



1-7 Yonge Phase 4 + 5

Schematic Design

Dec. 16th, 2020

Site Location

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



Design Review Area
1-7 Yonge St. Phase 4+5

Project Background

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design

Development History

Phase 1-3

- Phase 1 Site Plan Approved and Under Construction
- Phase 2 Lifting of the H Complete, Site Plan Under Review, Below-grade Work Commenced
- Phase 3 Requires the Lifting of the H, Site Plan Under Review

Phase 4+5

- Approval for former scheme achieved by way of LPAT Settlement via LPAT Order in 2019
- Request to Amend the Official Plan and Zoning By-law to support the development of the hotel use, and additional built form changes

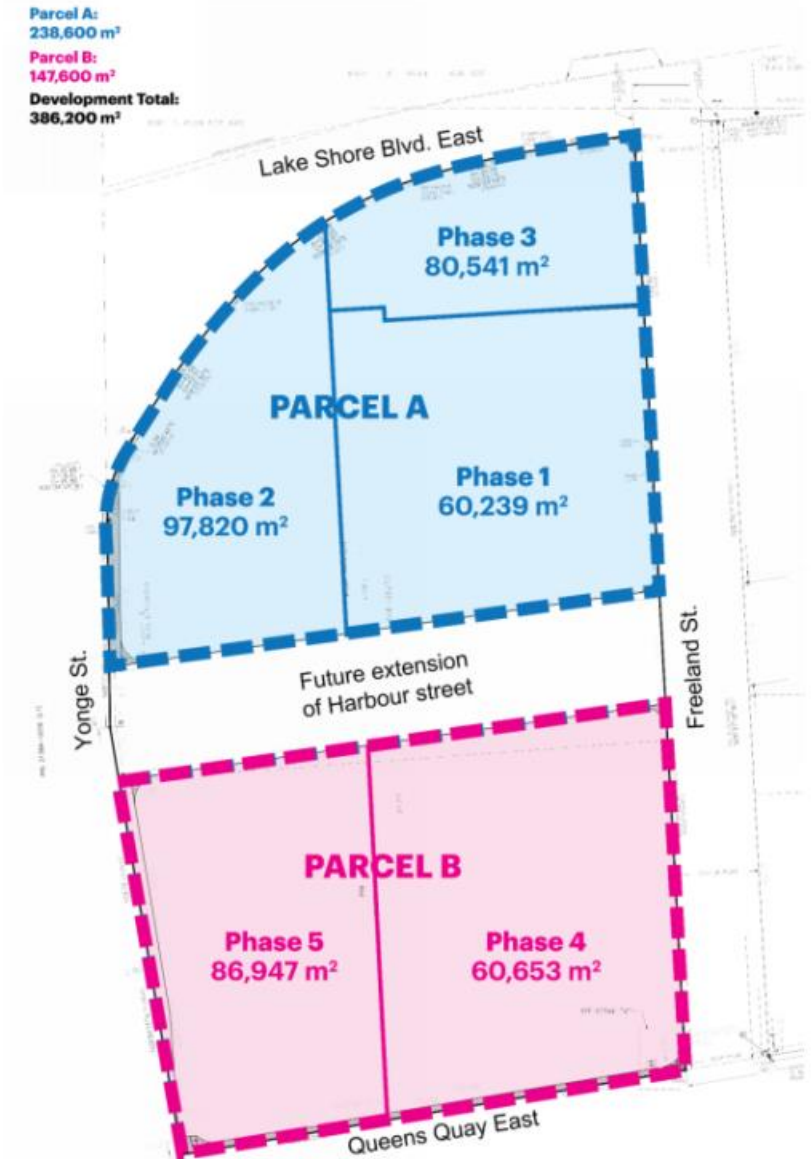
Major Programs

Phase 1-3: Residential including affordable housing, hotel, community centre

Phase 4+5: Office, hotel, retail

Design Review Panel History

- 1-7 Yonge Concept Plan Sept. 2015 Waterfront DRP Stage One– Non-support
- 1-7 Yonge Concept Plan Dec. 2015 Waterfront DRP Stage Two– Support
- Phase 1-3 Oct. 2017 Joint Waterfront DRP – No Vote
- 1-7 Yonge Corner Open Space March 2020 Waterfront DRP – Non-support



Existing LPAT Approval

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design

- LPAT Order issued April 2019
- Reflects Settlement between the City of Toronto and the Developer
- Resulted in site-specific OPA (OPA 487) and ZB (249-2020) provisions, which include:
 - Heights of 22 storeys (92.2 metres) to 35 storeys (144 metres)
 - Total of 147,600 square metres of GFA
 - Privately Owned Publicly Accessible Space through mid-block connections
 - Below-grade PATH connection beneath Harbour Street

Site Context

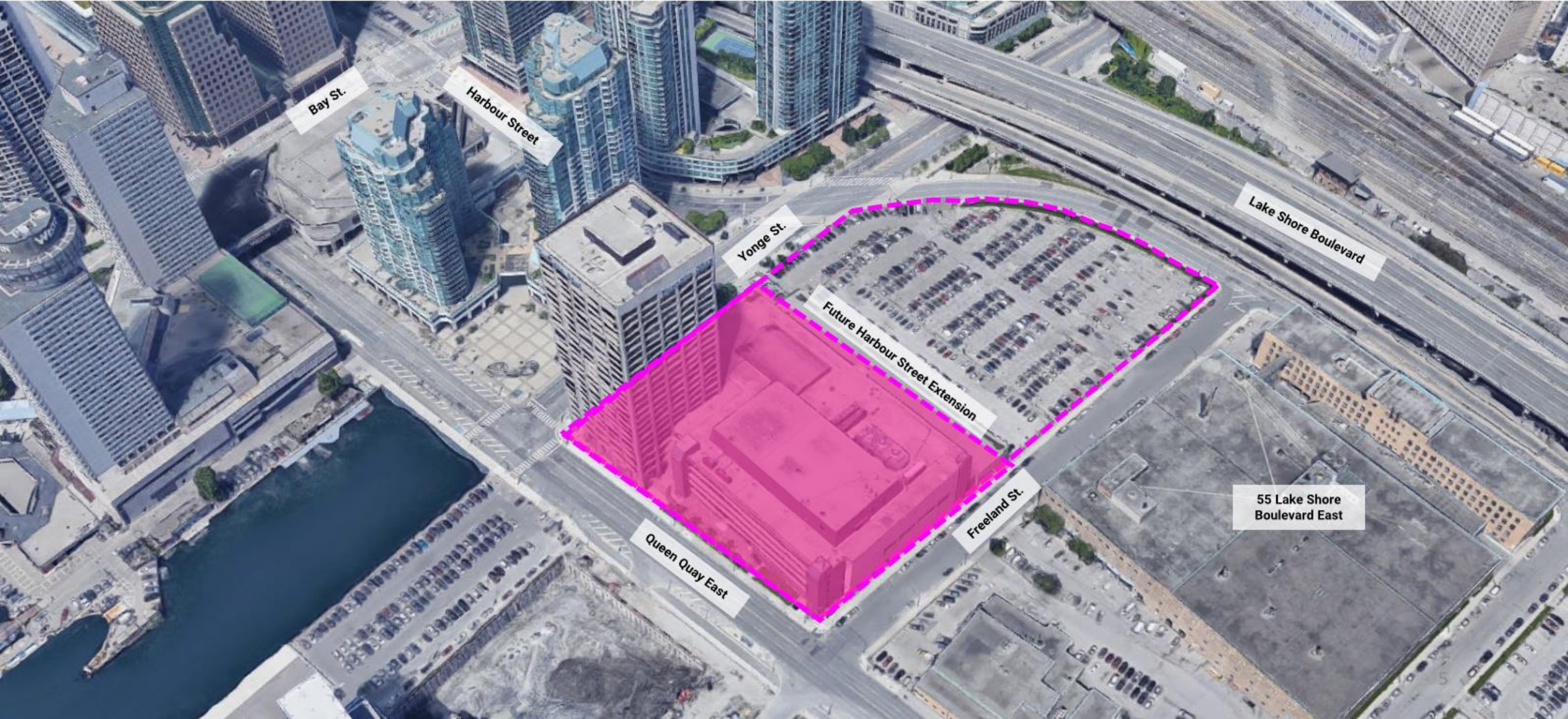
Existing Condition

1-7 Yonge Phase 4+5

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Review Stage: Schematic Design



Site Context

Existing Condition

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Review Stage: Schematic Design



View #1 – Queens Quay and Yonge St. looking northeast

Site Context

Existing Condition

1-7 Yonge Phase 4+5
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Review Stage: Schematic Design



View #2 – Queens Quay and Freeland St. looking northwest

Site Context

Existing Condition

1-7 Yonge Phase 4+5
Proponent: Pinnacle
Design Team: Hariri Pontarini Architects
Review Stage: Schematic Design

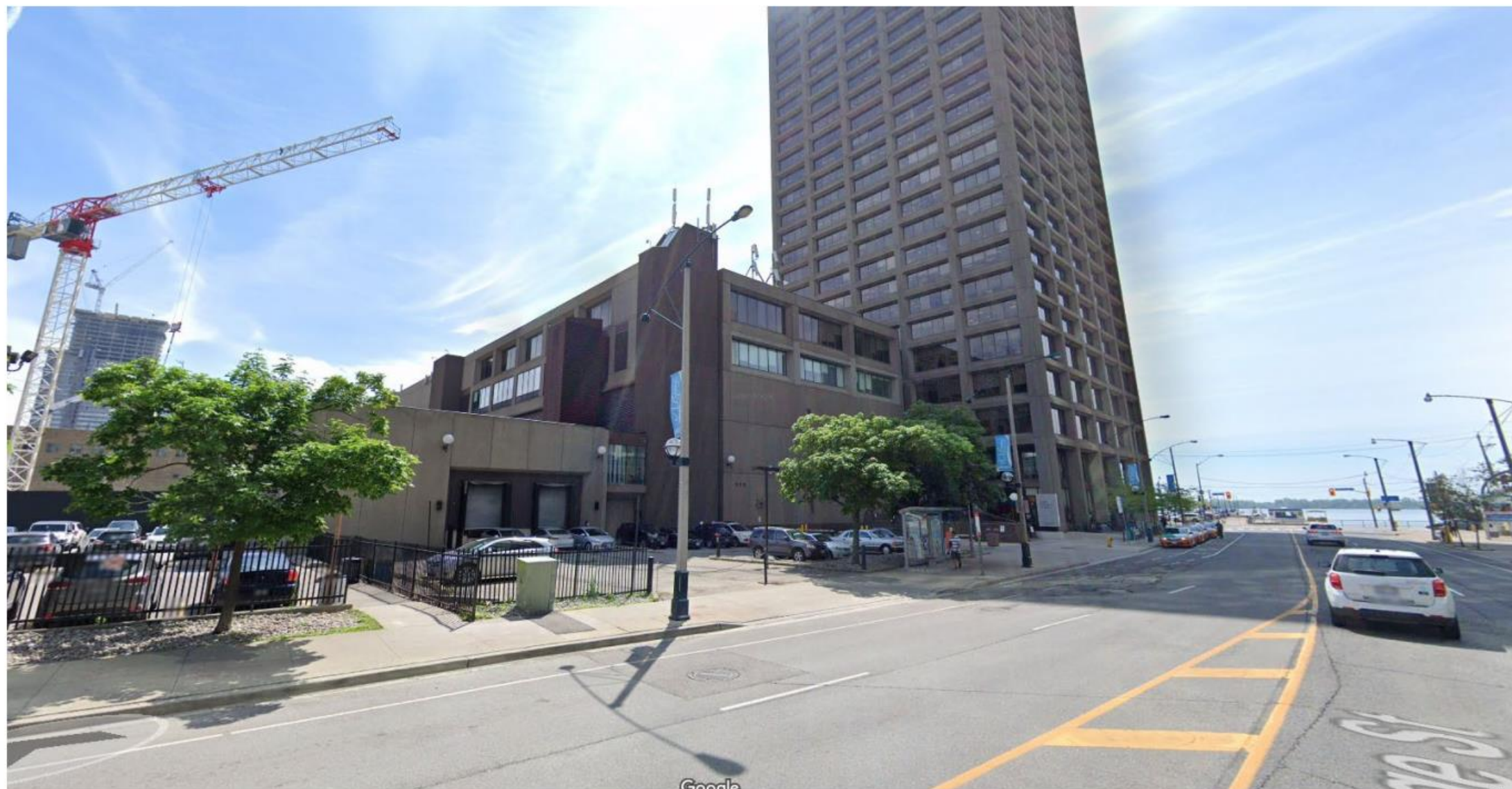


View #3 –Freeland St. looking southwest

Site Context

Existing Condition

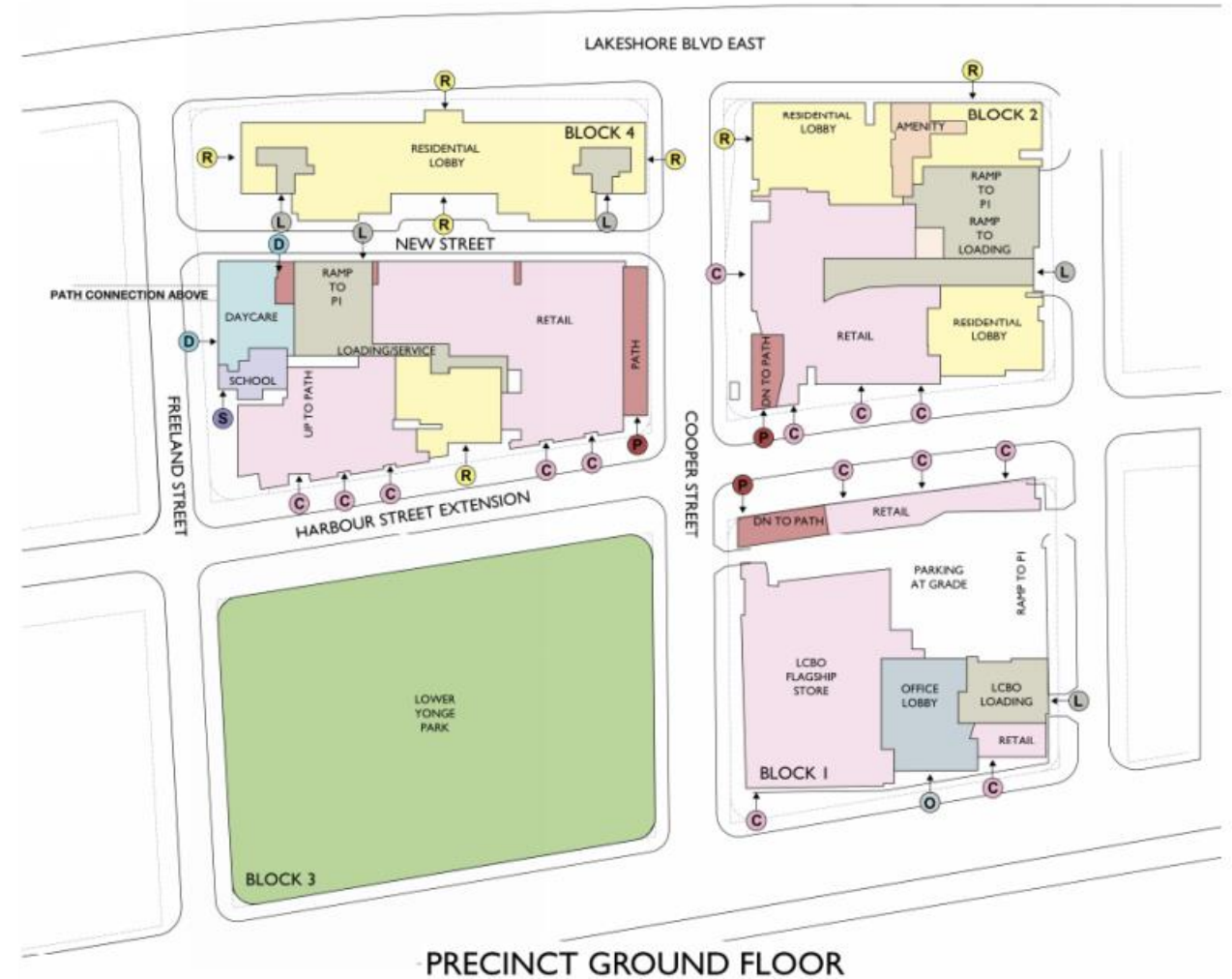
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View #4 – Yonge St. looking southeast

55 Lake Shore Boulevard East Development Context

1-7 Yonge Phase 4+5
 Proponent: Pinnacle
 Design Team: Hariri Pontarini Architects
 Review Stage: Schematic Design



55 Lake Shore Boulevard East Development Context

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



Public Realm and Precinct Plan Lower Yonge

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



Lower Yonge Precinct Plan

April 2016



Public Realm, Mid Block Connections

Lower Yonge Precinct Plan 2016

1-7 Yonge Phase 4+5
Proponent: Pinnacle
Design Team: Hariri Pontarini Architects
Review Stage: Schematic Design



MAP 5 Public Realm/ Mid Block Connections. (Extracted from the Lower Yonge Precinct Plan 2016)

Street Types

Lower Yonge Precinct Plan 2016

1-7 Yonge Phase 4+5
 Proponent: Pinnacle
 Design Team: Hariri Pontarini Architects
 Review Stage: Schematic Design



2.2.1/ STREET SECTIONS

As part of Phase 3 and 4 of the MCEA, cross sections for the following streets within the Lower Yonge Precinct were established:

- Harbour Street
- Yonge Street
- Freeland Street
- Cooper Street (including the future tunnel)
- 'New' Street
- Lower Jarvis Street

HARBOUR STREET: BAY STREET- YONGE STREET



Figure 2.1 Harbour Street: Bay Street – Yonge Street (Facing East) 4-Lane + Bi-Directional Cycle Path (26.20m R.O.W.).

From the Lower Yonge Municipal Class EA process.



HARBOUR STREET: YONGE STREET-LOWER JARVIS STREET

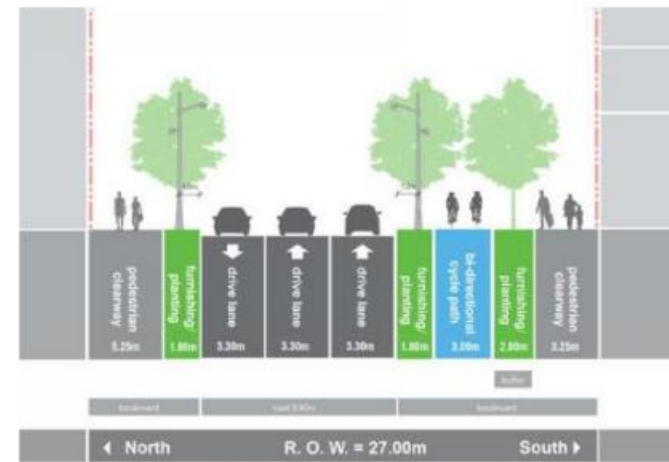


Figure 2.2 Harbour Street: Yonge Street - Lower Jarvis Street (Facing East) 3-Lane+ Bi-Directional Cycle Path (27.00m R.O.W.).

From the Lower Yonge Municipal Class EA process.



YONGE STREET: SOUTH OF HARBOUR STREET



Figure 2.3 Yonge Street: South of Harbour Street 3-Lane + Uni-directional Cycle Tracks (27.65m R.O.W.)
 Note: Raised cycle tracks with fully mountable curb.
 From the Lower Yonge Municipal Class EA process.



YONGE STREET: NORTH OF HARBOUR STREET- LAKE SHORE BLVD

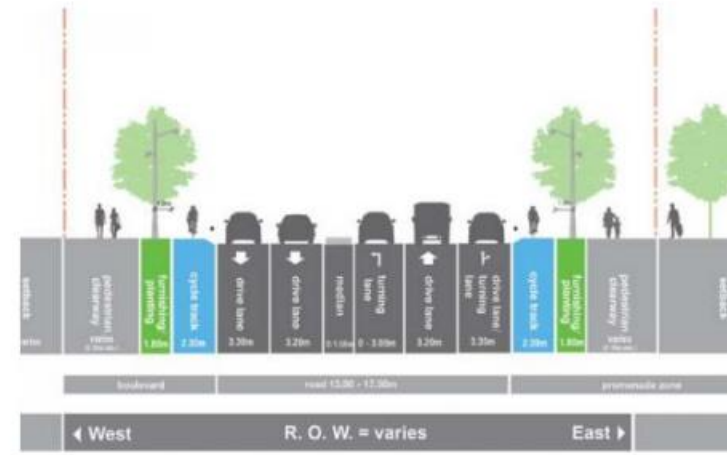
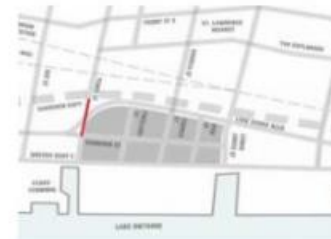


Figure 2.4 Yonge Street: North of Harbour Street - Lake Shore Blvd 4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.)
 Note: Raised cycle tracks with fully mountable curb.
 From the Lower Yonge Municipal Class EA process.



Lower Yonge: Harbour Street

Design Context

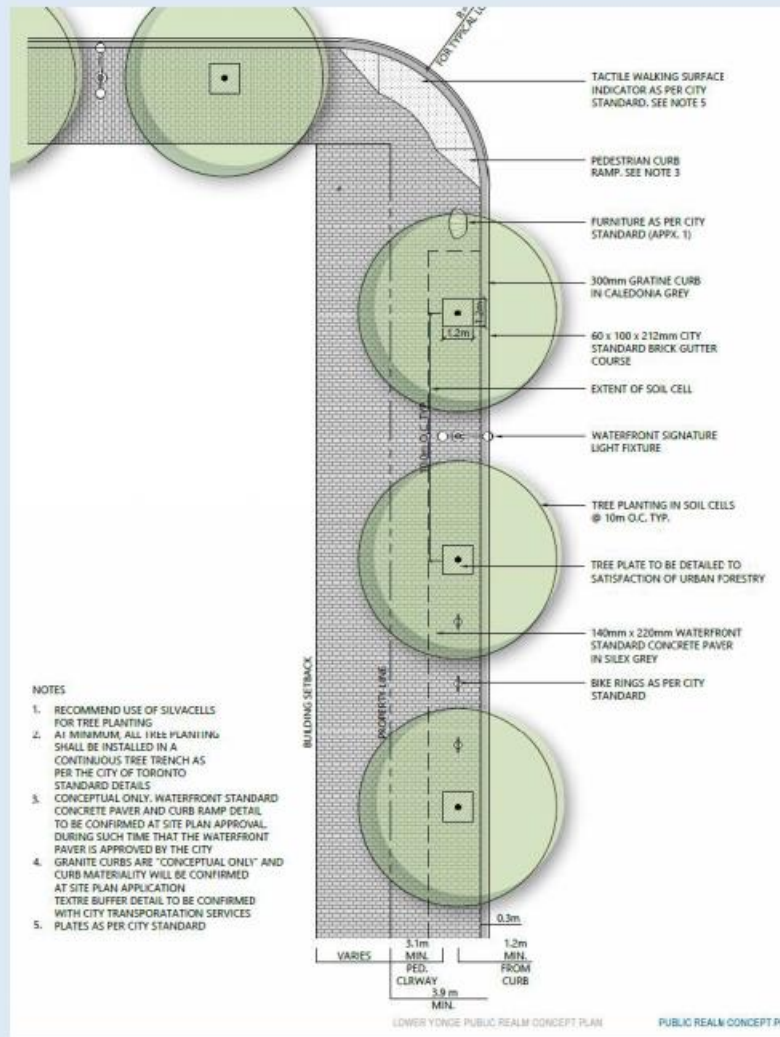


Figure 1 2 Artistic Rendering of Harbour Street (Extracted from the Lower Yonge Precinct Plan 2016)

Lower Yonge: Promenade Street

Design Context

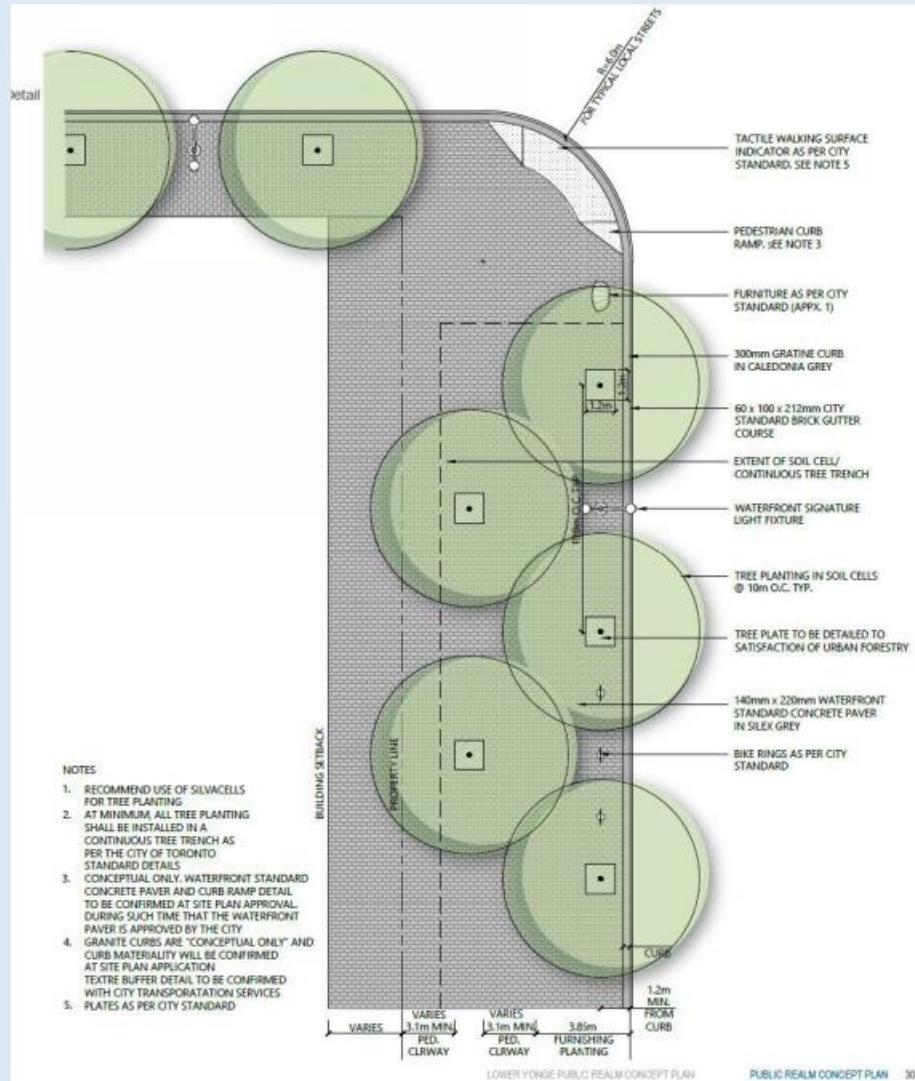


Figure 1.5 Artistic Rendering of Cooper Street. (Extracted from the Lower Yonge Precinct Plan 2016)

FREELAND STREET: QUEENS QUAY- HARBOUR STREET

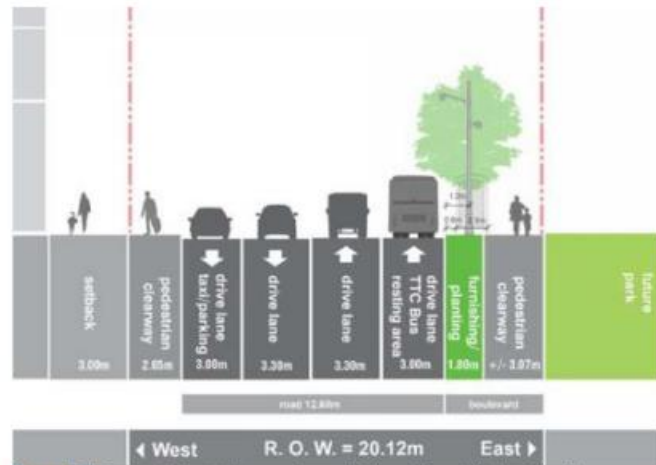


Figure 2.5 Freeland Street: Queens Quay - Harbour Street (Facing North)
2 - Lane+ TTC Bus Resting Area (20.12m R.O.W.).
From the Lower Yonge Municipal Class EA process.



