

30 Ordinance Street - Rezoning Application - Preliminary Report

Date:	July 28, 2010
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	10 164790 STE 19 OZ

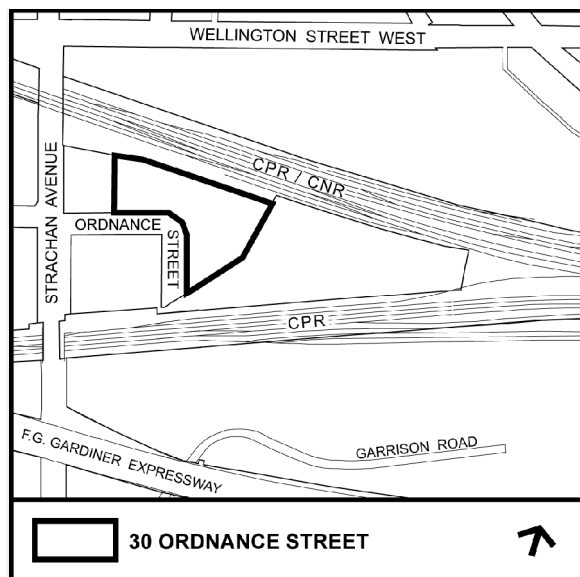
SUMMARY

This application proposes to redevelop the property at 30 Ordinance Street with two residential towers, having heights of 30 and 35 storeys respectively. A total of 516 residential units are proposed between the two towers with 466 parking spaces to be provided in four levels of above grade parking and two levels of underground parking. A total of 2,467m² of non-residential gross floor area is also proposed.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

The application has been circulated to City departments and external agencies, where appropriate, for comment.

The next step is to undertake a community engagement process, which will include a community consultation meeting enabling the public to review the applicant's submission, and ask questions of City staff and the applicant.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 30 Ordnance 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

On April 21st, 2010, the Planning and Growth Management Committee considered a Refusal Report regarding an Official Plan Amendment application submitted by the applicant to allow residential uses at 30 Ordnance Street. The refusal recommendation was based on a number of factors, including the fact that the proposal did not comply with the employment areas policies found in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and City of Toronto Official Plan.

However, at the April 21st meeting, the Committee recommended that City Staff prepare the Official Plan Amendment for consideration by Council at its June 8th and 9th, 2010 meeting. At the June 8th and 9th meetings City Council approved the site specific amendment (OPA 125) to the Garrison Common North Secondary Plan to permit residential uses at 30 Ordnance Street and encourage 2,230m² of non-residential gross floor area that supports the *Employment Areas* policies to be provided on site prior to or concurrent with any residential uses being developed on the lands.

The decision by the Planning Growth Management Committee at its April 21st, 2010 meeting and the decision by City Council at its June 8th and 9th, 2010 meeting are available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2010/pg/decisions/2010-04-21-pg37-dd.htm>

<http://www.toronto.ca/legdocs/mmis/2010/cc/decisions/2010-06-08-cc50-dd.htm>

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

A community consultation meeting was held on May 6, 2010 as part of the Official Plan Amendment application review for 30 Ordnance Street. While the meeting was held to present the proposal to amend the Official Plan to permit residential uses on the land, the

applicants provided a brief overview of the development proposal. Following presentations from the local Councillor, City staff and the applicant a number of comments were made and concerns raised, including:

- Public transit in the area is insufficient. The King Streetcar is always full and the situation will only get worse as more condominiums are built in the area. Additional streetcars or a GO Transit station along the Georgetown line would help relieve the burden.
- Concerns that any new developments of this density in this neighbourhood will put a strain on the other municipal infrastructure serving the area (sewers, parks, hospitals etc.).
- Some considered the buildings too tall given their proximity to the Niagara neighbourhood to the north, across the rail corridor.
- The provision of some form of commercial/office space that satisfies the Employment Policies of the City will be a benefit to the community and should be secured.

ISSUE BACKGROUND

Proposal

The application proposes to redevelop these industrial lands with two residential buildings. The first building, situated on the north side of Ordnance Street, will consist of a 35 storey point tower atop a 4 storey podium. In addition to residential units, the four storey podium will contain non-residential industrial/office space and a four storey above grade parking garage adjacent to the rail corridor. The second building, situated on the east side of Ordnance Street, will consist of a 30 storey point tower atop a 4 storey residential podium. The two buildings would be separated by a privately held, but publicly accessible, landscaped space that would provide a pedestrian connection to the City-owned lands to the east, which are currently the subject of a City initiated zoning review to designate the lands as park land.

