SUMMARY

A report dated May 28, 2014, from the Chief Planner and Executive Director, City Planning Division, recommends approval of the Zoning By-law Amendment application to construct two mixed-use buildings with towers at heights of 39, 34, 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. The report also recommends approval of 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”. Two By-law amendments reflecting these developments were to be attached to that report.

The purpose of this report is to provide supplemental information to the May 28, 2014 report regarding Section 37 conditions with regard to road improvements and other matters. This
The report also attaches the draft by-law amendments both with respect to 30 Ordnance Street as well as 10, 11, 25 Ordnance Street / 45 Strachan Avenue.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Recommendations 1 to 11 contained in Final Report (Item PG 34.3), dated May 28, 2014 from the Chief Planner and Executive Director, City Planning, be deleted and replaced with the following:

   “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. 1 to the supplementary report (June 16, 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. 2 to the supplementary report (June 16, 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 appropriate 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 to the City in the amount of $3,000,000.00 toward the cost of the Fort York Pedestrian and Cycling Bridge, including work to accommodate the bridge landings within the 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 and having a minimum value of $1,500,000.00, 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 have entered into an agreement to secure the relocation of Eva’s Phoenix, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with applicable 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 make a cash contribution to the City in the amount of $750,000.00 toward the acquisition and/or construction of community services and/or facilities within the development at the Ordnance Triangle as may be agreed to between the parties, or within the vicinity of the development and in Ward 19, at the discretion 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 and 3, the owner shall submit a Pedestrian Level 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. 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 Division;

vii. 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, with details to be included in the Section 37 Agreement;

viii. Prior to issuance of a below-grade building permit for a building on each of Blocks 1 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 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;
ix. Prior to the issuance of any building permit for the first building on Block 2, the owner shall ensure that arrangements are in place to provide for the temporary relocation of existing access routes and access easements in favour of Metrolinx within the easterly limit of Block 2 (formerly part of 10 Ordnance Street) to an alternative location through 10 Ordnance Street providing access to the Metrolinx infrastructure at the ‘tip lands’, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Parks Forestry and Recreation;

x. Prior to the issuance of an above grade building permit for the first building within either of Blocks 1 or 3, 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 subject owner's responsibilities for providing any required interim access shall include the following:

a. design and construction of alternative vehicular access for Metrolinx from Ordnance Street over other lands within the Ordnance Triangle, with the design and any details related to this access;

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;

xi. 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 vehicular access from Strachan Avenue to be shared by Blocks 1 and 2 and provide Metrolinx with shared access to its north service road, located north of Block 2, or an alternative arrangement. The design and any details related to this access, including but not limited to parking restrictions.
b. obtain all necessary approvals to facilitate the appropriate land ownership or easement arrangements for the Strachan Avenue shared access.

xii. The timing of items x and xi, above may be amended only with the written consent of the Chief Planner and Executive Director, City Planning Division; the General Manager, Parks Forestry and Recreation, and the General Manager, Transportation Services;

xiii. Prior to the issuance of an above-grade permit for the first building in each of Blocks 1 and 3, the owner will provide, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, 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 the context of the site plan approval for the Block to the satisfaction of the Chief Planner and Executive Director, City Planning;

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 Phasing Drawings, prepared by Odan/Dectech Group, and dated 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 make a cash payment in an amount to be determined by Executive Director of Engineering and Construction Services and the General Manager of Transportation Services, as a cost sharing contribution to Strachan Avenue improvements to be undertaken by the City, which includes but may not be limited to, introduction of northbound and southbound left turn lanes, northbound right turn lane, introduction of a traffic signal control at Strachan Avenue / Wellington Street, and a southbound realignment of East Liberty Street west of Strachan Avenue;
xvi. The owner shall acknowledge and agree to warning clauses with respect to each of Blocks 1 and 3, which the owner shall include in initial offers of purchase and sale as well as appropriate condominium documents, addressing the potential noise and vibration from the adjacent railways and from programs /events at the Fort York National Historic Site to the satisfaction of the Chief Planner and Executive Director, City Planning Division; and,

xvii. Prior to issuance of an above grade building permit for the first building within Block 2, the owner shall make a cash contribution to the City in the amount of $100,000.00 to be allocated toward the costs associated with the Fort York Pedestrian and Cycle Bridge and/or improvements to the area park space at the discretion of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, as required pursuant to the decision of the Ontario Municipal Board issued September 9, 2013 (OMB File PL130565) in connection with minor variance application A0915/12TEY. Such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the Ontario Municipal Board Decision to the date of submission of the funds by the owner to the City.

9. City Council request the Director of Affordable Housing Office in consultation with the Chief Planner and Executive Director, City Planning Division, to report to the 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, and the mechanism through which the provision of these units will be secured;

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.
Draft Zoning By-law Amendments
A report dated May 28, 2014, from the Chief Planner and Executive Director, City Planning Division, recommends approval of the Zoning By-law Amendment application at 10, 11 and 25 Ordnance Street and 45 Strachan Avenue and amendments to Official Plan Amendment 125 and Zoning By-law 159-2012 respecting 30 Ordnance Street. Two By-law amendments reflecting these developments were to be attached to that Report. They are attached to this report (Attachments 1 and 2).