FREELAND STREET: HARBOUR STREET- LAKE SHORE BLVD

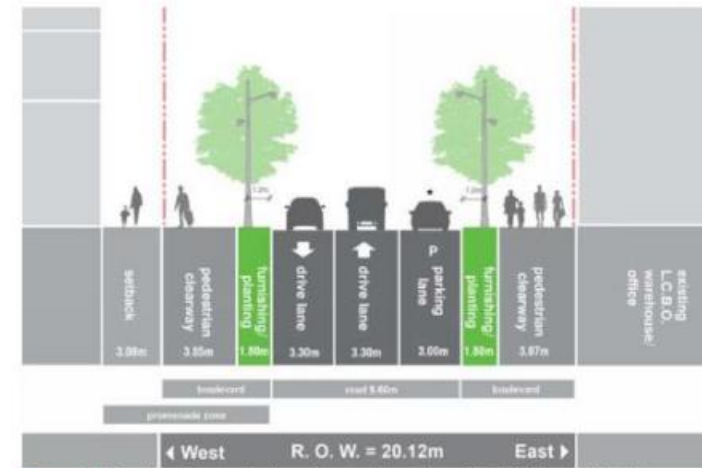


Figure 2.6 Freeland Street: Harbour Street - Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (20.12m R.O.W.)
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.
From the Lower Yonge Municipal Class EA process.



Queens Quay Public Realm Design Context

1-7 Yonge Phase 4+5
Proponent: Pinnacle
Design Team: Hariri Pontarini Architects
Review Stage: Schematic Design



Queens Quay Public Realm

Design Context

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



Streetscape

Lower Yonge Concept Plan 2018

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



Map 12 Proposed Streetscaping Details Plan. (Refer to Appendix for additional information)

- Waterfront-District Street - Single Row of Trees (P.BIA 34)
- Waterfront-District Street - Single Row of Trees with Cycle Track (P.BIA 34.b)
- Waterfront-District Street - Promenade (with on-street Bikelane P.BIA 35)
- Waterfront-District Street - Promenade with Cycle Track (P.BIA 35.b)
- Queens Quay Northside Interim Condition*
- Waterfront-District Streets Harbour Southside (P.BIA 38)
- Waterfront-Service Streets (P.BIA 39)
- Gardiner Public Realm Streetscape *

* Details to be provided at a later date

The proposed Streetscaping Plan provides a palette of paving designs for the street types proposed in the Precinct Plan (refer to Map 12). The common palette including paving details and dimensions would help create a coherent sense of identity within the Precinct and provide consistency throughout the Central Waterfront. The palette consists of both existing details already built in the East Bayfront Precinct and Queens Quay, and new details developed through other public realm initiatives such as the Gardiner Public Realm Plan. The streetscape elements follow the cross sections as established in the MCEA (refer to dwgs 2.1-2.10), and provides a minimum of 2.1m or wider pedestrian clearways using in some instances, a combination of public and private property. As per Map 12, 9 paving details have been established as part of the Waterfront Streets detail. The following pages illustrate the standard paving details that should be maintained into the future.

3.1.1 / WATERFRONT-DISTRICT STREET - SINGLE ROW OF TREES P.BIA 34

Located in Harbour Street- north-side, Cooper Street- west-side, and Jarvis Street- east-side.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

**Waterfront Standard Concrete Paver to be shown in all Site Plan Approval drawings with the understanding that it is a placeholder until such time that the Waterfront Paver is approved by the City of Toronto.*

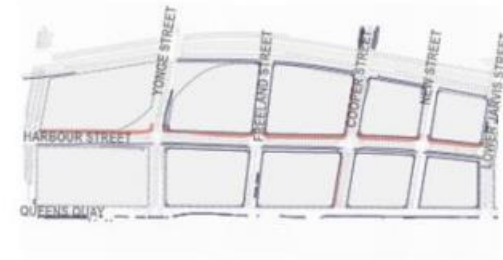


Figure 3.1 Concrete Paver



Figure 3.2 Concrete Paver



Figure 3.3 Merchants' Wharf looking west

3.1.2/ WATERFRONT-DISTRICT STREET- PROMENADE P.BIA 35

Located in Yonge Street-east-side, Cooper Street-east-side, and Jarvis Street- west-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m



Figure 3.5 Concrete Paver

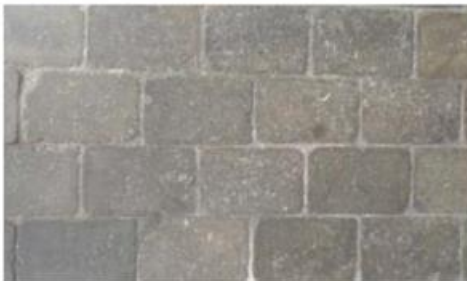


Figure 3.6 Concrete Paver



Figure 3.7 Double alley tree at Sherbourne Common with different paver detail

3.1.3/ WATERFRONT-DISTRICT STREET- HARBOUR SOUTHSIDE P. BIA 38

Located in Harbour Street-south-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

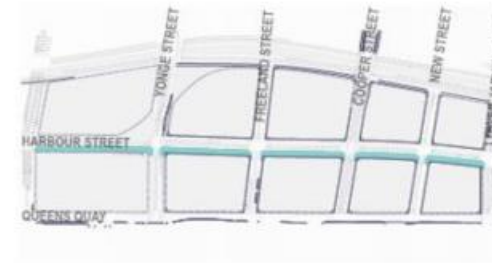


Figure 3.9 Concrete



Figure 3.10 Concrete Paver



Figure 3.11 Harbour Street render

3.1.4/ WATERFRONT-SERVICE STREETS P.BIA 39

Located in Yonge Street-west-side, Freeland Street, and New Street.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 2.5 m

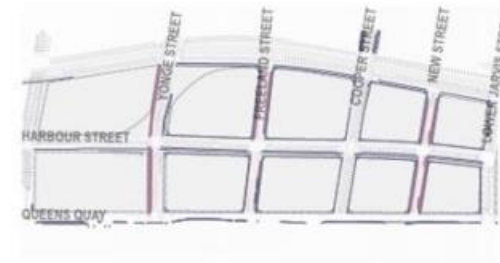


Figure 3.13 Granite curb example



Figure 3.14 Concrete

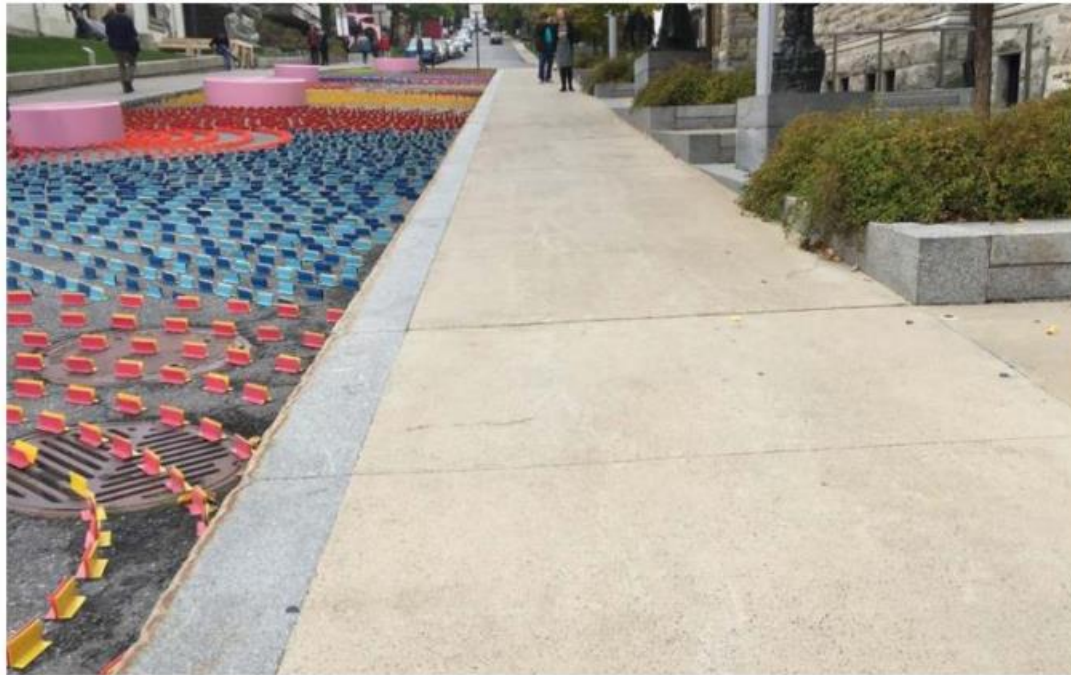


Figure 3.15 Granite Curb and concrete sidewalk example

3.1.6 / QUEENS QUAY NORTHSIDE INTERIM CONDITION

- Double row of trees on south-side and single row of trees on north-side;
- Tree planting in soil cells;
- Bi-Directional cyclepath (south side);
- TTC (south-side); and
- Pedestrian clearways of 3.1 m.

To be designed and built by Waterfront Toronto. Interim condition (City Standard) to be built by Developer.



Figure 3.21 Queens Quay-

Public Art Plan

Lower Yonge Precinct Plan 2016

1-7 Yonge Phase 4+5
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Design Team: Hariri Pontarini Architects
Review Stage: Schematic Design

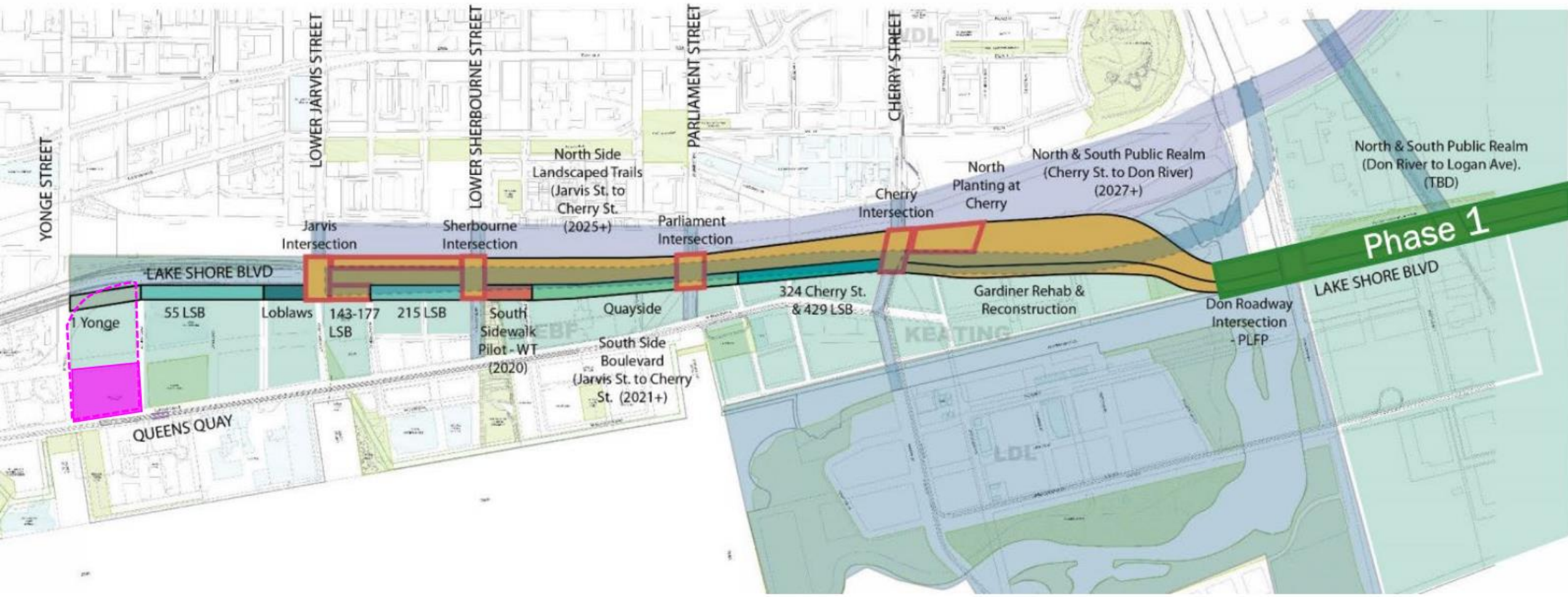


MAP 7 Public Art Plan. (Extracted from the Lower Yonge Precinct Plan 2016)

Lake Shore Public Realm Implementation Plan



- Lake Shore Public Realm
- Quick Start Projects
- Pilot Project
- Development Frontages
- Metrolinx Projects
- City / WT Infrastructure Projects
- Private Development



3.1.5/ GARDINER PUBLIC REALM STREETScape*

* More details to be provided at a later date

The Gardiner Public Realm project will provide a coherent design vision and identity for the Gardiner East corridor from Jarvis to Logan St. and complete 100% construction drawings for the south side boulevard between Jarvis and Cherry St. The design includes public realm improvements to the Lake Shore Boulevard streetscape and residual spaces between the Gardiner Expressway and Rail Corridor, improved cycling and pedestrian connections, as well as a coherent identity for the public realm frontages of new developments to the south.

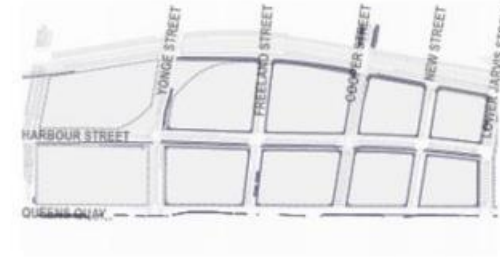


Figure 3.17 Illustration of the south side Lower Jarvis-Sherbourne Street



Figure 3.18 Illustration south side of Lake Shore Boulevard



Figure 3.19 Illustration of the vision for Lakeshore Boulevard

Project Approval Stage

DRP Stream 1: Private land – Site Plan Application

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design



*This review will only be required if the project has changed significantly since the previous review, or the Panel, Waterfront Toronto, or City staff have significant outstanding concerns.

Recap from Dec. 2015 Master Plan Review

Waterfront Design Review Panel Consensus Comments

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design

- The north-south connection is good, however considering the number of people who will live in the area, the **public realm and connections** must be reviewed to reintroducing the east-west connection in the south blocks.
- The loading and servicing has improved however there is a concern regarding the **clarity of “publicness”** and **natural light into the drop-off areas**.
- There should be no above-grade **P.A.T.H. bridges** within the precinct area.
- The transit strategy should be further pushed to promoted **walkability and access from Union Station and areas within the waterfront**.

Recap from Oct. 2017 Phase 1-3 Schematic Design

City of Toronto Joint DRP Consensus Comments

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design

- **Avoid +15 bridge connections** in favour of increasing pedestrian activity and animation at street level.
- Provide a **comprehensive green space and amenity strategy** that supports the proposed development's population, and contributes to the broader community.
- Further develop **visual variation between towers** including:
 - Reconsidering degree of curving/swooping sculpting of built form.
 - Adjusting tapered sculpting of tower forms.
 - Proposed built form envelope evokes too much of a corporate character; at odds with the largely residential use of this development. Develop design to portray residential program inside.
 - Options for providing usable balconies at upper floors.
- Increase access to **natural light and sun for amenities** at lower levels.
- Provide **holistic sustainability strategy** that includes but is not limited to: solar control, envelope performance, on-site renewables, etc.

Areas for Panel Consideration – City of Toronto

1-7 Yonge Phase 4+5
Proponent: Pinnacle
Design Team: Hariri Pontarini Architects
Review Stage: Schematic Design

- Design quality and experience of the north-south pedestrian connection – in terms of openness (vertical and horizontal), materiality, lighting, and coordination with the North Block connection. The City is concerned about the dark, enclosed conditions created by the massing covering the walkway and the location of columns.
- Design excellence: architectural legibility and variation between the different buildings within the precinct.
- The interpretation of the Toronto Star Building identity into the architectural expression and proposed built form.
- Sustainability approaches in terms of cladding and building adaptation.
- The impacts of the proposed above-grade PATH connection and its impact on the public realm.

Areas for Panel Consideration- Waterfront Toronto

1-7 Yonge Phase 4+5

Proponent: Pinnacle

Design Team: Hariri Pontarini Architects

Review Stage: Schematic Design

Building

- Do the buildings meet Waterfront Toronto's objectives of design excellence for this prominent site?
 - Massing strategy
 - Façade design
- Does the ground floor have strong animating conditions on all frontages, i.e. along Queens Quay and Harbour?
 - Access, loading, parking
 - Retail and public programs
 - Midblock connections

Public Realm and Landscape

- Elevated bridge connections
- Ground floor interface with all major streetscapes
- Landscape strategy at the midblock connections
- Public art opportunities

Sustainability

- Do the sustainability targets meet Waterfront Toronto's objectives? Has the design team adequately considered all key strategies in meeting the targets?

One Yonge Street

South Parcel
Phase 4 to 5
Design Review Panel

December 12, 2020

Table of Contents

- 2 Statistics
- 3 Project Outline
- 4 Rendering
- 10 Site
- 12 Context Development
- 14 Site Street views
- 16 Property Map
- 17 Existing Toronto Star Building
- 18 North Parcel Construction Status
- 22 Proposal Overview & As of Right Summary
- 26 Site Phasing Diagram & Update Site Plan
- 28 Site Programming
- 31 Overall Site Plan
- 32 Grade Level Pedestrian Connection
- 33 PATH Connection
- 36 Overall Ground and 2nd Floor Plan
- 38 South Parcel Ground Floor Plan
- 40 Landscape Study
- 48 Phase 5 Yonge Street Promenade
- 50 Queens Quay Street Related Section
- 52 Street Podium Perspectives
- 62 Plans
- 68 Elevation & Section
- 86 Ecology, Energy and Sustainability

DEVELOPER
Pinnacle International.
Suite 300 – 911 Homer Street
Vancouver, B.C. V6B 2W6
TEL. 604-602-7747

ARCHITECTURAL DESIGN
Hariri Pontarini Architects
235 Carlaw Avenue Suite 301
Toronto, Ontario, M4M 2S1
TEL. 416-929-4901

LANDSCAPE DESIGN
NAK Design Strategies
421 Roncesvalles Ave
Toronto, Ontario, M6R 2N1
TEL. 416-340-8700

URBAN DESIGN
Bousfields Inc.
3 Church Street, Suite 20
Toronto, Ontario, M5E 1M2
TEL. 416-947-9744

TRAFFIC CONSULTANT
BA Group
300 - 45 St. Clair Ave W
Toronto, Ontario, M4V 1K9
TEL 416-961-7110

SUSTAINABILITY
WSP
2300 Yonge Street, Suite 2300
Toronto, Ontario, M4P 1E4
TEL 416-487-5256



HARIRI PONTARINI ARCHITECTS



 **BOUSFIELDS INC.**

 **BA Group**



DRAFT



Statistics

Total GFA
147,600 Sq.m

Total Office
106,476 Sq.m

Total Hotel
36,169 Sq.m

Total Non Residential (Path, Food Hall)
2,762 Sq.m

Total Retail
2,194 Sq.m

Phase 4
Office = 54,829 Sq.m
Hotel = 1,576 Sq.m
Non Residential (Path, Food Hall) = 2,055 Sq.m
Retail = 2,194 Sq.m
Building Height = 102.25m T/O Main Roof (22 Storeys)

Phase 5
Office = 51,647 Sq.m
Hotel = 34,593 Sq.m
Non Residential (Path, Food Hall) = 707 Sq.m
Building Height = 158.25m T/O Main Roof
(40 Storeys)

Hotel Suites
534

Total Parking Space
1,112

Bicycle Parking
449 (Includes 230 Visitor)

Project Outline

One Yonge rethinks the typical mix of residential, commercial, and retail space found in Toronto. Spanning two city blocks, the transformative development will feature five new buildings and renovate the existing Toronto Star Building. Construction of the North Parcel (Phases 1 through 3) is currently underway, adding three residential towers to the block.

The South Parcel will introduce two new office buildings: the east tower (Phase 4), a terraced 22-storey office building; and the west tower (Phase 5), a 40-storey office building with a 534-suite hotel and outdoor amenities. The hotel suites will occupy levels 18 through 40 of the west tower, which will rise over and above the Toronto Star Building. To activate the urban streetscape and create pedestrian-centred experience, the office towers will feature extensive retail on the first two levels, including a food hall,

hotel ballroom, and meeting spaces. At grade, the office and hotel will be accessed through separate entrances along the northern (west tower office lobby), western (west tower hotel and refurbished Toronto Star Building lobbies), and eastern (east tower office lobby) edges of the site.

Taking advantage of its prominent location, One Yonge prioritizes ease of movement for pedestrians and cyclists with mid-block connections and links to public transit. The proposal includes an extension of the PATH across Harbour Street via an elevated connection bridge that joins the second levels of the North and South Parcel, providing comfortable and convenient access to restaurants, retail, and hotel amenities year-round. Once completed, One Yonge will act as a gateway to the emerging waterfront community with a design that sets a new standard for dense urban revitalization.

