

## **CWSP Core Policies**

### **D26\_ THE LOWER YONGE PRECINCT, A COMPLETE COMMUNITY WHERE YONGE STREET MEETS THE LAKE**

The foot of Yonge Street is at the heart of the Central Waterfront. The area is 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, a central park and publicly accessible open spaces. It will be a model for sustainable mixed-use communities with enhanced streetscapes, street-level retail, office uses, residential uses including affordable housing, a community centre, child care centres, a public elementary school and potential connections to district energy facilities.

- P51** The Redpath 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 dock wall for its operations. This Plan recognizes that the Redpath 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's activities.

As a result of consultations with Redpath and the Ministry of the Environment and Climate Change concerning land-use compatibility issues between the Redpath facility 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 in the Lower Yonge Precinct, bounded by Yonge Street to the west, Queens Quay East to the south, Lower Jarvis Street to the east and Lake Shore Boulevard East to the north, 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 the Redpath lands designated as an Existing Use Area; and
- (ii) preventing undue adverse impacts on the new land use from the Redpath 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 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 and the proposed development and may include measures aimed at minimizing impacts. Council acknowledges the important role of the Ministry of the Environment and Climate Change in reviewing and providing comments and recommendations on such reports. The City shall consult with both the Ministry of the Environment and Climate Change and Redpath during the development approval process and the design process for public spaces in the vicinity of the Redpath property to ensure compatibility.

#### **2.6.1 Holding Provisions Related to East Bayfront (West) and Lower Yonge Precinct**

In addition to the matters specified in Section 2.6, where sensitive land uses such as residential, child care centres, primary and secondary schools, community/recreational centres, nursing homes, hotels, private and commercial schools, or other quasi-residential and/or institutional uses, are proposed on: (i) lands south of Queens Quay East in East Bayfront (West); (ii) lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); (iii) 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 in the Lower Yonge Precinct, bounded by Yonge Street to the west, Queens Quay East to the south, Lower Jarvis Street to the east and Lake Shore Boulevard East to the north, the holding symbol may be removed after Council is satisfied, having had regard for applicable environmental regulations and guidelines and receiving or securing necessary technical studies, that compatibility will be achieved and maintained between any proposed land use and lands designated as Existing Use Area (even if external to East Bayfront and Lower Yonge) 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 the Redpath lands designated as an Existing Use Area; and,

- (ii) preventing the potential for undue adverse impacts on the new land use from the Redpath lands designated as an Existing Use Area.

### **SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS**

Roadway	From	To	ROW	Streetcar in own ROW
Freeland Street	Lake Shore Blvd E	Queens Quay East	20 m	No
Cooper Street	Church Street	Queens Quay East	21 m*	No
New Street	Lake Shore Blvd E	Queens Quay East	19 m*	No
Lower Jarvis Street	Lake Shore Blvd E	Queens Quay East	26 m	No
Harbour Street	Yonge Street	Lower Jarvis Street	27 m	No

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

### **P55 LOWER YONGE PRECINCT – SITE AND AREA SPECIFIC POLICY**

#### **1. General**

- 1.1 This Site and Area Specific Policy (SASP) applies to the lands shown on Map J1, herein referred to as the Lower Yonge Precinct. 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 Lower 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 Lower Yonge SASP.
- 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 Lower Yonge Precinct SASP, the policies within the Lower Yonge Precinct SASP shall prevail.

#### **2. Vision**

The Lower Yonge Precinct will be a vibrant, mixed-use, complete community that derives its character from its waterfront context and the large central park at its heart. A home and workplace for people of all incomes, as well as a destination to visit, Lower Yonge will be 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 from all streets and the park.

### **3. Objectives**

The Lower Yonge Precinct SASP has the following objectives:

- 3.1 Create a unique place of beauty and exemplary design that expands the existing and planned Central Waterfront public realm network and strengthens the relationship between the Lower Yonge Precinct, Lake Ontario and surrounding neighbourhoods.
- 3.2 Establish a fine-grained network of public streets and pedestrian connections that improve connectivity both within and surrounding the Precinct.
- 3.3 Organize the Precinct around a 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 Create a 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 Block Network**

- 4.1.1 Re-development proposals in the Lower Yonge Precinct will create a fine-grained, walkable public street network generally in accordance with Map J2 (Streets and Blocks Plan) 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 recommendations of the Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) process.

## **4.2 Off-site Transportation Improvements**

4.2.1 Public and private investment in the Lower Yonge Precinct will improve local and regional vehicular, pedestrian and cyclist circulation in the vicinity of the Lower Yonge Precinct through implementation of all recommendations identified in the Lower Yonge Precinct Transportation Master Plan (TMP) and the Lower Yonge Precinct MCEA, where appropriate. Map J3 highlights some of the key recommendations from the Lower Yonge Precinct TMP.

## **4.3 Complete Streets**

4.3.1 Streets in the Lower Yonge Precinct 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) include the minimum soil volume 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.

4.3.2 Harbour Street will have a consistent public realm character between Lower Simcoe Street and Lower Jarvis Street. This character will be defined by a consistent right-of-way width and alignment, two-way vehicular traffic (between York and Lower Jarvis Streets only), street trees on both sides, animated building frontages, and enhanced pedestrian and cycling facilities.

4.3.3 Redevelopment with frontage on Queens Quay East will reinforce Queen 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. The minimum sidewalk width in areas with existing heritage elements can be less than 6 metres.
- 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 Redevelopment proposals will introduce new mid-block pedestrian connections on the blocks west of Cooper Street, generally in accordance with Map J4.
- 4.4.5 Opportunities to extend the PATH network will be pursued. PATH connections will be encouraged to be at or below grade. PATH connections will be generally in accordance with those shown on Map J9.
- 4.4.6 Streets will be designed with cycling infrastructure that connects to the City's larger cycling network, in accordance with Map J5.
- 4.4.7 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, including existing heritage elements, 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; existing heritage elements; institutional uses; and non-residential and residential building lobbies.

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

#### **4.6 Parks and Open Space**

4.6.1 Public space in the Precinct will be provided in accordance with Map J4.

4.6.2 The priority for new parkland is the establishment of a large central park as shown schematically on Map J4. 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 The central park will be designed to:

- a) complement and expand upon the system of waterfront parks;
- b) be programmed as a neighbourhood park that accommodates future local needs for active recreation;
- c) provide unrestricted access for the general public, and
- d) be a high quality, sustainable and attractive space that provides park users with a range of amenities and experiences.

4.6.4 All landowners will contribute to the public parkland in the Precinct, to be secured through landowner agreements or appropriate Section 42 contributions.

#### **4.7 Privately-owned, Publically Accessible Spaces (POPS)**

4.7.1 New development for each block in the Precinct, as identified on Map J4, are encouraged to include POPS, which can include plazas in front of buildings, courtyards, linear green spaces abutting buildings, promenades and mid-block pedestrian connections. POPS will be determined through the zoning amendment process for redevelopment proposals.

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 New development in the Lower Yonge Precinct will be encouraged to participate in the City of Toronto's Percent for Public Art Program.
- 4.8.2 Public art may be provided separately by each individual land owner or jointly through co-ordination between contributing landowners and/or the City of Toronto and/or Waterfront Toronto.
- 4.8.3 Public art will generally implement the recommendations of the Lower Yonge Precinct Public Art Plan, as included within the Lower Yonge Precinct Plan.

## **4.9 Transit**

- 4.9.1 Roads and infrastructure will be designed to 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 New community facilities will be developed in the Lower Yonge Precinct in a timely manner to achieve the amount and range of community facilities necessary to serve future growth through phasing of the redevelopment. Development approval processes will determine their final locations.
- 5.1.2 Community Services and Facilities priorities for the Lower Yonge Precinct are listed below:
  - a) one (1) Community Recreation Facility;
  - b) two (2), licensed non-profit child-care facilities; and
  - c) one (1) public (TDSB) elementary school.
- 5.1.3 Community Services and Facilities required for the Lower Yonge Precinct will be:
  - a) located in visible and accessible locations with strong pedestrian, cycling and transit connections;
  - b) co-located within mixed use buildings and/or as stand-alone facilities;
  - c) designed to provide for flexible multi-purpose use which can adapt over time to meet the varied needs of different user groups; and,



- d) adjusted, based upon monitoring and review of priorities that reflect changes in need and demand as the area develops and/or changes.

