

## **315 and 325 Front Street west and Rail Corridor between Blue Jays Way and John Street/Rod Robbie Bridge - Official Plan Amendment and Zoning Amendment Application – Final Report**

Date: June 15, 2022  
To: Toronto and East York Community Council  
From: Director, Community Planning, Toronto and East York District  
Ward: 10 - Spadina-Fort York

**Planning Application Number:** 19 204347 STE 10 OZ

### **SUMMARY**

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The application proposes to amend the Railway Lands Central Secondary Plan and Railway Lands Central Zoning By-law to permit a mixed-use development with office, residential and retail uses in four buildings, including two office buildings and two residential buildings. The application also proposes to permit park and other open spaces uses over the rail corridor in the area between Blue Jays Way and the John Street/Rod Robbie pedestrian bridge. The office buildings are proposed to have heights of 50 storeys (262 metres) and 60 storeys (303 metres). The residential buildings are proposed to have heights of 50 storeys (186 metres) and 52 storeys (192 metres). The application proposes 832 rental dwelling units, of which 32 are proposed as affordable rental units. A total gross floor area of 340,422 square metres is proposed including 260,610 square metres of office floor area and 11,941 square metres of retail floor area. A child care centre accommodating 62 children is proposed. The application also includes two privately owned publicly-accessible spaces fronting onto Front Street West. A four-level underground garage and 688 vehicle and 2,007 bicycle parking spaces are proposed.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and conforms with the Official Plan, Downtown Secondary Plan and Railway Lands Central Secondary Plan. The proposal presents an appropriate built form that is compatible with the surrounding context. The development includes purpose built rental housing, and significant office floor area expanding the Financial District promoting economic investment, in keeping with the Official Plan and Downtown Secondary Plan. The Official Plan amendment also provides opportunities for parkland and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie Pedestrian bridge in keeping with the Downtown Secondary Plan and Railway Lands Central Secondary Plan. Approval of the development would also secure a number of

community benefits including new affordable housing units consistent with the Official Plan.

This report reviews and recommends approval of the proposed Official Plan and Zoning By-law Amendments. The report also recommends approval of Open Door Affordable Rental Program incentives for 32 new affordable rental homes in the development.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the Railway Lands Central Secondary Plan, for the lands at 315 and 325 Front Street West and the rail corridor between Blue Jays Way and John Street/Rod Robbie pedestrian bridge, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District.
2. City Council amend the Zoning By-law for the lands at 315 and 325 Front Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and Zoning By-law Amendment as may be required.
4. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendation(s) provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered.
5. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:
  - a) The community benefits recommended to be secured in the Section 37 Agreement are as follows:
    - i. the design, construction, finishing, maintenance and provision of at least 32 affordable rental housing dwelling units comprised of at least 2,146 square metres of Gross Floor Area on the lands at 315 and 325 Front Street West (the "Affordable Housing Units"), all to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Executive Director, Housing Secretariat, in accordance with the following terms:
      - aa. at least 10 percent of the Affordable Housing Units shall be three-bedroom rental units with an average size of 102.79 square metres;

- bb. at least 30 percent of the Affordable Housing Units shall be two-bedroom rental units with an average size of 86.40 square metres;
- cc. at least 50 percent of the Affordable Housing Units shall be one-bedroom rental units with an average size of 53.79 square metres;
- dd. no more than 10 percent of the Affordable Housing Units shall be studio rental units with an average size of 37.75 square metres;
- ee. the minimum unit sizes shall be to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Executive Director, Housing Secretariat and shall reflect the minimum and average sizes of the market units in the new mixed use building;
- ff. the Affordable Housing Units shall be provided in Phase 1 of the development;
- gg. the location and layouts of the Affordable Housing Units shall be to the satisfaction of the Chief Planner and Executive Director, City Planning and the Executive Director, Housing Secretariat;
- hh. the owner shall provide and maintain the Affordable Housing Units as secured rental dwelling units for a minimum period of 40 years beginning from the date that each such unit is first occupied (the "Affordability Period"). During the Affordability Period, no Affordable Housing Unit shall be registered as a condominium unit or any other form of ownership housing that provides a right to exclusive possession of a dwelling unit, including life lease or co-ownership, and no application shall be made to demolish any Affordable Housing Unit or to convert any Affordable Housing Unit to a non-residential rental purpose. Upon the expiration of the Affordability Period, the owner shall continue to provide and maintain the units as rental dwelling units, unless and until such time as the owner has applied for, and obtained, all approvals necessary to do otherwise;
- ii. the initial rent (inclusive of utilities) charged to the first tenants of any Affordable Housing Units shall not exceed 100% of the average rent for the same bedroom type in the City of Toronto, as reported by Canada Mortgage and Housing Corporation in its most recent annual Rental Market Report;
- jj. if an Affordable Housing Unit becomes vacant and is re-rented to a new tenant during the Affordability Period, the initial rent (inclusive of utilities) charged to the new tenant shall not exceed 100% of the average rent for the same bedroom type in the City of Toronto, as reported by Canada Mortgage and Housing Corporation in its most recent annual Rental Market Report;

kk. after the first year of occupancy of any Affordable Housing Units and for the duration of the Affordability Period, the rent (inclusive of utilities) charged to the first tenants or new tenants occupying such unit may be escalated annually by not more than the annual provincial rent guideline, regardless of whether such guideline is applicable to the units under the Residential Tenancies Act or any successor legislation governing residential tenancies in Ontario, until the tenancy ends;

ll. notwithstanding the annual rent increases permitted in kk. above, the rent (inclusive of utilities) charged to any first tenants or new tenants occupying an Affordable Housing Unit during the Affordability Period shall not be increased to an amount that exceeds 100% of the average rent for the same unit type in the City of Toronto, as reported by Canada Mortgage and Housing Corporation in its most recent annual Rental Market Report;

mm. the City's Centralized Affordable Housing Access System will be used to advertise and select tenants provided it is in place. In addition, at least six months in advance of any new Affordable Housing Units being made available for rent, the owner shall develop and implement an Access Plan which will outline how units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat;

nn. the new Affordable Housing Units shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units in the proposed development are available and ready for occupancy, or to the satisfaction of, the Chief Planner and Executive Director, City Planning and the Executive Director, Housing Secretariat;

oo. the owner shall provide all tenants of the Affordable Housing Units with access to, and use of, all indoor and outdoor amenities in the development at no extra charge and on the same terms and conditions as any other resident of the mixed use building, without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;

pp. the owner shall provide all tenants of the Affordable Housing Units with ensuite laundry facilities at no extra charge;

qq. the owner shall provide all tenants of the Affordable Housing Units with access to permanent and visitor bicycle parking/bicycle lockers on the same terms and conditions as any other resident of the building in which the Affordable Housing Units are located, and in accordance with the Zoning By-law; and

rr. prior to the issuance of the first building permit for a residential use on any part of the site, including permits for excavation and shoring, the

owner shall enter into a municipal housing facility agreement with the City (the "Contribution Agreement"), for the Affordable Housing Units that are approved for Open Door incentives, on terms satisfactory to the Executive Director, Housing Secretariat and in a form satisfactory to the City Solicitor. The owner shall provide such Affordable Housing Units in accordance with such agreements(s);

ii. the design, construction, finishing, commissioning and equipping of a non-profit licensed child care facility to be located in the second floor of the building in Phase 1, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Children's Services, to accommodate at a minimum 62 children, including infants, toddlers and preschoolers, comprising a minimum of 1,041 square metres of interior space and a minimum of 398 square metres of exterior space adjacent to the interior space including outdoor storage and six (6) parking spaces reserved for the exclusive use of the child care facility for pick-up/drop-off operations, (the "Child Care Centre"), including:

aa. the strata conveyance of the Child Care Centre at no cost to the City, in fee simple, prior to first occupancy of any building within Phase 1 of the development;

bb. on, or prior to the conveyance of the Child Care Centre, the City and the owner shall enter into and register on title to the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor. The Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs in respect thereof, or portions of the subject lands to be owned by the City and the owner as they pertain to the Child Care Centre;

cc. a letter of credit in an amount sufficient to guarantee 120 percent of the estimated cost of the design, construction and handover of the Child Care Centre complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the General Manager, Children's Services and the Chief Financial Officer and Treasurer, will be provided to the City prior to the issuance of the first above grade building permit for any building on Phase 1 of the development, to secure the Child Care Centre;

dd. a one-time cash contribution in the amount of \$150,000.00 to be used toward start-up costs to be paid prior to the issuance of the first above grade building permit for any building within Phase 1 of the development;

ee. a one-time cash contribution in the amount of \$150,000.00 to the Child Care Capital Reserve Fund, to replace appliances and large equipment due to wear and tear, to be paid prior to the issuance of the first above grade building permit for any building within Phase 1 of the development;

ff. all cash contributions shall 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 date of payment;

gg. six (6) dedicated parking spaces will be provided free-of-charge for the exclusive use of the child care facility for pick-up/drop-off operations. These spaces to be assigned accordingly, and be located in close proximity to the elevators providing the shortest route between the underground parking garage and the Child Care Centre, which shall be barrier-free. A parking pass will be provided for officials conducting inspections of the child care facility;

hh. any other details related to the Child Care Centre such as timing, location, obligations and any matters necessary to implement the Child Care Centre, which have not been addressed in the recommendations of this report will be finalized between the owner and the City and will be substantially in accordance with the City of Toronto's Child Care Development Guidelines (2021) and to the satisfaction of the Executive Director, Corporate and Real Estate Management, the General Manager, Children's Services, and the Chief Planner and Executive Director, City Planning, in consultation with the City Solicitor;

iii. prior to the issuance of the first above-grade building permit, the owner shall make a contribution in the amount of \$7,000,000.00 to be allocated toward the following capital improvements at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor:

aa. a cash contribution of \$6,000,000.00 towards land acquisition for parkland and/or capital improvements to parkland in the vicinity of the site; and

bb. \$1,000,000.00 for public art on the lands to be secured by a letter of credit in the City's standard form. The owner shall submit a Public Art Plan, prior to site plan approval, that is in accordance with the City's Percent for Public Art Guidelines to the satisfaction of the Chief Planner and Executive Director, City Planning and details of the public art process to the satisfaction of City Council.

iv. All contributions referred to in Recommendation 5a) iii.aa. and bb., shall be indexed upwardly in accordance with the Statistics Canada Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date the payment is made;

v. In the event the contributions referred to in Recommendation 5 a) iii. aa. and bb. have not been used for the intended purpose within three (3) years of the By-law coming into full force and effect, the cash contribution may be redirected for

another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in Ward 10;

b) the following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i. The owner shall construct, provide and maintain a Privately Owned Publicly-Accessible Space ("POPS") at 315 and 325 Front Street West with a minimum area of 400 square metres at the northeast area of the site along Front Street West in the location generally identified in the Zoning By-law Amendment, with the specific configuration and design of the POPS to be determined and secured in the context of Site Plan Approval for the development to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor; and

ii. The owner shall construct, provide and maintain a Privately Owned Publicly-Accessible Space ("POPS") at 315 and 325 Front Street West with a minimum area of 200 square metres near the entrance to the winter garden along Front Street West in the location generally identified in the Zoning By-law Amendment, with the specific configuration and design of the POPS to be determined and secured in the context of Site Plan Approval for the development to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor; and

iii. Prior to the occupancy for any portion of the Phase 2 portion of the development, except as otherwise agreed by the Chief Planner Executive Director, City Planning, due to unforeseen delays (eg. Weather), prepare all documents and convey to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, in priority, and for nominal consideration, a public access easement in perpetuity in favour of the City over the two Privately Owned Publicly-Accessible Spaces set out in Recommendation 5 b) i. and ii. with terms set out in the Section 37 Agreement satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;

iv. the owner shall be responsible for the design, construction, provision and maintenance of a PATH connection through the proposed development, including the conveyance at nominal cost to the City of easement(s) for use by the general public, and shall provide knock-out panels in the lower levels of the development to provide for the extension of the PATH to the east and north of the site, with the details of the PATH connection and knock-out panels to be determined and secured at Site Plan Approval;

v. the owner shall provide a minimum 3.0 metre wide public pedestrian easement to the City, on terms and conditions satisfactory to the City Solicitor, in a location generally described as a north to south access over the eastern portion of the site, from the proposed privately owned publicly-accessible space referred to in

Recommendation 5. b) ii. to the walkway adjacent to the south of the development, with details of the location and final design to be determined and secured in the context of Site Plan Approval for the development to the satisfaction of the Chief Planner and Executive Director, City Planning, and that such easement lands be maintained by the owner at its sole cost. The conveyance of the easement shall be at no cost to the City to the satisfaction of the City Solicitor and the owner shall be responsible to prepare, submit to the City for approval and deposit all required reference plans to describe the easement;

vi. prior to the commencement of any excavation or shoring work, the owner shall submit a Construction Management Plan to the satisfaction of the Chief Planner and Executive Director City Planning, the General Manager of Transportation Services and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the Plan during the course of construction. The Construction Management Plan will include, but not be limited to the following construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the surrounding community, and any other matters requested by the Chief Planner and Executive Director City Planning and General Manager, Transportation Services, in consultation with the Ward Councillor;

vii. provisions that require, prior to the commencement of any demolition, excavation and shoring work, and prior to the first building permit the owner shall provide required easements and technical reports to the City for the purposes of reconstruction, maintenance, repair, protection and monitoring of the Transmission Watermain that traverses the site to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, as set out in Attachment 8 to the report (June 15, 2022) from the Director, Community Planning, Toronto and East York District;

viii. provisions that require that the owner provide easements in relation to maintenance of the Blue Jays Way and John Street/Rod Robbie Pedestrian bridges.

ix. The owner shall submit an updated Design and Engineering Analysis of the Rail Corridor Overbuild Structure, updated Air Quality Study, and a Sight Line Analysis for the John Street Interlocking Tower, at the time of Site Plan Approval for the overbuild structure to the satisfaction of the Chief Planner and Executive Director, City Planning;

x. The owner shall submit updated Crash Wall Design Reports and Drawings, and an updated Noise and Vibration Impact Study, at the time of Site Plan



Approval for the development, to the satisfaction of the Chief Planner and Executive Director, City Planning; and

xi. The owner shall construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of the Toronto Green Standards, applicable at the time of site plan application for each building on the site.

6. City Council authorize the Executive Director, Housing Secretariat, to negotiate and execute a municipal housing facility agreement (the "Contribution Agreement") with the owner for the development of the Affordable Housing Units at 315 and 325 Front Street West to secure the financial assistance being provided and set out the terms of the operation of the Affordable Housing Units, on terms and conditions acceptable to the Executive Director, Housing Secretariat, in a form satisfactory to the City Solicitor.

7. City Council approve the provision of financial incentives pursuant to the City's Open Door Affordable Housing Program in relation to the Affordable Housing Units as follows:

a) City Council exempt the 32 affordable rental dwelling units at 315 and 325 Front Street West from taxation for municipal and school purposes for the 40-year Affordability Period; and

b) City Council authorize the 32 new affordable rental dwelling units at 315 and 325 Front Street West to be eligible for waivers of fees for planning applications, building permits and parkland dedication, and for development charges exemptions, unless already paid.

8. City Council authorize the Executive Director, Housing Secretariat, on behalf of the City, to execute any security of financing documents, or any other documents required to facilitate the delivery of the Affordable Housing Units, including any documents required by the owner to complete pre-development activities, construction and secure conventional financing, where required, including any postponement, confirmation of status, discharge or consent documents where and when required during the term of the municipal housing facility agreement, as required by normal business practices, and provided that such documents do not give rise to financial obligations on the part of the City that have not been previously approved by Council.

9. City Council authorize all parkland dedication cash-in-lieu funds collected for 315 and 325 Front Street West, pursuant to Section 42 of the Planning Act to be allocated to contribute to new, expanded, and improved parkland opportunities within the vicinity that will produce new parkland with significant City-wide impact.

10. City Council authorize the Controller to cancel or refund any taxes paid after the effective date of the exemption from taxation for municipal and school purposes, as set out in the Contribution Agreement.

11. City Council, pursuant to subsection 45(1.4) of the Planning Act, R.S.O. 1990, c. P.13, permit applications for minor variances from the former Railway Lands Central Zoning By-law 1994-0806 in respect of the development at 315 and 325 Front Street West before the second anniversary of the day on which the Zoning By-law amendment in Recommendation 2 above is enacted.

## **FINANCIAL IMPACT**

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### **Affordable Housing**

This report recommends City Council approval of financial incentives under the Open Door Affordable Housing Program of approximately \$2,404,176 for 32 affordable rental dwelling units to be created at 315 and 325 Front Street West.

Were the City to accept the proposed affordable rental units solely as a Section 37 contribution, the anticipated affordability period would have been only 25 years. However, in exchange for receiving Open Door Program incentives for these affordable rental units, the applicant has agreed to extend the affordable rental period to 40 years. This extended affordability period reflects the value of these incentives.

The proposed incentives through the Open Door Affordable Housing Program includes exemptions from development charges, planning and building permit fees, and property taxes for 40 years. Based on applicable fees, charges, and tax exemption estimates, the average of these incentives is \$75,131 per unit, for a total additional investment of approximately \$2,404,176 in City incentives is proposed as outlined in Table 1 below.

These incentives are not a direct capital payment from the City but rather foregone revenues that the City waives or forgives under the Open Door Affordable Housing Program. Values are based on 2022 tax rates, 2022 AMR rates, November 2021 development charge rates, 2022 building permit fees and 2022 planning fees.

**Table 1: Breakdown of Value of Open Door Program Incentives**

| <b>Affordable Rental Homes</b> | <b>Estimated Affordability Period</b> | <b>Estimated Development Charges</b> | <b>Estimated Planning Fees and Charges</b> | <b>Estimated Net Present Value of Property taxes</b> | <b>Estimated Total Value of Incentives</b> |
|--------------------------------|---------------------------------------|--------------------------------------|--|--|--|
| 32                             | 40                                    | \$1,397,446                          | \$239,738                                  | \$766,992  | \$2,404,176                                |

At current 2022 rates, the value of the annual property tax exemption is estimated at \$33,182. The net present value of this tax relief over the 40-year term that the incentives would be in effect is estimated at \$766,992, as summarized in Table 2 below.

A tax exemption would have no net present impact to the City for the educational portion of taxes remitted to the Province.

**Table 2: Value of Property Tax Exemption**

| Property Tax  | Annual   | NPV: 40 Years |
|---------------|----------|---------------|
| City          | \$24,787 | \$572,940     |
| Education     | \$8,034  | \$185,700     |
| City Building | \$361    | \$8,352       |
| Total         | \$33,182 | \$766,992     |

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as present in the Financial Impact Section.

## **DECISION HISTORY**

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A Preliminary Report on the application was adopted by Toronto and East York Community Council on April 24, 2019. Toronto and East York Community Council's decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE10.22>

## **SITE AND SURROUNDING AREA**

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The site includes the properties at 315 and 325 Front Street West that are located on the south side of Front Street West extending the full block between Blue Jays Way and the John Street/Rod Robbie pedestrian bridge, as well as the area over the rail corridor adjacent to the south. See Attachment No. 1 for the Location Map.

Currently, there are two buildings situated on the site including a 17-storey office building with a gross floor area of approximately 34,000 square metres at 315 Front Street West and a 6-storey office building with a gross floor area of approximately 23,200 square metres at 325 Front Street West. Isabella Valancy Crawford Park (leased by the City) occupies the east portion of the site.

The Union Station Rail Corridor (USRC), south of 315 and 325 Front Street West, a part of the application, contains twelve tracks and other rail infrastructure servicing Metrolinx, VIA, UP express, CN and Amtrack. A portion of the rail corridor near Blue Jays Way is currently decked containing a small landscaped open space and driveway for pick-up and drop-off for the Marriott hotel.

Metrolinx is proposing significant changes to the USRC as a part of the GO Expansion program. The program is intended to deliver electrified GO train service in core areas of the GO network. Anticipated changes include electrification, new signalling, trackwork

changes and increased train services. The timing for the proposed changes has not been finalized by Metrolinx.

The surrounding uses include:

North: Opposite the site on the north side of Front Street West are 3 office buildings (8, 12 and 16 storeys) at 310-330 Front Street West. This site is the subject of a zoning by-law amendment application proposing to replace the 8-storey office building with a new 69-storey mixed-use building (File 21 141121 STE 10 OZ). There is a surface parking lot at 306 Front Street West and a 49-storey mixed-use building at 300 Front Street West both on the north side of Front Street West opposite the site. The Canada Broadcasting Corporation (CBC) building at 250 Front Street West is situated on the northeast corner of John Street and Front Street West.

South: On the south side of the rail corridor is the Rogers Centre, the CN Tower and Ripleys Aquarium. A large plaza connects these venues. Further south on the south side of Bremner Boulevard is Roundhouse Park and the historic Roundhouse.

