



60 Trinity St. Enbridge Station A

Issues Identification/ Schematic Design

July 22nd, 2020

Project Background & Description

60 Trinity St. Enbridge Station A

Proponent: Enbridge

Design Team: Enbridge

Review Stage: Issues Identification/ Schematic Design

Background

- As part of the Port Lands Flood Protection work, an Enbridge main is to be relocated on the west side of the Don River, primarily servicing the downtown core.
- A new pressure regulation station is proposed to be constructed on Enbridge land at 60 Trinity St.
- Site is located 65m north of the Distillery District

Description

- Secured station facility with very limited above grade features.
- Open air decorative masonry security barrier.

DRP Scope

- Recommended by the City to come to DRP
- Advanced stage of design; expected to return to DRP to address changes.

Anticipated Approval Timeline

- Team has met with Councillor Wong-Tam and received support.
- Minor zoning variance to be submitted.
- Initiate the permit phase after DRP process and anticipating construction in 2021.

Site Context

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FUTURE TR3

TR2

JEEP DEALERSHIP

BLOCK 2**

2 EASTERN AVE

VOLVO TORONTO

HONDA TORONTO

50 Mill St.
2 STOREYS

RACK HOUSE D
60 MILL ST.
6 STOREYS

LINDENWOOD
70 MILL ST.
11 STOREYS

DISTILLERY DISTRICT

FUTURE BLOCKS
3,4

Existing Site Context

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Trinity St. looking south.



Trinity St. looking north.

Blocks Precinct Plan

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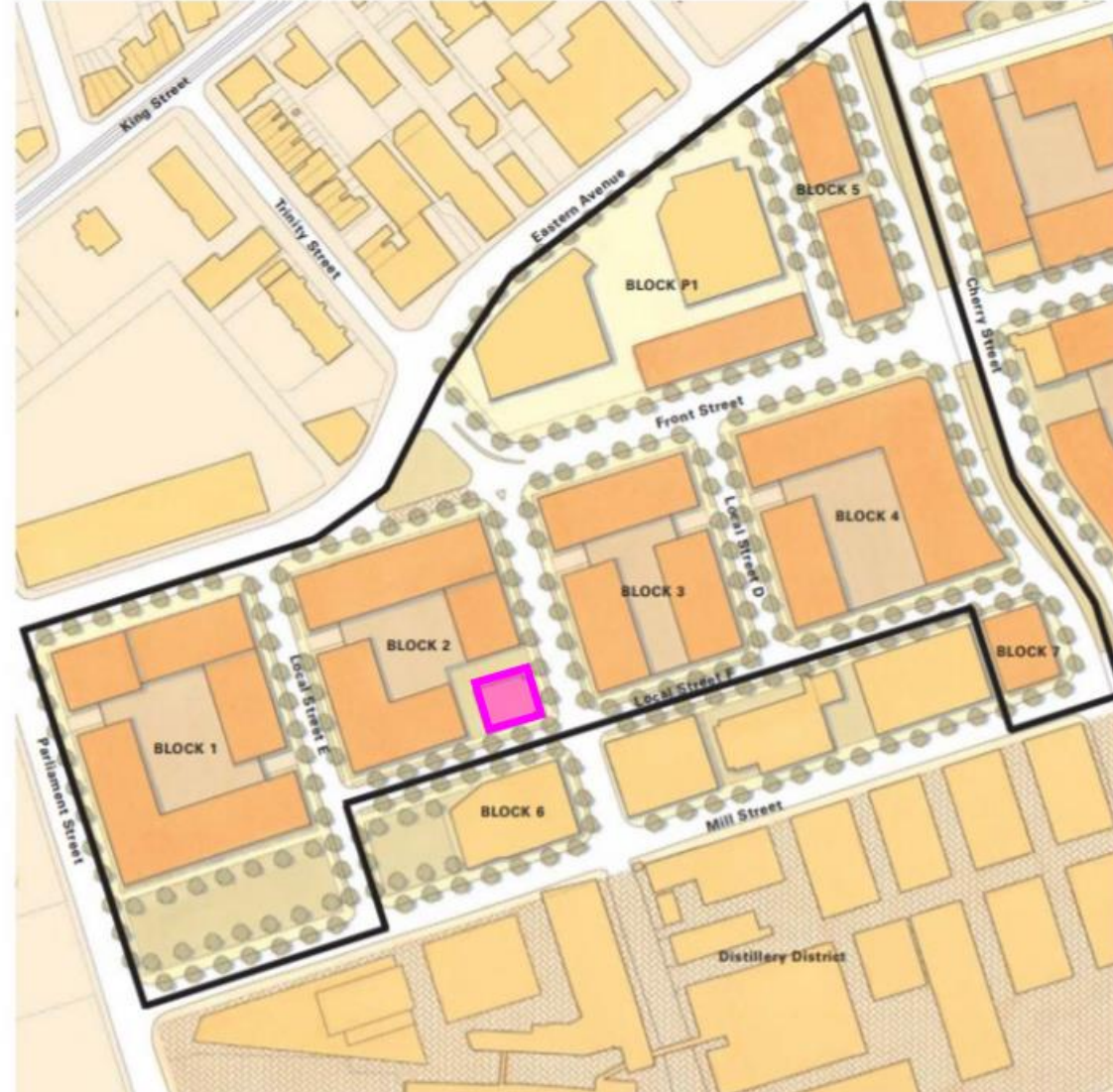


Front Street Neighborhood Precinct Plan

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Block 2 Precinct Plan

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FRONTAGES AND GROUND FLOOR USES

Front Street will be lined with active uses, to continue its character throughout the City, and to act as a connection to Downtown Toronto. All local streets and the courtyard



SETBACKS, COURTYARDS, AND OPEN SPACE

2.00m setbacks ring all block faces with the exception of Trinity Street, which has a 0.00m setback due to its existing alignment. A courtyard will be developed mid-



