

TORONTO STAFF REPORT

June 20, 2003

To: Toronto East York Community Council

From: Director, Community Planning, South District

Subject: Final Report
Application to amend the Zoning By-law of the former City of Toronto
863880 Ontario Limited, (IBI Group, Architects)
14 Strachan Avenue
(tentatively known as 37, 41, 45, 49 and 53 East Liberty Street)
103003, TE ZBL 2003 0001
Trinity-Spadina, Ward 19

Purpose:

This report reviews and recommends approval of an application to amend the Zoning By-law for four residential buildings ranging in height from 60 to 67 metres at 14 Strachan Avenue, tentatively known as 37, 41, 45, 49 and 53 East Liberty Street (southwest of Strachan Avenue and East Liberty Street).

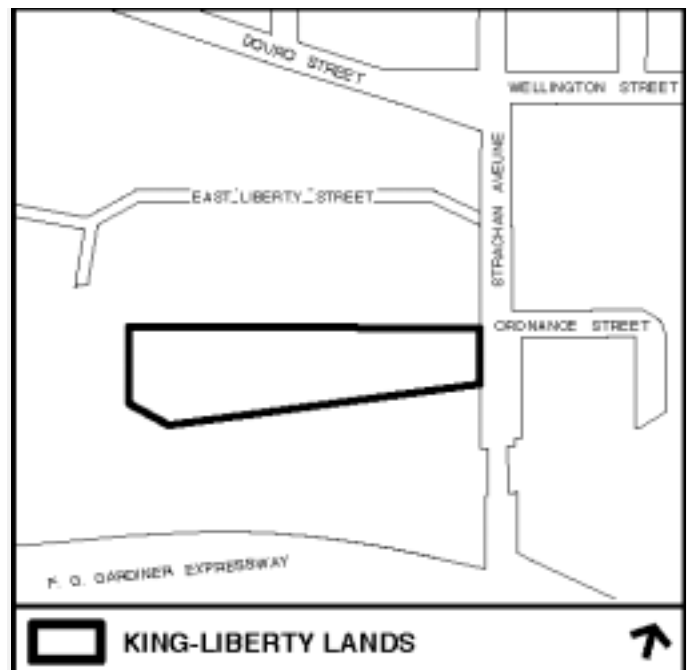
Financial Implications and Impact Statement:

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

Recommendations:

It is recommended that City Council:

- (1) amend the Zoning By-law 438-86 for the (former) City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 8;
- (2) authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-Law Amendment as may be required;



- (3) prior to the introduction of the necessary Bills to City Council for enactment require the Owner to:
 - (a) Submit revisions to the Traffic Impact Study Addendum to address the proposed land use changes to the King-Liberty Lands, and to assess the combined impact of the projects under the subject applications and Application Nos. 103004, 103005 and 103006 on the abutting road network, for the review and approval of the Commissioner of Works and Emergency Services. In the event that the zoning amendment for Block 2A proceeds in advance of 2B, then a revised traffic impact study is not required;
 - (b) Complete to the satisfaction of Heritage Preservation Services a Stage 1 archaeological assessment including recommendations for site mitigation for the subject lands; and
 - (c) Develop to the satisfaction of Heritage Preservation Services an archaeological testing and monitoring strategy for the subject lands based on the required Stage 1 archaeological assessment;
- (4) enter into a Subdivision Agreement with the City for the subject lands to secure Works and Emergency Services requirements as indicated in Attachment 7 to this report, including the extension of Lower Shaw Street (Pirandello Street) from East Liberty Street to the New Front Street Local Road;
- (5) require the Owner to submit the following to the Commissioner of Works and Emergency Services at least three weeks prior to the introduction of the necessary Bills to City Council for enactment:
 - (a) A Reference Plan of Survey, in metric units and referenced to the Ontario Coordinate System, delineating thereon by separate PARTS the lands under application and any appurtenant rights-of-way; and
 - (b) Approved plans of the development, with sufficient horizontal and vertical dimensions of the exterior walls of the proposed buildings, for the purpose of preparing building envelope plans for site specific exemption by-laws.
- (6) require the Owner to:
 - (a) Apply for revised municipal numbering prior to filing an application for a building permit; and
 - (b) Agree to construct the extension of Lower Shaw Street (Pirandello Street) to the satisfaction of the Commissioner of Works and Emergency Services and at no cost to the City;

- (c) Pay for any improvements to the municipal infrastructure in connection with Recommendations No. (3)(a), (4) and (6)(b) of this report, to the satisfaction of the Commissioner of Works and Emergency Services
- (7) Advise the Owner:
- (a) That further comments will be provided by Works and Emergency Services as part of the site plan review process;
 - (b) Of the need to submit, prior to the issuance of a building permit, site servicing plans that include the siamese connections within 45 metres of a hydrant and locations of existing/proposed hydrants, a grading and drainage plan, and a stormwater management plan to the satisfaction of the Commissioner of Works and Emergency Services;
 - (c) Of the need to make separate applications to the Commissioner of Works and Emergency Services for permits to carry out works involving the construction in, or occupancy of, the Strachan Street right-of-way;
 - (d) That the issuance of any permit by the Chief Building Official will be conditional upon the proposal's full compliance with all relevant provisions of the Ontario Building Code;
 - (e) That the proposal is subject to Development Charges pursuant to By-law 476-1999 as amended;
 - (f) That the proposal is subject to Education Development Charges, pursuant to Toronto Catholic District School Board By-law 2001 No. 148;
 - (g) That the proposal requires conveyances of land for parks purposes, or payment in lieu thereof, pursuant to Section 42 of the Planning Act;
 - (h) That noise control measures and setbacks must satisfy the requirements of the Canadian National Railways;
 - (i) That the proposal requires Site Plan approval under Section 41 of the Planning Act;
 - (j) That the property is designated historical, and the proposal requires the approval of Heritage Preservation Services under the Ontario Heritage Act; and
 - (k) That the Urban Design Guidelines prepared by the IBI Group, dated June 2003, will be used to guide the design of the proposal during the Site Plan Control phase.

Background:

Proposal

The applicant originally proposed to construct five residential buildings ranging in height from 20 storeys (60 metres) to 25 storeys (72 metres), and containing a total of 1,082 residential units. Staff held some initial concerns with respect to the combined impacts of the massing and heights of the proposal. A design charette including City staff and the applicant was held to address these concerns and develop a satisfactory design.

The applicant now proposes to construct four residential buildings ranging in height from 20 storeys (60 metres) to 23 storeys (67 metres). The four buildings would contain a total of 1,101 residential units and have a total residential floor area of 99,585 square metres. A total of 919 parking spaces in an underground garage are proposed to serve the development.

Site History

At its meeting of August 1, 2, 3 and 4, 2000, City Council adopted an Official Plan Amendment, Rezoning and Draft Plan of Subdivision for 14-20 Strachan Avenue, 45, 121, 128 and 132R East Liberty Street, 1137 King Street West and 9-11 Hanna Avenue (collectively known as the Inglis Lands). The applications were for a comprehensive redevelopment of the vacant lands into a mixed-use neighbourhood, complete with streets, parks and distinct land use components. To date, three Site Plan Applications have been approved for the development of individual blocks. Directly north of the subject site, Site Plan approval has been given for 12 condominium townhouse buildings containing 455 residential units. At the western end of the Inglis property, two Site Plan applications have been approved for a grocery store and a retail building and for three mixed use retail/office buildings.

