

TORONTO STAFF REPORT

June 26, 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 05 199171 STE 18 OZ
Applicant: Andrew Paton
Architect: Baird Sampson Neuert Architects
150 Sudbury St
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 150 Sudbury Street. 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", dated May 30, 2006.

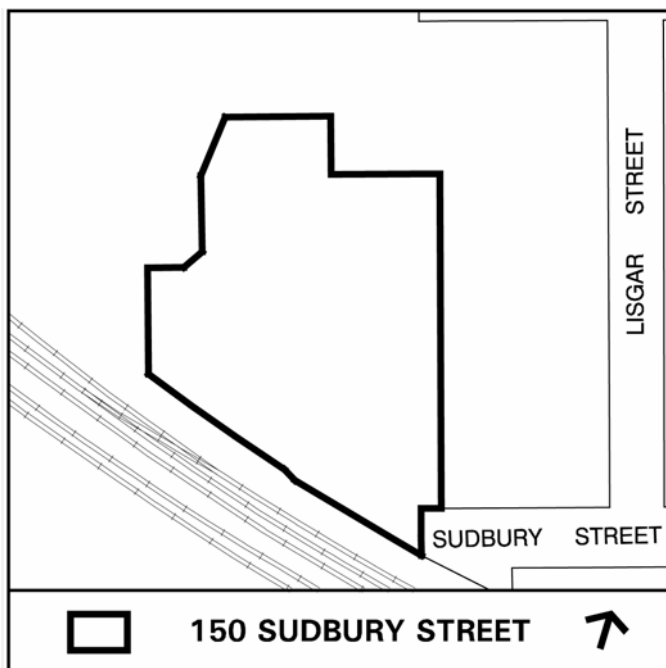
Financial Implications and Impact Statement:

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 to:
 - (a) provide non-residential uses as part of the proposed development, in keeping with City Planning's recommendation for no-net-loss of non-residential



uses in the West Queen West Triangle;

- (b) provide a setback from the railway corridor which is acceptable to City Planning in consultation with Canadian National Railway and Go Transit;
 - (c) convey the lands required for the extensions of Abell Street and Sudbury Street;
 - (d) reduce the heights, density and massing of the proposed development;
 - (e) improve the landscaped open space at the north end of the site by minimizing at-grade servicing and loading access routes;
 - (f) increase the mix of dwelling unit types to include housing suitable for families with children;
 - (g) provide a master servicing study for this proposal in the context of the redevelopment of the entire West Queen West Triangle;
 - (h) provide a master transportation impact study for this proposal in the context of the redevelopment of the entire West Queen West Triangle; and
 - (i) secure community benefits in exchange for height and density under Section 37 of the Planning Act;
- (2) instruct the City Solicitor, together with appropriate City staff and experts as needed, to attend any Ontario Municipal Board hearing in support of this 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;
- Request for Directions Report regarding the West Queen West Triangle, Dated May 30, 2006 and

- Refusal Report regarding 45 Lisgar Street, dated June 27, 2006.

In 2000, Council approved site-specific Zoning By-law No. 832-2000 permitting dwelling units in 4 storey townhouses up to 12 m in height on this site, with parking at grade.

During the second quarter of 2005, the Committee of Adjustment approved a minor variance to the site specific by-law to allow an increase in height to allow for 5½ storey stacked townhouses up to 16.5 m in height. Parking was relocated below grade. The approval was conditional upon extending Sudbury Street as a public road, increasing at-grade landscaping and other matters.

This application is one of four applications received in 2005 and 2006 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 reported back with the results of this overall review to the June 13, 2006 Toronto and East York Community Council hearing. Community Council endorsed the recommendations of the May 30, 2006, with some amendments. The proposal would not satisfy the requirements outlined in the May 30, 2006 report, including but not limited to the following:

- lack of non-residential uses;
- height, massing and density;
- noise, vibration and crash mitigation measures related to the railway corridor; and
- building setbacks for public road right-of-ways for Abell Street and Sudbury Street.

The matter will be heard at the City Council meeting of June 27th, 28th and 29th, 2006.

Proposal

This application is for amendments to the Official Plan and Zoning By-law 438-86 to allow 2 residential buildings:

- a 9 storey building, stepping up at 2 and 6 storeys, on the west side of the site;
- a 13 storey building, stepping up at 2, 6 and 9 storeys, on the east side of the site; and
- a total of 414 dwelling units.

The proposal also provides for the extension of the road network including:

- land required for the extension of Sudbury Street along the southern property line; and
- a portion of the land required for the extension of Abell Street along the east property line.

Site plan and elevation drawings are included in Attachments 1 through 7 of this report. Further details are provided in the Application Data Sheet in Attachment 12.

The application does not conform with either the in-force Official Plan or the in-force Garrison Common North Part II Plan for the former City of Toronto. The Plan designates this site Mixed Industrial-Residential Area. While the Plan calls for residential uses on this site, the proposed residential density on the 150 Sudbury Street site exceeds the maximum total residential density of 2.0 times the area of the lot as specified in the Part II Plan. The in-force Official Plan map is provided in Attachment 8.

The application does not conform with the New Official Plan for the City of Toronto, which designates the site Regeneration Area or the Garrison Common North Secondary Plan in the new Official Plan which requires the completion of various studies prior to significant development in Area 2.

