

OMB CASE NO. PL 051203
Bohemian Embassy Residences Inc.
1171 Queen Street West
Witness Statement of
Robert Glover OAA MCIP RPP

1. Introduction

1.1. The purpose of this witness statement is to provide an overview of the testimony that I will provide in support of the application by Bohemian Embassy Residences Inc. to amend the *Official Plan, Zoning By-law and Site Plan Application* to permit the redevelopment of the site with a 9-storey mid-rise Queen Street West related mixed-use building and residential base building and condominium tower of 19-storeys located on the southerly portion of the site.

1.2. As set out, it is my opinion that from a planning and urban design perspective the proposed development is appropriate and desirable and that it constitutes good planning and urban design practice.

2. Witness Qualifications

2.1. I am a professional Architect, registered Professional Planner and Urban Designer with 30 years of professional experience. At present, I am a Director in the urban planning and design firm of Bousfields Inc.

2.2. Between 2001 and 2003, I was a senior planning and urban design associate with the urban planning and design firm IBI Group, and worked on numerous projects in the Toronto area and elsewhere.

2.3. I was the Director of Urban Design for the amalgamated City of Toronto (1998- 2001), where my Section was responsible for developing urban design policies; carrying out urban design studies for development; and negotiating site planning and urban design matters through the approval process. Before amalgamation, I was Acting Manager and Manager of Urban Design with the City of Toronto (1993-98) and functioned in a similar capacity. In both of these positions, a significant amount of my work was involved with proposed development adjacent to or in conjunction with heritage sites, or involvement in secondary plans that closely related urban design and heritage objectives, such

as the King Spadina and King Parliament Part II Plans (1996) and the University of Toronto Area Part II Plan (1996). I was Urban Design Coordinator for the Ataratiri Project in the east downtown of Toronto (1988-92) and a planner and urban designer with the City of Toronto (1980-88). I was employed as a professional Architect between 1975-1980. I am an Adjunct Associate Professor at the University of Toronto Faculty of Architecture, Landscape Architecture and Design and teach in the Master of Urban Design program. I am also a member of the Toronto Preservation Board.

2.4. I have spoken on planning and urban design matters and have been qualified to give professional urban design and planning opinions at the Ontario Municipal Board. My curriculum vitae, which further describes my professional experience, is attached.

3. Retainer

3.1. I was originally retained by Bohemian Embassy Residences Inc. in November 2004 as a professional planner and urban designer.

3.2. As a member of the team I have visited the site and area; reviewed applicable planning and urban design policies and guidelines; and advised the project team on how the proposed building development could best address its urban context and meet the City's planning and urban design policies and objectives for the area.

3.3. I was the author of the Planning and Urban Design Rationale Report dated May 2005 submitted by Bousfields Inc. with the application to the City of Toronto on May 17, 2005.

3.4. I attended numerous meetings with City Planning Staff and the Ward Councilor prior to submission of the application and during the planning approval process. I also attended meetings with members of the community.

3.5. For the purpose of the Ontario Municipal Board hearing, I was retained to give planning and urban design evidence regarding the proposed development.

4. Area Context and Character

4.0.1. The site area is contextually influenced by the convergence of three distinct patterns:

It is part of an industrial land pattern related to the CN Rail Corridor that cuts through the west-central area of the former City of Toronto and is currently undergoing a significant transformation from industrial to residential and mixed use;

It fronts onto Queen Street West, which is an important east-west street and transit corridor in the central City and which physically has distinct characteristics depending on the areas through which it passes; and

It is near to a conventional low-rise central city residential neighbourhood north of Queen Street West.

4.0.2. The site itself is located on the south side of Queen Street West between the major north-south streets of Dufferin Street to the west and Dovercourt Road to the east, on a triangular block defined on the east by Abell Street and on the southwest by the Canadian National rail corridor and overpass.

4.1. The Canadian National Rail Corridor

4.1.1. The presence of the rail corridor had a profound impact upon the original development pattern of streets, blocks, buildings and land use in this area and continues to have a significant influence over the redevelopment of this site.

4.1.2. First, industrial buildings and uses were originally located directly adjacent the Canadian National rail corridor to take advantage of rail access. In the immediate area, this generally meant industrial uses were located on the south side of Queen Street West, and a more conventional pattern of Main Street buildings and low-rise neighbourhoods developed on the north side east of Gladstone Avenue. Thus the character of Queen Street West is quite different on the north and south sides.

