



# Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

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Roy V. Henderson / City Clerk

Barbara Caplan / Deputy City Clerk

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Ms. Christine Dodds

392-7033-4

May 11, 1989

cc: All Interested Persons

To: City Solicitor  
~~Commissioner of Planning and Development~~

At its meeting held on Wednesday, May 10, 1989, the Land Use Committee had before it the report (May 10, 1989) from the Commissioner of Planning and Development respecting 2-50 Stadium Road.

The Committee also had before it the further report (May 10, 1989) from the Commissioner of Planning and Development in connection with the principles respecting proposed Zoning By-law amendment for the above property.

The Committee adopted the further report (May 10, 1989) from the Commissioner of Planning and Development.

Yours truly,

*Christine Dodds*

Administrator,  
Land Use Committee.

CD:lg  
Enclosures

c.c.: All Interested Persons



CITY OF TORONTO  
PLANNING AND DEVELOPMENT DEPARTMENT

MAY 10 10 09 AM '89

CITY CLERK'S OFFICE  
SECRETARIAT SECTION

CC&W  
May 10, 1989  
E. Pendergrast  
392-7611

18

To: Land Use Committee

Subject: 2-50 Stadium Road

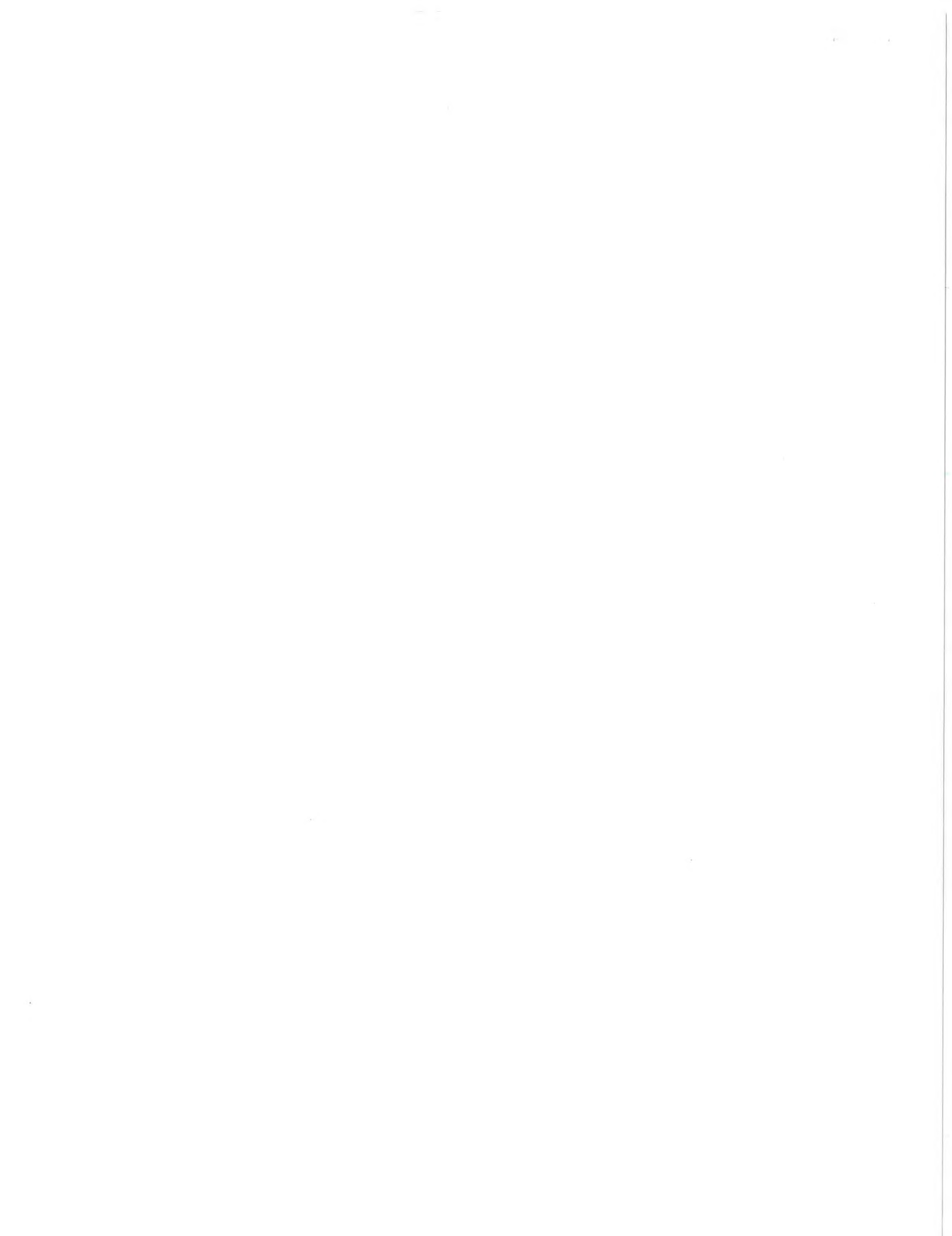
Origin: Commissioner of Planning and Development  
(c71luc89267:114)

Comments:

The Ontario Municipal Board Hearing on the Harbourfront Interim Control By-law, including the amending by-law which extends the Harbourfront Interim Control By-law to 2-50 Stadium Road, will commence on Monday, May 15. I have concluded a study which identifies the principles for a new site-plan by-law for 2-50 Stadium Road, and have been requested by the City's Special Counsel for the Hearing to submit these principles for your Committee's immediate consideration. Consequently I intend to submit such a report later today, and urge your Committee to consider it.



