

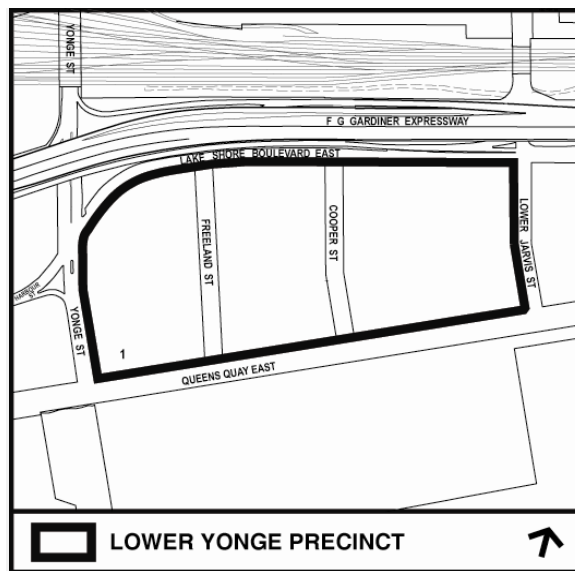
**Lower Yonge Precinct – City-Initiated Official Plan
Amendment and Precinct Plan – Final Report**

Date:	April 22, 2016
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	12-253083 STE 28 OZ

SUMMARY

The purpose of this report is to present the findings of the second and final phase of the Lower Yonge Precinct planning process. The report recommends an area-specific amendment to the Central Waterfront Secondary Plan, as well as the endorsement of the Lower Yonge Precinct Plan. This planning process was initiated to establish a planning framework for new development within this nine hectare area that capitalizes on its exceptional location and historical attributes. The proposed framework seeks to foster the development of a vibrant new, mixed-use community within the heart of the City's emerging Central Waterfront. It is anticipated to be a high-density, sustainable neighbourhood with an animated public realm, large central park, well-designed buildings, range of housing options and commensurate community services and facilities.

Some of the key features contemplated for the Lower Yonge Precinct include: 13 towers; approximately 28,000 new residents and employees; a new community recreation centre; an elementary school; two child care facilities; affordable housing units; modifications to the Gardiner Expressway; a tunnel connection under the rail corridor; two new streets, enhanced cycling infrastructure and an extension of the PATH network.



The planning tools contained herein will facilitate the evaluation of subsequent planning applications in the Lower Yonge Precinct and will help to ensure that with the anticipated densities, appropriate infrastructure must be provided.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council instruct the City Solicitor to request that the Ontario Municipal Board authorize the Central Waterfront Secondary Plan (adopted by City Council in 2003) to be brought into force and effect for those lands within the Lower Yonge Precinct, identified on Map J1 within the draft Official Plan Amendment attached as Attachment No. 5 to the report dated April 22, 2016 from the Director, Community Planning, Toronto and East York District.
2. City Council instruct the City Solicitor to request that the Ontario Municipal Board amend the former City of Toronto Official Plan and Central Waterfront Secondary Plan, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to the report dated April 22, 2016 from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
4. City Council endorse the Lower Yonge Precinct Plan, dated April 2016, attached as Attachment 6 to the report dated April 22, 2016 from the Director, Community Planning, Toronto and East York District.
5. City Council direct staff to confirm with the Ministry of Environment and Climate Change that the lands within the Lower Yonge Precinct, identified on Map J1 within the draft Official Plan Amendment attached as Attachment No. 5 to the report dated April 22, 2016 from the Director, Community Planning, Toronto and East York District, should be classified as a Class 4 area under Ministry of Environment (now Ministry of Environment and Climate Change) Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300, August 2013.

Financial Impact

There are no immediate financial impacts resulting from the recommendations and attachments contained in this report. There are, however, longer-term financial implications related to the proposed regional transportation improvements and the implementation of the proposed central park.

Transportation Improvements

The 2014 preliminary cost estimate for the transportation network changes recommended in the Lower Yonge Transportation Master Plan Environmental Assessment, was

approximately \$120 to \$225 million. This estimate included infrastructure improvements that would benefit both local and regional users of the transportation network. It did not include the costs associated with soil remediation or property acquisition and is therefore subject to change, possibly above the upper range of this estimate. Of this total cost, approximately \$16 to \$30 million would be required to be borne by landowners through construction of local roads through and abutting their properties, during the course of redevelopment. This leaves an outstanding cost of between \$104 and \$195 million for the regional transportation initiatives, including the removal of the Bay Street on-ramp to the eastbound Gardiner Expressway; the replacement of the Lower Jarvis off-ramp from the eastbound Gardiner Expressway with a new off-ramp at Yonge Street; the conversion of Harbour Street from one-way to two-way operations; one additional eastbound lane on Lakeshore Boulevard East between Yonge and Lower Jarvis Streets; and the extension of Cooper Street north to Church Street.

These cost estimates will be further refined through the Lower Yonge Municipal Class Environmental Assessment (MCEA) process which is currently underway and is expected to be completed in the fourth quarter of 2016. Following the completion of the MCEA process, staff recommendations will be made to the Public Works and Infrastructure Committee. The MCEA process will also provide estimates of the proportion of the regional initiatives that should be expected as contributions by landowners in the Lower Yonge Precinct in order to facilitate its orderly development.

Currently, there are no funds allocated for these works in Transportation Services 10-year Capital Plan. Upon completion of the MCEA, future capital funding for transportation improvements within the Lower Yonge Precinct will be considered against other unfunded City priorities in concert with the development of a financing strategy that will include various City and non-City sources. Zoning By-law amendments brought forward to permit specific development will include Holding provisions as appropriate to ensure adequate infrastructure is planned and funded.

Lower Yonge Park

A large central park is proposed for the Lower Yonge Precinct (see Map J4 in Attachment 5). The final size of the park will be determined in part through the above-mentioned MCEA process, as part of the final Harbour Street alignment. Lands required for the park will be secured through both on and off-site dedications required through development approvals in the Precinct, under Section 42 of the *Planning Act*. The total size of the park, however, may be larger than the total amount of dedication anticipated through development, in which case the City would be required to purchase land in order to achieve the full park block.

The various parcels of land in this precinct have documented soil contamination issues that will need to be addressed through the Record of Site Condition regulation under the *Environmental Protection Act*. This will likely be done through a risk assessment process, and risk management measures (such as cap inspection, limits on excavation, etc). These measures have become more common in dealing with re-purposed brownfields, especially in the Waterfront area. The City of Toronto *Policy for Accepting*

Potentially contaminated Lands to be Conveyed to the City under the Planning Act (adopted February 11, 2015) recognizes and accepts certain “routine” risk management measures. In the event that the risk management measures associated with these lands are more complex or costly, a further report will be brought forward seeking direction in relation to those measures as part of the planning process applicable to this site.

The Deputy City Manager and Chief Financial Officer have reviewed this report and agree with the financial impact information.

DECISION HISTORY

Toronto and East York Community Council has received three staff reports on the Lower Yonge Precinct Plan. The first two reports provided information and status updates on the progress of work on the Lower Yonge Precinct Plan. These reports were received by Toronto and East York Community Council on November 6, 2012, and February 25, 2014, respectively:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE20.46>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE30.56>

The third staff report to Toronto and East York Community Council, dated August 5, 2014, and adopted by City Council on August 25-28, 2014, summarized the results of Phase 1 of the Lower Yonge Precinct planning process. It provided recommendations to receive the "Lower Yonge Urban Design Report" and the "Lower Yonge Transportation Master Plan Environmental Assessment", to endorse the planning and policy directions in the staff report, and to direct City Planning to complete the Lower Yonge Precinct Plan in consultation with Waterfront Toronto, other City Divisions, landowners, community members and other stakeholders. The staff recommendations were adopted without amendment:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.95>

A separate staff report on the Lower Yonge Precinct Transportation Master Plan Environmental Assessment was received by the Public Works and Infrastructure Committee in February 2015. On March 31, 2015, City Council endorsed the recommendations of the Environmental Assessment and authorized the issuance of the Notice of Completion. City Council further directed the preparation of an OPA to secure various planned rights-of-way and to evaluate opportunities for securing protected bicycle lanes on Yonge Street between Queens Quay and Front Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW2.4>

A zoning amendment application was submitted in March 2013 to redevelop 1 and 7 Yonge Street, a property located within the boundaries of the Lower Yonge Precinct. In the Preliminary Report, staff noted that development of precinct plan policies are needed to inform the review of the application. The application was subsequently appealed to the Ontario Municipal Board. The Preliminary Report on the rezoning was considered at the June 18, 2013 meeting of Toronto and East York Community Council:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE25.64>

The applicant later determined, in consultation with City Planning staff, that an Official Plan Amendment to the former City of Toronto Official Plan was required, as the policies of the current City of Toronto Official Plan and the Central Waterfront Secondary Plan are not in effect for this site. A Preliminary Report on the Official Plan Amendment application was adopted at the February 25, 2014 meeting of Toronto and East York Community Council:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE30.53>

BACKGROUND

Study Purpose

Comprised of former industrial lands in close proximity to both the downtown and Lake Ontario, the Lower Yonge Precinct is well-suited for revitalization. The proposed Official Plan Amendment (OPA) and Precinct Plan attached to this report envision approximately 8,000 residential units and 380,000 square metres of non-residential gross floor area, providing future homes and workplaces for up to 13,000 residents and 15,000 employees. In its current state, the Precinct lacks the public realm, infrastructure and services necessary to support this scale of development, as well as the introduction of residential uses. The purpose of the Lower Yonge Precinct study is to establish a planning context for the comprehensive and orderly development of this portion of Toronto's waterfront and achieve a complete community.

Located at the foot of Yonge Street, the Lower Yonge Precinct is at the heart of Toronto's transforming Central Waterfront. This precinct is prominently located in the City, within the downtown core, adjacent to the Toronto Harbour and in close proximity to the Financial District. Its appropriate redevelopment is therefore fundamental to the city's success. Redevelopment presents an opportunity to transform the Lower Yonge Precinct into a unique place supported by good urban design and infrastructure planning. Its location serves as a strategic opportunity to strengthen and create connections, while removing barriers between the waterfront and the downtown. Lower Yonge will exemplify the emerging pattern of new waterfront neighbourhoods with appropriately scaled and placed buildings. It will integrate built form with a vibrant public realm featuring beautiful streets and public parks and it will connect to a revitalized Union Station, an emerging South Core Financial District and the historic St. Lawrence neighbourhood. Its redevelopment will fill a gap and affect a transition in scale between built out areas to the north and west and other master-planned precincts developing to the east.

Despite its impressive locational advantages, the development potential of Lower Yonge is challenged by a number of existing conditions, including the lack of suitable transportation infrastructure, transit, servicing capacity, and community facilities. A comprehensive plan for the Precinct is necessary to unlock the area's development potential and ensure that redevelopment occurs in a way that is consistent with public objectives for the waterfront and not considered on a site by site basis. Ultimately, the intention of the Lower Yonge Precinct Plan is to create a place that is connected with the Downtown and the larger urban fabric while transforming it into a place where people

both live and work. The planning framework aims to create a place that will become a destination onto itself, all while being sensitive to the land's historical roots, nearby industry and the core asset of Lake Ontario to the south.

Similar to other Precincts along the waterfront such as the West Don Lands, Keating Precinct, East Bayfront and Port Lands, the proposed planning policy framework for Lower Yonge clearly establishes comprehensive planning achieving complete communities as fundamental pre-requisites for redevelopment. Landowners in the area have signalled their development interests by filing development applications and/or initiating real estate disposition.

Study Process

The planning process for the Lower Yonge Precinct Plan was divided into two phases.

Phase 1

Phase 1 was completed in August 2014 and culminated in three reports adopted by City Council (as referenced in the Decision History section):

1. **Lower Yonge Precinct Plan – Proposals Report.** This report summarized the planning process to date, outlined feedback from consultation and provided the planning and policy directions required for the process to move forward with Phase 2 of the work plan. It attached as appendices the other two reports below.
2. **Lower Yonge Transportation Master Plan Environmental (TMP) Environmental Assessment.** The TMP report summarized phases 1 & 2 (of 4) of the Environmental Assessment process. A preliminary preferred alternative was brought forward in this report for several significant regional and local transportation improvements that were deemed to be needed to both improve the public realm and accommodate the anticipated redevelopment. A separate staff report outlining the TMP process was brought forward to the Public Works and Infrastructure Committee in February 2015.
3. **Lower Yonge Urban Design Report (UDR): Principles and Recommendations.** This report formed the basis of the emerging Lower Yonge Precinct Plan by providing a background and context to the area as well as recommendations on land use, public realm design, and built form.

Collectively, the three reports addressed the major directions required for the comprehensive planning of the Precinct. They outlined the vision, objectives, principles and draft policies for the area, including:

- a streets and blocks structure plan;
- standards for building height and massing;
- a balance between residential and employment-based development;
- location and phasing of parks, open space, and public use areas;
- retention of heritage buildings;

- urban design and public art guidelines; and
- roads (including ramps and tunnels), transit, pedestrian connections, and bike paths.

Phase 1 included several forms of consultation with stakeholders, landowners and the general public. Communications throughout the process were provided in newspapers, on-line and through social media. Upon receipt of the three reports in August 2014, City Council authorized work on the Lower Yonge Precinct Plan to proceed to Phase 2.

Phase 2

Phase 2 of the Lower Yonge Precinct planning process involved more detailed refinements of many of the components considered in Phase 1, including built form, land use compatibility, public realm design and the transportation network. Effort was also focussed on key matters such as affordable housing, community services and facilities and required implementation mechanisms.

A consultant was retained to undertake a Noise, Odour and Air Quality Assessment to ensure that the proposed land uses and built form were compatible with Redpath Sugar and to provide recommendations for mitigation. Another consultant was retained to conduct a Municipal Class Environmental Assessment (MCEA) of the various transportation, public realm and servicing initiatives proposed as part of the Precinct planning process. This study is ongoing and, when concluded in late 2016, will result in the filing of an Environmental Study Report, fulfilling the requirements for Phases 3 & 4 (of 4) of the MCEA process.

Additional public consultation with stakeholders, landowners and the general public was held during this second phase of work. The Lower Yonge Precinct Plan and the 1-7 Yonge Street application were also brought forward for consideration to the Waterfront Design Review Panel on two occasions, in September and December 2015.

The work on Phase 2, while awaiting conclusion of the MCEA process, will essentially conclude with this report and its two main attachments:

1. an Official Plan Amendment (OPA), which is comprised of a Site and Area Specific Policy amendment to the Central Waterfront Secondary Plan (CWSP), as well as minor amendments to the CWSP; and
2. the Lower Yonge Precinct Plan, which provides the contextual framework for the OPA and also brings forward more detailed recommendations, similar to Urban Design Guidelines, to help inform future planning applications in the Precinct.

City Planning staff have worked closely with Waterfront Toronto staff, as well other City and agency staff, as planning partners throughout this precinct planning process.

Study Area

The study area for the Lower Yonge Precinct is bounded by Yonge Street to the west, the elevated Gardiner Expressway/Lake Shore Boulevard corridor to the north, Lower Jarvis Street to the east and Queens Quay to the south (see key map on Page 1). The Precinct encompasses approximately nine hectares of lands just north of the Toronto Inner Harbour. Although the Lower Yonge Precinct is in close proximity to the downtown core and Union Station, the elevated Gardiner Expressway and the rail embankment corridor serve as significant physical barriers to the rest of the city. For the purposes of transportation infrastructure planning and coordination with other work in the vicinity, the study area was expanded to include: the Gardiner/Lakeshore Corridor west to Bay Street, Harbour Street from Yonge Street west to Lower Simcoe Street; Yonge Street north to Front Street; and Church Street north to Front Street (see Map J1 in Attachment 5).

The Lower Yonge Precinct currently comprises three large properties (see Ownership map in Attachment 6):

- i. **1-7 Yonge Street** - This property currently consists of: the 25-storey Toronto Star office tower (1 Yonge Street) at the corner of Yonge Street and Queens Quay East; the one and five-storey former Toronto Star production facilities (now office suites) to the north and east of the tower; and a surface parking lot (7 Yonge Street) on the north half of the site. The property is approximately 2.7 hectares (6.7 acres) in size.

The current owner, Pinnacle International, submitted Zoning and Official Plan amendment applications to redevelop the site in 2013. The development proposal contemplates the division of the site into two development blocks, bisected by a 27-metre wide easterly extension of Harbour Street. The original proposal included: a 10-storey addition to the existing Toronto Star building; a 70-storey hotel/residential building and a 40-storey office building on the south block. On the north block four new residential towers with heights of 75, 80, 80 and 88 storeys were proposed. The applications were subsequently appealed to the Ontario Municipal Board, although the appeals were held in abeyance pending the outcome of the Lower Yonge Precinct planning process. A first pre-hearing was held in December 2015 and a two-week hearing scheduled for late October/early November 2016. A second pre-hearing prior to the October hearing will be required, but has not yet been scheduled. The applicant has been engaged in continued dialogue with City and Waterfront Toronto staff on their application over the last two years and has also been an active participant in the precinct planning process. Three different formal revisions to the proposal have been submitted to the City and two iterations were presented to the Waterfront Toronto Design Review Panel in September and December 2015, respectively. The most recent submission, submitted in March 2016, proposes: a similar Harbour Street extension as above with creation of north and south blocks; retention and façade enhancements to the existing 25-storey Toronto Star building; a new office complex on the south block comprised of a 35-storey building connected to and above the Toronto Star building, and a 22-storey building, stepping down to a 6-

storey base building; on the north block, three new mixed-use towers are proposed with heights of 95, 80 and 65 storeys. The application also proposes an approximately 50,000 ft² community centre on the north block, affordable rental housing units and significant public realm improvements within and surrounding the site.

- ii. **55-95 Lake Shore Boulevard East and 2 Cooper Street** - The central property in the Precinct is bisected by Cooper Street. On the west side of Cooper Street, the property is comprised of: an LCBO retail store (2 Cooper Street); LCBO warehouse building and head office building (55 Lake Shore Boulevard East), both of which are listed on the City's Inventory of heritage properties; and a City-owned rail spur at 15 Freeland Street, which runs east-west across the block. On the east side of Cooper Street is a large surface parking lot, another City-owned (Toronto Port Lands Company) rail spur (15 Cooper Street), which cuts diagonally through the southern half of the property and a small parkette at the northeast corner of Cooper Street and Queens Quay East. This entire parcel, aside from the rail spurs, is owned by the Province of Ontario. Including the rail spurs, the property is approximately 4.6 hectares (11.3 acres).

In 2014, the Province announced that they were initiating a two-stage bidding process for the sale of the LCBO lands for the purposes of a mixed-use redevelopment. One of the conditions of the sale was the construction of a new head office and retail store for the LCBO. A preferred proponent for the land sale has been identified, with the process expected to be finalized in mid-2016. The two rail spurs are owned by the Toronto Port Lands Company, of which the City of Toronto is sole shareholder. On June 10, 2014, City council consented to the disposition of these spur lands to assist in the sale of the larger LCBO property: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EX42.7>

- iii. **10 Lower Jarvis Street and 125 Lake Shore Boulevard** - This property contains a two-storey supermarket (and ancillary retail) store on the southern two-thirds of the block and a two-level parking structure on the northern third. It is owned by Choice Properties REIT, the real estate division of Loblaws. They have previously signified an intention to redevelop the property, including holding pre-application discussions with City staff. At present, the timing of redevelopment plans for this site is unknown. The property is approximately 2.7 hectares (6.7 acres) in size.

The Lower Yonge Precinct is also within the jurisdiction of Waterfront Toronto, as part of the Designated Waterfront Area (defined by the *Toronto Waterfront Revitalization Corporation Act*, 2002). Waterfront Toronto is a government agency funded by the City of Toronto, Province of Ontario and Government of Canada, tasked with overseeing the coordinated redevelopment of Toronto's waterfront.

Surrounding Area

The surrounding area land uses and planned developments include the following:

- East: East of Lower Jarvis Street is the East Bayfront Precinct, planned to be a mixed-use district, predicated on primarily midrise built form with some taller building sites, as provided for in the East Bayfront Precinct Plan and zoning by-law. Revitalization of the Precinct has begun on the south side of Queens Quay with the completion of Sugar Beach, abutting the Jarvis slip, the 8-storey Corus office building (25 Dockside Drive) and 8-storey George Brown College building (51 Dockside Drive). An application is expected in 2016 for the development of the 'Waterfront Innovation Centre' (125-155 Queens Quay East) to the north of Sugar Beach and the Corus Building. On the north side of Queens Quay abutting Lower Jarvis Street, and currently under construction is the proposed Daniels 'Waterfront City of the Arts' mixed-use development comprised of a 13-storey office/institutional building fronting on Queens Quay (130-132 Queens Quay) and two residential towers (45 and 35 storeys), known as 'Lighthouse Tower' at 143-177 Lake Shore Boulevard East.
- South: On the south side of Queens Quay East is the Pier 27 development at 25 Queens Quay East, a seven-building, two-phase mixed-use development with commercial/retail uses fronting on the ground floor and a publicly accessible waterfront promenade. Phase One, closer to the lake, containing four 14-storey buildings connected by bridges, is complete. The second phase, now approved, proposes a 35-storey tower and two 13-storey buildings. The foot of Yonge Street adjacent to the Yonge Street Slip is proposed to be a public park. To the east of Pier 27 is the Redpath Sugar Refinery at 95 Queens Quay East, a multi-building complex with ancillary surface parking facilities. The property is listed on the City's Inventory of Heritage Properties.
- West: West of the study area are several existing mixed-use developments. Immediately west is the World Trade Centre complex at 10 Yonge Street and 10 Queens Quay West, which consists of a central courtyard surrounded by two 37 and 26-storey towers and the Pinnacle Centre development (33 Bay, 18 Harbour, 16 and 12 Yonge Street) with four residential towers (54, 52, 40 and 30 storeys) and retail and office uses. Further north is 18 Yonge Street, a 39-storey residential building and a proposed 48-storey office development at 45 Bay Street. To the southwest is the Westin Harbour Castle Hotel with two 34-storey towers on the south side of Queens Quay and conference centre on the north side.
- North: To the north is the elevated Gardiner Expressway with Lake Shore Boulevard below, and the CN rail corridor. Further north is the 57-storey L-Tower development with within the Sony Centre (1 Front Street East), the 36-storey Backstage development (5-7 The Esplanade), the 33-storey Esplanade condos at 25 The Esplanade and the mixed-use mid and low-rise St. Lawrence neighbourhood.

