

Authority: Local Planning Appeal Tribunal Order issued
on April 25, 2019 in Case PL140008

CITY OF TORONTO
BY-LAW 248-2020(LPAT)

**To adopt Amendment 487 to the Official Plan for the former City of Toronto respecting the
lands municipally known as 1-7 Yonge Street**

Whereas authority is given to the Local Planning Appeal Tribunal under the *Planning Act*,
R.S.O. 1990, c. P.13, as amended, upon hearing the appeal to the owners of the land, to pass this
By-law;

Pursuant to the Local Planning Appeal Tribunal Order issued on April 25, 2019 in Case
PL140008, the Official Plan of the City of Toronto, as amended, is further amended as follows:

1. The attached Amendment 487 to the former City of Toronto Official Plan is hereby
adopted pursuant to the Planning Act, as amended.

Pursuant to Local Planning Appeal Tribunal Order issued on April 25, 2019 in Case PL140008.

**AMENDMENT 487 TO THE FORMER CITY OF TORONTO OFFICIAL PLAN
RESPECTING 1-7 YONGE STREET**

The former City of Toronto Official Plan is amended as follows:

1. The Official Plan for the former City of Toronto is amended by repealing Section 14.31 on the coming into force of the amendment to the Central Waterfront Secondary Plan described in Section 2 below.
2. Amend Part II of the Official Plan for the former City of Toronto, Section 19.51, the Central Waterfront Secondary Plan (Official Plan Amendment 257), with respect to the lands at 1-7 Yonge Street, as follows:
 - a) Introduce Paragraph "D26_1-7 YONGE STREET, PART OF A NEW COMPLETE COMMUNITY WHERE YONGE STREET MEETS THE LAKE

The foot of Yonge Street is at the heart of the Central Waterfront, and is an area ready for re-development given its proximity to Union Station, future higher order transit along Queens Quay East, Lake Ontario and surrounding emerging and established neighbourhoods such as East Bayfront, the St. Lawrence Community and the South Core Financial District. This area will redevelop around vibrant, re-designed streets, adjacent to a central park, and with integral publicly accessible open spaces. It will be a model for mixed-use, sustainable communities with enhanced streetscapes, street-level retail, office uses, residential uses including affordable housing, a community centre and potential connections to district energy facilities."

- b) Replace Paragraph P51 with the following:

"The *Redpath Sugar* facility is an important feature of the Toronto Waterfront that should be maintained. It is a symbol of the Waterfront's industrial heritage and an important employment generator relying on lake access and the dockwall for its operations. This Plan recognizes that the *Redpath Sugar* facility refines a significant amount of raw sugar for Canadian distribution and encourages its retention. Future developments should ensure that there are no undue negative impacts on *Redpath Sugar's* activities.

As a result of consultations with *Redpath Sugar* and the *Ministry of the Environment, Conservation and Parks* concerning land-use compatibility issues between *Redpath Sugar* and future land uses in the vicinity of the plant, the following additional policies will apply to: (i) the lands south of Queens Quay East in East Bayfront (West); (ii) the lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); (iii) the lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East, and (iv) the lands north of Queens Quay East known

municipally in the year 2016 as 1-7 Yonge Street, notwithstanding any conflicts with other policies of this Plan.

When considering development approval applications and public realm initiatives, regard shall be had to all applicable provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, dust, odour, and air quality so as to achieve the goals of:

- (i) preventing undue adverse impacts from the proposed land use on *Redpath Sugar* lands designated as an Existing Use Area; and
- (ii) preventing undue adverse impacts on the new land use from *Redpath Sugar* lands designated as an Existing Use Area.

Sensitive land uses may be prohibited in the implementing zoning, limited and/or protected, through phasing, massing and siting, buffering and design mitigation measures in proximity to *Redpath Sugar* to ensure compatibility. In addition, noise and air emissions reports shall be required in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained between *Redpath Sugar* and the proposed development and may include measures aimed at minimizing impacts.

Council acknowledges the important role of the *Ministry of the Environment, Conservation and Parks* in reviewing and providing comments and recommendations on such reports. The City shall consult with both the *Ministry of the Environment, Conservation and Parks* and *Redpath Sugar* during the development approval process and during the design process for public spaces in the vicinity of the *Redpath Sugar* property to ensure compatibility."

- c) Introduce Paragraph "P55_1-7 YONGE STREET – SITE AND AREA SPECIFIC POLICY", attached as Schedule 1.
- d) Introduce Policy 2.6.2:

"2.6.2 _ Holding Provisions Related to 1-7 Yonge Street

Holding (H) provisions will be used for the lands at 1-7 Yonge Street identified on Map J11, with the exception of the lands identified as Phase 1 provided the total gross floor area erected or used on the Phase 1 lands does not exceed 61,000 m². In addition to the matters specified in Section 2.6, the Holding (H) provisions for the lands at 1-7 Yonge Street will be used to ensure that before development proceeds, among other matters:

- a) the location, design, provision and securing of existing and planned transportation networks, both on and off-site, to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;

- b) the sufficiency of municipal infrastructure, including sewer, water, stormwater, and transit networks serving the development site;
- c) the submission, and securing of, acceptable streetscape plans for all streets surrounding the development site;
- d) confirmation of the implementation mechanisms by which the adjacent central park will be secured and conveyance, or satisfactory securing of the conveyance of the required section 42 of the Planning Act parkland dedication;
- e) the submission to and preparation to the satisfaction of, the City of noise, odour, and air quality studies ensuring compatibility with *Redpath Sugar's* industrial operations and activities, including mitigation/attenuation measures, so as to achieve the goals of:
- a. preventing undue adverse impacts from the proposed land use/development on *Redpath Sugar* lands designated as an *Existing Use Area*; and
 - b. preventing undue adverse impacts on the proposed land use/development from the *Redpath Sugar* lands designated as an *Existing Use Area*;
- f) the provision, timing and appropriateness of *affordable rental housing*;
- g) the registration of a plan of subdivision and implementing agreements, as required, at the owner's expense and including provision for required conveyances and securities;
- h) the submission of a Master Functional Servicing Plan for the Lower Yonge Precinct including securing implementation of such plan; and
- i) the securing of the implementation of the matters listed above through the execution and registration on title of an agreement or agreements pursuant to Section 37 and Sections 51 and/or 53 of the Planning Act, as appropriate, and pursuant to Section 114 of the City of Toronto Act, 2006, as appropriate, including any necessary financial securities.
- e) Amend SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS by adding the following ROWs:

| Roadway | From | To | ROW | Streetcar in own ROW |
|-------------|-------------------|---------------|-----|----------------------|
| Freeland St | Lake Shore Blvd E | Queens Quay E | 20m | No |
| Harbour St | Yonge St | Freeland St | 27m | No |

* Subject to confirmation and/or change through the Lower Yonge Precinct Municipal Class Environmental Assessment

- f) Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN, to introduce Harbour Street, from Yonge Street to Freeland Street, as shown on Map J3.

- g) Amend MAP C CENTRAL WATERFRONT SECONDARY PLAN PARKS AND OPEN SPACE AREAS PLAN, to introduce a new Other Open Space Area for the future parcel adjacent to the north-western corner of 1-7 Yonge Street, recognizing the future use of the lands currently occupied by Harbour Street, as shown on Map J4.

- h) Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN, to change the designations for 1-7 Yonge Street, as shown on Map J8.

Schedule 1

P55_1-7 YONGE STREET – SITE AND AREA SPECIFIC POLICY

1. General

- 1.1.1. This Site and Area Specific Policy (SASP) applies to the lands shown on Map J1, herein referred to as 1-7 Yonge Street. 1-7 Yonge Street forms part of the Lower Yonge Precinct, also shown on Map J1. The Council-adopted Lower Yonge Precinct Plan, dated April 2016, as amended or revised from time to time, will provide direction relating to the vision and principles, public realm, development, community services and facilities, sustainability, innovation and economy, public art, and phasing and implementation to achieve the goals and objectives of the 1-7 Yonge Street SASP. The Lower Yonge Precinct Plan will be used as a tool to ensure all development is consistent with, and conforms to, the 1-7 Yonge Street SASP.
- 1.1.2. In the case of a conflict between the City of Toronto Official Plan, the former City of Toronto Official Plan, the Central Waterfront Secondary Plan and the 1-7 Yonge Street SASP, the policies within the 1-7 Yonge Street SASP shall prevail.

2. Vision

- 2.1.1. 1-7 Yonge Street forms an integral part of a vibrant, mixed-use, complete community within the Lower Yonge Precinct that derives its character from its waterfront context and the adjacent large central Lower Yonge Precinct Park. A home and workplace for people of all incomes, as well as a destination to visit, 1-7 Yonge Street will be part of a green, sustainable neighbourhood with streets and sidewalks that are inviting to both pedestrians and cyclists. The area will be characterized by mid-rise base buildings framing the public realm at a human scale, and broadly spaced towers ensuring sunlight, good wind conditions and ample views of the sky are realized on all streets and parks.

3. Objectives

The 1-7 Yonge Street SASP has the following objectives:

- 3.1. Create a unique place of beauty and exemplary design that extends the existing and planned public realm network across the Central Waterfront and strengthens the relationship between 1-7 Yonge Street, the rest of the Lower Yonge Precinct, Lake Ontario and surrounding neighbourhoods.
- 3.2. Establish a fine-grained network of public streets and pedestrian connections to improve connectivity both within and surrounding the 1-7 Yonge Street site.
- 3.3. Support, and contribute to, an adjacent large, central park that provides outdoor recreational opportunities for residents, employees and visitors.
- 3.4. Promote opportunities for active transportation and recreation.

- 3.5. Establish a complete, mixed-use community that is active both day and night, with an appropriate land use mix that includes affordable housing opportunities, employment uses, community services and facilities, and open space.
- 3.6. Provide a built form and massing in good proportion that includes consistent, prominent base buildings punctuated by broadly spaced towers that provide adequate sky view from the public realm, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.
- 3.7. Ensure land uses and built form are compatible with and do not negatively impact surrounding land uses and neighbourhoods.
- 3.8. Contribute to a new Lower Yonge Precinct community that is a model for sustainability across Toronto, Ontario and Canada with a focus on energy, efficiency, resiliency and green infrastructure.