Robert E. Millward  
Commissioner



CITY OF TORONTO  
PLANNING AND DEVELOPMENT DEPARTMENT

MAY 10 3 28 PM '89  
CITY CLERK'S OFFICE  
SECRETARY SECTION

Waterfront and  
Railway Lands  
May 10, 1989  
Thomas Leathem  
Elyse Parker  
392-7611

18(a)

To: Land Use Committee

Subject: Principles Respecting Proposed Zoning By-law Amendment  
for 2-50 Stadium Road (Ward 5)

Origin: Commissioner of Planning and Development  
(c711uc89270:615)

Comments:

1. Introduction

Subsequent to my earlier report respecting 2-50 Stadium Road, which is also before your Committee today, I am submitting the following principles for a proposed Zoning By-law amendment respecting this property. These principles are the result of my review and study of the existing zoning of 2-50 Stadium Road, and were developed within the context of the Harbourfront Review.

The objectives behind these principles and an explanation of how they differ from what is currently allowed under site-specific By-law 676-85 are set out in the two reports, prepared by my Department's Director of Architecture and Urban Design, which are attached to this report. The principles are illustrated by the proposed schematic site plan, which is also attached.

2. Proposed Principles for Draft By-law Respecting 2-50 Stadium Road

The following are principles which I am recommending as the basis for a draft amending zoning by-law for these properties.

2.1 Height Limit of 25 Metres

The height would be restricted across the entire site to a maximum of 25 metres. This is consistent with the existing Harbourfront Zoning By-law provision for the lands located in the area south of Queen's Quay in Harbourfront. Generally, height has been identified as a critical aspect of the appropriate built form for a development adjacent to the water's edge.



## 2.2 Establishment of Setbacks from the Water's Edge Promenade

As in the existing site-specific for this site, a 7 metre public right-of-way should be protected adjacent to the Mooring Basin for a Water's Edge Promenade. Any buildings on the site should be set back a further 4 metres in order to minimize the possibility of privatizing the Water's Edge, and in order to provide a "transition zone" between the private area immediately adjacent to the building, and the public promenade.

## 2.3 Establishment of Setback from Stadium Road

Buildings should be set back 4 metres from the Stadium Road property line. This setback will maintain a consistent building line established by the historic Dylex building immediately north of the site, and will help to preserve views to the Western Channel, an important objective for development close to the water's edge.

## 2.4 Creation of Major Public Open Spaces at the Termination of Little Norway Crescent and Queen's Quay West

Any buildings sited on the property should be set back approximately 10 metres from the north and south limits of public open spaces created by the "continuation" of Little Norway Crescent and Queen's Quay West. This will achieve the preservation of important east-west view corridors along Queen's Quay and from Little Norway Park as well as maximizing access to the water's edge, for both visitors to Harbourfront and the local community.

## 2.5 Creation of Other Open Spaces

In addition to the public open spaces discussed above, the proposed building footprint should permit the establishment of semi-public open spaces adjacent to the Mooring Basin and the Western Channel, and will maximize the benefits of the proposed development's location adjacent to the Water's Edge.

## 2.6 No Servicing from Major Public Open Spaces

A restriction on servicing from these major public open spaces will help to preserve the integrity of the open space.