An approximate total of 516 residential units are proposed with a breakdown being 319 (62%) one bedroom units and 197 (38%) two bedroom units. The total gross floor area for the project is approximately 54,800m² (592,000 sq. ft.), of which 2,467m² (26,555 sq. ft.) is proposed for commercial/industrial uses. The proposed gross floor area represents a density of 8.47 times the area of the lot.

A total of approximately 466 parking spaces, 31 of which would be designated for visitor use, would be provided for both buildings. Of the 466 spaces, 154 would be located in a 4 storey above ground parking garage located at the rear of the first building's podium (35 storeys), directly adjacent to the GO Transit Georgetown rail corridor. The above grade parking structure would be integrated into the crash wall along the rail corridor. The remaining 312 parking spaces would be located in a 2 storey underground garage that connects the two residential buildings. Access to both parking structures will be

provided off the north side of Ordnance Street, with ingress and egress located on the west side of Building 1.

For further statistical information, refer to the Application Data Sheet found at Attachment 8 of this report.

Site and Surrounding Area

The site, municipally referred to as 30 Ordnance Street, is situated on the north-east side of Ordnance Street. The irregularly shaped lot has an area of 6,469m². The one storey industrial building currently leased out by a solar panel manufacturer will be demolished.

Land uses surrounding the site are as follows:

North: Across the GO Transit Georgetown railway line lies a 3 storey housing shelter project and City-owned property that has been rezoned 'G' Park Land and reserved for the Stanley Park South extension, which is also the proposed northern touchdown point for the Fort York Pedestrian Bridge. To the east of these lands lies the City-owned property municipally known as 701 Wellington Street West, which is used as a works yard.

South: A two storey homeless shelter is located across Ordnance Street. Further south, across the CNR and GO Transit Lakeshore railway corridor lies the Fort York National Historic Site. The proposed southern touchdown point for the Fort York Pedestrian Bridge is located on the northern edge of Garrison Common at the Fort, which is also a public park. Directly south of Fort York is the Gardiner Expressway.

East: The adjacent property to the east is owned by the City and is currently leased to a commercial parking lot operator but the City has initiated an application to rezone the site as Park Land. The Fort York pedestrian bridge is proposed to cross over the lands. Further to the east is a parcel of land owned by Metrolinx, which contains a signal station and a large billboard sign. Beyond the Metrolinx site the two railway lines converge and continue into downtown Toronto.

West: The adjacent property to the west is owned by the City and currently contains a one storey building operated by Municipal Licensing and Standards. King Liberty Village is located further west, across Strachan Avenue.

Provincial Policy Statement

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. The 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.

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; 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.

Official Plan

The Official Plan designates the subject lands as *Employment Areas* (Map 18) and locates the site within an *Employment Districts* on the Urban Structure Map (Map 2).

Section 2.2.4.1 states that *Employment Districts* shown on Map 2 will be protected and promoted exclusively for economic activity in order to, among other things, maintain and grow the City tax base and provide a range of well paid and stable employment opportunities for Toronto residents.

Employment Areas are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the proceeding uses, and restaurants and small scale stores and services that serve area business and workers (Section 4.6.1).

In addition, the Garrison Common North Secondary Plan applies to the 30 Ordnance Street site. City Council at its June 8th and 9th, 2010 meeting, approved an Official Plan Amendment (OPA 125) to the Garrison Common North Secondary Plan, referred to as Area Specific Policy 7, to permit residential uses on the lands.

Zoning

Under Former City of Toronto Zoning By-law 438-86 the subject site is zoned I3 D3 (Attachment 6). The I3 zoning classification permits a wide range of industrial and commercial uses up to a total density of 3.0 times the area of the lot. The maximum permitted height for the site is 18.0 metres.

Site Plan Control

An application for Site Plan Control approval is required but has not yet been filed.

Reasons for the Application

The I3 zoning classification does not permit residential uses and the proposed building exceeds the 18.0 metre maximum height limit as well as the 3.0 times total density as set out in Zoning By-law 438-86. Other areas of non-compliance may be identified through the review process.

The proposed height of 115 metres and proposed density of 8.47 times the area of the lot do not comply with the Zoning By-law.