Existing and Planned Transportation Network

The Precinct is generally bounded by four existing streets: Yonge Street, Lake Shore Boulevard East, Lower Jarvis Street and Queens Quay East. Originating at Lower Simcoe Street, Harbour Street currently terminates at Yonge Street. Harbour Street and Lake Shore Boulevard East operate as a one-way pair (Harbour eastbound, Lake Shore westbound). Cooper and Freeland are existing north-south streets within the Precinct.

The precinct is currently served by TTC bus routes on Queens Quay, Yonge Street and Lower Jarvis Street, looping via Bay Street and Lower Sherbourne Street. The revitalization of Queens Quay has begun with the recent completion of improvements from Bay Street to Bathurst Street. This section has been converted into a two-lane, bi-directional roadway alongside a dedicated light rail line, with a separated bike trail, wide sidewalks, granite pavers, new street trees and additional streetscaping elements. The implementation of similar improvements from Bay Street to Parliament Street was approved in 2010 as part of the Queens Quay Environmental Assessment, but is currently not fully funded.

Harbour Street west of Yonge Street will also be transformed as a consequence of the York-Bay-Yonge Interchange Reconfiguration EA. The approved modification involves the shortening of the York/Bay/Yonge off-ramp to the eastbound Gardiner Expressway to land at Lower Simcoe Street, thereby allowing Harbour Street between Lower Simcoe and Bay Street to become a four-lane at-grade eastbound roadway. The removal of the circular York Street ramp will enable the significant enhancement of the existing park on the east side of York Street between Queen Quay West and Harbour Street. This project is funded and construction on the ramps is expected to be initiated in July 2016 and completed by the end of 2017.

The extension of Harbour Street easterly from Yonge Street has been illustrated in previously adopted site-specific Urban Design Guidelines for 1 Yonge Street, as well as the proposed application for the property. The current zoning by-law for the Toronto Star site protects for a 20 metre wide public right-of-way to accommodate a mid-block street between Yonge Street and Freeland Street.

The PATH Master Plan shows future pedestrian links north and south of the rail corridor extending as far east as Yonge Street. A connection further south along Yonge Street to Queens Quay is shown as a long-term PATH opportunity.

EXISTING PLANNING FRAMEWORK

Provincial Policy Statement

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy, resilient communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide

flexibility in their implementation, provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The PPS promotes the provision of healthy communities that accommodate an appropriate range and mix of uses to meet long term needs. In accordance with the PPS, densities and land uses are to be transit supportive and appropriate for available or planned infrastructure and public service facilities. Land use compatibility is to be considered to ensure that major facilities (such as industries) and sensitive land uses are appropriately separated and buffered, where necessary, in order to minimize adverse effects and to ensure the long term viability of industry. Municipalities are to provide for an appropriate range and mix of housing types and densities and to establish and implement minimum targets for the provision of affordable housing.

In accordance with the PPS, healthy, active communities should be promoted by the planning of public streets, spaces and facilities to meet the needs of pedestrians, facilitate active transportation and community connectivity. Additionally, a full range and equitable distribution of publicly accessible opportunities for recreation, including open space, should be provided. Significant built heritage resources will be conserved and development on lands adjacent to protected heritage property will be evaluated to ensure that the heritage attributes of the protected heritage property will be conserved.

Infrastructure and servicing considerations, including capacity for municipal sewage and water services, are to be integrated with land use considerations at all stages of the planning process.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; protecting natural systems; and cultivating a culture of conservation. City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan requires the planning and design of intensification areas to provide a diverse and compatible mix of land uses. These areas are to provide high-quality public open spaces with urban design standards to create attractive and vibrant places. Intensification areas are also required to achieve an appropriate transition of built form to adjacent areas. The Growth Plan also requires employment areas to be protected.

Official Plan

The City of Toronto Official Plan was adopted by Council in 2002 and approved by the Ontario Municipal Board in 2006. The 2006 OMB Order only partially approved the Official Plan across the City, however, as it omitted areas covered by the Central Waterfront Secondary Plan (CWSP), which was an amendment to the former City of Toronto Official Plan. Therefore, the former City of Toronto Official Plan, not the newer Toronto Official Plan, is in force and effect within the Lower Yonge Precinct. While the

City of Toronto Official Plan is not in force for this area, it sets out the overall vision for the City's urban structure and future growth and should be considered.

Within the new City of Toronto Official Plan, the Lower Yonge Precinct is located in the *Downtown and Central Waterfront* on Map 2 - Urban Structure. Its land use designation is *Regeneration Areas*, except for the Yonge Street edge which is designated *Parks and Open Space Areas* (see Attachment 1). The Redpath Sugar Refinery, which lies to the south of the eastern half of the Precinct area, is designated *Employment Areas*.

The *Downtown and Central Waterfront* offer opportunities for employment and residential growth. However, as per Section 5.2.1, growth in the *Central Waterfront* is guided by Secondary Plans, which in this case is the CWSP. The Official Plan policies address the importance of well-designed connections between the core and *Central Waterfront*. The renewal of the *Central Waterfront* will create new opportunities for business development, as well as new neighbourhoods with homes for *Downtown* workers. The *Downtown* policies also acknowledge the opportunity to add to the supply of office space south of the rail corridor.

Policies for *Regeneration Areas* are intended to provide for a broad mix of commercial, residential, light industrial, institutional and live/work uses in an urban form in order to revitalize areas that are largely vacant or underused, and to create new jobs and homes. These areas are blocks of land that may be subdivided into smaller areas for a wide variety of mixed-use redevelopment. The Official Plan provides that for each *Regeneration Area*, a framework for new development will be set out in a Secondary Plan and development should not proceed prior to approval of a Secondary Plan.

Parks and Open Space Areas are areas for use as parks, open spaces, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant and entertainment facilities. Lands designated Parks and Open Space Areas in the vicinity of *Regeneration Areas* may be subject to Precinct Implementation Strategies.

Land designated as *Employment Areas* are those needed for the City's economic future. New development will contribute to highly functional employment areas by mitigating the effects of noise, odour and particulate matter.

Section 5.6, Interpretation, provides guidance on the understanding and interpretation of the Official Plan. Policy 1 indicates that the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Further, Section 1.5 – 'How to Read the Plan' indicates the Official Plan is a comprehensive and cohesive whole. The City of Toronto's Official Plan is available on the City's website at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=03eda07443f36410VgnVCM10000071d60f89RCRD>

Former Metropolitan Toronto Official Plan

As the guiding document for the former City of Toronto Official Plan, the former Metropolitan Toronto Official Plan remains in force in the Lower Yonge Precinct. The Plan locates the Lower Yonge Precinct within the Central Area, which is identified as the pre-eminent centre within the Greater Toronto Area and the primary location for a variety of governmental and economic activities. The Plan provides policy direction for attaining an urban structure that fosters liveability, focuses programs on sustainable community development, enhances the planning process and promotes effective collaboration.

Former City of Toronto Official Plan

The former City of Toronto Official Plan is in force for the Lower Yonge Precinct, and therefore was considered and reviewed during this planning process. This Plan supports the precinct planning approach and comprehensive level of analysis. It sets out a policy framework, including goals and objectives, for the waterfront in Chapter 14. This includes the primary goal for the waterfront as set out in Policy 14.2: to promote increased and sustainable public enjoyment and use of the area by ensuring that future developments and actions by both the public and private sectors, will help to achieve certain objectives. These objectives include: improving public access to the waterfront, increasing the amount of public parkland across the entire waterfront and enhancing the quality of the waterfront as a place. The general policies for the *Bayfront* area (Policy 14.21) state that Council shall encourage residential, commercial, institutional and compatible industrial uses in suitable locations in order to increase the area's public character, promote active and varied use of the area by people throughout the year, and assist in meeting Council's housing policies in Section 6 of the Plan.

As seen in Attachment 2, the Lower Yonge Precinct contains lands in both the *Central Bayfront* and *East Bayfront* areas of the former City of Toronto Official Plan. A set of planning and urban design principles for the *Central Bayfront* and *East Bayfront* is set out in Policy 14.28. These principles set out the need for further planning and development for this area to address land use, open space, built form and infrastructure. Development is directed to be phased at an appropriate pace. To further this comprehensive planning framework, cooperative arrangements among landowners and public agencies and levels of government should be promoted to realize both public and private objectives, including the creation of an appropriate streets and blocks plan.

Planning and urban design principles in Policy 14.28 specify that new development in the *East Bayfront* will be of low to medium heights and the *Central Bayfront* will develop at moderate to high intensity and with medium heights. Development is to step down in height to the water and preserve expansive views from the City to the water. Policy 14.28(e) states that new residential development should be permitted in a manner which promotes the housing goals and objectives in Section 6 of the Plan (which includes policies respecting affordable housing policies and housing suitable for families with children). Policy 14.28 (f) sets out the principle that new residential development should ensure the creation of viable neighbourhoods with an appropriate level of community services and facilities and (g) states that redevelopment should be seen as providing

opportunities for the introduction of parks and open spaces that serve a regional and a local constituency.

Addressing transportation considerations, Policy 14.28 (i) requires redevelopment to be based on a street system, which improves connections between the City and Central/East Bayfront, accommodates the Gardiner Expressway in its present location but allows for its restructuring and establishes Queens Quay East as a significant waterfront boulevard. Other policies include those addressing compatibility with existing industries and environmental issues and recognizing and preserving the area's industrial heritage.

Site specific policies (14.31) for the 1-7 Yonge Street property state that building heights are to generally decrease from west to east across the site, resulting in lower buildings along Freeland Street, which respect the built form scale of the *East Bayfront*. A maximum gross floor area of 7.0 times the area of the lot is permitted, provided all other policies are addressed. These policies also speak to the need of widening sidewalks, ensuring appropriate community services and facilities are provided for, providing parkland, and addressing affordable and family-oriented housing requirements.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan was adopted by City Council on April 16, 2003 as an amendment to Part II of the former City of Toronto Official Plan. It was appealed in its entirety, and although parts of the Plan have been approved by the Ontario Municipal Board, the Plan is not yet approved and in force for the Lower Yonge Precinct. Notwithstanding the above, the CWSP has been used as the guiding policy document for waterfront redevelopment and policy implementation.

Similar to the Toronto Official Plan, the lands are designated *Regeneration Areas*, with a strip abutting Yonge Street as *Parks and Open Space Areas*. The Pier 27 lands to the south are designated as *Foot of Yonge Special Study Area* and the Redpath Sugar lands are designated *Existing Use Areas* (see Attachment 3).

The purpose of the CWSP is to identify key public priorities and opportunities, as well as an implementation process for waterfront revitalization. The document is based on four core principles:

- A. Removing Barriers/Making Connections;
- B. Building a Network of Spectacular Waterfront Parks and Public Spaces;
- C. Promoting a Clean and Green Environment; and
- D. Creating Dynamic and Diverse New Communities.

A precinct-level implementation strategy is the tool detailed within the CWSP to provide for comprehensive and orderly development and to implement its policies. Precinct plans and subsequent implementing zoning by-laws have been developed for East Bayfront, West Don Lands, and the Keating Channel Precinct. Other precinct planning processes are underway for Villiers Island (formerly Cousins Quay) and the Film Studio Precinct in the Port Lands and Bathurst Quay to the west.

Prior to the preparation of zoning by-laws or development permit by-laws within *Regeneration Areas*, the CWSP requires Precinct Implementation Strategies to be prepared in accordance with the policies contained in Section 2.2. As well, the CWSP provides that rezoning of individual sites within *Regeneration Areas* will generally only be entertained once a context has been established for the evaluation of specific rezoning applications, through the Precinct Implementation Strategies. In addition, area-wide infrastructure requirements are required to have been determined, including a fair and equitable means for ensuring appropriate financial contributions for their provision, prior to the approval of rezoning applications.

Section 2.2 of the CWSP outlines the elements of Precinct Implementation Strategies, including, but not limited to:

- a streets and blocks structure;
- minimum and maximum standards for building height and massing;
- strategies to ensure a balance between residential and employment based development;
- location and phasing of local and regional parks, open space, public use areas and trails;
- location and phasing of schools, libraries, community/recreation centres, day care, etc;
- strategies for achieving affordable housing targets;
- provisions for securing the retention of heritage buildings;
- urban design and public art provisions;
- environmental performance standards;
- provisions to secure necessary roads, transit, trails and bike paths; and
- financial mechanisms to ensure the above matters are implemented.

The CWSP has specific requirements for land use compatibility. Paragraph P27 requires development in *Regenerations Areas* to have regard for provincial guidelines and for lands to be appropriately buffered and mitigated to prevent adverse effects from noise, odour and other contaminants. Policy P51 states that the Redpath facility is an important feature of the Toronto Waterfront that should be maintained. Further, any development applications and public realm initiatives shall have regard for applicable policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with respect to noise, dust, odour and air quality. The goals of these policies, as stated in P51, are to:

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

Sensitive land uses may be prohibited in the implementing zoning or limited (through massing and siting, buffering and design mitigation measures) in proximity to Redpath

lands to ensure compatibility. In addition, noise and air emissions reports shall be required, in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained.

The Central Waterfront Secondary Plan can be viewed at:

<https://www1.toronto.ca/City%20Of%20Toronto/Waterfront%20Secretariat/Shared%20Content/Files/CWSP07.pdf>

Zoning

The former City of Toronto Zoning By-law 438-86, as amended, is applicable to the lands within the Lower Yonge Precinct. All of the lands within the CWSP area were exempt from inclusion into City of Toronto harmonized zoning by-law 569-2013.

The property at 1-7 Yonge Street is zoned CR T6.0 C6.0 R0 (see Attachment 4), or commercial-residential, with a maximum total density of six times the lot area, maximum commercial density of 6 times the lot area and no permitted residential density. Although the CR zone is a mixed-use zone, this property is only permitted non-residential uses; residential uses are not permitted. A restrictive site specific zoning by-law exception, 12(2)297, was approved as part of an OMB settlement in 1995 and further prescribes the form of development on the block. The by-law sets out specific height and massing for the block, which steps down west to east and seeks to preserve views to the south. Maximum base building height adjacent to all streets is 19 metres. Above this height, upper storeys must step back a minimum of 2 metres. Adjacent to Queens Quay and Freeland Street, upper storeys must step back another 12 metres at a height of 30 metres. A maximum height of 85 metres is permitted along the Yonge Street frontage, 60 metres at Lake Shore Boulevard and Freeland Street, and 44 metres at Queens Quay East and Freeland Street. The by-law protects for a potential Harbour Street extension or a new public right-of-way to accommodate a mid-block street between Yonge Street and Freeland Street. It also protects for a generous pedestrian promenade along Yonge Street.

The eastern blocks of the Lower Yonge Precinct, located between Freeland Street and Lower Jarvis Street, are zoned IC D3 N1.5 (see Attachment 4). This industrial-commercial zoning permits a variety of industrial and commercial uses in buildings with a maximum density of 3.0 times the lot area with a maximum of 1.5 times the lot area for certain non-residential uses. The Zoning By-law does not specify a height limit on these blocks.

The City-owned lands (public right-of-way) in the northwest corner of the precinct, which comprise the splay formed by the sweep of Harbour Street across Yonge Street, are zoned CR T3.0 C3.0 R0. This zoning permits commercial development at a density of 3 times the lot area. Residential uses are not permitted on these lands, the mixed use zone notwithstanding. The lands are not subject to a height limit.

Urban Design Guidelines

1-7 Yonge Street - Urban Design Guidelines

City Council adopted site-specific urban design guidelines for the 1 Yonge Street site in 1995 in conjunction with the restrictive site-specific zoning by-law exception 12(2)297. The guidelines support the site-specific zoning provisions and also address microclimate and a sunlight angular plane. The guidelines can be found at the following link:

http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/44_1yongestreet.pdf

City-wide Tall Building Design Guidelines

In May 2013, City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

The city-wide Tall Building Design Guidelines are available at:

http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/tall-buildings.pdf

Policy 1 in Section 5.3.2 of the Official Plan (Implementation Plans and Strategies for City-Building) states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

TOcore

On December 9, 2015, City Council adopted a staff report entitled 'TOcore: Planning Toronto's Downtown – Phase 1 – Summary Report and Phase 2 Directions'. The report outlined the deliverables of TOcore which will be a renewed planning framework through a Downtown Secondary Plan and a series of infrastructure strategies. The work for TOcore began on May 13, 2014 when Toronto and East York Community Council adopted a staff report regarding 'TOcore: Planning Toronto's Downtown', along with a related background document entitled 'Trends and Issues in the Intensification of Downtown'. These reports can be found at the project website: www.toronto.ca/tocore

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary physical and social infrastructure to remain a great place to live, work, learn, play and invest. TOcore is in its second 'planning and analysis' phase, which involves drafting policies, plans and strategies. A report back to TEYCC is targeted by the end of 2016 on the results of Phase 2 and next steps on implementation. Staff from the TOcore unit have been involved in many of the decision-making processes associated with the formulation of the Lower Yonge Precinct OPA, including deliberations on community services and facilities, sanitary servicing and built form

tools. The review of future planning applications within the Lower Yonge Precinct will be informed by the issues being considered under TOcore.

COMMENTS

Lower Yonge Precinct Planning Framework

Phases 1 and 2 of the Lower Yonge Precinct planning process have resulted in the creation of a proposed planning framework to guide future growth and revitalization of this under-utilized, centrally-located waterfront precinct. This was a comprehensive planning process aimed at creating a unique place of beauty and quality. The proposed planning framework builds upon in-force and emerging Official Plan policy with two key precinct-specific planning instruments: an Official Plan Amendment (OPA) and a Precinct Plan. The proposed Lower Yonge Precinct OPA contains both high-level and specific policies aimed at ensuring that all of the components of a robust, complete community are considered during the course of redevelopment. The proposed Lower Yonge Precinct Plan tells the story behind the policies and provides additional, more detailed direction to guide applicants with their development proposals.

Lower Yonge Precinct Plan – Goal and Vision

The Lower Yonge Precinct Plan has an underlying goal of creating a liveable, complete community amid a vibrant network of varied and distinct public spaces. With a mix of residential, office, and retail uses, the precinct will provide homes and workplaces for thousands of Torontonians, balancing residential and office development. The precinct will exemplify a high standard for planning and development appropriate to its privileged waterfront location, in the tradition of prior waterfront precinct planning initiatives.

A large, contiguous central park is the anchor of the public realm in the Precinct Plan (see Map J4 in Attachment 5). Much of the Precinct will be defined by its relationship to this central public space and a significant part of the planning process has been devoted to deliberation on its location, size and role. The park is intended to be the place-making heart of the community, serving the anticipated population of residents and workers and adding to the range of recreational experiences along the waterfront.

A fine-grained network of public streets will serve the Precinct (see Map J2 in Attachment 5). This network will facilitate the reconnection of the City to Lake Ontario and improve connectivity across the waterfront between emerging neighbourhoods to the east and established communities to the north and west. The streets will be designed to create a wide public realm, encouraging pedestrian activity and enhancing local retail.

POPS, or privately owned publicly-accessible spaces, will be a key part of the Precinct's public realm network. The Precinct Plan relies on these spaces to reinforce the structure of the Precinct. Future development blocks within the Lower Yonge Precinct will be required to incorporate POPS in order to expand the number and variety of pedestrian routes through the Precinct and provide an even distribution of needed open spaces. POPS may include mid-block connections, courtyards, wide promenade zones abutting buildings or connections to the PATH (see Map J4 in Attachment 5).

In order to achieve a successful public realm in the Lower Yonge Precinct, thoughtful organization of base buildings is required to achieve positive microclimatic conditions and heritage adjacencies. Buildings along street edges will be mid-rise in scale; building facades will be articulated into smaller segments typical of traditional neighbourhoods developed on smaller lots; and all streets will be fronted with windows and doors rather than blank facades. Higher order streets, such as Harbour Street, Queens Quay, Yonge Street and Lower Jarvis Street will be animated with shops and restaurants. The prominent base buildings will divert winds before they reach the sidewalk and a combination of wide rights-of-way and at-grade setbacks will allow sunlight to reach the sidewalk and open up views of the sky. Tall buildings will be broadly spaced and pushed away from building edges with broad upper level setbacks, to allow sunlight the sidewalk and provide sky views from the public realm. They will also step down in height from north to south and east to west.

Within the Lower Yonge Precinct, there is one property that is listed on the Heritage Register: the LCBO's head office and warehouse buildings located at 55 Lake Shore Boulevard East. These heritage buildings will be retained to the best extent possible, with modifications necessary to achieve the proposed extension of Harbour Street, the creation of below-grade parking and the placement of additional building elements on the block. The Precinct will benefit from the retention of these historic structures, adding interest and distinction.

The Lower Yonge Precinct will be designed to mitigate and adapt to future weather conditions, in order to become a sustainable, resilient community. Enhanced conservation methods, creative stormwater management, and integrated energy solutions will reduce demands on sewer, water and electricity infrastructure. It will be a community where trees, green spaces and bio-diverse habitats thrive and where residents find it easy to pursue active transportation in the form of walking and cycling. Approved higher-order transit along Queens Quay East and connected to Union Station will reduce reliance on personal vehicular travel.

As one of the means by which they become complete communities, all waterfront precincts seek to establish a balance between places to live and work. The Lower Yonge Precinct Plan anticipates a high proportion of office development within this mixed use community. The construction of office buildings will have a tangible impact on the vibrancy of the community. The Precinct will be a centre of activity 24 hours a day, with substantial numbers of office workers needing services and generating demand for shops, restaurants and open spaces. The Plan anticipates sites near Yonge Street and along Queens Quay as potential office locations. Adjacent to the Precinct, Redpath Sugar is an important feature of Toronto's waterfront. Development in the Lower Yonge Precinct will be located, designed and constructed to be compatible with this industrial use.