Land Use Committee

(c711uc89270:615)  
May 10, 1989

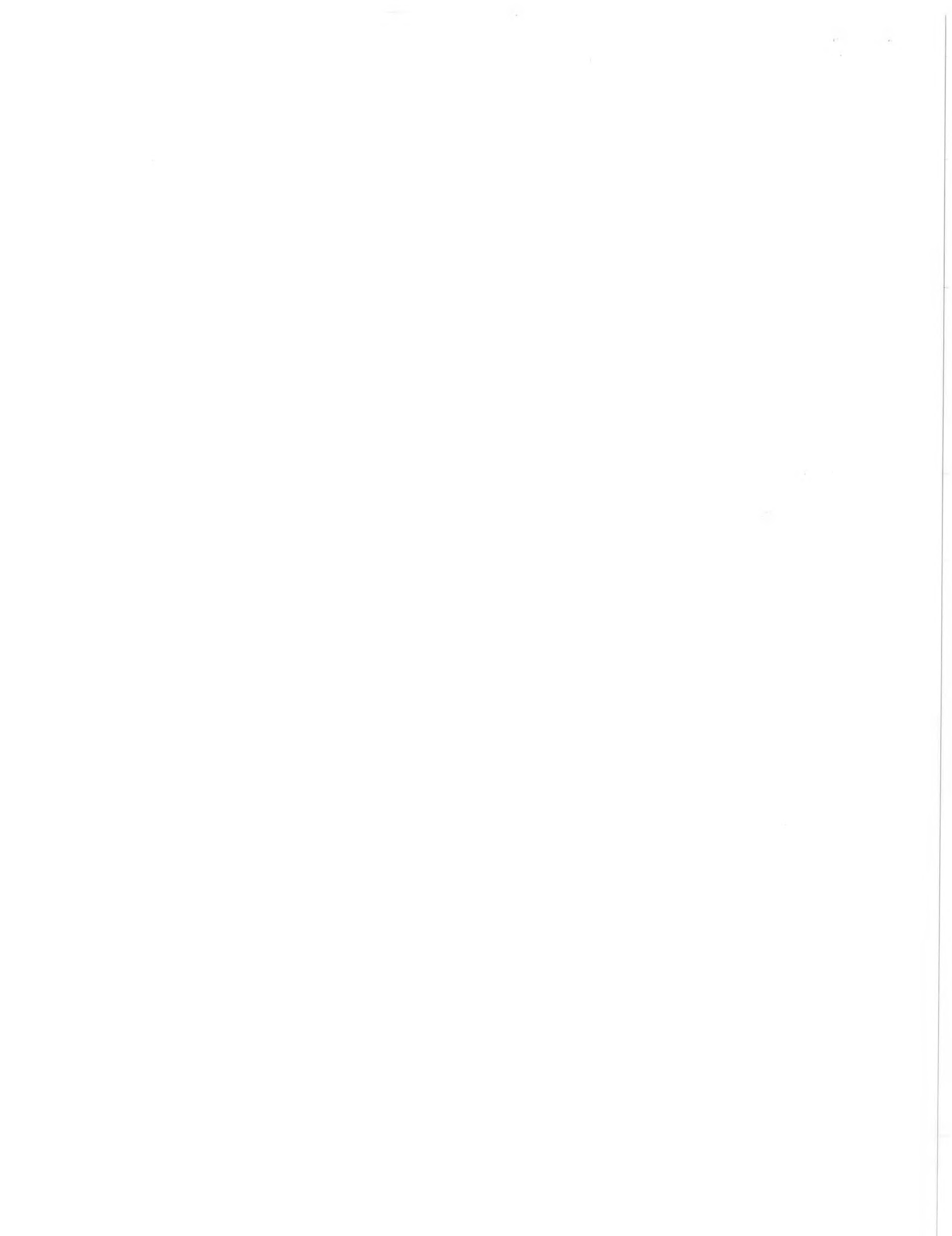
3. Recommendation

That your Committee request that the City Solicitor, in consultation with the Commissioner of Planning and Development, prepare and submit a draft Zoning By-law for the properties known as 2-50 Stadium Road, based on the principles contained in this report.



Robert E. Millward  
Commissioner

EP,TL:smc





CITY OF TORONTO  
PLANNING AND DEVELOPMENT DEPARTMENT

March 6, 1989  
Marc Baraness  
392-7614

Subject: The inclusion of properties at 2-50 Stadium Road and 637 Lake Shore Boulevard in the Harbourfront Interim Control By-Law

Origin: Director of Architecture and Urban Design

1. Introduction and Purpose of Report

On December 12, 1988 City Council extended the Harbourfront Interim Control Bylaw to cover the site at 2-50 Stadium Road. On January 13, 1989, in response to a recommendation contained in the Commissioner of Planning and Development's January 10, 1989 report on the terms of reference for a planning study of 2-50 Stadium Rd., the Interim Control Bylaw was further extended to cover the site at 637 Lake Shore Boulevard (the Dylex site).

The purpose of this report is in part to address the appropriateness of including these sites within the planning review of the Harbourfront area, and the concurrent disposition of any appeals in connection therewith.

The two sites in question are not subject to the Harbourfront Part II Plan and were not included in the 1972 Federal expropriation of lands to form the Harbourfront area. However, from the point of view of various geographic, land use and built form conditions, the Stadium Road boundary is an arbitrary one.

Consolidating the study area ensures that new development on the west side of Stadium Rd. proceeds in accordance with planning principles established in the Harbourfront Review. This will result in a well integrated pattern of development appropriate to this portion of Toronto's waterfront.

In this regard, it should be noted that both Harbourfront proper and the two Stadium Road sites are included in the same land use district ("Harbourfront and Adjacent Area") in the central Waterfront Official Plan amendment approved by City Council on June 17, 1988. The definition of this district was put forward in the March 20, 1984 Central Waterfront: Final Recommendation report.

Included among the planning objectives of the ongoing review of Harbourfront are the following: the identification of appropriate built form and density controls; a substantial increase in the amount of parkland and publicly accessible open space in appropriate locations, particularly adjacent to the water's edge; the protection of views to the lake and the



identification of land use designations. There is a relationship and relevance of these planning issues to the Stadium Road properties and they should be considered simultaneously within the Harbourfront Review process.

## 2. Geographic Considerations

In the Stadium Road area, the landform of the Mooring Basin creates a natural boundary. This geographic demarcation is further reinforced by the fixed open space uses directly to the north of the Mooring Basin (Coronation Park and the HMCS York site). Consequently 2-50 Stadium Road and 637 Lakeshore Boulevard will be perceived to be the westerly built form edge of "Harbourfront". Their juxtaposition against the Mooring Basin and open spaces to the west read as a more clearly defined boundary to Harbourfront than Stadium Road itself.