4. **Public Realm**

4.1. **Streets and Blocks Network**

4.1.1. A fine-grained, walkable public street network will be created, generally in accordance with Map J2 Streets and Blocks Plan, specifically Block 1 and Block 2, that will improve pedestrian permeability and site access and contribute to good light conditions in the public realm and within adjacent development. All alignments and right-of-way widths are subject to change based on the outcome of the Lower Yonge Precinct Municipal Class Environmental Assessment process.

4.2. **Off-site Transportation Improvements**

4.2.1. 1-7 Yonge Street will contribute towards improving local and regional vehicular, pedestrian and cyclist circulation in the vicinity of the Lower Yonge Precinct through all of the recommendations identified in the Lower Yonge Precinct Transportation Master Plan, as well as those in the Lower Yonge Precinct Municipal Class Environmental Assessment, where appropriate. Map J3 highlights some of the key recommendations from the Lower Yonge Precinct Transportation Master Plan.

4.3. **Complete Streets**

4.3.1. Streets in the 1-7 Yonge Street block will:

- a) be designed to be multi-modal, including spaces for pedestrians, cyclists (as shown on Map J5), public transit vehicles (where required) and motorists;
- b) facilitate active transportation;
- c) be designed and built to address the needs of pedestrians of all ages and abilities;

- d) provide street trees and include the minimum soil volumes for each planted tree, as defined in Tier 1 of the Toronto Green Standard (or its equivalent);
- e) include energy efficient shielded light fixtures; and
- f) accommodate green infrastructure, as identified in Section 5.2 (Sustainability/Resiliency).

4.3.2. Harbour Street, including the segment between Yonge Street and Freeland Street, will have a consistent public realm character defined by a consistent right-of-way width and alignment, two-way vehicular traffic, street trees on both sides, animated building frontages, and enhanced pedestrian and cycling facilities.

4.3.3. Continuous weather protection, in the form of canopies on Block 1 and covered promenades on Block 2, intended to mitigate impacts of rain and wind, will be provided.

4.3.4. Redevelopment with frontage on Queens Quay East will reinforce Queens Quay East as a central spine through the waterfront and complement the character and quality of the adjacent public realm by providing a fine grain and high-quality mix of ground-floor uses, with doors and windows at grade level, all of which promote pedestrian activity and facilitate a highly accessible public realm.

4.4. Active Transportation: Measures for Pedestrians and Cyclists

4.4.1. Streetscape plans will include buffers between sidewalks and vehicular travel lanes on streets where feasible. High-visibility, safe pedestrian crossings will be a priority and will take place at intersections.

4.4.2. Streets will generally have a minimum sidewalk (i.e. curb to building face) width of at least 6 metres, inclusive of street trees. This area should be free and clear of above-grade encumbrances, unless otherwise approved by the City.

4.4.3. Pedestrian promenade zones and mid-block connections will be provided generally in accordance with those areas identified on Maps J4 and J7.

4.4.4. Opportunities to extend the PATH network will be pursued. PATH connections will be generally in accordance with those shown on Map J10.

4.4.5. Streets will be designed with cycling infrastructure that connects to the City's larger cycling network, in accordance with Map J5 (Cycling Connections Plan).

4.4.6. Streets will be designed to minimize the width of vehicular travel lanes to provide more space and safer conditions for pedestrians and cyclists.

4.5. Ground Floor Animation

4.5.1. Zoning and site plan control will be used to ensure that frontages and façade design facilitate active frontages in the Ground Floor Animation Zone, with a high

degree of window transparency, a consistent rhythm of entrances and universal accessibility. In addition, ground floor uses will enhance the safety, amenity and animation of adjacent streets and open spaces.

4.5.2. Active uses will be located along the ground floor of street frontages identified within the Ground Floor Animation Zone in accordance with Map J6. Active uses include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers; recreational and arts facilities; institutional uses and building lobbies.

4.5.3. Retail uses will be concentrated along Queens Quay East, Harbour Street and Yonge Street.

4.6. Parks and Open Space

4.6.1. Public space in 1-7 Yonge Street will be provided in accordance with Map J4 (Public Realm Plan).

4.6.2. The priority for new parkland is the establishment of a large central park as shown schematically on Map J4, immediately east of 1-7 Yonge Street. Parkland dedication will be satisfied through land conveyance and secured through a combination of any or all of the following:

- a) on-site parkland dedication;
- b) off-site parkland dedication; and/or
- c) City contribution.

4.6.3. 1-7 Yonge Street will, together with other landowners in the Lower Yonge Precinct, contribute to the large central park through off-site parkland dedication and secured through a Three-Party Agreement between the owners of 1-7 Yonge Street, the owner of the lands required for such park, and the City.

4.6.4. 1-7 Yonge Street will contribute to improvements to the City-owned parcel at the northwest corner of the site.

4.7. Privately-Owned, Publicly-Accessible Spaces (POPS)

4.7.1. Block 1 and Block 2 in the 1-7 Yonge Street development (as identified on Map J2) will include privately-owned, publicly-accessible spaces (POPS), which can include plazas in front of buildings, courtyards, linear green spaces abutting buildings, promenades and mid-block pedestrian connections, and will be secured through the implementing zoning by-law amendment and an associated agreement(s).

4.7.2. POPS will be designed generally in accordance with the City's Design Guidelines for Privately-Owned, Publicly-Accessible Spaces (POPS).

4.8. Public Art

- 4.8.1. 1-7 Yonge Street will participate in the City of Toronto's Percent for Public Art Program.
- 4.8.2. Public art may be provided separately by the land owner or jointly through co-ordination between contributing landowners within the Lower Yonge Precinct and/or the City of Toronto and Waterfront Toronto.
- 4.8.3. Public art will generally implement the recommendations contained within the Lower Yonge Precinct Public Art Plan, contained within the Lower Yonge Precinct Plan.

4.9. Transit

- 4.9.1. Roads and infrastructure will accommodate the approved East Bayfront Light Rail Transit (LRT) from Union Station to Queens Quay East and West, including proposed portals and approved streetscape plans.

5. Infrastructure Plan

5.1. Community Services and Facilities

- 5.1.1. A Community Recreation Facility at 1-7 Yonge Street will be developed in Phase 1 of the development.
- 5.1.2. The Community Recreation Facility will be:
 - a) provided at a minimum of 4,772 square metres (approximately 51,000 square feet) in gross floor area;
 - b) located in a visible and accessible location at the corner of Harbour Street and Freeland Street, with a direct pedestrian access and lobby from the corner, and with strong pedestrian, cycling and transit connections;
 - c) located within the podium of the mixed use building in Phase 1;
 - d) designed to provide for flexible multi-purpose use which can adapt over time to meet the varied needs of different user groups;

5.2. Sustainability/Resiliency

- 5.2.1. 1-7 Yonge Street will be strongly encouraged to achieve Tier 2 of the Toronto Green Standard, or the latest version thereof.
- 5.2.2. At the Site Plan Control stage, each phase of development will:
 - a) submit an Energy Strategy to identify opportunities for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience to power disruptions; including:

- i) consideration of passive solar heat gain and heat loss in the assessment of building orientation, fenestration patterns and building materials;
 - ii) consideration of renewable energy sources, district energy, combined heat and power or energy storage; and
 - iii) provision of proper fit-outs, including necessary above and below-grade infrastructure, to ensure connection to future district energy, such as deep lake water cooling and/or geo-thermal heating.
- b) meet the Toronto Green Standard Tier 2 performance measures with respect to Bird Collision Deterrence and Light Pollution in consideration of 1-7 Yonge Street's proximity to the waterfront.

5.2.3. 1-7 Yonge Street is encouraged to provide:

- a) roof-top terrace, and/or ground-level food gardens;
- b) living/green walls;
- c) design of the green roof to address the Biodiversity Guidelines for Green Roofs;
- d) green stormwater infrastructure (i.e. rain gardens, infiltration galleries, permeable surfaces, innovative irrigation etc.);
- e) grey water recycling, where permitted under the Ontario Building Code;
- f) on-site renewable energy production;
- g) co-generation or waste-energy re-use;
- h) separate, bike-only entrances, elevators and ramps;
- i) bike share facilities;
- j) electric vehicle charging stations;
- k) hazardous waste collection facilities in each development; and
- l) kitchen suites with 3-bin separation.

5.3. Parking and Loading

5.3.1. The following are encouraged to reduce parking demand:

- a) car-share facilities; and
- b) shared parking among uses that have different peaking characteristics.

- 5.3.2. All parking facilities will be provided below-grade or, at-grade only if enclosed by active uses, such as retail space, POPS and other active uses.
- 5.3.3. The use of below-grade loading facilities is encouraged. Loading areas located at-grade should be wrapped with active uses along any portion identified as a Ground Floor Animation Zone on Map J6.
- 5.3.4. Buildings on the same block are encouraged to share consolidated access points from the public street for parking and loading, to be located on Freeland Street. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

5.4. Servicing

- 5.4.1. 1-7 Yonge Street will be required to secure, provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and water connections) required to service the proposed development, including those identified within the expanded study area depicted in dashed red on Map J1.
- 5.4.2. 1-7 Yonge Street will secure, provide new infrastructure or improvements and pay proportionate costs in accordance with the final recommendations of the Lower Yonge Precinct Master Functional Servicing Plan, once that plan has been completed to the satisfaction of the General Manager, Engineering and Construction Services.

5.5. Travel Demand Management

- 5.5.1. 1-7 Yonge Street will develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking and cycling.

