

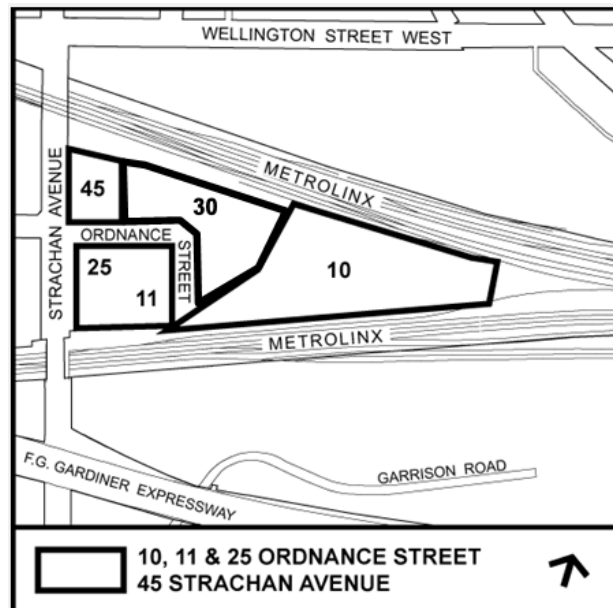
**10, 11, 25, and 30 Ordnance Street and 45 Strachan Avenue - Zoning By-law Amendment Application  
Final Report**

|                          |   |
|--------------------------|---|
| <b>Date:</b>             | May 28, 2014  |
| <b>To:</b>               | Planning and Growth Management Committee  |
| <b>From:</b>             | Chief Planner & Executive Director, City Planning Division  |
| <b>Wards:</b>            | Ward 19 – Trinity-Spadina   |
| <b>Reference Number:</b> | P:\2014\Cluster B\PLN\PG14081<br>(12 223589 STE 19 OZ - Official Plan Amendment Application<br>12 230482 STE 19 OZ - Zoning By-law Amendment Application) |

**SUMMARY**

The Zoning By-law Amendment application proposes the construction of two mixed-use base buildings with three residential towers at heights of 39, 33, and 24 storeys, comprising 1012 residential units and 10,810 square metres of non-residential floor space at 11 and 25 Ordnance Street and 45 Strachan Avenue. A new public park is proposed on the lands at 10 Ordnance Street. This application also proposes amendments to Official Plan Amendment 125 and to Zoning By-law 159-2012 to modify existing permissions for two residential buildings at 30 Ordnance Street (10 115786 STE 19 OZ). All lands subject to this application are collectively referred to as the “Ordnance Triangle”.

The Ordnance Triangle lands have been approached as a comprehensively planned development. City staff, in collaboration with Build Toronto and the applicant, have considered, among many matters, the relationship to nearby open spaces, Liberty Village, and Fort York National Historic Site, opportunities to improve pedestrian and vehicle connections, the proximity to the adjacent railway lines, the relationship to the proposed future park space, and connections to existing and proposed cycling infrastructure, including the new Fort York pedestrian and Cycling Bridge.



This report reviews and recommends approval of the Official Plan and Zoning By-law Amendments subject to the provisions contained in this report. The recommendations contained within this report conform to the policies of the City's Official Plan, and City Council approved OPA 231. As the Minister of the Municipal Affairs and Housing has yet to approve OPA 231, any bills related to 10, 11 and 25 Ordnance Street and 45 Strachan Avenue will be held until such time as the Minister issues a decision on OPA 231. Bills related to 30 Ordnance Street may be allowed to proceed in advance of the Minister's decision, as these lands have existing residential use permissions, but will be held until such time as a boundary adjustment of the 30 Ordnance Street property is completed.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the City of Toronto Official Plan substantially in accordance with the draft Official Plan Amendment for the lands at 30 Ordnance Street attached as Attachment 3 to the report (May 28, 2014) from the Chief Planner and Executive Director, City Planning Division;
2. City Council authorize the City Solicitor to request the Minister of Municipal Affairs and Housing to modify OPA 231, Section 17 with respect to Chapter 6, Section 14, Garrison Common North Secondary Plan, Site and Area Specific Policy No. 8 for 10, 11 and 25 Ordnance and 45 Strachan Avenue to increase the minimum employment space to include an additional 2,140 square metres and easterly boundary adjustment or, in the alternative, if OPA 231 is appealed, request the Ontario Municipal Board to amend OPA 231 in a similar manner;
3. City Council amend former City of Toronto Zoning By-law 159-2012, being a By-law to amend Zoning By-law 438-86, as amended, for the lands at 30 Ordnance Street, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 4 to the report (May 28, 2014), from the Chief Planner and Executive Director, City Planning Division;
4. City Council amend former City of Toronto Zoning By-law 438-86, as amended, for the lands at 10, 11, 25, Ordnance Street and 45 Strachan Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report (May 28, 2014), from the Chief Planner and Executive Director, City Planning Division;
5. Before introducing the bills contemplated in Recommendations 1, 3 and 4 above to Council for enactment, City Council require the adjustment of the proposed boundary between 30 Ordnance Street and the future park has been accepted in accordance with the Park Reconveyance Agreement dated April 16, 2012 between the City of Toronto and Build Toronto Inc to the satisfaction of the General Manager, Parks, Forestry and Recreation and the General Manager, Real-Estate Services;

6. Before introducing the bills contemplated in Recommendation 4 above to Council for enactment, the City shall have received the Minister of Municipal Affairs and Housing's Decision on Official Plan Amendment 231 approving the conversion of 10, 11, 25, Ordnance Street and 45 Strachan Avenue from Employment to Mixed Use designation or, should OPA 231 be appealed, the Ontario Municipal Board decision regarding any appeals subject to 10, 11, 25, Ordnance Street and 45 Strachan Avenue in respect of Official Plan Amendment 231 and any necessary amendment to OPA 231 to increase the minimum non-residential gross floor area as contemplated in Recommendation 2 above, will have been approved;
7. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and Zoning By-law Amendments as may be required, including, as necessary, minor adjustments to the boundary between 30 Ordnance Street and the future park at 10 Ordnance Street which maintain the intent outlined in the report dated May 28, 2014, from the Chief Planner and Executive Director, City Planning Division;
8. Before introducing the necessary Bills contemplated in recommendations 1, 3 and 4 to City Council for enactment, City Council require the Owner(s) to enter into an Agreement(s) pursuant to Section 37 of the *Planning Act* satisfactory to the City Solicitor to secure the following, at the owner's expense, in connection with 45 Strachan Avenue, 30 Ordnance Street, and 11 & 25 Ordnance Street, referred to as Blocks 1, 2, and 3 respectively:
  - i. Prior to issuance of an above grade building permit for the first building within either of Blocks 1 or 3, the owner shall make a cash contribution in the amount of **\$3,000,000.00** toward the cost of the Fort York Pedestrian and Cycling Bridge, including any bridge-related work within South Stanley Park extension, the future park space at 10 Ordnance Street, and/or Fort York National Historic Site, to the satisfaction of the General Manager, Parks Forestry and Recreation, Division and the Chief Planner and Executive Director, City Planning Division, in consultation with the Manager, Fort York National Historic Site, and the local Councillor;
  - ii. Prior to issuance of an above grade building permit for the first building within either of Blocks 1 or 3, the owner shall construct, or cause to be constructed, any grading works and retaining walls necessary to implement the above-base grading at 10 Ordnance Street, to a minimum value of **\$1,600,000.00**, to the satisfaction of the General Manager, Parks Forestry and Recreation, Division and the Chief Planner and Executive Director, City Planning Division, in consultation with the Manager, Fort York National Historic Site, and the local Councillor;
  - iii. Prior to issuance of a below grade building permit for the first building within either of Blocks 1 or 3, the owner shall enter into an agreement to secure for the relocation of Eva's Phoenix, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with appropriate civic officials;

- iv. Prior to issuance of the first above grade building permit for the first building within either of Blocks 1 or 3, the owner shall pay to the City a minimum cash contribution of **\$750,000.00** toward the acquisition and/or construction of community services and/or facilities within the vicinity of the site in Ward 19 to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor;
- v. The cash contributions identified in recommendation 8. i, ii, and, iv. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the execution of the Section 37 Agreement to the date of payment and in the case of recommendation 8. ii, to the date of construction;
- vi. Prior to issuance of an above grade building permit for the first building in each of Blocks 1, 2 and 3, the owner shall submit a Wind Study, including wind tunnel analysis, which identifies recommendations for the pedestrian realm and the outdoor areas of the podiums to mitigate wind impacts year-round and the owner shall incorporate and maintain in support of the development all recommended mitigation measures to the satisfaction of the Chief Planner and Executive Director, City Planning;
- vii. Prior to the issuance of an above-grade permit for the first building in each of Blocks 1, 2 and 3, the owner will provide, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, a public realm phasing plan detailing the phased improvements to the public realm including, but not limited to, paving and curbing details, sidewalk treatments, cycling infrastructure, pedestrian and cycling connections to the future park space at 10 Ordnance Street, and other matters which may be considered by City Staff through the review of these public realm phasing plans, all of which shall be implemented in support of the development in the context of the site plan approval for the Block to the satisfaction of the Chief Planner and Executive Director, City Planning;
- viii. Prior to the issuance of any building permit for the first building in each of Blocks 1, 2 and 3, the owner will submit a Construction Management Plan, for each phase, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the Chief Building Official, in consultation with the Ward Councillor, and thereafter, shall implement the plan during the course of construction. The Construction Management Plan will included, but not limited, to details regarding size and location of construction staging areas, dates of significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary;
- ix. Prior to issuance of a below grade building permit for a building on each of Blocks 1, 2 and 3, the owner will provide written confirmation to the satisfaction of the

Chief Planner and Executive Director, City Planning Division, that all proposed crash mitigation measures and setbacks from the adjacent railways are acceptable to Metrolinx and shall incorporate all measures into the plans and drawings submitted in the context of site plan approval pursuant to s114 of the City of Toronto Act, 2006, as amended, and s41 of the Planning Act, as amended and as applicable;

- x. Prior to the issuance of any building permit for the first building on Block 2, all necessary arrangements acceptable to Metrolinx are in place to permit the temporary relocation of existing access and access easements in favour of Metrolinx within the easterly limit of Block 2 (formerly part of 10 Ordnance Street) to their infrastructure at the 'tip lands', to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Parks Forestry and Recreation;
- xi. Prior to the earlier of issuance of an above grade building permit for the first building within either of Blocks 1 or 3 and registration of a plan of condominium on Block 2, the owner shall, to the satisfaction of Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Parks Forestry and Recreation and Metrolinx, be responsible to provide for interim relocation of any Metrolinx access to its infrastructure at the "tip lands" over 10 Ordnance Street to a service road north of the Ordnance Triangle. The owner's responsibilities for providing any required interim access shall include, but not be limited to the following:
  - a. design and construction of alternative vehicular access for Metrolinx from Ordnance Street over other lands within the Ordnance Triangle, potentially over the westerly portion of Block 2, with the design and any details related to this access, including but not limited to parking restrictions, being to the satisfaction of the Chief Planner and Executive Director, City Planning;
  - b. obtaining all necessary approvals and registering temporary easements as may be required to allow the contemplated alternative interim access by Metrolinx to the north service road from Ordnance Street; and
  - c. removal of access and release of any existing access easements in favour of Metrolinx over 10 Ordnance Street;
- xii. Prior to registration of a plan of condominium on Block 1 the owner shall be responsible for the following, to the satisfaction of Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services:
  - a. design and construction of alternate vehicular access from Strachan Avenue to Blocks 1 and 2, which accommodates a final vehicular access location for Metrolinx to its infrastructure at the "tip lands" along a service road north of the Ordnance Triangle lands, with the design and any details related to this

access, including but not limited to parking restrictions, to the satisfaction of the Chief Planner and Executive Director, City Planning;

- b. make necessary arrangements to ensure the removal or relocation of any Metrolinx infrastructure within the proposed alignment of the service road north of the Ordnance Triangle lands; and,
  - c. obtain all necessary approvals to facilitate the appropriate land ownership or easement arrangements for the Strachan Avenue access for Blocks 1 and 2 as well as to the service road north of the Ordnance Triangle lands to be used by Metrolinx; and
  - d. removal of access and release of any existing easements in favour of Metrolinx relating to the interim access arrangements.
- xiii. The timing of items xi and xii, above may be amended only with the written consent of the Chief Planner and Executive Director, City Planning; the General Manager, Parks Forestry and Recreation, General Manager, Transportation Services; and Metrolinx;
- xiv. Prior to the issuance of an above-grade building permit for the first building within each of Blocks 1 and 3, and in support of the development the owner shall provide, at no cost to the City, any improvements to municipal infrastructure as required throughout each phase of development, as identified in the Functional Servicing report, prepared by Odan/Dectech Group, signed and sealed May 21, 2014 to the satisfaction of the Executive Director of Engineering and Construction Services and the General Manager of Transportation Services;
- xv. Prior to the issuance of an above-grade building permit for the first building within either Block 1 or 3, and in support of the development, the owner shall ensure that the following road improvements are provided, at no cost to the City, to the satisfaction of the Executive Director of Engineering and Construction Services and the General Manager of Transportation Services:
- a. a southbound left-turn lane at the Strachan Avenue/Wellington Street/Douro Street intersection;
  - b. a new traffic control signal at the Strachan Avenue/Wellington Street/Douro Street intersection;
  - c. realignment of the east-west portions of the Strachan Avenue/Ordnance Street/East Liberty Street intersection, as shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group;
  - d. re-construction of Ordnance Street, as shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group; and,

- e. all other transportation facilities shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group (including turn lanes and pavement markings, but excluding, in the case of a building permit for Block 1, the northbound right turn lane on Strachan Avenue as required for development of Block 3), save and except for the new traffic control signal at the Strachan Avenue/Ordnance Street/East Liberty Street intersection, which was approved in conjunction with another development application.
  - xvi. Prior to the issuance of any below-grade building permits for a building on either Blocks 1 or 3, and in support of the development, the owner shall ensure that all improvements to Strachan Avenue, related to the Strachan Grade Separation have been completed to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the General Manager of Transportation;
  - xvii. The owner shall acknowledge and agree to warning clauses with respect to each of Blocks 1, 2 and 3, which the owner shall include in all offers of purchase and sale as well as any Condominium documents, addressing the potential noise and vibration from the adjacent railways and from music festivals at the Fort York National Historic Site to the satisfaction of the Chief Planner and Executive Director, City Planning; and,
  - xviii. The owner agrees to provide a minimum of 2,140 square metres of additional non-residential gross floor area, compatible with residential uses, on either or both of Blocks 1 and/or 3 if this space is not being provided on Block 2.
9. City Council direct the Director of Affordable Housing Office in consultation with the Chief Planner and Executive Director, City Planning Division, to report to August 12, 2014, Toronto and East York Community Council with the details regarding the provision of affordable ownership units by Build Toronto Inc. within the Ordnance Triangle;
  10. City Council authorize the appropriate City officials to take such actions as are necessary to implement the foregoing, including execution of the Section 37 Agreements; and,
  11. City Council authorize cash-in-lieu funds generated through the Alternative Rate Parkland Dedication By-law in connection with 30 Ordnance Street as well as 10, 11 & 25 Ordnance Street and 45 Strachan Avenue that are above the first 5%, to be directed for use to construct the Above Base Park Improvements to the future park within 10 Ordnance Street, the South Stanley Park extension, and/or Fort York National Historic Site, to the satisfaction of the General Manager, Parks Forestry and Recreation, Division, in consultation with the Manager, Fort York National Historic Site, and the local Councillor.