## 3. Land Use Issues

### 3.1 637 Lakeshore Boulevard West (Dylex)

As part of the "Harbourfront and Adjacent Areas" district, 637 Lakeshore Boulevard West (Dylex) is subject to the provisions of Section 5A.24 and 5A.25 of the Central Waterfront Plan. The Central Waterfront Plan and Zoning By-law were approved by Council on June 17, 1988. However, the site, which is zoned IC D3 N3 by By-law 528-88, the Central Waterfront Zoning By-law amendment, would have to be rezoned to implement the Plan provisions. There are outstanding objections to the Central Waterfront Plan and Zoning Bylaw amendments.

The provisions set out in the Central Waterfront Plan would permit a density of up to three times the area of the lot. In order to encourage the preservation of the historically designated building on the site, the owner may be permitted to exclude from the calculation of permissible density an area equivalent to the portion of the historical building that is retained. Depending on the amount of floorspace retained in the historical building, the density on the site could be up to 4.5 times the area of the lot.

The IC D3 N3 zoning designation would permit industrial and commercial uses up to three times the lot area.

Although some preliminary massing and urban design studies have been carried out for this site, design guidelines have not yet been developed.

As outlined in the report of January 10, 1989, it is necessary to develop design guidelines for 637 Lakeshore Boulevard West in order to ensure that the site is developed in a manner that is compatible with the greater Harbourfront area. As a result of work on these design guidelines, it may become appropriate



establish fixed height limits and/or reduce the density. Consequently, it is appropriate to include this site within the Harbourfront Review.

### 3.2 2-50 Stadium Road

In May 1985, following negotiations with the Toronto Harbour Commissioners who were then owner's of the site, City Council adopted a report from the Commissioner of Planning and Development which recommended that this site be rezoned for mixed commercial-residential uses at a maximum density of three times coverage, provided the non-residential density did not exceed 1.5 times coverage. The report also recommended that an agreement be entered into concerning the development of three public walkways on the site and proposed Development Review Guidelines, which were adopted by Council.

A Development Review report was forwarded to the December 12, 1988 meeting of Council. The report was based on the existing density and approved Development Review guidelines. At that meeting City Council passed an Interim Control By-law for 2-50 Stadium Road, and requested that a planning study of the site be undertaken. The Commissioner of Planning and Development, in his report dated January 10, 1989, and in response to Council's direction on December 12, 1988, developed specific terms of reference for a planning study of that site and the site to the north (637 Lake Shore Boulevard West).

The Planning and Development Department is proceeding with the study in conjunction with the ongoing Harbourfront Review having regard to the study goals and terms of reference set out in the January 10, 1989 report.

## 4. Urban Design Issues

There are a number of urban design issues arising from the Harbourfront Review process that demonstrate the need for the sites at 2-50 Stadium Road and 637 Lakeshore Boulevard to be subject to the Interim Control By-law and considered with Harbourfront as part of the ongoing Harbourfront Review process.

These urban design considerations include the following:

A. Relationship between Harbourfront, the Stadium Road properties and the Mooring Basin is a microcosm of the larger relationship between the City, Harbourfront and the Lake. The focus of the Harbourfront review is the relationship between the City, waterfront development and the water itself. An understanding of these relationships is critical to the establishment of the character of the development that is to be achieved.



B. Identification of appropriate built form and open space characteristics of development next to the water's edge. These considerations include identification of appropriate building heights and massing, relationships of open space, buildings and servicing, building setbacks from both the water's edge and the street, and environmental conditions including sun and wind impacts.

C. Rationalization of the relationship of streets to built form and open space. The Harbourfront Review includes an examination of the street system of Harbourfront and the manner in which built form and open space relate to the streets. Stadium Road is particularly important given its function as a connector to the Lake. Stadium Road is defined spatially and in character by the built forms of both its sides. The quality of Stadium Road will be established by the form and character of the new developments.

D. Identification of an appropriate amount and location of open space including a recognition of the importance of the public aspect of the Water's Edge Promenade to the overall accessibility of the waterfront. One of the goals of the Harbourfront Review is to consider the appropriate quantity and deployment of public open space south of Queen's Quay and adjacent to the Lake. In addition, planning principles relevant to the water's edge promenade, the impact of private development on the enjoyment of public space by the public, and setbacks from the water's edge, are currently being defined through the Harbourfront Review.