Livable communities require strong community infrastructure. Residents of the Lower Yonge Precinct will have access to community services including an elementary school, child care facilities, and community recreation centre. The Precinct will be home to

households with a range of incomes, ages, and household sizes, supported by affordable housing and a range of dwelling unit sizes.

Transportation Network

The Lower Yonge Transportation Master Plan Environmental Assessment (EA Phases 1 & 2) was completed in August of 2014 is now being refined through the Municipal Class Environmental Assessment (EA Phases 3 & 4), intended for completion in late 2016. Both the TMP and MCEA processes have involved collaboration with the project teams working on other Environmental Assessment projects in the immediate vicinity: the York-Bay-Yonge Interchange Reconfiguration EA and the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration (EA) and Integrated Urban Design Study. It was critical that regular and ongoing dialogue occurred among the three projects to ensure that design, traffic modelling, assumptions and phasing were all adequately addressed through each project. Discussions with the York-Bay-Yonge team focussed on the design and treatment of Harbour Street, cycling facilities and road alignments. With the Gardiner team, the focus was on how the proposed Gardiner Hybrid option and its proposed eastbound off-ramps east of Cherry Street, would impact the proposed ramp initiatives recommended with the Lower Yonge TMP.

There were eight key initiatives recommended in the TMP that will significantly improve the circulation patterns for vehicles, cyclists and pedestrians within the Precinct, while enabling new development to take place (see Map J3 in Attachment 5):

1. The conversion of Harbour Street between Yonge Street and York Street from one-way to two-way operations. This provides improved access from the Precinct to destinations west, and also supports the extension of Harbour Street as a two-way street through the Precinct from Yonge Street to Lower Jarvis Street.
2. The removal of the Bay Street on-ramp to the eastbound Gardiner Expressway, which facilitates the Lower Jarvis off-ramp shortening mentioned below.
3. The shortening of the Lower Jarvis Street off-ramp from the eastbound Gardiner Expressway to land just west of Yonge Street and connection with eastbound Lake Shore Boulevard, east of Yonge Street. This ramp shortening is only enabled through the removal of the Bay Street on-ramp, mentioned above, which is north of the existing off-ramp.
4. The removal of the existing, sweeping “S-curve” at the intersection of Harbour Street and Yonge Street in order to regularize the Yonge/Harbour and Yonge/Lake Shore intersections. Any surplus property at these corners is intended to be used for enhanced boulevard opportunities or potentially used for a pavilion/retail facility, as noted on Map J4 in Attachment 5. The reconfiguration will significantly improve pedestrian and cycling conditions at these intersections.

5. The eastward extension of a two-way Harbour Street from Yonge Street to Lower Jarvis Street, which will significantly reduce the size of the blocks within the Precinct. This will improve connectivity both within and surrounding the Precinct, increase pedestrian permeability and facilitate vehicular access to the development blocks.
6. The expansion of Lake Shore Boulevard East, between Yonge Street and Jarvis Street from two lanes to three. The additional lane occupies the footprint of the shortened Gardiner off-ramp to Jarvis Street. Removing the Jarvis Street off-ramp from the Lower Jarvis Street/Lake Shore Boulevard East intersection will also enable operational improvements at this intersection.
7. The potential connection of Cooper Street north to Church Street across Lake Shore Boulevard and under the CN rail corridor. This would establish a critical north-south connection between Lower Yonge and the St. Lawrence neighbourhood to the north, while also relieving capacity on both Yonge and Lower Jarvis Streets. The extension of Cooper Street would be subject to the redevelopment or modification of the existing building on the north side of the rail corridor - currently occupied by a Toronto Parking Authority garage and Toronto Community Housing Corporation units above – suggesting a longer timeframe for implementation.
8. The creation of a new, local north-south street between Cooper and Jarvis Streets, providing local site access and circulation.

Through the MCEA process, the phasing and funding requirements for this transportation infrastructure will be evaluated in more detail. It is therefore recommended that the use of holding provisions (H symbols), limiting incremental density on a site, will need to be implemented within the Lower Yonge Precinct. This will help to ensure that the appropriate transportation infrastructure is in place at the right time to accommodate proposed development. Holding provisions will also include the cost recovery model necessary to implement the necessary transportation infrastructure.

The approved East Bayfront Transit EA, which envisions an LRT line connecting Union Station to emerging waterfront precincts along Queens Quay to the southeast, includes a continuation of the recently completed Queen Quay revitalization from Bay to Bathurst Streets. When funded and constructed, the new Queens Quay will mimic the completed portion, including a tree-lined promenade paved with a granite mosaic, a separated multi-use trail, two lanes of vehicular travel and dedicated light rail transit.

Public Realm

Map J4 in Attachment 5 outlines the Public Realm Plan for the Lower Yonge Precinct. The Plan contains several key features, all aimed at enhancing the pedestrian and aesthetic experience within the Precinct, improving connections to the water's edge, and increasing the amount of public amenity space. The Plan has considered the evolution of

the public realm within the established waterfront areas to the west, and the emerging parks and open space areas to the east. Critical to the Plan are the notions of connectivity between existing parks and open spaces, wide tree-lined sidewalks and a diversity of spaces to attract as broad an array of users as possible. The Lower Yonge Public Realm Plan focuses on streetscapes, parks and open spaces, and POPS, which are privately owned publicly-accessible spaces.

Streetscapes

The Lower Yonge Public Realm Plan anticipates the following key elements to be considered in the design of 'complete streets' for the Precinct:

- all streets are tree-lined;
- seamless design transitions for Harbour Street and Queens Quay from beyond to within the Precinct;
- consistent and co-ordinated treatment of the public right-of-way and adjacent setbacks areas;
- 10 metre wide promenade zones along one side of Yonge, Cooper and Lower Jarvis Streets;
- wider sidewalks on the north side of Harbour Street to leverage its greater access to sunlight in order to encourage activity on the street;
- expanded sidewalks on north-south streets through building setbacks;
- maximum widths of pedestrian clearway zones;
- high-visibility pedestrian crossings through line-painting or paving materials at intersections; and
- restricted vehicular access points for parking and loading to Freeland Street, New Street and potentially Cooper Street, in order to reduce vehicular/pedestrian conflict on the other streets that have higher anticipated pedestrian volumes.

Further refinements to street cross sections, including but not limited to, dimensions, paving materials, tree planting specifications and street furniture, are being conducted through the Public Realm Concept component of the MCEA process.

Parks and Open Space

With the projected significant population and employment growth, precinct plans across the Central Waterfront have planned for the dedication of substantial public parkland, and most new precincts are anchored by a large park. The Lower Yonge Precinct will have a central public park consolidated in a single block located on the LCBO lands, totalling close to one hectare, as identified on Map J4 in Attachment 5. The park, bounded by Harbour Street, Cooper Street, Queens Quay and Freeland Street, is intended to serve the needs of thousands of future local residents and workers. It will also be designed as a public space that contributes to the Precinct's local character and 'sense of place'. The densities anticipated in the Precinct require a consolidated park parcel to support them. If this park is not able to be provided as a consolidated entity, lower density redevelopment will be required.

The proposed parkland, with exact dimensions and configuration to be determined through the Lower Yonge Precinct Municipal Class Environmental Assessment process, will provide opportunity for design and programming to meet the recreation needs of local residents. It is intended to provide variety into the waterfront park system of parks and open spaces. The function of the central park will be as both a neighbourhood park and a community park within the City's park classification system. As such, the park must be shaped and designed to provide programming that meets the needs of local residents and workers.

Although the proposed park is located almost entirely on lands currently owned by the Province, it is considered to be infrastructure necessary to support a complete community, including the mix and intensity of uses envisioned in the proposed planning framework. Since it will benefit all landowners in the Precinct, the obligation to convey lands for future parkland purposes is their collective responsibility, proportionate to the development potential of their respective lands. The Lower Yonge Precinct OPA (Attachment 5) ensures that all landowners contribute to delivery of the parkland in a fair and equitable manner. Chapter 415 of the Municipal Code includes the Lower Yonge Precinct in a Parkland Acquisition Priority Area. The City's alternative rate of parkland dedication will be the primary means of acquiring land for the park. It is anticipated the park will be delivered through both on and off-site parkland dedication under Section 42 of the *Planning Act*, as well as through a potential City-funded acquisition.

Privately-Owned, Publicly-Accessible Spaces (POPS)

In the Lower Yonge Precinct, POPS will be used to enhance the public realm network that is not publicly owned or secured through the parkland acquisition process. POPS will enhance pedestrian mobility and connection to and from the Waterfront, by subdividing large blocks and providing additional routes through the Precinct. It is anticipated that POPS will take the form of enhanced sidewalk zones, pedestrian promenades, mid-block pedestrian connections (both interior and exterior of buildings), PATH networks, plazas or courtyards. The Public Realm Plan for the Lower Yonge Precinct (Map J4 of Attachment 5), identifies three key north-south promenade zones along the east side of Yonge Street, east side of Cooper Street and west side of Lower Jarvis Street. These promenade zones will include portions of the city-owned rights-of-way, as well as privately-owned, publicly-accessible spaces. The Plan also anticipates some form of pedestrian-oriented 'mews' between the LCBO office and warehouse heritage buildings. This would support the retention of the existing space framed by these buildings, a unique space that has been identified as a feature of the heritage property that should be conserved.

The plan further identifies several east-west and north-south mid-block pedestrian connections throughout the Precinct. It is also anticipated that all blocks will incorporate some form of POPS open space area. The exact location of mid-block connections and open space areas will be determined during the site-specific application review process. In addition, the application process will include consideration of measures to ensure that POPS are designed to be highly visible from the adjacent public realm, perceived as public, and safe to use at all times.

Public Art

The Lower Yonge Precinct Plan contains a Public Art Plan (see Attachment 6), in accordance with Paragraph 14 of the CWSP, which requires a coordinated public art program for both public and private developments. The Public Art Plan advocates for public art as a means to evoke or reinforce a sense of place for the Lower Yonge Precinct. The Public Art Plan proposes that development in the Lower Yonge Precinct will follow the City's Percent for Public Art Program Guidelines and be based on the principles of Waterfront Toronto's public art program. The City Guidelines recommend that a minimum of one percent of the gross construction cost of each significant development be dedicated to public art. The Waterfront Toronto program is built on strategic distribution of these public art funds throughout the precinct with a precinct wide understanding of the public realm role of individual artworks and how these will relate to each other to create a neighbourhood collection. Standard Section 37 options will be provided to developers in the precinct, with options to fund art on the publicly accessible portions of their property, art within nearby public lands, or a combination of the two. The Public Art Plan, which clearly outlines the successful precedents for public site and combination site commissioning, will be shared with each developer in the precinct.

The Public Art Plan calls for art to be designed as nodes/landmarks or as linear pieces. Public art in Lower Yonge will be located on public lands or on publicly accessible portions of development parcels (within setbacks adjacent to the public sidewalk; within areas on-site subject to public access easement agreements). The Plan also shows, for reference, public art opportunities being implemented in other precincts, with funding from those precincts.

Ground Floor Animation

Map J6 in Attachment 5 proposes a Ground Floor Animation Zone into the Lower Yonge Precinct OPA. This is to ensure that key areas of the ground floors of all buildings in the Precinct help to activate and enliven the adjacent public realm. Consistent with what has been incorporated in other waterfront precincts to the east, the ground floor animation zone is being introduced in Lower Yonge to ensure that both the uses and the design of these ground floor spaces are conducive to maximizing interaction with the sidewalk. This ensures that in addition to wide, spacious and well-landscaped sidewalk areas, individual buildings are also contributing to the pedestrian experience. With the expected levels of residents, employees and visitors to the area, it is important that high-visibility ground floor spaces enhance adjacent public spaces and foster pedestrian activity. In addition, it is expected that these zones will promote safety and visual interest.

The Ground Floor Animation Zone highlights certain areas abutting the public realm that should be prioritized for retail uses. Other areas for retail, including spaces above and below the ground floor, would be permitted, as long as the objective of animating adjacent public spaces is achieved. It is also important to avoid vacancies, stemming from a long-term oversupply of retail space.

Cycling Infrastructure

The Transportation Master Plan Environmental Assessment recommended the following for cycling infrastructure within the Lower Yonge Precinct:

- maintain the existing bike lanes on Yonge Street and Queens Quay East;
- add sharrows, or shared pavement marking on all internal streets – the Harbour Street extension, Freeland Street, Cooper Street and New Street; and
- no new facilities on Lake Shore Boulevard East or Lower Jarvis Street.

Several constituents submitted correspondence in advance of and deputed at Public Works and Infrastructure Committee in February 2015, all seeking to improve both the scope and safety of the proposed cycling network. As noted in the Decision History section, a motion was subsequently approved by City Council at its March 2015 meeting, requesting staff to evaluate opportunities to improve the proposed cycling facilities, particularly on Yonge Street. Given the expected population of the area and the high level of use that has already been witnessed on the new Queens Quay bike trail from Bay to Bathurst Streets, a full re-evaluation of the proposed cycling network was conducted during Phase 2 of the Lower Yonge Precinct planning process. The following are the key components of this re-evaluation exercise, as depicted on Map J5 from Attachment 5:

1. eastward extension of the existing, bi-directional, off-road trail that runs along the south side of Lake Shore Boulevard West and Harbour Street to Bay Street; this extension could potentially be extended from Bay Street to Lower Jarvis Street;
2. potential upgrade of the existing bike lane on Yonge Street between Queens Quay and Front Street from standard (painted) to separated;
3. potential addition of a new bike facility (separated or standard) along Cooper Street, connected through the proposed tunnel to Church Street up to The Esplanade;
4. potential addition of a new bike facility (separated or standard) on Lower Jarvis Street only for the short segment between Lake Shore Boulevard East and Queens Quay East in order to provide connections among the Harbour Street, Lake Shore Boulevard and Queen Quay facilities;
5. implementation of the EA-approved separated cycle facility on Queens Quay East between Bay Street and Parliament Street; and
6. addition of the a bi-directional off-road trail on the north side of Lake Shore Boulevard from Parliament Street to Bay Street, also considered as part of the Gardiner East EA project.

All of the details, including cross-sections, dimensions, alignment and materials for the network are currently being evaluated through the Municipal Class EA process. It is expected that preliminary preferred designs for the cycling network will be presented to City Council in late 2016.

Transit

In July 2010, the East Bayfront Transit Environmental Assessment was approved by the Province. The EA proposes a Light Rail Transit (LRT) line along Queens Quay East at the southern edge of the study area. This LRT line will eventually extend from the Keating Precinct and Port Lands in the east, along Queens Quay, and then connect to an underground tunnel just east of Yonge Street, before heading north to Union Station under Bay Street. An interim streetcar loop is planned for Parliament Street, as a first phase to the project. This LRT, together with the new pedestrian-friendly streets, would greatly expand the transit accessibility of the study area. At present, the approved East Bayfront Transit EA is unfunded.

As an update to the East Bayfront Transit EA, the City has also initiated the Waterfront Transit LRT "Reset" project as a Phase 1 review of the overall waterfront transit network from Long Branch in the west to Woodbine Avenue and Queen Street in the east. This Phase 1 report will be considered in the context of Toronto's Transit Network Plan, and will be included in the overall network report to the June 28, 2016 meeting of the Executive Committee.

Community Services and Facilities

Strong investments in Community Services and Facilities (CS&F) are the building blocks of vibrant, complete communities, as they provide residents with the common spaces and services in which human health is supported and interaction and community networks are cultivated. Ensuring that there are adequate CS&F to meet both existing and future community needs in areas where growth is anticipated is critical in planning for new development, as these facilities form the foundation of neighbourhoods across the City.

Within the City of Toronto's Official Plan, Section 3.2.2 provides a policy framework which: requires community services and facilities strategies to be prepared for areas experiencing major growth and change; supports the integration of CS&F as part of private development; and encourages shared use (co-location) of community facilities. One of the objectives of the CWSP is to create a community with good buildings, attractive open spaces, a full spectrum of community services and facilities and good quality housing for a diverse community. Paragraph P34 of the CWSP states that schools and other community services and facilities will be integral components of new waterfront communities and will be provided in conjunction with new development.

In collaboration with staff from Waterfront Toronto, Children's Services, Parks, Forestry and Recreation, the Toronto District School Board (TDSB), Toronto Catholic District School Board and Toronto Public Library, City Planning staff held several workshops and meetings to formulate a CS&F strategy for the Precinct. This process involved an examination of existing and planned facilities in the study area bounded by Dundas Street

to the north, Parliament Street to the east, Toronto Islands to the south, and Spadina Avenue to the west. Of particular interest were the CS&F plans for the emerging waterfront neighbourhoods, including the West Don Lands, Keating Precinct, Port Lands and East Bayfront.

As a result of this CS&F study during Phase 2 of the precinct planning process, the following CS&F are required to be provided within the Lower Yonge Precinct:

- a 50,000 square foot community recreation centre, with aquatic and gymnasium facilities, in a high-visibility location;
- a public elementary school, with capacity for up to 450 students; and
- two non-profit child-care facilities.

The provision of these facilities is specifically tied to the level of density proposed. Should facilities not be able to be provided, densities will need to be re-evaluated.

Given the associated land values in this valuable waterfront Precinct, it is anticipated that the above-mentioned facilities will be integrated into mixed-use, private developments. These facilities are expected to be provided by the development community, in collaboration with the respective City and government agencies and secured as appropriate through zoning by-law amendments and Section 37 agreements. In addition to the above-mentioned CS&F, ongoing monitoring of the area throughout the development phasing process may reveal that additional facilities are required.

Sustainability

As a new waterfront Precinct, with a significant anticipated scale of built form and population density, it is important to find creative solutions that achieve an environmentally sustainable community. Sustainable planning principles have been integrated into the Lower Yonge Precinct planning process through ensuring: efficient use of infrastructure; integration of land use and transportation planning; pedestrian-and bike-friendly environments; an increase in green space and natural habitat areas; a mix of land uses and housing types supported by community services; and development that contributes to improved air and water quality.

With climate change as an ongoing area of concern, City Council has identified resiliency and adaption to climate change, as a key priority. Both public and private development will contribute in a positive way to sustainability and resiliency within the Lower Yonge Precinct. Design and construction of buildings and landscapes should minimize consumption of non-renewable resources, reduce greenhouse gas emissions and pollution, enhance the natural environment, and address the impacts of climate change. Several key measures are proposed to be implemented through the development process in the Lower Yonge Precinct:

- encouraging all applicants to pursue Tier 2 of the Toronto Green Standard
- requiring applicants to submit an Energy Strategy that will examine means for energy reduction through consideration of passive solar design, on-site renewable energy production and connection to (or expansion of) district energy facilities east of Yonge Street; and
- encouraging applicants to provide food gardens, green walls, enhanced stormwater retention; grey water recycling, enhanced bike storage facilities; provision of bike share facilities and enhanced waste collection systems.

The City will encourage increased sustainability over the life of the Lower Yonge Precinct Plan, as new technologies and tools become available and consistent with the Central Waterfront Secondary Plan principle of promoting a clean and green environment.

Servicing

The Lower Yonge Precinct is currently served by infrastructure that was planned to serve a much lower level of growth and development than what is now anticipated. Of particular concern is the capacity of sanitary sewers within the Scott Street Sewage Pumping Station service area, an area that includes the Lower Yonge Precinct and is generally bounded by Front Street to the north, Spadina Avenue to the west, Lake Ontario to the south and Parliament Street to the east.

In the fall of 2012, the City of Toronto completed the Waterfront Sanitary Servicing Master Plan (WSSMP) Class EA study. The study was conducted to develop a comprehensive Sanitary Servicing Master Plan for the larger area generally bounded by Front Street and Eastern Avenue to the north, Bathurst Street to the west, Lake Ontario to the south and Coxwell Avenue to the east. The goal of the study was to ensure that the necessary sanitary sewer infrastructure was in place to service future development growth within the central waterfront and Port Lands. This study included interim recommendations for capacity upgrades of the Scott Street Sewage Pumping Station (located on Scott Street just south of Front Street East). The work of the Master Plan was based on the accommodation of 2031 population growth scenarios provided at the time. New waterfront developments, including the Lower Yonge Precinct, are proposing levels of development and populations beyond what has been planned for in the WSSMP. Should development at these higher levels be constructed, there is a risk that available sanitary capacity could be reached sooner than expected, before 2031.

In 2015, Toronto Water staff initiated an update of the WSSMP EA to ensure there is an infrastructure plan in place to support new development. The update has followed the Municipal Class EA planning process, including a sanitary system analysis that considers updated conditions, reassessment of alternatives, selection of a preferred alternative to provide additional capacity, and consultation with the public and agencies. It is expected that the update will be completed by mid-2016. As a result of the EA update, Toronto Water and Engineering and Construction Services staff have concluded that the use of

holding provisions (H symbols), limiting the amount of density on a site, will need to be implemented through the zoning amendment approvals process within the Scott Street Sewage Pumping Station service area. Development will therefore need to be phased according to remaining sewage pumping capacity and planned future infrastructure upgrades. Key considerations of holding provisions will include density assumptions and the cost recovery model necessary to implement necessary infrastructure.

The website for the WSSMP EA can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=8fd78da78b151410VgnVCM10000071d60f89RCRD>

In contrast to sanitary servicing, Toronto Water staff do not currently anticipate issues related to the storm water system in the Precinct. Development in Lower Yonge will need to implement the requirements of the Wet Weather Flow Management Guidelines. Toronto Water staff also do not anticipate significant impacts to the water distribution system due to additional demand from development in the Lower Yonge Precinct, although additional hydraulic analysis will be necessary to confirm this once site-specific development details become available.

Land Use and Compatibility with Redpath Sugar

The Lower Yonge Precinct OPA calls for a mix of uses, to create a community that is animated and active both day and night. Taking advantage of the close proximity to Union Station and the planned (but unfunded) East Bayfront LRT, the precinct is an appropriate location for the growth of employment uses in the form of office development. As with other waterfront precincts, it is also assumed that residential uses will be a desired component within each development proposal. In order to ensure that the appropriate mix of uses is achieved, residential uses are proposed to be limited to a maximum of 75% of gross floor area across the Precinct.