## **5.2 Sustainability and Resilience**

5.2.1 New development 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, development applications will:

- a) include an Energy Strategy to identify opportunities for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience to power disruptions; which will:
  - i) consider passive solar heat gain and heat loss in the assessment of building orientation, fenestration patterns and building materials;
  - ii) consider renewable energy sources, district energy, combined heat and power or energy storage; and
  - iii) provide 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) Conform to the Toronto Green Standard Tier 2, or the latest version thereof, performance measures with respect to Bird Collision Deterrence and Light Pollution in consideration of the Lower Yonge Precinct's proximity to the waterfront.

5.2.3 New development 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/or
- 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 for developments 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. Access points for all redevelopment are encouraged to be located on Freeland and New Streets. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

### **5.4. Servicing**

5.4.1 Landowners will be required to provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and water connections) required to service proposed redevelopments.

5.4.2 Requirements for new or improved infrastructure may be identified within the expanded study area depicted in dashed red on Map J1.

5.4.3 A Master Functional Servicing Plan for the Lower Yonge Precinct recommends the utility improvements required to support proposed redevelopment. The Master Functional Servicing Plan includes an implementation strategy that identifies the required timing for upgrades, and a strategy for fair and equitable cost-sharing. Landowners shall either provide new infrastructure improvements or pay it respective proportionate costs in accordance with the recommendations

of the Master Functional Servicing Plan, to the satisfaction of the General Manager, Engineering and Construction Services.

## **5.5 Travel Demand Management**

- 5.5.1 Landowners 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 will conform to the uses shown on Map J8.
- 6.1.2 The introduction of residential uses and increased densities, as permitted in this SASP, will only be considered when appropriate infrastructure and mitigation is provided and/or secured through appropriate agreements. Appropriate infrastructure and mitigation includes, but is not limited to: 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 A maximum of 75% of gross floor area across the Precinct will be allocated to residential uses.
- 6.1.5 Redevelopment proposals are encouraged to include tourism, cultural, institutional and/or civic uses within the development of each property, as part of the overall use mix.
- 6.1.6 Phasing requirements will be secured for each redevelopment application to ensure that office and employment uses are constructed in a timely manner relative to residential development.
- 6.1.7 Existing large scale, stand-alone retail stores and “power centres” legally established prior to the approval date of this SASP are permitted uses.

## **6.2 Redpath Sugar**

- 6.2.1 Redevelopment proposals in the Lower Yonge Precinct will demonstrate land use compatibility through the preparation and submission of the reports/studies identified in Section 7.1.1.c) (the “Compatibility Studies”).
- 6.2.2 The Compatibility Studies may consider, among other things, land use separation, building massing and siting, phasing, buffering, design mitigation, or equivalent measures to address noise, odour, air quality and nuisance impacts, and the means to secure the maintenance of all recommended mitigation, including appropriate agreements registered on title.
- 6.2.3 Redevelopment proponents 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 the lands in the Lower Yonge Precinct as a Class 4 area under MOECC Publication *NPC-300*, new sensitive land uses will require the following:
- (i) 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 uses; and
  - (ii) Registration on title of an appropriate warning clause to notify purchasers that there are applicable Class 4 area sound level limits.
- 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 The Lower Yonge Precinct will become an inclusive and complete neighbourhood where residents can enjoy housing built to be appropriate to their means and needs throughout their lifetimes. Housing policies will encourage a diverse neighbourhood with a range of housing opportunities in terms of tenure, size 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) 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) 25% two-bedroom units or larger (inclusive of the 10% above).

6.3.3 For the purposes of this SASP residential development in the Lower Yonge Precinct 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 as a contribution through zoning by-laws and Section 37 agreements registered on title.

6.3.4 Affordable rental housing will be provided in the Lower Yonge Precinct in the form of:

- a) residential rental units:
  - (i) provided and owned by the private market; and/or
  - (ii) provided to the City by the owner; and/or
- b) land dedicated to the City for affordable rental housing; and/or
- c) 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.
- d) 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.

6.3.6 Land dedicated to the City will be ready and available for development including any needed remediation obligations.

6.3.7 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.

6.3.8 Additional implementation provisions and requirements for each of the above delivery methods will be addressed through site-specific zoning by-law amendment applications for each property in the Precinct, as identified on Map J2.

6.3.9 The City will work with landowners in the Lower Yonge Precinct to identify and secure appropriate locations for the development of affordable rental housing.

6.3.10 The City will explore opportunities with the landowners for affordable ownership housing in addition to the affordable rental housing.

#### **6.4 Heritage, Conservation and Archeology**

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* to the property 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. Any *alterations* to the complex at 55 Lake Shore Boulevard East, as part of a development application, will conserve and/or interpret the building complex in a meaningful way. Notwithstanding the above, the proposed extension of Harbour Street from Yonge Street to Lower

Jarvis Street, as well as the proposed central park, will have an impact on the south end of the warehouse building.

- 6.4.2 New buildings and public realm initiatives *adjacent* to the listed heritage buildings at 55 Lake Shore Boulevard East and/or 95 Queens Quay East will be required to demonstrate and achieve an appropriate relationship with *adjacent* 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 Development proposals 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 Lower Yonge Precinct.
- 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**

- 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. To achieve appropriate transition tower heights will step down from north to south and from west to east within the Precinct.
- 6.5.6 Site-specific zoning by-law amendments will limit building heights for each property. The determination of building heights will be 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 between 25 metres and 30 metres.
- 6.5.10 Tall buildings on Block 7, as reference on Map J2:
- a) will have a minimum separation distance of 25 metres between towers, measured immediately above the base buildings, from the exterior wall of the buildings, excluding balconies;
  - b) will have a maximum floorplate size of 750 square meters;
  - c) will step down from tower heights on Block 5, to the west, decreasing toward the tower heights on 143 Lake Shore Boulevard to the east;
  - d) will step down from tower heights north to south, decreasing toward the tower heights on Block 8;
  - e) may have a *Tower Area Ratio* greater than 20%;
  - f) will orient the two towers to maximize the view corridor from Sugar Beach; and,
  - g) will comply will all setbacks and stepbacks of the Lower Yonge Precinct Plan.



6.5.11 Where there is a conflict between policies 6.5.10 of this SASP and other built form policies of this SASP, 6.5.10 shall prevail.

### **Overall Density**

6.5.12 The maximum net density (after road and required park conveyances) for each property, as referenced on Map J2, is as follows:

- a) Toronto Star property at 1-7 Yonge Street, consisting of Blocks 1 and 2: 16.5 times the net property area;
- b) LCBO property at 53, 55 & 95 Lake Shore Boulevard East; 15, 33 & 43 Freeland Street and 2 & 15 Cooper Street, consisting of Blocks 3, 4, 5 and 6: 14.5 times the net property area; and,
- c) Loblaw's property at 10 Lower Jarvis and 125 Queens Quay East, consisting of Blocks 7 and 8: 12.5 times the net property area.

