

**1 and 7 Yonge Street - Zoning Amendment Application - Preliminary Report**

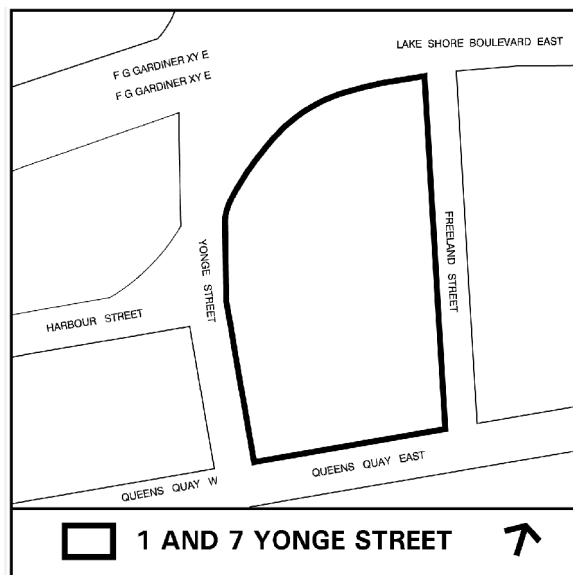
<b>Date:</b>	May 29, 2013
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 28 – Toronto Centre-Rosedale
<b>Reference Number:</b>	13 129256 STE 28 OZ

**SUMMARY**

The applicant has submitted a rezoning application to redevelop 1 and 7 Yonge Street. The site is proposed to be divided into two blocks by an eastern 27 metre wide extension of Harbour Street. On the south block, the application proposes to retain and add 10 storeys to the existing Toronto Star building and also develop an attached 70- storey hotel/residential building to the north and a 40-storey office building connected with a 6-storey podium. On the north block, four new residential towers are proposed with heights of 75, 80, 80 and 88 storeys with an 8-storey podium for residential, retail and commercial uses.

This report provides preliminary information on the submitted rezoning application and seeks directions on further processing of the application and on the community consultation process.

This site is located in the Central Waterfront Secondary Plan area. This Plan, adopted in 2003, is the subject of a number of appeals and is only in force for several specific areas. A precinct plan for the Lower Yonge area bounded by Yonge Street, Lake Shore Boulevard, Queens Quay East and Lower Jarvis Street will be required prior to any rezoning. The Lower Yonge Precinct Plan is underway and the



establishment of directions and a policy framework are targeted for the end of 2013 and its implementation, through an area specific amendment to the Central Waterfront Secondary Plan, design guidelines or other tools, is targeted for the first quarter of 2014. The development of the precinct plan policies are needed to inform the review of the application. Consultation on the issues for the development of the area has begun through the precinct plan process.

City Planning staff do not support the application in its proposed form. It is not recommended to hold a community consultation meeting prior to City Council approval of the Lower Yonge Precinct Plan. Once Council approves the Lower Yonge Precinct Plan including any instruments required to implement the Precinct Plan, staff can advise Council on the timing for the processing of this application, provided all required information is submitted.

## **RECOMMENDATIONS**

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**The City Planning Division recommends that, following City Council approval of the Lower Yonge Precinct Plan, including any instruments required to implement such Plan:**

1. Staff be directed to schedule a community consultation meeting for the lands at 1 and 7 Yonge Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

### **Lower Yonge Precinct**

In 2008, Waterfront Toronto issued a Request for Proposals for a Lower Yonge Precinct Study. While consultants were retained and there was further coordination between the City and Waterfront Toronto in 2009, the project was subsequently deferred. Discussions to restart the project began in late 2011 and in 2012 there was work to redefine the scope of the study and identify funding sources. An information report to provide an update on the Lower Yonge Precinct Plan was received by Toronto and East York Community Council on November 6, 2012:

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

Waterfront Toronto and the City of Toronto are now jointly undertaking two studies in the Lower Yonge Precinct: an Urban Design Guidelines study and a Transportation Master Plan Environmental Assessment (EA). When complete, the studies will be used to develop the Lower Yonge Precinct Plan led by the City of Toronto. The goal of this work is to establish the planning context and implementing policies required to guide the future development of the Lower Yonge Precinct. Options for the implementation for the Lower Yonge Precinct Plan will be considered through the process, including an area-specific amendment to the Central Waterfront Secondary Plan.

Public consultation on this project has begun. An introductory stakeholder focus group meeting was held by Waterfront Toronto in April 2012. Following that meeting the City and Waterfront Toronto worked to develop an expanded transportation scope for a Transportation Master Plan EA. Landowner and stakeholder meetings were held on May 2, 2013. A Technical Advisory Committee for the Lower Yonge Transportation Master Plan EA (together with Gardiner East EA) was held on May 22, 2013. Approximately 100 people attended the first community meeting held on May 22, 2013. Issues raised at the community meeting included, but were not limited to: concern about the height and density of the 1-7 Yonge application; concerns that the application will "hijack" the precinct plan process; the treatment of the terminus of Yonge Street; views to the water and to downtown; recreational open space for residents; and transit expansion in East Bayfront. Notes and information from the public meeting will be posted on the Waterfront Toronto website:

[http://www.waterfronttoronto.ca/explore\\_projects2/central\\_waterfront/loweryonge](http://www.waterfronttoronto.ca/explore_projects2/central_waterfront/loweryonge).

### **1-7 Yonge Street**

In 2010, a Site Plan approval application (File 10 306318 STE 28 SA) was filed to convert the existing vacant production plant and mail facility into an indoor commercial parking garage. A consent application for severance was filed in conjunction with the Site Plan application. The Committee of Adjustment refused the severance application in October 2011. It was appealed by the owner and following an unopposed hearing, it was approved by the Ontario Municipal Board in March 2012. This Site Plan Control application is no longer active.