4.1.3. Second, in this area the Canadian National rail corridor blocked the continuation of north-south City streets and resulted in a limited number of

through streets between Queen Street West on the north and King Street West on the south. In this area, only Lisgar Street and Dovercourt Road exist both north and south of Queen Street West, but neither street extends directly to King Street West. It also resulted in a disconnect between Dufferin Street north of Queen Street West and Dufferin Street south of Queen Street West. In the southerly direction, this connection is made via a jog east to Gladstone Avenue at Peel Avenue and a jog west at Queen Street West back to Dufferin Street. On certain sites there may be opportunities to create new pedestrian crossings over the rail corridor to overcome the barrier effect of the rail corridor.

4.1.4. Third, because the Canadian National rail corridor was located on a diagonal in this area compared to the City grid, it resulted in the large triangular industrial blocks directly north and south of the corridor generally cut off from the areas around. Because of the size and shape of the blocks, measures to re-integrate these areas into the urban pattern of the City through redevelopment are necessary.

4.1.5. In response to these conditions and in conjunction with the redevelopment that is expected to occur along the Canadian National rail corridor in this area, City Planning staff have promoted extending Sudbury Street northwest to Queen Street West on the north side of the rail corridor south of the 1171 Queen Street West site, where it could create a normalized intersection with Gladstone Avenue.

4.1.6. City Planning staff have also studied the creation of new north-south links between Queen Street West and an extended Sudbury Street, which would break up the large block frontage west of Abell Street and improve connectivity to the south from Queen Street West from an urban design perspective.

4.2. Rail Corridor Related Development Patterns

4.2.1. To the south and southeast along the rail corridor, former industrial areas have been redeveloped or are in the process of redevelopment into residential neighbourhoods and mixed use neighbourhoods.

4.2.2. To the south of the rail corridor, the area defined on the west by Dufferin Street and on the south by King Street West contains both existing and recently approved residential development on former industrial lands.

4.2.3. Approval was granted to Canadian Pacific Company in 2004 at the OMB for a comprehensive redevelopment of the majority of the remaining block area (under the address of 1100 King Street West), on the two development areas immediately south of the Triangle and rail corridor, which included buildings ranging in scale and height from townhouses to 19-storeys.

4.2.4. Approved building heights in the former Massey Ferguson lands north of the Rail Corridor in the area of King Street West east of Strachan Avenue, and the Liberty Village area located south of the Rail Corridor and east of Strachan Avenue range from low-rise townhouse and stacked townhouse developments to 9-storey mid-rise development along King Street West to 23-storeys (70.5-metres including mechanical) on the south side of the rail corridor.

4.3. Queen Street West

4.3.1. The character of the north and south sides of Queen Street West between Dufferin Street to the west and Dovercourt Road to the east are quite different.

4.3.2. The north side of Queen Street West is characterized by continuous Main Street-type buildings ranging from one to five storeys, with the majority of buildings within the range of between two and three storeys in height. The buildings are generally mixed-use. The majority of uses at grade are street-related non-residential uses, and a significant number of art galleries have recently located along the north side of the street. Above-grade uses appear to be predominately residential.

4.3.3. Along this frontage, new development includes the recently renovated Drake Hotel (1150 Queen Street West), at the north-east corner of Beaconsfield Avenue, and the heritage Gladstone Hotel (1204 Queen Street West), located at the north-east corner of Gladstone Avenue. The site at the northwest corner of Gladstone Avenue (2 Gladstone Avenue), adjacent the rail corridor, contains a vacant building formerly used as a tire dealership, which could be a redevelopment site in the future. The area is developing a strong arts-related character due to the number of galleries and studios located in the general area and along Queen Street West.

4.3.4. The south side of Queen Street is generally characterized by non street-related uses and industrial and stand-alone building types. In general, buildings

are irregularly setback from the street, and due to the vacant sites and the siting of buildings on individual lots, there is not a continuous frontage of buildings.

