

Toronto STAFF REPORT

August 20, 2003

To: Toronto East York Community Council

From: Director, Community Planning, South District

Subject: Final Report
Application to amend the Official Plan and Zoning By-law 438-86
1001 Queen Street West
Centre for Addiction and Mental Health
102015, TE CMB 2002 0014
Trinity-Spadina, Ward 19

Purpose:

This report reviews and recommends approval of an application to amend the Official Plan and the Zoning By-law for the redevelopment of the property at 1001 Queen Street West as the new organizational hub for the Centre for Addition and Mental Health facilities along with permission for a mix of residential, commercial and light industrial uses.

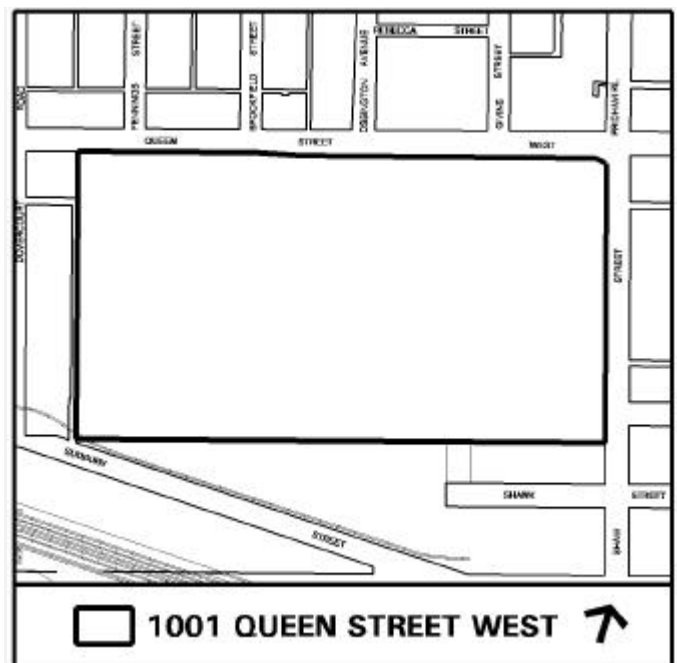
Financial Implications and Impact Statement :

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

Recommendations :

It is recommended that City Council:

- (1) amend the Official Plan for the City of Toronto substantially in accordance with the draft Official Plan Amendments attached as Attachments Nos. 9 and 10 and;
- (2) amend the Zoning By-law 438-86, as amended, for the former City of Toronto substantially in accordance with the draft Zoning By-law



Amendment attached as Attachment No. 11;

- (3) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendments and draft Zoning By-law Amendment as may be required;
- (4) amend By-law No. 250-2002, a By-law to designate certain lands know as the Niagara Area and Massey Ferguson Neighbourhood as a Community Improvement Project Area, to include 1001 Queen Street West within the Community Improvement Project Area;
- (5) approve the design guidelines for the redevelopment of 1001 Queen Street West, entitled Design Guidelines for the Centre for Addiction and Mental Health, 1001 Queen Street, prepared by Urban Strategies Inc, date stamped as received August 21, 2003 and on file with the Commissioner of Urban Development Services;
- (6) granted authority for the execution of a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the owner of 1001 Queen Street West, using substantially the form of easement agreement prepared in February 1987 by the City Solicitor and on file with City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor in consultation with the Manager of Heritage Preservation Services; and
- (7) authorize and direct the appropriate City officials to take the necessary action to give effect thereto.

Background:

Proposal

The Centre for Addiction and Mental Health (CAMH) is proposing to redevelop its lands at 1001 Queen Street West. As part of this application, CAMH put forward a Master Plan which provided an overall concept for the site redevelopment, including street layouts, paths for pedestrian circulation, open spaces, development blocks and general building heights. Specific details for the buildings themselves will come forward in the Site Plan Approval applications for each block, as they are developed. The Master Plan formed the basis of the Official Plan and Zoning By-law Amendments proposed by the applicant. Site redevelopment is to occur in phases to ensure minimum disruption to the hospital operations.

The redevelopment concept is to integrate the site with the surrounding neighbourhood by extending the existing street network and creating a series of blocks, public and private open spaces and a series of buildings each with their own street address. The maximum building envelopes proposed have a capacity of approximately 250,830 square metres (2.7 million square feet).

The applicant is requesting that in addition to the CAMH uses, the following uses also be permitted: other institutional facilities, laboratories, offices, community facilities, commercial (including retail), cafes, restaurants, a grocery store, light industrial, residential and open spaces.

The applicant is proposing that new buildings be permitted with heights ranging from 16 to 41 metres.

The two historic brick storage buildings along the south wall will be retained.

Site Description

The site is located on the south side of Queen Street West between Shaw Street and Dovercourt. The site has an area of approximately 10.9 hectares (27 acres). The property is owned by the Centre for Addiction and Mental Health. The site has been used for the treatment of the mentally ill since 1850.

The property contains several buildings used by CAMH which cover approximately 20% of the lot and have a total gross floor area of 76,223 square metres.

There are approximately 500 surface parking spaces servicing the site which cover approximately 20% of the lot. The remainder of the lot (approximately 60%) is comprised of open spaces, containing a large number of mature trees and an internal road network. The open space system includes two large landscaped spaces at the northeast and northwest corners of the site that are directly accessible from Queen Street.

Portions of the original brick wall built around the property remain along the south, east and west boundaries of the site. Large portions of the walls have been removed over the years. The wall along the Queen Street frontage was removed in the 1970s.

Surrounding Areas

East: The Candy Factory, a six-storey former industrial building at the corner of Queen and Shaw Streets converted to residential lofts and two to four-storey residential buildings along Shaw Street.

South: Terra Bella, a nine-storey co-op building on Shaw Street, Joseph Workman Parkette, and a new townhouse development on the former Massey Ferguson industrial lands.

North: A stable residential area containing mainly low-rise houses. East of Shaw Street on the north side of Queen Street is Trinity-Bellwoods Park. Along Queen Street are 3-5 storey mixed use buildings.

West: There are two to three-storey houses and some industrial and warehouse uses that are still operational. To the southwest is King-Liberty, an industrial area that includes television, film and animation studios, graphic design and internet firms, live-work buildings and cafes.

Official Plan

The site is designated “Low Density Residence Area” by the Garrison Common North Part II Plan. This designation permits residential development at a density of 1 times the area of the lot.

The Part I Official Plan of the (former) City of Toronto recognizes the existence of hospitals in Low Density Residence Areas and contains policies allowing for their expansion provided there is a need for the expansion, that the proposed expansion is compatible with adjacent areas and the expansion is generally to take place on lands used by the hospital at the time of the application.

Section 12.5(a) and Section 16.4 of the Official Plan require a study to be undertaken when redesignating Low Density Residence Areas to any other land use category and when considering large scale development proposals which may have a major impact on the structure or character of the city, or which may alter the form of streets and/or blocks of the city. The proposed amendments to the Official Plan and Zoning By-law will be considered the required study.

New Official Plan for the City of Toronto

At its meeting of November 26-28, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new plan, in part, with modifications. The Minister’s decision has been appealed in its entirety. The Official Plan is now before the Ontario Municipal Board. No hearing date has been set.

Once the Plan comes into full force and effect, it will designate the property as Institution Area. The Plan also includes Secondary Plans to guide growth and change in specific local areas of the city. The CAMH site falls within the Garrison Common North Secondary Plan. The Secondary Plan contains policies which recognize CAMH as an important part of the community, and anticipate the redevelopment of the Queen Street site in a manner that makes the property less institutional in character and better integrated with the surrounding neighbourhood. These policies are:

- | | |
|-----------------|---|
| “Policy 14.2.2. | The Centre for Addiction and Mental Health plays an important role as a centre of excellence in research and in serving the needs of the broader community. Amendments to this plan and corresponding bylaws will be considered if they support and foster the role of the Centre and reconnect the Centre into the surrounding urban fabric; and |
| Policy 14.9.7 | The Centre for Addiction and Mental Health should connect into the surrounding neighbourhood, by extending the existing city grid of streets and sidewalks onto the site.” |

It is proposed that the existing and new Official Plan be amended to include the development criteria set out in this report.

Zoning

The site is zoned R3 Z1.0, which permits most residential uses at a density of 1 times the area of the lot. The Zoning By-law does not set a height limit for this property.

Section (1)72 of the Zoning By-law permits the use of a mental hospital and ancillary use at 1001 Queen Street West, provided that the aggregate non-residential gross floor area of all the buildings does not exceed the floor area that existed on July 24, 1979.

Site Plan Control

The site and the proposed development are subject to Site Plan Control. As the applicant has proposed that the development be phased over several years, applications for Site Plan Approval will be made as each block is developed.

As part of the first phase of the proposed development, the owner has submitted an application for Site Plan Approval for Block 2 (Application No. 303059). The proposal is for a 4-storey institutional office building and three, 4-storey buildings containing patient care rooms and facilities. Staff are currently reviewing this application.

Plan of Subdivision

An application for Draft Plan of Subdivision has been submitted and is currently being reviewed. This application will be the subject of a separate report. It is anticipated that this report will be submitted to the Community Council meeting in January of 2004. The plan of subdivision will secure matters such as: public parks; required public infrastructure; phasing requirements; community services; and heritage preservation.

Heritage

The property is subject to a historical designation by the City of Toronto, pursuant to the Ontario Heritage Act (By-law 1997-0085). The designation applies to the brick walls along the east, south and west boundaries of the site and two brick storage buildings adjacent to the south wall.

Tree Preservation

There are a number of trees located on the site, some of which have been identified for removal. A tree removal application will be processed with each site plan application.

Community Improvement Plan

The Niagara and Massey Ferguson neighbourhoods, which are adjacent to 1001 Queen Street West, have been undergoing a tremendous amount of change, due largely to the redevelopment of industrial properties and a general revitalization of the area. In July 2001, the area bounded by Bathurst Street on the east, the railway on the south, and the south boundary of the CAMH site on the north was designated as a Community Improvement Project Area (By-law No. 250-

2002- Garrison Common North Community Improvement Project Area). This report recommends that the Community Improvement Plan be amended to include the CAMH lands.

Reasons for the Application

The applicant is requesting permission for a total gross floor area of approximately 250,830 square metres (2.7 million square feet), of which up to 130,060 square metres (1.4 million square feet) will comprise the CAMH facilities and up to 120,770 square metres (1.3 million square feet) will be available for the various non-CAMH developments. The proposed gross floor area will exceed the maximums of 1.0 times the area of the lot permitted by both the Official Plan and Zoning By-law, which allow a maximum gross floor area of approximately 109,270 square metres or 1,176,200 square feet.

The applicant is proposing to introduce non-residential uses throughout the site. The proposed non-residential uses are not permitted in the Low Density Residence area or in the R3 zoning district.

Community Consultation

The Community Consultation Meeting was held November 13, 2002. Approximately 80 people attended the meeting. Issues raised were the preservation of the heritage walls, traffic, the amount of parking proposed, the loss of mature trees, the proposed height of buildings along Queen Street, the need for housing, patient's access to green-spaces and the need for day care and community centre spaces. The issue related to the provision of health care was also raised.

During the evolution of the applications, CAMH has undertaken extensive consultation with a wide range of key stakeholders and the community at large. The consultation included a series of workshops, a design charrette, numerous presentations and community meetings, the production of various documents and plans sent to stakeholders for review, and a number of public open houses. The consultation process has involved over 200 people from the surrounding neighbourhood; the CAMH staff, physicians and volunteers, CAMH Board of Trustees; current and former CAMH clients/patients and their families and supporters; partner hospitals and service agencies; University of Toronto; Ministry of Health and Long-Term Care; City of Toronto staff; and the Ward Councillor.

Agency Circulation

The application was circulated to all appropriate agencies and City Departments. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

Comments:

Land Use

CAMH's vision for the redevelopment of the site was to create a plan to replace the existing institutional character of the site with an active urban setting. The new development would extend the neighbourhood streets and create a series of blocks with various open spaces and buildings located throughout the site. In addition to the CAMH facilities it is proposed that a mix of uses including commercial, institutional, residential, light industrial and open spaces be permitted. The mix of uses will help create an active urban setting and may help reduce the stigma associated with the property. The proposed uses will provide an opportunity to help revitalize the site and surrounding areas. It is proposed that the site be rezoned to CR with additional permission for specific light industrial uses.

Holding Symbol

It is proposed that the zoning contain a holding symbol ("H") pursuant to Section 36 of the Planning Act. A holding provision may be applied when the use of the land has been determined, and when conditions necessary for development cannot be ensured on a pre-zoning basis. The holding symbol will require a subdivision agreement, a heritage easement, or other agreements to evaluate and secure matters with respect to transportation and servicing improvements, the provision of public parks within the area, heritage matters and community services and facilities before the redevelopment can proceed. The holding symbol may be removed from the entire site, or on a block-by-block basis, when the conditions required to lift the hold have been satisfied.