COMMENTS

Application Submission

The applicant has provided a Planning Rationale Report, Community Services and Facilities Study, Site Servicing and Stormwater Management Report, Stage 1 Archaeological Resource Assessment Report, Pedestrian Level Wind Study, Toronto Green Development Standards checklist, Phase II Environmental Assessment Report, Shadow Diagrams and Arborist Report in support of their application.

A Notification of Incomplete Application issued on May 27, 2010 identifies that a Heritage Impact Statement remains outstanding for a complete application submission. Since the issuance of that notice Transportation Services and Transportation Planning have indicated that a Traffic Impact Statement also remains outstanding. A sun/shadow study has also not been submitted by the applicants.

Additional studies and/or analysis may be identified through the evaluation of the application.

Section 37 Agreement

Should staff recommend support for an increase in height and density, a Section 37 Agreement will be negotiated during the review of the application.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry.

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

Issues to be Resolved

On a preliminary basis, issues to be resolved prior to the presentation of a Final Report include the following:

1. The appropriateness of the proposed density and height of the development in the context of the Official Plan policies and objectives, and potential impacts on the adjacent neighbourhood and Fort York;

2. Determining if the built form, massing and location of the proposed building is appropriate and provides a suitable relationship with the adjacent properties;
3. Potential wind, view and shadow impacts;
4. The treatment of the building base and ground floor of the building and their relationship to the streetscape;
5. The location, size and possible appropriate uses for the proposed non-residential space;
6. Adequacy of indoor and outdoor on-site amenity area, including location, size and programming;
7. Vehicular and pedestrian access and circulation;
8. Provision, location, and access to vehicular and bicycle parking and loading;
9. The appropriateness of the proposed above grade parking garage located adjacent to the rail corridor;
10. The potential impacts of the proposed Strachan grade separation on the subject lands; and
11. Determining if a connection to the Fort York Pedestrian and Cycle Bridge from the Ordnance Street triangle is desirable.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

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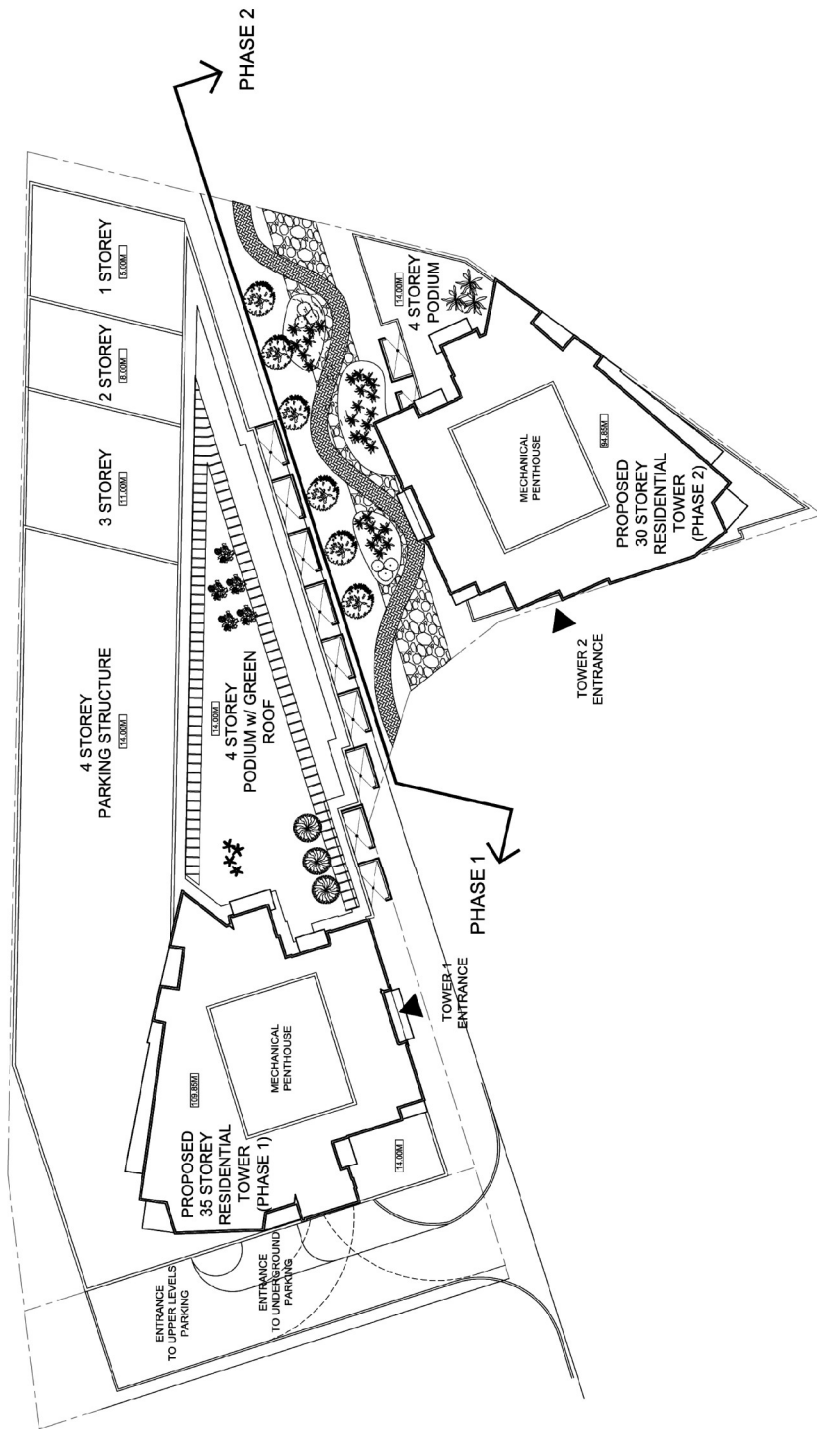
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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Ground Floor Plan
Attachment 3: North Elevation
Attachment 4: South Elevation

