

Clause embodied in Report No. 7 of the Toronto East York Community Council, as adopted by the Council of the City of Toronto at its meeting held on May 21, 22 and 23, 2002.

18

**Draft By-laws - Official Plan Amendment
and Rezoning - 28 Rees Street
(Block 18AB Railway Lands Central)
(Trinity-Spadina, Ward 20)**

(City Council on May 21, 22 and 23, 2002, adopted this Clause, without amendment.)

The Toronto East York Community Council recommends the adoption of the following report (April 15, 2002) from the Director, Community Planning, South District.

The Toronto East York Community Council reports having held a statutory public meeting on May 7, 2002 and that notice was given in accordance with the Planning Act.

The Toronto East York Community Council submits the following report (April 15, 2002) from the Director, Community Planning, South District:

Purpose:

This report reviews and recommends approval of an application to amend the Official Plan and the Zoning By-law to expand the range of permitted uses to include residential uses for the property at 28 Rees Street, Block 18AB (on the south west corner of Rees Street and Bremner Boulevard, opposite SkyDome).

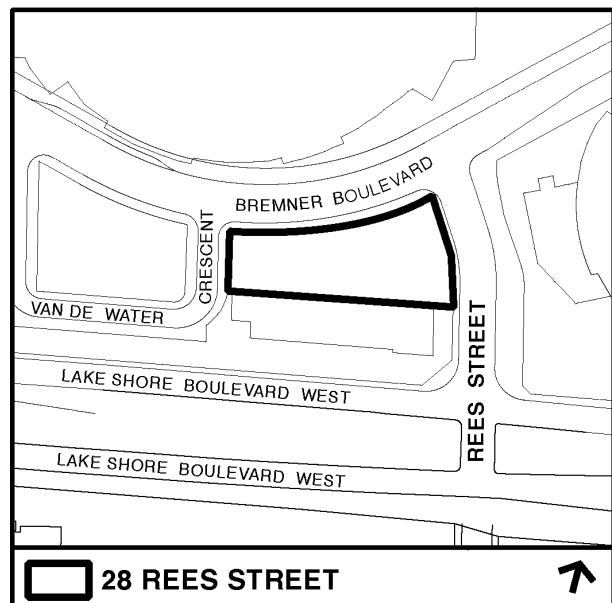
Financial Implications and Impact Statement:

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

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the former City of Toronto substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 3;



- (2) amend Zoning By-law 1994-0806 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 4; and
- (3) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

Background:

Proposal

The Toronto East York Community Council on July 10, 2001, requested the Commissioner of Urban Development Services to initiate appropriate Official Plan and Zoning By-law amendments to accommodate residential uses on the north half of Block 18AB in the Railway Lands. The John Street Pumping Station occupies the south half of the Block.

The application is to permit residential uses to allow the construction of affordable housing on the site within the existing maximum permitted floor area and building envelope set out in the Railway Lands Central Part II Official Plan and the Railway Lands Central Zoning By-law. No development is currently proposed in association with this application.

Site and Surrounding Area

The site is located to the north of the John Street Pumping Station, including part of the garage entrance ramp to SkyDome, and is bounded by Rees Street on the east, Bremner Boulevard on the north and Van de Water Crescent on the west.

North – SkyDome

West – vacant – Railway Lands Block 18C

South – John Street Pumping Station

East – Roundhouse Park

Official Plan

The land is designated SkyDome Subcentre Special Mixed-Use Area B by the Railway Lands Central Part II Official Plan. The Plan states that the land in this area around SkyDome is appropriate for a significant concentration of commercial, institutional, cultural, recreational, open space and retail uses so that the stadium operates as an urban building. The Plan also states that other buildings in the area should be compatible in form and scale to SkyDome and reinforce Bremner Boulevard as an important public street.

Zoning By-law 1994-0806

The Railway Lands Central Zoning By-law 1994-0806, as amended, zones this site CR – Mixed Commercial Residential and permits the following:

Non-residential gross floor area	maximum 21,127 square metres
Residential gross floor area	maximum 0 square metres

Total	maximum 21,127 square metres.
Height limit	35 metres.

