determined that improvements to such infrastructure are required to support this development.
5. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act*.
6. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into any other Agreements as necessary.

### Financial Impact

The recommendations in this report have no financial impact.

### DECISION HISTORY

In 2007, City Council adopted the recommendations contained within a Final Report from the Director, Community Planning, Toronto and East York District, which recommended approval of an application to amend the Official Plan and Zoning By-law for a 36-storey office tower and technology centre with parking for 323 vehicles at 151 Front Street West, 7 Station Street, and 20 York Street (File No. 05 105725 STE 20 SA). As a result, By-law 594-2007 and By-law 595-2007 were adopted.

The applicant submitted an Official Plan Amendment and Zoning By-law Amendment application on February 27, 2014 seeking to amend the 2007 approvals. A Preliminary Report

on the revised applications was before Toronto and East York Community Council on April 8, 2014. The Preliminary Report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2014/te/bgrd/backgroundfile-67604.pdf>

## **ISSUE BACKGROUND**

### **Proposal**

This application proposes to develop the lands at 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street) with a 48-storey office building. In addition to the construction of a 48-storey office building, the applicant proposes the construction of a new roof and wall enclosure to house the Metrolinx UP (Union Pearson) Express Air Rail Link Terminal, a new raised exterior pedestrian plaza over Station Street, as well as interior renovations to 20 York Street, which is a designated heritage building. The proposal seeks to remove the western portion of the existing SkyWalk building, and replace the existing glass barrel vault at the eastern portion of the SkyWalk.

The proposed office tower would have a gross floor area of 133,033 square metres, an overall building height of 239 metres, and a proposed density of 13.27 times the lot area. The applicant proposes to provide 319 parking spaces in 6 levels of below grade parking.

### **Site and Surrounding Area**

The subject site is irregular in shape, and has an area of approximately 10,030 square metres. The subject site is located at the southeast corner of Front Street West and Simcoe Street, within the *Financial District*.

The site is occupied by the following:

- An 8-storey non-residential building is located at 151 Front Street West;
- A 1 to 4-storey commercial building containing an enclosed pedestrian walkway, known as the SkyWalk, is located at 20 York Street; and
- A private driveway and surface parking area is located at 7 Station Street. Vehicular access to the site is via York Street and Simcoe Street.

Development in the vicinity of the site is as follows:

*North:* Immediately north of the site is a 20-storey commercial building at the southwest corner of Front Street West and Simcoe Street, beyond which is Front Street West. The north side of Front Street West is comprised of commercial buildings and a commercial parking lot. Buildings on the north side of Front Street West range in height from 6 to 7 storeys. An application has been submitted for a 54-storey office tower at 156 Front Street West (File No. 11 243742 STE 20 OZ).

- South:* Immediately south of the site is the Toronto Terminal Railway and Canadian National Railway. Further south is a 37-storey commercial and residential development.
- East:* To the east of the site, at the corner of Front Street West and York Street, is a 20-storey commercial building. On the east side of York Street is Union Station.
- West:* The 25-storey InterContinental Hotel and the Metro Toronto Convention Centre are to the west of the site.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

Maps 2 and 6 of the Official Plan identify that the subject site is located *Downtown* and is within the *Financial District*. The Official Plan identifies the *Downtown* as one of the areas which can accommodate a vibrant mix of residential and employment growth.

The Official Plan identifies that the *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, Section 2.1.1.1 of the Plan identifies that the *Downtown* policies of the Plan will shape the City's future by accommodating development that:

- builds on the strength of *Downtown* as the premier employment centre in the GTA;
- provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting; and
- focuses on the *Financial District* as the prime location for the development of prestige commercial office buildings and landmark buildings that shape the skyline.

The subject site is designated *Mixed Use Areas* in the Official Plan. The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in the *Mixed Use Areas* designation includes, but is not limited to:

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

The Heritage Resource policies, contained within Section 3.1.5 of the Official Plan speak to heritage resources in the city, and identify that our heritage buildings, districts, and landscapes create a unique sense of place and a rooted sense of local identity and continuity. The Official Plan focuses on conserving Toronto's remaining irreplaceable heritage resources. Policy 3.1.5.1 states that "significant heritage resources will be conserved by: listing properties of architectural and/or historic interest on the City's Inventory of Heritage Properties, designating them and entering into conservation agreements with owners of designated heritage properties; and designating areas with a concentration of heritage resources as Heritage Conservation Districts and adopting conservation and design guidelines to maintain and improve their character."

The site is within the Railway Lands East Secondary Plan area. The objectives of the Railway Lands East Secondary Plan include: developing the area as an integral part of the *Downtown*; satisfying a broad range of commercial, residential, institutional, cultural, recreational and open space needs while ensuring effective and efficient transportation services; and contributing to the achievement of an attractive, inviting, comfortable and safe public realm.

The subject site is identified as *Mixed Use Areas "A"* on Map 17-2 of the Secondary Plan. The Secondary Plan identifies that *Mixed Use Areas "A"* is to be regarded as a commercial extension of the existing *Financial District* north of Front Street, and is an appropriate location for the

primary concentration of office uses within the Railway Lands East. The Secondary Plan contains specific provisions regarding maximum gross floor area for the subject site, as well as a list of Section 37 provisions.

The site is subject to Amendment No. 19 to the Official Plan and Railway Lands East Secondary Plan (By-law 594-2007). The amendment includes the lands municipally known in 2006 as 149 Front Street West in the Railway Lands East Secondary Plan, and to permit above-grade parking on lands municipally known in 2006 as 7 Station Street and on the privately-owned lands known as Station Street.

## **Zoning**

The lands are subject to Site Specific Zoning By-law 595-2007. This By-law permits a non-residential building having a maximum height of 172.4 metres. The maximum combined non-residential gross floor area of all buildings or structures erected within the site, shall not exceed 96,050 square metres, exclusive of above-grade parking not exceeding 15,325 square metres. No residential gross floor area is permitted on the site. The site is not subject to the harmonized Zoning By-law 569-2013.

## **Site Plan Control**

The site and development are subject to Site Plan Control. A Site Plan Control application has been submitted and is being reviewed concurrently with the Official Plan Amendment and Zoning Amendment Applications.