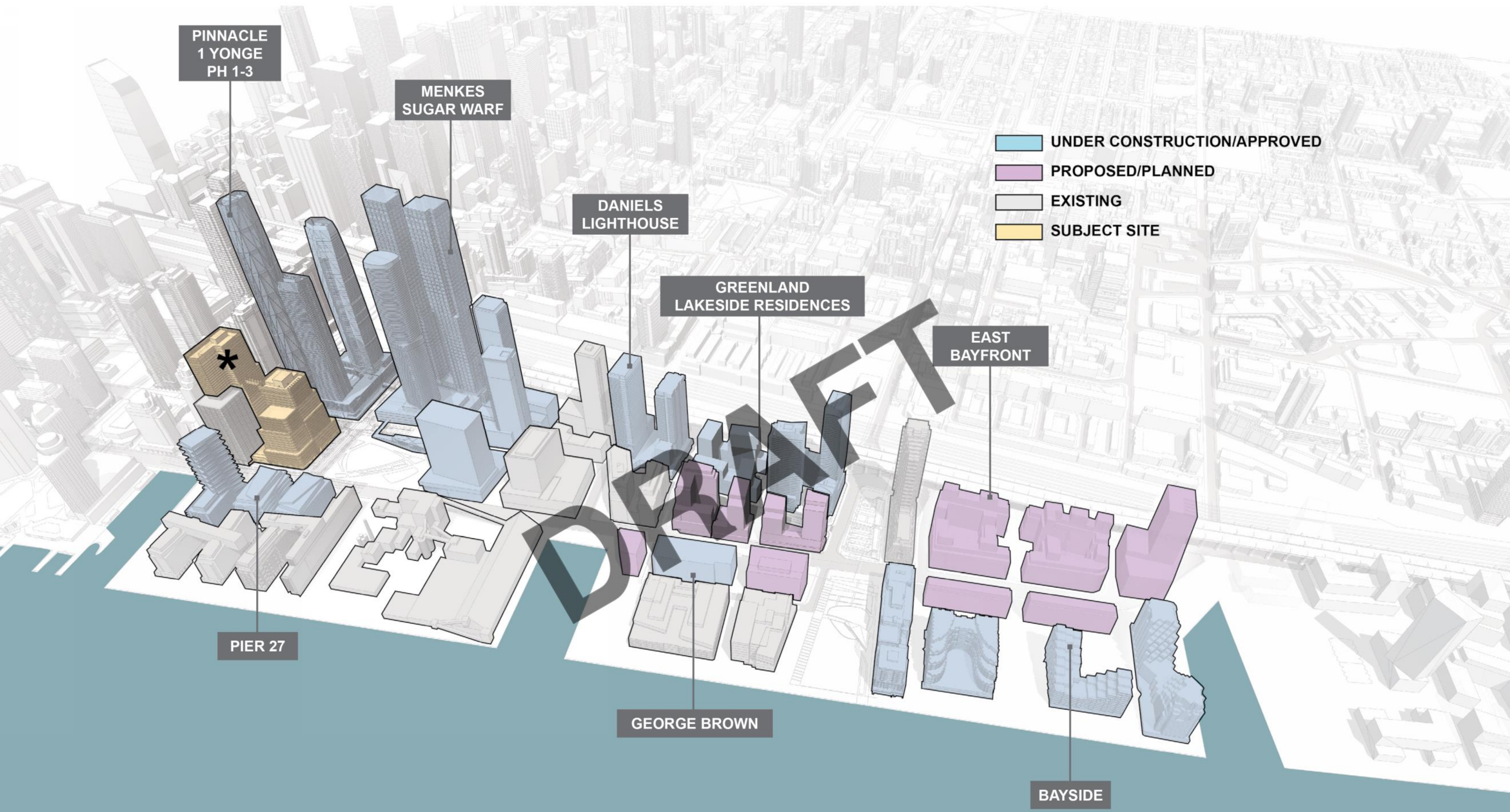


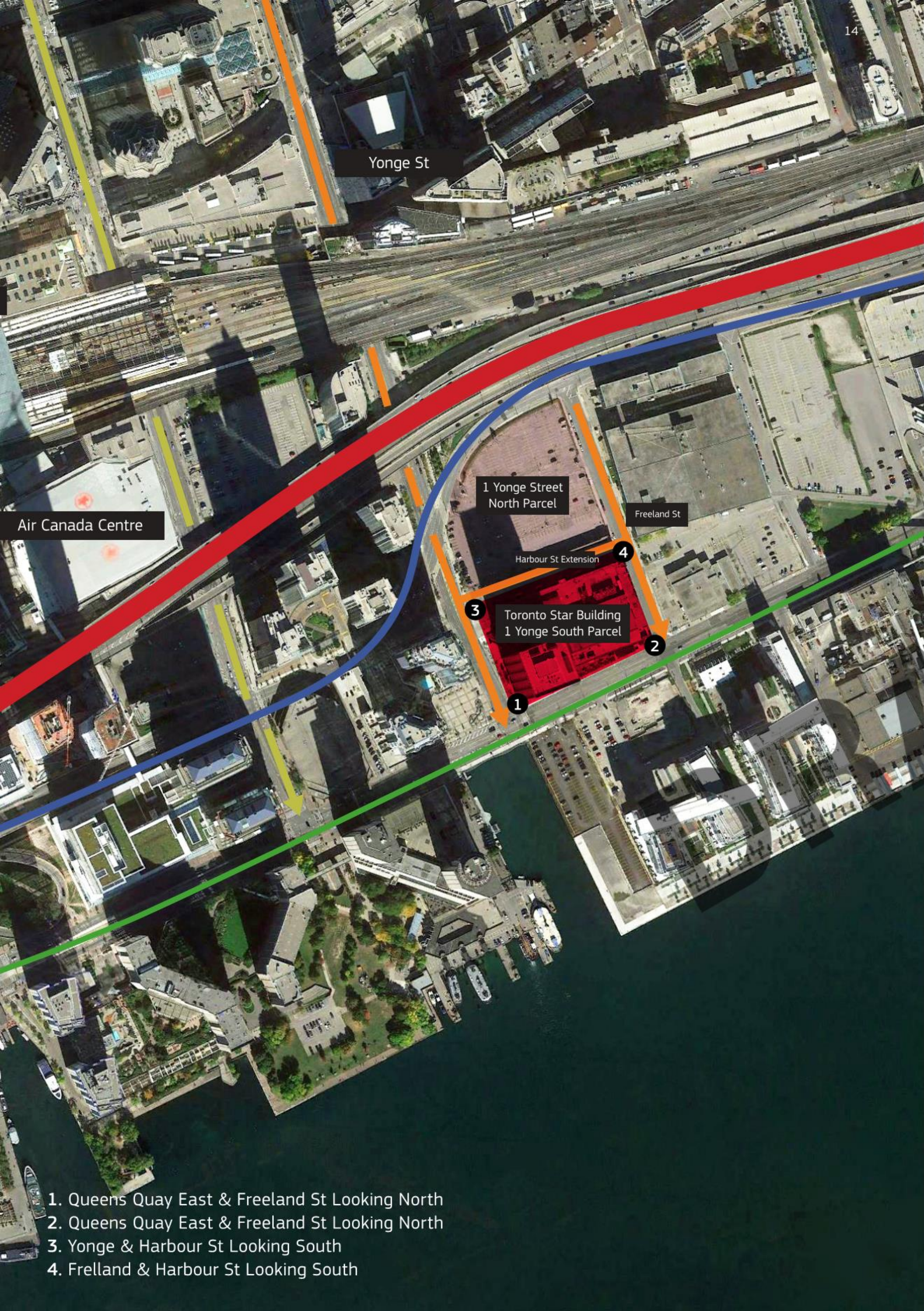




Queens Quay Looking North







Yonge St

Air Canada Centre

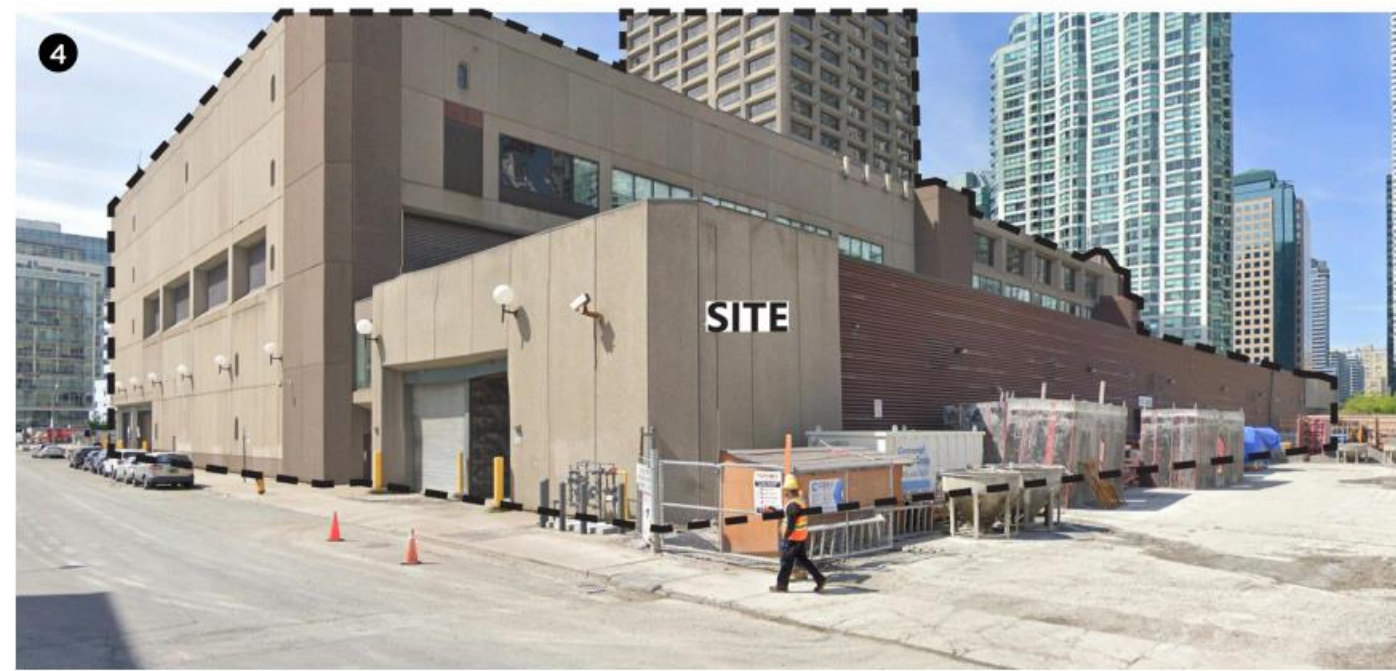
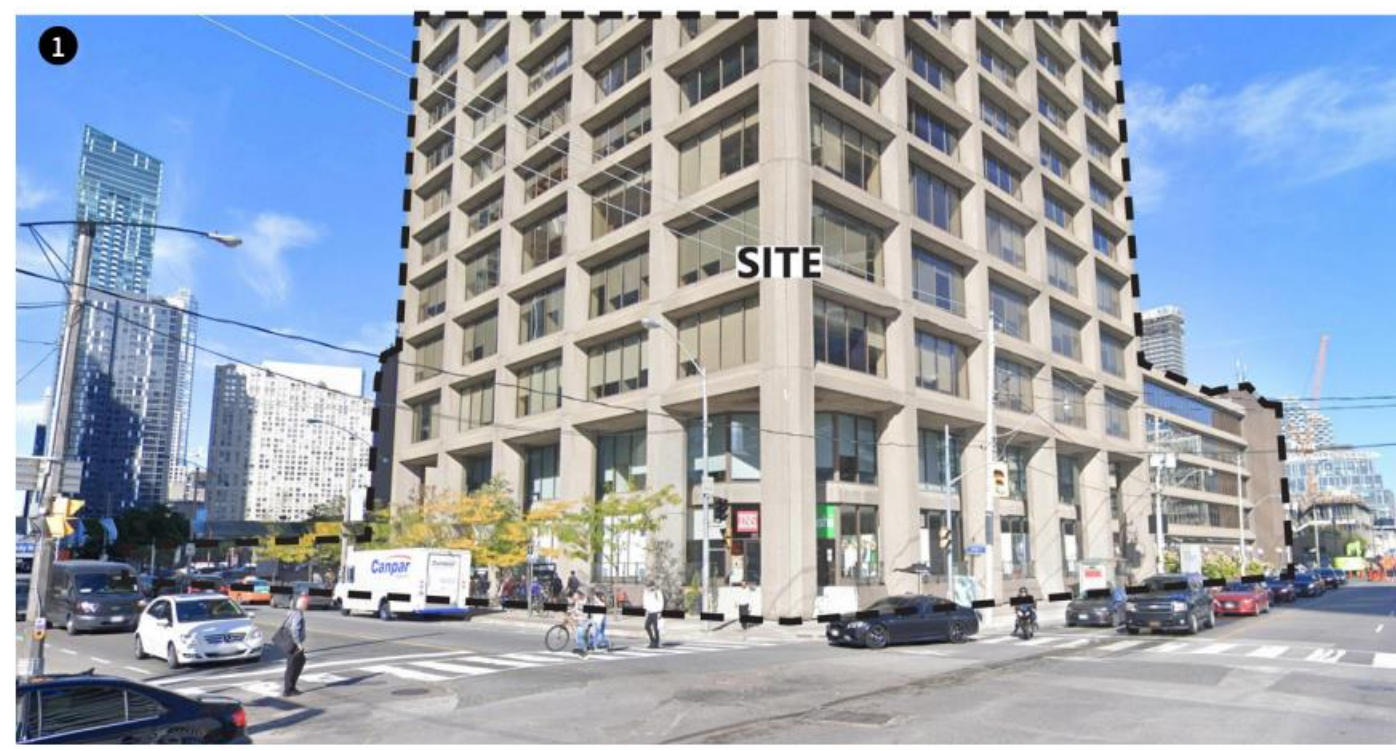
1 Yonge Street North Parcel

Freeland St

Harbour St Extension

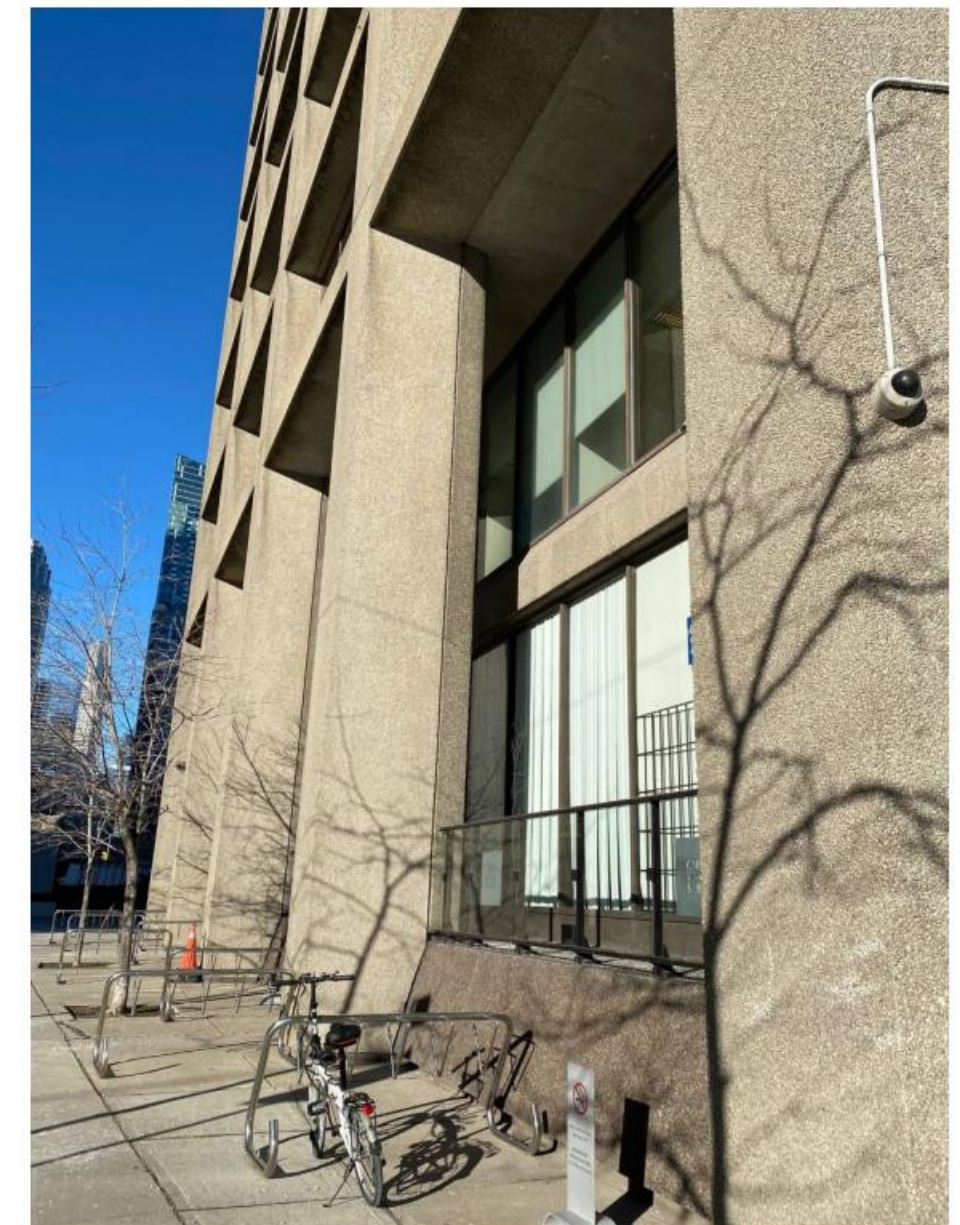
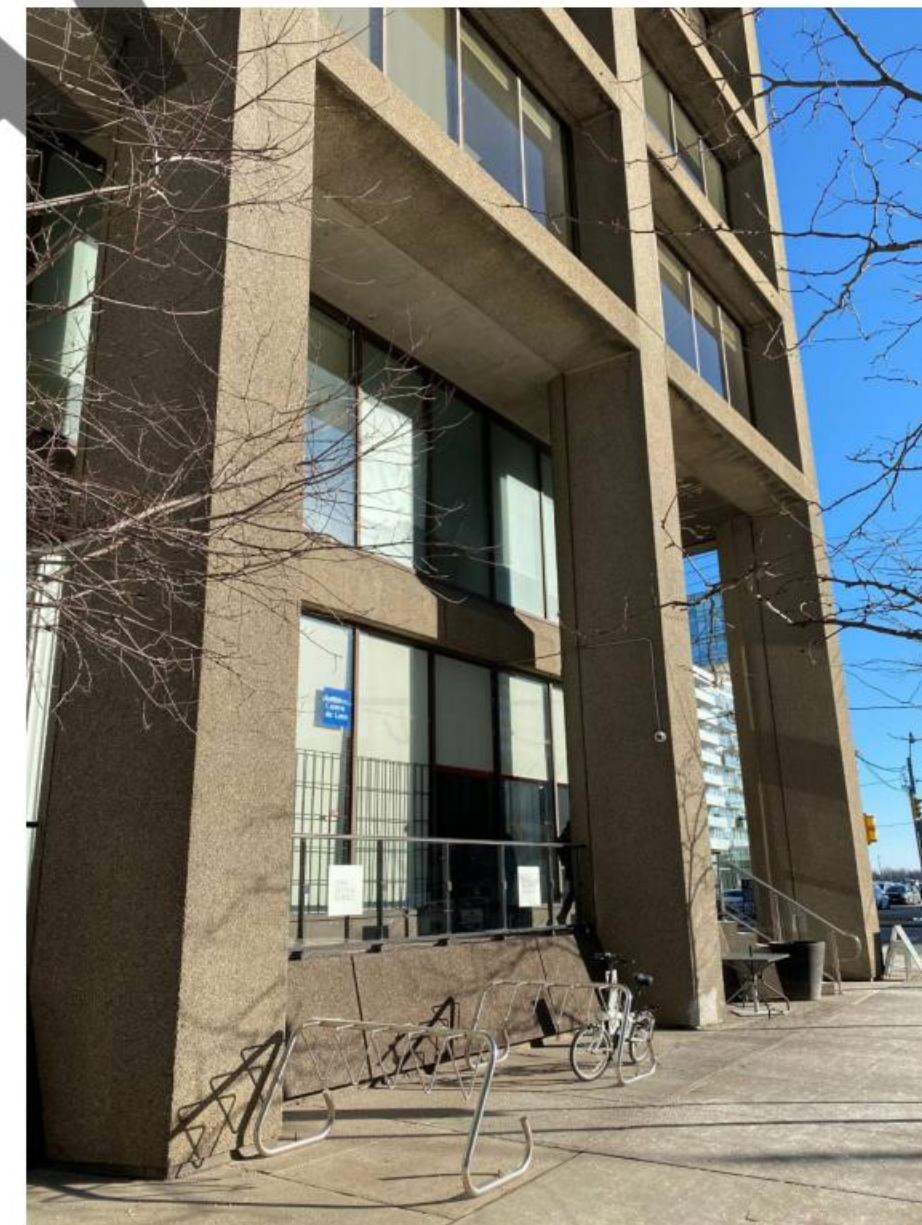
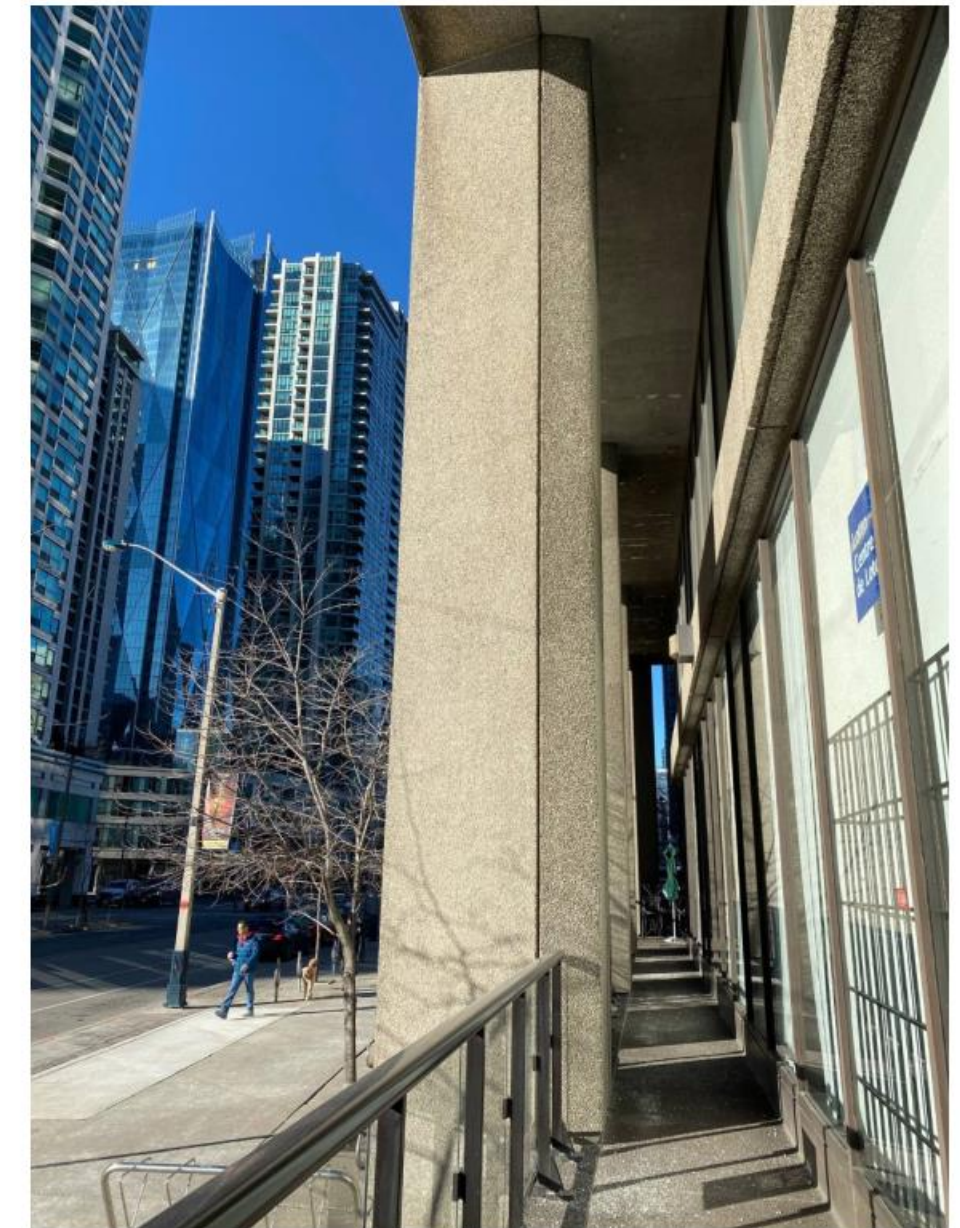
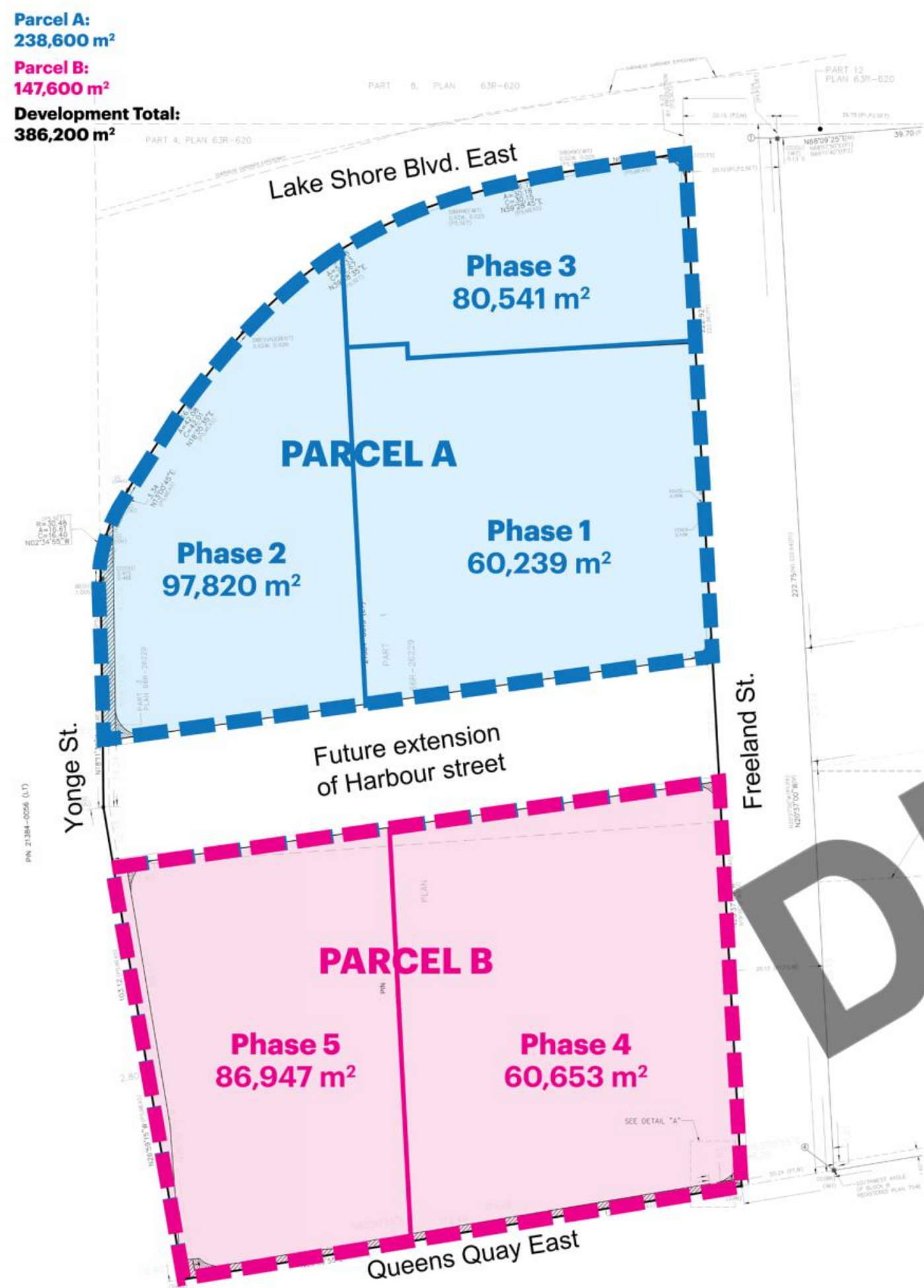
Toronto Star Building
1 Yonge South Parcel

- 1. Queens Quay East & Freeland St Looking North
- 2. Queens Quay East & Freeland St Looking North
- 3. Yonge & Harbour St Looking South
- 4. Frelland & Harbour St Looking South