### **Pre-Application Consultation**

Pre-application consultation meetings were held with the applicant to discuss complete application submission requirements on October 2, 2012 and December 3, 2012. The applicant was advised that the Lower Yonge Precinct plan would be needed to establish the context to review the application. Additional issues that were raised at the meetings included tower height and floorplate size, density of the development, and provision of open space.

The applicant team has participated in the landowner group meetings on the Lower Yonge Precinct together with Waterfront Toronto in October 2, 2012 and May 2, 2013.

At the October 2012 landowners meeting, there was a briefing on the upcoming Lower Yonge Precinct Plan. The transportation consultants for the landowners met with City staff on transportation scope and issues for the precinct plan on October 5, 2012.

## ISSUE BACKGROUND

### Proposal

The applicant's proposal is for the site to be divided into two blocks by an easterly, 27 metre wide extension of Harbour Street. On the south block, the application proposes to retain and add 10 storeys to the existing Toronto Star building and also develop an attached 70- storey hotel/residential building to the north and 40 storey office building with a six storey podium. On the north block, four new residential towers are proposed with heights of 75, 80, 80 and 88 storeys with an eight storey podium for residential, retail and commercial uses. Proposed public open space in the form of widened boulevard is located along the Yonge Street frontage. The following table provides a summary of site statistics:

	<b>Parcel A</b>	<b>Parcel B</b>	<b>Combined</b>
Site Area			26,996 m <sup>2</sup>
Residential GFA	312,592 m <sup>2</sup>	42,674 m <sup>2</sup>	355,266 m <sup>2</sup>
Commercial GFA	26,363 m <sup>2</sup>	212,483 m <sup>2</sup>	238,846 m <sup>2</sup>
Total GFA	338,955 m <sup>2</sup>	255,157 m <sup>2</sup>	594,112 m <sup>2</sup>
FSI			22.01
Height (storeys), not including mechanical penthouse	Tower 1: 88 (271.0 m) Tower 2: 80 (247.4 m) Tower 3: 75 (232.65 m) Tower 4: 80 (247.4 m)	Tower 5: 40 (179.2 m) Tower 6: 70 (221.6 m) Existing Office Tower with addition: 35 (132.67 m)	
Typical tower floorplate	Tower 1: 1,200 m <sup>2</sup> Tower 2: 928 m <sup>2</sup> Tower 3: 1,037 m <sup>2</sup> Tower 4: 1,020 m <sup>2</sup>	Tower 5: 3,279 m <sup>2</sup> Tower 6: 1,112 m <sup>2</sup> Existing Office Tower: not provided	
Residential Units	3,661	476	4,137
Hotel Suites	108	567	675
Indoor Amenity Space	7,322 m <sup>2</sup>	952 m <sup>2</sup>	8,274 m <sup>2</sup>
Outdoor Amenity Space			8,274 m <sup>2</sup>
Vehicle Parking Spaces			3,117
Bicycle Parking Spaces	3,743	1,160	4,903

The applicant has shown that the towers would have a minimum distance separation of 25 metres, however the tower connected to the north side of the existing Toronto Star building is 30 storeys with no separation and then goes up to 70 storeys with approximately 10 metres separation distance.

Driveway access for the north block is proposed from a private courtyard in the north block along the proposed easterly Harbour Street extension from Lake Shore Boulevard and Freeland Street. For the south block there is proposed parking and loading access from Freeland Street. The proposed 8-level underground parking area would extend under the majority of the site including under the proposed right of way of the Harbour Street extension. The application proposes a PATH extension from Union Station via a second level connection through 45 Bay Street (at railway tracks level), over Yonge Street south and abutting the railway and then a transfer to a below grade connection on the City owned property on the north east corner of Yonge Street and Lake Shore Boulevard.

See Attachment 4 - Application Data Sheet for additional project details.

### **Site and Surrounding Area**

The subject site is 26,996 square metres in area and is located at the northeast corner of Yonge Street and Queens Quay East. It has frontages along Yonge Street, Lake Shore Boulevard East, Freeland Street and Queens Quay East. Currently on the site is a 25 storey office building and 5 storey podium, built in 1971. There is approximately 61,780 square metres of office uses; the principal tenant is Torstar, the Toronto Star newspaper company. The podium extends along the length of the Queens Quay East frontage and steps down to one storey to the north along Yonge Street. The Toronto Star printing presses used to be housed in the podium building. There is a small surface parking lot along the Yonge Street frontage. The northern portion of the site is a parking lot with approximately 453 spaces.

The surrounding area land uses and designations include the following:

East: 55 Lake Shore Boulevard East: LCBO retail outlet; LCBO offices and warehouse which are a provincially owned, listed heritage property; City-owned rail spur bisecting the block; a Loblaws store is located at the northwest corner of Queens Quay East and Lower Jarvis Street. East of Lower Jarvis Street is East Bayfront (EBF), a mixed-use district with primarily midrise built form with selected taller building sites, as provided for in the comprehensive East Bayfront precinct plan and by-law;

South: The Pier 27 development at 25 Queens Quay East, a seven building residential development at 4x FSI with commercial/retail at grade with heights of 13 and 14 storeys (39 to 51 metres), with a proposed 35 storey (105 metres) tower, abutting the Yonge Street Slip (File 10 147083 STE 28 OZ). This site has site-specific zoning, Official Plan policies and design guidelines. The Phase 1 site plan is

approved and is under construction. Phase 2 OPA and rezoning were approved by City Council and have been appealed to the Ontario Municipal Board. The foot of Yonge Street adjacent to the Yonge Street Slip is proposed to be a City park. To the southeast is Redpath Sugar at 85 Queens Quay East, recognized as an *Existing Use Area*;

West: West of Yonge Street are 33 Bay Street, 16 and 18 Harbour Street, 12 Yonge Street, (11 x FSI) and 10 Yonge Street and 10 Queens Quay West (8 x FSI), which are developed with residential towers ranging from approximately 26 storeys (81 metres) to 54 storeys (162 metres);

North: To the north are the elevated Gardiner Expressway, with Lake Shore Boulevard below, and the rail corridor. Further north is the St. Lawrence neighbourhood which has significant heritage buildings in a well-established mid-rise context and some towers. In addition there is a 36 storey tower under a construction at 5-7 The Esplanade at 8 x FSI (File No. 08 231943 STE 28 OZ) and the L Tower which will be 58 storeys (205 m) at 6.3x FSI (File nos.: 07 114857 STE 28 OZ and 07 114846 STE 28 SA).