## **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY AND BACKGROUND**

The following details the history, including staff reports of the master planning process relating to 30 Ordance Street as well as 10, 11, 25 Ordance Street and 45 Strachan Avenue.

Throughout this report the lands may be collectively referred to as the “Ordance Triangle” and the included development blocks will be referenced as follows:

- Block 1 – 45 Strachan Avenue
- Block 2 – 30 Ordance Street
- Block 3 – 11 and 25 Ordance Street

### **30 Ordance Street**

On June 8, 2010, City Council approved an Official Plan Amendment for the neighbouring lands at 30 Ordance Street to permit residential uses and require the development of 2,230 m<sup>2</sup> of non-residential uses prior to developing residential uses.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG38.1>

On February 6, 2012, City Council by enactment of By-law 159-2012, approved a rezoning application for 30 Ordance Street to permit a mixed-use development comprising two residential towers with heights of 27 storeys and 32 storeys, and 2,229.6m<sup>2</sup> of non-residential uses. An indexed \$2,000,000.00 contribution for the construction of the Fort York Pedestrian and Cycle Bridge was secured through a Section 37 Agreement under the Planning Act.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE12.6>

On May 16, 2013, Diamondcorp, the developer of the lands at 30 Ordance sought variances to By-law 159-2012 to modify the redevelopment plan by increasing the maximum permitted building height of the 32-storey mixed use building to 35 stories and the 27-storey mixed use building to 29 stories, among other technical variances. The variances were denied by Committee of Adjustment and subsequently appealed to the Ontario Municipal Board where, the Board approved the variances sought with the support of City Planning. As a condition of this approval the developer was required to contribute \$100,000.00 to the City for the construction of the Fort York Pedestrian and Cycle Bridge and the related park space.

### **10, 11, 25 Ordance Street and 45 Strachan Avenue**

On November 10, 2009 Toronto and East York Community Council directed that the Chief Planner and Executive Director, City Planning Division prepare a report to zone City-owned land at 10 Ordance Street as parkland. The resulting Staff report and appendices can be viewed here:

<http://www.toronto.ca/legdocs/mmis/2010/te/bgrd/backgroundfile-25893.pdf>

This report resulted in Council directing that Staff zone the lands to ‘G’, Parks. The Zoning By-law Amendment however was not brought forward for the lands at 10 Ordance Street to allow for flexibility in the master planning of the Ordance Triangle.



On November 8, 2012, a preliminary report on the redevelopment of the properties at 10, 11, 25 Ordnance Street and 45 Strachan Avenue was before Toronto and East York Community Council. The Staff report and appendices can be viewed here:

<http://www.toronto.ca/legdocs/mmis/2012/pg/bgrd/backgroundfile-51485.pdf>

### **Municipal Comprehensive Review**

The application relating to 10, 11, 25 Ordnance Street and 45 Strachan Avenue was reviewed within the context of the Municipal Comprehensive Review and the Five Year Official Plan which has been completed.

On December 16, 17, 18, 2014, Toronto City Council approved the conversion of the Employment Areas at 11 and 25 Ordnance Street and 45 Strachan Avenue to Mixed Use Areas and converted 10 Ordnance Street to Parks and Open Space Areas - Parks. The Staff report and appendices can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

### **Pre-Application Consultation**

Pre-application consultation meetings were held with the applicant throughout the spring and summer of 2012. The applicant was advised of potential planning issues and concerns, including the applicant's proposed employment land conversion in view of the Five-Year Review of the Official Plan and Municipal Comprehensive Review, proposed building heights, density, parking, vehicular access, site grading in relation to the rail corridor grade separation at Strachan Avenue, pedestrian connectivity to the proposed public park, and coordination with the Fort York Pedestrian and Cycle Bridge.

### **Official Plan Amendment Application**

An Official Plan Amendment application was submitted in tandem with the Zoning By-law Amendment Application in support of this development of 10, 11, 25 Ordnance Street and 45 Strachan Avenue. The proposed Official Plan Amendment was reviewed through the 5-Year Municipal Comprehensive Review of the Official Plan, which resulted in Official Plan Amendment 231 being passed by City Council in December 2013, approving the conversion of Employment Areas at 45 Strachan Avenue and 11 and 25 Ordnance Street to a Mixed Use Area. The amendment required minimum of 1FSI of non-residential gross floor area compatible with residential uses, and encouraged community space to be located within the development. This amendment is currently before the Ministry of Municipal Affairs and Housing for approval. Should the Minister grant approval of OPA 231, the resulting land use designation would enable the proposed development. OPA 231 also recognized the previously approved mixed use permissions granted by Council for of 30 Ordnance Street.

### **Original Proposal**

The original application, submitted on August 16, 2012, proposed two podium buildings with three tower elements with heights of 49, 29 and 23 storeys, a total of 1,109 residential units, a total gross floor area of 92,504 m<sup>2</sup>, and a retail gross floor area of 11,959 m<sup>2</sup>. A new public park is also being proposed on the lands at 10 Ordnance Street. The overall density of this original

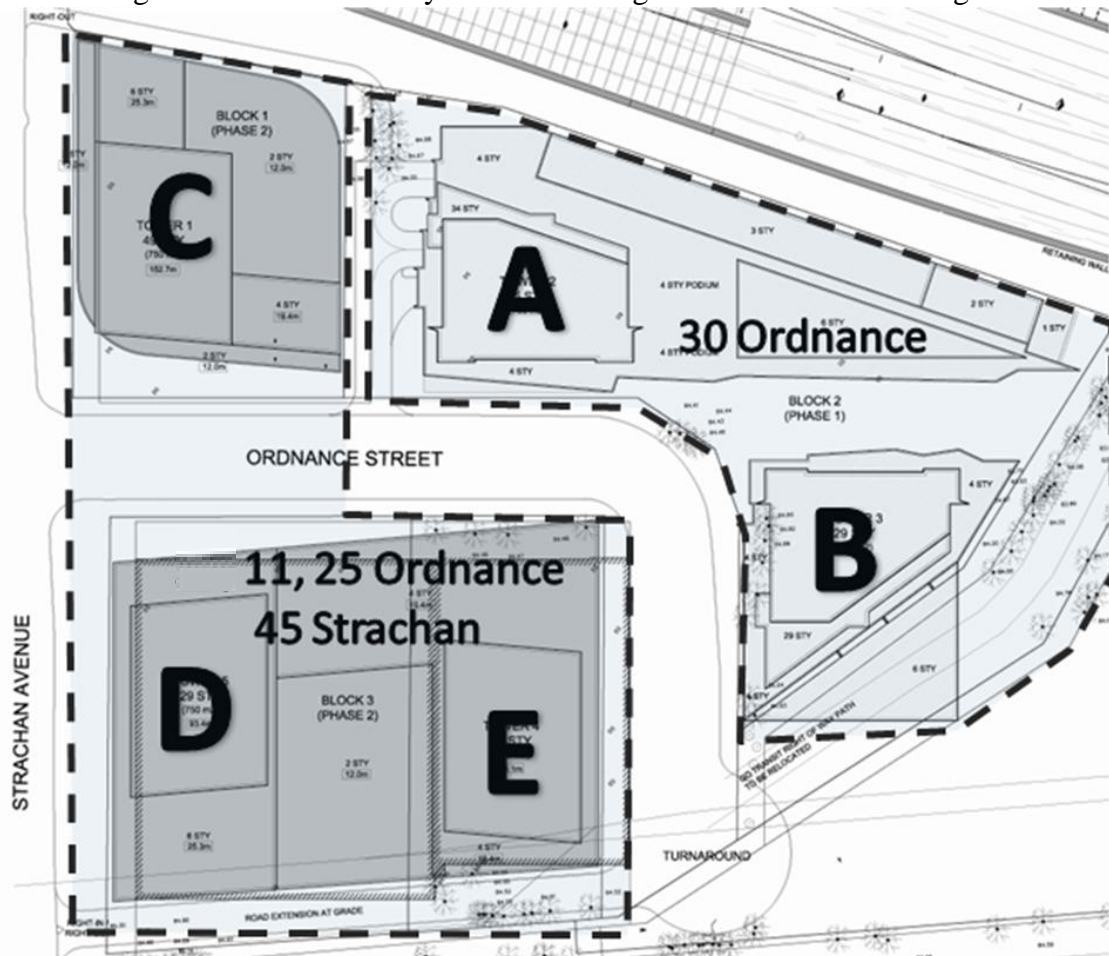
proposal, including the proposed public park at 10 Ordnance Street, was 3.8 times the site area. Excluding the public park the density was 10.7 times the site area.

### Revised Proposal

The revised applications now propose two mixed-use base buildings with three residential towers at 39, 34, and 24 storeys (121 metres, 111 metres, and 83 metres, respectively) and a combined total of 1012 residential units, and 10,900 square metres of non-residential floor space.

Two residential buildings situated at 30 Ordnance Street were previously approved through Zoning By-law amendment application (10 115786 STE 19 OZ). The permissions on the lands at 30 Ordnance Street are proposed to be further amended to adjust the building footprint and relocate some of the required non-residential space to within Blocks 1 and 3.

In order to provide clarity with regard to any specific building references in this report, each of the five buildings will be referred to by letters A through E as shown on the diagram below.



**Note:** the above plan does not represent the most recent plans and is being used for illustration purposes only to aid in the reading of this report.

## **Buildings A and B – 30 Ordnance Street – Block 2**

The proposed development on 30 Ordnance Street was previously approved through OPA 125 and By-law 159-2012 as modified by minor variance and Order of the Ontario Municipal Board. It consisted of two towers with maximum building heights of 35 and 29 storeys, 684 Residential units in 54,657 square metres of residential gross floor area, 2,230 square metres of non-residential residential gross floor area and 1,410 square meters of indoor amenity space located mostly within Building A. Four levels of underground parking which will be constructed with connected knock-out panels to allow the underground at future Building C to be accessed through Buildings A and B are also proposed. As indicated, adjustment to the building footprint and relocation of non-residential gross floor area is contemplated as part of the revised proposal and described in this Report.

## **Building C – 45 Strachan Avenue - Block 1**

This building consists of a 39-storey mixed use building with 626 square metres (6,744 square feet) of non-residential Gross Floor Area. Residential uses total 32,987 square metres of gross floor area, and consist of 449 residential units distributed as follows:

|                      |           |
|----------------------|-----------|
| Bachelor / Studio:   | 55 units  |
| One Bedroom:         | 97 units  |
| One Bedroom and Den: | 183 units |
| Two Bedroom:         | 74 units  |
| Two Bedroom and Den: | 27 units  |
| Three Bedroom:       | 13 units  |

A total of 64 square metres of indoor amenity space and 447 square metres of outdoor amenity space is proposed. Additional indoor amenity space is proposed to be shared with the amenity space at Building A at 30 Ordnance Street which is being provided in excess of the required amount.

A total of 344 Bicycle Parking spaces, of which 236 resident spaces and 73 visitors spaces, are proposed on Levels G and P1.

Vehicle parking is proposed in 4 levels of underground parking and will be connected via knock-out panels at each level to the parking structure at 30 Ordnance Street. A total of 189 parking spaces, 17 of which are dedicated visitors spaces, are proposed. Block 1 is also proposed to share loading spaces with Block 2, which will provide 1 Type G and 1 Type B loading space.

## **Building D and E – 11 Ordnance – Block 3**

This building consists of a 34-storey and 24- storey building which share a common podium containing 8,891.37 square metres of non-residential space. Residential uses in the combined buildings D and E total 51,304 square metres of gross floor area, and consist of 570 residential units distributed as follows:

|                      |           |
|----------------------|-----------|
| One Bedroom:         | 252 units |
| One Bedroom and Den: | 103 units |
| Two Bedroom:         | 178 units |
| Two Bedroom and Den: | 3 units   |
| Three Bedroom:       | 34 units  |

A total of 462 Bicycle Parking spaces, of which 354 resident spaces and 108 visitors spaces, are proposed on Levels G, P1 and P2.

A total of 770 vehicle parking spaces are proposed in 4 levels of underground parking, of which, 187 are dedicated visitors spaces, 102 are commercial parking spaces, and 466 are resident parking spaces.

A total of 6 loading spaces are provided, consisting of 1 Type G, 3 Type B/C, and 2 Type A spaces.