## **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

This project is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council on July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies where tall buildings belong Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building

Design Guidelines to evaluate new and current Downtown tall building proposals. The Downtown Tall Buildings Guidelines are available at <http://www.toronto.ca/planning/tallbuildingstudy.htm#guidelines>.

The portion of the site which fronts Front Street West site is located on a High Street. The Downtown Vision Height Map (Map 2) within the Supplementary Design Guidelines contemplates heights ranging from 35-storeys to 60-storeys (107 metres to 182 metres) for this portion of the site. The remainder of the site is within the Railway Lands East Secondary Plan.

### **Union Station Heritage Conservation District**

The Union Station Heritage Conservation District was approved by City Council July 27, 2006 as By-Law 634-2006. The Union Station Heritage Conservation District study was a component of the broader Union Station District Urban Design Study, which was initiated by the City Planning Division as a part of the Union Station Master Plan. The resulting Union Station Heritage Conservation District Plan includes an examination of heritage character, provides district guidelines and identifies those properties that contribute to the heritage value of the Plan area. It is used by the City and property owners as a tool to strengthen and protect the significant heritage character of the Union Station Precinct.

The subject site is within the Union Station Heritage Conservation District Plan.

### **Reasons for Application**

The proposed development does not comply with Section 10.9 of the Railway Lands East Secondary Plan. As such, a modification to the Official Plan is required.

A Zoning By-law Amendment application is required to permit the height and density of development proposed for the site, subject to certain performance standards.

### **Community Consultation**

A Community Consultation Meeting was held on May 5, 2014, at Metro Hall. Approximately 12 members of the public attended this meeting. Following a presentation by Planning Staff and the project architect, attendees asked questions about the proposed height, built form, massing, public realm, heritage and parking. Overall, attendees were supportive of the application.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The 2014 PPS promotes new development through intensification, where such intensification recognizes the development's local context, and has a well-designed built form. This application provides a built form that fits within its local context and is consistent with the PPS 2014.

Staff report for action – Final Report – 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street)

The Growth Plan for the Greater Golden Horseshoe designates the site within the urban growth centre. The Growth Plan recognizes urban growth centres as areas for development to accommodate intensification, to provide for a range of housing options, to provide for appropriate transition of built form to adjacent areas, to accommodate and support major transit infrastructure, and to serve as high density major employment centres that will attract provincially, nationally, or internationally significant employment uses. The Growth Plan identifies that major office and appropriate major institutional development should be located in urban growth centres, major transit station areas, or areas with existing frequent transit service, or existing or planned higher order transit service. This application, for a major office tower within the urban growth centre, close to both local and regional transit, accommodates intensification, provides an acceptable transition of built form to adjacent areas, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

## Land Use

Section 2.2.1.1 of the *Downtown* policies of the Plan will shape the City's future by accommodating development that: builds on the strength of *Downtown* as the premier employment centre in the GTA; and provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting. The Plan identifies that the *Financial District* is where commercial activity is most intense, with a concentration of large, architecturally-significant landmark buildings that define the skyline. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and the subway. Policy 2.2.1.1(c) of the Plan identifies that the *Downtown* policies of the Plan will shape the City's future by accommodating development that focuses on the *Financial District* as the prime location for the development of prestige commercial office.

The Official Plan identifies that *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, and institutional uses that reduce automobile dependency while meeting the needs of the local community. The Plan also seeks to create and sustain well paid, stable, safe and fulfilling employment opportunities on lands designated *Mixed Use Areas*.

The Plan identifies that the *Financial District* is where commercial activity is most intense, with a concentration of large, architecturally-significant landmark buildings that shape the skyline. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and the subway. Policy 2.2.1.1(c) of the Plan identifies that the *Downtown* policies of the Plan will shape the City's future by accommodating development that focuses on the *Financial District* as the prime location for the development of prestige commercial office buildings. The proposed 7,341 square metres of retail space and 92,859 square metres of office space proposed as part of this development, and within the *Financial District*, meets the objectives of the plan. The proposed land use is appropriate for this site and complies with Policies contained within the Official Plan.



## Density and Height

The previous application received approval for a 36-storey office tower, with an overall building height of 172 metres, and an overall density of 11.1 times the lot area. The applicant's proposal is for a 48-storey non-residential building with a resulting building height of 239 metres with an overall density of 13.3 times the lot area.

The Official Plan identifies that tall buildings are desirable in the right places, but also acknowledges that they are not appropriate in all locations. The highest buildings and greatest intensity will occur in parts of the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*. The subject site is located within the *Downtown*, at the corner of two major arterial roads in the City.

The subject site is located on a High Street within the Downtown Tall Buildings Guideline. High Streets are those parts of major *Downtown* streets along which tall buildings are considered to be an appropriate form of development. Map 2- The Downtown Vision Height Map- introduces a series of six height range categories applying to High Streets throughout the *Downtown* that reinforce the existing structure of Downtown's skyline and built form context. The heights on Map 2 are expressed in both height and storeys. Map 2 of The Downtown Tall Buildings Guidelines identifies that the intersection of Front Street West and Simcoe Street would have heights ranging from 35-storeys (107 metres) to 60-storeys (182 metres). The Tall Building Guidelines identify that for office buildings, height should be referenced in metres only.

The Tall Buildings Guidelines are an evaluation tool which seek to achieve optimal building siting and design, that enhance the adjacent public realm, and reinforce the surrounding built environment, context, and desired character of development in the *Downtown*. The Guidelines contain performance standards which are used to assist when evaluating and reviewing new tall building applications. The applicant has been able to comply with a number of the performance standards contained within the guidelines including, but not limited to: separation distance to the side property lines; tower placement; base building location; transparency at street level; and pedestrian scale façade articulation.

The project is below the height in storeys contemplated by the Tall Buildings Guidelines, but is metrically taller. These Guidelines have been considered, along with the area context, recent approvals, and features incorporated in the building, such as higher floor to floor heights, to create a high quality office project. Staff have reviewed the applicant's proposal, as well as the surrounding context and determined that a building of this height and density is acceptable in this instance due to the subject site's location and size, as well as the introduction of a significant amount of office space within the *Financial District*.

