

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 - OMB Appeal
OPA & Rezoning Application 05 133454 STE 18 OZ
Applicant: Bill Cawker, 2059946 Ontario Limited (Baywood Homes)
Architect: Page + Steele Architects
1171 and 1171R Queen St W
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 1171 and 1171R 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".

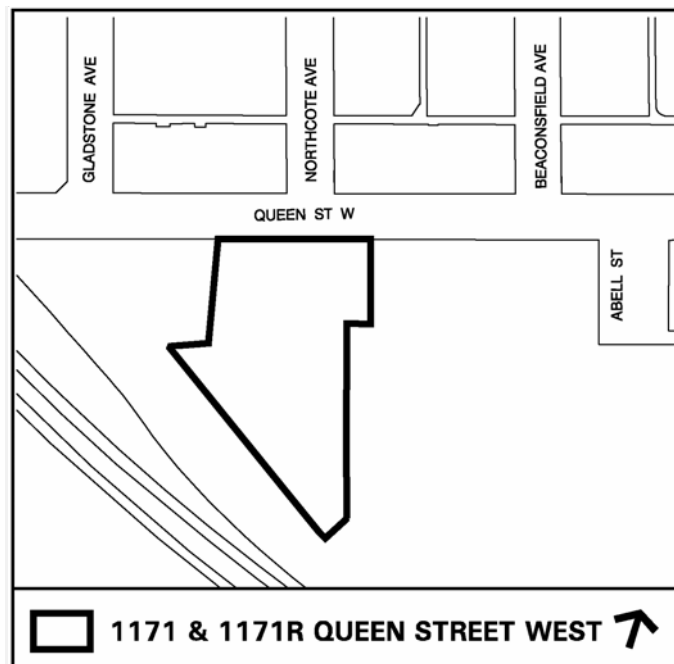
Financial Implications and Impact Statement:

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 the 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 13th, 2006 Toronto and East York Community Council hearing.

Proposal

The application is for amendments to the Official Plan and Zoning By-law 438-86 to allow a 9-storey mixed use building fronting onto Queen Street West and a 19-storey residential building (plus mechanical penthouse) at the rear of the property referred to as 1171 and 1171R Queen Street West. Site plan and elevation drawings are included in Attachments 1 through 5 of this report. The drawings illustrate an earlier proposal by the same applicant for greater heights (10 storeys on the Queen Street building and 26 storeys on the rear building) and densities than are currently proposed. Drawings illustrating the 9 and 19-storey building have been submitted to the Ontario Municipal Board. City Planning expects to receive a formal submission of drawings illustrating these revisions shortly. Once these drawings are submitted formally, the application data sheet in Attachment 7 will be updated.

The proposal for the northern portion of 1171 Queen Street West conforms with the use, but not the density and height provisions of the Zoning By-law. The southern portion of the property is zoned for industrial uses. The proposal would require amendments to allow residential uses and additional height and density, among other things. 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 application does not conform with the New Official Plan for the City of Toronto.

Site Description

The irregularly shaped and relatively flat site is 6173 m² (0.6 hectare) in size. It is currently occupied by a 1-storey brick warehouse with a small 2-storey office space and some at-grade parking.

North: 2-4 storey mixed use buildings along Queen Street West
South: the railway corridor
East: 1-2 storey commercial and mixed use buildings along Queen Street West, a 3 storey industrial building currently used for showrooms and studios and a vacant lot on which approval has been secured for stacked townhouses
West: 1-storey shopping plaza, a parking lot and the railway corridor

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; and
- Mixed Industrial-Residential Area on the remainder of the lands stretching south to the railway corridor.

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.

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 supports the general details of building placement as outlined in the latest site plan, including a spacious, north-south pedestrian and bicycle connection between Queen Street West and Sudbury Street in lieu of the extension of Northcote Street. The proposed archway, publicly accessible landscaped open space and connection to the east-west mews, are central to this support. The application includes 17 grade-related townhouse units suitable for families with children. Support for any residential redevelopment on the rear portion of this site is contingent upon the following:

- the coordinated redevelopment of the West Queen West Triangle as outlined in the Request for Directions Report dated May 30, 2006;
- the inclusion of a mechanism to secure a network of public streets as outlined in the Request for Directions Report dated May 30, 2006;
- new public parkland to be located in the West Queen West Triangle;
- 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 1171 and 1171R Queen Street West. They include, but are not limited to:

- height and setbacks fronting onto Queen Street West;
- height of the rear building;

- the archway dimensions;
- density;
- 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.