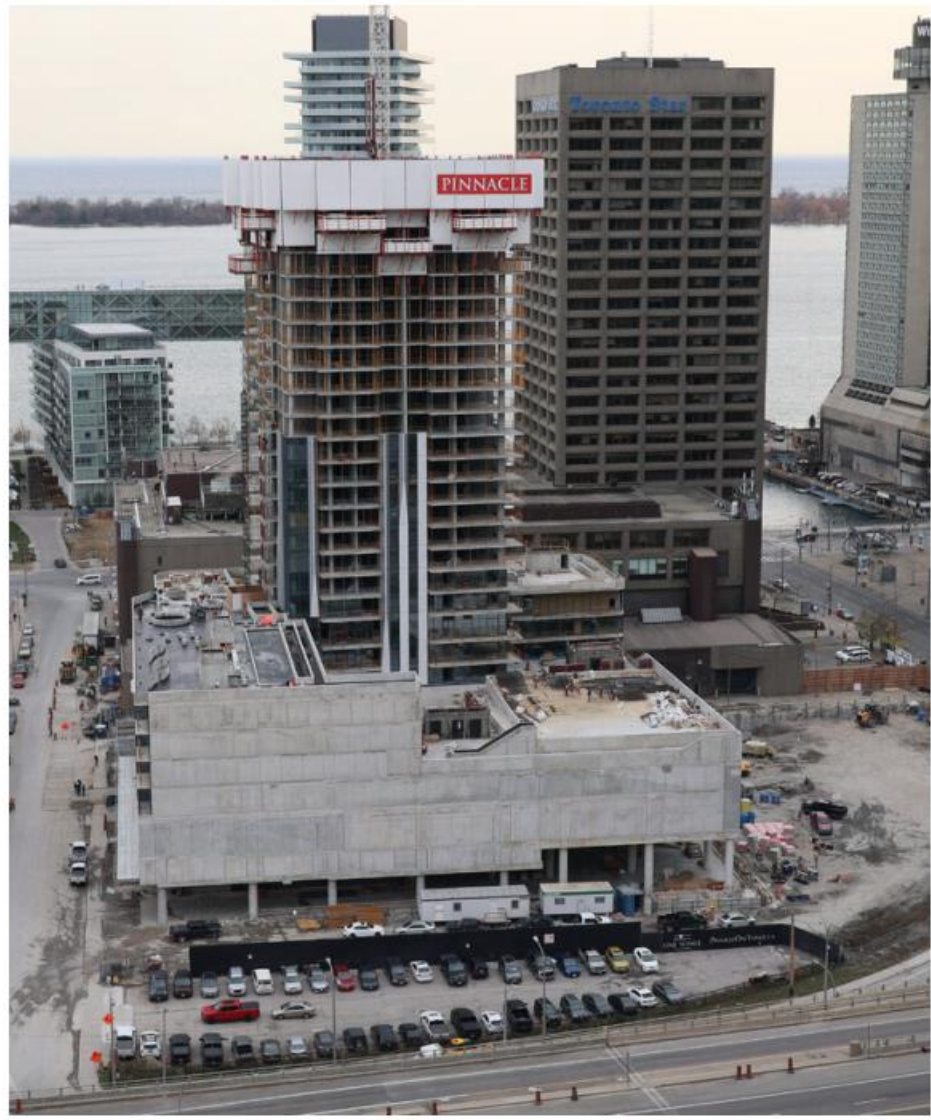


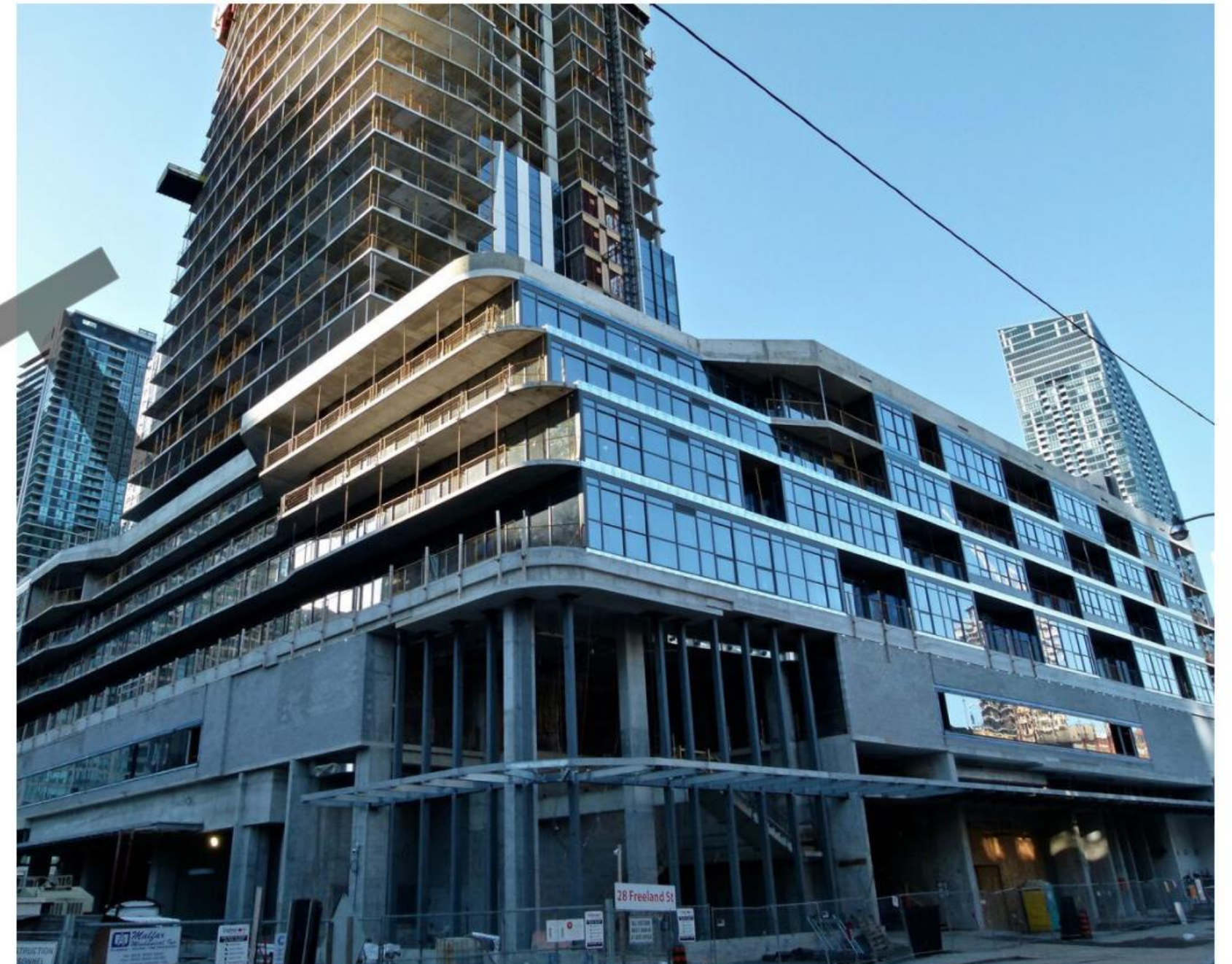
Site Street Views

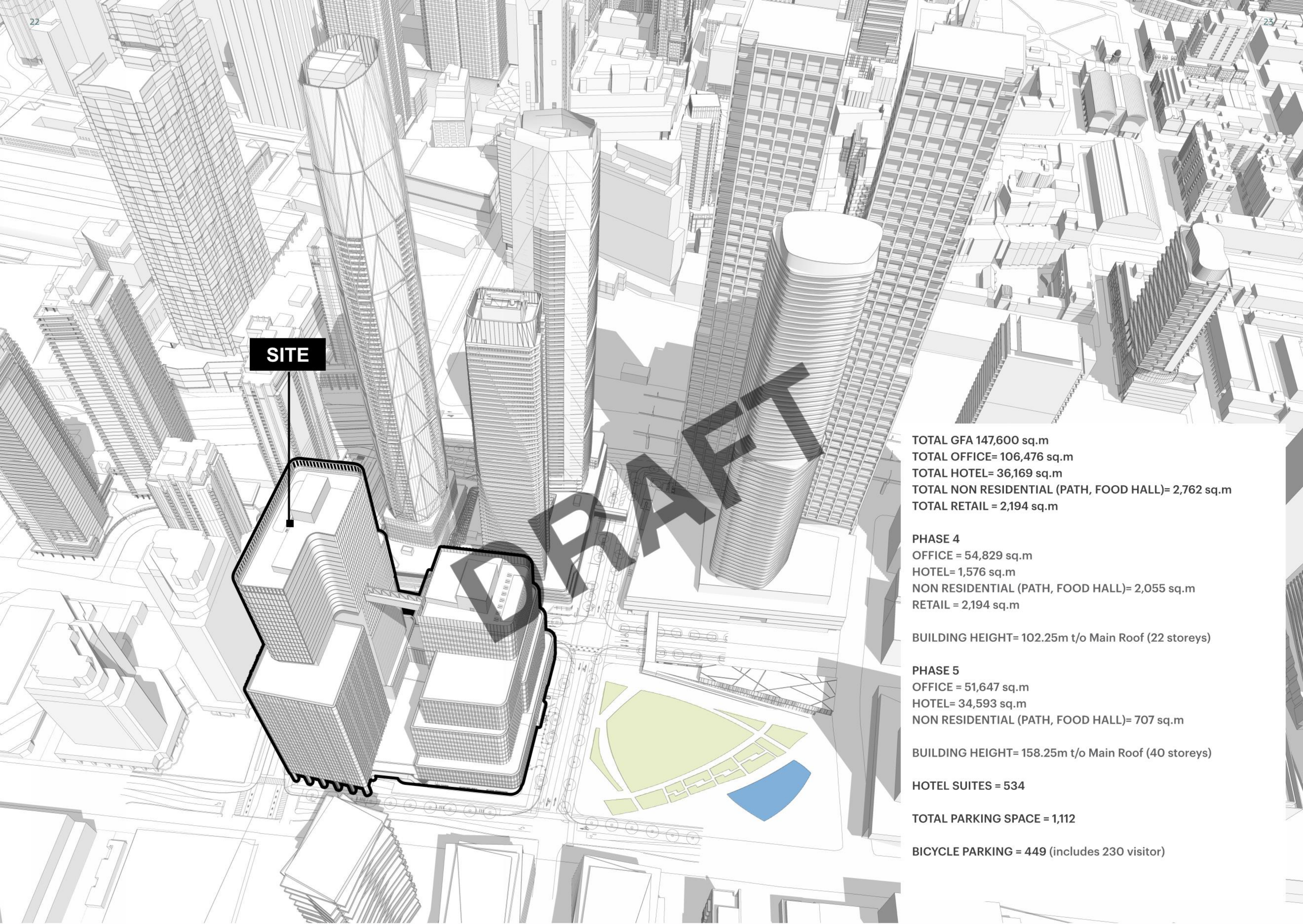
**One
Yonge
Street**
South Parcel



DRAFT







SITE

TOTAL GFA 147,600 sq.m
TOTAL OFFICE= 106,476 sq.m
TOTAL HOTEL= 36,169 sq.m
TOTAL NON RESIDENTIAL (PATH, FOOD HALL)= 2,762 sq.m
TOTAL RETAIL = 2,194 sq.m

PHASE 4
OFFICE = 54,829 sq.m
HOTEL= 1,576 sq.m
NON RESIDENTIAL (PATH, FOOD HALL)= 2,055 sq.m
RETAIL = 2,194 sq.m

BUILDING HEIGHT= 102.25m t/o Main Roof (22 storeys)

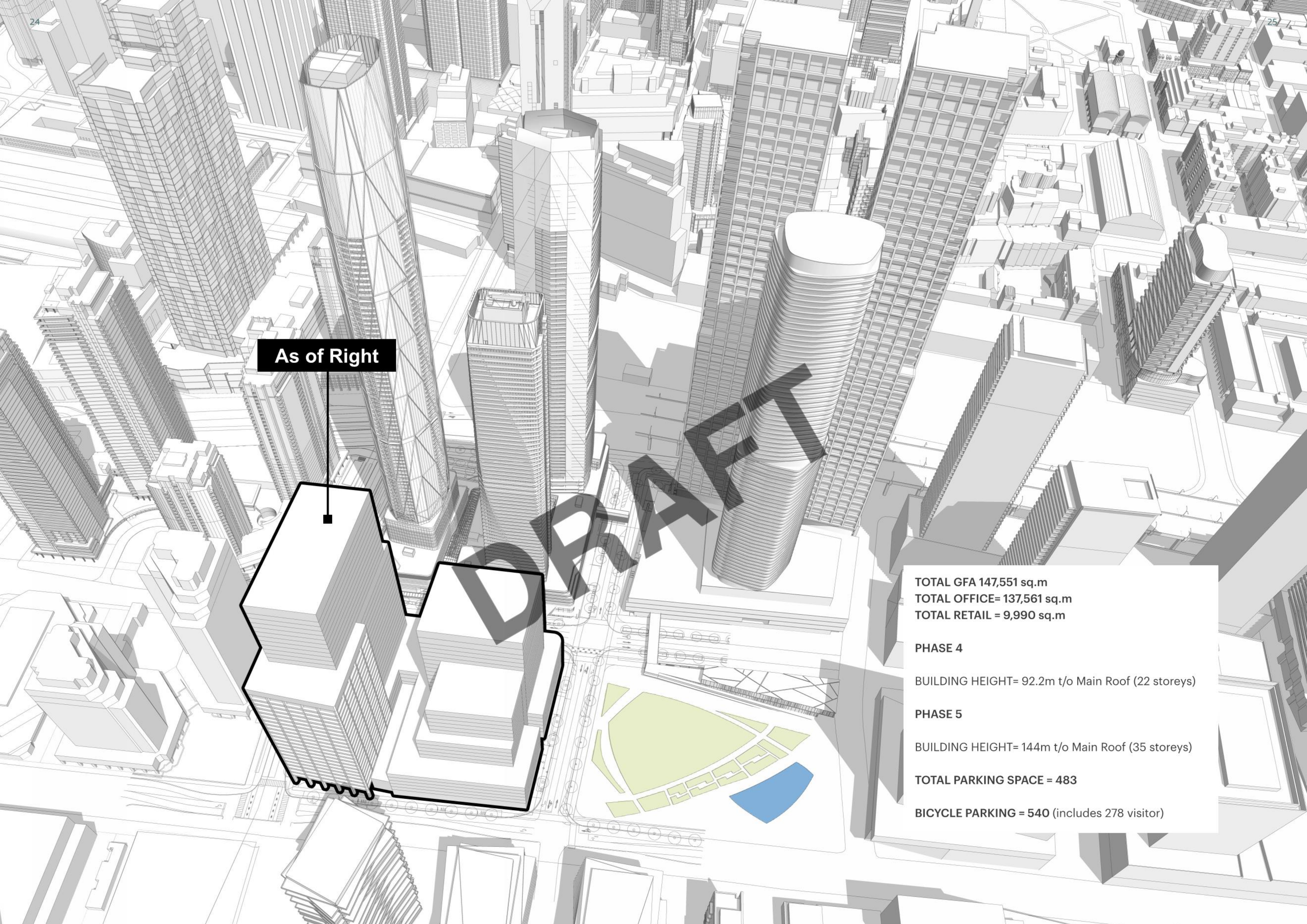
PHASE 5
OFFICE = 51,647 sq.m
HOTEL= 34,593 sq.m
NON RESIDENTIAL (PATH, FOOD HALL)= 707 sq.m

BUILDING HEIGHT= 158.25m t/o Main Roof (40 storeys)

HOTEL SUITES = 534

TOTAL PARKING SPACE = 1,112

BICYCLE PARKING = 449 (includes 230 visitor)



As of Right

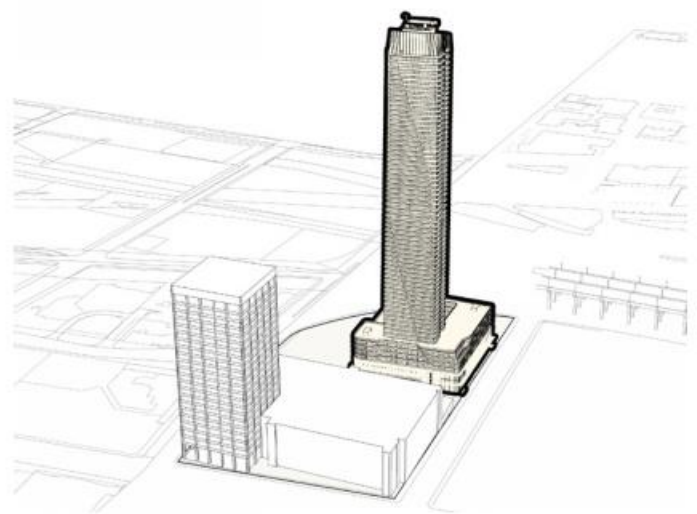
TOTAL GFA 147,551 sq.m
TOTAL OFFICE= 137,561 sq.m
TOTAL RETAIL = 9,990 sq.m

PHASE 4
 BUILDING HEIGHT= 92.2m t/o Main Roof (22 storeys)

PHASE 5
 BUILDING HEIGHT= 144m t/o Main Roof (35 storeys)

TOTAL PARKING SPACE = 483

BICYCLE PARKING = 540 (includes 278 visitor)



Phase 1 - 65 Storey Tower



Phase 2 - 95 Storey Tower

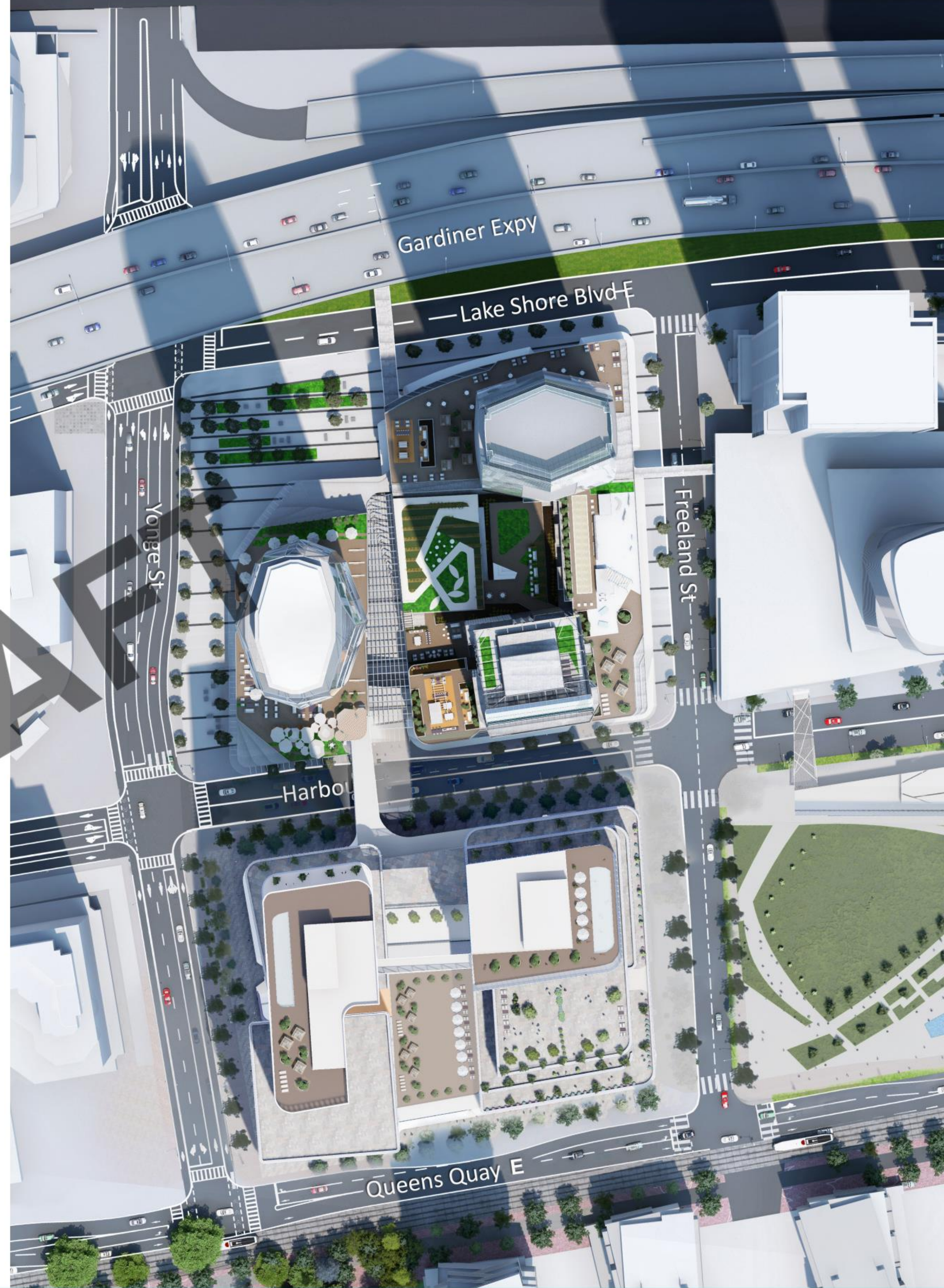


Phase 3 - 80 Storey Tower



Phase 4 and 5 -
22 Storey and 40 storey tower

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Phase 1,2 & 3:

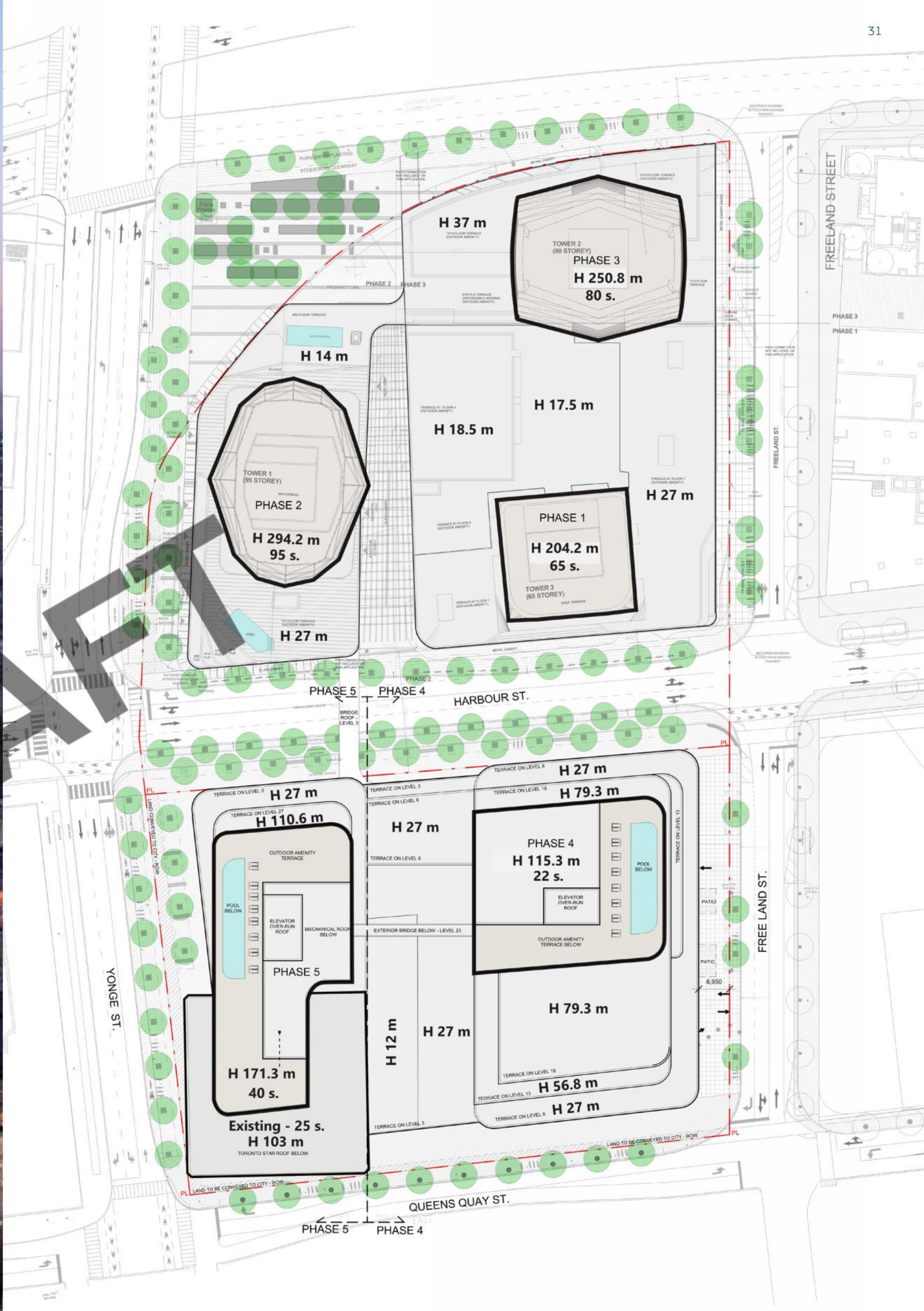
**Phase 5:
40 Storeys
Office and hotel**

**Phase 4:
22 Storeys
New terraced
Office building**

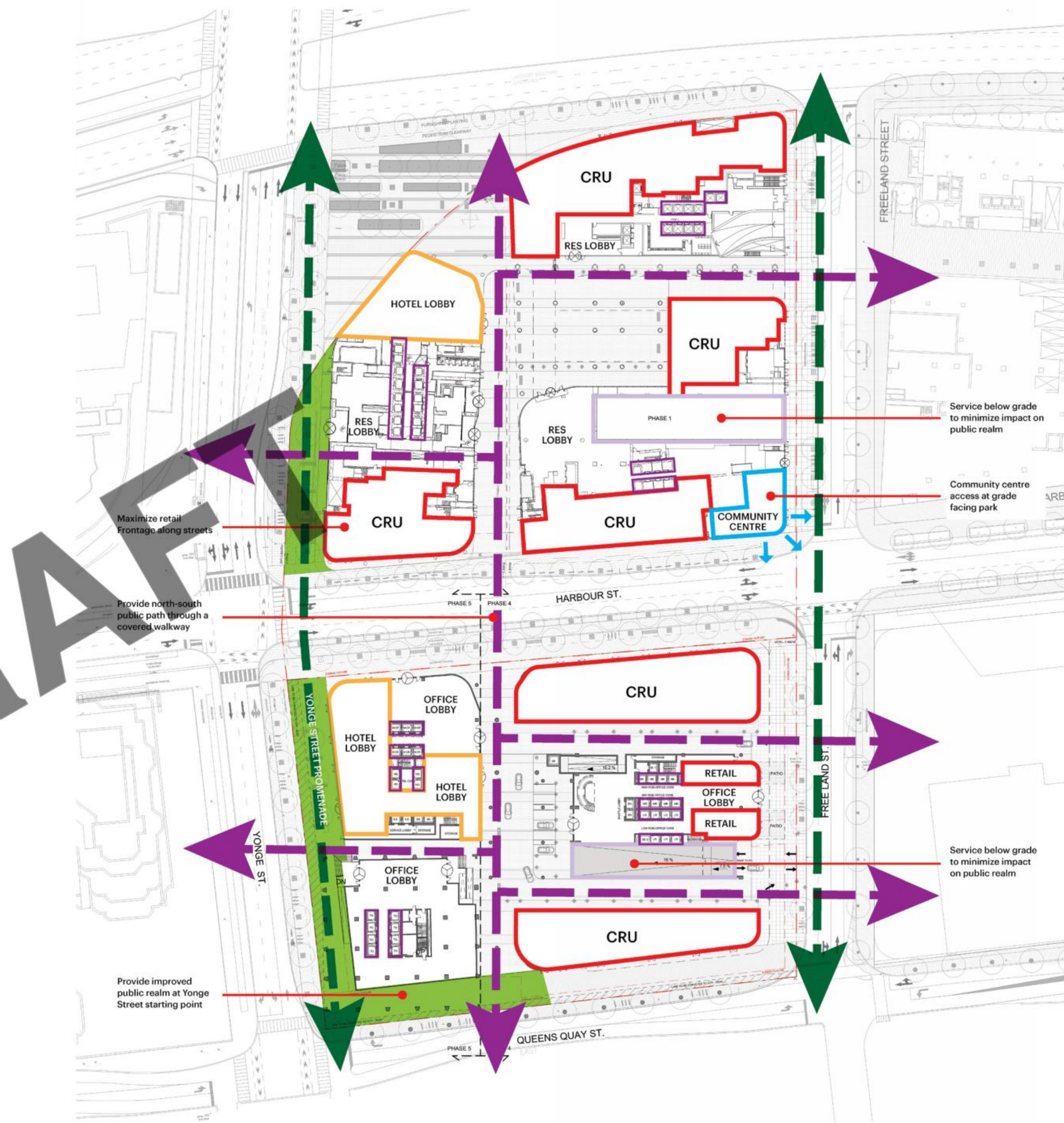
**Existing Toronto star
building (renovated
and upgraded)**