## **7. Implementation**

### **7.1 Municipal Approvals**

#### **Complete Application Requirements**

7.1.1 In addition to the plans/drawings and studies/reports that are generally required to assess large-scale redevelopment applications, as identified in Policy 5.5.2 and Schedule 3 of the City of Toronto Official Plan, the following studies and reports will be required for the submission of a complete application for redevelopment of lands within the Lower Yonge Precinct:

- 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 addresses sustainability matters identified in Section 5.2;
- c) detailed noise, air quality, and odour Compatibility Studies, prepared by accredited consultants in such fields, prepared as required by MOECC 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;

- 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-source and at-receptor mitigation and measures to ensure the continued and future compliance of all industrial and port-related operations and facilities with all applicable provincial or municipal environmental legislation, policies, regulations, guidelines, and approvals/permits; reduce negative impacts ; and, minimize the potential for complaint; and,
  - v) processes and means to implement and maintain recommended at-source and 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 Lower Yonge Precinct SASP and the Central Waterfront Secondary Plan, an "H" symbol may be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law 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 The appropriateness of employing a Holding (H) Symbol will be considered during the processing of each application for rezoning received within the Lower Yonge Precinct. Holding (H) provisions may be used, to ensure, before redevelopment proceeds, among other matters:
- a) the location, design and provision of existing and planned transportation networks, both on and off-site, to support re-development, in accordance with the Lower Yonge Precinct Transportation Master and Lower Yonge Precinct Municipal Class Environmental Assessment;
  - b) sufficiency of municipal infrastructure, including sewer, water, stormwater, and transit networks serving the development site;

- c) confirmation of the implementation mechanisms by which the central park will be secured and conveyed, or satisfactory securing of the conveyance of the required Planning Act, section 42 parkland dedication;
- d) submission to, and acceptance by, the City of noise, odour, and air quality studies ensuring compatibility with *Redpath Sugar's* industrial operations, including mitigation/attenuation measures;
- e) provision, timing and appropriateness of affordable rental housing; and,
- f) confirmation of community services and facilities required to support development.

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 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,
- c) the City of Toronto Act.

### **Section 37 Agreements**

7.1.6 Agreements pursuant to Sections 37 of the Planning Act, will be registered to secure public benefits or contributions Precinct-wide, which may include but are not limited to the following items:

- i) Secured as public contributions/benefits:
  - a) community services and facilities;
  - b) affordable rental housing;
  - c) over-dedication of parkland;
  - d) above base-condition parkland improvements within the Lower Yonge Precinct;

- e) parkland remediation within the Lower Yonge Precinct;
- f) parkland improvements in the vicinity of the Lower Yonge Precinct;
- g) open space/public realm improvements in the vicinity of the Lower Yonge Precinct;
- h) public art;
- i) bike share stations;
- j) sustainable energy strategies such as district energy and/or deep lake water cooling;

Secured as a matter of legal convenience:

- k) local and regional transportation network improvements;
- l) public realm enhancements;
- m) new or improved cycling infrastructure;
- n) new or improved underground servicing infrastructure;
- o) car-share facilities;
- p) sustainability measures;
- q) unit mix and the provision of family-size units;
- r) PATH network extensions; and/or
- s) source-based, and where appropriate receptor-based, mitigation for noise, odour and/or air quality to ensure compliance, reduce negative impacts and minimize complaints associated industrial and port-related activities in proximity to the Lower Yonge Precinct.

### **Draft Plan of Subdivision**

7.1.7 Large-scale redevelopment will not proceed within the Precinct without the submission of an application for Draft Plan of Subdivision for each of the three properties within the Precinct, as referenced on Map J2, as follows:

- a) Toronto Star property at 1-7 Yonge Street, consisting of Blocks 1 and 2;

- b) LCBO property at 53, 55 & 95 Lake Shore Boulevard East; 15, 33 & 43 Freeland Street and 2 & 15 Cooper Street, consisting of Blocks 3, 4, 5 and 6; and,
- c) Loblaw's property at 10 Lower Jarvis and 125 Queens Quay East, consisting of Blocks 7 and 8.

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 the Lower Yonge Precinct SASP and site specific zoning by-laws for re-development of properties referenced on Map J2 and within Policy 7.1.7.

## **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 TMP and subsequent Lower Yonge Precinct MCEA including, but not limited to:

- a) confirmation of road alignments and right-of-way requirements;
- b) coordination and consistency with the proposed Public Realm Concept Plan that identifies streetscape designs for streets within the study area, including 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 TMP and MCEA, 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 Landowners will pay for the roads and servicing infrastructure abutting and traversing their sites, apportioned by development block, at the time of redevelopment.

7.2.3 Landowner contributions, apportioned by development block, will be required for the regional transportation infrastructure identified in the Lower Yonge Precinct TMP and Lower Yonge Precinct MCEA that is required by local intensification.

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 in the Lower Yonge Precinct will be brought to the Waterfront Toronto Design Review Panel (and/or the equivalent City Panel).

### **7.4 Landowner Agreements**

7.4.1 Landowners in the Lower Yonge Precinct are encouraged to enter into landowner agreements with each other, and potentially the City, 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 Precinct.

7.4.2 Landowners in the Lower Yonge Precinct are required to enter into a three party agreement with the City of Toronto and *Redpath Sugar*, securing mitigation measures addressing compatibility with *Redpath Sugar's* industrial operations at 95 Queens Quay East.

### **7.5 Monitoring**

7.5.1 Redevelopment of the Lower Yonge Precinct SASP 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

**Map J3** – Transportation Master Plan – Key Recommendations Map

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

**Map J5** – Cycling Connections Plan Map

**Map J6** – Ground Floor Animation Plan Map

**Map J7** – Base Buildings – Setbacks, Promenades and Heights Map

**Map J8** – Land Use and Number of Towers Map

**Map J9** – PATH Plan

**Map J10** – 1-7 Yonge Phase Plan

**Map J11** – 55 Lake Shore Boulevard East Phase Plan

## **Definitions**

*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.

*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.

*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.

*Conserved:* means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or Heritage Impact Assessment. Mitigation measures and/or alternative development approaches can be included in these plans and assessments. Conservation and conserve have corresponding meanings.

*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 effects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.