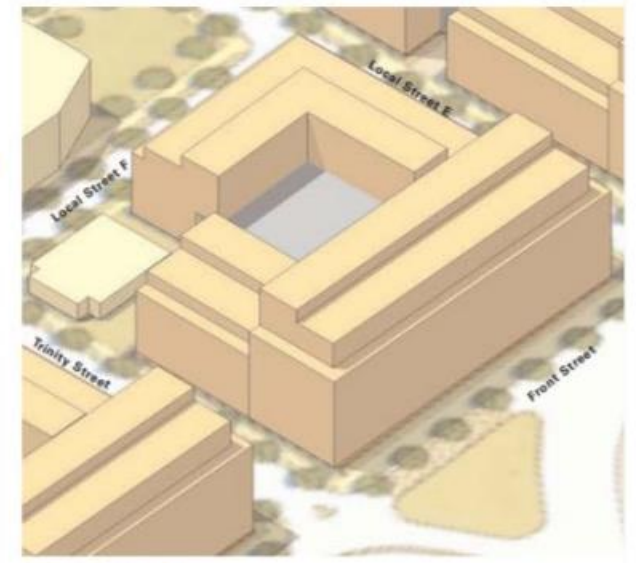
HEIGHTS AND STEPBACKS

Buildings along Front Street will be 8 storeys in height with a required setback after the 6th floor. All other block faces will be 5 storeys in height with setbacks



PARKING AND SERVICING

Access ways will be located along Local Street E and Trinity Street. Parking will occur mid-block, concealed on all sides. Though an above-grade parking solution is



OVERALL MASSING

A large apartment building defines Front Street while small apartment buildings line the local street network. Ground-related units should be imbedded in the small apartment buildings along streets and courtyards in order to provide direct outdoor

- Trinity Street in Corktown is the precedent for the new local streets in the Front Street Neighbourhood.
- They will be narrow, intimate urban streets with townhouses and small apartments set 2.0 metres from the back of the sidewalk in order to create small gardens, yards or terraces. All ground related residential units will face onto these local streets, each with its own individual front door.
- In order to assure privacy and security on the narrow street, all ground related units will be raised slightly from the sidewalk.
- Trinity Street and the other local streets will have two way traffic, one lane in each direction. There will be parking on one side of the street only

DRP Stream 1: Private land

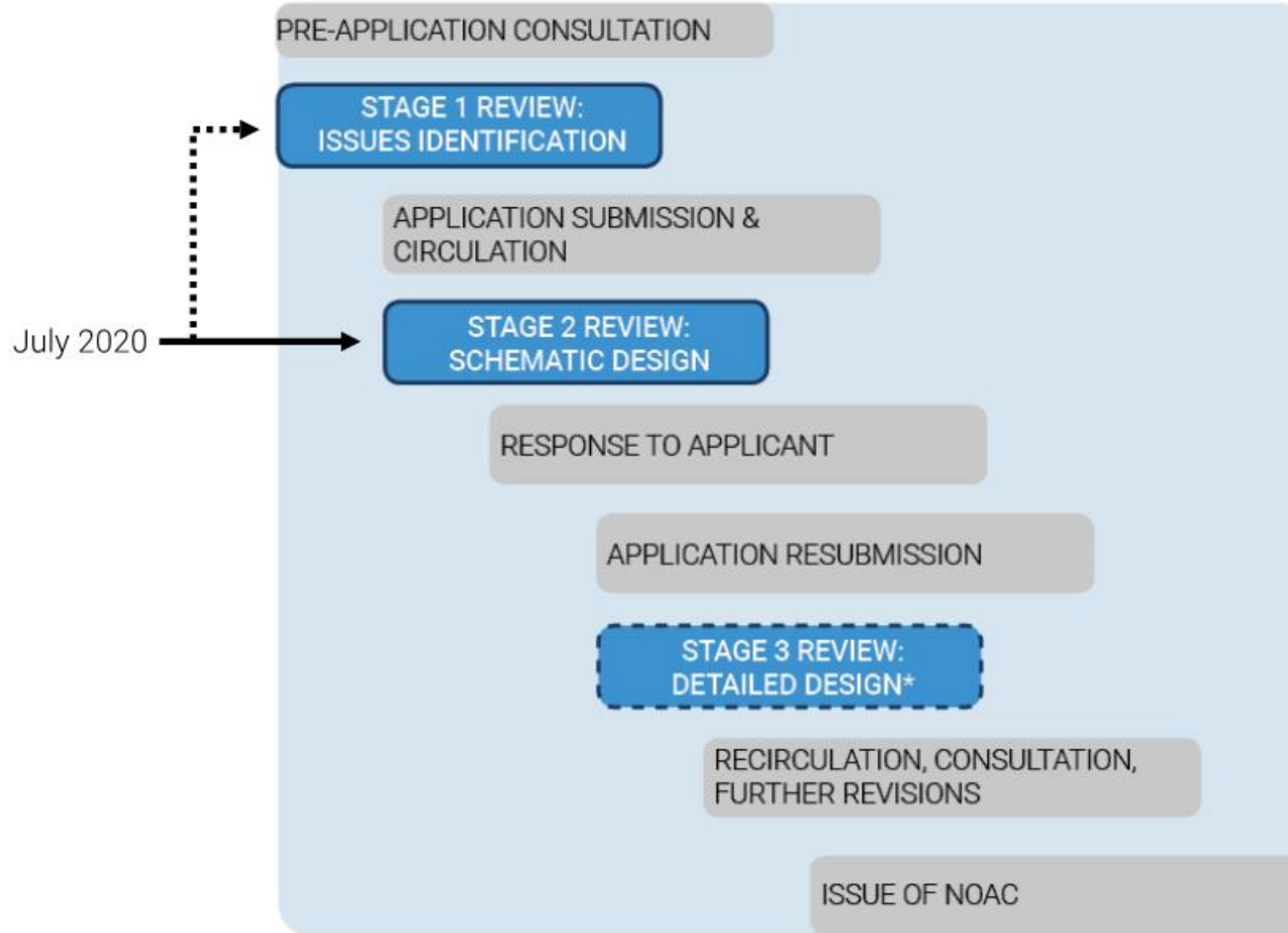
Project Approval Stage

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Areas for Panel Consideration

Waterfront Toronto + City of Toronto

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Context: Does the building exterior adequately address the context of West Don Lands and the Distillery District?

Interface with future development sites: Do the materials create an appropriate interface between the Enbridge site and the future mixed-use blocks to the north and the west that will surround it?

Secure Perimeters: Do the perimeter design, details and materiality adequately balance the need for site security while supporting Waterfront Toronto's objectives of design excellence?

Street Design: *one of City's major City Building objectives is to ensure the successful build out of Street B.* Does the proposed landscape adequately support the existing and future public realm of West Don Lands?

Lighting: Is there sufficient lighting around the site, so pedestrians feel safe and secure at night.