The land use plan outlined on Map J8 of Attachment 5 specifies that only non-sensitive (i.e. non-residential) uses are permitted south of Harbour Street, thereby respecting the existing Redpath Sugar refinery on the south side of Queens Quay. A mix of uses, including residential, employment and institutional uses (such as an elementary school, community centre or child care centre) are contemplated on the north side of Harbour Street. These uses would only be permitted in these locations, subject to appropriate mitigation measures being implemented to reduce noise, odour and air quality impacts associated with Redpath Sugar.

To provide comfort that the proposed land use plan is able to be successfully implemented to the satisfaction of the Ministry of the Environment and Climate Change (MoECC), the City retained an external consultant to conduct a Noise, Odour and Air Quality Study. The study was focused on assessing the proposed land use and built form provisions to ensure their compatibility with Redpath Sugar and existing transportation corridors (CN rail, Gardiner Expressway and Lake Shore Boulevard). The study has concluded that the proposed land use plan is feasible, subject to the following requirements, among others:

- the City classifying the Lower Yonge Precinct as a Class 4 area under MoECC Environmental Noise Guidelines, NPC-300, August 2013, which will provide for higher noise permissions in the Precinct and allows Redpath to continue to operate;
- appropriate mitigation measures being conducted at receptors (i.e. on the development sites);
- ensuring adequate buffer zones in the form of buildings containing non-sensitive uses, for those areas on the east and southeast areas of the Precinct; and that these buffer buildings be built prior to buildings with sensitive uses in those particular areas; and
- detailed noise, odour and air quality studies being conducted for each development, outlining specific mitigation measures, subject to appropriate MoECC environmental regulations, guidelines and policies.

Recommendation #6 contained within this report, provides the wording to address the proposed Class 4 designation for noise impacts, as recommended by the City's consultant. The Class 4 area designation was introduced by the MoECC for areas that are intended for development with new noise sensitive land uses that are not yet built, and are in close proximity to existing compliant industry. Its designation in Lower Yonge would enable certain types of mitigation to be possible on the proposed sensitive land uses, while still ensuring the viability of the existing industry.

Affordable Housing

The Central Waterfront Secondary Plan is focused on the creation of dynamic and diverse waterfront communities to provide a range of housing tenures including affordable housing. The overall goal for the Central Waterfront (Paragraph 39) is that 25 percent of all housing units be affordable rental housing and low-end-of-market housing, the majority of which is affordable rental housing.

Following the approval of the CWSP in 2003, the approach was to develop more detailed affordable housing strategies as part of the Precinct Plans, and then to implement affordable housing provisions in zoning by-laws for each precinct. This approach was used for publicly-owned lands in the West Don Lands and for all the lands in East Bayfront and Keating Channel. Subsequently, the approach has evolved to ensure that key directions from precinct planning processes are integrated into the Official Plan, with a more appropriate level of detail on affordable housing policies. This provides more clarity and direction for individual site applications and a more specific policy framework within which site owners can pursue options for delivering affordable housing. The key premise of the Lower Yonge Precinct OPA for affordable housing is to reflect current practices, while providing sufficient detail in policy direction to help eliminate uncertainty at the site-specific zoning stage. Section 2.1 of the CWSP speaks to the importance of precinct planning to provide for comprehensive and orderly development

and Section 2.2 requires precinct planning to include strategies by which affordable housing targets can be achieved.

Affordable rental housing can be in the form of land or cash-in-lieu provided to the City, or as developer-built residential units. The City's efforts in recent years to achieve affordable rental housing in the Central Waterfront have heightened awareness that City acceptance of more private lands will add significant costs to the City's plans for funding the development of affordable rental housing on public waterfront lands. The policies in the Lower Yonge Precinct OPA acknowledges three additional and unique factors about this area:

- land values are high enough that contributions of land to the City for the purposes of building stand-alone affordable housing buildings are unlikely;
- cash-in-lieu of affordable housing will not help to address immediate affordability housing issues within the Lower Yonge Precinct, and opportunities to utilize such funds within the Precinct could be severely limited; and
- developer-built residential units provide affordable housing at the earliest juncture for the lowest cost to the City, and ensure that affordable rental housing is actually provided in the Precinct.

As a result of the above, the Lower Yonge Precinct OPA has prioritized the delivery of affordable rental housing in the form of built residential units. The ratios of affordable rental housing requirements outlined in the attached Policies are intended to reflect variations in the cost to both the City and the developer of delivering the housing through each of the three options. In response to comments from stakeholders, the OPA also presents an option for developer-built affordable rental housing units in the Precinct to be provided in perpetuity to the City.

Another important objective of a dynamic waterfront is the creation of neighbourhoods that are attractive for many different types of households from a wide range of incomes and demographics, particularly families with children, seniors and downtown workers. The Lower Yonge Precinct OPA requires a mix of units to provide this diversity, specifying that 25% of the units be in the form of two-bedroom units or larger including 10% of units being three bedrooms or larger throughout the residential development.

Heritage and Archaeology

55 Lake Shore Boulevard East is the only identified heritage property within the Lower Yonge Precinct and is currently listed on the Heritage Register. The property contains the LCBO's head office, which is connected to a larger warehouse building built around the same time. South of the office and warehouse is a garage/retail outlet of the same age that was excluded from the reasons for listing. The LCBO office and warehouse buildings were conceived as a complex and constructed in the early 1950's in the post-war modernist style. The complex represents the LCBO's first stand-alone headquarters in the

province, and is the last remnant of the mid-century industrial period within the Precinct. Designed by the prominent Toronto architectural firm Mathers and Haldenby, the buildings are stylistically unified with fine details and finishes.

As a provincially owned property, the building complex is not currently designated, but is protected under the province's *Standards & Guidelines for Conservation of Provincial Heritage Properties*. It will no longer be subject to these protections when it leaves the provincial inventory. In advance of any potential sale, HPS staff will bring forward a designation report to the Toronto Preservation Board and City Council, recommending that Council state its intention to designate the property under Part IV of the *Ontario Heritage Act*, to be effective upon the transfer of the Property by the provincial government.

The Provincial Policy Statement (2014), the City's Official Plan and the CWSP all require heritage buildings and features to be conserved and archaeological resources to be protected. The conservation of heritage and archaeological resources plays a vital role in creating a waterfront that is unique and distinctive. Three separate reports have been conducted for the property at 55 Lakeshore Boulevard East - two for the Province and one for the City - which have identified and described the significant cultural heritage value of the resources on this site:

- "Built Heritage Assessment – Ontario Realty Corporation Cultural Heritage Process: LCBO Headquarters Office, Warehouse, Garage and Retail Store; No. 55 Lakeshore Boulevard East", dated July 2007 by Unterman McPhail Associates.
- "55 Lakeshore Boulevard East - Cultural Heritage Evaluation Report", dated February 11, 2013 by ERA Architects.
- "Cultural Heritage Evaluation Report – LCBO Headquarters Offices, Warehouse and Retail Store", dated January 9, 2014 by Golder Associates.

When considering redevelopment of the property at 55 Lake Shore Boulevard, there is an exciting opportunity for significant conservation of heritage resources. Their conservation provides a valuable opportunity to imbue the new neighbourhood with a richness best achieved through the retention of older structures. The height and massing of both the office and warehouse structures provide a context for new development to reference. The space between the two buildings (currently a loading area) could enhance and extend the public realm as a mid-block pedestrian connection (see Map J4 in Attachment 5).

The Lower Yonge Precinct OPA and Precinct Plan envision the conservation of the entire LCBO office building and the majority of the warehouse. The southern portion of the warehouse will be demolished with the proposed eastward extension of Harbour Street. The conservation of the entire warehouse building is not possible with a functional, straight alignment of Harbour Street and also with the proposed location of the central

park. HPS staff reviewed the impacts of the demolition and have concluded that the warehouse will retain its integrity despite the alterations. To supplement this review, a Heritage Impact Assessment will be conducted at a later stage of the Lower Yonge Municipal Class Environmental Assessment process to evaluate the cultural heritage value of the complex, identify attributes and develop mitigation strategies. The heritage conservation strategy for this site will be evaluated through the course of the review of a planning application for the entire LCBO property.

With respect to archaeological resources, Heritage Preservation Services staff reviewed properties within the Precinct looking for potential below-grade features that may be impacted by soil disturbance activity. Features identified as worthy of commemoration include:

- structures associated with the Royal Canadian Air Force Equipment Depot No. 1 (1940- 1946) which were scattered throughout the study area; and
- the 1925 Bulkhead/Pierhead line, the temporary extent of lake fill operations along the south edge of the Lower Yonge Precinct.

The head of the Toronto Electric Light Co. Wharf (1893 – 1925), potentially located at 55 Lake Shore Blvd E, may require further archaeological investigation. The large wharf was expanded between 1903 and 1910 and featured up to two structures. Substantial portions of the foundation may survive, therefore any deep soil disturbance activity will be subject to a programme of archaeological monitoring to photograph and fully document any remains.

Built Form, Height, Density

The Lower Yonge Precinct is planned to be a high-density, mixed-use waterfront community. With this anticipated density and prime location comes a responsibility to ensure that the Precinct develops with an appropriate built form that responds to the surrounding context, contributes to the skyline and creates favourable public realm conditions for future residents, employees and visitors to the area. The height, density and massing of future buildings within the precinct have been carefully evaluated during the precinct planning process to ensure that individual development applications can fulfill these responsibilities.

All development applications within the Precinct will be presented to the Waterfront Toronto Design Review Panel, or a combined panel with the City of Toronto Design Review Panel. This will provide feedback to both staff and applicants during the application review process on the overall built form and massing. Given the prominent location of the Precinct along the waterfront and at the foot of Yonge Street, emphasis will be placed on ensuring that building designs are unique, innovative and responsive to their unique context.

Base Buildings

Map J7 in Attachment 5 provides maximum base building heights, which were premised upon creating street wall heights that match the right-of-way widths of adjacent streets, resulting in comfortable proportional relationships. The base buildings are expected to play a major role in establishing the precinct's character and in determining the quality of the pedestrian experience. These heights are intended to maximize sunlight on streets and open spaces, provide ample views of the sky, and mitigate the visual and physical impacts of taller buildings located throughout the Precinct. The Lower Yonge Precinct OPA and Precinct Plan also establish requirements and guidelines for minimum base building heights, setbacks and access points for parking and loading areas.

In addition to the exterior massing, the architectural detailing and interior organization of base buildings will also have a major impact on the quality of the public realm and the experience of pedestrians. Base buildings will establish the desired neighbourhood scale and character, which can be achieved through base building articulation, material selection and the layout of ground floor animation zones. The goal is to create a consistent "human-scaled" built form character for the Precinct, regardless of the heights of surrounding towers.

Towers

Tall buildings are an important component of the Lower Yonge Precinct. They provide the residential units and office space that will bring a significant amount of people, services and vibrancy to the area. In consideration of the Precinct's close proximity to the Financial District and immediate surrounding context, tall buildings will be more prominent in Lower Yonge than in most other Waterfront precincts. Tower concentration has been carefully assessed using building modelling to examine shadow impacts, impacts on heritage buildings, skyline views from the Toronto Islands, pedestrian level views and views from other areas of the Downtown and Central Waterfront. The goal during this assessment was to ensure that towers fit harmoniously within their existing and planned context; are massed to minimize shadow and wind impacts; and have adequate porosity between them to allow for views of the sky and access to light from both the public realm and buildings in the vicinity.

A number of policy tools and guidelines are proposed for the Lower Yonge Precinct:

- Map J8 in Attachment 5 specifies a maximum number of towers that can be located on each development block;
- a separation distance of 30 metres between towers;
- a Tower Area Ratio, as depicted on Map J9 in Attachment 5, limiting the amount of tower floorplate that can be located above base buildings to 20% of the lot area, for blocks north of Harbour Street; and
- recommendations for setbacks of towers above base buildings, ranging from five to 10 metres.

Some of these standards are new measures or are more stringent than those found in the City's Tall Building Design Guidelines. However, Section 1.2 of the Guidelines references the requirement for creating Master Plans for Larger Sites, which applies to the Lower Yonge Precinct. In addition, the standards referenced above are intended to respond to the unique context of the Lower Yonge Precinct, which is a waterfront community, but is also close to existing and planned tall buildings. Together these measures will minimize the negative impacts of towers on the appearance and quality of the public realm by directing the greatest density away from the street edge and towards the middle of the block.

Height

Similar to the assessment of tower numbers and scope, tower heights for the area were evaluated using a number of variables, including but not limited to:

- existing and approved heights in the surrounding area;
- shadow impacts on existing and proposed streets and open spaces, such as Yonge Street, Harbour Street, the new Lower Yonge park, Berczy Park, Sugar Beach, the Front Street plaza outside Union Station, David Pecaut Square beside Metro Hall, and the proposed Promontory Park on Villiers Island;
- ensuring a transition down in heights from west to east, reflecting higher heights to the north and west and lower heights in East Bayfront;
- providing a transition in heights from the Lake Shore/Gardiner expressway corridor down to Lake Ontario; and
- pedestrian level, bird's eye and skyline views of the Precinct from all directions.

The Lower Yonge Precinct OPA recommends that building heights be evaluated through the application review process for each application, using the above-mentioned criteria and the proposed heights for the revised application at 1-7 Yonge Street as the reference point.

Density

As part of the traffic modelling analysis for Lower Yonge Transportation Master Plan, an overall density for the entire Precinct of 11 times the lot area was assumed. Critical transportation network improvements, both regional and local, were proposed through the TMP using this density. Other infrastructure considerations, such as sanitary servicing capacity and community services and facilities, also used the TMP-assumed densities in their analyses. In response to landowner concerns raised through the consultation process, existing/anticipated applications in the Precinct and analysis of evolving surrounding area approvals, efforts were made to increase the density numbers during Phase 2 of the precinct planning process. This was done while still maintaining all of the

above-mentioned built-form and re-testing the infrastructure conclusions. The review of density also acknowledged the scope and extent of necessary components to development in the area, including affordable rental housing, community facilities, public realm improvements, and road construction.

The Lower Yonge Precinct OPA therefore imposes limits on overall density for each of the three large properties which are higher than 11 times the lot area. These densities reflect a similar transition to the contemplated heights for the Precinct: higher density along the Yonge Street corridor to the west and lower densities moving east towards Lower Jarvis Street. A sensitivity analysis conducted for the proposed Lower Yonge transportation network, in association with the planned Gardiner Expressway 'hybrid' modifications, has concluded that these higher densities may be acceptable, however additional traffic modelling efforts will need to be completed as part of the MCEA. The results of the MCEA will inform the maximum permitted densities that can/cannot be accommodated. In addition, the identified community services and facilities required through the Phase 2 process are limited to the density numbers proposed. The realization of projected densities, particularly the introduction of residential density, will be contingent upon the provision and timely delivery of transportation and servicing infrastructure, community services and facilities, public realm (including parkland), and other features that are necessary to support residential populations.

Implementation, Approvals, Agreements

Implementation of the planning framework for the Lower Yonge Precinct is proposed through the attached Lower Yonge Precinct OPA and Lower Yonge Precinct Plan. The Precinct Plan is intended to provide the background to the OPA, while also providing additional recommendations for redevelopment. Planning applications within the Lower Yonge Precinct will be required to conform to the Lower Yonge Precinct OPA and appropriately consider the Lower Yonge Precinct Plan.

The OPA includes necessary changes to the in-force former City of Toronto Official Plan and the Central Waterfront Secondary Plan. Policies specific to the Lower Yonge Precinct are included in the OPA as a Site and Area-Specific Policy amendment to the Central Waterfront Secondary Plan. Integral to the proposed planning framework process is Recommendation #1 in this report to render the Central Waterfront Secondary Plan in force for the Lower Yonge Precinct.

It is anticipated that site-specific zoning by-law amendments for development of the Precinct will be initiated upon application by the respective landowners, pursuant to Section 34 of the *Planning Act*. Such by-laws will need to conform to the proposed Lower Yonge Precinct OPA. Public benefits or contributions will be secured through Agreements pursuant Section 37 of the *Planning Act*.

The timing of development may be constrained by a number of issues, including the delivery of transportation improvements, adequacy of sanitary servicing infrastructure, acquisition and conveyance of the central park, provision of community facilities, and approval of mitigation measures associated with Redpath Sugar. As a result, holding

provisions and phasing restrictions will be used in the implementing zoning by-laws. In addition, development proposals will also be required to submit plan of subdivision applications as a tool for the city to secure necessary road and infrastructure improvements, including phasing and financing obligations. Agreements between landowners may be necessary to coordinate local servicing matters, secure land for the proposed central park and manage potential shared contributions such as public art or affordable housing.

Community Engagement

The Lower Yonge Precinct Plan study has been informed by a number of methods and strategies that have engaged the public and stakeholders, answered questions and obtained feedback. These have included public meetings, open houses, stakeholder advisory committees and landowner meetings. Feedback on the consultation associated with Phase 1 of the precinct planning process was summarized in the Proposals Staff Report mentioned in the Decision History section of this report.

Public Meetings and Open Houses

City Planning and Waterfront Toronto staff have hosted three well-attended community consultation meetings throughout the Lower Yonge Precinct planning process. At the latest meeting, held on June 23, 2015, the Lower Yonge Precinct Plan was presented in combination with the proposed development at 1-7 Yonge Street. Attendees provided feedback on the emerging directions for the Lower Yonge Precinct Plan and on the proposed development. The meeting was attended by approximately 150 people and was comprised of an open house, presentations, question period, and rotating group discussions. The group discussions focussed on the following four topics:

- Public Realm and Community Services;
- Transportation;
- Built Form and Redpath Compatibility; and
- Proposed Development at 1-7 Yonge Street.

Common themes that emerged from the feedback received on the Precinct Plan included general support for the:

- proposed height and massing with buildings stepping down in height from north to south and from west to east;
- redesigned park that, compared to previous iterations, is larger and consolidated in one central location;
- public realm layout of small blocks that is conducive to pedestrian activity;

- cycling plan, although some had concerns about the use of sharrows on Harbour Street instead of separated bike lanes;
- efforts to accommodate Redpath Sugar by using office buildings as a buffer between the industrial operations and residential buildings;
- community centre that can serve area residents; some suggested it should be able to accommodate non-profit organizations.

Concerns raised at the latest public meeting included the following:

- too many dwelling units and the units would be too small;
- shadow impacts on existing buildings;
- affordable housing would not be appropriately integrated;
- parking: some said there is already a lack of parking for both residents and shoppers while others want parking kept to a bare minimum to minimize traffic; and
- some participants suggested the LCBO buildings do not have sufficient heritage value to warrant retention.

A complete summary of the comments received is available at:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/L/Lower%20Yonge%20Public%20Meeting%20-%202006-23-2015%20-%20Final%20Summary-upd.pdf>

Stakeholder Advisory Committee (SAC)

A stakeholder group representing a balanced range of interests in the area was convened at the outset of Phase 1 of the project. The group includes neighbouring residents, businesses, waterfront community groups and other interested parties. Four SAC meetings were held throughout the process, facilitated by a third-party facilitator. At the most recent meeting held on June 15, 2015, SAC members were briefed on the emerging directions for the Lower Yonge Precinct Plan and changes to the development proposal for 1-7 Yonge Street. SAC members were generally supportive of the emerging direction, specifically noting the central park and the community centre as important public benefits.

The SAC's feedback included the following highlights:

- the planning process needs to address quality of life issues associated with high-density development, including consideration for the width of sidewalks and adequate parking spaces;

- need to ensure the precinct is lively and has street animation throughout the day and evening, largely through the provision of suitable amenities;
- ensure cycling routes, preferably separated bike lanes, have continuity beyond the Precinct;
- support for of the redesigned park that is now larger and in one central location;
- ensure there is a strategy for dogs;
- need to improve the pedestrian zones at the intersections of Yonge Street and Lake Shore Boulevard and at Jarvis Street and Lake Shore Boulevard East;
- seek to secure affordable housing for longer than 15-25 years;
- support for the community centre that will include a swimming pool as part of the proposed development for 1-7 Yonge Street; and
- need to provide more information on public transit plans and opportunities.

A complete summary of the feedback received at the SAC meeting is available at: <http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/L/Lower%20Yonge%20SAC%204%20-%2006-15-2015%20-%20Final%20Meeting%20Summary.pdf>

Landowner Meetings

Staff from the City and from Waterfront Toronto have met with the three major landowners, as well as representatives from Redpath Sugar, on several occasions throughout the precinct planning process to introduce concepts, receive feedback and address site specific issues. Formal landowner meetings during Phase 1 included a design charrette, sponsored by Pinnacle International, in April 2014 and a landowner consultation in July 2014. During Phase 2, several individual meetings were held with each of the landowners, as well as one joint meeting in December 2015. Landowners have been extensively consulted and their feedback has informed the proposed policies within the Lower Yonge Precinct OPA.

Design Review Panels

City Planning and Waterfront Toronto staff presented the Lower Yonge Precinct Plan and the 1-7 Yonge Street application to the Waterfront Design Review Panel in September and December 2015. Given the prominent location of the Precinct and the significant height and density being contemplated, staff recommended the creation of a combined or joint Panel review for these projects with members from the City's and Waterfront Toronto's Design Review Panels. Given the Precinct's location within the Designated Waterfront Area, these two Panel meetings were hosted by Waterfront Toronto's Panel, but included members from the City's Panel as commenting (non-voting) participants.

At the September 16th, 2015 meeting, the following comments/concerns were raised regarding the Lower Yonge Precinct Plan:

- this amount of density needs commensurate infrastructure – parks, schools, child care, community services and transit; need to ensure livability
- park is not large enough to support the proposed density;
- park should be considered as part of a larger network across the waterfront;
- should try to create separated bike lanes;
- East Bayfront LRT has to happen in order for the Precinct to succeed;
- seek opportunity to incorporate the city-owned parcel at the northwest corner of the precinct into the development proposal for 1-7 Yonge Street;
- seek opportunities to additional north-south connections; Church-Cooper tunnel connection has to be pursued earlier; and
- increase consideration on sustainability and the energy performance of all-glass buildings.