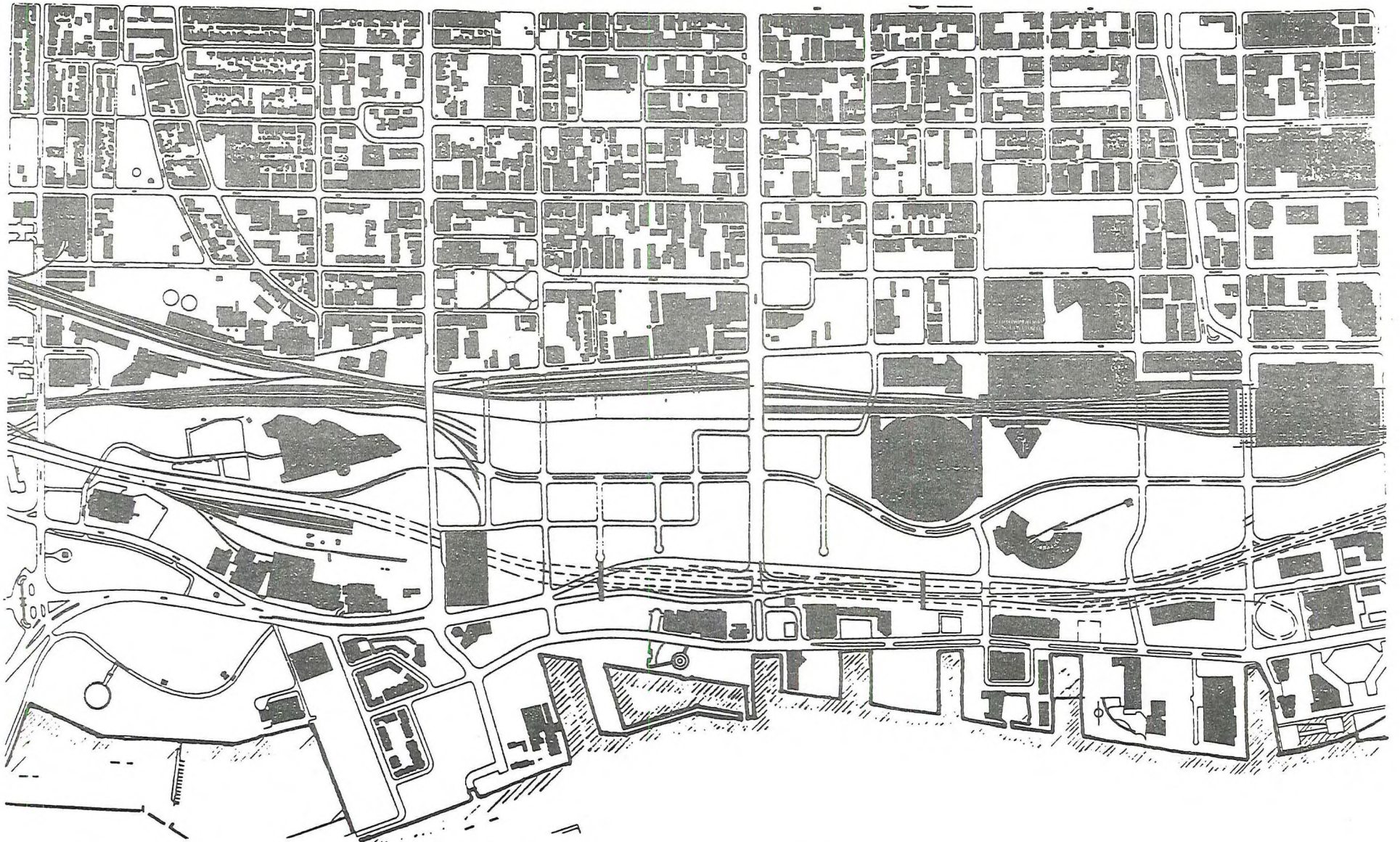
E. Protection of visual access from the existing Bathurst Quay neighbourhood to the Mooring Basin and the Lake. Views of the Mooring Basin from Little Norway Park and along the Water's Edge Promenade and along Queen's Quay are potentially affected by development on the Stadium Road sites. Views from the existing housing including the Windward Coop (34 Little Norway Crescent), Cityhome (679 Quay), and the Harbourside Coop (22 Bishop Tutu Blvd.) should also be considered.

F. Establishment of appropriate waterfront architectural character. In support of the important objective of consistency of built form within the larger Harbourfront area, issues pertaining to architectural character and design guidelines established in the Harbourfront Review such as an identification of appropriate building forms, and design guidelines should pertain to the sites on Stadium Road as well.

## 5. Conclusion

There is a close and reciprocal relationship between the planning considerations applicable to Harbourfront proper, 2-50 Stadium Road and 637 Lake Shore Boulevard West. Any separation of the consideration of such planning concerns will inevitably lead to duplication of effort and the potential for planning error.