The character of Queen Street West is one of low-rise buildings, primarily three to four storeys in height. The existing zoning on Queen Street West allows for a 4 storey (13 metre) building at the street edge, a fifth storey within a 44 degree angular plane (up to 16 metres), and provides for mechanical penthouse above that height up to 21 metres. This zoning respects the prevailing low-rise character of the street, supports the City’s Main Streets policies, provides for sky views and protects sunlight access on the north sidewalk in a manner similar to the current MCR zoning (from approximately 11 a.m. during the fall equinox).

The proposed height (9 storeys plus mechanical penthouse) and setbacks (above the fifth and seventh storeys) fronting onto Queen Street West are not supported by City Planning. A section is provided in Attachment 4.

Planning recommends that the proposed building fronting onto Queen Street West be set back 2.5 m from the front property line and include setbacks above the fourth storey (13m) rising to no more than 8 storeys (24 m), including mechanical penthouse. This built form respects the existing heights along Queen Street West, maintains similar sunlight access to the north sidewalk as the current zoning but provides for some additional height and density. Further detail is provided in the Request for Directions report (dated May 30, 2006).

The proposed height of the rear building (19 storeys plus mechanical penthouse) is not supported by City Planning. 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 rear portion of the site. Planning could support a proposed rear 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.

Northcote Street Extension, Archway and Landscaped Open Space

Rather than extending Northcote Street as a public road as outlined in the Garrison Common North Part II Plan, the applicant has proposed a pedestrian and bicycle connection between Queen Street West to the lane and a large publicly accessible landscaped open space on the land that would otherwise have been the road right-of-way. City Planning supports this proposal. However, some aspects of these design elements are problematic. The proposed archway is only 2 storeys high and is relatively deep. Also, the rear building extends eastward, blocking half of the width of the view corridor through the archway. This design, while suitable for an entrance to a private courtyard, is not appropriate for a public connection in the stead of a public street. The openness, sky views and through views provided by a public street remain objectives. City Planning requests that the proposed height of the archway be increased to at least 3 storeys to strengthen the visual connection between Queen Street West and the publicly accessible open space beyond. City Planning suggests that the rear building be moved westward as much as possible to further improve the views through this archway.

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.

The proposed density is 4.49 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 the lot 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 30th, 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;
- 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 1171 and 1171R Queen Street West. 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 proposal on adjacent sites have indicated that they will provide the Master Servicing Plan which will be reviewed by City Planning and Technical Services staff.

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 1171 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. All transportation impacts will be reviewed by Transportation Services staff.

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. The street would be located between the proposed building and the railway. The proposed building setback 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 has agreed to share the costs of constructing this road, including appropriate noise and vibration attenuation and crash protection measures. The construction of Sudbury Street is mandatory for any development in the Triangle to proceed.

Section 37

City Planning staff are continuing to review the application at 1171 and 1171R Queen Street West in conjunction with the proposals submitted by other land owners for lands at 48 Abell Street and 1199 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 1171 and 1171R Queen Street West and to support the directions outlined in this report.

Contact

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Director, Community Planning, Toronto and East York District

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List of Attachments:

Attachment 1: Site Plan

Attachment 2: North Elevation

Attachment 3: East Elevation

Attachment 4: Section

Attachment 5: Official Plan (map)