Station A Feeder Station

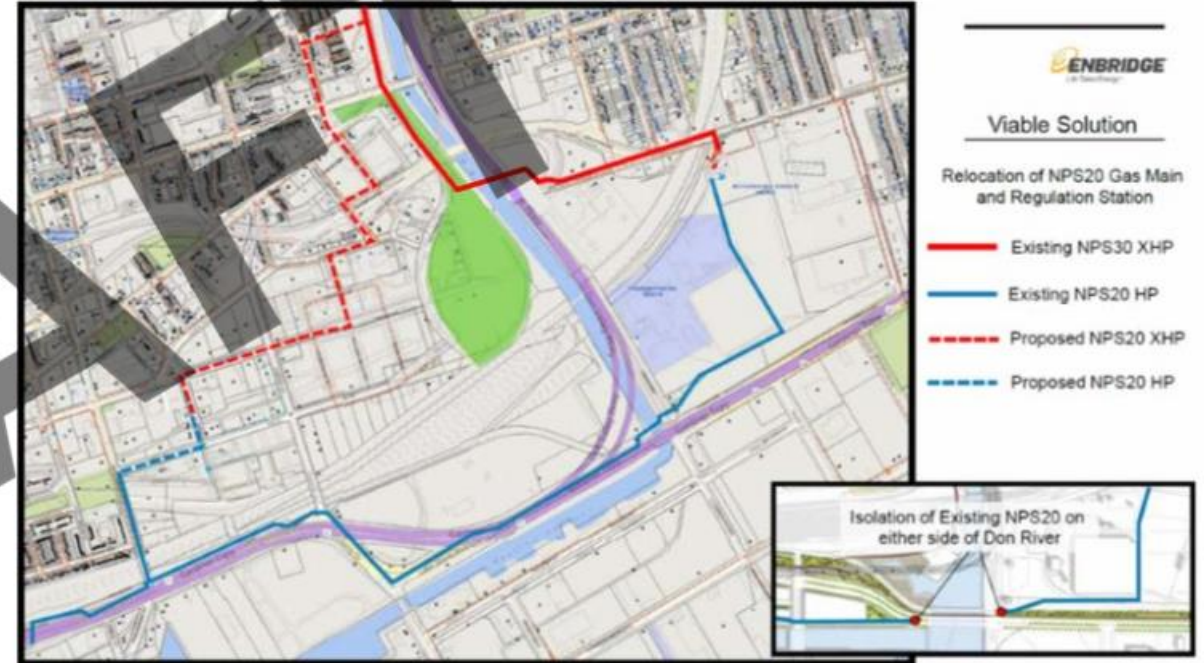
60 Trinity St., Toronto
Waterfront Toronto – Design Review Panel

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Overview

Project Description & Background

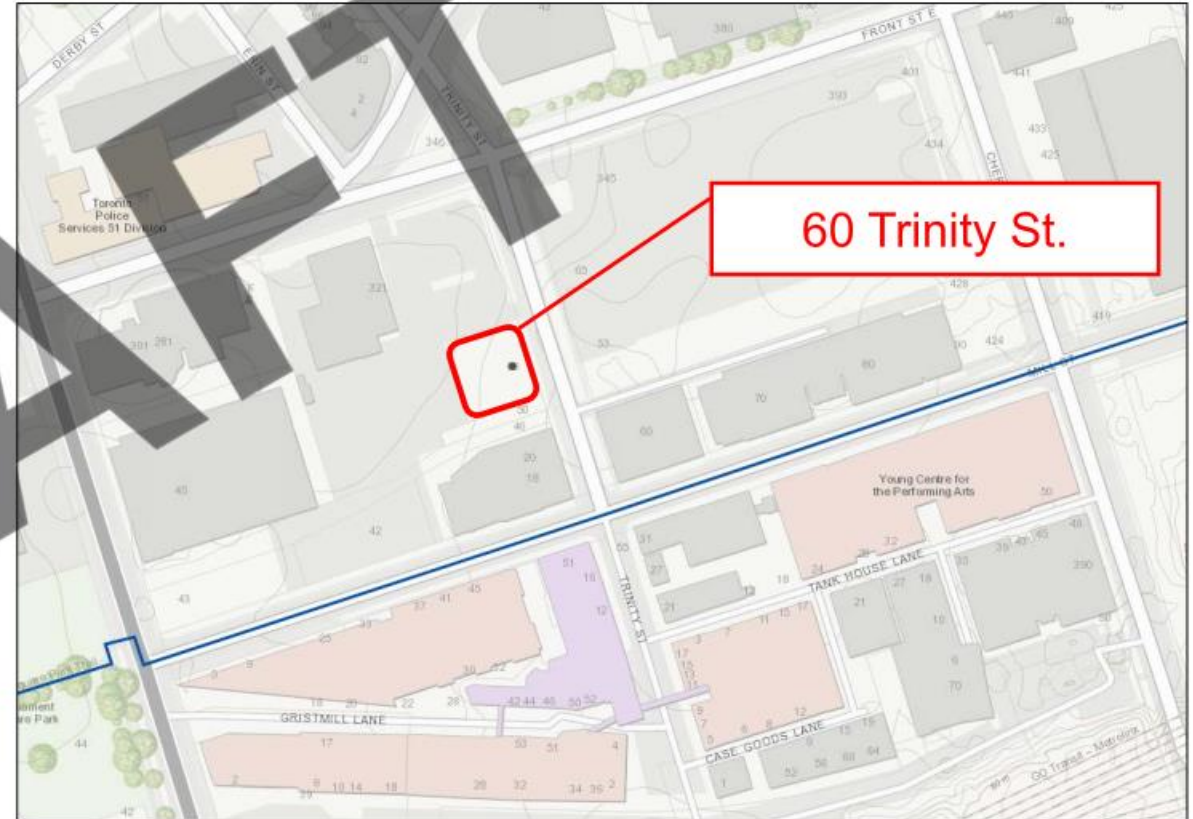
- EGI NPS 20 diameter main is in conflict with the Waterfront Toronto Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP)
 - Main suspended on the Keating rail bridge
- Main relocation is the only viable option
 - ~2.0 km of main required to be installed to support EGI's network requirements
- New natural gas feeder station required on West side of Don River
 - Will primarily service the downtown core