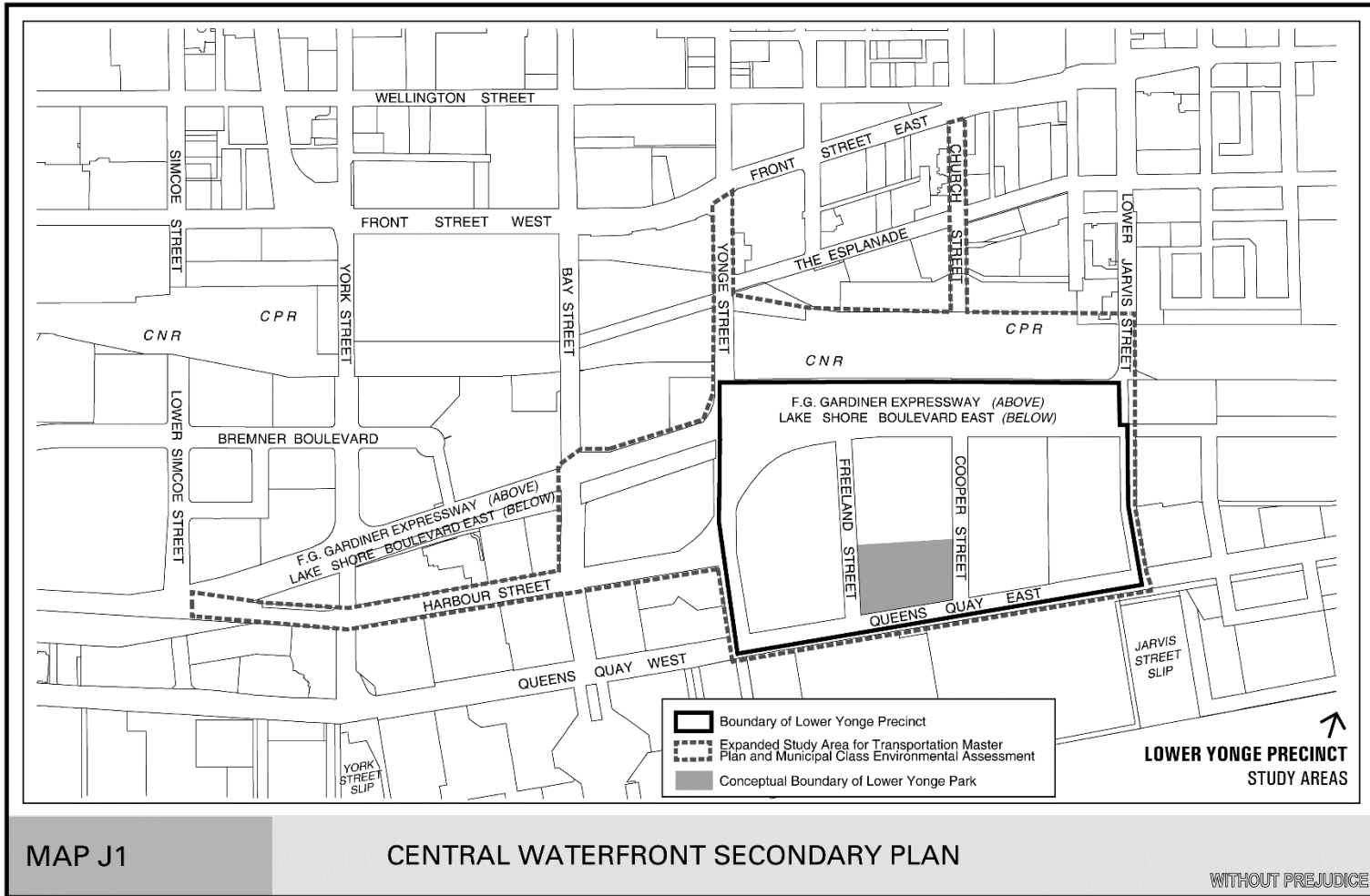


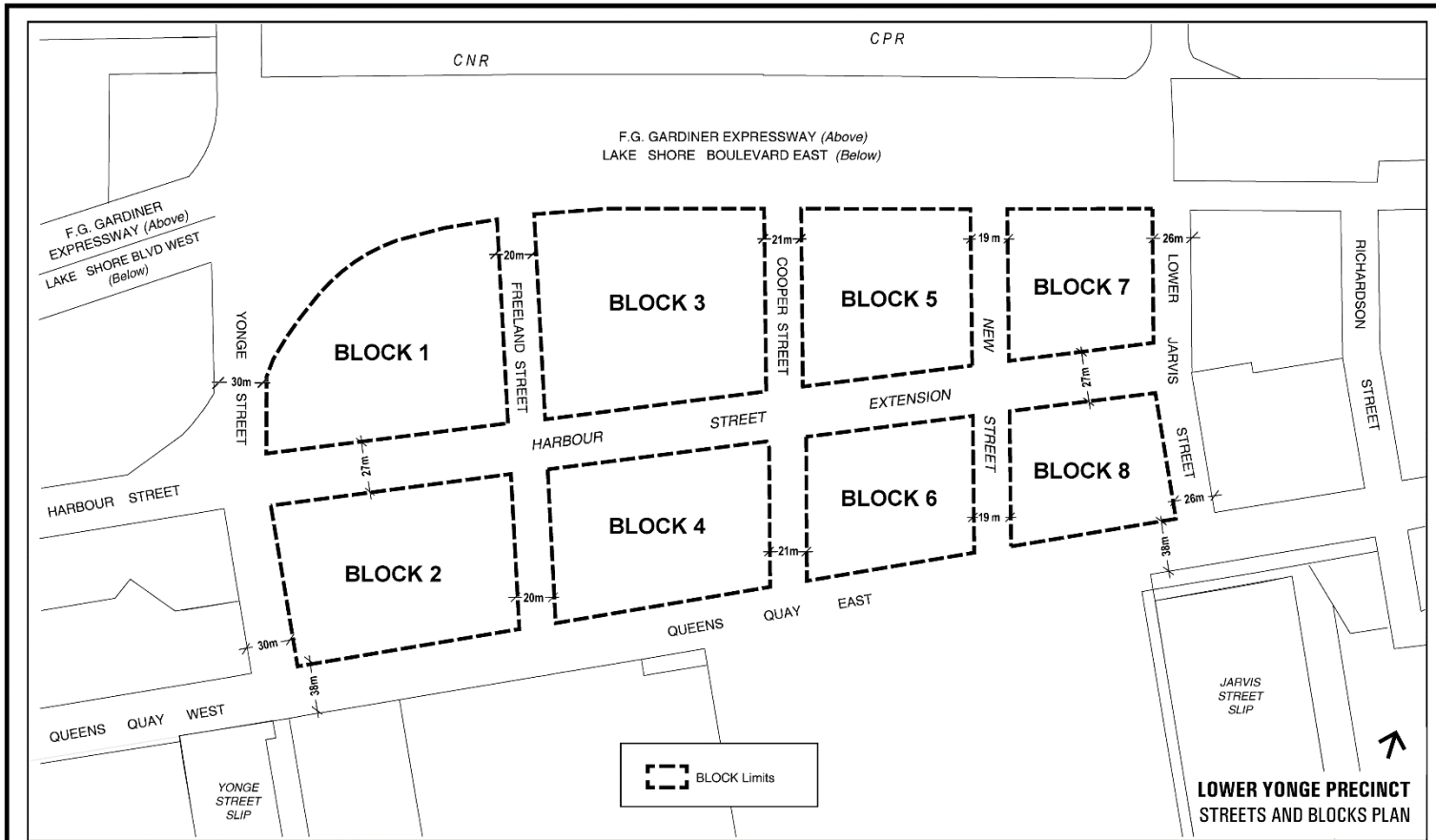
*MOEPC*: Ministry of Environment, Parks and Conservation

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

*Redpath Sugar*: may mean either the owner and operator of the industrial facility located at 95 Queens Quay East or the current and future industrial operations and activities on the property located at 95 Queens Quay East, depending on the context.

*Tower Area Ratio*: is the ratio of the total area of the average floorplate above base buildings to the area of the development block, determined through the zoning process.