The by-law maps also specify that the higher elements of a building on this Block be located in the centre of the block.

Site Plan Control

The site is subject to Site Plan Control. No application has been filed since there is no development currently proposed.

Reasons for Application

The Part II Plan and Zoning By-law do not allow residential uses on this Block.

It is proposed that residential uses be permitted on this property to allow for the construction of affordable housing.

Community Consultation

On February 19, 2002, a community meeting was held at City Hall. The community planner, the Ward Councillor's assistant, 3 residents and representatives of several interested parties were in attendance. One resident supported the proposal for affordable housing. Two letters of opposition were submitted.

Comments:

Section 19.44 of the Official Plan and Zoning By-law Provisions

The proposed residential use of the land will provide an opportunity to address the development criteria set out in the Railway Lands Central Part II Plan and integrate SkyDome into the urban fabric of the city. There is every reason to believe that a residential building of the same overall size and scale as a commercial building can achieve these goals. It may also be possible to achieve these goals sooner with a residential building than by waiting for commercial development to occur.

Official Plan Amendment and Rezoning for Block 19 (65 Navy Wharf Court) (See Area D in Attachment 2)

This application is similar in many ways to that for Block 19 which was also recently rezoned to permit residential use. Block 19 is immediately west of SkyDome and the approved building is now under construction.

In my report on that application I reviewed extensively the range of issues related to approving the permission for residential uses on this block. The issues included the availability of hard and soft services, traffic and servicing capacity, environmental issues, district heating and cooling, and urban design guidelines. Comparable issues relate to the development of residential uses on

Block 18 AB. The Block 19 analysis concluded that residential development was appropriate and that such development would not create any excessive demands on the City's infrastructure. It was also noted that Block 19 was relatively isolated from any concentration of commercial/office development and residential use of the lands fitted more appropriately with the adjacent residential development in the area.

The report did note that the residents in the development could expect to experience significant vehicular delays at peak periods and during special events due to existing area-wide traffic congestion. It was also noted that the development would create a marginal increase in sanitary sewerage flow compared to a similar amount of non-residential development, but that this could be adequately accommodated within the sanitary sewer system. With respect to Block 18 AB, sanitary requirements will be reviewed at the time of an application for site plan approval.

Affordable Housing within the Railway Lands

In the report on the residential development of Block 19 the location and provision of affordable housing within the Railway Lands West and Central was reviewed. It should be noted that in the initial planning for the Railway Lands West and Central 2.45 hectares of land was set aside for affordable housing, resulting in a total of 3 housing blocks. Two of these blocks of land are located immediately to the east of Bathurst Street, while the third is located midway between Bathurst Street and Spadina Avenue. Currently there is no land set aside for affordable housing within the Railway Lands between Spadina Avenue and Yonge Street.

Affordable housing on Block 18 AB would extend such opportunities more evenly within the Railway Lands area and link directly with other residential development in the vicinity of this site. Block 18 AB is a relatively short distance north of residential development within Harbourfront, within easy walking distance of the streetcar line on Queens Quay West and across Rees Street from Roundhouse Park.

Urban Form and Density

Although there is no development currently proposed in association with this application, I have undertaken some initial review of the built form opportunities. The current by-law provisions allow for a building having an overall density of 21,127 square metres of non-residential gross floor area and a height of up to 35 metres. The dimensions of the property could reasonably achieve approximately 20,000 square metres of residential gross floor area above a primarily retail ground floor. This could result in a 12-storey building within the height currently allowed by the By-law. Such a building would create an urban edge and help to integrate SkyDome into the urban form of the City. The commercial base of the building would also offer good retail prospects across the street from SkyDome and in close proximity to the tourist trade generated by the CN Tower.