Density

It is recommended that the zoning by-law not include density limits for this area. The proposed height limits along with the Design Guidelines will establish a well-defined and predictable envelope for each new building site and determine the scale of development. In recognizing the important role CAMH plays in the City it is recommended that the zoning by-law include a requirement for a minimum of 70,000 square metres of floor area devoted to CAMH uses.

Height

The recommended height limits are shown on the Proposed Heights Map. The proposed heights range from 16 to 41 metres. The lowest building heights are in areas directly adjacent to the neighbouring houses to the west, with highest heights located within the centre of the site and adjacent to the private/public open spaces along the eastern and southern portions of the property.

A concern was raised at the public meeting regarding the shadowing on Queen Street. It is proposed that the buildings along Queen Street West be 17 metres at the street line and stepped up to a height of 25 metres. The shadow studies submitted by the applicant demonstrate that these heights will have a minimal shadow impact on the north sidewalks on Queen Street.

Design Guidelines

As part of the proposed redevelopment of the CAMH lands, Design Guidelines have been developed. The Design Guidelines establish a detailed urban design framework for new development and provide a context for the co-ordination of the proposed incremental development. The guidelines will assist in the evaluation of the Site Plan Approval Applications for each phase of development. The guidelines will provide guidance on issues including: the civic role, layout and schematic design of the streets; building organization, including the location of the building entrances and site servicing; general building design; and tree preservation.

Blocks and Roads

The vision for the redevelopment of the site includes better integration of the development with the surrounding neighbourhood through the addition of new streets that will align with existing north-south streets. This layout will divide the site into a series of development blocks. These development blocks could be further subdivided into parcels to accommodate a number of different buildings on each block, each having frontage on a public street, as in any other part of the City.

The streets plan comprises the southerly extension of Givins Street, Ossington Avenue, Brookfield Street and Fennings Street and the westerly extension of Adelaide Street West to the Fennings Street extension. An additional east-west street is proposed, which extends between Shaw Street and Fennings Street extension, approximately mid-block between Queen Street West and the Adelaide Street extension. At this time, the applicant has not determined whether the east-west street will be established as a public highway or retained as a private road. All other roads will be secured through the plan of subdivision application.

The streets will be designed as typical neighbourhood streets creating a safe and comfortable pedestrian realm. The new streets will include trees and pedestrian scale lighting.

Traffic

A Traffic Impact Study was prepared by the applicant for the proposed development. In the report the consultant analyses the traffic impacts associated with the full-build-out of the site (estimated to occur in 2021). Minimum and maximum trip generation scenarios were determined in this regard, and distributed to the proposed road network. The consultant concluded that site-related traffic could be accommodated at the boundary road intersections under both scenarios. However, under the maximum scenario, the requirement for an exclusive left-turn lane, and a shared through-right lane is identified on the northern approach of the Queen Street West/Ossington Avenue intersection. As noted by the consultant, this will involve a slight widening immediately south of the intersection to allow northbound right-turning vehicles to proceed around left-turning vehicles.

Notwithstanding the above, under the maximum scenario analyzed by the consultant, it is noted that some of the unsignalized intersection capacity analyses do not include applicable heavy

vehicle volumes. Incorporating such volumes in the analyses could cause certain movements, that are projected to operate at level-of-service “E”, to operate at a level-of-service “F”. This level-of-service is generally associated with unacceptable delays. In particular, this is in reference to:

- the northbound left/right movement at Queen Street West and Brookfield Street;
- the southbound left/right movement at Queen Street West and Givins Street;
- the westbound left/right movement at Shaw Street and Adelaide Street West; and
- the eastbound left/right movement at Shaw Street and Adelaide Street West.

Given the above, the applicant is advised that turn prohibitions may be implemented in the future at these intersections, unless acceptable documentation is submitted that justifies otherwise.

As these streets will be constructed and operated initially as private driveways on an interim basis prior to their dedication as public highways, the owner is advised that any interim public street system must be configured as a continuous circulation system or, alternatively, appropriate turnaround facilities must be provided at the terminus of any streets that temporarily end in a cul-de-sac.

The owner will be required to assess the operations of the proposed driveways for each development block in conjunction with the respective Site Plan Applications.

Driveway Access and Site Circulation

It is proposed that access to each development block be provided via the newly created public streets. However, the Design Guidelines for this project, prepared by Urban Strategies Inc. in support of this application, identify only potential access points which are based on the anticipated building program for each block. As a result, a detailed site access and circulation assessment is required to be prepared and submitted by the owner to the Commissioner of Works and Emergency Services for review and acceptance as each block proceeds through the Site Plan approval process.

Parking

The Traffic Impact Study stipulates the parking standards proposed by the applicant for each potential land use. The parking standards proposed by the applicant, with the exception of those for residential land use, are acceptable. For the proposed residential uses the following parking rates are recommended: 0.3 spaces/bachelor unit; 0.7 spaces/1-bedroom unit; 1.0 spaces/2-bedroom unit; 1.2 spaces/3+ bedroom unit; and 0.12 spaces/unit for visitors.

For CAMH and related uses a ratio of 1 space for every 181 square metres of floor area is recommended.

Loading

The applicant has proposed to use the “Downtown” loading standards contained in Section 4(5) of By-law 438-86 for the proposed CAMH uses only. This was primarily based on a comprehensive loading survey which was undertaken by the consultant at the existing Queen Street CAMH site. The applicant has also requested that the loading spaces be shared for CAMH uses, amongst the proposed development blocks. For the non-CAMH uses the applicant will comply with the general loading standards in zoning by-law.

Works and Emergency Services staff have reviewed the applicant's Loading Assessment, and have no objections to the recommendations put forth by the applicant. Staff noted that all loading spaces proposed for the subject lands should be designed in such a manner that will allow vehicles using these facilities to enter and exit the abutting public streets in a forward motion. The sharing of the loading spaces for the CAMH uses was acceptable provided appropriate and convenient below-grade service corridors/tunnels are provided to connect the shared loading facilities and the respective uses within each development block. The transport of goods along public roads and sidewalks would not be permitted. Any development blocks that will not be connected to the below-grade tunnels will be subject to separate loading space requirements.

Municipal Class Environmental Assessment

The Ossington Street and Adelaide Street West extensions are proposed to be classified as “collector” streets. Accordingly they will be subject to a Municipal Class Environmental Assessment, which the owner will be required to undertake and have approved by the Ministry of the Environment prior to the approval of the Plan of Subdivision.

Heritage

The property was designated under Part IV of the Heritage Act by City Council on February 3, 1997 (By-law 0085-97). Heritage features on the site include the designated heritage wall, portions of which remain on the west, south and east sides. The two historic brick buildings that form part of the wall will be preserved in the development.

CAMH intends to maintain the wall along the westerly and southerly limits of the lands, with the exception of a proposed new opening in the south wall to facilitate a pedestrian connection between Adelaide Commons East private open space with Joseph Workman Parkette. Portions of the east wall will also be removed to accommodate the extension of Adelaide Street West and the location of New Street.

CAMH, in partnership with the City of Toronto, hosted an Open Ideas Competition dealing with the historic wall along Shaw Street on the east side of the 1001 Queen Street West property. This is the most intact portion of the historic wall that originally enclosed the entire site. It is also the part most visible to the public. The Open Ideas Competition was held to generate ideas on how to creatively incorporate sections of the east wall into the proposed Shaw Park (Block 6) and private open space area on Block 7. The competition was intended to generate design

concepts to recognize the historical importance of the wall while improving visibility from the street into these open spaces. The Competition resulted in a tremendously positive response from the community with the receipt of over 125 entries. The submissions were judged by a panel of eight jurors which included area residents, CAMH staff, Councillor Pantalone, the Director of Urban Design, the Manager of Heritage Preservation Services and Mr. Geoffrey Reaume, Psychiatric Patients' Historian. Submissions were judged based on the ability of the design to address a number of evaluation criteria, which included heritage aspects, community integration, the creation of safe and pleasant spaces and maintenance.

The jury panel selected two winning designs and on May 15, 2003, the designs were endorsed by the Toronto Preservation Board. The final design of the east wall will be completed by CAMH to incorporate the best elements of both winning submissions and will be subject to the approval of City Council.

At this time the applicant has not provided details regarding alterations to the walls and the two storage buildings. Heritage Preservation Staff will comment further on the proposed alterations as part of the review of the Site Plan applications. It is recommended that a condition to the lifting of the holding symbol in the Zoning By-law require a Heritage Easement Agreement for portions of the wall.

As the proposed development on Block 2 is further advanced, it is recommended that a Heritage Easement Agreement be executed for the western wall, prior to final Site Plan approval for the initial phase of development on Block 2.

The applicant will also be required to undertake a Stage 2 archaeological assessment prior to any sub-surface soil disturbance in each phase of development. The Stage 2 archaeological assessment will be secured in through the subdivision application.

Trees

The existing vegetation on the site is mature and significantly adds to the character of the area. The applicant has indicated that in the development of the Master Plan consideration was given to maintaining significant groups of mature and health trees. The areas identified for parkland and private open space are intended to maintain mature stands of trees.

CAMH is proposing to apply for the removal of trees on private property on a phased basis in connection with applications for Site Plan approval. Given that the build-out on the lands is expected to take place over several years, this approach will ensure that trees are only removed when necessary, rather than in advance of development. This approach also recognises that the condition of trees will change over time, the result being that some trees will not require a permit for removal in the future due to declining health while others may require a permit due to an increase in size.

CAMH has undertaken a preliminary assessment of the impact of the introduction of the proposed street network. It is estimated that a total of 215 trees will be removed in order to accommodate the new streets, of which 70 would require permits and 145 would not require a

permit. However, it should be noted that based on the proposed streetscape plans for this site, an estimated 415 new street trees will be planted. The actual number of new street trees will be determined in connection with Site Plan applications for each phase of development.

Park Land

CAMH has proposed to dedicate three parcels of land to the City for public open space (Blocks 1, 6 and 13). Staff of Economic Development, Culture and Tourism have indicated that they are agreeable to the dedication of Blocks 1 and 6 for public parkland dedications, however the conveyance of Block 13 is not desirable. EDCT staff recommended that Block 13 be utilized as private open space in conjunction with the private open space to the west that is used for community gardens. EDCT staff recommended that CAMH retain this private open space and be responsible for the assessment of the heritage structure and wall portion on these lands, as well as a restoration strategy.

CAMH has stated that should the City decide to accept Block 13 as parkland, CAMH would be willing to provide such lands. In the event that Council decides not to accept the conveyance of Block 13, CAMH proposes to use Block 13 as private open space to accommodate additional CAMH programmes.

CAMH has requested compensation from the City for the proposed conveyances. Given that these parks are not located in preferred locations, as indicated by EDCT, for parkland blocks and the City is assuming maintenance and liability costs for these heavily treed blocks, EDCT staff have indicated that they will not be compensating CAMH for these conveyances. However, EDCT staff have stated they are prepared to recognize the parkland dedication as a parks levy credit that can be used for any non-exempt development that occurs on the development blocks in the future.

Private Open Space

In addition to the proposed public parks, CAMH is proposing private open spaces on Blocks 2a, 3a 7a, 12 and 13. These private open spaces will be integrated with adjacent development and provide programmed open space for CAMH. It is proposed that uses and structures such as gardens, market gardens, greenhouses, storage and utility buildings and ornamental structures be permitted. Within these private open spaces, the preservation of existing healthy mature trees will be encouraged.

Community Improvement Plan

City Council designated certain lands within the Niagara Area and Massey Ferguson Neighbourhood as a Community Improvement Project Area, known as the Garrison Common North Community Improvement Project Area (By-law No. 250-2002). The CAMH site was originally left out of the Community Improvement Project Area because it was undergoing its own master planning process at the time. It is recommended that the CAMH property be incorporated into the Community Improvement Project Area, to ensure that any changes to the overall neighbourhood are implemented in a coherent, integrated and co-ordinated manner.

Community Services

CAMH is responsible for a wide range of services related to addiction and mental health, and currently plays a fundamental role in Toronto's network of community services. The site will be redeveloped to provide for the integration of patient/client care, research, education and health promotion activities in a central hub. The redevelopment of the CAMH lands will include the provision of community facilities such as the proposed parks and a day care centre. Presently, a community information centre is located off-site and will be relocated to the Queen Street West site as the new facilities develop. Community programmes will be offered from time to time, such as the community gardens and other programmes that will involve both CAMH clients and members of the community working together. As well, CAMH has provided meeting space to the community in the past and will continue to do so subject to availability. CAMH presently operates a 48- space day care centre, which provides day care for staff and to residents of the wider community. Priority for the day care spaces is given to staff of CAMH. CAMH will continue to provide this service on site, although the existing location will change as part of the redevelopment.