Reconstruction of Strachan Avenue
Following the construction of the grade separation at Strachan Avenue and the Metrolinx rail corridor, Strachan Avenue will be reconstructed. A meeting with Transportation Services Staff, the Ward Councillor, Metrolinx Staff and the applicant took place in early June 2014 to clarify the responsibilities of the City, the developer and Metrolinx with regard to this reconstruction, including widening, relining, installation of permanent traffic signals, and the construction of turning lanes, which are required to service the proposed development’s 2nd and 3rd phases. The owner of Blocks 1 and 3 will make a cash contribution to the City in the amount satisfactory to the General Manager of Transportation Services and the Executive Director of Engineering and Construction Services. This requirement respecting the improvements is being secured within the Section 37 Agreement(s).

As this meeting occurred following the completion of the Final Staff report on the proposed development, dated May 28, 2014, the recommendations within that report are being amended by this Supplementary Report, dated June 16, 2014, to correspond to the outcome of that meeting.

Block 2 - Section 37
The original matters, services and facilities required in By-law 159-2012 were secured in a Section 37 Agreement dated February 2012. The additional section 37 matters applicable to Block 2 set out in the recommendations are proposed to be secured through an amending agreement which will also be registered on title. For clarity the $100,000.00 contribution toward the Fort York Pedestrian and Cycle Bridge and/or improvements to the area park space, as originally required by the Ontario Municipal Board in its decision dated September 9, 2012 (PL130565) respecting an appeal of minor variance application A0915/12 TEY, has been included and will also be secured.
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. 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 subsequent report. As it has been agreed that the units will not be secured within the Section 37 Agreement, the subsequent report should include details of a mechanism, such as an agreement, which will ensure the provisions of these units in future phases of the Ordnance Triangle redevelopment. Recommendation 9 from the May 28, 2014 staff report is updated by this supplementary report to better reflect the recent and ongoing discussions on this matter.

CONTACT
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SIGNATURE

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

ATTACHMENTS
Attachment 1: Draft Zoning By-law Amendment – 30 Ordnance Street
Attachment 2: Draft Zoning By-law Amendment – 10, 11, 25 Ordnance Street and 45 Strachan
Attachment 1:
Draft Zoning By-law Amendment – 30 Ordnance Street

CITY OF TORONTO
BY-LAW No. ___ - 2014

To amend Zoning By-law No. 159-2012 of the City of Toronto which amended By-law No. 438-86, as amended, of the former City of Toronto
with respect to lands municipally known as 30 Ordnance Street

WHEREAS Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law;

WHEREAS 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 HEREBY ENACTS as follows:

1. By-law No. 159-2012 is amended as follows:

   (a) Section 3. is amended by replacing the reference to “4(4)(b)” with “4(4)”;

   (b) Section 3(2) is amended by deleting “51,130 square metres” and replacing it with “55,655 square metres”;

   (c) Section 3.(2)(ii) is amended by deleting “48,900 square metres” and replacing it with “53,425 square metres”

   (d) Section 3(2)(iii) is amended by deleting “2,230 square metres” and replacing it with “90 square metres”;

   (e) Section 3(3) is amended by deleting "higher than 15 metres" and replacing it with "higher than 18.5 metres";

   (f) Section 3(4) is amended by deleting “higher than 15 metres” and replacing it with "higher than 17.5 metres" and by deleting, “shall not exceed 750 square metres”, and replacing it with, “shall not exceed 755 square metres”;

   (g) Section 3(7)(i) is amended by inserting “patios and terraces” after "porches,";

   (h) Section 3(7) is amended by adding the following subsections (v), (vi), and (vii) after subsection (iv):

   "(v) a pedestrian bridge with a minimum vertical clearance of 5.0 metres above finished ground level may extend beyond the heavy lines shown
on Map 2 to connect Building A shown on Map 2 with a building located on the property municipally known in the year 2013 as 45 Strachan Avenue;"

"(vi) notwithstanding subsections (i) and (ii) above, up to a height of 18.5 metres on Building A and 17.5 metres on Building B, any porches, patios, terraces and balconies located on the south side of Building A and the north side of Building B abutting the area of the lot subject to a 15.0 metres building separation distance as shown on Map 2, may extend a maximum of 1.0 metre beyond the heavy lines on Map 2, and above a height of 18.5 metres on the south side of Building A, balconies, patios and terraces may not extend beyond the heavy lines shown on Map 2";

"(vii) notwithstanding subsections (i) and (ii) above, porches, patios, terraces and balconies shall not be permitted within the 1.5 metre setback abutting the lands zoned ‘G’- Parks, with the exception that balconies above a height of 8.3 metres may project into this setback area;"

(i) Section 3.(8) is deleted in its entirety and replaced with the following:

"3.(8) parking spaces(s) are to be provided and maintained on the lot and or within permitted parking facilities on the properties municipally known in the year 2013 as 11 and 25 Ordnance Street and 45 Strachan Avenue in accordance with the following requirements;