4.3.5. At present, the buildings on the south Queen Street West frontage in this area contain only non-residential uses.

4.3.6. West from Dovercourt Road is a vacant site (1093 Queen Street West); a City of Toronto Public Health facility in a heritage building at the south-east corner of Lisgar Street; a Canada Post facility in a heritage building at the south-west corner of Lisgar Street; a two-storey Woolfitt's retail arts supplies store with surface parking in front of the building at the south-west corner of Abell Street (1153 Queen Street West); a one-storey 24 hour car wash structure (1155 Queen Street West); the subject site formerly containing a partially demolished two-storey vacant industrial structure (1171 Queen Street West); a small strip plaza with surface parking facing Queen Street West (1181 Queen Street West); and the rail corridor and overpass.

4.3.7. With the exception of the heritage structures, all sites can be considered as potential redevelopment sites.

4.3.8. To the west of the rail underpass and Dufferin Street is the Parkdale community area. In Parkdale, Queen Street West continues with a mixed-use Main Street character. Housing types in the area are predominately low-rise, but numerous high-rises were built in the area during the 1960's, especially in the area west of Dufferin Street and south of King Street West.

4.3.9. East of Dovercourt Road, the north side of Queen Street West is characterized by a generally continuous frontage of Main Street-type buildings.

4.3.10. The south side of Queen Street West, east of Dovercourt Road to Shaw Street, is dominated by the Queen Street Mental Health Centre site at 1001 Queen Street West (formerly known as 999 Queen Street West). In late 2004, a City Council approved redevelopment plan was approved by the Ontario Municipal Board, which will permit the mixed-use redevelopment of the 10.9-hectare site. Approved building heights will range from 25 metres (approximately 8-storeys) along the Queen Street West frontage to 41 metres (approximately 14-storeys) within the area of the site.

4.4. Residential Neighbourhood North of Queen Street West

4.4.1. The area north of Queen Street consists of a stable low-rise residential neighbourhood consisting mostly of house form buildings.

4.4.2. North of Queen Street West between Gladstone Avenue and Northcote Avenue is a large site (22 Northcote Avenue) containing a Price Chopper supermarket and related surface parking area.

5. Proposed Developments in the Immediate Area

5.1. 48 Abell Street

5.1.1. 48 Abell Street is a large irregularly shaped site, which includes land directly adjacent and abutting 1171 Queen Street West to the southeast and the south. The site area is considerably larger than the site of 1171 Queen Street west.

5.1.2. The site contains a 3-storey former industrial building, which is currently occupied by a mix of residential and non-residential uses. The proposed development would replace the existing building with a residential mixed-use development of up to 19-storeys, which would be located to the east of the 1171 Queen Street West site. The proposed development contains a greater number of residential units (549) than proposed at 1171 Queen Street West (approximately 342).

5.1.3. It is proposed that the land located at the southerly portion of the site and extending south of 1171 Queen Street West site parallel to and adjacent the rail corridor to Queen Street West be acquired by the City for the proposed Sudbury Street Extension.

5.2. 150 Sudbury Street

5.2.1. 150 Sudbury Street is an irregularly shaped vacant site located south and east of 48 Abell Street and extending south to the rail corridor. It is not directly adjacent the site at 1171 Queen Street West. The site area is larger than the site of 1171 Queen Street west.

5.2.2. In 2000, City Council approved Site Specific Zoning By-law 832-2000 permitting the development of a townhouses on the site. In 2005, Committee of Adjustment approved a minor variance permitting an increase in height, with the approval was conditional upon Sudbury Street being extended west as a public road along the southerly portion of the site adjacent to the rail corridor. In late 2005 an OPA and Rezoning Application was made to the City to permit a 16-storey residential building and 5 1/2-storey stacked townhouses.

5.2.3. This application has been amended several times and currently includes two residential buildings of 11 and 19-storeys in height. The proposed development contains a greater number of residential units (533) compared to than proposed at 1171 Queen Street West (approximately 342).

5.2.4. The current proposal also includes half the land required to extend Abell Street south as a public road to the proposed Sudbury Street Extension.

6. The Subject Land

6.1. The site address is 1171 Queen Street West.

6.2. The site is irregularly shaped and has a lot area of 6170.47 m². The lot frontage along Queen Street is 66.38 metres. The site formerly contained a vacant commercial-industrial building fronting Queen Street West with a gross floor area of 4,274.27 m². A portion has been retained as a sales office.

6.3. To the south of this site is a strip of land owned by 48 Abell Street, which separates the site from the CN rail corridor. Residential redevelopment on this site is affected by the rail corridor because of the 30-metre setback requirement from the corridor for any new residential development.