### **Vehicle Access**

Ordnance Street will be the main vehicular and pedestrian route of access to each development from Strachan Avenue. The loading areas and underground parking garage for Block 1 are accessed from a private driveway on the north side of Ordnance Street at the rear of the proposed building. Vehicle access to Block 2 is proposed on the west side of Building A and the south side of Building B. Access to the underground parking garage for Block 3 is directly from Ordnance Street, at the rear of the podium. A new driveway is proposed across the southerly portion of Block 3 that will provide access to the loading area and provide a new connection between Ordnance Street and Strachan Avenue.

### **Proposed Density**

The proposed development is situated on 11 and 25 Ordnance Street and 45 Strachan Avenue, which total 8,676.90 square metres, or approximately 0.8 hectares in land area. The future park lands at 10 Ordnance Street are approximately 15,500 square metres, or 1.5 hectares (3.8 acres). The proposed development has a total overall gross floor area of 84,291.45 square metres (907,000 square feet). The proposal represents a density of 9.71 times the lot area when considered without the future park space at 10 Ordnance Street. Including this space, the resulting density is 3.46 times the lot area.

### **Overall Development Statistics**

The entire Ordnance Triangle development is proposed to consist 5 tall buildings containing 1,703 units, 10,906 square metres of non-residential floor space, and a new 1.5 hectare public park space on the lands at 10 Ordnance Street.

The gross floor area of the Ordnance Triangle, including the proposed buildings at 11, 25, 30 Ordnance Street and 45 Strachan Avenue, is 138,948 square metres. The total land area of these parcels is 15,718 square metres or 1.5 hectares. The total overall density of the Ordnance Triangle, not including the future park space at 10 Ordnance Street, is 8.8 times the lot area. The

total overall density of the Ordnance Triangle, including the future park space at 10 Ordnance Street, is 4.4 times the lot area.

## **Site and Surrounding Area**

The properties are within the Ordnance Triangle, which is situated between Strachan Avenue to the west and the Metrolinx and CN rail corridors to the north and south, respectively, which converge to the east.

The properties have a 137.5 metre frontage on the east side of Strachan Avenue and frontage along the extent of Ordnance Street. The lands at 11 and 25 Ordnance Street and 45 Strachan Avenue are roughly rectangular in shape. The shape of the future park space at 10 Ordnance is a convex quadrilateral.

The westerly portion of the subject site is generally flat while the easterly portion of the site slopes downwards to varying degrees from the centre of the property towards the rail corridor to the north, south and east rail convergence.

A two-storey building containing a transitional residence and youth centre known as Eva's Phoenix occupies 11 Ordnance Street. At 25 Ordnance Street there is a large two-storey warehouse currently housing the sales centre of Garrison Point, otherwise known as 30 Ordnance Street. At 45 Strachan Avenue there is a one-storey non-residential building.

Land uses surrounding the site are as follows:

- North: The Metrolinx railway corridor abuts the Ordnance Triangle to the north. On the north side of the rail corridor there is a 3-storey housing shelter, a public works yard and other City-owned property reserved for the southerly extension of Stanley Park and the north landing of the Fort York Pedestrian and Cycle Bridge.
- South: The Metrolinx/CN railway corridor abuts the Ordnance Triangle to the south. The Fort York National Historic Site is on the south side of the rail corridor. The proposed southern touchdown point for the Fort York Pedestrian and Cycle Bridge is located on the northern edge of Garrison Common at Fort York, which is also a public park. Directly south of Fort York is the Gardiner Expressway.
- East: There is a small property owned by Metrolinx that contains a signal station and a large billboard sign. These are referred to in this report as the 'tip lands'. Beyond the Metrolinx site the two railway lines converge and continue into downtown Toronto.
- West: New mixed-use buildings are being constructed on the west side of Strachan Avenue, which is part of The King Liberty Neighbourhood.

The proposed Fort York Pedestrian and Cycle Bridge between Historic Fort York and a southerly extension of Stanley Park will have two separate spans linked by a new public park located on the subject site at 10 Ordnance Street.

## **The Planning Act**

Section 2 of the *Planning Act*, which deals with Provincial Interests, requires councils of municipalities to have regard to matters of provincial interest such as:

- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the province and its municipalities;
- (o) the protection of health and safety; and
- (p) the appropriate location of growth and development.

Section 26 of the *Planning Act* requires municipalities to review all the policies contained within their in-force Official Plans every five years. As part of the five year review process, Section 26 (1) (b) of the *Planning Act* requires municipalities to revise the Official Plan if it contains policies dealing with areas of employment, including, without limitation, the designation of areas of employment in the official plan and policies dealing with the removal of land from areas of employment, to ensure that those policies are confirmed or amended.

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

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 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 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.

Development must be consistent with the PPS and the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The Official Plan (OP) Urban Structure Map 2 identifies the subject site as part of the *Employment Districts* designation. The OP Map number 18 – Land Use designates the subject site as *Employment Lands*. Official Plan Amendment 231, which is still awaiting MMAH approval, redesignates the lands at 11, 25, 30 Ordnance Street and 45 Strachan Ave, as *Mixed Use Areas*, and the lands at 10 Ordnance Street as *Parks and Open Space Areas*.

## **Employment Districts and Employment Areas**

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 preceding uses, and restaurants and small scale stores and services that serve area businesses and workers (Section 4.6.1).

## **Mixed Use Areas**

The Official Plan through Official Plan Amendment 231 redesignates the lands at 11, 25 Ordnance Street and 45 Strachan Avenue as *Mixed Use Areas*. *Mixed Use Areas* are intended to consist of a broad range of commercial, residential and institutional uses. These areas are intended to absorb, over time, a portion of Toronto's expected growth. *Mixed Use Areas* vary in scale and density subject to a site's locational attributes and context. The OP contains policies to guide the development of *Mixed Use Areas*, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale 'Neighbourhoods'; and the provision of an attractive, safe and comfortable pedestrian environment.

## **Parks and Open Space Areas**

The Official Plan through Official Plan Amendment 231 redesignates the lands at 10 Ordnance Street as *Parks and Open Space Areas*. These areas are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green open space network in Toronto. These spaces are intended primarily to provide areas of passive and active recreation. Development within *Parks and Open Space Areas* is generally prohibited, with the exception of recreational facilities, cultural works, conservation projects, and essential public works and utilities where necessary.

## **The Public Realm**

Public Realm policies contained within the OP that help guide the development of streets, sidewalks and boulevards are applicable to the proposal. Policy 3.1.1.6 requires that the design of sidewalks and boulevards provide safe, attractive, interesting and comfortable spaces for pedestrians. Policy 3.1.1.14 outlines design considerations for new streets, including providing connections between adjacent neighbourhoods, dividing larger sites into smaller development blocks, providing access and addresses for new developments, allowing the public to freely enter without obstruction, creating adequate space for pedestrians, bicycles and landscaping, and providing access for emergency vehicles. Policy 3.1.1.15 states that all new streets should be public streets and where appropriate, private streets should be designed to integrate into the

public realm and meet the design objectives for new streets. The Public Realm policies provides further guidance on the development of new city blocks and development lots (Policy 3.1.1.16) and new parks and open spaces (Policy 3.1.1.17), both of which are applicable to the proposal.

### **Built Form Policies**

Section 3 of the City's Official Plan, 'Building a Successful City' identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Section 3.1.2 Built Form provides policies that are aimed at ensuring that new development fits within and supports its surrounding context. Policies 3.1.2.1 to 3.1.2.4 seek to ensure that development is located, organized and massed to fit harmoniously with existing and/or planned context; frames and appropriately defines streets, parks and open spaces at good proportion; and limits impacts of servicing and vehicular access on the property and neighbouring properties. Meeting these objectives requires creating consistent setbacks from the street, massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion, creating appropriate transitions in scale to neighbouring existing and/or planned buildings, and limiting shadow and wind impacts on streets, open spaces and parks.

Section 3.1.3 contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings. The background text in Section 3.1.3, which provides context for the policies, is clear in stating that tall buildings do not belong everywhere. Tall buildings are generally limited to areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, or site specific zoning. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Official Plan. Policy 3.1.3.1 c) directs that new tall buildings will contribute to the skyline character of the subject area.

### **Section 37 Policy**

Section 37 of the *Planning Act* gives municipalities authority to pass zoning by-laws involving increases in the height or density of development in return for the provision by the owner of community benefits. Section 5.1.1 of the Official Plan includes policies dealing with the use of Section 37. The policies state that Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities and include amongst other matters, rental housing to replace demolished rental housing.

### **Garrison Common North Secondary Plan**

The Garrison Common North Secondary Plan applies to the site. The Secondary Plan's major objectives include:

- ensuring that new development be integrated into the established city fabric in terms of streets, blocks, uses, density patterns;
- permitting a variety of land uses and densities;
- community services and facilities;



- be sensitive to and protect the industrial, communications; and,
- a range of housing types in terms of size, type, affordability and tenure.

The lands at 30 Ordnance Street are subject to Policy Area 7 of the Garrison North Common Secondary Plan previously adopted by Council through OPA 125. This policy permits residential uses and contemplates the provision of 2,230 square metres of non-residential space which is encouraged to be developed prior to or concurrently with the residential uses. It also promotes linkages to the future Fort York Pedestrian and Cycling Bridge.

## **Municipal Comprehensive Review of the Official Plan**

The Ordnance Triangle is currently within the *Employment Lands* land use designation within the City's Official plan. As part of the 5-year Municipal Comprehensive review of the Official Plan, lands within the *Employment Lands* land use designation may be converted to other land use designations. In December 2013, City Council approved the conversion of part of the Ordnance Triangle lands, comprised of 11, 25, and 30 Ordnance Street and 45 Strachan Avenue from *Employment Areas* to *Mixed Use Areas* and 10 Ordnance Street from *Employment Areas* to *Parks and Other Open Spaces - Parks* through Official Plan Amendment 231 (OPA 231).

Prior to OPA 231 coming into Force and Effect, the Ministry of Municipal Affairs and Housing (MMAH) must approve the Official Plan Amendment. At the time of drafting of this report, a decision by the MMAH has yet to be issued. Should Council approve the Zoning By-law amendments appended to this report (Attachments 4 and 5), any Bills will be held until such time as a decision is issued.

Official Plan Amendment 231 - <http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>

## **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>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, the Official Plan 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.

The Guidelines are intended to implement the built form policies of the City's Official Plan. They include measurable criteria and qualitative indicators to assist in the review of tall building proposals. Criteria and indicators are related to four main areas; site context, site organization, building massing and the pedestrian realm. In considering site context, in addition to

requirements for master plans on larger sites, tall building proposals must address concerns related to transitions between taller buildings and lower scale features nearby.

Measures such as height limits, setbacks, stepbacks and angular planes are used to achieve appropriate transitions in scale and the protection of sunlight and sky views. Design criteria related to site organization address issues of building placement and orientation, location of building entrances, servicing and parking requirements, enhancement of adjacent streets and open spaces, and respect for heritage buildings.

New tall buildings are expected to enhance the public realm by providing active frontages, and high quality streetscape and landscape design elements. To reduce negative impacts of taller buildings elements, a minimum stepback of 5 metres for the tower from the street edge of the base building is required. Other considerations include weather protection, limiting shadowing impacts and uncomfortable wind condition on nearby streets, properties and open spaces, as well as minimizing additional shadowing on neighbouring parks to preserve their utility.

## **Toronto Bike Plan**

In 2001, City Council adopted the Toronto Bike Plan (TPB). The TPB establishes a vision for cycling in Toronto including a Network of Bikeways, Bicycle Parking, Transit Integration, Safety and Education programs. The TBP complements other planning efforts in the City, including the City's Official Plan and the redevelopment of Toronto's waterfront. The vision for the TPB is to create a safe, comfortable and bicycle friendly environment in Toronto, which encourages people of all ages to use bicycles for everyday transportation and enjoyment.

The Ordnance Triangle Development is located adjacent to the middle landing of the future Fort York Pedestrian and Cycling Bridge, a key piece of City infrastructure which will enhance pedestrian and cycling linkages between the waterfront, the City's parks system, the West Toronto Railpath and the Downtown.

## **Zoning**

The lands are zoned *Industrial (I3 D3)* (Attachment 2). The *I3* zone 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.

The lands at 30 Ordnance Street are subject to a site specific By-law Amendment 159-2012, which permits the development of two mixed use buildings on the site and contemplates 2,230 square meters of non-residential gross floor area.

## **Site Plan Control**

An application for Site Plan Control is required. A Site Plan control application has been filed for the development at 30 Ordnance Street (12-282863 STE 19 SA), but has yet to be submitted for the balance of the Ordnance Triangle.

## Reasons for Application

The Official Plan is proposed to be amended to reduce the required 2,230 square metres of non-residential gross floor area to 90 square metres of non-residential gross floor at 30 Ordnance Street. The remaining required 2,120 square metres will be included within the development of 11 and 25 Ordnance Street and 45 Strachan Avenue in addition to the requirement to provide 1 times the lot area of non-residential space contained in OPA 231.

The zoning at 30 Ordnance Street is proposed to be amended to increase the residential gross floor area from 53,425 square metres to 54,657 square metres and to address other proposed changes to setbacks, massing, and other matters related to the proposed buildings.

The Zoning at 11 and 25 Ordnance Street and 45 Strachan Avenue is required to be amended to permit the proposed development as detailed in this report. The proposed non-residential gross floor area will include 2,140 square metres relocated from 30 Ordnance Street.

The zoning at 10 Ordnance Street is proposed to be amended to the 'G' Park zone category to secure the use of these lands for passive and/or active recreation space.

## Community Consultation

Several community consultation meetings have occurred over the course of the review of this application. Despite the scale and scope of this development, few people attended each of the meetings. Concerns were raised regarding the following:

- Separating cycling route along Strachan Avenue
- Traffic impacts resulting from the proposal;
- Concerns about a pool proposed by the developer being located in the park;
- The height and density of the proposed buildings;
- Retail spaces should be locally serving retail, not regional 'Big Box' retail;
- Concern that the parkland at 10 Ordnance Street would be privatized and not accessible to the general public;
- Concerns about shadowing on Fort York National Historic Site;
- Potential for more office space in the Proposed development; and
- Improvements to bike infrastructure in the general area.