(i) a minimum of 0.3 parking space(s) for each bachelor dwelling unit;

(ii) a minimum of 0.7 parking space(s) for each one bedroom dwelling unit;

(iii) a minimum of 1.0 parking space(s) for each two bedroom dwelling unit;

(iv) a minimum of 1.2 parking space(s) for each dwelling unit containing three or more bedrooms;

(v) a minimum of 0.12 parking spaces per unit will be provided for the exclusive use of visitors to the residential uses, and shall be physically separated from the parking provided for non-residential uses, and secured in a manner to prevent the residential visitors parking spaces from being used by persons other than visitors to the residential buildings;

(vi) if the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the
nearest whole number, but there may not be less than one parking space;

(vii) notwithstanding subsections (i) through (iv) above, a reduction of four resident parking spaces shall be permitted for each car-share parking space provided and maintained on the lot, up to a maximum of 10 car-share parking spaces;

(viii) the total minimum number of required vehicle parking spaces, other than those spaces used for visitors to the residential condominium(s), may be reduced at a rate of 1 vehicle parking space for each 5 bicycle parking spaces in excess of the minimum number of bicycle parking spaces, provided these excess bicycle spaces are located indoors and not below P1 level, required by this By-law provided the reduction of vehicle parking spaces is not greater than 12% of the total minimum vehicle parking spaces required;

(j) Section 3.(9) is deleted in its entirety and replaced with the following:

"(9) bicycle parking spaces are to be provided and maintained on the lot in accordance with the following minimum standards:

(i) a minimum of 0.6 bicycle parking spaces occupant per dwelling unit for residents;

(ii) a minimum of 0.15 bicycle parking spaces visitor per dwelling unit for residential visitors;

(iii) a minimum of 0.13 bicycle parking spaces for non-residential uses per 100 square metres of non-residential gross floor area; and,

(iv) a minimum of 0.25 bicycle parking spaces for visitors of non-residential uses per 100 square metres of non-residential gross floor area or 6 bicycle parking spaces, whichever is greater;

(k) Section 3.(12) is deleted in its entirety and replaced with the following:

"(12) a minimum of one loading space-type “G” shall be provided and maintained on the lot, which may also be shared with and used to satisfy the loading requirements of a building on the property municipally known in 2013 as 45 Strachan Avenue;"

(l) The following new Section 3.(14) shall be inserted following Section 3.(13) as follows:
"(14) notwithstanding any provisions of this By-law or By-law 438-86, as amended, the uses and facilities permitted on the property known in the year 2013 as 45 Strachan Avenue shall also be permitted on the lot."

(m) The following new Section 3.(15) shall be inserted following Section 3.(14) as follows:

"(15) notwithstanding any provisions of this By-law or By-law 438-86, above a height of 18.5 metres on Building A and 17.5 metres on Building B, a minimum setback of 1.5 metres will be required for any portion of a building abutting a street."

(n) Section 6. is amended to insert the following subsections (g), (h), (i) (j), (k), (l) and (m) immediately following subsection (f):

"(g) “bicycle parking space occupant” means an area that is equipped with a bicycle rack, locker or bicycle stacker for the purpose of parking and securing bicycles, and:

(i) where the bicycles are to be parked on a horizontal surface, has a horizontal dimension of at least 0.6 metres by 1.8 metres and a vertical dimension of at least 1.9 metres;

(ii) where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres, by 1.2 metres and a vertical dimension of at least 1.9 metres; and

(iii) where the bicycles are to be parked in a bicycle stacker, has a horizontal dimension of at least 0.6 metres, by 1.8 metres and has a vertical dimension for each bicycle parking space of at least 1.2 metres.

(h) “bicycle parking space visitor” means an area that is equipped with a bicycle rack, locker or bicycle stacker for the purpose of parking and securing bicycles, and:

(i) where the bicycles are to be parked on a horizontal surface, has a horizontal dimension of at least 0.6 metres by 1.8 metres and a vertical dimension of at least 1.9 metres;

(ii) where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres, by 1.2 metres and a vertical dimension of at least 1.9 metres;
(iii) where the bicycles are to be parked in *bicycle stacker*, has a horizontal dimension of at least 0.6 metres, by 1.8 metres and has a vertical dimension for each bicycle parking space of at least 1.2 metres.

(iv) may be located outdoors or indoors;

(i) “*bicycle stacker*” means a device where a bicycle parking space is positioned above or below another parking space and is accessed by means of an elevating device;

(j) “*car-share*” means the practice whereby a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car-sharing organization and such car-share motor vehicles are made available to at least the occupants of the building for short term rental, including hourly rental;

(k) “*car-share parking space*” shall mean a parking space exclusively reserved and signed for a car used only for car-share purposes;

(l) “*residential amenity space*” shall mean a common area or areas within the *lot* which are provided for recreational or social purposes for use by residents of the *lot* and or residents of a building located on the property municipally known in the year 2013 as 45 Strachan Avenue;

Section 37 Matters. Services and Facilities

(o) Section 1. is amended by deleting "in Appendix 1 hereof" and replacing it with "in Section 4 of this By-law";

(p) Section 4. (1) is amended by inserting "This amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the owner to the City" after the words "the Site".