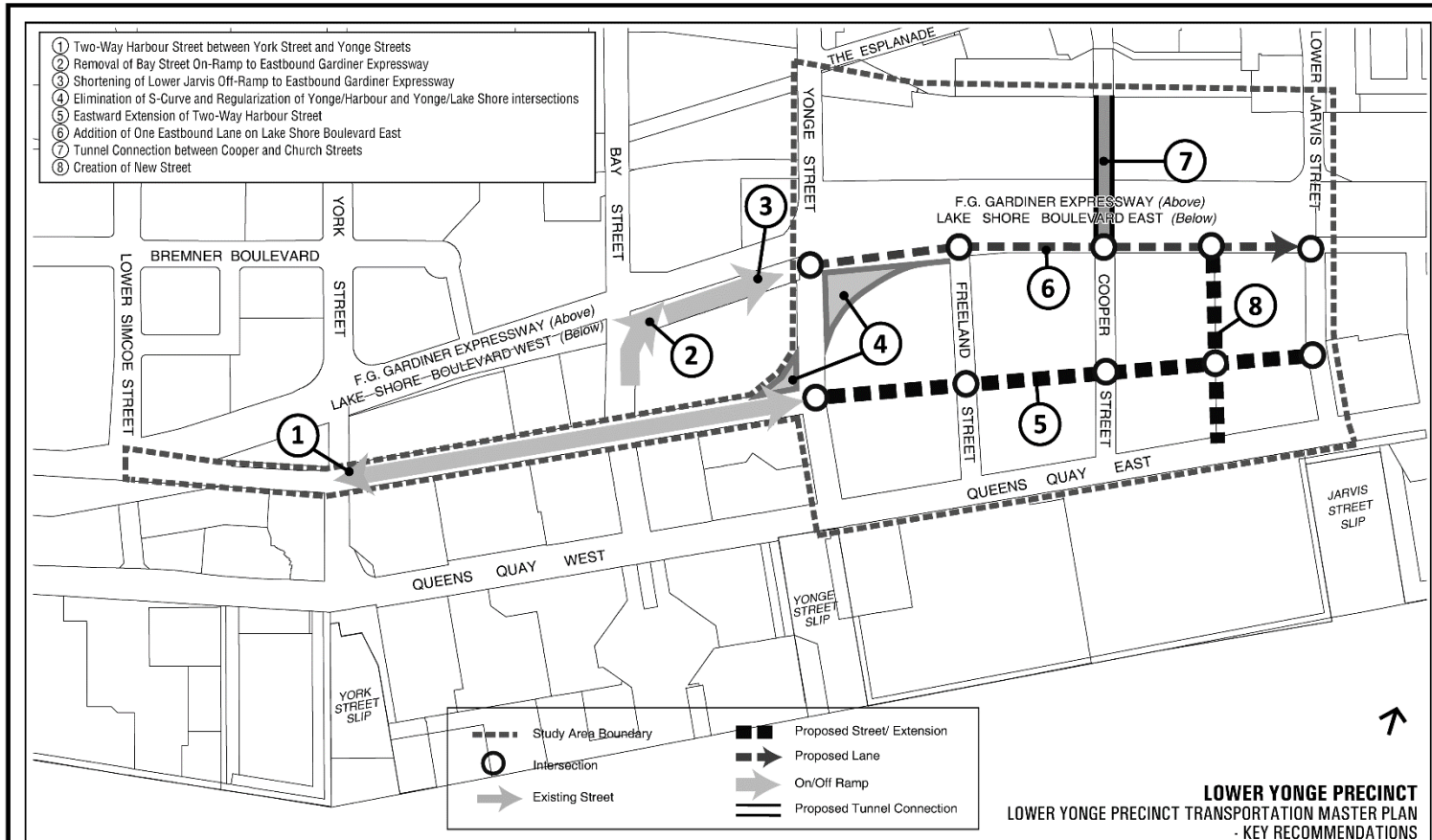


MAP J2

CENTRAL WATERFRONT SECONDARY PLAN

WITHOUT PREJUDICE

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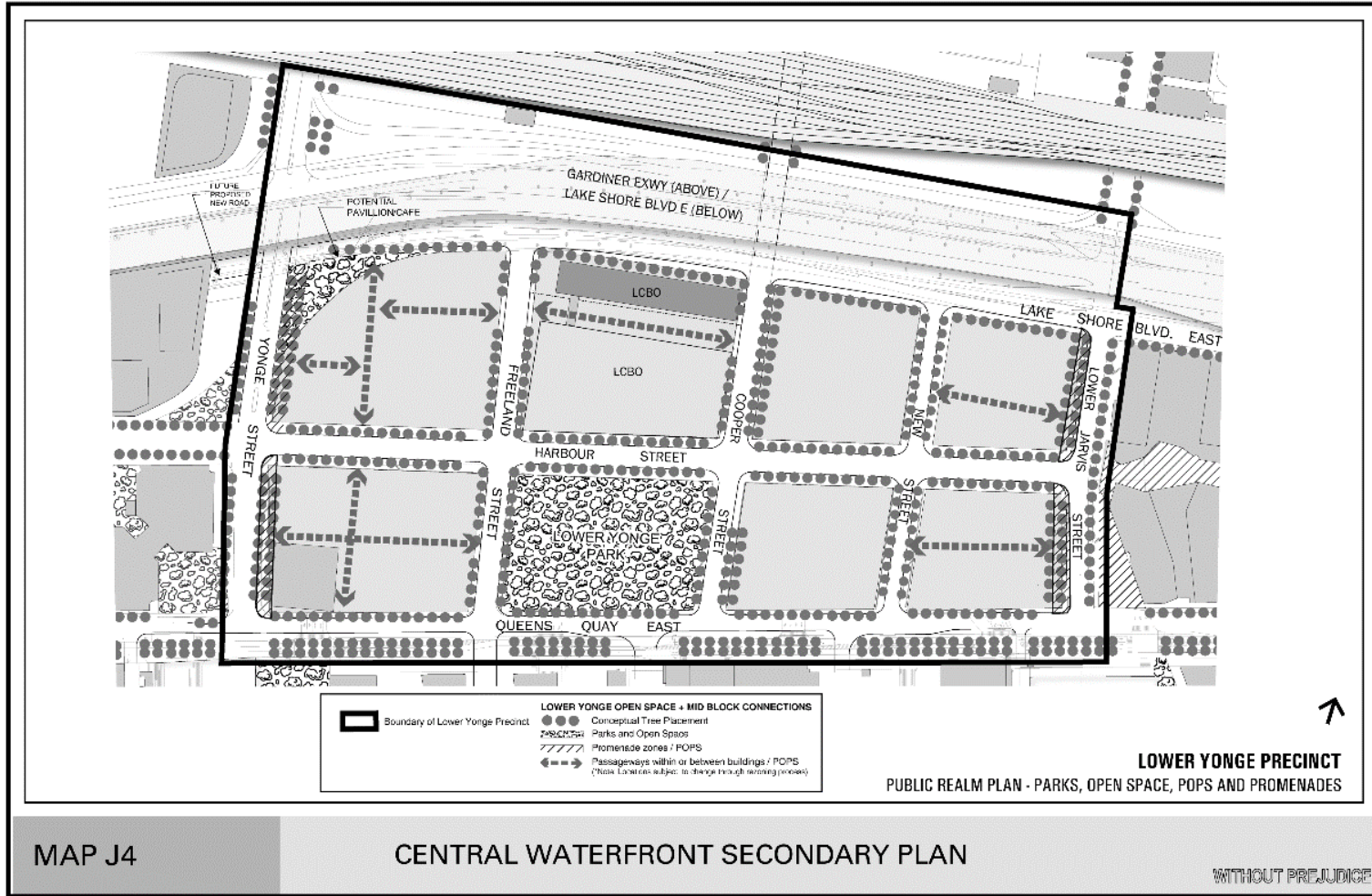


MAP J3

CENTRAL WATERFRONT SECONDARY PLAN

WITHOUT PREJUDICE

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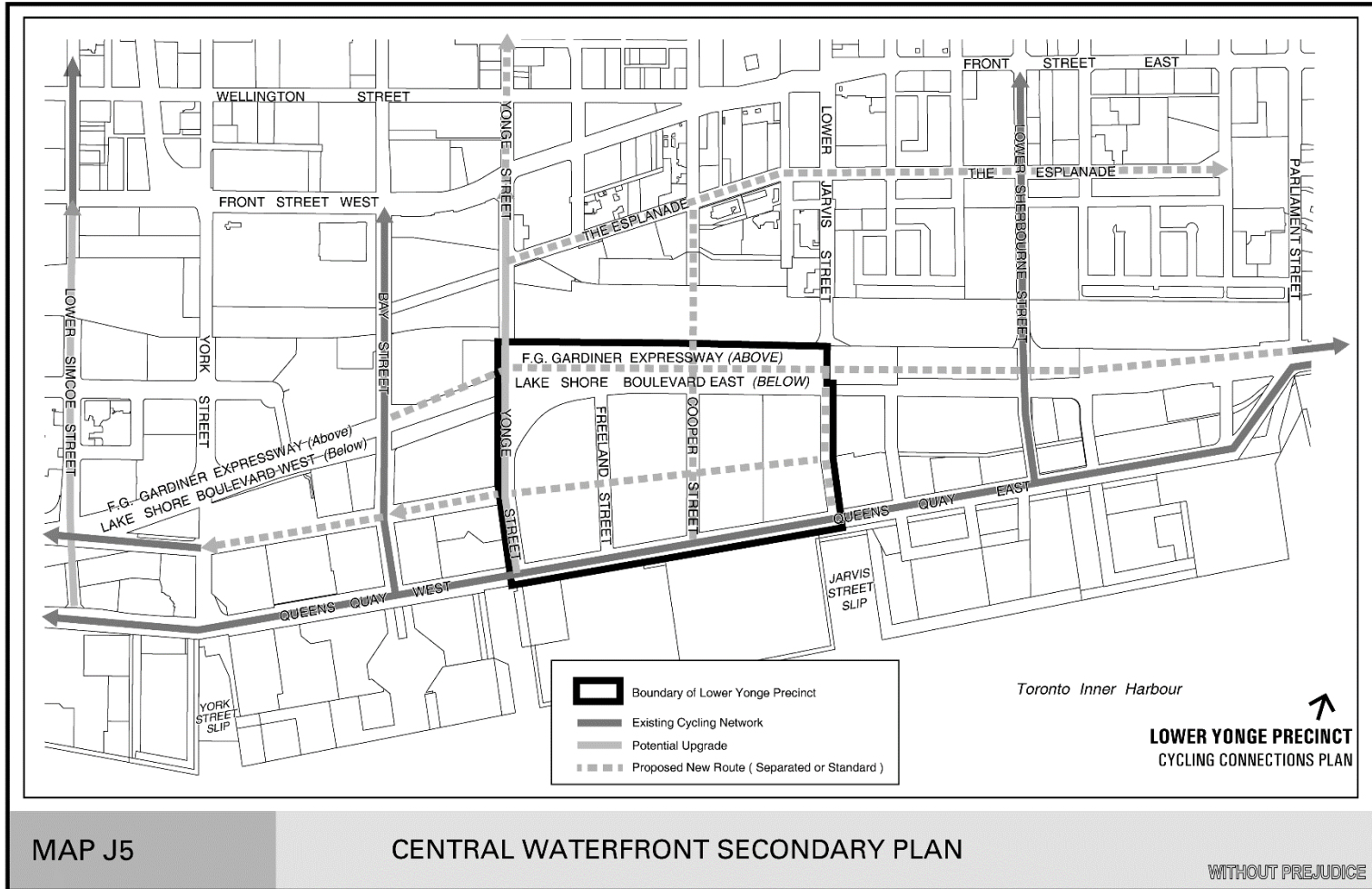
MAP J4