The site is bounded by three existing Major Streets (Map 3, Official Plan): Yonge Street, Lake Shore Boulevard East and Queens Quay East; and Freeland Street which is a north-south collector road.

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

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

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; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The site is located in the *Downtown and Central Waterfront* on Map 2- Urban Structure. It is designated *Regeneration Areas*, except for the Yonge Street frontage which is designated *Parks and Open Space Areas*. This site is within the Central Waterfront Secondary Plan (CWSP) and these designations are also reflected in the CWSP.

The *Downtown and Central Waterfront* offer opportunities for employment and residential growth. However, growth in the *Central Waterfront* is guided by the Central Waterfront Secondary Plan. 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

*Regeneration 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. The CWSP sets out how precinct implementation strategies will determine the scale of future development, range of uses and the relationship between building massing, density and public spaces for *Regeneration Areas*.

*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.

The CWSP was adopted by City Council on April 16, 2003. The purpose of this Secondary Plan is to identify key public priorities, opportunities and provide an implementation process.

The CWSP is built on four core principles. These are:

- 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.

The CWSP is subject to various appeals and has been modified by the OMB, but the relevant policies for the development of precincts have not been challenged. Refer to: [http://www.toronto.ca/waterfront/pdf/waterfront\\_cwp\\_revised\\_nov07.pdf](http://www.toronto.ca/waterfront/pdf/waterfront_cwp_revised_nov07.pdf) .

A precinct implementation strategy is the tool detailed in Section 2.1 of the CWSP to provide for comprehensive and orderly development and to implement the policies of the CWSP. Precinct plans and subsequent implementing zoning by-laws have been developed for the East Bayfront Precinct, West Don Lands Precinct, and the Keating Precinct of the Lower Don Lands.

To achieve the comprehensive development envisioned in the CWSP, the approval of new zoning for lands within the *Regeneration Areas* will generally take place at a precinct level. The CWSP policies require that, prior to the preparation of zoning by-laws or development permit by-laws within the *Regeneration Areas*, Precinct

Implementation Strategies will 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 defines 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;
- Strategies for achieving affordable housing targets;
- 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;
- Environmental performance standards;
- Provisions for securing the retention of heritage buildings;
- Urban design and public art provisions;
- Provisions to secure necessary roads, transit, trails and bike paths; and
- Financial mechanisms to ensure the above matters are implemented.

The site is currently in the process of being removed from a Special Policy Area for flood protection, now that the Flood Protection Landform is substantially complete. The provisions for the Downtown Spill Zone, including this site, are to be removed by OPA 394, approved by Council in October 2012. Implementing bills are imminent.

## **Zoning**

The site is zoned CR T6.0 C6.0 R0 which permits development at a density of 6 times the lot area. The CR zone is a mixed use zone, but residential use is not permitted on this site.

The site specific zoning by-law exception, 12(2) 297, approved as part on an OMB settlement in 1995, sets out concepts for the block including a division of the block with a future street, height and massing which steps down west to east, and seeks to preserve views to the south. 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. A base building with a height 30 metres is provided along the Queens Quay East and Freeland Street frontages, which steps down to 19 metres with a 2 metre setback.



The extension of Harbour Street easterly from Yonge Street has been illustrated in the 1 Yonge Urban Design Guidelines and the site specific zoning by-law exception. The current zoning by-law for this site protects for a potential Harbour Street extension or new public right-of-way to accommodate a mid-block street between Yonge Street and Freeland Street.

### **Urban Design Guidelines**

The site specific urban design guidelines which support the site specific zoning by-law for this site, set out concepts for the block including a division of the block with a future street, height and massing which steps down west to east, and seeks to preserve views to the south. The guidelines also address microclimate and a sunlight angular plane. The Yonge Street setback, varying in width from 6 to 17 metres, is designated as *Parks and Open Space Area* in the CWSP. The guidelines can be found at the following link: [http://www.toronto.ca/planning/urbdesign/pdf/44\\_1yongestreet.pdf](http://www.toronto.ca/planning/urbdesign/pdf/44_1yongestreet.pdf).

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

In May 2013, Toronto 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 that they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

As this project is located within the CWSP it is not subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013).

### **Transportation Issues/Transportation Master Plan EA**

To identify the transportation infrastructure required to support development within the Lower Yonge Precinct including the role and function of Harbour Street west to Lower Simcoe Street, Waterfront Toronto and the City of Toronto are conducting a Transportation Master Plan EA. The Transportation Master Plan is being carried out in accordance with the requirements of the Municipal Class EA, which is an approved planning process under the Environmental Assessment Act. There are a number of related transportation initiatives and studies which influence this precinct including the Queens Quay EA, York-Bay-Yonge Interchange Reconfiguration EA, the PATH Master Plan and Gardiner East EA.