The most recent community consultation meeting took place at Fort York National Historic Site on April 28, 2014. This meeting presented the proposed development as it is reviewed in this report. The meeting was attended by 10 members of the community. Concerns were raised regarding the following:

- cycling connections to the West Toronto Rail Path, Fort York Pedestrian Bridge, and the lands to the east of Bathurst;
- vehicular traffic impacts; and
- the ability of existing and future area hard and soft services to accommodate the level of development being proposed.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **Interdivisional Coordination**

Staff from several City divisions are involved in the ongoing master planning of the Ordnance Triangle lands through processing of the development applications at 10, 11, 25, and 30 Ordnance Street and 25-45 Strachan Avenue and by contributing to the processes intended to deliver the Fort York Pedestrian and Cycle Bridge. Staff from the following divisions have

contributed to the review process of the subject applications and are also involved in the Fort York Pedestrian and Cycle Bridge and Ordnance Park initiatives:

- City Planning
- Waterfront Secretariat
- Transportation Services
- Parks Forestry and Recreation
- Legal Services
- Engineering and Construction Services
- Real Estate Services
- Purchasing and Materials Management
- Fort York National Historic Site
- Corporate Finance
- Acquisitions and Expropriations
- Structures and Expressways

## **COMMENTS**

The Ordnance Triangle will be a complete mixed-use community, providing substantial non-residential space including office and retail uses, a new public park space, a mix of residential unit sizes, large indoor and outdoor amenity areas, improvements to area infrastructure and contributions to community benefits.

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

Section 2 of the *Planning Act* sets forth matters of Provincial interest which municipal Councils shall have regard to in making decisions under the Act. These include 2(h) the orderly development of safe and healthy communities; 2(l) the protection of the financial and economic well-being of the Province and its municipalities; and 2(p) the appropriate location of growth and development.

The *Planning Act*, PPS and the City's Official Plan are inter-connected. One of the stated purposes of the *Planning Act* in Section 1.1(f), is to recognize the decision-making authority of municipal councils in planning. Section 4.5 of the PPS provides that the official plan is the most important vehicle for implementation of the PPS. In addition, the PPS provides that

comprehensive, integrated and long term planning is best achieved through municipal official plans, that official plans are to identify provincial interests and set out appropriate land use designations and policies, and that official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. The PPS provides minimum standards and states that it does not prevent planning authorities and decision makers from going beyond the minimum standards established in specific policies, unless doing so would conflict with any policy in the PPS. Planning authorities are to keep their Official Plans up to date with the PPS in order to protect Provincial interests.

The City's Official Plan is up-to-date, having been approved at the OMB in 2006, and, along with guiding development in the City, it implements the PPS in order to protect Provincial interests. The proposal does not conflict 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. The proposal does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Official Plan**

The proposed development has been reviewed against, and will conform to the policies of the City of Toronto Official Plan, both as a whole, and as they apply specifically to this site, provided the MMAH approves Official Plan Amendment 231, as it relates to this development, in the form in which it was enacted by City Council.

No Site and Area Specific Policy is being brought forward in this report as the land use of the properties being redeveloped was established as *Mixed Use Areas* through the municipal Comprehensive Review.

The attached Zoning By-law amendments (Attachments 4 and 5) reflect a development which satisfies the Policies and intent of the Official Plan.

### **Mixed Use Areas**

The proposed building conforms to the Mixed Use Areas Policies of the Official Plan (Section 4.5). The proposal creates a balance of commercial and residential space. The development provides for new jobs and homes for Toronto's growing population and allows the creation of well-paid, stable, safe and fulfilling employment opportunities for all Torontonians. A total of 10,810 square metres of non-residential space and 1012 residential units, consisting of a mix of unit sizes from bachelor to 3-bedroom units, are being proposed.

The building has been designed locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Service areas, loading and vehicle accesses have been located at the rear of the building adjacent to an existing shared laneway.

## **Garrison Common North Secondary Plan**

The development responds to the policy direction contained within the Garrison Common North Secondary Plan by integrating into the established city fabric in terms of streets, blocks, uses, density patterns characteristic of the area and providing for a range of uses and housing types. The built form is intended to transition, through a reduction in scale, gradually towards Garrison Common at the adjacent Fort York National Historic Site.

### **Policy Area 7 and 8**

The lands at 30 Ordnance Street are subject to Policy Area 7 of the Garrison Common North Secondary Plan. This policy requires the provision of 2,230 square metres of non-residential space within any residential development on the lands and encourages that this space be developed on the lands prior to or concurrent with any residential development.

The applicant is requesting that 2,140 square metres of the required non-residential gross floor area be relocated, to the podium of Buildings C, D and E at 11 and 25 Ordnance Street and 45 Strachan Avenue.

The lands at 11 and 25 Ordnance Street and 45 Strachan Avenue are subject to OPA 231 which will implement Policy Area 8 to the Garrison Common North Secondary Plan. Policy Area 8 requires that “one-times the site” of employment space that is compatible with residential uses will be incorporated into any development that includes residential units. This totals 8,676 square metres of non-residential space. The policy area also requires consideration of community space on the site.

The intent of Policy Area 8 is to ensure that employment related non-residential uses continue on these lands, which are being converted from the *Employment Lands* land use designation. The intent of Policy Area 7 and the implementing Zoning By-law 159-2012, was to replace the existing employment space on-site within a new development.

The applicant’s proposal provides for a total of 10,906 square metres of non-residential gross floor area within the Ordnance triangle and achieves the intent of these Official Plan policies and Zoning By-law no. 159-2012.

### **Density**

The proposed level of density relates generally to that found in the King Liberty neighbourhood to the East and Fort York to the south west. The proposed level of density is supportable and consistent with the existing and planned context in this area. Transportation, servicing and community infrastructure has been reviewed to support the number of units being proposed.

### **Built Form**

The proposed Zoning By-law amendment at 11 and 25 Ordnance Street and 45 Strachan Avenue includes three (3) tall buildings elements, which are subject to the Built Form Policies of the Official Plan (Section 3), and the City of Toronto Tall Building Design Guidelines.

For clarity with regards to which Building is being referenced in the following section, please see the schedule on Page 9 of this report.

### **Base Building**

The base buildings on all three development Blocks have been designed to relate to each other's articulation, massing and façade treatments. Each podium provides for stepbacks and recesses in order to provide for interesting visual articulation and relate the mass of the podium favourably to the public realm and the Strachan Avenue Right-of-way. The podium is lined with active, grade-related uses which will promote a safe and animated public realm. Building setbacks vary from both Ordnance Street and Strachan Avenue, and set back from property lines and street lines at-grade to allowing for appropriate sidewalk widths and new boulevard tree-planting.

### **Building Floorplates and Separation Distance**

The size and articulation of the floor plate of a tall building is key to the perception of the overall massing of the building and its visual and physical impact on adjacent areas. The use of which is encouraged as they result in slender tall buildings which cast smaller shadows, improve sky views, and improve porosity between buildings on the site. Section 3.2.1 of the Tall Building Design Guidelines recommends that the total floorplate area of tall buildings not exceed 750 square metres of total floor area, excluding projecting or inset balconies.

Separation distances between buildings also assist in improving sky views, and improving porosity between buildings on the site. This is especially important given the adjacent Fort York National Historic Site. Section 3.2.3 of the Tall Building Design Guidelines recommends that the minimum distance achieved between tall buildings be 25 metres.

All proposed tower elements, including the two towers at 30 Ordnance Street, achieve a minimum separation distance of 25 metres from other towers.

The proposed total floorplate areas of the proposed buildings are as follows:

|             |                    |
|-------------|--------------------|
| Building C: | 798 square metres* |
| Building D: | 786 square metres  |
| Building E: | 750 Square metres  |

*\*Average Total Floorplate*

Section 3.2.1 of The Tall Building Guidelines states that, where floor plates larger than 750 square metres are proposed, exceptional design attention must be given to the shape and articulation of the tower to diminish the overall impact of building mass. Appropriate setbacks and separation distances proportionate to increases in floor plate should also be provided.

While Building E proposes a maximum 750 square metre floorplate, Buildings C and D exceed this guideline. However, this is considered acceptable as both buildings C and D have been articulated, including some tapering of the upper floors. Due to the rail lines bordering the north and south of the Ordnance Triangle it is unlikely that any future development will occur immediately north or south of the proposed tall buildings.

### **Transition to Adjacent Area and Fort York National Historic Site**

The proposed development transitions building heights from the north west to the south and east in order to provide transition in scale toward Fort York National Historic Site and generally relates well to the existing and planned context for the area. The proposed building heights transition from 39 and 35 storeys at the north edge of the site, to 29 and 24 storeys at the south and southeast end of the site.

### **Architectural Relationship of Towers within the Ordnance Triangle**

The proposed buildings relate architecturally to each other through the proposed massing. The 29-storey building (Building B) at the south east portion of the triangle is stepped back with a shelf condition at the 24th storey to relate to the maximum height of the adjacent 24 storey building (Building E). The 39-storey building (Building C) also features an architectural shelf feature which responds to the height of the adjacent 35-storey building (Building A).

### **Built Form Conclusions**

The proposed development is organized and massed to fit harmoniously with existing and planned context. It appropriately responds to streets, existing and future parks and open spaces, and the Fort York National Historic Site at good proportion, and generally complies with the intent of Section 3 of the Official Plan. The tall building massing and design will contribute positively to the area skyline. Through review of the Site Plan application, the City will secure interesting, high-quality materials in the treatment of the tower and podium.

### **Wind**

The applicant has submitted a report from Rowan Williams Davies & Irwin Inc. (RWDI) to detail the potential wind impacts resulting from the massing of the proposed buildings.

The report concludes that due to the height of the three towers and the local wind climate, the resulting wind speeds on and around the proposed development will be higher than desired in the winter season in some areas and suitable for the intended usage at grade in the summer months. The study also suggests that significant wind activity may occur on the podiums, where the majority of outdoor amenity space is located, in both the summer and winter seasons.

The report recommends conducting a wind tunnel study at a later design stage in order to confirm the wind conditions and develop appropriate wind control features as necessary.

In order to address wind conditions City Planning will require an updated wind study and will secure any mitigation measures through the Section 37 Agreement.

### **Noise, Vibration**

The applicant has submitted a report from Valcoustics Canada Ltd, which addresses Noise, Vibration and Rail corridor Setbacks.

The report confirms that the proposed development will achieve or exceed the required Ministry of the Environment Standards for Noise and Vibration attenuation. Though the report does state that the final measurements of these levels will have to be assessed at the time of completion of the grade separation activities currently in-progress at Strachan Avenue and the north Metrolinx Corridor. Completion is currently targeted for mid-late 2014.



The requirement for any warning clauses to be contained in offers of purchase and sale related to noise, vibration, or other railway adjacency matters will be secured through the Site Plan review and Draft Plan of Condominium process.

## **Railway Setbacks**

The Valcoustics Canada Ltd report notes that, while a 30-metre setback from rail lands is required for new residential development, it is common for this requirement to be adjusted with the installation of crash walls and other mitigation measures in corridors carrying passenger train traffic. Prior to the issuance of any above-grade permits on Blocks 1, 2, and/or 3, the applicant will provide, to the satisfaction of the Chief Planner and Executive Director City Planning Division, written confirmation from Metrolinx that the proposed setbacks and/or mitigation measures are acceptable.

## **Construction Management Plan**

In order to ensure that each phase of development occurs in a manner that is least disruptive to the community, the owner will submit a Construction Management Plan (CMP) prior to below grade permits being issued for any phase of development. The CMP will include, but not be limited to, details regarding the following:

- size and location of construction staging areas,
- dates of significant concrete pouring activities,
- measures to ensure site lighting does not negatively impact adjacent residences,
- construction vehicle parking locations,
- refuse storage,
- site security and site supervisor contact information, and;
- any other matters deemed necessary to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor.

## **Fort York National Historic Site**

### **Transition to the Fort**

Views from the Fort York National Historic Site are of paramount importance when considering the massing for proposed development within the Fort vicinity. The proposed development transitions building heights from the north west to the south and east in order to provide transition in scale toward Fort York National Historic Site.

### **Noise and Event considerations**

The proposed development is adjacent to Garrison Common, within the Fort York National Historic Site. The Fort holds outdoor music events in the summer months. As the proposed residential units are facing this space they may be subjected to elevated levels of noise from these events. As the Fort depends partly on funding from these events, and it is not the intent of the City to adversely affect the ability of the Fort to hold such events to finance their ongoing operations, the City will require that warning clauses for noise, in addition to the standard clauses for railway-related noise, be contained in all offers of purchase and sale for all units

within Blocks 1, 2 and 3, to the satisfaction of Manager, Fort York National Historic Site, and the Chief Planner and Executive Director, City Planning Division.

### **Traffic Impact, Access, Parking**

A number of improvements to the area road network are required to allow for the development of the second of Blocks 1, 2, or 3. Some of these works are the responsibility of the applicant while others are being completed by Metrolinx following the grade-separation work at Strachan Avenue. These required road improvements, which will be secured in the Section 37 Agreement, are as follows:

- a southbound left-turn lane at the Strachan Avenue/Wellington Street/Douro Street intersection;
- a new traffic control signal at the Strachan Avenue/Wellington Street/Douro Street intersection;
- realignment of the east-west portions of the Strachan Avenue/Ordnance Street/East Liberty Street intersection, as shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group;
- re-construction of Ordnance Street, as shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group; and,
- all other transportation facilities shown in Figure 4 of the November 2013 Updated Transportation Considerations report from BA Group (including turn lanes and pavement markings), save and except for the new traffic control signal at the Strachan Avenue/Ordnance Street/East Liberty Street intersection, which was approved in conjunction with another development application.
- The owner will be responsible for constructing a northbound left turn lane from Strachan Avenue to Ordnance Street with the development of Block 3, regardless of which order in which the redevelopment of the Ordnance Triangle occurs.