At this time the number of new residential units that may be built within the development is unknown. It is recommended that community services and facilities needs assessment be undertaken to assess the potential demand for these services and facilities, as development proceeds. The scope of the study and the threshold for undertaking the work will be secured through the subdivision agreement.

Phasing

The site redevelopment is to occur in phases to ensure minimum disruption to the hospital operations. Phasing has been identified as an important component of the redevelopment, as CAMH will need to maintain its programs and services during construction. CAMH proposed that phasing begin with the vacant land, which will allow a significant amount of new program space to be constructed without requiring any demolition of existing facilities. The timing of each phase will depend on the ability to build the required public infrastructure, the need to replace program space, opportunities for partnerships, and the interest of other uses to locate on the site.

To ensure that the phased development of the site will occur in a coordinated manner and that each phase will be adequately serviced the applicant has submitted a Minimum Servicing Requirement for Development Blocks Plan. The plan identifies the requirements for roads, sanitary sewage, storm drainage and watermain as each of the phases of development proceeds. The phasing of the development and the timing of the public infrastructure will be secured through the plan of subdivision application.

The applicant has already made an application for Site Plan Approval for part of the first phase of development (Application No. 303059). The proposal for Block 2 is for a 4-storey institutional office building and three, 4-storey buildings containing patient care rooms and facilities. This application is currently being reviewed.

Conclusions :

The proposed redevelopment of the CAMH site will create a new mixed use neighbourhood and will better integrate the facility into the surrounding neighbourhood. It is recommended that the proposed official plan and zoning by-law amendments be approved. It is also recommended that the zoning by-law incorporate holding provisions to secure phased transportation and servicing improvements, the provision of public parks, the provision of community services and facilities and heritage matters.

Contact:

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Ted Tyndorf
Director, Community Planning, South District

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List of Attachments:

Application Data Sheet
Block Plan
Open Space Plan
Zoning
Proposed Zoning
Proposed Heights
Official Plan
Attachment 8: Agency Comments
Attachment 9: Draft Official Plan Amendment
Attachment 10: Draft Official Plan Amendment
Attachment 11: Draft Zoning By-law Amendment

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	02 035244 STE 19 OZ
Details	Rezoning, Standard	Application Date:	August 13, 2002

Municipal Address:	1001 QUEEN ST W, Toronto ON
Location Description:	1001 QUEEN ST W
Project Description:	Queen Street Mental Health centre Mixed commercial, residential and institutional uses over redeveloped site.

PLANNING CONTROLS

Official Plan Designation:		Site Specific Provision:	No
Zoning:	R3 Z1.0	Historical Status:	
Height Limit (m):	0	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area:	108600	Height:	Storeys:	0
Frontage:	448.06		Metres:	0
Depth:	243.84			
Ground Floor GFA:	0		Total	
Residential GFA:	0	Parking Spaces:	0	
Non-Residential GFA:	0	Loading Docks	0	
Total GFA:	0			
Lot Coverage Ratio:	0			
Floor Space Index:	0			

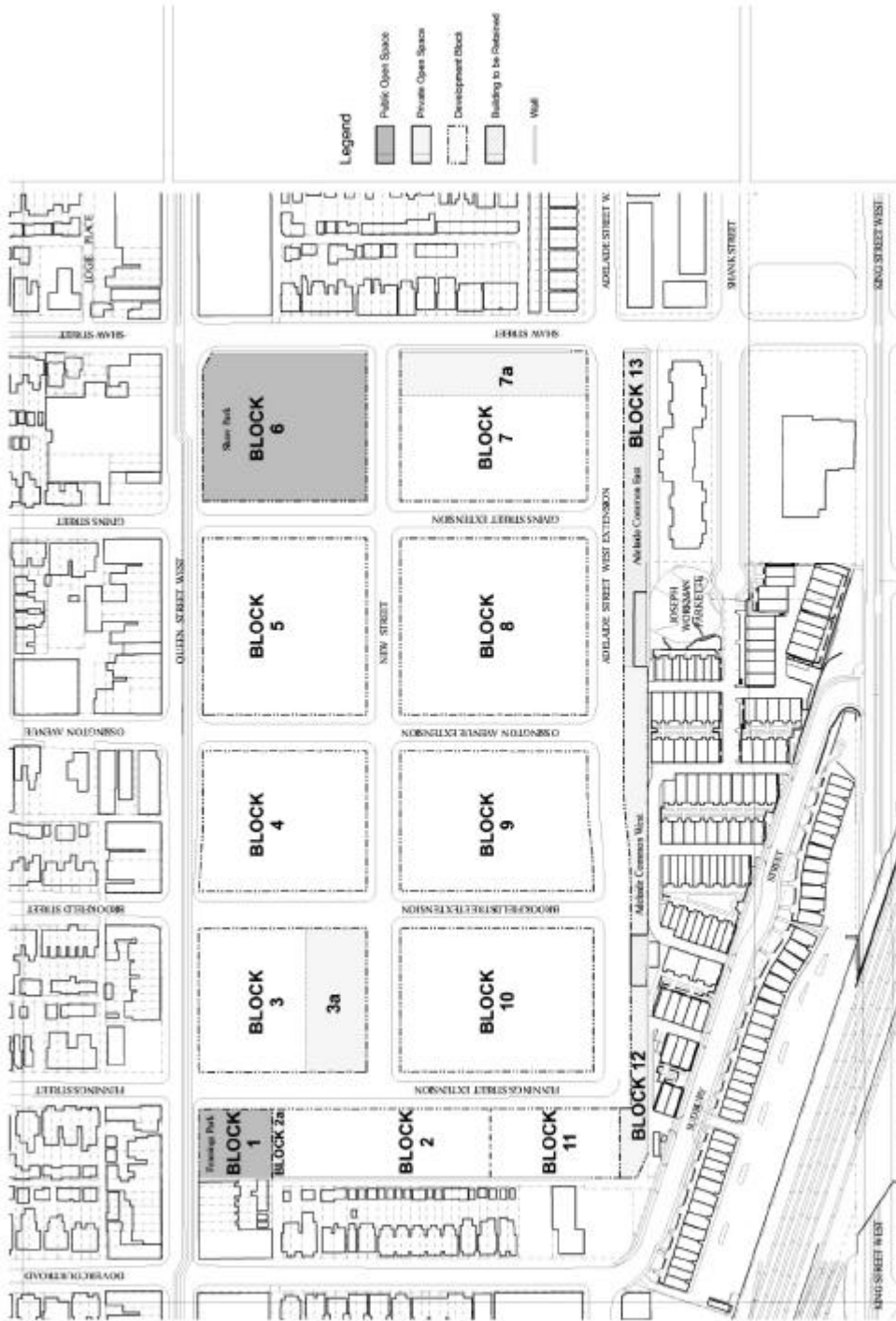
DWELLING UNITS

Tenure Type:	
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	0
Total Units:	0

FLOOR AREA BREAKDOWN

	Above Grade	Below Grade
Residential GFA:	0	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

