

30 Ordinance Street – Zoning Amendment – Final Report

Date:	December 19, 2011
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	10 164790 STE 19 OZ

SUMMARY

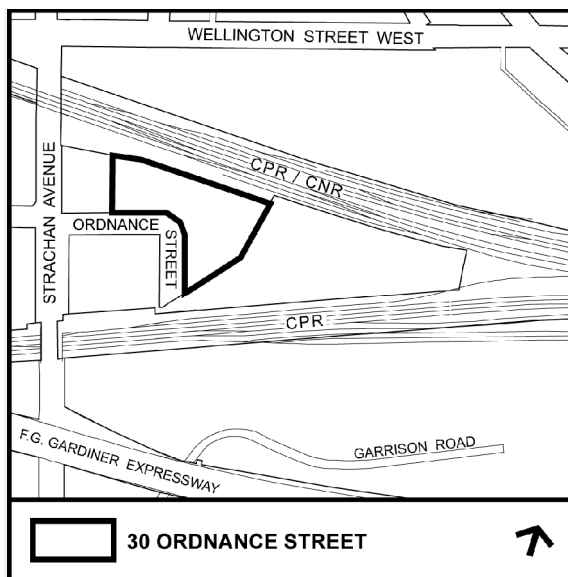
This application proposes to redevelop the property at 30 Ordinance Street with two residential towers, having heights of 32 and 27 storeys respectively. A total of 629 residential units are proposed between the two towers with 656 parking spaces to be provided in a 4-storey underground garage and 1 level of above grade parking. A total of 2,229.6m² of non-residential gross floor area is also proposed.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at 30 Ordinance Street substantially in accordance with the draft Zoning By-law Amendment to be available prior to the January 10, 2012, Toronto and East York Community Council Meeting.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft



Zoning By-law Amendment as may be required.

3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner of the lands at 30 Ordinance Street to enter into a secured Agreement with the City to ensure the provision of all necessary improvements to the existing municipal infrastructure in connection with a) the Functional Servicing Report, to the satisfaction of the Executive Director of Technical Services; and b) the Transportation Study, to the satisfaction of the General Manager of Transportation Services, should it be determined that improvements to such infrastructure are required to support this development.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner of the lands at 30 Ordinance Street to enter into an Agreement pursuant to Section 37 of the Planning Act to secure:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. An indexed \$2,000,000.00 contribution to the construction of the proposed Fort York Pedestrian and Cycle Bridge and/or open space and park improvements related to the bridge.
 - ii. An easement with a minimum width of 15 metres for publicly accessible open space to provide direct pedestrian access over the site to 10 Ordinance Street and the future Fort York Pedestrian and Cycle Bridge in a location to the satisfaction of the Chief Planner.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

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

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

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

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

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

ISSUE BACKGROUND

Proposal

Original Proposal:

On April 27, 2010 a proposal was submitted to redevelop the industrial lands with two residential buildings. The first building, situated on the north side of Ordnance Street, was a 35-storey (110 metres) point tower atop a 4 storey podium. In addition to residential units, the four-storey podium was to contain 2,467m² of non-residential industrial/office space and a four-storey above grade parking garage adjacent to the rail corridor. The second building, situated on the east side of Ordnance Street, was a 30-storey (95 metres) point tower atop a 4-storey residential podium. The two buildings were separated by a privately held, but publicly accessible, landscaped space that would provide a pedestrian connection to the City-owned lands to the east.

The original design proposed a total of 516 residential units and a total gross floor area of 54,800m² (592,000 sq. ft.), which represented a density of 8.47 times the area of the lot.

A total of approximately 466 parking spaces, 31 of which would be designated for visitor use, would be provided for both buildings. Of the 466 spaces, 154 would be located in a 4 storey above ground parking garage located at the rear of the first building's podium (35 storeys), directly adjacent to the GO Transit Georgetown rail corridor.

Revised Proposal:

The applicants submitted a revised proposal on November 29, 2011 that maintains the original location of the two residential towers on the site but has reduced the height of each tower by three storeys. The first building remains situated on the north side of Ordnance Street but has seen the overall height reduced from 35 storeys to 32 storeys (102 metres). The internal layout of the 4 storey podium has been revised to eliminate any above grade parking on the second, third and four storeys but still contains residential units and non-residential industrial/office space. The second building, situated on the east side of Ordnance Street, is now proposed at 27 storeys (87 metres) and remains atop a 4 storey residential podium. The two buildings continue to be separated by a privately held, but publicly accessible, landscaped space and will have grade related townhouse units that face onto the space in each of the podiums.

A total of 629 residential units are now proposed for the project. Building 1 (32 storeys) is proposed to have 349 units with a breakdown being 269 (77%) one bedroom units and 80 (23%) two bedroom units. Building 2 (27 storeys) is proposed to have 280 units with a breakdown being 211 (75%) one bedroom units and 69 (25%) two-bedroom units. The

total gross floor area for the project is approximately 51,123m² (550,310 sq. ft.), of which 2,229.6m² (24,000 sq. ft.) is proposed for commercial/industrial uses. The proposed gross floor area for the revised proposal represents a density of 7.83 times the area of the lot.

A revised total of approximately 656 parking spaces are provided. Of the 656 parking spaces, 75 spaces are designated for visitor use, 96 spaces are non-residential spaces with the remaining 485 spaces designated as residential. The parking will be located in a 4-storey underground garage and one level of at-grade parking (39 visitor spaces) adjacent to the rail corridor. Access to the parking structures will be provided from the north side of Ordinance Street, with ingress and egress located on the west side of Building 1.

