

TORONTO STAFF REPORT

May 30, 2006

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Subject: Request for Direction Report
OPA & Rezoning Application 99 036168 SHY 18 OZ
Applicant: Verdiroc
Architect: Climans Green Liang Architects Inc.
48 Abell Street and 1199 Queen Street West
Ward 18 - Davenport

Purpose:

To request direction from Council regarding the pending Ontario Municipal Board hearing regarding the application for rezoning and Official Plan Amendment for 48 Abell Street and 1199 Queen Street West. Detailed information is provided in a separate report from the Director, Community Planning, Toronto and East York District entitled, "Request for Direction Report, Official Plan and Zoning Review of the West Queen West Triangle Area".

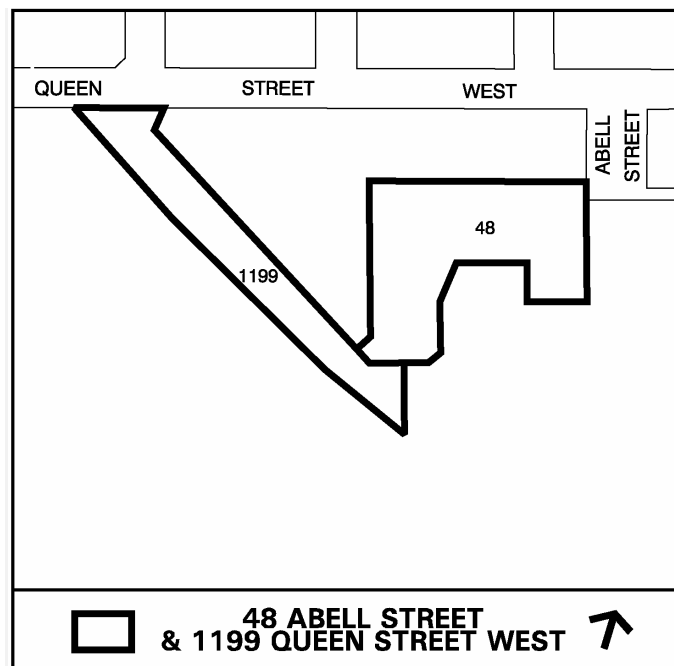
Financial Implications and Impact Statement:

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

Recommendations:

It is recommended that City Council:

- (1) direct staff to continue negotiations with the applicant to revise their plans generally as outlined in this report;
- (2) instruct the City Solicitor, together with appropriate City staff and experts as needed, to attend any Ontario Municipal Board hearing in support of the positions recommended in this report; and



- (3) direct staff to take such other steps as may be required to implement these recommendations.

Background:

This report should be read in conjunction with the following reports:

- Preliminary Report regarding 1171 and 1171R Queen Street West, dated June 14, 2005;
- Preliminary Report regarding 48 Abell Street and 1199 Queen Street West, dated September 1, 2005;
- Request for Zoning Review of the West Queen West Triangle, dated November 9, 2005;
- Preliminary Report regarding 150 Sudbury Street, dated January 23 2006; and
- Request for Directions Report regarding the West Queen West Triangle, dated May 30, 2006.

This application is one of four applications for rezoning and Official Plan Amendment in the area south of Queen Street West, northeast of the railway corridor and generally west of Dovercourt Road. In addition to specific conflicts with regard to heights and densities, the applications do not comprehensively address issues relating to:

- the extension of the local street network;
- the provision of new parks;
- improvements to community services and facilities;
- improvements to hard infrastructure; and
- impacts on employment in the area, including creative industries.

In November 2005, City Council directed staff to review the zoning in this area, including but not limited to a review of:

- heritage resources;
- municipal infrastructure;
- community services and facilities;
- the impact on the area's creative industries and other employment in the area;
- parks and recreation facilities; and
- transportation, including public transit.

City Planning is reporting back with the results of this overall review to the June 13, 2006 Toronto and East York Community Council hearing.

This proposal is a revision to an earlier application (No. 299006) first submitted in 1999. That earlier proposal sought residential permission for 156 live-work units and additional commercial and industrial uses in the existing 3-storey building on the Lamp Building Site, with some

additional rooftop structures. The application was largely inactive between 1999 and 2005. A series of revised drawings were submitted informally during that period.

Proposal

The application is for amendments to the Official Plan and Zoning By-law 438-86 to allow:

- a 19-storey (350 units) residential building facing Abell Street, with live-work units and non-residential space facing the east-west private lane, stepping up at 6, 9 and 12 storeys;
- a 19 storey (200 units) affordable rental housing building on the southwestern portion of the site, stepping up at 9 storeys;
- a commercial parking lot; and
- a 2-storey commercial/industrial building (existing).

The proposal also contemplates the extension of Sudbury Street at a later, unspecified date, subject to negotiations with adjacent land owners and the City.

Site plan and elevation drawings are included in Attachments 1 through 4 of this report. The drawings attached to this report illustrate an earlier proposal by the same applicant for greater heights (25 storeys on both the affordable housing and mixed use market condominium building) and greater densities than are currently proposed. Drawings illustrating the 9 and 19-storey buildings have been submitted to the City and to the Ontario Municipal Board.

The application does not conform with either the in-force Official Plan or the in-force Garrison Common North Part II Plan of the former City of Toronto. The proposed total density on the 48 Abell Street site exceeds the maximum total density of 3.0 times the area of the lot as specified in the Part II Plan. While the Plan calls for residential uses on this site, the proposed residential density on the 48 Abell Street site also exceeds the maximum total residential density of 2.0 times the area of the lot as specified in the Part II Plan. The proposed parking lot and 2-storey building on the 1199 Queen Street West site are located on the land required for the extension of Sudbury Street, as illustrated in Map 14-1 of the Part II Plan. The in-force Official Plan map is provided in Attachment 5.

The application does not conform with the New Official Plan for the City of Toronto which designates the site Regeneration Area. The New Garrison Common North Secondary Plan also illustrates the extension of Sudbury Street on the lands at 1199 Queen Street West.

Additionally, the proposal does not conform with other aspects of the in-force Official Plan for the former City of Toronto, the New Official Plan for the City of Toronto and Zoning By-law 438-86.

The proposal for 48 Abell Street and 1199 Queen Street does not conform with the use, height or density provisions of the Zoning By-law. The zoning map is provided in Attachment 6. The proposed residential and mixed-use buildings located at 48 Abell Street are on land zoned I1 D3. No residential uses are permitted. The heights of the two proposed 19-storey buildings (60.5 metres, including mechanical penthouse) significantly exceed the current height limit of 18 m. The northern portion of No. 1199 Queen Street West, where the applicant proposes a parking lot, is zoned for Mixed Commercial-Residential uses. This use is permitted. The proposal would require amendments to Zoning By-law 438-86 to allow residential uses and additional height and density, among other things.