When the Precinct Plan was brought to the panel again, on December 9th, 2015, the following feedback was provided:

- public art components are important 'signifiers', that help to create a strong public realm;
- PATH connections require further study; should not have above-grade bridges throughout the Precinct and should re-consider the necessity of bridges to access the Precinct;
- heritage buildings on the LCBO are important components and should be retained; they will help to create a unique public realm to the area;
- proposed park location is acceptable; and
- north-south promenades on Yonge, Cooper and Lower Jarvis Streets are positive components of the Plan.

The Panel was generally satisfied that their commentary from the September hearing was appropriately addressed. Overall, they were pleased with the evolution of the planning framework for the Precinct.

All site-specific development applications within the Lower Yonge Precinct are expected to be presented to the Waterfront Toronto Design Review Panel (or combination with City of Toronto Panel) for three reviews.

Conclusion

The proposed Lower Yonge Precinct OPA and Precinct Plan are consistent with the policies and intent of the 2014 Provincial Policy Statement and they conform and do not conflict with the Growth Plan for the Greater Golden Horseshoe. Although the Toronto Official Plan is not in force for this area, this Lower Yonge Precinct planning framework conforms to its intent. The former City of Toronto Official Plan recommends comprehensive planning to address new development in the Central and East Bayfront. The Central Waterfront Secondary Plan requires planning to be conducted at a precinct level. The Lower Yonge Precinct planning framework addresses Lower Yonge as a comprehensive precinct that balances intensification with standards for appropriate built form. It contains requirements for necessary road and community infrastructure, provides for high-quality, useable public open space and considers compatibility with neighbouring land uses. The Lower Yonge Precinct OPA conforms to both the former City of Toronto Official Plan and Central Waterfront Secondary, subject to the changes contemplated herein.

Lower Yonge is a uniquely located, under-utilized waterfront precinct at the foot of Yonge Street. It needs an appropriate plan for revitalization that balances the needs of existing and future residents, employees and visitors. This planning framework contemplates an incredible level of new development, including:

- 13 new or modified towers with a broad mix of uses and an effective transition in scale down from north to south and west to east;
- approximately 8,000 residential units and 380,000 square meters of non-residential gross floor area;
- a total of approximately 28,000 new residents and employees;
- retention of an existing industrial operation with 300 employees;
- a new, centralized public park, of approximately 1 hectare in size;
- a dramatically improved public realm, including new north-south promenades, streets trees and public art opportunities;
- eight significant changes to the regional and local street network, including the removal and modification of Gardiner Expressway ramps, a proposed tunnel under the CN rail corridor, two new streets and re-construction of Yonge Street;

- a 50,000 square foot community recreation centre, integrated into a private development;
- a TDSB elementary school integrated into a private development;
- two new child care facilities, potentially co-located with the school and/or community centre;
- approximately 300 units of affordable rental housing;
- approximately 700 linear metres of a weather-protected, southeast PATH network extension;
- a drastically improved cycling network, including more than 2 kilometres of new or upgraded bike lanes/trails; and
- enhanced sustainability measures, including potential integration into a district energy system expansion east of Yonge Street.

This planning framework has involved significant collaboration with city and external agencies, including Waterfront Toronto as a planning partner. Area residents, local stakeholders and landowners have been extensively consulted throughout the process. The proposed Lower Yonge Precinct OPA and Precinct Plan will provide the necessary tools to respond to site-specific applications in the area. They create a robust plan for the appropriate build-out of one of the last undeveloped areas of Toronto's central waterfront. This is an exciting opportunity to revitalize a nine hectare (22 acre) area of prime downtown Toronto land. The attached Lower Yonge Precinct OPA represents good planning and should be recommended to the Ontario Municipal Board for approval.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
 Director, Community Planning
 Toronto and East York District

(P:\2016\Cluster B\pln\TEYCC\28741165039.doc) - smc

ATTACHMENTS

Attachment 1: Official Plan

Attachment 2: Former City of Toronto Official Plan

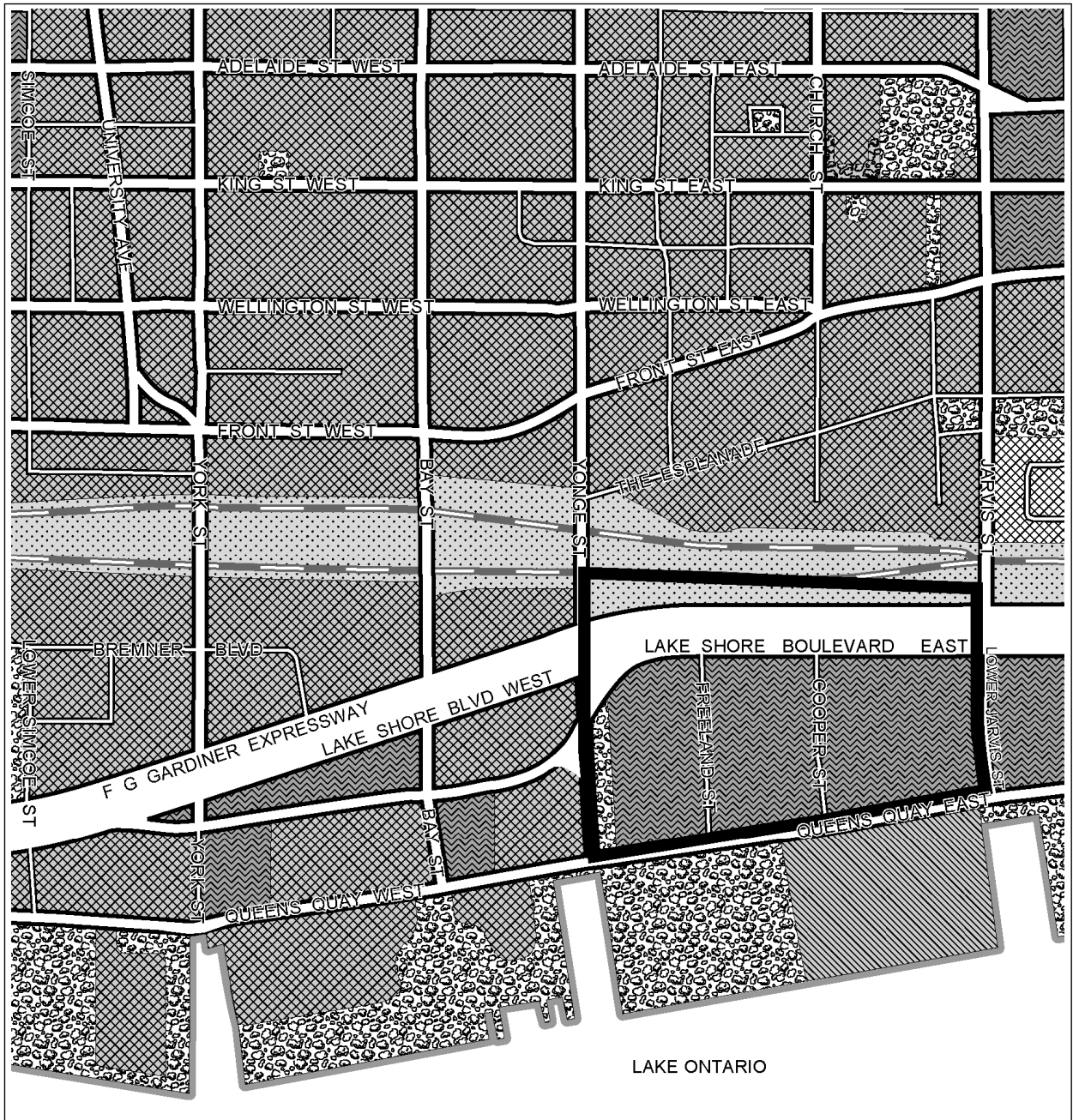
Attachment 3: Central Waterfront Secondary Plan

Attachment 4: Zoning

Attachment 5: Draft Official Plan Amendment

Attachment 6: Lower Yonge Precinct Plan

Attachment 1: Official Plan



Toronto City Planning
Official Plan (NOT IN FORCE)

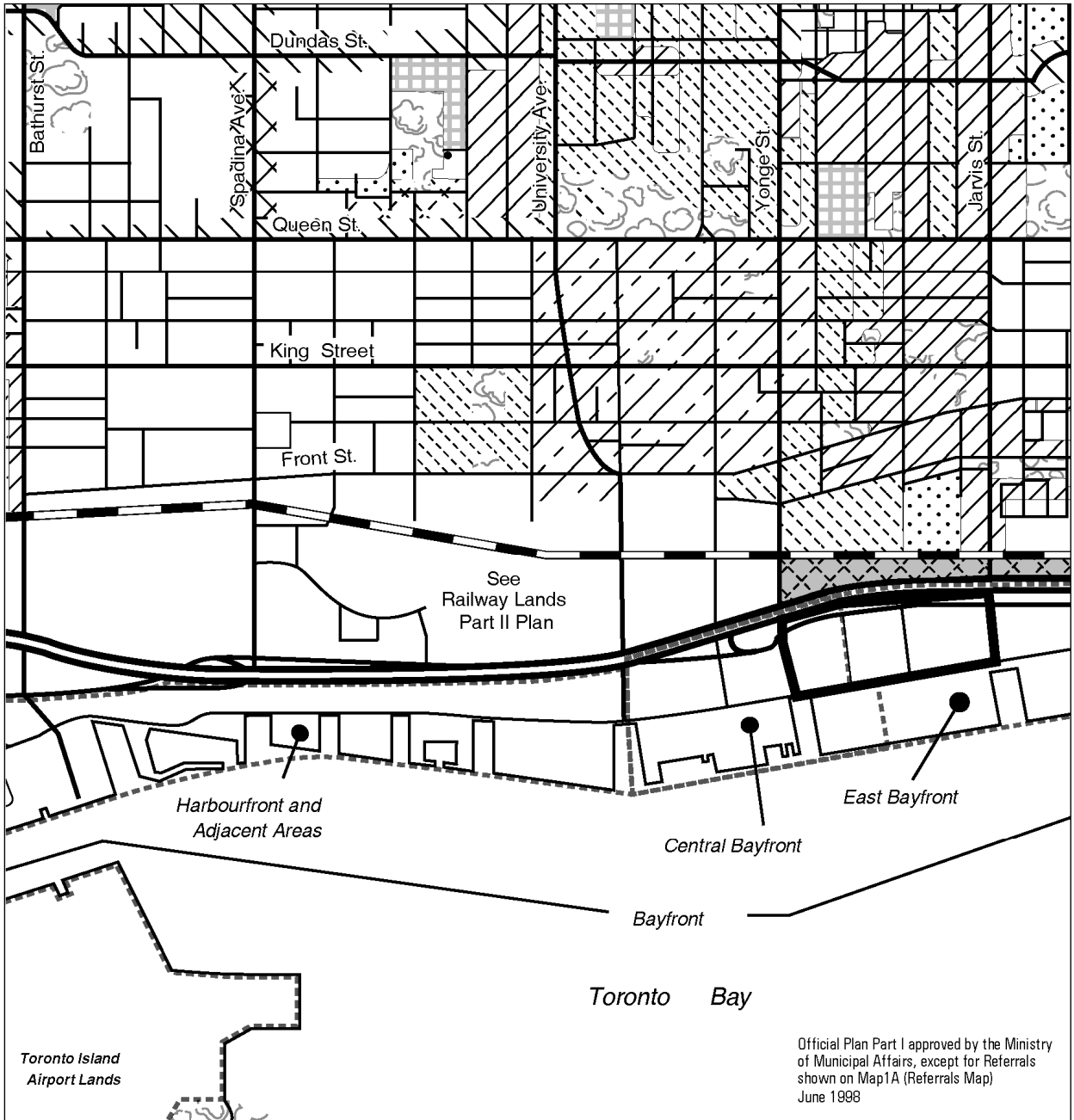
Lower Yonge Street Precinct Study Area

File # 12_253083



↑
 Not to Scale
 10/11/2012

Attachment 2: Former City of Toronto Official Plan



Lower Yonge Precinct

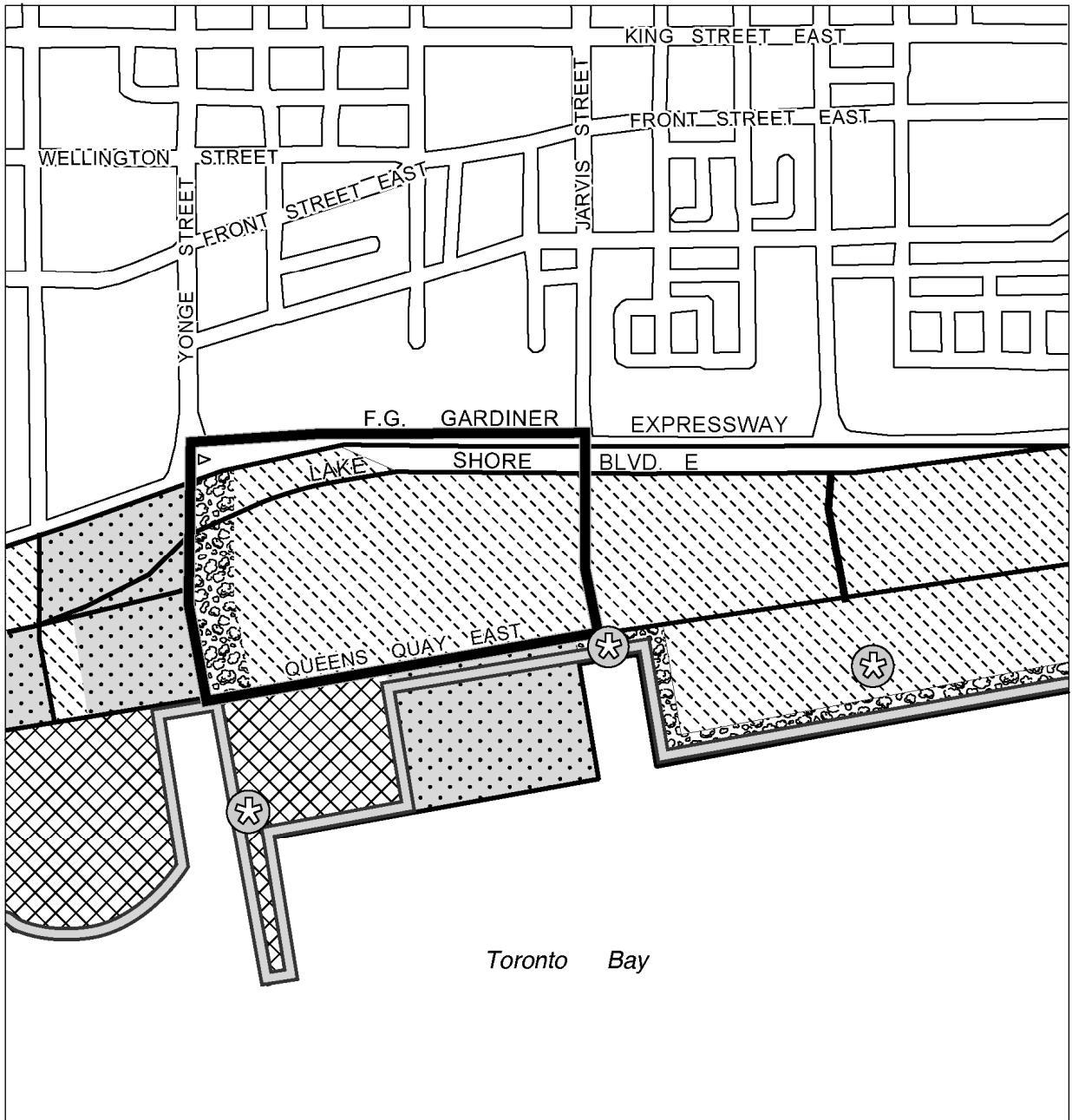
Former City of Toronto Official Plan Generalized Land Use Map1

File # 12 253083 0Z

Site Location	Medium Density Mixed Commercial-Residential Areas (see Section 13)	Institutional Areas (see Section 11)	Policies contained in text
Residential Areas (see Section 12)	High Density Mixed Commercial Residential Areas 'A'	Industrial Areas (see Section 9)	
Low Density Residence Areas	High Density Mixed Commercial-Residential Areas 'B'	Restricted Industrial Areas	
Medium Density Residence Areas	Financial District	Open Space (see Sections 2 and 4)	
		Open Space	

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Not to Scale
02/07/2014








Attachment 3: Central Waterfront Secondary Plan



Central Waterfront Secondary Plan Map E Extract

Lower Yonge Precinct

File # 12 253083 0Z

- | | | |
|--|--|--|
|  Site Location |  Regeneration Areas |  Inner Harbour Special Places |
|  Public Promenade (Dockwall / Water's Edge) |  Existing Use Areas | |
|  Parks And Open Space Areas |  Foot of Yonge Special Study Area | |

↑
Not to Scale
04/01/2016

Attachment 5: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2016

Enacted by Council: ~, 2016

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2016

To adopt an amendment to the Former City of Toronto Official Plan respecting the Lower Yonge Precinct lands, known municipally in the year 2016 as 1-7 Yonge Street (Toronto Star lands), 55-95 Lake Shore Boulevard East and 2 Cooper Street (LCBO lands) 15 Freeland Street and 15 Cooper Street (City-owned rail spurs) and 10 Lower Jarvis Street (Loblaws lands)

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

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. __ to the former City of Toronto Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2016.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

**AMENDMENT NO. __ TO THE FORMER CITY OF TORONTO
OFFICIAL PLAN**

**RESPECTING THE LOWER YONGE PRECINCT LANDS, KNOWN
MUNICIPALLY IN THE YEAR 2016 AS
1-7 YONGE STREET (TORONTO STAR LANDS),
55-95 LAKE SHORE BOULEVARD EAST AND 2 COOPER STREET (LCBO
LANDS)
15 FREELAND STREET AND 15 COOPER STREET (CITY-OWNED RAIL
SPURS) AND
10 LOWER JARVIS STREET (LOBLAWS LANDS)**

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

1. Amend the Central Waterfront Secondary Plan (Official Plan Amendment 257) as follows:

- a) Introduce Paragraph "D26_THE LOWER YONGE PRECINCT, A COMPLETE COMMUNITY WHERE YONGE STREET MEETS THE LAKE

The foot of Yonge Street is at the heart of the Central Waterfront, but is currently dominated by under-utilized, former industrial parcels, containing surface parking lots and low-rise large format retail stores. The area is ready for re-development, given its proximity to Union Station, future higher order transit along Queens Quay East, Lake Ontario and surrounding emerging and established neighbourhoods such as East Bayfront, the St. Lawrence Community and the South Core Financial District. This area will redevelop around vibrant, re-designed streets, a central park and publicly accessible open spaces. It will be a model for mixed-use, sustainable communities with enhanced streetscapes, street-level retail, office uses, residential uses including affordable housing, a community centre, child care centres, a public elementary school and potential connections to district energy facilities."

- b) Replace Paragraph P51 with the following:

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

As a result of consultations with Redpath and the Ministry of the Environment and Climate Change concerning land-use compatibility issues between the Redpath facility and future land uses in the vicinity of the plant, the following additional policies will apply to: (i) the lands south of Queens Quay East in East Bayfront (West); (ii) the lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); (iii) the lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East, and (iv) the lands in the Lower Yonge Precinct, bounded by Yonge Street to the west, Queens Quay East to the south, Lower Jarvis Street to the east and Lake Shore Boulevard East to the north, notwithstanding any conflicts with other policies of this Plan.

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

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

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

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

- c) Introduce Paragraph "P55_LOWER YONGE PRECINCT – SITE AND AREA SPECIFIC POLICY", attached as Schedule 1.
- d) Replace Policy 2.6.1 with the following:

"2.6.1 _ Holding Provisions Related to East Bayfront (West) and Lower Yonge Precinct

In addition to the matters specified in Section 2.6, where sensitive land uses such as residential, child care centres, primary and secondary schools, community/recreational centres, nursing homes, hotels, private and commercial schools, or other quasi-residential and/or institutional uses, are proposed on: (i) lands south of Queens Quay East in East Bayfront (West); (ii) lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); (iii) lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East; and (iv) the lands in the Lower Yonge Precinct, bounded by Yonge Street to the west, Queens Quay East to the south, Lower Jarvis Street to the east and Lake Shore Boulevard East to the north, the holding symbol may be removed after Council is satisfied, having had regard for applicable environmental regulations and guidelines and receiving or securing necessary technical studies, that compatibility will be achieved and maintained between any proposed land use and lands designated as Existing Use Area (even if external to East Bayfront and Lower Yonge) with regard to noise, dust, odour, and air quality so as to achieve the goals of:

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

e) Amend SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS by adding the following ROWs:

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

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

f) Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN, to introduce Harbour Street, from Yonge Street to Lower Jarvis Street, as shown on the attached Schedule 2.

- g) Amend MAP C CENTRAL WATERFRONT SECONDARY PLAN PARKS AND OPEN SPACE AREAS PLAN, to introduce a new Park into the Lower Yonge Precinct, as shown on the attached Schedule 3.
- h) Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN, to change the designations for the Lower Yonge Precinct, as shown on the attached Schedule 4.

Schedule 1

P55_LOWER YONGE PRECINCT – SITE AND AREA SPECIFIC POLICY

1. General

- 1.1** This Site and Area Specific Policy (SASP) applies to the lands shown on Map J1, herein referred to as the Lower Yonge Precinct. The Lower Yonge Precinct SASP will be read in conjunction with the Lower Yonge Precinct Plan, dated April 2016.
- 1.2** In the case of a conflict between the City of Toronto Official Plan, the former City of Toronto Official Plan, the Central Waterfront Secondary Plan and the Lower Yonge Precinct SASP, the policies within the Lower Yonge Precinct SASP shall prevail.