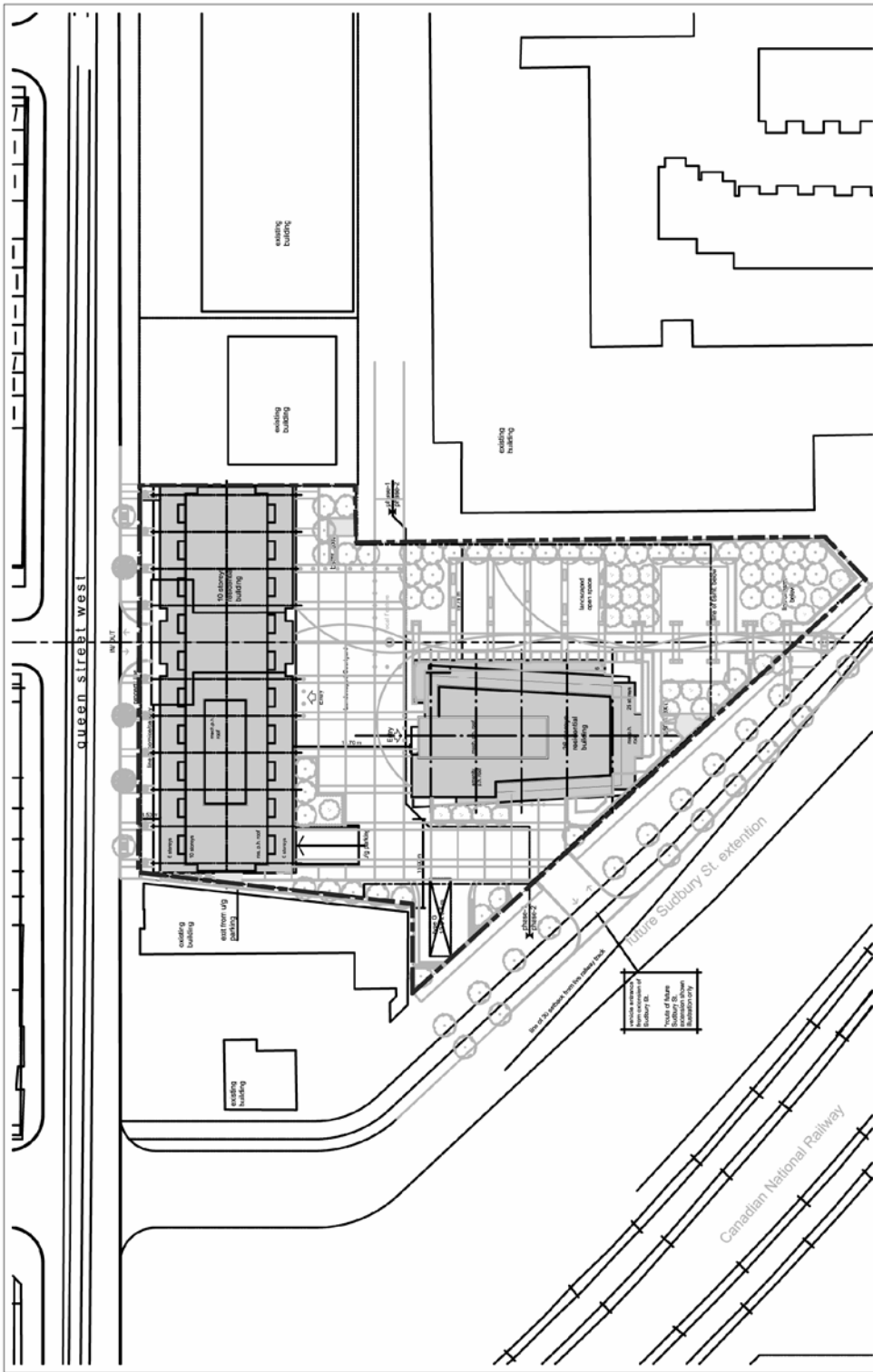
Attachment 6: Zoning (map)