West: Opposite the site on the west side of Blue Jays Way are four residential buildings (28, 28, 32 and 36 storeys) at 361-373 and 381-397 Front Street West (Matrix and Apex condominiums). There are two 24-storey residential buildings west of Blue Jays Way on the north side of Front Street West at 20 Blue Jays Way and 352 Front Street West. Further west is 400 Front Street West is a large surface parking lot. A mixed-use development including 3 towers (26, 57 and 59 storeys) has been approved for this site. The rail corridor is also opposite the site on the west side of the Blue Jays Way bridge. The area of the rail corridor between Blue Jays Way and Bathurst Street was also the subject Official Plan Amendments (OPA) including City-initiated OPA 395 for Rail Deck Park, adopted by Council in 2018, as well as, a private OPA 577 to permit a mixed use development over the rail corridor approved by the former Local Planning Appeal Tribunal (now the Ontario Land Tribunal) in 2021. The rail corridor between Blue Jays Way and Bathurst Street is subject to a further Official Plan and Zoning By-law amendment application, recently submitted, proposing a mixed-use development over the rail corridor between Blue Jays Way and Bathurst Street including 11 buildings with heights ranging from 12 to 70 storeys (File 22 141536 STE 10 OZ)

East: Adjacent to the east of the site is the access ramp to the Rod Robbie pedestrian bridge that crosses over the rail corridor. West of the bridge is the Metro Toronto Convention Centre (MTCC) complex that extends the full block between John Street and Simcoe/Lower Simcoe Street and includes office uses, the MTCC and the Intercontinental Hotel.

## **THE APPLICATION**

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### **The Proposal**

The application proposes the redevelopment of the properties at 315 and 325 Front Street West currently occupied with two office buildings with a new mixed-use development with office, residential and retail uses in four buildings, including two office buildings and two residential buildings. The Official Plan amendment application also

proposes to permit parks and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie pedestrian bridge. The area over the rail corridor is approximately 8,368 square metres in size.

The office buildings are proposed to have heights of 50 storeys (262 metres) and 60 storeys (303 metres). A large winter garden is proposed between the two office buildings. The residential buildings are proposed to have heights of 50 storeys (186 metres) and 52 storeys (192 metres). The application proposes 832 rental dwelling units, of which 32 are proposed as affordable rental units. A total gross floor area of 340,422 square metres is proposed including 260,610 square metres of office floor area and 11,941 square metres of retail floor area representing a density of 20.76 times the area of the site. A child care centre of 1,041 square metres is proposed accommodating 62 children. A four-level underground garage and 688 vehicle and 1,927 bicycle parking spaces are proposed. A walkway is proposed on the south side of the development separating the buildings from the rail corridor. A PATH connection is also proposed within the development as well as knock-out panels to provide for the extension of the PATH system to the north and east.

Isabella Valancy Crawford Park (currently leased by the City) is situated on the east portion of the site adjacent to the ramp to the Rod Robbie pedestrian bridge. A portion of the existing park area (400 square metres) is proposed to be maintained as privately owned publicly-accessible space (POPS). A second POPS of approximately 200 square metres is proposed along Front Street West near the entrance to the winter garden.

The development is proposed to be constructed in two phases. Phase 1 includes the construction of the two residential buildings on the west portion the site, as well as the west office tower. The child care centre is proposed on level 2 in the podium of the residential towers in Phase 1. Temporary stairs and a walkway are proposed to be constructed on the east side of the office tower to provide access to the development from Front Street West, in advance of the construction of Phase 2. The existing office building at 315 Front Street West situated on the east portion of the site is proposed to remain during the Phase 1 development. Phase 2 includes the construction of the winter garden, and the east office tower.

The application allows for phasing of the decking structure over the rail corridor in concert with each phase of the adjacent development should an overbuild of the rail corridor proceed. However, as the construction of the decking structure will require co-ordination with Metrolinx in relation to its rail corridor enhancement program, the timelines and details of which have not yet been finalized, the development proposal has been designed to be constructed and also to function independently of the potential overbuild.

A separate zoning by-law amendment application has been submitted for the overbuild over the rail corridor, (File 19 204382 STE 10 OZ) and this is currently under review by City staff. The zoning by-law amendment application will address the more detailed considerations in relation to the co-ordination of the decking structure with the

improvements proposed by Metrolinx, and well as considerations relation to exploring opportunities to utilize the overbuild as parkland.

The application has been revised since the initial submission. Main revisions include:

- A reduction in height of the south residential tower from 54 to 52 storeys;
- An increase in the height of the north residential tower from 44 to 50 storeys;
- An increase in the number of dwelling units from 732 to 832 units;
- Increased building setbacks along Front Street West and Blue Jays Way;
- Increased building setbacks along the rail corridor; and
- An increase in the overbuild area over the rail corridor, available for parks and other open space uses from 7,401 to 8,368 square metres.

Detailed project information can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre>.

See Attachment No. 2 for the Application Data Sheet, Attachment No. 9 for the Site Plan and Attachment Nos. 10 to 13 for the elevations and Attachment 14 for the 3D Models in Context.

## **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

Survey Plans  
Architectural Plans, Elevations and Sections  
Landscape and Lighting Plans  
3D-Modelling  
Heritage Impact Statement  
Archaeological Report  
Arborist Report  
Tree Preservation Plan  
Sun/Shadow Study  
Planning Rationale Report  
Housing Issues Report  
Community Services and Facilities Study  
Pedestrian Level Wind Study  
Transportation Impact Study  
Draft Zoning By-law Amendment  
Toronto Green Standard Checklist  
Economic Impact Statement  
EMF Study  
Air Quality Study  
Energy Efficiency Report  
Noise Impact Study  
Rail Corridor Analysis  
Rail Safety and Risk Mitigation Study

Vibration Study  
Servicing Report  
Storm Water Management Report  
Geotechnical Study  
Hydrogeological Report  
Environmental Impact Study Phase 1 and Phase 2

The information submitted with the application can be found here:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>.

## **Reasons for Application**

An Official Plan Amendment is required as the Railway Lands Central Secondary Plan does not permit residential uses on the site except by way of an amendment to the Secondary Plan. The proposal requires an amendment to Railway Lands Zoning By-law 1994-0806 as residential uses are not currently permitted on the site and to vary performance standards including an increase in height, density, permitted uses, setbacks, amenity space, and parking and loading standards.

## **Site Plan Control**

The proposal is subject to Site Plan Control. A Site Plan Control Application has not been submitted.

## **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

## **POLICY CONSIDERATIONS**

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### **Official Plan Designation**

The properties at 315 and 325 Front Street West are designated Mixed Use Areas and the area over the rail corridor is designated Utility Corridors on Map 18 of the Official Plan. See Attachment No. 3 - Official Plan Land Use Map 18. The site is also situated within the Downtown Secondary Plan Area and with the Railway Lands Central Secondary Plan Area.

### **Zoning**

The portion of the site at 315 and 325 Front Street West is zoned Industrial Commercial (IC) by the Railway Lands Central Zoning By-law 1994-0806. The IC zone permits a range of manufacturing and commercial uses such as data processing and telecommunication establishments, a range of retail and service uses, and parks and community services and facilities, but does not permit residential uses. A maximum density of 7 times the lot area is permitted with a maximum building height of 85 metres.

The Rail Corridor is zoned Transportation (T). The T zone permits a range of transportation related uses including public transit uses, railway uses, service and repair yards, a railway station, pedestrian walkways and parking areas. There is a maximum permitted building height of 15 metres in the T zone.

### **Additional information**

See Attachment 4 for applicable policy documents and implementation guidelines.

### **Design Review Panel**

The application was considered by the Design Review Panel on September 19, 2019. The application received unanimous support with conditions of improved public realm connections to the Rob Robbie Bridge and future overbuild.

Comments included:

- The site is notable for having frontages on all four sides, and the proposal takes significant care to animate all the edges while accommodating multiple lobbies, service and parking access points and significant changes in level. The tower forms are intended to respond to the overall skyline and to the prominence of the CN Tower;
- Reconsider the stepped composition of three towers rising to the CN Tower;
- Consider the needs of the people exiting the Rogers Centre onto the overbuild;
- Reconsider the reduction of Isabella Valancy Crawford Park;
- Create accessible transitions for the elevation changes between the Rogers Centre, John Street and Blue Jays Way and the top of the overbuild;
- Provide greater articulation of the podium (the first 30 feet) along Front Street West to break up the "long blank slate"; and
- Make greater effort to design for carbon reduction and consider greater control of the wall to glass ratio to reduce energy requirements.

City staff have continued to work with the applicant to respond to the Panel comments. With the decrease in height and reshaping of the form of the southern residential tower, the composition of the towers no longer reads as a stepped composition of three towers. In addition, the Front Street West elevation has included greater articulation by introducing corner pavilions and setting back the winter garden entrance with a POPS. Further refinements will be made at the site plan approval stage to respond further to the Design Review Panel comments.

## **COMMUNITY CONSULTATION**

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An Open House and Community Consultation meeting was held on October 28, 2019. Staff from City Planning, the Ward Councillor and approximately 50 people attended. Comments and main issues raised by participants included:



- The overall density and height of the buildings in relation to other buildings in the area;
- Height of the proposed office towers and impacts on sky view and light;
- Impacts of the height of buildings on views to the lake and to the CN Tower;
- Impacts of the development on venues, such as the CN Tower, Rogers Stadium and Ripleys Aquarium;
- Participants noted that the buildings were well-designed;
- Concern with shadow impacts on nearby buildings;
- Participants were supportive of the rental proposal;
- Questions concerning the nature of the proposed retail, whether the amount of retail would be viable and that retail spaces be more continuous along the street to improve the pedestrian experience;
- Transportation concerns including traffic congestion in the area, traffic management during construction, and how access would be managed in relation to pick-up and drop-off and loading; and
- Questions concerning construction management in relation to the development and overbuild including timing for construction, noise mitigation and the overall time period for construction.

The applicant also hosted an Open House on June 26, 2019 prior to the submission of the application to introduce the proposal to the public and receive feedback.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have been given the opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Planning Act**

It is staff's opinion that the proposed development has regard for the relevant matters of provincial interest in the Planning Act, including: the orderly development of safe and healthy communities; the appropriate location of growth and development; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

The detailed City Planning comments on the application, in relation to consistency with the PPS and conformity with the Growth Plan are included in Attachment 5 to this report.

The City's Official Plan and design guidelines have direct relevance for assessing Growth Plan conformity. The applicable Official Plan policies and relevant guidelines and their link in assessing Growth Plan conformity are examined in the sections below.

## **Land Use**

This application has been reviewed against the Official Plan, Downtown Secondary Plan and Railway Lands Central Secondary Plan policies described in the Policy Consideration Section of the Report included as Attachment 4, as well as the policies of the Toronto Official Plan as a whole.

The proposed residential, office, and retail uses are permitted uses within the Mixed Use Areas designation and support key objectives of the Official Plan and Secondary Plans. A significant amount of office floor area is proposed supporting Official Plan objectives for the western expansion of the Financial District. The application establishes land use permissions for a new park and other open space uses over the rail corridor providing opportunity for a new park to serve a growing downtown as envisioned in the Downtown Secondary Plan. As well, the Railway Lands Central Secondary Plan encourages the development of open spaces uses across the rail corridor in association with new development on the site. The proposed land uses conform with the applicable Official Plan and Secondary Plan policies.

## **Building Height**

The Built Form policies of the Official Plan provide that new development should fit within its existing and planned context, and limit its impact on neighbourhood streets, parks, open spaces and properties. The Mixed Use Areas policies of the Official Plan provide that the location and massing for new buildings should achieve transitions between areas of different development intensity and scale.

The site is situated on a prominent site within the downtown. There are significant buildings and venues near the site including the CN Tower, the Rogers Centre, and the Metro Toronto Convention Centre. Overall the area surrounding the site is characterized with tall buildings. The intensity and scale of development varies with the the highest scale and intensity of development generally found to the east within the Financial District and South Core areas of the downtown while buildings west of the site are generally of lower scale, with some more recent developments of significant height and density under construction and approved west of the site. These include the two residential towers of 62 and 72 storeys under construction at 23 Spadina Avenue and the large mixed-use development at 440 Front Street West known as the WELL that includes taller office and residential buildings up to 46 storeys, also under construction. Approved developments within the area include an office development of 54 storeys (300 metres) to the east at 171 Front Street West, and a mixed-use development with three towers of 26 (100 metres), 57 (189 metres) and 59 storeys (196 metres) storeys west of the site at 400 Front Street West.

The site is designated Mixed Use Areas 1 - Growth within the Downtown Secondary Plan, an area where buildings of the greatest height and largest proportion of non-residential uses are anticipated. The site is also situated within the Financial District and the policies of Section 2 of the Official Plan focus on the Financial District as the prime location for the development of prestige commercial office buildings and landmark buildings that shape the skyline.

The revised application proposes two residential towers of 50 storeys (186 metres) and 52 storeys (192 metres) and two office towers of 50 storeys (262 metres) and 60 storeys (303 metres). The residential buildings are proposed to be situated on the west portion of the site near Blue Jays Way and the office towers are located to the east with the tallest situated near the east portion of the site adjacent to and west of Isabella Valancy Crawford Park. The placement of the buildings on the site with the lower scale residential towers to the west provides for a transition in height from the east to the west consistent with the existing broader area context.

Through the review of the application Planning staff undertook a view analysis of the proposal to assess tower heights and placement in relation to the CN Tower and City skyline. Views assessed included the views of the skyline and CN Tower from the Toronto Island and Fort York, as outlined in the Official Plan, as well as views from a number of other locations along streets close to and further away from the site and from local parks and open spaces, such as Canoe Landing Park, Roundhouse Park, Clarence Square, David Pecault Square and Grange Park.

Planning staff are satisfied with the arrangement of the towers on the site, with the tallest tower located on the east portion of the site. There is a wide view corridor to the east of the proposed towers formed by Isabella Valancy Crawford Park and the John Street Corridor. The office tower located west of the Park does not infringe on this view or obstruct the skyline views of the CN Tower. The CN Tower continues to be viewed as a separate and distinct, iconic structure in the skyline. City Planning staff consider the proposed building heights appropriate.

## **Building Massing**

### **Base Building**

The policies of the Official Plan provide that design of base buildings should respect and reinforce good street proportion and pedestrian scale, be lined with active, grade-related uses and that the building massing provide streetwall heights and setbacks that fit harmoniously with the existing and planned context, and step back the building mass above the streetwall height.

The base building linking the residential towers is proposed to be 6 storeys (33.6 metres) with lower scale elements of 2 to 4 storeys (11 to 22 metres) along Front Street West and Blue Jays Way. A range of uses including retail spaces, a child care centre, office and residential lobbies, the winter garden, bicycle parking and residential amenities are proposed within the base building with a number of entrances on all sides of the building. Base building setbacks vary ranging from 1.5 to 1.7 metres along Blue

Jays Way and approximately 1 metre along Front Street West with larger setbacks in various locations including at the winter garden entrance creating a larger plaza space midblock along the Front Street West frontage of the site. Along the south side adjacent to the rail corridor base building setbacks range from approximately 3 to 7.5 metres with office and retail uses along this edge. The residential towers are proposed to step back 3.2 metres from the base building along Front Street West and 3.1 metres (north tower) and 5.7 metres (south tower) from the base building along Blue Jays Way. The office towers are proposed to step back 2.4 metres from the base building along Front Street West.

Existing buildings adjacent to the east and on the north side of Front Street West do not incorporate base buildings. The buildings opposite the site on the west side of Blue Jays Way have base buildings heights of 3 to 4 storeys (11 to 12.5 metres). Staff are satisfied with the massing and design of the base building. The proposed base building heights will establish a consistent street wall for this block along Front Street West that responds appropriately to other buildings within the context incorporating lower scale elements. There are many entrances proposed at the ground level and active uses proposed within the podium to activate and animate the streets. The proposed step backs of the towers above the base building will also help to ensure that the base building is the defining element along Front Street West and Blue Jays Way.

### **Tower Setbacks and Separation Distances**

The Tall Building Design Guidelines include recommendations with respect to tower placement including separation distances between towers and setbacks of towers from property lines. Tower setbacks and separation distance are intended to ensure adequate sky views between buildings, privacy for residents and access to natural light. Minimum tower setbacks of 12.5 metres are recommended from rear and side property lines that do not abut a street, and a minimum separation distance of 25 metres is recommended between towers. If there is more than one tower on a block the Guidelines recommend that tower setbacks and separation distances be co-ordinated.

The application proposes that the north residential tower be setback 4.1 metre from the property line along Front Street West and 4.7 metre from the property line along Blue Jays Way. The south residential tower is proposed to be setback 7.5 metres from the property line along Blue Jays Way. The office towers are proposed to be setback 3.6 metres from the property line along Front Street West and the east office tower is proposed to be setback over 25 metre from the east property line. All four towers achieve a minimum separation distance of 25 metres or more between towers within the block. As well, the residential towers are separated 30 metres from the existing tower opposite the site on the west side of Blue Jays Way and 28 metres from existing towers on the north side of Front Street West.

The placement of the towers has been carefully considered within the block and relative to existing buildings on surrounding sites. The tower setbacks and separation distances address the requirements of the Official Plan and Guidelines to ensure adequate sky views, privacy and access to natural light between towers.

## **Middle Portion of the Tower**

The built form policies of the Downtown Secondary Plan provide that tower floorplates for residential buildings will generally have a maximum floorplate size of 750 square metres to reduce the physical and visual impacts of the tower onto the public realm by limiting shadow and wind impacts, and maximizing sunlight and open views of the sky. The Plan notes that buildings for predominantly employment uses have programmatic requirements which require significantly larger floorplates.

In the current proposal a tower floorplate of 750 square metres is proposed for the north residential tower and a floorplate of 785 square metres is proposed for the south residential tower. The office towers propose floorplates range from approximately 2,500 to 2,900 square metres. Planning staff find the proposed floorplates acceptable for both the residential and office towers. Office buildings are encouraged on this site within the Financial District and the larger floorplates are required to address programmatic needs for these buildings. While the tower floorplate for the south residential tower exceeds the 750 square metres recommended in the Guidelines the step backs of the tower above the base building, and the separation distances between towers will reduce the visual impact of the slightly larger tower floorplate at the pedestrian level consistent with the Official Plan and Guidelines.

## **Tower Top**

The Tall Building Design Guidelines recommend that roof-top mechanicals, other equipment and amenity spaces be integrated into the design and massing of the upper floors of tall buildings to ensure that the design of the top of tall buildings makes an appropriate contribution to the quality and character of the City skyline.

The top sections of the office towers are designed to be distinct from the middle portions of the towers. Architectural features akin to sails are proposed for each office tower and screen equipment from view. Mechanical equipment for the residential buildings is screened by taller parapets.

Planning staff are satisfied with the design of the top portions of the proposed towers. The architectural features, particularly for the proposed office towers, will feature prominently and contribute positively to the quality and character of the City skyline.

## **Streetscapes**

The Tall Building Design Guidelines recommend that along the primary street frontages of a tall building site a sidewalk zone at least 6 metres wide be secured to provide sufficient space for pedestrians, trees, and other amenities such as seating, bicycle parking, public art and spill out areas for retail activity such as patios. To achieve an appropriate sidewalk width, the base of a tall building may need to be set back farther from the property line than the distance prescribed in the Zoning By-law.

The intensity of existing development in the surrounding area, along with the Rogers Centre, CN Tower and other major venues and tourist attractions close to the site, results in busy streets surrounding the site and a highly active pedestrian environment.

Through the review of the application Planning staff recommended that increased building setbacks be provided along Front Street West and Blue Jays Way to widen the sidewalk zones along these streets providing more space for pedestrians, street trees and other amenities such as seating, bicycle parking, and spill out areas for retail activity.

## **Front Street West**

The Downtown Secondary Plan identifies Front Street as a Cultural Corridor, Great Street and a Priority Retail Street. Front Street is an historically significant street and plays an important role in supporting economic activity and fostering public life. The Plan encourages public realm improvements such as widened pedestrian clearways, prioritizes tree planting, public art and other pedestrian amenities to acknowledge and celebrate this historic street.

In the initial submission a sidewalk zone of 6 metres was proposed, as well as a layby for vehicles along Front Street West at the entrance to the winter garden. Through the review of the application staff requested that the layby be removed and sidewalk zones be widened to a minimum of 8 metres to provide opportunities for an enhanced streetscape design and pedestrian amenities.

In the current proposal the layby is removed and building setbacks are increased to achieve a sidewalk zone of 8 metres or more along Front Street West. In some locations the sidewalk zone exceeds 10 metres particularly at building entrances. Staff consider the removal of the layby and the increased building setbacks positive elements of the revised proposal. A widened pedestrian clearway of 3.7 metres is achieved, and there is sufficient space for seating, trees, landscaping and other pedestrian amenities, as well as spill out areas for retail activity such as patios to contribute to Front Street West as a Great Street, Priority Retail Street and Cultural Corridor as set out in the Downtown Secondary Plan.

The revised application also proposes a new privately owned publicly-accessible space (POPS) along Front Street West of approximately 200 square metres at the entry to the winter garden situated midway between Blue Jays Way and John Street and a second POPS at the east end, further expanding the public realm. The entry to the winter garden is recessed over 20 metres providing a large plaza space and opportunity for additional public realm enhancements along this important street.

## **Blue Jays Way**

In the initial submission a sidewalk zone of 4.3 to 4.4 metres was proposed along Blue Jays Way, with retaining walls and planters situated along the edge of the property line due to grading constraints along this street. Planning staff requested that the setbacks of structures be increased to achieve a minimum sidewalk zone of 6 metres if feasible. In the revised proposal, structures have been setback along the street with a minimum sidewalk zone of 6 metre proposed along the full extent of the street. A widened pedestrian clearway of 2.5 metres is achieved along with street trees. Staff consider these changes positive elements of the revised proposal.