(q) Section 4.(3) is deleted in its entirety and the following Sections 4.(3), (4) and (5) inserted therefore:

(3) prior to issuance of an above grade building permit for the first building within the *lot*, the owner shall make a cash contribution to the City in the amount of $100,000.00 to be allocated toward the costs associated with the Fort York Pedestrian and Cycle Bridge and/or improvements to the area park space at the discretion of the Chief Planner and Executive Director, in consultation with the Ward Councillor, as required pursuant to the decision of the
Ontario Municipal Board issued September 9, 2013 (OMB File PL130565) in connection with minor variance application A0915/12TEY. Such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the Ontario Municipal Board Decision to the date of submission of the funds by the owner to the City;

(4) prior to issuance of an above grade building permit for the first building within the lot, the owner shall 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 with details to be included in the Section 37 Agreement;

(5) prior to the issuance of any building permit for the first building on the lot, arrangements shall be in place to provide for the temporary relocation of existing access routes and access easements in favour of Metrolinx within the easterly limit of the lot (formerly part of 10 Ordnance Street) to an alternative location through 10 Ordnance Street providing access to Metrolinx 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. The timing of this requirement may be amended only with the written consent of the Chief Planner and Executive Director, City Planning Division, the General Manager, Parks, Forestry and Recreation and the General Manager Transportation Services;"

(r) Section 4. (4) is renumbered as 4.(6) and amended as follows:

i. insert the words "provide and shall" after the words "the owner shall" in the first line;

ii. paragraph (i) is amended by deleting "in (1), (2) and (3) above" and replacing it with "in clauses (1) to (5) above"; and

iii. new paragraphs (iv), (v) and (vi) are added as follows:

"(iv) the owner shall implement the accepted Construction Management Plan referred to in clause (4) above during the course of construction on the Site until completion to the satisfaction of the Chief Planner and Executive Director, City Planning;"
(s) A new Section 4.(7) is inserted as follows:

"(7) The owner shall not use, or permit the use of, a building or structure erected with an increase in density permitted pursuant to this By-law unless all matters, services and facilities referred to in Section 4 hereof are provided in accordance with the Section 37 Agreement."

2. Except as otherwise provided herein, the provisions of By-law No. 159-2012 shall continue to apply to the lot as well as the buildings and structures on the lot.

3. Map 1 of By-law No. 159-2012 is deleted and replaced with Map 1 attached hereto and forming part of this By-law.

4. Map 2 of By-law No. 159-2012 is deleted and replaced with Map 2 attached hereto and forming part of this By-law.

ENACTED AND PASSED this ~ day of ~, A.D. 2014.

FRANCES NUNZIATA, ULLI S. WATKISS,
Speaker City Clerk
(Corporate Seal)
Attachment 2:
Draft Zoning By-law Amendment – 10, 11, 25 Ordnance Street and 45 Strachan

CITY OF TORONTO
BY-LAW No. ___ - 2014

To amend Zoning By-law No. 438-86 of the former City of Toronto
with respect to lands municipally known as 45 Strachan Avenue, 10, 11 and 25
Ordnance Street

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the
Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law;

Whereas 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;

Whereas the Official Plan for the City of Toronto contains such provisions relating to the
authorization of increases in height and density of development;

Whereas pursuant to Section 37 of the Planning Act, the Council of a municipality may,
in a by-law under Section 34 of the Planning Act, authorize increases in the height or
density of development beyond those otherwise permitted by the by-law and that will be
permitted in return for the provision of such facilities, services or matter as are set out in
the by-law;

Whereas subsection 37(3) of the Planning Act provides that where an owner of land
elects to provide facilities, services and matters in return for an increase in the height or
density of development, a municipality may require the owner to enter into one or more
agreements with the municipality dealing with the facilities, services and matters;

Whereas the owner of the aforesaid lands has elected to provide the facilities, services
and matters hereinafter set out;

Whereas the increase in height and density permitted beyond that otherwise permitted on
the aforesaid lands by By-law No. 438-86, as amended, are to be permitted in return for
the provision of the facilities, services and matters set out in this By-law which are
secured by one or more agreements between the owner of the land and the City of
Toronto.

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

1. District Map No. 49G contained in Appendix “A” of By-law No. 438-86, as
amended, is further amended by rezoning the lands noted as No.10 on Map 1
attached to and forming part of this By-law from ‘I3-D3’ Employment to "G" –
Parks subject to the following:
(a) in addition to the uses permitted in a “G” zone under Section 5(1)(f) of By-law 438-86, as amended, a driveway accessory to a mixed use building and or an apartment building located on the lands municipally known as 30 Ordnance in the year 2013 is permitted.

