

TORONTO STAFF REPORT

March 18, 2003

To: Toronto East York Community Council

From: Director, Community Planning, South District

Subject: Directions Report for the Fort York Neighbourhood – Bathurst/Strachan Part II Official Plan of the former City of Toronto and the Bathurst Strachan Secondary Plan
Trinity-Spadina Wards 19 and 20

Purpose:

The purpose of this report is to advise Council on the proceedings of the Design Workshop held January 20-23, 2003, identify the issues where consensus was reached, clarify what issues are still outstanding and to request Council authority to prepare amendments to the Bathurst/Strachan Part II Official Plan of the former City of Toronto and the Bathurst Strachan Secondary Plan.

This report also identifies the urgent need to re-locate the St. Mary's Cement plant at 22 Bathurst Street to the Port Lands as part of an overall strategy to consolidate concrete producers in the eastern Port Lands and permit the redevelopment of the Fort York Neighbourhood.

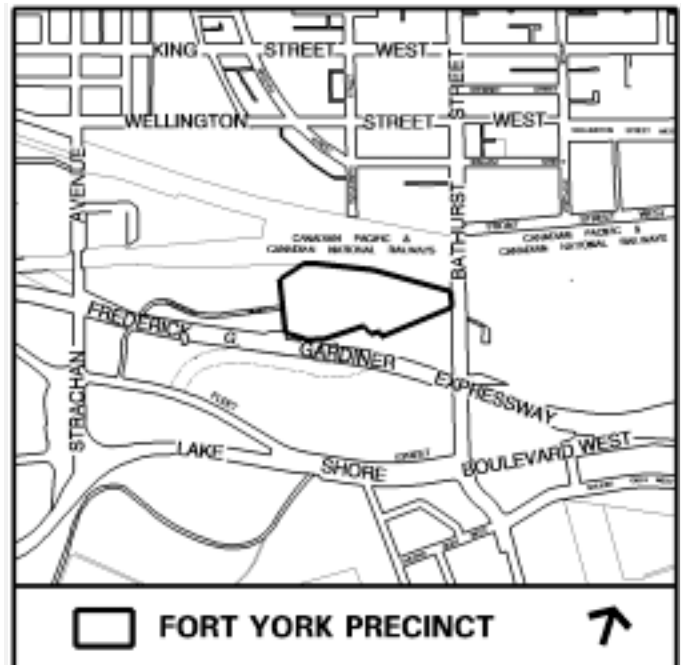
Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that:

- (1) the Commissioner of Urban Development Services report on proposed amendments, including the need for landowners to prepare a Public Realm Design and Implementation Plan, to the Bathurst/Strachan Part II Official Plan of the former City of Toronto and the



Bathurst Strachan Secondary Plan and that the Bathurst Strachan Planning Area be re-named the Fort York Neighbourhood;

- (2) the Commissioner of Urban Development Services be requested to hold a community meeting on the directions for amending the Bathurst/Strachan Part II Official Plan and Bathurst Strachan Secondary Plan;
- (3) the Commissioner of Urban Development Services be authorized to report directly to Council on a position for the City to take before the Ontario Municipal Board (OMB) on the Wittington Properties application for 20 and 24 Bathurst Street in the event that Wittington appeals its application to the OMB;
- (4) staff of Urban Development Services continue to discuss a resolution of the outstanding issues regarding appropriate tower height in the Fort York Neighbourhood with the affected owners;
- (5) Council re-state its intention to secure the Link Park as a public park in the Official Plan, in accordance with the consensus of the Design Workshop; and
- (6) City staff prepare a strategy for the relocation and consolidation of concrete producing industries in the Port Lands including finding a site for the St. Mary's Cement plant at 22 Bathurst Street.

Background:

Land owners and prospective developers have repeatedly and consistently advised staff that the built form permitted by the 1995 Bathurst/Strachan Part II Official Plan was impractical to build because it did not permit economic or marketable buildings (see Attachments 1-3). They have sought amendments to the Plan, particularly to permit taller buildings.

Wittington Properties has submitted applications for Official Plan and Zoning By-law amendments for 20 and 24 Bathurst Street, its properties west of Bathurst Street, which propose significant height increases (see Attachment 7 – Land Ownership).