6.4. Directly to the east of the site along Queen Street West is a 24-hour car wash facility. South of the Queen Street West frontage, is an existing two and three-storey industrial structure which fronts onto 48 Abell Street. The owner is seeking approval to redevelop the site (described above). South of 48 Abell Street is a site known as 150 Sudbury Street, which is also seeking approval to redevelop the site (described above).

6.5. To the west of the site is a one-storey retail strip mall, which backs onto this site.

6.6. In general, access to public transit in this location is very good, with the Queen Street Car providing east-west access to and from the central core along Queen Street West, and the Dufferin Bus connecting to the Dufferin Station of the Bloor-Danforth subway line to the north.

7. Description of the Proposal before the Board

7.1. The proposed development consists of a 9-storey mixed-use street-related residential condominium building along the Queen Street West frontage and a 19-storey residential tower located south of the street-related building and north of the Canadian national Rail Corridor. The overall building height to the main roof of the 9-storey building is 28-metres; the overall building height of the 19-storey tower is 63.360-metres to the parapet of the main roof. As part of the base of the Queen Street West building and the tower, 14 grade-related townhouse type units provide the opportunity for live-work occupancy fronting onto the proposed Sudbury Street Extension and east onto a proposed north-south open space connecting Queen Street West to the Sudbury Street Extension. The overall development would contain approximately 342 residential units.

7.2. The Queen Street West building is setback 2.5 metres from the property line to create a wider pedestrian area in front of the building that can be landscaped to improve the pedestrian amenity of Queen Street West in this area. The uses at grade will be retail, which are intended to animate the use of the street in a positive fashion. The building steps back at the 6th floor, creating a lower scale building mass and building character below, which is related to Main Street character of Queen Street West. The building also steps back at the 8th floor with the 8th and 9th floors faced with glass and containing double-height loft units.

7.3. This building would contain 11,210 m² of gross floor area, including 956 m² of retail area, and would contain 122 residential units.

7.4. Aligned directly on axis with Northcote Avenue to the north, the building contains a double-storey arched opening, which acts as both a visual terminus to Northcote Avenue and a publicly accessible pedestrian entry point to a proposed pedestrian court area and a proposed publicly accessible linear landscaped open

space connecting with the future Sudbury Street Extension to the south. This area also provides pedestrian access to both the north and south buildings. The site-planning goal is to increase the amount of pedestrian penetration and open space through the block and to provide a mid-block connection with the proposed Sudbury Street Extension.

7.5. Vehicular and service access to the site would be taken from the proposed Sudbury Street Extension to the south at the westerly portion of the site and would provide residential access to both buildings.

7.6. To the east, this linear landscaped open space would be framed by the proposed residential redevelopment of the adjacent site (48 Abell Street) and would contribute visual amenity to those future residents. To the west, the townhouse units in the base of the proposed tower building would frame it.

7.7. The proposed tower building contains 18,474 m² of residential gross floor area, and contains 220 units.

7.8. Above the 9th floor, the typical tower building floor plate is approximately 928 m² GFA, stepping back to 828 m² GFA at 17th floor. The floor-plate of the tower is equivalent to approximately 13% of the site area.

7.9. The open space areas to the south of the tower are to be landscaped as part of the open space improvements associated with the proposed Sudbury Street Extension.

7.10. 350 parking spaces would be provided in three underground levels, including 263 spaces for residents and 87 spaces for visitors. 200 bicycle storage spaces would be provided. A type "G" outdoor loading space would be located at grade accessed from the outdoor court south of the building and would not be visible from Queen Street West.

7.11. The buildings has been designed by *Page and Steele Architects* and the architectural quality of the proposed development is very high. The quality of the design will make a significant contribution to the visual character of the area and will be compatible with the heritage buildings adjacent to the site on Queen Street West.

8. The Planning and Urban Design Policy Context

8.0.1. I will refer to urban design policies and guidelines contained in the following planning documents:

Provincial Policy Statement (1997);
Metropolitan Toronto Official Plan (1994);
Existing Part I Official Plan for the former City of Toronto (as amended) (1994);
Existing Garrison Common North Part II Official Plan;
City of Toronto Urban Design Handbook (1997);
New Toronto Official Plan (July 2006);
New Garrison Common North Secondary Plan; and
Zoning By-law 438-86.

including, but not limited to, the specific policies set out below.