For further statistical information, refer to the Application Data Sheet found at Attachment 7 of this report.

Site and Surrounding Area

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

Land uses surrounding the site are as follows:

- North: Across the GO Transit Georgetown railway line lies a 3-storey housing shelter project and City-owned property that has been rezoned 'G' Park Land and reserved for the Stanley Park South extension, which is also the proposed northern touchdown point for the Fort York Pedestrian Bridge. To the east of these lands lies the City-owned property municipally known as 701 Wellington Street West, which is used as a works yard.
- South: A 2-storey transitional housing complex (Eva's Phoenix) is located across Ordinance Street. Further south, across the CNR and GO Transit Lakeshore railway corridor lies the Fort York National Historic Site. The proposed southern touchdown point for the Fort York Pedestrian Bridge is located on the northern edge of Garrison Common at the Fort, which is also a public park. Directly south of Fort York is the Gardiner Expressway.
- East: The adjacent property to the east is owned by the City and is currently leased to a commercial parking lot operator, however, the proposed Fort York Pedestrian and Cycle Bridge is intended to span across these lands. Further to the east is a parcel of land owned by Metrolinx, which contains a signal station and a large billboard sign. Beyond the Metrolinx site the two railway lines converge and continue into downtown Toronto.

West: The adjacent property to the west is owned by the City and currently contains a 1-storey building containing Municipal Licensing and Standards operations. King Liberty Village is located further west, across Strachan Avenue.

City Owned Lands

On October 25, 2011 City Council adopted recommendations made by Real Estate Services to declare surplus the remainder of the Ordnance Street triangle lands, municipally known as 10, 11 and 25 Ordnance and 45 Strachan Avenue, and transfer control of the properties to Build Toronto. The transfer of the lands to Build Toronto is to facilitate a comprehensive development concept and phasing timeline that will integrate, where possible, with the plans of the 30 Ordnance Street.

Build Toronto and the applicants for 30 Ordnance Street (Diamondcorp) have already engaged City Planning staff in a preliminary master planning exercise to determine the potential comprehensive development opportunities for the Ordnance Triangle properties. Initial concepts proposed by Build Toronto and Diamondcorp identify the potential for additional residential towers to be built on 11 and 25 Ordnance and 45 Strachan. Under the preliminary concept 10 Ordnance would be designated and developed as park land and would accommodate a potential touchdown point for the future Fort York Pedestrian and Cycle Bridge. Through the ongoing process, additional height or density and minor building adjustments may also be identified or accommodated on the 30 Ordnance Street site if deemed appropriate. Any formal proposal to build residential towers on the remaining Ordnance Street lands would require Official Plan Amendment and Rezoning applications as the properties are designated as an Employment District and Employment Areas and presently have a zoning designation of I1 D3. To address the Official Plan designation issues, City Council, at its November 29, 2011 meeting, adopted a recommendation, as part of the Fort York Pedestrian and Cycle Bridge alternative design decision, that directed City Planning to consider the master plan being developed for the Ordnance triangle lands as part of the 5 year Official Plan and the Municipal Comprehensive Review currently being undertaken and that the result be reported to Planning and Growth Management Committee no later than June 2012.

Forty-five Strachan Avenue is currently occupied by a Municipal Licensing and Standards office in a building that has been renovated for its use. Ten Ordnance Street is currently a vacant parcel of land that had previously been the subject of a Council directed review to rezone the lands to Park Land (G). Eleven Ordnance Street is leased to Eva's Phoenix, a Below Market Rent tenant, for the operation of a hostel for homeless youth, which provides shelter and employment training. Eva's has also leased a portion of the existing building at 25 Ordnance Street to operate a print shop and youth training centre. As part of the transfer of 11 and 25 Ordnance to Build Toronto, Build is required to continue to work with Eva's Phoenix in order to assist them in a transition to new accommodations and to provide both consulting support and financial support to facilitate this re-accommodation.

Provincial Policy Statement and Provincial Plans

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

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 by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are located within the Garrison Common North Secondary Plan. City Council at its June 9, 2010 meeting, approved an Official Plan Amendment (OPA 125) to the Garrison Common North Secondary Plan, referred to as Area Specific Policy 7, to permit residential uses on the lands.

The lands are otherwise designated in the Official Plan as *Employment Areas* (Map 18) and located within an *Employment Districts* on the Urban Structure Map (Map 2).

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

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

In addition to the land use policies, Section 3.1.3 of the Official Plan contains Built Form policies for Tall Buildings. This section of the Plan identifies that tall buildings come with larger civic responsibilities and obligations than other buildings as tall buildings, when poorly located and designed, can physically and visually overwhelm adjacent streets, parks and neighbourhoods, block sunlight views of the sky and create uncomfortable wind conditions. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, built form principles for tall buildings are outlined under Policy 3.1.3.1, while urban design considerations that must be address for all tall building proposals are outlined under Policy 3.1.3.2.

Zoning

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

Heritage Impacts

The Fort York National Historic Site is situated directly to the south of 30 Ordnance Street, across the CNR and GO Transit Lakeshore Railway Corridor. A Heritage Impact Assessment was prepared by E.R.A. Architects and has been circulated to the City's Heritage Preservation Services department and Fort York staff.