## **Setbacks from Rail Corridor**

In the initial submission, the application proposed that the buildings be situated close to the rail corridor. A walkway was proposed south of the buildings cantilevered approximately 7.5 metres over the rail corridor. Through the review of the application, increased building setbacks were requested to address rail corridor setback requirements. In the revised submission buildings setbacks were increased to approximately 3 to 7.5 metres with larger setbacks in some locations. A walkway is proposed along the south side of the buildings providing a pedestrian connection from Blue Jays Way to the open space proposed on the east side of the development and connecting via a new walkway north to Front Street West. The increased building setbacks also provide opportunity for amenities such as planters, seating, and spill out areas for retail activity such as patios along the south side of the buildings ensuring that this area is active and animated.

## **Open Space/Parkland**

Quality public space is essential to keeping the growing heart of the city an attractive place to live, work, learn, play, visit and invest. Downtown's population is projected to double from nearly 238,000 people in 2016 to a potential population of 475,000 by 2041. Employment in Downtown has the potential to reach between 850,000 and 915,000 jobs by 2041, up from approximately 500,000 jobs in 2016.

Downtown has one of the lowest parkland provision rates in the city at 5.5 square metres per resident (utilizing the 2016 Census) and 1.8 square metres per resident and employee compared to a city-wide average of 28 square metres per resident and 18 square metres per resident and employee. As the population continues to increase, and if no new parkland is added, parkland provision rates will fall even lower. To address this challenge, the City has to improve and optimize existing parks and public spaces and acquire new parks, especially large parks to serve the Downtown.

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code. Through the review of the application Parks, Forestry and Recreation staff requested that the applicant provide parkland dedication through cash-in-lieu, in accordance with Chapter 415, Article III of the Toronto Municipal Code.

The cash-in-lieu for this project and parkland portion of the Section 37 contribution will be allocated to contribute to new, expanded, and improved parkland opportunities in the area as discussed in the TOcore Downtown Parks and Public Realm Plan and associated Implementation Strategy. This may include contributions towards future parks and open spaces over portions of the Union Station Rail Corridor. Additional details are provided below.

## **Rail Corridor Overbuild**

The site is situated within the Shoreline Stitch in the Downtown Secondary Plan.

The Shoreline Stitch is a series of public realm improvements intended to limit the barrier effect of the existing transportation infrastructure and to stitch communities and their parks and public realm together. In October 2021 City Council adopted the Implementation Strategy - TOcore Parks and Public Realm Plan. The Implementation Strategy identified key public realm projects for advancement on a priority basis including projects in the area of Shoreline Stitch. The Strategy recommends continuing to explore opportunities to deck over the Union Station Rail Corridor for public parkland.

The application permits the potential opportunity for decking over the rail corridor east of Blue Jays Way to the Rod Robbie pedestrian bridge. This area over the rail corridor is approximately 8,368 square metres (2 acres) in size. As noted previously, the construction of the decking structure will require co-ordination with the rail corridor improvements proposed by Metrolinx, the details and timing of which have not been finalized. As a result, the development has been designed to function independently of a potential overbuild structure.

The draft Official Plan Amendment establishes a framework that protects for new parkland and other open space uses in this area over the rail corridor, in the future should the overbuild proceed. Planning staff consider the opportunity for new park and open space uses over the rail corridor a positive aspect of the proposal. It supports the objectives of the Railway Lands Secondary Plan that envisions open space uses over this segment of the rail corridor with any new development at 315 and 325 Front Street West. It also supports key objectives of the Official Plan and Downtown Secondary Plan that seek creative solutions to the challenges of providing parks in a growing downtown. It would add to the Shoreline Stitch increasing and improving physical and visual connections along and across the rail corridor reducing the barrier effect of the rail corridor between the central City and the waterfront.

City staff will be reporting to the July 12, 2022 meeting of the Executive Committee on the TOcore Downtown Parks and Public Realm Plan Implementation Strategy with recommendations on advancing opportunities for large parks and public spaces in and adjacent to the Downtown.

### **Publicly Accessible Open Space (POPS) - Isabella Valancy Crawford Park**

Isabella Valancy Crawford Park is situated at the east end of the site, and is privately owned and currently leased by the City until October 2027. The park is approximately 2,467 square metres in area and features open lawns, trees and other landscaping, walkways and seating areas. The park is encumbered with a parking garage below and is heavily graded with staircases leading to landings at various levels, from the lower area along Front Street West up to the south edge of the park adjacent to the rail corridor.

Through the review of the application, Planning and Parks staff recommended that the area occupied by Isabella Valancy Crawford Park remain as open space on the site, that design changes and improvements be undertaken to enhance the pedestrian experience and that an accessible walkway be provided from Front Street West to the south portion of the site to connect to the walkway proposed along the south side of the buildings and the potential future overbuild over the rail corridor. Staff also requested



that a portion of the area continue to be provided as Privately Owned Publicly-Accessible Space (POPS).

In the revised submission, the application proposes that much of the park remain as open space on the site. The parking garage will continue to be located below the area and new retail uses are proposed in the south portion with landscaped open space above. The landscape concept plan illustrates design changes including regrading the lower portion along Front Street West to enlarge the area that is accessible at street level. As well a number of enhancements are proposed, including trees and other landscaping, seating, lighting and other amenities are well as spill out areas for retail activity such as patios along the western edge adjacent to the proposed office building. A portion of the area, approximately 400 square metres is proposed to be retained as a POPS situated along Front Street West. A 3 metre wide accessible walkway is also proposed extending from the POPS to the south edge of the site to connect to the walkway south of the buildings and to the potential future overbuild over the rail corridor.

Planning staff consider the POPS and the proposed enhancements as positive aspects of the proposal. These improvements will support the role of Front Street West as a Great Street, Priority Retail Street, and Cultural Corridor as set out in the Downtown Secondary Plan

Planning staff recommend that the POPS and the accessible walkway be secured in the Section 37 Agreement and that their final configurations and designs be secured through the site plan approval process.

## **Housing**

The Official Plan and the Downtown Secondary Plan, as well as provincial policies, recognize the importance of providing a full range of housing with new development. The provision of affordable, secure, and diverse housing stock to meet housing needs of a wide range of people throughout their life cycle is important to achieving complete communities.

The application proposes 832 dwelling units all of which are currently proposed as rental units. The applicant has offered to provide 32 affordable rental dwelling units through a Section 37 contribution with the City as a community benefit. The affordable rental units will be composed of 3 studio apartments, 16 one-bedroom units, 10 two-bedroom units, and 3 three-bedroom units. The final location, layout and sizes of the affordable units will be determined as a part of site plan approval.

The affordable rental units would be provided and maintained at affordable rents, where the total monthly rent, inclusive of all utilities, is at or below the average City of Toronto rent by unit type.

The applicant has agreed to extend the secured affordability period from 25 to 40 years, provided that the provision of such affordable rental units will be supported in part through the City of Toronto's Open Door Affordable Housing Program and that such units will accordingly be exempt from development charges and residential property taxes, and be eligible for waivers of planning application fees, building permit fees and

parkland dedication fees. Extending the affordability period from 25 to 40 years represents an enhancement to the affordable housing contribution that would have been secured through a Section 37 contribution alone, and justifies the fee waivers and development charge and tax exemptions recommended to be provided through the Open Door Program. The owner will also be required to enter into a municipal housing facility agreement (Contribution Agreement) which will include detailed requirements respecting the provision of affordable rental housing.

## **Unit Mix**

The Growing Up Guidelines provide direction on the recommended mixture of residential unit types and unit sizes for multi-unit developments and include performance standards, which represent tangible measures to accommodate the growing demand for family-oriented housing in vertical communities. The Guidelines recommend that a building provide a minimum of 25 percent large units, ten percent of the units should be three-bedroom units and 15 percent of the units should be two-bedroom units.

The revised submission proposes a total of 832 dwelling units. Of these 170 (20.4%) are studio units, 328 (39.4%) are one-bedroom units, 250 (30%) are two-bedroom units and 84 (10%) are three-bedroom units. City Planning staff are of the opinion that the proposed unit mix supports the objectives of the Growing Up Guidelines and the applicable provincial and Official Plan policies, and recommends that the larger units be secured in the zoning by-law.

## **Community Services and Facilities**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

## **Child Care Centre**

The development proposes a new 1,041 square metre non-profit child care centre on level 2 within the podium near the west end of the site with the residential towers. This child care centre will be delivered in accordance with the City's Child Care Development Guideline (2021), and will provide 62 child care spaces including dedicated outdoor play space of 398 square metres on the level 2 terrace facing Blue Jays Way. Ten parking spaces including six dedicated pick-up and drop-off spaces for the child care centre are proposed to be provided in the below grade garage. The child care centre will be secured as a community benefit in the Section 37 Agreement.

## **Amenity Space**

The Built Form and Mixed Use Area policies of the Official Plan provide that new indoor and outdoor amenity spaces should be provided as part of multi-unit residential developments and be designed to meet the needs of residents of all ages and abilities over time and throughout the year.

The application proposes 1,558 square metres of indoor amenity space (1.8 square metres per dwelling unit) and 1,664 square metres of outdoor amenity space (2.0 square metres per dwelling unit). Staff consider the amount of both the indoor and outdoor amenity spaces sufficient to provide for a range of amenities including spaces for children and pet friendly facilities. Staff will secure the amenity space in the zoning by-law, and recommend the detailed design of the amenity areas be determined and secured through the site plan approval process.

## **Shadow Impacts**

The tall building policies of the Official Plan provide that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties.

In the initial submission the south residential tower was proposed to be 54 storeys (210 metres). Planning staff had concern with the shadow impact of the south residential tower on Clarence Square Park as shadows exclusive to this building extended through the Park to its north edge along Clarence Square. Staff requested that the height of the tower be reduced to minimize shadow impacts on Clarence Square Park. In the revised proposal the south tower height is reduced to 52 storeys (192 metres).

The applicant has submitted a Shadow Study including a more detailed assessment of shadow impacts on Clarence Square Park at 10 minute intervals at the Spring and Fall equinoxes and this has been reviewed by Planning Staff. The Shadow Study found that shadows exclusive to the south residential tower extend to the Park at 10:18 in the morning, where the shadows reach the north side of the fountain centrally located in Park. The Shadow Study found that the shadows exclusive to the development move off of Clarence Square Park by 10:28 a.m at the Fall equinox and 10:38 a.m at the Spring equinox with no further net new shadows on the Park. Staff consider shadow impacts from the proposed development to be limited and acceptable.

## **Wind**

A Pedestrian Level Wind Study was submitted with the initial and revised submissions that assesses predicted wind conditions for each phase of the development as well as conditions with and without the overbuild over the rail corridor. The Study found that some areas of the development are predicted to experience wind conditions where mitigation is recommended. The Study concluded that most grade level areas, including sidewalks, pick-up and drop-off areas, and transit stops are predicted to experience conditions comfortable for walking or better through the year. Areas where wind mitigation measures were recommended include:

- The area along the walkway adjacent to the rail corridor near the southwest corner of the south residential tower is predicted to experience conditions comfortable for walking in the winter months. The Study recommends expanding the canopies along the base of the building wrapping this corner to improve wind conditions in this location.
- Along Front Street West the area of the lobby entrance to the office building and the retail entrances along the north elevation east of the Winter Garden did not achieve the standing criterion during the winter and spring. Mitigation is recommended including recessed entrances, canopies or vertical wind screens.
- The level 6 outdoor amenity terrace was not predicted to be comfortable for sitting without wind mitigation. The Study recommends wind barriers, canopies, pergolas and landscaping as options for wind mitigation on the terrace.

The Wind Study also assessed the predicted wind conditions for the outdoor childcare playspace on the level 2 terrace along Blue Jays Way. The Study found that the outdoor play area for the childcare will be calm and comfortable for sitting throughout the year and no mitigation is recommended.

Planning staff recommend that the Wind Study be updated at the time of site plan approval and mitigation measures be determined and secured through the site plan process.

### **Traffic Impact, Access, Parking**

The applicant submitted a Transportation Considerations Report and Addendums, which assess existing traffic levels and future traffic levels anticipated to be generated by the development, as well as proposed site access, loading, and vehicular and bicycle parking for the initial and revised development proposals.

#### **Traffic Impact**

The Transportation Consideration Report estimates that the proposed development will generate approximately 340 and 315 trips during the morning and afternoon peak hours respectively. After adjustment for the existing trips generated by the site, there will be a net increase of approximately 265 and 235 two-way trips during the morning and afternoon peak hours as a result of the redevelopment of the site. Given this level of trip generation, the Study concludes that the projected site traffic will have minimal impacts on the area intersections, and therefore, can be acceptably accommodated on the adjacent road network. Transportation Services staff have reviewed the report and find the impacts acceptable.

#### **Access**

The Transportation Consideration Report proposes new three accesses to the development including temporary access to address phasing. During Phase 1, two permanent accesses are proposed from Blue Jays Way, one situated near the southern limit of the site, the other further north along the street. The northern most driveway includes residential and childcare centre pick-up and drop-off. As well, during Phase 1 the existing driveway currently serving 315 Front Street West is proposed to be utilized

to accommodate vehicle access to the new development, and a second temporary ramp is proposed immediately west of the existing driveway to accommodate outbound only servicing loading vehicles. In Phase 2, the existing midblock driveway on Front Street West is proposed to be replaced with a new connection to the John Street portal that currently serves the adjacent Metro Toronto Convention Centre (MTCC) adjacent to the east.

Through the review of the application Transportation Services staff requested a sightline analysis for the driveways proposed from Blue Jays Way. The review found that there are potential sightline issues caused by the crest of the Blue Jays Way bridge in relation to the southern most driveway. The study noted that the sightline distance for northbound traffic on Blue Jays Way is approximately 70 metres. Seventy metres is approximately the distance required for a stopping sight distance at 50km/h, which is well in excess of the speeds travelled around the elbow on Blue Jays Way where signage specifies a speed limit of 25 km/hr. The study found that the northernmost driveway is located north of the Blue Jays Way Bridge and available sightline distances at this driveway are not impacted by the bridge.

Transportation Services staff have reviewed the proposed accesses and find the access arrangements acceptable. Staff advise that the inbound and outbound left turn movements at both Blue Jays Way driveways may be prohibited in the future during the morning and afternoon peak periods. Further requirements in relation to site access and turning time restrictions will be determined and secured as a part of the site plan approval process.

### **Blue Jays Way Bridge - Access and Structural Considerations**

The southern most driveway from Blue Jays Way is situated in the location of an existing expansion joint on the Blue Jays Way bridge. Through the review of the application, Engineering and Construction Services staff requested additional information including a structural analysis of the bridge and impacts on the bridge in relation to loading and in particular potential impacts on the expansion joint. As well, staff advised that rehabilitation of the Blue Jays Way bridge will be needed in the next 5 to 10 year period, and when this work is undertaken the proposed southern entrance to the development would need to be closed temporarily to facilitate the bridge works. Additional information was also requested to demonstrate that access to the site from the other driveways would provide acceptable interim access to the development during this construction period for the bridge.

Additional information to assess vehicle access to the site during rehabilitation of the Blue Jays Way bridge was submitted and this has been reviewed by Transportation Services staff. Temporary alterations to the loading area are proposed within the Phase 1 development to accommodate both outbound and inbound loading to the Front Street West driveway on an interim basis during construction on the Blue Jays Way bridge. At full build out loading access from either Blue Jays Way or Front Street West including the John Street portal, is proposed to be utilized, accommodating for a temporary closure of the Blue Jays Way southern driveway on an interim basis. Transportation Services staff have advised that the information submitted in relation to interim access

including loading during the construction work on the bridge demonstrates that access can be accommodated on an interim basis and is acceptable.

A Blue Jays Way Bridge and Expansion Joint Review was also submitted with the revised submission which included a review of the Blue Jays Way bridge as-built drawings and on-site condition, and considered options for the driveway, with either the expansion joint remaining in its current location or relocated. The Review found that the expansion joint will need to be replaced with the new development to accommodate the proposed driveway. The Review notes that the roadway joint has been designed to accommodate longitudinal traffic flow in addition to the transverse traffic flow of the present arrangement. As well, the Review advises that replacement of the roadway joint and repair of the adjacent concrete may also be required concurrently, but further study is needed at detailed design stage for the development to determine the extent of required work.

In order to ensure that all issues with respect to the expansion joint resulting from the proposed development are resolved, a holding symbol may be required in the zoning by-law for the site.

### **Vehicle Parking**

A four level below grade parking garage with 688 parking spaces is proposed. These include 141 residential parking spaces, 537 non-residential parking spaces to be shared by residential visitor, office and retail uses on a non-exclusive basis. Six short-term and 4 permanent parking spaces are also proposed for the child care centre.

Transportation Services staff have reviewed the parking analysis and advise that the amount of residential and non-residential parking proposed to serve the development is adequate. The parking required for the development will be secured in the zoning by-law amendment.

### **Bicycle Parking**

A total of total of 1,943 bicycle parking spaces are proposed, including 1,610 long term and 333 short-term spaces. The proposed long-term bicycle parking exceeds the requirements of the Toronto Green Standard, which requires 1,295 long-term bicycle parking spaces. The proposed short-term parking is below the requirement of the Toronto Green Standard which requires 648 short-term bicycle parking spaces. However, overall the total number of parking spaces proposed meets the combined total required for long-term and short term bicycle parking under the Toronto Green Standard. Staff consider the proposal bicycle parking acceptable.

### **Loading**

A total of fifteen loading spaces are proposed to serve the development. Ten loading spaces are proposed to be provided during Phase 1 to serve the two residential towers and the west office tower. Five additional loading space are proposed be constructed with the Phase 2 development that includes the winter garden and the second office tower. Transportation Services staff has reviewed the loading strategy and find the number and type of loading spaces acceptable.

## **Blue Jays Way Bridge and Rod Robbie Pedestrian Bridge Easements**

Through the review of the application Engineering and Construction Services staff requested easements be provided to the City for access and maintenance of the John Street/Rob Robbie Bridge and Blue Jays Way bridge, including in relation to a sanitary sewer force main that is located on the underside of the bridge.

Planning staff recommend that provisions be included in the Section 37 agreement to secure these easements as a legal convenience to support development.

## **PATH Connection**

The Official Plan and Downtown Plan encourage development to connect to the PATH network. The Tall Building Design Guidelines recommend that tall buildings be designed to provide accessible pedestrian routes to connect with transit and underground concourses. The PATH Master Plan identifies the site as medium priority for a PATH expansion, and identifies a future connection from the site north as a long-term extension opportunity.

The application proposes a PATH connection within the development. As well, the revised application proposes knock-out panels in the lower levels to provide for the connection to the site and for a future connection to the north as identified in the PATH Master Plan. Planning Staff recommend that the PATH connection and knock-out panels be secured in the Section 37 agreement as a legal convenience to support the development. As well staff recommend that the design and configuration of the PATH connection be informed by the PATH Design Guidelines and determined and secured through the site plan approval process.

## **Rail Safety Assessment**

The movement of people and goods by rail is an important component of the transportation network that supports Toronto's economic health. It is the City's responsibility to balance the interests of protecting public health and the viability of transportation corridors, while supporting intensification. The Federation of Canadian Municipalities - Rail Proximity Guidelines (the "FCM-RAC"), provide best practices and mitigation measures for development in proximity to rail corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors and Yards Study in 2017 and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure.

A Rail Safety and Risk Mitigation Report, Preliminary Design and Engineering Analysis of Rail Corridor Overbuild Structure, and Crash Wall Study Drawings and Design Detail packages, were submitted in support of the initial and revised submissions. The reports assess the risk profile of the rail corridor to the subject site and summarize the mitigation measures that are proposed as part of the subject application to ensure compatibility between the rail corridor and the proposed development.

The City retained a third party professional consultant, WSP Canada Group Limited, to peer review the applicant's Rail Safety Assessment and supporting documents, with the

cost borne by the applicant. In addition to the City's peer review, the Rail Safety Assessment and supporting documents have also been reviewed by Metrolinx.

The Blue Jays Way to John Street segment of the Union Station Rail Corridor (USRC) contains 12 rail tracks and the John Street Interlocking Tower situated under the Rod Robbie Bridge. There is also an existing deck structure that extends over the rail corridor at Blue Jays Way that includes the driveway for the pick-up and drop-off for the Marriott Hotel and a landscaped open space that extends over the rail corridor on the east side of the Blue Jays Way bridge. Metrolinx is also proposing significant changes to the USRC as a part of the GO Expansion program. The program is intended to deliver electrified GO train service in core areas of the GO network. Anticipated changes include electrification, new signalling, trackwork changes and increased trains service.

In the initial submission, the application proposed that the buildings be situated close to the rail corridor. A walkway was proposed south of the buildings cantilevered approximately 7.5 metres over the rail corridor. Through the review of the application, it was determined that increased building setbacks were needed to ensure that sensitive uses were appropriately separated from the rail corridor. In the revised submission building setbacks along the rail corridor have been increased and the egress walkway is proposed to be situated entirely within the properties at 315 and 325 Front Street West.

The Rail Proximity Guidelines provide that a 30 metre setback combined with a 2.5 metre high earthen berm is considered the most effective way to minimize the potential impacts associated with nearby rail operations. As it relates to the proposed development, a 30 metre setback combined with a 2.5 metre high berm is not practical or feasible given the context of the subject site adjacent to the corridor and the proposal to protect for future decking above the corridor.