### **Servicing**

The applicant has submitted the Global Stormwater Design Brief and Functional Servicing report, prepared by Odan/Dectech Group, signed and sealed May 21, 2014 support of the proposed development. These documents have been reviewed by Engineering and Construction Services (ECS) and Toronto Water staff. While the reports conclude that the Servicing is adequate to support the proposed development, the details contained in the report regarding water flow and pressure must be updated by the applicant's consultant. ECS staff concerns are compounded by the fact that this is a phased development, and construction of the final phase may not occur for 10 years or more.

## **Economic Impact**

In order to replace the potential for employment spaces which serve the community and drive the area economy, a minimum of 10,906 square metres of residentially compatible, non-residential gross floor area will be provided within the mixed-use development at the Ordnance Triangle. This satisfies the intent of Policy Areas 7 and Council approved Policy Area 8 of the Garrison Common North Secondary Plan. The City is supportive of continuing to enable the opportunity for employment functions on lands which have been converted from *Employment Lands* to *Mixed Use Areas*.

## **Open Space/Parkland**

The lands at 10 Ordnance Street, which were originally acquired by the City for the purposes of the Front Street extension, will be the site of a future 1.5 hectare (3.8 Acre) public park. The future design and construction of this park space will be coordinated by Parks, Forestry and Recreation Staff, in cooperation with a number of other City Divisions, the Ward Councillor and the developer.

## **Ordnance Park Coordinated Working Group**

The park space will be a well-designed park space inclusive of opportunities for active and passive recreation addressing local and community needs. The park will also be the location of the centre landing of the Fort York Pedestrian and Cycling Bridge and is intended to have a strong relation to the bridge itself. Parks, Forestry and Recreation and Planning Staff have convened a working group to discuss the design details of the park and the manner in which its design will relate to the Bridge. The working group consists of City Staff, representatives from Councillor Layton's office, Build Toronto, and Diamond Corp, and was formed in November 2013. This group will continue to meet as the Fort York and Bridge Design processes progress simultaneously with the above-base park design. Members on this working group also participate on the Fort York Bridge Coordinated Working Group which is concerned primarily with the delivery of the Fort York Pedestrian and Cycling Bridge.

## **Park land Dedication**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 - 0.42 hectares of parkland per 1,000 people, which is the lowest provision level. The site is in a parkland priority area, as per Alternative Rate Parkland Dedication By-law No. 1020-2010.

The parkland dedication requirement for the subject lands shall be calculated at the alternative rate of 0.4 hectares pr 300 units as specified in By-law 1020-2010. The respective land parcels (Blocks 1, 2, & 3) are less than 1 ha in size, as such, a cap of 10% is applied to the residential portion while the non-residential use is subject to a 2% parkland dedication.

The lands at 10 Ordnance Street were originally owned by the City and were conveyed to Build Toronto as part of the rest of the Ordnance lands subject to this application for development consideration. 10 Ordnance Street is intended to be returned to the City for the purposes of public park land pursuant to a Parkland Conveyance Agreement. This being the case, the

provision of 10 Ordnance Street as future park land is not considered as part of this development's park land dedication requirements. The applicant is therefore required to satisfy the parkland dedication requirement through cash-in-lieu. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

The lands generally known as 10 Ordnance Street (also described as Parts 1-3 on Plan 63R-4238 and Parts 1-5 on Plan 66R-15428) are intended as public parkland. As per the conditions of the Park Conveyance Agreement dated April 16, 2012 between the City and Build Toronto, the lands shall, amongst other conditions, be re-conveyed back to the City at nominal cost in base park condition, that is, remediated to park standard with an approved Record of Site Condition (RSC), free and clear of encumbrances, graded and sodded to the satisfaction of the General Manager Parks, Forestry and Recreation. Timing of the reconveyance is described in the Agreement as occurring at any date after April 16, 2017 (and no later than December 31, 2030) by way of written notice from the City (Reconveyance Notice) or such earlier date as agreed by all parties.

### **Summary of Parkland Conveyance Agreement**

The Ordnance Triangle lands, with the exception of 30 Ordnance Street, were transferred to Build with the intent that part of the lands would return to the City as park land. This is secured within the Parkland conveyance agreement. These lands will be reconveyed to the City and developed as 'park land' as a condition of development of the Ordnance Triangle lands and the parkland conveyance agreement.

These lands are to be reconveyed to the City prior to the issuance of the first above grade building permit on the second Phase of development lands (likely Blocks 1 and 3) or by April 16, 2017, whichever occurs first, to the satisfaction of the General Manager, Parks, Forestry and Recreation.

The parkland is to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements such as retaining walls, unless otherwise approved by the General Manager, Parks, Forestry & Recreation.

### **Base Park Condition**

As a condition of Development, Build Toronto will deliver 10 Ordnance as 'Base Park' condition. 'Base Park' condition includes the following, as described by the parkland conveyance agreement:

- demolition, removal and disposal of all existing materials, buildings and foundations;
- grading, sodding, fencing,
- free and clear of all encumbrances;
- installation of all necessary drainage systems;
- electrical and water service connections to the street line;
- street trees along all public road allowances, which abut future City owned parkland, and;
- standard park sign.

Prior to the issuance of the first above-grade building permit for any building within the Ordnance Triangle, the developer is responsible for submitting the necessary plans and cost estimate for the Base Park Improvements, and any other proposed works on the future park lands, to be approved by the General Manager, Parks, Forestry and Recreation. The developer is also required to provide financial security for 'Base Park' construction.

### **Adjustment of Park Boundary**

Staff did not bring forward a By-law amendment to Zone the lands at 10 Ordnance Street to 'G'-Parks as it was anticipated in the design of the Ordnance Triangle masterplan would result in some possible modification to the property boundaries.

The applicant is requesting that the currently permitted southern building, Building B, at 30 Ordnance Street be shifted southward and squared off. This change will expand the spaces between the towers, providing a larger view corridor, and square-off the currently triangular south end of the building to allow a better vehicle access point and a more functional underground garage.

Additional lands are required by the developer to affect these changes. These lands would have been conveyed back to the City as park space. City Planning, Parks Forestry and Recreation and Real Estate Staff have been in discussions with the applicant on the treatment of the south façade of the building, the adjacent access to the park space, the condition of the landscaping and access of east-facing units fronting onto the park and the process by which the property boundaries are realigned to enable this proposed change to the building envelope.

Prior to the bills related to the amendments at 30 Ordnance Street being brought forward which reflect the proposed boundary adjustment, the adjustments must be accepted by Parks, Forestry and Recreation, in accordance with the park reconveyance agreement and the appropriate consent approval obtained pursuant to the Planning Act. A Consent application has been filed with the City and is being reviewed by Staff. The boundaries of the proposed zoning amendment for 30 Ordnance Street (Attachment 4) may require further minor adjustment through the review of the Consent application. It is contemplated that any mapping changes will be dealt with as a technical amendment prior to the bills being introduced on the basis that the intent of the permissions sought through this report will have been maintained.

### **Streetscape**

The City's Official Plan (Section 3.1) directs that quality architectural, landscape and urban design and construction will be promoted within new developments to enhance the quality of the public realm.

While the ultimate condition of the Ordnance Triangle will feature a distinct, well-designed public realm, the establishment of this public realm will occur in phases. The street itself will not be improved to its final improved form once construction on the Ordnance Triangle concludes with the 3<sup>rd</sup> phase of development.

It is important to ensure that the public realm along Ordnance Street is functional and visually appealing in both its interim and ultimate conditions. A public realm phasing plan, detailing the

phased improvements, including, but not limited to, paving and curbing details, sidewalk treatments, cycling infrastructure, pedestrian and cycling connections to the future park space at 10 Ordnance Street will be secured through the review of the site plan control process in each phase. The City will require financial securities for these improvements.

## **Cycling**

The Ordnance Triangle Development is located adjacent to the centre landing of the future Fort York Pedestrian and Cycling Bridge, a key piece of City infrastructure, which will enhance pedestrian and cycling linkages between the waterfront, the City's parks system, the West Toronto Railpath, and the Downtown.

In order to take advantage of the proximity to this cycling infrastructure and promote cycling as an effective and enjoyable means of transportation throughout the City, the Ordnance Triangle Development is including certain design features which improve cycling connections through the site.

A pedestrian and cycling connection is proposed between Buildings A and B which will provide access through Ordnance Street to the future park and the bridge. City staff will work with the developer in consultation with the Ward Councillor to ensure that this connection is a safe, well-designed and functional piece of the City's cycling network through the Site Plan application review.

Through the review of the Site Plan applications within the Ordnance Triangle, the City will work with the developer, in consultation with the Ward Councillor, to enhance the cycling aspects of the development within the public realm and the detailed design of the proposed buildings. City Planning staff will also work with Parks, Forestry, and Recreation staff through the Ordnance Park Coordinated Working Group to ensure that the design of the future park at 10 Ordnance Street is designed in a manner which encourages and supports cycling.

## **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS. The proposed draft site specific Zoning By-law will secure performance measures for the following Tier 1 development features related to Automobile Infrastructure and Cycling Infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

## **Metrolinx Considerations**

The proposed development site is located between two Metrolinx rail corridors - the Georgetown South corridor to the north, and the Lakeshore West line to the south. The Metrolinx-owned land situated at the convergence of these two rail lines, referred to as the 'tip lands,' is located adjacent to the proposed future park space at 10 Ordnance Street. These 'tip lands' serve as the location for existing Metrolinx rail corridor infrastructure as well as a planned future paralleling station related to the electrification of the Union Pearson (UP) Express service. Access to the 'tip lands' is currently achieved by traversing the 10 Ordnance lands. An air quality monitoring station, intended to measure the impacts of increased GO Transit service within the Georgetown South corridor, is also located on the future park lands. In addition, a rail corridor communications tower is located on Metrolinx land just east of Strachan Avenue, immediately adjacent to the northern edge of Block 1.

Metrolinx has been working closely with the developer for several years and, more recently, with the City of Toronto, to ensure that existing and future Metrolinx interests are suitably protected within the context of the proposed development plan. Key factors to be addressed as part of this process are identified in the following sections.

### **Electrical Gantry Structure and Paralleling Station**

In order to facilitate the electrification of the UP Express service, as well as to establish a basis for future electrification of GO Transit service, Metrolinx is proposing an electrical gantry east of Strachan Avenue, extending over the rail corridor, as well as a paralleling station on the 'tip lands'. The southerly portion of the gantry is located near the podium of Building C, Block 3. The paralleling station is located adjacent to the future park space at 10 Ordnance Street. The two installations will be connected by a duct bank within the access road right-of-way, will each be enclosed with fencing, and will each require maintenance access. A maintenance and emergency vehicle turn-around area will also be required in the vicinity of the paralleling station, with the specific location for same to be determined as the design for the park and the tip lands proceeds.

Metrolinx is continuing to refine the design and associated operational parameters of these installations, but has indicated that the location of the infrastructure is unlikely to change. Metrolinx will work with City Planning, Parks, Forestry and Recreation, Fort York National Historic Site Staff, and the applicant to ensure that this infrastructure is suitably integrated as part of the development plan while also ensuring that the desired level of access is maintained.

Future meetings will be arranged by City staff at such time as more detailed design specifications of the gantry and paralleling station are available.

### **North Service Road**

Metrolinx currently accesses its infrastructure on the 'tip lands,' as well as the adjacent rail corridors, via easements over the lands at 10 Ordnance connecting to the south terminus of Ordnance Street (the 'Existing Access Easements'). These access rights will be interrupted once the park grading works begin at 10 Ordnance Street.

In order for Metrolinx to maintain access to the 'tip lands', a re-located access road has been proposed along the north limit of the Ordnance Triangle, accessed via Strachan Avenue, on the south side of the Georgetown South rail corridor. This road will be phased in over the course of the development to reflect the construction schedule, which will also allow time to address a number of physical impediments that presently impact the planned road alignment, including the existing building at 45 Stachan as well as a Metrolinx communication tower immediately beside that building.

The west portion of the access road will intersect with Strachan in a right-in/right-out configuration and will be open to vehicles travelling to and from the proposed development at 30 Ordnance. This section of the road will be a designated Fire Route and no parking will be permitted at any time. A gate will limit access to the easterly portion of the road, restricting use to Metrolinx and emergency service vehicles only. A minimum uninterrupted road width of six metres will be maintained for the entire access road alignment.

Metrolinx has advised that the access road must be constructed in a manner that satisfies its requirements. In addition it will be necessary to coordinate the phasing of the development and the necessary relocation and/or demolition of any equipment or structures. Accordingly it is proposed that the following implementation strategy be secured through a Section 37 Agreement.

1. Prior to the issuance of any building permit for the first building on Block 2 and at its own cost, the owner shall have made all necessary arrangements acceptable to Metrolinx to permit temporary relocation of access and access easement in favour of Metrolinx over 10 Ordnance Street to allow access to their infrastructure at the 'tip lands', to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Parks Forestry and Recreation;
2. Prior to the registration of a plan of condominium on Block 2, the owner shall, at its expense, be responsible for the following, to the satisfaction of Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Parks Forestry and Recreation and Metrolinx;
  - release of any existing access easements in favour of Metrolinx over 10 Ordnance Street to the satisfaction of the City Solicitor;
  - design and construction of alternative vehicular access for Metrolinx from Ordnance Street to its infrastructure at the "tip lands" over the westerly portion of Block 2 and along a service road north of the Ordnance Triangle lands, with the design and any details related to this access, including but not limited to parking restrictions, being to the satisfaction of the Chief Planner and Executive Director, and the General Manager, Structures and Expressways;
  - obtaining all necessary approvals and registering temporary easement which may be required to allow temporary access by Metrolinx over Block 2.