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



1171 & 1171R Queen Street West

Site Plan

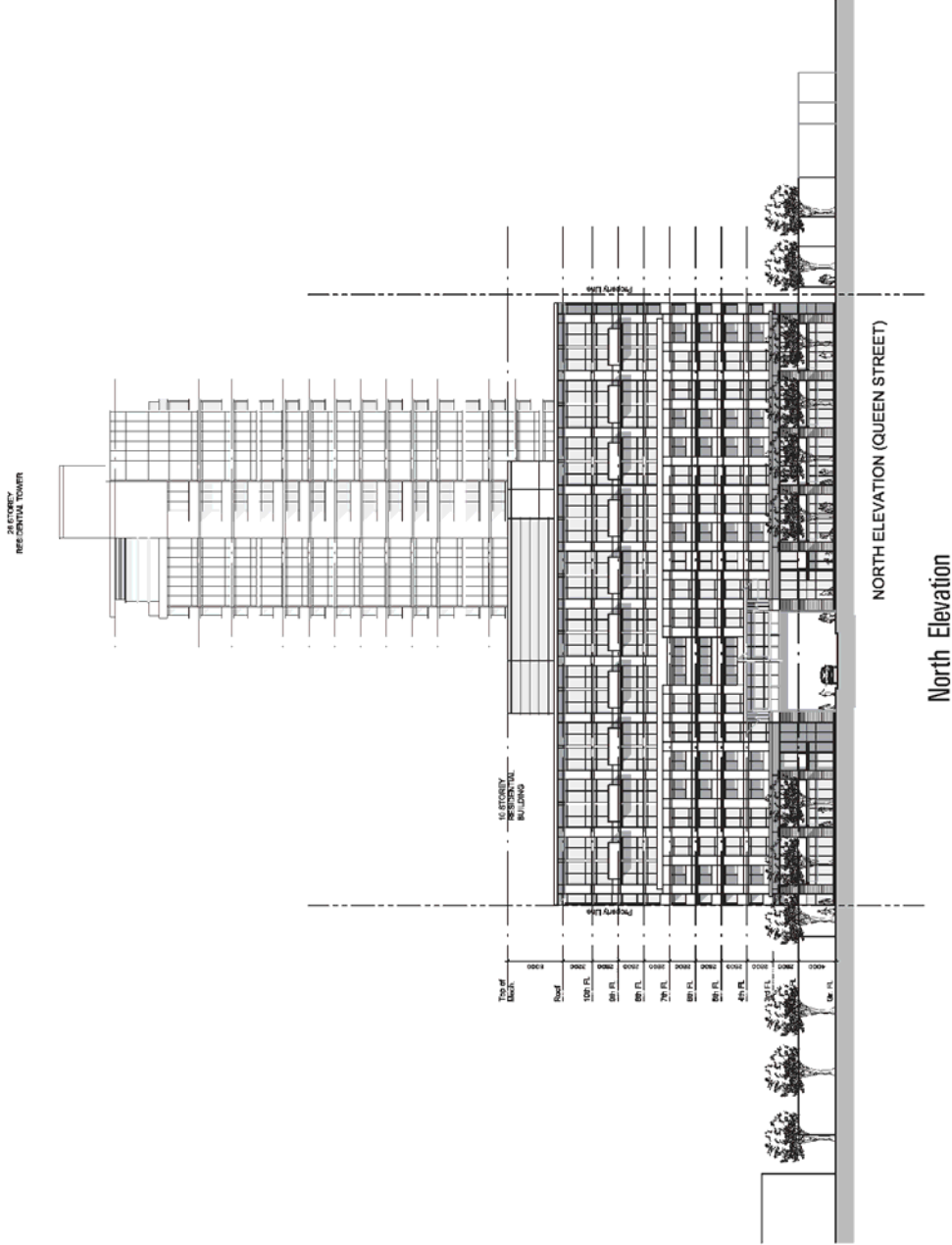
Applicant's Submitted Drawing