The subject application proposes a reduction to the established FMC-RAC setback. The alternative approach proposed would allow for non-sensitive, low-occupancy uses within the setback area and a safety barrier, in the form of a continuous concrete crash wall, to provide derailment protection. A minimum setback of 14 metres is proposed, achieved through a combination of horizontal and vertical measures as well as an 8 to 10 metre high crashwall. Metrolinx has requested that limitations to uses be applied in two areas of the lower level retail and office floors that are situated within the setback zone. The limitations provide that these areas remain low occupancy incorporating back of house retail and commercial uses, storage areas, meeting rooms or lunch rooms, and that these limitations be incorporated into future agreements with Metrolinx. The City's peer reviewer and Metrolinx find the setbacks and proposed crash wall acceptable with the limitations on the retail and commercial uses.

Planning staff recommend that the mitigation measure be secured as a matter of legal convenience in the Section 37 Agreement, final design of the proposed crash wall, be determined and secured through the site plan approval process.

Preliminary Design and Engineering Analysis of the Rail Corridor Overbuild Structure and drawings were submitted with the initial and revised submissions. The analysis



addresses the overbuild design and requirements for support columns and piers and their potential locations within the corridor. The Analysis concluded that the proposed overbuild structure is located with consideration for the required horizontal and vertical clearances from the tracks, access for maintenance vehicles, the functionality of the Metrolinx platform and the protection of the adjacent development.

As noted previously, Metrolinx is proposing significant changes to the USRC and the full extent of proposed changes and the timing for implementation have not yet been finalized by Metrolinx. The overbuild works will need to co-ordinated with the improvements proposed by Metrolinx. Through the review of the application Metrolinx requested that further information be provided at the detailed design stage for the overbuild in relation to support columns, pier walls and loading, air quality, egress routes, and fire protection within the corridor as well as a sight line study in relation to the John Street Interlocking Tower.

Planning staff recommend these requirements be secured in the Section 37 Agreement as a legal convenience to support development, and that the final design be secured through the site plan approval process.

### **Noise and Vibration Impact Study**

The Official Plan requires that development adjacent to, or near, transportation corridors be appropriately designed, buffered, and/or separated from transportation sources, as necessary, to mitigate any adverse impacts of these sources on the new development, and vice versa. The Ministry of Environment, Conservation and Parks (MECP) have established noise guidelines to achieve these objectives. Among other matters, the guidelines provide advice on sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. The guidelines are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

Noise and Vibration Impact Statements were submitted with the application and these have been reviewed by City staff and Metrolinx. The Impact Statement notes the sources of noise surrounding the subject site are road traffic noise sources in the subject study area including Blue Jays Way and Front Street West and the Gardiner Expressway. As well, the rail traffic noise sources are the CN, VIA, UP, and GO Transit rail lines adjacent to the south.

As a result of these noise sources, the Impact Statement recommends mitigation including:

- Upgraded window glazing and spandrel panel assemblies for the suites on the south, east and west façades of the south residential tower;
- Installation of central air-conditioning in all suites for both residential towers, and
- The inclusion of noise warning clauses in Lease and or/Purchase and Sale Agreements in relation to transportation sound levels at the building façade and proximity to the rail corridor.

The Impact Statement noted that if the overbuild were to proceed it would reduce the rail noise impact on the residential towers and if developed prior to occupancy of the residential towers, would reduce the need for upgraded glazing.

Due to the site's proximity to the rail corridor vibration impacts were assessed. The results of this study indicate that the proposed development will comply with the vibration targets followed by the City of Toronto, CN, Metrolinx and the MECP for the proposed development.

Metrolinx staff have advised that updated noise and vibration studies will be needed at the site plan approval stage. Children's Services staff have also requested that the noise impact study be updated at the site plan approval stage in relation to the outdoor playspace for the child care centre proposed on the level 2 terrace situated between the north and south residential towers along Blue Jays Way.

Staff recommend that a revised Noise and Vibration Impact Study be submitted at the time of site plan approval and that this requirement be secured in the Section 37 Agreement as a legal convenience to support development. The final design including any mitigation measures, and applicable warning clauses would be secured through the site plan approval process.

## **Servicing**

Functional Servicing and Stormwater Management Reports, a Hydrogeological Report and a Geotechnical Study were submitted with the initial and revised submissions. Additional information submitted in relation to water, sanitary and storm sewers is currently under review by Engineering and Construction Services and Toronto Water staff.

The Functional Servicing report notes that water service is proposed from existing watermains on Front Street West and concludes that the existing water infrastructure can support the proposed development and that no upgrades to the watermains are required. With respect to stormwater management the report notes that the site will control flows as per the City's Wet Weather Flow Management Guidelines, quality control will be achieved and underground storage chambers are proposed to achieve quantity control requirements. Sanitary servicing is proposed via existing sewers within Front Street West, and off-site improvements are proposed to address the increase in the sanitary flows resulting from the proposed development.

Engineering and Construction Services staff advise that, while they have not yet completed their review of the revised submission materials, there are unresolved issues in relation to sanitary servicing for the development. A holding symbol in the zoning by-law may be required to address this potential sanitary servicing issue.

## **Transmission Watermain**

There is currently a transmission watermain that traverses the site in a generally north to south direction in the area of the proposed winter garden on the site. There is currently an easement in favour of the City that provides for the maintenance of the

transmission watermain. Given the significance of this infrastructure, reports will be required to ensure protection of the transmission watermain and for ongoing monitoring during and after construction. Staff recommend that these requirements in relation to the transmission watermain be secured in the Section 37 agreement as a legal convenience to support development.

## **Economic Impact Statement**

An Economic Impact Statement was submitted with the application and this has been reviewed by City staff. Overall, the Statement demonstrates that the project will contribute substantially to supporting important economic objectives for the City including a significant amount of office floor area to expand the Financial District westerly as set out in the Official Plan and Downtown Secondary Plan. The Statement notes that the project will generate a number of longer term economic benefits including among others, approximately 18,000 jobs in major office and retail and service commercial categories, and significant municipal, provincial and federal tax revenues from commercial and income-based sources. The project also contributes to a number of other City-building objectives with the inclusion of significant public realm enhancements including the potential future overbuild, purpose built rental housing including affordable housing, and community services and facilities.

## **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. An Arborist Report, Tree Preservation Plan and Landscape Plans were submitted with the initial and revised proposals.

There are 89 existing trees on or within 6 metres of the site, and 8 of these are subject to provisions of the City's Street Tree By-law as these trees are situated along Blue Jays Way. A total of 50 trees are located within Isabella Valancy Crawford Park, and 31 trees are located on the existing open space deck that spans the rail corridor on the east side of Blue Jays Way. The application proposes the removal of 71 trees including the existing street trees on Blue Jays Way, the trees within Isabella Valancy Crawford Park, and 14 trees within the existing deck over the rail corridor. The application proposes to plant 23 street trees along Blue Jays Way and Front Street West, and 49 trees in the area of Isabella Valancy Crawford Park.

Urban Forestry staff advised that replacement trees on the road allowance will be required for all streets trees proposed to be removed. As well Forestry requires the submission of applications for the proposed removal of the City and private trees and a permit for any trees that would be injured. As well, securities for the protection of existing street trees and for new street trees proposed to be planted are required. The location of street trees and trees proposed to be planted on site will be determined and secured through the site plan approval process.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law

Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Zoning By-law process including automobile infrastructure, cycling infrastructure, and the storage and collection of recycling and organic waste. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

The application proposes to achieve Tier 2 of the Toronto Green Standard. Planning staff recommends that opportunities to advance low carbon buildings, Tier 3 and Tier 4 of the TGS be considered at the time of site plan approval.

## **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

- 32 affordable rental housing units secured for 40 years under the Open Door Affordable Housing Program,
- a financial contribution of \$6,000,000 towards the acquisition of parkland and/or capital improvements to parkland in the vicinity of the site;
- a financial contribution of \$1,000,000 towards public art;
- a child care centre accommodating 62 children having a minimum interior area of 1,041 square metres and approximately 398 square metres of exterior play space, and all associated details, terms and conditions in relation to its design, timing for conveyance and owner obligations.
- a privately owned publicly-accessible space (POPS) along Front Street West at the east boundary of the site with an area of approximately 400 square metres, and all associated details, terms and conditions in relation to its design, timing for conveyance and owner obligations.
- a privately owned publicly-accessible space (POPS) along Front Street West at the entry to the winter garden with an area of approximately 200 square metres, and all associated details, terms and conditions in relation to its design, timing for conveyance and owner obligations.

The following matters are to be secured in a Section 37 Agreement as a legal convenience.

- a 3 metre wide public access easement extending from the privately-owned publicly accessible space (POPS) on the east area of the site north to the walkway proposed south of the buildings;
- a PATH connection within the development and knock out panels within the lower levels to provide for the extension of the PATH to the east and north;
- a construction management plan;
- matters related to the transmission watermain that traverses the site;
- matters related to the expansion joint on the Blue Jays Way bridge, and the location of the proposed driveway from the bridge to service the development;
- easements for maintenance of the Blue Jays Way bridge and the John Street/Rob Robbie Pedestrian bridge;
- updated Noise and Vibration Impact studies to be submitted at the time of site plan approval for the development
- updated Design and Engineering Analysis Reports and drawings, Air Quality Report and Sight Line Analysis for the John Street Interlocking Tower to be submitted at the time of site plan approval for the overbuild; and
- conformity to the Toronto Green Standard

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Greenbelt Plan (2017) and the Toronto Official Plan, Downtown Secondary Plan and Railway Lands Central Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020).

The proposal presents an appropriate built form that is compatible with the surrounding context. The development includes purpose built rental housing, and significant office floor area expanding the Financial District promoting economic investment, in keeping with the Official Plan and Downtown Secondary Plan. The Official Plan amendment protects for future opportunities for parkland and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie Pedestrian bridge in keeping with the Downtown Secondary Plan and Railway Lands Central Secondary Plan. Approval of the development would also secure a number of community benefits including new affordable housing units and a child care centre consistent with the Official Plan.

This report reviews and recommends approval of the proposed Official Plan and Zoning By-law Amendments. The report also recommends approval of Open Door Affordable Rental Program incentives for 32 new affordable rental homes in the development.

## **CONTACT**

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## **SIGNATURE**

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Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA, Director  
Community Planning, Toronto and East York District

## **ATTACHMENTS**

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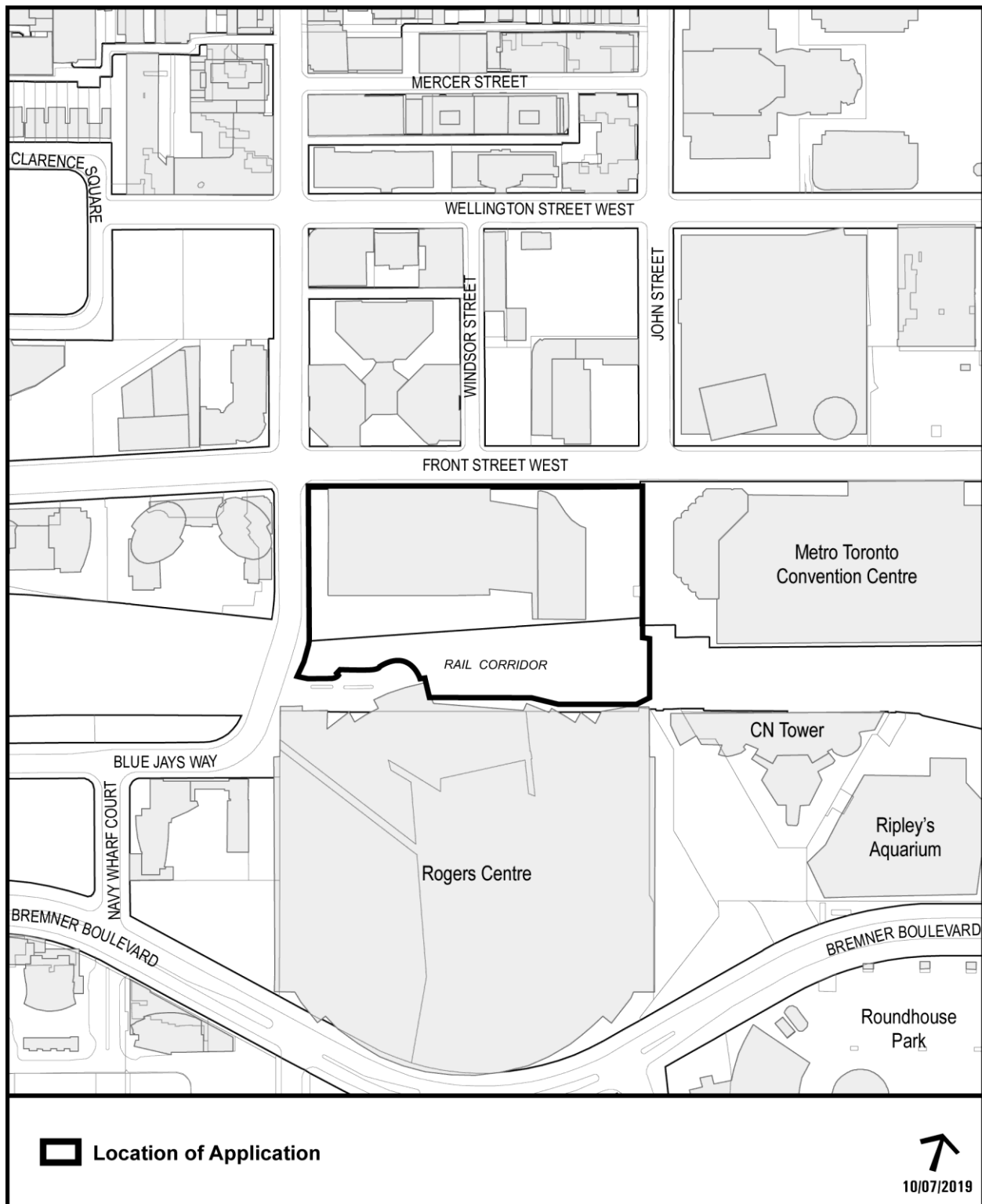
### **City of Toronto Data/Drawings**

Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: Official Plan Land Use Map  
Attachment 4: Policy considerations  
Attachment 5: Planning comments on the Provincial Policy Statement (2020) and Growth Plan (2020)  
Attachment 6: Draft Official Plan Amendment  
Attachment 7: Draft Zoning By-law Amendment  
Attachment 8: Requirements for Transmission Watermain

### **Applicant Submitted Drawings**

Attachment 9: Site Plan  
Attachment 10: North Elevation  
Attachment 11: South Elevation  
Attachment 12: West Elevation  
Attachment 13: East Elevation  
Attachment 14: 3D Models in Context

## Attachment 1: Location Map



## Attachment 2: Application Data Sheet

Municipal Address: 315 and 325 Front Street West and rail corridor between Blue Jays Way and John Street Date Received: August 14, 2019

Application Number: 19 204382 STE 10 OZ

Application Type: Official Plan and Zoning By-law Amendments

Project Description: Official Plan and Zoning By-law Amendment application to permit a mixed-use development with office, retail, residential and daycare uses in four buildings, including two office buildings and two residential buildings, as well as opportunity for park and other open space uses over the rail corridor between Blue Jays Way and John Street. The office buildings are proposed to have heights of 40 storeys (263 metres) and 60 storeys (303 metres). The residential buildings are proposed to have heights of 50 storeys (186 metres) and 52 storeys (192 metres). 832 rental dwelling units of which 32 are proposed as affordable rental units. 273,592 square metres of non-residential floor area are proposed. A four-level underground garage and 688 vehicle and 1,943 bicycle parking spaces are proposed.

| Applicant  | Agent | Architect  | Owner   |
|--|-------|--|---|
| Urban Strategies<br>197 Spadina Ave. Suite<br>600<br>Toronto, ON M5T 2C8 |       | Pelli Clarke Pelli<br>Architects<br>1056 Chapel St.<br>New Haven, CT<br>06510<br>Toronto, ON M5V 1M6 | Oxford Properties Group<br>100 Adelaide Street<br>West, Suite 2100<br>Toronto, ON M5H 1E2 |

### EXISTING PLANNING CONTROLS

|                            |                                     |                          |                  |
|----------------------------|-------------------------------------|--------------------------|------------------|
| Official Plan Designation: | Mixed Use Areas & Utility Corridors | Site Specific Provision: | By-law 1994-0806 |
| Zoning:                    | IC & T                              | Heritage Designation:    | No               |
| Height Limit (m):          | 85 & 15                             | Site Plan Control Area:  | Yes              |

### PROJECT INFORMATION

|                   |        |               |     |            |    |
|-------------------|--------|---------------|-----|------------|----|
| Site Area (sq m): | 17,360 | Frontage (m): | 195 | Depth (m): | 84 |
|-------------------|--------|---------------|-----|------------|----|



| Building Data               | Existing | Retained | Proposed        | Total   |
|-----------------------------|----------|----------|-----------------|---------|
| Ground Floor Area (sq m):   |          |          | 13,797          | 13,797  |
| Residential GFA (sq m):     |          |          | 66,830          | 66,830  |
| Non-Residential GFA (sq m): | 57,200   |          | 273,592         | 273,592 |
| Total GFA (sq m):           | 57,200   |          | 340,422         | 340,422 |
| Height - Storeys:           | 6,17     |          | 50,60,186,52    |         |
| Height - Metres:            | 23,67    |          | 262,303,262,192 |         |

Lot Coverage Ratio (%): 82                      Floor Space Index: 20.76

| Floor Area Breakdown     | Above Grade (sq m) | Below Grade (sq m) |
|--------------------------|--------------------|--------------------|
| Residential GFA:         | 66,830             |                    |
| Retail GFA:              | 11,941             |                    |
| Office GFA:              | 260,610            |                    |
| Industrial GFA:          |                    |                    |
| Institutional/Other GFA: | 1,041              |                    |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|-------|
| Rental:                     |          |          | 832      | 832   |
| Freehold:                   |          |          |          |       |
| Condominium:                |          |          |          |       |
| Other:                      |          |          |          |       |
| Total Units:                |          |          | 832      | 832   |

#### Total Residential Units by Size

|              | Rooms | Bachelor   | 1 Bedroom  | 2 Bedroom | 3+ Bedroom |
|--------------|-------|------------|------------|-----------|------------|
| Retained:    |       |            |            |           |            |
| Proposed:    |       | 170        | 328        | 250       | 84         |
| Total Units: |       | 170(20.4%) | 328(39.4%) | 250(30%)  | 84(10%)    |

#### Parking and Loading

Parking Spaces: 688      Bicycle Parking Spaces: 1,943      Loading Docks: 15

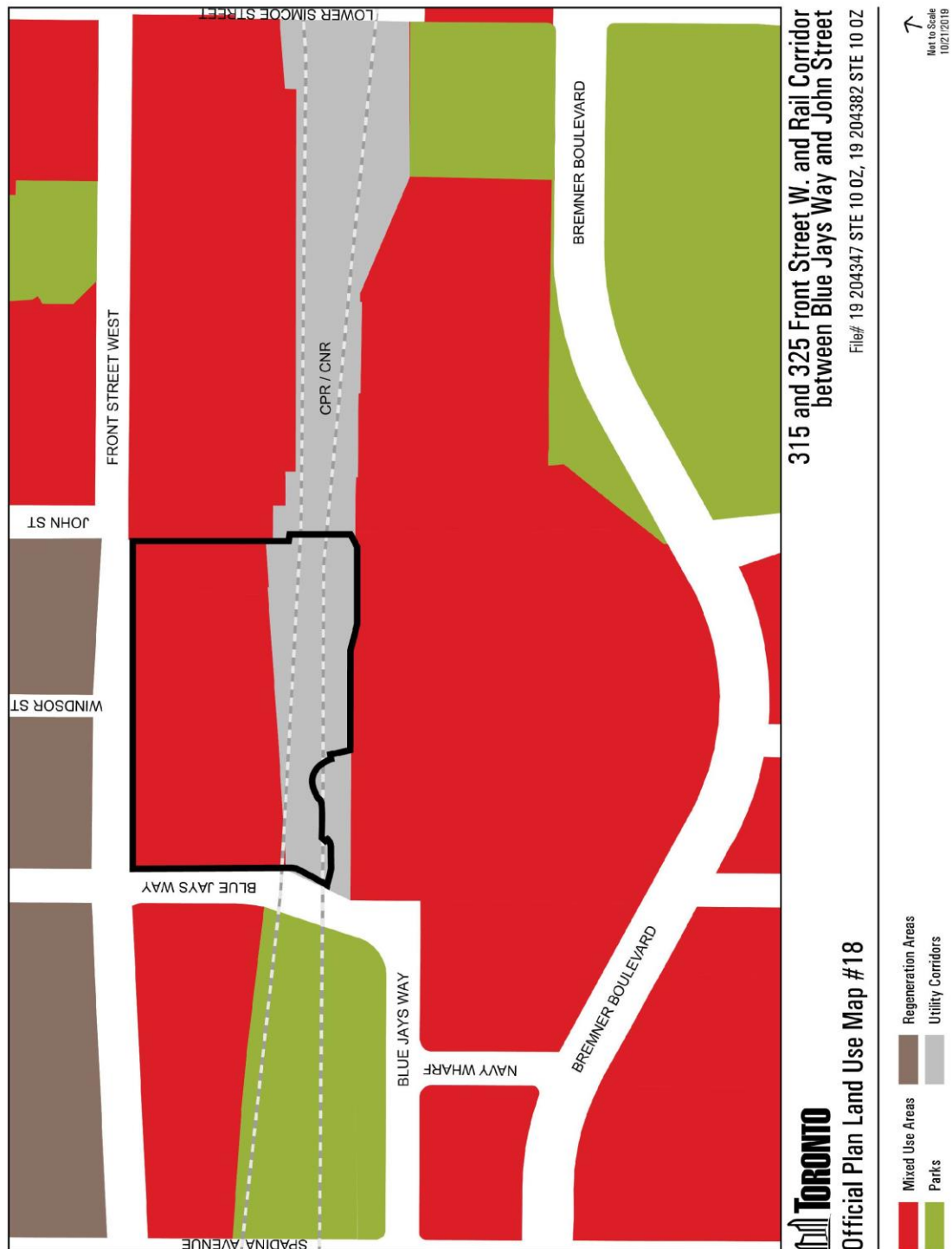
#### CONTACT:

Susan McAlpine, Senior Planner

Tel: (416) 392-7622

Email: susan.mcalpine@toronto.ca

## Attachment 3: Official Plan Land Use Map



## **Attachment 4: Policy Considerations**

### **Planning Act**

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including but not limited to the following:

- adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- orderly development of safe and healthy communities;
- adequate provision of a full range of housing, including affordable housing;
- appropriate location of growth and development;
- promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;

- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserve and promote cultural heritage resources to support the social, economic and cultural well-being of all communities.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

## **Planning for Major Transit Station Areas**

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in Attachment 6 of the Report and the Comments section of the Report.