Implementing zoning was enacted in August 2000 for the entire Inglis Lands, except for the subject site and the adjacent property to the west (59 East Liberty Street). The rezoning of these sites to set appropriate densities and heights was deferred in 2000 to allow for the alignment of the Front Street Extension to be determined. In February 2003, City Council did approve the Front Street Extension alignment and Environmental Assessment (E.A.) Study, and the City is now proceeding with final approval of the study from both the Provincial and Federal governments. A determination of suitable densities and heights for the subject site is now possible.

Site and Context

The site is located at the southwest corner of East Liberty Street and Strachan Avenue. The site is currently vacant, has an area of 14,650 square metres and is surrounded by the following uses:

North: 12 condominium townhouse buildings containing 455 residential units (currently under construction);

South: the proposed Front Street extension, the Lakeshore rail corridor and the F. G. Gardiner Expressway;

East: Liberty Village industrial area; and

West: vacant development lands within the Hanna Avenue Technology District.

Official Plan

The site is designated as Mixed Industrial-Residential Area “C”, under the Garrison Common North Part II Plan. This designation permits a range of uses, including industrial, residential, office and community services and facilities. Retail uses are permitted in combination with buildings containing industrial, residential or office uses. The Part II Plan allows for flexibility in the allocation of the permitted floor area within the Inglis Lands, in that density is calculated for the entire area instead of on an individual site basis.

New Official Plan

At its meeting of November 26-28, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new plan, in part, with modifications. The Minister’s decision has been appealed in its entirety. The Official Plan is now before the Ontario Municipal Board and no hearing date has been set.

Once the Plan comes into full force and effect, it will designate the property as a *Mixed Use Area*. The Plan contains development criteria for development in *Mixed Use Areas*. The proposal has been reviewed for compliance with these criteria and conforms. The Garrison Common North Part II Plan has been carried forward into the new Plan. An amendment to the new Plan will not be required.

Zoning

The site is currently zoned I1 D3 and has a height limit of 18 metres. This zoning permits light industrial uses to a maximum floor area of 3 times the lot area. Residential uses are not permitted in this zoning district.

Site Plan Control

The proposed development is subject to Site Plan control. An application for Site Plan Approval has not been filed.

Reasons for the Application

An amendment to the Zoning By-law is necessary because the I1 zoning district does not permit residential uses. As well, the proposed building heights ranging from 60 to 67 metres exceed the permitted height of 18 metres, and the proposed density of 6.8 times the lot area exceeds the maximum floor area of 3.0 times the lot area.

Community Consultation

A community consultation meeting to discuss the proposal was scheduled on April 30, 2003, and the proper notification was provided to landowners and residents within 120 metres of the site. No one from the community attended the meeting.

Agency Circulation

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

Comments:

Density, Height and Massing

As discussed above, the implementing zoning to reflect the Inglis Lands amendment to the Part II Plan and establish appropriate density and height for this site was deferred in 2000 until the Front Street Extension alignment could be known. With the recent City Council approval of the Front Street Extension, staff are now better positioned to undertake this assessment.

The revised proposal includes four residential buildings, with heights ranging from 60 metres (20 storeys) to 67 metres (23 storeys). One taller building is situated at each end of the site, directly at the southwest corner of Strachan Avenue and East Liberty Street, and also at the southeast corner of East Liberty Street and the future extension of Pirandello Street. Two shorter buildings are situated at the centre of the block, and these buildings are connected to the taller buildings by ten-storey building portions. To create a suitable transition to the townhouse development and two parks to the north, there is a stepping down of building heights in a northward direction which includes eighteen-, eight-, six- and four-storey building portions.

The building heights and their distribution are appropriate within the context of this site. To the north of the site, building heights of 55 metres are permitted in locations within the remainder of the Inglis lands. To the south of the site is an extensive corridor of transportation infrastructure, including the future extension of Front Street, the Lakeshore rail corridor and the F.G. Gardiner Expressway, where impacts of scale and overview are diminished. East and west of the site are existing industrial uses and a planned technology district respectively. The distribution of the lower scale to the north and the larger scale to the south respects and relates well to the existing and planned environments.

The proposal includes a total building gross floor area of 99,585m² on the 14,650m² site, resulting in a density of 6.8 times the area of the lot. The Part II Plan allows for flexibility in the allocation of permitted floor area within the Inglis Lands, in that density is calculated for the entire area, instead of on an individual site basis. The location of this density when massed as proposed is appropriate for this location at the corner of Strachan Avenue and the future extension of Front Street, and does not exceed the three times density for the entire Inglis Lands.

As a result of the recently held urban design charette involving staff and the applicant, Urban Design Guidelines have been developed by the IBI Group. It is recommended that City Council advise the Owner that these guidelines, dated June 2003, will be followed during the implementation phase of the proposal (Site Plan approvals).

Sun, Shadows and Winds

The revision from five to four residential towers has improved the shadow conditions on the easterly park during the mid-day on March and September 21st, with the park having no shadow impact from this site in the later part of the afternoon.

By reducing the building heights, shifting the towers to the south and terracing them on the north side, the extent of shadow penetration into the townhouse community to the north has been reduced in the morning hours and is generally clear of the townhouses by 1:00 to 2:00 p.m. on March and September 21st. The reduction to four towers has also increased the spacing between shadows in the late mornings.

The proposal does shadow the central park in the mornings, but the shadows are clear of the park by 11:00 to 12:00 on March and September 21st. There are no shadow impacts from the site on either park or the townhouses on June 21st.

In general, the shadows from the proposal will only have limited impacts on the parks and adjacent townhouse community during the morning to mid-day hours at the beginning and end of the summer. For the majority of the summer, these areas should remain relatively sunny. As the proposal proceeds to the Site Plan application phase, staff will ensure that the exact location and form of the buildings minimize shadows and uncomfortable wind conditions on neighbouring properties and open space.

Access, Parking and Traffic Impact

One vehicular access point is proposed to enter the site from East Liberty Street. Parking is largely provided in an underground parking garage. A limited amount of parking is to be permitted at grade to accommodate limited retail uses that would be permitted at the northeast and northwest portions of the site. Detailed analysis of access and site circulation will occur during the Site Plan application stage.

The number of parking spaces provided is in accordance with the requirements of zoning by-law 566-2000 which regulates the remainder of the Inglis Lands and is appropriate.

A Traffic Impact Study (TIS) was conducted in relation to the Site Specific Official Plan amendment approved for the Inglis Lands in 2000. An addendum to this study was requested to consider the traffic implications of this application, and also for applications 103004, 103005, 103006 and 103010 which propose Site Specific Official Plan amendments to permit additional residential development in the King-Liberty lands. The addendum to the study has some outstanding technical issues that need to be addressed to consider the traffic implications of the nearby Official Plan Amendment applications.