CONTACT:	PLANNER NAME:	Gerry Rogalski, Planner
	TELEPHONE:	(416) 397-4074



1001 Queen Street West

Block Plan

Not to Scale
08/18/03

File # TE CMB 2002 0014

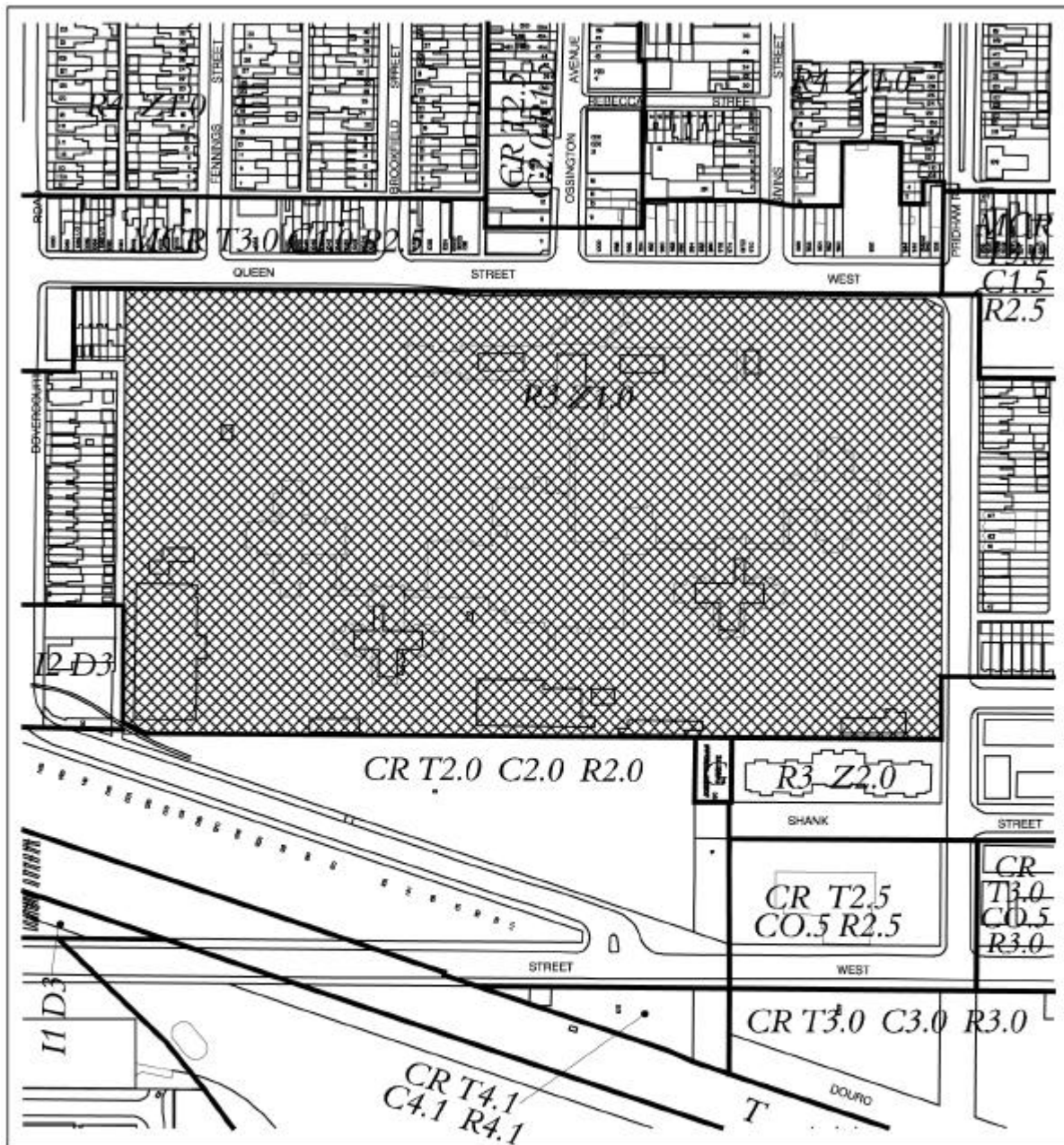


Open Space Plan

1001 Queen Street West

Not to Scale
08/18/03

File # TE CMB 2002 0014



Toronto Urban Development Services
Zoning

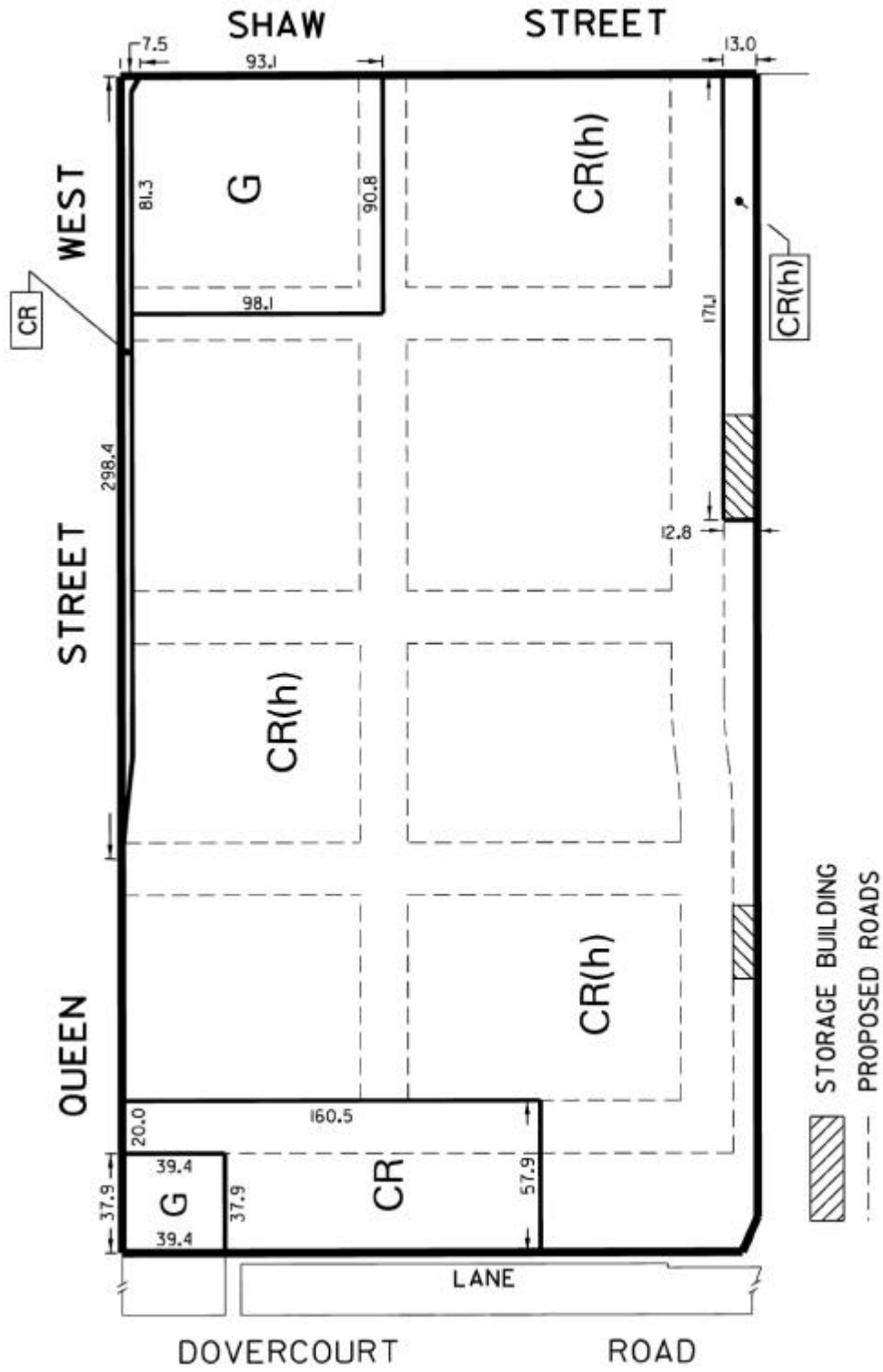
1001 Queen Street West

File # TE CMB 2002 0014

G	Parks District	I1	Industrial District
R3	Residential District	I2	Industrial District
R4	Residential District	I3	Industrial District
CR	Mixed-Use District	IC	Industrial District
MCR	Mixed-Use District	T	Industrial District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 08/23/02 - DR



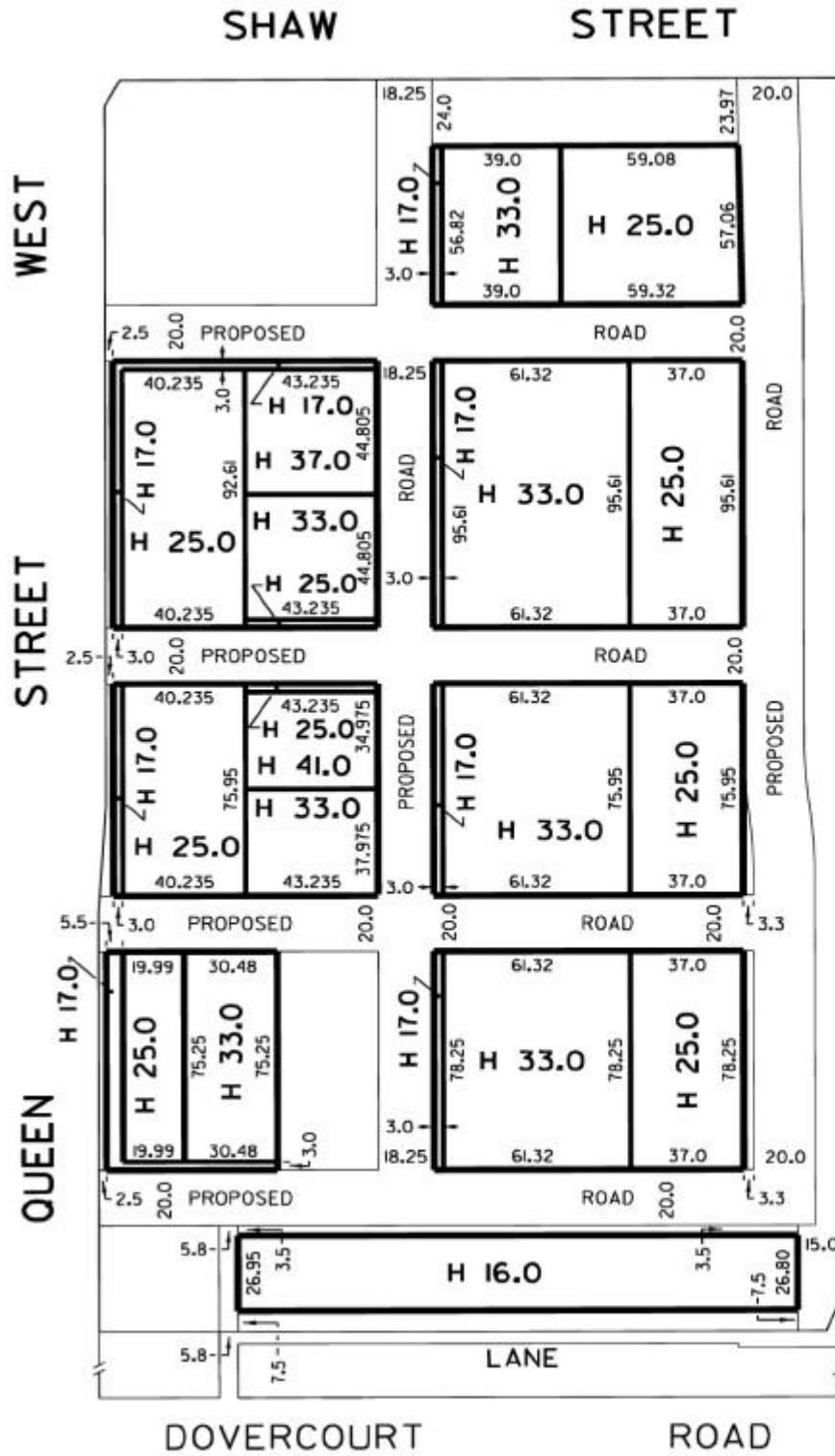
1001 Queen Street West

Proposed Zoning



Not to Scale
08/18/03

File # TE CMB 2002 0014



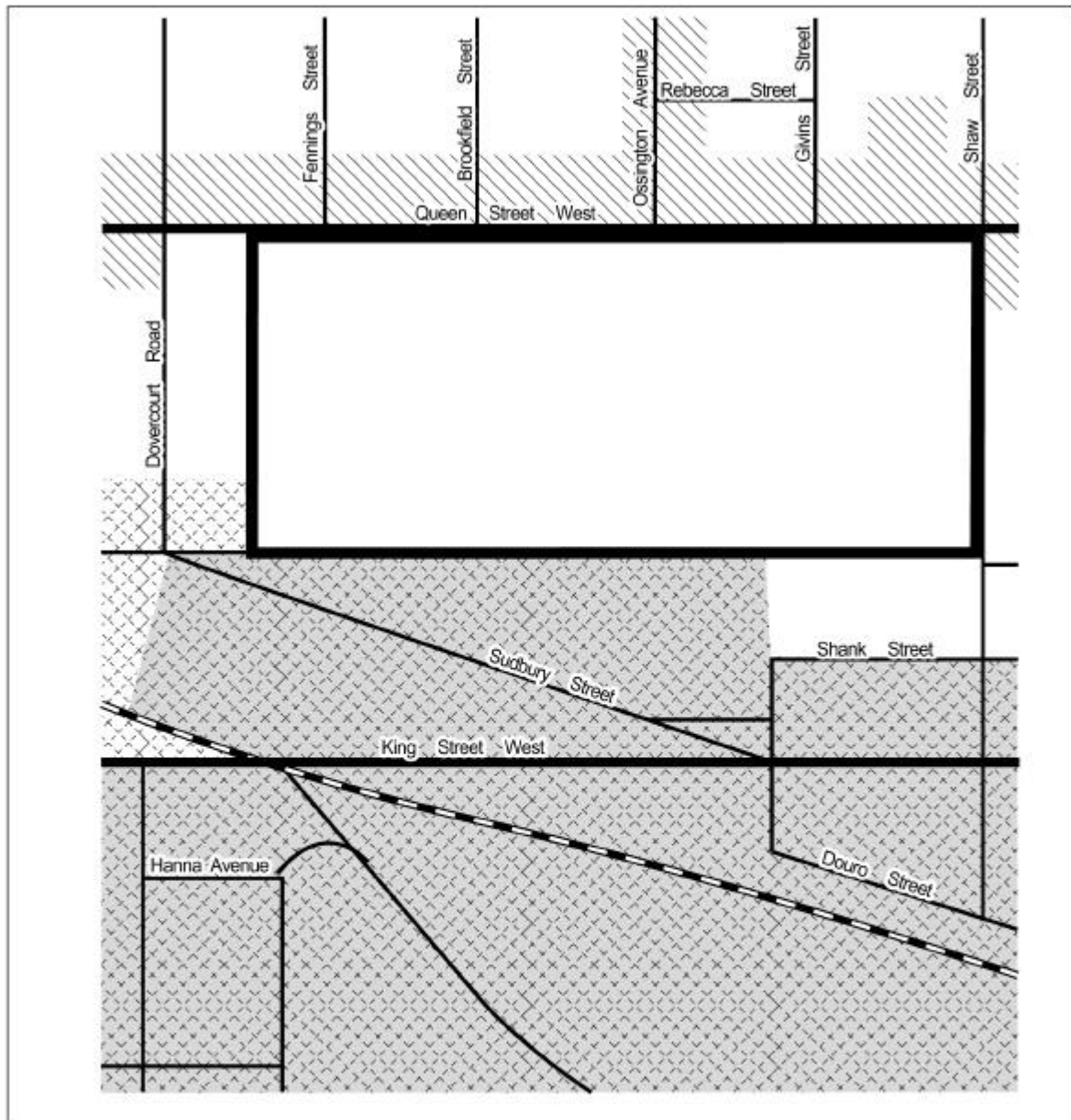
H: DENOTES MAXIMUM HEIGHT IN METRES ABOVE GRADE

Proposed Heights

1001 Queen Street West

Not to Scale
08/10/03

File # TE CMB 2002 0014



Toronto Urban Development Services
Official Plan

1001 Queen Street West

File # TE CMB 2002 0014

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

↑
Not to Scale
08/18/03

Attachment 8 Agency Comments

1. Works and Emergency Services (Technical Services, August 18, 2003)

This is in reference to the application by Frank Lewinberg of Urban Strategies Inc., on behalf of the Centre for Addiction and Mental Health (CAMH), for the project on the above-noted site located on the southeast corner of Queen Street West and Shaw Street. The proposal is to rezone the site to allow for a mixed-use development including new streets, blocks and open spaces.

The following recommendations and comments are based on:

- Plans and drawings date stamped by Urban Development Services on August 12, 2002;
- Loading assessment dated July 17, 2003;
- Traffic Impact Study dated November 2002 and July 30, 2003 with July 31, 2003 addendum;
- Preliminary Servicing Report dated July 2003; and
- Plans submitted with the draft plan of subdivision application No. 403010.

The comments and conditions below supercede the conditions identified in our June 17, 2003 memorandum and have, for the most part, been restricted to rezoning issues only. However, some site plan and subdivision issues, which will impact on the design of the project, have been included and the applicant should be advised accordingly.

Please advise me if any changes or modifications are required to the conditions identified in this memorandum.