Plans have been developed for the transformation of Queens Quay into a two-lane two-way roadway alongside a two-way dedicated light rail line and a continuous separated multi-use path, plus streetscaping and sidewalks. These plans are being implemented west of Bay Street beginning in 2012 and the East Bayfront transit segment has been approved as part of the Queens Quay EA.

Harbour Street west of Yonge Street will also be transformed as a consequence of the planned modification of the elevated eastbound York-Bay-Yonge exit ramp from the Gardiner Expressway. The ramp will be shortened to land at Lower Simcoe Street, allowing Harbour Street between Lower Simcoe Street and Bay Street to become a four-lane at-grade eastbound roadway. City Council has also endorsed the proposal to limit the use of the Bay Street entry ramp to the eastbound Gardiner Expressway to buses.

The York-Bay-Yonge Interchange Reconfiguration EA Study examined reconfiguring the Gardiner Expressway's York-Bay-Yonge interchange, which has implications for the transportation analysis in the Lower Yonge Precinct. In July 2012 City Council approved the amendment of the York-Bay-Yonge Interchange Reconfiguration EA Study. The final Environmental Study Report was published for 30 day review in May 2013: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW16.1>.

As well, in November 2012 City Council directed the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning, to undertake a traffic transportation visioning study of the area bounded by Lake Shore Boulevard to the north, Lake Ontario to the south, Stadium Road to the west, and Parliament Street to the east with the report to coincide with the evaluation of future rezoning applications in this area. The timeline for this study is to begin in fall 2013.

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 in the PATH Master Plan.

### **Site Plan Control**

A Site Plan Control application has not been submitted. The area is subject to Site Plan Control.

### **Tree Preservation**

The applicant has submitted a Tree Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc., dated February 4, 2013, date stamped as received by City Planning on March 7, 2013. The trees inventoried as Tree Nos. 10 to 18 inclusive, indicated in the report are City owned street trees which are protected under the provisions of the City's Street Tree By-law. The development proposes the retention and protection of Tree Nos. 10 to 18 inclusive.

### **Reasons for the Application**

The proposal does not comply with existing zoning by-law as residential uses are not permitted, it exceeds the height limits and the proposed 22x FSI does not comply with the permitted density of 6x FSI. In addition, the development will project into the 60 degree angular plane and a portion of the proposed building would be constructed beneath the proposed new public road extension. Further, the application is within the Central Waterfront Secondary Plan and a precinct plan needs to be completed prior to rezoning.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Functional Servicing Report;
- Stormwater Management Report;
- Pedestrian Wind Assessment;
- Sun/Shadow Study;
- Toronto Green Standards Checklist Part 1;
- Toronto Green Standards Checklist Part 2 ;
- Extract, Archaeological Conservation and Management Strategy;
- Urban Transportation Considerations;
- Geotechnical Design Preliminary Assessment;
- Environmental Information Review;
- Tree Inventory and Preservation Report; and
- Planning and Urban Design Rationale.

Since the application was submitted on March 7, 2013, staff has received some outstanding materials. The massing study was received on March 27, 2013 and the Noise and Air Quality Studies were received on April 6, 2013.

A Notification of Incomplete Application issued on May 7, 2013 identifies the outstanding material required for a complete application submission. The following information and material has not been provided or does not meet the requirements of the Development Guide:

- Technical Appendix to the One Yonge Street Urban Transportation Considerations prepared by BA Group dated March 1, 2013;
- Transportation Demand Management Plan;
- Pedestrian Level Wind Study;
- Housing Issues Report; and
- Heritage Impact Assessment Report.

### **Issues to be Resolved**

The development of the Lower Yonge Precinct Plan will provide the necessary comprehensive planning, transportation and urban design framework to evaluate this application, as provided for in Sections 2.1 and 2.2 of the CWSP and 4.7.2 of the Official Plan. Until the precinct plan is completed it is premature to review this application. City Planning Staff do not support the application in its proposed form. There are a number of issues to be resolved with this application including, but not limited to:

- Appropriate land use mix, to ensure an appropriate balance between residential and employment-based development;
- Evaluation of the appropriateness of the proposed density increase and new residential density on infrastructure capacity, including servicing, transportation network, schools, parks and other community services and facilities for a new neighbourhood;
- Evaluation of the appropriateness of the height and massing and its relationship to the urban fabric of the waterfront and the downtown;
- Meeting objectives of area specific policies and guidelines under development with respect to built form, which will consider the Tall Buildings Guidelines;
- Evaluation of sun, shadow and wind conditions;
- The street and blocks structure for the precinct and how it may shape the application's configuration, access points and network;
- The easterly extension of Harbour Street, its potential alignment and role within the precinct;
- The proposal currently has 8 levels of underground parking under the Harbour Street extension, a proposed public street;
- Provision and location of public parkland;
- Provision and location of privately owned, publicly accessible open space;
- Evaluation of noise and air quality issues due to the proximity to Redpath Sugar and the Gardiner Expressway;
- Provision of an affordable housing strategy;
- Impacts on the adjacent heritage building to the east;
- Evaluation of the location of PATH connections and PATH expansion;
- Consideration of the missed approach flight path for the Toronto Island Airport;
- Provision of community services and facilities in accordance with the CWSP; and
- Capacity of site servicing and infrastructure.

The Toronto Green Standards Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the preparation of the Lower Yonge Transportation Master Plan EA, Urban Design Guidelines and Precinct Plan policies, review of the application, agency comments and the community consultation process.