The Addendum TIS is not necessary to consider the rezoning of these lands, since the number of residential units now proposed is less than originally proposed when the study was conducted for the Site Specific Official Plan Amendment for the Inglis Lands in 2000. However, the revised study is needed prior to the City entering into a subdivision agreement for the lands, so that the required municipal infrastructure can be fully ascertained.

With the future extension of Front Street to the south of the site, left turns from East Liberty Street onto Strachan Avenue will be prohibited. In order to accommodate the proposal, the Addendum TIS identifies the extension of Pirandello Street south from East Liberty Street to the extension of Front Street. It is recommended that the Owner agree to construct this extension of Pirandello Street, and that it be secured through a subdivision agreement.

Services

Adequate storm drainage, sanitary drainage and water supply will be available to service this development as originally planned for during Phase 1 of the Inglis Lands development.

Open Space/Parkland

Open space is provided on site primarily through three open courtyards, and through linear open spaces at the south perimeter of the site. A City park, the Gateway Park, is planned directly north of the site, on the north side of East Liberty Street. A second park, the Central Park, is planned northwest of the site.

The Subdivision Agreement governing the development site requires that a cash-in-lieu of parkland dedication payment be provided at building permit issuance for the construction of more than 115 residential units.

Community Benefits

In August 2000, a Section 37 Agreement was entered into as required by the Site Specific Official Plan Amendment for the Inglis Lands. This agreement applies to this site, and includes provisions for the following:

- low-end-of-market housing;
- a public art program;
- a process for consideration of a Toronto District Heating Corporation proposal;
- a phased restoration and conveyance to the City of the Central Prison Chapel Building which was further established in a Heritage Easement Agreement; and
- a Needs Assessment and delivery to the City of finished community services facilities in one of two alternate locations.

Archaeological Potential

This site is identified as having archaeological potential within the Archaeological Master Plan of the Central Waterfront, 2002. There is a small possibility that individuals have been interred

on the lands resulting from deaths at both the nearby Central Prison (1874 – 1921) and the 1812 attack on Fort York. Subsurface features may also be encountered related to the prison complex and industrial remains associated with the Inglis and Massey companies. Heritage Preservation Services (HPS) therefore requires a Stage 1 archaeological assessment of the site be undertaken prior to any subsoil disturbance. Based on the results of the assessment, HPS requires an archaeological testing and monitoring strategy prior to any construction grading.

Conclusions:

This application requests approval of implementing zoning for the Block 2A site to reflect the Site Specific Official Plan Amendment approved for the Inglis Lands in 2000. Implementing zoning for these lands was deferred in 2000 to allow for the alignment of the Front Street extension to be resolved. City Council approved the alignment in February 2003. The original proposal has been revised to enhance massing and height relationships to result in an appropriate development for this significant southern gateway to the Garrison Common North Area. This proposal in its present form represents good planning and should be approved.

Contact:

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Ted Tyndorf
Director, Community Planning, South District

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List of Attachments:

Application Data Sheet

Attachment 1: Site Plan

Attachment 2: Building Envelopes and Heights

Attachment 3: Elevations – North and South

Attachment 4: Elevations – East and West

Attachment 5: Zoning

Attachment 6: Official Plan Part II

Attachment 7: Agency Comments

Attachment 8: Draft Zoning By-law Amendment

Application Data Sheet

Zoning By-law Amendment

Site Plan Approval:	No	File Number:	103003
Rezoning:	Yes	Application Number:	TE ZBL 2003 0001
O.P.A.:	No	Application Date:	01/24/2003

Municipal Address: 37, 41, 45, 49, 53 East Liberty Street
Nearest Intersection: Strachan Avenue and East Liberty Street
Project Description: Build a series of 4-storey low-rise buildings, and 4 residential condominium high-rise structures on Block2A. (Please note related applications for these lands for OPA & Part Lot Control)

Agent:
IBI Group
230 Richmond Street West
(416) 596-1930

Owner:
863880 Ontario Limited
200 King Street West
(416) 595-2300

PLANNING CONTROLS (For verification refer to Chief Building Official)

Official Plan Designation:		Site Specific Provision:	No
Zoning District:	I3 D3	Historical Status:	No
Height Limit (m):	18	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area:	14,650	Height:	Storeys:	23
Frontage:	0		Metres:	67
Depth:	0			
Ground Floor GFA:	0		Indoor	
Residential GFA:	99,585	Parking Spaces:		919
Non-Residential GFA:	0	Loading Docks:		0
Total GFA:	0			

DWELLING UNITS

Tenure Type:	Condominium
Rooms:	0
Bachelor:	248
1 Bedroom:	490
2 Bedroom:	330
3+ Bedroom:	33
Total Units:	1101
Total Proposed Density:	6.8

FLOOR AREA BREAKDOWN

	Above Grade
Residential GFA:	99,585
Retail GFA:	0
Office GFA:	0
Industrial GFA:	0
Industrial/Other GFA:	0

COMMENTS See Related Part Lot Control TE PLC 2003 0001 (#003003) Block 5; TE CMB 2003 0002 (#103006) Block 6; TE CMB 2003 0004 (#103004) Block 8; TE CMB 2003 0003 (#103005)

February 27, 2003 Note: Official Plan application for Block 2B, application 103010, this application is also a rezoning with the fee portion recorded in this fee structure. (This application was originally recorded as 14 & 20 Strachan Ave.)

Current Status:	Open	<u>Latest Event</u>	<u>Actual Date</u>
		Suppl. Submission	06/12/2003
		Circulated	04/24/2003
		Suppl. Submission	04/02/2003
		Prelim Rep-Comm Council	04/01/2003
		Prelim Rep-Comm Council	04/01/2003
		Response to Circulation	03/20/2003
		Suppl. Submission	02/27/2003
		Response to Circulation	02/12/2003
		Circulated	01/24/2003
		Received	01/24/2003

Data Valid: June 18, 2003 Planner: Gerry Rogalski Phone: (416) 397-4074
Area: District - C Planning Office: Toronto - South (TE)

**Attachment 7
Agency Comments**

1. Works and Emergency Services (Technical Services, June 19, 2003)

This is in reference to the application by IBI Group, on behalf of 863880 Ontario Limited, for the project on the above-noted site located on the southwest corner of East Liberty Street and Strachan Avenue. The proposal is to amend the official plan and zoning by-law to permit a mixture of high and low density residential, small retail and service uses. The following recommendations and comments are based on plans and drawings date stamped by Urban Development Services on January 24, 2003.

Please advise me if any changes or modifications are required to the conditions identified in this memorandum.

Conditions

1. The owner be required to:

- (a) Apply for revised municipal numbering prior to filing an application for a building permit;
- (b) Submit to the Commissioner of Works and Emergency Services a Reference Plan of Survey, in metric units and referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands under application and any appurtenant rights-of-way. Such plans should be submitted at least 3 weeks prior to the introduction of a bill in Council;
- (c) Submit to the Commissioner of Works and Emergency Services approved plans of the development, with sufficient horizontal and vertical dimensions of the exterior walls of the proposed buildings, for the purpose of preparing building envelope plans for site specific exemption by-laws. Such plans should be submitted at least 3 weeks prior to the introduction of a bill in Council;
- (d) Provide and maintain a minimum number of parking spaces in accordance with the following ratios:

Residential

- Bachelor Units	0.3 spaces per unit
- 1 bedroom Units	0.7 spaces per unit
- 2 bedroom Units	1.0 spaces per unit
- 3+ bedroom Units	1.2 spaces per unit
- Visitors	0.12 spaces per unit

Retail

4.3 space per 100 sq.m.