## **Toronto Official Plan**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location and built form compatibility of different land uses and the provision of municipal services and facilities. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan/guidelines/official-plan/>.

On September 21, 2020 the Minister of Municipal Affairs and Housing Issued Notices of Decision approving Official Plan Amendments ("OPAs") 479 and 480. OPA 479 (Public Realm) and OPA 480 (Built Form) were adopted as part of the Five-Year Official Plan Review. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new

and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan.

The Official Plan Amendments can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

This application has been reviewed against the policies of the City of Toronto Official Plan, including the Railway Lands Central Secondary Plan as follows:

## **Chapter 2 - Shaping the City**

The site is within the Downtown on Map 2 - Urban Structure of the Official Plan.

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

This section states that the Plan protects the integrity of the City's transportation network, and steers future growth to areas that are well served by transit, including the Downtown. The integration of transportation and land use planning is critical in achieving the overall aim of increasing accessibility throughout the City.

Policy 2.2.2 states growth will be directed to the Downtown in order to among other matters: a) use municipal land, infrastructure and services efficiently; b) concentrate jobs and people in areas well served by surface transit and rapid transit stations; d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; e) offer opportunities for people of all means to be affordably housed, and f) facilitate social interaction, public safety and cultural and economic activity.

Policy 2.2.2.4 states that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

### **Section 2.2.1 Downtown: The Heart of Toronto**

This section states that the Downtown plays a vital role as the City's economic and cultural hub and is critical to the health and prosperity of the entire region that surrounds it. Downtown with its recognizable skyline, is Toronto's image to the world and to itself: cosmopolitan, civil, urbane, diverse and liveable. Downtown Toronto is the most accessible business location in the Greater Golden Horseshoe and the largest employment centre in the regional economy. While the Downtown is anticipated to accommodate growth, this growth will not be spread uniformly across the whole of the Downtown. The Financial District, among others area, are considered the prime areas of job growth.

The Financial District is Canada's premier centre of commerce. This is where commercial activity is most intense with a concentration of large architecturally significant landmark buildings. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and several subway stations, the

majority of them connected to one another through the climate controlled PATH network.

The Plan recognizes that many of the activities that make the Downtown successful and vibrant are interdependent and linked through the Downtown's public realm. Well designed connections between the core of the City and the Central Waterfront are important to the vitality of the Downtown as a great place to live and renewed Central Waterfront will create new opportunities for business development and contribute in an important way to the image of the Downtown and the entire City.

Policy 2.2.1.6 states that the Downtown Toronto Urban Growth Centre will be planned to optimize the public investment in higher order transit within the Centre and thus should exceed the minimum combined growth density target of 400 residents and jobs per hectare set out in the Growth Plan.

Policy 2.2.1.7 states that Downtown will continue to be shaped as the largest economic node in the city and the region by accommodating development that: a) builds on the strength of Downtown as a premier employment centre; b) advances economic competitiveness and helps to attract provincially, nationally and internationally significant investment and employment uses; c) provides a full range of housing opportunities for Downtown workers and reduces the demand for in-bound commuting; and d) focuses on the Financial District as the prime location for the development of prestige commercial office buildings;

Policy 2.2.1.8 states that investment in Downtown, on the part of the City, other levels of government and public/private partnerships will be sought to: a) maintain, improve and expand the public realm, including linkages between Downtown streets, parks, publicly accessible spaces, ravines and the water's edge; b) expand active transportation and transit infrastructure; and d) support and enhance Priority Retail Streets and specialty retail and entertainment districts found Downtown as important regional and tourist destinations.

Policy 2.2.1.9 states the quality of Downtown will be improved by among other matters: c) enhancing existing parks and acquiring new parkland; e) supporting the development of complete communities; and developing buildings that are shaped, scaled and designed to enhance liveability and g) providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes and avoid the displacement of vulnerably housed and at-risk groups and h) developing a resilient and low-carbon Downtown.

Policy 2.2.1.13 states that priority will be given to improving walking, cycling and transit access and Policy 2.2.1.15 states that a program of street improvements will be implemented to enhance the pedestrian environment and expand the cycling network with measures undertaken to make walking and cycling in Downtown safe, convenient and comfortable.

Policy 2.2.1.17 states that development will be encouraged to connect to and expand the PATH network and other climate-controlled walkways without compromising the role of the street as the main place for pedestrian activity.

### **Section 2.3.2 Toronto's Green Space System and Waterfront**

The Official Plan recognizes the importance of the Green Space System and its many beneficial roles as the core of the City's natural ecosystem providing habitat for flora and fauna, helping to sustain the natural environment, improving human health by offering opportunities for passive and active recreation, and offering unique tourist and entertainment destinations. The Plan states that the Green Space System should be protected, improved and added to whenever feasible and through land use designations, planning policies, public undertakings and private development, the goal of strengthening these roles will be supported and advanced.

Policy 2.3.2.1 states that actions will be taken to improve, preserve and enhance the Green Space System by a) improving public access and enjoyment of lands under public ownership; b) maintaining and increasing public access to privately owned lands, where appropriate; c) restoring, creating and protecting a variety of landscapes; and d) establishing co-operative partnerships in the stewardship of lands and water.

Policy 2.3.2.2. states that public agencies and Torontonians will be encouraged to support the protection, enhancement and restoration of links within and between elements of the Green Space System and Policy 2.3.2.3. states that the Green Space System will be expanded by acquiring linkages between existing parks and open spaces, where feasible.

## **Chapter 3 - Building a Successful City**

### **Section 3.1.1 The Public Realm**

The public realm policies provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.

Policy 3.1.1.2 states that the public realm will: provide the organizing framework and setting for development; foster complete, well-connected walkable communities that meet daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and social interaction; contribute to the identity and physical character of the City and its neighbourhoods; provide opportunities for passive and active recreation; be functional and fit within a larger network; and contribute to the City's climate resilience.

Policy 3.1.1.3 states that the City, together with its partners, will seek opportunities to expand and enhance the public realm in order to: a) support existing and future populations; b) contribute to a high quality of life for people of all ages and abilities; and c) anticipate growth and changing needs.



Policy 3.1.1.6 states that City streets are significant public open spaces that connect people and places, and new and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by: balancing the needs and priorities of the various users and uses within the right-of-way; space for trees, landscaping and green infrastructure and space for other street elements such as utilities and services, boulevard cafes and street furniture, and ensuring the safety of users of all ages and abilities.

Policies 3.1.1.13 states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities and Policy 3.1.1.16 states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority for all development.

Policy 3.1.1.18 states that new parks and open spaces will be located and designed to: a) connect and extend, wherever possible, to existing parks, natural areas, and other open spaces; b) consider opportunities for future expansion of the park or open space onto adjacent sites with development potential; c) provide a comfortable setting with wind and sunlight conditions that promote use and enjoyment of the space for community events and by users of all ages and abilities; d) provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation such as community gardening; and e) emphasize and improve unique aspects of the community's identity and character, including natural and human-made heritage.

Policies 3.1.1.19, and 3.1.1.20 provide direction on the location, design and accessibility of new parks and open spaces, including POPS, to ensure they are prominent, visible, functional and accessible, designed for users of a variety of ages and abilities, provide a range of amenities and are well integrated into the broader public realm.

Policies 3.1.1.23, 3.1.1.24 and 3.1.1.25 address the protection of view from the public realm to the skyline of the Downtown and Central Waterfront and views from the public realm to prominent buildings, structures, landscapes and natural features identified on maps 7a and 7b in the Official Plan.

### **Section 3.1.2 The Built Form**

The built form policies provide principles on key relationships of the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure that new buildings will promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.1 states that development will be located and organized to fit with its existing and planned context and provides guidance on how this is achieved. Development is expected to frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, provide additional setbacks or open spaces at street intersections, parks and open spaces, sites that end a street corridor and areas with high pedestrian volumes. Development should also locate main building entrances on the prominent building facades so that they front onto a public street, park or open spaces, and provide ground floor uses, clear windows and

entrances that allow views from and, where possible, access to adjacent streets, parks and open spaces.

Policy 3.1.2.2. states that development will provide accessible open space, where appropriate, and Policy 3.1.2.3 states that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2.4 states that development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding area by: using shared service areas; consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and providing underground parking, where appropriate.

Policy 3.1.2.5 states that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.2.6 states that development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm and Policy 3.1.2.8 states that where development includes or is adjacent to a park or open space the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

Policy 3.1.2.10 states that development will promote civic life and provide amenity for pedestrians in the public realm by: providing improvements to adjacent boulevards and sidewalks, co-ordinated landscape improvements in setbacks, weather protection, landscaped open space within the development site, safe direct pedestrian routes and tree plantings throughout the site and public art where the developer agrees to provide this.

Policy 3.1.2.11 states that new indoor and outdoor amenity spaces that consider the needs of residents of all ages and abilities should be provided as part of multi-unit residential developments, and Policy 3.1.2.12 states that indoor and outdoor amenity spaces are encouraged with non-residential development.

### **Section 3.1.3 Built Form - Building Typologies**

This section provides policy direction for three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification.

Tall buildings are an intensive form of growth that comes with both opportunities and challenges. Tall buildings play a role in achieving residential and employment growth objectives in the Downtown. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 3.1.3.1 encourages a mix of building types on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that: provide parcels of appropriate size and shape for the mix of building types; define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales; ensure appropriate spacing of buildings; and ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

Policy 3.1.3.7 states that tall buildings are generally greater in height than the width of the adjacent right-of-way and Policy 3.1.3.8 states that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – that are carefully integrated into a single whole.

Policy 3.1.3.9 states that the base portion of tall buildings should: a) respect and reinforce good street proportion and pedestrian scale; and b) be lined with active, grade-related uses.

Policy 3.1.3.10 states that the tower portion of a tall building should be designed to: reduce the physical and visual impacts of the tower from the public realm; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views of the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.3.11 states that Policy 3.1.3.10 should be achieved by: stepping back the tower from the base building; generally aligning the tower with, and parallel to, the street; limiting and shaping the size of tower floorplates above base buildings; providing appropriate separation distances from side and rear lot lines as well as other towers; and locating and shaping balconies to limit shadow impacts.

Policy 3.1.3.12 states that the top portion of a tall building should be designed to: integrate roof top mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

### **Section 3.2.1 Housing**

This section provides direction to encourage the provision of a full range of housing, in terms of form, tenure and affordability. Adequate and affordable housing is a basis requirement for everyone. The Plan notes that current and future residents must be able to access and maintain adequate, affordable and appropriate housing and that the City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. The Plan recognizes that specific policies are needed when

housing whether by its type, tenure or level of affordability is not sufficiently supplied by the market to meet demand or maintain diversity in the housing stock.

Policy 3.2.1.1 states a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1.3 states that investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

Policy 3.2.1.4 states assistance will be provided to encourage the production of affordable housing either by the City or in combination with senior government programs and initiatives.

### **Section 3.2.2 Community Services and Facilities**

The Plan recognizes the importance of social infrastructure in maintaining the quality of life and health and well-being of Toronto's communities. Preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth, is a responsibility to be shared by the City, public agencies and the development community.

Policy 3.2.2.1 states that adequate and equitable access to community services and local institutions will be encouraged by: a) ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

Policy 3.3.2.1 states that the inclusion of community services facilities will be encouraged in all significant private sector development across the City through development incentives and public initiatives.

### **Section 3.2.3 Parks and Open Spaces**

The City's Green Space System, made up of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being. As Toronto grows and changes, the parks and open space system will need to expand. But our green infrastructure is no different than our roads and sewers. Maintenance and reinvestment in what we have is as important to city-building and our quality of life as adding new land to the inventory.

Policy 3.2.3.1 states that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions: a) adding new

parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks; b) designing high quality parks protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and d) promoting and using private open space and recreation facilities to supplement the City's parks, facilities and amenities.

Policy 3.3.3.2 states that parkland acquisition strategies, including decisions about whether to accept parkland or cash-in-lieu as a condition of development, will take into account a range of factors among other matters, the amount of existing parkland, parkland characteristics and quality, population change, anticipated development, amount of publicly accessible open space, opportunities to link parks and open spaces and land availability and cost and Policy 3.2.3.6 states that the specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal.

### **Section 3.5.1 Creating a Strong and Diverse Civic Economy**

The Plan notes the importance of continuing efforts to attract new business and jobs, and maintain the diversity of the City's economic base to ensure the Toronto economy remains healthy.

Policy 3.5.1.1 states Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City by among other matters; maintaining a strong and diverse economic base, attracting new and expanding employment clusters that are important to Toronto's competitive advantage; and offering globally competitive locations for national and international business and offering a wide choice of sites for new business.

Policy 3.5.1.3 states that a balanced growth of jobs and housing across the City will be pursued to: a) maintain a complete community; b) reduce the need for long distance commuting and lessen regional road congestion; and c) increase the proportion of travel by transit, walking and cycling.

Policies 3.5.1.6 and 3.5.1.7 (under appeal) promote new office development in Mixed Use Areas with the Downtown and Central Waterfront area, and provide that Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light rapid transit or GO stations.

## **Chapter 4 - Land Use**

### **Policy 4.5 Mixed Use Areas and Policy 4.4 Utility Corridors**

The properties at 315 and 325 Front Street West are designated Mixed Use Areas and the rail corridor between Blue Jays Way and John Street/Rod Robbie Pedestrian Bridge is designated Utility Corridor on Map 18 of the Official Plan. See Attachment No. 3 - Official Plan Land Use Map 18.

Mixed Use Areas are intended to provide a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. Policy 4.5.2 sets out the development criteria for Mixed Use Areas to ensure, among other matters, that the

location and massing for new buildings achieves transitions between areas of different development intensity and scale, frames the edges of streets and parks with good proportion and maintains sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Development in Mixed Uses Areas should also provide attractive, comfortable and safe pedestrian environments and have access to schools, parks, community centres, libraries and child care. Development should also take advantage of nearby transit services, provide good site access and circulation and opportunities for green infrastructure.

Utility Corridors are used primarily for the movement of energy, information, people and goods, but can serve other important functions, including, parkland, sports fields, and pedestrian and cycling routes.

### **Official Plan Amendment No. 231 - Office Replacement Policies**

The office replacement policies of Official Plan Amendment 231 require the replacement of office space on sites designated Mixed Use Areas containing 1,000 square metres or more of office space, where residential development is proposed.

### **OPA 352 – Downtown Tall Building Setback Area**

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings in the Downtown. At the same meeting, City Council adopted area-specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide the detailed performance standards for portions of buildings above 24 metres in height.

## **Chapter 6 - Secondary Plans**

### **Downtown Secondary Plan**

Official Plan Amendment 406 (the "Downtown Plan") was adopted by City Council May 22, 2018 and approved by the Ministry on June 5, 2019. OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Plan. It applies to all applications deemed complete after June 5, 2019. This application was deemed complete August 14, 2019 and as such the Plan is in full force and effect for this application.

The Plan – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm, and community services and facilities – provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. It provides the City with a blueprint to align growth management with the provision of infrastructure, sustain liveability, achieve complete communities and ensure there is space for the economy to grow. The Plan area is generally bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north and the Don River to the east.

### **Section 3 - Goals**

Section 3 outlines the goals that support the continued success of the Downtown, focussing on complete communities, connectivity, prosperity, resilience and responsibility.

Policy 3.1. states that the provision of community service facilities, parkland, green infrastructure and physical infrastructure is encouraged to support complete communities and the health of residents, workers and visitors.

Policy 3.5. states that Downtown will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by this Plan.

Policy 3.7 states that Downtown will continue to be Canada's corporate capital and the region's largest and most accessible employment and institutional centre. Union Station and an expanded subway system will strive to provide unparalleled access to skilled labour and linkages to Billy Bishop Toronto City Airport and Toronto Pearson International Airport will contribute to national and international connectivity.

Policy 3.9 promotes a connected public realm with an expanded system of parks and open spaces to provide the foundation for health, liveability and public life as Downtown grows.

### **Section 4 - Directing Growth**

Section 4 identifies the land use designations that are targeted for growth to align with the Growth Plan.

Policy 4.1 states growth is encouraged within the Downtown, in particular on lands designated Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas and Institutional Areas. The highest density of development within the Downtown shall be directed to Mixed Use Areas in close proximity to existing or planned transit stations. Other areas of Downtown will have more modest levels of growth, in keeping with the applicable policies.

### **Section 6 - Land Use and Economy**

Map 41-2 of the Downtown Plan identifies the site within an expanded Financial District. Policy 6.2 provides that development within the Financial District will be encouraged to provide a net gain of gross floor area as office uses and ensure no net loss of office and overall non-residential gross floor area.

Policy 6.6.45 identifies the lands east of Blue Jays Way, south of Front Street, west of Simcoe Avenue and north of the Union Station rail corridor including the subject site and the Metro Toronto Convention Centre as a Special Study Area. The Plan provides that a study will be undertaken to review uses appropriate for these lands given their

characteristics and ability to achieve key city building objectives including a significant gain in gross floor area for office uses.

Map 41-3-A designates the site as Mixed Use Areas 1- Growth. Mixed Use Areas 1 includes areas with the greatest heights and largest proportion of non-residential uses.

Policy 6.23 provides that development within Mixed Use Areas 1 will include a diverse range of buildings typologies, including tall buildings, with height, scale and massing dependent on the site characteristics and supportive of intensification suitable for a downtown growth area, and Policy 6.24 encourages a significant proportion on non-residential uses with new mixed-use developments within Mixed Use Areas 1.

Map 41-5 of the Downtown Plan designates Front Street West as a Priority Retail Street. Policy 6.39 provides that Priority Retail Streets will maintain and enhance Downtown's retail vitality, serve local needs and designation shoppers.

## **Section 7 - Parks and Public Realm**

Map 41-7 of the Downtown Plan also designates Front Street West as a Great Street.

Policy 7.1.7 provides that Great Streets will be prioritized for public realm improvements due to their location, scale and historic role in the city, existing civic significance and their potential contribution to the public realm network.

Map 41-10 locates the sites within the Shoreline Stitch. The Shoreline Stitch is a series of public realm improvements intended to limit the barrier effect of the existing transportation infrastructure and to stitch communities and their parks and public realm together. This will be achieved through a series of initiatives, some ambitious and long term such as decking the rail corridor. Stitching communities and their parks and open spaces together across major transportation corridors increases accessibility to waterfront parks, improves connections to community assets and creates new civic spaces and destinations.

Policy 7.29 states that the Shoreline Stitch will among other matters; increase and improve physical and visual north to south and east to west connections for pedestrians and cyclists across and along the Union Station Rail Corridor, and include the development of a significant park space over the rail corridor west of Union Station.

The Parkland Provision policies of Section 7.39 states that to satisfy the need for parks, the City will; secure land for new parks in all areas of the Downtown, pursue opportunities arising from development for new parkland, and establish partnerships with public agencies, boards and commissions and property owners to secure public access to open spaces to supplement the parks and public realm network.

Policy 7.44 provides for privately owned publicly accessible spaces (POPS) as a community benefit to provide opportunities to expand the public realm by creating open spaces and connecting existing or planned streets, parks and open spaces.



## **Section 8 - Mobility**

The policies of Section 8 promote integration and connectivity within the transportation system for pedestrians, cyclists, transit users and drivers to ensure that they are well-connected and integrated networks that collectively provide a range of safe and sustainable travel choices to ensure mobility and accessibility for all people, contributing to social equity and the creation of complete communities.

Policy 8.4 promotes a walkable downtown and public realm enhancements that, among other matters, improve pedestrian safety, comfort and accessibility, especially for the most vulnerable; improve pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways and create seamless and integrated pedestrian connections to transit stops, the PATH, and other climate-controlled walkways and create vibrant public spaces that encourage public life.

Policy 8.7 states that development will be encouraged to connect to, expand and improve the PATH network and other climate-controlled walkways without compromising the role of the street as the primary place for pedestrian activity.

## **Section 9 - Built Form Policies**

The Built form policies of Section 9 of the Plan set out the main principles to support the design of new development to ensure livability by addressing potential negative impacts associated with intensification including shadowing, and reduced access to sky-views, light and privacy. These policies will ensure that development fits within the existing and planned context, provides appropriate transitions to adjacent and surrounding buildings and spaces, respects the scale and proportion of adjacent streets and contributes positively to its surroundings.