Conclusions:

The proposal to expand the range of permitted uses to include residential is appropriate and could help to implement the other development criteria enunciated in the Railway Lands Central Plan. The introduction of residential development opportunities on Block 18 AB extends the

vision of the Railway Lands as a combination of residential and non-residential uses and would contribute to the creation of a broadly based neighbourhood providing opportunities for all ages and income groups. The location of residential uses in this area would also help to link the two neighbourhoods of the Railway Lands Central and Harbourfront.

Contact:

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Attachment 3

Proposed Official Plan Amendment

Authority: Toronto East York Community Council Report No. ____, Clause No. ____,
As adopted by City of Toronto Council on ____, 2002

Enacted by Council:

CITY OF TORONTO

BY-LAW No. -2002

To adopt an amendment to the Official Plan for the former City of Toronto in respect of the lands municipally known in the year 2002 as 28 Rees Street.

WHEREAS the Council of the City of Toronto has proposed an amendment to its Official Plan pursuant to Section 17 of the Planning Act, R.S.O. 1990, respecting the lands municipally known in the year 2002, as 28 Rees Street; and

WHEREAS the Council of the City of Toronto conducted a public meeting on February 19, 2002 under Section 17 of the Planning Act regarding the Official Plan Amendment; and

WHEREAS the Council of the City of Toronto, at its meeting held , 2002 determined to amend Section 19.35 of the Official Plan of the former City of Toronto:

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

1. In Section 19.44, Subsection 10.2 insert the word “residential” after “...concentration of commercial, institutional...”
2. Delete Section 19.44, Subsection 10.2.2 (b) and substitute the following:

- “10.2.2 (b) buildings containing a mix of *non-residential* and *residential* uses with a strong street-related retail component up to an aggregate maximum *non-residential* and *residential* gross floor area of 21 127 square metres.

Attachment 4

Proposed Zoning By-law Amendment

Authority: Toronto East York Community Council Report No. , Clause No. ,
As adopted by the City of Toronto Council on , 2002

Enacted by Council

CITY OF TORONTO

BY-LAW No. -2002

To amend By-law No. 1994-0806, as amended, of the former City of Toronto with respect to the lands known as 28 Rees Street.

WHEREAS the Council of the City of Toronto has proposed an amendment to its zoning by-law pursuant to Section 34 of the *Planning Act*, R.S.O. 1990 c. P. 13, respecting the lands municipally known in the year 2002, as 28 Rees Street; and

WHEREAS the Council of the City of Toronto conducted a public meeting on February 19, 2002 under Section 34 of the *Planning Act* regarding the Zoning Amendment; and

WHEREAS the Council of the City of Toronto, at its meeting held , 2002 determined to amend By-law No. 1994-0806, as amended, of the former City of Toronto;

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

1. In Section 7, Subsection 1 (b) of By-law No. 1994-0806, as amended, amending Column C entitled “MAXIMUM RESIDENTIAL GROSS FLOOR AREA” within the table in regulation 1 entitled “MAXIMUM FLOOR AREA: MIXED USE, NON-RESIDENTIAL AND RESIDENTIAL BUILDINGS” by deleting the figure “0” set opposite the expression “*Block 18AB* and replacing it with the figure “20 000”.

(Attachments referred to in the foregoing report were forwarded to all Members of the Toronto East York Community Council with the agenda for its meeting on May 7, 2002, and copies are on file in the office of the City Clerk.)

The Toronto East York Community Council reports, for the information of Council, having also had before it during consideration of the foregoing matter, the following communications, and a copy is on file in the office of the City Clerk.

- (April 22, 2002) from Geoff Woods, Canadian National Railway Properties Inc., forwarding suggested amendments;
- (May 6, 2002) from Peter P. Kole, Toronto Catholic District School Board, advising that the new development is subject to the TCDSB Charges By-law; and
- (May 6, 2002) from John Inglis, McCarthy Tetrault LLP, on behalf of Sportsco International, expressing concern about potential residential uses for the site.

Jeffrey Goldenberg, representing the Blue Jays Baseball Team, addressed the Toronto East York Community Council in opposition to the proposal and expressing concerns on the suitability of the site for development.