Application data is provided in Attachment 7.

Site Description

This development is proposed for two adjacent sites. The first site (the Lamp Building Site at 48 Abell Street) is 7,596 m² in size and is U-shaped. It is currently occupied by a 3-storey brick industrial building. The building contains a variety of activities, including a lamp showroom, light industrial and commercial enterprises, live-work units and residential dwelling units. The live-work units and residential dwelling units are not currently permitted by the Zoning By-law. The second site (the Sudbury Street Site at 1199 Queen Street West) which at one time was a train station, is a linear, 4,845 m² site extending from Queen Street West at Gladstone Avenue towards the south-east along the railway corridor.

The immediate context is as follows:

North: 2 storey mixed use building along Queen Street West and a 1-storey car wash
South: a vacant site (undergoing preparations for construction), and the railway corridor
East: a 1 storey industrial warehouse building, a parking lot and a postal station
West: a 1 ½- storey warehouse and office building

Comments:

City staff have identified the redevelopment of this area as having impacts on economic development, arts and culture, heritage preservation, servicing, transportation and recreation. The appropriate redevelopment of the area referred to as the West Queen West Triangle is an important corporate objective.

The Provincial Policy Statement includes direction for Planning authorities to promote economic development and competitiveness by providing for an appropriate mix of employment (including industrial, commercial and institutional uses) to meet long-term needs; provide opportunities for a diversified economic base; plan for, protect and preserve employment areas for current and future uses; and ensure the necessary infrastructure is provided to meet current and future needs.

The in-force Official Plan designates the lands as:

- Low Density Mixed Commercial-Residential Area along Queen Street West (a portion of the 1199 Queen Street West parcel); and
- Mixed Industrial-Residential Area on the remainder of the lands at 1199 Queen Street West and all of the lands at 48 Abell Street.

The New Official Plan identifies a large part of the West Queen West Triangle as Regeneration Areas. In Regeneration Areas, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or the same building. Section 4.7 of the Plan states that “Regeneration Areas will need “tailor-made” strategies and frameworks for development, provided through a Secondary Plan.”

The Garrison Common North Part II Plan of the former City of Toronto includes maximum densities, a network of new streets, a mix of residential and non-residential uses including light industrial uses, and additional requirements for large redevelopment sites, among other things.

The New Secondary Plan for Garrison Common North specifically identifies the industrially zoned lands in the West Queen West Triangle Area as requiring an area study prior to the approval of significant redevelopment.

Additional policy detail is provided in Attachments 8 and 9 for both the in-force Official Plan for the former City of Toronto and the New Official Plan.

Certain aspects of the proposed development are supported by City Planning. City Planning believes that residential uses are appropriate on this site. City Planning agrees to accept cash-in-lieu instead of on-site parkland dedication. City Planning generally supports the proposed building placement. The publicly accessible east-west mews along the north property line, the provision of a publicly accessible landscaped courtyard along the south property line (adjacent to 150 Sudbury Street) and the proposed green roofs are central to this support. The application includes affordable rental housing, including many units suitable for families with children, including 15 three bedroom units. The application includes 47 live/work units. The application also includes an element identified as community space or as a gallery and café. Support for any residential redevelopment on this site is contingent upon the coordinated redevelopment of the West Queen West Triangle, including a mechanism to secure a network of public streets, new public parkland, incorporation of a substantial amount of non-residential uses in the development and other public facilities.

There are, however, significant unresolved issues relating to the application at 48 Abell Street and 1199 Queen Street West. They include, but are not limited to:

- height of the east building, both adjacent to the mews and at the east end of the site;
- height of the west building;
- setback of the west building from property lines;
- density;

- preservation of the building at 48 Abell Street;
- proposed landscaped open space compromised by proposed servicing and loading access routes;
- significant residential development being proposed with minimal non-residential development; and
- community benefits in exchange for additional height and density under Section 37 of the Planning Act.

Height

Staff have completed many studies including 3-D modeling to determine what heights are appropriate in the WQWT area. Among the considerations when determining the appropriate heights are the low density neighbourhood to the east of the triangle, the character of Queen Street West, the approvals at the Centre for Addiction and Mental Health (“CAMH”) site, the Ontario Municipal Board approved building at 1100 King Street West, and shadow impact (especially on the sidewalk on the north side of Queen Street). In general, there should be a consistent lower rise built form along Queen Street, with significant setbacks at the upper levels. Any taller elements should be situated closer to the rail corridor.

Buildings proposed for the 48 Abell Street site can generally be taller than those permitted on Queen Street West but should respect the prevailing low-rise character of Queen Street West, preserving sky views and sunlight access similar to the current zoning.

The proposed heights are not supported by City Planning. Along the south side of the proposed mews, the proposed building heights step up from west to east from 6 storeys (18 metres) to 9 storeys (27 metres) to 12 storeys (36 metres) without any significant setbacks. There is a 7.5 m stepback from the 12 storey to the 19 storey (60 metre) east tower. Along the extension of Abell Street, the building rises straight up to 12 storeys (36 metres) and 19 storeys (60 metres), without any setbacks. The west building, set further back from Queen Street, is 9 storeys (25 m) at its north end and then steps up to 19 storeys (60 metres) for most of its footprint. There are no further setbacks on this building.

Planning has modeled the visual impacts of this and other proposed 19-storey buildings south of the laneway south of Queen Street West. Staff are of the opinion that these heights will inappropriately affect the character of Queen Street West.

Planning staff believe that some additional height above the height specified by the current zoning (18 m) can be accommodated on the 48 Abell Street parcel. Planning could support a proposed west building up to a total height of 14 storeys (42 metres including mechanical penthouse), with setbacks above the 12th storey. Planning staff may consider additional height if required to achieve additional community space on site. This would need to be reviewed in the context of its impact and the achievement of other goals in the overall redevelopment of the area.

Heritage

There has been interest by Heritage Preservation Services about possible designation of the existing building at 48 Abell Street. The John Abell Factory (1887) has design, historical and contextual value as a representative example of an industrial building associated with industrialist John Abell that supports the character of the Queen Street West neighbourhood. The City has requested that the owners submit a Structural Report which will outline whether the building can be restored and re-used. Once the report has been reviewed by Heritage Preservation staff a decision about recommending designation will be made.

Abell Street Extension

The applicant has not proposed to convey a portion of the 48 Abell Street property for the extension of Abell Street. The proposed location of the east building would, however, allow for the street extension to occur.

Sudbury Street Extension

The applicant is indicating a parking lot and 2-storey (existing building) on the 1199 Queen Street West property. City Planning does not support the application for a parking lot at this site. City Planning recommends that the City acquire 1199 Queen Street West for the purpose of extending Sudbury Street, as outlined in the Garrison Common North Part II Plan and Garrison Common North Secondary Plan.