Conditions

1. The owner be required to:

(a) Provide parking in accordance with the following minimum ratios:

(i) CAMH and Related Uses: 1 space/181m²

(ii) Residential: Tenants

- 0.3 spaces/bachelor unit
- 0.7 spaces/1-bedroom unit
- 1.0 spaces/2-bedroom unit
- 1.2 spaces/3+ bedroom unit

Visitors

- 0.12 spaces/unit

- (iii) Office: 1 space/93m² of rentable space
 - (iv) Supermarket: 1 space/28m² of selling space
 - (v) Fitness Centre: 1 space/10 persons that can be accommodated at one time
 - (vi) Parking for all uses, other than those noted above, must be provided in accordance with the relevant provisions noted in By-law 438-86
- (b) Provide loading facilities for the CAMH uses in accordance with the requirements noted in Section 4(5) of By-law 438-86. Such spaces can be provided on any of the proposed development blocks containing CAMH uses, subject to securing appropriate below-grade service corridors/tunnels which connect the shared loading facilities and respective users;
 - (c) Provide and maintain loading facilities for the non-CAMH uses in accordance with the relevant provisions noted in By-law 438-86; and
 - (d) Enter into a subdivision agreement with the City outlining the owner's responsibilities with respect to the development of this site.
2. The owner be advised:
- (a) Of the need to submit functional plans of all new public roads to the Commissioner of Works and Emergency Services for review and acceptance, prior to the registration of the Draft Plan of Subdivision;
 - (b) Of the need to submit a pavement and signage plan for all new public roads, to the Commissioner of Works and Emergency Services for review and acceptance, prior to the approval of the first Site Plan Application for any development on these lands, including any modifications required to the pavement markings and signage on existing public roads;
 - (c) Of the requirement to pay all costs for the pavement markings and signage in the approved plan referred to in advisory No. 2(b), above;
 - (d) Of the need to submit, to the Commissioner of Works and Emergency Services for review and acceptance, an updated phasing plan showing all roads to be constructed with each phase of development;

- (e) To provide space within the development for the construction of any transformer vaults, Hydro and Bell maintenance holes and sewer maintenance holes required in connection with the development;
- (f) Of the need to apply for revised municipal numbering prior to filing an application for a building permit;
- (g) Of the need to submit, to the Commissioner of Works and Emergency Services, for review and acceptance, prior to the registration of the plan of subdivision, a revised site servicing report to reflect the changes to the original servicing proposal;
- (h) Of the requirement to pay for any improvements to the existing municipal infrastructure in connection with Recommendation No. 2(g) above, should it be determined that upgrades are required to the infrastructure to support this development;
- (i) Of the need to provide, as part of the site plan application, drawings showing fire access routes in accordance with the requirements of the Ontario Building Code;
- (j) Of the requirement to undertake and have approved by the Ministry of Environment a Municipal Class Environmental Assessment for the extensions of Ossington Avenue and Adelaide Street West, prior to approval of the plan of subdivision;
- (k) That the encroachment of below-grade parking garages under the public rights-of-way will not be permitted;
- (l) That an analysis will be required in conjunction with each Site Plan Application for these lands to assess the operation of the proposed access configuration;
- (m) That all roads (public and private) and associated infrastructure are to be constructed at no cost to the City;
- (n) That appropriate dimensions be provided for any proposed street that temporarily ends in a cul-de-sac;
- (o) That all loading facilities must be designed such that vehicles using these facilities can enter and exit the abutting public streets in a forward motion;
- (p) Of the need to make separate applications to the Commissioner of Works and Emergency Services for permits to carry out any works involving construction in, or occupancy of, the abutting rights-of-way, and the abutting public lane;

- (q) Of the need to provide, as soon as possible, names for the proposed streets in accordance with the City Street Naming Policy for circulation and forwarding to Community Council for consideration; and
 - (r) Of the need to submit to the Commissioner of Works and Emergency Services, for review and acceptance, with each application for development of a block within the site, a municipal servicing report to describe the proposed stormwater management measures, and the sanitary and water servicing for the development block.
3. It is recommended that the owner be required to have a qualified architect/acoustical consultant submit a Noise and Vibration Impact Study, and following completion of the development, be required to submit written certification from the consultant that the development has been designed and constructed in accordance with the Noise and Vibration Impact Study(s).

Comments:

Roadways

A streets and blocks plan has been developed for this site which is reflected in the supporting documentation for the OPA/RZ application (Master Plan, Design Guidelines, Transportation Assessment and Preliminary Servicing Report) and the Draft Plan of Subdivision. The streets plan comprises the southerly extension of Givins Street, Ossington Avenue, Brookfield Street and Fennings Street and the westerly extension of Adelaide Street West to the Fennings Street extension. An additional east-west street called “New Street” is included in the streets and blocks plan, which extends between Shaw Street and the Fennings Street extension, approximately mid-block between Queen Street West and the Adelaide Street West extension. At this time, the applicant has not determined whether “New Street” will be established as a public highway or retained as a private facility.

All streets, including “New Street”, are illustrated as separate Blocks on the Draft M-Plan submitted with the plan of Subdivision application No.403010. However, these blocks have not been identified on the Draft M-Plan as public streets. This is to allow these blocks to be first developed as private driveways and subsequently dedicated as public streets. This is acceptable, in principle however we will identify conditions for these facilities and the triggers for their dedication as public streets through our review of the plan of subdivision application. The owner will be required to pay for all costs associated with the construction of these streets.

All of the public streets will have 20m wide rights-of-way. However, “New Street”, in the event that it becomes a public street, will have an 18.25m wide right-of-way. From a traffic planning perspective, the right-of-way widths are generally acceptable. However, the owner is required to submit to the Commissioner of Works and Emergency Services for review and acceptance and prior to finalization of the draft M-Plan, functional plans of these streets to determine the adequacy of the right-of-way widths, particularly at the intersection of the Fennings Street and Adelaide Street West extensions.

In addition to the functional plans, a pavement marking and signage plan for all new public streets is required to be submitted at the detailed design stage by the owner to the Commissioner of Works and Emergency Services for review and acceptance. The owner will be required to pay for all costs of the approved pavement markings and signage, as well as for any modifications to any existing pavement markings and signage on the abutting streets.

The Ossington Street and Adelaide Street West extensions are proposed to be classified as “collector” streets. Accordingly they will be subject to a Municipal Class Environmental Assessment, for which the owner will be required to undertake and have approved by the Ministry of the Environment prior to the approval of the Plan of Subdivision.

The owner is also advised that analysis will be required to assess the operations of the proposed driveways for each development block in conjunction with the respective Site Plan Applications.

Public Walkways, Laneways

Abutting the western limit of the property is a public lane extending northerly from Sudbury Street, then westerly to Dovercourt Road, abutting the north limit of Premises No. 101 Dovercourt Road. This lane has a uniform width of 4.57m, and is classified as “residential/residential-industrial”. Therefore, in order to comply with City standards, the subject lane should ultimately be widened to a minimum of 6.0m. In order to provide for this widening, the applicant would typically be required to convey a 1.2m wide strip of land along the entire east limit of the public lane abutting this site. However, a brick wall is located along the east limit of the public lane which, is designated an historic structure and as a result, will be retained. Consequently, it is not practical to require a land conveyance for lane widening purposes under these circumstances.

Encroachments

In an April 15, 2003 letter from McCarthy Tétrault, the owner is considering the construction of a number of underground service tunnels on the subject lands which could, in certain instances, encroach beneath the newly proposed public rights-of-way. Other encroachments into these public rights-of-way may include underground parking garages and building footings. The exact location and extent of these encroachments have not yet been identified by the owner. Nonetheless, the owner is advised that the encroachment of parking garages beneath the public highways is not acceptable and should be eliminated. All other proposed encroachments within the public rights-of-way are subject to a detailed review by this Department of how these encroachments affect the design and maintenance of the proposed municipal infrastructure under the rights-of-way. Encroachments are also subject to approval by the Right-of-Way Management Section of Transportation Services. Further details pertaining to such encroachments will be provided once they are identified in an appropriate site plan.

Driveway Access and Site Circulation

It is proposed that access to each development block is provided via the newly created public streets and "New Street" noted above. However, the Design Guidelines for this project, prepared by Urban Strategies Inc. dated April 2003 in support of this application, identifies only potential access points which are based on the anticipated building program for each block. As a result, a detailed site access and circulation assessment is required to be prepared and submitted by the owner to the Commissioner of Works and Emergency Services for review and acceptance, as each block proceeds through the site plan approval process.

Parking

Specific development proposals have not yet been put forth by the applicant. As a result, precise parking requirements for the subject lands cannot be determined at this point. However, included in the above mentioned Traffic Impact Study is a section which stipulates the parking standards recommended by the transportation consultant for each potential land use. The parking standards recommended by the transportation consultant, with the exception of those for residential land use, are acceptable. For the proposed residential land use the following parking rates are recommended, unless the applicant can demonstrate to the satisfaction of this Department on the basis of empirical data, that the parking standards for MCR Districts are appropriate for this development.

- 0.3 spaces/bachelor unit
- 0.7 spaces/1-bedroom unit
- 1.0 spaces/2-bedroom unit
- 1.2 spaces/3+ bedroom unit

In addition to the above rates, 0.12 spaces/unit must also be provided for visitors of the residential land use.

In our June 17, 2003 memorandum to you, specific parking rates for individual uses were stipulated by Traffic Planning based on a review of the November 2002 Traffic Impact study which was submitted by Marshall Macklin Monaghan Limited. This study recommended specific parking standards for each of the proposed uses at that time. Given the July 31, 2003 letter report submitted by the applicant's transportation consultant, it is noted that the range of proposed uses will now include Light Industrial uses. As no supporting data/documentation has been provided to justify otherwise, the parking standards for such uses must comply with the applicable provisions noted in By-law 438-86. The parking standards for all other proposed uses noted in our June 17, 2003 memorandum to you still apply.

Loading

Specific development proposals have not yet been identified by the applicant (e.g. number of buildings, G.F.A. for individual uses, number of residential units per building etc.). Therefore, exact loading space supply requirements have not been calculated for the site. Nonetheless, the

July 17, 2003 Loading Assessment submitted by Marshall Macklin Monaghan Limited recommends the following:

- The application of the “Downtown” loading standards for the proposed CAMH uses only, as noted in Section 4(5) of By-law 438-86. This is primarily based on a comprehensive loading survey which was undertaken by the consultant at the existing Queen Street CAMH site;
- The shared use of loading spaces for the CAMH uses only, amongst the proposed development blocks.
- The application of the appropriate loading standards noted in By-law 438-86 for the non-CAMH uses.

Having reviewed the above mentioned Loading Assessment, we have no objections to the recommendations put forth by the consultant, provided that all loading spaces proposed for the subject lands be designed in such a manner that will allow vehicles using these facilities to enter and exit the abutting public streets in a forward motion. Furthermore, the sharing of the loading spaces for the CAMH uses must be subject to the provision of appropriate and convenient below-grade service corridors/tunnels connecting the shared loading facilities and the respective uses within each development block. The transport of goods along public roads and sidewalks would not be permitted. Any development blocks that will not be connected to the aforementioned below-grade tunnels must be subject to separate loading space requirements as applicable.

Traffic Assessment

The above-noted Traffic Impact Study addendum along with the July 31, 2003 letter report, were prepared by the transportation consultant in support of the proposed development. In these reports the consultant analyses the traffic impacts associated with the full-build-out of the site (estimated to occur in 2021). Minimum and maximum trip generation scenarios were determined in this regard, and distributed to the proposed road network. The consultant concludes that site-related traffic can be accommodated at the boundary road intersections under both scenarios. However, under the maximum scenario, the requirement for an exclusive left-turn lane, and a shared through-right lane is identified on the northern approach of the Queen Street West/Ossington Avenue intersection. As noted by the consultant, this will involve a slight widening immediately south of the subject intersection to allow northbound right-turning vehicles to proceed around left-turning vehicles.

Notwithstanding the above, under the maximum scenario analyzed by the consultant, it is noted that some of the unsignalized intersection capacity analyses do not include applicable heavy vehicle volumes. Incorporating such volumes in the analyses could cause certain movements that are projected to operate at level-of-service “E” in the future to operate at a level-of-service of “F”. A movement with this level-of-service is generally associated with unacceptable delays. In particular, this is in reference to:

- the northbound left/right movement at Queen Street West and Brookfield Street;
- the southbound left/right movement at Queen Street West and Givins Street;
- the westbound left/right movement at Shaw Street and Adelaide Street West; and
- the eastbound left/right movement at Shaw Street and Adelaide Street West.

Given the above, the applicant is advised that turn prohibitions may be implemented in the future at the subject intersections, unless acceptable documentation is submitted that justifies otherwise.

As indicated previously, these streets will be constructed and operated initially as private driveways on an interim basis prior to their dedication as public highways. The owner is advised that any interim public street system must be configured as a continuous circulation system or, alternatively, appropriate turnaround facilities must be provided at the terminus of any streets that temporarily end in a cul-de-sac.

Solid Waste & Recycling

As the retail, large office and institutional components of this development have not been identified this Department is not able to determine what portion, if any, is eligible for City collection.

Storm Drainage

The owner's consultant has submitted a preliminary servicing report that describes the proposed stormwater management approach, and the storm & sanitary sewer, and watermain designs, and analyses the sewage expected to be generated and the anticipated water consumption. This report is acceptable and the owner's consultant has been advised accordingly.

The owner will be required to submit with each application for re-development of a block within the site, a municipal servicing report describing: the stormwater management measures for the development block including the proposed on-site/off-site major and minor storm systems; preliminary grading of the proposed streets; allocation of storm runoff for the development block; sizing of storm sewers; and any quality and quantity controls. The owner should be advised that the municipal servicing report will need to be reviewed and accepted by this department prior to the issuance of a building permit associated with the block contemplated for re-development. Further information regarding storm water management can be obtained by contacting Nhat Nguyen of Development Engineering at 416-392-8320.

