

315-325 Front Street West – Zoning By-law Amendment Application – Decision Report – Approval

Date: March 18, 2025

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 10 - Spadina-Fort York

Planning Application Number: 24 250793 STE 10 OZ

SUMMARY

This report reviews and recommends approval of an application to amend the Zoning By-law to permit a mixed-use development with four buildings, including three residential buildings and one office building that would contain 1,793 dwelling units and 144,237 square metres of non-residential gross floor area at 315 - 325 Front Street West. The development is proposed to be constructed in three phases including:

- Phase 1 – two residential buildings with proposed heights of 50 storeys (168 metres)
- Phase 2 – one residential building with a proposed height of 71 storeys (235 metres)
- Phase 3 – one office building with a proposed height of 60 storeys (278 metres)

The site was the subject of a previous Zoning By-law Amendment application, approved by Council in July of 2022 (By-law 1014-2022). The previous application proposed a mixed-use development with four buildings including two residential buildings and two office buildings and contained 832 dwelling units and 273,592 square metres of non-residential gross floor area.

RECOMMENDATIONS

The Director, Community Planning Toronto and East York District recommends that:

1. City Council amend Zoning By-law 1994-0806, as amended by Zoning By-law 1014-2022, for the lands at 315-325 Front Street West, substantially in accordance with the draft Zoning By-law included as Attachment 16 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an amended and restated agreement pursuant to the repealed and transitioned subsection 37(1) of the Planning Act to secure the following:

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 1,763 square metres of Gross Floor Area in Phase 1 of the development on the lands at 315-325 Front Street West (the "Phase 1 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 Phase 1 Affordable Housing Units shall be three-bedroom rental units with a minimum size of 84 square metres and a minimum average size of 90 square metres;

bb. at least 30 percent of the Phase 1 Affordable Housing Units shall be two-bedroom rental units with a minimum size of 60 square metres and a minimum average size of 68 square metres;

cc. at least 50 percent of the Phase 1 Affordable Housing Units shall be one-bedroom rental units with a minimum size of 48 square metres and a minimum average size of 48 square metres;

dd. no more than 10 percent of the Phase 1 Affordable Housing Units shall be studio rental units with a minimum size of 30 square metres and a minimum average size of 35 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 Phase 1 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 Phase 1 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 "Phase 1 Affordability Period"). During the Phase 1 Affordability Period, no Phase 1 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 Phase 1 Affordable Housing Unit or to convert any Phase 1 Affordable Housing Unit to a non-residential rental purpose. Upon the expiration of the Phase 1 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 Phase 1 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 a Phase 1 Affordable Housing Unit becomes vacant and is re-rented to a new tenant during the Phase 1 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 Phase 1 Affordable Housing Units and for the duration of the Phase 1 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 a Phase 1 Affordable Housing Unit during the Phase 1 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 Phase 1 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 Phase 1 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 Phase 1 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 Phase 1 Affordable Housing Units with ensuite laundry facilities at no extra charge;

qq. the owner shall provide all tenants of the Phase 1 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 Phase 1 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 Phase 1 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 Phase 1 Affordable Housing Units in accordance with such agreements(s);

ii. the design, construction, finishing, maintenance and provision of at least 16 affordable rental housing dwelling units in Phase 2 of the development on the lands at 315-325 Front Street West (the "Phase 2 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 Phase 2 Affordable Housing Units shall be three-bedroom rental units;

bb. at least 30 percent of the Phase 2 Affordable Housing Units shall be two-bedroom rental units;

cc. at least 50 percent of the Phase 2 Affordable Housing Units shall be one-bedroom rental units;

dd. no more than 10 percent of the Phase 2 Affordable Housing Units shall be studio rental units;

ee. no less than 5 percent accessible units; and

ff. The Phase 2 Affordable Housing Units shall be provided in accordance with the terms and conditions outlined in Attachment 17 of this report, to the satisfaction of the Executive Director, Development Review, the Chief Planner and Executive Director, City Planning and the City Solicitor.

iii. 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 1,081 square metres of interior space and a minimum of 455 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 Executive Director, Development Review, in consultation with the City Solicitor;

iv. prior to the issuance of the first above-grade building permit, unless otherwise specified, the owner shall make a contribution in the amount of \$1,250,000 to be allocated towards the following capital improvements at the discretion of the Executive Director, Development Review and the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor:

aa. a cash contribution of \$250,000 towards improvements to Isabella Valancy Crawford Park to be indexed upwardly from the date City Council adopts the Zoning By-law Amendment to the date the payment is made;

bb. a cash contribution of \$1,000,000.00 for public art on the lands to be provided prior to the issuance of the first above-grade building permit for Phase 2 of the development on the lands, to be secured by a letter of credit in the City's standard form, to be indexed upwardly from the date City Council adopted Zoning By-law 1014-2022 to the date the payment is made. The owner shall submit a Public Art Plan, prior to site plan approval for Phase 2 of the development on the lands, that is in accordance with the City's Percent for Public Art Guidelines to the satisfaction of the Executive Director, Development Review and details of the public art process to the satisfaction of City Council.

v. All contributions referred to in Recommendation 3. a) iv. aa. and bb., shall be indexed upwardly in accordance with the Statistics Canada Construction Price Index for Toronto;

vi. In the event the contributions referred to in Recommendation 3. a) iv. 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 recommended to be secured in the amended and restated agreement pursuant to the repealed and transitioned subsection 37(1) of the Planning Act as a legal convenience to support the development:

i. The owner shall construct, provide and maintain a Privately Owned Publicly-Accessible Space ("POPS") at 315-325 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 Phase 3 of the development, to the satisfaction of the Executive Director, Development Review;

ii. Prior to the occupancy for any portion of the Phase 3 portion of the development, prepare all documents and convey for nominal consideration a public access easement in perpetuity in favour of the City over the 400 square metre Privately Owned Publicly-Accessible Spaces set out in Recommendation 3 b) i. with terms set out in the Section 37 Agreement satisfactory to the Executive Director, Development Review and the City Solicitor;

iii. The owner shall construct, provide and maintain a Privately Owned Publicly-Accessible Space ("POPS") at 315-325 Front Street West with a minimum area of 200 square metres centrally located 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 Phase 2 of the development, to the satisfaction of the Executive Director, Development Review;

iv. Prior to the occupancy for any portion of the Phase 2 portion of the development, prepare all documents and convey for nominal consideration, a public access easement in perpetuity in favour of the City over the Privately Owned Publicly-Accessible Spaces set out in Recommendation 3 b) iii. with terms set out in the Section 37 Agreement satisfactory to the Executive Director, Development Review and the City Solicitor;

v. 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;

vi. 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 3. b) i. 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 Executive Director, Development Review, 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;

vii. the owner shall provide a minimum 2.1 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 central portion of the site, from the proposed Privately Owned Publicly-Accessible Space referred to in Recommendation 3. b) iii. 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 Phases 2 and 3 of the development, to the satisfaction of the Executive Director, Development Review, 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;

viii. the owner shall provide a minimum 2.1 metre wide public pedestrian easement to the City, on terms and conditions satisfactory to the City Solicitor, in a location generally described as an east to west access across the southern portion of the site, from Blue Jays Way to the walkway extending along the eastern portion of the site referred to in Recommendation 3 b) vi., with details of the location and final design to be determined and secured in the context of Site Plan Approval for Phases 2 and 3 of the development to the satisfaction of the Executive Director, Development Review, 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;

ix. prior to the commencement of any excavation or shoring work, the owner shall submit a Construction Management Plan to the satisfaction of the Executive Director, Development Review, 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 Executive Director, Development Review, and General Manager, Transportation Services, in consultation with the Ward Councillor;

x. 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 18 to the report (March 19, 2025) from the Director, Community Planning, Toronto and East York District;

xi. the owner shall enter into a financially secured Municipal Infrastructure Agreement to secure the construction of the off-site improvements needed to provide sanitary sewer servicing capacity to support the proposed densities for Phases 1 and 2 of the development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water;

xii. the owner shall provide easements in relation to maintenance of the Blue Jays Way and John Street/Rod Robbie Pedestrian bridges;

xiii. 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 Executive Director, Development Review;

xiv. 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 Executive Director Development Review;

xv. the owner agrees to address any comments from the approved Rail Safety Report and related peer review conducted by the City, and to implement any required modifications and/or mitigation measures, at the time of Site Plan Approval for the development, to the satisfaction of the Executive Director, Development Review;

xvi. the owner shall submit a Public Realm and Landscape Master Plan for all phases at the time of Site Plan Approval for Phase 1 of the development, to the satisfaction of the Executive Director, Development Review; and

xvi. 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 Standard, applicable at the time of the Site Plan Control application for each building on the site.

6. City Council authorize all parkland dedication cash-in-lieu funds collected for 315-325 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 of the site that will produce new parkland with significant City-wide impact.

7. Before introducing the necessary Bills to City Council for enactment City Council require the owner to:

a. submit a revised Rail Safety Report, that addresses the outstanding items in relation to the review of the Rail Safety Report by Metrolinx, as outlined in the letter from Metrolinx dated February 14, 2025, to the satisfaction of the Executive Director, Development Review, in consultation with Metrolinx;

b. address comments from Transportation Services in relation to the right-of-way design of Front Street West abutting the site, that may include a cycle track, to be secured and constructed as a part of site plan approval for the development, to the satisfaction of the Executive Director, Development Review and the General Manager, Transportation Services; and

c. address comments from Parks and Recreation in relation to the extension of the lease for Isabella Valancy Crawford Park, to the satisfaction of the General Manager, Parks and Recreation.

8. City Council request the General Manager, Transportation Services, to review and report back on the feasibility of amending City of Toronto Municipal Code Chapter 925, Permit Parking, to exclude the development located at 315 - 325 Front Street West from Permit Parking.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

On July 19, 2022 City Council approved an Official Plan and Zoning By-law Amendment application (File #19 204347 STE 10 OZ) permitting a mixed-use development with four buildings including two residential and two office buildings at 315-325 Front Street West. The development proposed 832 dwelling units and 273,592 square metres of non-residential gross floor area (Site Specific Zoning By-law 1014-2022). Official Plan Amendment #603 (By-law 1013-2022) permits open space and park uses over the rail

corridor between Blue Jays Way and the Rod Robbie Pedestrian Bridge, and includes principles for the development of the site, and policies in relation to land use, built form, public realm, parks and open spaces, transportation and the rail corridor. The Council Decision is available here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.33>

A Section 37 Agreement was secured through site specific Zoning By-law 1014-2022 and includes the following:

- 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; and
- a non-profit child care centre accommodating 62 children having a minimum interior area of 1,041 square metres and 398 square metres of exterior play space.

The following matters were also secured in the Section 37 Agreement as a legal convenience to support the development:

- two privately owned publicly-accessible spaces (POPS) along Front Street West with areas of 400 square metres and 200 square metres;
- a 3-metre wide public access easement extending from the easterly POPS south to the walkway proposed south of the buildings;
- a PATH connection within the development and knock out panels 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;
- 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 Crash Wall Design reports to be submitted at the time of site plan approval for the development;
- updated Design and Engineering Analysis Reports and drawings of the rail corridor overbuild structure, and updated Air Quality Report and a Sight Line Analysis for the John Street Interlocking Tower to be submitted at the time of site plan approval for the development; and
- conformity to the Toronto Green Standard.

THE SITE AND SURROUNDING LANDS

Description

The property is located on the south side of Front Street West and extends the full block between Blue Jays Way and the Rod Robbie Pedestrian Bridge (pedestrian extension

of John Street). The site is rectangular in shape with an area of 16,393 square metres (4 acres) and frontage of 195 metres on Front Street West and 84 metres on Blue Jays Way. The site abuts the Union Station Rail Corridor to the south. See Attachment 1 for the Location Map.

Existing Uses

There are two buildings situated on the site: 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.

Surrounding Uses

North: A number of residential and commercial buildings ranging in height from 8 to 49 storeys.

South: The Union Station Rail Corridor. On the south side of the rail corridor are the Rogers Centre, CN Tower, Ripleys Aquarium, Roundhouse Park and the historic Roundhouse.

East: The access ramp to the Rod Robbie Pedestrian Bridge that crosses over the rail corridor. East 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.

West: Four residential buildings ranging from 28 to 36 storeys (Apex and Matrix condominiums). The Blue Jays Way bridge also abuts the site to the west. West of the bridge is the rail corridor.

THE APPLICATION

Description

A mixed-use development with four buildings, including three residential buildings and one office building, that would contain 1,793 dwelling units and 144,237 square metres of non-residential gross floor area. The development is proposed to be constructed in three phases including:

Phase 1 – two residential buildings with proposed heights of 50 storeys (168 metres)

Phase 2 – one residential building with a proposed height of 71 storeys (235 metres)

Phase 3 – one office building with a proposed height of 60 storeys (278 metres)

The table below summarizes the main changes between the original and revised proposals.