## Massing and Siting

Section 4.5 of the Official Plan sets out criteria used to evaluate development within the *Mixed Use Areas* designation. All new development within *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the

Plan. The objectives of the Official Plan are to be addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights, between areas of different development intensity and scale, and by locating and massing new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The proposed development is adjacent to and contiguous with 151 Front Street. The original approvals for the tower included a major entrance at the corner of Front Street West and Simcoe Streets through the existing 151 Front Street West building. The entrance was a major consideration during the previous review. Current plans do not include this entrance. Through the site plan stage, staff will continue to work with the applicant in order to ensure that the proposed project has these important pedestrian connections to Front Street and that the Front Street elevation is animated with active uses. If active frontages are not provided, then exemplary design responses would be expected to mitigate and contribute positively to the public realm interface.

Many main streets in the City face competing demands for space to accommodate a range of uses within the public right-of-way. These include sidewalks, street trees, marketing areas, vehicular lanes, on-street and dedicated transit lanes, bike lanes, on-street parking and utilities. New development provides an opportunity to achieve improved standards for sidewalks through building setbacks. The applicant has been able to provide for an enhanced sidewalk zone ranging from 6 to 10 metres in front of the portions of the new tower, fronting Simcoe Street. In addition, a large pedestrian plaza is proposed in the current location of Station Street and staff are working with the applicant on opportunities for a mid-block connection to Front Street West. Staff will work with the applicant, via the Site Plan Control application, to ensure that the plaza references the history of the site and integrates the heritage references into the landscape architecture. Accessibility across the site and plaza will also be evaluated as part of the Site Plan Control application.

The siting and massing of the proposed development is in keeping with the built form policies and the development criteria contained within the “*Mixed Use Areas*” designation.

## **Heritage**

The Heritage Policies contained within Section 3.1.5 of the Official Plan have been considered as part of the review of the application. The Heritage Resource policies, contained within Section 3.1.5 of the Official Plan speak to heritage resources in the city, and identify that our heritage buildings, districts, and landscapes create a unique sense of place and a rooted sense of local identity and continuity. The Official Plan focuses on conserving Toronto's remaining irreplaceable heritage resources. Policy 3.1.5.1 states that "significant heritage resources will be conserved by: listing properties of architectural and/or historic interest on the City's Inventory of Heritage Properties, designating them and entering into conservation agreements with owners of designated heritage properties; and designating areas with a concentration of heritage resources as Heritage Conservation Districts and adopting conservation and design guidelines to maintain and improve their character."

The subject site is within the Union Station Heritage Conservation District Plan. The property at 20 York Street is identified as a contributing building in the Union Station Heritage Conservation District Plan. This building is known as the Canadian National Express Building and York Teamway has been listed as a heritage property of architectural and historical value, and as a cultural resource. The Canadian National Express Building and York Teamway have been integrated into a pedestrian access system. In 1989, the Skywalk was constructed, passing through the second and third storeys of the Express building. The Skywalk is identified as a contributing building in the Union Station Heritage District Conservation Plan. The property at 151 Front Street West forms part of this application, and is identified as a contributing building in the Union Station Heritage Conservation District Plan.

The proposal requires the demolition of 7, 7A and 7B Station Street (including the Skywalk) and minor alterations to the designated properties at 151 Front St West and 20 York Street. The former Canadian National Express north shed wall, running west from 20 York Street, will be removed as part of the development. Exterior conservation work at 20 York Street includes minor repairs to the masonry at the corner of Station Street and York Street. The route of the Skywalk will remain the same, but its shape and proportions will be altered to accommodate increased pedestrian usage when the Union Pearson Express is complete. The proposed alterations to the Skywalk include changes to the shape of the roof, and building proportions. The existing roof over the Skywalk will be replaced with a green roof, and a new glazed north wall. The Skywalk connection will link to the lobby of the proposed office tower.

Heritage Preservation Services staff have reported under separate cover to Toronto Preservation Board regarding the demolition of the Skywalk. Heritage Preservation Services has reviewed the proposal in relation to the Union Station Heritage Conservation District Plan and have determined that the proposal satisfies the requirements and intentions of the Official Plan and District Plan.

### **Traffic**

The applicant submitted a Traffic Impact Study with their application. In that study, the consultant estimates that the proposal will generate 107 and 93 two-way trips during the AM and PM peak hours. The report also included a pedestrian capacity analysis for the pedestrian route to and from the proposed site at 20 York Street (GO Station), which includes pedestrian "pinch points" within the development and along the sidewalk within the public right-of-way. The "pinch points" within the sidewalks are located at the junctions of the north ends of Station Street with York and Simcoe Street. The closure of Station Street will help to improve these "pinch points".

## **Parking**

The applicant proposes to provide a total of 319 parking spaces within a six-level underground parking garage. Engineering and Construction Services staff have accepted the proposed parking supply

## **Driveway Access and Site Circulation**

Vehicular access to the underground parking garage and loading spaces is proposed via a 6.0 metre private driveway, which extends between Simcoe Street and York Street. Engineering and Construction Staff have reviewed the submitted studies and truck sweep path analysis, and have determined that the driveway access and site circulation is acceptable.

## **Loading**

The applicant proposes seven loading spaces as part of this project. The applicant proposes to provide three Type B and four Type C loading space as part of the development. Engineering and Construction Services staff have indicated that the location and layout of the proposed loading spaces is acceptable.

## **Metrolinx/GoTransit**

Planning staff have consulted with Metrolinx regarding the proposal. Metrolinx has identified that the proposed development is located immediately adjacent to the Union Station Rail Corridor (USRC) and the rail track substructure (referred to as 'Structure South'). Given the critical importance of these facilities, Metrolinx has identified that it is necessary to ensure that they are suitably protected both during and after construction of the proposed development. Within this context, a detailed engineering review will be required focusing on the structural/shoring implications of the proposed development for the USRC and Structure South as well as the joint between the new building and Structure South.

Metrolinx/GO Transit have identified that they will require unencumbered access to Structure South during and after construction in order to carry out structural inspections and maintenance as required in order to ensure structural integrity of the USRC and the rail track substructure is maintained. Metrolinx has identified that they will require the applicant to enter into an agreement with Metrolinx that will stipulate how these entry rights will be maintained. Dependent upon on the method of shoring construction, a tieback agreement may also be required between the proponent and Metrolinx.