Following the Council debate regarding the endorsement of the H & R Properties proposal for 640 and 640R Fleet Street at the west end of the neighbourhood on November 6, 2001, City Council passed the following motion:

“It is further recommended that the Commissioner of Urban Development Services be requested to submit a report to the Toronto East York Community Council on possible future developments in the Bathurst/Strachan Planning Area, such report to address the number of towers, the spacing of towers and the height of towers, and the possibility of pushing such developments back, as far as possible, from Fort York and its Heritage Conservation District;

and

request the Commissioner of Urban Development Services to study the issue of height in the Bathurst/Strachan Area and in the Railway Land West immediately east of Bathurst Street to develop guidelines for the review of any other proposals in the area;

and

request the Commissioner of Urban Development Services to report back to Toronto East York Community Council on the findings of the study.”

(Clause No. 25 of Report No. 8 of The Toronto East York Community Council, headed “Bathurst/Strachan Part II Official Plan and Zoning By-law Amendments and Site Plan Approval - 640 and 650 Fleet Street (Trinity-Spadina, Ward 19”)

The City Planning and Urban Divisions organized a Design Workshop on January 20-23, 2003 for the Fort York neighbourhood area, which consists of the Bathurst Strachan area and the western part of Railway Lands West. The Workshop was attended by City staff, area residents, particularly the Friends of Fort York, and the area landowners - Wittington Properties, Plazacorp, St. Mary’s Cement, Malibu Developments, their consultants and the City’s Let’s Build staff. The purpose of the Workshop was to explore and resolve issues relating to the development of the neighbourhood around Fort York including the height issues. The Workshop was paid for by the landowners.

All participants acknowledge the need to relocate the St. Mary’s Cement concrete batching plant from the middle of the neighbourhood. The Part II and Secondary Plans also recognize the need for St. Mary’s to relocate while protecting its ability to operate while it stays.

The Toronto East York Community Council, at its January 21, 2003 meeting recommended that:

“appropriate City staff and TEDCO be requested to undertake such steps as necessary to implement the City’s policy set out in the following Section 4.5.1 of the Bathurst/Strachan Part II Official Plan:

“4.5.1 It is the policy of Council to encourage and assist both Praxair Canada Inc. (Medigas) and St. Mary’s Cement (Canada Building Materials Co.) to eventually relocate their operations to appropriate sites elsewhere in the City of Toronto. Until such relocation, no Official Plan policy contained in this Plan shall prevent Praxair Canada Inc. (Medigas) or St. Mary’s Cement (Canada Building Materials Co.) from continuing their current operations at 470 Lake Shore Boulevard West and 22 Bathurst respectively.”

Comments:

1. The Design Workshop

The Bathurst Strachan and the Railway Lands West areas have complex histories, land ownership patterns and histories and a high level of development potential. Planning staff in

Urban Design and City Planning proposed a Design Workshop for this area to bring all stakeholders together look at the area's issues as a whole.

In general, a Design Workshop is an effective approach in situations where there are complex neighbourhood-scale design issues combined with multiple owners and stakeholders. Design Workshops create an atmosphere that is conducive to working through and resolving issues and reaching consensus or narrowing issues.

2. Workshop Findings

(a) Linking the Fort York Neighbourhood to the Rest of the City

The Design Workshop identified the following streets and open spaces as important pathways for movement within, to/from and through the neighbourhood:

- the Fort landscape and grounds;
- the proposed Portland Street bridge to link the Fort York Neighbourhood to downtown;
- Bathurst Street as a seam not a barrier;
- Fort York Boulevard as an important pedestrian route linking the new neighbourhood to the developing neighbourhood to the east and to downtown;
- Fort York Boulevard as a major traffic street west of Bathurst but not east of Bathurst;
- the Link Park as a pedestrian route linking the Niagara Neighbourhood and the fort to Fleet Street and the waterfront;
- Fleet Street as a primary pedestrian and transit route clearly separated from Lake Shore Boulevard by landscaping, with a service road on the north side to serve the development between Fort York Boulevard and Fleet Street;
- the land bridge across the rail corridor as the important link that must be created to connect the Niagara neighbourhood and the Fort York Neighbourhood; and
- a pedestrian friendly link to the Bathurst Quay. Stadium Road in the Bathurst Quay Neighbourhood south of Lake Shore Boulevard could be extended to Fort York Boulevard. This should be examined as part of any traffic study for the area.