## **CONTACT**

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## **SIGNATURE**

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

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## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2a: North Elevation

Attachment 2b: South Elevation

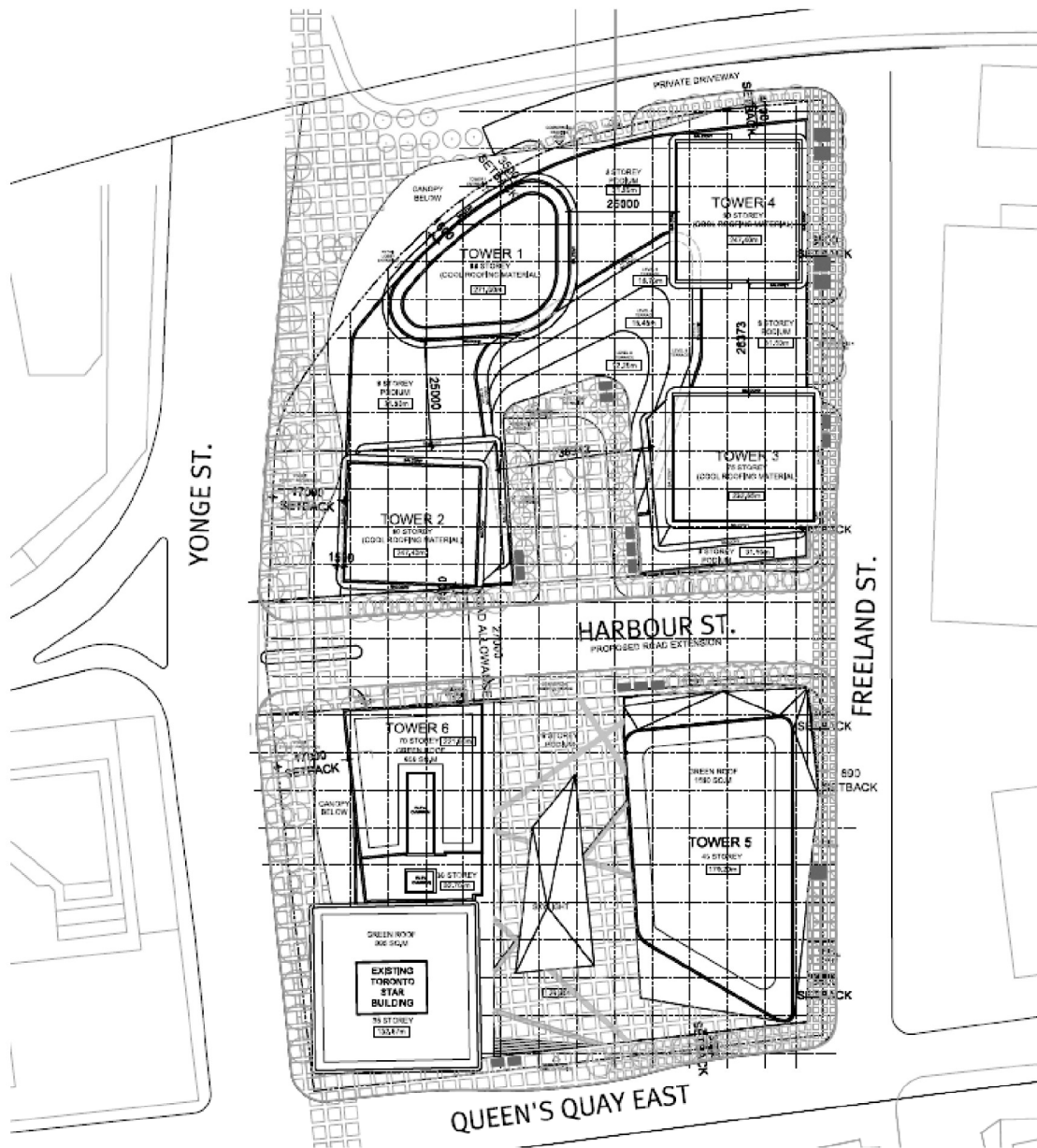
Attachment 2c: East Elevation

Attachment 2d: West Elevation

Attachment 3: Zoning

Attachment 4: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

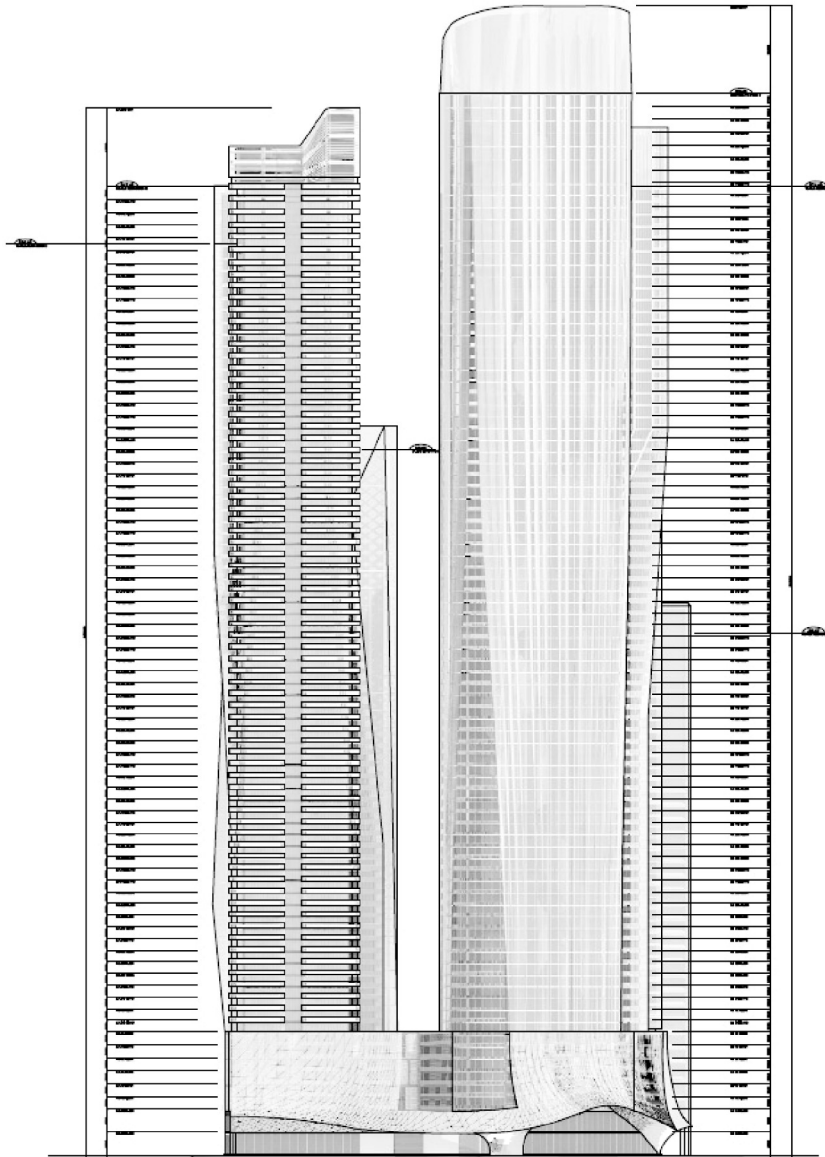
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04/30/2013