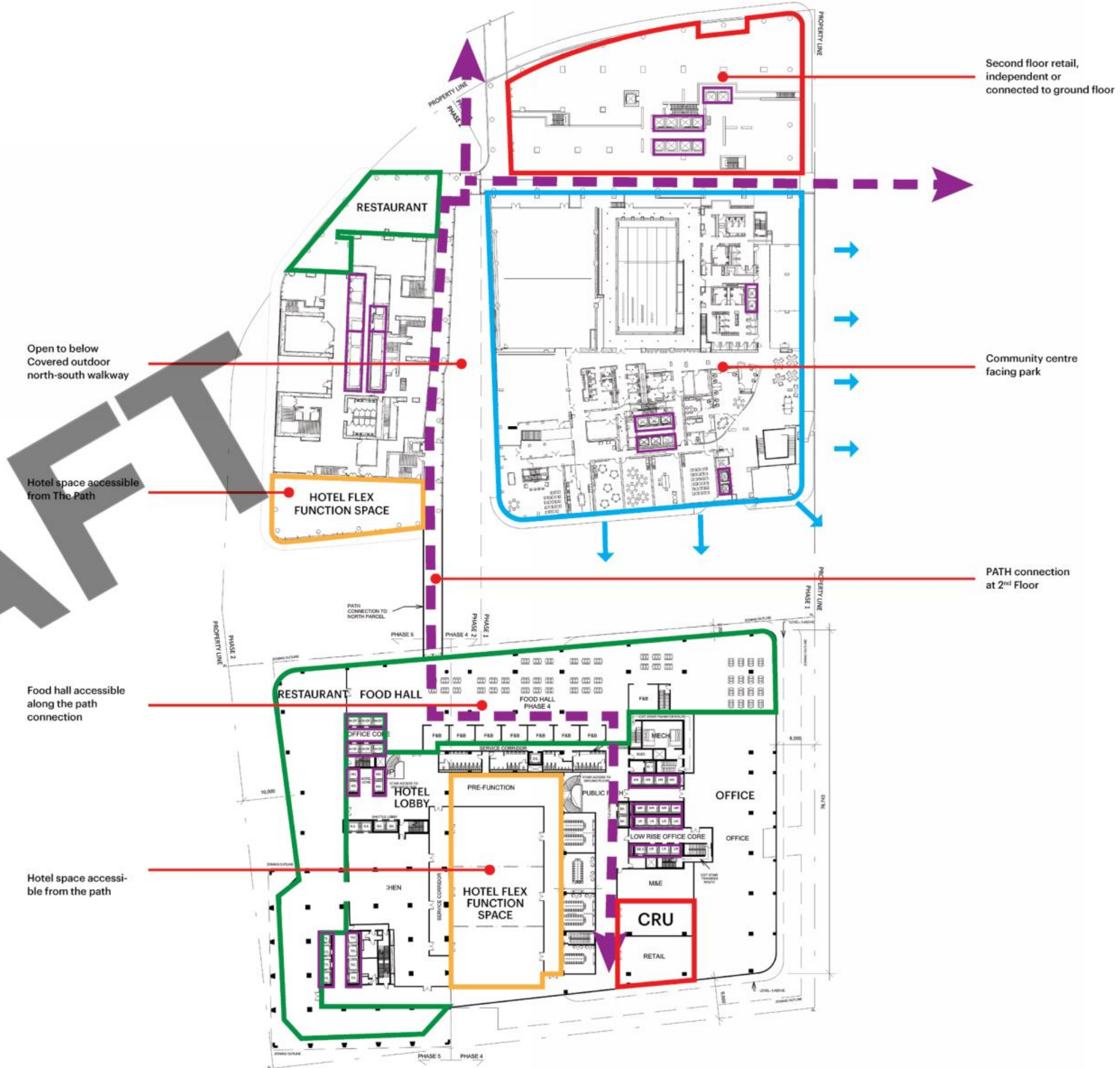
**2nd level food
Hall, restaurant,
and hotel Ballroom**

Retail at grade



Site Plan



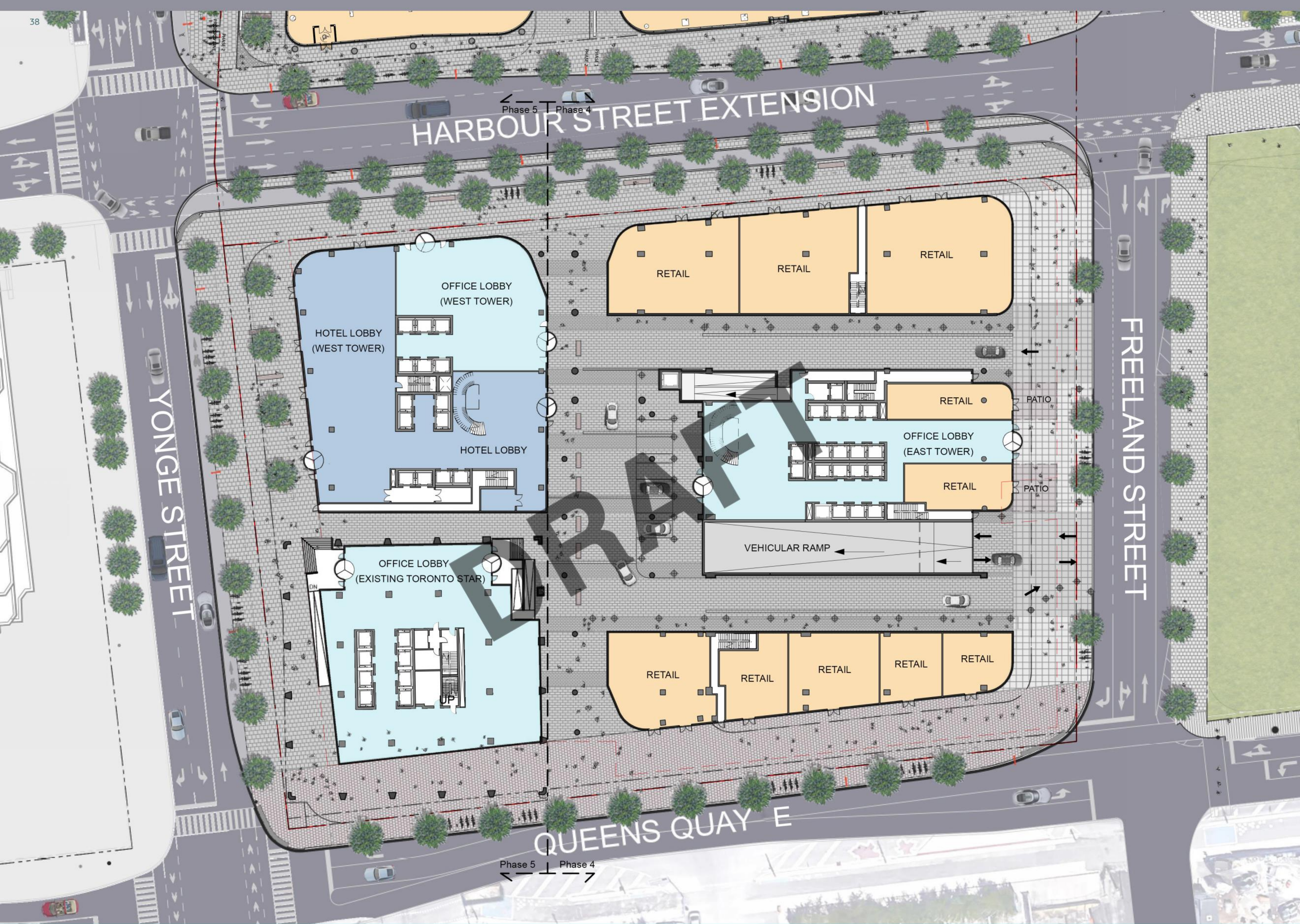


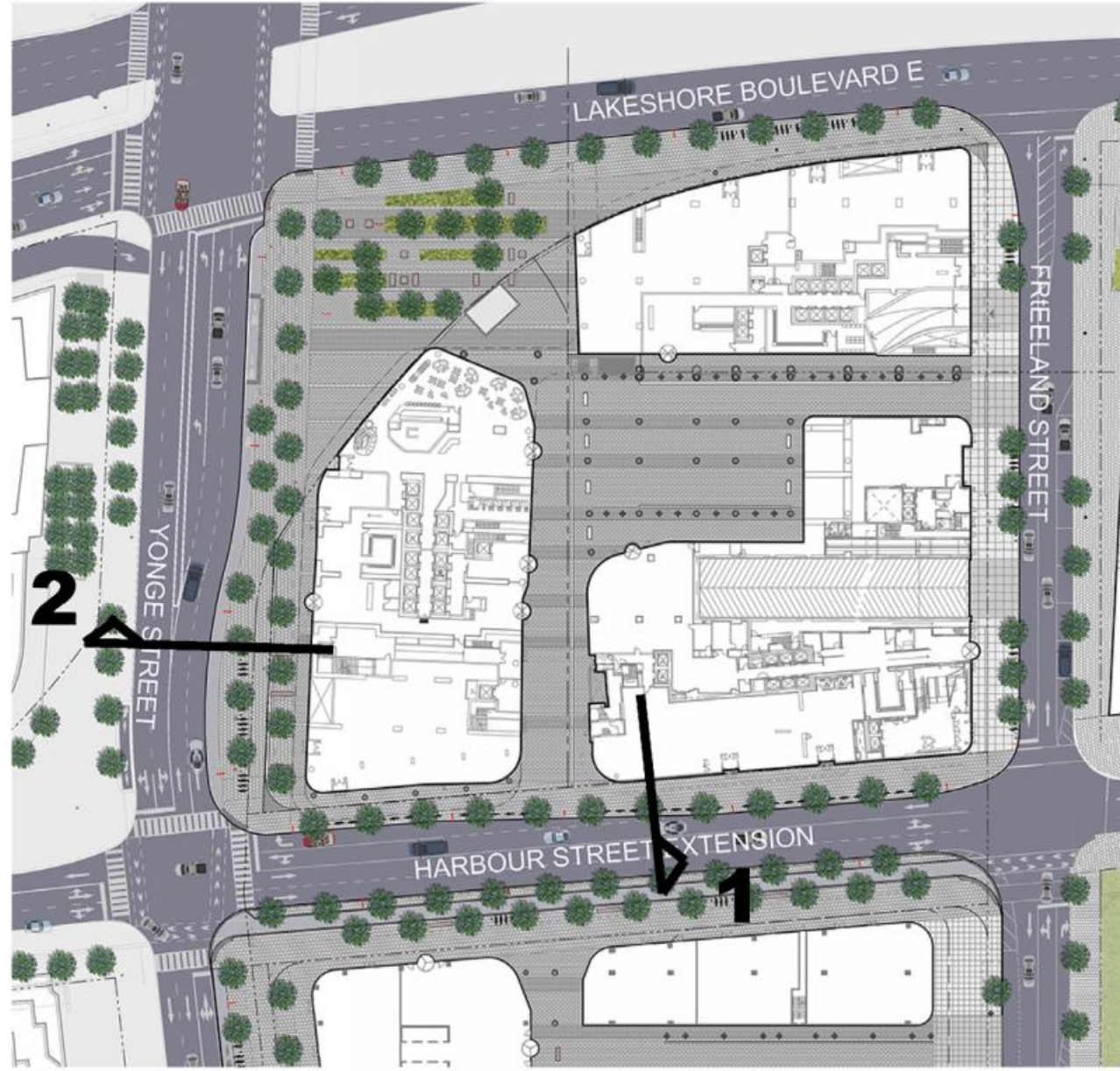


Overall Ground Floor Plan

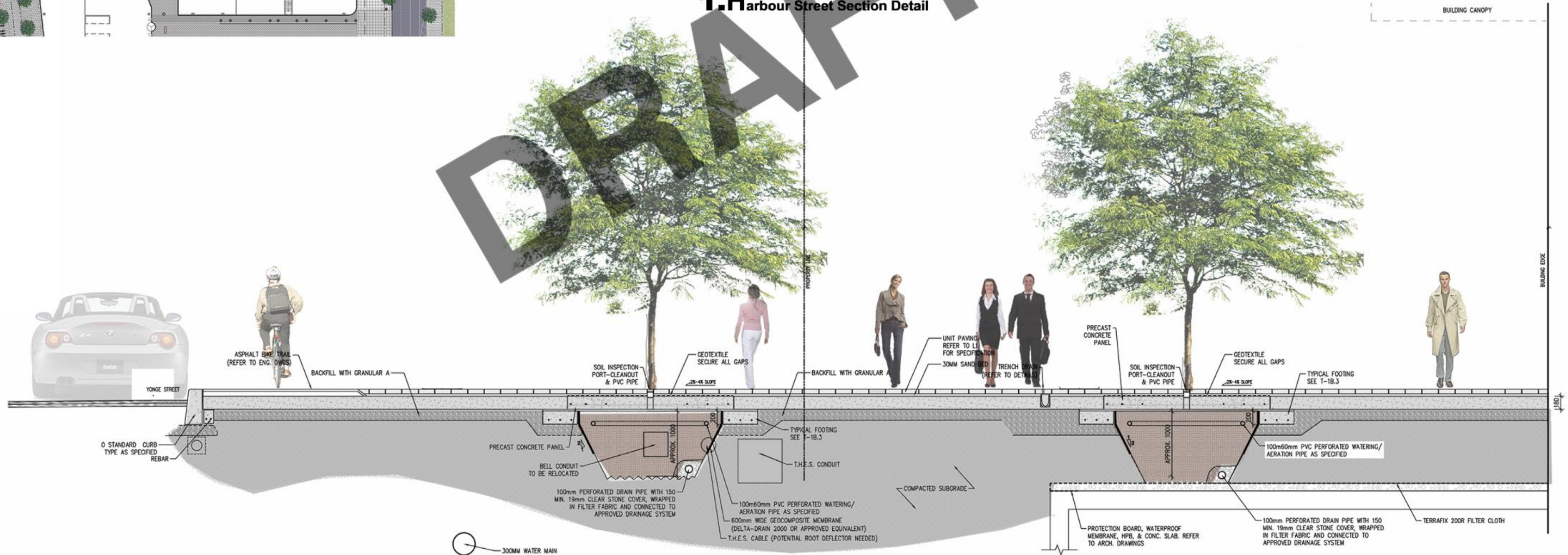
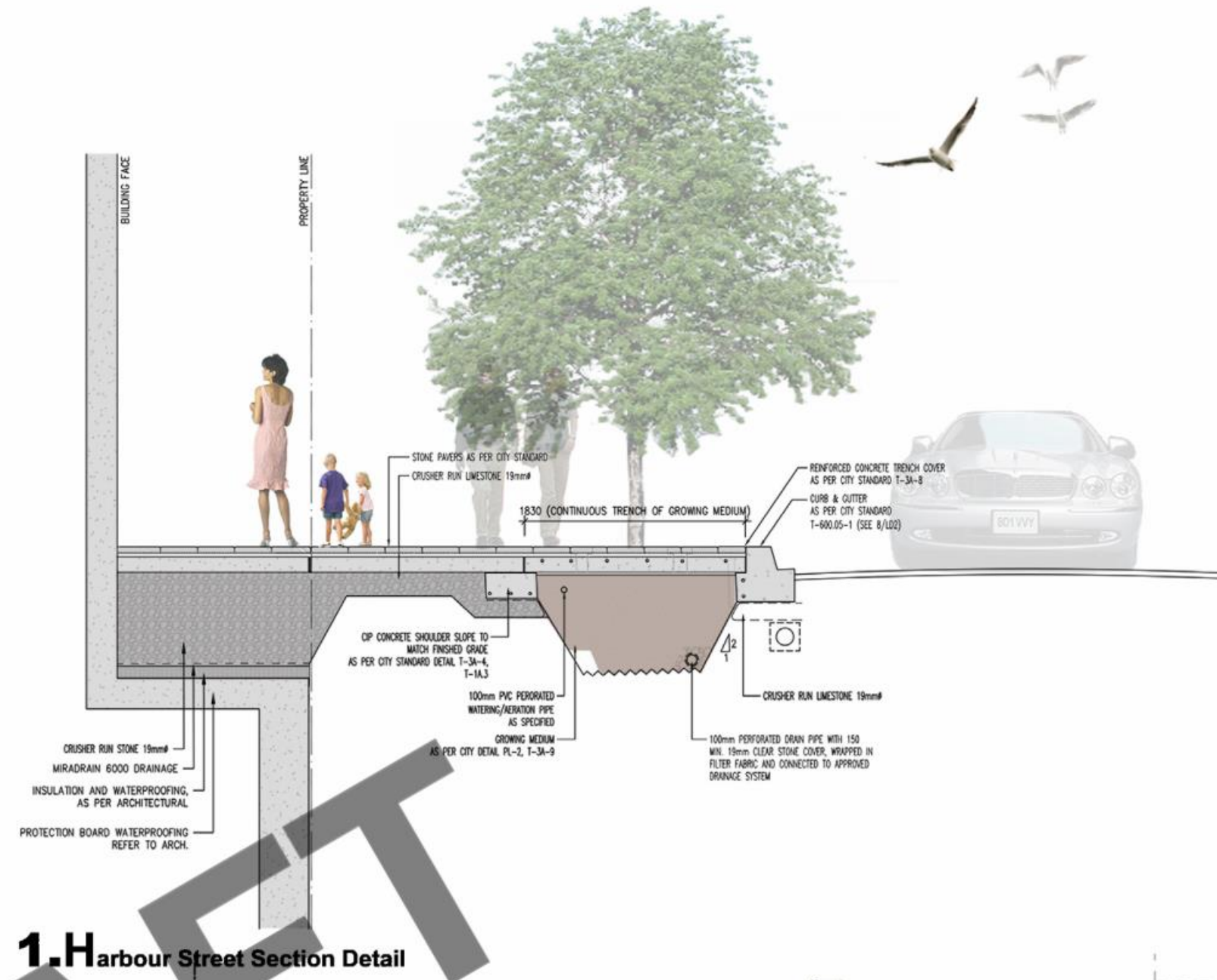


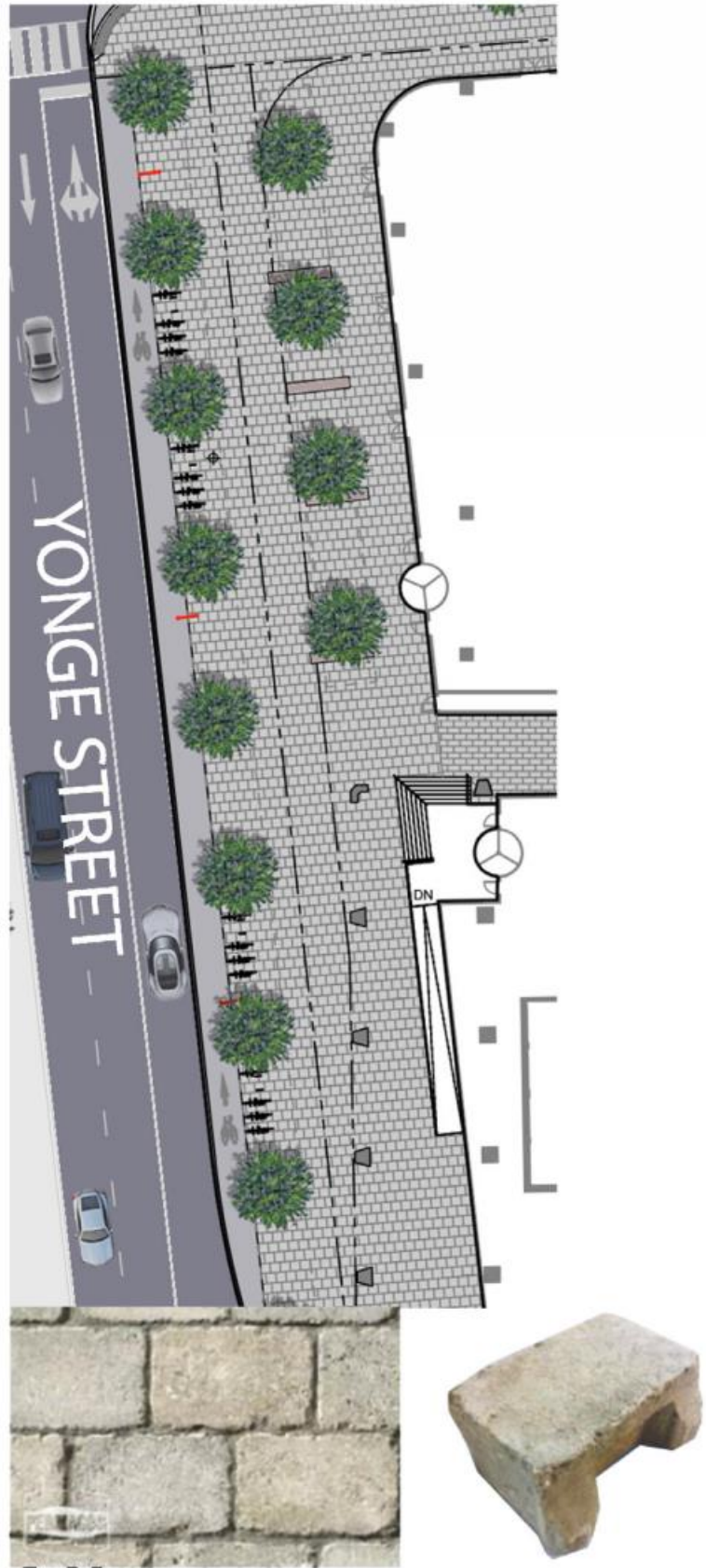
Overall 2nd Floor Plan





Key Map

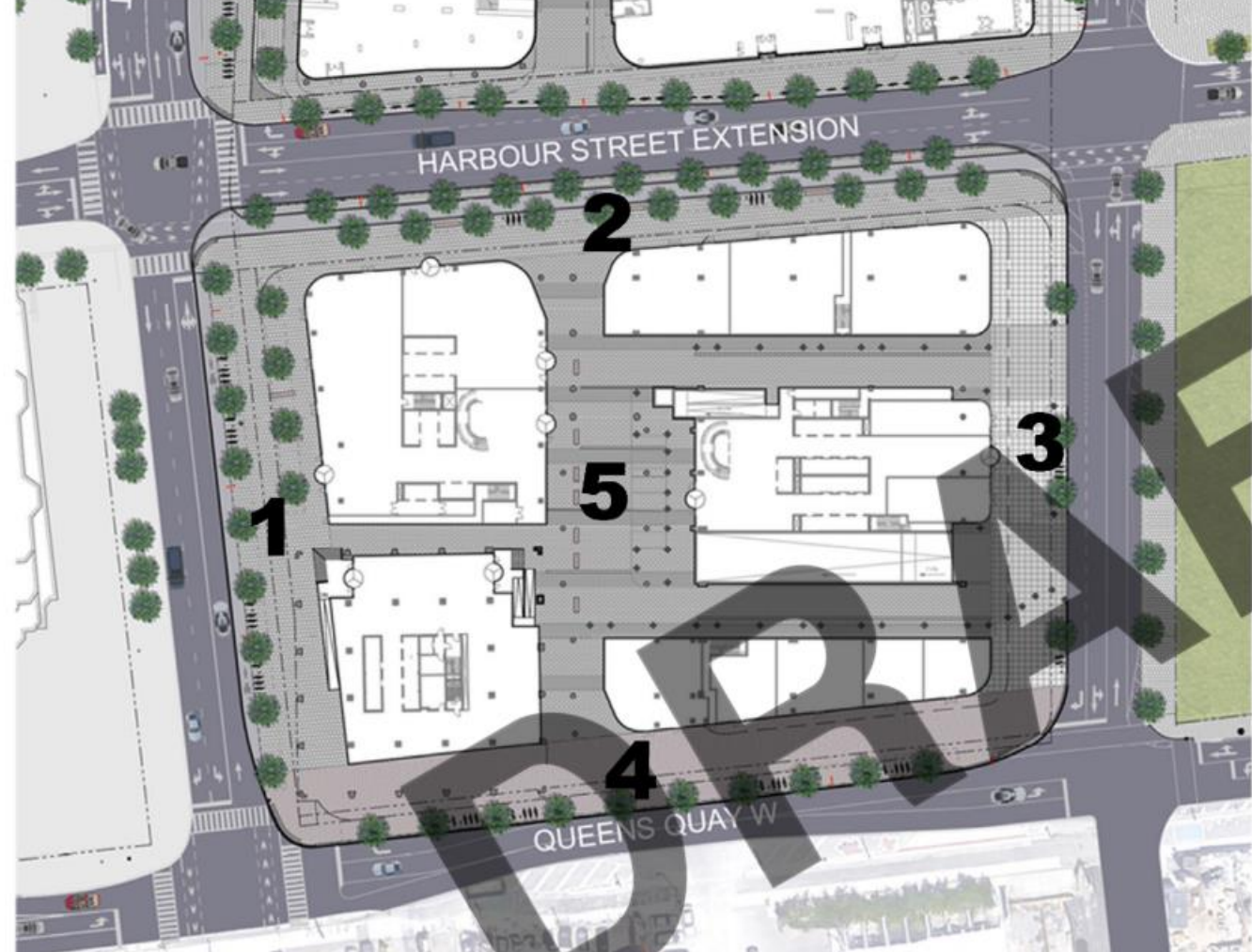




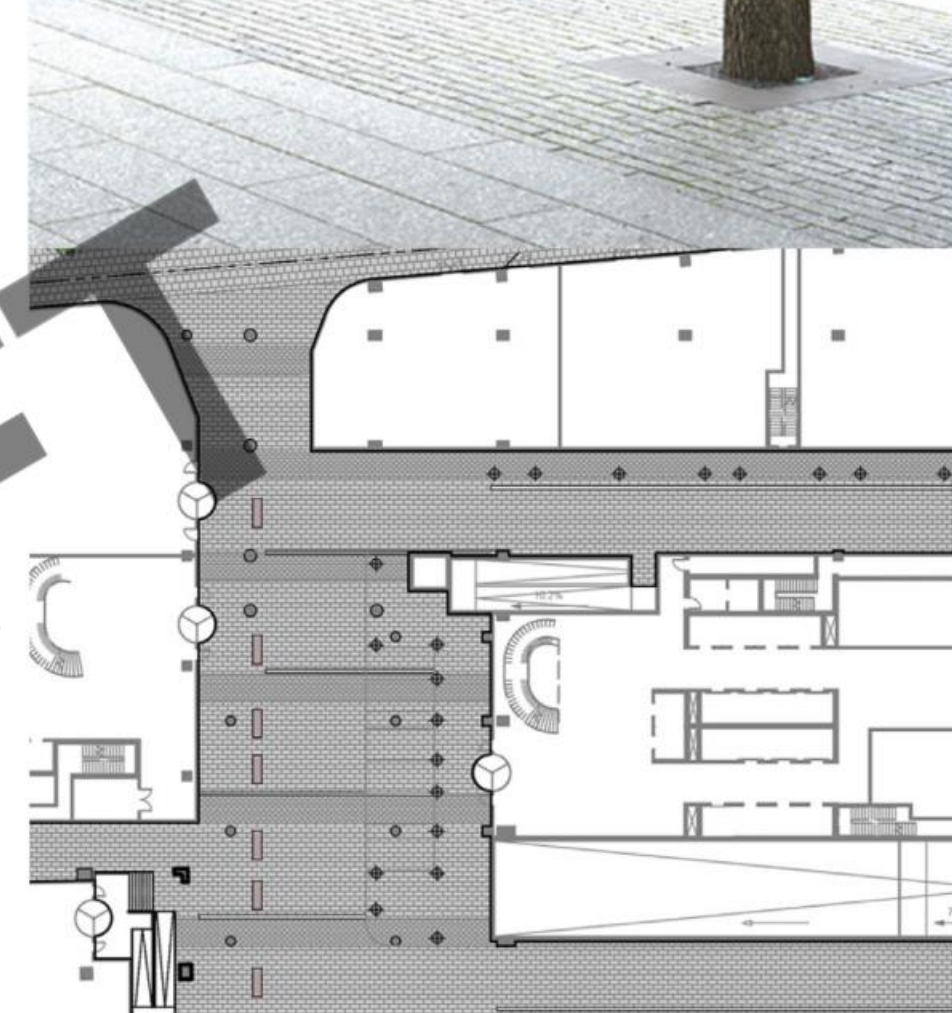
1. Yonge Street Paving
(140x220x100mm Silex Grey Interlocking concrete pavers)