Policies 9.2 to 9.7 focus on improving and expanding the public realm, the provision of new and expanded publicly accessible spaces and increased building setbacks from property lines to promote public realm improvements and Policy 9.8 sets out design objectives for base building design to ensure that its scale, setbacks and materiality contribute positively to the public realm.

Policies 9.11 to 9.16 address the height scale and massing of tall buildings to ensure they are appropriately sited, massed, designed and programmed to suit their unique site characteristics and make a positive contribution to the built environment and public realm.

Policy 9.13 states that tall building floorplates should be designed to adequately limit shadow impacts of the tower on the public realm and neighbouring properties and maintain adequate sky view from the public realm, and Policy 9.15 states that for residential building towers will generally have a maximum floorplate size of 750 square metres. Policy 9.16 notes that buildings for predominantly employment uses have programmatic requirements which require significantly larger floorplates. Where such are encouraged by this Plan these requirements are to be acknowledged.

Policy 9.14 states that development will be located and massed to define and frame the edges of the public realm with good street proportion, providing for comfortable sun and

wind conditions on the public realm and neighbouring properties by stepping back building mass and/or limiting building floorplates above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels.

Policies 9.17 to 9.21 address microclimate impacts in the design of tall buildings in relation to shadow impacts and wind conditions in the public realm and other outdoor spaces. Policy 9.17 states that development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas, and institutional open spaces as necessary to preserve their utility. Policy 9.18. states that development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces indicated on Map 41-13.

Policies 9.22 to 9.27 address transitions between areas and buildings of differing scales. Transition allows for buildings of disparate heights, scale, type and use to have adjacencies yet still be perceived harmoniously from street level and contribute to the overall context and quality of the streetscape. Transition in scale minimizes the impact of large-scale developments on surrounding areas, including adjacent and nearby low- and mid-rise buildings and heritage properties, and maintains access to light, views and privacy. Methods for creating transition between buildings, and between buildings and the public realm, include angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, as well as separation distances.

The Downtown Plan notes the importance of the Downtown Skyline to the City's identity and states tall buildings are visible from greater distances and from a multitude of vantage points and as such, should be designed with their contribution to the overall skyline in mind. Further the Plan states that tall building proposals will consider how the proposal fits within and complements the overall Downtown skyline.

## **Section 10 - Community Services and Facilities**

Section 10 of the Downtown Plan seeks to enhance community services and facilities to support a diverse range of programs and services to support communities, contribute to quality of life and act as neighbourhood focal points where people gather, socialize and access services. Community Services and Facilities are essential to fostering complete communities.

## **Section 11 - Housing**

Section 11 recognizes that the City's quality of life and prosperity are intrinsically connected to the provision of housing that meets the requirements of a diverse population with varying housing needs. Providing housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is essential to the creation of complete communities.

Policy 11.1. states that to achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units will include: a minimum of 15 per cent of the total number of units as 2-bedroom units; a minimum of 10 per cent of the total number of units as 3-bedroom

units; and an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2 and 3 bedroom units through the use of accessible or adaptable design measures.

## **Section 12 - Culture**

Map 41-14 designates Front Street West as a Cultural Corridor. Policy 12.9 provides that the public realm within each Cultural Corridor will be designed to create a coherent visual identity include public art and interpretive resources.

## **Section 13 - Energy and Resilience**

Section 13 outlines the ways in which Downtown can respond to the changing climate and the impacts of changing weather patterns and help to mitigate climate change. Policies related to resilience, low-carbon energy and water consumption are highlighted

The Downtown Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

## **Downtown Parks and Public Realm Plan**

At its meeting of May 22, 23 and 24, 2018 City Council adopted the Downtown Parks and Public Realm Plan. The Plan serves as a vision for the Downtown parks system and public realm networks that puts public life, placemaking and active mobility at the forefront of long-term planning. It looks at the Downtowns' public realm holistically, within the context of a mature urban fabric. It is one of five infrastructure plans and strategies supporting the Downtown Secondary Plan.

The Downtown Parks and Parks and Public Realm Plan sets out a new way of thinking about the integrated design of parks, streets and other publicly accessible open spaces in an intensifying Downtown, to achieve a bold and lasting legacy for future generations. It is based on Five Transformative Ideas, a set of integrated spatial transformations that build on the assets of all areas in and adjacent to the core to guide how the parks and public realm network will be expanded, improved and connected.

The Five Transformative Ideas are an organizing framework for the plan and include:

**The Core Circle:** Re-imagining the ravines, bluffs, waterfront and islands encircling the Downtown as an immersive landscape system that celebrates Indigenous cultures and histories and is connected by a continuous walking and cycling route;

**Great Streets:** Enhancing the unique characteristics of Downtown's 12 most emblematic streets and making them outstanding civic places and connectors;

**Shoreline Stitch:** Weaving the waterfront back into the fabric of Downtown through improved connections both north-south across transportation corridors and east-west between Fort York and the Don River;

Park Districts: Strengthening Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks, open spaces and streets to create a focus for everyday community life; and

Local Places: Re-imagining smaller local public spaces such as; church yards, school yards, cemeteries, hydro corridors and institutional open spaces

The Downtown Parks and Public Realm Plan can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.5>

## **TOCore Implementaton Strategy - Downtown Parks and Public Realm Plan**

At its meeting of October 1 - 4, 2021 City Council adopted the TOcore - Implementation Strategy - Downtown Parks and Public Realm Plan. The Implementation Strategy is focused on delivering tangible outcomes towards the vision of the Downtown Parks and Public Realm Plan within the core's mature urban fabric. These include expanding parkland, improving parks and their utility, improving equity in access to parks, promoting public life, expanding the tree canopy, creating new connections, expanding and improving the cycling network, and improving pedestrian safety.

The Implementation Strategy identifies key projects recommended for advancement on a priority basis including:

Core Circle – Undertaking a concept plan for the Core Circle to advance an integrated design for a continuous walking and cycling route connecting the pre-settlement landscape system encircling Downtown.

Great Streets – Advancing the design for significant public realm improvements on 5 of the 12 Downtown Great Streets to make them outstanding civic places and connectors. Including implementing streetscape improvements to Front Street West via coordination and partnerships with the development industry.

Shoreline Stitch – Moving forward key next steps in weaving the waterfront back into the fabric of Downtown by continuing to explore opportunities to deck over the Union Station rail corridor for public parkland, and exploring the potential for future phases of the Bentway/Under Gardiner initiative. This would weave together the 3 threads of the Stitch, including Queens Quay, the Bentway and the rail corridor, and enhance access to new parks currently being developed on the waterfront.

Civic Precinct – Undertaking a Civic Precinct public realm and public art master plan to improve connections between the significant public spaces in the precinct, building on forthcoming investments in the Indian Residential School Survivor (IRSS) Legacy Project, the new Courthouse, the return of Old City Hall to public use and the planned Ontario Line subway stations and

Park Districts – Advancing planning in 6 park districts within Downtown to improve their focus for public life and community use by expanding and improving parkland and making connectivity improvements to streets and public spaces.

The ToCore Implementation Strategy: Downtown Parks and Public Realm Plan can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE24.7>

## **Railway Land Central Secondary Plan**

The site is also located within the Railway Lands Central Secondary Plan.

The Secondary Plan identifies that the Railway Lands Central will be developed as an integral part of the Downtown so that the barrier effects of the road and rail corridors will be minimized and the central City reunited with the Central Waterfront. New development in the Railway Lands Central should have a mix of uses, and a form, character and environmental quality which will ensure that the area is used by people for a wide variety of purposes throughout each day.

Section 3 of the Secondary Plan establishes the principles regarding the structure, form and physical amenity of the Railway Lands Central development. The policies of Section 3.2 of the Secondary Plan provide that buildings will, among other matters, clearly define and give form to the edges of streets, parks and open spaces, contribute to the creation of public streets, parks and open spaces with pleasing proportions and appropriate scale, adequate sunlight and sky views, and comfortable wind conditions, achieve a harmonious relationship with adjacent buildings with respect to building massing and setbacks, scale, texture, architectural detail and rhythm of horizontal and vertical elements and be designed such that their massing and roof profile contribute harmoniously to the city skyline, including stepping down from the central city to the lake.

Development in the Railway Lands Central will contribute to the achievement of an attractive, inviting, comfortable and safe public realm, including generously proportioned public streets, parks and publicly accessible open spaces which meet high standards of urban design and provide good access to sunlight and protection from winds. Map 18-4 of the Secondary Plan delineates the desired system of parks and publicly accessible open spaces to help to integrate the Railway Land Central with the Railway Lands West, Railway Lands East, the Downtown and the Central Waterfront and provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors.

The properties at 315 and 325 Front Street West are designated Mixed Use Areas 'C' in the Secondary Plan. The Secondary Plan provides that residential uses in Mixed Use Areas 'C' may only be permitted by way of amendment to the Secondary Plan.

The Secondary Plan also provides that development in Mixed Use Areas 'C' will have a density and form that helps to define Front Street West as a significant urban street, and accommodates if feasible publicly accessible open space across the Rail Corridor to physically and visually link lands to the north and south of the rail corridor.

The Railway Lands Central Secondary Plan can be found here:  
<https://www.toronto.ca/wp-content/uploads/2017/11/8fd1-cp-official-plan-SP-18-RailwayLandsCentral.pdf>

The outcome of staff analysis and review of relevant Official Plan policies and designations and the Downtown Secondary Plan and Railway Lands Central Secondary Plan are summarized in Attachment 5 and the Comment Section of this report.

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

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The Tall Building Design Guidelines may be found here:  
<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

### **Growing UP: Planning for Children in New Vertical Communities Guidelines**

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (the "Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building, and unit scale. The Growing up Guidelines may be found here:  
<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-103920.pdf>

### **Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

The purpose of these guidelines are to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The Pet Friendly Guidelines may be found here:  
<https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

### **Railway Lands West and Central Urban Design Guidelines**

The Railway Lands West and Central Urban Design Guidelines illustrate and describe an urban design framework, and provide a context for coordinated incremental development and for evaluating development applications within the area. The Guidelines promote the highest quality of design, describe the anticipated approach to site planning, built form and amenity, provide a coordinated approach to the design and definition of the public realm, and allow for a range of development scenarios, architectural and landscape architectural expressions and phasing approaches.

The Railway Lands West and Central Urban Design Guidelines may be found here:  
<https://www.toronto.ca/wp-content/uploads/2017/08/97dc-Toronto-Urban-Design-Guidelines-Railways-Lands-West-and-Central.pdf>

### **Pedestrian PATH Network Master Plan and Draft Design Guidelines**

The Pedestrian PATH Network Master Plan ("PATH Master Plan") and the accompanying draft Pedestrian PATH Network Design Guidelines ("PATH Design Guidelines") provide direction on the expansion of the underground PATH network, along with design standards such as minimum walkway widths and design of interior public spaces. These guidelines are currently not available online until they become compliant with the Accessibility for Ontarians Act and can be made available in paper copy upon request.

## **Attachment 5: Planning Analysis of the Provincial Policy Statement and Provincial Plans**

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

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

### **Provincial Policy Statement (PPS) (2020)**

- Policies 1.1.1, 1.1.2, 1.1.3.1 and 1.1.3.1 of the PPS promote efficient land use patterns in a settlement area identified in the Official Plan for intensification and a varied mix of land uses. Further, Policy 1.3.1 promotes economic development by encouraging compact mixed use development that incorporates compatible employment uses to support liveable and resilient communities.

The site is located within the Downtown and Central Waterfront which is an area identified in the Official Plan for intensification for both residents and jobs. The properties at 315 and 325 Front Street West are also designated Mixed Use Areas in the Official Plan, a designation intended for growth. The proposal includes a mix of residential, office, retail and open space uses consistent with provincial policies and the Official Plan.

- Policy 1.1.3.3 states planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development accommodating a significant supply and range of housing options through intensification and redevelopment. In addition, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

The application proposes a mix of residential, office, retail and open space uses and has good access to transit, including St. Andrew's subway station and Union Station, and is located close to the planned GO station at the southwest corner of Front Street West and Spadina Avenue. The proposal includes a PATH connection within the development and provides for the extension of the PATH to other sites.

- Policy 1.5.1(a) of the PPS states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposal has been modified since the initial submission with increased building setbacks now proposed along Front Street West and Blue Jays Way to widen the pedestrian zones along these streets. As well two new POPS spaces are proposed along Front Street West and the proposal protects for future opportunity for park and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie bridge.



These public realm and open space improvements will enhance east to west and north to south connections from the central City to the Waterfront, will add to the system of parks and opens space within the downtown and provide a gathering space for local residents and visitors.

- Policies 1.2.4 and 1.2.5 further direct municipalities to identify density targets in areas adjacent or in proximity to major transit corridors, existing or planned. Policy 1.4.3, instructs planning authorities to provide for an adequate range and mix of housing options and densities by requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- Section 1.6.8 directs planning authorities to protect transportation and infrastructure corridors for the long term and consider development in relation to this requirement. Policy 1.6.8 (1) states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs. Further Policy 1.6.8 (3) states that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The proposed development is transit-supportive consisting of a mix of commercial, retail and residential uses including rental and affordable rental housing. Due to the site's adjacency to the rail corridor, various mitigation measures have been incorporated into the proposed development. A minimum setback of 14 metres is proposed, achieved through a combination of horizontal and vertical measures as well as an 8 to 10 metre high crashwall. Noise mitigation measures will also be incorporated into the design of the development to address noise impacts.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

- Policy 1.2.1 of the Growth Plan sets out the Guiding Principles for how land is developed, resources are managed and protected and public dollars are invested. The principles support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. They prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- The Policies of Sections 2.2.1, 2.2.3, 5.2.4 and 5.25 provide direction on managing growth within the Greater Golden Horseshoe, including directing growth to areas such as the Toronto Downtown Urban Growth Centre (UGC), and sets out forecasts and targets for levels of growth in these areas.

The subject site is within the Downtown UGC, a strategic growth area defined in the Growth Plan (2020). The Growth Plan provides that the Downtown UGC, encompassing an area generally bordered by Bathurst Street, the midtown rail corridor and Rosedale Valley, Don River and Lake Ontario, will be planned to achieve, by 2031, or earlier, a minimum density target of 400 residents and jobs combined per hectare. The application conforms to the policy direction of the Growth Plan with respect to intensification in the Downtown UGC.

- Policy 2.2.1.4 provides that the Growth Plan will support the achievement of complete communities that: feature a diverse mix of land uses including residential and employment uses and convenient access to local stores, services and public service facilities; provide a diverse range and mix of housing options, and provide for more compact built form and a vibrant public realm including public open spaces.

The proposal provides a mix of residential and employment uses including substantial office floor area. The application proposes rental housing including affordable rental housing adding to the range and mix of housing options in the area. A new child care centre is proposed on-site and residents will have access to the childcare, along with a variety of existing community services and facilities and parks near to the site such as Roundhouse Park, David Pecault Square, and Clarence Square Park. Public realm enhancements are proposed along Blue Jays Way and Front Street West that will contribute to the vibrancy of these streets. The application also proposes publicly accessible open spaces on site and protects for the future opportunity for park and other open spaces uses over the rail corridor that will add to the network of parks and open space within the area and enhance connections from the core of the City to the broader system of parks and open spaces within the downtown and along the waterfront.

- Policy 2.2.2.3(b) instructs municipalities to develop a strategy to achieve minimum intensification targets in delineated built-up areas, and identify an appropriate type and scale of development and transition of built form to adjacent areas.

The proposal has been modified through the application review process such that an appropriate development type and scale and built form transition has been achieved.

- Section 2.2.4.3 of the Growth Plan states that upper-and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will: c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

The application provides for a mixed-use development that supports objectives for complete and livable communities with a mix of residential, commercial and retail uses, a child care centre, and new POPS spaces. The proposed development provides for an appropriate level of intensification, in a built form that is compact and would efficiently use land, resources, infrastructure and public services, and support the use of future and existing public transit.

- Section 3.2.5.1 Infrastructure Corridors states: In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will: b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS.

This policy reinforces the need for development adjacent to transit and transportation corridors to be designed in such a way as to support the effective and ongoing use of these corridors without introducing compatibility issues or other potential conflicts that would otherwise negatively impact transportation uses in municipalities. The development has been designed to mitigate impacts on the rail corridor and address compatibility issues.

- Section 2.2.5 sets out policy directions in relation to employment. Policy 2.2.5.3 provides that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Further, Policy 2.2.5.4 provides that in planning for employment, the development of active transportation networks and transit-supportive built form will be facilitated.

The site is well served by transit and supports the development of active transportation networks. The site is situated less than 500 metres from Spadina-Front GO station planned at the southwest corner of Front Street West and Spadina Avenue. It is also situated less than 800 metres from the the St. Andrews subway station and Union Station. The application also proposes public realm enhancements and the expansion of the PATH network to site and provides for its further expansion beyond the site consistent with this policy that promotes active transportation.

- Policy 5.2.5.6 states municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

As such, the City's Official Plan and design guidelines have direct relevance for assessing Growth Plan conformity. It is City Planning staff's opinion that the application conforms with the Growth Plan. The applicable Official Plan policies and relevant guidelines and their link in assessing Growth Plan conformity are examined in the Comments Section of this report.

**Attachment 6: Draft Official Plan Amendment - Railway Lands Central Secondary Plan**

**Draft Official Plan Amendment - 315 and 325 Front Street West: File # 19 204347  
STE 10 OZ**

**City of Toronto  
By-law \_\_\_\_-2022**

To adopt Amendment No. 603 to the Official Plan for the City of Toronto with respect to the lands municipally known in the year 2021 as 315 and 325 Front Street West and the area over the Rail Corridor generally between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge

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

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

The Council of Toronto hereby enacts:

1. The attached Amendment 603 to the City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on [Date]

## **Amendment No. 603 to the Official Plan for the City of Toronto**

### **Lands municipally known in the year 2021 as 315 and 325 Front Street West and the area over the Rail Corridor generally between Blue Jays Way and John Street/Rod Robbie Pedestrian Bridge**

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

1. Chapter 6, Section 18, Railway Lands Central Secondary Plan, is amended as follows:
  - a. 18-4 'Parks and Open Space Plan' and 18-6 'Urban Structure Map' are deleted and replaced with new Maps 18-4 and 18-6 attached hereto;
  - b. Section 10.4.1 is amended by adding Mixed Uses Areas 'C' to the last sentence as follows:

"Residential uses in this area may only be permitted by way of amendment to this Secondary Plan, except that in "Mixed Use Areas 'A', 'B' and 'C' residential will also be regarded as an appropriate use and may be permitted without further amendment to this Secondary Plan."
  - c. Section 10.4.2 is amended by adding Section 10.4.2 (d) as follows:

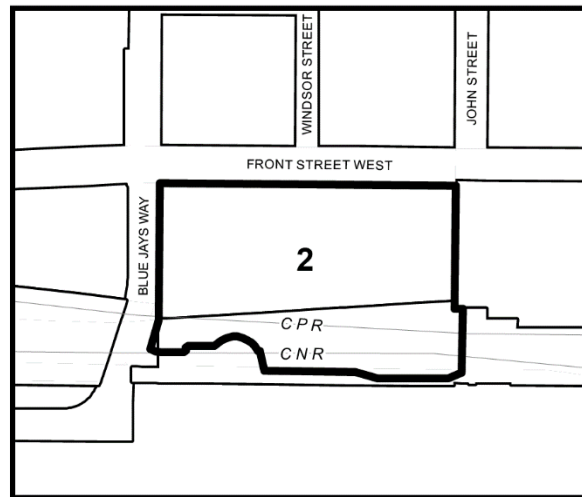
"Development in Mixed Uses Areas 'C ' will have a density and form which:

(d) accommodates if feasible, in accordance with the provisions of Section 10.5.1, the development of a park or publicly accessible open space across the Rail Corridor so that the development to the north will be linked to the open space areas in the Railway Lands Central and that development in the Railway Lands Central will be visually and physically accessible from the north."
  - d. Section 10.5.6 is added as follows:

"Notwithstanding Section 10.5, By-laws may be passed to permit decking over the Rail Corridor between Mixed Use Areas 'C' and Mixed Use Areas 'F' for the primary purpose of parks and open space uses including ancillary uses provided that appropriate technical studies have been undertaken confirming that the objectives of Sections 2.2, 8.4 and 8.5 of the Secondary Plan are ensured."

- e. Section 13 is amended by adding Site and Area Specific Policy No. 2 as follows:

**2. 315 and 325 Front Street West and the area over the rail corridor generally between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge**



**1. Introduction**

- 1.1 This prominent site includes the properties at 315 and 325 Front Street West, as well as the area over the rail corridor between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge. The site is located within the Downtown, in an area that has experienced significant growth and transformation over a relatively short period of time. The site is also located within an expanded Financial District close to major venues and tourist attractions including the CN Tower, Rogers Centre as well as the Metro Toronto Convention Centre, and is in close proximity to Union Station. The site has extensive frontage along Front Street West, an important cultural corridor, and sits at the southern terminus of the John Street cultural corridor. Redevelopment of the site provides a significant opportunity to achieve key city building objectives in relation to complete communities, economic development, the provision of parkland, and public realm enhancements.
- 1.2 This Site and Area Specific Policy is intended to guide the development/redevelopment of the lands at 315 and 325 Front Street West and the decking of the rail corridor generally between

Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge for park and other open space uses, and includes policies on land use, parks and open spaces, public realm, built form, and transportation.