Staff at Metrolinx have identified that a crash wall is being proposed in lieu of any setback from the rail corridor. As part of the Site Plan Control application, Metrolinx's engineering consultant will review the crash wall plans to ensure that the design of the crash wall satisfies rail design requirements.

Metrolinx is a current tenant of the Skywalk. If the temporary closure of the Skywalk during construction is proposed, which would affect pedestrian access to and from Union Station as well as the UP Express station, a detailed pedestrian management study will be required to identify how a suitable level of access will be maintained through this area. Staff will require that a

pedestrian management study be submitted for review and acceptance prior to Site Plan approval. If necessary, the applicant will be required to enter into necessary agreements regarding pedestrian access through the building.

Additional construction management measures will be secured via a Construction Management Plan, as part of Site Plan Approval.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The application proposes 100,200 square metres of non residential gross floor area which is subject to a 2% parkland dedication as per City Wide Parkland Dedication By-law 1020-2010.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as there is no location for an onsite parkland dedication that would be of a useable size. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

### **Section 37**

Section 37 of the Planning Act allows the City to authorize increased density and/or height in return for the provision of services, facilities or matters. The Official Plan contains provisions authorizing these Section 37 matters, provided the density and/or height increase are consistent with the objectives of the Official Plan regarding building form and physical environment. Given the increase in proposed height, the Official Plan would require the provision of Section 37 benefits. Staff and the applicant, in consultation with the Ward Councillor continue to discuss a negotiated agreement regarding the Section 37 contribution at the time of writing of this report. Planning Staff will report directly to August 12, 2013 Toronto and East York Community Council, via a Supplementary Report, regarding the Section 37 contributions.

## **Conclusion**

The proposed 48-storey office building at 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street) is appropriate for this site and is consistent with Policies contained within the Official Plan. In addition, the proposed siting, massing and built form of the development is in keeping with the built form policies and the development criteria contained within the *Mixed Use Areas* designation. Planning staff recommend approval of this application.

## **CONTACT**

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## **SIGNATURE**

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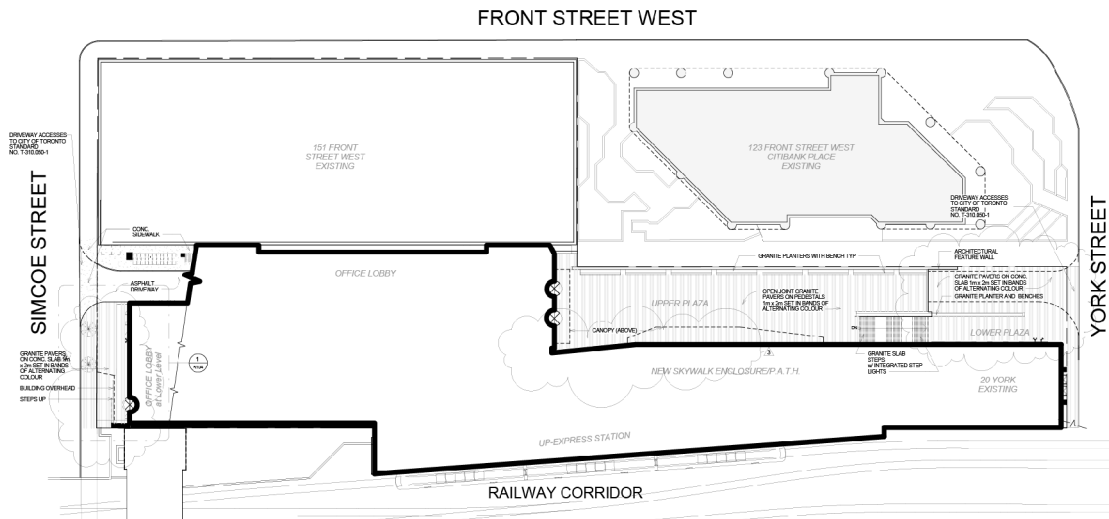
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Elevations  
Attachment 3: Elevations  
Attachment 4: Elevations  
Attachment 5: Elevations  
Attachment 6: Official Plan  
Attachment 7: Zoning  
Attachment 8: Application Data Sheet  
Attachment 9: Draft Official Plan Amendment  
Attachment 10: Draft Zoning By-law Amendment

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

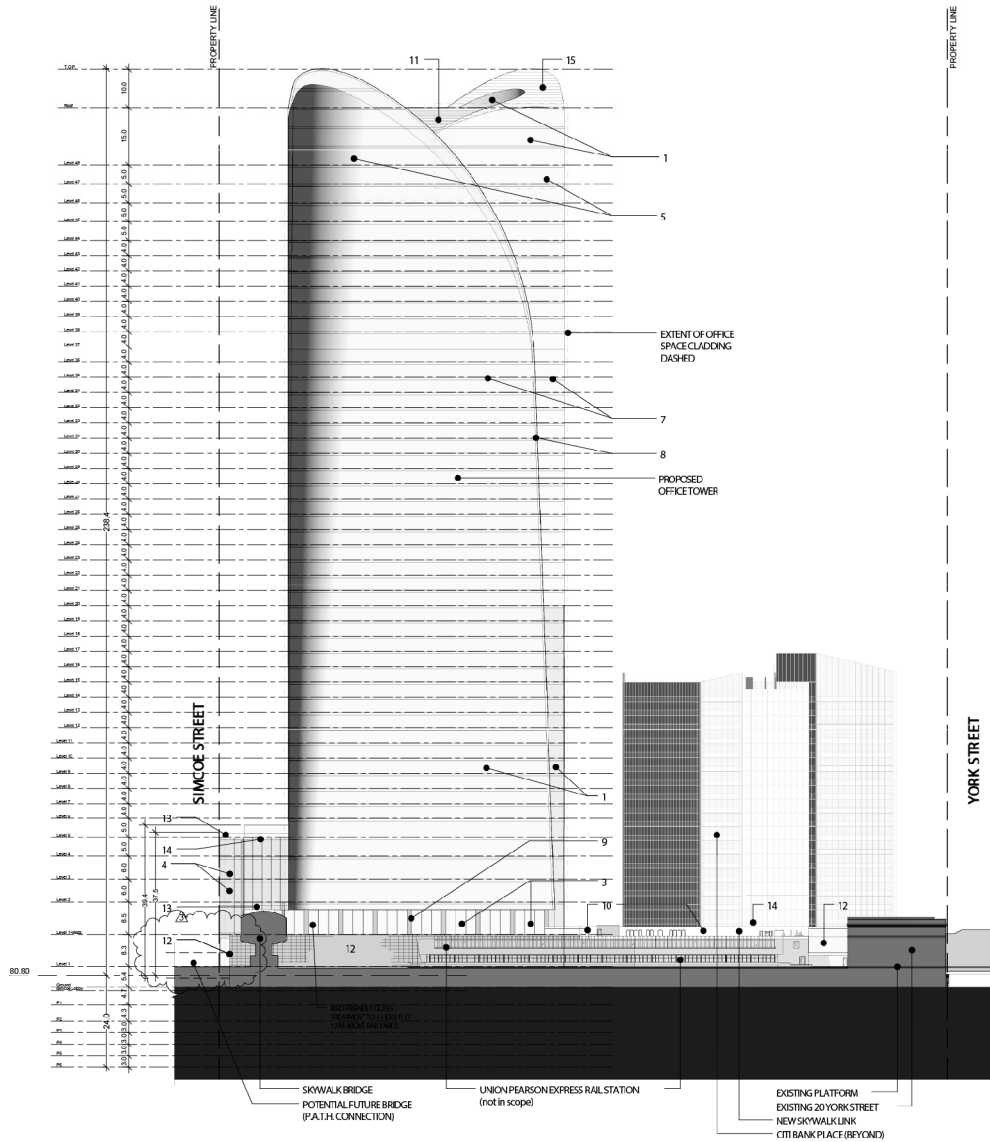
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171 Front Street West  
and 20 Station Street