(b) Neighbourhood Character

The Design Workshop identified opportunities to create a strong neighbourhood with diverse street-related housing types and unit sizes to attract a diverse population and create a desirable mixture of uses and tenure (see Attachment 5). These are not just “podium elements” filling in the spaces between towers but building types that set the fundamental character of the neighbourhood. Base buildings of 10, 8, 6 and 4 storeys, depending on the width and character of the streets and park spaces they front onto, create a wonderful, diverse neighbourhood fabric on their own.

The overall architectural expression, character and quality of these buildings needs further development as part of the preparation of amendments to the Part II and Secondary Plans.

The following sites were identified as sites suitable for distinctive architectural treatment:

- Bathurst Street north of Fleet Street;
- both sides of Bathurst Street at Fort York Boulevard;
- north-west corner of Bathurst Street and Fleet Street
- the City Housing site – Blocks 32 and 36 of the Railway Lands;
- south-east corner of the Link Park and Fleet Street; and
- south-east corner of the Link Park and Fort York Boulevard

(c) Streets and Blocks Plan

The Design Workshop reached a full consensus on a desired streets and blocks plan for the area (Attachment 5). One of the most important areas of agreement of the Design Workshop was the introduction of two new east-west streets. The north-south streets in the existing Bathurst Strachan plan are retained. The addition of two east-west streets creates smaller block sizes and more frontage for street-related housing and a pedestrian-scale neighbourhood that will be easy to navigate. Both streets are intended to be small scale or mews streets, with a minor traffic function.

The more southerly of new east-west streets (provisionally called the “South Mews”) connects the Link Park to the neighbourhood to the east and could provide a pedestrian link to Bathurst Street. It is designed at an intimate scale and provides a setting for a new housing type not addressed in the existing Plan - stacked townhouses - possibly screening internal above-grade parking garages.

The more northerly of new east-west streets (provisionally called the “North Mews”) would be built on the Garrison Sewer easement. A street in this location solves the issue of how to place buildings over the sewer, provides another pedestrian route to Fort York Boulevard from

Bathurst Street, and creates an intimate frontage to introduce another new housing and building type - mid-rise “loft-type” buildings – into the Plan.

Currently the layout of the H & R lands to the west of the development area prevents a direct linkage from the interior of the H & R site to the Link Park and across to the “South Mews”. The Staff will review this with H & R with the intent of securing their agreement to jointly support the required amendments to their Official Plan and Zoning amendments for Parcel 2 of Block 1/2A currently before the OMB.

(d) Streets

The Design Workshop participants agreed that all streets are to be public streets with a high standard of landscape and streetscape treatment. All streets west of Bathurst would have on-street parking except Fort York Boulevard. This increases the sense that these are public streets in a neighbourhood rather than private enclaves. Provided it creates no insurmountable servicing and maintenance issues, the owners could retain property rights below Streets ‘D’, and ‘E’ currently in the Plan and the proposed east-west streets for the purpose of underground parking to minimize the need to build in the high watertable in the area.

Amendments to the Part II and Secondary Plans would require the owners to prepare a comprehensive traffic study as part of any development application, for review by the City, to determine:

- appropriate access points into each development block;
- appropriate locations for one-way streets (e.g. around the Link Park);
- appropriate locations for turn restrictions;
- connections to existing streets; e.g. Bathurst, Fleet, Fort York Boulevard; and
- if the City’s standard design details can be relaxed to create a more intimate street scale and still meet functional requirements.

Bathurst Street

Bathurst Street should be treated as a seam joining the current Bathurst Strachan area and the Railway Lands Area, not as a boundary between them. The historic Loblaws Groceteria Building at the north-east corner of Bathurst Street and Lake Shore Boulevard should be maintained and could set the tone for the character of the street.