2. Vision

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

3. Objectives

The Lower Yonge Precinct SASP has the following objectives:

- 3.1.** Create a unique place of beauty and exemplary design that extends the existing and planned public realm network across the Central Waterfront and strengthens the relationship between the Lower Yonge Precinct, Lake Ontario and surrounding neighbourhoods.
- 3.2.** Establish a fine-grained network of public streets and pedestrian connections to improve connectivity both within and surrounding the Precinct.
- 3.3.** Organize the Precinct around a large, central park that provides outdoor recreational opportunities for residents, employees and visitors.
- 3.4.** Promote opportunities for active transportation and recreation.
- 3.5.** Establish a complete, mixed-use community that is active both day and night, with an appropriate land use mix that includes affordable housing opportunities, employment uses, community services and facilities, and open space.
- 3.6.** Provide a built form and massing in good proportion that includes consistent, prominent base buildings punctuated by broadly spaced towers that provide adequate sky view from

the public realm, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

- 3.7. Ensure land uses and built form are compatible with and do not negatively impact surrounding land uses and neighbourhoods.
- 3.8. Create a community that is a model for sustainability across Toronto, Ontario and Canada with a focus on energy, efficiency, resiliency and green infrastructure.

4. **Public Realm**

4.1. **Streets and Blocks Network**

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

4.2. **Off-site Transportation Improvements**

4.2.1. Public and private initiatives in the Lower Yonge Precinct will improve local and regional vehicular, pedestrian and cyclist circulation in the vicinity of the Lower Yonge Precinct through all of the recommendations identified in the Lower Yonge Precinct Transportation Master Plan, as well as those in the Lower Yonge Precinct Municipal Class Environmental Assessment, where appropriate. Map J3 highlights some of the key recommendations from the Lower Yonge Precinct Transportation Master Plan.

4.3. **Complete Streets**

4.3.1 Streets in the Lower Yonge Precinct will:

- a) be designed to be multi-modal, including spaces for pedestrians, cyclists (as shown on Map J5), public transit vehicles (where required) and motorists;
- b) facilitate active transportation;
- c) be designed and built to address the needs of pedestrians of all ages and abilities;
- d) include the minimum soil volume for each planted tree, as defined in Tier 1 of the Toronto Green Standard (or its equivalent);
- e) include energy efficient shielded light fixtures; and
- f) accommodate green infrastructure, as identified in Section 5.2.

4.3.2 Harbour Street will have a consistent public realm character between Lower Simcoe Street and Lower Jarvis Street. This character will be defined by a consistent right-of-way width and alignment, two-way vehicular traffic (between

York and Lower Jarvis Streets only), street trees on both sides, animated building frontages, and enhanced pedestrian and cycling facilities.

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

4.4. Active Transportation: Measures for Pedestrians and Cyclists

- 4.4.1 Streetscape plans will include buffers between sidewalks and vehicular travel lanes on streets where feasible and high-visibility, safe pedestrian crossings take place at intersections.
- 4.4.2 Streets will generally have a minimum sidewalk (i.e. curb to building face) width of 6 metres, inclusive of street trees. This area should be free and clear of above-grade encumbrances, unless otherwise approved by the City.
- 4.4.3 Pedestrian promenade zones will be provided generally in accordance with those areas identified on Maps J4 and J7.
- 4.4.4 Redevelopment proposals will introduce new mid-block pedestrian connections on the blocks west of Cooper Street, generally in accordance with Map J4 (Public Realm Plan).
- 4.4.5 Redevelopment proposals are encouraged to pursue opportunities to extend the PATH network into the Lower Yonge Precinct. Within the Precinct, PATH connections will be encouraged to be at or below grade.
- 4.4.6 Streets will be designed with cycling infrastructure that connects to the City's larger cycling network, in accordance with Map J5 (Cycling Connections Plan).
- 4.4.7 Streets will be designed to minimize the width of vehicular travel lanes to provide more space and safer conditions for pedestrians and cyclists.

4.5. Ground Floor Animation

- 4.5.1. Zoning and site plan control will be used to ensure that frontages and façade design facilitate active frontages in the Ground Floor Animation Zone, with a high degree of window transparency, a consistent rhythm of entrances and universal accessibility. In addition, ground floor uses will enhance the safety, amenity and animation of adjacent streets and open spaces.
- 4.5.2. Active uses will be located along the ground floor of street frontages identified within the Ground Floor Animation Zone in accordance with Map J6. Active uses include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers; recreational and arts facilities; institutional uses and building lobbies.

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

4.6. Parks and Open Space

4.6.1 Public space in the Precinct will be provided in accordance with Map J4 (Public Realm Plan).

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

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

4.6.3 The central park will be designed to:

- a) complement and expand upon the system of waterfront parks;
- b) be programmed as a neighbourhood park that accommodates future local needs for active recreation;
- c) provide unrestricted access for the general public, except as otherwise contemplated in Section 4.6.5; and
- d) be a high quality, sustainable and attractive space that provides park users with a range of amenities and experiences.

4.6.4 All landowners will contribute to the public parkland in the Precinct, to be secured through landowner agreements.

4.6.5 It is acknowledged that the park area shown on Map J4 is an over-dedication based on the requirements of the *Planning Act*. Should development not proceed as anticipated or the City contribution not constitute the amount required to secure the full area of the lands shown as parkland, the City will evaluate the potential alternate designation of “Regeneration Areas (Qualified)” for a portion of the proposed park area.

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

4.7.1. Each block in the Precinct (as identified on Map J2) will include POPS, which can include plazas in front of buildings, courtyards, linear green spaces abutting buildings, promenades and mid-block pedestrian connections, and will be determined through the zoning amendment process for redevelopment proposals.

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

4.8. Public Art

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

4.9. Transit

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

5. Infrastructure Plan

5.1. Community Services and Facilities

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

5.2. Sustainability/Resiliency

- 5.2.1. New development will be strongly encouraged to achieve Tier 2 of the Toronto Green Standard, or the latest version thereof.

- 5.2.2 At the Site Plan Control stage, development applications will:
- a) submit an Energy Strategy to identify opportunities for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience to power disruptions; including:
 - i) consideration of passive solar heat gain and heat loss in the assessment of building orientation, fenestration patterns and building materials;
 - ii) consideration of renewable energy sources, district energy, combined heat and power or energy storage; and
 - iii) provision of proper fit-outs, including necessary above and below-grade infrastructure, to ensure connection to future district energy, such as deep lake water cooling and/or geo-thermal heating.
 - b) meet the Toronto Green Standard Tier 2 performance measures with respect to Bird Collision Deterrence and Light Pollution in consideration of the Lower Yonge Precinct's proximity to the waterfront.
- 5.2.3 New development is encouraged to provide:
- a) roof-top, terrace, and/or ground-level food gardens;
 - b) living/green walls;
 - c) design of the green roof to address the Biodiversity Guidelines for Green Roofs;
 - d) green stormwater infrastructure (i.e. rain gardens, infiltration galleries, permeable surfaces, innovative irrigation etc.);
 - e) grey water recycling, where permitted under the Ontario Building Code;
 - f) on-site renewable energy production;
 - g) co-generation or waste-energy re-use;
 - h) separate, bike-only entrances, elevators and ramps;
 - i) bike share facilities;
 - j) electric vehicle charging stations;
 - k) hazardous waste collection facilities in each development; and/or
 - l) kitchen suites with 3-bin separation.

5.3 Parking and Loading

- 5.3.1. The following are encouraged to reduce parking demand:
- a) car-share facilities; and
 - b) shared parking among uses that have different peaking characteristics.
- 5.3.2. Redevelopment proposals will provide all parking facilities below-grade or enclosed by active uses.
- 5.3.3. The use of below-grade loading facilities for developments is encouraged. Loading areas located at-grade should be wrapped with active uses along any portion identified as a Ground Floor Animation Zone on Map J6.
- 5.3.4. Buildings on the same block are encouraged to share consolidated access points from the public street for parking and loading. Access points for all redevelopment are encouraged to be located on Freeland and New Streets. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

5.4 Servicing

- 5.4.1. Redevelopments will be required to provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and water connections) required to service proposed redevelopments.
- 5.4.2. Requirements for new or improved infrastructure could be identified within the expanded study area depicted in dashed red on Map J1.
- 5.4.3. A coordinated Master Functional Servicing Plan for the Lower Yonge Precinct will be jointly prepared by the landowners. The servicing plan will illustrate the utility improvements (including upsizing) required to support proposed redevelopment. The study area for the servicing plan will encompass the servicing network adjacent to the Precinct. The coordinated Master Functional Servicing Plan will include an implementation strategy that identifies the required timing for upgrades and a strategy for fair and equitable cost-sharing.

5.5 Travel Demand Management

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

6. Development Plan

6.1. Land Use

- 6.1.1. Land uses will conform to the uses shown on Map J8.
- 6.1.2. The introduction of residential uses and increased densities, as permitted in this SASP, will only be considered when appropriate infrastructure and mitigation is provided and/or secured through appropriate agreements. Appropriate infrastructure includes, but is not limited to: roads, servicing (including water, sewer and stormwater infrastructure), public realm space and design, cycling infrastructure, parkland and open space, affordable rental housing, community services and facilities, sustainability measures, and mitigation/arrangements with industrial operations and port activities to ensure land use compatibility.
- 6.1.3. The land use, built form and density controls within this SASP not only address changes in use and building massing, but also transportation considerations, community services and facilities and servicing infrastructure.
- 6.1.4. A maximum of 75% of gross floor area across the Precinct will be allocated to residential uses.
- 6.1.5. Redevelopment proposals are encouraged to provide tourism, cultural, institutional and/or civic uses within the development of each property, as part of the overall use mix.

- 6.1.6. Phasing requirements will be secured with each redevelopment application to ensure that office and employment uses are constructed in a timely manner relative to residential development.
- 6.1.7. Existing large scale, stand-alone retail stores and “power centres” legally established prior to the approval date of this Official Plan are permitted uses.

6.2. Redpath Sugar

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

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

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

- *MOECC*: means the Ministry of the Environment and Energy and Climate Change;
- *NPC-300*: means the “Environmental Noise Guideline, Stationary and Transportation Sources, Approval and Planning, Publication NPC-300” prepared by the MOECC, dated August 2013, as may be amended or replaced from time to time.
- *Redpath Sugar*: may mean either the owner and operator of the industrial facility located at 95 Queens Quay East or the current and future industrial operations and activities on the property located at 95 Queens Quay East, depending on the context.]

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

6.3. Housing

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

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

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

6.3.3. For the purposes of this SASP residential development in the Lower Yonge Precinct will contribute to the objective that a minimum of 20% of all housing units be *affordable rental housing*. This requirement is to be measured as a percentage of residential gross floor area. Implementation of the *affordable rental housing* requirements will be secured as a contribution through zoning by-laws and Section 37 agreements registered on title.

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

- a) residential rental units:
 - (i) provided and owned by the private market; and/or
 - (ii) provided to the City by the owner; and/or
- b) land dedicated to the City for *affordable rental housing*; and/or
- c) cash-in-lieu of *affordable rental housing* units, to be allocated to the development of *affordable rental housing* in the Central Waterfront Secondary Plan area.

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

- 6.3.5. The requirements of 6.3.3 and 6.3.4 will be implemented in accordance with the following:
- a) residential rental units:
 - (i) provided and owned by the private market at a minimum rate of 10% of the total residential gross floor area; and/or
 - (ii) provided to the City by the owner at a minimum rate of 5% of total residential gross floor area;
 - b) land dedicated to the City at a rate sufficient to provide not less than 20% of total residential gross floor area as *affordable rental housing*;
 - c) cash-in-lieu of *affordable rental housing* units otherwise delivered in accordance with a)(i) shall be calculated on the total value of public contributions required to provide rental housing at affordable rents. Cash-in-lieu contributions will comprise not more than the 10% of the total affordable rental housing requirement.
 - d) The amount of the requirements in a) and b) represent minimum requirements when being provided at their own cost by private land owners. The amount of these requirements and/or, in the case of delivery as units, the length of the affordability and rental tenure periods for such units, may be secured for longer periods when any public incentives or funding for affordable rental are provided from any level of government.
- 6.3.6. Land dedicated to the City will be ready and available for development including any needed remediation obligations.
- 6.3.7. The timing of delivery of any of the *affordable rental housing* will be commensurate with the rate of residential market development, and will be secured in site-specific zoning by-law amendments and Section 37 agreements.
- 6.3.8. Additional implementation provisions and requirements for each of the above delivery methods will be addressed through site-specific zoning by-law amendment applications for each property in the Precinct, as identified on Map J2.
- 6.3.9. The City will work with landowners in the Lower Yonge Precinct to identify and secure appropriate locations for the development of affordable rental housing.
- 6.3.10. The City will explore opportunities with the landowners for affordable ownership housing in addition to the affordable rental housing.

6.4. Heritage Conservation and Archaeology

6.4.1. The LCBO office and warehouse buildings at 55 Lake Shore Boulevard East are part of an historic complex, and are currently listed on the City's Heritage Register. Any proposed development or alterations to the property will ensure that the *integrity* of its cultural heritage value and attributes, as determined through the evaluation and designation of the property under Part IV of the Ontario Heritage Act, will be retained. Any *alterations* to the complex at 55 Lake Shore Boulevard East, as part of a development application, will *conserve* and/or interpret the building complex in a meaningful way. Notwithstanding the above, the proposed extension of Harbour Street from Yonge Street to Lower Jarvis Street, as well as the proposed central park, will have an impact on the south end of the warehouse building.

[Words in italics in policies 6.4.1 and 6.4.2 of this SASP are defined in Section 3.1.5 of the City of Toronto Official Plan – Heritage Conservation, as follows:

- *Adjacent*: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the Heritage Register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.
- *Alteration*: is any change to a property on the Heritage Register in any manner including its restoration, renovation, repair or disturbance, or a change, demolition or removal of an adjacent property that may result in any change to a property on the Heritage Register.
- *Conserved*: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or Heritage Impact Assessment. Mitigation measures and/or alternative development approaches can be included in these plans and assessments. Conservation and conserve have corresponding meanings.
- *Integrity*: as it relates to a heritage property or an archaeological site/resource, is a measure of its wholeness and intactness of the cultural heritage values and attributes. Examining the conditions of integrity requires assessing the extent to which the property includes all elements necessary to express its cultural heritage value; is of adequate size to ensure the complete representation of the features and processes that convey the property's significance; and the extent to which it suffers from adverse affects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.]

6.4.2. New buildings at 55 Lake Shore Boulevard East and on *adjacent* properties will be required to demonstrate and achieve an appropriate relationship with the listed heritage buildings through consideration of matters including, but not limited to, building massing, setbacks, step-backs, materials and architectural character.

- 6.4.3. Where there is a conflict between policies 6.4.1 and 6.4.2 of this SASP and other built form policies of this SASP, policies 6.4.1 and 6.4.2 shall prevail.
- 6.4.4. Development proposals will be encouraged to consider collaboration with any Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that Aboriginal communities have with the waterfront and the Lower Yonge Precinct.
- 6.4.5. Development and site alterations will not be permitted on lands containing archeological resources or areas of archaeological potential unless significant archaeological resources have been conserved or documented as appropriate.

6.5. Built Form

Base Buildings – Setbacks and Height

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

Articulation

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

Tall Buildings

- 6.5.4. The number of towers on any block will not exceed the numbers shown on Map J8, subject to the alignment of Harbour Street, determined through the Lower Yonge Municipal Class Environmental Assessment.
- 6.5.5. New development will create appropriate transitions in scale to neighbouring existing and/or planned buildings. Tower heights will generally step down from north to south and from west to east within the Precinct.
- 6.5.6. Site-specific zoning by-law amendments will limit building heights for each property. The determination of building heights will be informed by studies on sun/shadows, pedestrian-level wind and views and skyline views, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this SASP. Maximum tower heights for the property at 1-7 Yonge Street are established in Section 6.5.15.

- 6.5.7. Tall buildings locations will ensure adequate sunlight penetration and sky view between them, particularly when viewed from the north and south.
- 6.5.8. Tall buildings will be located and massed to ensure an adequate amount of direct sunlight on, and limit shadow impacts onto, those park and open space areas identified on Map J4 throughout the year, especially between September 21st and March 21st.
- 6.5.9. The separation distance between towers north of Harbour Street, measured immediately above base buildings, will be a minimum of 30 metres.
- 6.5.10. For towers located north of Harbour Street, a maximum of 20% of the total area of the block may project above base buildings as outlined on Map J9, the Tower Area Ratio Concept Diagram. The tower area ratio is the ratio of the total area of the average tower floorplate(s) above base building to the area of the development block. The tower area is measured as an average of the exterior floor plate dimensions of the tower, exclusive of balconies.

Overall Density

- 6.5.12. The maximum net density (after road and required park conveyances) for each property, as referenced on Map J2, is as follows:
 - a) Toronto Star property at 1-7 Yonge Street: 16.5 times the net property area;
 - b) LCBO property at 55-95 Lake Shore Boulevard East: 14.5 times the net property area;
 - c) Loblaws property at 10 Lower Jarvis Street: 12.5 times the net property area.
 The maximum densities are subject to confirmation from the Lower Yonge Municipal Class Environmental Assessment, which will complete an assessment of the transportation network's capability to accommodate these densities.

1-7 Yonge Street (Toronto Star property)

The following policies apply to the property at 1-7 Yonge Street:

- 6.5.13. The existing Toronto Star office tower at 1 Yonge Street will be opened up on the ground and second floors, in order to widen the public realm and enhance pedestrian mobility. This work will be completed prior to occupancy of any additional buildings on the south block of this property.
- 6.5.14. Maximum gross floor area is as follows:
 - a) north block: 254,000m²
 - b) south block: 155,000m²
- 6.5.15. Maximum tower heights are as follows:
 - a) mixed-use Building 1 (west side of north block abutting Yonge Street): 95 storeys (303 metres including mechanical penthouse);
 - b) mixed-use Building 2 (northeast corner of north block): 80 storeys (260 metres including mechanical penthouse);

- c) mixed-use Building 3 (southeast corner of north block): 65 storeys (210 metres including mechanical penthouse);
- d) non-residential Building 4 (west side of south block, integrated with Toronto Star building): 37 storeys (160 metres including mechanical penthouse);
- e) non-residential Building 5 (east side of south block): 22 storeys (97 metres including mechanical penthouse).

7. **Implementation**

7.1. **Municipal Approvals**

Complete Application Requirements

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

- a) a Transportation Impact Study, which will identify the demands and impacts of new development and include a Travel Demand Management strategy and/or other mitigating measures to accommodate travel generated by the development;
- b) a report, from a consultant with expertise in sustainability that will outline how a particular application is addressing the sustainability matters identified in Section 5.2;
- c) detailed noise, air quality, and odour Compatibility Studies, prepared by accredited consultants in such fields, prepared as required by *MOECC* guidance documents, that assess, among other things:
 - i) compatibility in accordance with the goals and requirements of policies 6.2.1., 6.2.2, and 6.2.3;
 - ii) the impact of the environment on the development, the impact of the development on the environment and the impact of the development on itself;
 - iii) the land uses that will be accommodated in the development and the precise location of such land uses (defining the points of reception);
 - iv) at-source and at-receptor mitigation and measures to ensure the continued and future compliance of all industrial and port-related operations and facilities, that may have an impact on or will be impacted by the proposed development, with all applicable provincial or municipal environmental legislation, policies, regulations, guidelines, and approvals/permits, to reduce negative impacts and to minimize the potential for complaint; and
 - v) processes and means to implement and maintain recommended at-source and at-receptor mitigation;
 with all Compatibility Studies subject to third party peer review, coordinated by City of Toronto City Planning staff, at the proponent's expense; and
- d) a Housing Issues Report, outlining the proposed delivery method of affordable rental housing.

Holding (H) Provisions

- 7.1.2. When enacting by-laws to permit redevelopment in accordance with the Lower Yonge Precinct SASP and the Central Waterfront Secondary Plan, an "H" symbol may be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law will specify the use to which lands, buildings or structures may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.
- 7.1.3. The appropriateness of employing a Holding (H) Symbol will be considered during the processing of each application for rezoning received within the Lower Yonge Precinct. Holding (H) provisions may be used, to ensure, before development proceeds, among other matters:
- a) the location, design and provision of existing and planned transportation networks, both on and off-site, to support re-development, in accordance with the Lower Yonge Precinct Transportation Master and Lower Yonge Precinct Municipal Class Environmental Assessment;
 - b) the sufficiency of municipal infrastructure, including sewer, water, stormwater, and transit networks serving the development site;
 - c) confirmation of the implementation mechanisms by which the central park, will be secured;
 - d) the submission to, and acceptance by, the City of noise, odour, and air quality studies ensuring compatibility with Redpath Sugar's industrial operations, including mitigation/attenuation measures;
 - e) provision, timing and appropriateness of *affordable rental housing*; and/or
 - f) confirmation of community services and facilities required to support development.
- 7.1.4. The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol.
- 7.1.5. The City will remove the Holding (H) symbol from all or some of the lands, only as the associated conditions have been satisfied, and if necessary matters have been appropriately secured through an agreement or agreements entered into pursuant to:
- a) the *Planning Act*, including Sections 37 (Community Benefits), 41 (Site Plan), 45 (Minor Variance), 51 (Subdivision) and 53 (Consent)
 - b) the *Land Titles Act*, including Section 118 (land registration)
 - c) the *City of Toronto Act*.

Section 37 Agreements

7.1.6. Agreements pursuant to Sections 37 of the *Planning Act*, will be registered to secure public benefits or contributions, including, but not limited to the following items:

Secured as public contributions/benefits:

- a) community services and facilities;
- b) affordable rental housing;
- c) over-dedication of parkland;
- d) above base-condition parkland improvements within the Lower Yonge Precinct;
- e) parkland remediation within the Lower Yonge Precinct;
- f) parkland improvements in the vicinity of the Lower Yonge Precinct;
- g) open space/public realm improvements in the vicinity of the Lower Yonge Precinct;
- h) public art;
- i) bike share stations; and/or
- j) sustainable energy strategies such as district energy and/or deep lake water cooling;

Secured as a matter of legal convenience:

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

Subdivision

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

7.1.8. Division of land will be in conformity with this SASP.

7.1.9. Registration of a Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of the Lower Yonge Precinct SASP and site specific zoning by-laws for re-development of properties noted on Map J2.