Site Plan Control

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

Reasons for Application

The I3 zoning classification does not permit residential uses and the proposed building exceeds the 18.0 metre maximum height limit as well as the 3.0 times total density as set out in Zoning By-law 438-86.

The proposed heights of 101 and 86 metres and proposed density of 7.83 times the area of the lot do not comply with the Zoning By-law.

Community Consultation

A Community Consultation Meeting was held on July 8, 2010 to present the original proposal for the 35 and 30 storey buildings. Approximately 6 people attended. Following presentations from the local Councillor, City staff and the applicant a number of issues were discussed, including:

- Concerns were raised over the proposed increase in vehicular traffic that would be generated by the proposal. Residents identified Strachan Avenue as experiencing significant gridlock during certain periods of the day and fear that this arterial will become overburdened given that the Strachan/Ordnance intersection is the only point of vehicular access for the development site.
- In response to the existing and potential future congestion problems on Strachan Avenue, residents were requesting that Strachan Avenue be widened to handle the vehicular capacity.
- The residents in attendance who lived in the Niagara neighbourhood to the north raised concerns over the proposed heights adjacent to their neighbourhood, which has not experienced any development in the area greater than 10 storeys. The issues of precedent and loss of sky views were identified.

- Concerns were expressed over the impact the proposal could have on the current infrastructure (sewers, garbage etc.) and especially an overburdened King Street TTC Streetcar route.

Letters and e-mails were also submitted by area residents which echoed similar concerns.

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.

COMMENTS

Provincial Policy Statement and Provincial Plans

The City of Toronto Official Plan implements the policies found within the PPS and Growth Plan. The Official Plan amendment approved by Council on June 9, 2010, introduced permission for residential uses on 30 Ordinance Street and therefore resolved any conflicts that may have existed with the current proposal and the policies outlined in the PPS and Growth Plan. As such, the proposal is consistent with the PPS and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The subject lands currently maintain a general land use designation of Employment Areas in the Official Plan and are zoned Industrial, however, the Official Plan amendment approved by Council on June 9, 2010, introduced permission for residential uses. Therefore, the subject rezoning application to permit residential uses is consistent with the Official Plan policies for the property. While the surrounding properties in the Ordinance triangle are zoned Industrial they do not contain any uses or operations on site that are incompatible with a residential condominium. Should any adjacent property introduce a heavy industrial use on their lands, proper mitigation measures will be required to ensure compatibility with the adjacent residential uses on 30 Ordinance Street.

Density, Height, Massing

Current Proposal:

The subject development proposes two towers, having heights of 32 and 27 storey, for 30 Ordinance. The two towers have been positioned in deference to the Historic Fort York by ensuring the shorter of the two buildings is located closer to the Fort and so that when viewed from within the walls of the Fort the buildings line up with one another so that they appear to be one vertical structure rather than two towers side by side. This alignment minimizes any visual intrusion seen from those within the walls of the Fort and also minimizes any shadows that are cast towards the Fort grounds in the later afternoon during the Spring and Fall seasons. The point tower design of the proposal also minimizes the width of the shadows cast on adjacent properties and ensures an appropriate amount of sky view is maintained between the towers. The proposed

development will not cast any shadows on any residential properties in the Niagara Neighbourhood located to the north of the subject site, across the rail corridor.

The tower heights of 32 and 27 storeys are consistent with the heights of the towers that have been approved in the other high-density neighbourhoods that surround Historic Fort York. Heights in King-Liberty Village, located to the north-west of the Fort, range between 32 and 25 storeys, with buildings directly along the west side of Strachan having heights of 29 and 27 storeys. The towers approved for the Fort York Neighbourhood, just south of Historic Fort York, have heights that range between 17 and 36 storeys.

In 2006, Council approved a document entitled 'Design Criteria for Review of Tall Building Proposals' and required that the guidelines contained within the report be applied to future tall building proposals. The purpose of the document is to elaborate on the built form policies in the Official Plan by providing a common set of measurable criteria and other qualitative indicators to assist City staff in the review of tall building applications. Under the design guidelines, the two towers proposed for 30 Ordinance are considered tall buildings. Staff have reviewed the subject application to ensure that the two tower proposal can satisfy the guideline requirements successfully on their own site. The two towers comply with most of the guidelines in the 'Design Criteria for Review of Tall Building Proposals' document, and more specifically with the floor plate size (743m²) and maintaining a 25 metre separation distance between tall buildings. The proposal, however, does not adequately address the setback requirements from shared lot lines. The guidelines require that tall buildings must be located a minimum of 12.5 metres away from a shared property line to ensure that a 25 metre separations distance is provided between the subject tower and any future tower that may be built on an adjacent development site. The current proposal provides the 12.5 metre setback from the west lot line (shared with 45 Strachan Avenue) but only provides an approximate 5.8 metre setback to the tower from the east lot line (shared with 10 Ordinance Street).

To address the setback concerns with the adjacent 10 Ordinance Street site, staff have prepared a draft Zoning By-law that expands the zoning envelope for the south tower (referred to as Building 2 in this report) area and provides a 12.5 metre setback to the shared lot line with 10 Ordinance. This by-law will allow the applicant to build the south tower at the heights proposed but also ensure that the development complies with the Tall Building guidelines by maintaining an appropriate tower floor plate and a 25 metre separation distance between the two proposed towers and any future use on an adjacent site.