New Feeder Station

60 Trinity St. Site Overview

- ~65m North of the Distillery historic district north gates (Trinity St. & Mill St.)
- Property development dimensions:
 - ~30.0m [North-South]
 - ~31.5m [East-West]
- EGI owned property since 19th C.
 - Former Consumer's Gas manufactured gas production site (c.1800s)
 - Converted to a Consumer's Gas operations site (c.1900s)
 - Cleared land parcel with small EGI pressure regulating station (2014 - present)



60 Trinity St.

Site History (c.1876)



60 Trinity St. Site History (2009)



Building on-site mid-1900s to 2014

https://www.google.ca/maps/@43.6514027,-79.3600495,3a,90y,247.3h,91.38t/data=!3m6!1e1!3m4!1sX3g_H2JgFI7BXiiy-rpZTw!2e0!7i13312!8i6656

60 Trinity St. Site History (2019)



EGI Design Development

Key Requirements



Functionality



Site Security



Noise
Prevention



Aesthetically
Agreeable



Reduced
Lighting

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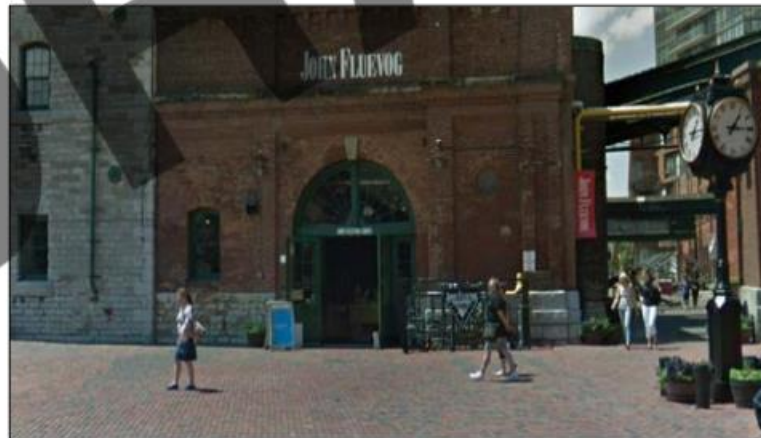
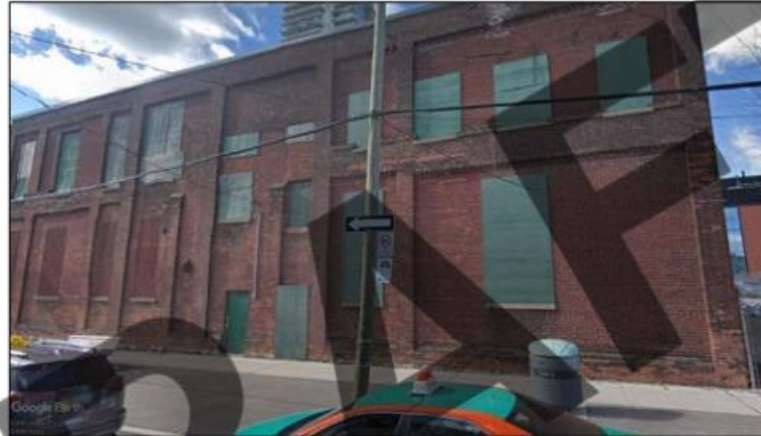
EGI Design Development

Action Plan

Requirement	Design Feature
Functionality	<ul style="list-style-type: none">• Site limited to only necessary station features• No compromises regarding design and operational safety
Site Security	<ul style="list-style-type: none">• ~5.1m tall open air decorative masonry security barrier• Integrated site security system
Noise Prevention	<ul style="list-style-type: none">• Limited above grade features• Building covering (includes additional noise insulation)
Aesthetically Agreeable	<ul style="list-style-type: none">• Limited above grade features• On-site radio tower avoidance• Components consolidated into a single structure• Extensive non-standard aesthetic treatments
Reduced Lighting	<ul style="list-style-type: none">• Minimized site lighting

EGI Design Development

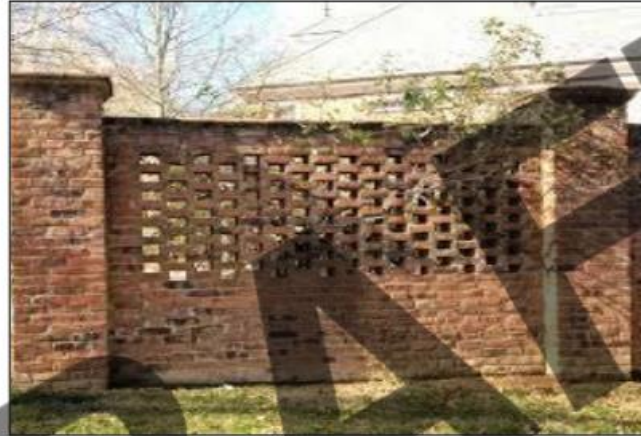
Aesthetic Influences – Distillery District – Adjacent Structures