3. Prior to registration of a plan of condominium on Block 1, the owner shall, at its own expense, be responsible for the following, to the satisfaction of Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services:
  - release of any access easements in favour of Metrolinx over Block 2;
  - design and construction of alternate vehicular access for Metrolinx from Strachan Avenue to its infrastructure at the "tip lands" along a service road north of the Ordnance Triangle lands, with the design and any details related to this access, including but not limited to parking restrictions, to the satisfaction of the Chief Planner and Executive Director, and the General Manager, Transportation Services;
  - make necessary arrangements for the removal or relocation of any Metrolinx infrastructure within the proposed alignment of the service road north of the Ordnance Triangle lands; and,
  - obtain all necessary approvals and registration of easements, or acquisition of any required property, to facilitate the construction of the service road north of the Ordnance Triangle lands.
4. The timing of items 2 and 3, above may be amended only with the written consent of the Chief Planner and Executive Director, City Planning; the General Manager, Parks Forestry and Recreation, General Manager, Transportation Services; and Metrolinx.

### **Metrolinx Staging Area**

Metrolinx is currently using the 10 Ordnance property as a staging area for their ongoing construction activities associated with the Strachan Avenue grade separation, an arrangement that is expected to extend to June 30, 2015.

### **Strachan Avenue Improvements**

As part of the Strachan Avenue grade separation project, Metrolinx will reconstruct Strachan Avenue between Duoro Street and the Ordnance Street/East Liberty Street intersection, including the north approach to the Ordnance intersection, in accordance with on-going discussions with the City of Toronto. The north approach will accommodate the temporary traffic signals that have been installed at the intersection by the City. This work is expected to be complete by late 2014.

Additional improvements to Strachan Avenue to facilitate the proposed development, including the construction of a northbound right turn lane from Strachan Avenue to Ordnance Street, any road works necessary to facilitate the North Service Road, and other improvements will be secured through the Section 37 Agreement and the review of subsequent Site Plan Control Applications.

### **Air Monitoring Equipment**

An air quality monitoring station, intended to measure the impacts of increased GO Transit service along the Georgetown South corridor, is located within the future park lands at 10 Ordnance Street. The City agrees with the intent of this installation and understands that this equipment will remain at this location on a temporary basis until the monitoring program is complete.

The City will work with Metrolinx and applicant to ensure that any grading activities related to the park design accommodate the ongoing data collection function of the air quality monitoring station until such time as the station is removed. Metrolinx staff will be invited to attend the Ordnance Park Coordinated Working Group to further discuss interim grading considerations as well as potential timing for removal of the station.

### **Affordable Ownership Units**

Build Toronto is currently in discussions with City staff, in consultation with the Ward Councillor, to provide affordable ownership units within the Ordnance Triangle. These units are intended to be family sized units. Details regarding the provision of these units, including the size of the units, the phase in which the units will be built, and how these units will be secured, will be addressed in a report from the Chief Planner and Executive Director, City Planning, and the Director of the Affordable Housing Office to the August 12, 2014 Toronto and East York Community Council meeting.

### **Fort York Pedestrian and Cycle Bridge**

The Fort York Pedestrian and Cycle Bridge is a key piece of active transportation infrastructure being constructed adjacent to the proposed development. The bridge will consist of two spans which link the future Stanley Park south expansion to the future park at 10 Ordnance, and further to Garrison common to the south. The bridge will ultimately complete the pedestrian / cycling connection of Trinity Bellwoods Park, Stanley Park, Fort York, June Callwood Park, Coronation Park, and the Martin Goodman Trail, establishing continuity from the original Lake Iroquois Shoreline to Lake Ontario through a strategic north-south open space connection. It is a priority city-building initiative.

A total of \$2.1 million, already secured via Section 37, is being contributed to the Fort York Bridge through the approval of the Zoning By-law at 30 Ordnance Street and a subsequent minor variance. As noted in a report to Public Works and Infrastructure Committee (link below), any future residential development on the lands at 11, 25 Ordnance Street and 45 Strachan Avenue would result in additional Section 37 funds being provided to the City for community benefits.

January 9, 2014 Report to Public Works and Infrastructure Committee -

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW28.5>

## **Relocation of Eva's Phoenix**

Eva's Phoenix currently operates a transitional housing facility for homeless youth at 11 Ordnance Street and a training facility and print shop employing these youths in a portion of 25 Ordnance Street. Eva's is recognized as an operator providing valuable services to the City and the community.

On November 29, 30 and December 1, 2011, City Council gave authority to transfer the City's Strachan/Ordnance properties to Build Toronto, and this conveyance was registered on April 12, 2012. A term of the transfer required Build Toronto and its partners to enter into an agreement to ensure the viable long-term operation of Eva's through the provision of funding and relocation assistance. Eva's has advised it is prepared to convert a portion of 497 Richmond Street West for their future use. This renovation project would be funded by Eva's and Build Toronto.

Build Toronto and its partners in the redevelopment of the Strachan/Ordnance properties, Diamondcorp, have agreed to contribute a minimum of \$5 million to Eva's for the renovation of its replacement facility.

## **The West of Downtown Study**

City Planning has been requested to review the existing and planned development in the King Liberty Area in the context of the larger West of Downtown Area (WDT). The WDT is the area generally west of Bathurst Street, north of Lake Shore Boulevard West from Dufferin to King Street West. Planning will be looking at the overall level of development in the area and the hard and soft infrastructure that exists or is needed to serve this area that has intensified rapidly. One of the major focuses of the study will be transportation infrastructure.

Planning staff will be working on this study with other City divisions with a report on the work program and preliminary findings in early 2015.

## **Section 37**

Section 37 of the *Planning Act* authorizes a municipality with appropriate Official Plan provisions to pass Zoning By-laws involving increases in the height and/or density otherwise permitted by the Zoning By-law in return for the provision of community benefits by the owner. The community benefits must bear a reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and addressing planning issues associated with the development.

The following matters are recommended to be secured in the Section 37 Agreement:

- i. a minimum of \$3,000,000.00 to costs associated with the Fort York Pedestrian and Cycling Bridge and park space at each bridge landing;
- ii. above-base grading and retaining wall construction at 10 Ordnance Street to a minimum of \$1,600,000.00;

- iii. A minimum contribution of \$750,000.00 towards the acquisition and/or construction of community services and/or facilities within the vicinity of the site in Ward 19 ;
- iv. Making all necessary arrangements for the relocation of Eva's Phoenix;
- v. The provision of a minimum 10,810 square metres of non-residential gross floor area, compatible with residential uses, on Blocks 1 and/or 3;
- vi. installation of the required municipal infrastructure improvements, including piped services and the improvements to Strachan Avenue;
- vii. submission of public realm plans and a phasing plan for landscaping and public realm improvements, to the satisfaction of City Planning prior to site plan approval of each phase;
- viii. updates to the wind study and implementation of any measures to address wind mitigation on the buildings in each phase;
- ix. submission of acceptable warning clauses regarding the adjacent railways and events Fort York National Historic Site to be contained in condominium documents and offers of purchase and sale;
- x. submission of an updated servicing report to confirm adequate water pressure in the final phase of development;
- xi. the provision of access to the Metrolinx lands east of the subject site, the costs associated with the registration of all easements and infrastructure relocation, and the phased construction of a service road along the north of the subject property to the satisfaction of Metrolinx;
- xii. written confirmation that the crash mitigation measures and setbacks from the adjacent railways are acceptable to Metrolinx; and,
- xiii. submission of a satisfactory construction management plan for each phase of development.

## **CONCLUSIONS**

The Ordnance Triangle lands have been approached as a comprehensively planned development. City staff, the developer and Build Toronto have worked together to consider, among many matters, the relationship to nearby open spaces, Liberty Village, and Fort York National Historic Site, opportunities to improve pedestrian and vehicle connections, the proximity to the adjacent railway lines, the relationship to the proposed future park space, and connections to existing and proposed cycling infrastructure, including the new Fort York pedestrian and Cycling Bridge.

This report reviews and recommends approval of the Official Plan and Zoning By-law amendment Application. The recommendations contained within this report conform with the policies of the City's Official Plan, and City Council approved OPA 231, however as the Minister of the Municipal Affairs and Housing has yet to approve OPA 231, any bills will be held until such time as the Minister issues a decision on OPA 231.

## **CONTACT**

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Fax No. 416-392-1330

E-mail: guens@toronto.ca

## **SIGNATURE**

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Jennifer Keesmaat, MES, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

Attachment 1: Official Plan Map 18 Excerpt

Attachment 2: Zoning By-law No. 438-86 Excerpt

Attachment 3: Draft Official Plan Amendment – 30 Ordnance Street

Attachment 4: Draft Zoning By-law Amendment – 30 Ordnance Street

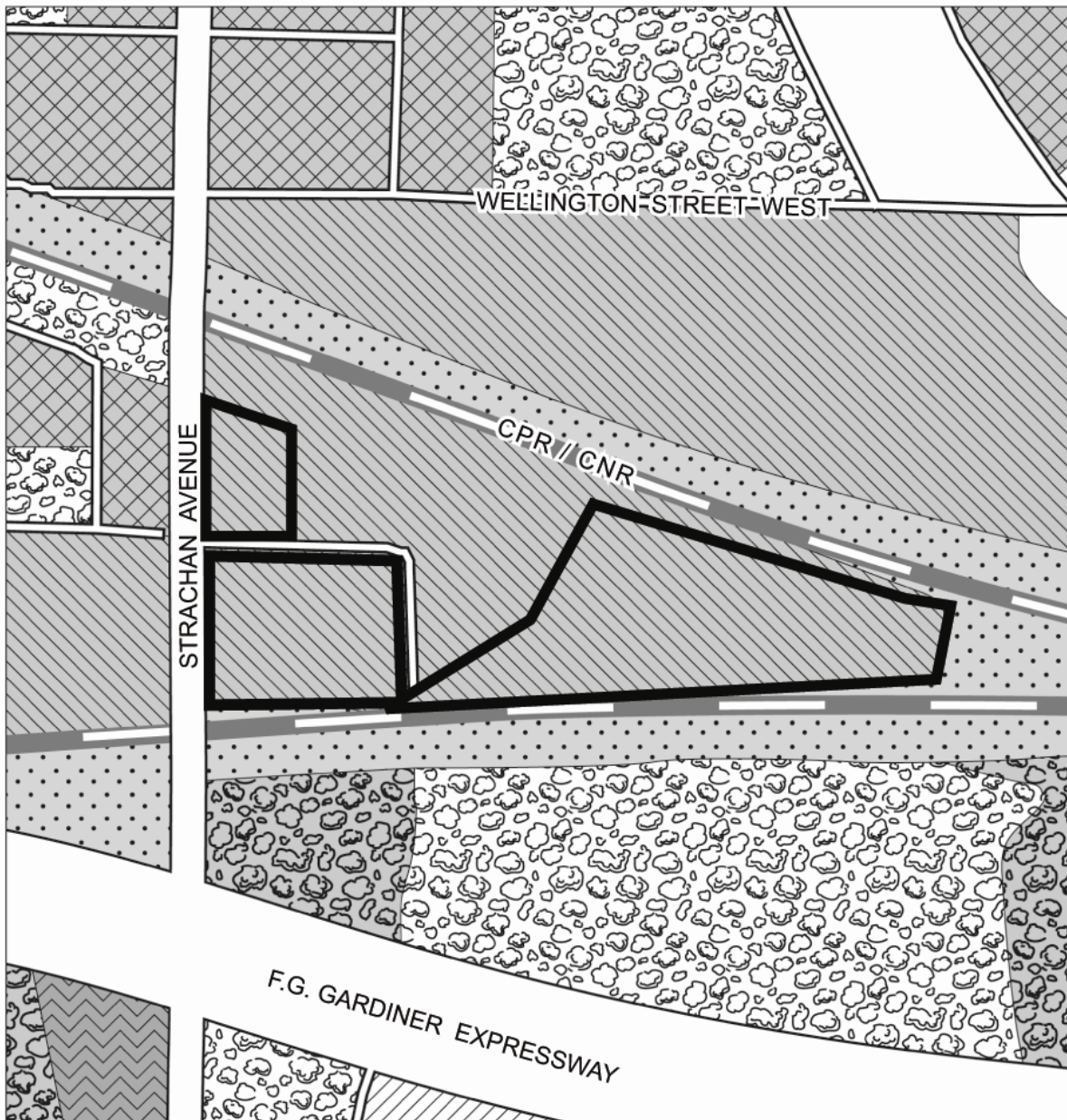
Attachment 5: Draft Zoning By-law Amendment – 10, 11, 25 Ordnance Street and 45 Strachan Avenue