Master Plan Scenario:

The City of Toronto owns all of the remaining properties east of Strachan Avenue in the Ordinance triangle. On October 25, 2011 City Council transferred the lands to Build Toronto to facilitate a comprehensive development concept that will integrate, where possible, with the plans for 30 Ordinance Street. Build Toronto and the applicants for 30 Ordinance Street (Diamondcorp) have engaged City Planning staff in a preliminary master planning exercises to determine the potential comprehensive development opportunities

for the Ordnance Triangle properties. Initial concepts have identified the potential for additional residential towers to be built on 11 and 25 Ordnance and 45 Strachan. While preliminary plans have indicated that most of the 10 Ordnance Street site will be developed as park land and accommodate the touchdown point for the future Fort York Pedestrian Bridge, these plans have not precluded the potential for some development being proposed on the site. While City Planning staff do not object to a master plan for the triangle that will allow the 30 Ordnance Street site to be developed generally as proposed by Diamondcorp, until the master plan exercise is completed, Planning staff cannot recommend a Zoning By-law for 30 Ordnance that could prevent development from occurring independently on 10 Ordnance Street.

Should a master plan be approved for the Ordnance triangle that would develop 30 Ordnance as currently proposed by Diamondcorp, the 12.5 metre setback distance between the south tower (Building 2) and the 10 Ordnance site (required in the draft Zoning By-law) can be altered through any comprehensive zoning amendment for the whole Ordnance triangle or through a Minor Variance application on a site specific basis.

Streetscape and Landscaped Area

The current proposal provides a 16 metre wide separation between the two buildings for a privately held but publicly accessible pedestrian mews through the interior of the site that connects Ordnance Street with the City-owned land at 10 Ordnance Street. The landscaped space will improve pedestrian circulation through the site and the Ordnance Triangle, which is an important goal for the future master plan of the area given the intentions to locate and provide access to the future Fort York Bridge on the 10 Ordnance site. The positioning of the mews also provides a view corridor through the site from Ordnance and East Liberty Street directly to the downtown core that provides a strong visual link for the area. The project has been designed so that private townhouse units will front on to and have direct pedestrian access to the landscaped area which will provide eyes on the space.

Should the master plan for the Ordnance Triangle result in a development plan for 30 Ordnance Street that requires the south tower (Building 1) to be shifted north (as indicated in the draft Zoning By-law), and thereby modifying the location of the pedestrian link, staff have recommended that a 15 metre wide easement be secured over the site, to the satisfaction of the Chief Planner, that would ensure a pedestrian connection between Ordnance Street and the 10 Ordnance site is provided. Any alternative pedestrian link through the site should continue to provide the desired view corridor towards the downtown that the current proposal provides.

Traffic Impact, Access, Parking

The applicant is providing 656 total parking spaces (485 resident, 75 visitor and 96 commercial), which satisfies the by-law requirement for parking for the project. The project also provides 378 bicycle parking spaces, 103 of which are provided at grade for visitors to the residential buildings or employees/visitors of the non-residential industrial/office space. The 656 parking spaces satisfies the Zoning By-law requirement for the project.

Transportation Services staff have reviewed the most recent version of the Transportation Study submitted in support of the application for 30 Ordinance Street, but cannot sign off on the study in its current form. In order to ensure that all traffic issues resulting from the rezoning application for 30 Ordinance Street are identified and resolved, staff have recommended that Council not enact the bills until all such issues are resolved and the owner has entered into a secured Agreement with the City to ensure the provision of all identified improvements to the infrastructure, all to the satisfaction of the General Manager of Transportation Services.

Site Servicing

Technical Services staff have reviewed the most recent version of the Functional Servicing Report (FSR) submitted in support of the application for 30 Ordinance Street, but cannot sign off on the report in its current form. In order to ensure that all site servicing issues resulting from the rezoning application for 30 Ordinance Street are identified and resolved, staff have recommended that Council not enact the bills until all such issues are resolved and the owner has entered into a secured Agreement with the City to ensure the provision of all identified improvements to the infrastructure, all to the satisfaction of the Executive Director of Technical Services.

Amenity Space

The applicant is providing indoor and outdoor amenity space at a rate that complies with the requirements of Zoning By-law 438-86. Indoor and outdoor amenity spaces are provided in both buildings. Both the indoor and outdoor amenity space is located on the 4th and 5th floor of Building 1 (32 storeys), while both amenity spaces are located on the 5th floor on Building 2 (27 storeys).

Open Space/Parkland

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 0.42 to 0.78 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The application proposes 629 residential units on a site of 0.6469 hectares (6,469m²). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 0.8397 hectares (8,387m²). However, a cap of 10% applies and hence the parkland dedication for the residential component of the development would be 0.06469 hectares (646.9m²).

The non residential component of the development would be subject to a 2% parkland dedication requirement under Chapter 165 of the former City of Toronto Municipal Code (which remains in full force and effect) to implement Section 42 of the Planning Act RSO 1990, c.P.13.

The applicant would be required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as there is no location for an on-site parkland dedication that would be of usable size or configuration under the current design.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

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.

Section 37

Section 37 of the Planning Act allows the City to grant increased density and/or height in exchange for community benefits. The Official Plan contains provisions authorizing such an exchange, provided the density and/or height increase are consistent with the objectives of the Official Plan regarding building form and physical environment.

The community benefits recommended to be secured in the Section 37 agreement for 30 Ordinance Street are as follows:

1. An indexed \$2,000,000.00 contribution to the construction of the proposed Fort York Pedestrian and Cycle Bridge and/or open space and park improvements related to the bridge.
2. An easement with a minimum width of 15 metres for publicly accessible open space to provide direct pedestrian access over the site to 10 Ordinance Street and the future Fort York Pedestrian and Cycle Bridge in a location to the satisfaction of the Chief Planner.