2. None of the provisions of Section 2(1) with respect to “bicycle parking space-occupant”, “bicycle parking space-visitor”, “grade”, “height”; “residential amenity space” and Sections 4(2)(a), 4(4), 4(6), 4(7), 4(12), 4(13), 4(16) 5(1), 9(1)(a) and (f) and 9(3) Part I 2 and 3 of Zoning By-law No. 438-86, of the former City of Toronto, as amended shall apply to prevent the erection or use of apartment buildings or mixed use buildings, and uses accessory thereto, including a commercial parking garage and parking garage on the Blocks shown on Map 1 attached hereto, provided that:

(a) The lands subject to this By-law include at least those lands identified as Block A, Block B and "No. 10 Proposed Park" on Map 1 attached to and forming part of this By-law".

Gross Floor Area

(b) the combined residential gross floor area and non-residential gross floor area of all buildings and structures on the Blocks shall not exceed 85,250 square metres, of which, a minimum of 10,810 square metres shall be provided as non-residential gross floor area on the Blocks;

(c) notwithstanding the provisions of this By-law and By-law 438-86, as amended, the floor area of any commercial parking garage shall be excluded from the calculation of non-residential gross floor area;

Non-residential Uses

(d) the following non-residential uses are permitted on the Blocks:

(i) adult education school
(ii) artist’s or photographer’s studio;
(iii) bake-shop;
(iv) branch of a bank or financial institution;
(v) caterer’s shop;
(vi) clinic;
(vii) commercial school;
(viii) communications and broadcasting establishment;
(ix) community centre;
(x) community or social agency;
(xi) courier service;
(xii) custom workshop;
(xiii) data processing establishment;
(xiv) designer’s studio;
(xv) dry-cleaning shop and dry-cleaning distribution station;
(xvi) duplicating shop;
(xvii) medical/dental office;
(xviii) newsstand;
(xix) office;
(xx) performing arts studio;
(xxi) personal grooming establishment;
(xxii) premises of a charitable institution or non-profit institution;
(xxiii) private academic, philanthropic or religious school
(xxiv) private art gallery;
(xxv) public art gallery;
(xxvi) public school
(xxvii) publisher;
(xxviii) restaurant and take-out restaurant;
(xxix) retail store;
(xxx) service, rental or repair shop;
(xxxi) software design and development establishment;
(xxxii) tailoring shop; and
(xxxiii) trade school;

Height

(e) the maximum permitted number of storeys shall be as follows:

(i) Building A: 39 storeys;

(ii) Building B1: 34 storeys; and

(iii) Building B2: 24 storeys;

(f) no portion of any building or structure erected or used on the Blocks above finished ground level shall exceed the number of storeys noted in 2.(e) and the height limits shown in metres and specified by the numbers following the letter "H" in the areas delineated on Map 2 attached to and forming part of this By-law, with the exception of the following:

(i) mechanical penthouses having a maximum height of 6.0 metres above the applicable height limit shall be permitted;

(ii) parapets, terrace guards and dividers, planters, railings, decorative screens, architectural features, vents, stacks, stairs, stair enclosures, elevator shafts, elevator shaft enclosures, underground garage ramps and associated structures, elements or structures on the roof of the building used for outside or open air recreation, green roof and safety or wind protection purposes, as well as window washing equipment
provided that the maximum height of the top of any such equipment does not exceed a maximum of 3.0 metres above the applicable height limit shown on Map 2; and

(iii) the structures and elements in subsection (j) below;

(g) above a height of 23.5 metres Building A shall not exceed an average floorplate size of 798.0 square metres, with the exception that 3 storeys having a minimum floorplate size of 798.0 square metres and a maximum of 926.0 square metres shall be permitted and such storeys shall not count towards the calculation of the average floorplate size for the building;

(h) all storeys above, and inclusive of, the 5th storey, of Building B1, which has a maximum height of 34 storeys above grade, as shown on Map 2, shall have a maximum floorplate of 786 square metres, excepting the 34th storey, which shall have a maximum floorplate of 716 square metres; and

(i) all storeys above, and inclusive of, the 5th storey, of Building B2, which has a maximum height of 24 storeys above grade, as shown on Map 2, shall have a maximum floorplate of 750 square metres, excepting the 24th storey, which shall have a maximum floorplate of 625 square metres.

Setbacks

(j) no portion of any building or structure erected or used on the Blocks above finished ground level is located other than wholly within the areas delineated by heavy lines on the attached Map 2, with the exception of the following applicable to other than a lot line:

(i) cornices, lighting fixtures, ornamental elements, parapets, piers, columns, trellises, eaves, window sills, planters, balustrades, guard rails, stairs, stair enclosures, wheelchair ramps, vents, fences, screens, landscape and public art features, and railings may extend beyond the heavy lines shown on Map 2;

(ii) balconies and canopies may extend up to 1.8 metres beyond the heavy lines shown on Map 2;

(iii) a pedestrian bridge with a minimum vertical clearance of 5.0 metres above finished ground level may extend beyond the heavy lines shown on Map 2 to connect Building A shown on Map 2 with a building located on the property municipally known in the year 2014 as 30 Ordnance Street; and

(iv) the elements and structures permitted by subsection (f) above;
(k) notwithstanding subsection 2.(j) above, the main wall of Building A constructed above a height of 23.5 metres, with the exception of permitted projections noted in subsection 2.(j), shall maintain a minimum separation distance of 25.0 metres from the main wall of any building constructed on the lands known as 30 Ordnance Street in the year 2013, with the exception of permitted projections noted in Section 3.(7) of By-law 159-2012, as may be amended and varied;