Landscaped Open Space

The proposal includes a courtyard along the south property line of the 48 Abell Street site. There is also a planning application for the site immediately adjacent to the south (150 Sudbury Street). Together the two proposals create a sizable, contiguous landscaped open space. However, proposed servicing routes and loading areas compromise the landscaped quality of this open space.

Density

The Garrison Common North Part II Plan specifies a maximum residential density of 2.0 times the area of the lot and a total maximum density of 3.0 times the area of the lot, provided the difference consists of light industrial uses. The Plan recommends that the proportion of non-residential uses to total density at full build-out is 33 per cent. The New Garrison Common North Secondary Plan does not limit new development to a specific density but requires instead that a coordinated plan, including urban design guidelines, park system and open space network, among other things, be developed prior to significant redevelopment in Area 2.

Taken together, the proposed density for 1199 Queen Street West and 48 Abell Street is 3.4 times the area of the lot, of which 3.34 times the area of the lot is residential density. This density exceeds the limits prescribed by the Garrison Common North Part II Plan. In addition,

because no residential development is permitted adjacent to the rail corridor and for other reasons, all of the buildings are located on the 48 Abell Street site.

The applicant is seeking to sever a portion of the 1199 Queen Street West parcel to provide a partial extension of Sudbury Street as a dead-end with turnaround and consolidate the severed portion with the 48 Abell Street site. Based on this new parcel, the proposed density is 4.5 times the area of the site.

Based on the current property lines of 48 Abell Street, the proposed buildings on that parcel generate a density of approximately 5.6 times the area of the lot.

Planning staff have explored several built form options, including the one proposed by the applicant, and are of the opinion that a density exceeding 3.0 times the area of 48 Abell Street parcel (based on current property lines) could be accommodated, provided residential development of the entire area proceeds in a coordinated manner with significant public and private investment in local infrastructure including the street network, parkland and community services and facilities. In order to meet the objective of “no net loss” of non-residential gross floor area within the Triangle, City Planning recommends that a substantial portion of this density be reserved for non-residential uses including commercial and compatible light industrial uses.

Redevelopment of the Entire West Queen West Triangle

The City Planning’s Request for Directions report (dated May 30, 2006) outlines issues related to redevelopment of the entire West Queen West Triangle as well as this site in detail, including:

- community facilities and services;
- provision of parkland;
- servicing;
- significant development being proposed without a mechanism to secure the appropriate street network as laid out in the Secondary Plan;
- impact on the local economy, particularly on the arts and culture industries; and
- community benefits in exchange for additional height and density under Section 37 of the Planning Act.

Additional detail about these matters is provided in the Request for Directions report (dated May 30, 2006).

Community Services and Facilities

Community services and facilities are available in the immediate area, including schools, day cares, libraries, parks and publicly accessible multi-purpose meeting spaces. Local public and catholic elementary and secondary schools have the capacity to accommodate additional students from this and other proposed developments in the West Queen West Triangle area.

However, the following community services and facilities are at full capacity:

- licensed childcare facilities for children aged 0-6 years;
- most nearby recreation centres, particularly those subject to the City's Welcome Policy.

The local library and recreation centres include some multi-purpose meeting spaces. Availability is very limited because of high demand and the provision of several educational and cultural programmes, particularly in the facilities to the west of the railway corridor in Parkdale.

Parkland Acquisition

Additional parkland is required to address the needs of the proposed development at 48 Abell Street. City Planning recommends that the City pool the cash-in-lieu of parkland dedication from this and other development sites in the West Queen West Triangle area to purchase additional parkland in the area.

Significant residential redevelopment, as proposed at this site and throughout the West Queen West Triangle, will further increase demand for parks, community services and facilities.

Servicing

City Planning is expecting to receive a Master Servicing Plan for the West Queen West Triangle area from the applicant which addresses how the servicing needs of the entire area and this site can be met in an efficient and cost-effective manner. The applicants for this proposal and proposals on adjacent sites have indicated that they will provide the Master Servicing Plan.

Transportation

City Planning has also requested a Master Transportation Impact Study for the West Queen West Triangle area from the applicant which addresses how the traffic generated by the redevelopment of the entire area and this site can be accommodated. At this time, neither the applicant for 48 Abell Street and 1199 Queen Street West nor the applicants for proposals on adjacent sites has agreed to submit such a study. Transportation Planning staff are currently reviewing the results of the various transportation impact studies submitted with respect to individual applications at this and other sites within the Triangle so as to have an understanding of the transportation impacts of this development in the context of significant redevelopment in the area.

Sudbury Street

City Planning is recommending that Sudbury Street be extended along the northern edge of the railway corridor and that the City acquire the lands necessary for this public road, including 1199 Queen Street West. The street would be located between the proposed west building at 48 Abell Street and the railway, extending to the northwest up to Queen Street West. The proposed building setback for the west building from the rail corridor (25 metres) is acceptable to City Planning, CN and GO. City Planning is recommending that coordinated noise/vibration/crash protection measures be integrated into the design of the new public road. The applicant is open

to discussing agreed to share the costs of constructing this road, including appropriate noise and vibration attenuation and crash protection measures.

Section 37

City Planning staff are continuing to review the application at 48 Abell Street and 1199 Queen Street West in conjunction with the proposals submitted by other land owners for lands at 1171 and 1171R Queen Street West as well as 150 Sudbury Street. If agreement is reached on the redevelopment in the area then the City will secure community benefits through Section 37 of the Planning Act as part of this application. Some of the benefits being considered are:

- funds towards the acquisition of parkland, over the 5% required under the Planning Act;
- funds for park construction;
- retrofit of the Carnegie Library for use as a performing arts hub;
- relocation of the public health offices (current tenants of the Carnegie Library);
- contribution to a visual arts hub within, or close to, the Triangle;
- a large community meeting space;
- affordable housing; and
- affordable studio space for the arts industry.

Conclusions:

City Planning recommends that Council direct the City Solicitor to attend any Ontario Municipal Board hearings related to the application at 48 Abell Street and 1199 Queen Street West and to support the directions outlined in this report.