File # 14 122777 STE 20 OZ

## Attachment 2: Elevation



### South Elevation

Applicant's Submitted Drawing

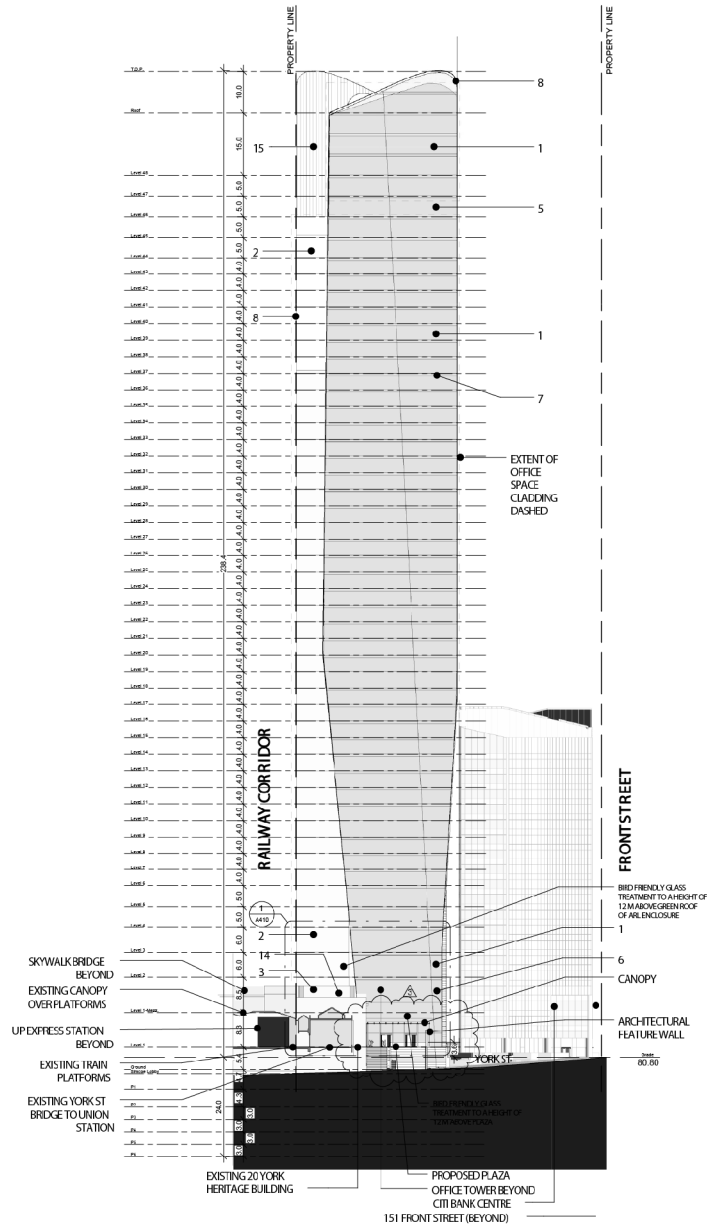
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### 171 Front Street West and 20 Station Street