Residential Amenity Space

(l) a minimum of 2.0 square metres of indoor residential amenity space per dwelling unit and a minimum of 1.5 square metres of outdoor residential amenity space per dwelling unit shall be provided on the Blocks subject to the following;

(i) at least 40 square metres of outdoor residential amenity space must be provided in a location adjoining or directly accessible from indoor residential amenity space containing both a kitchen and a washroom;

(ii) the indoor residential amenity space may be contained in rooms which are not contiguous;

(iii) a minimum of 449 square metres of outdoor residential amenity space shall be provided on Block 1; and

(m) Notwithstanding Section 2(l), provided a minimum of 64.0 square meters of indoor residential amenity space is provided on Block A, the remaining indoor residential amenity space necessary to provide the indoor residential amenity space required by Section 2(l) above may be located on the lands municipally known in the year 2013 as 30 Ordnance Street, provided such space is in addition to any indoor-residential amenity space required for the development of 30 Ordnance Street.

Parking

(n) parking spaces are to be provided and may be maintained on any of the Blocks and/or within permitted parking facilities located on the property municipally known in the year 2013 as 30 Ordnance Street in accordance with the following minimum standards:

(i) 0.3 parking spaces for each bachelor dwelling unit;

(ii) 0.7 parking spaces for each one bedroom dwelling unit;

(iii) 1.0 parking spaces for each two bedroom dwelling unit;
(iv) 1.2 parking spaces for each three bedroom dwelling unit; and,

(v) 0.12 parking spaces per unit will be provided for the exclusive use of visitors to the residential uses, and shall be physically separated from the parking provided for non-residential uses, and secured in a manner to prevent the residential visitors parking spaces from being used by persons other than visitors to the residential buildings.

(o) Parking spaces for non-residential uses shall be provided in accordance with the following table:

Parking Space Rates and Parking Space Occupancy Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Minimum Parking Rate</th>
<th>AM</th>
<th>PM</th>
<th>Eve</th>
</tr>
</thead>
<tbody>
<tr>
<td>adult education school</td>
<td>1.5 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>100%</td>
<td>100%</td>
<td>25%</td>
</tr>
<tr>
<td>private academic, philanthropic or religious school, public school</td>
<td>1.5 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>100%</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td>branch of a bank or financial institution</td>
<td>2.0 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>20%</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>clinic, medical/dental office</td>
<td>1.5 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>100%</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>office</td>
<td>1.0 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>100%</td>
<td>60%</td>
<td>0%</td>
</tr>
<tr>
<td>for all other uses listed in Section 1.(b) of this by-law</td>
<td>1.0 parking spaces for each 100 square metres of non-residential gross floor area</td>
<td>20%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

(p) the required minimum number of parking spaces as required in the table above is determined as follows:

(i) for each of the morning, afternoon and evening parking periods identified in the table above, the minimum number of parking spaces required for each use, is calculated using the respective parking space rate and occupancy rate;

(ii) the minimum number of parking spaces required for each parking period is the total of the parking spaces required for all uses during that parking period; and

(iii) the minimum number of parking spaces required is equal to the largest number of parking spaces required for any parking period.
(q) if the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one parking space;

(r) parking spaces required for non-residential uses may be provided on a non-exclusive basis and may be located within a commercial parking garage;

(s) notwithstanding paragraph (n) of this By-law, a reduction of four resident parking spaces shall be permitted for each car-share-parking-space provided and maintained on the Blocks up to a maximum of 10 car share parking spaces;

(t) the total minimum number of required vehicle parking spaces, other than those spaces used for visitors to the residential condominium(s), may be reduced at a rate of 1 vehicle parking space for each 5 bicycle parking spaces in excess of the minimum number of bicycle parking spaces, provided these excess bicycle spaces are located indoors and not below P1 level, required by this By-law provided the reduction of vehicle parking spaces is not greater than 12% of the total minimum vehicle parking spaces required;

(u) bicycle parking spaces are to be provided and maintained on the Blocks, in accordance with the following minimum standards:

(i) a minimum of 0.6 bicycle parking spaces per dwelling unit for residents;

(ii) a minimum of 0.15 bicycle parking spaces per dwelling unit for residential visitors; and

(iii) a minimum of 0.13 bicycle parking spaces for non-residential uses per 100 square metres of non-residential gross floor area;

(iv) a minimum of 0.25 bicycle parking spaces for visitors of non-residential uses per 100 square metres of non-residential gross floor area or 6 bicycle parking spaces, whichever is greater;

(v) loading spaces required for buildings on the Blocks shall be provided in accordance with the following:

(i) a minimum of one loading space - type B and one loading space - type G shall be provided for a building or portion of a building provided on Block A;

(ii) loading spaces provided on the property municipally known in the year 2013 as 30 Ordnance Street may be used to satisfy the loading
requirements of a building on Block A, and for clarity, the same loading spaces may also be used to satisfy the loading requirements for buildings located at 30 Ordnance Street; and

(iii) a minimum of two loading space – type B and one loading space – type G shall be provided on Block B;

(iv) notwithstanding any provisions of this By-law or By-law 438-86, as amended, the construction and use of parking facilities for use in connection with the development of the property known in the year 2013 as 30 Ordnance Street shall be a permitted use on the Blocks; and,

(v) notwithstanding any provisions of this By-law or By-law 438-86, as amended, all required parking spaces for residents and visitors for the residential uses located on Block 2 will be constructed and maintained within Block 2.