- (e) Submit revisions to the Traffic Impact Study Addendum to address the proposed land use changes to the King-Liberty Lands, and to assess the combined impact of the projects under the subject applications and Application Nos. 103004, 103005 and 103006 on the abutting road network, for the review and approval of the Commissioner of Works and Emergency Services prior to the introduction of bills in Council. In the event that the zoning amendment for Block 2A proceeds in advance of 2B, then a revised traffic impact study is not required;
 - (f) Comply with the loading requirements of By-law 438-86;
 - (g) Agree to construct the extension of Lower Shaw Street (Pirandello Street) to the satisfaction of the Commissioner of Works and Emergency Services and at no cost to the City;
 - (h) Enter into a subdivision agreement to secure departmental requirements including the extension of Lower Shaw Street (Pirandello Street) from East Liberty Street to the New Front Street Local Road; and
 - (i) Pay for any improvements to the municipal infrastructure in connection with Recommendations No. 1(e), (g), and (h) above, to the satisfaction of the Commissioner of Works and Emergency Services.
2. The owner be advised:
- (a) That further comments will be provided as part of the site plan review process;
 - (b) Of the need to submit, prior to the issuance of a building permit, site servicing plans that include the siamese connections within 45 metres of a hydrant and locations of existing/proposed hydrants, a grading and drainage plan, and a stormwater management plan to the satisfaction of the Commissioner of Works and Emergency Services; and
 - (c) Of the need to make separate applications to the Commissioner of Works and Emergency Services for permits to carry out and works involving the construction in, or occupancy of, the Strachan Street right-of-way.

Driveway Access and Site Circulation

The plans submitted with the application do not provide a sufficient level of detail to adequately assess the proposed access arrangements. Further comments on the proposed access arrangements will be provided upon receipt of the Traffic Impact Study (TIS) (discussed below) and of the appropriate plans illustrating the access arrangements to each development block.

Parking

The breakdown and size of the proposed residential units is not known at this time. In order to provide flexibility with respect to the number and mix of units, it is recommended that the following minimum parking ratios be incorporated into the Zoning By-law:

Bachelor Units	0.3 spaces per unit
1-bedroom Units	0.7 spaces per unit
2-bedroom Units	1.0 spaces per unit
3+ bedroom Units	1.2 spaces per unit
Visitors	0.12 spaces per unit

In regard to the non-residential uses, the applicant is required to provide a minimum of 4.3 parking spaces per 100 sq. m. to serve the retail/service uses, which together with the above residential parking requirements, is consistent with the parking ratios established in By-law 566-2000.

Loading

The number and type of loading spaces proposed has not been determined at this time. The applicant is required to comply with the loading requirements outlined in Zoning By-law 438-86.

Traffic Assessment

Given the magnitude and scope of the land use changes proposed by this application and the other applications (Nos.103004, 103005 and 103006) for the “King-Liberty Lands”, a TIS was requested in order to assess the combined traffic impact of the proposals on the operations of the existing and future road network, including the Front Street Extension (FSE).

The Addendum Traffic Impact Study dated March 14, 2003 was submitted and reviewed. A number of modifications were requested in a May 15, 2003 letter to IBI Group. These are described below.

Traffic Growth Assumptions / Background Developments

The future background traffic conditions provided for Scenario 1 (Short Term Conditions, Without the Front Street Extension), are based on the forecasted conditions included in the previously approved TIS, dated May 2000. Although these volumes include background traffic generated by other area developments, a number of large scale developments have been approved and/or constructed in this area in the past three years since the previous TIS was approved. The future background traffic conditions must be updated to account for traffic generated by these developments. For further information, Transportation Planning staff of Urban Development Services (UDS) should be contacted to determine exactly which developments should be included.

The Front Street Extension (FSE) Environmental Assessment (EA) Study projected traffic volumes on the FSE, the Front Street local road, and on Strachan Avenue. These volumes form the future background traffic conditions of the Scenario 2 (With the FSE) capacity analyses provided in your report. Although we have no objection to the use of these volumes, it is unclear how the Scenario 2 traffic volumes on King Street West were determined. If the same King Street West volumes used in Scenario 1 were utilized for Scenario 2, the same background developments must be accounted for. In this regard, further clarification is required.

Furthermore, the discussion of Scenario 2 future background traffic conditions indicated that the King Street West through movements have been reduced by 26 % to reflect the volume of traffic expected to be redistributed to the FSE. This assumption seems overly optimistic. The assumptions used to justify this reduction must be thoroughly documented in order to warrant consideration of this reduction.

King Street West and Strachan Avenue

Eastbound and westbound left turns are currently prohibited during the AM and PM peak periods. Your study has assigned future background traffic to the eastbound left turn (EBLT) and westbound left turn (WBLT) movements at this intersection, which is not acceptable. The traffic must be reassigned accordingly and the intersections re-analyzed to reflect this reassignment.

Site traffic has also been assigned to several other left turn movements along King Street West, between Dufferin Street and Strachan Avenue where WBLT restrictions are also in place. The background and site traffic must be reassigned, and the appropriate traffic assignment exhibits and analysis revised accordingly.

It appears that the volume of pedestrian activity included in the analysis of this intersection does not reflect existing conditions, particularly given the number of residential developments constructed just west of the intersection. The pedestrian volumes need to be confirmed and/or updated to ensure they reflect the current conditions.

Signal Timings

The existing signal timing plan for the intersection of King Street West and Strachan Avenue has been optimized in the future total traffic analyses provided in the report to include a NBLT advance phase during the PM peak period. Although this is intended to address capacity issues, further delays to the King Street West 504 streetcar service would be experienced which may not be acceptable to the Toronto Transit Commission (TTC).

A separate PM peak period analysis for the King Street W. and Strachan Avenue intersection, which incorporates a 90 second cycle length and separate northbound left turn (NBLT) and WBLT advance phases has also been included in the report. As noted above the WBLT movement is not permitted during the AM or PM peak periods and for these reasons, the inclusion of a WBLT advance phase is not a reasonable means of improving intersection operations.

Wellington Street West and Strachan Avenue

The study does not provide an analysis of the Strachan Avenue and Wellington Street West unsignalized intersection operations. Within the Scenario 2 future total traffic conditions, the report assumes that 100 % of WBLT traffic at Wellington Street West and Strachan Avenue would use the FSE to the Front Street local road and enter the subject lands west of Strachan Avenue. This assumption does not seem warranted, as Wellington Street West would continue to serve as a convenient route for some vehicles travelling to the site from areas northeast thereof, particularly in the period of time prior to the completion of the FSE. Further clarification of the above assumption, and the appropriate unsignalized intersection analyses, both under Scenario 1 and Scenario 2 conditions must be provided. Any reductions in WBLT traffic at this intersection must be fully documented.