## 1 and 7 Yonge Street

File # 13\_129256\_02

## Attachment 2a: North Elevation



Lake Shore Boulevard - Elevation Looking South

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### North Elevation

Applicant's Submitted Drawing

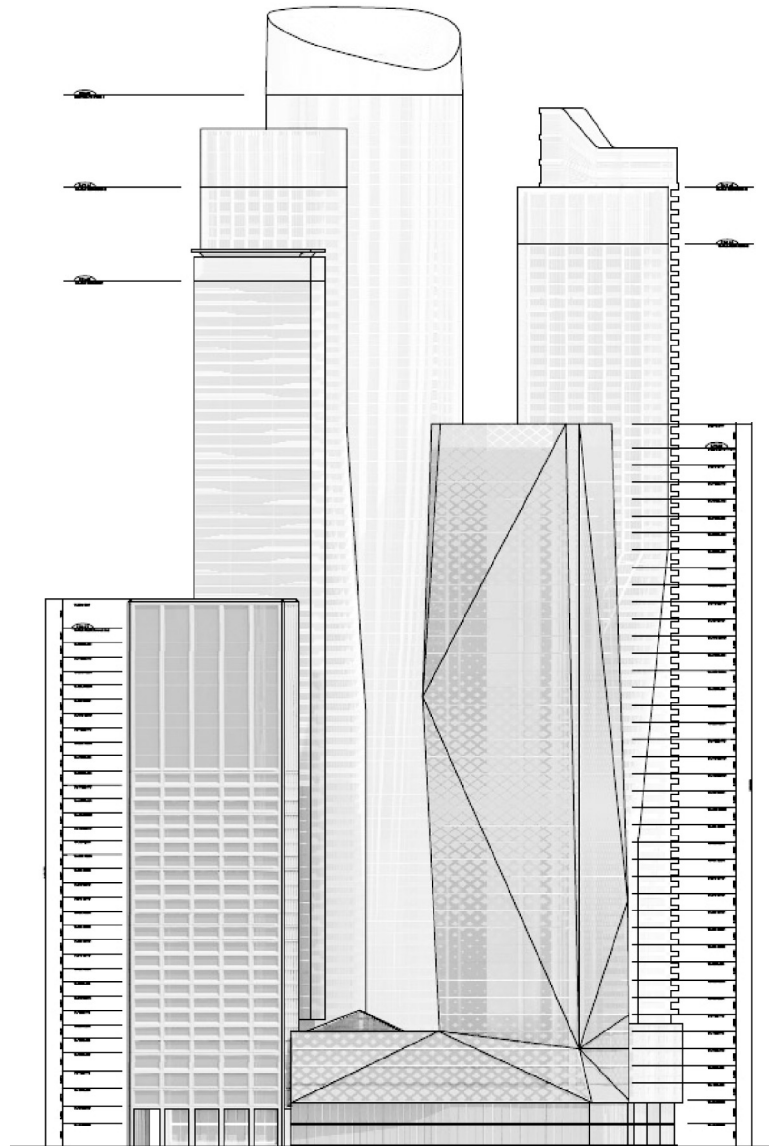
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1 and 7 Yonge Street

File # 13\_129256\_02

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## Attachment 2b: South Elevation