Not to Scale
05/25/05



File # 05_133454

Attachment 2: North Elevation



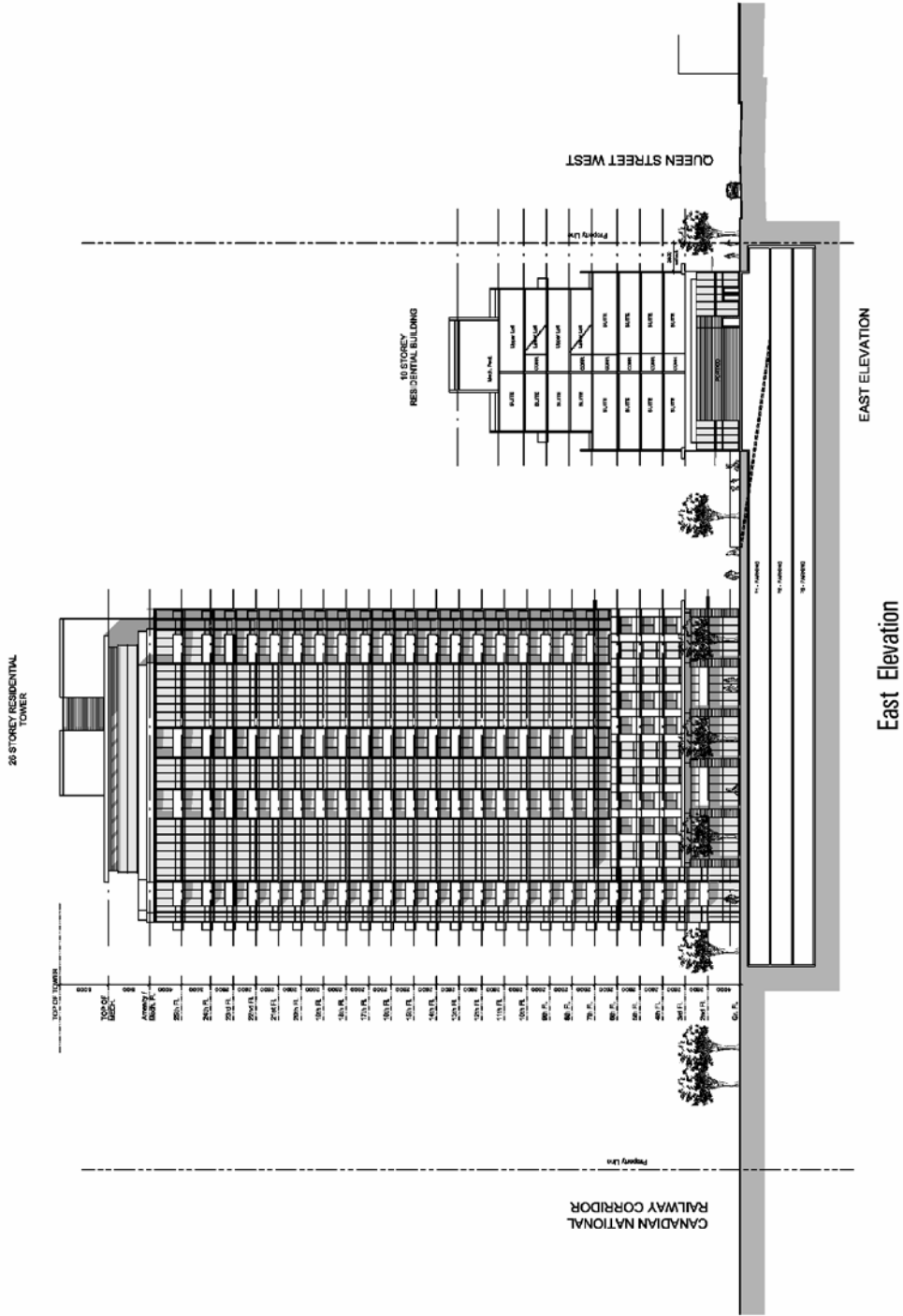
Elevations
1171 & 1171R Queen Street West