East Liberty/Ordnance Street and Strachan Avenue

The study indicates that the westbound right and left turns at the above intersection will operate at a level of service F under Scenario 1 future background traffic conditions during the PM peak period, which represents unacceptable operating conditions. Although it is recognized that this condition will only exist until such time as the FSE, and the associated closure of Ordnance Street, has been completed. We are concerned with the interim conditions. For these reasons mitigating measures are to be identified for implementation to address these conditions.

Future Intersection of the FSE with the Front Street Local Road

Capacity analyses have not been submitted to assess the future operations at the above noted intersection. Exhibit 6A contained in your report indicates that approximately 615 site generated vehicles will utilize this intersection during the AM peak period, which will undoubtedly impact upon the intersection operations. The appropriate future background and total future traffic capacity analyses must be provided.

At the time of preparing this memo, a response to the above noted issues has not been received. Due to the number of rezoning/OPA amendments that have been requested for the King-Liberty Lands, it is not possible to comment on the traffic generated by one component without taking the entire site into consideration. Once a satisfactory TIS is received, we will be in a position to comment on any mitigation measures that may have to be secured.

With the completion of the FSE, the northbound left turn movement at Strachan Avenue and East Liberty Street will be prohibited. A new north-south connection (the extension of Lower Shaw Street/Pirandello Street) is proposed to connect from East Liberty Street to the FSE. The analysis provided indicates that in excess of 550 and 800 site generated vehicles will utilise this new road link during the a.m. and p.m. peak hours, respectively.

Zoning of Block 2A

A comparison, from a traffic planning perspective, of the proposed Block 2A development versus the previously approved development on the Block 2A lands (which were previously the

subject of Application 1B) was undertaken. The current proposal, based on information provided by Urban Development Services, includes 1,101 residential units on Block 2A. The previously approved Traffic Impact Study (May 2000) was based on a proposal for 1,345 residential units on this block. Therefore, the current application reflects a proposed decrease of 244 units on this block.

As a result of the foregoing, the traffic generated by development of the Block 2A lands will be less than the traffic generated by the development previously contemplated on this site. Therefore, from this perspective, there is no objection to the Rezoning, as it pertains solely to the Block 2A lands.

The applicant is still required to submit the additional traffic analysis in order for me to assess the implications of these applications with respect to the balance of these subject lands.

The Addendum Traffic Impact Study identifies the extension of Lower Shaw Street (Pirandello Street) from East Liberty Street to the FSE. This road link is located on the Block 2A lands and as such must be addressed as part of the rezoning of this Block. The extension of Lower Shaw Street (Pirandello Street) is to be secured through the Plan of Subdivision and Subdivision Agreement that is required for the Phase II lands (at no cost to the City). The design of Lower Shaw Street (Pirandello Street) will be dependent on the outcome of the revised Addendum Traffic Impact Study.

Storm Drainage

An overall stormwater management plan was developed as part of the King-Liberty subdivision. Each development parcel is restricted to a specific amount of water discharge to the storm sewer. Any additional storm drainage must be contained on-site. The stormwater management measures will be assessed as part of the Site Plan review for each development parcel.

It is noted that an overland flow route within Block 2A and 2B is shown on the approved engineering plans for the subdivision. The lands south of East Liberty Street must be able to accommodate the overland flow routes to the railway lands as outlined in Section 34.2 of Schedule C to the Subdivision Agreement for the "King-Liberty Lands". A stormwater management report and grading plan for this block will be required as part of the site plan approval process that addresses among other things, the overland flow route.

Sanitary Drainage

The subject applications, together with Application Nos. 103004, 103005 and 103006, generally propose to change the lands in question from an employment base to residential. Residential developments typically require more sanitary drainage capacity than a comparable density of employment uses. The applicant has provided an updated sanitary analysis and design sheets that incorporate the new development proposals. This analysis shows that there is adequate capacity and is satisfactory to this department.

Water Supply

Water service will be constructed to service the development as part of the new municipal infrastructure included in the Phase I Subdivision Agreement.

Subdivision Considerations

The lands associated with this rezoning application are subject to Registered Plan 66M-2394 and associated Subdivision Agreement dated August 23, 2002. Section 34.1 of the agreement pertains to the Phase II lands, which is now defined as Blocks 2A and 2B. This section requires that the Phase II lands shall form the subject of a separate plan of subdivision and a further subdivision agreement.

The owner(s) shall enter into a subdivision agreement with the City to secure those facilities, services and matters similar to that set out in the Phase I subdivision agreement, including the extension of Lower Shaw Street (Pirandello Street) from East Liberty Street to the FSE, with terms and conditions satisfactory to the Commissioner of Works and Emergency Services and the City Solicitor, and without limiting the generality of the agreement, shall include the following:

- (a) The retention of an acceptable municipal consulting engineer;
- (b) The preparation of detailed design drawings for all surface and subsurface municipal services and facilities, including site grading and storm water management;
- (c) Environmental investigations, reports and remediation work;
- (d) Payment of engineering and inspection fees;
- (e) Submission of “as constructed” drawings upon completion of the work;
- (f) Conditions for permission to construct services;
- (g) Installation of services;
- (h) Construction management plan;
- (i) City inspections, acceptance and assumption of services;
- (j) Requirements for building permits;
- (k) Indemnification and insurance;
- (l) Financial requirements and securities;

- (m) Conveyances and easements to the City;
- (n) Provision of space within the development for construction of transformer vaults, Hydro, Bell and sewer maintenance holes; and
- (o) Noise impact statement and mitigation measures.

In addition, the owner shall agree to pay for any off-site infrastructure work that, in the opinion of the Commissioner of Works and Emergency Services, is required to service this site.

2. Economic Development, Culture and Tourism (Heritage Preservation Services, June 10, 2003)

Heritage Preservation Services have reviewed the above-noted application located at 20 Strachan Avenue – Block 2A (Liberty-Strachan Lands, Former Inglis Lands). The area is identified within the Archaeological Master Plan of the Central Waterfront, 2002, as having archaeological potential. A report by IBI Associates together with Historical Research Limited and Archaeological Services Inc. entitled “Heritage Assessment of the Liberty-Strachan Area, City of Toronto”, was completed in July 2000 for Blocks 1, 3 and 4. Block 2A was not considered during the original heritage assessment of the area. Therefore a Stage 1 archaeological assessment of Block 2A in accordance with Ministry of Culture technical guidelines is required prior to any subsoil disturbance.

The IBI report recommended that an archaeological testing and monitoring strategy be developed to direct archaeological work on the lands. This strategy was developed and attached to site plan application #300118 (Inglis Lands – May 2001). The strategy served to establish a monitoring process to assess and mitigate any possible impacts to archaeological resources by the development of the subject property. A copy of the original document dated June 19, 2001, is attached for your information.