Attachment 6: Concept Site Plan

Attachment 7: Concept Building Elevations

Attachment 8: Application Data Sheet

Attachment 1: Official Plan Excerpt Map 18



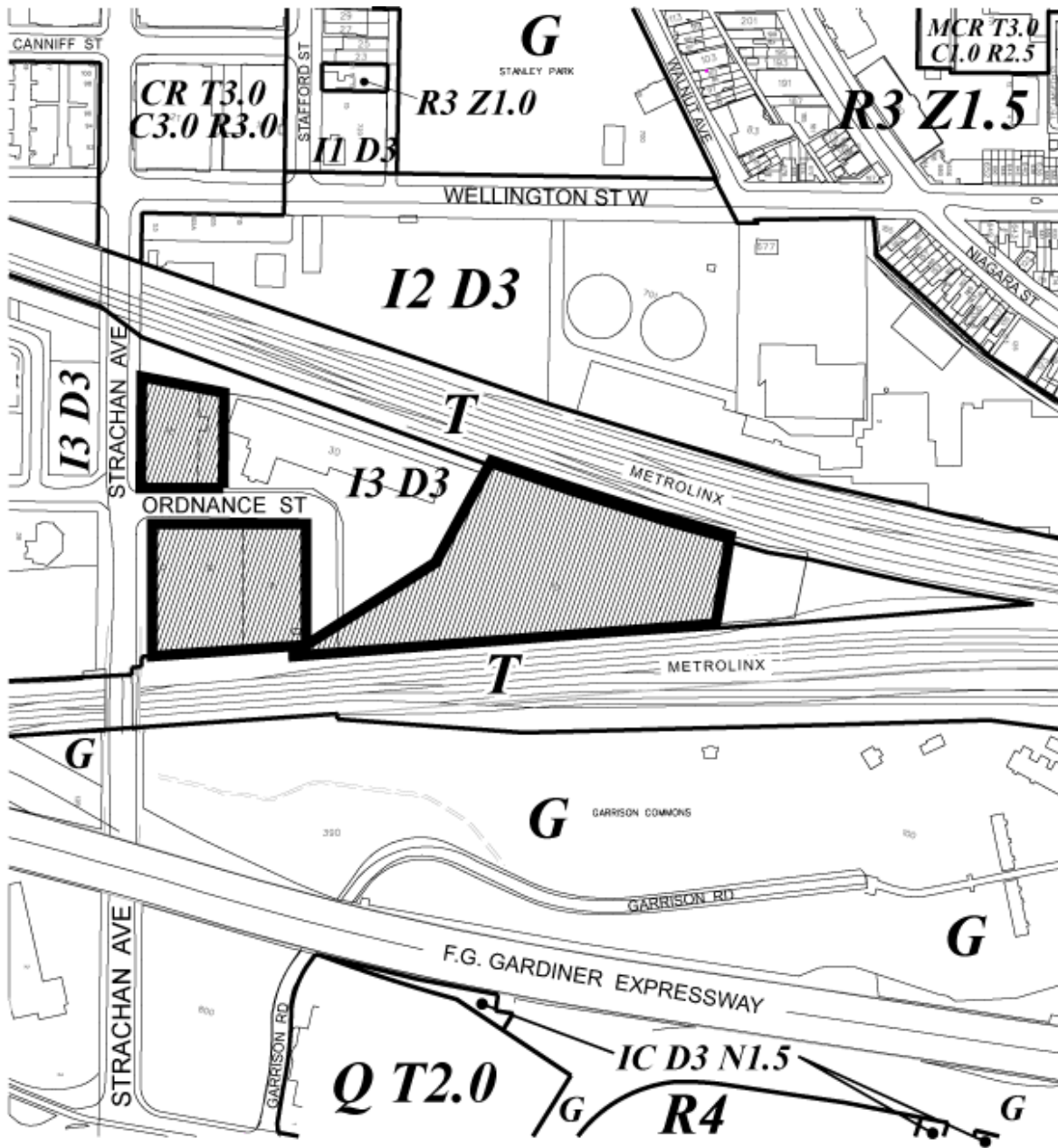
**TORONTO** City Planning  
Official Plan

10, 11 & 25 Ordance Street  
45 Strachan Avenue  
File # 12\_230482



↑  
Not to Scale  
10/02/2012

Attachment 2: Zoning By-law No. 438-86 Excerpt



Zoning City of Toronto By-law 438-86

10, 11 & 25 Ordance Street  
45 Strachan Ave  
File # 12\_230482\_02

- |                         |                        |
|-------------------------|------------------------|
| G Parks District        | I2 Industrial District |
| R3 Residential District | I3 Industrial District |
| R4 Residential District | Q Mixed Use District   |
| CR Mixed Use District   | T Industrial District  |
| MCR Mixed Use District  | IC Industrial District |



Not to Scale  
Zoning By-law 438-86 as amended  
Extracted 10/02/2012

**Attachment 3: Draft Official Plan Amendment – 30 Ordnance Street**

**CITY OF TORONTO**

**BY-LAW No. XXXX-2014**

**To adopt Amendment No. xxx to the City of Toronto Official Plan,  
being an amendment to the provisions of the Official Plan, Chapter 6, Section 14, the  
Garrison Common North Secondary Plan with respect to  
lands municipally known as 30 Ordnance Street.**

Whereas authority is given to Council by Section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas the 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 enacts:

1. Amendment No. xxx to the Official Plan, consisting of the attached text and map designated as Schedule "A" , is hereby adopted.

Enacted and passed this \_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Frances Nunziata,  
Speaker

\_\_\_\_\_  
Ulli S. Watkiss  
City Clerk

(Seal of the City)



## **SCHEDULE "A"**

### **AMENDMENT NO. XXX TO THE OFFICIAL PLAN OF THE CITY OF TORONTO GARRISON COMMON NORTH SECONDARY PLAN**

The following text and map constitutes Amendment No. XXX to the City of Toronto Official Plan being an amendment to the provisions of Chapter 6, Section 14, Garrison Common North Secondary Plan.

#### **OFFICIAL PLAN AMENDMENT**

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

1. Chapter 6, Section 14 Garrison Common North Secondary Plan Site, Area Specific Policy Area 7, is hereby amended by deleting paragraphs (a) and (b), and replacing with the following paragraphs (a) – (d):
  - "(a) a minimum of 90 square metres of non-residential gross floor area will be developed on the lands and is encouraged to be developed prior to or concurrent with any residential uses on the lands;
  - (b) an additional 2,140 square meters of non-residential gross floor area will be developed on the lands or may be provided as additional non-residential gross floor area within development on adjacent lands at 11 & 25 Ordnance Street or 45 Strachan Avenue;
  - (c) the non-residential gross floor area provided on the lands pursuant to paragraph (a) and (b) is encouraged to be developed prior to or concurrent with any residential uses on the lands;
  - (d) the non-residential gross floor area in (a) and (b) will support the Employment Area policies; and"
2. Chapter 6, Section 14 Garrison Common North Secondary Plan Site, Area Specific Policy Area 7, is hereby further amended by renumbering paragraph (c) to paragraph (e).

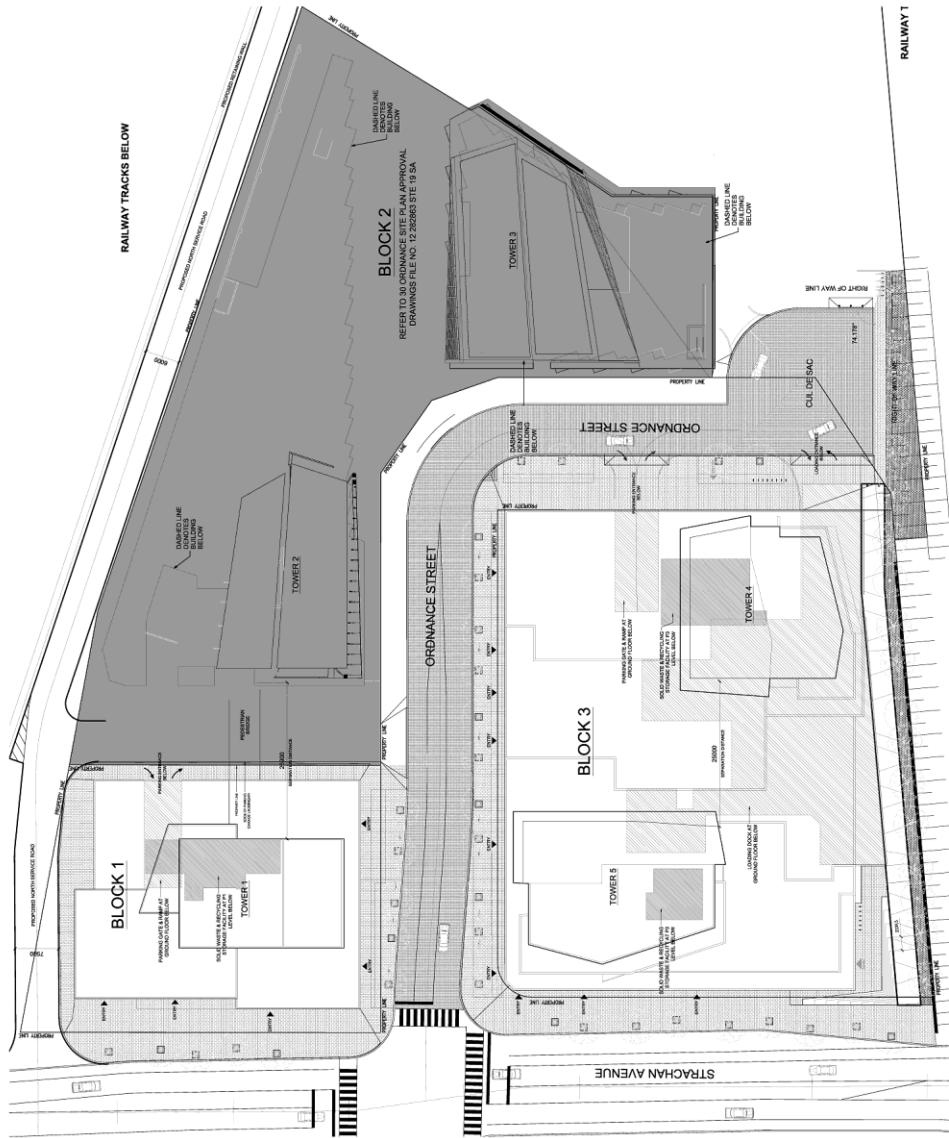
**Attachment 4: Draft Zoning By-law Amendment 30 Ordnance Street**

Draft By-law will be Available prior to June 19, 2014  
Planning and Growth Management Committee

**Attachment 5: Draft Zoning By-law Amendment  
10, 11, 25 Ordnance Street and 45 Strachan Avenue**

Draft By-law will be Available prior to June 19, 2014  
Planning and Growth Management Committee

**Attachment 6: Concept Site Plan**  
**10, 11, 25 Ordnance Street and 45 Strachan Avenue**



**10, 11, 25 & 30 Ordnance Street  
 and 45 Strachan Avenue**

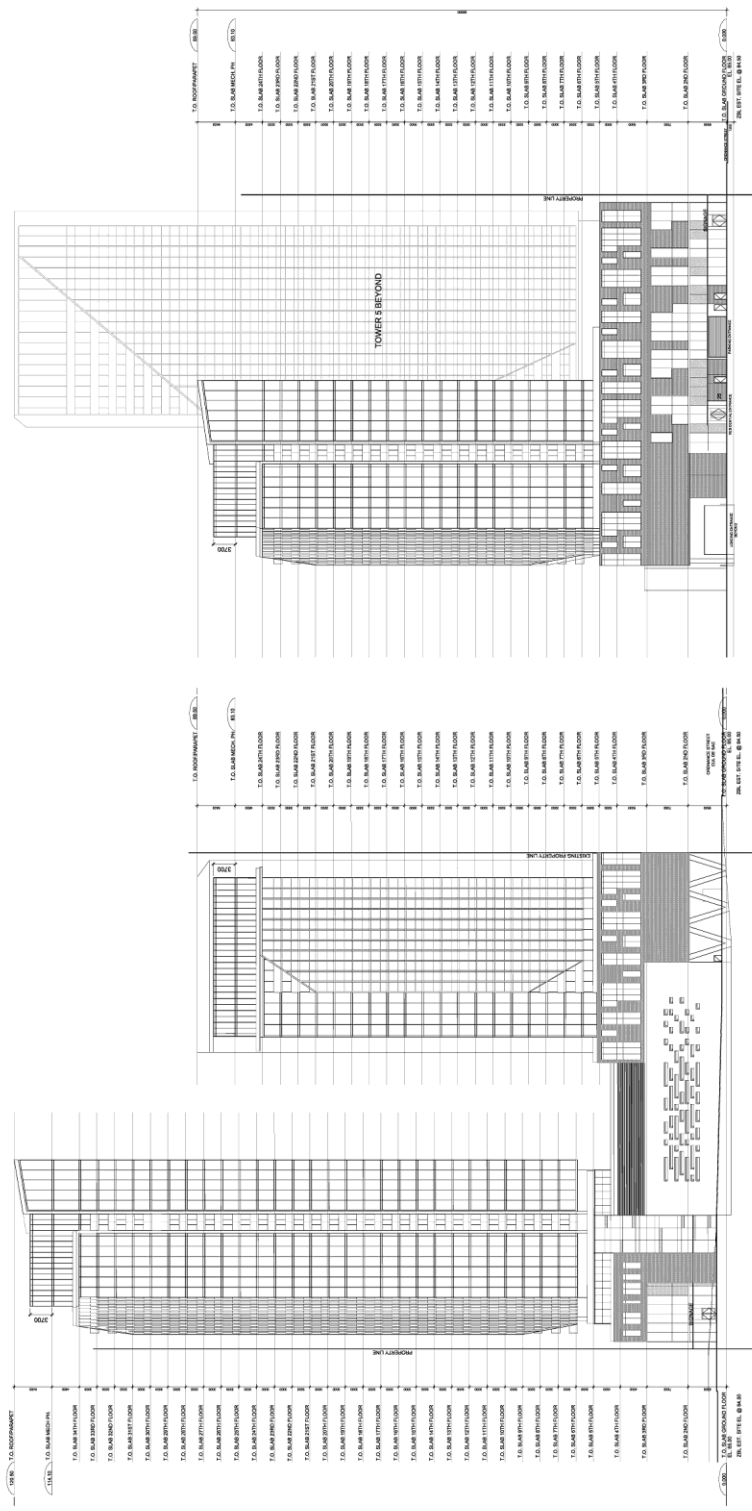
File # 12 230482 STE 19 0Z

**Site Plan**  
 Applicant's Submitted Drawing

Not to Scale  
 05/26/2014



# Attachment 7: Concept Building Elevations 10, 11, 25 Ordnance Street and 45 Strachan Avenue



Block 3 - East Elevation

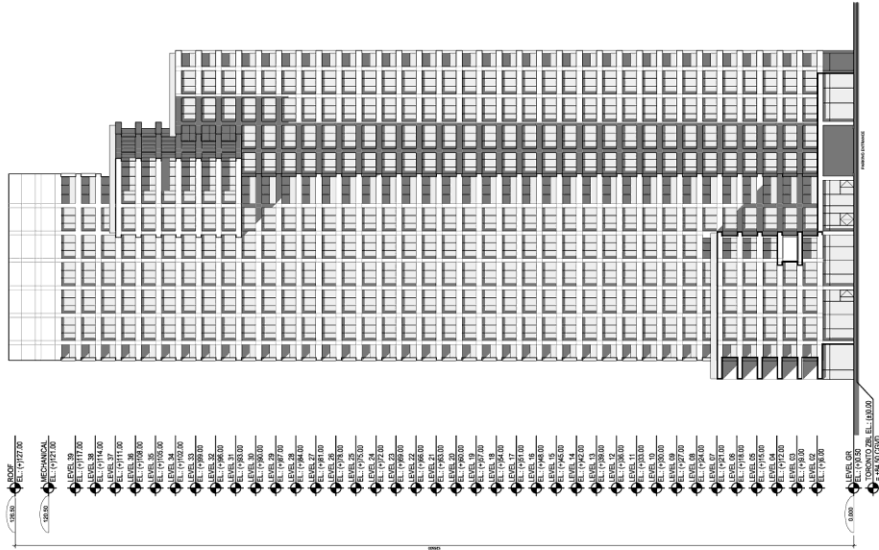
10, 11, 25 & 30 Ordnance Street  
and 45 Strachan Avenue

