

# HOME S&C

NEW IN

## WATERFRONT



WALLMAN ARCHITECTS

Tridel's Ten York project (to the right of the twin Ice towers) is planned to soar 75 storeys above Toronto's harbourfront when completed in 2016.

# The sky's the limit for new Tridel tower on waterfront

## 75-storey condominium is first joint venture for city-owned Build Toronto

**RYAN STARR**  
SPECIAL TO THE STAR

Ten York, the proposed 75-storey condo unveiled earlier this week by Tridel and Build Toronto, is poised to become one of the city's most iconic new towers.

But the site on which it's being built posed a serious challenge for architect Rudy Wallman.

The property is wedged (it's literally shaped like a triangle) between the Gardiner Expressway and the York St. off-

ramp at the northwest corner of Harbour and York Sts.

The land currently serves as a Toronto Parking Authority lot and a car-impound yard.

"The site was quite interesting to work with," Wallman says. "But we think we've made what could be negative into something a lot more positive."

TEN YORK continued on H18

# Architect makes most of tiny wedge-shaped lot

TEN YORK from H1

Ten York is slated to go on sale next spring with construction expected to begin in 2013. Anticipated occupancy will be in 2016. The project will include 774 suites.

The original design for the Ten York tower had a triangular “footprint” to correspond with the site. But the city expressed concern that the building was “too broad” on the east-west axis and “not a good fit with the neighbouring buildings,” Wallman says. “They thought a more compact, square-shaped building would be more appropriate.”

So he tweaked the design and returned with a plan that located the tower on the easternmost end of the site, where there’s the most room to work with. The base of the building retains the wedge-like shape.

Ten York will have vertical glass boxes projecting from its exterior, which Wallman says will give the tower its character.

“The vague inspiration for that was the northern lights,” he explains. “We think that with the right treatment of those boxes and the rest of the building, the building will actually shimmer because of the different ways those boxes will catch light.”

“And we’re thinking of using different colours or materials on those boxes in contrast to the tower itself. We think we can actually angle the faces of the box so they catch the light in different ways.”

The project’s proposed units will range from studios to three-bedroom suites (or ones that can be easily converted from two-bedroom to three-bedroom layouts). II by IV is handling the interiors.

Given that the project is still in its preliminary stages, pricing details



## TEN YORK

**Location:** York and Harbour  
**Developers:** Tridel and Build Toronto

**Architect:** Wallman Architects

**Interiors:** II BY IV Design Associates

**Size:** 75 storeys

**Amenities:** Gym, infinity pool, rooftop terrace

**Units:** 774, studios to three-bedroom suites

**On sale:** Spring 2012

**Information:**  
tridel.com/communities/  
/tenyork/

**The tallest tower Tridel has ever built, it will soar 75 storeys next to the Gardiner Expressway.**

have yet to be worked out.

Ten York’s amenities, which will be located within the building’s wedge-shaped base, include an outdoor infinity pool.

“It’s going to be cantilevered off the west end of the podium as it’s currently designed,” says Jim Ritchie, Tridel’s vice-president of sales and marketing. “It looks very cool.”

There will also be a gym and spa facilities and a party room.

Unfortunately, there isn’t room for much retail. “The footprint of this site and the podium is not large,” Ritchie says.

The rest of the base will contain the building’s parking garage (plans call for 344 stalls), mechanical systems and the amenities. Janet Rosenberg + Associates is the landscape architect.

Build Toronto is an independent

real estate and development corporation established in 2010 by the city, its sole shareholder.

Ten York is the first joint residential project in which it has taken on a private developer as its partner.

Previously, residential sites in Build’s portfolio — Cityzen’s development at 154 Front St., for example — were sold off to developers with the agreement that Build would be paid a dividend based on the increased value of the property.

“(Ten York) is the first one we’ve done that is a true joint venture,” says CEO J. Lorne Braithwaite. “We’re sharing risk together as well as the ultimate development and finalization of the project.”

He estimates that Ten York — at a cost of \$295 million — will improve the value of the property by as much as 10 times, “which is pretty fantastic from our point of view.”

Tridel was selected from a short-listed group of nine builders that submitted bids to develop the site.

“Clearly the dollars were right,” says Ritchie. “But I think it went beyond that. If Build Toronto is going to be in a relationship, they want to make sure it’s going to be one that’s going to be successful. And we have that track record; we’ve been in this business for a long time.”

This will be the tallest tower Tridel has ever built. The development application has just been filed with the city, and Ritchie cautions that the tower’s height and mix of units may change as the project wends its way through the approvals process.

“It may not be where we end up, but that’s where we’d like to start.”

Ten York’s considerable height mean residents will enjoy unobstructed views east and west.

“The upper floors of the south-facing suites will have unlimited views,” Ritchie says. “You be able to see right across Lake Ontario.”

Wallman thinks Ten York will prove to be one of the most iconic buildings in the downtown core: “It’s really the next generation of heights for residential towers.”

Ten York, coupled with the Ice towers (which are being built on York north of the Gardiner), will create a striking gateway to the city centre for those driving in.

The development will also serve to link the downtown core to the waterfront, Braithwaite says.

The aim is to make for livelier street life and create more usable pedestrian space in an area that currently isn’t the most hospitable.

With that in mind, the city is looking at demolishing the east-bound York St. off-ramp and having a new ramp exit at Simcoe St.

“Harbour will then become a grade-related street,” says Wallman.