There is a possibility that soil disturbance could uncover human remains. The IBI Associate’s report identified that “Although the potential for finding human remains during any future construction work within the Liberty-Strachan Area remains unlikely, there is a very small possibility that bodies could be found”. Individuals may have been interred on the lands resulting from deaths at both the Central Prison from 1874 – 1921, and the 1812 attack on Fort York. Furthermore, subsurface features likely to be encountered include the prison complex and industrial remains associated with the Inglis and Massey companies.

Pursuant to the results of the Stage 1 assessment of Block 2A, an updated archaeological strategy is required for the subject property. The strategy should be provided to Heritage Preservation Services for review prior to any construction grading.

Therefore Heritage Preservation Services recommends approval of the Zoning By-law amendment application subject to:

- 1) The completion of a Stage 1 archaeological assessment including recommendations for site mitigation for Block 2A.
- 2) And, subsequently the development of an archaeological testing and monitoring strategy for the lands contained in Block 2A subject to the approval of Heritage Preservation Services.

HPS will also require a copy of all archaeological reports prepared for the project.

(Policy and Development, June 6, 2003)

The amalgamation of the new City of Toronto will bring a new parkland dedication by-law. Although these comments are premised on former City of Toronto by-laws and Official Plan policies, if the application is approved subsequent to adoption of a new parkland dedication by-law for the new City of Toronto, the latter shall prevail.

The application is subject to a Subdivision Agreement for Draft Plan of Subdivision 55T-00220. As part of the Subdivision Agreement, it is acknowledged that the parkland dedication provided for Phase I in the Plan of Subdivision provides for all lands in the Draft Plan except for the Phase 2 Lands. The parkland requirements for the Phase 2 lands may or may not be satisfied depending upon the level of development which occurs on the Phase 2 Lands. Any shortfall in the required parkland dedication will be achieved through a cash-in-lieu of parkland dedication payment. This payment will be required at the issuance of building permits for the Block 2 Lands. Cash-in-lieu for park dedication would be required for construction more than:

- 115 residential units; or
- non-residential gross floor area in excess of 26, 710 square metres (287,000 sq. ft.); or
- a combination of residential units and non-residential gross floor area where the number of residential units multiplied by 92.9 and further multiplied by 5.0, when added to the non-residential gross floor area (stated in metres) multiplied by 2.0 will exceed 53,420 sq.m.

The applicant should contact Mr. Mark Procunier, Supervisor of Urban Forestry Planning and Protection at 416-392-7390 regarding specifications for street tree planting and protection.

**Attachment 8
Draft Zoning By-law Amendment**

Authority: Toronto East York Community Council Report No. *, Clause No. *, as adopted by City of Toronto Council on *.

Enacted by Council:

CITY OF TORONTO

BY-LAW No. ____ - 2003

To amend the General Zoning By-law No.438-86 of the former City of Toronto, as amended by By-law 566-2000 with respect to the lands known as 14 Strachan Avenue (tentatively known as 37, 41, 45, 49, 53 East Liberty Street) being a portion of the Garrison Common North Area, for the lands known as the *Inglis Lands*.

WHEREAS this By-law is passed in implementation of the Part II Official Plan Amendment for Garrison Common North for the Former City of Toronto as amended by By-law 565-2000 being the site specific Official Plan Amendment for the *Inglis Lands* approved by Toronto City Council at its August 1-4 2000 meeting; and

WHEREAS pursuant to Section 37 of the *Planning Act*, the City of Toronto entered into a Section 37 Agreement with the owner of the *Inglis Lands* on August 1 2000, which authorized increases in height or density of development on the *Inglis Lands* beyond those otherwise permitted by the by-law in return for the provision of facilities, services or matters therein set out; and

WHEREAS the Council of the City of Toronto, at its meeting held on August 1-4 2000 passed By-Law 566-2000 to amend Zoning By-law No.438-86, in respect of a portion of the *Inglis Lands* by increasing the height and density thereon;

WHEREAS the Council of the City of Toronto has been requested to amend its zoning by-law pursuant to Section 34 of the *Planning Act*, R.S.O.1990, c.P.13, as amended, respecting the land municipally known in the year 2003 as 14 Strachan Avenue (tentatively known as 37, 41, 45, 49, 53 East Liberty Street) being a further portion of the *Inglis Lands*; and

WHEREAS the Council of the City of Toronto conducted a public meeting under section 34 of the *Planning Act* regarding this proposed zoning by-law amendment; and

WHEREAS the Council of the City of Toronto, at its meeting held *, determined to further amend Zoning By-law No.438-86, as amended by By-law 566-2000;

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

1. By-law 566-2000 is amended as follows:

(1) Sections 2(1)(a) and (b) of By-Law 566-2000 are replaced by the following:

"Despite Section 9(1)(f) of the aforesaid By-law No.438-86, the following uses are permitted on the *Inglis Lands*:

- (a) on *block 1, block 2A, block 3 and block 4, internet/computer technology uses*, and any use permitted in an IC or I3 district in Section 9(1)(f) of the aforesaid By-law No.438-86; and
- (b) on *block 1, block 2A and block 3*, any residential use permitted in Section 8(1)(f)(a) of the aforesaid By-law No.438-86; and".

(2) Section 2(3) is replaced by

"(3) Maximum Floor Area

Despite Section 9(3) PART I of the aforesaid By-law No.438-86, as amended by By-law 566-2000 the total amount of *non-residential gross floor area; residential gross floor area* or any combination thereof, permitted on the *Inglis Lands*, shall not exceed three times the area of the *lot*, being equal to 349,500 square metres, provided that the total amount of gross floor area permitted on Block 2A shall not exceed 99,585 square metres.

(3) Section 2(7) is replaced by the following:

"The amount of non-residential gross floor area used for street-related retail and service uses on each block as set out in Column A below, shall not exceed a non-residential gross floor area equal to the amount set out in the corresponding row in Column B";

Column A	Column B
Block	MAXIMUM NON-RESIDENTIAL GROSS FLOOR AREA USED FOR STREET RELATED RETAIL OR SERVICE USES (SQUARE METRES)
<i>Block 1</i>	2,320
<i>Block 2A</i>	2,000
<i>Block 3</i>	4,650
<i>Block 4</i>	14,000
TOTAL	22,970

(4) Section 2(9) is amended by deleting the period at the end of this section and adding the following:

“and, with the exception of buildings or structures adjacent to Front Street, as extended, for which no setback is required from Front Street, as extended.”

- (5) Section 2(10) is amended by adding the following additional paragraph at the end:

“Notwithstanding the foregoing, buildings or structures on Block 2A may exceed a *height* of 24 metres provided that such buildings or structures will provide a 3 metre setback along the East Liberty Street frontage for that portion or portions of a building or structure exceeding 24 metres; and for buildings or structures within a height envelope equal to 36 metres (as shown on Map 3 attached), a 3 metre setback will be required along the Front Street Extension frontage for that portion or portions of a building exceeding 24 metres”.