CORONATION PARK

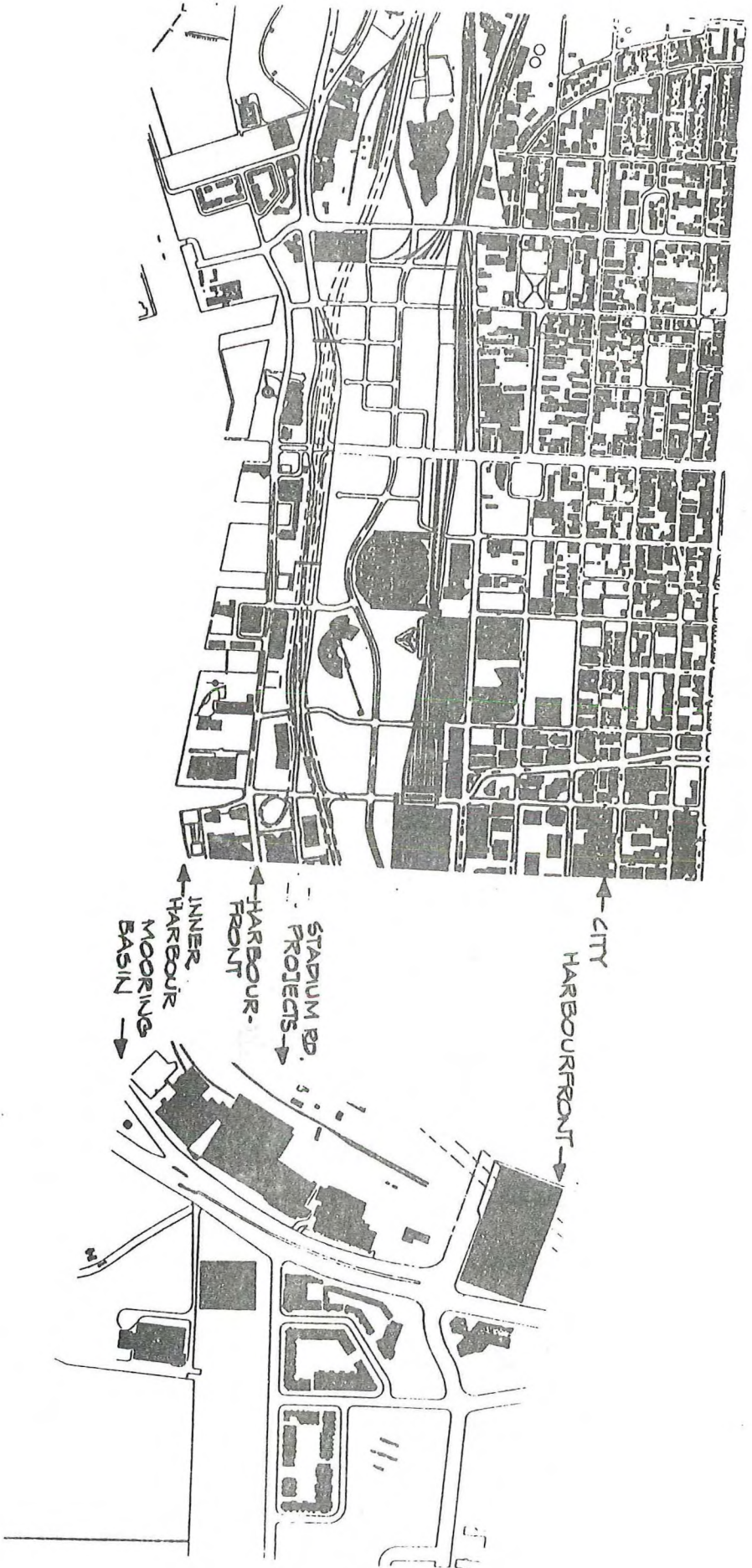
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PROJECTS

HARBOURFRONT

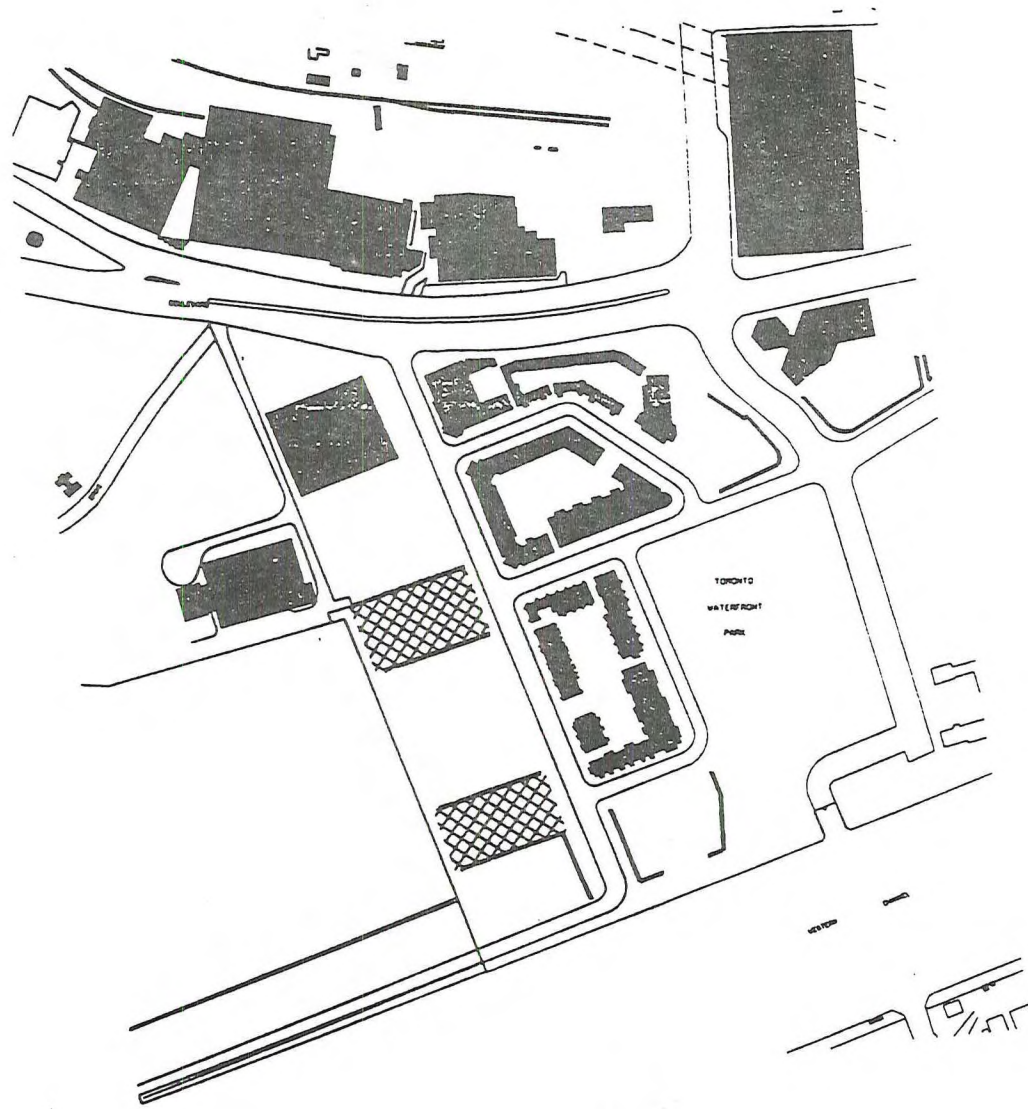
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LAST BUILT FORM