- Attachment 5: East Elevation
- Attachment 6: West Elevation
- Attachment 7: Zoning
- Attachment 8: Application Data Sheet

Attachment 1: Site Plan



30 Ordinance Street

File # 10_164790

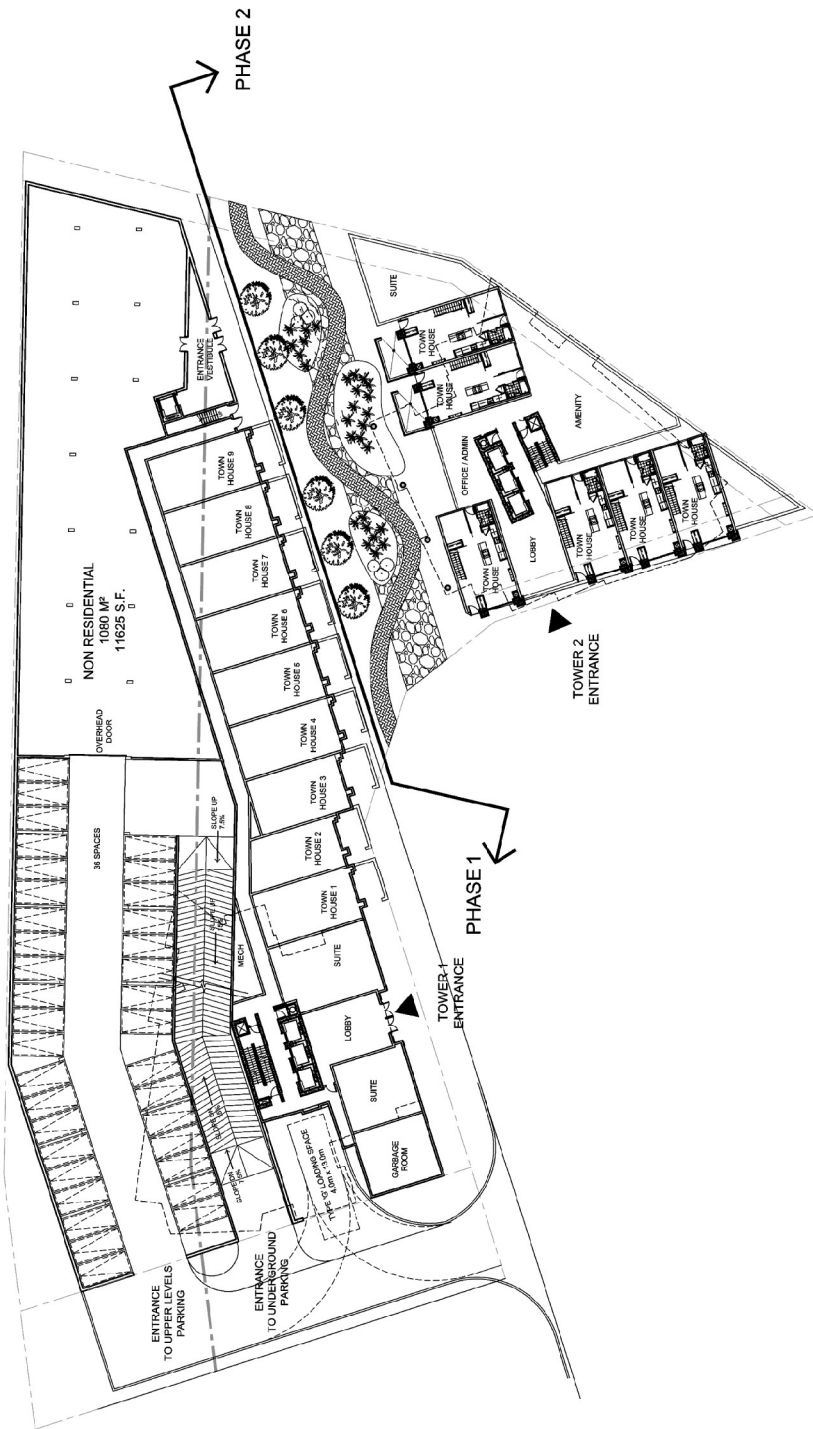