File # 14 122777 STE 20 02



# Attachment 3: Elevation



## East Elevation

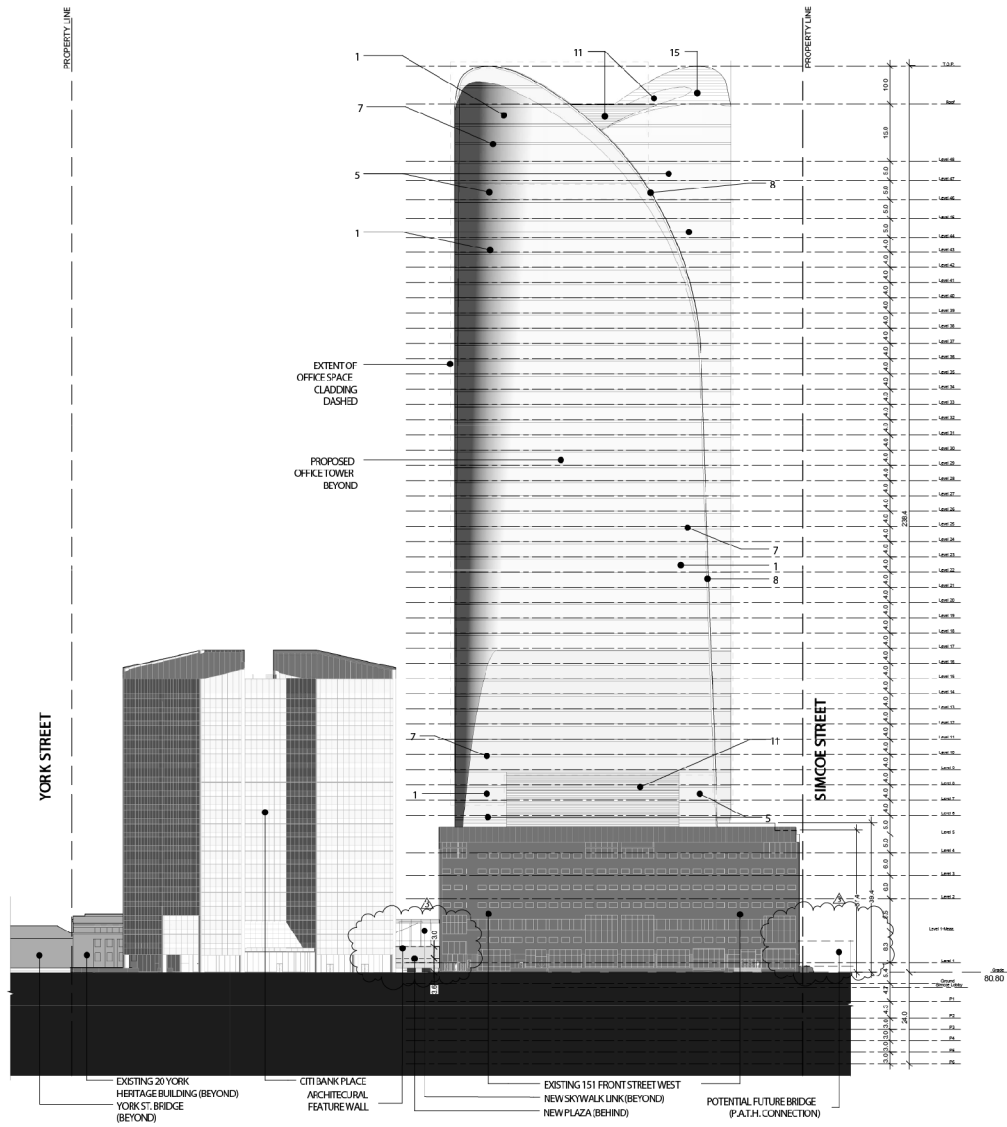
Applicant's Submitted Drawing

Not to Scale  
07/15/2014

## 171 Front Street West and 20 Station Street

File # 14 122777 STE 20 02

## Attachment 4: Elevation



### North Elevation

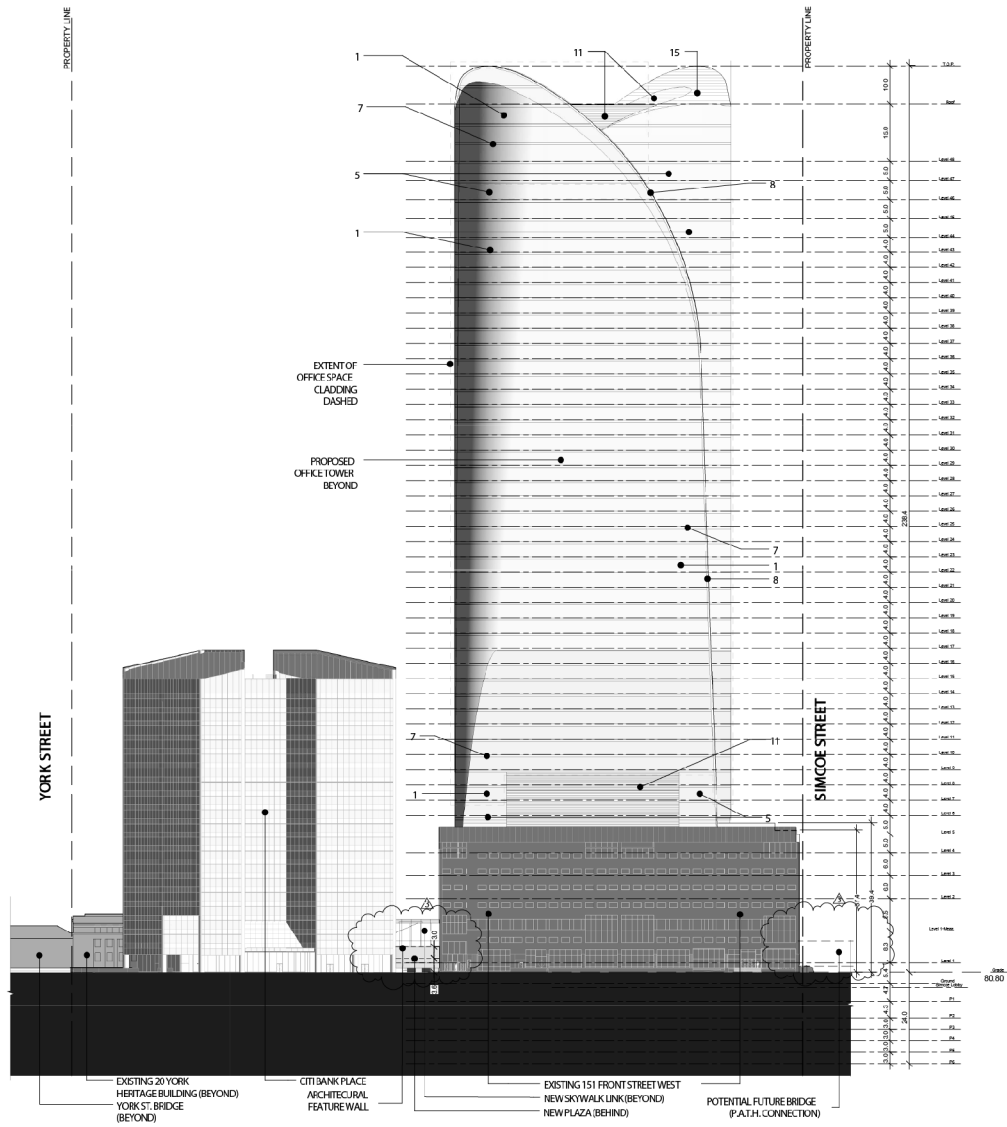
Applicant's Submitted Drawing

Not to Scale  
07/15/2014

### 171 Front Street West and 20 Station Street

File # 14 122777 STE 20 02

# Attachment 5: Elevation



## North Elevation

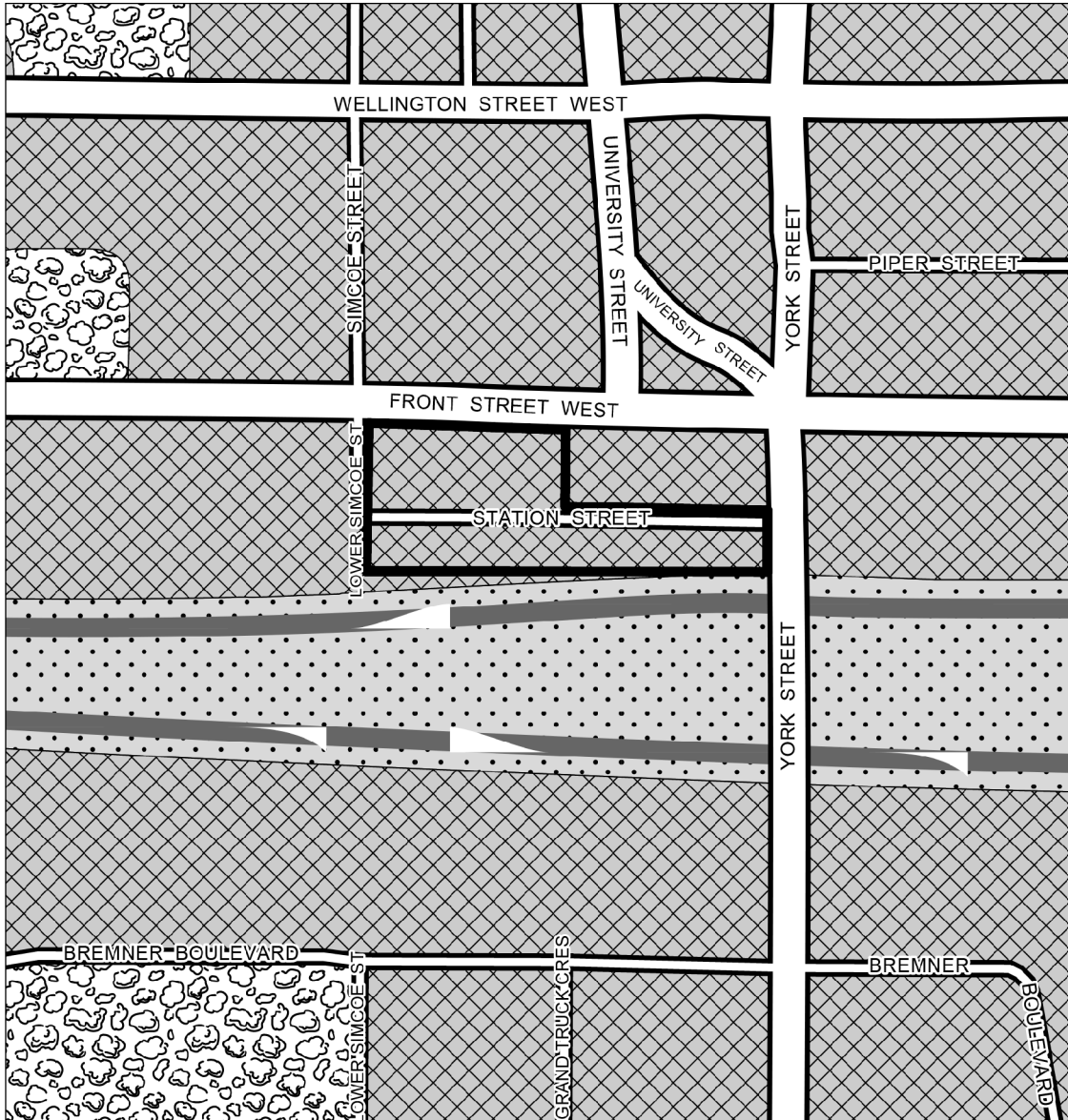
Applicant's Submitted Drawing

Not to Scale  
07/15/2014

## 171 Front Street West and 20 Station Street

File # 14 122777 STE 20 02

Attachment 6: Official Plan



**TORONTO** City Planning  
Official Plan

171 Front Street West and 20 Station Street

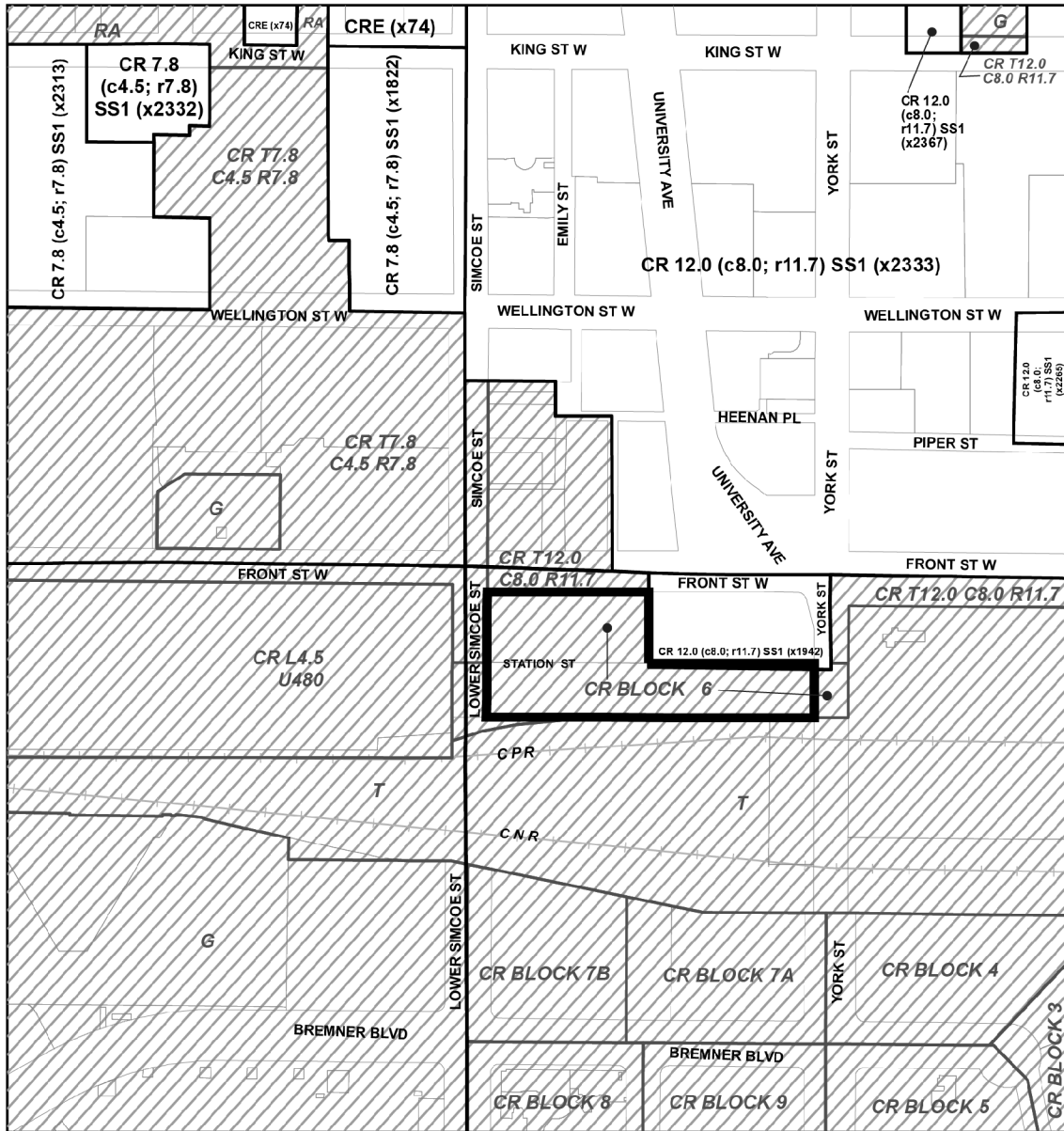
File # 14\_122777 STE 20 0Z



Not to Scale  
07/15/2014

Staff report for action – Final Report – 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street)

## Attachment 7: Zoning By-law



Zoning By-law 569-2013

**171 Front Street West and 20 Station Street**

File # 14 122777 STE 20 0Z

- Location of Application
- CR** Commercial Residential
- CRE** Commercial Residential Employment

- See Former City of Toronto Bylaw No. 438-86
- G** Parks District
- RA** Mixed-Use District
- CR** Mixed-Use District
- T** Industrial District

Not to Scale  
 Extracted 07/15/2014

Staff report for action – Final Report – 171 Front Street West and 7 Station Street (entrance addresses 151 Front Street West and 20 York Street)

### Attachment 8: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	14 122777 STE 20 OZ
Details	OPA & Rezoning, Standard	Application Date:	February 27, 2014