It is the policy of City Council to require the infiltration of storm water run-off into the ground for all new developments, whenever possible. Therefore, storm connections to the City sewer system will only be permitted if it can be demonstrated that infiltrating storm water into the ground is not feasible.

Grading

The lot must be graded in such a manner that storm run-off will not accumulate at or near the buildings and will not adversely affect adjacent properties. In this regard the applicant will be

required to submit to the Commissioner of Works and Emergency Services for review and acceptance prior to the issuance of a building permit associated with the respective application, a grading and drainage plan for each site plan showing the proposed and existing grades.

Sanitary Drainage

As indicated above, the owner's consultant has submitted an acceptable preliminary servicing report that describes the proposed sanitary sewer design and analyses sanitary flows expected to be generated by the entire development.

The owner will be required to submit with each application for re-development of a block within the site, a municipal servicing report describing: the sanitary flow expected to be generated by the development block; the proposed sanitary sewer design on the adjacent internal street; and the proposed sewage outfall. The owner should be advised that the municipal servicing report(s) will need to be review and accepted by this department prior to the issuance of a building permit associated with the block contemplated for re-development. Further information regarding sanitary servicing can be obtained by contacting Nhat Nguyen of Development Engineering at 416-392-8320.

Water Supply

The owner will be required to submit with each application for re-development of a block within the site, a municipal servicing report describing: the expected water consumption by the block to be redeveloped and the proposed watermain design including looping of the system. The owner should be advised that the municipal servicing report(s) will need to be review and accepted by this department prior to the issuance of a building permit associated with the block contemplated for re-development. Further information regarding water servicing can be obtained by contacting Nhat Nguyen of Development Engineering at 416-392-8320.

Noise

Works and Emergency Services is no longer commenting on noise requirements for development applications. Based on our previous practice, we would have required a Noise Impact Statement prior to the introduction of the bills in Council and would have required certification that the mitigation measures were installed as a condition of the approval.

Construction Permits

Approval for any work to be carried out within the public rights-of-way must be received from this Department. If clarification is required on how these standards will apply to this site, the applicant can contact the Right-of-Way Management Section, District 1, Construction Activities, at 416-392-7877.

2. Economic Development, Culture & Tourism (Heritage Preservation Services, July 31, 2003)

Heritage Preservation Services (HPS) staff provides the following comments and recommendations.

Background

The property at 1001 Queen Street West was designated under Part IV of the Ontario Heritage Act by City Council on February 3, 1997 – By-Law No. 0085-97. Portions of the brick walls surrounding the former Provincial Lunatic Asylum, a facility that opened in 1850, survive. Dating to 1851, the walls are one of the few extant structures designed by the important Toronto architect and engineer Frederick Cumberland, during his brief partnership with Thomas Ridout. The design of the walls, brick with stone trim, mirrors the materials of the main block of the Asylum, designed by John Howard and lost to demolition in 1976. The property is associated with the social and architectural history of Toronto.

Proposal

The applicant, Urban Strategies Inc., on behalf of the Centre for Addiction and Mental Health (CAMH), proposes to redevelop the lands at 1001 Queen Street West. The proposal was reviewed using plans (Master Plan Drawings) date stamped August 12, 2002 by Urban Development Services (UDS) and plans (Design Guidelines) date stamped April 11, 2003 by UDS, both prepared by Urban Strategies Inc.

The vision for the redevelopment of the site (27 acres) includes the better integration of the development with the surrounding neighbourhood through the addition of new streets that will align with existing north-south streets and will divide the site into a series of development blocks.

Heritage features on the site include the designated heritage wall, portions of which remain on the west, south and east sides of the site. Two historic brick storage buildings that form part of the south wall will be preserved in the redevelopment.

The proposed redevelopment will retain the west and south walls essentially in their current form, with the exceptions of connections to Joseph Workman Parkette and to Sudbury Street, and the provision of hedging to replace the chain-link fence connecting remaining portions of the wall. Some openings will be required in the east wall to accommodate new streets and access points into the property.

The CAMH, in partnership with the City of Toronto, hosted an Ideas Competition dealing with the historic wall along Shaw Street on the east side of the 1001 Queen Street West property. This is the most intact portion of the historic wall that originally enclosed the entire site. It is also the part most visible to the public.

As the subject application is for an Official Plan Amendment and rezoning only, the applicant has not provided details regarding alterations to the walls and the two storage buildings. HPS will comment further on the proposed alterations as part of the review of the site plan application.

Heritage Comments and Recommendations

HPS has no objection to the approval of this Official Plan Amendment and Rezoning Application subject to the following conditions:

1. the owner enter into and register on title a Heritage Easement Agreement (HEA) with the City for the brick walls and the east and west storage buildings that form part of the south wall, prior to the introduction of Bills in Council;
2. the owner provide a condition assessment, a Conservation Strategy that describes the overall approach to the heritage features and a detailed Conservation Plan that specifies the details of the Conservation Strategy for the walls and the east and west storage buildings that form part of the south wall, to the satisfaction of the Manager, Heritage Preservation Services, prior to the approval of any plan of subdivision or site plan;
3. the owner provide security in a form satisfactory to the Commissioner of Economic Development, Culture and Tourism to implement the Conservation Plan, prior to the issuance of any building permit;
4. the owner provide a Landscape Plan to the satisfaction of the Manager, Heritage Preservation Services prior to the approval of any site plan;
5. the owner undertake a Stage 2 archaeological assessment prior to any sub-surface soil disturbance in each phase of work at 1001 Queen Street West, to the satisfaction of the Heritage Operations Unit of the Ministry of Culture and the Manager, Heritage Preservation Services, City of Toronto.

Such investigations should entail sub-surface testing in order to achieve a more complete understanding of the character, extent and sensitivities of the potential archaeological resources and to assess the degree and form of more recent land disturbance.

Should deeply buried archaeological remains be encountered during construction activities, the Heritage Operations Unit of the Ministry of Culture and the Manager, Heritage Preservation Services, City of Toronto, should be notified immediately.

In the event that human remains are encountered during construction, the proponent should immediately contact Heritage Preservation Services, the Ministry of Culture, and the Registrar or Deputy Registrar of Cemeteries at the Policy and Consumer Protection Services Division of the Ministry of Consumer and Business Services, (416) 326-8404.

A copy of archaeological assessment reports produced should be sent to the attention of the Manager, Heritage Preservation Services, City Hall, 2nd Floor, 100 Queen Street West, Toronto, Ontario, M5H 2N2.

(Parks & Recreation, September 9, 2002)

This will acknowledge the new plans pertaining to the above noted development application which were circulated to Urban Forestry Services on August 12, 2002. We have reviewed the circulated plans and advise that:

- There are several City owned trees involved with this project, which are situated on the City road allowance adjacent to the development site. All trees on City property are protected under Chapter 813 of the City of Toronto Municipal Code. These trees must be protected at all times in accordance with this Department's Tree Protection Policy and Specifications for Construction Near Trees (attached).
- If at any time this project cannot proceed without the removal of, or interference with a tree(s) on City property, it will be necessary for the applicant to apply in writing to Mark Procnier, Supervisor of Urban Forestry Planning and Protection, South District, 416-392-7390, for the removal or relocation of the tree(s) so that this request can be discussed with the ward Councillor and/or forwarded to Community Council and City Council for consideration.
- A tree protection security deposit is required to secure the protection of City owned trees during construction/landscaping in close proximity to such trees within the road allowance. The applicant is required to furnish this security deposit in the form of an irrevocable Letter of Credit (LOC). The applicant must contact Mark Procnier, Supervisor of Urban Forestry Planning and Protection at 416-392-7390, to discuss the amount of the LOC.
- Trees indicated for planting on the City road allowance must be planted in accordance with the Tree Details Section of the City of Toronto Streetscape Manual as per the details noted below. Please note that the applicant must conduct an investigation of underground utilities prior to proposing tree planting within the City road allowance. If planting is not possible due to a utility conflict, a utility locate information sheet from the respective utility company should be provided to the City.

Street Trees in Turf:

In accordance with Planting Detail No. 101 for Balled and Burlapped Trees in Turf Areas, dated June 2002. (attached).

Street Trees in Raised Planters:

In accordance with Planting Detail No. 102 for Raised Tree Planter – Concept, dated March, 1997.

Street Trees in Tree Pits:

In accordance with Planting Detail Nos. 103, 103-1, 103-2, & 103.3 for 1.2m x 2.4m Tree Pit, dated March, 1997. Tree pits must be constructed in accordance with the Continuous Tree Pit details outlined in the Construction Details Section of the City of Toronto Streetscape Manual as Drawing Nos. RE-1833M-1, -2, -3, -4, -5 and -6, 1 of 2 and 2 of 2.

- The applicant will be responsible for providing a two-year renewable guarantee for all new trees planted within the road allowance. The Supervisor of Urban Forestry Planning and Protection must be notified in writing of the planting date prior to planting. This date is used to establish the anniversary date of the required two-year renewable guarantee. The applicant must maintain the subject trees in good condition; these trees will be inspected during and prior to the end of the renewable guarantee period. If the trees are in good condition at the end of the renewable guarantee period, the City will assume maintenance and ownership of the trees. If during or at the end of the renewable guarantee period the trees are not in good condition, require maintenance or replacement, the applicant will be responsible for rectifying the problem as determined by and to the satisfaction of the Commissioner of Economic Development, Culture and Tourism. The owner will be required to provide an additional two-year renewable guarantee for any trees requiring replacement. The Supervisor of Urban Forestry Planning and Protection can be reached at 416-392-7390.
- A tree planting security deposit is required for tree planting in the road allowance. This deposit is to be in the form of an irrevocable Letter of Credit or certified cheque. The tree planting security deposit must be sent to the attention of Mark Procnier, Supervisor of Urban Forestry Planning and Protection, prior to the issuance of a landscaping permit which must be obtained from Works and Emergency Services, Transportation Services, District 1, Right of Way Management (416-393-7787). The tree planting security deposit is held for the duration of the renewable guarantee period(s). The funds from the tree planting security deposit will be drawn upon to cover any costs Urban Forestry Services incurs as a result of enforcing and ensuring that the trees are kept in a healthy and vigorous state. These costs are subject to change and the current cost per tree is \$578.00.
- Tree by-laws to protect and preserve trees on City and private property have been established in order to attempt to retain as much crown cover as possible, particularly where development is concerned. There appears to be trees situated on private property which may be impacted by this development. Former City of Toronto Municipal Code, Chapter 331, Trees, Article III, requires that a permit be obtained for the injury or destruction of trees situated on private property which are healthy and have a diameter of 30 centimetres or more. Trees which may be affected could be located on the subject development site or on lands adjacent to the development site. For all existing trees situated on private property that are to be retained and protected, a detailed report and plan must be provided which indicates the impact of the construction activities in connection with the proposed development on the trees in question and appropriate tree

protection measures as determined by a Certified or Registered Consulting Arborist or Registered Professional Forester retained by the applicant. Specifically, details on tree protection, including the location of tree protection zones, (see detail TP-1 from Tree Protection Policy and Specifications for Construction Near Trees) must be clearly indicated on the site plan filed with the development application.

- Please contact Andrew Pickett of Urban Forestry Services at 416-392-1891, regarding the applicant's need to submit an application for permission to injure or destroy trees should the development continue in its present form. The City also encourages new tree planting on private property and encourages the protection of other existing trees situated on private property and construction which accommodates the preservation of trees.
- For landscaped open space areas proposed above any underground structure including parking structures, the applicant must provide and maintain the following to permit the installation and mature growth of all proposed plant material, in particular large growing shade trees:
 - i. Sandy loam soil (comprising 50 to 60 percent sand, 20 to 40 percent silt, 6 to 10 percent clay, 2 to 5 percent organic, with pH of 7.5 or less) to a sufficient depth of not less than 1.5m; and
 - ii. An engineered drainage system which prevents soil saturation.
- I advise that the plans prepared by Urban Strategies Inc., date stamped as received by Urban Development Services on August 12, 2002, and on file with the Commissioner of Urban Development Services are not acceptable at this time due to the reasons indicated above.

(Policy and Development, July 3, 2003)

The owner has applied for official plan and zoning by-law amendments and a plan of subdivision to redevelopment the lands that are owned by the Centre for Addiction and Mental Health (CAMH) on the south side of Queen Street West, between Shaw Street and Fennings Street. The applications propose conveyances of three parcels of land to the city for use as public parks.

The amalgamation of the new City of Toronto will bring a new parkland dedication by-law. Although these comments are premised on former City of Toronto by-laws and Official Plan policies, if the application is approved subsequent to adoption of a new parkland dedication by-law for the new City of Toronto, the latter shall prevail.