Images courtesy of WalterFedy

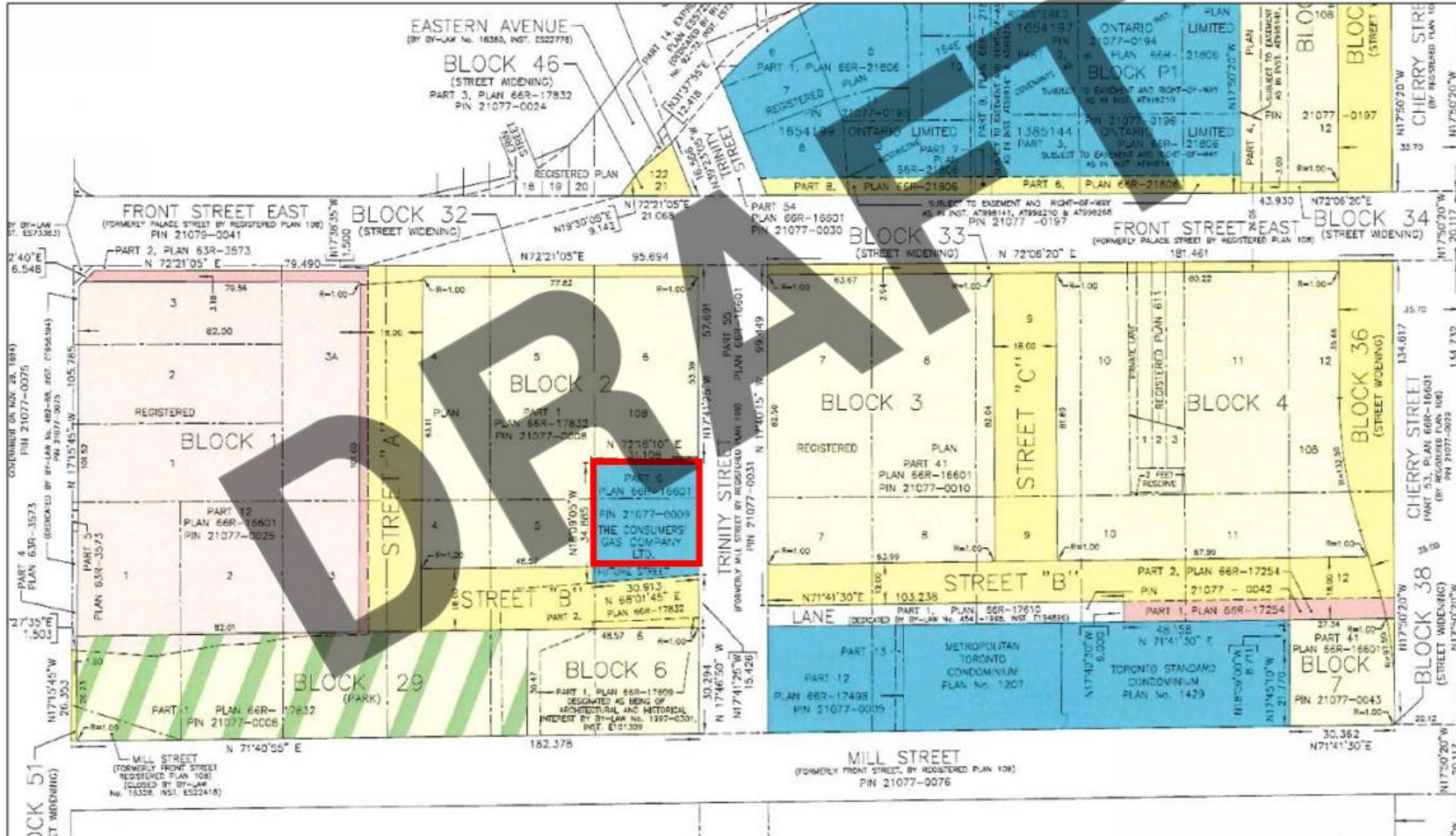
EGI Design Development

Aesthetic Influences – Periodic Brick Wall Elements



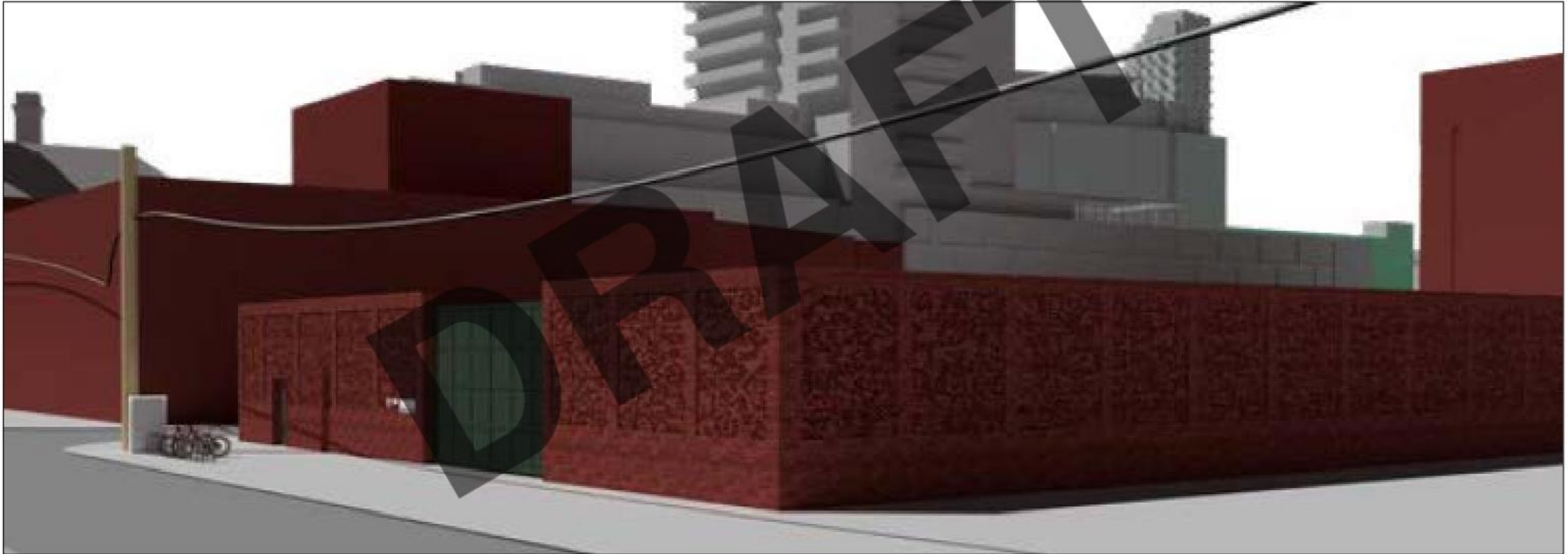
Additional Design Consideration