Applicant's Submitted Drawing

Not to Scale
05/25/05

File # 05_133454

Attachment 3: East Elevation

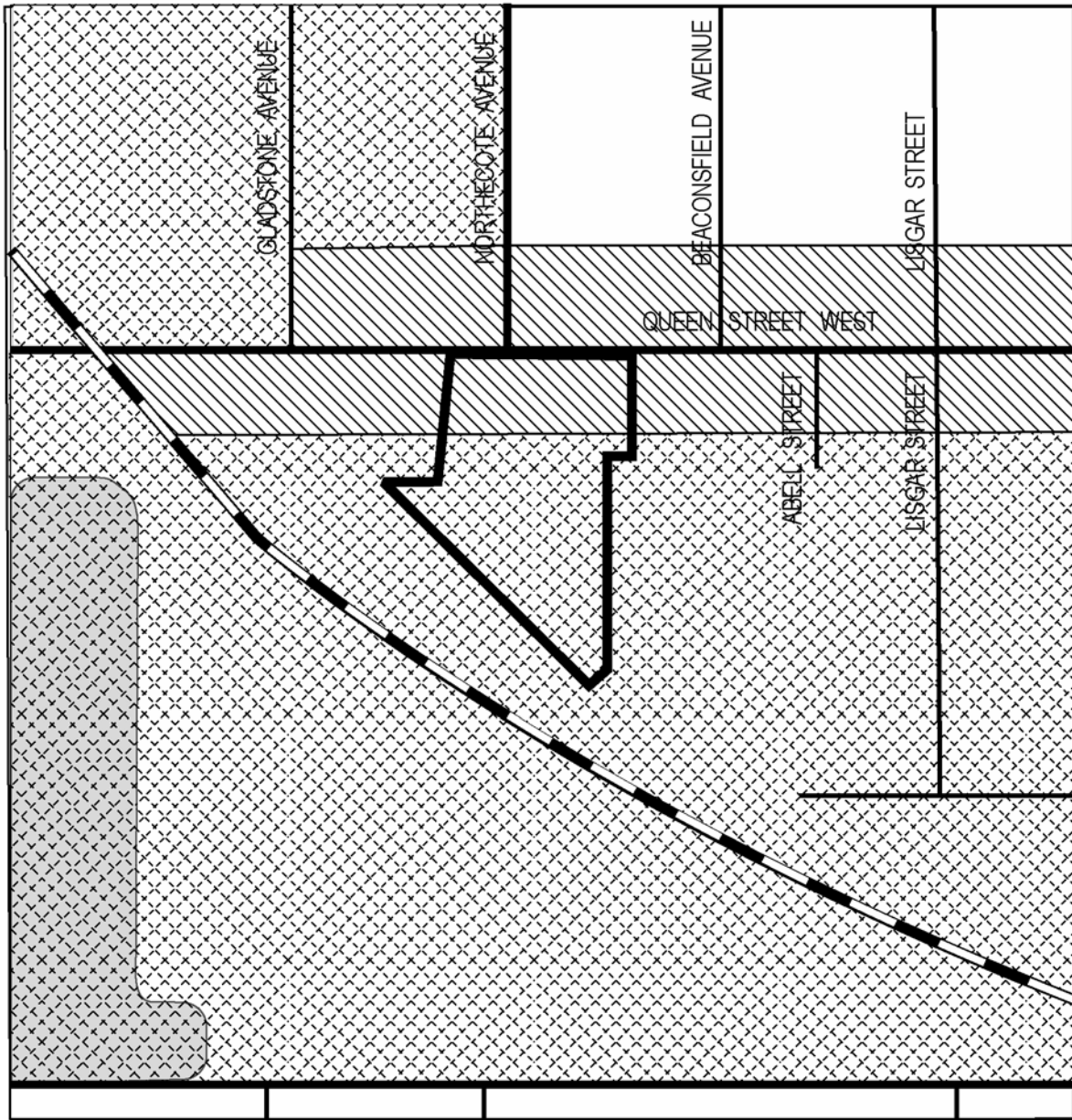


Elevations
Applicant's Submitted Drawing
Not to Scale
05/25/05

1171 & 1171R Queen Street West

File # 05_133454






Attachment 5: Official Plan (Map)