The proposal for 150 Sudbury Street does not conform with the use, height or density provisions of the Zoning By-law. The zoning map is provided in Attachment 9. The proposed residential buildings located at 150 Sudbury Street are on land zoned I1 D3. No residential uses are permitted by the base zoning. A site specific by-law (No. 832-2000) was approved in 2000 allowing residential uses up to 1.0 times the area of the lot, subject to additional conditions including a 12 metre height limit. The Committee of Adjustment later approved minor variances allowing residential uses up to a density of approximately 1.7 times the area of the lot, subject to additional conditions including a 16.5 metre height limit.

The heights of the two proposed buildings (29.3 metres and 40 metres, including mechanical penthouse) significantly exceed the base zoning's height limit of 18 m (plus mechanical penthouse), as well as the lower heights approved for residential development in 2000 and 2005.

The current proposal is significantly different from any of the previous approved developments on this site. The proposal would require amendments to the Zoning By-law 438-86 to allow residential uses and additional height and density, among other things.

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.

Site Description

This 10,012 square metres (1.0 ha), irregularly-shaped site is vacant. The owner is currently doing preparatory grading on-site.

The immediate context is as follows:

North: 3 storey industrial building containing a lamp showroom, light industrial and commercial enterprises, live/work units and residential dwelling units

South: railway corridor

East: a 1 storey industrial warehouse building

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 Mixed Industrial-Residential Area.

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 for 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 Garrison Common North Secondary Plan in the new Official Plan 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 10 and 11 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 provision of a publicly accessible landscaped courtyard (adjacent to 48 Abell Street's courtyard) is an important element of this support. The proposed building is registered in the Leadership in Energy and Environmental Design (LEED) program for environmental building design and construction. 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 150 Sudbury Street. They include, but are not limited to:

- cumulative height and massing of the two proposed buildings, including mechanical penthouses;
- density;
- proposed landscaped open space compromised by proposed servicing and loading access routes;
- setback from the rail corridor and crash mitigation measures;
- land proposed for the extension of Abell Street, which is related to the design and width of the Abell Street right-of-way;
- significant residential development being proposed without any non-residential development; and
- community benefits in exchange for additional height and density under Section 37 of the Planning Act.

Land Use

The proposal is a residential development with a number of dwelling units identified as live/work units. The Garrison Common North Part II Plan of the former City of Toronto states that live/work units shall be considered residential uses, not non-residential uses. According to current policies, this proposal is considered to be entirely residential.

City Planning recommended a no-net-loss policy for non-residential development in the West Queen West Triangle Area in the May 30, 2006 report to Toronto and East York Community Council. A substantial portion of the proposed development at 150 Sudbury Street should consist of non-residential uses.

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 150 Sudbury 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, preserve sky views and sunlight access similar to the current zoning and begin to transition down towards the east.

The proposed height and massing is not supported by City Planning. The lowest portions of the buildings are 2 storeys (6 m) along Sudbury Street. The main components of the two proposed buildings are between 6 (16 m), 8 (21 m) and 9 (24 m) storeys stretching north-south with an additional 5.3 metres for rooftop mechanical equipment, and a total height of 29.3 metres. On the east building, an additional tower is 13 storeys (36 m) tall with an additional 4.0 metres for rooftop mechanical equipment, and a total height of 40.0 m.

Planning staff believe that some additional height above the height specified by the current zoning (18 m) can be accommodated on the 150 Sudbury Street parcel. Planning could support either one of two options: lower base buildings with a limited floor plate taller element or larger floor plate mid-rise buildings without the taller element, to preserve sunlight access and skyviews through the area and provide massing compatible with the proposed streets, open spaces and adjacent development sites. The first option is outlined in the Request for Directions Report regarding the Official Plan and Zoning Review of the West Queen West Triangle Area from the Director, Community Planning, Toronto and East York District, dated May 30, 2006. This option would include 6 storey base buildings, with stepbacks above the 4th storey (12-18 m) and a taller element at the southeast of the site (36 m), including all mechanical equipment.

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.

Streets

The applicant has proposed to convey a portion of the property for the extension of Sudbury Street and Abell Street. The applicant is proposing to convey a strip of land that is 15 metres wide for public right-of-way purposes and to set back the buildings a further 4 metres. City Planning has recommended a right-of-way for Sudbury Street which includes two traveled lanes, one parking lane, two sidewalks, and landscaping which provides for large growing shade trees on both sides of Sudbury Street and a bicycle path, in addition to whatever structure may be required for crash mitigation adjacent to the rail corridor. The minimum width requirement for a right-of-way of this design appears to be approximately 21.5 metres plus space required for the crash mitigation measures. Detailed design of the road, including accommodation for changing grades, has not been completed.

The applicant has proposed to convey a portion of the property for the extension of Abell Street. The applicant is proposing to convey a strip of land that is 6.7 metres wide for public right-of-way purposes and to set back the building a further 2.25 metres. Half of the land required for the extension of Abell Street along the east property of the site is required. Abell Street is considered an intermediate local street under the City's Development Infrastructure Policy and Standards (DIPS) because, among other things, it accommodates high density residential development. According to DIPS, the width of an intermediate two-way road right-of-way with on-street parking on one side should be 18.5 metres. If the applicant were to provide half of the required right-of-way and the future development site to the east were to provide the other half, each would be required to provide 9.25 metres.

Rail Corridor Adjacency

City Planning is recommending that Sudbury Street be extended along the northern edge of the railway corridor, providing much of the separation required between residential buildings and the railway corridor. Canadian National Railway (CN) and GO Transit (GO) normally require a setback of 30 metres from the railway corridor, in addition to safety, noise and vibration mitigation measures. In this instance, as with adjacent properties, CN and GO have agreed to a lesser setback of 25 metres, provided a landscaped berm or crash wall is provided in addition to noise and vibration mitigation measures on-site. City Planning is recommending that coordinated noise/vibration/crash protection measures be integrated into the design of the new public road.