8.0.2. I will also refer to City reports respecting the development and witness statements, visual evidence, reports and document books of the consulting team.

8.1. Provincial Policy Statement (1997)

8.1.1. The *1997 Provincial Policy Statement* encourages efficient, cost-effective development patterns and specifically promotes increased densities and housing intensification in areas well-served by municipal infrastructure (Policies 1.1.2(b), 1.1.2(e), and 1.2.1(d)).

8.1.2. In particular, the *Policy Statement* supports densities which efficiently use land, resources, infrastructure and public service facilities and support the use of public transit, and the provision of opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.

8.1.3. The proposed development supports these policy directions.

8.2 The Metropolitan Toronto Official Plan

8.2.1. The *Metropolitan Toronto Official Plan* sets out a strategy for “reurbanization” in Section 2.1. This strategy calls for the efficient use of land, infrastructure and other services, concentrating employment and population in areas well served by transit.

8.2.2. The Plan supports policies and programs aimed at increasing the supply of housing in order to achieve the Plan's housing targets in a manner consistent with the efficient utilization of land and the optimizing of infrastructure investment.

8.2.3. A target of 200-245,000 additional housing units is established for the 1991-2011 period, 60-70,000 of which are to be accommodated within the former City of Toronto.

8.3. Existing Official Plan of the former City of Toronto

8.3.1. This proposal positively addresses three major policy areas of the *Official Plan*: maintaining a general compatibility with the current land use designations; assisting the City in terms of its residential intensification policies; and doing so in a manner consistent with the urban design policies of the Plan.

8.3.2. Policies concerning the desirability of residential intensification in the City are described in *Sections 1.2, 1.5 and 1.8, and Section 6.14 – Residential Intensification* of the *Official Plan* and this proposal is consistent with those policies and would assist the City in meeting its goals for residential intensification.

8.3.3. *Section 6.14 – Residential Intensification* says In order to accommodate future demand for housing in the City, it is Council's objective to encourage Residential Intensification. The development of new housing units through new construction, conversion, infill and redevelopment shall be considered within the intent of the land use policies and regulations contained in this Plan or in the Part II of the Plan.

8.3.4. The proposal is also generally consistent with the current land use designations that apply to the site at present.

8.3.5. The *Official Plan* designates the site *Low Density Mixed Commercial-Residential* along Queen Street West frontage and *Mixed Industrial Residential* for the balance of the site to the rail corridor.

8.3.6. *Low Density Mixed Commercial-Residential Areas* are described in the *Section 13* of the Plan as containing a mix of commercial, residential and institutional uses in a low-rise form and the primary commercial use in *Low*

Density Mixed Commercial-Residential Areas as being retail. *Section 13.2* of the Plan also sees these areas as providing “opportunities for new housing, both in the Central Core and along the City’s *Main Streets*.”

8.3.7. *Map 8* of the Plan also designates this part of Queen Street West as a *Main Street*. *Section 13.5* of the Plan, describes *Main Streets* as containing buildings generally within the range of 2-5 storeys in height, but it recognizes the diverse character and scale of different Main Streets across the City and says that it is the policy of Council to facilitate the development of residential units on Main Streets and “where appropriate, encourage housing intensification”. *Section 13.6* also sets out eight matters to be considered in the development of new Main Street housing. The relevant matters are addressed by this proposal.

8.3.8. The retail and residential uses proposed along Queen Street West are consistent with the *Low Density Mixed Commercial-Residential* objectives of the *Official Plan*.

8.3.9. In my opinion, and consistent with *Sections 13.5 and 13.6*, the Queen Street West portion of the site also lends itself to the City’s general objective of housing intensification as described in *Section 6.14- Residential Intensification* and in particular on Main Streets.

8.3.10. *Mixed Industrial-Residential* are described in *Section 9.37* of the Plan as being areas containing a mix of a wide range of residential uses, community services and facilities, street-related retail uses and those industrial uses which are environmentally compatible with adjacent and neighbouring uses.