Development Charges

It is estimated that the development charges for this project will be \$4,382,531.39. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

Conclusion

Staff have reviewed the revised proposal with regard to the approved and emerging context of the area and the site's location adjacent to the Fort York National Historic Site and surrounding high density neighbourhoods. The two towers comply with the Council-approved 'Design Criteria for Review of Tall Building Proposals' document. The project is providing the full complement of required parking and will provide a pedestrian path

that will allow an improved connection to the 10 Ordnance Street site. In addition, the applicant has agreed to Section 37 contributions towards the construction of the Fort York Pedestrian and Cycle Bridge that will enhance pedestrian access and connectivity through the broader neighbourhood. The proposal sets the stage for continued public amenities and high quality design for the area.

Overall, the project is acceptable, within the intent of the planning policy framework and is consistent with the emerging area context.

CONTACT

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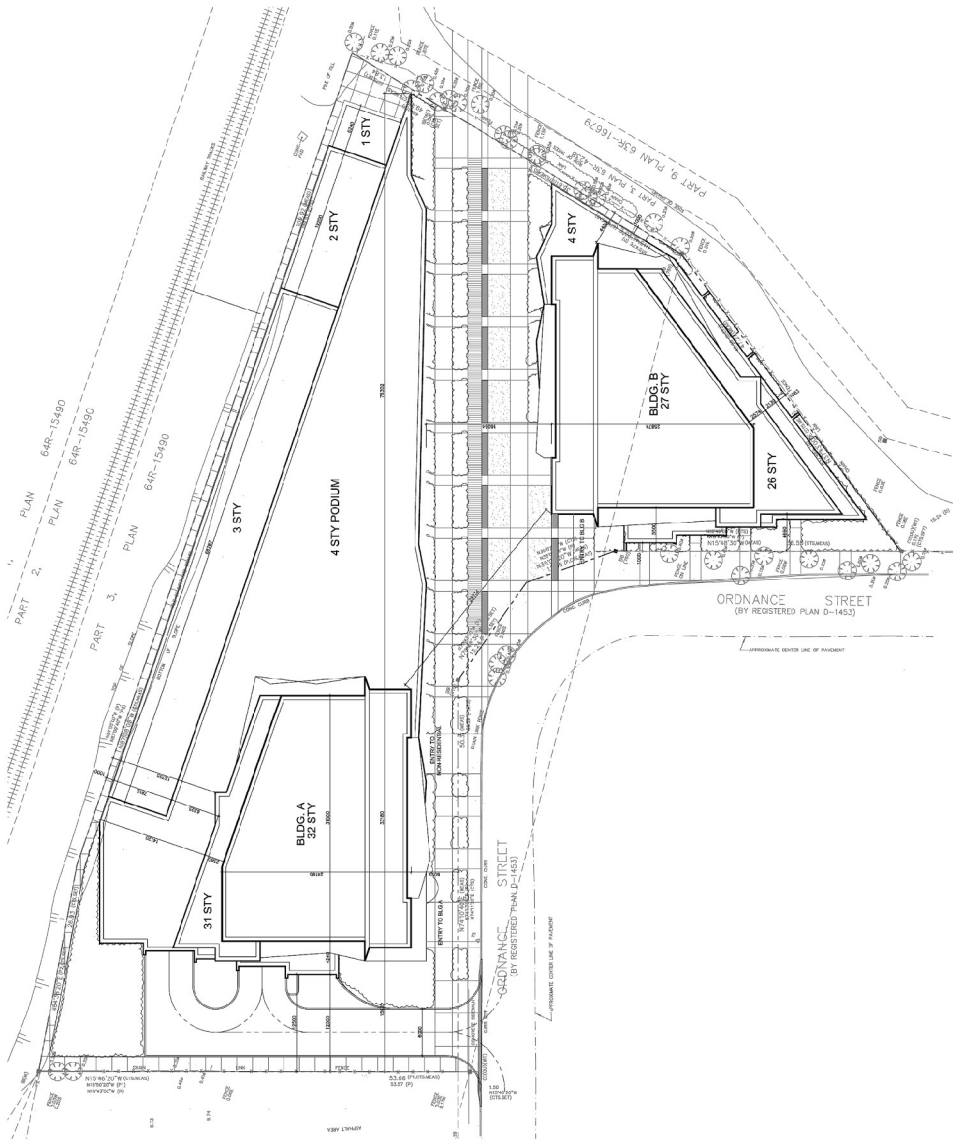
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: North Elevation
Attachment 3: South Elevation
Attachment 4: East Elevation
Attachment 5: West Elevation
Attachment 6: Zoning (Map)
Attachment 7: Application Data Sheet