6. Development Plan

6.1. Land Use

- 6.1.1. Land uses for 1-7 Yonge Street will conform to the uses permitted by the designations shown on Map J8.
- 6.1.2. The introduction of residential uses on Block 1 and increased densities on Block 1 and Block 2, as such Blocks are shown on Map J2, as permitted in this SASP, will only be permitted when appropriate infrastructure and mitigation is provided and secured through appropriate agreements. Appropriate infrastructure includes, but is not limited to, as required by this SASP: roads, servicing (including water, sewer and stormwater infrastructure), public realm space and design, cycling infrastructure, parkland and open space, affordable rental housing, community services and facilities, sustainability measures, and mitigation/arrangements with industrial operations and port activities to ensure land use compatibility.

- 6.1.3. The land use, built form and density controls within this SASP not only address changes in use and building massing, but also transportation considerations, community services and facilities and servicing infrastructure.
- 6.1.4. Subject to other requirements in this SASP, including sections 6.1.1. and 6.1.2., a maximum of 60% of gross floor area on 1-7 Yonge Street may be allocated to residential uses.
- 6.1.5. New development is encouraged to provide tourism, cultural, institutional and/or civic uses.

6.2. Redpath Sugar

- 6.2.1. Redevelopment at 1-7 Yonge Street will ensure land use compatibility with *Redpath Sugar* through the preparation and submission of the reports/studies identified in Section 7.1.1.c) (the “Compatibility Studies”) and through the securing and implementation of any required mitigation measures.
- 6.2.2. The Compatibility Studies may consider, among other things, land use separation, building massing and siting, phasing, buffering, and design mitigation or equivalent measures to address noise, odour, air quality and nuisance impacts and the means to secure the implementation and maintenance of all recommended mitigation, including through zoning by-law amendments and appropriate agreements registered on title.
- 6.2.3. The development proponent at 1-7 Yonge Street will be required to provide *Redpath Sugar* with copies of all Compatibility Studies, including revisions and addenda thereto, simultaneously with the filing of such reports/studies with the City (through any development application submitted through the *Planning Act*) or where such reports/studies become public information.
- 6.2.4. In addition to the City's classification of 1-7 Yonge Street as a Class 4 area under *MECP Publication NPC-300*, development approvals for sensitive land uses as defined in *MECP Publication NPC-300* (or other appropriate provincial guideline) will require the following:
 - a) At-receptor noise mitigation measures, where required to ensure compliance with the Class 4 area sound level limits of *NPC-300*, to be secured in an *agreement for noise mitigation* that is registered on title prior to the enactment of the implementing zoning by-law for the proposed sensitive land uses; and
 - b) Registration on title of an appropriate warning clause to notify purchasers that there are applicable Class 4 area sound level limits.

[Words in italics in policy 6.2.4, and if referenced elsewhere in italics in this SASP, are defined as follows:

Agreement for noise mitigation: means legally binding agreement(s) involving parties such as the City, the proponent of the development and *Redpath Sugar* that: i) ensures that the current and future operations at *Redpath Sugar* are able to comply with the applicable sound level limits at the new sensitive land use; ii) provides assurance that receptor-based noise control measures are implemented and maintained; iii) addresses the long-term responsibilities of all of the parties to the agreement; and iv) describes the noise control measures including how these measures will result in compliance with applicable sound level limits and will reduce minimize the potential for complaints related to noise emissions from *Redpath Sugar*.

MECP: means the Ministry of the Environment, Conservation and Parks, or any successor Ministry;

Ministry of the Environment, Conservation and Parks: includes any successor Ministry;

NPC-300: means the “Environmental Noise Guideline, Stationary and Transportation Sources, Approval and Planning, Publication NPC-300” prepared by the *MECP*, dated August 2013, as may be amended or replaced from time to time; and

Redpath Sugar: may mean either the owner and operator, the industrial facility located at 95 Queens Quay East, and/or the current and future industrial operations and activities on the property located at 95 Queens Quay East and from operations and activities on lands in proximity that support the industrial facility, depending on the context.]

- 6.2.5. The City shall provide copies of any *agreement for noise mitigation*, if applicable to *Redpath Sugar*.

6.3. Housing

- 6.3.1. 1-7 Yonge Street will contribute to the Lower Yonge Precinct's development into an inclusive and complete neighbourhood where residents can enjoy housing built to be appropriate to their means and needs throughout their lifetimes. The housing policies will encourage a diverse neighbourhood with a range of housing opportunities in terms of tenure and affordability, such as housing for larger households, seniors, students, lower-income, and other special needs households, to provide for a complete housing spectrum.

- 6.3.2. Residential developments will provide a residential unit mix of:

- a) A minimum of 10% three-bedrooms or larger, with generally 5% or more to have all bedrooms on an exterior wall with glazing in each bedroom; and
- b) A minimum of 25% two-bedroom units or larger (inclusive of the 10% above).

- 6.3.3. For the purposes of this SASP residential development at 1-7 Yonge Street will contribute to the objective that a minimum of 20% of all housing units be *affordable rental housing*. This requirement is to be measured as a percentage of residential gross floor area. Implementation of the *affordable rental housing* requirements will be secured through zoning by-laws and Section 37 agreements registered on title.
- 6.3.4. *Affordable rental housing* will be provided at 1-7 Yonge Street in the form of:
- a) residential rental units:
 - i) provided and owned by the private market; and/or
 - ii) conveyed to the City by the owner; and/or
 - b) land conveyed to the City for *affordable rental housing*; and/or
 - c) payment to the City of cash-in-lieu of *affordable rental housing* units, to be allocated to the development of *affordable rental housing* in the Central Waterfront Secondary Plan area.

Priority will be given to *affordable rental housing* delivered as units or land, alone or in combination. Acceptance of units in accordance with a)(ii), land, or cash-in-lieu offered from the Owner will be at the City's discretion.

- 6.3.5. The requirements of 6.3.3 and 6.3.4 will be implemented in accordance with the following:
- a) residential rental units:
 - i) provided and owned by the private market at a minimum rate of 10% of the total residential gross floor area; and/or
 - ii) provided to the City by the owner at a minimum rate of 5% of total residential gross floor area;
 - b) land dedicated to the City at a rate sufficient to provide not less than 20% of total residential gross floor area as *affordable rental housing*;
 - c) cash-in-lieu of *affordable rental housing* units otherwise delivered in accordance with a)(i) shall be calculated on the total value of public contributions required to provide rental housing at affordable rents. Cash-in-lieu contributions will comprise not more than the 10% of the total affordable rental housing requirement.
- 6.3.6. The amount of the requirements in a) and b) represent minimum requirements when being provided at their own cost by private land owners. The amount of these requirements and/or, in the case of delivery as units, the length of the affordability and rental tenure periods for such units, may be secured for longer

periods when any public incentives or funding for affordable rental are provided from any level of government.

- 6.3.7. Land conveyed to the City pursuant to section 6.3 will be in a condition ready and available for development including any necessary environmental remediation obligations.
- 6.3.8. The timing of delivery of any of the *affordable rental housing* will be commensurate with the rate of residential market development, and will be secured in site-specific zoning by-law amendments and Section 37 agreements.
- 6.3.9. Additional implementation provisions and requirements for each of the above delivery methods will be addressed through site-specific zoning by-law amendments for 1-7 Yonge Street.
- 6.3.10. The City will work with the landowner at 1-7 Yonge Street to identify and secure appropriate locations for the development of affordable rental housing.
- 6.3.11. The City will explore opportunities with the landowner for affordable ownership housing in addition to the affordable rental housing.

6.4. Heritage Conservation and Archaeology

- 6.4.1. The LCBO office and warehouse buildings at 55 Lake Shore Boulevard East are part of an historic complex, and are currently listed on the City's Heritage Register. Any proposed development or *alterations* at 1-7 Yonge Street which are *adjacent* to 55 Lake Shore Boulevard East will ensure that the *integrity* of its cultural heritage value and attributes, as determined through the evaluation and designation of the property under Part IV of the Ontario Heritage Act, will be retained.

Words in italics in policy 6.4.1 of this SASP are defined in Section 3.1.5 of the City of Toronto Official Plan – Heritage Conservation, as follows:

- *Adjacent*: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the Heritage Register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.
- *Alteration*: is any change to a property on the Heritage Register in any manner including its restoration, renovation, repair or disturbance, or a change, demolition or removal of an adjacent property that may result in any change to a property on the Heritage Register.
- *Integrity*: as it relates to a heritage property or an archaeological site/resource, is a measure of its wholeness and intactness of the cultural heritage values and attributes. Examining the conditions of integrity requires assessing the extent to which the property includes all elements necessary to express its cultural heritage

value; is of adequate size to ensure the complete representation of the features and processes that convey the property's significance; and the extent to which it suffers from adverse affects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.

- 6.4.2. New buildings *adjacent* to 55 Lake Shore Boulevard East will demonstrate and achieve an appropriate relationship with the listed heritage buildings through consideration of matters including, but not limited to, building massing, setbacks, step-backs, materials and architectural character.
- 6.4.3. Where there is a conflict between policies 6.4.1 and 6.4.2 of this SASP and other built form policies of this SASP, policies 6.4.1 and 6.4.2 shall prevail.
- 6.4.4. 1-7 Yonge Street will be encouraged to consider collaboration with any Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that Aboriginal communities have with the waterfront and the site.
- 6.4.5. Development and site alterations will not be permitted on lands containing archeological resources or areas of archaeological potential unless significant archaeological resources have been conserved or documented as appropriate.

6.5. Built Form

The following matters will be required in, and secured through, the implementing zoning by-law(s) and all other development applications submitted through the Planning Act.

Base Buildings – Setbacks and Height

- 6.5.1. Base buildings will be sited to generally accommodate pedestrian promenades in accordance with Map J7. Promenades are extensions of the public realm and will be designed as seamless continuations of the public sidewalk with consistent materials, grades and design elements.
- 6.5.2. The maximum height of base buildings will be generally in accordance with Map J7. The minimum base building height is 18 metres.

Articulation

- 6.5.3. Towers and base buildings will be massed and articulated to mitigate wind impacts on public rights-of-way and public and publicly-accessible open spaces. Wind conditions at grade will be suitable for sitting and standing, with higher standards applying within parks and other publicly accessible open spaces where people are expected to linger.