**2**  
 STADIUM ROAD SITES AS MICROCOSM OF  
 THE RELATIONSHIP BETWEEN CITY, HARBOURFRONT  
 AND LAKE

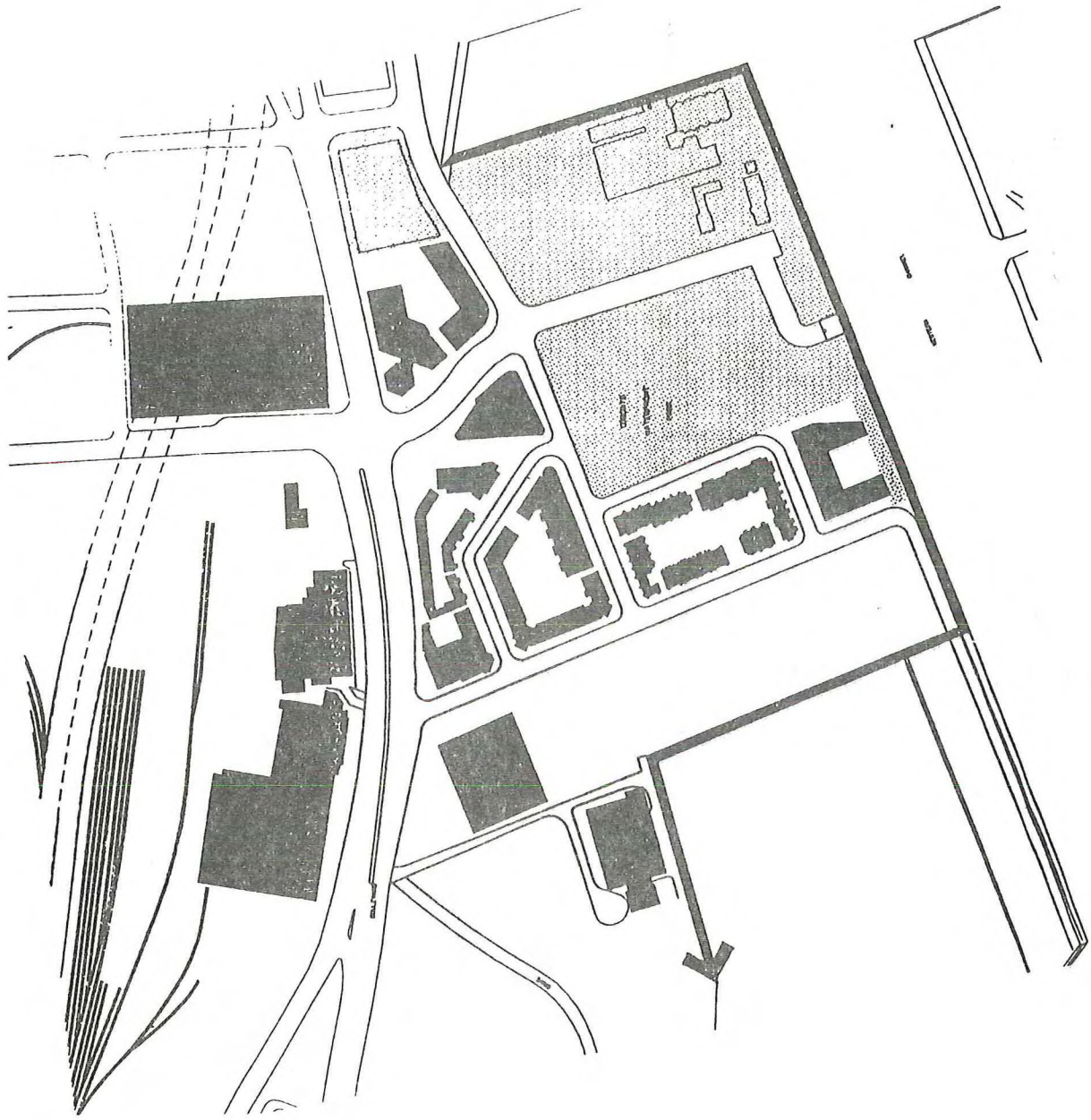


OPEN SPACE

### 3

RELATIONSHIP OF STREETS TO BUILT FORM  
AND OPEN SPACE





# 4

WATER'S EDGE PROMENADE

CITY OF TORONTO  
PLANNING AND DEVELOPMENT DEPARTMENT

April 10, 1989  
Marc Baraness  
392-7614

**SUBJECT:** Current urban design and land use proposals for 2-50 Stadium Road within the context of a new Development Concept Plan for Harbourfront

**ORIGIN:** -Director of Architecture and Urban Design

Subsequent to my report of March 6, 1989, the City of Toronto Planning and Development Department has further developed its position on the sites at 2-50 Stadium Road. This work has been prepared within the context of a new Development Concept Plan for Harbourfront, as presented to City Council, meeting caucus, on March 30, 1989, and to the public at the Harbourfront Review Committee meeting of April 3, 1989.

The plan attached hereto represents a portion of the proposed Concept Plan dealing with Harbourfront in its entirety and has recorded on it certain information for purposes of illustrating this department's objectives for development of the site at 2-50 Stadium Road in the context of Harbourfront at large.

The attached plan differs in the following ways from the scheme for 2-50 Stadium Road prepared by its owner and for which site plan approval was refused by City Council on October 17, 1988.

1. In keeping with the urban design considerations set out in paragraphs A, B and E in Section 4 of my March 6, 1989 report, two public open spaces which terminate Queen's Quay West and Little Norway Crescent at the water's edge have been enlarged. This revision is consistent with the direction taken with respect to Harbourfront as a whole in the proposed Development Concept Plan, which has increased the amount of park space south of Queen's Quay West. The impact that the northerly open space will have on 637 Lake Shore Boulevard West will give further urban design direction to that development site.
2. In order to maximize views along Queens Quay to the Mooring Basin, as well as views to the western channel along Stadium Road, the footprint of the development has been altered in the proposed Development Concept Plan. The continuous four-storey podium building has been eliminated, the two northerly towers have been brought closer together and all buildings have been set back 4 metres from Stadium Road in order to align with the



east wall of the historic Dylex building and to maintain views to the western channel. These revisions, which respond to the considerations set out in Section 4 of my March 6th report, are consistent with objectives on which the Development Concept Plan for Harbourfront is based. These objectives include the protection of views to the water, particularly along north-south streets and at the heads of slips.