Site Plan

Applicant's Submitted Drawing

Not to Scale
07/15/2010



Attachment 2: Ground Floor Plan



30 Ordinance Street

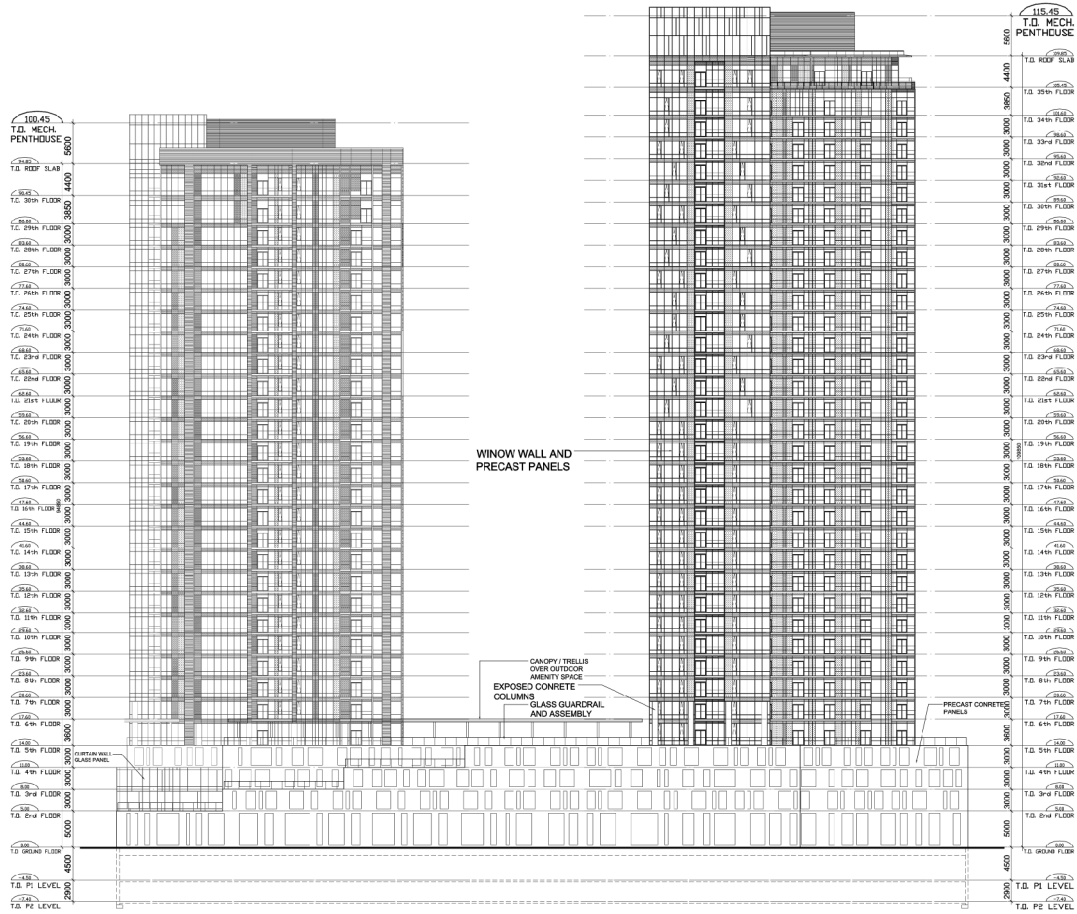
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Ground Floor Plan