Tall Buildings

- 6.5.4. The number of towers on any block will not exceed the numbers shown on Map J8, subject to the alignment of Harbour Street, determined through the Lower Yonge Municipal Class Environmental Assessment.

- 6.5.5. New development will create appropriate transitions in scale to neighbouring existing and/or planned buildings. Building heights will generally step down from north to south and from west to east within the 1-7 Yonge Street development.
- 6.5.6. Maximum building heights for the property at 1-7 Yonge Street are established in Section 6.5.14. The determination of building heights has been informed by studies on sun/shadows, pedestrian-level wind and views and skyline views, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this SASP.
- 6.5.7. Tall buildings locations will ensure adequate sunlight penetration and sky view between them, particularly when viewed from the north and south.
- 6.5.8. Tall buildings will be located and massed to ensure an adequate amount of direct sunlight on, and limit shadow impacts onto, those park and open space areas identified on Map J4 throughout the year, especially between September 21st and March 21st.
- 6.5.9. The separation distance between towers north of Harbour Street, measured immediately above base buildings, will be a minimum of 30 metres.
- 6.5.10. For towers located north of Harbour Street, a maximum of 20% of the total area of the block may project above base buildings as outlined on Map J9, the Tower Area Ratio Concept Diagram. The tower area ratio is the ratio of the total area of the average tower floorplate(s) above base building to the area of the development block. Note that the tower area is measured as an average of the exterior floor plate dimensions of the tower, exclusive of balconies. For the purposes of 1-7 Yonge Street only, the development block shall be deemed to include the lands formerly occupied by the S-curve of the Yonge Street and Lakeshore Boulevard East intersection (as noted as #4, the portion east of Yonge Street, on Map J3).

Height and Density

- 6.5.11. The maximum net density (after road and other required conveyances) for 1-7 Yonge Street is 16.5 times the net property area, subject to confirmation from the Lower Yonge Municipal Class Environmental Assessment, which will complete an assessment of the transportation network's capability to accommodate this density.
- 6.5.12. The existing Toronto Star office building tower at 1 Yonge Street will be opened up on the ground and second floors, in order to widen the public realm and enhance pedestrian mobility. This work will be completed prior to occupancy of any additional buildings on Block 2 on Map J2 of this property.
- 6.5.13. Subject to section 6.5.11 herein, the maximum gross floor area per block is:
- a) Block 1 on Map J2: 238,600 m²
 - b) Block 2 on Map J2: 147,600 m²

Provided the maximum net density for the entirety of the lands remains at 16.5 times the net property area, as detailed in section 6.5.11; and, the maximum building heights permitted in section 6.5.14 are not exceeded without any deviation, then the maximum gross floor area for Block 1, as noted above, may be increased by a maximum of 4,000 m² for below-grade non-residential gross floor area only. Any increase to Block 1 for non-residential gross floor area, up to a maximum of 4,000 m², will result in the equal decrease to permitted gross floor area on Block 2. This permission is deemed to meet the intent of this plan, only if sections 6.5.11 and 6.5.14 of this plan are fully adhered to.

6.5.14. Maximum building heights are as follows:

- a) mixed-use Building 1 (west side of Block 1 abutting Yonge Street): 95 storeys (294.3 metres; 307.0 metres including mechanical penthouse);
- b) mixed-use Building 2 (northeast corner of Block 1): 80 storeys (250.8 metres; 263.6 metres including mechanical penthouse);
- c) mixed-use Building 3 (southeast corner of Block 1): 65 storeys (205.0 metres; 217.0 metres including mechanical penthouse);
- d) non-residential Building 4 (west side of Block 2, integrated with Toronto Star building): 37 storeys (145.0 metres; 149.9 metres including mechanical penthouse);
- e) non-residential Building 5 (east side of Block 2): 22 storeys (93.0 metres; 98.2 metres including mechanical penthouse).

7. **Implementation**

7.1. **Municipal Approvals**

Complete Application Requirements

7.1.1. In addition to the plans/drawings and studies/reports identified in Policy 5.5.2 and Schedule 3 of the City of Toronto Official Plan, that are generally required to assess large-scale redevelopment applications, the following will be required for the submission of a complete application for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Consent to Sever, and/or Site Plan Control Approval for the 1-7 Yonge Street site, or any portion thereof:

- a) a Transportation Impact Study, which will identify the demands and impacts of new development and include a Travel Demand Management strategy and/or other mitigating measures to accommodate travel generated by the development;
- b) a report, from a consultant with expertise in sustainability that will outline how a particular application is addressing the sustainability matters identified in Section 5.2;
- c) detailed noise, air quality, and odour Compatibility Studies, prepared by accredited engineers in such fields, prepared as required by *MECP*

guidance documents, that assess, among other things:

- i) compatibility in accordance with the goals and requirements of policies 6.2.1, 6.2.2, and 6.2.3, to:
 - (A) prevent undue adverse impacts from the proposed land use/development on Redpath Sugar; and
 - (B) prevent adverse effects on the new land use/development from Redpath Sugar;
 - ii) the impact of the environment on the development, the impact of the development on the environment and the impact of the development on itself;
 - iii) the land uses that will be accommodated in the development and the precise location of such land uses (defining the points of reception);
 - iv) at-receptor mitigation and measures to ensure the continued and future compliance of all industrial and port-related operations and facilities, that may have an impact on or will be impacted by the proposed development, with all applicable provincial and municipal environmental legislation, policies, regulations, guidelines, and approvals/permits/registrations, to prevent adverse effects and to minimize the potential for complaint, at the proponent's expense; and
 - v) processes and means to implement and maintain recommended at-receptor mitigation; with all Compatibility Studies subject to third party peer review, coordinated by City of Toronto City Planning staff, at the proponent's expense; and
- d) a Housing Issues Report, outlining the proposed delivery method of affordable rental housing.

Holding (H) Provisions

- 7.1.2. When enacting by-laws to permit redevelopment in accordance with the 1-7 Yonge Street SASP and the Central Waterfront Secondary Plan, an "H" symbol will be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law will specify the use(s) and buildings permitted while the Holding (H) Symbol is applied and will specify the use to which lands, buildings or structures may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.
- 7.1.3. Holding (H) provisions will be used for the lands at 1-7 Yonge Street identified on Map J11, with the exception of the lands identified as Phase 1 provided the total gross floor area erected or used on the Phase 1 lands does not exceed 61,000 m². In addition to the matters specified in Section 2.6 of the Central

Waterfront Secondary Plan, the Holding (H) provisions for the lands at 1-7 Yonge Street will be used to ensure that before development proceeds, among other matters:

- a) the location, design, provision and securing of existing and planned transportation networks, both on and off-site, to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;
- b) the sufficiency of municipal infrastructure, including sewer, water, stormwater, and transit networks serving the development site;
- c) the submission, and securing of, acceptable streetscape plans for all streets surrounding the development site;
- d) the confirmation of the implementation mechanisms by which the adjacent central park will be secured and conveyance, or satisfactory securing of the conveyance of the required section 42 of the Planning Act parkland dedication;
- e) the submission to, and acceptance by, the City of noise, odour, and air quality studies ensuring compatibility with *Redpath Sugar's* industrial operations and activities, including mitigation/attenuation measures, so as to achieve the goals of:
 - i) preventing undue adverse impacts from the proposed land use/development on *Redpath Sugar*; and
 - ii) preventing adverse effects on the new land use/development from *Redpath Sugar*;
- f) the provision, timing and appropriateness of affordable rental housing;
- g) the registration of a plan of subdivision and implementing agreements, as required, at the owner's expense and including provision for required conveyances and securities;
- h) submission of a Master Functional Servicing Plan for the Lower Yonge Precinct including securing implementation of such plan; and
- i) the securing of the implementation of the matters listed above through the execution and registration on title of an agreement or agreements pursuant to Section 37 and Sections 51 and/or 53 of the Planning Act, as appropriate, and pursuant to Section 114 of the City of Toronto Act, 2006, as appropriate, including any necessary financial securities.

7.1.4. The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol.

7.1.5. The City will remove the Holding (H) symbol from all or some of the lands, only

as the associated conditions in section 7.1.3 have been satisfied, and if necessary matters have been appropriately secured through an agreement or agreements entered into pursuant to:

- a) the *Planning Act*, including Sections 37 (Community Benefits), 41 (Site Plan), 45 (Minor Variance), 51 (Subdivision) and 53 (Consent);
- b) the *Land Titles Act*, including Section 118 (land registration); and/or
- c) the *City of Toronto Act*.

Section 37 Agreements

7.1.6. Zoning by-law amendments enacted to implement this SASP will require and secure the provision by the owner of 1-7 Yonge Street of public benefits and contributions, at its expense, including but not limited to the following facilities and matters pursuant to Section 37 of the Planning Act, including the registration of one or more agreements with the City:

Secured as public contributions/benefits:

- a) a new community centre in the first phase of development;
- b) affordable rental housing;
- c) off-site parkland dedication conveyance;
- d) landscape enhancements to the city-owned parcel of lands at the southeast corner of Yonge Street and Lake Shore Boulevard, upon completion of the normalization of this intersection
- e) participation in the City's Percent for Public Art Program;
- f) art on construction hoarding, in accordance with the City's START (Street Art Toronto) program;
- g) a cash contribution to the City prior to the issuance of the above-grade building permit for the second phase of development towards the following capital improvements:
 - i) a cash payment of \$1,000,000 towards the Jack Layton Ferry Terminal redevelopment;
 - ii) a cash contribution of \$4,725,991 towards certain off-site transportation infrastructure improvements, and to the full costs of an upgraded cycling facility on Yonge Street between Queens Quay and Front Street;
 - iii) the required cash contributions are to be indexed upwardly in accordance with the Statistics Canada Non-Residential building

Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the day the payment is made;

Secured as a matter of legal convenience:

- h) public realm enhancements on all streets surrounding the two development blocks;
- i) provision of an upgraded cycling facility on the east side of Yonge Street abutting the site;
- j) design and construction of the extension of Harbour Street through the development site, including the proposed bi-directional cycling facility along the south side of Harbour Street;
- k) design and construction of intersection improvements for both the Yonge Street and Harbour Street, and Yonge Street and Lake Shore Boulevard East, intersections;
- l) design, construction, provision and maintenance of above and below-grade PATH connections through the development site;
- m) design excellence and materials for the two tallest towers;
- n) sustainability measures;
- o) landscape phasing plans to reflect interim conditions following each of the first four phases of the 1-7 Yonge Street development;
- p) contribution for source-based mitigation and receptor-based mitigation for noise, odour and/or air quality, where appropriate, to ensure compliance, prevent adverse effects and minimize the potential for complaint complaints associated with industrial and port-related activities in proximity; and
- q) the fit-out of the community centre, to the extent of the applied Development Charge credit.