The applicant has proposed a 19 metre setback from the rail corridor which is unacceptable to City Planning, CN and GO. The applicant is intending to submit an alternate proposal combining setbacks and noise and vibration mitigation measures. City Planning, in consultation with CN and GO, is open to further discussions on this matter. City Planning may be able to support a right-of-way width of approximately 21.5 metres, plus the width of any crash mitigation measures.

Landscaped Open Space

The proposal includes a courtyard along the north property line of the 150 Sudbury Street site. There is also a planning application for the site immediately adjacent to the north (48 Abell 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.

Unit mix

City policies call for a mix of housing types and units and, for the Garrison Common North Area, specifically encourage units suitable for families with children, which are grade-related units with two or more bedrooms. The proposal includes 80 bachelor apartments, 314 one bedroom units and 20 two bedroom units. None of the proposed units are suitable for families with children. Planning recommends that a portion of the units in the building be suitable for families with children, preferably including 3 bedroom units.

Density

The Garrison Common North Part II Plan for the former City of Toronto 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 compatible industrial uses. The Plan recommends that the proportion of non-residential uses to total density at full build-out is 33 per cent. The Garrison Common North Secondary Plan in the new Official 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 for 150 Sudbury Street is 3.0 times the area of the lot, all of which is for residential uses. This density exceeds the limits prescribed by the Garrison Common North Part II Plan for the former City of Toronto for residential uses in this area.

Planning staff have explored several built form options, including the one proposed by the applicant, and are of the opinion that a density close to the 3.0 times the area of the 150 Sudbury Street site 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. Reductions in overall height and massing (including mechanical penthouses) and an increase in setback from the rail corridor are being recommended by Planning, and will likely result in a decrease in density from that currently proposed. In addition, 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

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;
- municipal 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 150 Sudbury 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 150 Sudbury Street 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.

Section 37

City Planning staff are continuing to review the application at 150 Sudbury Street in conjunction with the proposals submitted by other land owners for lands on nearby sites. 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 above and beyond the municipal parks levy;
- 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;
- affordable studio space for the arts industry; and
- public art.

Conclusions:

City Planning recommends that Council direct the City Solicitor to attend any Ontario Municipal Board hearings related to the application at 150 Sudbury Street and to support the directions outlined in this report.

Contact

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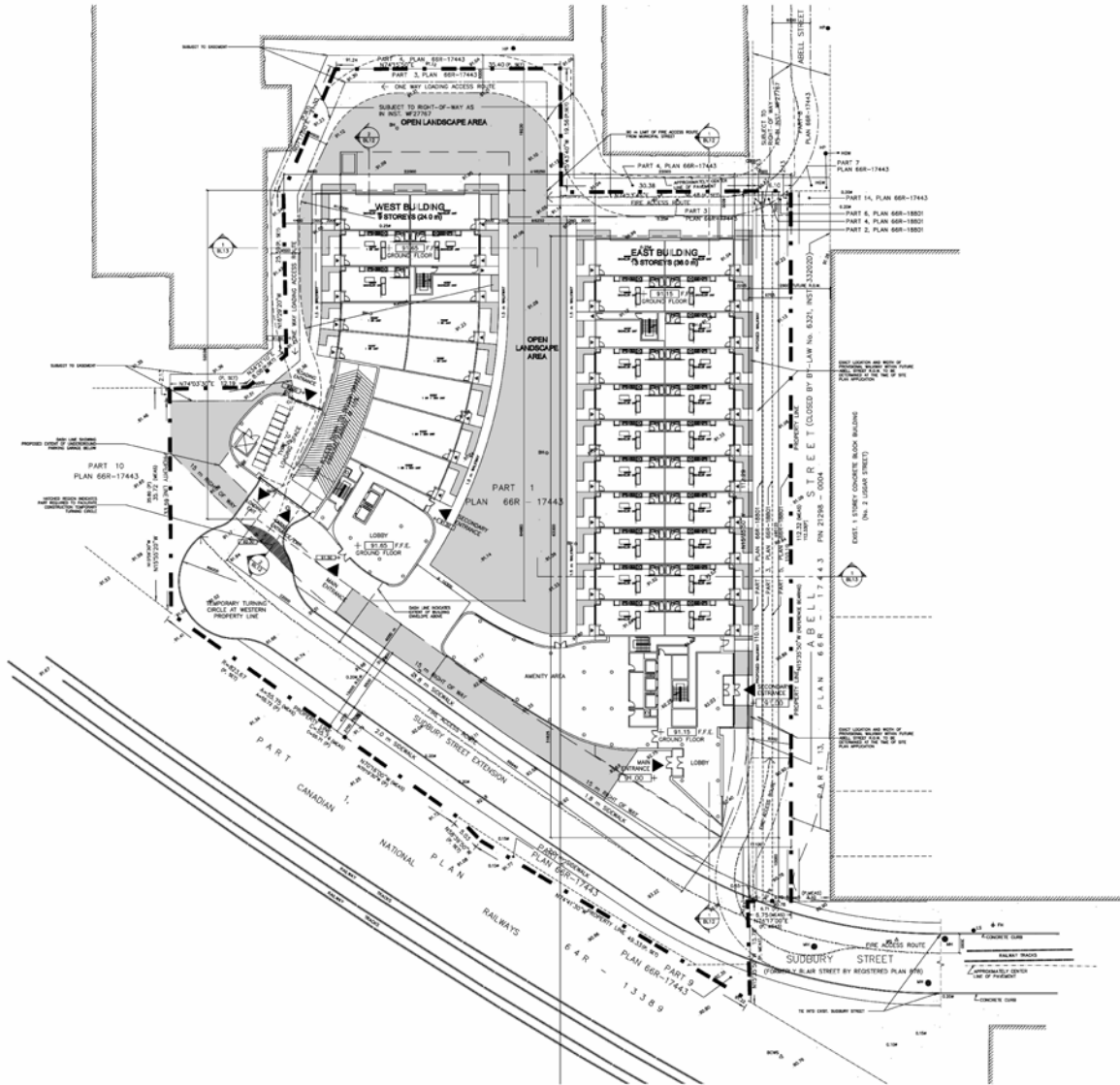
Director, Community Planning, Toronto and East York District