Applicant's Submitted Drawing

Not to Scale
07/15/2010

Attachment 3: North Elevation



North Elevation

Elevations

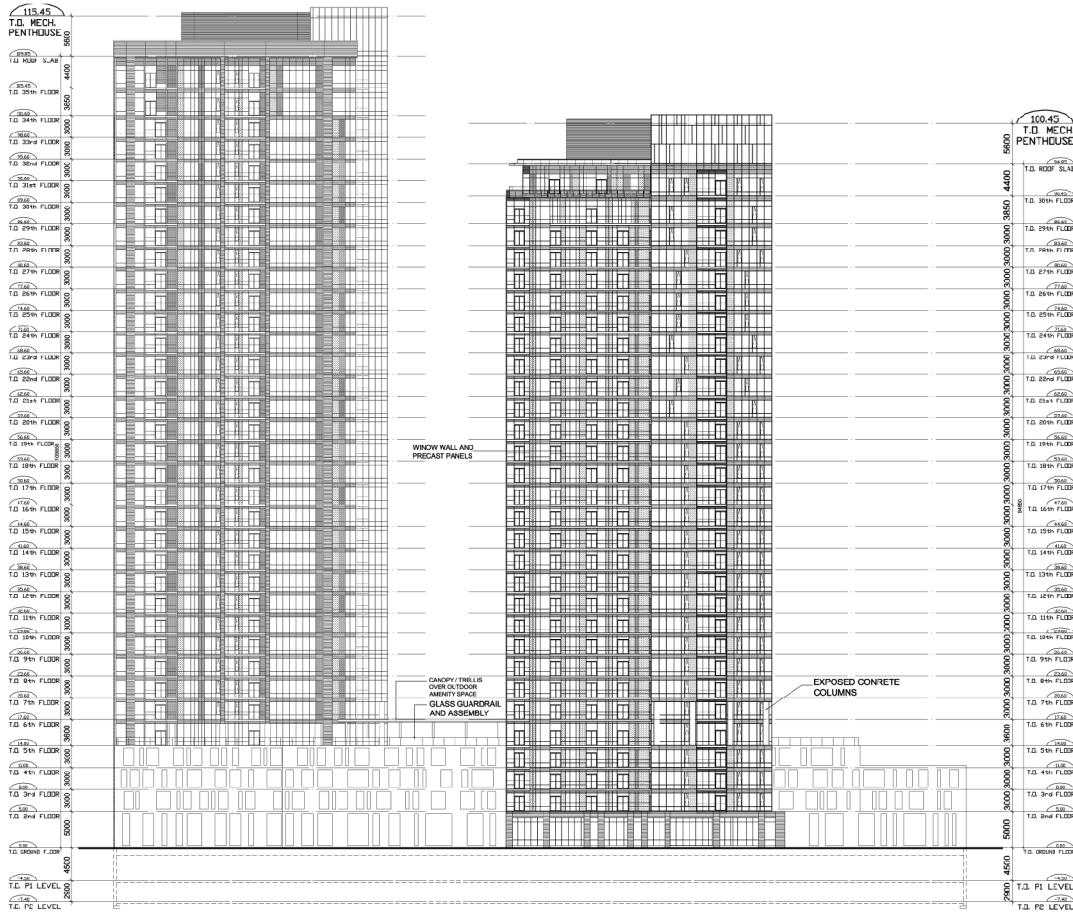
Applicant's Submitted Drawing

Not to Scale
07/15/2010

30 Ordnance Street

File # 10_164790

Attachment 4: South Elevation



South Elevation

Elevations

Applicant's Submitted Drawing