8.3.11. As described in *Section 9.40*, Council may pass by-laws in *Mixed Industrial-Residential Areas* to (a) permit environmentally compatible industrial uses with a gross floor area of up to 3 times the area of the lot; (b) buildings containing only residential uses with a gross floor area of up to 2 times the area of the lot; or (c) buildings which contain a mix of industrial and residential uses with a gross floor area of up to 3 times the area of the lot, of which the residential uses has a maximum gross floor area of up to 2 times the area of the lot and Council being satisfied that the residential buildings provide a satisfactory living environment and the design of the buildings appropriately deals with matters of traffic separation, parking, noise buffering, etc.

8.3.12. Although the proposed densities exceed those contained in the Plan and require an *Official Plan Amendment*, it is my opinion that the proposed mix of residential and non-residential uses on the site are in keeping with the intent of creating mixed industrial-residential areas which are of a high residential amenity.

8.3.13. The *Official Plan* anticipates increases in height and density in addition to those contained in the *Official Plan* and in the *Zoning By-law*, and *Section 1.4* of the Plan sets out a policy of for regulating building densities that places the emphasis on built-form, urban design and environmental objectives, including sunlight and wind.

8.3.14. The framework utilized for determining the appropriate density through a rezoning process is comprised of the urban design policies largely contained in Sections 2 and 3 of the *Official Plan* and in the *Garrison Commons North Part II Plan (Section 19.10)*.

8.4. Physical Form and Amenity (Section 3)

8.4.1. Consistent with *Section 3.6, Views and Vistas*, which calls for the creation of visual focal points down City Streets, the proposed design of the building creates an architectural focal point comprised of a glass and steel structure and a two storey arched opening on its Queen Street frontage at the foot of Northcote Avenue demarcating a proposed pedestrian open space system which extends south to the proposed Sudbury Street extension.

8.4.2. In concert with other proposed developments in the area, this development implements *Section 3.11, Re-Integrating Areas of the City*, by establishing on 1171 Queen Street West an open space and building pattern that reintegrates the Triangle area into the City's public open space system.

8.4.3. Consistent with *Section 3.12*, the proposed development is sited and massed in a way that acknowledges the intersection to the north with Northcote Avenue and aligns the building parallel to the Queen Street West and the proposed Sudbury Street extension.

8.4.4. The proposed development implements the built form policies (*Sections 3.13 and 3.14*) requiring new buildings to be appropriately sited and massed in relation to streets, open space and neighbouring development. The development

maintains the continuity of the street-related building face at a scale appropriate to the width of the street and with regard for shadow impact. The height, orientation and location of the proposed southerly tower building is compatible with adjacent properties, Queen Street West and the neighbourhood to the north in terms of height and impacts, and is in keeping with the character and scale of approved the development along the rail corridor.

8.4.5. Consistent with *Section 3.15*, the proposed development locates building entries and street-related uses along its Queen Street West frontage and the proposed Sudbury Street Extension.

8.4.6. In the implementation of the City's urban design policies and guidelines, *Section 3.16*, of the Official Plan recognizes that building form is also determined by the need to develop practical and functional buildings and the need to deal with individual site constraints.

8.4.7. In accordance with *Section 3.17*, the proposed buildings create acceptable Light, View and Privacy (LVP) conditions between themselves and the windows of adjacent properties.

8.4.8. Consistent with *Section 3.18*, the proposed development integrates the service facilities, drop off and access to parking in a manner minimizing disruptions to the safety and attractiveness of Queen Street West and the future Sudbury Street Extension. It does this by integrating these functions within the site with access limited to the future Sudbury Street Extension.

8.4.9. Consistent with *Section 3.20*, the proposed development enhances public safety in this area by creating new retail uses along Queen Street west and new residential overlook in all directions.

8.4.10. Consistent with *Section 3.22*, the proposed development improves the streetscape amenity of the public sidewalk on its Queen Street West frontage and will create new streetscape amenity along the Sudbury Street Extension frontage.

8.4.11. Consistent with *Section 3.27*, the proposed building respects current Official Plan policies concerning sunlight, and it creates no unacceptable sunlight impacts on the adjacent area.

8.4.12. The form and magnitude of residential development proposed on this portion of this site is consistent with the City's objective of residential intensification in a manner consistent with the urban design objectives set out in *Section 3*.

8.5. Urban Design Handbook

8.5.1. The *Urban Design Handbook* was adopted by City Council in 1997, for the purpose of giving applicants design guidance on how the City's urban design policies contained in *Section 3* can be implemented on sites throughout the City.