Contact

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Gary Wright

Director, Community Planning, Toronto and East York District

List of Attachments:

Attachment 1: Site Plan (further revisions are described in the report)

Attachment 2: North Elevation (further revisions are described in the report)

Attachment 3: South Elevation (further revisions are described in the report)

Attachment 4: West Elevation (further revisions are described in the report)

Attachment 5: In-force Official Plan for the former City of Toronto (map)

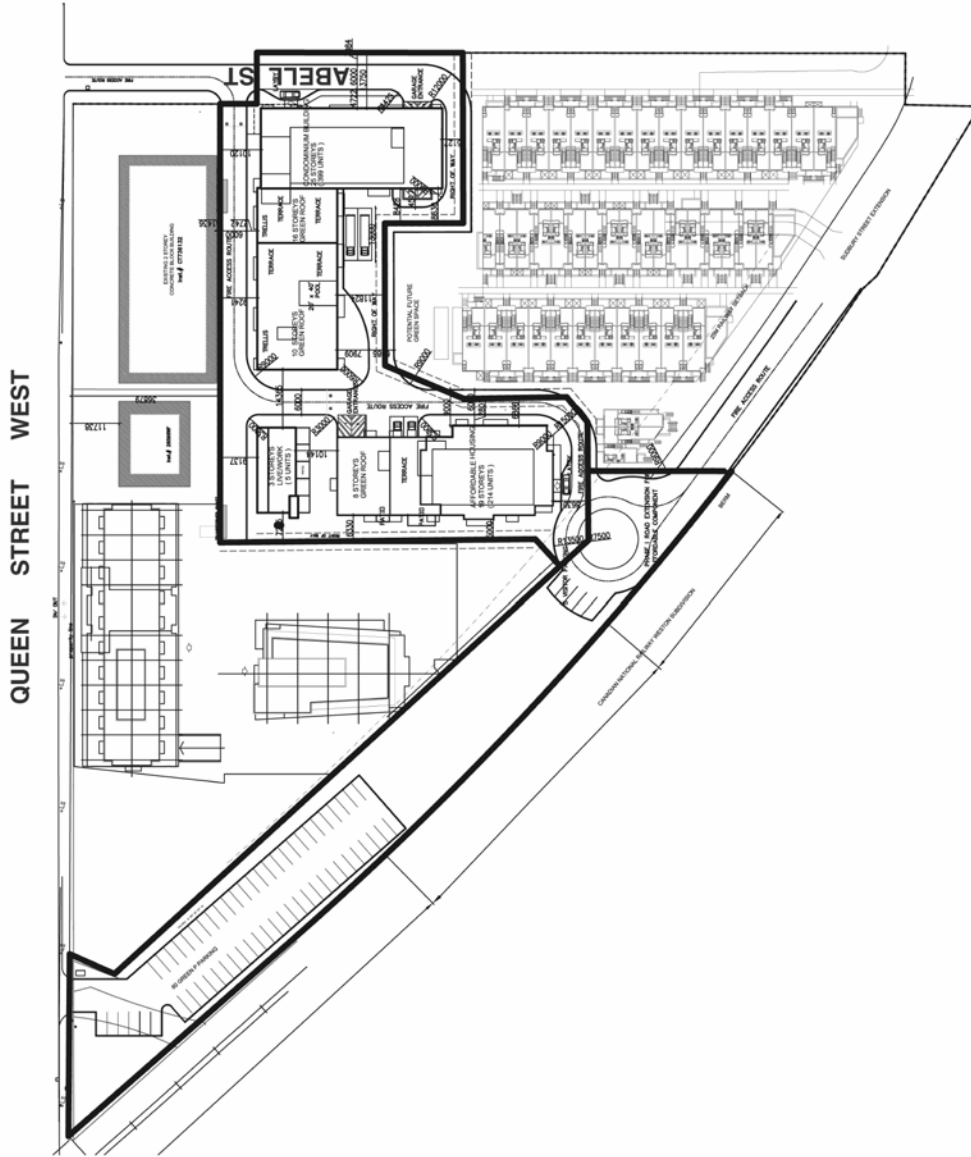
Attachment 6: Zoning Map (Uses and densities)

Attachment 7: Application Data Sheet

Attachment 8: Summary of the policies of the in-force Official Plan pertaining to the WQWT Area

Attachment 9: Summary of the policies of the New Official Plan pertaining to the WQWT Area

Attachment 1:
Site Plan (further revisions are described in the body of the report)



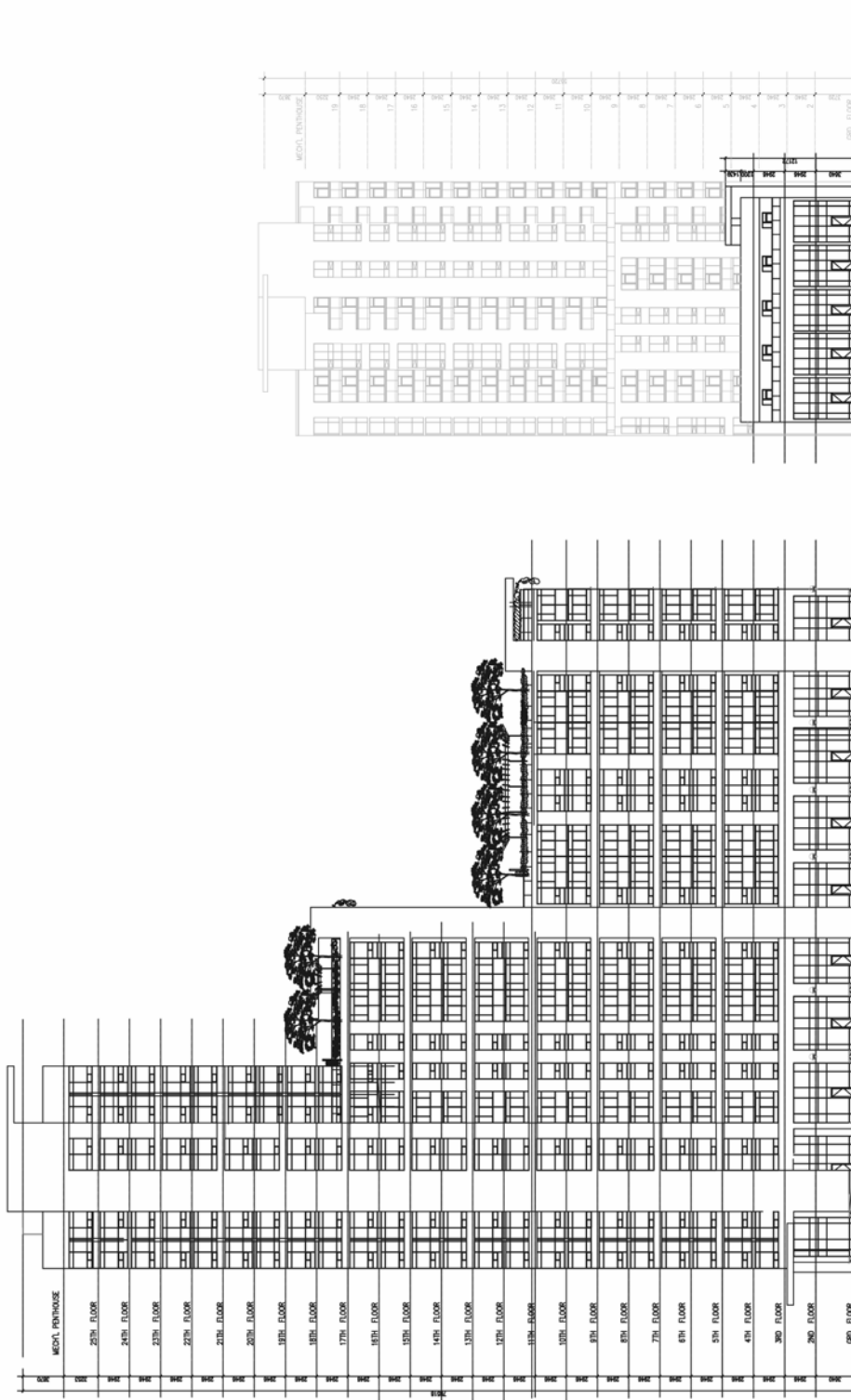
**48 Abell Street
& 1199 Queen Street West**