## **2. Principles for Development**

In addition to the major objectives for the Railway Lands Central as set out in Section 2 of the Secondary Plan, development of the lands will proceed in accordance with the following principles:

- 2.1 Provide a diverse mix of uses that support complete communities including significant employment uses, residential uses including affordable housing opportunities, community services and facilities and parks and open spaces.
- 2.2 Establish a framework for the creation of a new park and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie Pedestrian Bridge.
- 2.3 Provide a built form and massing that fits appropriately within its context, addresses the proximity of significant buildings including the CN Tower and the Rogers Centre, and ensures distinctive and high quality architecture that contributes positively to the skyline.
- 2.4 Ensure public realm and streetscape enhancements that recognize and contribute to Front Street West and John Street as cultural corridors.
- 2.5 Promote opportunities for active transportation and enhanced connectivity over the rail corridor and from the site to the surrounding parks and open space network.

## **3. Land Use**

- 3.1 Development will contribute to an expanded Financial District by including a major non-residential component that will be a catalyst for economic investment and activity with a minimum of 100,000 square metres of floor area dedicated to non-residential uses including significant office floor area.
- 3.2 Residential development will include:
  - a) a diverse range of housing options, including rental housing and opportunity for affordable rental housing, that responds to the varied housing needs of residents in Toronto; and

- b) a residential unit mix that includes a minimum of 10% three bedrooms units or larger and a minimum of 15% two-bedroom units.

#### **4. Parks and Open Spaces**

- 4.1 Parks and open spaces are essential elements of complete communities contributing to liveability, resiliency and placemaking. Downtown has been the subject of unprecedented growth, increasing the demand for parks with limited lands available for new parkland. To support the downtown's liveability and economic competitiveness the City must plan and protect for new opportunities for parkland.
- 4.2 The area over the rail corridor is considered priority for new parkland in order to address the need for improved quantity, quality and distribution of parks within a growing Downtown.
- 4.3 The area over the rail corridor provides opportunity for a park of an appropriate size and configuration to accommodate a variety of park uses, and civic and cultural spaces. It will contribute to the Shoreline Stitch enhancing connectivity to the network of parks and open spaces within the downtown and to the waterfront as envisioned in the Downtown Parks and Public Realm Plan.
- 4.4 Privately-owned publicly accessible open spaces (POPS) as shown on Map 18-4 Parks and Open Space Plan, will be provided and maintained on the site to strengthen and support the role of Front Street West and John Street as cultural corridors and expand and enhance connectivity over the rail corridor. These privately-owned publicly accessible open spaces may include plazas in front of buildings, courtyards, linear green spaces, promenades and mid-block pedestrian connections.
- 4.5 Privately-owned publicly accessible open spaces will be open to the public and easements will be granted to the City at appropriate locations to ensure that privately-owned publically accessible open spaces are open to the public.

#### **5. Built Form and Public Realm**

- 5.1 The height and massing of buildings will be designed to minimize new shadows on Clarence Square with no net new shadows on Clarence Square after 11:00 a.m. on March 21.
- 5.2 The architectural design of all buildings will be distinctive and of high quality and consider how the buildings fit within and complement the overall downtown skyline.



- 5.3 Development adjacent to Front Street West will accommodate generous sidewalk zones (curb to building face) and increased building setbacks to provide for a variety of streetscape improvements and pedestrian amenities that enhance and reinforce the role of Front Street West as a cultural corridor.
- 5.4 Development adjacent to Blue Jays Way will accommodate wherever feasible, a sidewalk zone (curb to building face) of 6 metres.
- 5.5 Buildings will have generous setbacks from the rail corridor to accommodate an accessible walkway, enhanced landscape treatments, areas for retail activities, and other pedestrian amenities.

## **6. Transportation**

- 6.1 Development will be designed to encourage walking, cycling, transit use and car sharing as means of reducing the use of private automobiles.
- 6.2 Development will expand the PATH network by including a PATH connection within the development and knock-out panels within the underground portions of the buildings to provide for the expansion of the PATH network to the north and east beyond the site.
- 6.3 The design of the PATH connection will be informed by guidelines as developed and adopted by Council.

## **7. Rail Corridor**

- 7.1 Nothing in this Site and Area Specific Policy will restrict or prohibit the continued rail operations within the rail corridor.
- 7.2 The redevelopment of the lands and decking structure will be designed to ensure the continued effective, safe and efficient provision of rail operations as set out in Sections 2.2, 8.4 and 8.5 of the Secondary Plan.
- 7.3 The rail corridor will remain important for inter-regional passenger rail services and freight rail services. The rail corridor will continue to function as a utility corridor in accordance with Utility Corridor designation provisions of the Official Plan, with rail uses located below the decking structure including active rail lines and uses associated with rail operations.

## **8. Implementation**

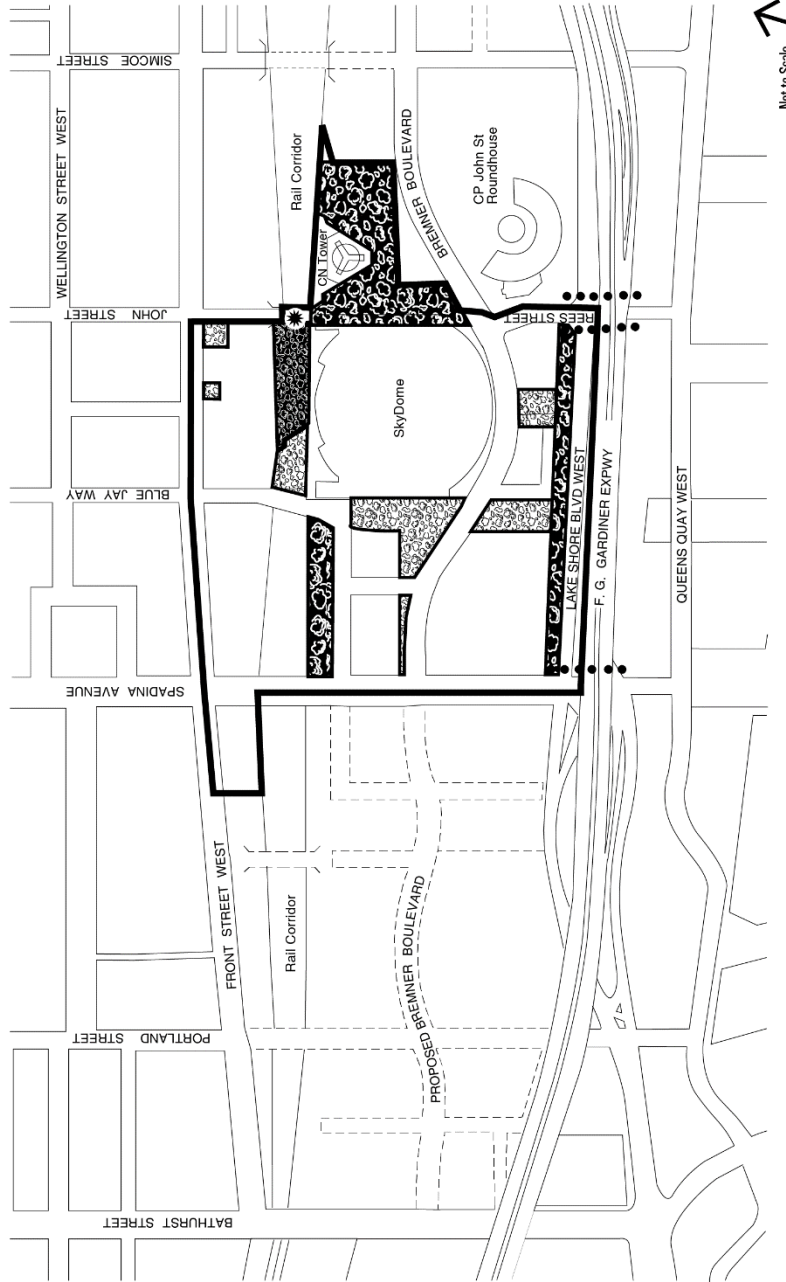
- 8.1 Development will not proceed prior to enactment of an implementing Zoning By-law(s) for the lands that reflect this Site and Area Specific Policy. The implementing Zoning By-law(s) will specify density and/or gross floor area limits to provide for a mixed-use development and parks and other open space uses over the rail corridor.

## **9. Holding (H) Provisions**

- 9.1 When enacting by-laws for permit redevelopment in accordance with this SASP and the Official 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(s) and buildings permitted while the Holding (H) Symbol is applied and will specify the use to which lands buildings or structure may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.

## **10. Interpretation**

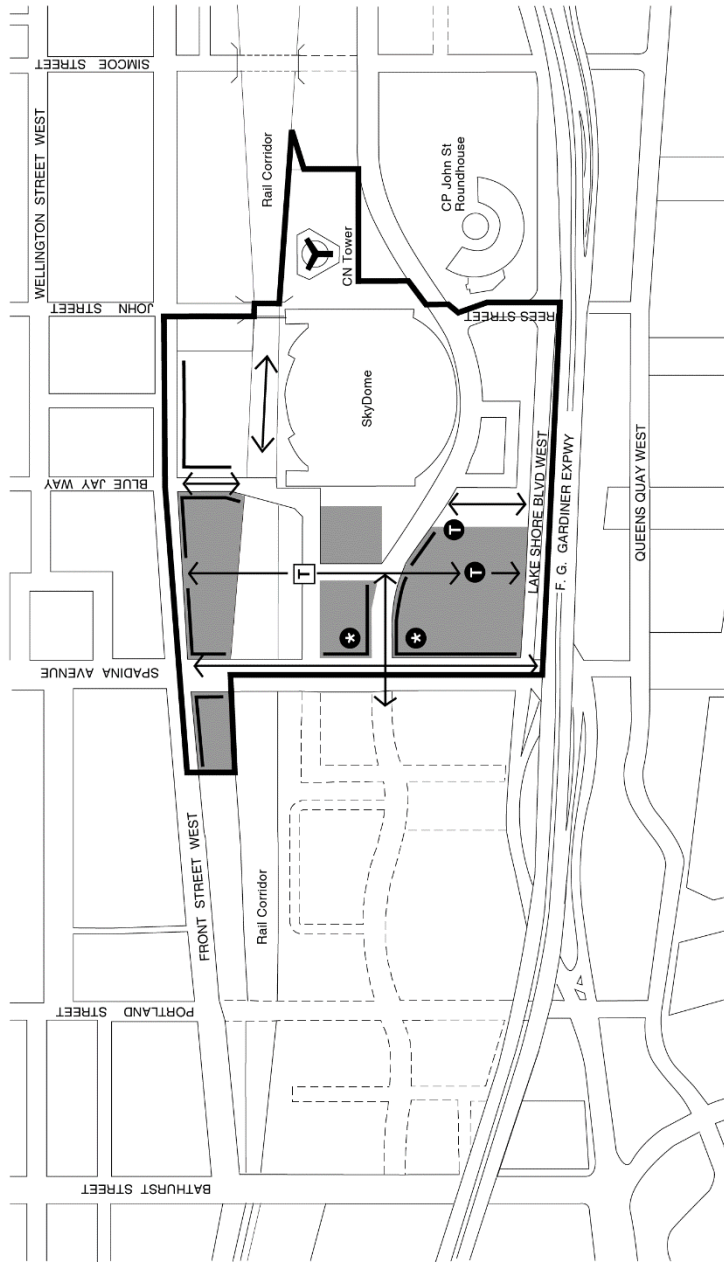
- 10.1 This Site and Area Specific Policy should be read in conjunction with the Rail Lands Central Secondary Plan and the City of Toronto Official Plan. In the case of a conflict between this Site and Area Specific Policy and the policies in the Railway Lands Central Secondary Plan or the City of Toronto Official Plan, the policies in this Site and Area Specific Policy will prevail.



**Toronto** City Planning Division  
**Official Plan Amendment #603**

**Railway Lands Central Secondary Plan**  
**MAP 18-4 Parks and Open Space Plan**

June 2022



## Official Plan Amendment #603

## Railway Lands Central Secondary Plan

### MAP 18-6 Urban Structure Plan

- Secondary Plan Boundary
- Significant Intersection
- Existing View Terminus
- Potential View Terminus
- Significant Street Edge
- Significant City Waterfront Views and Vistas
- Special Policy Lands

June 2022

**Attachment 7: Draft Zoning By-law Amendment- Railway Lands Central Zoning  
By-law 1994-0806**

(To be available at the June 29 and 30, 2022 Toronto and East York Community  
Council Meeting)

## **Attachment 8: Recommendation 5. b) iii. - Requirements for Transmission Watermain**

- a. Prior to the issuance of the first building permit including, but not limited to, demolition, shoring and excavation, regardless of the sequence of construction with respect to the development, the owner shall prepare all document(s) and convey an easement (the "Transmission Watermain Easement") (width to be determined) centred on the existing 1800mm transmission watermain (the "Transmission Watermain"), for the purpose of access, reconstruction, maintenance and repairs of the existing Transmission Watermain that currently traverses the middle of the site development, such lands to be free and clear of all physical and title encumbrances, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;
- b. The owner shall be responsible to prepare, submit to the City for approval and deposit all required reference plans to describe the easement being conveyed in section a. above at no cost to the City to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and the City Solicitor;
- c. Prior to the issuance of the first building permit including, but not limited to, demolition, shoring, and excavation, regardless of the sequence of construction, the owner shall prepare and submit an independent report prepared by a professional engineer addressing all the items for the protection and monitoring of the Transmission Watermain located within the lands related to the construction to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- d. For any proposed building that will encroach on the existing Transmission Watermain Easement, prior to the issuance of the first building permit including, but not limited to, demolition, shoring, and excavation, regardless of the sequence of construction, the owner shall submit a Geotechnical/Structural Study prepared by professional Geotechnical and Structural engineers that addresses the potential impacts of the proposed development (during construction and post-construction) on the Transmission Watermain and confirms that the proposed building(s) and/or structure(s) will not create any adverse impact on the operation of the Transmission Watermain all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. Such Geotechnical/Structural Study may be subject to peer review on behalf of the City, at the sole discretion of the Chief Engineer and Executive Director, Engineering and Construction Services with the cost of such peer review to be borne by the owner. At a minimum, such Geotechnical/Structural Study must include:
  - i. an assessment of site conditions (including findings from site investigations);
  - ii. a structural analysis that considers all potential impacts on the Transmission Watermain;

- iii. geotechnical analysis and review of the design of the Transmission Watermain and sub-surface conditions, located within the development lands, in relation to building demolition and new development to confirm whether any change in loading will not exceed the design limits of the Transmission Watermain;
  - iv. guidelines to inform the design of the buildings (e.g., maximum depth of buildings, drilled or driven foundations, zones of influence and any other factors) that will ensure that there are no impacts on the integrity or operation of the Transmission Watermain;
  - v. site monitoring and inspection recommendations to ensure that the guidelines required in section iv. above and City bylaws (i.e., vibration levels) are adhered to;
  - vi. A Reporting Plan including real-time alerts and actionable trigger levels related to site monitoring required in section v. above. The Reporting Plan must also include a template of a weekly summary report to be provided to the Chief Engineer and Executive Director, Engineering and Construction Services to outline all construction monitoring and inspection findings, and all required reporting must be conducted and provided by an independent professional geotechnical engineer; and
  - vii. Considerations of phased construction proposed for this development.
- e. Prior to the issuance of the first building permit including, but not limited to, demolition, shoring and excavation, regardless of the sequence of construction, for any building on the development site, the owner shall at its sole cost and expense, submit to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, for review and acceptance, a Construction Management Report that includes but is not limited to the following:
- i. all items and requirements as per the Reports and Plans required in sections c. and d. above, for the protection and monitoring of the Transmission Watermain located within the lands during and following construction;
  - ii. details of the impact of the proposed design of the building(s) and/or structure(s) on the existing Transmission Watermain;
  - iii. the proposed horizontal and vertical clearances between any part of the building(s) and/or structure(s) and the Transmission Watermain;
  - iv. the structural loading applied on or near the Transmission Watermain as well as the impacts of such loading; and
  - v. the construction procedures as they relate to any excavation, dewatering of the site, necessary monitoring plans (including pre-construction and post-construction videos of the Transmission Watermain), backfill material to be used,

recommendations to avoid any impacts on the Transmission Watermain, and any other information necessary in order to demonstrate that the integrity of the Transmission Watermain will not be adversely impacted as a result of the proposed development or the construction of the services required for the lands.

f. The owner shall prepare and submit updates/addendums to the reports or new Reports and Plans as required in sections c. d. and e. above, prior to issuance of below-grade building permits for each of the commercial and residential components of the development as may be required by the Chief Engineer and Executive Director, Engineering and Construction Services in the context of applications for Site Plan Approval having regard to the nature and location of the proposed construction.

g. The owner shall implement all recommendations and requirements of the Reports, updates and addendums and Plans, required in subsections c. d. e. and f. above, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services until the completion of the construction of the development and post construction;

h. Prior to the issuance of the first building permit including, but not limited to, demolition, shoring and excavation, regardless of the sequence of construction for any building on the development site, the owner shall provide the City with financial security by way of an irrevocable letter of credit in an amount of Five Million Dollars (\$5,000,000.00) to guarantee the protection of the Transmission Watermain. The letter of credit shall be in effect for the duration of the construction of the site.

i. Prior to issuance of the first building permit, including but not limited to demolition, shoring and excavation, regardless of the sequence of construction for any building on the lands, the owner shall take out and maintain, at its sole cost and expense, commercial general liability insurance in connection with its obligations for the protection of the Transmission Watermain acceptable as to form, limits and conditions to the City's Risk Management Division, the Chief Engineer and General Manager, Toronto Water, for a limit of not less than TEN MILLION DOLLARS (\$10,000,000.00) (CAN) per occurrence covering possible damages, losses, claims and expenses for or in connection with any personal injury, death or property damage that might be incurred on or about the Transmission Watermain and Transmission Watermain Easement. The insurance policy shall include the City as an additional insured and shall contain a cross-liability and severability of interest clause and include contractual liability coverage. The liability insurance policy shall provide that any breach of a condition of the policy by an insured shall not affect protection given by the policy to any other insured. The liability insurance policy shall contain a clause providing that the insurer will not cancel or refuse to renew the said insurance without first giving the City thirty (30) days prior written notice thereof. The Owner shall supply the Chief Engineer and General Manager, Toronto Water with satisfactory evidence of such insurance upon request by the City, and a certificate of insurance shall be remitted to the Chief Engineer, with a copy to the General Manager, Toronto Water, no later than thirty (30) days following its issuance and evidence of continuance if available shall be remitted to the City at least thirty (30) days prior to the expiration of any insurance policy. The Owner shall provide to the City a copy of the insurance policy upon request.



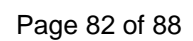
j. The owner shall indemnify the City against all claims for loss or damage which may occur to the proposed work as result of a leak or break in the Transmission Watermain; that the owner also indemnify the City against all claims for loss or damage which may occur to the proposed work for any future construction activity upon, or within the City Transmission Watermain Easement, to repair, install, modify or replace the existing City infrastructure by City forces or by contractors hired by City to carry out this work.

k. The Owner agrees to obtain all necessary approval and permits as may be required and agrees to implement the provisions of the accepted Construction Management Plan, and any other related measures as required by the Chief Engineer and Executive Director, Engineering and Construction Services, in the construction of services, building(s) and/or structure(s) on the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the Chief Building Official.