2. Harbour Street Paving(140x220x100mm Silex Grey Interlocking concrete pavers)



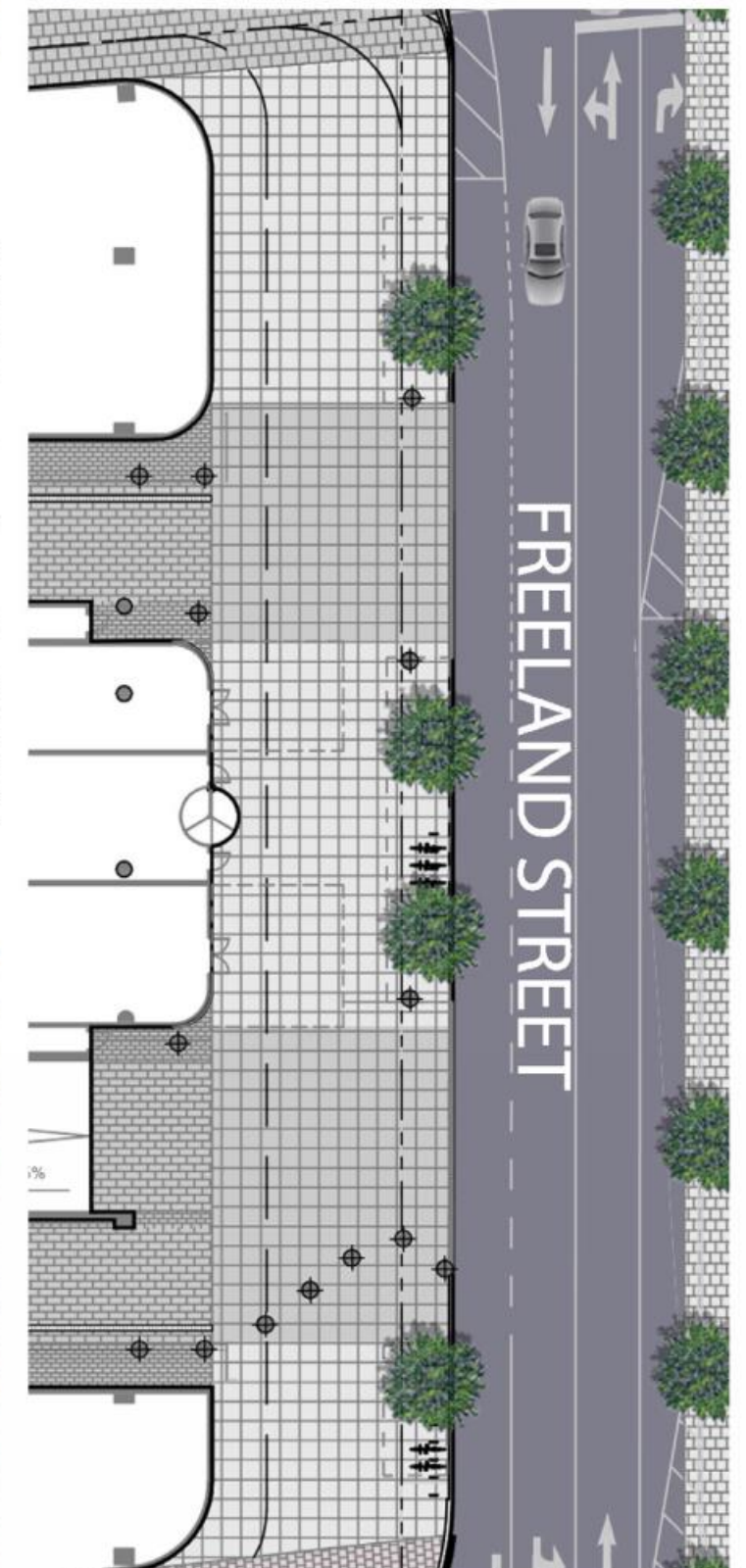
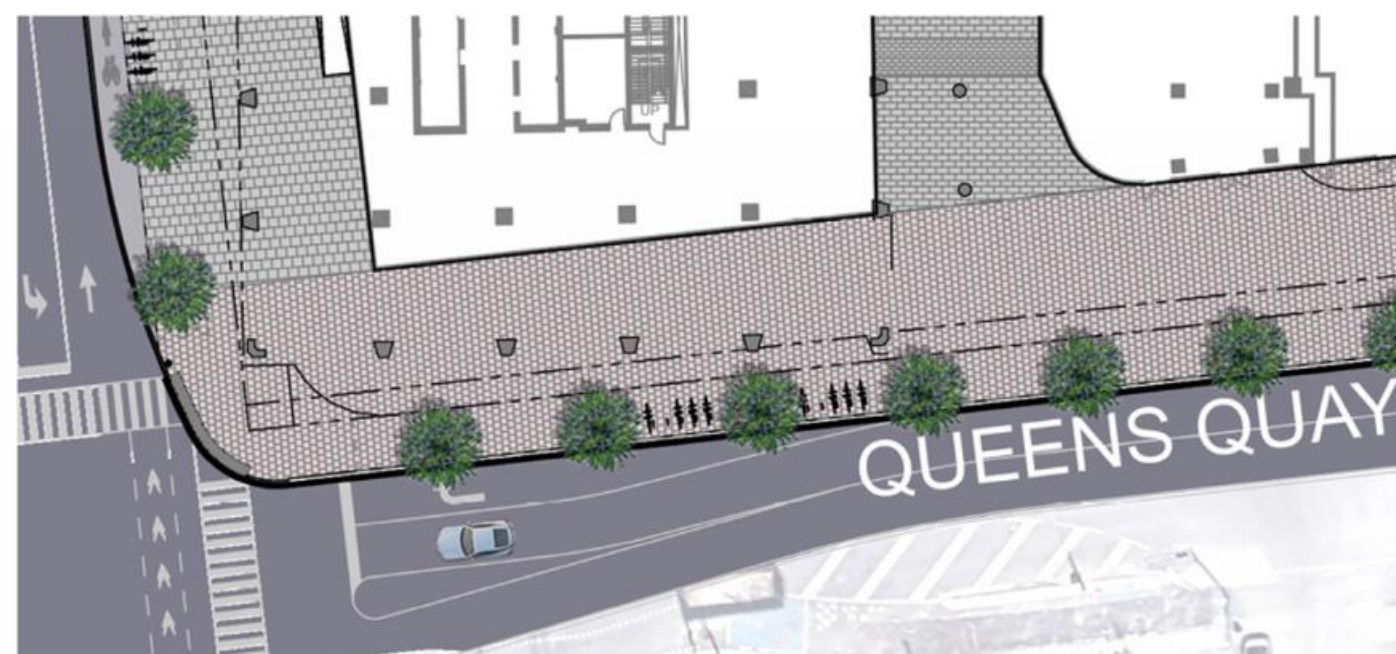
Key Map



5. Inner-block Paving (Grey granite)



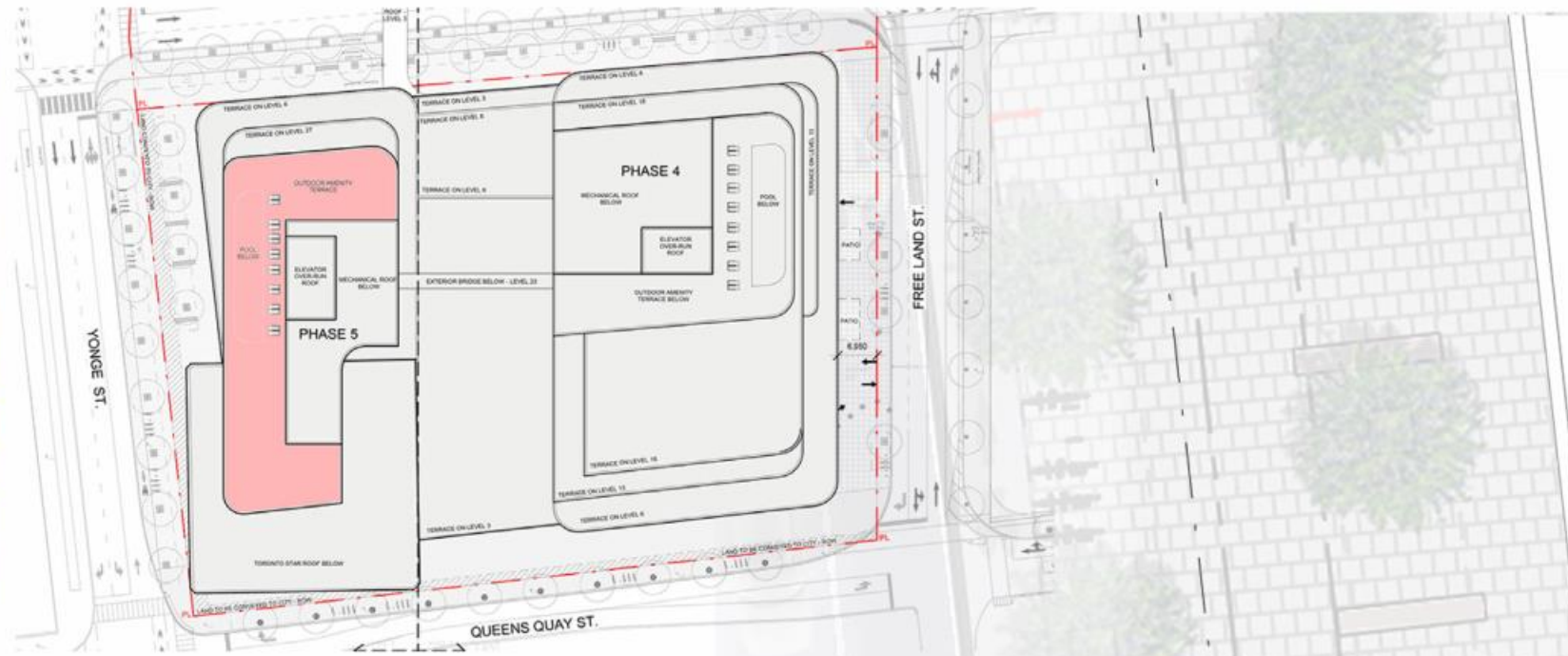
4. Queens Quay street Paving(90x90x80mm Royal Canadian Red granite)