Subdivision

- 7.1.7. Registration of a plan of subdivision, including implementing agreements, is required prior to the commencement of phases 3-5 of the 1-7 Yonge Street development.
- 7.1.8. Division of land will be in conformity with this SASP.
- 7.1.9. Registration of a Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of this SASP and the site specific zoning by-law for 1-7 Yonge Street.

7.2. Municipal Class Environmental Assessment for Transportation and Public Realm Elements

7.2.1. Redevelopment proposals will comply with recommendations contained within the Lower Yonge Transportation Master Plan and subsequent Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) including, but not limited to:

- a) confirmation of road alignments and right-of-way requirements;
- b) coordination with the proposed Public Realm Concept Plan that will identify streetscape designs for streets within the study area, including identification of pedestrian clearways, street tree details, cycling facilities, street lighting, street furniture, patio areas, cross-walks, curb cuts, pavers, cross-sections and utility co-ordination; and
- c) conformity with the implementation/phasing plan for the improvements identified in the EA, including the transportation infrastructure that is both internal and external to the development blocks that is required to support their build-out, including, but not limited to, Eastbound Gardiner Expressway Bay Street on-ramp removal, Lower Jarvis off-ramp shortening, conversion of Harbour Street to two-way operations, Lake Shore Boulevard widening, and the Church-Cooper tunnel.

7.2.2. 1-7 Yonge Street will pay for the roads and servicing infrastructure abutting and traversing the development site at the time of redevelopment.

7.2.3. A contribution for regional transportation infrastructure identified in the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct MCEA is also required as per 7.1.6 (g)(ii).

7.2.4. Improvements identified and required through the MCEA will be secured through appropriate agreements.

7.3. Design Review Panel

7.3.1. Redevelopment applications for 1-7 Yonge Street will be brought to the Waterfront Toronto Design Review Panel (and/or the equivalent City Panel).

7.4. Landowner Agreements

7.4.1. The owners of 1-7 Yonge Street are required to enter into a three party agreement with the City, and the landowner of 55-95 Lake Shore Boulevard East, 43 Freeland Street and 2 Cooper Street, to secure the conveyance of off-site parkland to the City pursuant to Section 42 of the Planning Act which will form part of the large central (Lower Yonge) park and any other parkland obligations.

7.4.2. The owners of 1-7 Yonge Street are required to enter into a three party agreement with the City and *Redpath Sugar*, securing mitigation measures addressing compatibility with *Redpath Sugar*'s industrial operations and activities.

- 7.4.3. Additional landowner agreements may be entered into with other landowners in the Lower Yonge Precinct, and the City, where appropriate, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing and phasing of infrastructure, community facilities, housing, parkland, public art or any other public amenities required to support development of the 1-7 Yonge Street, and the Lower Yonge Precinct.

7.5. Monitoring

- 7.5.1. Redevelopment of 1-7 Yonge Street, as part of the Lower Yonge Precinct, is expected to occur incrementally over many years, and the timing and phasing of necessary municipal infrastructure improvements will depend on a number of factors, including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all municipal infrastructure, including roads, sanitary sewers, water supply, storm sewers, transit, community facilities and parks/open space will be monitored to ensure the capacity of these facilities keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

List of Maps

Map J1 – Study Areas

Map J2 – Streets and Blocks Plan

Map J3 – Lower Yonge Precinct Transportation Master Plan – Key Recommendations

Map J4 – Public Realm Plan - Parks, Open Space, POPS and Promenades

Map J5 – Cycling Connections Plan

Map J6 – Ground Floor Animation Plan

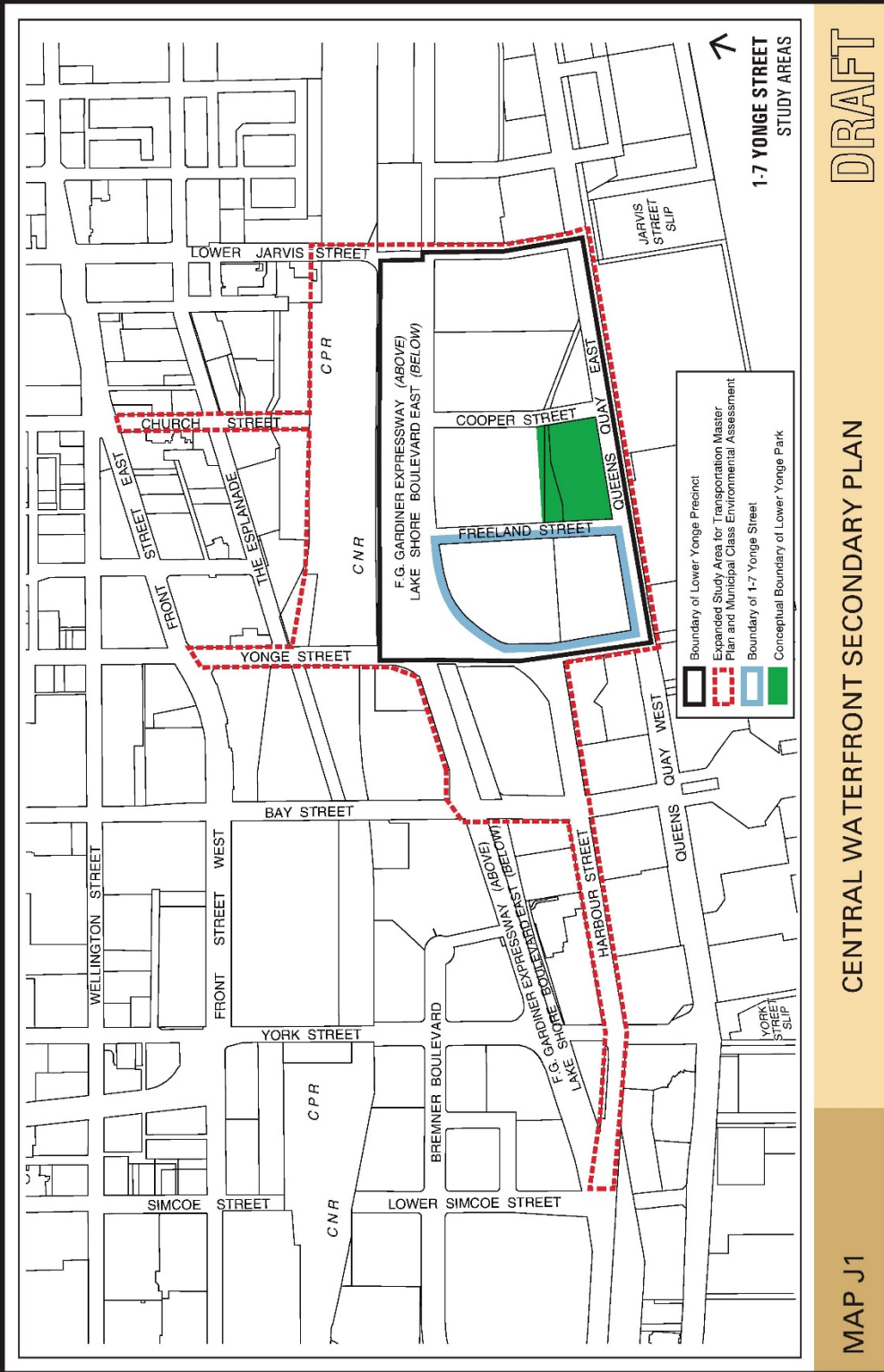
Map J7 – Base Buildings – Setbacks, Promenades and Heights