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List of Attachments:

- Attachment 1: Site Plan
- Attachment 2: North Elevation
- Attachment 3: South Elevation
- Attachment 4: East Building/ East Elevation
- Attachment 5: East Building/ West Elevation
- Attachment 6: West Building/ East Elevation
- Attachment 7: West Building/ West Elevation
- Attachment 8: In-force Official Plan for the former City of Toronto (map)
- Attachment 9: Zoning Map (Uses and Densities)
- Attachment 10: Summary of the policies of the in-force Official Plan pertaining to the WQWT Area
- Attachment 11: Summary of the policies of the New Official Plan pertaining to the WQWT Area
- Attachment 12: Application Data Sheet

Attachment 1: Site Plan



Site Plan

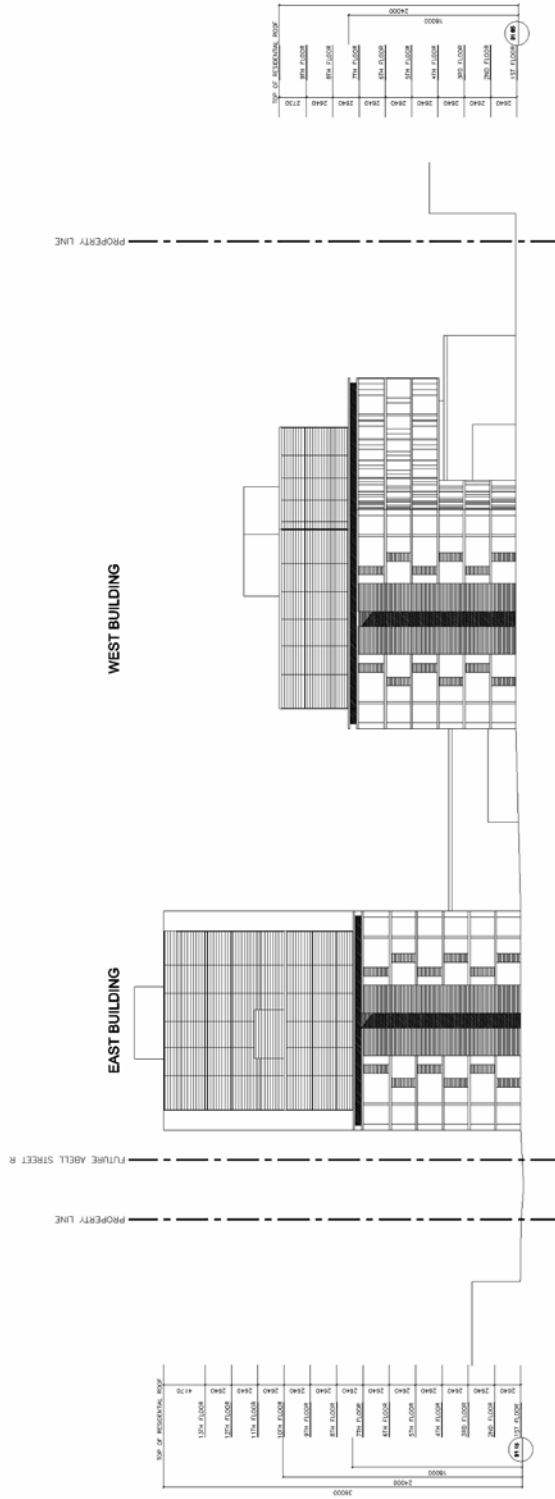
Applicant's Submitted Drawing

Not to Scale 

150 Sudbury Street

File # 05_199171

Attachment 2: North Elevation



North Elevation

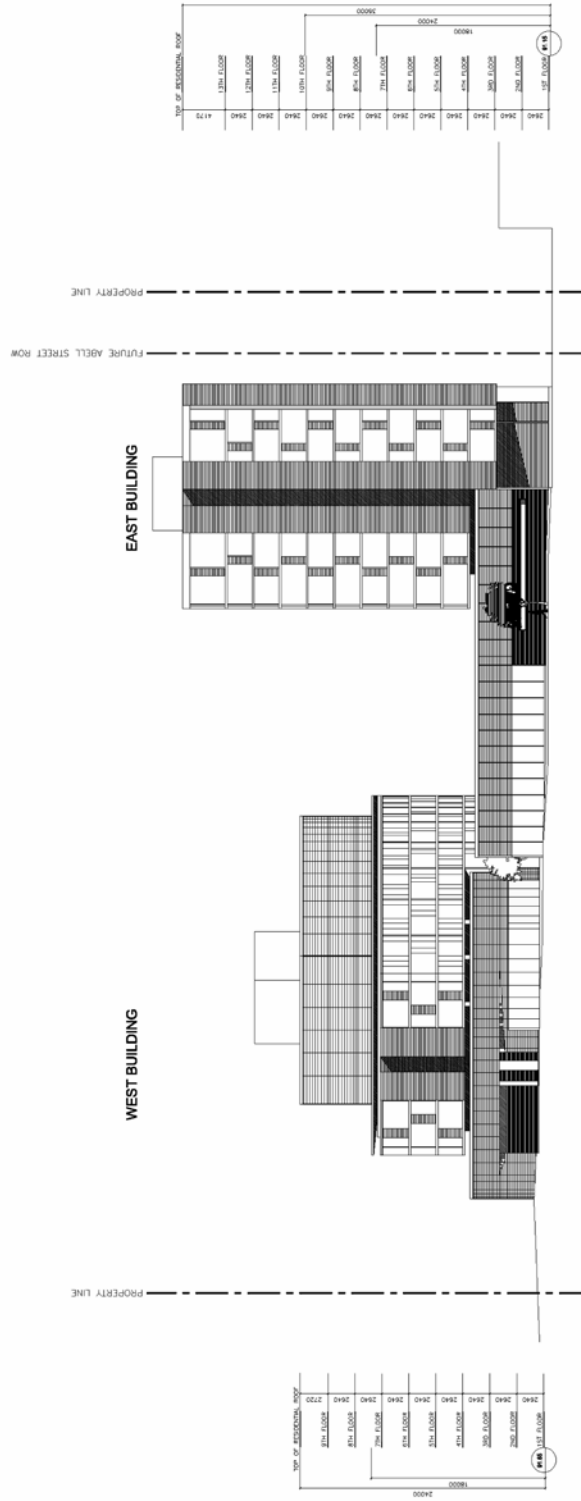
150 Sudbury Street

Applicant's Submitted Drawing

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File # 05_199171

Attachment 3: South Elevation



South Elevation

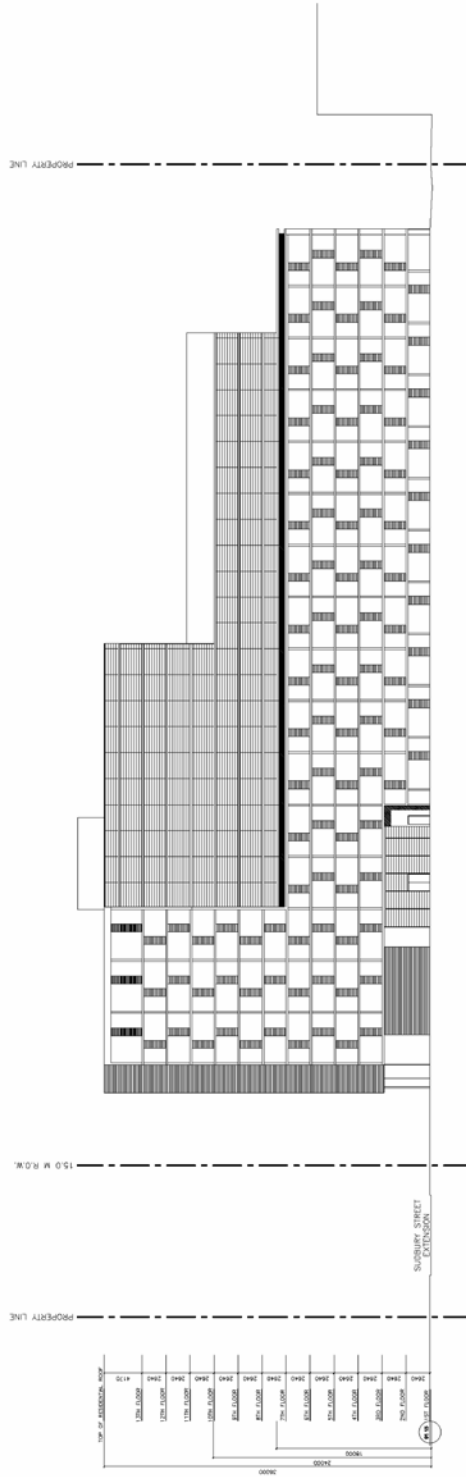
Applicant's Submitted Drawing

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150 Sudbury Street