3. Freeland Street Paving
(Cast in place concrete)



1-Wind screens/Lounge area



2-Pool deck /Sun chaise lounges



3- seating /Shase structure



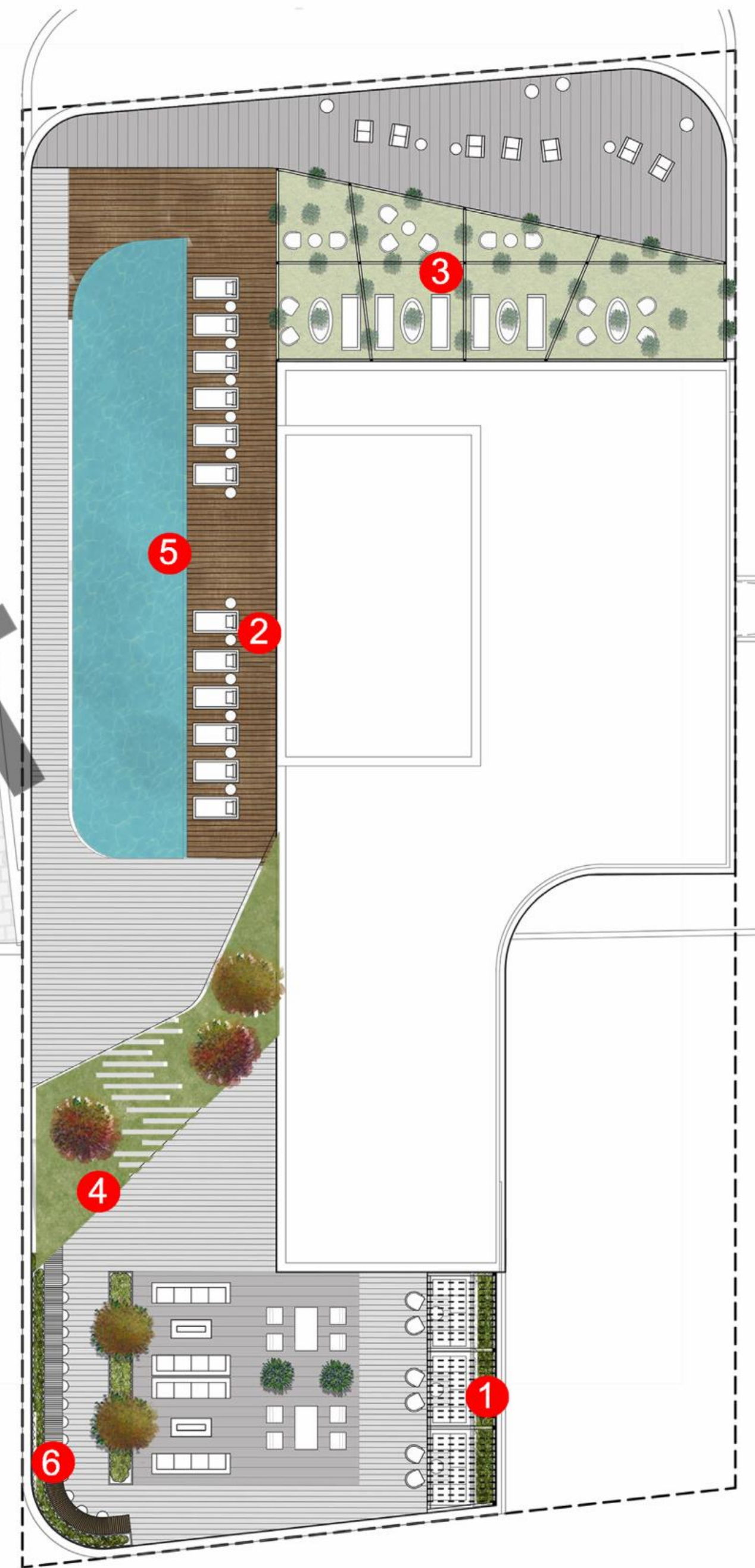
4-bermed softscape



5-Pool deck



6-Sky bar

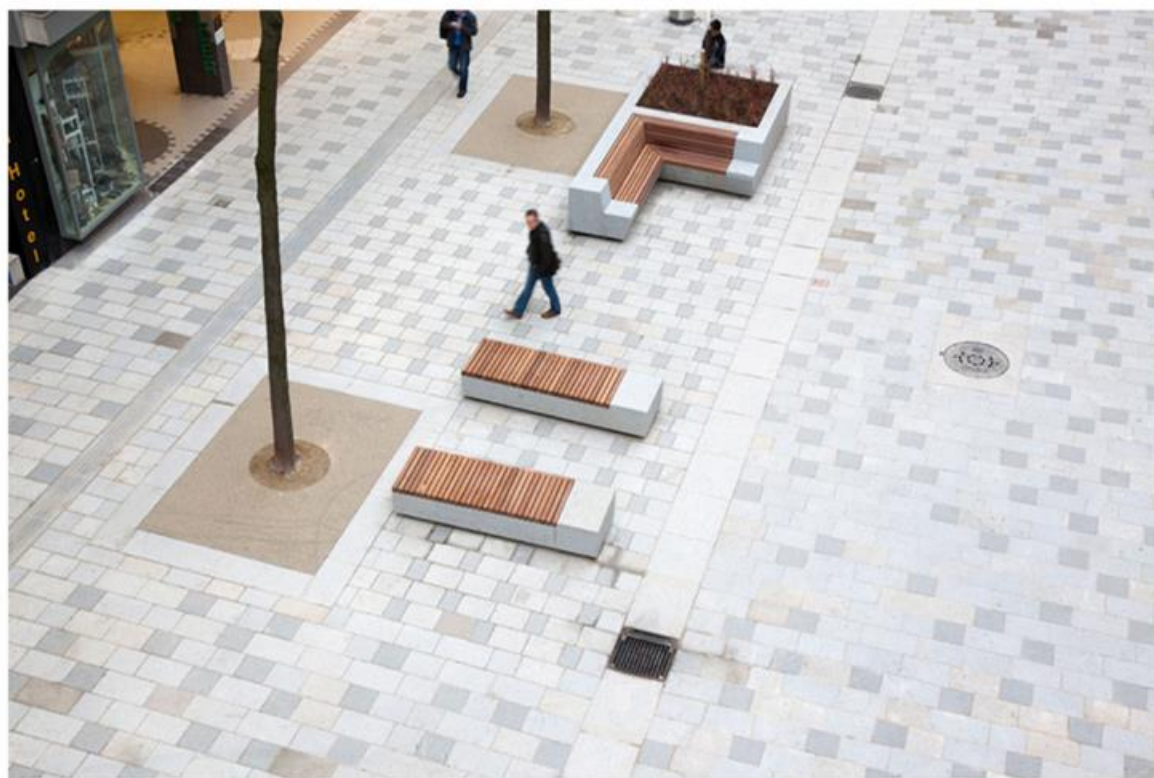




National 9/11 Memorial, New York



National 9/11 Memorial, New York



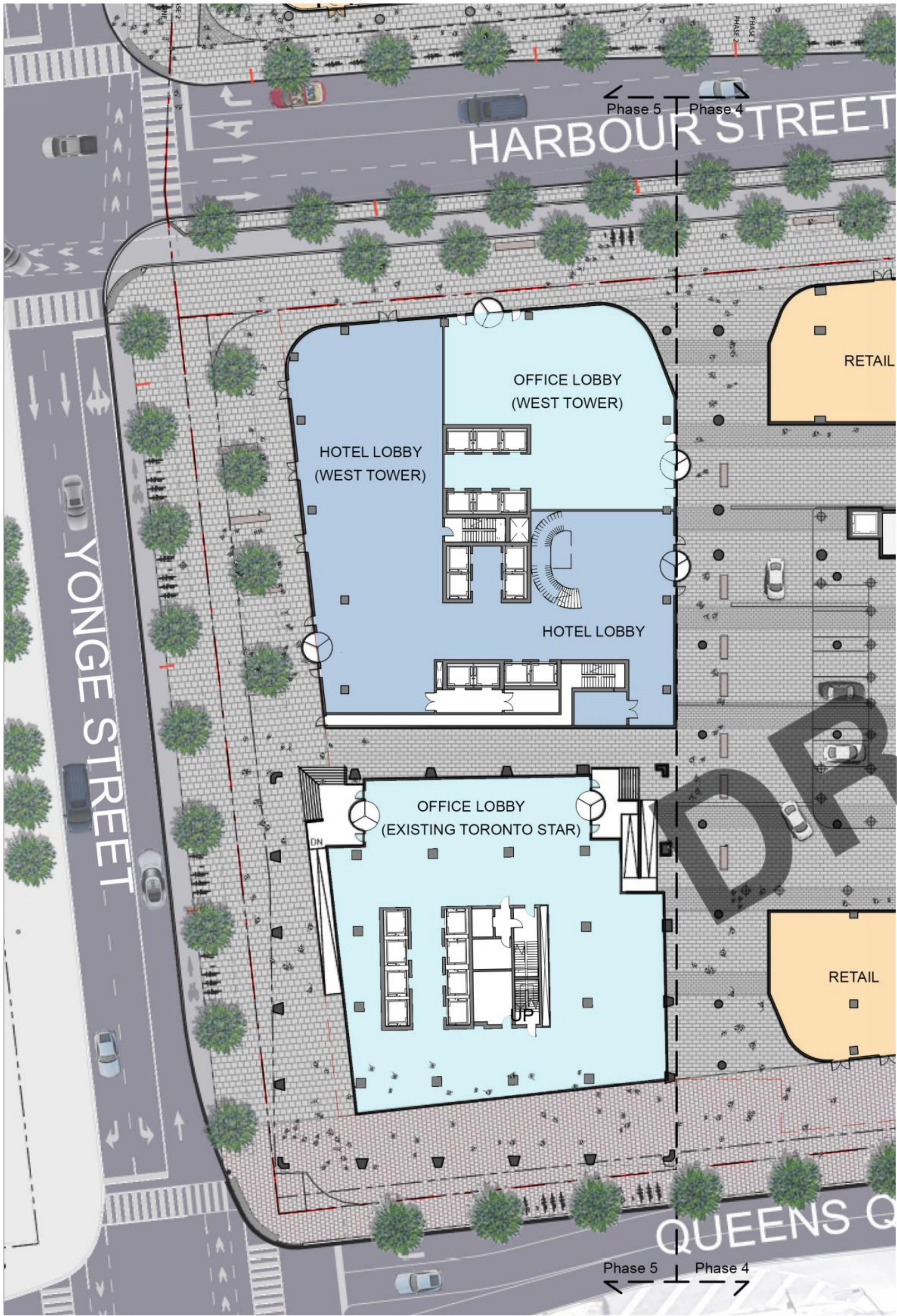
Mariahilfer Strasse, Vienna

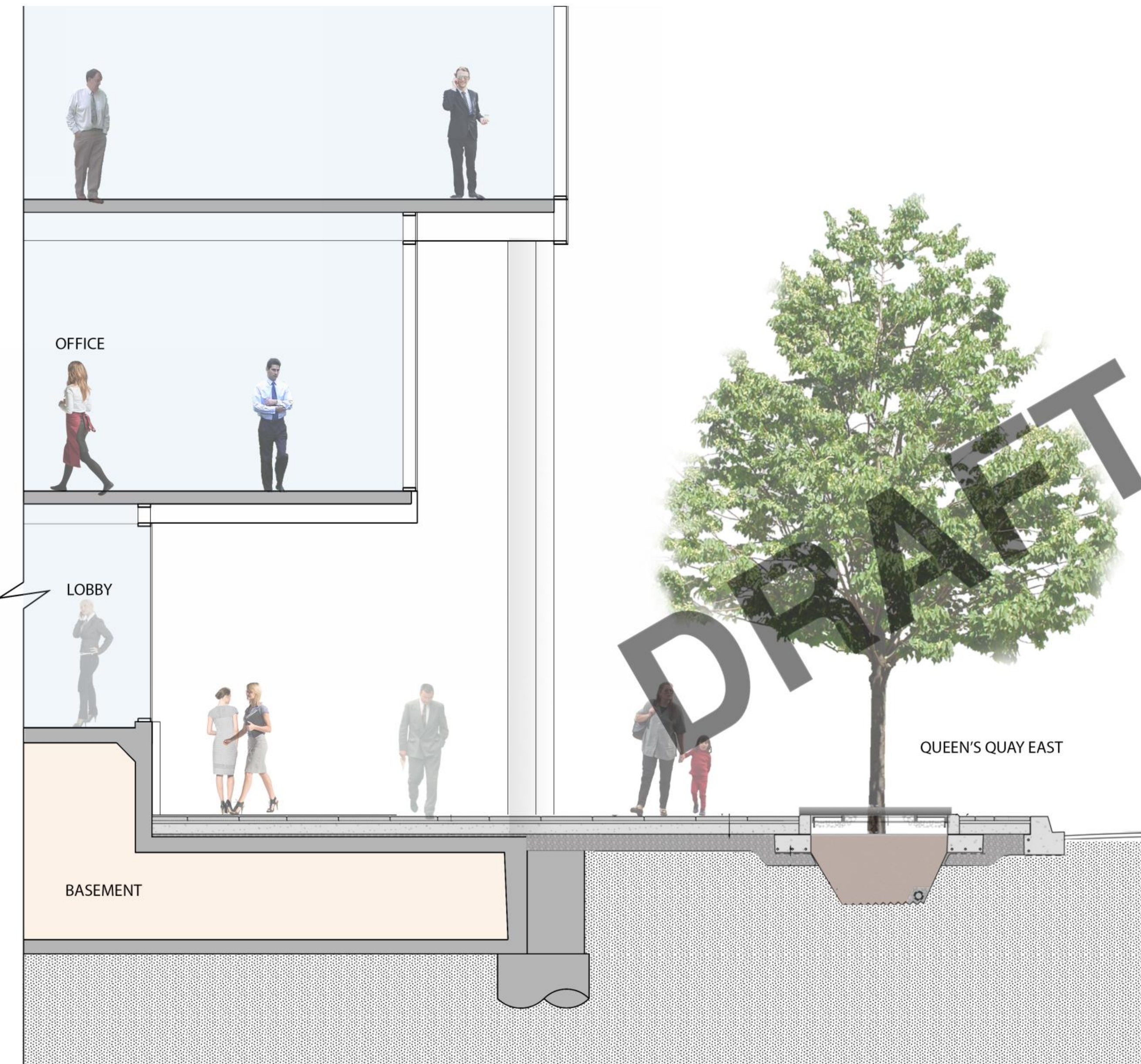


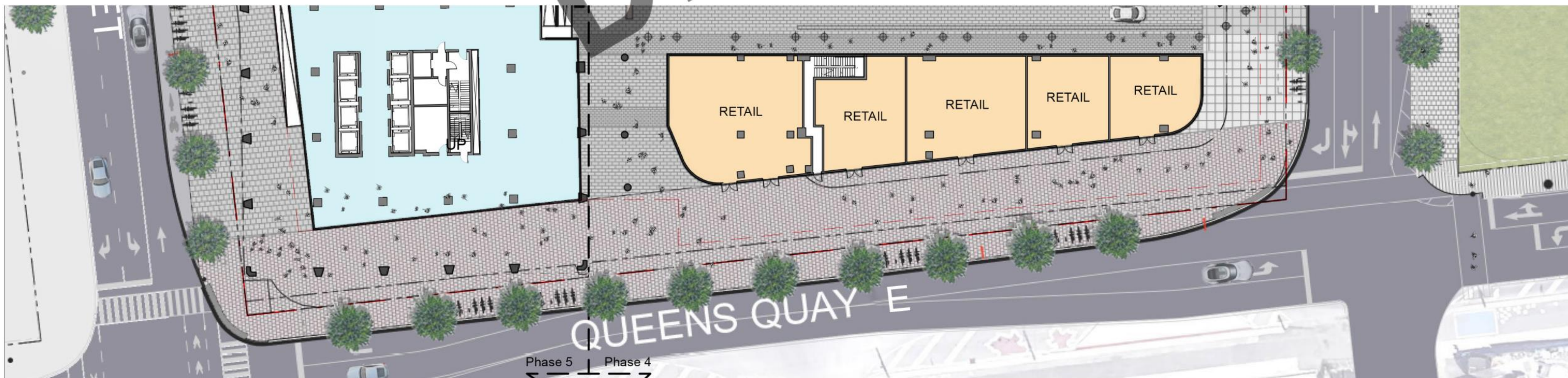
National 9/11 Memorial, New York



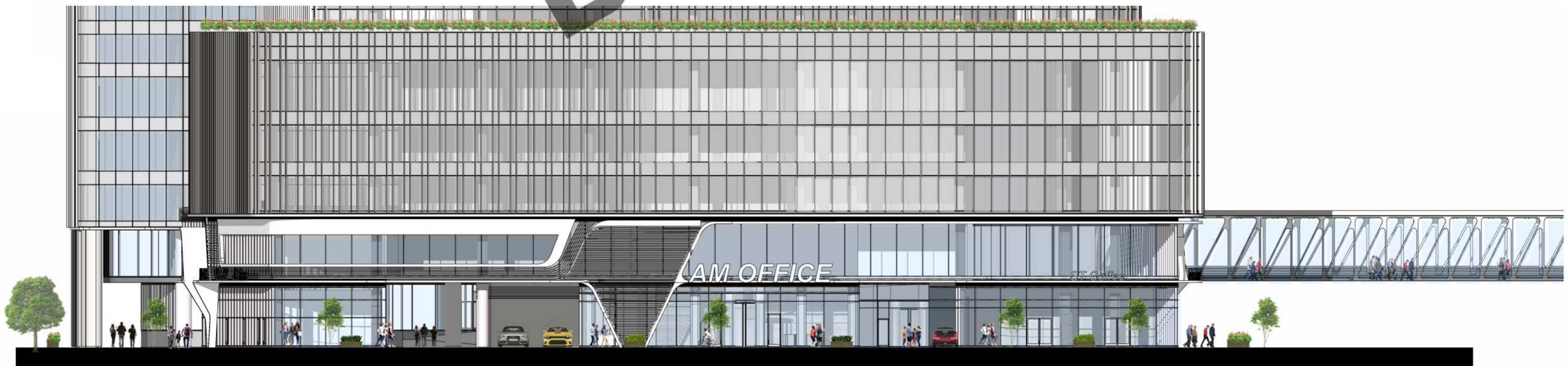
Neue Meile Böblingen







Podium Detail View of Queens Quay East

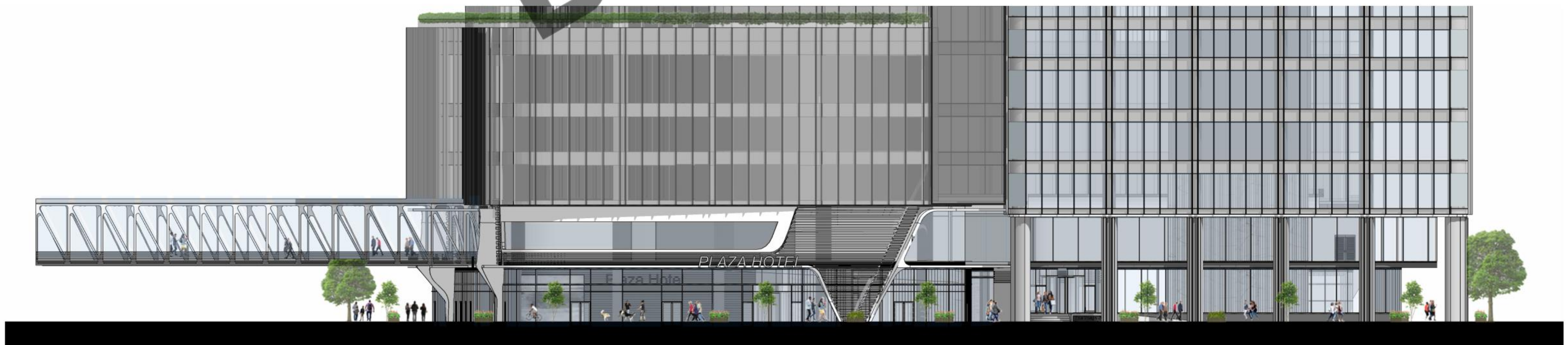


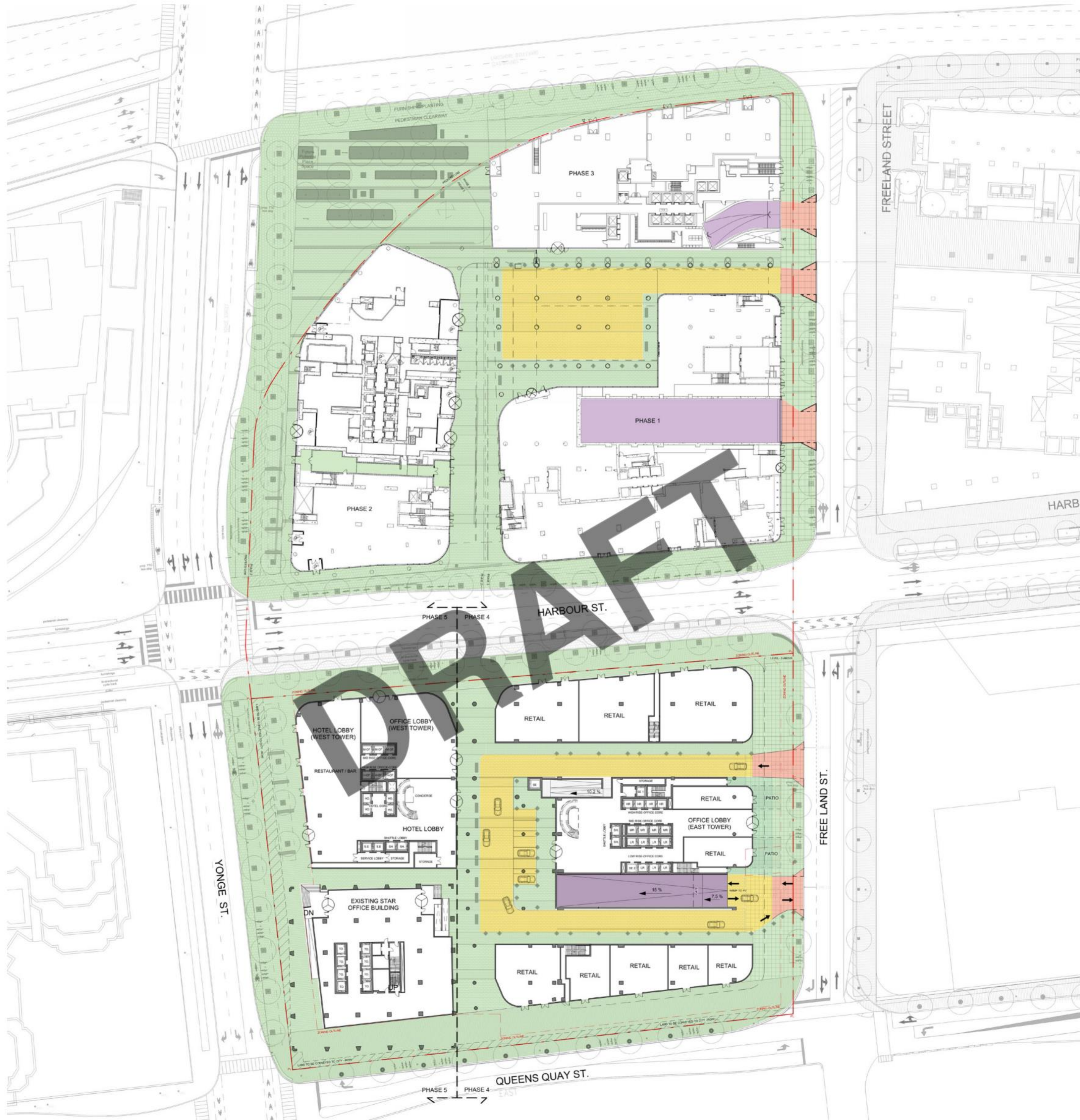


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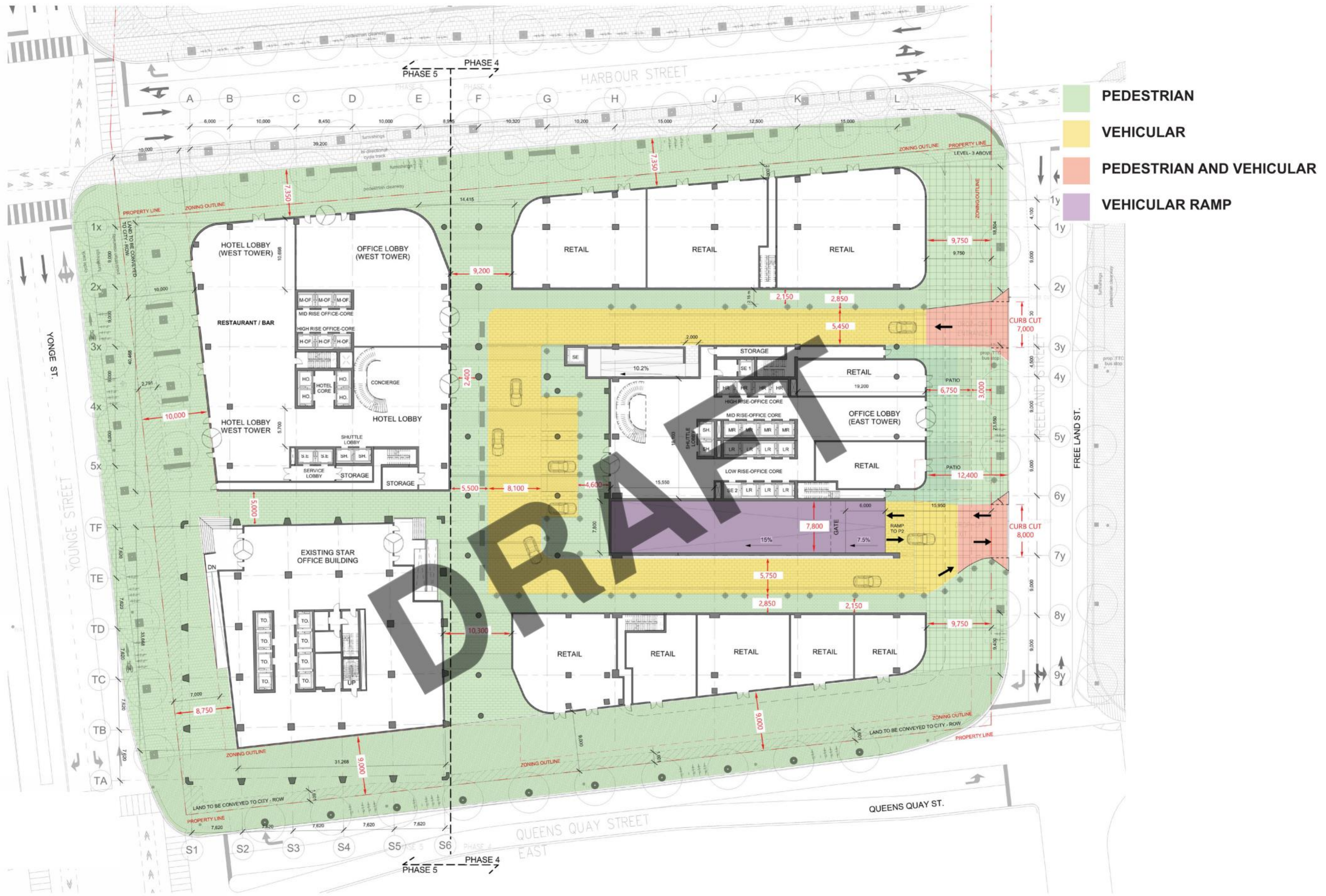