3. In the event additional lands are acquired and the area of Block B is expanded to include the eastern lands, all references in this By-law to Map 1 and Map 2 shall be read as being a reference to Map 1A and Map 2A provided that:

(a) notwithstanding any provisions of Section 2.(a) of this By-law, the combined residential gross floor area and non-residential gross floor area of all buildings and structures on the Blocks shall not exceed 87,500 square metres, of which not less than 10,810.0 square metres shall be provided as non-residential gross floor area.

4. Pursuant to Section 37 of the Planning Act and subject to compliance with this By-law, the increase in height and density of development on the Blocks contemplated herein is permitted in return for the provision by the owner, at the owner’s expense, of the facilities, services and matters set out below in Schedule 1 hereof which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the Blocks to the satisfaction of the City Solicitor.

5. Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

6. The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

7. A temporary sales presentation centre shall be permitted on the Blocks, and none of the other provisions of this By-law shall apply to such use.
8. For the purposes of this By-law, all italicized words and expressions have the same meanings as defined in By-law No. 438-86, as amended, with the exception of the following:

(a) "Block A" and "Block B" means those lands respectively delineated and identified as Block A and Block B on Map 1 attached hereto, collectively referred to as the "Blocks";

(b) "Building A", "Building B1" and "Building B2" means those portions of the buildings labeled "Building A", "Building B1" and "Building B2" on Map 2 attached hereto;

(c) "bicycle parking space" means an area that is equipped with a bicycle rack, locker or bicycle stacker for the purpose of parking and securing bicycles, and:

(i) where the bicycles are to be parked on a horizontal surface, has a horizontal dimension of at least 0.6 metres by 1.8 metres and a vertical dimension of at least 1.9 metres;

(ii) where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres, by 1.2 metres and a vertical dimension of at least 1.9 metres;

(iii) where the bicycles are to be parked in bicycle stacker, has a horizontal dimension of at least 0.6 metres, by 1.8 metres and has a vertical dimension for each bicycle parking space of at least 1.2 metres; and

(iv) may be located outdoors or indoors;

(d) "bicycle stacker" means a device where by a bicycle parking space is positioned above or below another bicycle parking space and is accessed by means of an elevating device;

(e) "car-share" means the practice whereby a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car-sharing organization and such car-share motor vehicles are made available to at least the occupants of the building for short term rental, including hourly rental;

(f) "car-share parking space" shall mean a parking space exclusively reserved and signed for a car used only for car-share purposes;

(g) "eastern lands" means the land identified on Map 1A as the "eastern lands"
(h) “floorplate” means the total area of a floor of a building measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft;

(i) “grade” means 84.5 metres Canadian Geodetic Datum;

(j) “height” means the vertical distance between grade and the highest point of the building or structure except for those elements otherwise expressly prescribed in this By-law;

(k) “residential amenity space” shall mean a common area or areas within the Blocks which are provided for recreational or social purposes for use by residents of the Blocks and or residents of a building located on the property municipally known in the year 2013 as 30 Ordnance Street;

(m) “sales presentation centre” shall mean temporary offices provided for the marketing or selling of dwelling units located or to be located on the Blocks.

(n) “storey” shall mean a level of a building, located between any floor and the floor, ceiling or roof immediately above it, provided the floor of such level is located above finished ground level;

9. Despite any existing or future severance, partition, or division of the Blocks, the provisions of this By-law shall apply to the whole of the Blocks as provided for herein, as if no severance, partition or division occurred.

10. Except as otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the Blocks as well as the buildings and structures on the Blocks.

11. Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

(a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

(b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 2014.

FRANCES NUNZIATA, Speaker
ULLI S. WATKISS, City Clerk
(Corporate Seal)
SCHEDULE A  
Section 37 Provisions  
(10, 11 and 25 Ordnance Street and 45 Strachan Avenue)

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lot and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follows:

(1) prior to issuance of the first below-grade permit for a building within either of Blocks A or B, the owner shall provide written confirmation to the satisfaction of the Chief Planner and Executive Director, City Planning Division that all proposed crash mitigation measures are acceptable to Metrolinx;

(2) prior to issuance of a below-grade building permit for the first building within either of Blocks A or B, the owner shall have entered into an agreement to secure for the relocation of Eva's Phoenix, to the satisfaction of the Chief Planner and Executive Director City Planning Division in consultation with appropriate civic officials;