The proposal to dedicate three parcels of land to the city for use as a public park has been reviewed by this department, and we are agreeable to the dedication of Blocks 1 and 6 for public parkland dedications. The conveyance of Block 13 is not desirable. We would recommend that this land utilized as private open space in conjunction with the private open space to the west, that is used for community gardens. We recommend that CAMH retain this private open space

and be responsible for the assessment of the heritage structure and wall portion on these lands, as well as a restoration strategy.

In the event that Blocks 1 and 6 are dedicated for use as parkland, the following conditions will apply:

1. The owner is to pay for the costs of such dedication, including any Land Transfer Tax and the preparation and registration of all relevant documents. Prior to the dedication the owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for the parkland dedication lands.
2. The Commissioner of Economic Development, Culture and Tourism will determine the final location, configuration, design, development and programming of the parkland to be conveyed to the City.
3. The lands to be dedicated as parkland to the City of Toronto are to be free and clear, above and below grade, of all easements, encumbrances and encroachments.
4. Prior to dedication of the parkland, the owner shall be responsible for an environmental assessment of the lands to be dedicated as parkland to the City and any associated costs or remediation works required as a result of that assessment. Such assessment or remediation shall ensure the parkland dedication lands, at the time of dedication, will meet all applicable laws, regulations and guidelines respecting sites to be used for public park purposes, including City Council policies respecting soil remediation of sites to be acquired by the City. A qualified environmental consultant acceptable to the Commissioner of Economic Development, Culture and Tourism shall prepare the environmental assessment.
5. The owner will be responsible for the base construction and installation of the parkland. The base park improvements includes the following:
 - (i) grading (inclusive of topsoil supply and placement);
 - (ii) sodding;
 - (iii) fencing (where deemed);
 - (iv) all necessary drainage systems;
 - (v) electrical and water connections to the street line; and
 - (vi) street trees along all public road allowances, which abut City owned parkland,
 - (vii) tree inventory and management plan, with CAMH responsible for the implementation of the management plan prior to conveyance

all work is to be completed to the Satisfaction of the Commissioner of Economic Development, Culture and Tourism.

6. At the time of conveyance, the owner will post a Letter of Credit as security for the installation of the base park improvements, and the fencing equal to 120% of the value of the base park improvements, and fencing.
7. Subject to the conditions of a Parkland Occupancy Permit, the Owner may be permitted to use the parkland site as a construction staging area.

The applicant has indicated that they are seeking compensation from the City for the proposed conveyances. Given that these parks are not located in preferred locations, as indicated by this department, for parkland blocks and the City is assuming maintenance and liability costs for these heavily treed blocks, this department will not be compensating CAMH for these conveyances. We are prepared to recognize the parkland dedication as a parks levy credit that can be used for any non-exempt development that occurs on the lands. This department is willing to consider compensation for the acquisition of additional parklands adjacent to Blocks 1 and 6, that would provide for active recreation opportunities on the lands.

The provision of tree planting within the abutting public boulevard areas may be a requirement of this application. The applicant should contact Mark Procunier (416-392-7390), Supervisor of Forestry, Planning & Protection to determine if forestry has any further requirements.

3. Toronto Transit Commission (September 17, 2002)

This development fronts on Queen Street West where our 501 Queen Streetcar route operates. Therefore, we will need to review a traffic impact study for either the entire site or for individual applications on the site, to evaluate any impacts on our streetcar operations. Depending on these impacts, we can then assess whether or not turning restrictions will be required on Queen Street to mitigate against site-generated traffic delays.

In addition, as this site is in close proximity to the 501 Queen streetcar line, please inform the applicant that noise, vibration, electro-magnetic interference (EMI), and stray current may be transmitted by our transit operations. The Commission will not accept responsibility for such effects on any building(s) and/or occupants. Therefore, the developer should apply attenuation measures so that the levels of noise, vibration, EMI, and stray current in the proposed development will be at the lowest levels technically feasible. The developer is advised to inform potential purchasers or lessees, through a clause in the purchase or rental agreement, of the potential for noise, vibration, EMI and stray current, and that the TTC accepts no responsibility for any such effects.

Attachment 9
Draft Official Plan Amendment

1. The Garrison Common North Secondary Plan is hereby amended by replacing Map 14-1 with the attached Map-14-1 and by amending Section 10, Site and Area Specific Policies by adding the following Section 5;

“Area 5. On the lands shown as 5 on Map 14-1 the following policies apply:

OVERALL OBJECTIVES

- (a) The property will be redeveloped over time as the organizational hub for The Centre for Addiction and Mental Health (CAMH), representing key parts of the organization and containing key central functions and programs.
- (b) As well as CAMH functions, a mix of uses will be permitted, including the uses permitted in *Institutional Areas*, as well as all types of institutional uses, commercial uses and residential uses. *Employment Area* uses which are compatible with surrounding uses are also permitted. Single use and mixed use buildings will be permitted.
- (c) The area will be developed in phases with a network of public and private streets and sidewalks, public and private open spaces, which will serve to integrate the property into the surrounding city fabric, subject to the policies contained in Section 5. The layout of the development blocks, proposed public and private streets, public parks and private open spaces will be generally in accordance with Map 14-2.
- (d) The lands will be included within the Niagara Area and Massey Ferguson Neighbourhood Community Improvement Project Area, to ensure that changes to the overall neighbourhood, such as streetscape and façade improvements, are implemented in a coherent, integrated and coordinated manner.

URBAN STRUCTURE BUILT FORM

- (e) Existing City streets will be extended over time to create a network of new public and private streets.
- (f) Buildings that are generally mid-rise will be permitted, with the lowest building heights in areas directly adjacent to the neighbouring housing forms to the west of the area and a mid-rise scale along Queen Street. Taller buildings may be located within the centre of the area.
- (g) Retail and restaurant uses are encouraged to locate in areas which will be compatible with neighbouring residential uses and activate streets and open spaces:

- (i) Retail uses and other such similar uses which serve to animate the street, including publicly accessible CAMH uses, are required along Queen Street to continue its "main street" role.
 - (ii) Retail uses, cafes and restaurants are encouraged to locate around the area's public parks to improve pedestrian interest and casual views into the public parks.
- (h) Urban Design Guidelines will be adopted by Council for the lands in the area. The Guidelines will illustrate and describe desired urban design concepts for the area and will provide a context for coordinated incremental development in keeping with the objectives and policies of this plan and will assist in the evaluation of applications for subdivision and site plan approval. The Guidelines will not form part of this Secondary Plan.

PARKS AND OPEN SPACES

- (i) The preservation of healthy mature trees will be encouraged and the planting of a range of tree species throughout the area along streets and as part of landscaping associated with development.
- (j) Two sites are proposed for public parks, as shown on Map 14-2, and referred to as Shaw Park (Block 6) and Fennings Park (Block 1), which contain large groupings of existing healthy mature trees and which reinforce the neighbourhood pattern of open spaces.
- (k) The provision of additional sites for private open space, as shown on Map 14-2, which will be integrated with adjacent development, will be encouraged to preserve existing healthy mature trees and provide programmed open space for CAMH. Uses and structures such as gardens, market gardens, green houses and the Brick Storage Building are permitted on Blocks 12 and 13.

HERITAGE

- (l) The Wall, as identified on Map 14-2, is recognized as an important part of the area's heritage.
- (m) CAMH will enter into a Heritage Easement Agreement or Agreements with the City with respect to portions of the Wall and Storage Buildings.
- (n) CAMH will undertake an assessment of the entire Wall and associated structures to be prepared by a restoration architect which will include a conservation strategy. The assessment and conservation strategy may be prepared and implemented on a phased basis.
- (o) The south and west walls and the east and west Storage Buildings, as shown on Map 14-2 will be retained and will form part of the public parks and private open

spaces. Openings may be provided in the south wall to allow for a connection to Joseph Workman Parkette.

- (p) The east wall may be modified having regard to the outcome of the Open Ideas Competition, which will be reflected in a Heritage Easement Agreement(s).

TRAFFIC AND PARKING

- (q) The use of public transit to and from the area will be encouraged through the provision of minimum and maximum parking standards, as appropriate.
- (r) Large surface parking lots will not be permitted after the completion of the final phase of development in the area. New or replacement parking spaces are encouraged to locate below grade as part of new development, in a limited number of above-grade structures, in small areas of convenience parking near buildings, and on the streets of the area.
- (s) Above-grade parking structures will be designed to achieve the following general built form principles:
 - (i) Enclosure within a fully articulated facade to provide an attractive face to the street.
 - (ii) Contain commercial or other public uses on the ground floor facing adjacent streets. Parking structures should be enclosed by an architectural facade to provide an attractive face to the street and so that parked cars are not directly visible. Pedestrian entrances will be encouraged and landscaping to provide an attractive grade-level experience.

SERVICING

- (t) It is recognized that a series of underground service tunnels may be required to link institutional and other facilities and that the service tunnels may be located beneath public streets within the area.

IMPLEMENTATION

- (u) A heritage easement agreement shall be entered into with respect to that portion of the Wall located on Block 2, prior to the issuance of a building permit for any development on Block 2.
- (v) A zoning by-law may incorporate holding provisions in accordance with Section 36 of the *Planning Act*, as amended, to require a subdivision agreement, heritage easement agreement(s), or other agreement(s), in order to secure such matters including but not limited to transportation and servicing improvements, the provisions of public parks within the area, the provision of community services and facilities and heritage matters. The holding symbol may be removed by by-

law when the conditions required to lift the hold, as set out in the zoning by-law, have been satisfied.

Attachment 10
Draft Official Plan Amendment

1. Section 18 of the Official Plan for the former City of Toronto is hereby amended by adding the following Section 18. ● and the attached Map 18.●;

“18.● On the lands known in the year 2003 as 1001 Queen Street West

Notwithstanding any other provisions of this Plan, Council may pass by-laws applicable to the lands delineated by heavy lines on Map 18.● in accordance with the following policies:

OVERALL OBJECTIVES

- (w) The property will be redeveloped over time as the organizational hub for The Centre for Addiction and Mental Health (CAMH), representing key parts of the organization and containing key central functions and programs.
- (x) As well as CAMH functions, a mix of uses will be permitted, including all types of *institutional* uses, *commercial* uses and *residential* uses. *Industrial* uses which are compatible with surrounding uses are also permitted. Single use and mixed use buildings will be permitted.
- (y) The area will be developed in phases with a network of public and private streets and sidewalks, public and private open spaces, which will serve to integrate the property into the surrounding city fabric, subject to the policies contained in Section 5. The layout of the development blocks, proposed public and private streets, public parks and private open spaces will be generally in accordance with Map 18.●.
- (z) The lands will be included within the Niagara Area and Massey Ferguson Neighbourhood Community Improvement Project Area, to encourage that changes to the overall neighbourhood, such as streetscape and façade improvements, are implemented in a coherent, integrated and co-ordinated manner.

URBAN STRUCTURE BUILT FORM

- (aa) Existing City streets will be extended over time to create a network of new public and private streets.
- (bb) Buildings that are generally mid-rise will be permitted, with the lowest building heights in areas directly adjacent to the neighbouring housing forms to the west of the area and a mid-rise scale along Queen Street. Taller buildings may be located within the centre of the area.

- (cc) Retail and restaurant uses are encouraged to locate in areas which will be compatible with neighbouring residential uses and activate streets and open spaces:
 - (i) Retail uses and other such similar uses which serve to animate the street, including publicly accessible CAMH uses, are required along Queen Street to continue its "main street" role.
 - (ii) Retail uses, cafes and restaurants are encouraged to locate around the area's public parks to improve pedestrian interest and casual views into the public parks.
- (dd) Urban Design Guidelines will be adopted by Council for the lands in the area. The Guidelines will illustrate and describe desired urban design concepts for the area and will provide a context for co-ordinated incremental development in keeping with the objectives and policies of this plan and will assist in the evaluation of applications for subdivision and site plan approval. The Guidelines will not form part of this Plan.

PARKS AND OPEN SPACES

- (ee) The preservation of healthy mature trees will be encouraged and the planting of a range of tree species throughout the area along streets and as part of landscaping associated with development.
- (ff) Two sites are proposed for public parks, as shown on Map 18.●, and referred to as Shaw Park (Block 6) and Fennings Park (Block 1), which contain large groupings of existing healthy mature trees and which reinforce the neighbourhood pattern of open spaces.
- (gg) The provision of additional sites for private open space, as shown on Map 18.●, which will be integrated with adjacent development, will be encouraged to preserve existing healthy mature trees and provide programmed open space for CAMH. Uses and structures such as gardens, market gardens, green houses and the Brick Storage Building are permitted on Blocks 12 and 13.

HERITAGE

- (hh) The Wall, as identified on Map 18.●, is recognized as an important part of the area's heritage.
- (ii) CAMH will enter into a Heritage Easement Agreement or Agreements with the City with respect to portions of the Wall and Storage Buildings.
- (jj) CAMH will undertake an assessment of the entire Wall and associated structures to be prepared by a restoration architect to include a conservation strategy. The assessment and conservation strategy may be prepared and implemented on a phased basis.