3. The increased set back beyond the required seven metres at grade level has been respected for the entire height of the three towers. This change reflects the position taken in the overall Development Concept Plan, particularly with respect to the most southerly building on Bathurst Quay.

The south building setback of 20 metres from the western channel water's edge responds to the setback at the site on the neighbouring side of Stadium Road and to the historic Canada Malting building further to the east.

4. As a result of proposed revisions to the project shown on the attached plan, the main entrances of the buildings can now be located either along Stadium Road or along the two major open spaces at the termination of Queen's Quay West and Little Norway Crescent, rather than internally, within the development. This will ensure that the relationship between buildings, streets and open spaces corresponds to urban conditions traditionally found in the City. The urban design objectives which informed this revised approach are set out in paragraphs A, C and D of my March 6th report.
5. In the proposed revised scheme for 2-50 Stadium Road, the servicing of buildings (including garbage collection) can now be relocated from the public street and the two major open spaces to a more private area. The urban design criteria guiding these revisions are stated in paragraphs B, C and D of my March 6th report.
6. The height of the development has been reduced to 25 metres, which is consistent with the revised height limits established for surrounding buildings on Bathurst Quay and south of Queens Quay generally. The revised height limits and aforementioned urban design adjustments help to achieve an appropriate architectural typology and character for waterfront buildings. The urban design criteria here were stated in paragraphs B, E and F.

In summary, in keeping with the considerations set out in my March 6th report, the revisions to the development at 2-50 Stadium Road shown on the attached plan have been proposed in accordance with the same urban design principles applied to Harbourfront at large. Increased public open space adjacent to the water's edge; protection and enhancement of views to the water; widening of the



Water's Edge Promenade in appropriate location; the establishment of a consistent 25 metre height limit; and the creation of an appropriate building-street relationship are important objectives for both 2-50 Stadium Road and Harbourfront at large. The work carried out subsequent to my March 6th report and illustrated on the attached plan has demonstrated the importance of considering the site at 2-50 Stadium Road in the context of Harbourfront at large. Consequently, I continue to consider it appropriate for the site at 2-50 Stadium Road to be subject to the Harbourfront Interim Control By-law.