Fleet Street

The redesign of Fleet Street to a smaller-scale local street with wider sidewalks, combined with the relocation of the streetcars south to the median area between Fleet Street and Lake Shore Boulevard, would provide a much needed buffer from the noise and traffic volumes along Lake

Shore Boulevard. It would also enhance the role of Fleet as a street with residential uses on the ground floor. Specific directions for Plan proposals and further study are:

- the TTC streetcar should operate in its own right-of-way on the south edge of Fleet Street to provide a buffer for the community from Lake Shore Boulevard and provide excellent public transit service to the area;
- congestion issues at Bathurst Street and Fleet Street need to be addressed;
- a pedestrian friendly link to the Bathurst Quay Neighbourhood needs to be developed;
- any traffic study should investigate ways of allowing through traffic movement from Street 'D' to Stadium Road;
- buildings along Fleet Street should have a 4.0 metre setback as currently provided for in existing Section 37 Agreements for the properties fronting onto Fleet Street; and
- the location of the TTC streetcar line once it passes the Link Park, westbound should be reviewed as to whether it should continue along Fleet Street or drop down to Lake Shore Boulevard before connecting with Strachan Avenue. By dropping down to Lake Shore Boulevard, it would prevent Gore Park from being cut off by a road and a TTC line from the Fort York Community, and would create more green space around the Armoury.

(e) Built Form

Fleet Street

Fleet Street from any angle is a "Post Card View" and must be treated accordingly. The consensus design ideas from the Design Workshop included:

- line the street with mid-rise buildings (heights of 6 to 8 storeys with another 2 floors set back from the building edge). This scale is appropriate to the extensive open space and long views to the buildings and to the nature of the street proposed;
- the Tip Top building and the historic Loblaw's Groceries building provide good precedents for the bulk, form and style of these buildings;
- Fleet Street is a major gateway to the City. The image and design of these buildings must be superb;

- taller buildings are appropriate on the corner sites provided the view corridors from the Fort and from the centre of the neighbourhood are protected; and
- buildings should be designed to retain the potential for future ground floor retail/restaurant/live work. This includes the provision of high ceilings and at-grade entrances.

Fort York Boulevard

This should be a street of 7 to 8 storey buildings with opportunities for 10 storeys at key locations such as the intersections of Fort York Boulevard with the “North Mews” and Bathurst Street. Bremner Boulevard should be called Fort York Boulevard for its entire length to signal the restoration of the link between the fort and the City.

Street ‘C’ (east side of the Link Park)

Buildings in this location should mirror the already approved 15 storey heights on the west side of the Link Park and terrace down to 7 or 8 storeys at Fort York Boulevard. This is consistent with what is already approved in the Part II and Secondary Plans.

Street ‘D’ and Street ‘E’

Buildings on the north-south streets at 4 to 8 storeys are appropriate with taller building elements on some corners. These are the right locations for service entrances to the building blocks.

“North Mews”

The “North Mews”, running over the Garrison Trunk Sewer, is appropriate for a six-storey built form and could take the form of warehouse loft structures, providing another desirable form of building and housing type for the neighbourhood.

“South Mews”

The “South Mews” is anticipated to be a narrower street than the “North Mews”. The appropriate height of buildings on this street is four storeys - likely in the form of stacked townhouses. An extension of the “South Mews” from Street ‘E’ to Bathurst to create a common boundary between Block 7 and Block 6 is proposed. The current Part II Plan, Secondary Plan and By-laws show a 15 metre right-of-way that straddles the property line in this location. It is not anticipated that there would be vehicle access from Bathurst Street. This would provide access, servicing and landscape areas for these parcels as well as a pedestrian route giving access from Bathurst Street into the neighbourhood. The owners and the City need to work together to define the exact location of this driveway. The “South Mews” will also provide a visual link between the interior of the neighbourhood and the H & R development on the west side of the Link Park.

(f) Location, Height and Spacing of Tall Building Elements

The Design Workshop reached a consensus on the best locations for taller building elements in the area west of Bathurst Street, based on the neighbourhood plan that was agreed upon for the lower buildings. It was assumed that taller elements would take the form of point towers with floor plates of about 700 square metres. (For comparison purposes, the Concord Adex buildings on the south side of Front Street east of Spadina Avenue are 850-900 square metres.) The locations maximize the maintenance of views from Fort York and concentrate the tallest buildings on Fleet Street as per Council’s direction on the height study. The tower elements proposed are more widely spaced than those in the approved H & R project on the west side of the neighbourhood and also more widely spaced than in the approved Concord Adex development of Railway Lands West, west of Spadina. The building heights being recommended for the Fleet Street frontage are appropriate for the scale of the base buildings agreed upon, with the significant open space they face and with the “post-card view” they will create for those approaching the area from the west.