Map J8 – Land Use and Number of Towers

Map J9 – Tower Area Ratio Concept Diagram

Map J10 – PATH Plan – Lower Yonge Precinct Plan

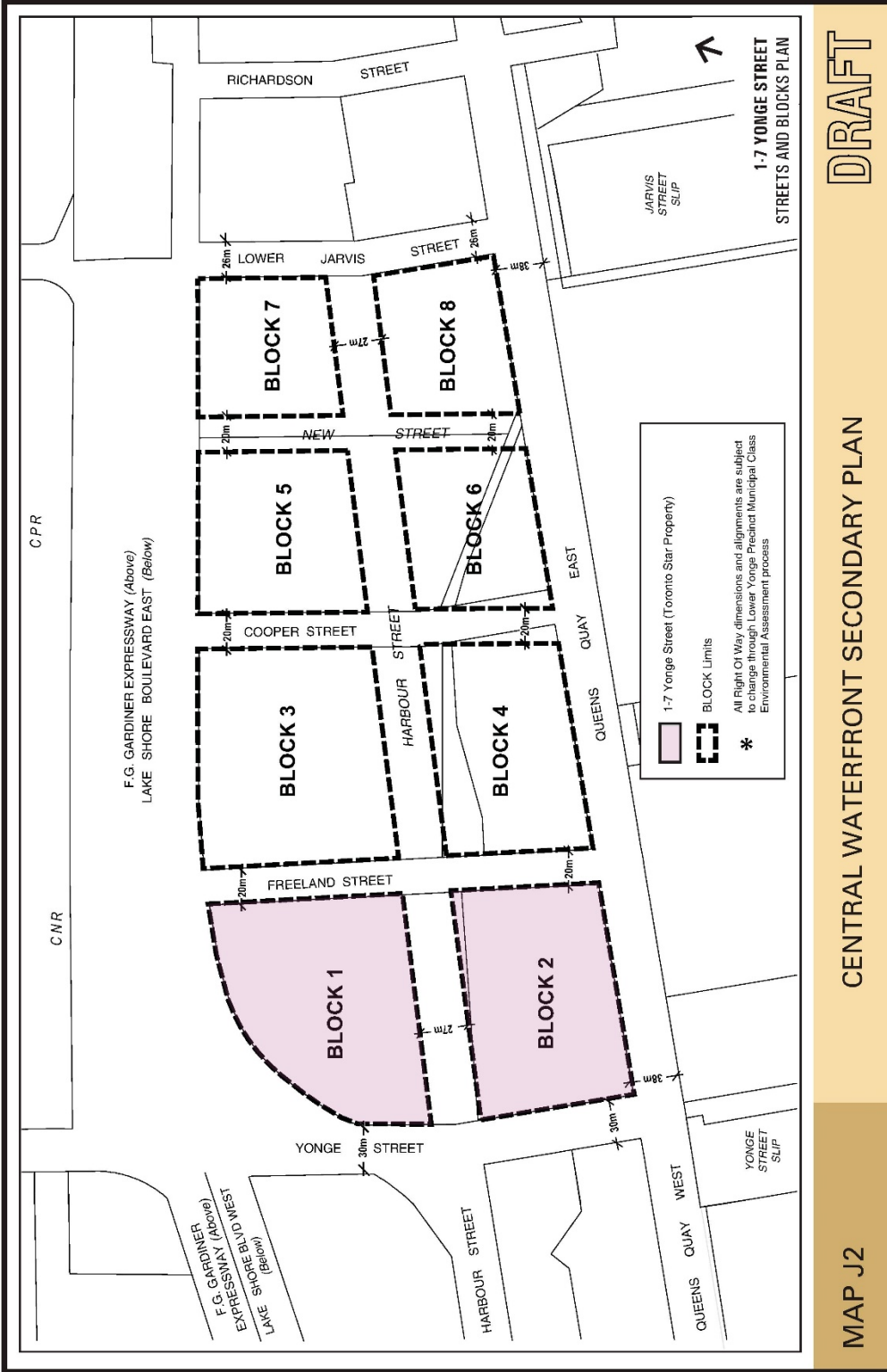
Map J11 – Phasing Plan

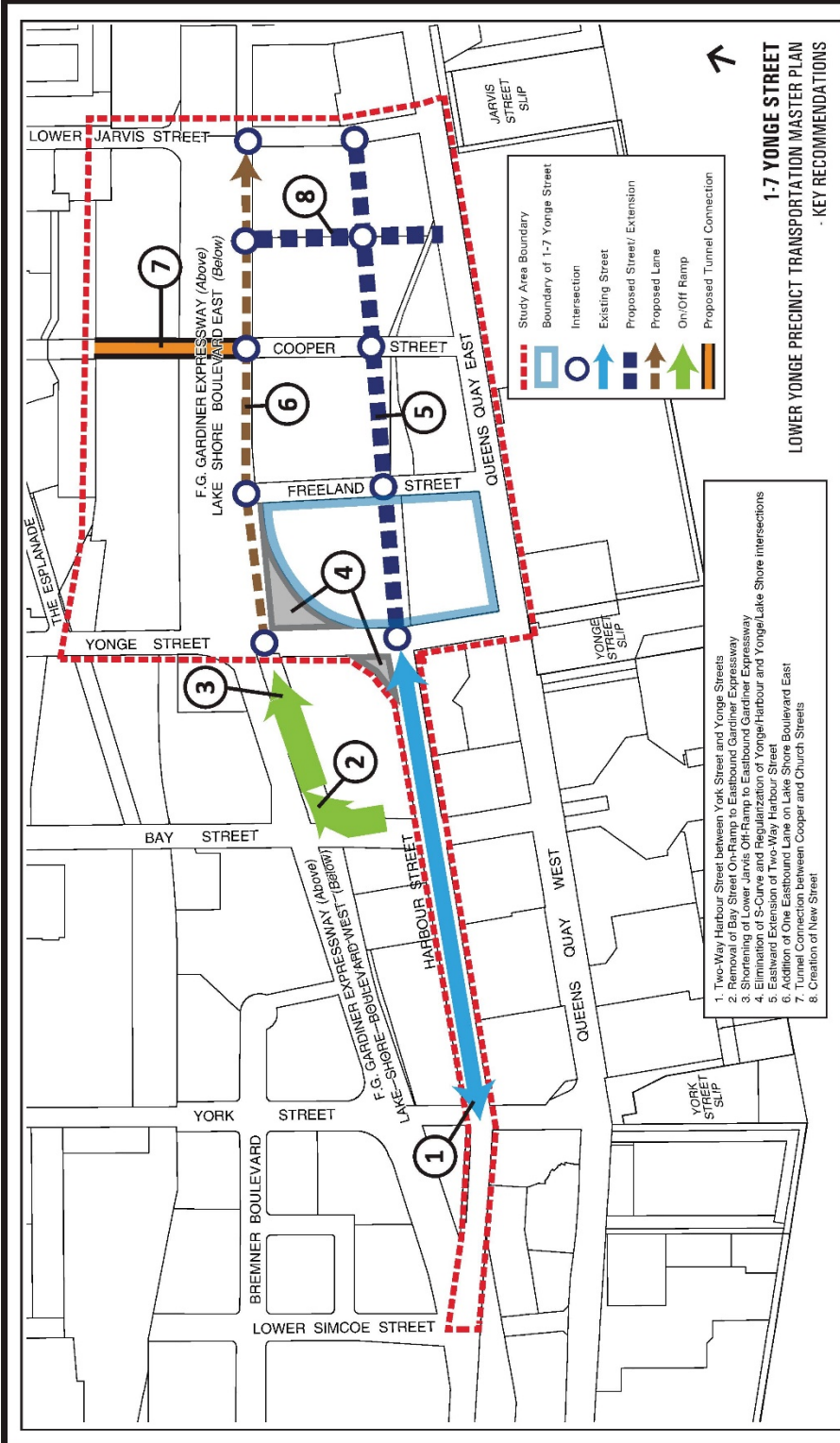


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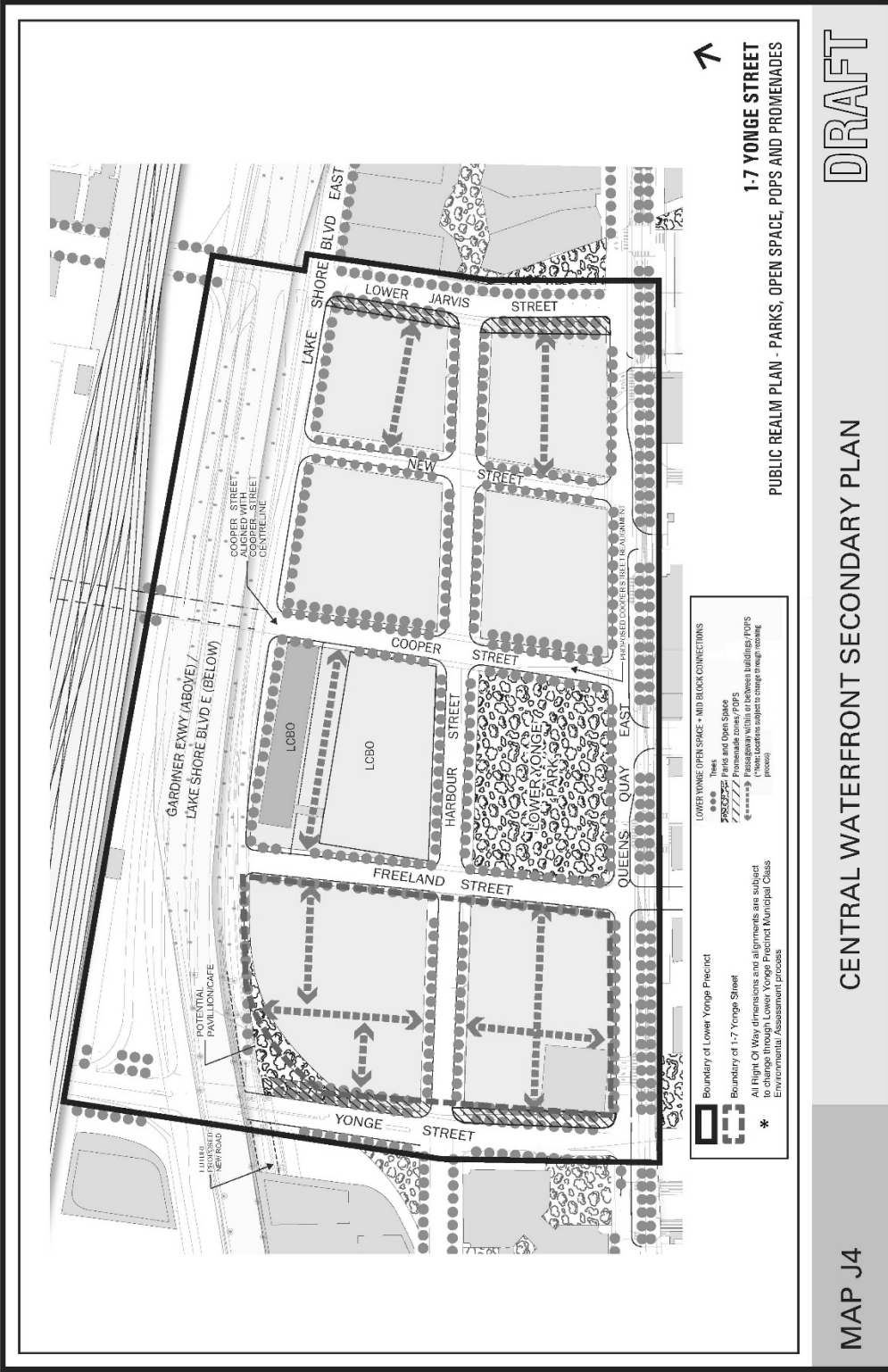
CENTRAL WATERFRONT SECONDARY PLAN