Municipal Address: 171 FRONT ST W  
 Location Description: \*\*GRID S2017  
 Project Description: Proposal to construct a 48-storey office tower. The subject site includes 151 Front Street West and 20 York Street.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Sweeny & Co Architects		&Co Architects	20 York Street Holdings L

#### PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas	Site Specific Provision: Railway Lands East
Zoning: CR BLOCK 6	Historical Status:
Height Limit (m): 15	Site Plan Control Area: Y

#### PROJECT INFORMATION

Site Area (sq. m):	10030	Height:	Storeys:	48
Frontage (m):	94.75		Metres:	238.5
Depth (m):	73.24			
Total Ground Floor Area (sq. m):	8345			<b>Total</b>
Total Residential GFA (sq. m):	0		Parking Spaces:	319
Total Non-Residential GFA (sq. m):	133033		Loading Docks	7
Total GFA (sq. m):	133033			
Lot Coverage Ratio (%):	83			
Floor Space Index:	13.3			

#### DWELLING UNITS

#### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	0	Residential GFA (sq. m):	0
Bachelor:	0	Retail GFA (sq. m):	7341
1 Bedroom:	0	Office GFA (sq. m):	92859
2 Bedroom:	0	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	0		

**CONTACT: PLANNER NAME: Marian Prejel, Senior Planner**  
**TELEPHONE: (416) 392-9337**

**Attachment 9: Draft Official Plan Amendment**

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2014**

**To adopt Amendment No. 278 to the Official Plan of the City of Toronto respecting lands municipally known as 171 Front Street West and 7 Station Street.**

WHEREAS authority is given to Council by the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

The attached Amendment No. 278 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this \_\_\_\_ day of 2014.