File # 05_199171

Attachment 4: East Building/ East Elevation



150 Sudbury Street

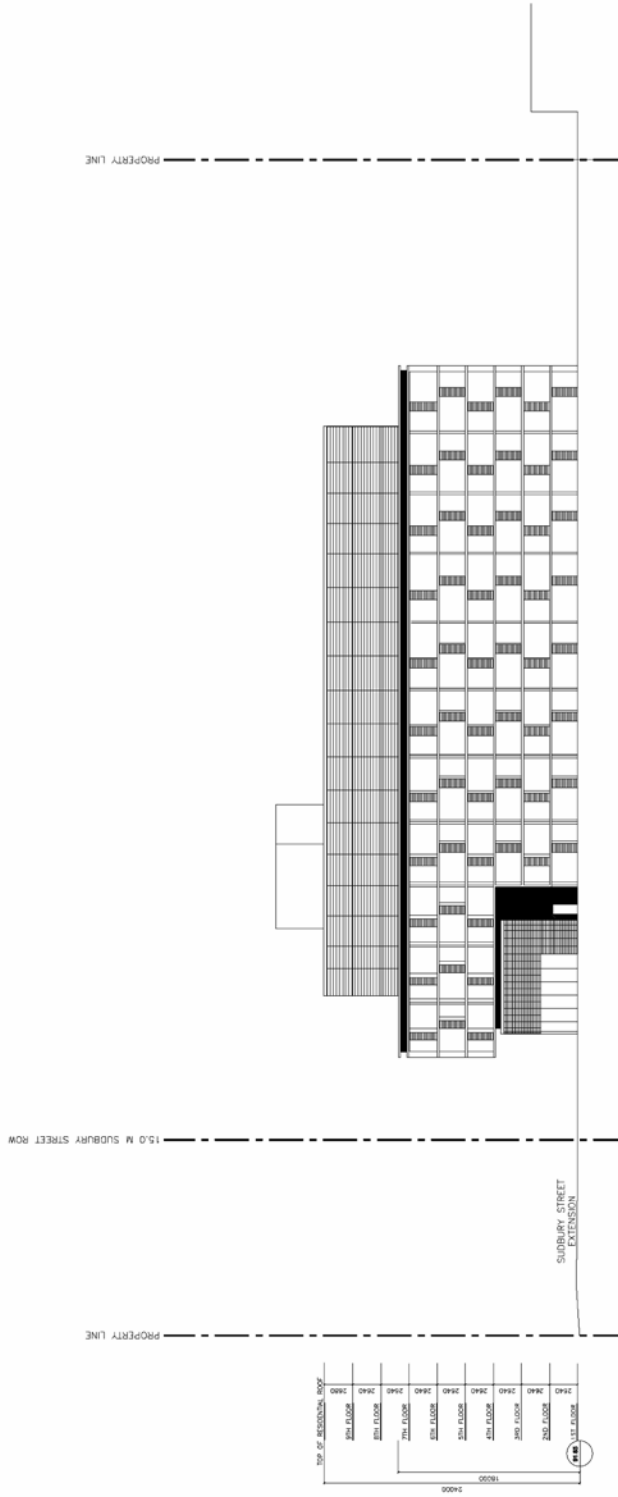
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East Building / East Elevation

Applicant's Submitted Drawing

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Attachment 6: West Building/ East Elevation



150 Sudbury Street

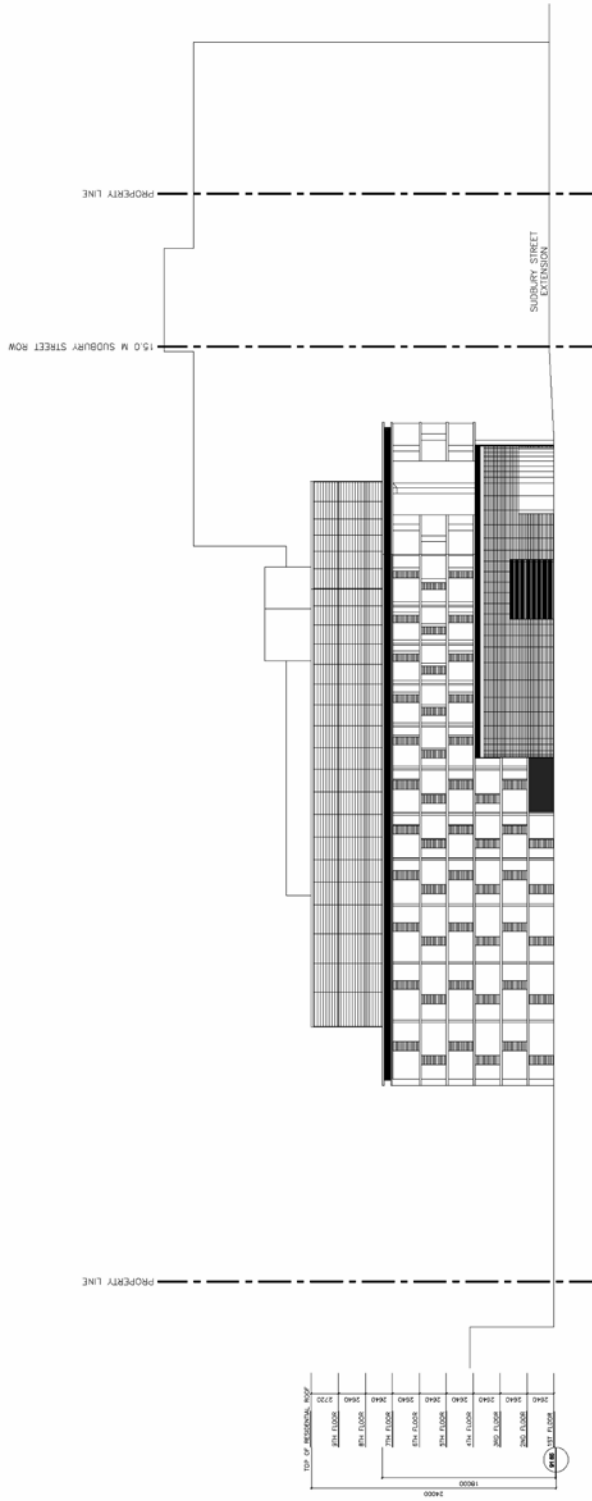
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West Building / East Elevation

Applicant's Submitted Drawing

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Attachment 7: West Building/ West Elevation