File # 12 230482 STE 19 0Z

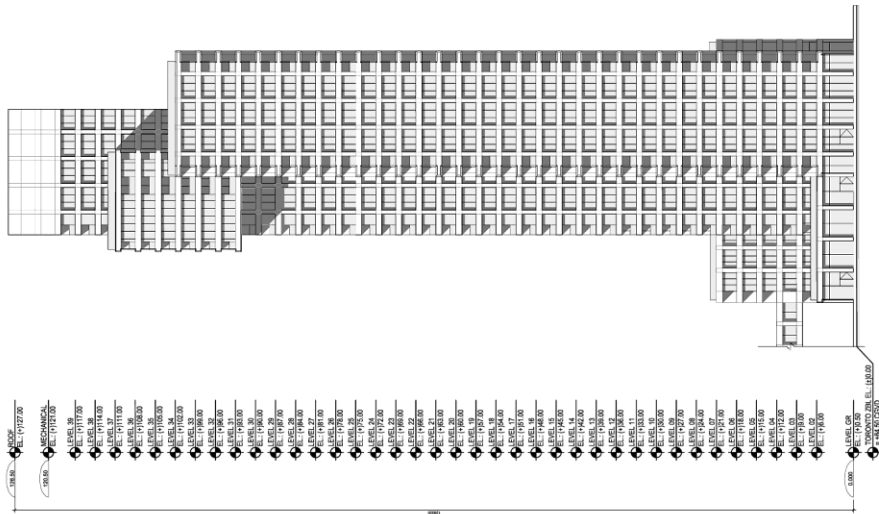
Block 3 - South Elevation

Elevations  
Applicant's Submitted Drawing

Not to Scale  
05/26/2014



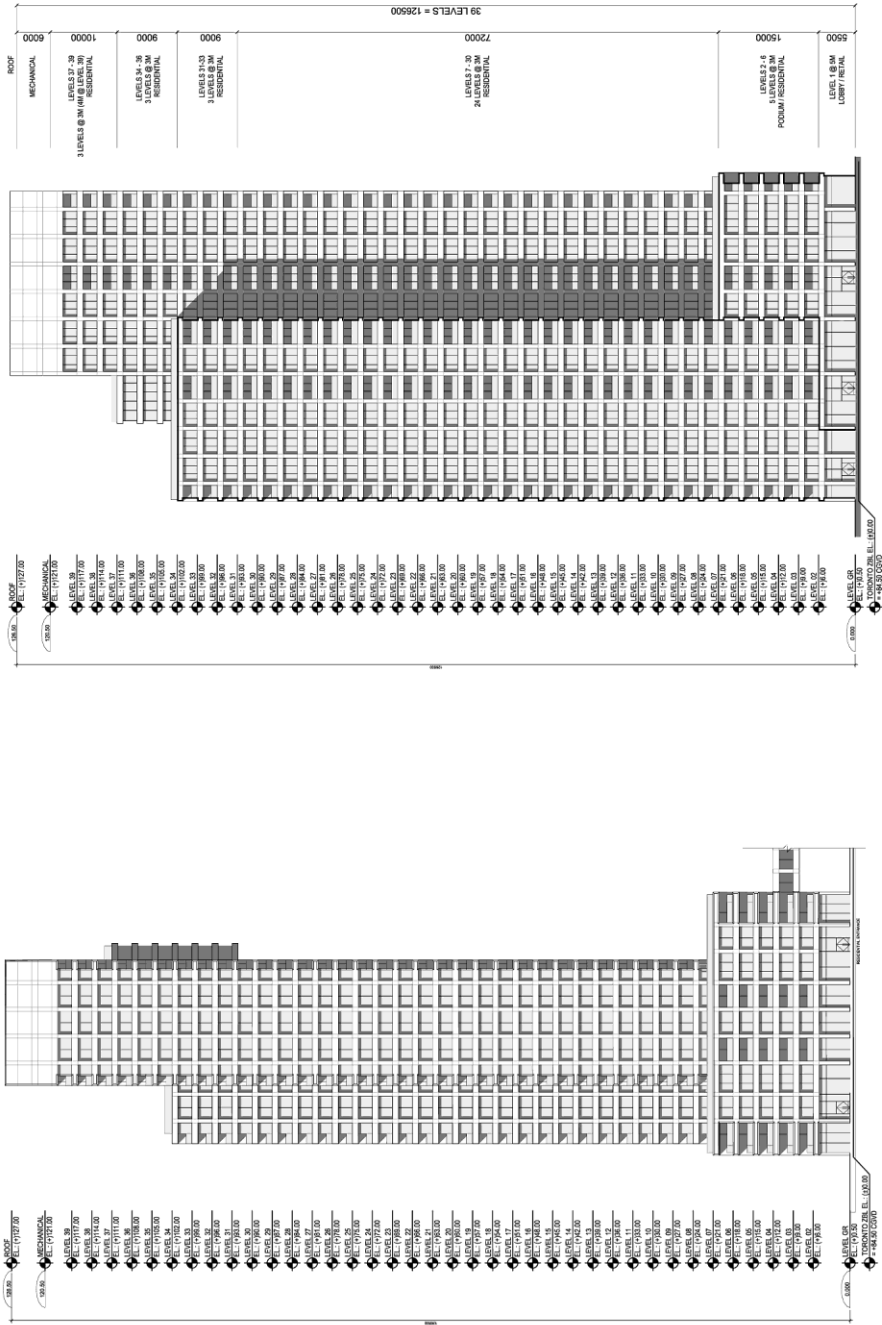
Block 1 - West Elevation



Block 1 - North Elevation

**Elevations**  
**Applicant's Submitted Drawing**  
 Not to Scale  
 05/26/2014

**Block 1 - West Elevation**  
**10, 11, 25 & 30 Ordnance Street**  
**and 45 Strachan Avenue**  
 File # 12 230482 STE 19 0Z



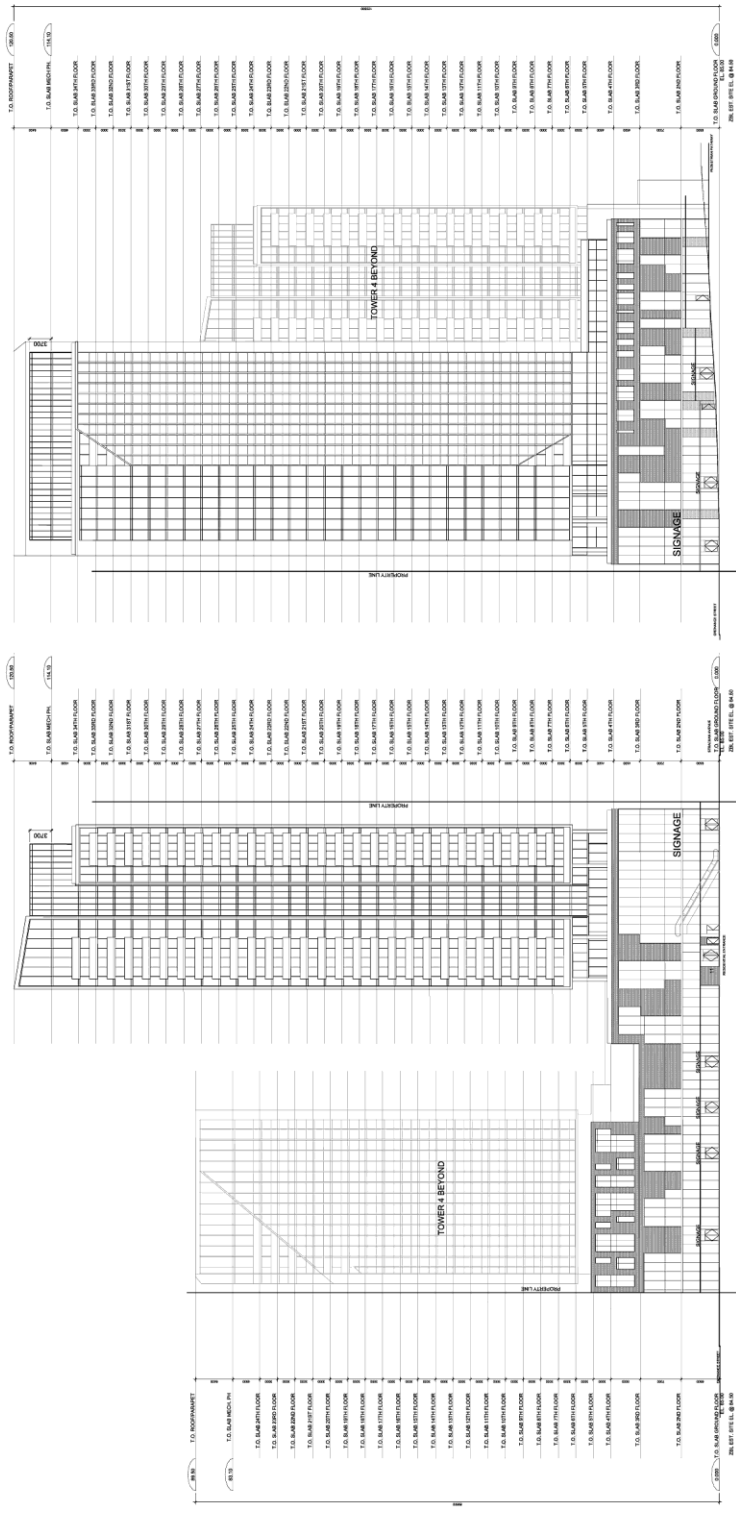
Block 1 - East Elevation

Block 1 - South Elevation

**Elevations**  
 Applicant's Submitted Drawing  
 Not to Scale  
 05/26/2014

**10, 11, 25 & 30 Ordnance Street  
 and 45 Strachan Avenue**

File # 12 230482 STE 19 0Z



Block 3 - West Elevation

Block 3 - North Elevation

**Elevations**  
 Applicant's Submitted Drawing  
 Not to Scale  
 05/26/2014

**Block 3 - West Elevation**  
**10, 11, 25 & 30 Ordnance Street**  
**and 45 Strachan Avenue**  
 File # 12 230482 STE 19 0Z



### Attachment 8: Application Data Sheet

|                       |   |   |
|-----------------------|---|---|
| Application Type      | Rezoning – OPA  | Application Number: 12 230482 STE 19 OZ |
| Details               | Rezoning, Standard  | Application Date: August 16, 2012       |
| Municipal Address:    | 10 ORDNANCE ST  |   |
| Location Description: | PLAN D1453 PT LOTS 3 & 4 R 2782 PART 1 **GRID S1909   |   |
| Project Description:  | Rezoning to permit a mixed use development comprising two mixed-use base buildings (Phase 2 Blocks 1 and 3) with three towers with overall tower heights of 49 storeys (Tower 1), 29 storeys (Tower 5) and 23 storeys (Tower 4). All buildings have ground floor commercial uses and a combined total of 1,109 residential units. A new public park is also proposed. |   |

|                           |               |                       |                      |
|---------------------------|---------------|-----------------------|----------------------|
| <b>Applicant:</b>         | <b>Agent:</b> | <b>Architect:</b>     | <b>Owner:</b>        |
| Diamondcorp Build Toronto | Diamondcorp   | BKL, Hariri Pontarini | Metropolitan Toronto |

#### PLANNING CONTROLS

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

#### PROJECT INFORMATION

|                                    |        |         |                 |              |
|------------------------------------|--------|---------|-----------------|--------------|
| Site Area (sq. m):                 | 31386  | Height: | Storeys:        | 39, 34, 24   |
| Frontage (m):                      | 0      |         | Metres:         | 127          |
| Depth (m):                         | 0      |         |                 |              |
| Total Ground Floor Area (sq. m):   | 8843   |         |                 | <b>Total</b> |
| Total Residential GFA (sq. m):     | 127214 |         | Parking Spaces: | 1673         |
| Total Non-Residential GFA (sq. m): | 10,906 |         | Loading Docks   | 8            |
| Total GFA (sq. m):                 | 136730 |         |                 |              |
| Lot Coverage Ratio (%):            | 28.2   |         |                 |              |
| Floor Space Index:                 | 4.4    |         |                 |              |

#### DWELLING UNITS

#### FLOOR AREA BREAKDOWN (upon project completion)

|              |       |                                  |                    |                    |
|--------------|-------|----------------------------------|--------------------|--------------------|
| Tenure Type: | Condo |                                  | <b>Above Grade</b> | <b>Below Grade</b> |
| Rooms:       | 0     | Residential GFA (sq. m):         | 127214             | 0                  |
| Bachelor:    | 55    | Retail GFA (sq. m):              | 9516               | 0                  |
| 1 Bedroom:   | 967   | Office GFA (sq. m):              | 0                  | 0                  |
| 2 Bedroom:   | 617   | Industrial GFA (sq. m):          | 0                  | 0                  |
| 3 + Bedroom: | 64    | Institutional/Other GFA (sq. m): | 0                  | 0                  |
| Total Units: | 1703  |                                  |                    |                    |

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