File # 99_036168

Site Plan
Applicant's Submitted Drawing
Not to Scale
08/24/05



**Attachment 2:
North Elevation (further revisions are described in the report)**



**48 Abell Street
& 1199 Queen Street West**

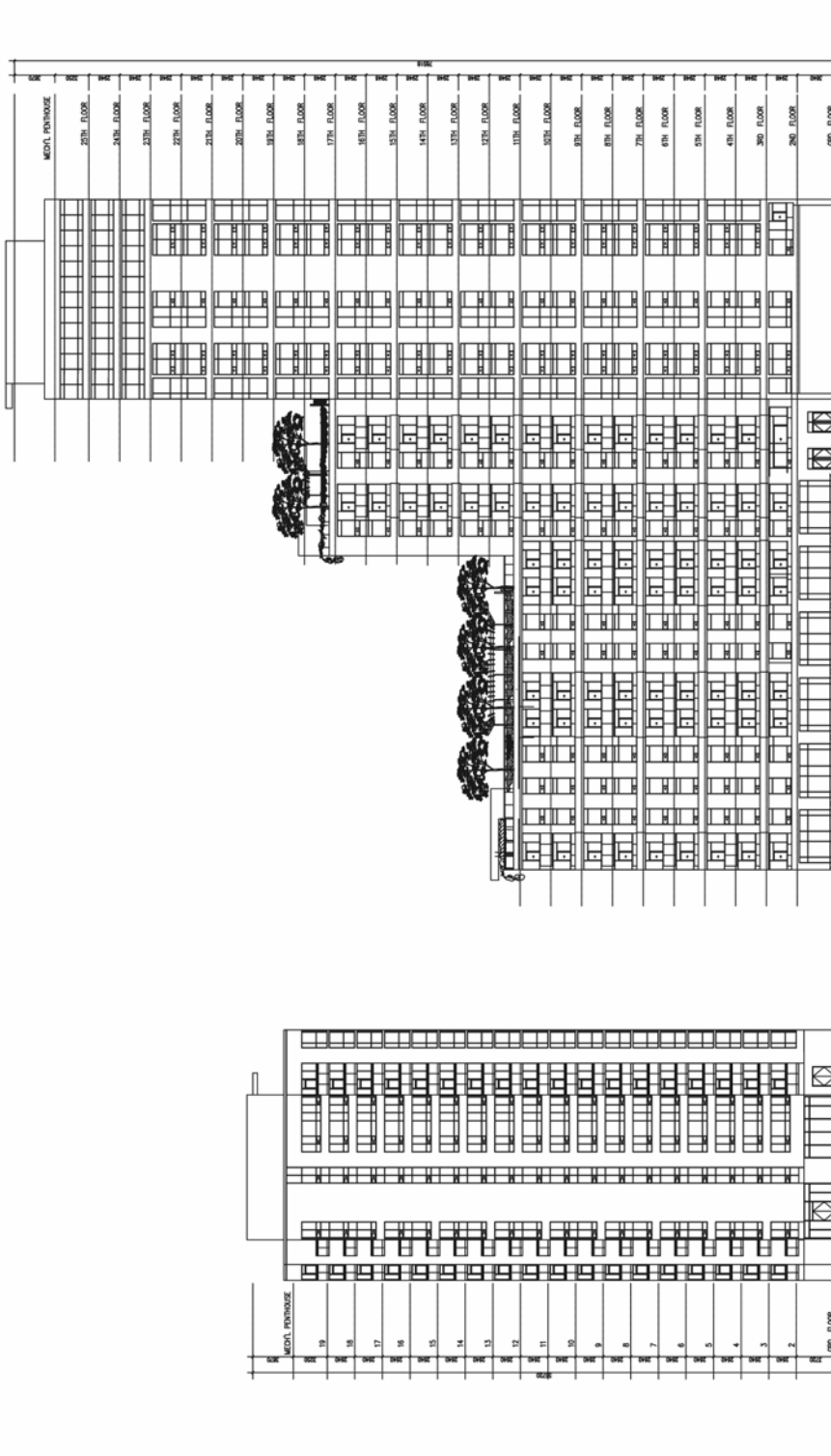
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North Elevation