Queen's Quay East - Elevation Looking North

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### South Elevation

Applicant's Submitted Drawing

Not to Scale  
04/30/2013

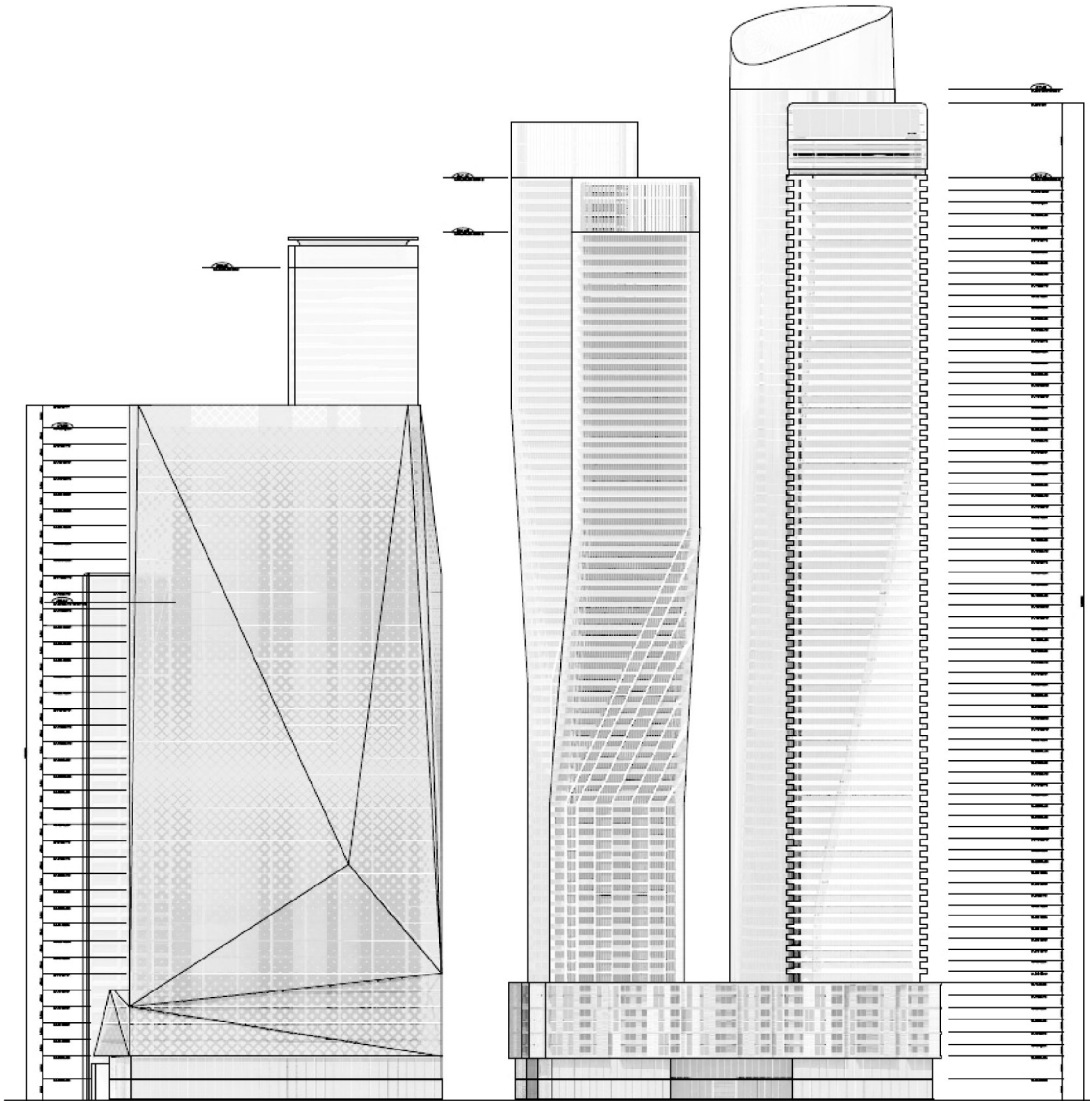
1 and 7 Yonge Street

File # 13\_129256\_02

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## Attachment 2c: East Elevation



Freeland Street - Elevation looking West

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### East Elevation

Applicant's Submitted Drawing

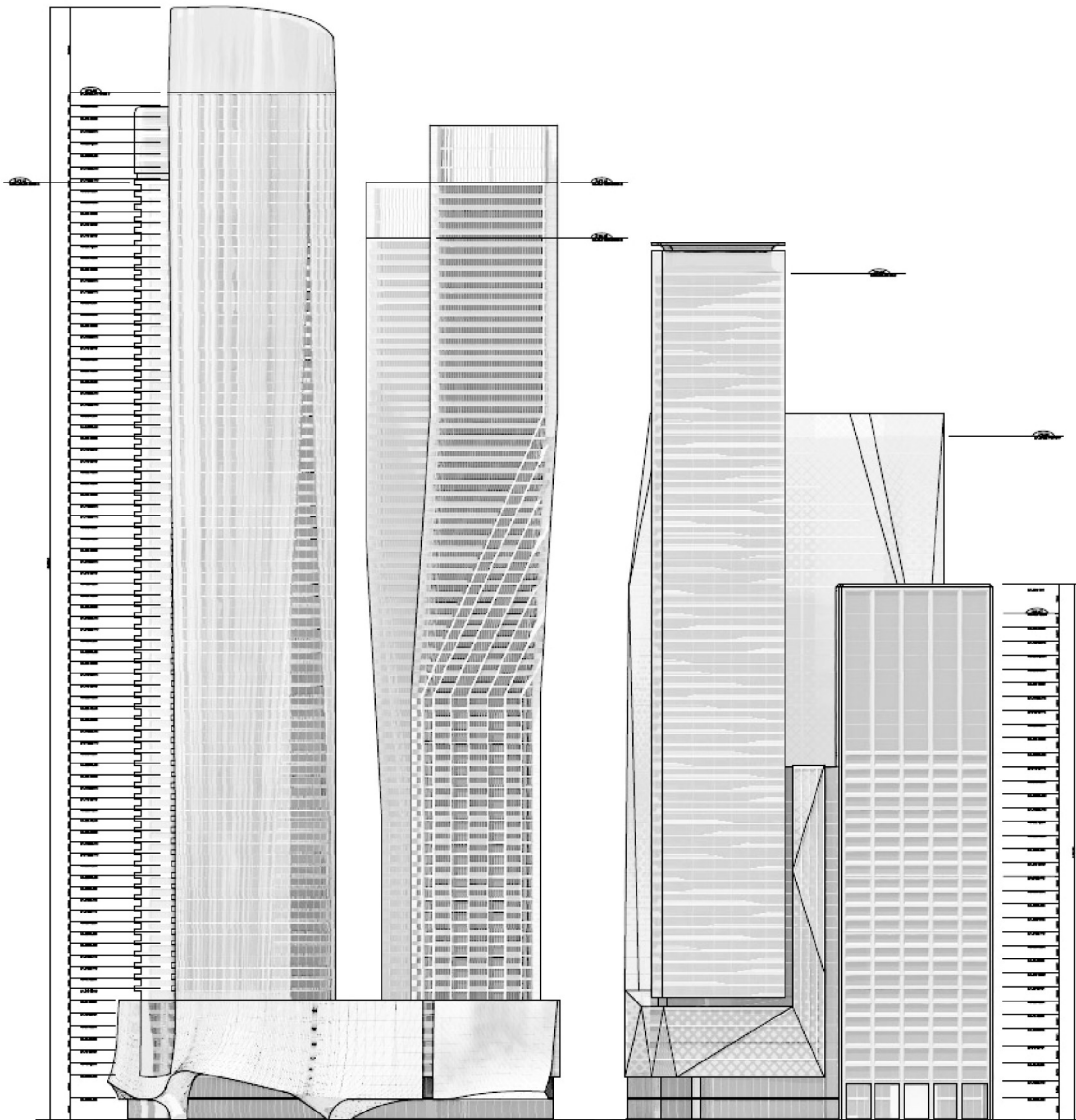
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04/30/2013