MAP J1





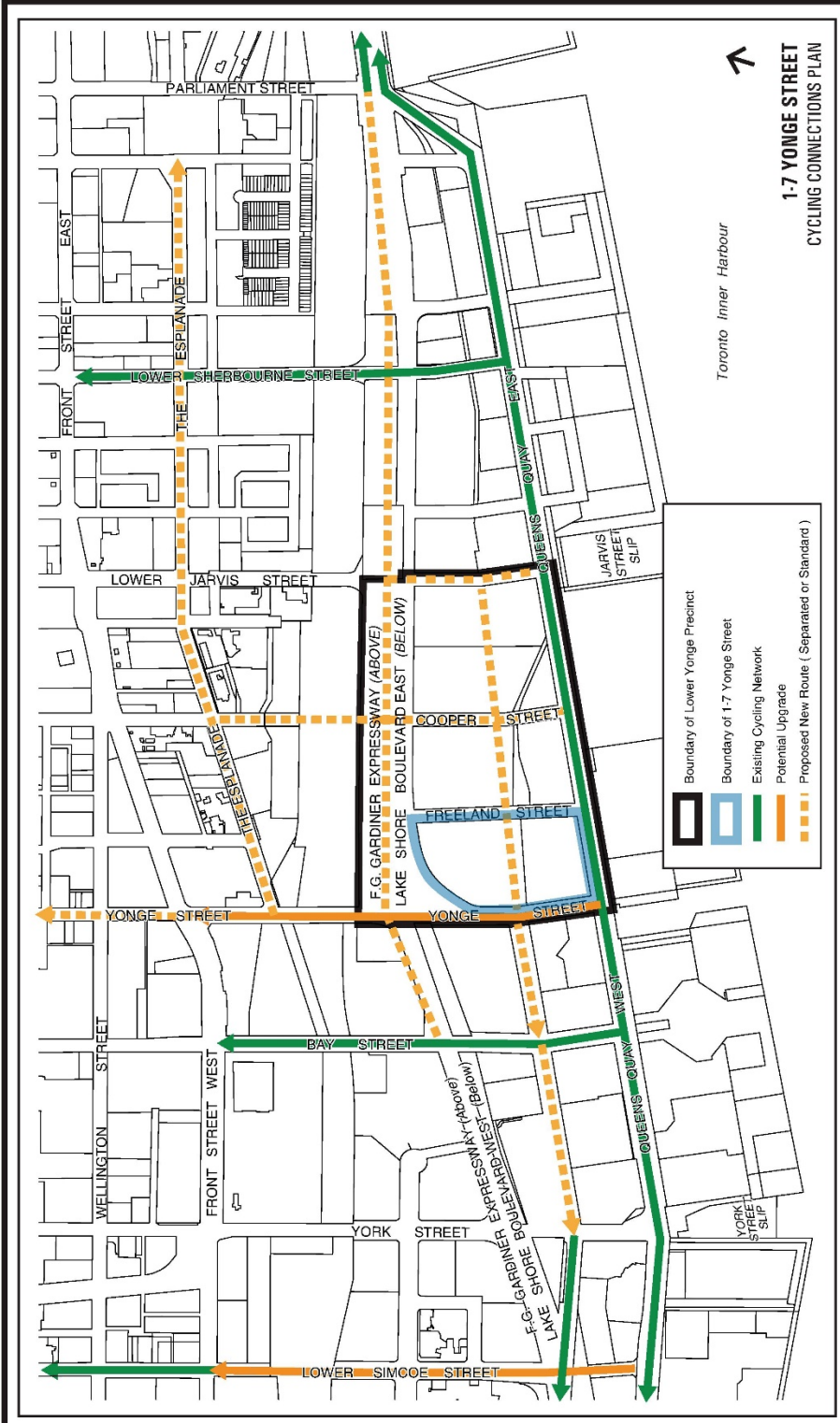
MAP J3 CENTRAL WATERFRONT SECONDARY PLAN DRAFT



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CENTRAL WATERFRONT SECONDARY PLAN