City of Toronto & EGI Coordination - West Don Lands Development

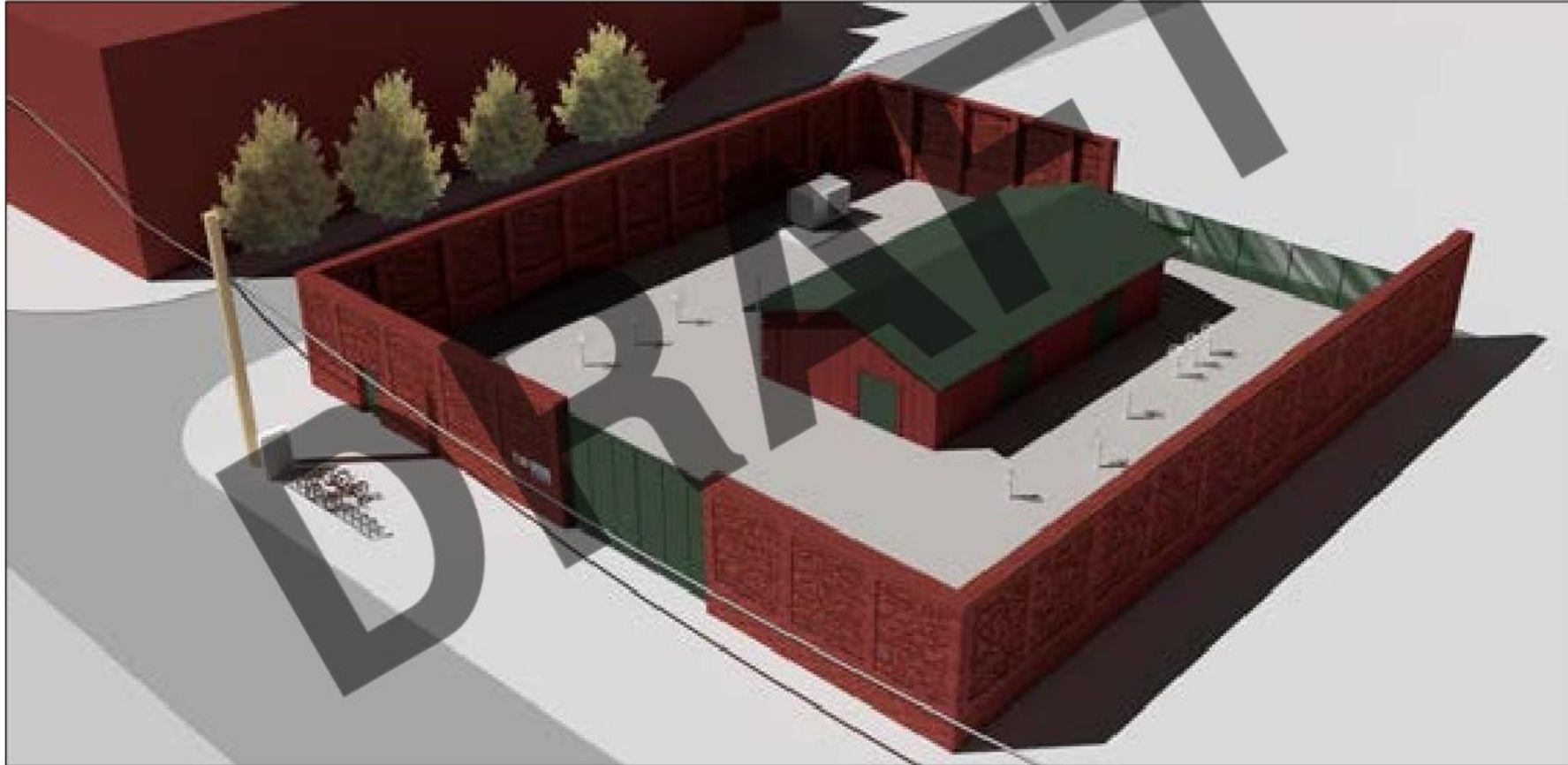


Proposed EGI Design

Renderings



Proposed EGI Design Renderings



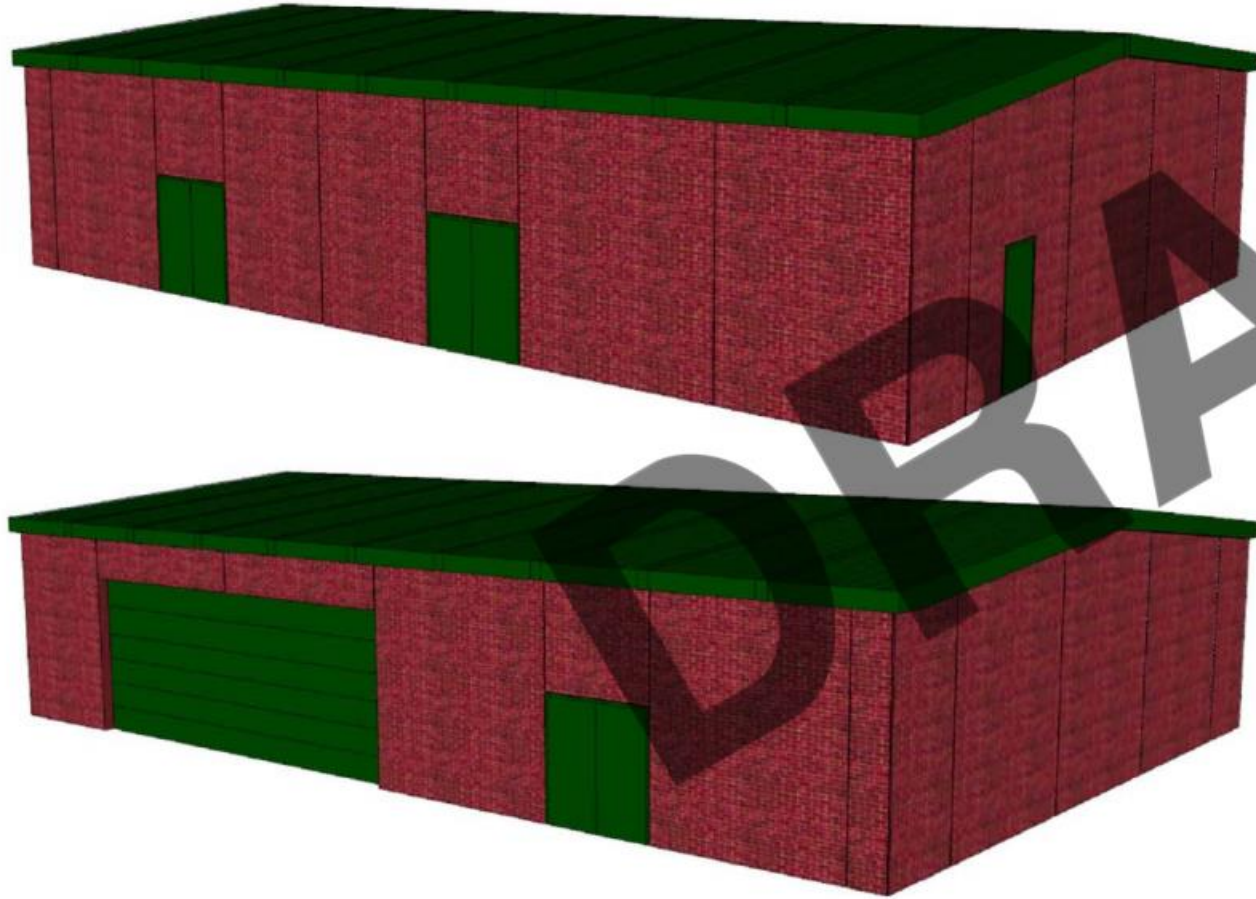
Proposed EGI Design Renderings