Table 1: Summary of application revisions

	Approved Proposal (July 2022)	Revised Proposal (December 2024)
Buildings	4 buildings (2 phases) 2 residential & 2 office	4 buildings (3 phases) 3 residential & 1 office
Building Heights - Storeys (metres)	Residential 1 - 50 (186) Residential 2 - 52 (193) Office 1 - 50 (237) Office 2 - 60 (278)	Residential 1 - 50 (168) Residential 2 - 50 (168) Residential 3 - 71 (237) Office 1 - 60 (278)
Total Gross Floor Area (m ²)	340,422	291,191
Residential Gross Floor Area (m ²)	68,830	146,954
Non-Residential Gross Floor Area (m ²)	273,592	144,237
Dwelling Units	832 (32 affordable units)	1,793 (48 affordable units)
Vehicle Parking	688	371
Bicycle Parking	2,007	2,615
Amenity Space (m ²)	1,558 indoor 1,664 outdoor	3,586 indoor 3,586 outdoor

Density

The proposal has a density of 17.7 times the area of the lot.

Residential Component

The proposal includes 1,793 rental dwelling units, comprised of 209 studio (12%), 786 one-bedroom (44%), 617 two-bedroom (34%), and 181 three-bedroom units (10 %).

Affordable Housing

The application proposes a total of 48 affordable rental housing units of which 32 will be provided in Phase 1 of the development and 16 will be provided in Phase 2 of the development.

Non-Residential Component

A total of 144,237 square metres of non-residential gross floor area is proposed, comprised of 138,675 square metres of office floor area, 4,377 square metres of retail floor area and 1,185 square metres for a child care centre.

Access, Parking (bikes and cars) and Loading

Access for pedestrians to the residential uses is proposed from the pick-up and drop-off area from Blue Jays Way for the Phase 1 residential buildings and from Front Street West for the Phase 2 residential building. Pedestrian access to the child care, retail and office uses are proposed from Front Street West.

A total of 2,615 bicycle parking spaces are proposed including 2,075 long-term spaces and 540 short-term spaces. Access to bicycle parking for Phases 1 and 2 is proposed from the pick-up and drop-off area from Blue Jays Way and for Phase 3 from the east side of the office building adjacent to Isabella Valancy Crawford Park.

Vehicular access to the site is proposed from two locations, as well as temporary accesses to address phasing. During Phase 1 a permanent access is proposed from Blue Jays Way providing access to pick-up and drop-off facilities, loading and to the two-level below grade garage. Two existing accesses situated mid-block along Front Street West would be maintained during Phase 1. These driveways provide access to below and above grade parking and loading that serves the existing office building at 315 Front Street West situated on the Phase 3 portion of the site.

In Phase 2, one of the driveways along Front Street West will be removed with the easterly access maintained to provide access to the below grade garage to the existing office building at 315 Front Street West. In Phase 3 the remaining driveway on Front Street West will be removed and access to the Phase 3 portion of the development will occur via the existing John Street portal that services the Metro Toronto Convention Centre (MTCC) adjacent to the east, through a below grade connection under the Rod Robbie Bridge.

A total of 371 parking spaces are proposed, comprised of 281 resident spaces, 27 visitor spaces, 53 office spaces, 6 child care spaces, and 4 car-share spaces including 42 accessible spaces. Fourteen loading spaces are proposed including 1 Type G space, 5 Type B spaces, and 8 Type C spaces.

Additional Information

See Attachments 1-11 of this report for the Location Map, Application Data Sheet, Location Map, site plan, Level 1 floor plan, Level 1A floor plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/315FrontStW

Reasons for Application

While the proposed land uses are permitted under existing zoning provisions for the site, an amendment to Zoning By-law 1014-2022 is required to vary performance standards including building heights and setbacks, gross floor area, parking, and loading among other standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on June 28, 2024. The current application was submitted on December 16, 2024 and deemed complete on January 24, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the [Application Information Centre](#).

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law amendments including associated conditions of approval.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024).

Official Plan

The site is designated Mixed Use Areas in the [Official Plan](#). A range of residential, commercial, institutional, and parks and open space uses are permitted within Mixed Use Areas. See Attachment 12 of this Report for the Land Use Map.

Downtown Secondary Plan

The site is designated Mixed Use Areas 1 - Growth in the Downtown Secondary Plan and is located within the Financial District. A range of residential, commercial, institutional and parks and open space uses are permitted within Mixed Use Areas 1 - Growth. The policies permit a variety of building types in Mixed Use Areas 1 including tall buildings. Policies of the Downtown Plan require the replacement of office and non-residential uses either on-site or off-site with new development within the Financial District. Front Street West is identified as a Priority Retail Street, Cultural Corridor and Great Street in the Downtown Plan.

Railway Lands Central Secondary plan

The site is designated Mixed Use Areas C in the Railway Lands Central Secondary Plan which permits a range of residential, commercial, institutional and parks and open space uses. See Attachment 13 of this report for the Railway Lands Central Secondary Plan, Land Use Plan. The Parks and Open Space Plan identifies two Publicly Accessible Open Spaces on the site situated along Front Street West. See Attachment 14 of this report for the Railway Lands Central Secondary Plan, Parks and Open Space Plan.

The site is also subject to OPA #603 that includes a Site and Area Specific Policy (SASP #2). The policies of SASP #2 require that new development provide for a diverse mix of uses on the site to support complete communities, including employment and residential uses comprised of rental housing and opportunity for affordable rental housing, as well as community facilities. A minimum of 100,000 square metres of non-residential gross floor area is required with new development on the site. The policies of the Secondary Plan also require that the height and massing of buildings minimize new shadows on Clarence Square with no net new shadows permitted on Clarence Square after 11:00 a.m. on March 21st. The parks and open space policies of SASP#2 requires that two POPS as shown on the Parks and Open Space Plan 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.

Zoning

The site is zoned CR(h), Commercial, Residential with a Holding Symbol under Zoning By-law 1014-2022. A range of commercial and residential uses are permitted. Four buildings are permitted with heights ranging from 182 to 278 metres. A maximum gross floor area of 340,430 square metres is permitted for all uses, of which a minimum of 100,000 square metres is required for non-residential uses. Conditions for the release of the Holding Symbol include requirements for servicing and access to support the development. See Attachment 15 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Railway Lands Central and West Design Guidelines
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial

incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

A pre-application Open House was hosted by the applicant on November 19, 2024. The Open House included information about the proposal on display boards, and members of the applicant team were available to answer questions.

A Virtual Community Consultation meeting was held on February 25, 2025, hosted by Community Planning staff. Approximately 12 people participated, as well as the applicant and the Ward Councillor. At the meeting, City staff and the applicant gave presentations on the planning policies, development review process and the details of the proposal. Following the presentations, City staff led a question and comment period.

Comments and issues raised at the open house and meeting included:

- Concern with traffic congestion
- Construction management and timing for the proposed construction of the development and phasing
- Tenure of the proposed housing
- Size of the proposed child care

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear 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

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal and find the proposal consistent with the PPS (2024).

Land Use

The proposed residential, office, retail and child care uses are permitted uses within the Mixed Use Areas designation and support key objectives of the Official Plan and Secondary Plans. The application proposes 144,237 square metres of non-residential floor area, of which 138,675 square metres is proposed as office floor area, supporting Official Plan objectives for the Financial District and in conformity with OPA #603.

Affordable Housing

The Official Plan and Provincial Planning Statement recognize that the provision of affordable, secure and diverse housing is important to achieving complete communities, and to meet the housing needs of a wide range of people throughout their life cycle. The proposal includes a total of 1,793 purpose built rental dwelling units, of which 48 are proposed as affordable rental housing units.

The existing Section 37 Agreement secures the provision of a minimum of 32 affordable rental housing units in Phase 1 of the development, totaling 2,146 square metres of residential gross floor area within the building. These units will continue to be provided for a minimum of 40 years at 100% of Average Market Rent through the Open Door Affordable Rental Housing Program and will be secured through a Contribution Agreement with the owner, under the terms approved by City Council through the previous approval granted by City Council on July 19, 2022.

The applicant has advised that the size of the dwelling units overall in the building are smaller than in the previous proposal, and as a result are proposing a reduction in the size of the affordable rental housing units that aligns with the sizes of the remaining units in the development. The Section 37 Agreement accordingly proposes to reduce the residential gross floor area for the affordable rental housing units to 1,763 square metres and reduce the minimum average units sizes as follows: three-bedroom units from 103 to 90 square metres, two-bedroom units from 86 to 68 square metres, one-bedroom units from 54 to 48 square metres and studio units from 38 to 35 square metres. The Section 37 agreement also proposes to remove the requirement that if storage lockers are provided in the development they be made available to the tenants of the affordable rental housing units at the same unit-to-storage locker ratio as the remainder of the units.

The Section 37 Agreement will also provide for an additional 16 affordable rental housing units within Phase 2 of the proposed development. These additional affordable rental housing units will be maintained at or below the City's income-based affordable rent definition for a minimum of 40 years, and will be operated by the owner in a similar fashion to the other market rental units in the building. A summary of the proposed affordable housing terms for these 16 affordable rental units can be found in Attachment 17 to this report.

The affordable rental units will have full access to all residential amenities and common areas of the building. Once ready for occupancy, all affordable rental housing units will be offered through the City's centralized affordable rental housing access system to eligible households.

Unit Mix

The proposal complies with the applicable policies of OPA 603 (SASP #2) through the provision of 617 (34%) two-bedroom units, and 181 (10%) three-bedroom units.

Child Care Centre

The existing Section 37 Agreement secures the provision of a non-profit child care centre in Phase 1 of the development, accommodating 62 children and having an interior area of 1,041 square metres and 398 square metres of exterior play space. The current application continues to propose a non-profit child care centre in Phase 1 of the development, however the size of the proposed child care centre has increased. The child care is now proposed to have an interior area of approximately 1,081 square metres and approximately 455 square metres of exterior play space. Six dedicated pick-up and drop-off spaces for the child care centre will continue to be provided in the below grade garage. The Section 37 Agreement will continue to secure the child care centre.

Built Form

The proposal conforms with the Official Plan, Downtown Plan and the Railway Lands Central Secondary Plan and meets the intent of the Tall Building Design Guidelines with respect to built form and massing, and is compatible with the existing and planned context of the site and surrounding area.

Similar to the previous proposal, the current application proposes four buildings, with the primary changes being the replacement of one of the office buildings with a residential building and a change in the phasing of the development from two to three phases. Phase 1 includes two residential buildings on the west portion of the site near Blue Jays Way. The building heights for both are proposed to be 50 storeys (168 metres), and this is lower than previously proposed. Phase 2 includes one residential building centrally located along Front Street West, with a proposed height of 71 storeys (234 metres). This building would replace the 50-storey (234 metres) office tower previously proposed. While there are a greater number of storeys in the residential building than the former office building, the overall building height remains the same, and the floorplate of the residential tower will be significantly smaller than the former office building. Phase 3 continues to include a 60-storey office tower (278 metres) situated on the eastern portion of the site, with no changes proposed to the design of this building.

The locations of the building and tower placements are similar to the previous proposal, and do not infringe on the view corridors or obstruct the sky views of the CN Tower as required in the Official Plan. Staff are satisfied with the design of the top portions of the proposed towers. The architectural feature for the proposed office tower will feature prominently and contribute positively to the quality and character of the City skyline consistent with the Official Plan.

The residential towers are setback from Front Street West and Blue Jays Way 4 metres or more and the setback of the proposed office tower (2.9 metres) is the same as previously proposed. Separation distances of 25 metres or greater are achieved between all towers, consistent with the Official Plan and Tall Building Design Guidelines.

Public Realm

Staff are satisfied that the proposal conforms to applicable public realm policies of the Official Plan and supports the policies of the Downtown Plan in relation to Front Street as a Priority Retail Street, Cultural Corridor and Great Street and the site's locations within the Shoreline Stitch.

As the development is proposed to be constructed in three phases, public realm enhancements are proposed to occur in phases that align with the proposed phasing for the construction of the buildings. The first phase includes two primarily residential buildings at the west portion of the site along Blue Jays Way. Phase 2 includes a third primarily residential building with a larger retail component, centrally located along Front Street West. Phase 3 includes the office building at the east end of the site adjacent to Isabella Valancy Crawford Park.

- **Front Street West**

The application proposes ground floor building setbacks of approximately 2.9 metres along most of the Front Street West frontage of the site, resulting in a sidewalk zone of 8 metres or more along Front Street West at full build-out. A pedestrian clearway of 3.7 metres is proposed, and there is sufficient space for seating, street trees, and landscaping, 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 Plan.