Not to Scale
07/15/2010

30 Ordnance Street

File # 10_164790

Attachment 5: East Elevation



East Elevation

Elevations

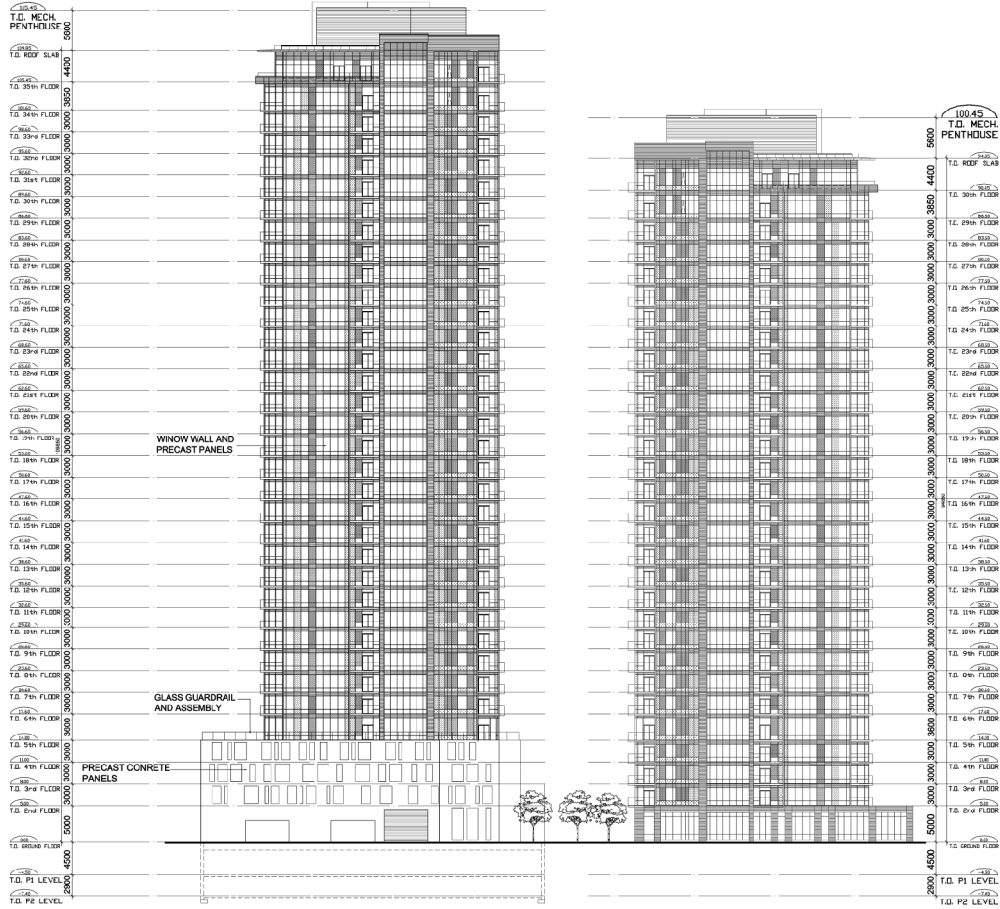
Applicant's Submitted Drawing

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30 Ordnance Street

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Attachment 6: West Elevation