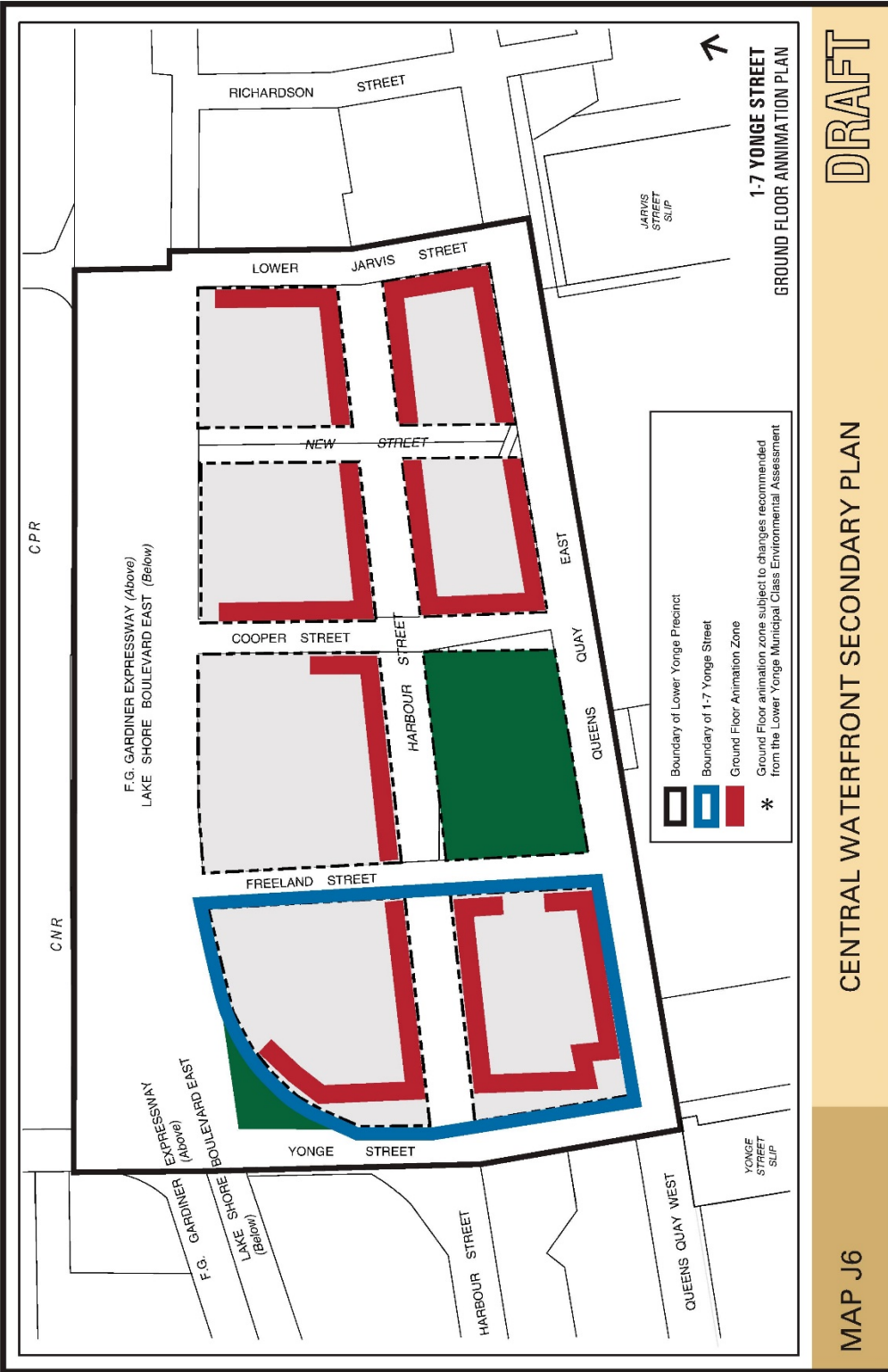
MAP J4

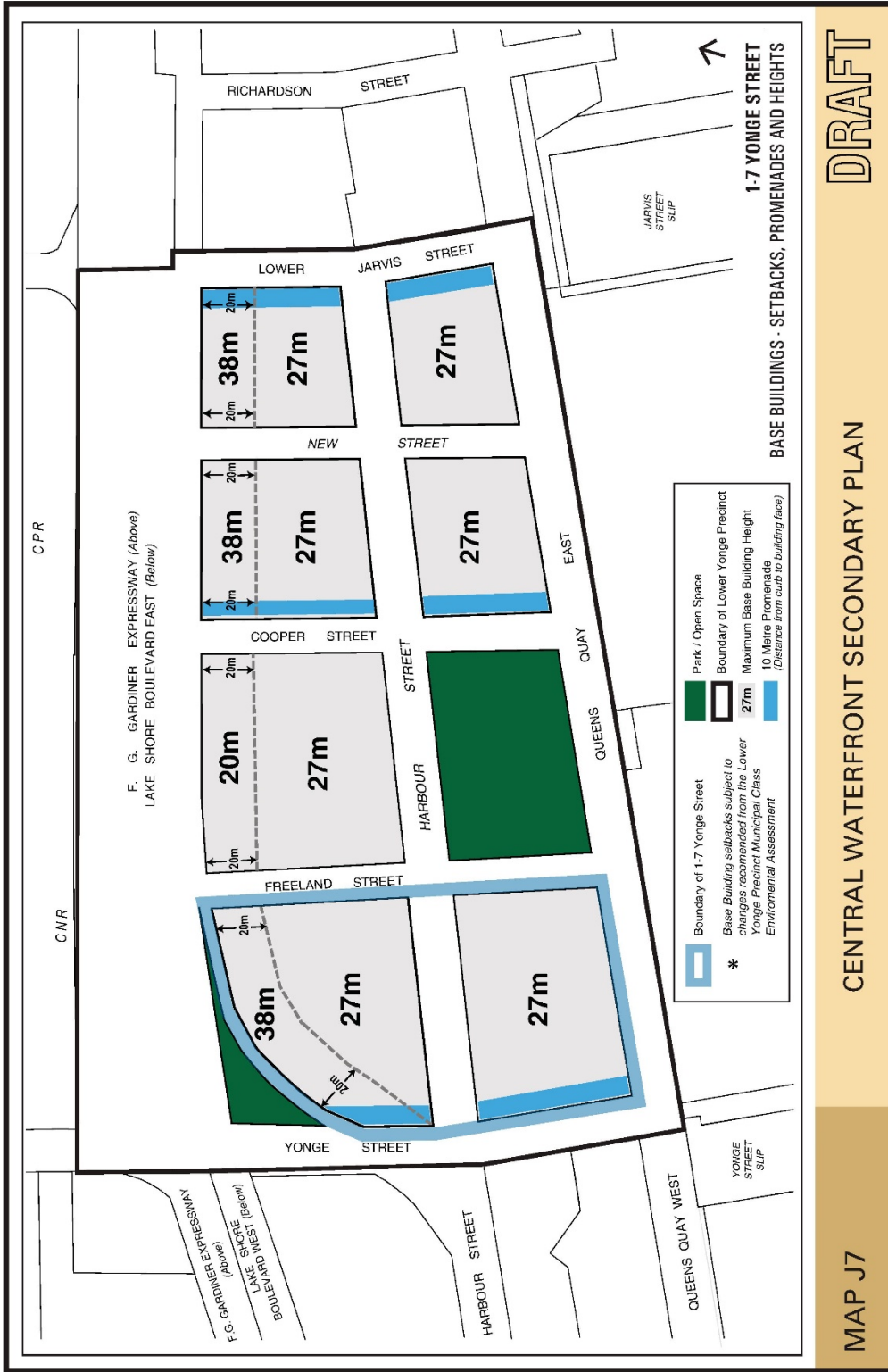


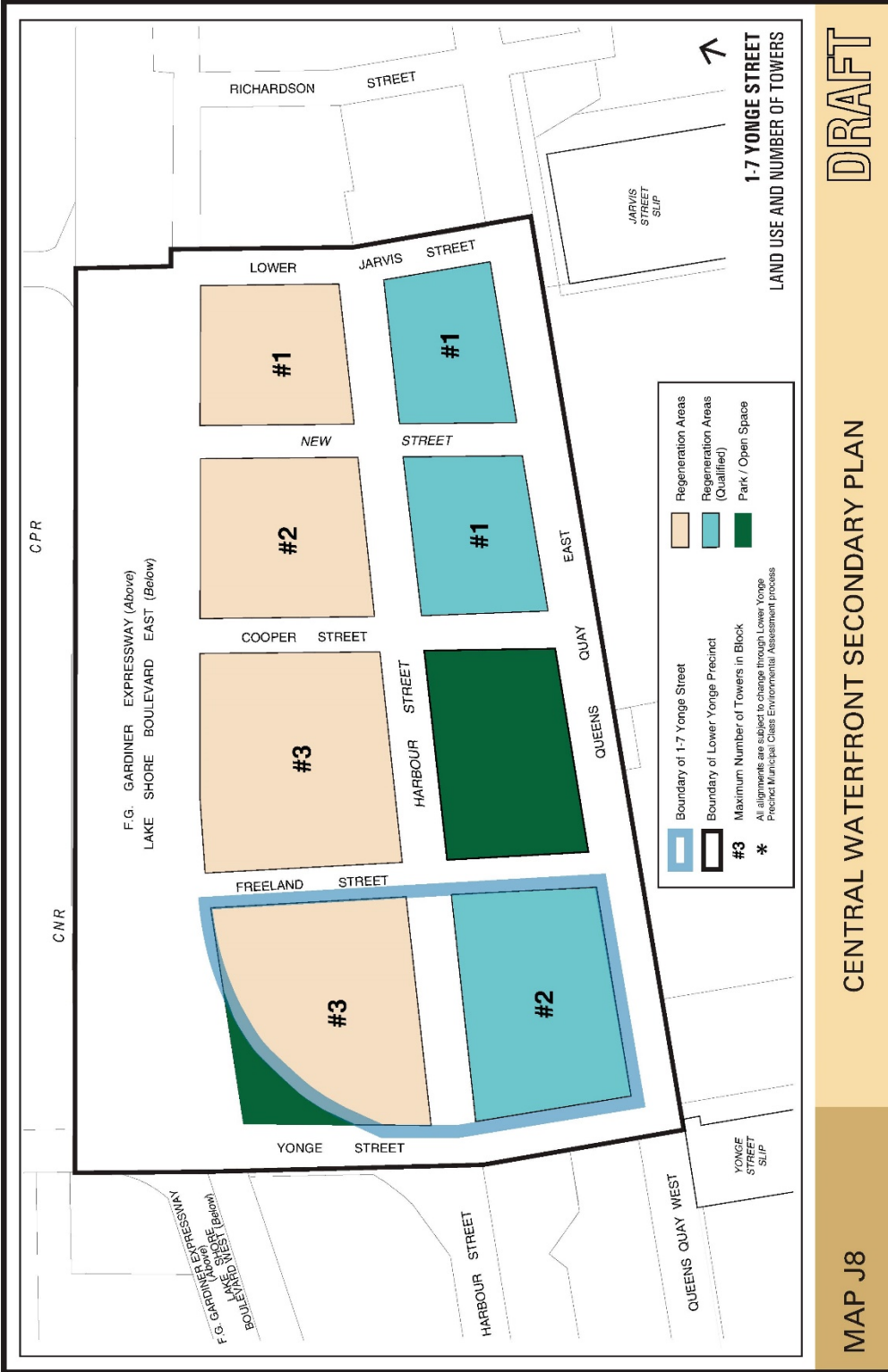
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CENTRAL WATERFRONT SECONDARY PLAN

MAP J5







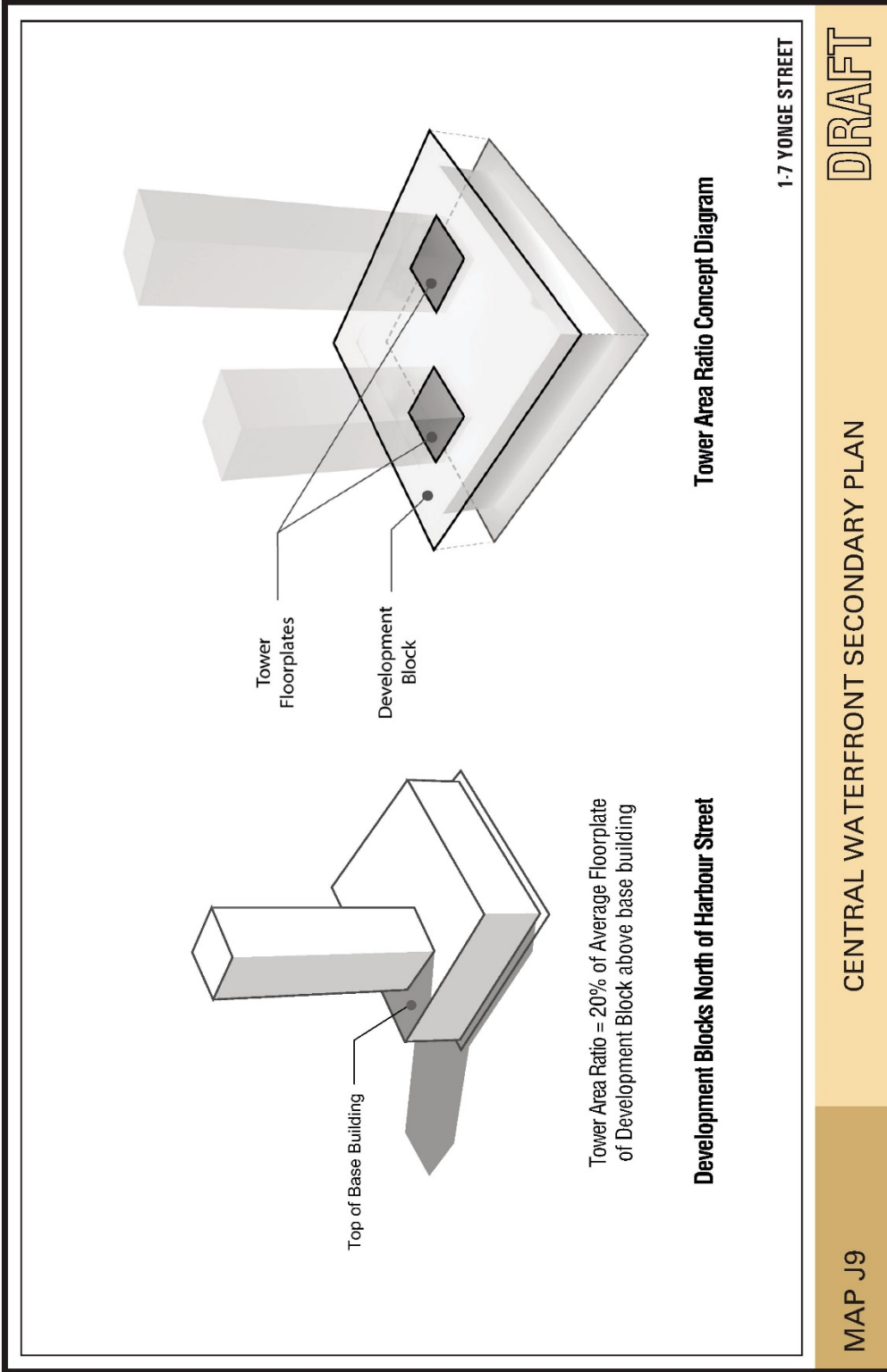
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CENTRAL WATERFRONT SECONDARY PLAN

MAP J8

OMB Exhibit: FEBRUARY 2018

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CENTRAL WATERFRONT SECONDARY PLAN

MAP J9