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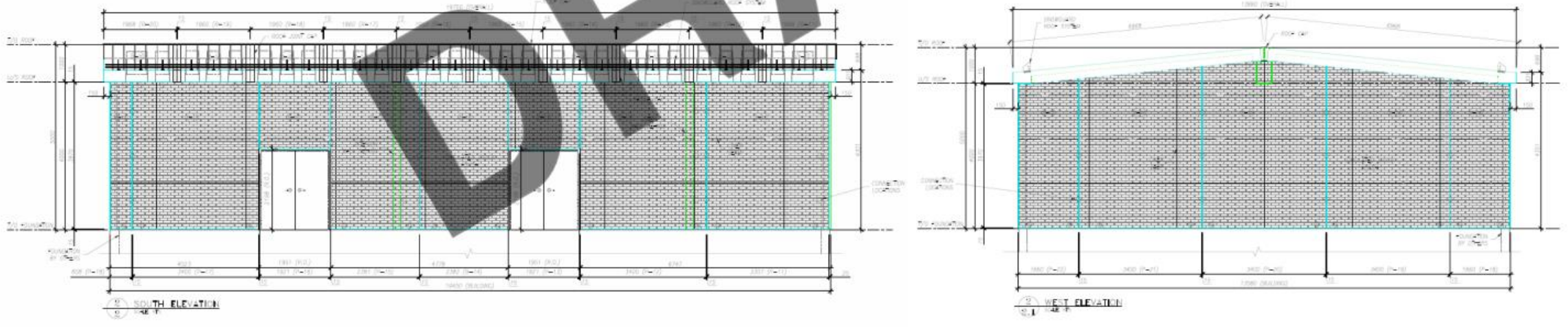
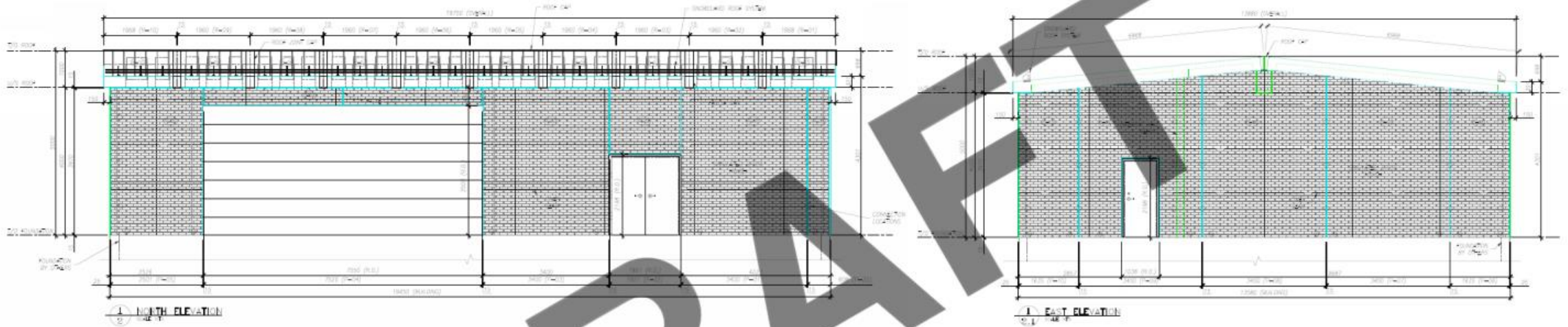
Proposed EGI Design Building



Sample Aesthetic Options

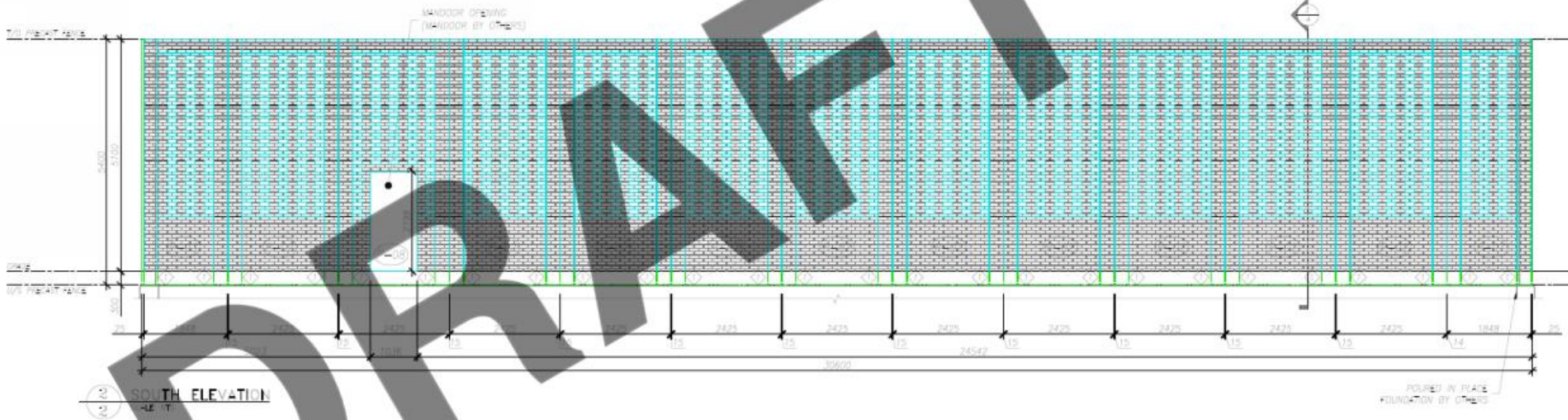
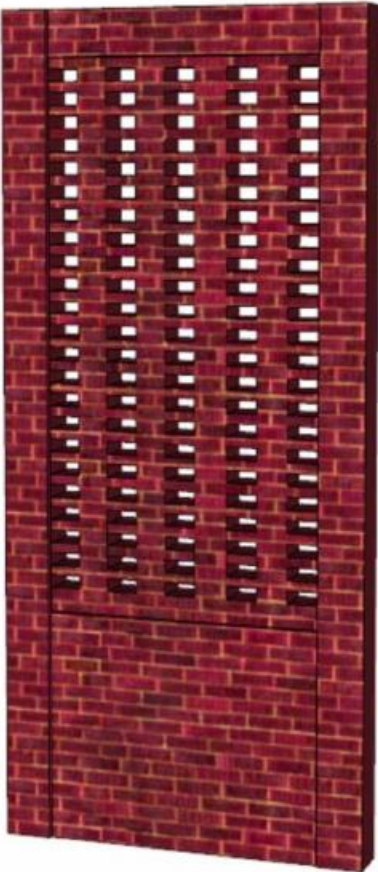