The heights of the taller building elements modelled in the Design Workshop incorporate the maximum floor area permitted by the Part II and Secondary Plans (see Attachment 4 for the heights modelled during the Workshop). It is staff’s view that, while the location of the taller elements is good, the heights of some of them is not supportable (see Attachment 5 for the Staff Position on maximum building heights). It is on this issue that there is not yet agreement between staff and the owners. Staff are continuing discussions with the owners and the other Workshop participants to refine this aspect of the Workshop results to eliminate or at least narrow the scope of non-agreement. This will be addressed in the Final Report on the Amendments to the Plan.

The following are the tower locations, the Workshop heights that incorporate all the floor area in the Plans and staff’s position regarding the maximum appropriate heights:

	Tower location	No. Storeys modelled from the Workshop	Maximum Number Storeys – Staff Position
1	NE corner of Street ‘C’ and Fleet Street	36 storeys	36 storeys
2	NE corner of Street ‘D’ and Fleet Street	32 storeys	27 storeys
3	NE corner of Bathurst and Fleet Street	28-32 storeys	26 storeys
4	NW corner “South Mews” and Street ‘E’	28 storeys	22 storeys
5	NW corner Bathurst St. and “North Mews”	32 storeys	24 storeys
6	West Side of Street ‘D’ and between “North” Mews and “South Mews”	22 storeys	19 storeys

The sites of towers 4, 5 and 6 are owned by Wittington Properties. The existing Part II and Secondary Plans indicate that there is permission for 3 storey structures under the Gardiner Expressway on Wittington’s property. In the discussions between staff and Wittington when the 1995 Part II Plan was prepared, staff agreed to Wittington’s request to create floor area under the Gardiner on the basis that that is where it had to be built. The floor area under the Gardiner in the Plans is about 18,000 square metres out of Wittington’s maximum permitted floor area of

103,000 square metres. The Design Workshop modelled buildings that re-deployed all of the floor area from under the Gardiner Expressway and generated building heights on Wittington's property that staff feel are too high in the zone between the tallest buildings on Fleet Street and the lower 8 storey streetwall buildings on Fort York Boulevard.

Staff are proposing that building heights on the Wittington property be limited to those recommended by staff without reducing the floor area that the Plans currently permit, including that depicted under the Gardiner. The floor area that cannot be accommodated in the building envelopes recommended by staff should be built to complete the 7-8 storey building wall on Fort York Boulevard opposite Fort York and on Bathurst Street if and when the Gardiner Expressway is removed.

The Design Workshop did not examine the area east of Bathurst in any detail except for the City-owned housing sites on the north side of Bremner Boulevard so no recommendations are being made for that area. This is an area requiring further study.

(g) Public Realm Design and Implementation Plan

The neighbourhood requires a coherent, public realm design and implementation plan for parks, plazas, open spaces and streetscapes (see Attachment 6 - Design Workshop Parks and Open Space). This is a shared responsibility and must be tied to the phasing of the overall development plan. It is the "glue" that holds the neighbourhood together. The landowners should prepare this as part of their development approval process. The Public Realm and Implementation Plan for the neighbourhood should include detailed designs for and incorporate the following into the overall neighbourhood design:

- the large, central "Link" Park between Streets 'B' and 'C';
- the Fort York Park edge at Fort York Boulevard including the interim solutions for the area under the Gardiner Expressway;
- Gore Park in front of the Armoury;
- the Garrison Creek Park at the western edge of the City housing site – the City owned Blocks 32 and 36 of the Railway Lands;
- Fleet Street; and
- streetscapes - The streets link all of the formal parks and open spaces and need to be designed and built to a very high standard.

(h) Link Park

The Link Park between Streets 'B' and 'C', which provides an essential corridor between the lake and Fort York, was identified a key space in the centre of the neighbourhood and as a pedestrian route. Early drafts of the Secondary Plan for the Central Waterfront proposed that a

major street go through this area. The City should re-state its intention to secure this area as a public park in accordance with the consensus of the Design Workshop. Detailed design for the Link Park is required to realize its central role in the life of the neighbourhood.