During Phase 1, the existing office building at 325 Front Street West will be demolished. As this building occupies both the Phase 1 and 2 portions of the site, an interim condition will result in the area of the future Phase 2 building in the center of the site until the Phase 2 development occurs. This interim area would contain an elevated surface parking area at the east edge that serves the existing office building at 315 Front Street West that will remain operational until the Phase 3 development occurs. The remaining portion of the interim area is situated below street level accessed via stairs and ramps. The application proposes that this interim area be activated with temporary uses such as markets, recreational uses and other events, until such time as the Phase 2 building is constructed.

The existing Section 37 Agreement secures two POPS along Front Street West and these are proposed to be maintained in the current development proposal. A 200 square metre POPS is proposed mid-block along Front Street West at the entry to the retail portion of the Phase 2 building. The entry is set back approximately 15 metres, providing a large plaza space and opportunity for additional public realm enhancements in this location along Front Street West. This POPS space would be provided during Phase 2. A 400 square metre POPS is proposed at the east end of the site in the location of Isabella Valancy Crawford Park. This POPS space would be provided during Phase 3.

- **Blue Jays Way**

A ground floor building setback of 1.6 to 1.8 metres is proposed along Blue Jays Way resulting in a sidewalk zone of 6 metres along this street. A pedestrian clearway of 2.5

metres is proposed, and there is sufficient space for street trees. All improvements along Blue Jays Way would be provided with the Phase 1 portion of the development.

- **Rail Corridor Setback (Shoreline Stitch Promenade)**

Similar to the previous proposal, the buildings are proposed to be set back from the rail corridor (3 - 10 metres) adjacent to the south of the site with a walkway proposed along the south side of the buildings. At full build out, the walkway will provide a pedestrian connection from Blue Jays Way to the east side of the development connecting via a walkway east of the proposed office building to the POPS space proposed on Front Street West. The Shoreline Stitch Promenade is proposed to be constructed in phases, aligning with construction of the buildings. Staff recommend that the Section 37 Agreement secure the proposed Shoreline Stitch Walkway through a public pedestrian access easement with the final design and configuration to be secured through the site plan approval process.

- **Midblock Connection (Grand Stair)**

The application proposes a north to south mid-block connection to be provided via a Grand Stair connecting Front Street West to the Shoreline Stitch Promenade along the rail corridor. The Grand Stair is proposed to be constructed in Phases 2 and 3 of the development.

Staff consider this a positive aspect of the proposal, increasing and improving the physical and visual connections along the rail corridor, consistent with the objectives of the Railway Lands Central Secondary Plan and the Downtown Plan for sites situated within the Shoreline Stitch. Staff recommend that the Section 37 Agreement secure a public pedestrian access easement over the proposed midblock connection (Grand Stair, with the final design and configuration to be secured through the site plan approval process.

- **Isabella Valancy Crawford Park**

Isabella Valancy Crawford Park (IVC) is situated at the east end of the site and is privately owned and currently leased by the City. The lease for the park was nominal for a 40-year term, which is set to expire 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 sloped 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.

Similar to the previous application, much of the park is proposed to remain as open space. 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. Design changes are proposed including regrading the lower portion along Front Street West to enlarge the area that is accessible at street level. Enhancements are proposed, including trees and other landscaping, seating, and lighting, as well as spill out areas for retail activity. A portion of the area, 400 square metres, is proposed to be retained as a POPS situated along Front Street West and this POPS space is secured in the existing Section 37 Agreement. A 3 metre wide walkway extending from the POPS to the south edge of the site through IVC to connect to the Shoreline Stitch Promenade is also secured in the existing Section 37 Agreement.

As the park is situated in the Phase 3 portion of the site, overall improvements to the park would not occur until the Phase 3 office building is constructed. Through the review of the current application, staff requested that the applicant consider interim improvements to IVC Park to be undertaken with the Phase 1 development. The applicant has agreed to provide for interim improvements to IVC Park with the Phase 1 portion of the development. Staff recommend that these improvements be secured in the Section 37 Agreement with the extent and design of the improvements to be determined and secured through the Phase 1 Site Plan application.

As the IVC Park lease will expire in 2027, Parks and Recreation have expressed interest in renewing the lease, to keep the park open for a longer period given that IVC Park is situated with the later phase of the development. The applicant has agreed to consider an extension to the lease and discussions with the applicant are ongoing. Staff recommend that the prior to introducing the necessary bills for enactment that the matters in relation to the IVC lease extension be finalized to the satisfaction of the General Manager, Parks and Recreation.

Public Art

Public art has been secured as part of the existing Section 37 Agreement by way of a letter of credit to be provided prior to the issuance of the first above-grade building permit. The Section 37 Agreement proposes to amend the timing for the provision of the letter of credit to be provided prior to the issuance of the first above-grade building permit for Phase 2 of the development. The precise location of the public art and other public realm enhancements will be reviewed in detail during the Phase 2 Site Plan Approval process rather than Phase 1 as previously proposed.

Amenity Space

The application proposes a total of 6,813 square metres of amenity space (3.8 square metres per unit) including 3,227 square metres (1.8 square metres per unit) of outdoor space and 3,586 square metres (2 square metres per unit) of indoor amenity space. Staff are satisfied that the amount of amenity space proposed will provide adequate space for a range of amenities for future residents including spaces designed specifically for children and for pets.

Shadow Impact

The proposal is consistent with the policy direction of the Official Plan and Railway Lands Secondary Central Plan (SASP 2) that requires development to adequately limit shadows on the public realm and surrounding properties. The shadow study submitted with the application indicates that shadows exclusive to the development will extend to Clarence Square at 9:18 during the Spring and Fall equinoxes with shadows moving off of Clarence Square by 10:18, as required in the applicable policies.

Wind Impact

The Wind Study submitted in support of the application found that wind impacts on surrounding sidewalks, properties, Isabella Valancy Crawford Park, High Rail Park, the

Rod Robbie Bridge and building entrances are acceptable for the anticipated use of the spaces without the need for mitigation. The Study found that wind conditions on portions of the Levels 1B and 5 amenity terraces in the Phase 2 building require mitigation to improve wind conditions. The study found that under the Phase 2 massing scenario uncomfortable wind conditions may occur on the promenade and the restaurant patio. The study recommends that as the building design is further advanced through the site plan application that a mitigation strategy be developed to improve conditions for sitting in these areas.

Servicing

Engineering Review staff have reviewed the Functional Servicing and Stormwater Management Report submitted in support of the application. The Report identified the off-site improvements needed to provide sanitary servicing capacity for the development. The Report has delineated the extent of off-site works required to support each phase of the development. The Section 37 Agreement will secure the Owner's obligation to enter into a Municipal Infrastructure Agreement and provide a Letter of Credit to secure the construction of any improvements to the municipal infrastructure. The Owner has agreed to secure the off-site works for Phases 1 and 2 in the Section 37 Agreement. The Phase 3 off-site works will not be secured in the Section 37 Agreement and therefore a holding provision will be required over the Phase 3 lands.

There is currently a transmission watermain that traverses the site in a generally north to south direction in the Phase 2 area of the site. Given the significance of this infrastructure, reports will be required to ensure protection, maintenance and repair of the watermain, during and after construction, and ongoing monitoring. The existing site specific zoning by-law and Section 37 Agreement include requirements that address the protection, maintenance and repair, and ongoing monitoring of the transmission and these will be maintained in the zoning by-law and Section 37 Agreement. The requirements in relation to the transmission watermain are included in Attachment 18 to this report.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. SASP 2 to the Railway Land Central Secondary Plan also authorizes the use of a holding symbol on the lands. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law are:

- The owner shall make satisfactory arrangements with the City to secure, pay for and construct all works and improvements to existing City infrastructure to provide servicing capacity to support the Phase 3 portion of the development of the subject lands, as recommended in the accepted Functional Servicing and Stormwater Management Report, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Mobility

Transportation Review staff accept the conclusions of the Transportation Impact Study submitted in support of the application to evaluate parking, loading and traffic impacts of the proposal which indicates that the proposal's impacts on the area's transportation network are anticipated to be minimal under future conditions.

Transportation Review staff have advised that while the proposed accesses are generally acceptable, further rationale is required regarding the proposed retention of the eastern driveway/ramp from Front Street West during Phase 1. Removing this ramp would improve the pedestrian environment along Front Street West and the condition of the proposed interim activation space on the Phase 2 lands. Staff will continue to work with the applicant through the review of the Phase 1 Site Plan application to explore the removal of this driveway/ramp with the Phase 1 development.

Transportation Review staff accept the proposed supply of 371 parking spaces, including 281 resident spaces, 27 visitor spaces, 53 office spaces, 6 child care spaces, and 4 car-share spaces including 42 accessible spaces.

At City Council's direction, staff recommend the subject development be reviewed for exclusion from on-street permit parking should it be implemented in this area in the future. A separate report will be submitted, and a Public Notice will be placed on the City's website to allow deputations at a future Toronto and East York Community Council meeting.

Bicycle Parking and Cycling Infrastructure

A total of 2,615 bicycle parking spaces are proposed, comprised of 2,075 long-term spaces and 540 short term spaces, exceeding the requirements of the zoning by-law. The application proposes a raised cycle track on the Blue Jays Way frontage of the site. The cycle track will be secured through the Site Plan application for Phase 1 of the development.

Transportation Services staff have advised that the City has a long-term plan to implement a bikeway along Front Street West and have requested that requirements be included in the amending Section 37 agreement that the owner may be required to construct the bikeway along the frontage of the site should Council approve a right-of-way design prior to site plan approval for the development. Staff are continuing discussions with the applicant in relation to the Front Street West design and timing for the cycle track. As such, staff are recommending that these matters be addressed prior to the enactment of bills by City Council for the proposed development, to the satisfaction of the Executive Director, Development Review and General Manager, Transportation Services.

PATH Connection

The existing Section 37 Agreement secures a PATH connection within the development and knock-out panels to provide for an extension of the PATH to the east and north of the site. These requirements would be maintained in the Section 37 Agreement.

Rail Safety

A Rail Safety Report was submitted in support of the application and has been reviewed by Metrolinx. The report assesses the risk profile of the rail corridor to the subject site and summarizes the mitigation measures that are proposed as part of the application to ensure compatibility between the rail corridor and the proposed development.

Similar to the previous application, the current application proposes a reduction to the established rail setback of 30 metres, set out in the Federation of Canadian Municipalities - Rail Proximity Guidelines. A rail setback of 25 metres is proposed, achieved through a combination of horizontal and vertical measures as well as an 8 to 10 metre high crashwall. Metrolinx has advised that the proposed setback is acceptable, however, limitations on the uses will be required for areas of the building situated within the setback area, specifically with no sensitive uses permitted within this area. Metrolinx is also continuing their technical review of the Rail Safety Study. Metrolinx will also require noise mitigation measures, an environmental easement for operational emissions, and applicable warning clauses to be incorporated at the site plan stage.

The City has initiated a peer review of the Rail Safety Report and this review is ongoing. As such staff are recommending that any comments or recommendations arising from the peer review be addressed prior to site plan approval for the development.

Noise and Vibration

A Noise and Vibration Impact Study was submitted in support of the application. The Study notes that the source of noise surrounding the subject site is road traffic 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 Express, and GO Transit rail lines adjacent to the south.

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

- An acoustic barrier with a minimum height of 2.5 metres around the outdoor play space for the child care.
- An acoustic barrier with a minimum height of 1.8 metres around the rooftop amenity pavilion.
- Upgraded window glazing assemblies for the south, east and west façades of the south residential tower in Phase 1.
- Installation of central air-conditioning in all suites for residential towers.

- 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 Vibration Assessment found that vibration levels are at or below the accepted criterion and no mitigation measures for vibration were recommended.

Parkland

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

As per the approval of the previous application, the cash-in-lieu for this project will be allocated to contribute to new, expanded and improved parkland opportunities in the area discussed in the Downtown Parks and Public Realm plan and associated Implementation Strategy.

Tree Preservation

An arborist report was submitted and identifies 72 trees on and within 6 metres of the site. The application proposes to remove 51 of these trees including 8 street trees along Blue Jays Way and 43 trees located in Isabella Valancy Crawford Park. 21 trees situated in the existing rail corridor parkette on Blue Jays Way are proposed to be preserved. The trees within Isabella Valancy Park would be preserved until Phase 3 of the development.

Forestry staff have advised that applications will be required for the proposed removal of the street trees and trees in Isabella Valancy Crawford Park and that replacement planting is required. The landscape plan submitted with the application proposes 49 trees, of which 17 are proposed as street trees, including 5 on Blue Jays Way and 12 on Front Street West.