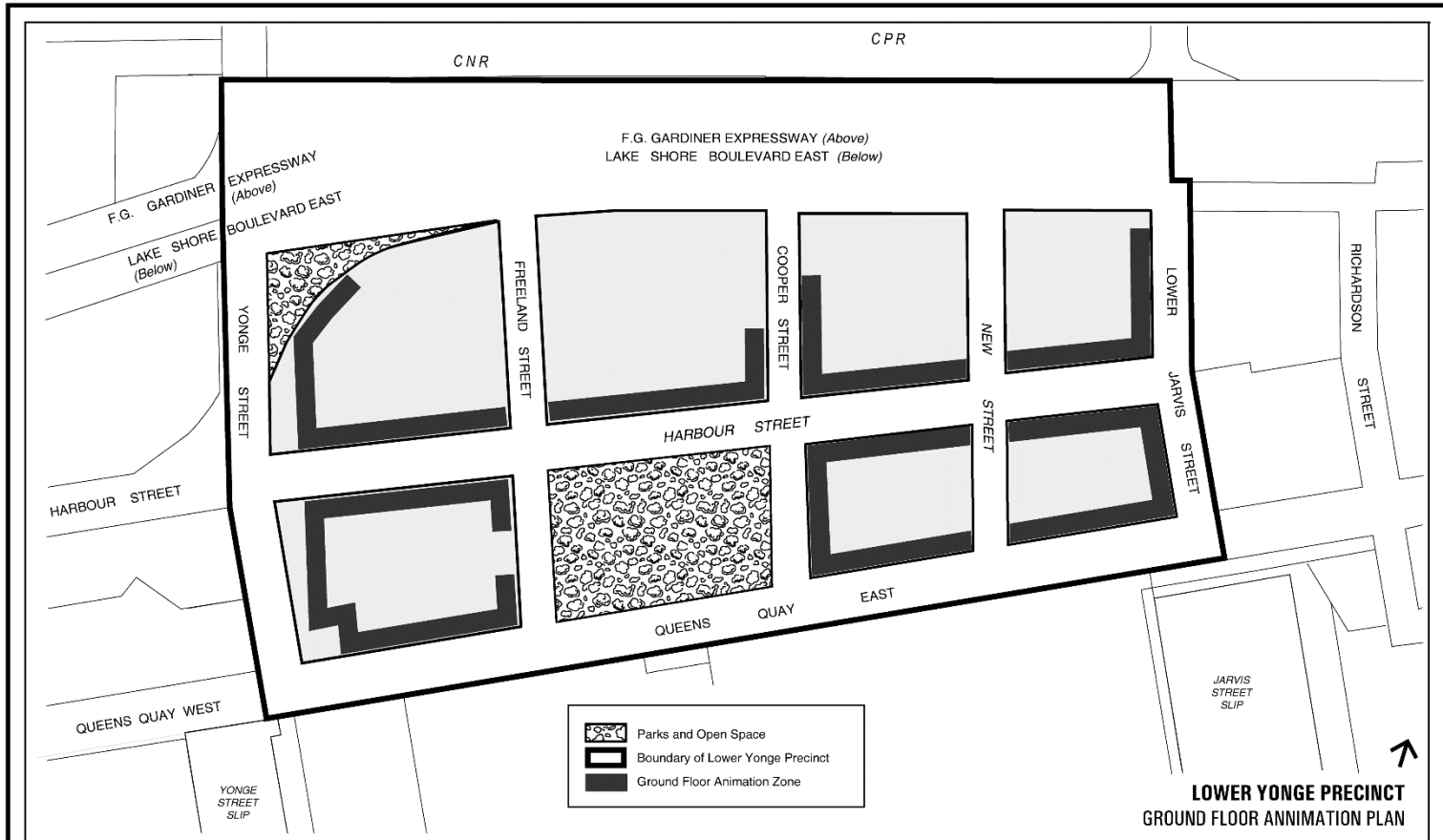
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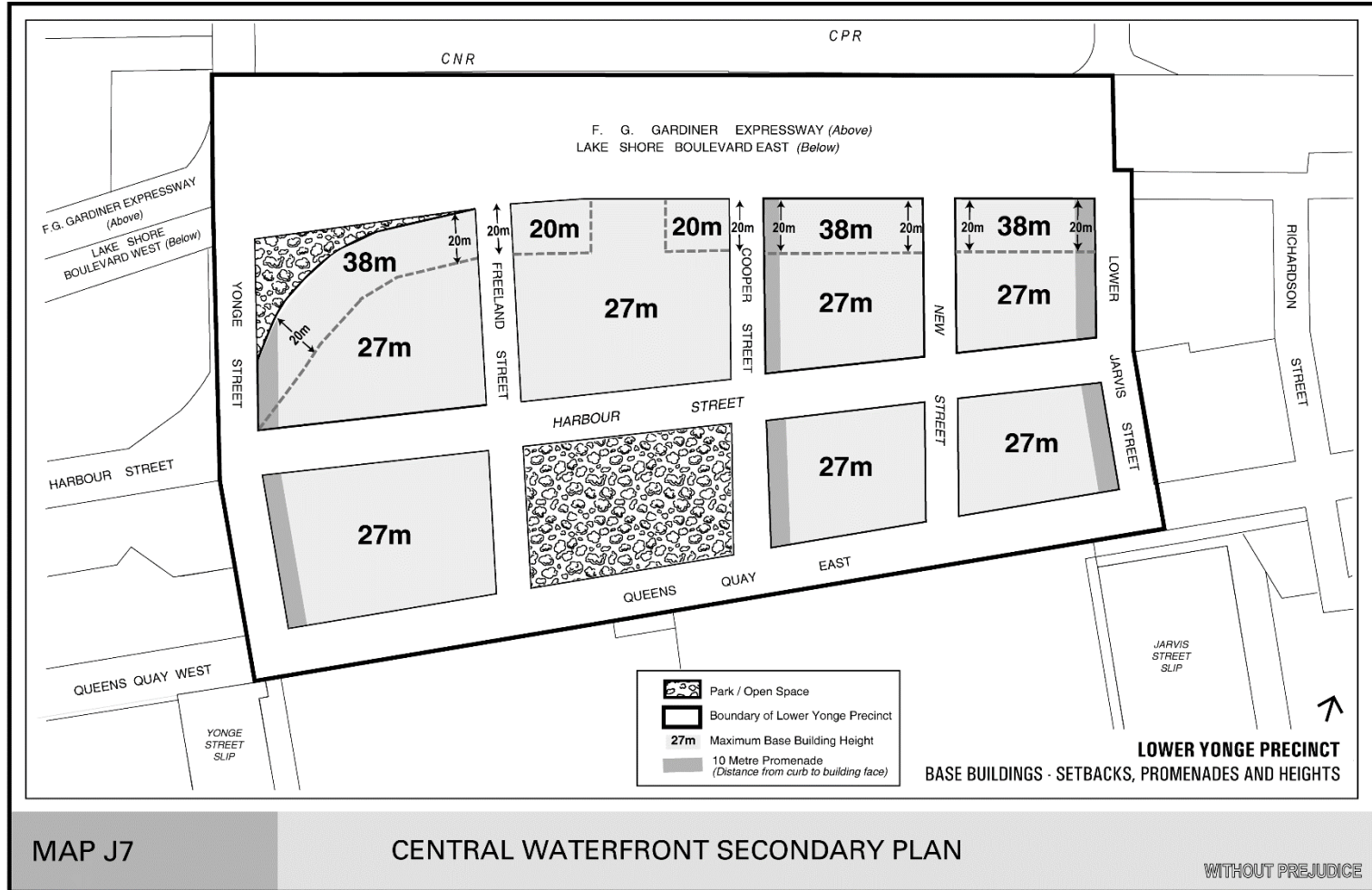