### 1 and 7 Yonge Street

File # 13\_129256\_02

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**Attachment 2d: West Elevation**



Yonge Street - Elevation looking East

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**West Elevation**

Applicant's Submitted Drawing

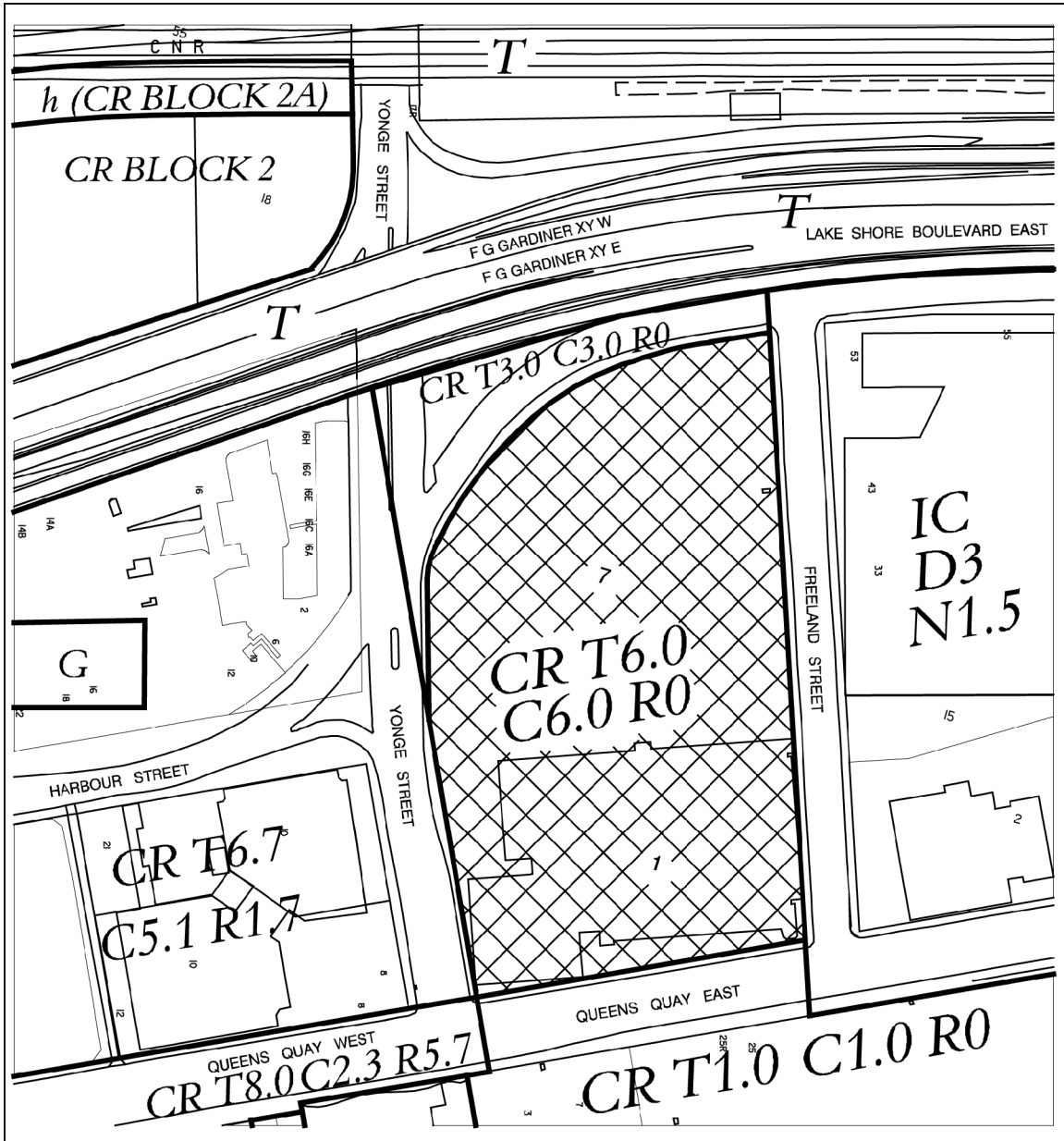
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04/30/2013

**1 and 7 Yonge Street**

File # 13\_129256\_02

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Attachment 3: Zoning



**Toronto** City Planning  
Zoning

1 and 7 Yonge Street  
File # 13\_129256\_02

- G Parks District
- CR Mixed-Use District
- IC Industrial District
- T Industrial District
- (h) Holding District

Not to Scale  
Zoning By-law 438-86 as amended  
Extracted 04/30/2013