(Corporate Seal)

**AMENDMENT NO. 278 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN AS**  
**171 FRONT STREET WEST AND 7 STATION STREET**

The following text constitutes Amendment No. 278 to the City of Toronto Official Plan (being an amendment to the provisions of the Railway Lands East Secondary Plan).

**OFFICIAL PLAN AMENDMENT:**

- a. Section 10.9 of the Railway Lands East Secondary Plan and Appendix 1 referred to therein are repealed and replaced with the following:
  - 10.9 Notwithstanding any of the provisions of this Plan, Council may pass by-laws, pursuant to Section 37 of the *Planning Act*, respecting the lands municipally known in the year 2014 as 171 Front Street West, 7 Station Street and the privately owned lands known as Station Street (the “site”) to increase the height limits and the maximum non-residential gross floor area of all buildings or structures erected within the site of 133,050 square metres, provided that pursuant to Section 37 of the *Planning Act*, such by-law requires the owner of the site to provide the City of Toronto, in return for the densities and height permissions thereby granted, with the facilities, services and matters as set out in Appendix 1 hereto; and, the said facilities, services and matters may also be secured in an agreement pursuant to Section 16 of the *City of Toronto Act, 1971*, (Ontario) as amended by Section 11 of the *City of Toronto Act, 1973* (Ontario):



**APPENDIX 1**

**SECTION 37 PROVISIONS**

*To be available at meeting of Toronto and East York Community Council*

**Attachment 10: Draft Zoning By-law Amendment**

*To be available at meeting of Toronto and East York Community Council*