West Building / West Elevation

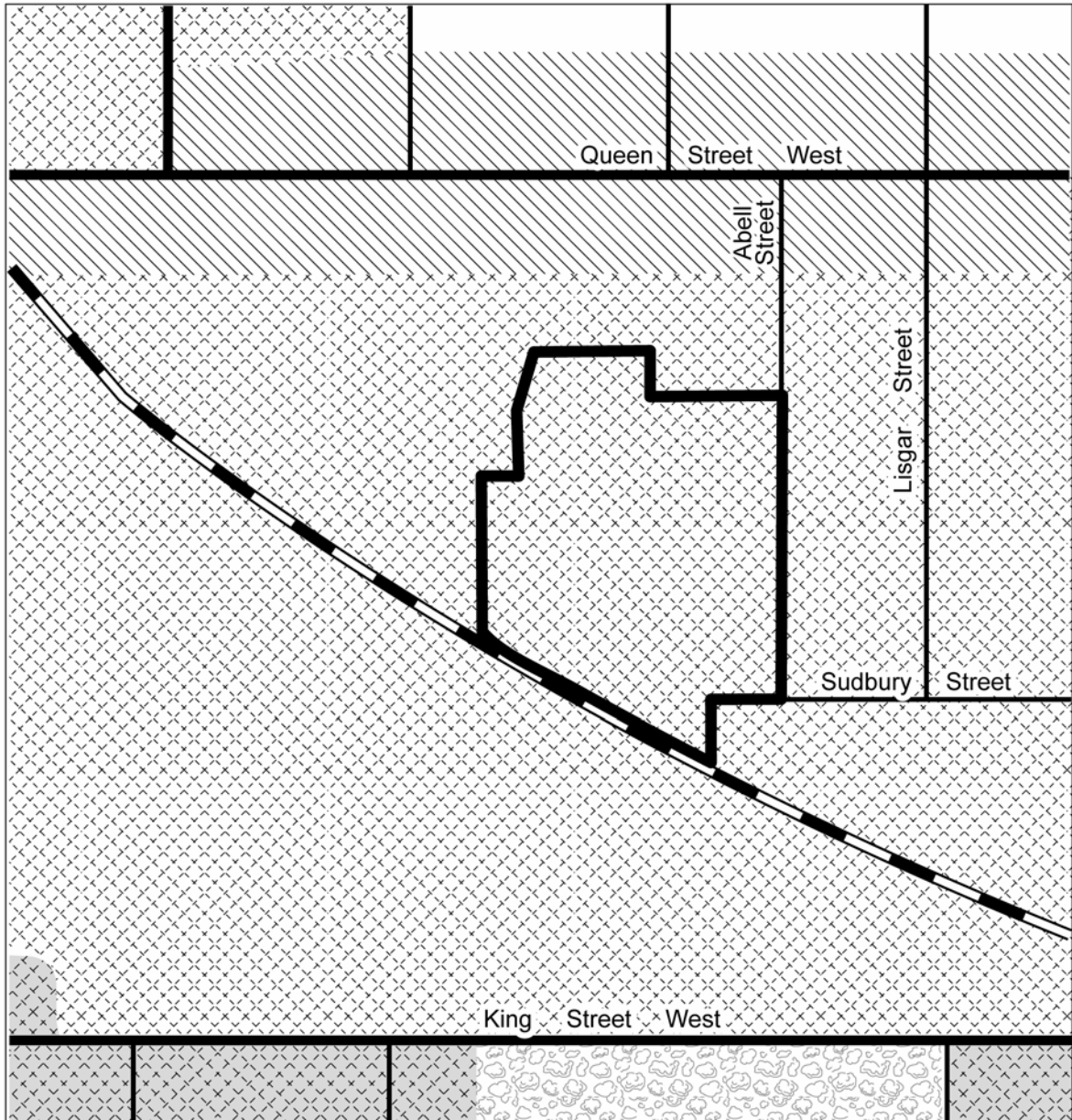
Applicant's Submitted Drawing

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150 Sudbury Street

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




Attachment 8: In-force Official Plan for the former City of Toronto (Map)