Applicant's Submitted Drawing

Not to Scale
08/24/05

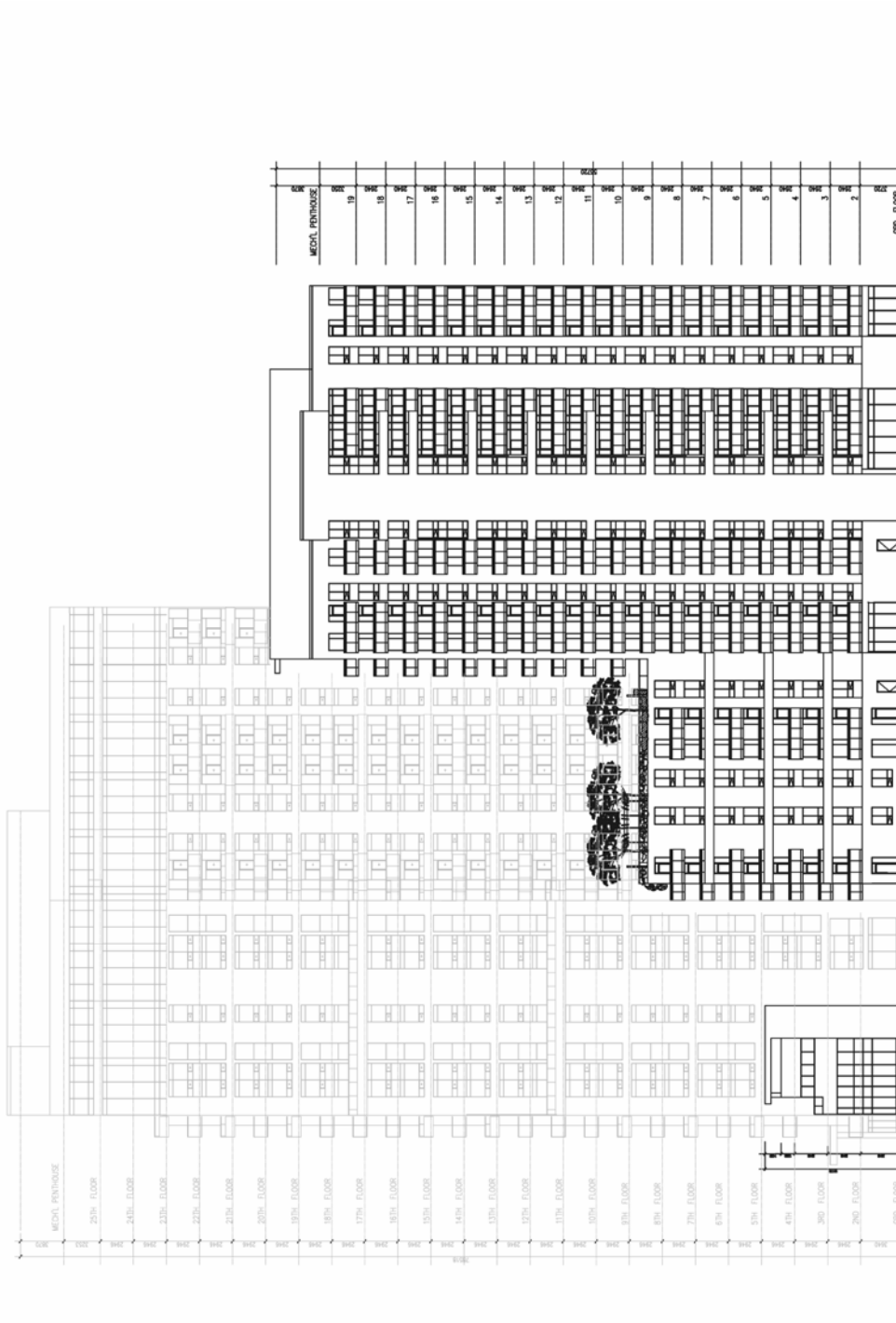
Attachment 3:
South Elevation (further revisions are described in the report)



48 Abell Street
& 1199 Queen Street West
File # 99_036168

South Elevation
Applicant's Submitted Drawing
Not to Scale
08/24/05

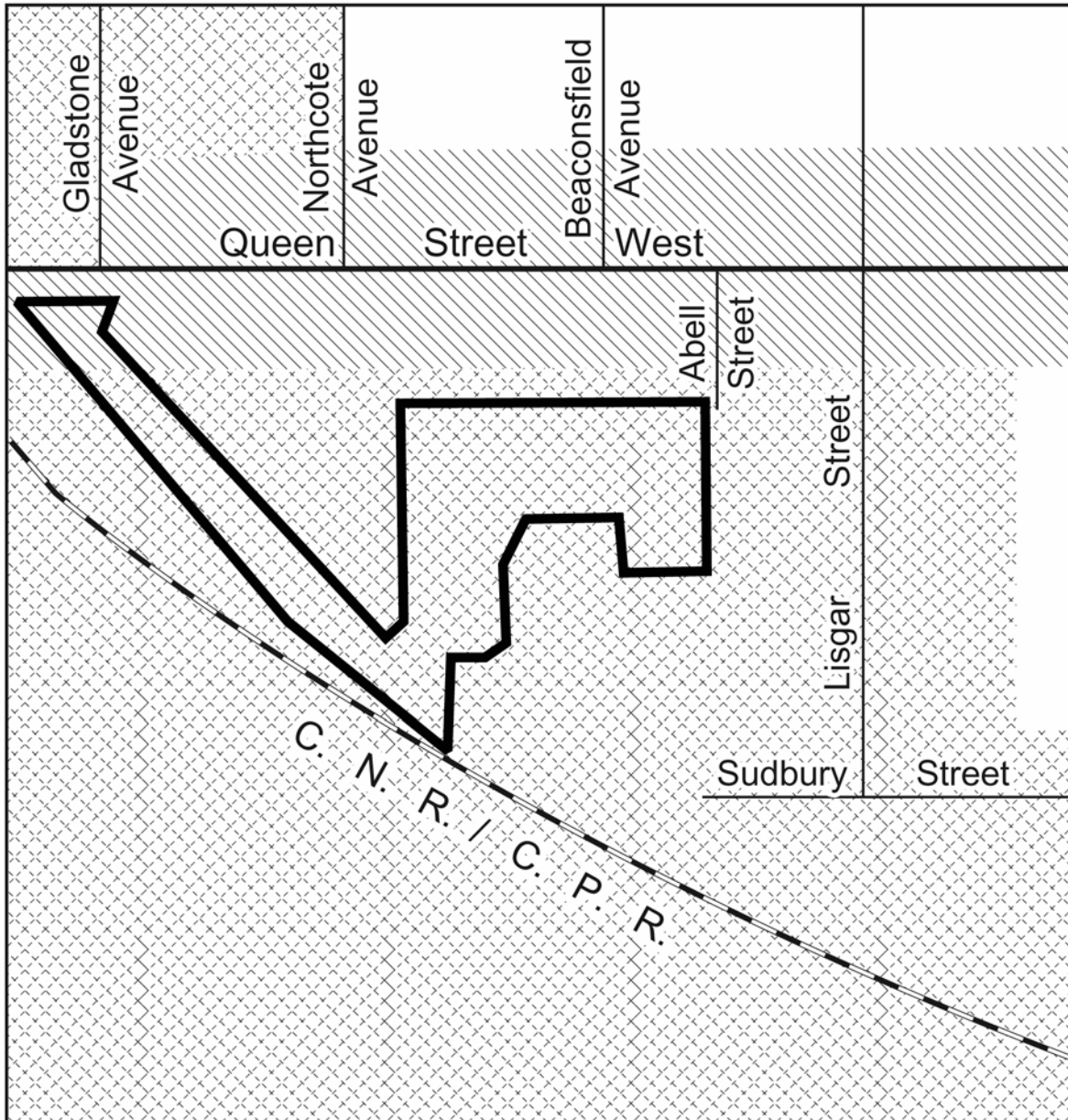
**Attachment 4:
West Elevation (further revisions are described in the report)**