- (kk) The south and west walls and the east and west Storage Buildings, as shown on Map 18.● will be retained and will form part of the public parks and private open spaces. Openings may be provided in the south wall to allow for a connection to Joseph Workman Parkette.
- (ll) The east wall may be modified having regard to the outcome of the Open Ideas Competition, which will be reflected in a Heritage Easement Agreement(s).

TRAFFIC AND PARKING

- (mm) The use of public transit to and from the area will be encouraged through the provision of minimum and maximum parking standards, as appropriate.
- (nn) Large surface parking lots will not be permitted after the completion of the final phase of development in the area. New or replacement parking spaces are encouraged to locate below grade as part of new development, in a limited number of above-grade structures, in small areas of convenience parking near buildings, and on the streets of the area.
- (oo) Above-grade parking structures will be designed to achieve the following general built form principles:
 - (i) Enclosure within a fully articulated facade to provide an attractive face to the street.
 - (ii) Contain commercial or other public uses on the ground floor facing adjacent streets. Parking structures should be enclosed by an architectural facade to provide an attractive face to the street and so that parked cars are not directly visible. Pedestrian entrances will be encouraged and landscaping to provide an attractive grade-level experience.

SERVICING

- (pp) It is recognized that a series of underground service tunnels may be required to link institutional and other facilities and that the service tunnels may be located beneath public streets within the area.

IMPLEMENTATION

- (qq) A heritage easement agreement shall be entered into with respect to that portion of the Wall located on Block 2, prior to the issuance of a building permit for any development on Block 2.

A zoning by-law may incorporate holding provisions in accordance with Section 36 of the *Planning Act*, as amended, to require a subdivision agreement, heritage easement agreement(s), or other agreement(s), in order to secure such matters including but not limited to transportation and servicing improvements, the provisions of public parks within the area, the provision of

community service and facilities and heritage matters. The holding symbol may be removed by by-law when the conditions required to lift the hold, as set out in the zoning by-law, have been satisfied.

Attachment 11
Draft Zoning By-law Amendment

CITY OF TORONTO

BY-LAW No. ____-2003

To amend By-law 438-86, of the former City of Toronto, as amended, respecting lands known in the year 2003 as 1001 Queen Street West

NOW THEREFORE the Council of the City of Toronto ENACTS as follows:

2. District Map 49G-322 contained in Appendix 'A' of By-law 438-86, as amended, is hereby further amended by re-designating the lands delineated by heavy lines to "CR", "CR(h)" and "G" as shown on Map 3.
3. None of the provisions of Section 2(1) with respect to the definition of *grade*, *ornamental structure* and Sections 4(2)(a), 4(4), 4(6), 4(11), 4(16), 5(1)(a), 8(1)(a), 8(3), 12(1)72 and 12(2)270. of Zoning By-law 438-86, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall apply to prevent the uses or the erection or use of a building or structure for any purpose permitted in Sections 5(1) and 8(1) of By-law 438-86 and the additional uses as permitted below on the lands delineated by heavy lines on Map 1 provided that:
 - (a) in addition to the uses permitted in Section 5(1)(a) of By-law 438-86, community related uses including *market gardening*, *accessory* uses and *ornamental structures* shall be permitted on *Blocks* zoned G, as shown on Map 3;
 - (b) notwithstanding any other provisions of this By-law, *Blocks 2a, 3a, 7a, 12 and 13* shall only be used for *landscaped open space* and *accessory* uses and structures which includes *ornamental structures*, greenhouses, storage and utility buildings, the existing Storage Buildings the location of which is shown on Map 3, retaining walls, curbs, wheelchair ramps, fences, stairs, *market gardening* and *accessory* sales and structures;
 - (c) a minimum of 70,000 sq.m. of *non-residential gross floor area* shall be provided for one or more of the following uses: *psychiatric hospital*, *public hospital*, research and development institute and *laboratory class A* uses and any *accessory* uses on the lands delineated by heavy lines on Map 1;
 - (d) in addition to the uses permitted in Section 8(1)(a) of By-law 438-86, *a mixed use building*, *dwelling room*, *artist live/work studio*, *designer's studio*, *performing arts studio*, *food warehouse*, *food wholesaling establishment*, *recycling shop*, *storage warehouse class A*, *wholesaling establishment – general*, *bookbinder's shop*, *carpenter's shop*, *contractor's shop, class A*, *industrial catering service*, *postal sorting station*, *security service* and *business equipment*, *market garden*,

ornamental structure and suite hotel and *accessory* uses thereto shall be permitted on *Blocks* zoned CR as shown on Map 3;

- (e) no person shall, erect or use a building or structure on *Blocks 3, 4 and 5* within 5.0 m of the property line abutting Queen Street West unless a minimum of 60% of the length of the building face abutting Queen Street West within the subject *Block* is used for *street-related retail and service uses*, and/or publicly accessible areas of a *psychiatric hospital* and/or a *public hospital* on *Block 5*;
- (f) no part of any building or structure erected or used above finished ground level is located otherwise than wholly within the areas delineated by the heavy lines on Map 4, except the following structures shall be permitted beyond the heavy lines shown on Map 4:
 - (i) eaves, cornices, fences and safety railings, chimney breasts, vents, wheelchair ramps, stairs and landings, retaining walls;
 - (ii) uncovered platforms to a maximum horizontal projection of not more than 1.5 m and a height not to exceed 1.2 metres above finished ground level;
 - (iii) balconies to a maximum horizontal projection of not more than 1.5 metres;
 - (iv) roofs over a first floor platform or terrace to a maximum horizontal projection of not more than 2.5 metres;
 - (v) canopies to a maximum horizontal projection of not more than 2.5 metres;
 - (vi) bay windows to a maximum horizontal projection of not more than 0.75 metres and with a width not to exceed 3.0 metres; and,
 - (vii) notwithstanding Section F. above, bay windows on Block 2 shall be permitted beyond the heavy lines shown on Map 4 to a maximum horizontal projection of 0.75 metres and a width not to exceed 7.0 metres;
- (g) No person shall erect or use a *residential building* or a *mixed use building* on a *Block* in which a window of a *dwelling unit* (other than a window of a kitchen or a bathroom) or window of a *dwelling room* in the building is closer than:
 - (i) 11.0 metres to a window of another *dwelling unit* (other than a window of a kitchen or bathroom) or a window of a *dwelling room* on the same *Block*;

- (ii) the requirements of Sections (i) shall not apply to windows on walls which form an angle of 90 degrees or greater to each other, on a horizontal plane;
- (h) no part of any building or structure to be erected shall exceed the *height* limits specified by the numbers following the symbol “H” as shown on Map 4, but such *height* limits do not prevent the erection or use of the building elements or structures identified in Section 4(4) of By-law 438-86, subject to the limitations contained therein;
- (i) notwithstanding Section 2.(h) of this By-law, no part of any building or structure to be erected on *Block 2*, shall exceed the *height* limits specified by the number following the symbol “H” as shown on Map 4, but this does not prevent the erection or use of the following:
 - (i) a stair tower, elevator shaft, chimney stack or other heating, cooling or ventilating equipment or window washing equipment on the roof of a building, or a fence, wall or structure enclosing such elements, provided:
 - A. the maximum *height* of the top of such elements or enclosure is not higher than the sum of 6.0 metres and the *height* limit applicable to the *Block*;
 - B. the aggregate horizontal area of such elements, including the area contained within an enclosure, measured at a point above the level of the *height* limit, does not exceed 40% of the area of the roof of the building; and,
 - C. the width of any such elements, including the width of an enclosure, located within 6.0 metres of a boundary of a *Block* that is a *street* line, does not exceed 60% of the width of the main wall of the building facing the *Block* boundary, provided the width is to be measured parallel to the *Block* boundary;
 - (ii) structures identified in Section 4(2)(a)(ii) of By-law 438-86, subject to the limitations contained therein;
 - (iii) parapets to a maximum vertical projection of 1.07 metres;
- (j) the number of *parking spaces* shall be provided in accordance with Section 4(4)(b), except for the following uses which shall be subject to the following minimum standards:
 - (i) *parking spaces* for a *residential building* or that portion of a building containing *dwelling units*, except *alternative housing*, shall be provided on the block and maintained at the rate of:

- A. 0.3 *parking space* for each *bachelor dwelling unit*;
 - B. 0.7 *parking space* for each one *bedroom dwelling unit*;
 - C. 1.0 *parking space* for each two *bedroom dwelling unit*;
 - D. 1.2 spaces for each *dwelling unit* containing 3 or more *bedrooms*; plus,
 - E. 0.12 *parking space* for each *dwelling unit* for visitors;
- (ii) *parking spaces* for a *psychiatric hospital*, *public hospital*, research and development institute and *laboratory class A* and any *accessory* uses shall be provided and maintained at a rate of 1 *parking space* per 181 square metres of *non-residential gross floor area* and shall be calculated based on the total *non-residential gross floor area* devoted to such uses on the lands delineated by heavy lines on Map 1;
- (k) *non-residential parking spaces* shall be provided, in the following locations:
- (i) on the same *Block* containing the use for which the *parking spaces* are to be provided; and/or
 - (ii) on any of *Blocks 3, 4, 5, 7, 8, 9, 10 or 11*; and/or
 - (iii) within 300 metres of the *Block* containing the use for which the *parking spaces* are to be provided;
- (l) loading spaces shall be provided in accordance with Section 4(6) of By-law 438-86;
- (m) notwithstanding section (l) above, loading spaces required for *psychiatric hospital*, *public hospital*, research and development institute and *laboratory class A* and any *accessory* uses shall be provided in accordance with the following:
- (i) the number and type of loading spaces shall be provided in accordance with Schedule 1 of Section 4(5) and shall be located on the same *Block* as the use; or
 - (ii) where two or more *Blocks* are connected by a *service tunnel*, the following shall also apply:
 - A. the number and type of loading spaces shall be calculated based on the total *non-residential gross floor area* on the *Blocks* connected by a *service tunnel*; and,
 - B. the loading spaces may be located on any of the *Blocks* connected by a *service tunnel*;

- (iii) notwithstanding the foregoing provisions of Sections (i) and (ii) above, *2 loading spaces – type C* shall be provided on *Block 2*, of which one loading space may be partially located on *Block 11*.
- 4. None of the provisions of this By-law shall apply to prevent the operation of *psychiatric hospital, public hospital*, research and development institute, laboratory *class A* uses and any *accessory* uses or any other uses existing as of the date of this By-law in any building or structure erected prior to the passing of this By-law.
- 5. Blocks zoned “CR(h)” shall not be used for any purpose permitted by Section 2. of this By-law until the “(h)” symbol has been removed from all or part of a Block. An amending by-law to remove the “(h)” symbol shall be enacted by Council when the following conditions have been fulfilled to the satisfaction of Council:
 - (a) the execution of a subdivision agreement or other agreement(s) to secure matters such as, but not limited to the phasing of transportation and servicing improvements, a daycare centre and the provision of public parks in connection with the Blocks or portion of the Blocks designated “CR(h)” on Map 3; and,
 - (b) the execution of heritage easement agreement(s) to secure matters with respect to the historic wall located on Blocks 1, 6, 7a, 11, 12 and 13.
- 6. Definitions:
 - (a) For the purpose of this By-law, the terms set forth in italics, subject to Section 2. of this By-law, have the same meaning as such terms have for the purposes of By-law 438-86, as amended;
 - (b) the following definitions shall apply:
 - (i) “*Block(s)*” means any or all of the Blocks defined in Section 5.(b)(ii) below, as the case may be;
 - (ii) “*Block 1, Block 2, Block 2a, Block 3, Block 3a, Block 4, Block 5, Block 6, Block 7, Block 7a, Block 8, Block 9, Block 10, Block 11, Block 12 and Block 13*” means the areas identified as “*Block 1, Block 2, Block 2a, Block 3, Block 3a, Block 4, Block 5, Block 6, Block 7, Block 7a, Block 8, Block 9, Block 10, Block 11, Block 12 and Block 13*” respectively, on Map 2 appended hereto;
 - (iii) “*grade*” means the average elevation of the finished ground level adjoining the front wall of a building;
 - (iv) “*ornamental structure*” means a ornamental fountain or other such structure, a statue, monument, cenotaph, historically designated walls, outdoor art structure, or other memorial except a mausoleum or columbarium; and,

- (v) “*service tunnel*” means a connection below finished ground level between buildings on different *Blocks* which provides for the movement of goods.

- 7. Despite any existing or future severance, partition, or division of any *Block*, the provisions of this By-law shall apply to the whole of each of the *Blocks* as if no severance, partition or division occurred.

ENACTED AND PASSED this •th day of •, A.D. 2003

CASE OOTES,
Deputy Mayor

ULLI WATKISS
City Clerk