Attachment 1: Site Plan



Site Plan

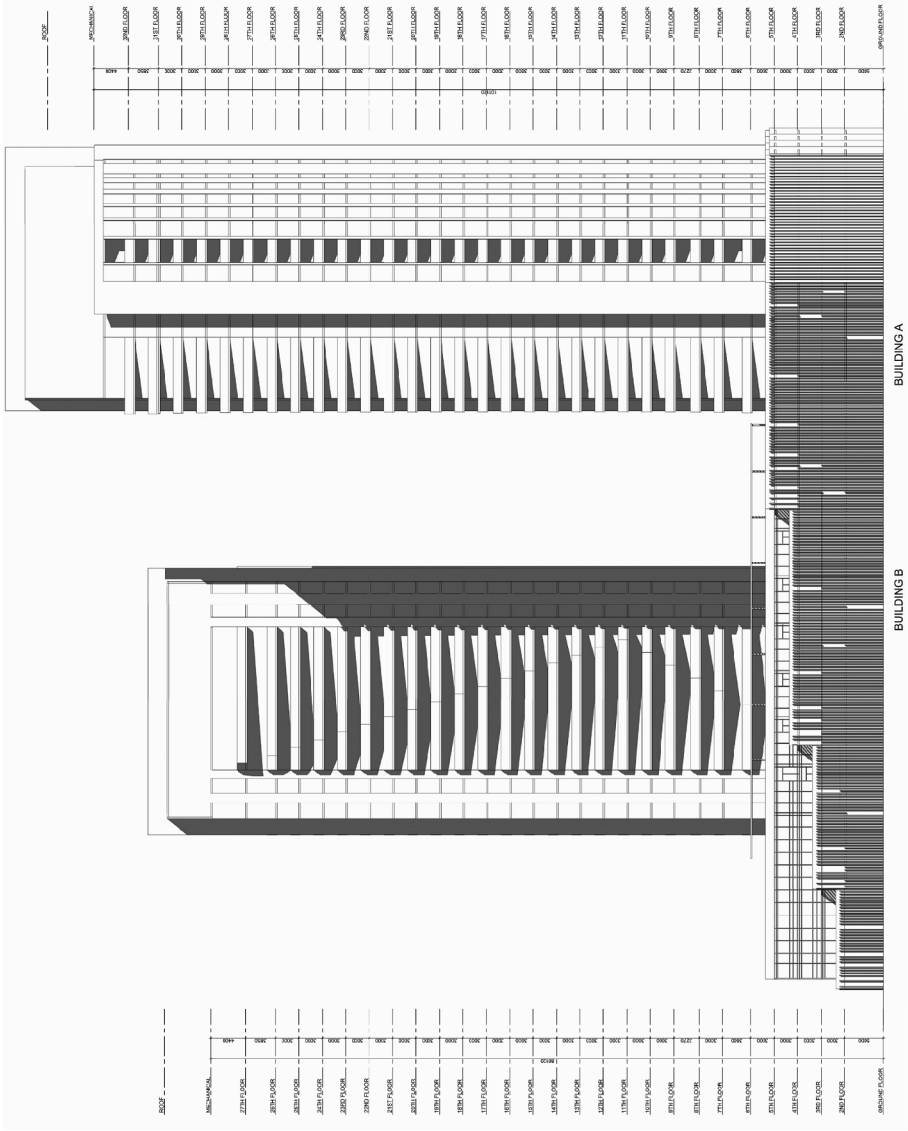
Applicant's Submitted Drawing

Not to Scale
12/09/2011

30 Ordinance Street

File # 10 164790 0Z

Attachment 2: North Elevation



Elevations

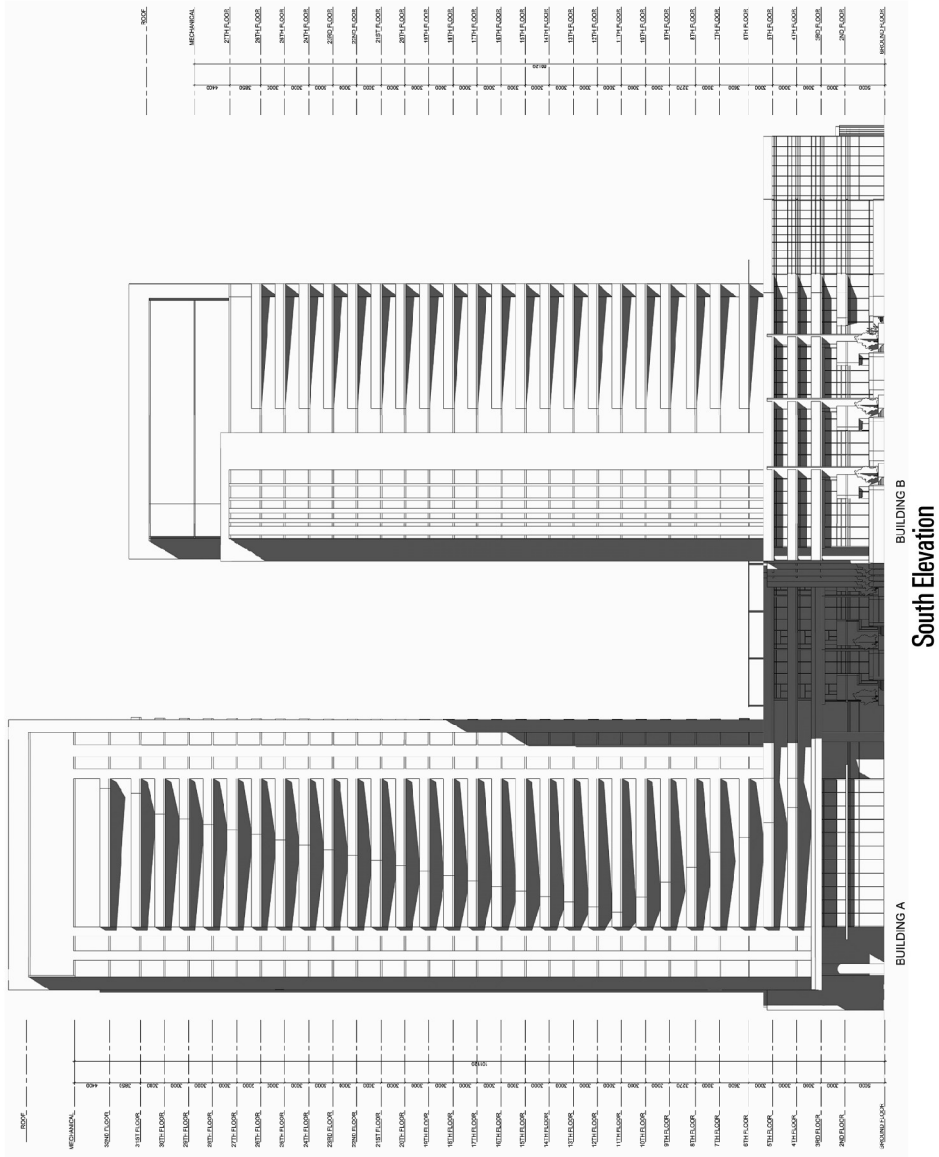
Applicant's Submitted Drawing

Not to Scale
12/09/2011

30 Ordinance Street

File # 10 164790 0Z

Attachment 3: South Elevation

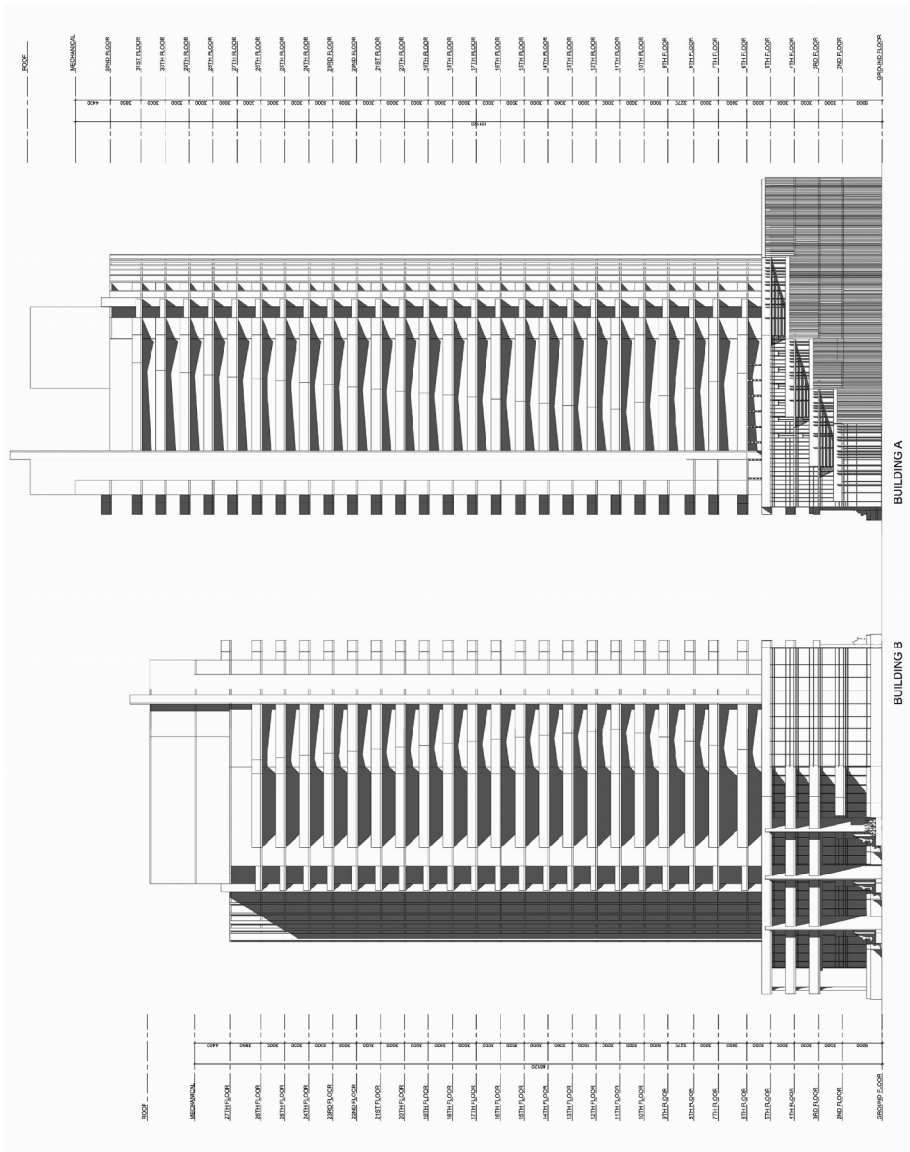


30 Ordinance Street

Elevations
Applicant's Submitted Drawing
Not to Scale
12/09/2011

File # 10 164790 0Z

Attachment 4: East Elevation



30 Ordinance Street

File # 10 164790 0Z

Elevations
Applicant's Submitted Drawing
Not to Scale
12/09/2011

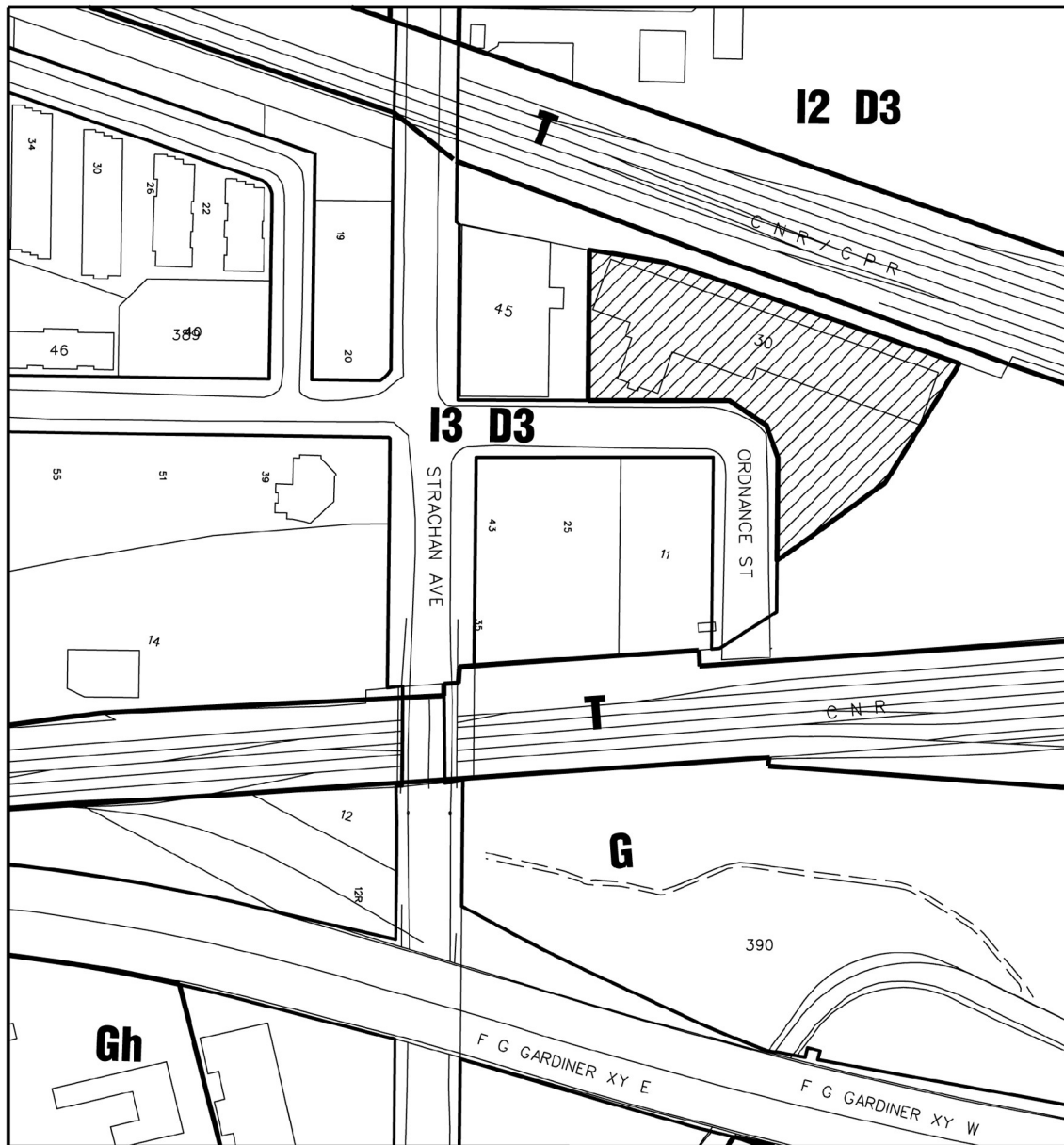
30 Ordnance Street

File # 10 164790 0Z

Applicant's Submitted Drawing

Not to Scale
12/09/2011

Attachment 6: Zoning (Map)