West Elevation
Applicant's Submitted Drawing
Not to Scale
08/24/05

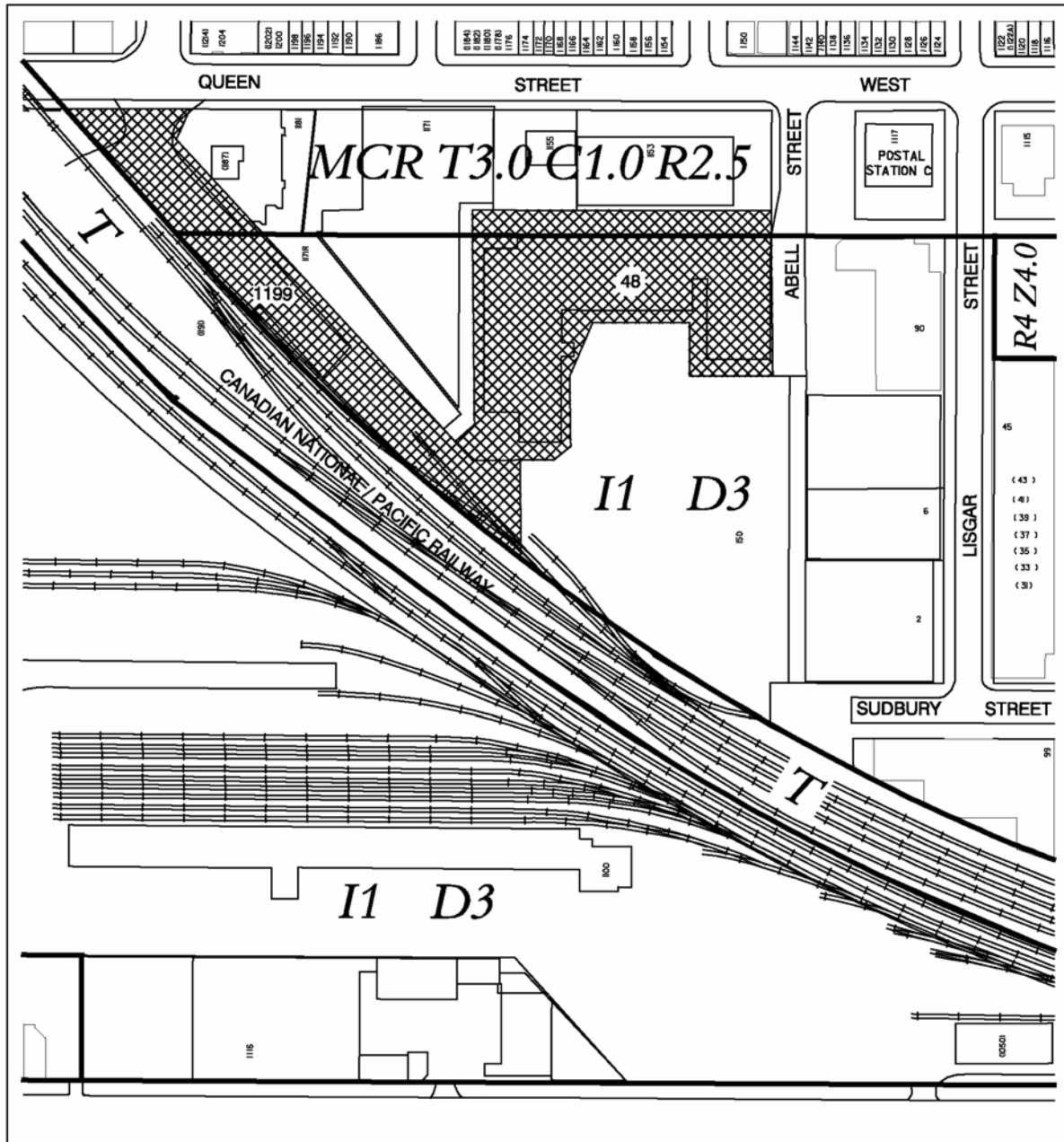
**48 Abell Street
& 1199 Queen Street West**
File # 99_036168

Attachment 5:
In-force Official Plan for the former City of Toronto (map)



-  Site
-  Low Density Residence Areas
-  Low Density Mixed Commercial - Residential Areas
-  Mixed Industrial - Residential Areas

Attachment 6: Zoning Map (Uses and densities)




 **Toronto** City Planning Division
Zoning

48 Abell Street & 1199 Queen Street West

File # 99_036168

- R4 Residential District
- MCR Mixed-Use District
- I1 Industrial District
- T Industrial District


Not to Scale
Zoning By-law 438-86 as amended
Extracted 08/24/05 - DR

Attachment 7:
Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	99 036168 SHY 18 OZ
Details	OPA & Rezoning, Standard	Application Date:	June 24, 1999
Municipal Address:	48 ABELL ST, TORONTO ON		
Location Description:	48 Abell St - West side of Abell Street; south of Queen St. West. **GRID S1807		
Project Description:	To build a 19-storey affordable rental housing containing 153 conventional and 47 live-work units and a 19-storey condominium building containing 331 conventional and 19 live-work units.		
Applicant:	Agent: VERDIROC	Architect: CLIMANS GREEN LIANG	Owner:

PLANNING CONTROLS

Official Plan Designation:	Mixed IR Area B / LDMCRA	Site Specific Provision:	No
Zoning:	I1 D3, MCR T3.0 C1.0 R2.5	Historical Status:	
Height Limit (m):	18, 16	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	9269	Height: Storeys:	19
Frontage (m):	0	Metres:	60.539
Depth (m):	0		
Total Ground Floor Area (sq. m):	3256.2		Total
Total Residential GFA (sq. m):	39719.7	Parking Spaces:	212
Total Non-Residential GFA (sq. m):	2447	Loading Docks:	2
Total GFA (sq. m):	42166.7		
Lot Coverage Ratio (%):	35		
Floor Space Index:	4.55		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	39719.7	0
Bachelor:	145	Retail GFA (sq. m):	557.2	0
1 Bedroom:	252	Office GFA (sq. m):	0	0
2 Bedroom:	138	Industrial GFA (sq. m):	0	0
3 + Bedroom:	15	Institutional/Other GFA (sq. m):	1889.8	0
Total Units:	550			

CONTACT: PLANNER NAME: Elise Hug, Planner
TELEPHONE: (416) 392-0758

**Attachment 8:
Summary of the policies of the in-force Official Plan pertaining to the WQWT Area**

The in-force Official Plan designates the lands as:

- Low Density Mixed Commercial-Residential Area along Queen Street West (a portion of the 1199 Queen Street West parcel); and
- Mixed Industrial-Residential Area on the remainder of the lands at 1199 Queen Street West and all of the lands at 48 Abell Street.

The Plan also identifies this section of Queen Street West as subject to the Plan's Main Streets policies.

Low Density Mixed Commercial-Residential and Main Streets contain a mix of commercial, residential and institutional uses in low-rise form, generally within the range of 3 to 5 storeys. The Plan permits Council to pass by-laws allowing buildings with a maximum total gross floor area of 3.0 times the area of the lot.

Mixed Industrial-Residential Areas allow a wide range of residential uses, community services and facilities, street-related retail and service uses, and those industrial uses which are environmentally compatible with adjacent and neighbouring uses. Council may pass by-laws to permit industrial buildings containing environmentally compatible uses with gross floor areas up to 3.0 times the area of the lot and buildings containing only residential uses with gross floor areas up to 2.0 times the area of the lot.