 **TORONTO** Urban
Development Services
Official Plan

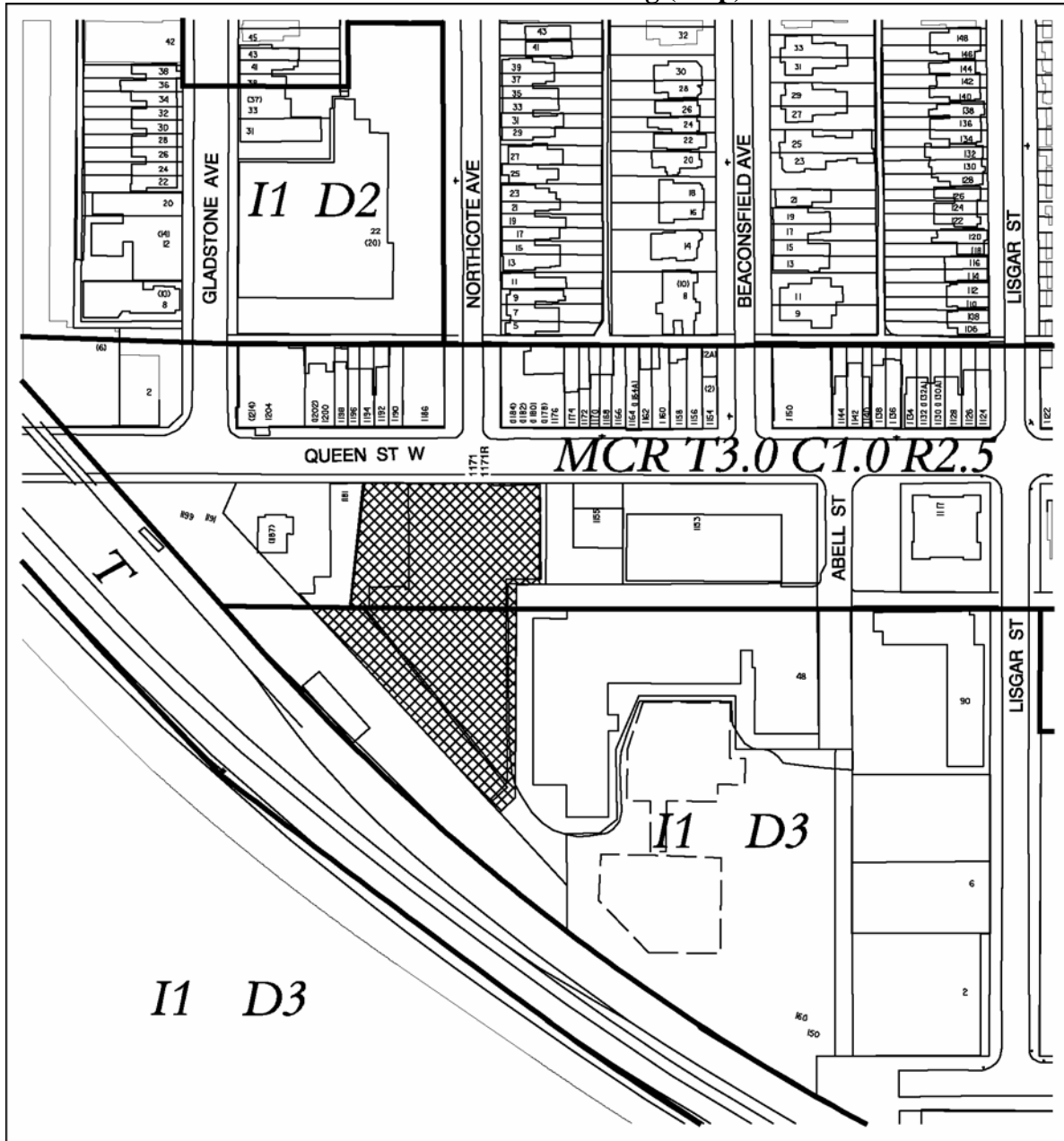
1171 & 1171R Queen Street West

File # 05_133454

- | | |
|--|--|
|  Site |  Mixed-Industrial Residential Areas |
|  Low Density Residence Areas |  General Use Areas |
|  Low Density Mixed-Commercial-Residential Areas | |


Not to Scale
05/25/05

Attachment 6: Zoning (Map)



1171 and 1171R Queen Street West

File # 05_133454

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



Not to Scale
Zoning By-law 438-86 as amended
Extracted 05/25/05 - NRS

Attachment 7: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	05 133454 STE 18 OZ
Details	OPA & Rezoning, Standard	Application Date:	May 17, 2005
Municipal Address:	1171 QUEEN ST W, Toronto ON		
Location Description:	PT ORDNANCE RESERVE **GRID S1807		
Project Description:	Proposed redevelopment of industrial and office space into 359 residential units in two towers, with mixed retail on Queen Street West.		

Applicant:	Agent:	Architect:	Owner:
2059946 Ontario Limited (Baywood Homes) Bill Cawker		Page & Steele Architects	2059946 Ontario Limited (Baywood Homes) Bill Cawker

PLANNING CONTROLS

Official Plan Designation:	Low Density Mixed Commercial-Residential Areas, Mixed Industrial-Residential Areas	Site Specific Provision:
Zoning:	MCR T3.0 C1.0 R2.5,I1 D3	Historical Status:
Height Limit (m):	16, 18	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	6173.4	Height: Storeys:	25
Frontage (m):	66.4	Metres:	79
Depth (m):	121		
Total Ground Floor Area (sq. m):	1905		Total
Total Residential GFA (sq. m):	29429.1	Parking Spaces:	403
Total Non-Residential GFA (sq. m):	1084.1	Loading Docks	1
Total GFA (sq. m):	30513.2		
Lot Coverage Ratio (%):	31		
Floor Space Index:	4.9		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	29429.1	0
Bachelor:	0	Retail GFA (sq. m):	1084.1	0
1 Bedroom:	177	Office GFA (sq. m):	0	0
2 Bedroom:	172	Industrial GFA (sq. m):	0	0
3 + Bedroom:	10	Institutional/Other GFA (sq. m):	0	0
Total Units:	359			

**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; and
- Mixed Industrial-Residential Area on the remainder of the lands stretching south to the railway corridor.

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