The soil volume plan submitted in support of the application found that adequate soil volume is not achieved for many of the street trees proposed along Front Street West, and there is insufficient soil depth for a number of the street trees proposed along Blue Jays Way and Front Street West. Overall soil volume is also low for the trees within the development site itself.

The Utility Plan submitted with the application indicates that there are a number of utilities existing within the area where the trees are proposed along both streets. Staff are seeking to ensure that street trees as proposed are achievable along both street frontages. Staff will continue to work with the applicant through the review of the Phase 1 site plan application to explore opportunities to increase soil volumes and to ensure that utility conflicts are minimized, including consideration to relocating utilities as necessary to ensure that the street trees as proposed can be planted.

Section 37

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

- 32 affordable rental housing units to be provided in Phase 1 of the development secured for 40 years under the Open Door Program;
- 16 affordable rental housing units to be provided in Phase 2 of the development secured for 40 years;
- A child care centre accommodating 62 children having a minimum interior area of 1,081 square metres and 455 square metres of exterior space and all associated details, terms and conditions in relation to its design, timing for conveyance and owner obligations;
- a financial contribution of \$1,000,000 towards public art; and
- a financial contribution of \$250,000 towards improvements to Isabella Valancy Crawford Park in Phase 1 of the development.

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

- 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) centrally located along Front Street West 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;
- a 3 metre wide public access easement extending from the privately-owned publicly accessible space (POPS) on the east area of the site south to the walkway proposed south of the buildings;
- a public access easement along the south side of the development adjacent to the rail corridor;
- a public access easement extending from the privately-owned publicly accessible space centrally located along Front Street West south to the walkway proposed south of the building;
- a Public Realm and Landscape Master Plan for all phases of the development to be provided at the time of site plan approval for Phase 1 of the development;
- 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 off-site improvements for servicing for Phases 1 and 2 of the including a requirement that the owner enter into a Municipal Infrastructure Agreement;
- easements for maintenance of the Blue Jays Way bridge and the John Street/Rob Robbie Pedestrian bridge;

- requirements in relation to mitigation, as necessary arising through the peer review of the Rail safety report;
- 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.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. 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.

CONTACT

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SIGNATURE

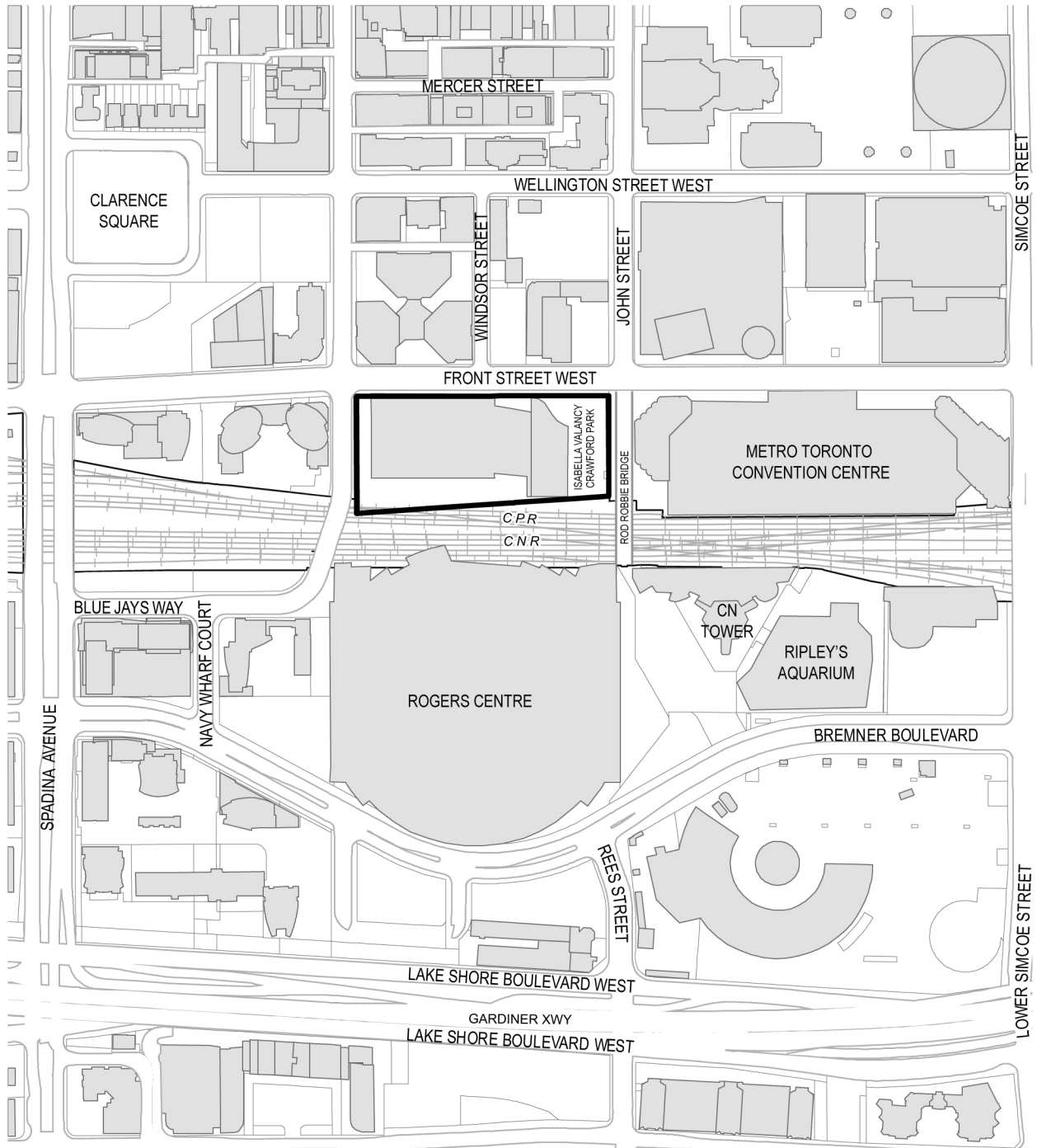


Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

- Attachment 1: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: Site Plan
- Attachment 4: Level 1 Floor Plan (Front Street Retail)
- Attachment 5: Level 1A Floor Plan (Blue Jays Way Entry)
- Attachments 6 - 9: Elevations
- Attachments 10 - 11: 3D Massing Model
- Attachment 12: Official Plan Land Use Map
- Attachment 13: Railway Lands Central Secondary Plan - Land Use Map
- Attachment 14: Railway Lands Central Secondary Plan - Parks and Open Space Plan
- Attachment 15: Existing Zoning Map
- Attachment 16: Draft Zoning By-law Amendment
- Attachment 17: Affordable Housing Terms
- Attachment 18: Requirements for Transmission Watermain

Attachment 1: Location Map



 Location of Application



02/27/2025

Attachment 2 - Application Data Sheet

Municipal Address: 315-325 FRONT ST W Date Received: December 16, 2024

Application Number: 24 250793 STE 10 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment to previously approved ZBA 19 204347 STE 10 OZ for three residential towers (50 and 71 storeys) and one office tower (60 storeys). The application also includes a public child care facility, affordable rental housing units, and 600 m2 of POPS fronting onto Front Street West.

Applicant	Agent	Architect	Owner
OXFORD PROPERTIES	URBAN STRATEGIES	HARIRI PONTARINI	OXFORD PROPERTIES GROUP

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Y (By-law 1014-2022)

Zoning: Former City of Toronto By-Law No. 438-86 Heritage Designation: N

Height Limit (m): 186-278m Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 16,393 Frontage (m): 195 Depth (m): 91

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	9,661		11,881	11,881
Residential GFA (sq m):			146,954	146,954
Non-Residential GFA (sq m):	57,200		144,236	144,236
Total GFA (sq m):	57,200		291,190	291,190
Height - Storeys:	17		50-71	50-71
Height - Metres:	67		168-278	168-278

Lot Coverage Ratio (%): 0.72 72.48 Floor Space Index: 17.76

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA:	146,016	938
Retail GFA:	3,655	721
Office GFA:	137,170	1,505
Industrial GFA:		
Institutional/Other GFA:	1,113	72

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			1,793	1,793
Freehold:				
Condominium:				
Other:				
Total Units:			1,793	1,793

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		209	786	617	181
Total Units:		209	786	617	181

Parking and Loading

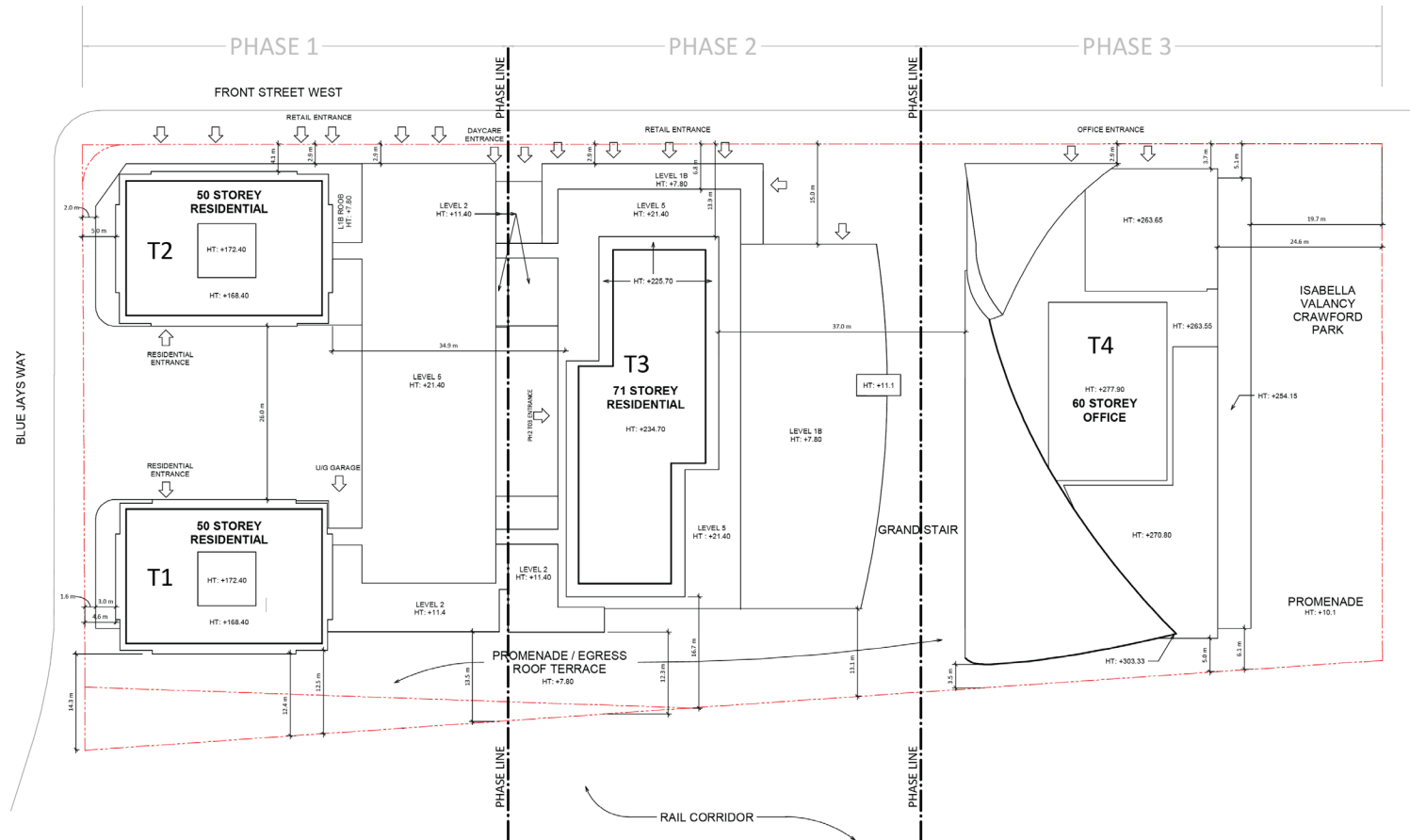
Parking Spaces:	371	Bicycle Parking Spaces:	2,615	Loading Docks:	14
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CONTACT:

Sue McAlpine, Senior Planner, Community Planning (416) 392-7622

Email: Susan.Mcalpine@toronto.ca

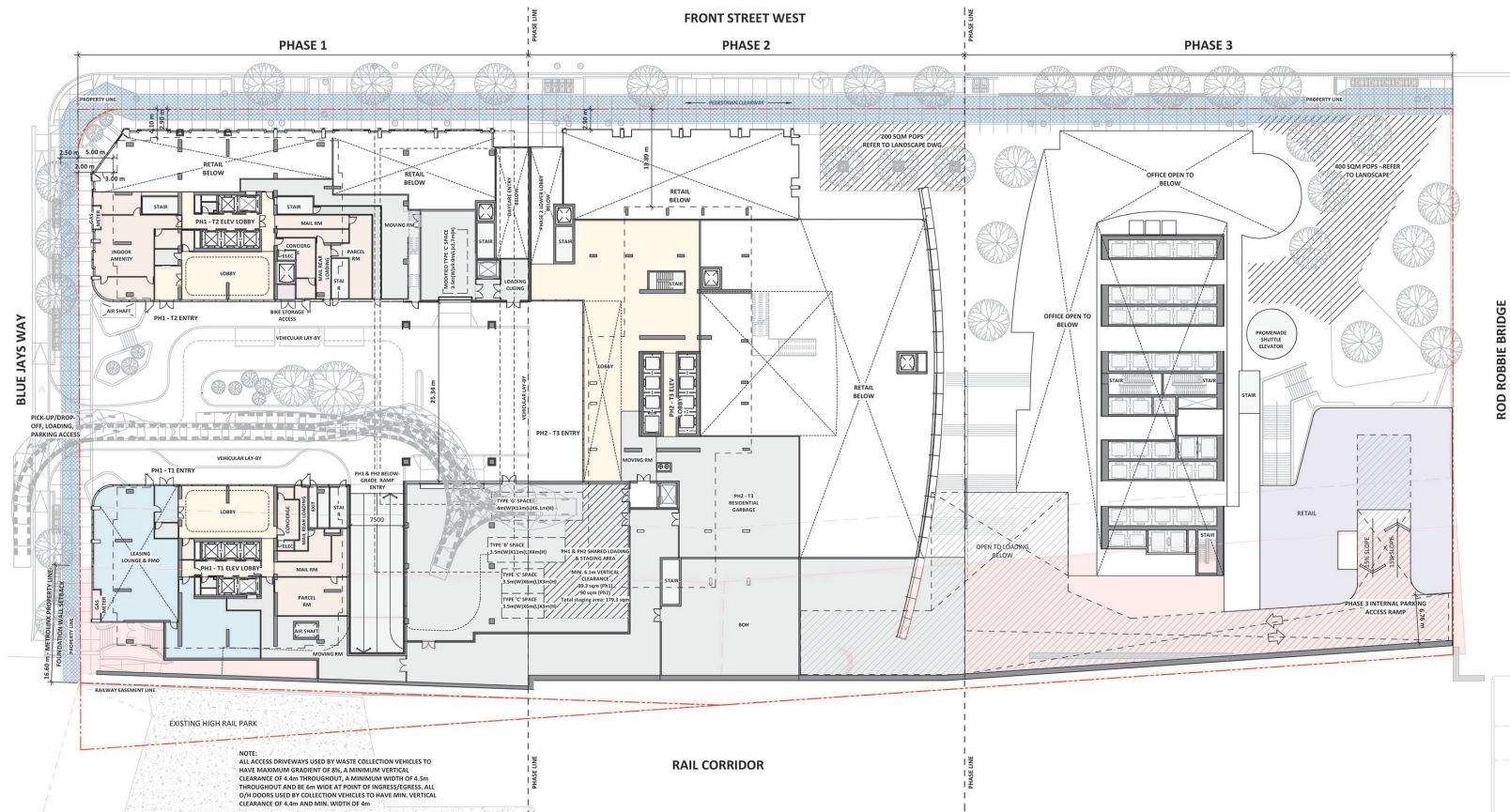
Attachment 3: Site Plan



Site Plan



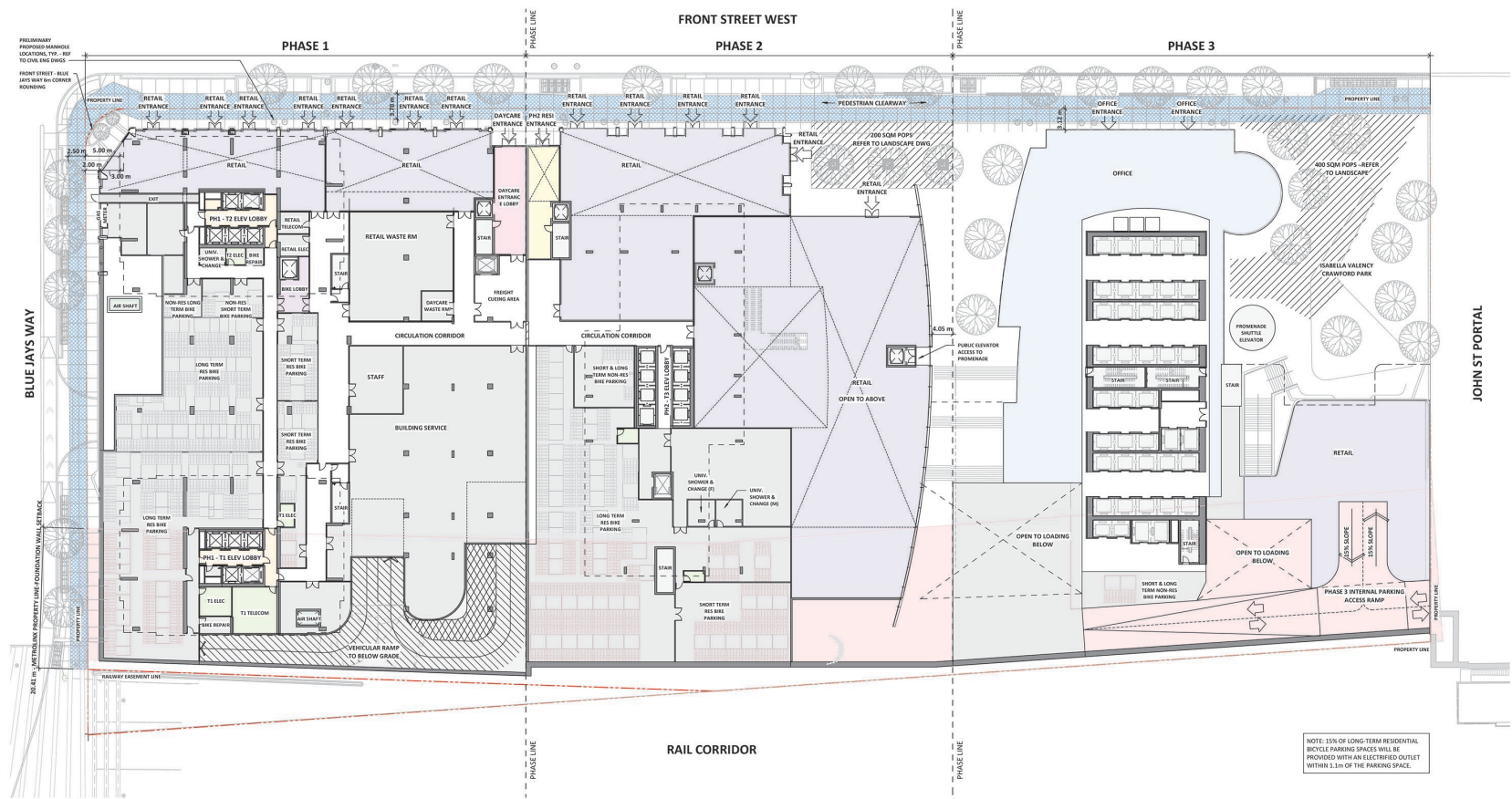
Attachment 4: Level 1 Floor Plan (Front Street Retail)



Level 1 (Front St Retail) Floor Plan



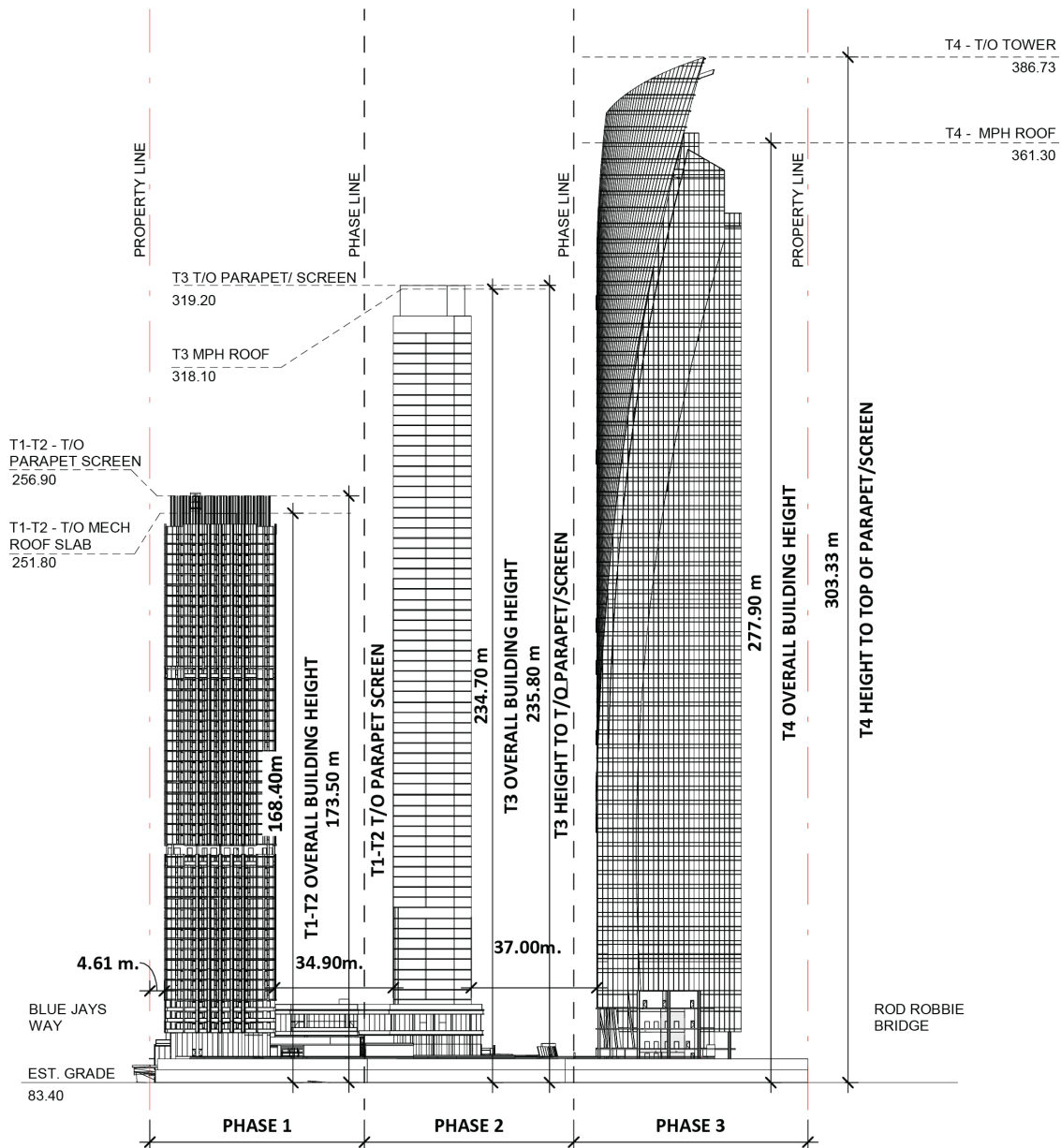
Attachment 5: Level 1A Floor Plan - Blue Jays Way Entry