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

- 7.2.1. Redevelopment proposals will comply with recommendations contained within the Lower Yonge Transportation Master Plan and subsequent Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) including, but not limited to:
- a) confirmation of road alignments and right-of-way requirements;
 - b) coordination with the proposed Public Realm Concept Plan that will identify streetscape designs for streets within the study area, including identification of pedestrian clearways, street tree details, cycling facilities, street lighting, street furniture, patio areas, cross-walks, curb cuts, pavers, cross-sections and utility co-ordination; and
 - c) conformity with the implementation/phasing plan for the improvements identified in the EA, including the transportation infrastructure that is both internal and external to the development blocks that is required to support their build-out, including, but not limited to, Eastbound Gardiner Expressway Bay Street on-ramp removal, Lower Jarvis off-ramp shortening, conversion of Harbour Street to two-way operations, Lake Shore Boulevard widening, and the Church-Cooper tunnel.
- 7.2.2. Landowners will pay for the roads and servicing infrastructure abutting and traversing their sites, apportioned by development block, at the time of redevelopment.
- 7.2.3. Landowner contributions, apportioned by development block, will be required for the regional transportation infrastructure identified in the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct MCEA that is required by local intensification.
- 7.2.4. Improvements identified and required through the MCEA will be secured through appropriate agreements.

7.3. Design Review Panel

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

7.4. Landowner Agreements

- 7.4.1. Landowners in the Lower Yonge Precinct are encouraged to enter into landowner agreements with each other, and potentially the City, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing and phasing of infrastructure, community facilities, housing, parkland, public art or any other public amenities required to support development of the Precinct.

7.5. Monitoring

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

List of Maps

Map J1 – Study Areas

Map J2 – Streets and Blocks Plan

Map J3 – Transportation Master Plan – Key Recommendations

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

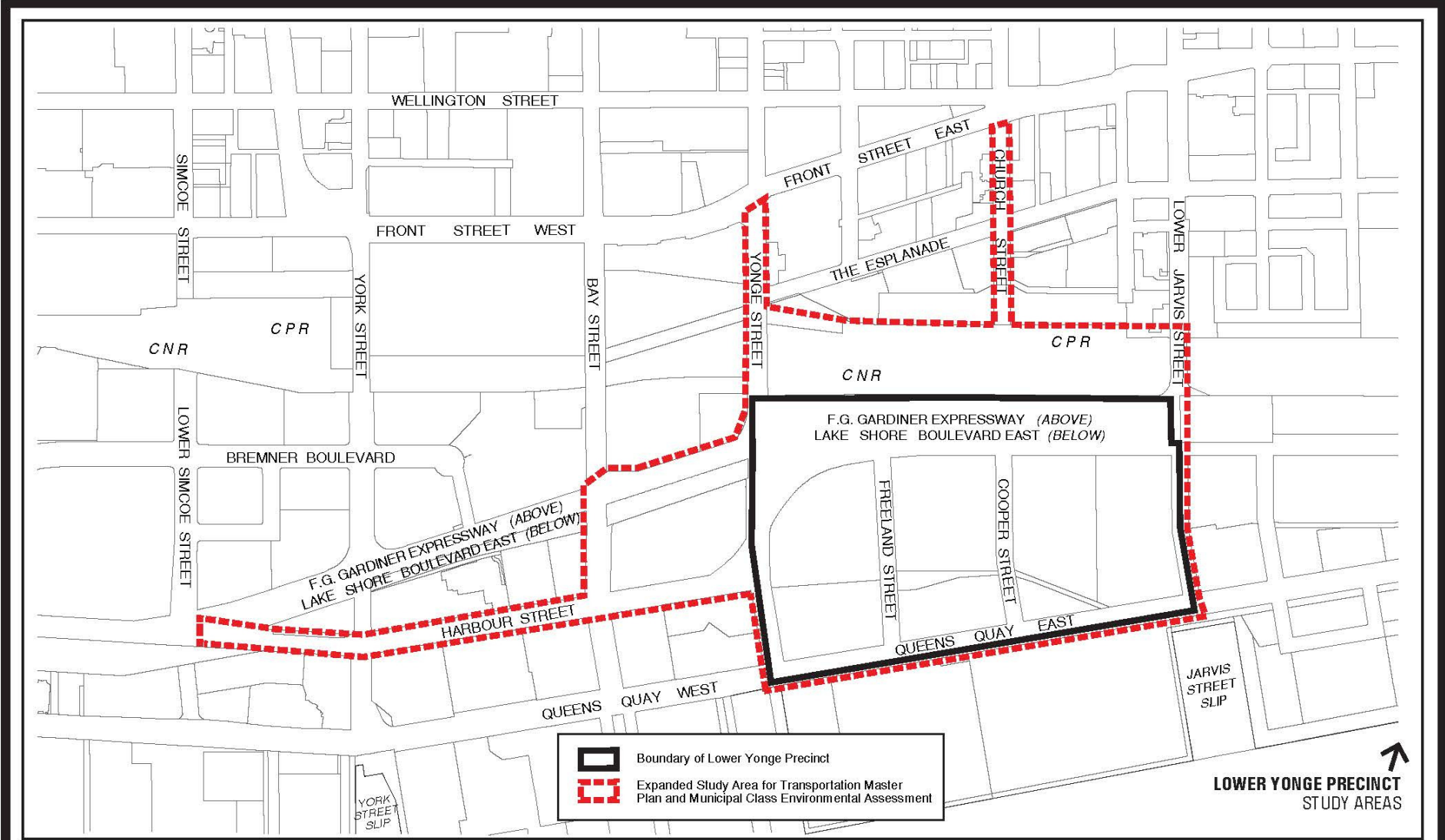
Map J5 – Cycling Connections Plan

Map J6 – Ground Floor Animation Plan

Map J7 – Base Buildings – Setbacks, Promenades and Heights

Map J8 – Land Use and Number of Towers

Map J9 – Tower Area Ratio Concept Diagram

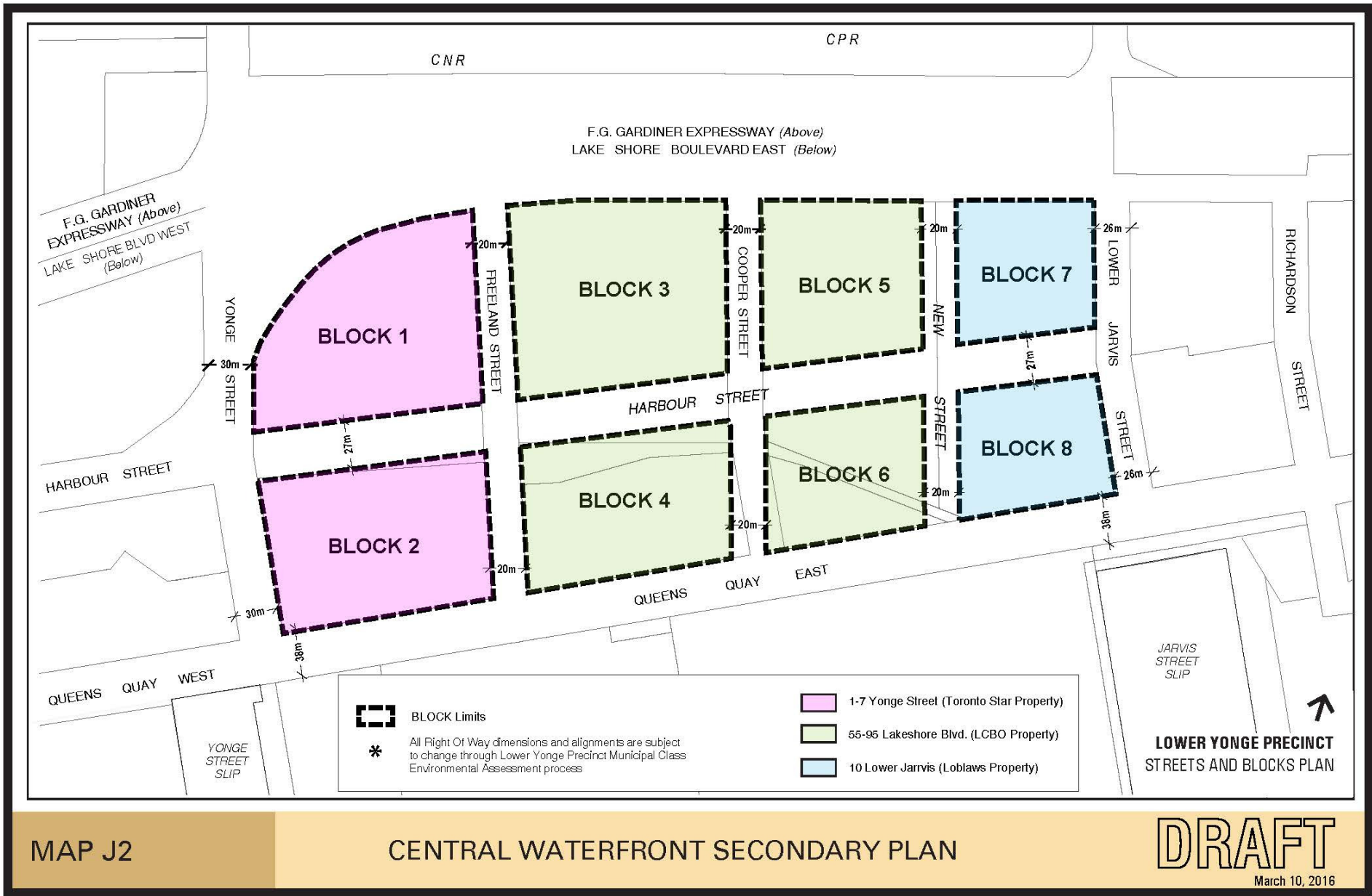


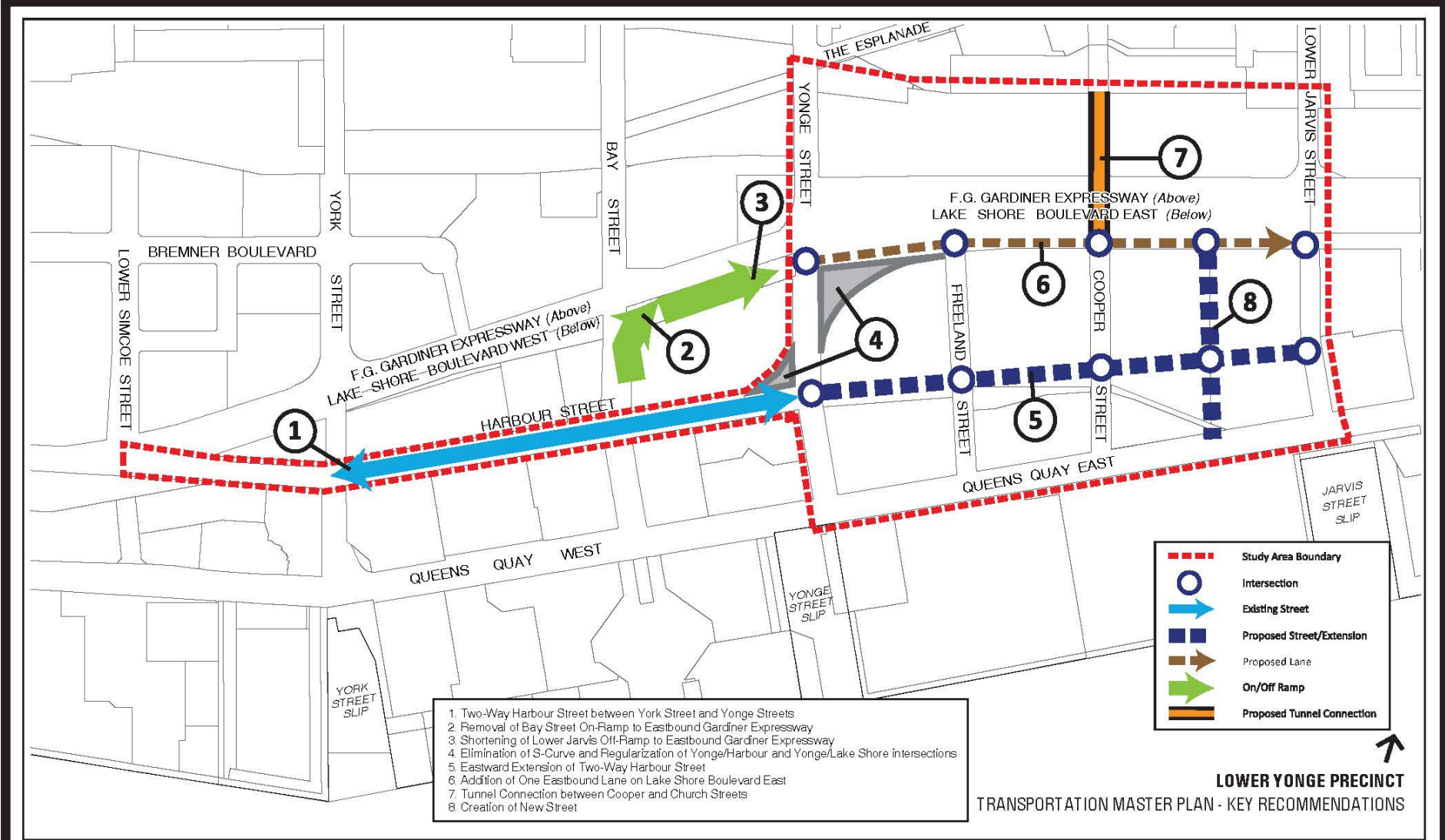
MAP J1

CENTRAL WATERFRONT SECONDARY PLAN

DRAFT

March 10, 2016



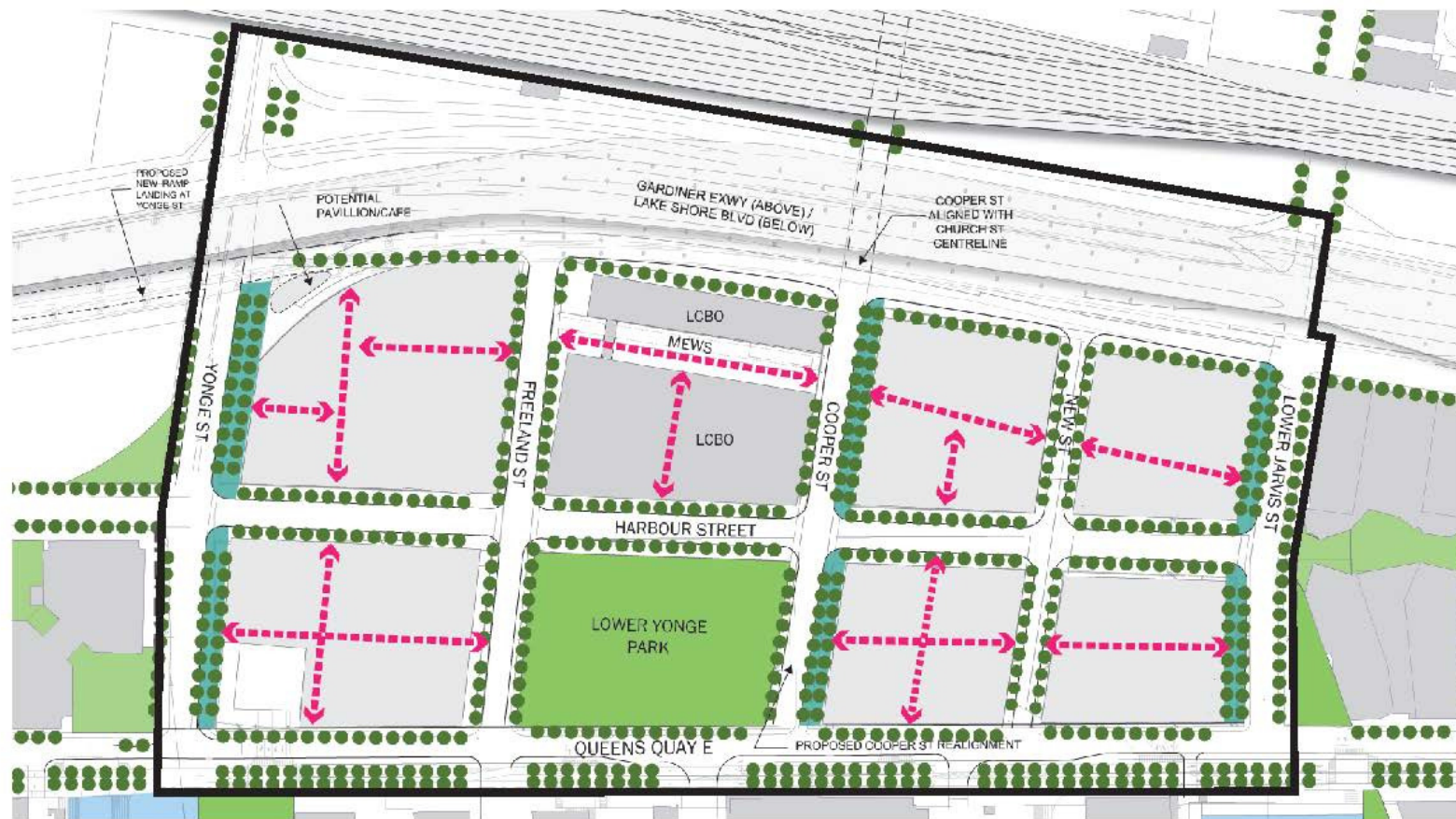


MAP J3

CENTRAL WATERFRONT SECONDARY PLAN

DRAFT

March 10, 2016



LOWER YONGE OPEN SPACE - MID BLOCK CONNECTIONS

- Trees
- Parks and Open Space
- Promenade zones/POPS
- Passageway within or between buildings/POPS
(*Note: Locations subject to change through scanning process)

- Boundary of Lower Yonge Precinct
- *** All Right Of Way dimensions and alignments are subject to change through Lower Yonge Precinct Municipal Class Environmental Assessment process

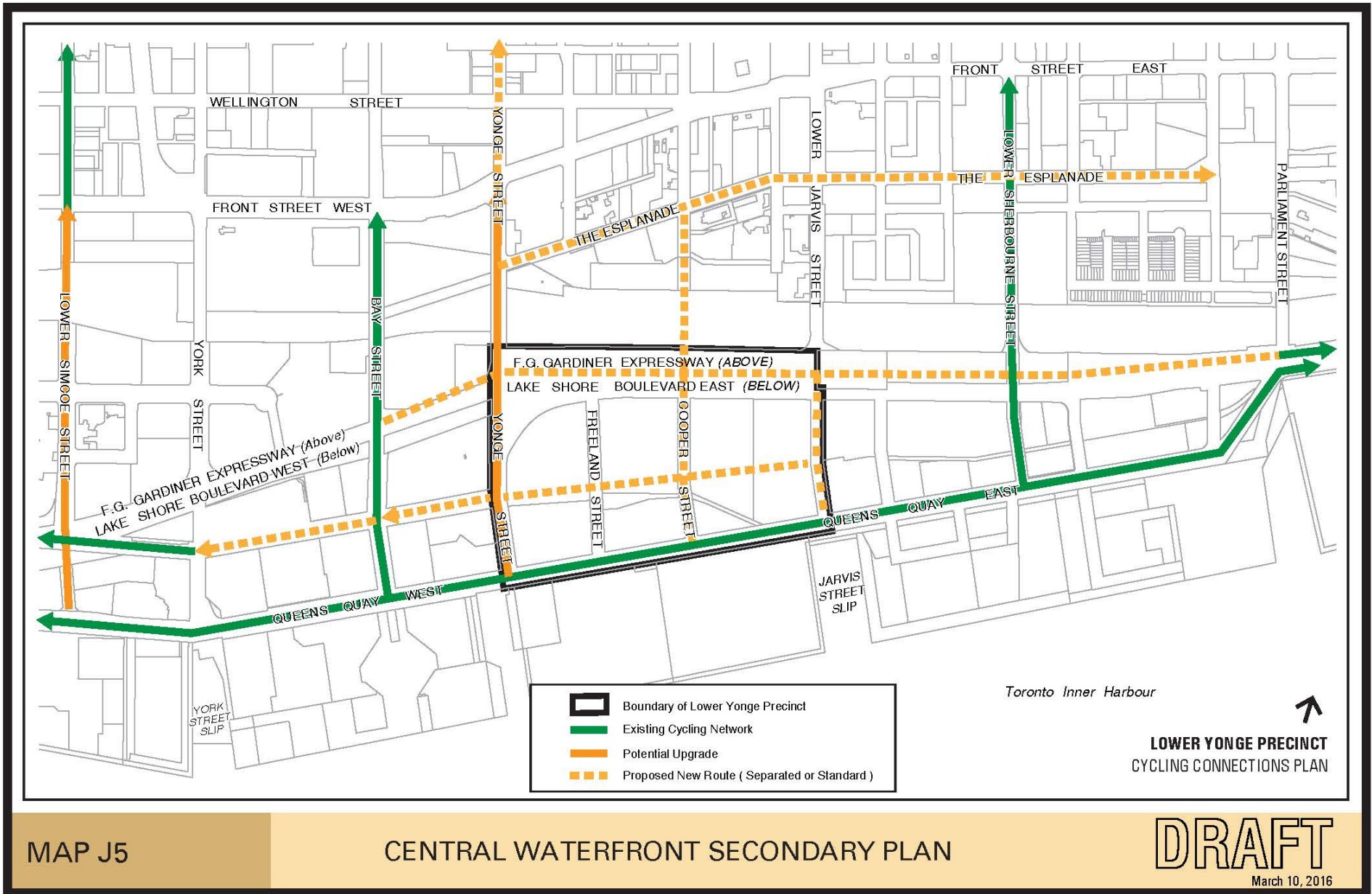
LOWER YONGE PRECINCT
 PUBLIC REALM PLAN - PARKS, OPEN SPACE, POPS AND PROMENADES