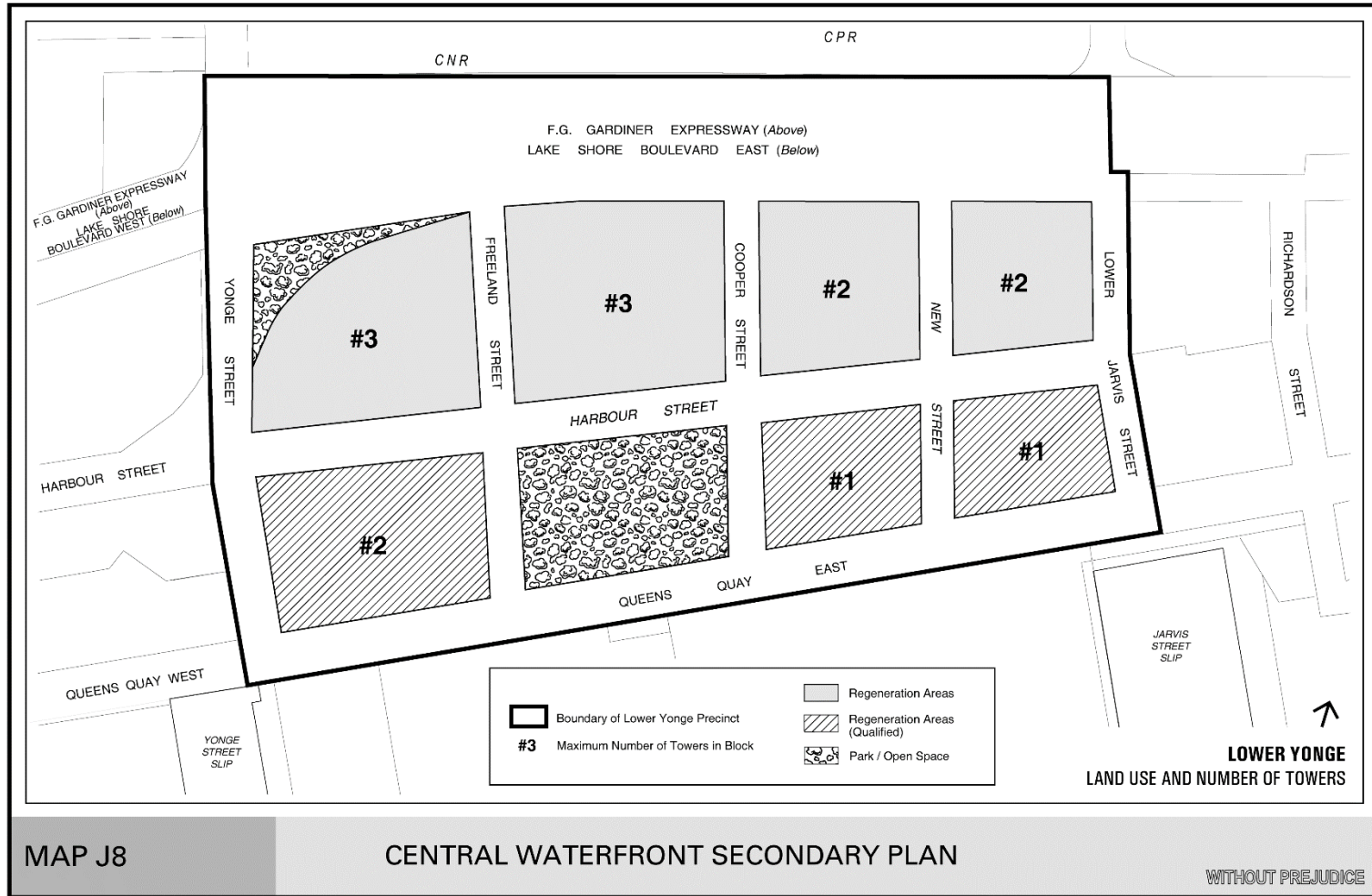
MAP J6

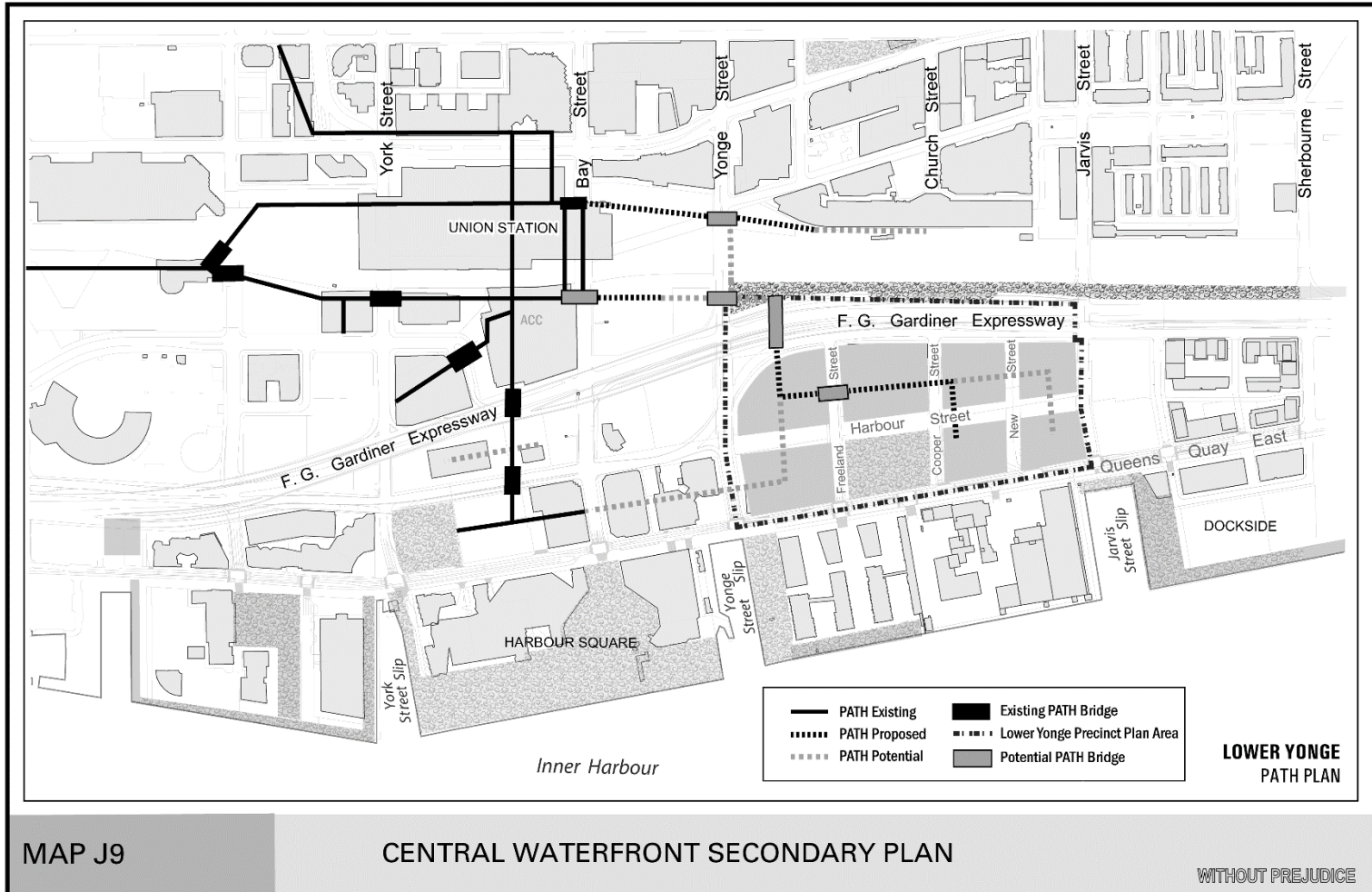
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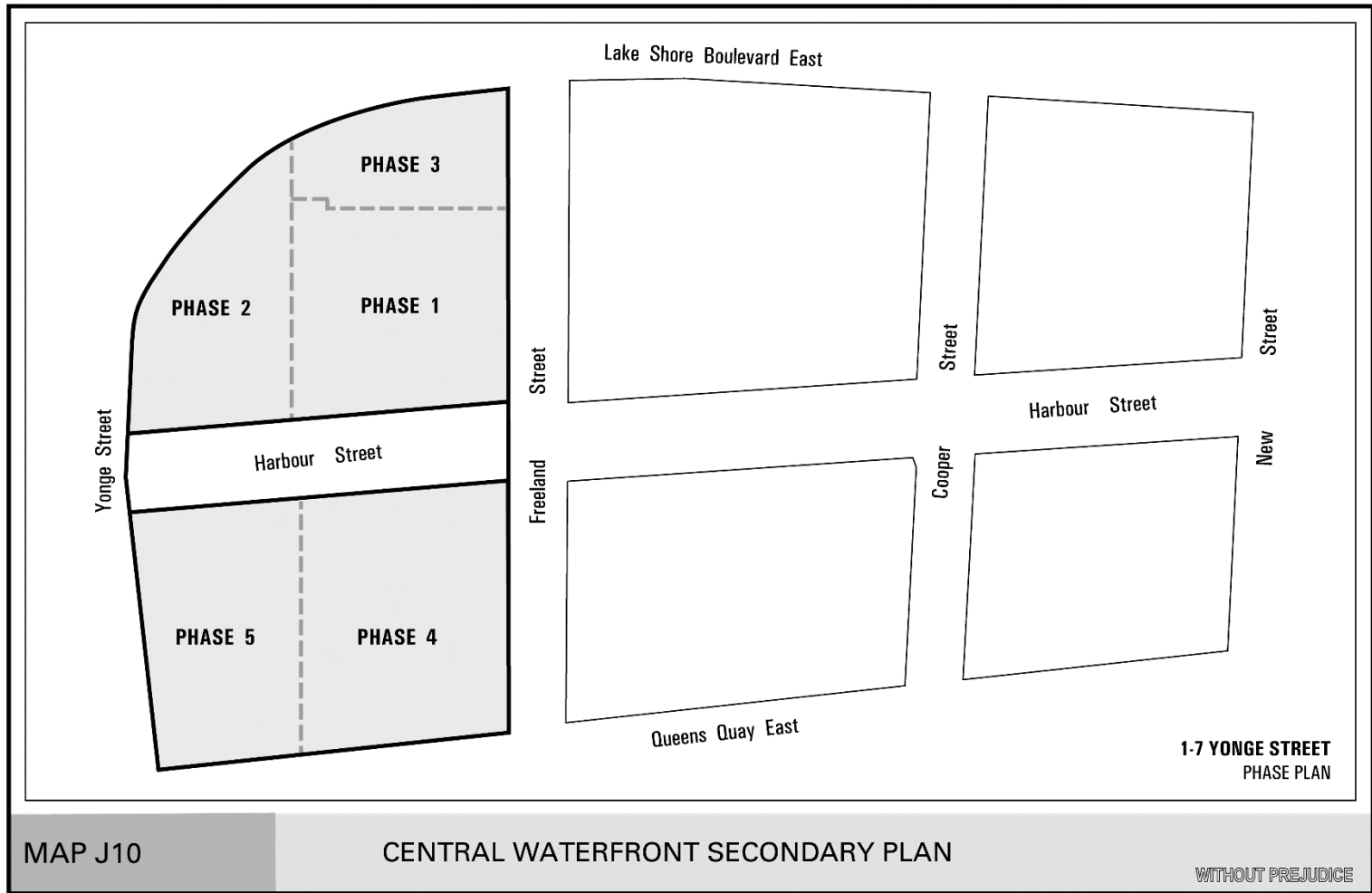