Level 1A (Blue Jays Way Entry) Floor Plan

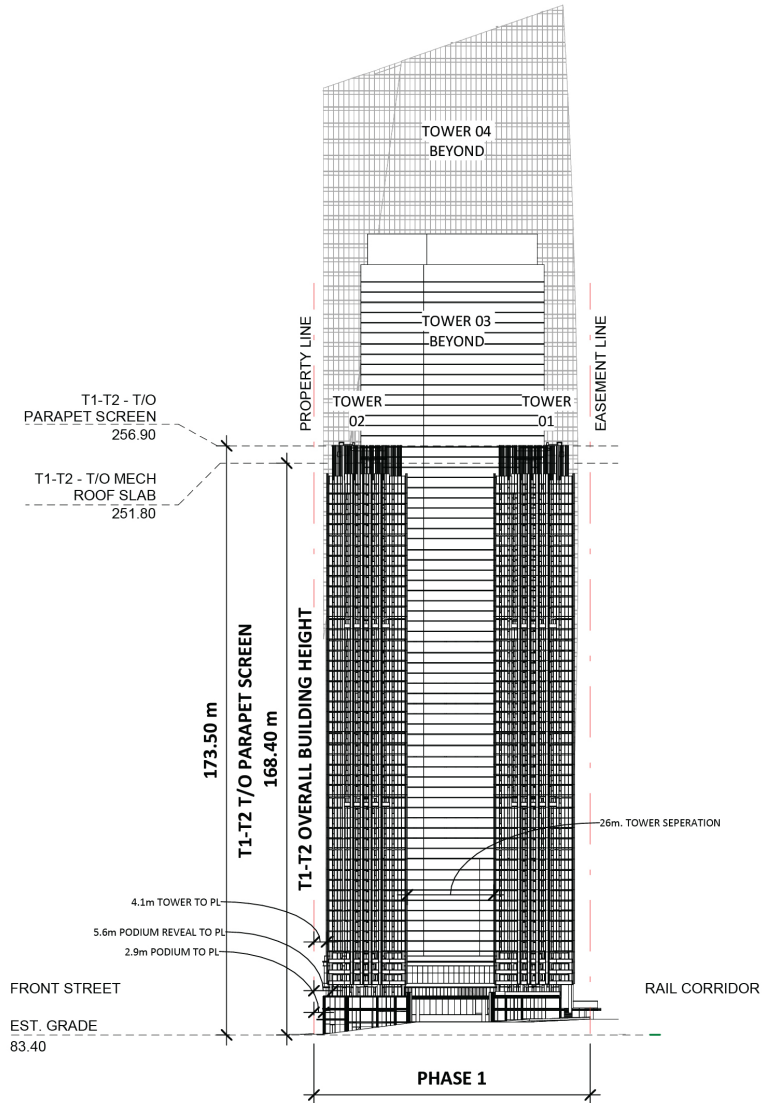


Attachment 6: South Elevation



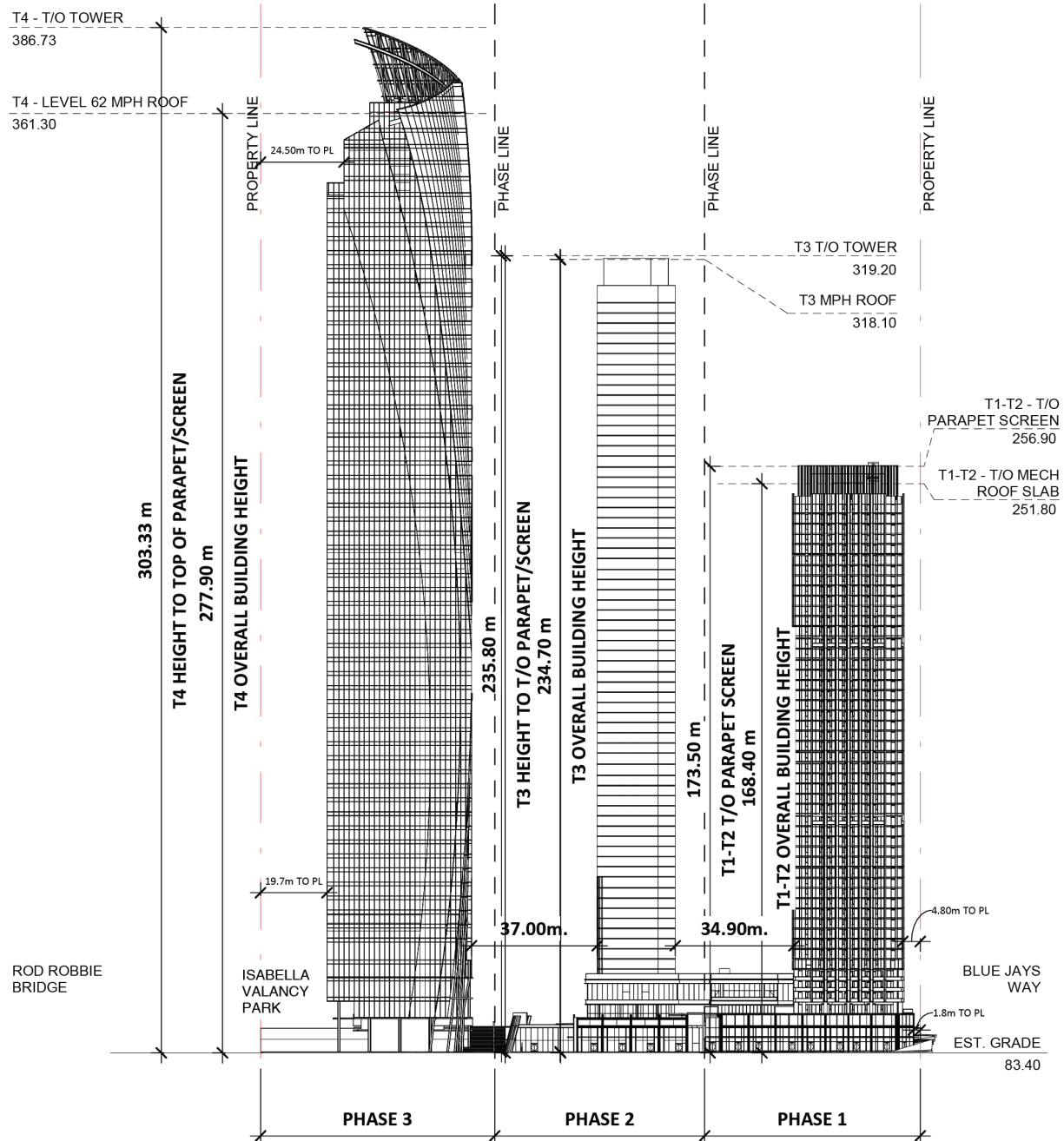
South Elevation

Attachment 7: West Elevation



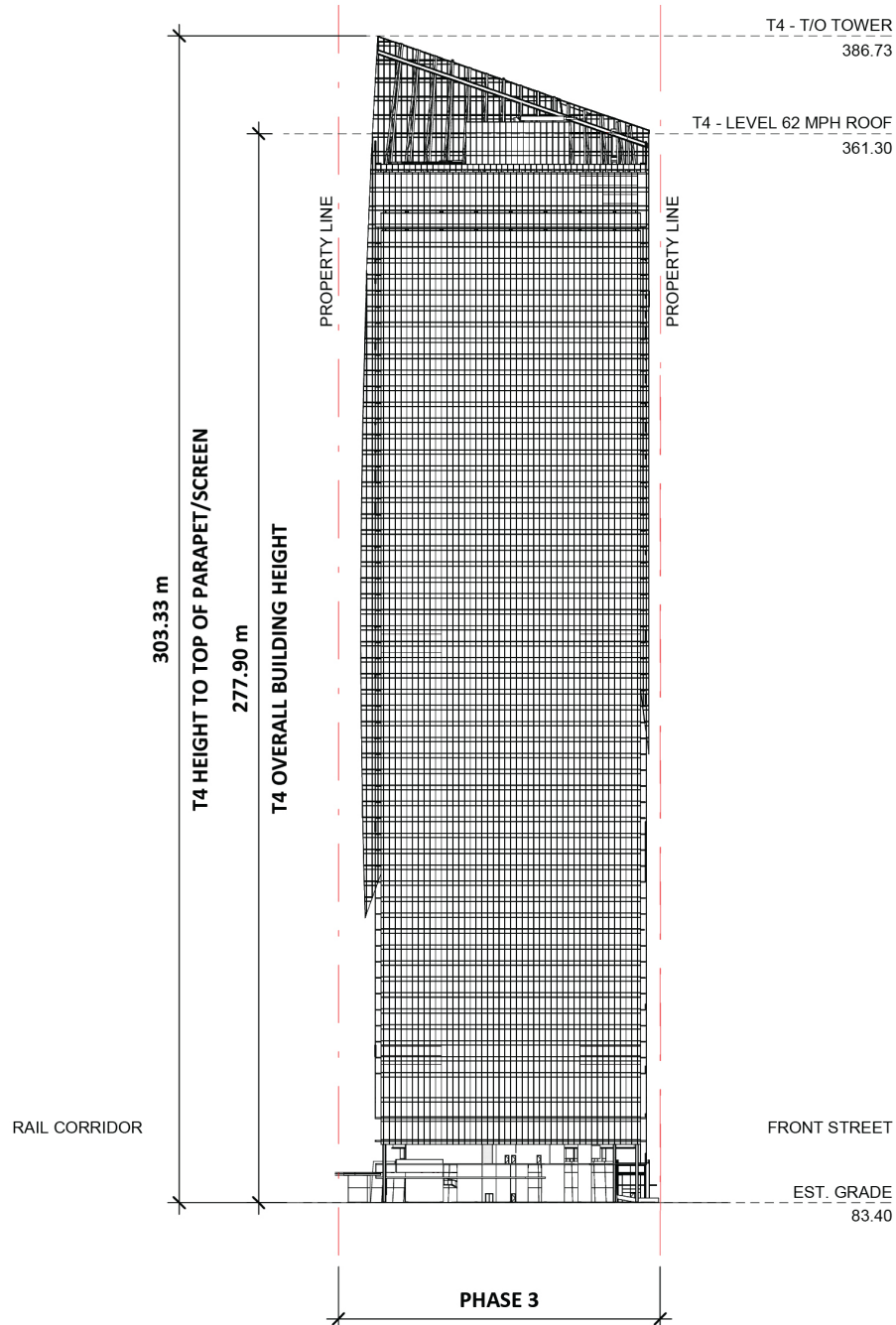
West Elevation

Attachment 8 - North Elevation



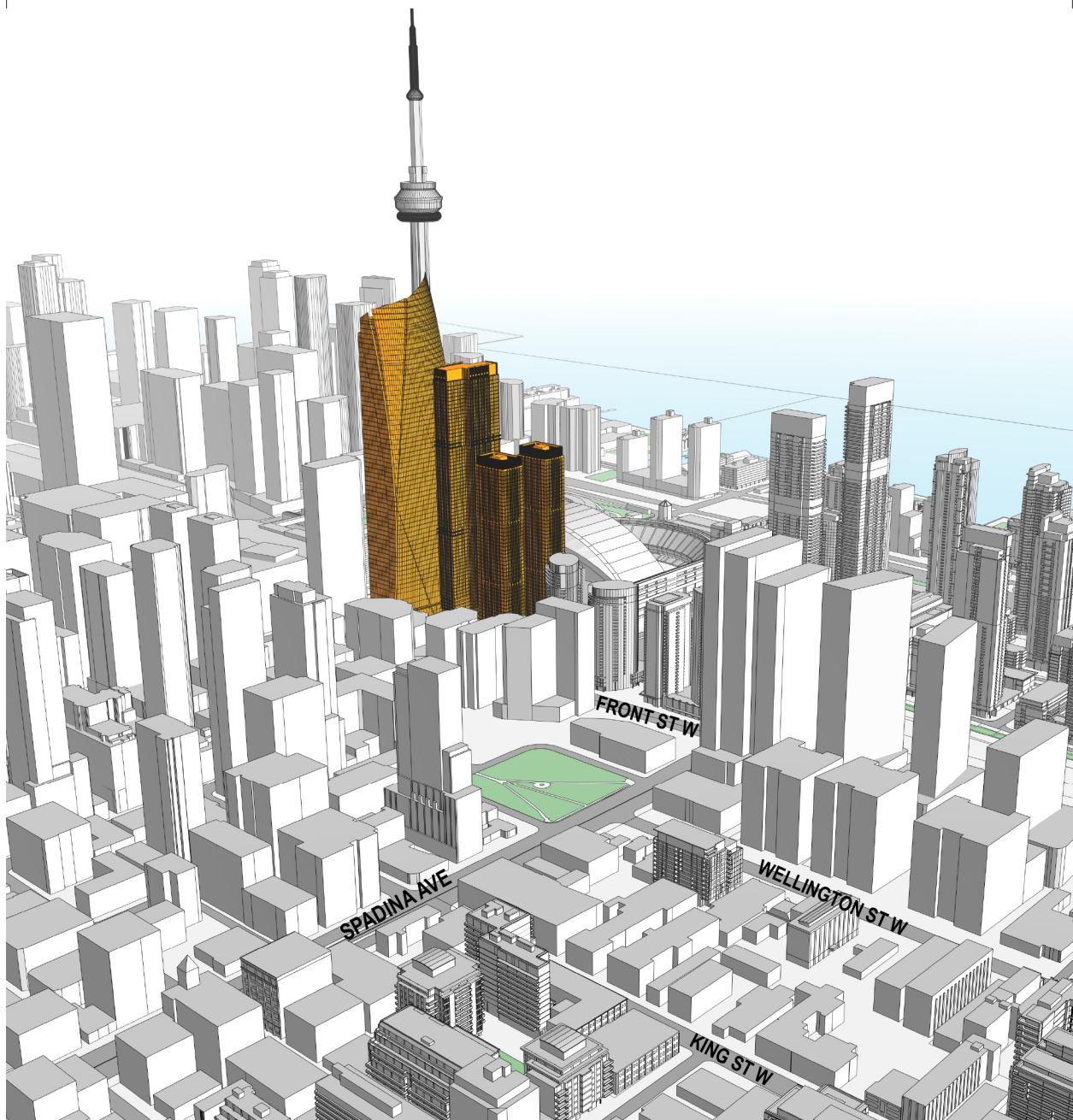
North Elevation

Attachment 9 - East Elevation



East Elevation

Attachment 10 - 3D Massing in Context Looking Southeast

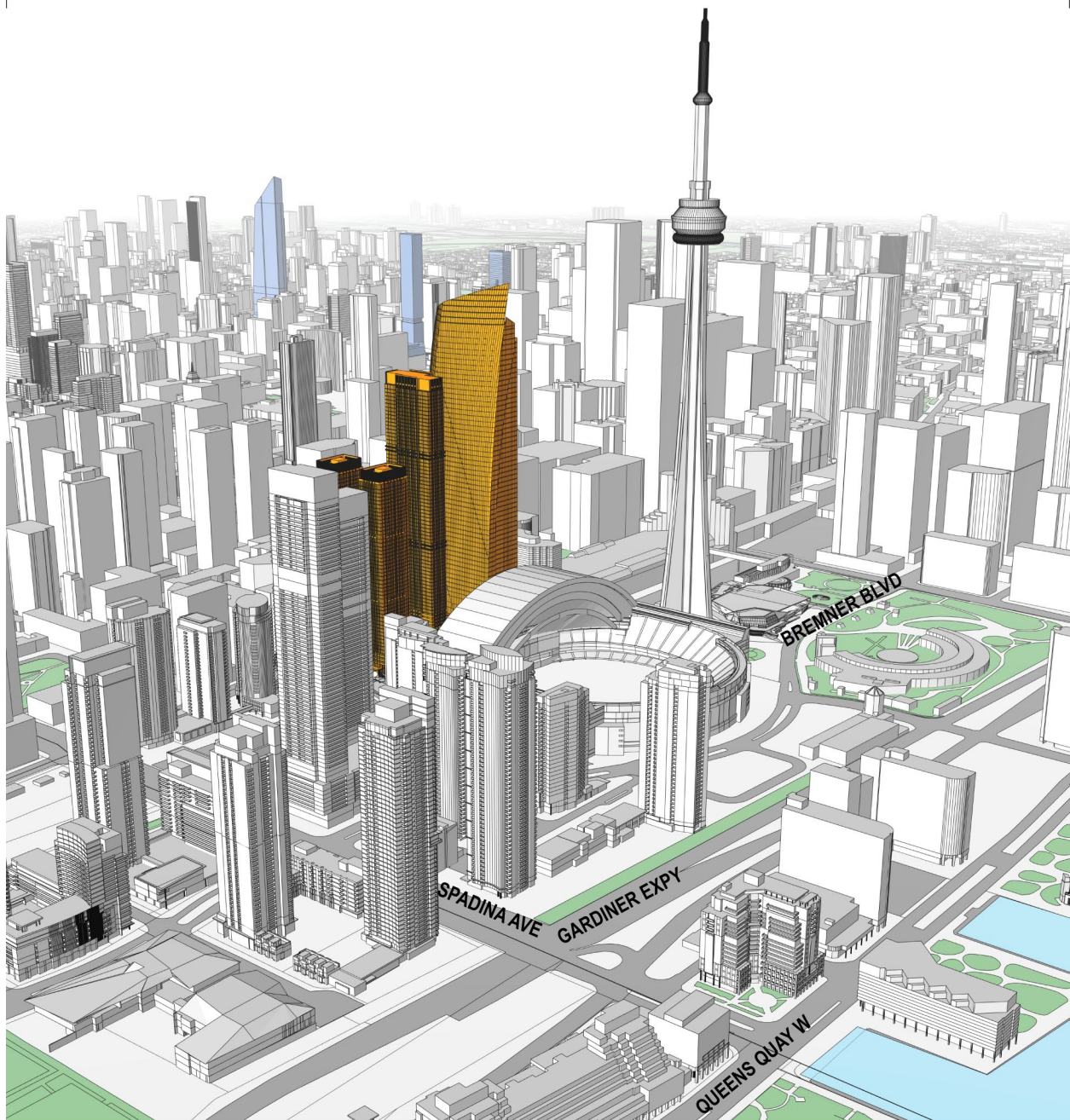


View of Applicant's Proposal Looking Southeast



02/11/2025

Attachment 11 - 3D Massing in Context Looking Northeast

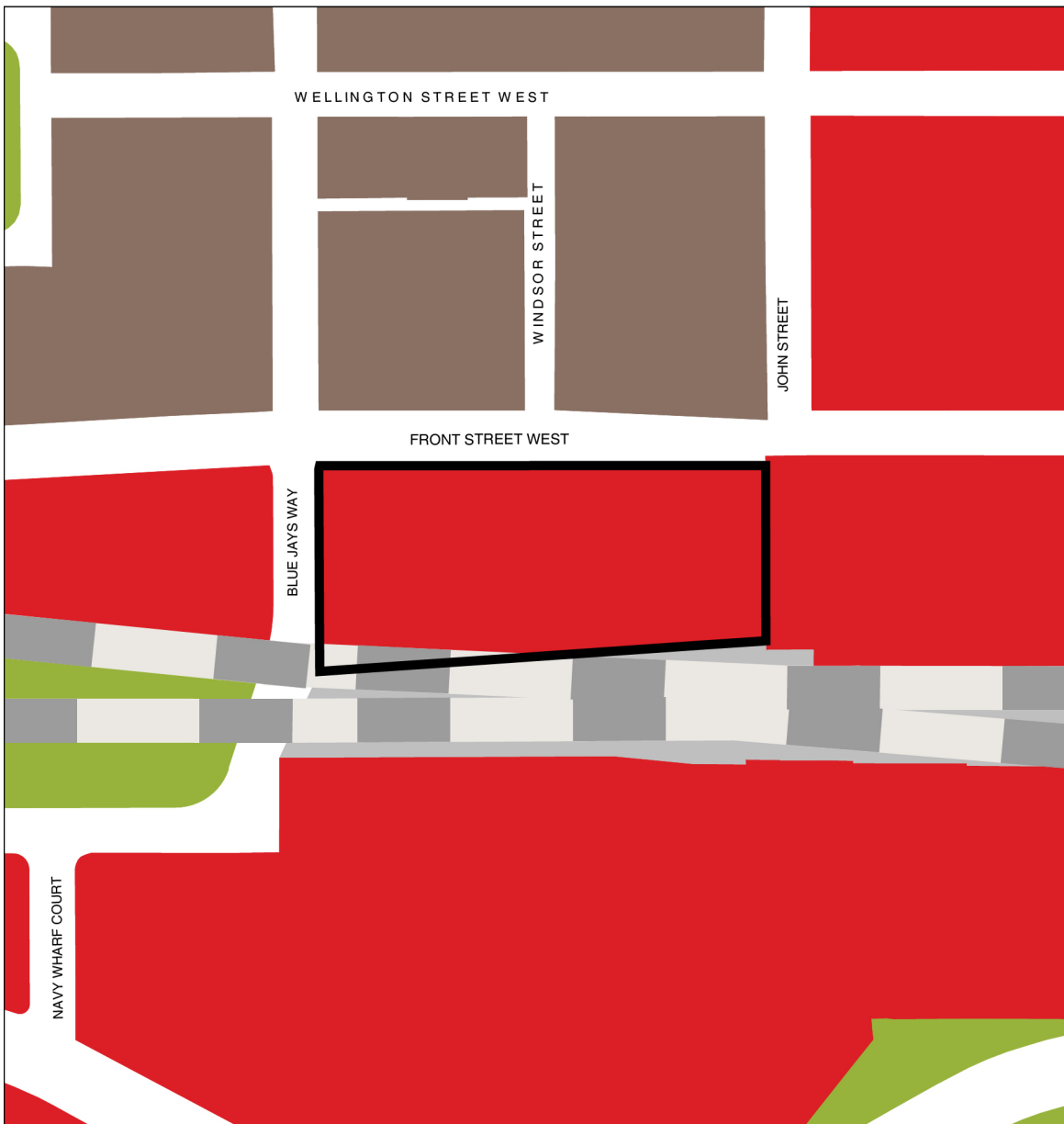