PARKING

- (6) Section 2(14) is replaced by the following:

"Surface Parking Requirements

No surface parking facility shall be permitted on any of the *Inglis Lands* except on the blocks listed in Column A below, and the number of *parking spaces* or parking spaces permitted for such block, shall be limited to the amount set out in the corresponding row in Column B”;

Column A	Column B
Block	Number of Permitted Parking Spaces
<i>Block 1</i>	50 parking spaces
<i>Block 2A</i>	50 parking spaces
<i>Block 3</i>	40 parking spaces
<i>Block 4</i>	350 parking spaces

- (7) Section 2(18) – AFFORDABLE HOUSING is amended by altering the first line to include Block 2A. The first line of Section 2(18) in By-law 566-2000 will now read as follows:

“Not less than 30 percent of the *dwelling units* within *block 1* and not less than 30 percent of the *dwelling units* within *block 2A* and not less than 30 percent of the *dwelling units* within *block 3*...”

- (8) Section 5(2) is replaced by the following:

"*block 1*", "*block 2A*", "*block 3*", "*block 4*", and "*block 12*" mean those lands respecting designated and shown as BLOCK 1, BLOCK 2A, BLOCK 3, BLOCK 4 and BLOCK 12 on Map 2, appended hereto”;

- (9) Maps 1, 2, 3 and 4 attached to By-law 566-2000 are replaced by Maps 1, 2, 3 and 4 attached to this By-law.

DEFINITIONS

2. All defined terms used in this By-law shall, unless expressly stated to the contrary, have the same meanings as in By-law 566-2000 as amended by this By-law.

SECTION 37 PROVISIONS

3. Pursuant to Section 37 of the *Planning Act*, the *heights* and density of development permitted by this by-law, are permitted subject to compliance with the conditions set out in By-law 566-2000 as amended by this By-law and in return for the provision by the *owner* of the *Inglis Lands* of the following facilities, service or matters, to the *Corporation* at the *owner's* sole expense:

- 1) The *owner* of the aforesaid lands and the City of Toronto entered into a Section 37 Agreement on August 1 2000 and registered this Agreement on title on August 9 2000 (Instrument No. CA681469) against title to all of the *Inglis Lands*. This Agreement includes provisions for:
 - (i) *low-end-of-market housing*;
 - (ii) a public art program;
 - (iii) a process for consideration of a Toronto District Heating Corporation proposal;
 - (iv) a phased restoration and conveyance to the City of the Central Prison Chapel Building which was further established in the August 1 2000 Heritage Easement Agreement; and
 - (v) a Needs Assessment and delivery to the City of finished *community services facilities* space in one of two alternate locations.

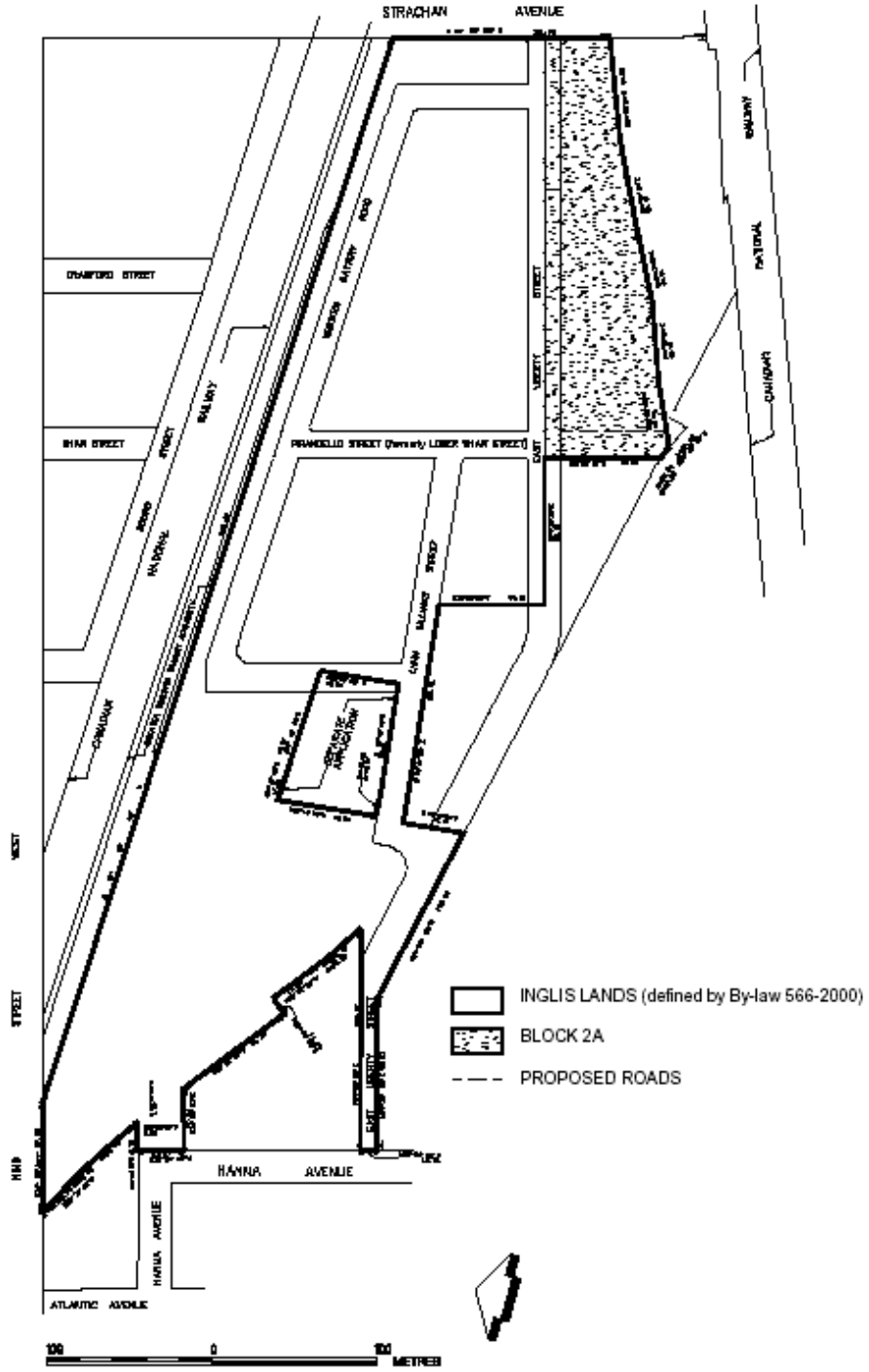
ENACTED AND PASSED this * day of * , A.D. 2003.