The buildings lining the Link Park were identified as part of the “post card” image. The consensus design ideas from the Workshop included:

- mid-rise buildings (up to 15 stories) should step back at the upper levels to lessen the perception of height;
- buildings should step down to the north as they approach the Fort;
- allow for ground floor retail, restaurant and café uses; and
- Streets ‘B’ and ‘C’ on either side of the Link Park should be treated as one street from a design and functionality viewpoint and integrated with the design for the park

(i) Fort York and Fort York Historic Landscape

The extension of the fort’s landscape under Bathurst Street is compatible with the development of the City-owned housing Blocks 32 and 36 of the Railway Lands and represents a great opportunity to create a unique and special space and linkages between the fort landscape and downtown.

Fort York needs to strike a balance between security of the Fort artefacts and public accessibility to the fort and its park spaces and determine the best location for an interpretative centre.

(j) Railway Lands Blocks 32 and 36 – City-owned Housing Lands

This is a key site for the new neighbourhood as a link to the Railway Lands neighbourhood. It is where the historic fort landscape can be further restored under the Bathurst Street bridge. Park and trail links can be made from west of Bathurst Street to the Northern Linear Park to be built on the south side of the Rail Corridor between Bathurst Street and Blue Jays Way.

Key elements of the design for these Blocks include:

- the number of ground related units should be maximised (likely as townhouses at-grade with apartments above);
- the taller building elements are pushed away from the fort and oriented to preserve the view corridors from the fort to downtown; and
- the extension of the Fort York landscape under the Bathurst Street bridge to incorporate the original mouth of the Garrison Creek should occur as part of the development of the neighbourhood and the improvements to Fort York.

(k) Retail Areas

The development of a new grocery store at the northeast corner Bathurst and Fleet Street is likely. Therefore, this corner will likely be the first area to attract retail development. As retail demand increases over time, buildings on Bathurst Street, Fleet Street and on the Link Park should permit future retail development. A floor plan for flexible live/work units at grade was created at the Workshop to illustrate that this is a practical idea. The Link Park is a natural pedestrian and cycling route connecting the land bridge over the rail corridor to Harbourfront and the lake and could develop as a an attractive location for retail uses. In addition, the buildings on this street are the likely locations for retail uses supporting Fort York.

(l) Design Issues For Future Consideration

- to prevent a “slab” appearance to the 15-storey building element along the Link Park and the 6 to 10 storey buildings on Fleet Street, a variety of architectural treatments need to be considered such as terracing, strong vertical elements etc.;
- urban design guidelines are needed for towers that include the following:
 - how to meet the community at grade in an appropriate manner
 - an appropriate base, middle and top
 - point towers not slab towers
 - consideration of tapering the upper levels to reduce their apparent bulk and create a varied skyline;
- how else to achieve design excellence for the highly visible tower buildings;
- design guidelines are needed for the tower floor plates and the form and tapering of towers;
- the end points of the “North Mews” are an appropriate location for public art;
- the new names of the streets should reflect the area’s historical importance and the presence and history of Fort York;
- a location for a community library should be considered;
- East of Bathurst Street: Blocks 36, 32, 37 and 33 of the Railway Lands and Blocks 8, 9 and 10 are part of the broader Fort York Community and should be planned comprehensively with the Railway Lands West in terms of built form compatibility;
- there must be a strong at grade relationship between the Community Park in the Railway Lands West, Block 33 of the Railway Lands West and Portland Street;
- The nature and role of Bathurst Street in the neighbourhood needs more study and more direction. It appears that it as a likely location for taller buildings. It is also

seen as a likely location for retail uses especially if the anticipated development of a grocery store occurs at the northeast corner of Lake Shore Boulevard and Bathurst Street; and

- a building in the Bathurst Street -Fort York Boulevard – Gardiner Expressway triangle would help make this a prominent and desirable the intersection work and would intervene between the fort and the Gardiner and taller buildings to the south and south east.

3. Wittington Properties Application 20 and 24 Bathurst Street

Wittington Properties submitted Official Plan and Rezoning applications for its property at 20 and 24 Bathurst Street on November 21, 2002 which contained proposals for increased heights and a revised street pattern. Staff advised Wittington that they would not report on the application until after the Design Workshop, since the results of the Workshop were directly related to the aspects of the Plan that Wittington seeks to amend. Wittington actively participated in the Workshop. Wittington may revise its application to reflect the Workshop proceedings, but may continue to propose heights taller than staff have indicated are appropriate for their sites and for the development of the neighbourhood.