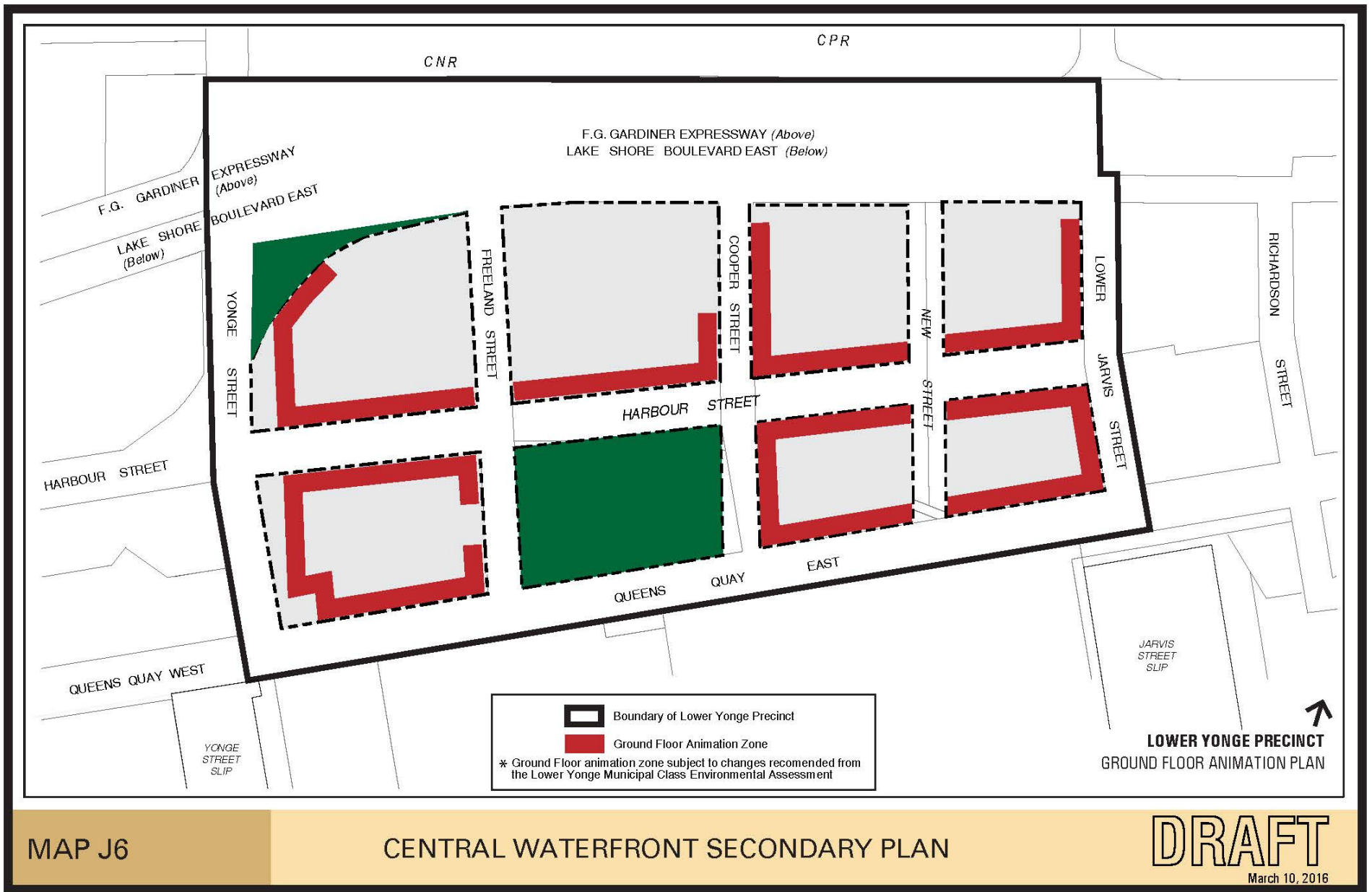
MAP J4

CENTRAL WATERFRONT SECONDARY PLAN

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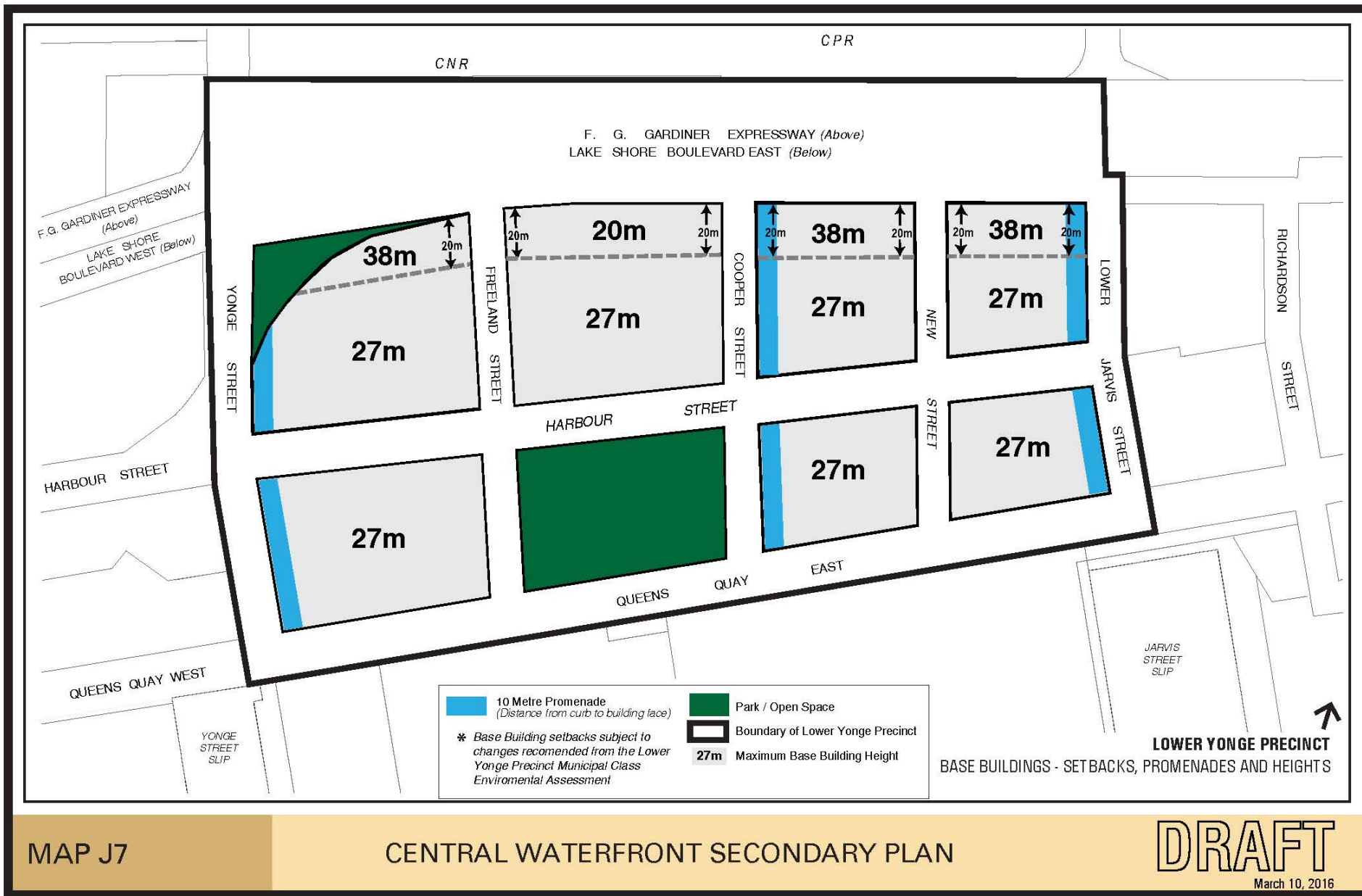
April 04, 2016

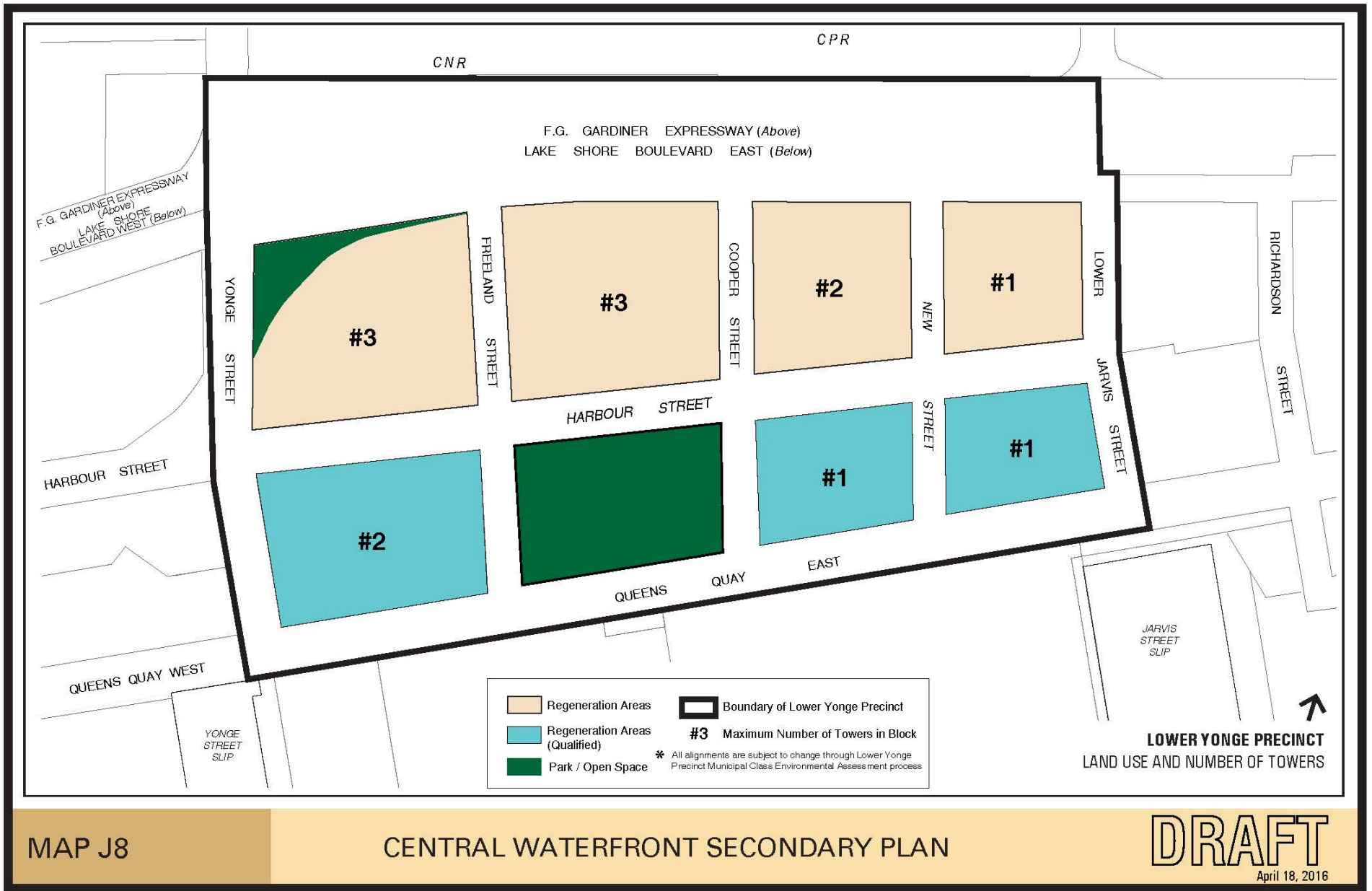


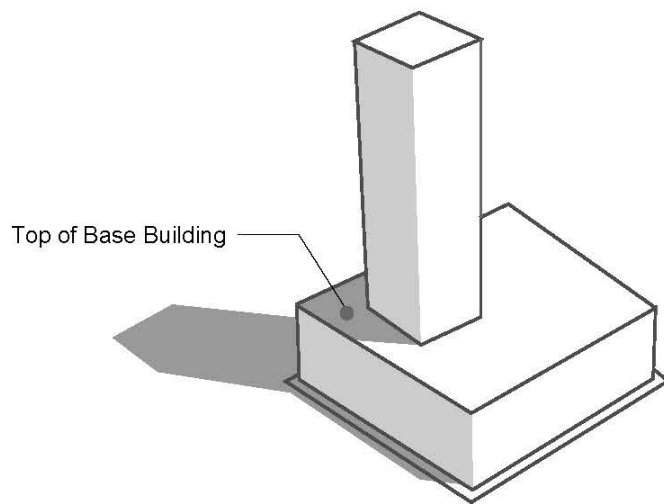


MAP J6

CENTRAL WATERFRONT SECONDARY PLAN

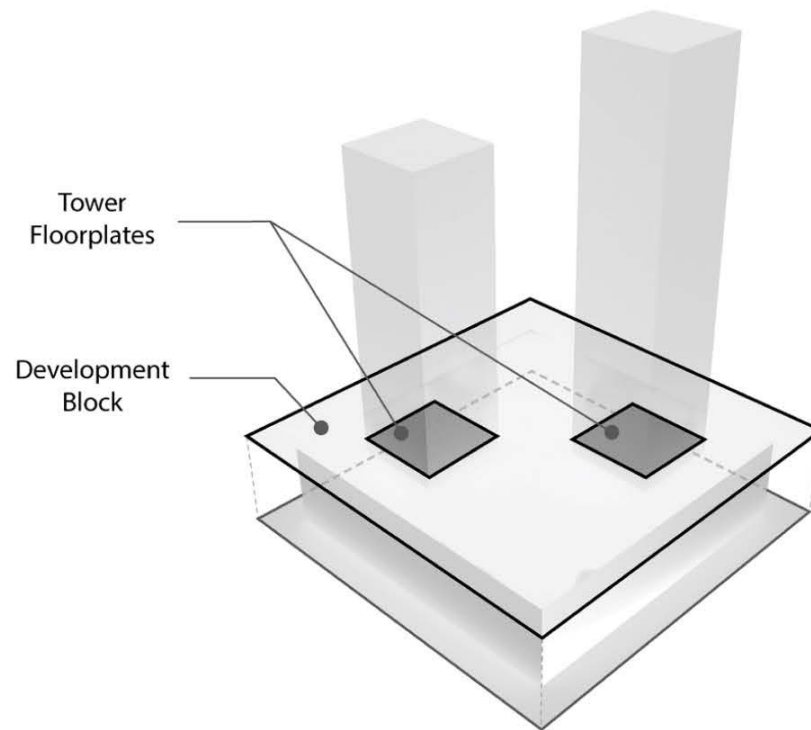






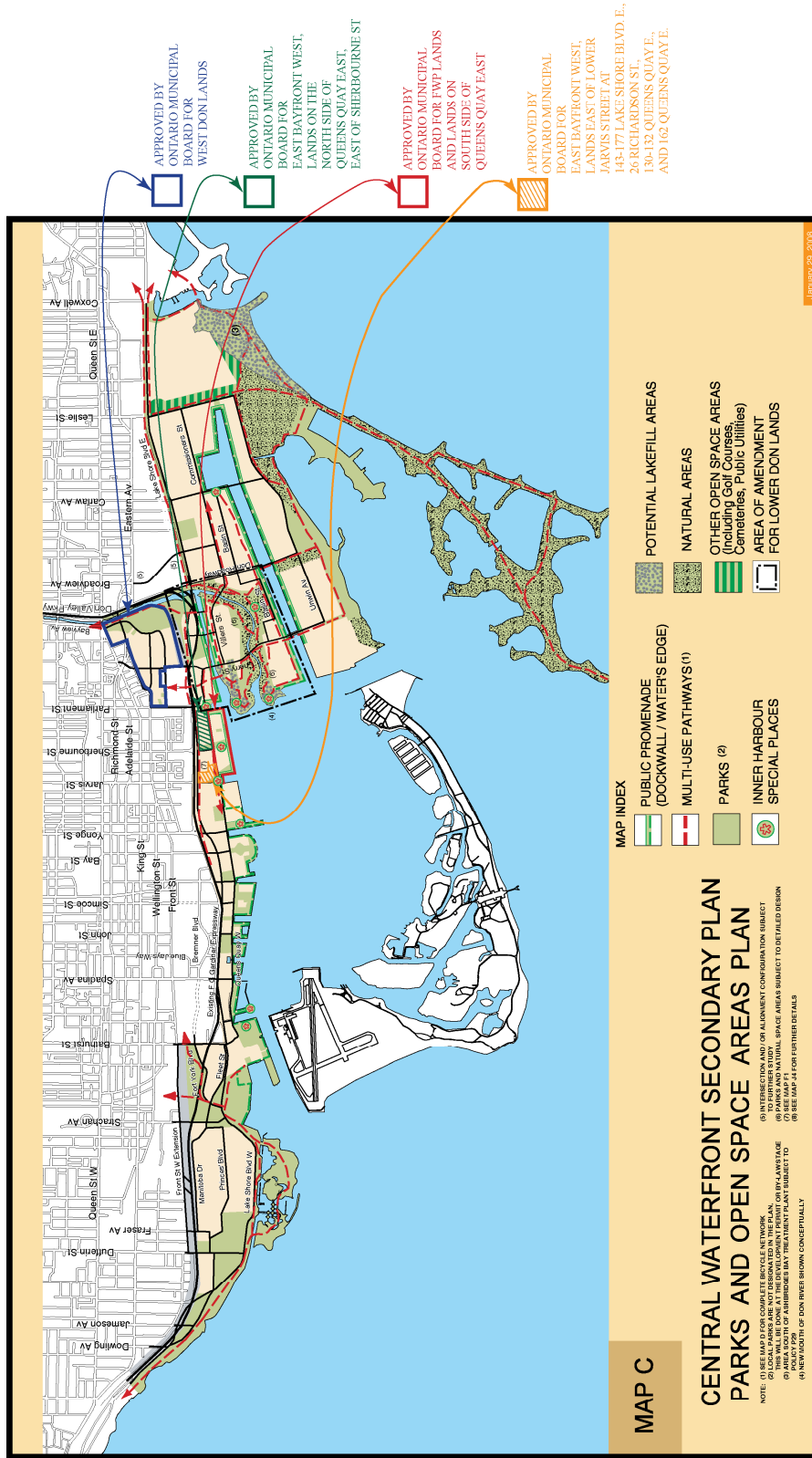
Tower Area Ratio = 20% of Average Floorplate
of Development Block above base building

Development Blocks North of Harbour Street

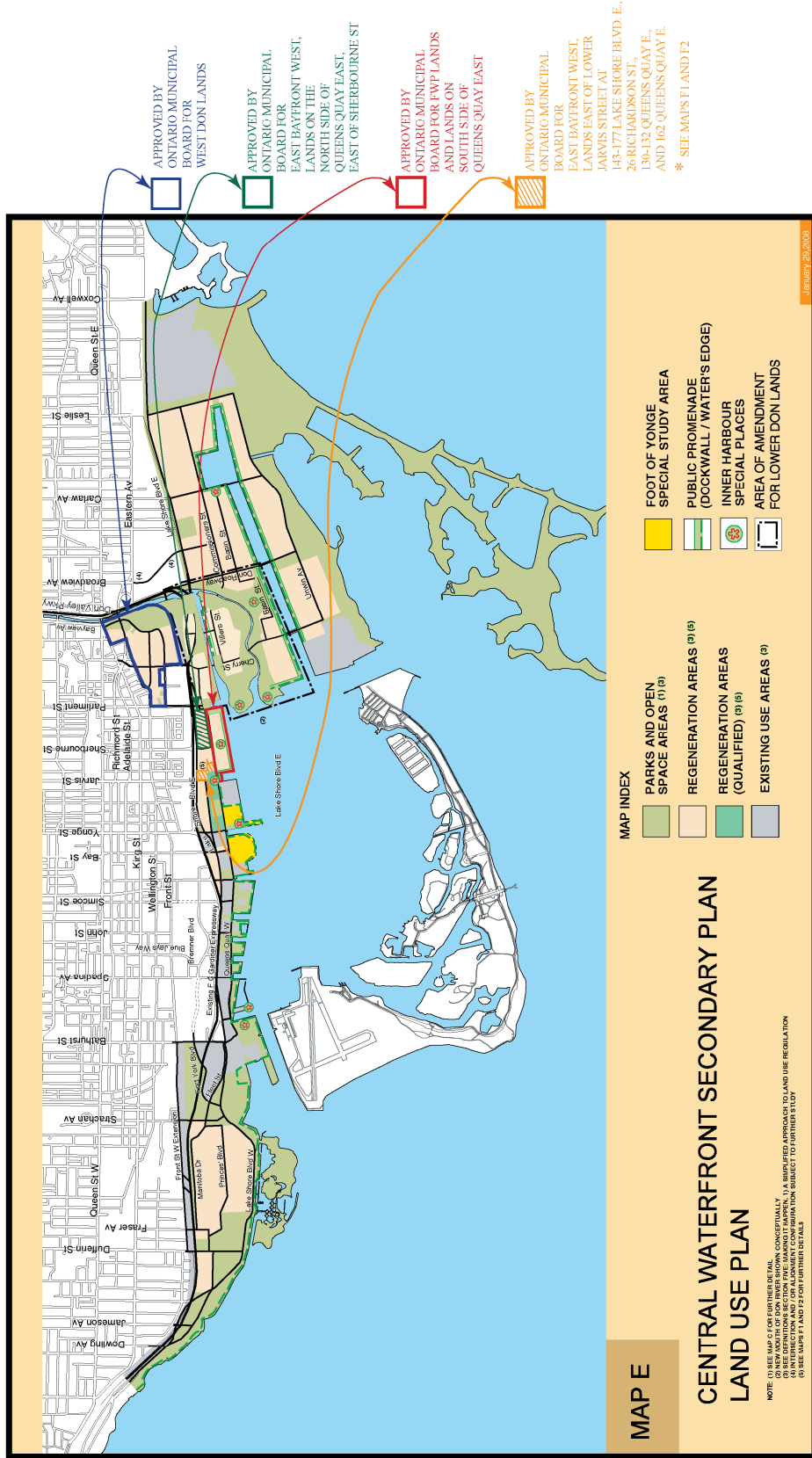


Tower Area Ratio Concept Diagram

Schedule 3



Schedule 4



Attachment 6: Lower Yonge Precinct Plan

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