West Elevation

Elevations

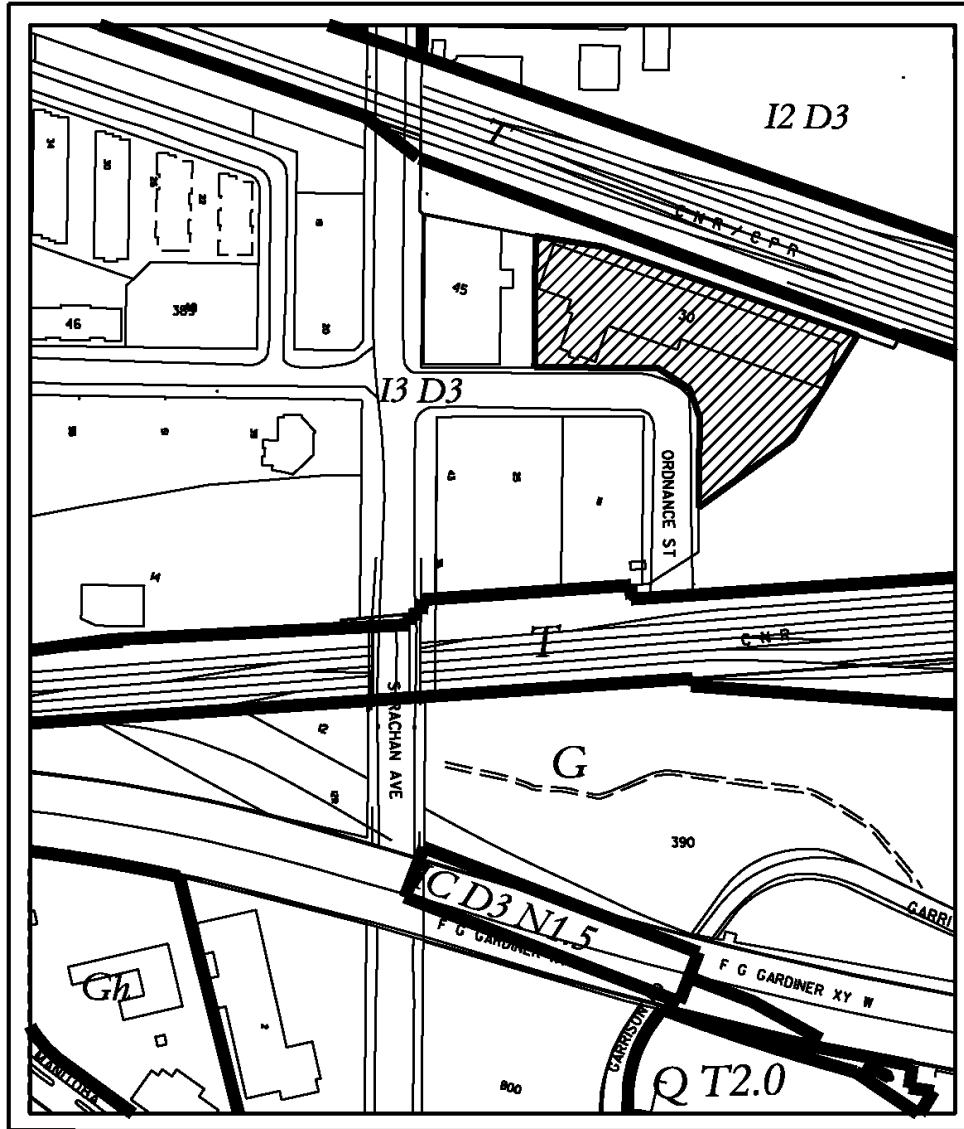
Applicant's Submitted Drawing

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07/15/2010

30 Ordnance Street

File # 10_164790

Attachment 7: Zoning



Toronto Urban Development Services
Zoning

30 Ordnance Street
File # 10_164790

- | | | | |
|----|---------------------|---|---------------------|
| G | Perks District | Q | Mixed-Use District |
| Gh | Perks District | T | Industrial District |
| I2 | Industrial District | | |
| I3 | Industrial District | | |
| IC | Industrial District | | |

↑ Attachment 3
Not to Scale
Zoning By-law 438-86 as amended
Extracted 07/15/2010 - FF

Attachment 8: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	10 164790 STE 19 OZ
Details	Rezoning, Standard	Application Date:	April 27, 2010

Municipal Address: 30 ORDNANCE ST
 Location Description: PLAN 1453 LOT 2 PT LOT 3 & 4 **GRID S1909
 Project Description: Standard rezoning Application to change lands from industrial to mixed use residential and commercial. - Construction of 2 towers - Tower A 35 stories - Tower B 30 Stories - 516 residential units - 2467 m2 commercial space - 435 residential parking space - 31 visitor - 2 levels below grade parking.

Applicant:	Agent:	Architect:	Owner:
DIAMONDCORP	BOB BLAZEVSKI	HARIRI PONTARINI ARCHITECTS	DIAMONDCORP

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:
Zoning:	I3 D3	Historical Status:
Height Limit (m):	18	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	6,469	Height:	Storeys:	35
Frontage (m):	0		Metres:	115.45
Depth (m):	0			
Total Ground Floor Area (sq. m):	3922			Total
Total Residential GFA (sq. m):	52336		Parking Spaces:	466
Total Non-Residential GFA (sq. m):	2467		Loading Docks	2
Total GFA (sq. m):	54803			
Lot Coverage Ratio (%):	60.6			
Floor Space Index:	8.47			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	52336
Bachelor:	0	Retail GFA (sq. m):	0
1 Bedroom:	319	Office GFA (sq. m):	2,467
2 Bedroom:	197	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	516		

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