CASE OOTES
Deputy Mayor

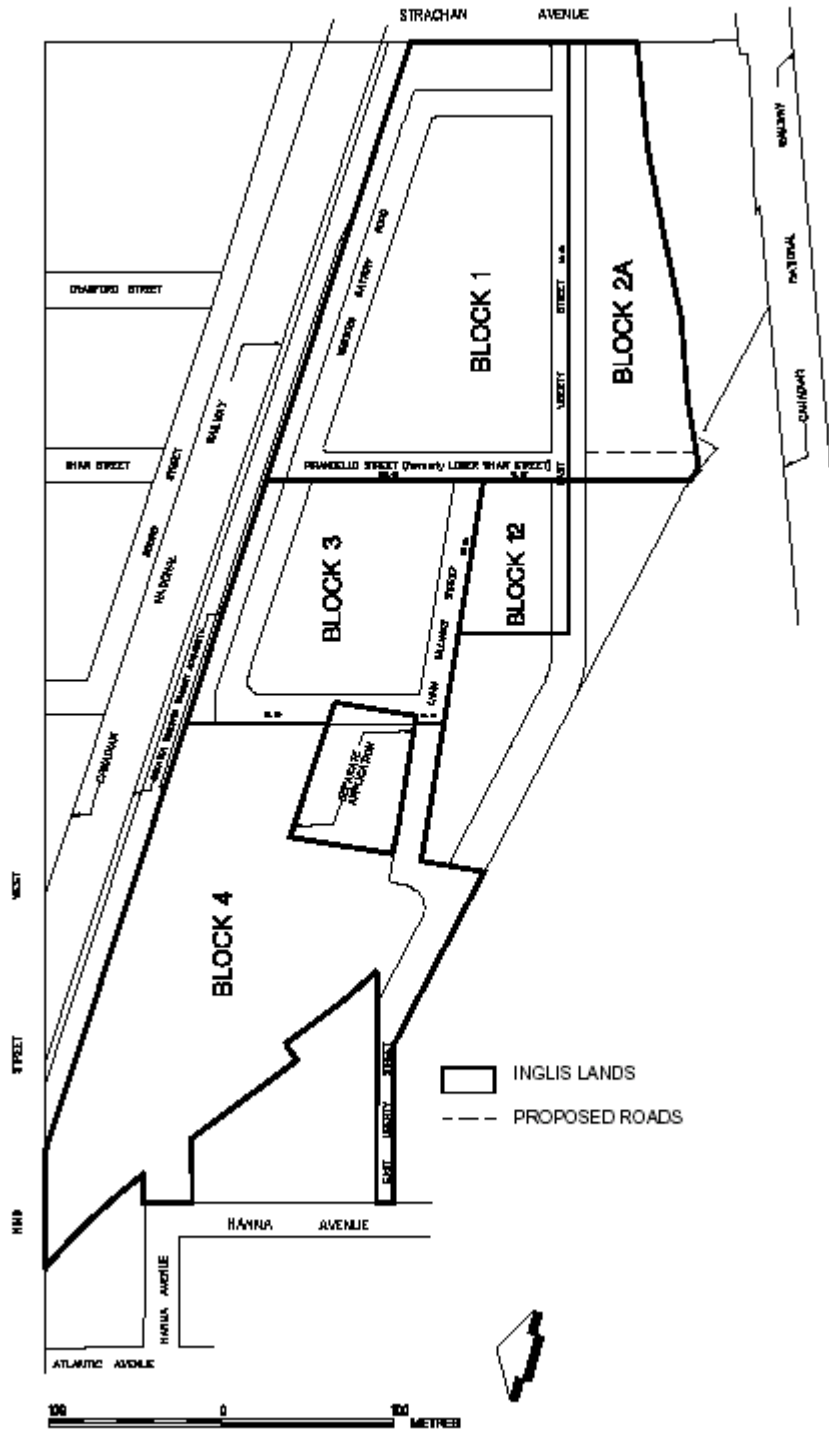
ULLI S. WATKISS
City Clerk

(Corporate Seal)

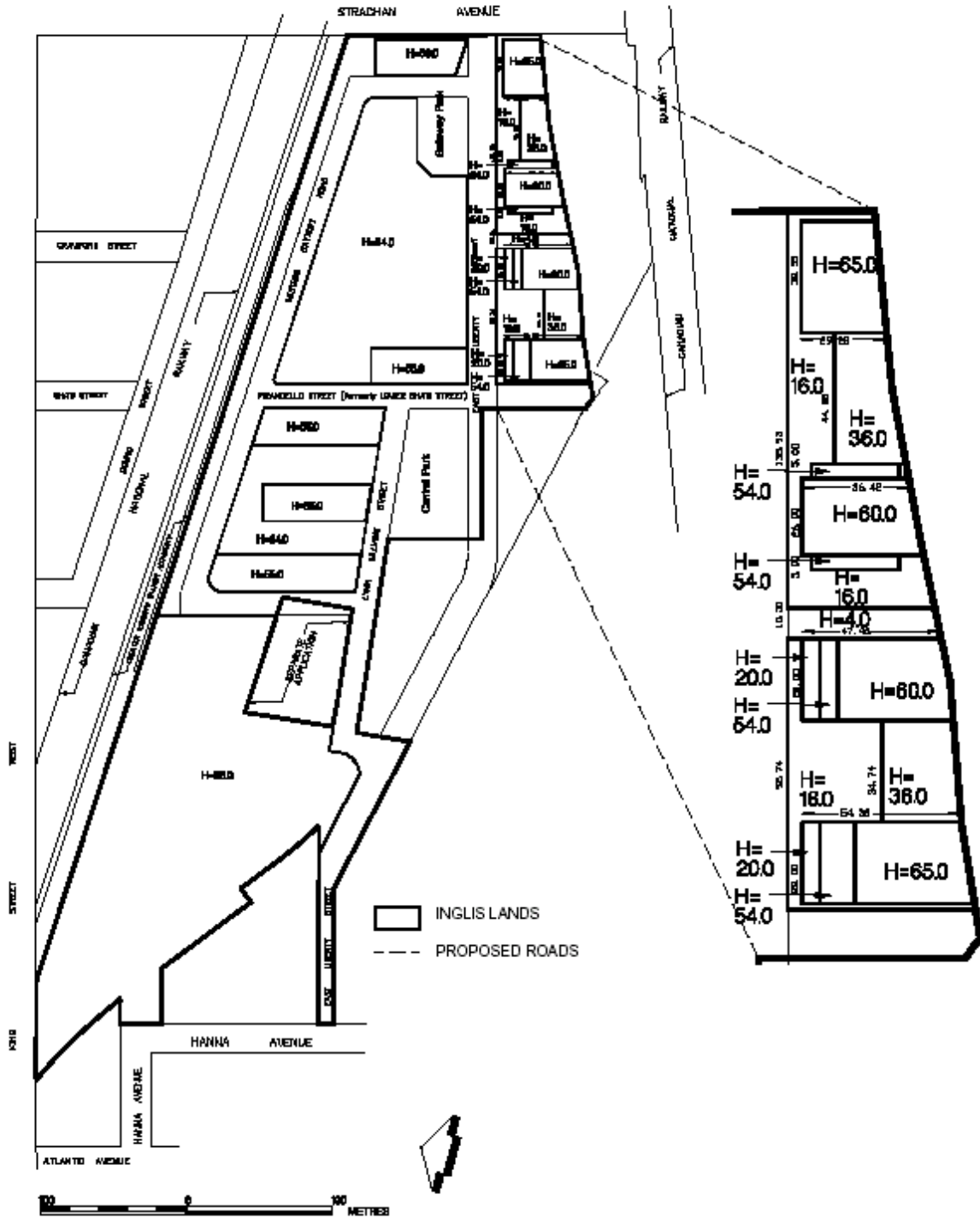
MAP 1



MAP 2



MAP 3



MAP 4