Proposed EGI Design Building












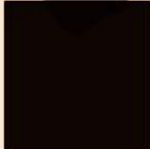






Proposed EGI Design

Open Air Decorative Masonry Security Barrier



Proposed EGI Design

Color Palette Options

Area	Proposed	Alternatives			
Brick	 Red	 Bright Red	 Tile Red		 Mahogany
Caulking/ Grout	 Natural Clay	 Aluminum Stone	 Light Bronze		 Off White
Doors	 Forest Green	 Black	 Coffee		 Dark Brown
Roof	 Forest Green	 Black	 Coffee		 Dark Brown

Public Consultation Process

Summary

Event	Timeline
Public Consultation	Apr.2018 – Mar.9, 2020
Stakeholder Consultation	Apr.2018 – current
Notification Letter mailout	May.17, 2018
Notice of Project Reassessment (email) + Cancellation of LTC Application	Aug.3, 2018
Notice of Project Change (Opportunity to receive additional public comments based on new scope)	Jan.20, 2020 – Feb.29, 2020

Permit Requirements

Municipal / Provincial

Permit	Details
Environmental Activity and Sector Registry (EASR)	To remove water encountered during construction
Minor Variance – Building Setback	Building is to encroach to ~3.6m off the rear setback. <ul style="list-style-type: none">• Standard setback of 7.5m is required
Minor Variance – Fence Height	Open air decorative masonry security barrier is to exceed the municipal fence height limits
Building Permits	To construct the building and the open air decorative masonry security barrier.
Road Cut Permits	Below grade pipeline connections with the public ROW

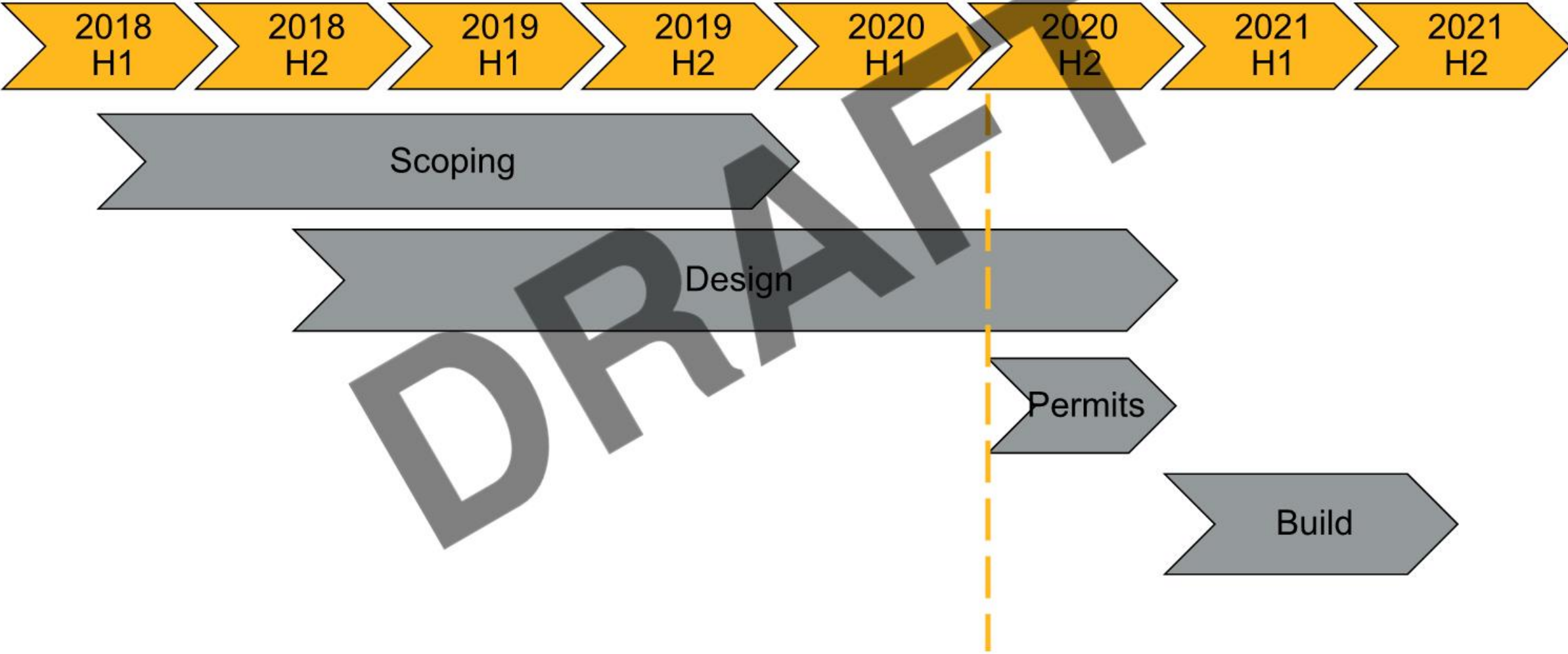
Environmental / Sustainability Considerations

Consideration	Details
Geotechnical & Hydrogeological	<p>Pre-engineering investigative work completed</p> <ul style="list-style-type: none">• Groundwater to be removed, safely disposed, and controlled as permitted• Excavated areas to be replaced with suitable clean fill
Air Emissions	<p>Engineering assessment completed based on proposed EGI design</p> <ul style="list-style-type: none">• Conservatively considers potential impacts to future surrounding buildings• Compliance is met with post-construction confirmation to be assessed
Noise Emissions	<p>Engineering assessment completed based on proposed EGI design</p> <ul style="list-style-type: none">• Conservatively considers potential impacts to future surrounding buildings• Compliance is met with post-construction confirmation to be assessed
Storm Water Management	<p>Outdoor surface to be comprised of granular material allowing permeation of water</p>

Project Timeline



Action Plan



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Questions

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