 **TORONTO** Urban Development Services
Official Plan

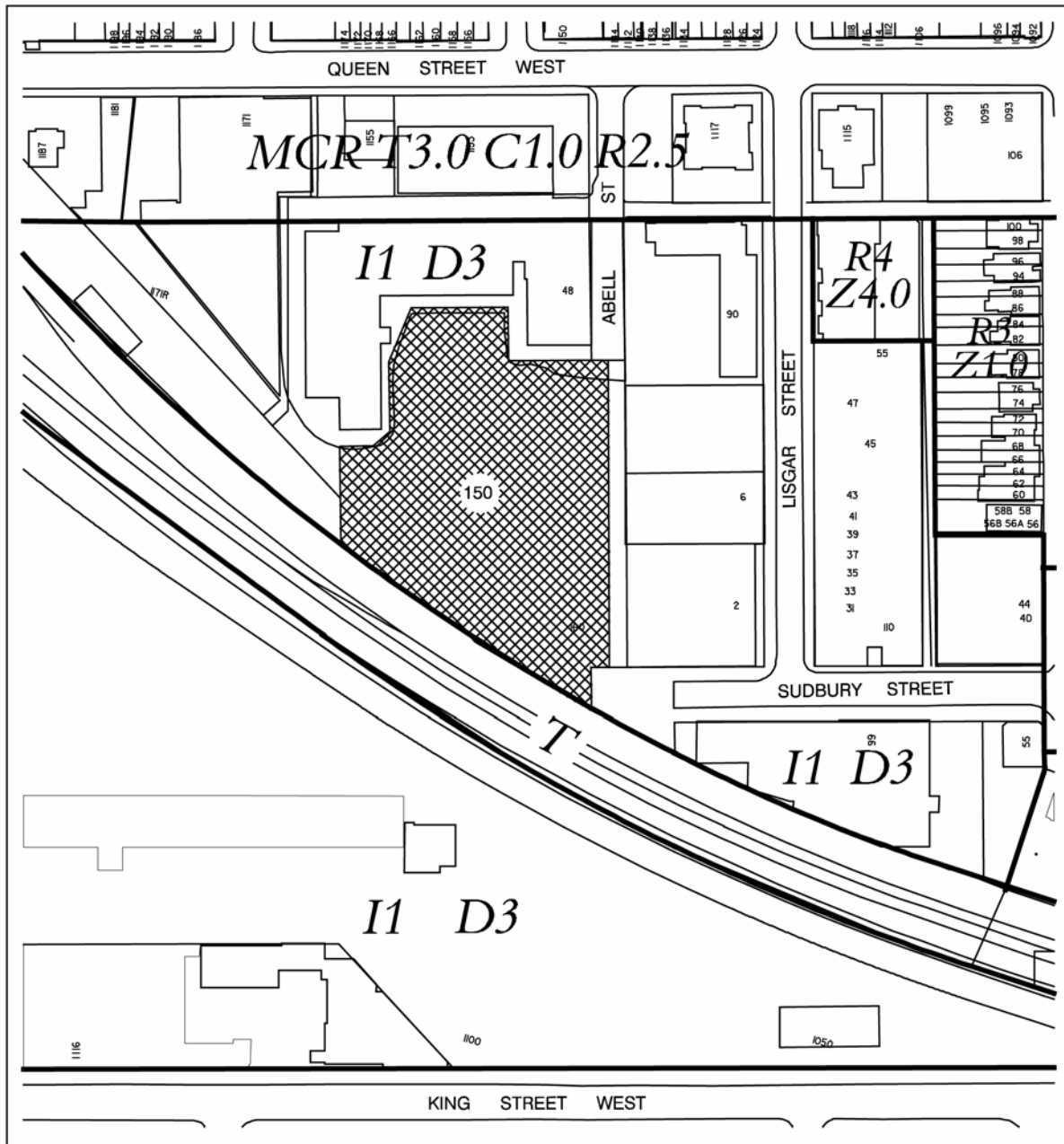
150 Sudbury Street

File # 05_199171

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


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Attachment 9: Zoning Map (Uses and Densities)



 **Toronto** City Planning Division
Zoning

150 Sudbury Street
File # 05_199171

- | | |
|-------------------------|-----------------------|
| R3 Residential District | T Industrial District |
| R4 Residential District | |
| MCR Mixed-Use District | |
| I1 Industrial District | |
| IC Industrial District | |


Not to Scale
Zoning By-law 438-86 as amended
Extracted 11/28/05 - EM

Attachment 10: Summary of the policies of the in-force Official Plan
Pertaining to the WQWT Area

The in-force Official Plan designates the lands as Mixed Industrial-Residential Area. 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 for the former City of Toronto provides more detailed policies for the area which prevail over the city-wide Official Plan policies. The Part II Plan identifies the lands as 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 Garrison Common North Part II Plan for the former City of Toronto 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 Garrison Common North Part II Plan for the former City of Toronto 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 for the former City of Toronto 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 policies of the Garrison Common North Part II Plan for the former City of Toronto 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 11: Summary of the policies of the New Official Plan
Pertaining to the WQWT Area

The hearing on the new Official Plan is continuing at the Ontario Municipal Board. The Board has approved most of the Plan and it is anticipated that the approved portions will come into force in June 2006. The housing and Section 37 policies remain under appeal and will be adjudicated in September and October 2006. As well the hazard land policies for 'Special Policy Areas' remain under appeal.

On the new Plan's Map 2: Urban Structure, the lands at 150 Sudbury Street are identified as Employment Districts. 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 Garrison Common North Secondary Plan in the new Official 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 for the former City of Toronto.

The Garrison Common North Secondary Plan of the new Official 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.

Attachment 12: Application Data Sheet

Application Type: Official Plan Amendment & Rezoning
 Details: OPA & Rezoning, Standard
 Application Number: 05 199171 STE 18
 Application Date: November 1, 2005
 Municipal Address: 150 SUDBURY ST, TORONTO ON
 Location Description: PT ORD. RES. PT ABELL ST CLOSED, RP 66R-17443 PTS, 1,2,3,5,6,9,10,11&12 WITH SUBJECT TO ROW **GRID S1807
 Project Description: Proposed rezoning and OPA for two residential buildings of 9 and 13 storeys containing a total of 414 condominium units.

Applicant: ANDREW PATON
Agent:
Architect: BAIRD SAMPSON
 NEUERT ARCHITECTS
Owner:

PLANNING CONTROLS

Official Plan Designation: Mixed Industrial Residential Area
 Zoning: IID3
 Height Limit (m): 18
 Site Specific Provision: 832-00
 Historical Status:
 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m): 10012
 Frontage (m): 110
 Depth (m): 147.5
 Total Ground Floor Area (sq. m): 3620
 Total Residential GFA (sq. m): 29780
 Total Non-Residential GFA (sq. m): 0
 Total GFA (sq. m): 29780
 Lot Coverage Ratio (%): 36
 Floor Space Index: 3
 Height: Storeys: 13
 Metres: 36
 Parking Spaces: 390
 Loading Docks: 1
 Total

DWELLING UNITS

Tenure Type: Condo
 Rooms: 0
 Bachelor: 80
 1 Bedroom: 314
 2 Bedroom: 20
 3 + Bedroom: 0
 Total Units: 414

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	29780	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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