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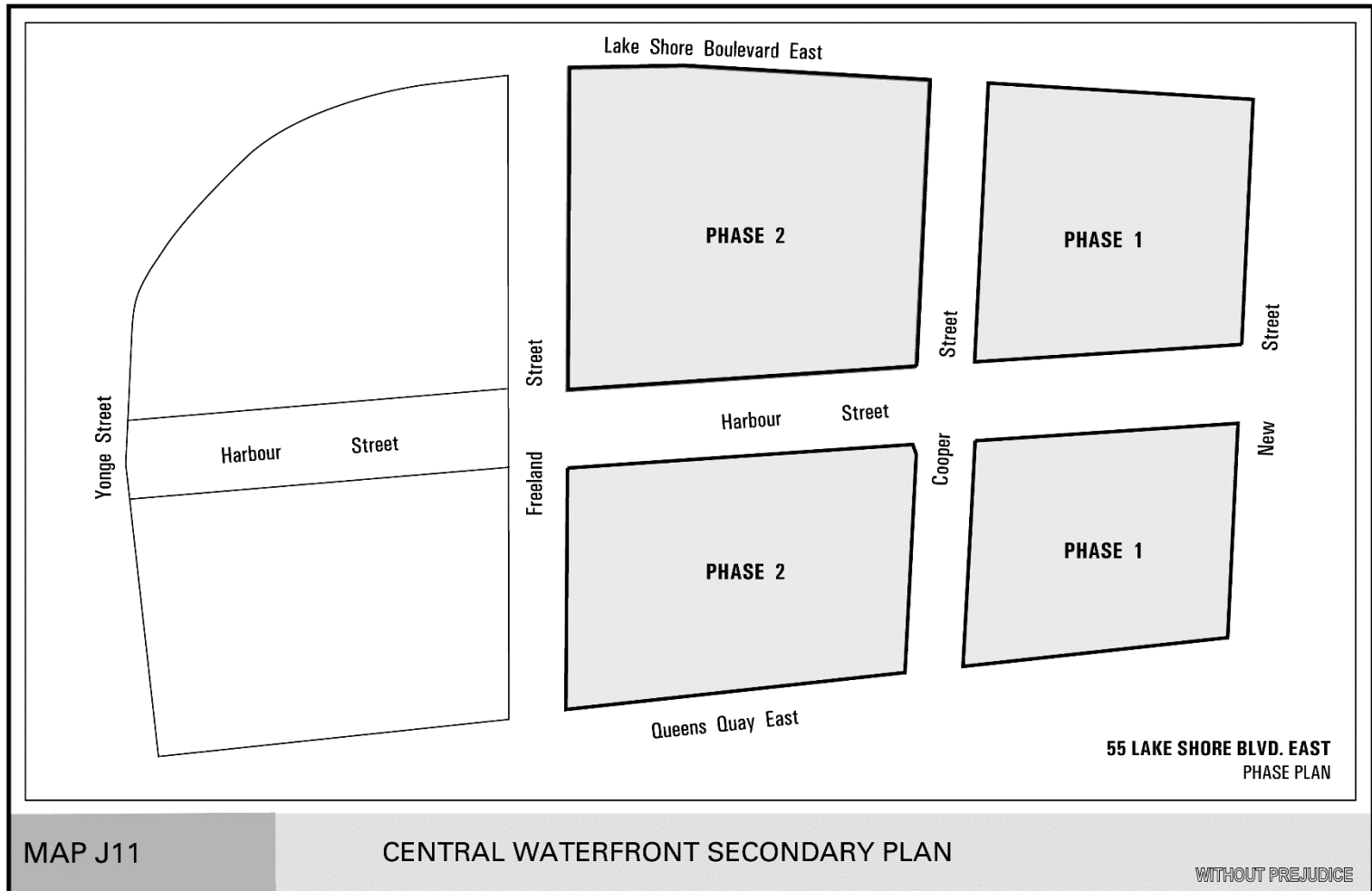












MAP J11

CENTRAL WATERFRONT SECONDARY PLAN

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