View of Applicant's Proposal Looking Northeast



03/06/2025

Attachment 12: Official Plan Land Use Map



Official Plan Land Use Map #18

315 - 325 Front Street West

File # 24 250793 STE 10 0Z



Location of Application

Mixed Use Areas



Parks



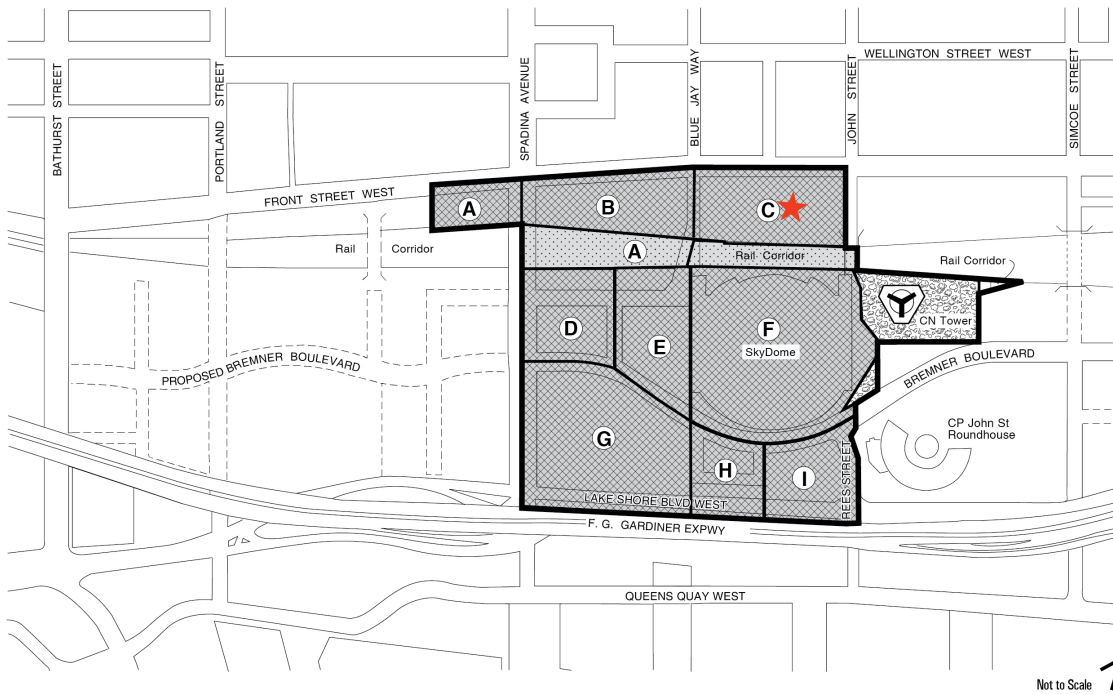
Regeneration Areas

Utility Corridors



Not to Scale
Extracted: 02/07/2025

Attachment 13 - Railway Lands Central Secondary Plan - Land Use Plan



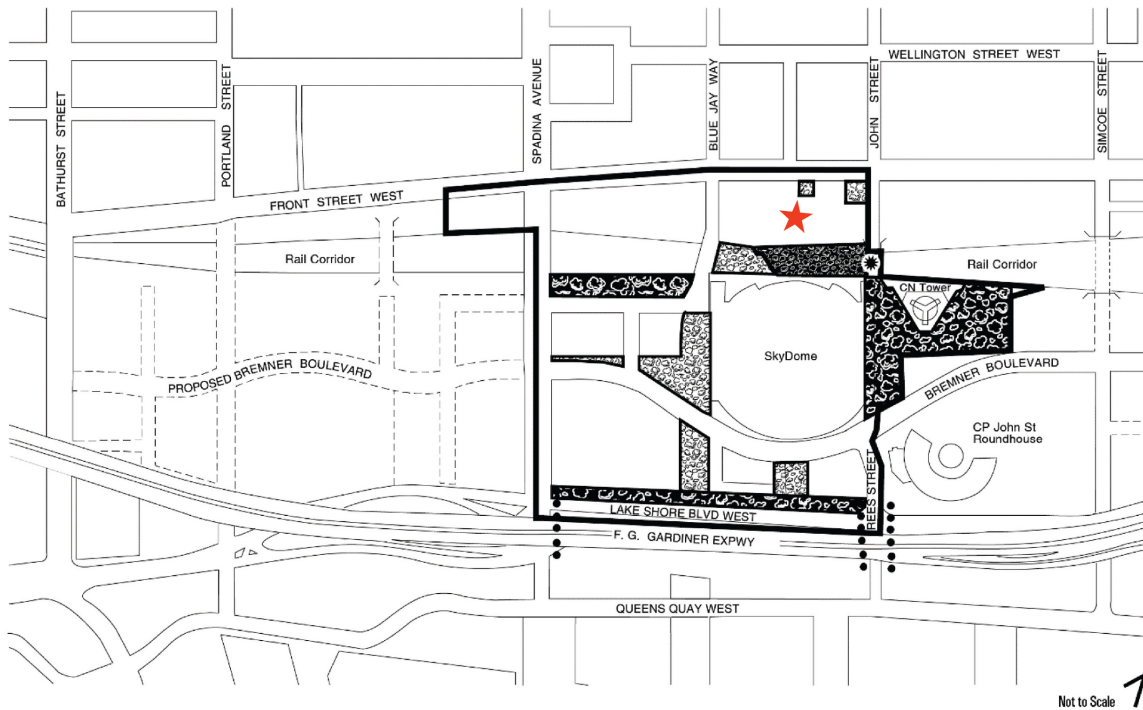
Railway Lands Central Secondary Plan

MAP 18-3 Land Use Plan

- Secondary Plan Boundary
- Location of Application
- Mixed Use Areas
- Utility Corridors
- Parks and Open Space Areas