Toronto City Planning
Zoning

30 Ordinance Street

File # 10 164790 OZ

- I2 Industrial District
- I3 Industrial District
- G Parks District
- Gh Parks District
- T Industrial District



Not to Scale
Zoning By-law 438-86 (as amended)

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	10 164790 STE 19 OZ
Details	Rezoning, Standard	Application Date:	April 27, 2010
Municipal Address:	30 ORDNANCE ST		
Location Description:	PLAN 1453 LOT 2 PT LOT 3 & 4 **GRID S1909		
Project Description:	Standard rezoning Application to change lands from industrial to mixed use residential and commercial. - Construction of 2 towers - Tower A 32 stories - Tower B 27 Stories - 629 residential units – 2229.61 m2 commercial space - 485 residential parking space - 75 visitor and 96 commercial parking space - 4 levels below grade parking.		

Applicant:	Agent:	Architect:	Owner:
DIAMONDCORP		Hariri Pontarini Architects	Epstein Enterprises Inc

PLANNING CONTROLS

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

PROJECT INFORMATION

Site Area (sq. m):	6529.23	Height:	Storeys:	32
Frontage (m):	113.1		Metres:	101.12
Depth (m):	85.3			
Total Ground Floor Area (sq. m):	2464.24			Total
Total Residential GFA (sq. m):	48894.2		Parking Spaces:	656
Total Non-Residential GFA (sq. m):	2229.61		Loading Docks	1
Total GFA (sq. m):	51123.81			
Lot Coverage Ratio (%):	37.7			
Floor Space Index:	7.83			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	48894.2	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	480	Office GFA (sq. m):	2229.61	0
2 Bedroom:	149	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	629			

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