Wittington is now in a position to appeal the application to the Ontario Municipal Board on the basis that the City has failed to approve it within 90 days of its submission. It is possible that Wittington will seek to consolidate any appeal it might make with those of H & R Properties and St. Mary's Cement at a pre-hearing teleconference scheduled by the OMB for May 9, 2003. The OMB hearing for the outstanding issues relating to the H & R and St. Mary's appeals is scheduled for August 5, 2003.

4. Relocation of St. Mary's Cement

The Bathurst/Strachan Part II Official Plan and the Bathurst Strachan Secondary Plan state that the City will assist St. Mary's Cement to re-locate its operations to another site in the City of Toronto. Toronto East York Community Council, at its January 21, 2003 meeting, requested that the appropriate City staff and TEDCO be requested to undertake such steps as necessary to relocate St. Mary's Cement within the City.

The Design Workshop concluded that the re-location of the St. Mary's Cement operation from the area as soon as possible was essential to the proper development of the neighbourhood. Concrete batching requires a location to permit timely delivery of its product. St. Mary's has had discussions with City staff and staff of the Toronto Economic Development Corporation to re-locate St. Mary's to the eastern end of the Port Lands, preferably near similar existing operations. This location would permit St. Mary's to serve the same area it now serves from its 22 Bathurst Street site. Preliminary discussions about consolidating this particular heavy industry in this area have begun. The preparation of a relocation and consolidation strategy for concrete producers in the eastern end of the Port Lands that includes St. Mary's should be undertaken as an urgent corporate priority.

Conclusions:

The Bathurst Strachan Planning area should be re-named the Fort York Neighbourhood and the Secondary Plan and name amended to reflect the change. The Fort York Neighbourhood Design Workshop reached consensus on fundamental changes and improvements that should be made to the planning direction for this area, including:

- improved links to surrounding neighbourhoods;
- a clearer vision of neighbourhood character;
- a revised streets and blocks plan;
- more variety of building types;
- clear roles for all streets;
- improved location and spacing of taller building elements;
- the need for a Public Realm Design and Implementation Plan;
- a clear role and function for the Link Park;
- a renewed commitment to the restoration of the historic Fort York landscape; and
- a positive design direction for City-owned Railway Lands Blocks 32 and 36.

Amendments should be prepared to the Part II Plan, Secondary Plan and Zoning By-laws to incorporate those new directions. Additional work to resolve and refine other design issues is also required as part of preparing these amendments.

The main issue not resolved among the Design Workshop participants, for the area west of Bathurst Street, was the height of some of the tall building elements. The location, number and spacing of these tower elements have been resolved. Staff should continue to discuss height issues with the owners and the community in order to resolve or at least narrow this remaining issue.

The Design Workshop did not review the built form options for the area east of Bathurst Street south of the future Bremner Boulevard. This requires further work.

The Commissioner of Urban Development Services should be authorized to report directly to City Council on a position for the City to take before the Ontario Municipal Board if Wittington Properties appeals its Official Plan and Zoning By-law applications for 20 and 24 Bathurst Street.

The relocation of St. Mary's Cement at 22 Bathurst Street to the Port Lands as part of a consolidation strategy for concrete producers is necessary for the development of the Fort York Neighbourhood. The preparation of a relocation and consolidation strategy for concrete producers in the eastern end of the Port Lands that includes St. Mary's should be undertaken as an urgent corporate priority.

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List of Attachments:

- Attachment 1 Bathurst/Strachan Part II Official Plan – Approved Streets and Blocks
- Attachment 2 Bathurst/Strachan Part II Official Plan – Approved Building Footprints
- Attachment 3 Bathurst/Strachan Part II Official Plan – Approved Height Zones
- Attachment 4 Design Workshop – Streets, Blocks, Building Footprints and Modelled Heights
- Attachment 5 Design Workshop – Streets, Blocks, Building Footprints and Staff Position on Heights
- Attachment 6 Design Workshop – Parks and Open Space
- Attachment 7 Land Ownership