Notwithstanding the above, Council may establish lower maximum densities for Mixed Industrial-Residential Areas on the basis of an appropriate study which has considered area specific objectives for uses, urban design, built form and density.

The in-force Official Plan states that Council should work with the private sector to ensure coordinated public and private investment in the Garrison Common North Area to:

- better integrate this area into the urban fabric;
- improve its environmental conditions and transportation services; and
- promote the realization of the objectives of this Plan, particularly with respect to housing, economic development, cultural and heritage resources, parks and open space and community facilities.

Council may:

- use comprehensive and area-based planning and urban design studies to achieve these objectives;

- undertake and/or participate in capital works projects consistent with the objectives of the plan, in order to assist in the implementation of the studies referred to above; and
- acquire land and/or buildings and improvement of land and/or buildings under City ownership in order to assist in:
 - the creation of a comprehensive parks system and other connections to the waterfront;
 - enhancement of heritage resources;
 - the provision of community services; and
 - the realization of opportunities for economic development.

The Garrison Common North Part II Plan provides more detailed policies for the area which prevail over the city-wide Official Plan policies. The Part II Plan identifies the lands as:

- Low Density Mixed Commercial-Residential Area with permission to pass by-laws for densities of up to 3.0 times the area of the lot for mixed use buildings, provided that residential densities do not exceed 2.5 times the area of the lot and commercial densities do not exceed 1.5 times the area of the lot; and
- Mixed Industrial-Residential Area 'B', re-iterating the in-force Official Plan's permission to pass by-laws for densities of up to 3.0 times the area of the lot for mixed-use buildings of which residential densities are to constitute a density of no more than 2.0 times the area of the lot.

The in-force Garrison Common North Part II Plan sets out the following principles for development. The Part II Plan states that development should:

- (a) integrate the area into the rest of the City by developing the lands so that they relate to the established city fabric in terms of streets and blocks, uses and density patterns;
- (b) complete the open space system by enhancing and completing the existing north-south public open space system, providing both visual and physical connections to Fort York and the waterfront;
- (c) introduce a variety of land uses and densities and provide a range of housing types in terms of built form, affordability and tenure;
- (d) provide adequate community services and facilities;
- (e) be sensitive to and protect industrial operations and areas; and
- (f) provide a high level of environmental quality."

The in-force Garrison Common North Part II Plan also encourages a high quality of urban design as it relates to structure, form and physical amenity, including:

- buildings which define the edges of streets and open spaces, animating their edges and minimizing wind and shadow impacts on them;
- heights and massing which are compatible with adjacent buildings and streets;
- grade-related units suitable for families with children;
- shared servicing and open space within development blocks; and
- enhancing ground level conditions for pedestrians.

Map A of the Garrison Common North Part II Plan identifies which streets should be extended as the area redevelops. Several of these streets go through or are adjacent to sites which are the subject of current planning applications. The street extensions proposed by the Plan are:

- the extension of Sudbury Street along the southern boundary of 'Area 2' up to the intersection of Queen Street West and Gladstone Avenue;
- the extension of Northcote Street southward to intersect with the extension of Sudbury Street; and
- the extension of Abell Street southward to intersect with the extension of Sudbury Street.

In addition, the Part II Plan states that when considering a rezoning, Council shall have regard for:

- the advisability of retaining existing industrial buildings or uses in terms of the retention of industrial jobs;
- the retention of industrial buildings in good structural condition or which may have architectural or historical merit; and
- the extent to which a change in use would adversely affect the continued compatibility of neighbouring uses, particularly in those areas where identifiable pockets of a consistent use exist.

The Garrison Common North Part II Plan policies require Council to consider additional matters as they relate to large redevelopment sites (> 1 hectare). Council shall ensure:

- (a) that block size and orientation are similar to those of the surrounding neighbourhoods;
- (b) that new streets are extensions of the existing street grid and align with the existing streets, where possible, allowing for street-oriented development;

- (c) that north-south views are preserved, enhanced or, where possible, created through physical connections to the surrounding neighbourhoods and the waterfront, in the form of streets, view corridors, pedestrian connections and open spaces;
- (d) that consideration is given to utilizing the required safety setback from the rail corridors as open space or roadway or both, particularly in residential areas;
- (e) [not applicable]
- (f) that, in developing the street network, it has particular regard to the separation of industrial traffic routes from local residential traffic routes;
- (g) that access for servicing and parking for any development is from rear lanes, rather than from streets, and that the existing lane system is improved and new lanes introduced where appropriate;
- (h) that a high standard of residential amenity is provided on local streets, through efforts directed at alleviating the problems of excessive speed and through traffic calming and improving pedestrian and cyclist safety; and
- (i) that existing streetscapes and public and private pedestrian walkways are improved through such means as tree planting, improved lighting and the provision of street furniture giving particular attention to pedestrian intensive areas such as Queen Street West.

**Attachment 9:
Summary of the policies of the New Official Plan pertaining to the WQWT Area**

At its meeting of November 26, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new Official Plan, in part, with modifications. The hearing commenced on June 13, 2005 and will continue on June 5, 2006. It is anticipated that most sections of the Toronto Official Plan may be brought into effect by the Board shortly thereafter.

On the new Plan's Map 2: Urban Structure, the lands along the south side of Queen Street are identified as Avenues and the lands between the Avenue and the railway corridor are identified as Employment Districts.

Avenues are "important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents", according to Section 2.2.3 of the Plan.

This Employment District has been deleted from Map 2 by a modification by the Minister of Municipal Affairs and Housing.

The new Official Plan for the City of Toronto designates the WQWT Area as a Regeneration Area, requiring the Secondary Plan to address:

- urban design guidelines;
- a greening strategy for tree planting, improvements to parks and the acquisition of new parks and open spaces;
- streetscape, park and open space improvements;
- the need for new community services and facilities;
- a heritage strategy identifying important heritage resources and ensuring new buildings are compatible with adjacent heritage buildings;
- environmental policies regarding contaminated lands; and
- transportation policies that encourage transit, walking and cycling over use of the private automobile.

The Plan includes a requirement that development in Regeneration Areas proceed according to a secondary plan process, including the requirement for an area study as outlined above. Section 4.7 Regeneration Areas states that these areas will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:

- revitalize areas of the City that are largely vacant or underused;
- create new jobs and homes that use existing infrastructure;
- restore, re-use and retain existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures;
- achieve streetscape improvements and the extension of the open space network; and
- promote the environmental clean-up and re-use of contaminated lands.

The New Garrison Common North Secondary Plan re-iterates many of the objectives outlined in the in- force Garrison Common North Part II Plan. Map 14-1 in the Secondary Plan re-iterates the planned street extensions outlined in the in-force Garrison Common North Part II Plan.

The new Garrison Common North Secondary Plan identifies most of the WQWT Area as part of 'Area 2' and requires an area study to precede significant development which addresses all the issues listed in the New Official Plan