June 2006

Attachment 14: Railway Lands Central Secondary Plan - Parks and Open Space Plan



Official Plan Amendment #603

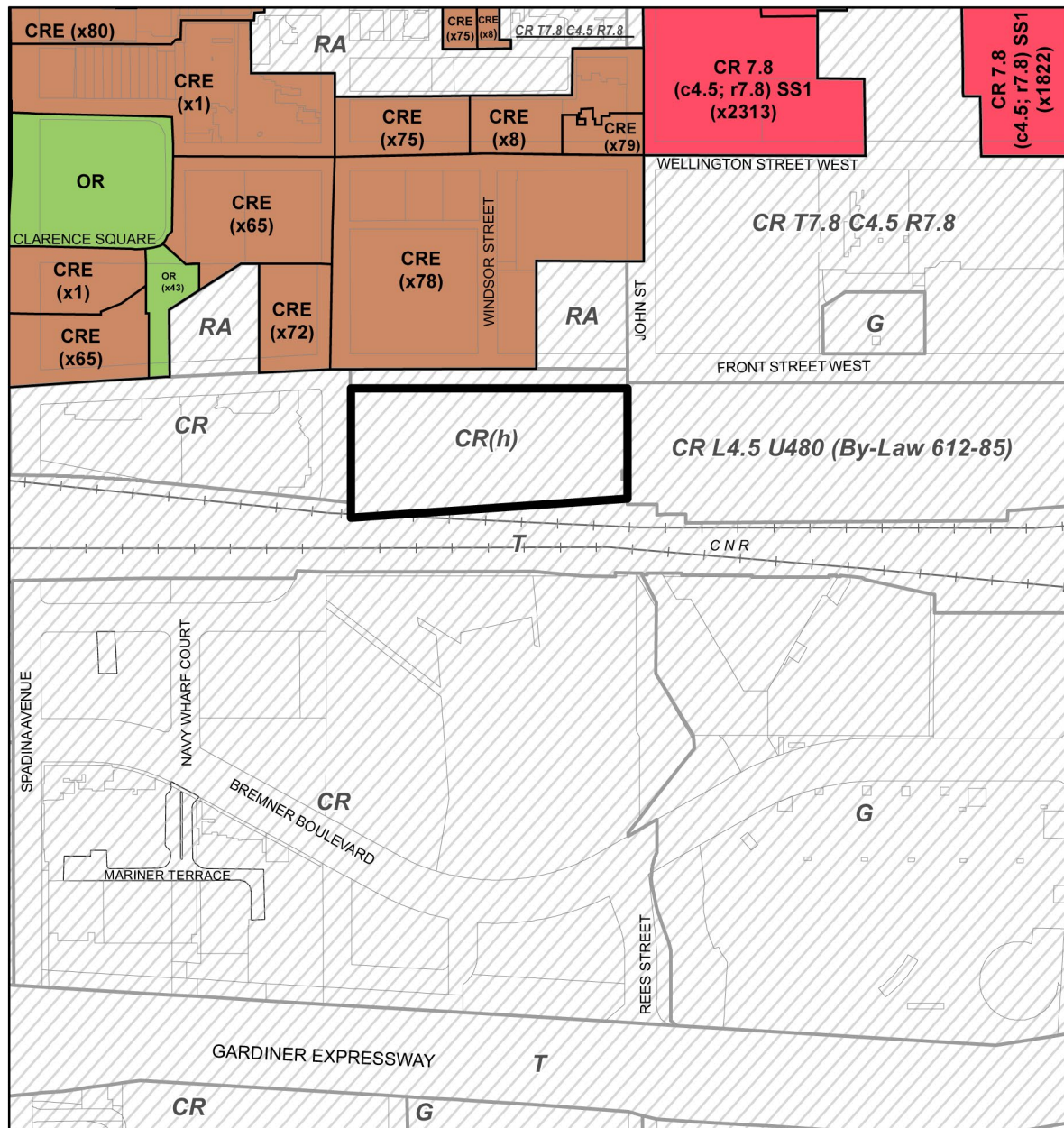
Railway Lands Central Secondary Plan

MAP 18-4 Parks and Open Space Plan

- Secondary Plan Boundary
- Publically Accessible Open Space
- Lands to be Leased or Conveyed to the City for Park Purposes
- Publicly Accessible Open Space/City Park
- Improved at-grade Pedestrian Routes
- Major Pedestrian Bridge
- Location of Application

June 2022

Attachment 15: Existing Zoning Map



Zoning By-law 569-2013

315 - 325 Front Street West

File # 24 250793 STE 10 0Z

Location of Application

CR Commercial Residential
 CRE Commercial Residential Employment
 OR Open Space Recreation

See Former City of Toronto By-law No. 438-86 Railway Lands Central Zoning By-law 1994-0806

CR Mixed-Use District
 RA Mixed-Use District
 T Industrial District
 G Parks District



Not to Scale
 Extracted: 03/06/2025

Attachment 16 - Draft Zoning By-law Amendment

Draft Zoning By-law Amendment will be made available on or before the April 3, 2025 Toronto and East York Community Council Meeting.

Attachment 17 - Affordable Housing Terms (16 Affordable Rental Housing Units - Phase 2 of the development)

1. Provision of Affordable Rental Housing Units

- a. A minimum of sixteen (16) affordable rental housing units ("Phase 2 Affordable Rental Housing Units") shall be designed, constructed, finished, maintained and provided by the Owner on the lands known in 2024 as 315 – 325 Front Street West in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning, and Executive Director, Housing Secretariat, and as generally reflected in the terms and conditions outlined below.
- b. All Phase 2 Affordable Rental Housing Units will have access to all areas of the development where residents typically have access to, including all common and amenity areas.
- c. The Phase 2 Affordable Rental Housing Units shall be constructed to a fully finished condition, to a similar standard as the market units located in the remainder of the development.
- d. The Phase 2 Affordable Rental Housing Units shall be ready and available for occupancy no later than the time 70% of the other residential units in the Phase are ready and available for occupancy.
- e. The Owner shall maintain the Phase 2 Affordable Rental Housing Units in vertically and/or horizontally contiguous groups of at least six (6) Rental Dwelling Units.

2. Affordable Rental Housing Units

- a. The affordable rental housing unit mix shall be to the satisfaction of the Chief Planner and Executive Director, City Planning and the Executive Director, Housing Secretariat and generally be reflective of the following:
 - i. at least 50 percent one-bedroom units;
 - ii. at least 30 percent two-bedroom units;
 - iii. a minimum of 10 percent three-bedroom units;
 - iv. no more than 10 percent studio units; and
 - v. no less than 5 percent accessible units.
- b. the average unit size of the Phase 2 Affordable Rental Housing Units shall be no less than the average size of all the market units, by unit type;

- c. the minimum unit size of the Phase 2 Affordable Rental Housing Units shall be no less than the minimum unit sizes of the market units, by unit type;
- d. The final unit sizes and breakdown of the Phase 2 Rental Housing Units will be exclusive of balconies; and
- e. The size, location and layout of the Phase 2 Affordable Rental Housing Units shall be indicated in the approved drawings for the Site Plan Control application for Phase 2 of the development on the site, subject to minor modifications at the detailed design stage prior to the issuance of the first Above Grade Building Permit for Phase 2 of the development. The Phase 2 Affordable Rental Housing Units location within the building shall be satisfactory to the Chief Planner and Executive Director, City Planning.

3. Rents

- a. The initial rents (charged to the first tenants of the Phase 2 Affordable Rental Housing Units and upon turnover of any Phase 2 Affordable Rental Housing Unit for the duration of the Phase 2 Affordability Period shall not exceed the lower of the City of Toronto Official Plan income-based affordable rental housing definition, as of the date of the Agreement, or affordable rental housing as defined in the Provincial Affordable Residential Units Bulletin.
- b. After the first year of occupancy of any of the Phase 2 Affordable Rental Housing Units and for the duration of the Phase 2 Affordability Period, the rent charged to tenants occupying such units may be escalated annually by not more than the applicable 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.
- c. Utilities will be paid directly by the tenant household and the rents will be adjusted in accordance with the Utility Allowance as determined by the City and to the satisfaction of the Executive Director, Housing Secretariat.

4. Affordability Period

- a. The Phase 2 Affordable Rental Housing Units shall be maintained as affordable rental housing for a 40-year affordability period. The owner agrees that during the Phase 2 Affordability Period it shall not:
 - i. Apply to convert any Phase 2 Affordable Rental Housing Unit to a non-Rental Dwelling Unit purpose;
 - ii. Demolish during the Phase 2 Affordability Period any Phase 2 Affordable Rental Housing Unit without replacement of same, to the satisfaction of the Chief Planner and Executive Director, City Planning;

- iii. Apply for approval of a Description in accordance with the Condominium Act, with respect to any Phase 2 Affordable Rental Housing Unit, or
- iv. Register the Replacement Rental Units under the Condominium Act or any other form of ownership tenure, such as life lease or co-ownership as defined in Chapter 667 that provides a right to exclusive possession of an Phase 2 Affordable Rental Housing Unit; and
- v. Upon the expiration of the Phase 2 Affordability Period, the owner shall continue to provide and maintain the Phase 2 Affordable Rental Housing Units as rental dwelling units, unless and until such time as the owner has applied for and obtained approvals necessary to do otherwise.

5. Administration and Renting of Units

- a. During the 40-year affordability period, the Owner agrees to work with the City to administer the units in general accordance with the City's Affordable Rental Housing Administration Manual, current as of the date of the Agreement, and subject to any further mutually agreed upon amendments between the Owner and the City of Toronto.
- b. The Owner will offer the units to eligible households who have demonstrated that they are in need of affordable rental housing and who are on the City's centralized rental housing access system or, in the event the centralized rental housing access system is not available, through a fair and transparent advertising and selection process to the general satisfaction of the Executive Director, Housing Secretariat, and in accordance with all of the other terms and conditions of the Agreement.
- c. At least 6 months in advance of any Phase 2 Affordable Rental Housing Unit first being made available for rent, the housing provider shall develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat.
- d. The Owner shall not lease any Phase 2 Affordable Rental Housing Units as a Short-Term Rental.

6. Amenities

- a. Tenants of the Phase 2 Affordable Rental Housing Units shall have equal access to all indoor and outdoor amenity spaces in the building on the same terms as other residents of the building.
- b. All Phase 2 Affordable Rental Housing Units will have either a dedicated laundry room, or ensuite laundry provided with no extra charges for appliances.
- c. Tenants will have equal access to bicycle parking/bicycle in accordance with the zoning bylaw.

7. Securing the Affordable Rental Housing Units

a. The Section 37 Agreement dated December 23, 2022 between the Owner and the City of Toronto, will be amended and restated to provide for an additional sixteen (16) affordable rental housing dwelling units in addition to those affordable rental housing units already secured in the Section 37 Agreement.

8. Reporting and Monitoring

a. The Owner agrees to submit a table of the Affordable Rental Housing Units at the time of initial occupancy which designates the Phase 2 Affordable Rental Housing Units by building address and unit number, identifies each unit's bedroom type and floor area, and specifies the Initial Rent and any vehicle parking and/or storage charges, if any.

b. The Owner agrees to update the table required in 8 a) annually illustrating the rent increase calculations applied to the Initial Rents charged to the Phase 2 Affordable Rental Housing Units, and provide a list of the unit addresses, including tenants names (subject to receiving tenant consent to provide such information), and submit it to the Chief Planner and Executive Director, Housing Secretariat.

c. At the request of the Chief Planner from time to time, the Owner agrees to update the table in 8 a) as appropriate, and submit it to the Chief Planner and Executive Director, Housing Secretariat.

Attachment 18: Recommendation 3b) x. - 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.