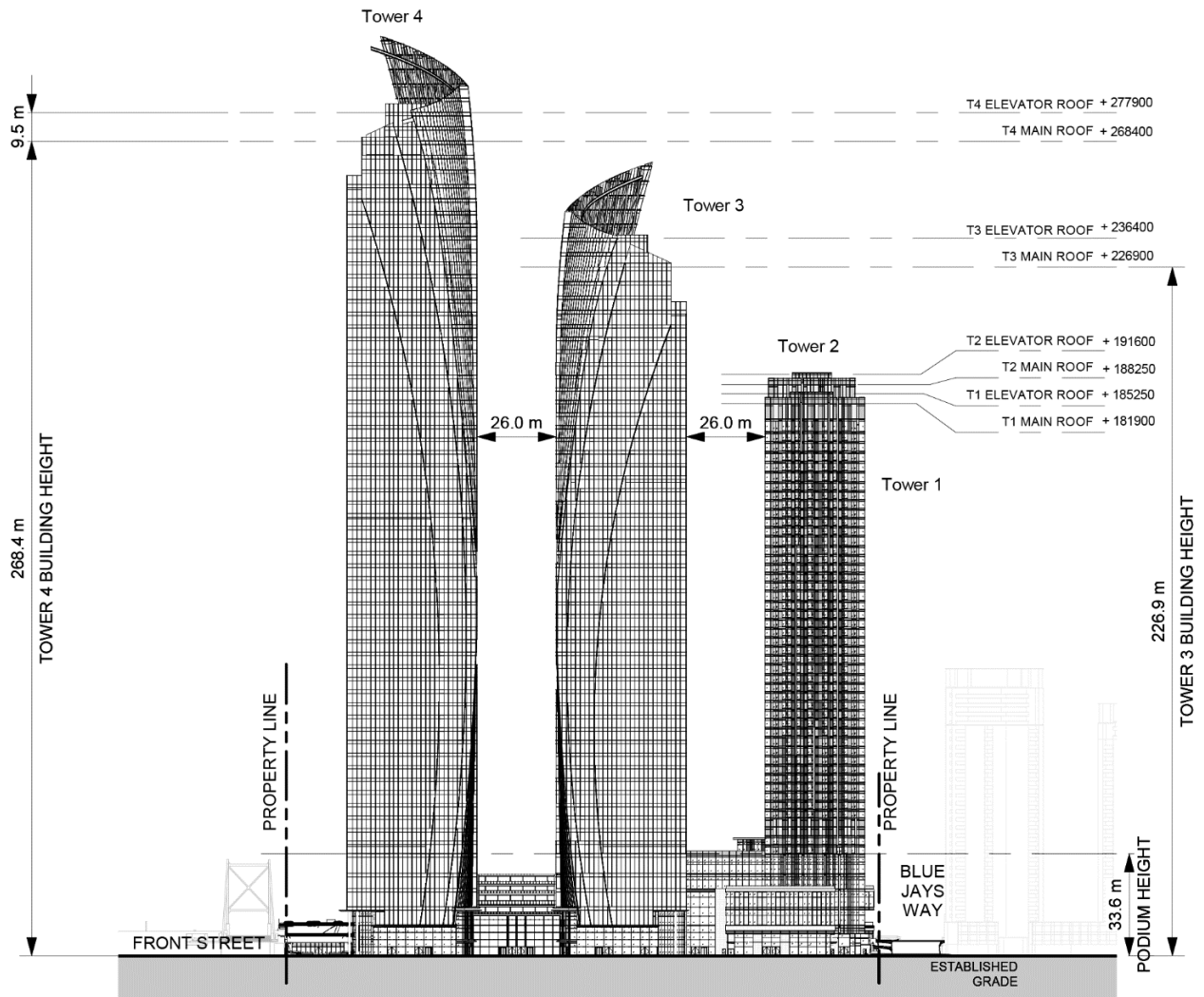
l. The owner and the engineering consultant will advise Toronto Water and Engineering Construction Services immediately of any damage to the Transmission Watermain witnessed on-site or through data recorded by the monitoring program.

m. The Site Plan Agreements for each building within the Site Lands will include appropriate clauses requiring warnings to be provided to future residents/purchasers that future repairs to the Transmission Watermain may cause disruptions to their daily lives, including noise and road restrictions, during the course of such repairs.

Final Report - 315 and 325 Front Street West and area over the Rail Corridor between Blue Jays Way and John Street

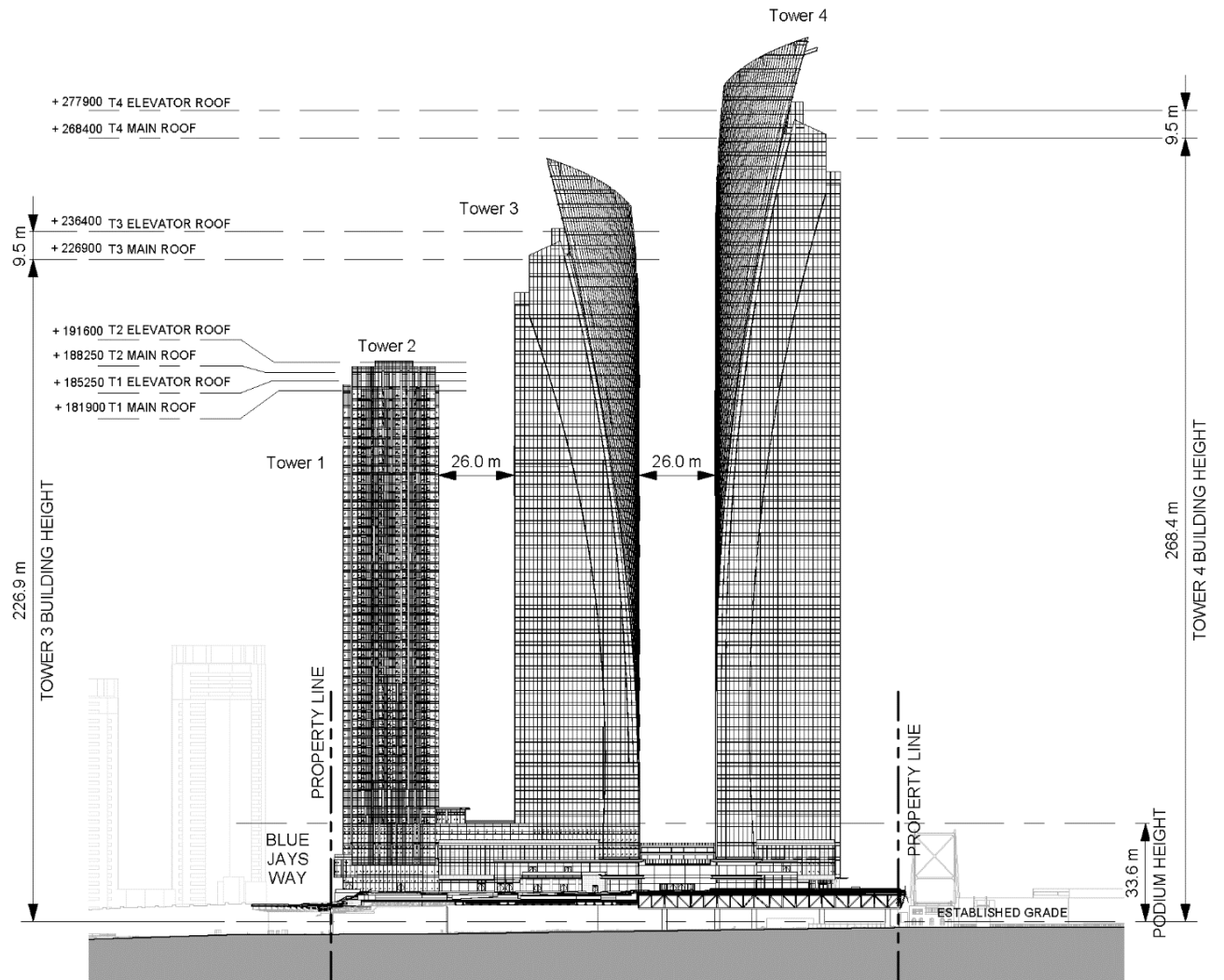


## Attachment 10: North Elevation



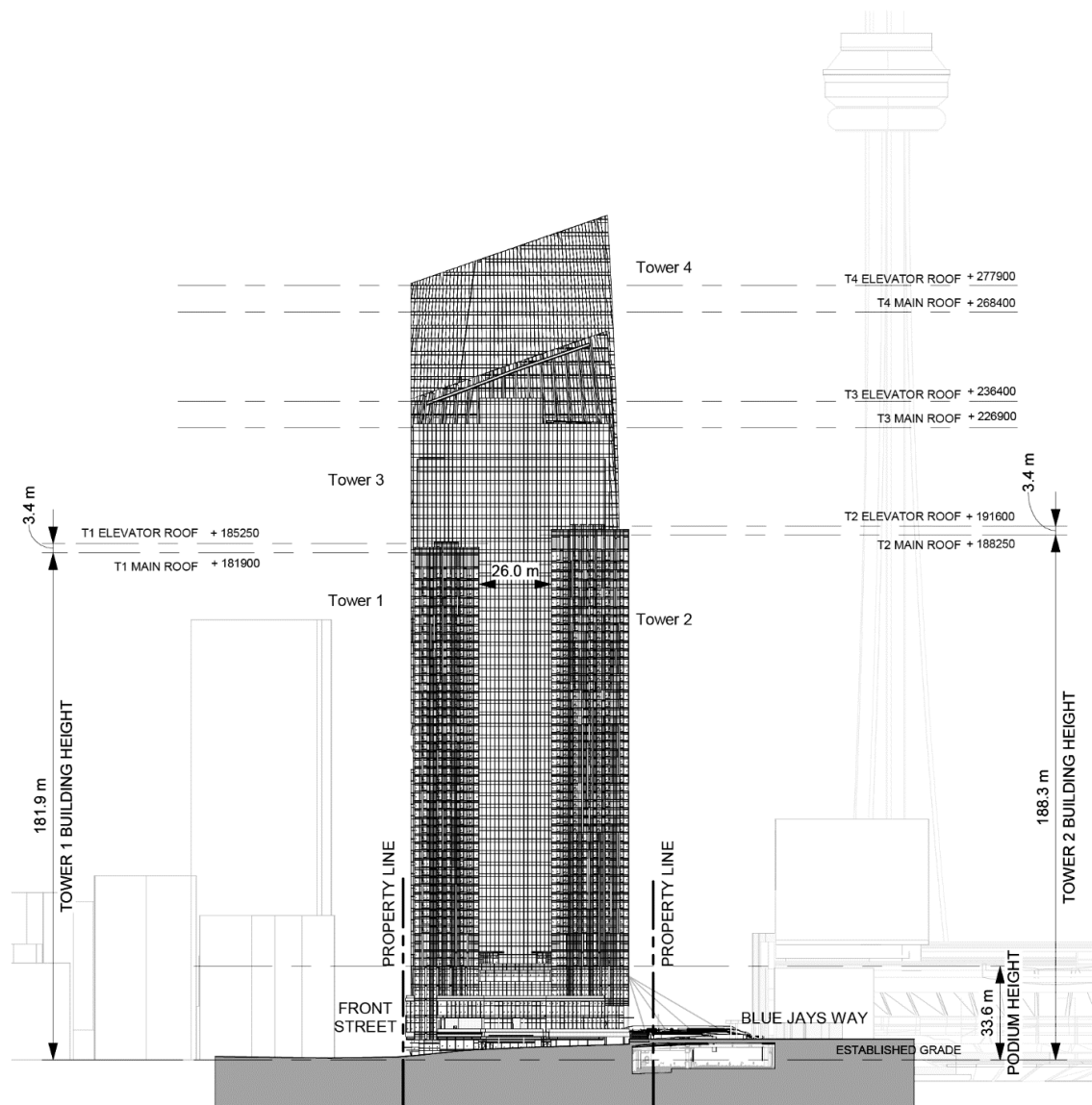
North Elevation

## Attachment 11: South Elevation



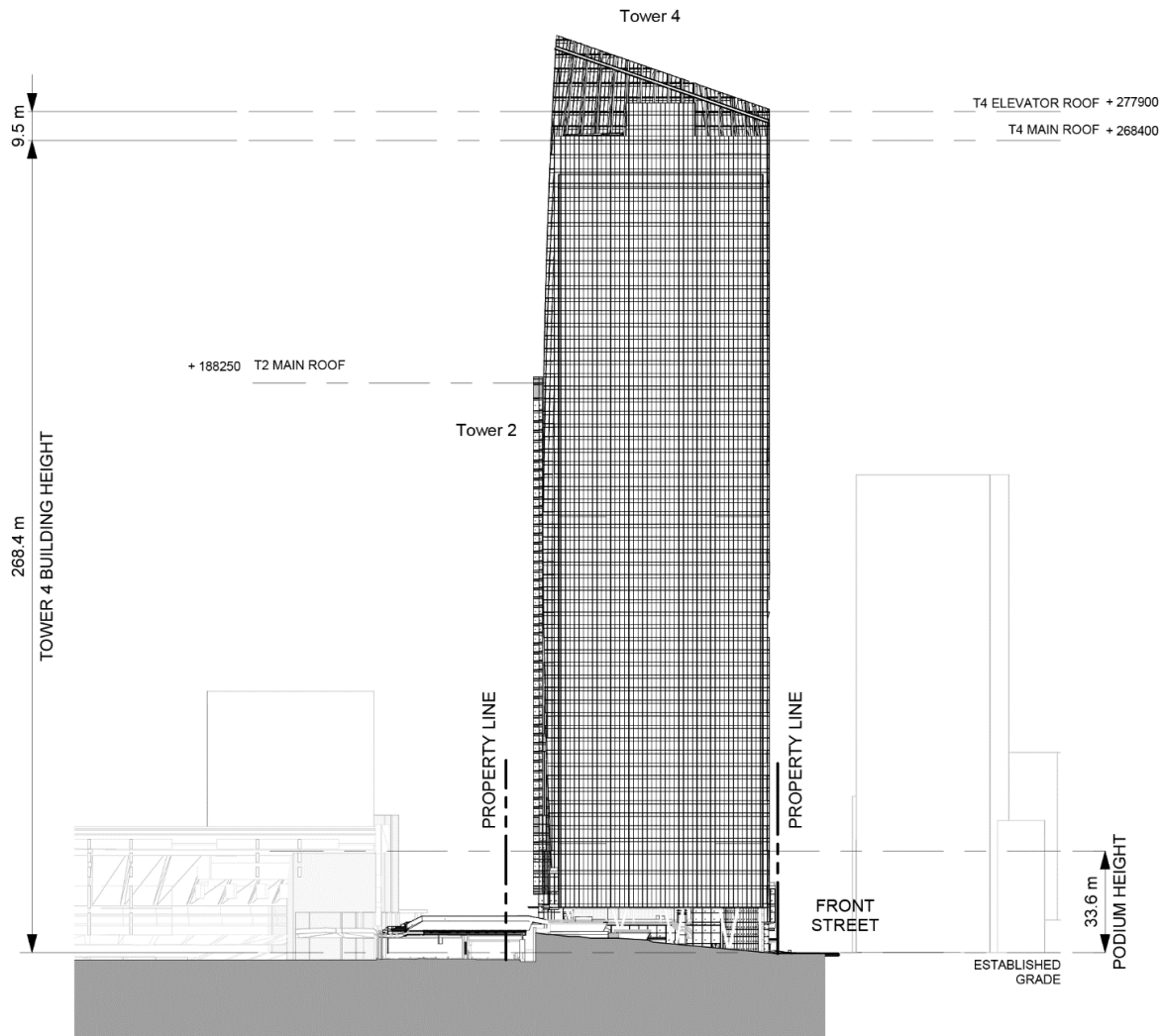
South Elevation

## Attachment 12: West Elevation



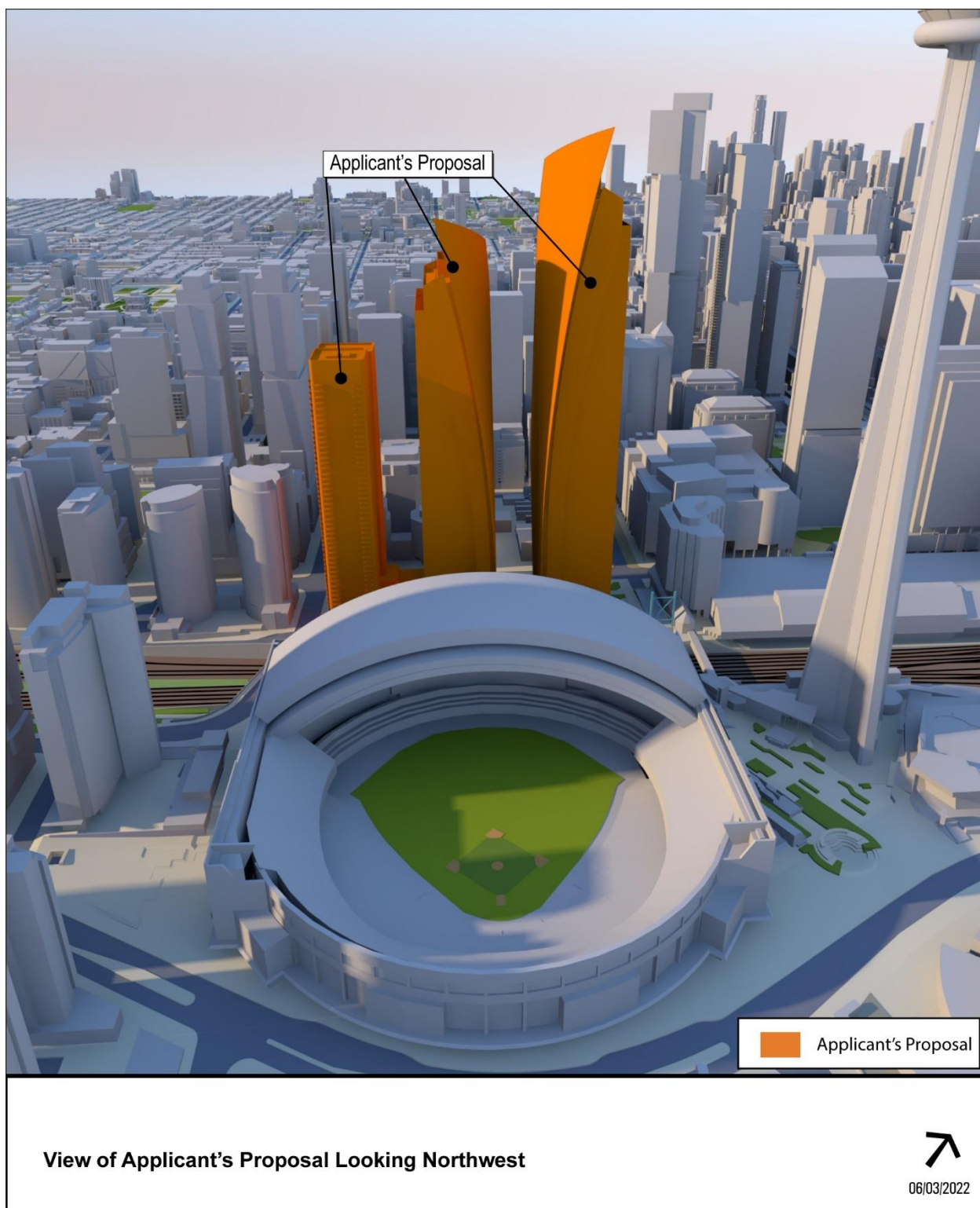
West Elevation

## Attachment 13: East Elevation

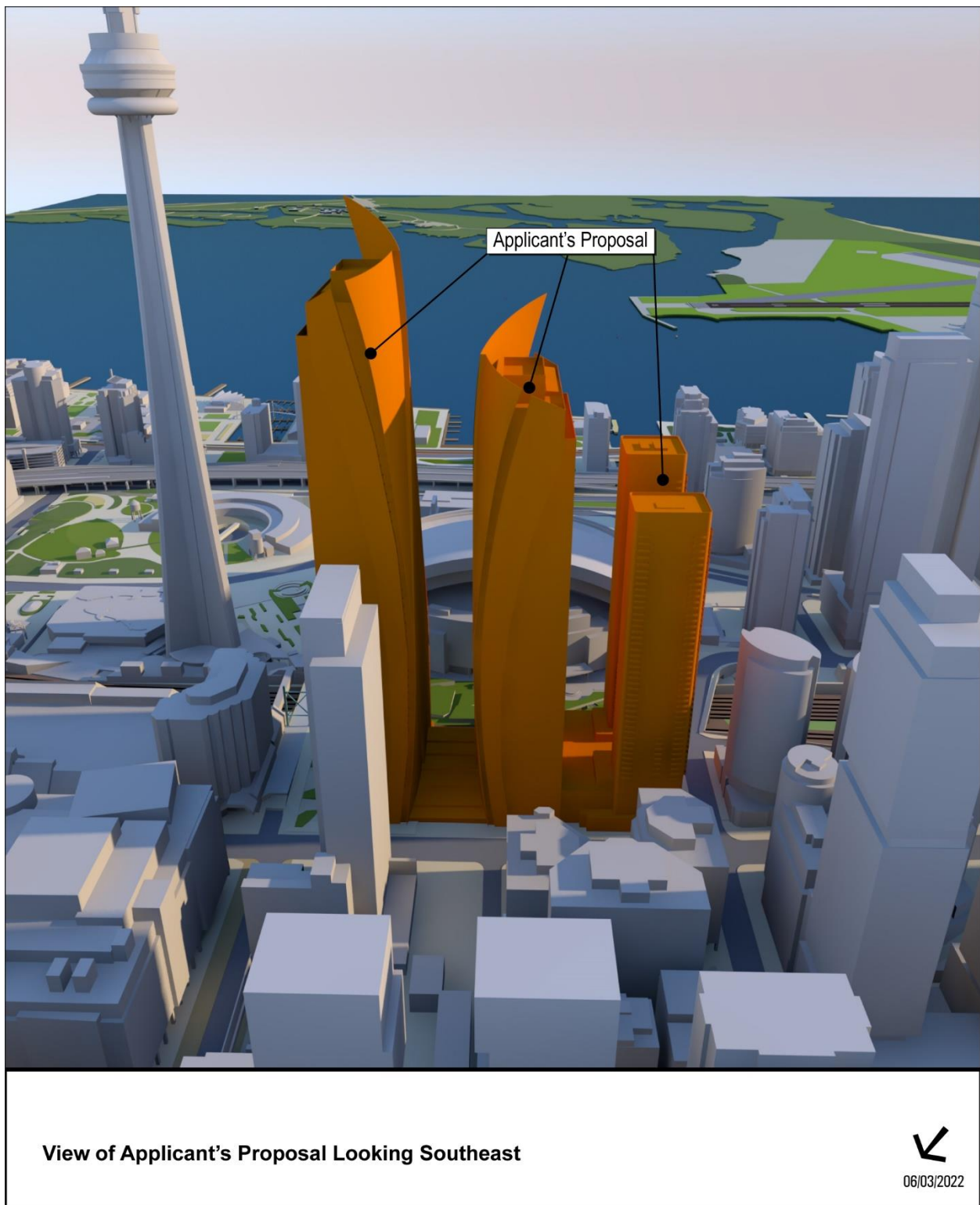


East Elevation

## Attachment 14: 3D Models in Context







**View of Applicant's Proposal Looking Southeast**



06/03/2022