(3) prior to issuance of an above grade building permit for the first building within either of Blocks A or B, the owner shall:

   i. make a cash contribution to the City in the amount of $3,000,000.00 toward the cost of the Fort York Pedestrian and Cycling Bridge, including bridge-related work to accommodate the bridge landings 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 Ward Councillor; and

   ii. make a cash contribution to the City in the amount of $750,000.00 toward the acquisition and/or construction of community services and/or facilities within the development at the Ordnance Triangle as may be agreed to between the parties, or within the vicinity of the development and in Ward 19, at the discretion of the Chief Planner and Executive Director, City Planning Division in consultation with the Ward Councillor; and

   iii. construct, or cause to be constructed, any grading works and retaining walls necessary to implement the above-base grading at 10 Ordnance Street and having a minimum value of $1,500,000.00, and to the satisfaction of the General Manager, Parks, Forestry and Recreation and the Chief Planner and
Executive Director, City Planning Division, in consultation with the Manager, Fort York National Historic Site and the Ward Councillor;

which amounts 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 (3) iii., to the date of construction;

(4) prior to issuance of an above grade building permit for the first building within each of Blocks A and B, the owner shall:

i. 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 to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

ii. 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 with details to be included in the Section 37 Agreement; and

iii. 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 to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

(5) Prior to the issuance of an above-grade building permit for the first building within either of Block A or B, and in support of the development, the owner shall:

i. make a cash payment to the City in an amount to be determined by Executive Director of Engineering and Construction Services and the General Manager of Transportation Services, as a cost sharing contribution for Strachan Avenue improvements to be undertaken by the City which include, but may not be limited to, the introduction of northbound and southbound left turn lanes, a northbound right turn lane, introduction of a traffic signal control at Strachan Avenue / Wellington Street and a southbound realignment of East Liberty Street west of Strachan Avenue; and

ii. shall have completed any improvements to municipal infrastructure as required through each phase of development as identified in the Phasing Drawings, prepared by Odan/Detech Group, dated May 21, 2014, to the
satisfaction of the Executive Director of Engineering and Construction Services and the General Manager of Transportation Services;

(6) Prior to the earlier of issuance of an above grade building permit for the first building within either of Blocks A or B, 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 subject owner's responsibilities for providing any required interim access shall include the following:

i. design and construction of alternative vehicular access for Metrolinx from Ordnance Street over other lands within the Ordnance Triangle, with the design and any details related to this access;

ii. 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

iii. removal of access and release of any existing access easements in favour of Metrolinx over 10 Ordnance Street;

(7) Prior to registration of a plan of condominium on Block A 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:

i. design and construction of alternative vehicular access from Strachan Avenue to be shared by Blocks A and B and provide Metrolinx with shared access to its north service road, located north of lands known in the year 2013 as 30 Ordnance Street, or an alternative arrangement. The design and any details related to this access, including but not limited to parking restrictions, will be to the satisfaction of the Chief Planner and Executive Director, City Planning; and,

ii. obtain all necessary approvals to facilitate the appropriate land ownership or easement arrangements for the Strachan Avenue shared access.

(8) the timing of Schedule A, Clauses (6) and (7) hereof may be amended only with the written consent of the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation and the General Manager Transportation Services;

(9) the owner shall incorporate all recommended crash mitigation measures referred to in Schedule A Clause (1) hereof, into plans and drawings submitted in the context
of site plan approval for Blocks A and B pursuant to section 114 of the City of Toronto Act, 2006, as amended, and, as applicable, section 41 of the Planning Act, as amended and shall construct and maintain the same as part of the development to the satisfaction of the Chief Planner and Executive Director, City Planning;

(10) the owner shall incorporate all recommended mitigation measures included in the accepted Wind Study referred to in Schedule A, Clause (5) i. hereof, into plans and drawings submitted in the context of site plan approval for Blocks A and B pursuant to section 114 of the City of Toronto Act, 2006, as amended, and, as applicable, section 41 of the Planning Act, as amended and shall construct and maintain the same as part of the development, to the satisfaction of the Chief Planner and Executive Director, City Planning;

(11) the owner shall implement the accepted Construction Management Plan referred to in Schedule A, Clause (5) iii. hereof, during the course of construction on Blocks A and B until completion to the satisfaction of the Chief Planner and Executive Director, City Planning;

(12) the owner shall incorporate the public realm improvements proposed in the accepted public realm phasing plans referred to in Schedule A, Clause (5) ii. hereof into approved plans and drawings in the context of site plan approval for Blocks A and B pursuant to Section 114, of the City of Toronto Act, 2006, as amended and, as applicable, section 41 of the Planning Act, as amended, to the satisfaction of the Chief Planner and Executive Director, City Planning; and

(13) the owner agrees to and provide warning clauses with respect to each of Blocks A and B in initial offers of purchase and sale and appropriate condominium documents, addressing the potential noise and vibration from the adjacent railways and from programs / events at the Fort York National Historic Site to the satisfaction of the Chief Planner and Executive Director City Planning.
45 Strachan Avenue, 10, 11 & 25 Ordnance Street, Toronto

Map 2

Staff report for action – Supplementary Report – 10 Ordnance St
V.05/13
45 Strachan Avenue, 10, 11 & 25 Ordnance Street, Toronto

Map 2A