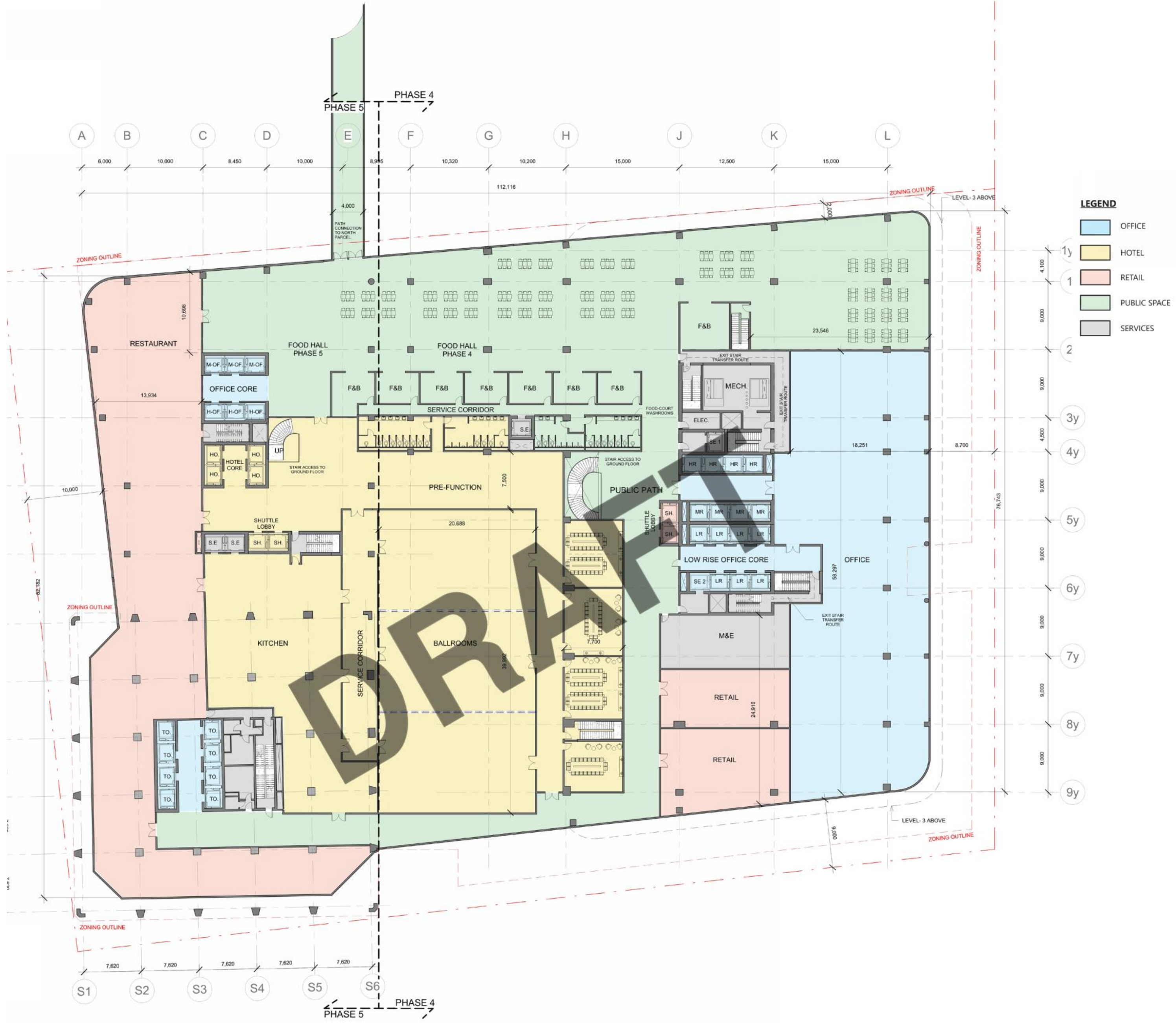


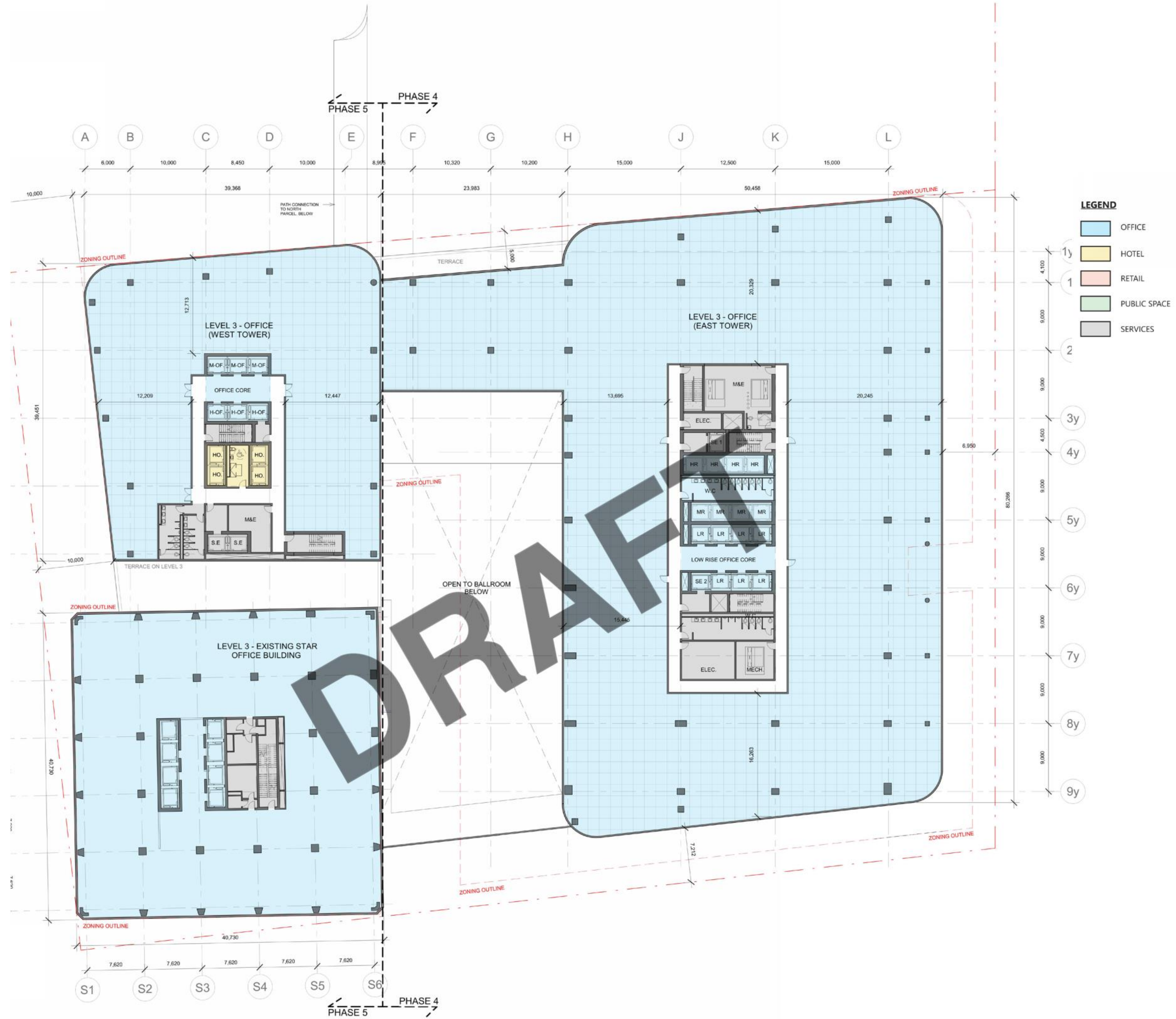


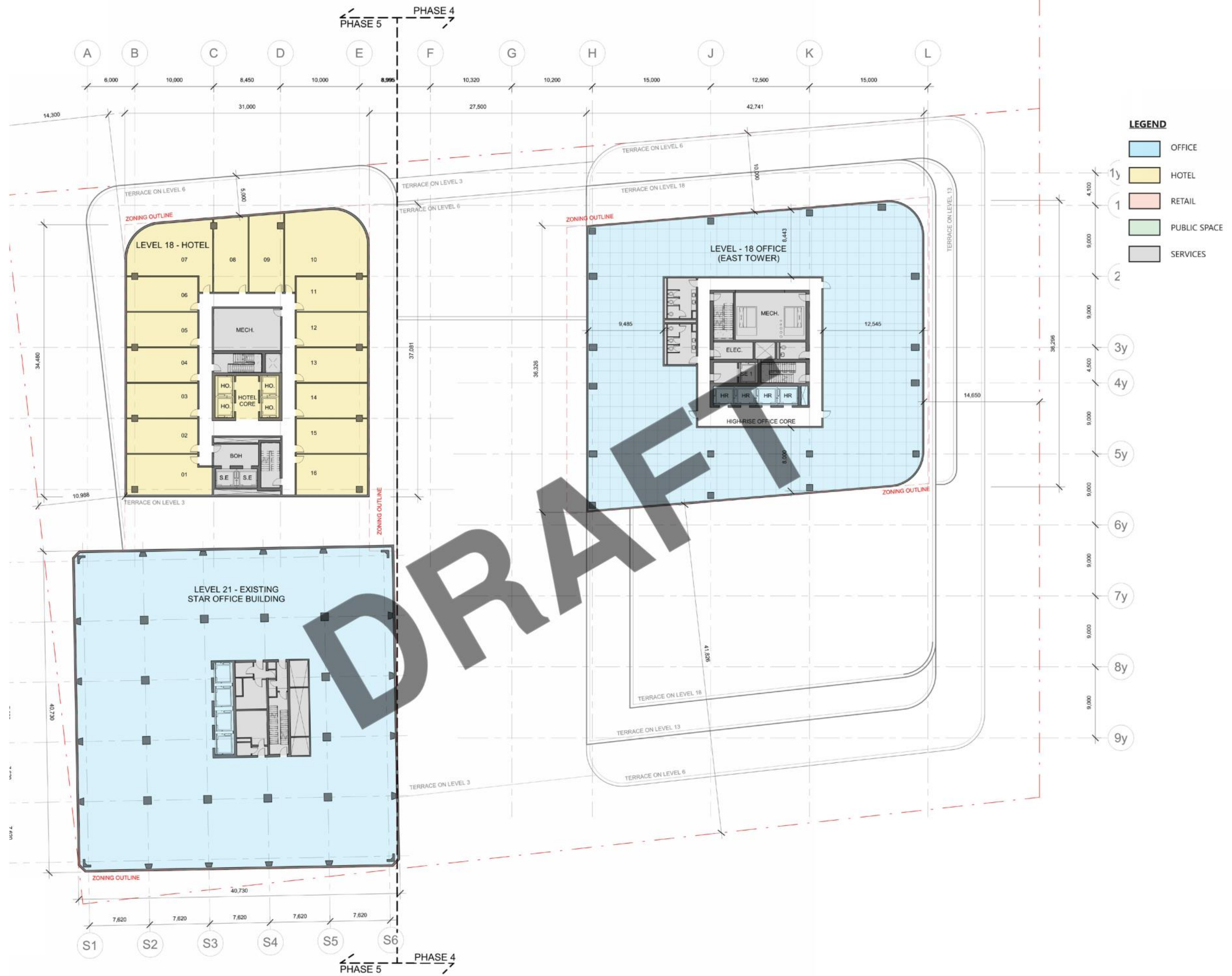


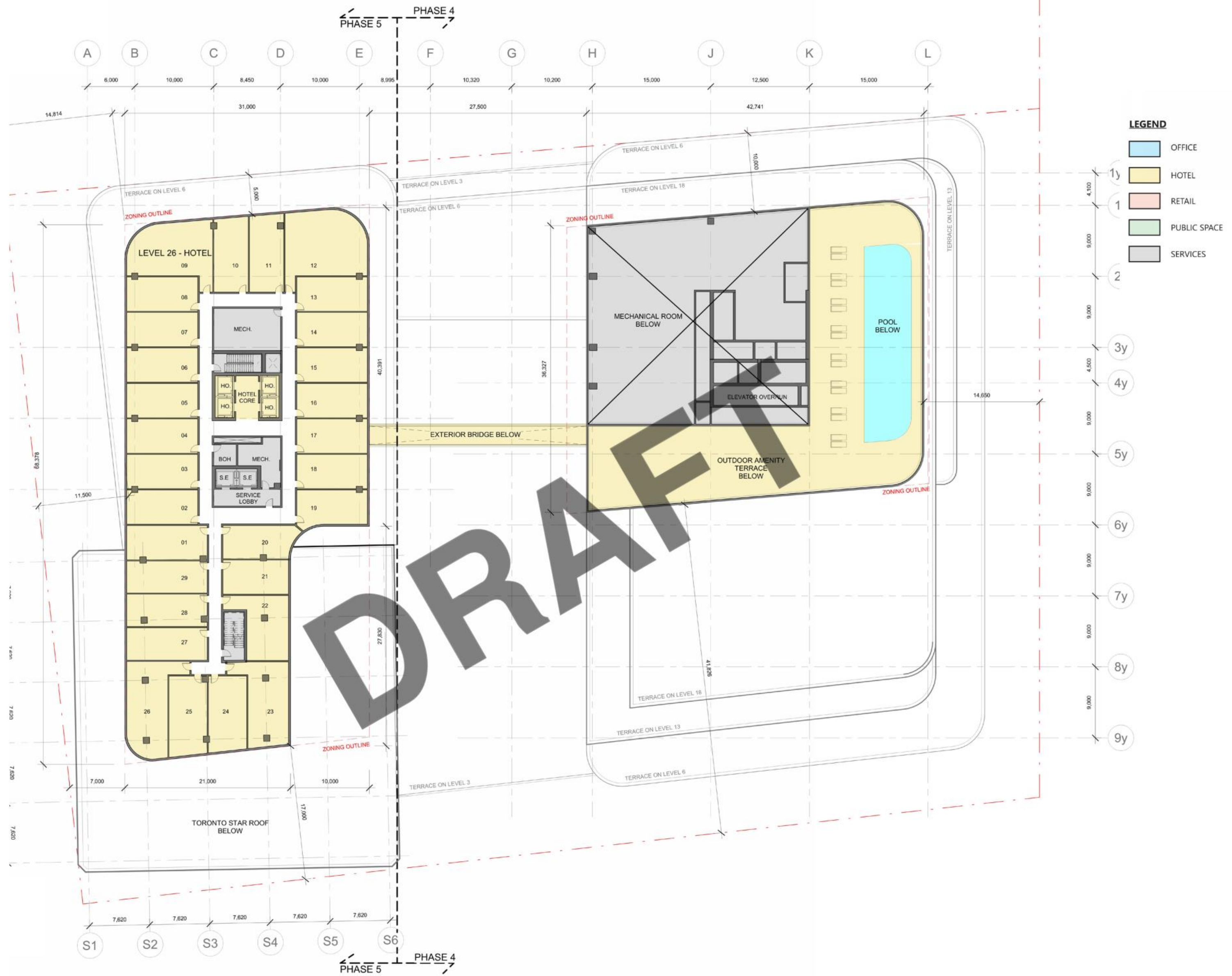
- PEDESTRIAN
- VEHICULAR
- PEDESTRIAN AND VEHICULAR
- VEHICULAR RAMP

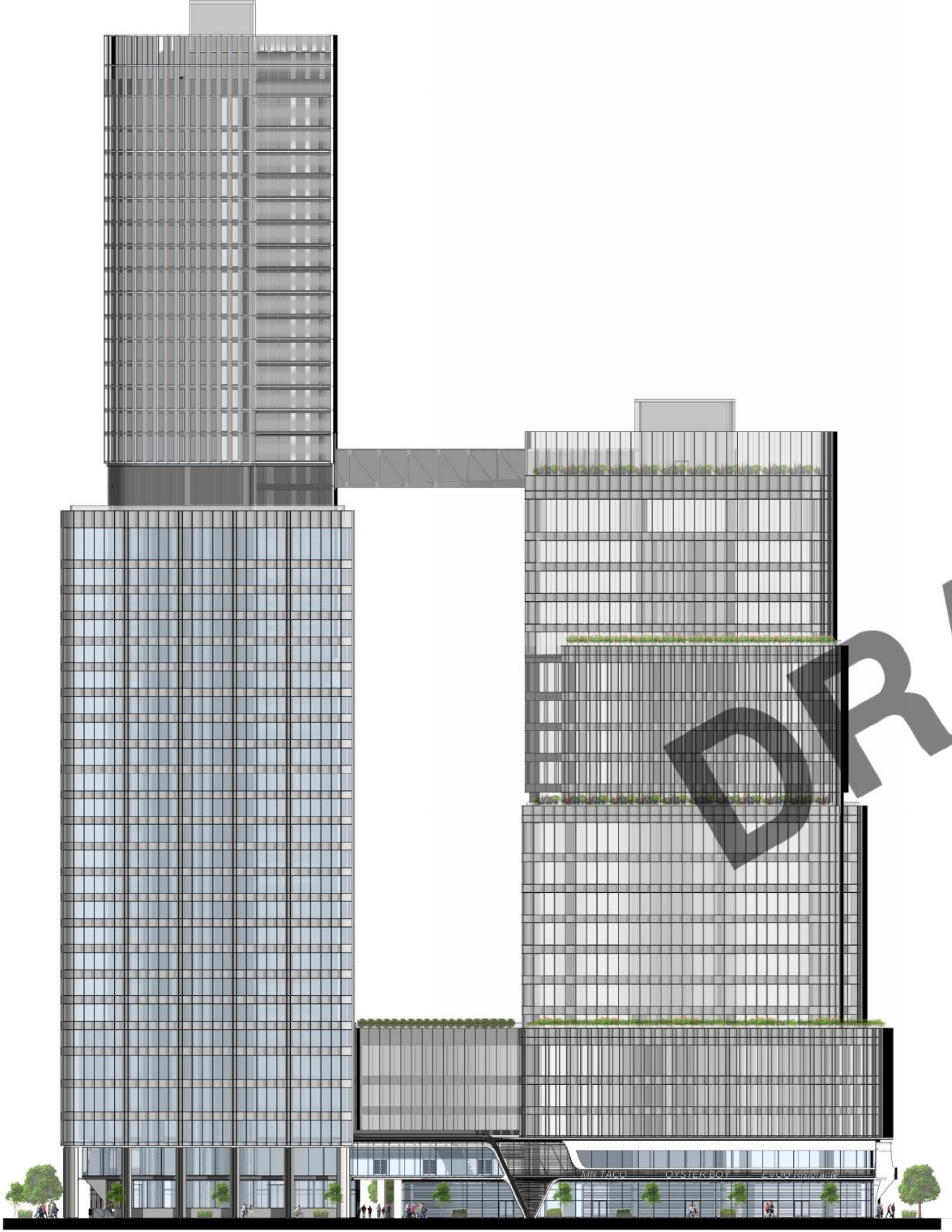










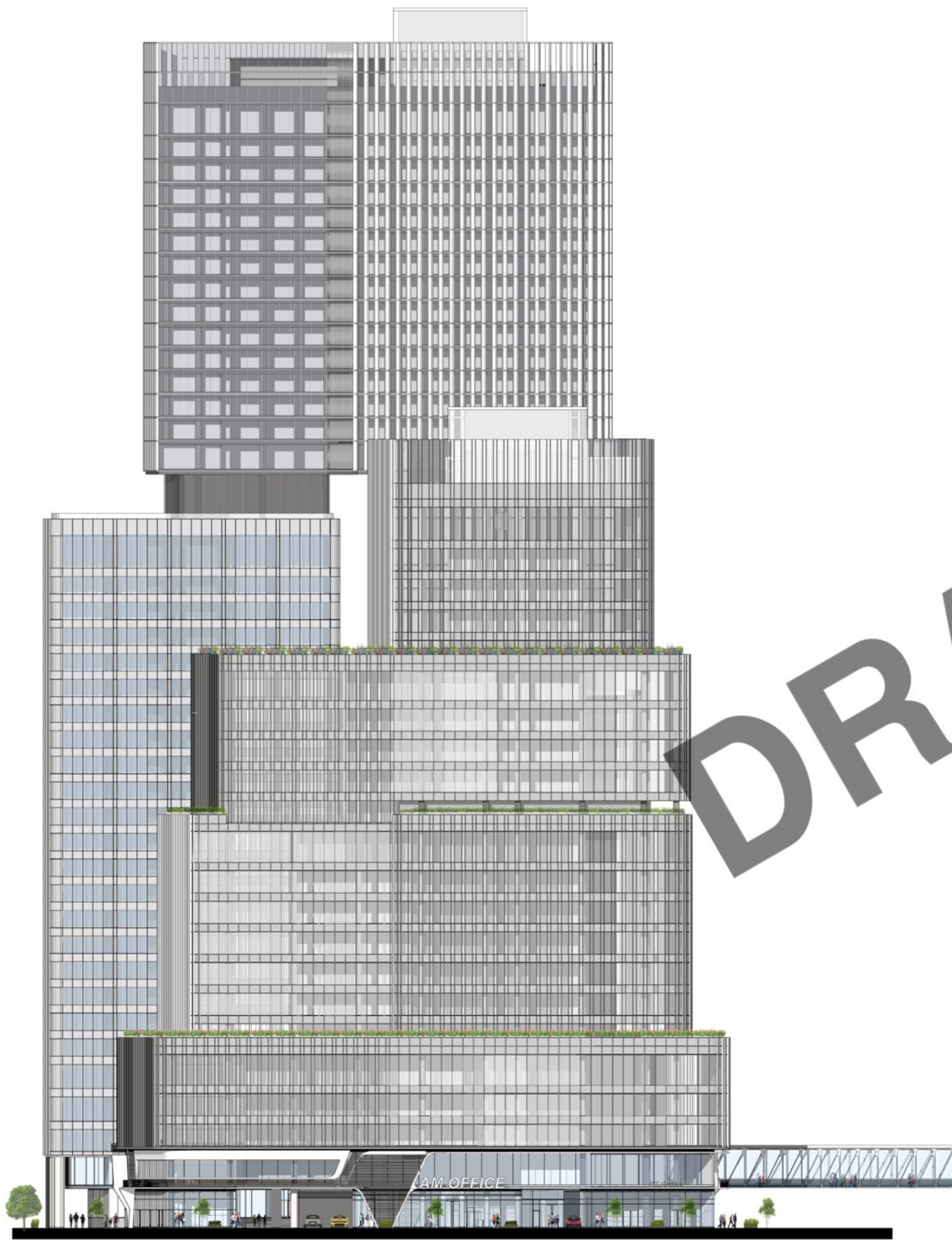


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South Elevation

**One
Yonge
Street**
South Parcel

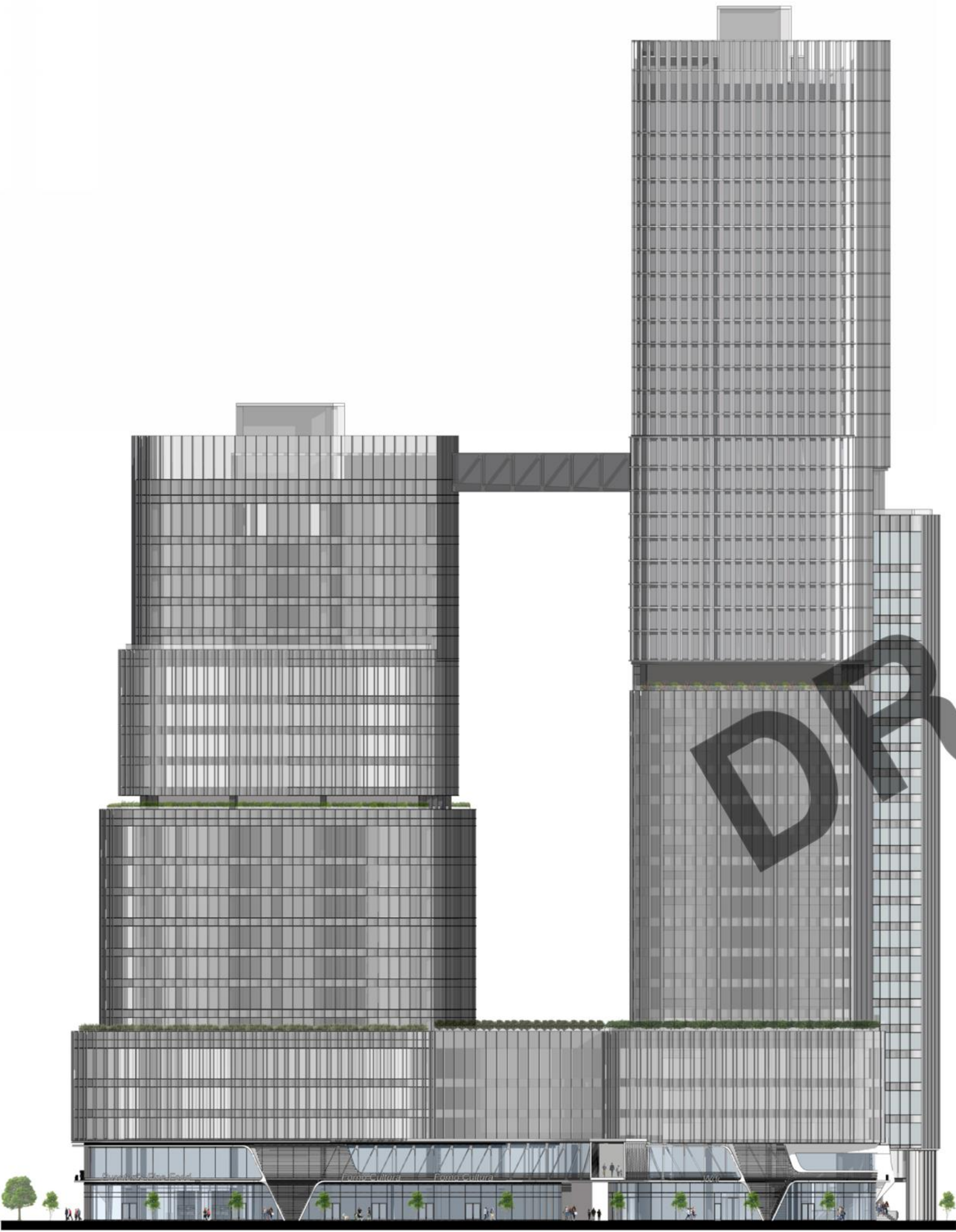


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East Elevation

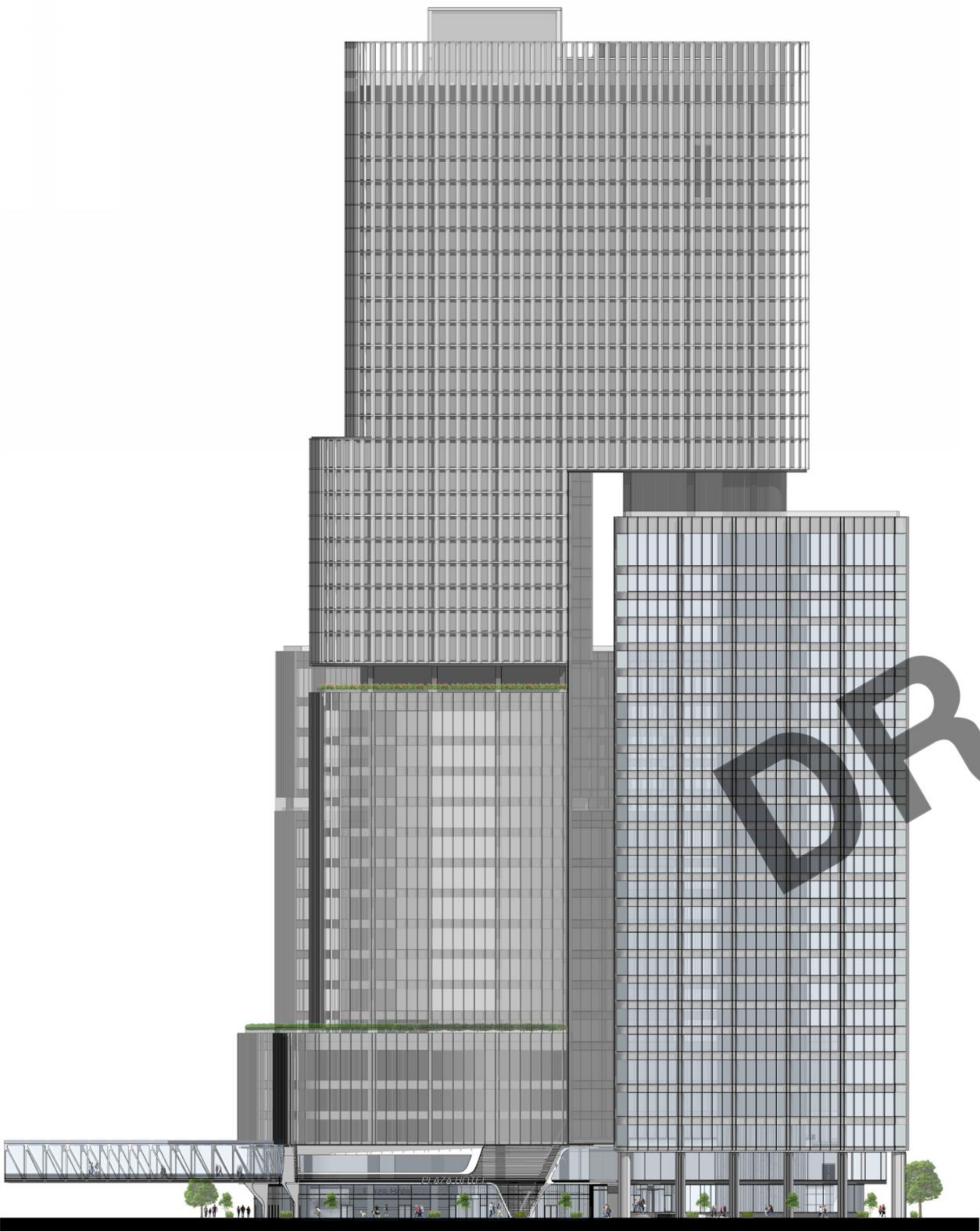
One
Yonge
Street
South Parcel



North Elevation

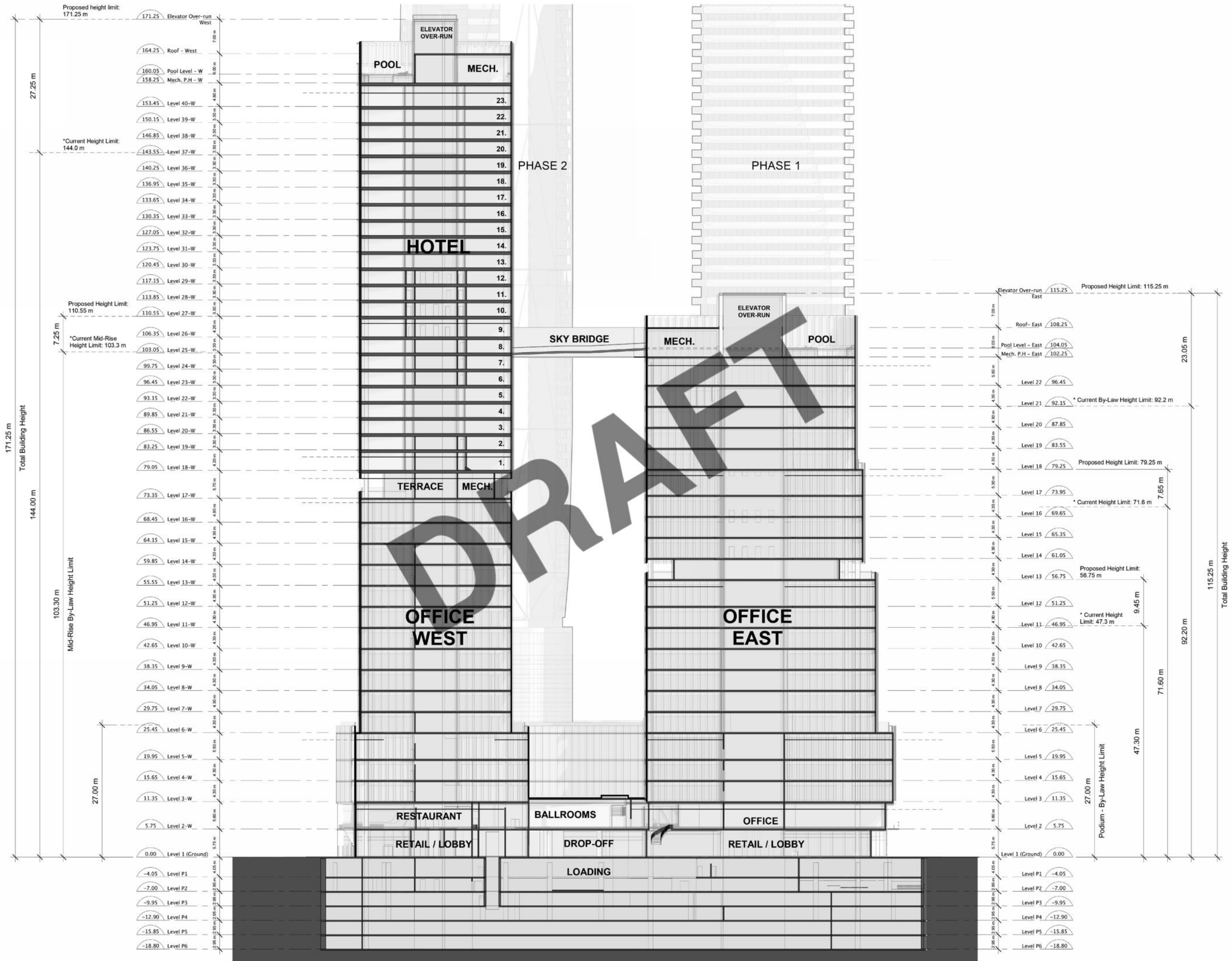
**One
Yonge
Street**
South Parcel



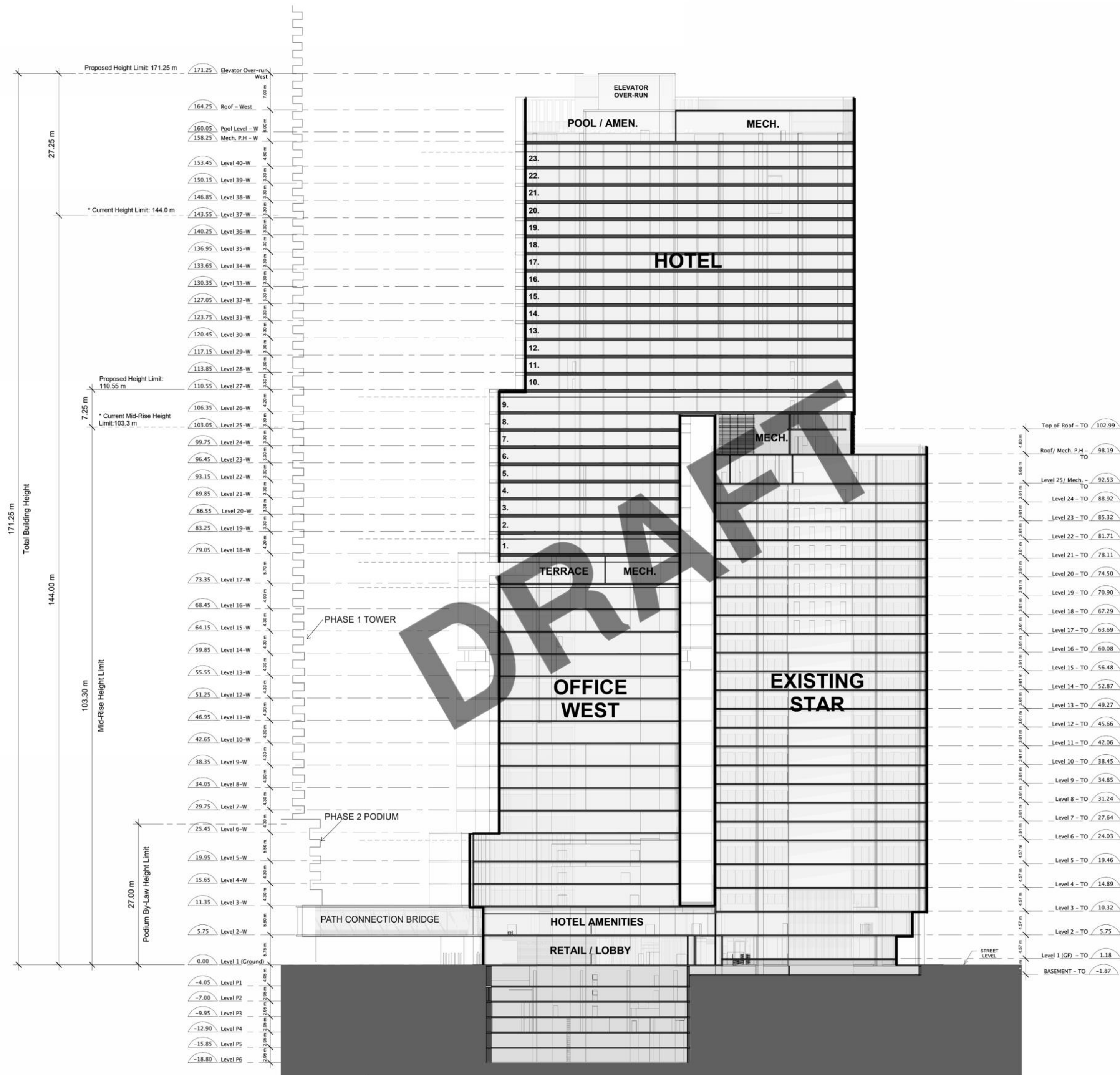


West Elevation

**One
Yonge
Street**
South Parcel



East-West Section Looking North



1 Yonge – Phase 4 & 5 Ecology, Energy and Sustainability

Sustainability Vision for the 1 Yonge St. Site

- TGS Tier 2 targeted for Residential Phases 1 – 3 under version 2
- TGS Tier 2 to be pursued for Phase 4 and Phase 5 under version 3
- Waterfront Toronto Minimum Green Building Requirements v2.1 under review for Phase 4 and 5
- LEED BD+C Core & Shell version 4 certification level under review for Phase 4 and Phase 5



1 Yonge – Phase 4 & 5 Ecology, Energy and Sustainability

Toronto Green Standard Tier 2 version 3



Electrical Vehicle Infrastructure provided for at least 20% of parking spaces (Level 2 EVSE). Remaining parking spaces to be “EV-ready”



Bird-Friendly Glazing to be provided within the first 16m of the building. Over 95% of the required exterior glazing is treated for Phase 1, Phase 2 and Phase 3, and the bird-friendly strategy is under review for Phase 4 and 5.



Runoff to be retained for a minimum 10 mm depth of rainfall from all site surfaces through infiltration, evapotranspiration, and reuse.



Phase 5 to reuse the existing Toronto Star Building structure to reduce the overall building lifecycle impact



Low-flow plumbing fixtures and non-potable water for flushing to reduce indoor potable water demand. Harvested rainwater is reused for a portion of the Phase 2 and Phase 3 indoor flushing, and will be considered for Phase 4 and Phase 5.



Captured rainwater to be used to meet 100% of the irrigation demand



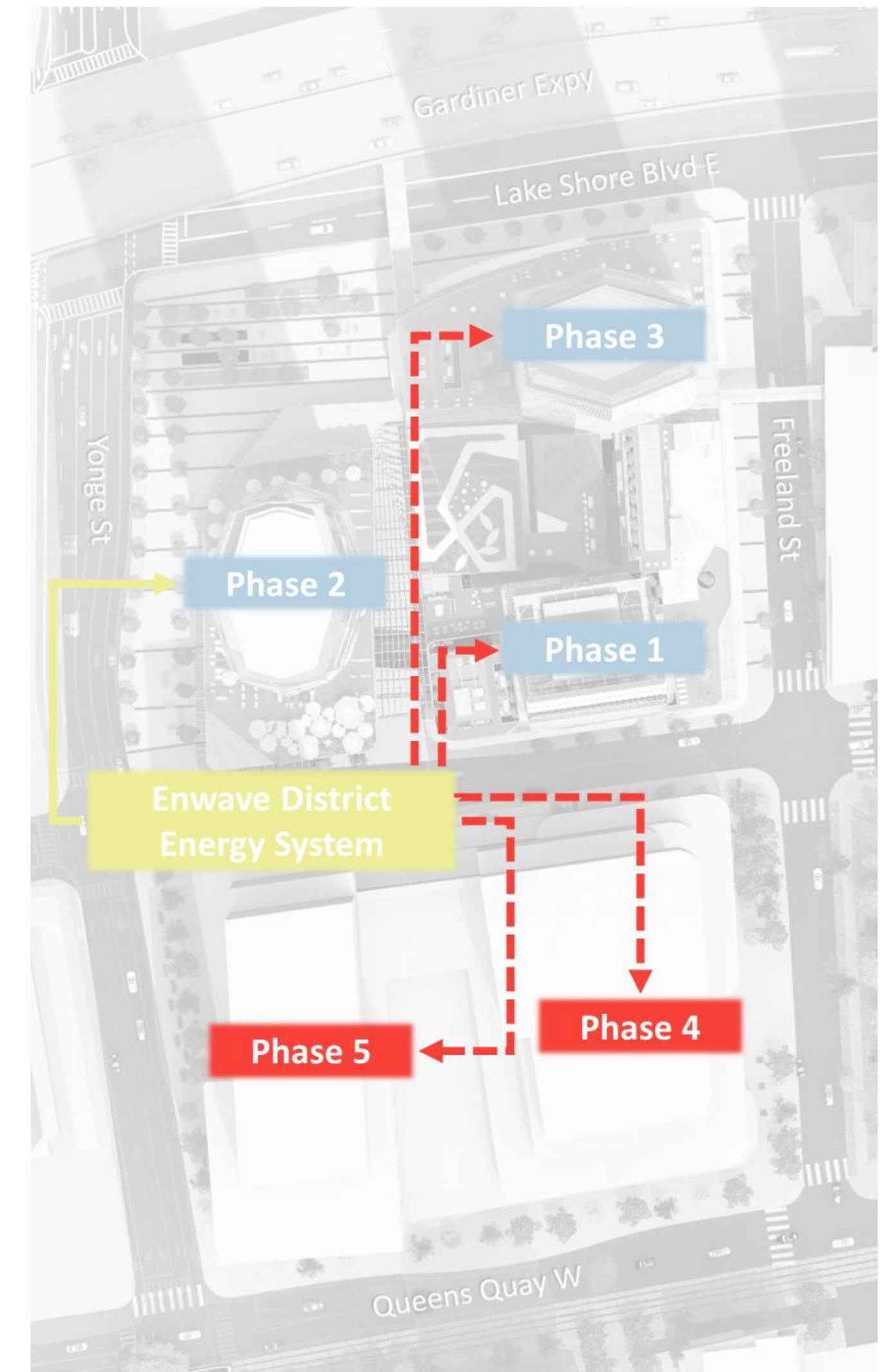
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1 Yonge – Phase 4 & 5 Ecology, Energy and Sustainability

Building Energy Performance

- Phase 1 (under construction) will be connected to Enwave District Energy System. Currently working with Enwave to review connection to Phases 2 to 5.
- Energy Strategy Study completed by WSP to determine the potential benefit of various energy, carbon and resilience strategies, consistent with TGS TEDI, GHGI and TEUI absolute targets for Commercial Office Buildings

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1 Yonge – Phase 4 & 5 Ecology, Energy and Sustainability

LEED Scorecard BD+C Core & Shell

- LEED Strategy is under review by WSP and the Design Team
- Looking to the competitive market place to establish sustainability performance targets for Class A Commercial Towers in the downtown core

Ecological Strategy

- Water management strategy:
 - Volume of rainfall managed on site will be consistent with TGS Tier 2 requirements
 - Collected rainwater will be used for irrigation
 - Phase 2 and Phase 3 has utilized greywater reuse for toilet flushing in the Hotel and Affordable Housing portion of the building, and reuse is being reviewed for Phase 4 and Phase 5
- Landscaping strategy:
 - Over 50% of all landscaped area will consist of native and/or drought-tolerant plant species
 - Significant portion of the roof will be provided as biodiverse green roof to support pollinator species





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