8.5.2. In my evidence, I will review relevant guidelines and show how the proposed development achieves the intent of these guidelines, as they would be applied to development on the sites.

8.6. Existing Garrison Common North Part II Plan (Section 19.10)

8.6.1. The policies set out in the *Garrison Common North Part II Plan* complement the policies of the *Official Plan*.

8.6.2. *Section 2.2- Structure, Form and Physical Amenity* says that Council shall "encourage a high quality of urban design for new buildings" in this area and sets out nine general criteria to be achieved. In terms of this proposal, the most relevant of these are 2.2 (a) that buildings be located to define and form edges of streets with a building scale that is compatible with adjacent buildings and streets; 2.2 (h) that the location and form of buildings maximize good pedestrian views and take advantage axial viewing lines; and 2.2 (i) that ground level conditions be enhanced. These objectives are achieved.

8.6.3. *Section 2.4- Housing* reiterates that the housing provisions of the *Part I Plan* continue to apply to Garrison Common North.

8.6.4. *Map A-* shows the site as being located in a *Low Density Mixed Commercial-Residential Area* along its Queen Street West frontage and in *Mixed Industrial-Residential Use Area B* in the area south of that.

8.6.5. *Low Density Mixed-Commercial Residential* permits a maximum of 3.0x coverage, a 2.5x maximum of which can be residential and 1.5x non-residential. Consistent with the *Official Plan*, the Queen Street West frontage is considered a

Main Street (Section 3.7) and “is considered an appropriate location for housing intensification”.

8.6.6. *Mixed Industrial-Residential Use Area B* permits industrial uses up to 3.0x coverage, a residential maximum coverage of 2.0x coverage and a maximum overall coverage of 3.0x.

8.6.7. The retail and residential uses proposed along Queen Street West are consistent with the *Low Density Mixed Commercial-Residential* objectives of the *Part II Plan* and the *Mixed Industrial-Residential Use Area B* designation permits buildings containing only residential uses, which is being proposed in this case.

8.6.8. The form and magnitude of residential development proposed on this portion of this site exceeds the densities that that are contained in the Part II Plan, however it is consistent with the City's objective of residential intensification contained in *Section 2.4- Housing* and in *Section 3.7* concerning *Main Streets*, and has been determined in a manner consistent with the specific urban design policies contained in the Part II Plan.

8.6.9. *Map A* illustrates a pattern of potential new streets in the site area, including a westerly extension of Sudbury Street from Lisgar Street to Queen Street West and the extension of Abell Street south and the introduction of a Northcote Avenue alignment south of Queen Street West to an extended Sudbury Street. The open space pattern of the site is based upon an overall area wide open space pattern agreed to by the City which integrates the site and area into the City pattern.

8.7. New Toronto Official Plan (July 2006)

8.7.1. Although the new *Toronto Official Plan* was approved by the Ontario Municipal Board on July 6, 2006, *Attachment 7* to the Order indicates that the policies and land use designations of the *Official Plan* are not in effect as they pertain to 1171 Queen Street West as it remains subject to appeals before the Ontario Municipal Board.

8.7.2. *Map 2 Structure Plan* shows the northerly portion of the site along Queen Street West as part of an *Avenue* designation. The *Avenue* designation is not a land use designation. *Section 2.2.3- Avenues: Reurbanizing Arterial Corridors* says that “Avenues are important corridors along major streets where

reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.”

8.7.3. *Section 2.2.3.4* indicates that the land use policies in *Chapter 4* of the Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*.

8.7.4. *Map 18 Land Use Plan* shows the entire site as being within a *Regeneration Area*.

8.7.5. As described in *Section 4.7.1*, *Regeneration Areas* will provide for a broad mix of commercial, residential, light industrial, institutional and live/work uses in an urban form in order to revitalize areas that are largely vacant or underused.

8.7.6. The Plan sets out development criteria for these areas. *Section 4.7.2* indicates that for each *Regeneration Area*, a framework for new development will be set out in a *Secondary Plan*. The *Secondary Plan* will guide the revitalization of the area through matters such as urban design guidelines related to the unique character of each *Regeneration Area*. Once approved, the amended *Garrison Common North Secondary Plan* will guide redevelopment in this area.

8.7.7. *Section 3.1.2- Built Form* contains general urban design policies concerning the design of buildings. These policies generally replicate the urban design policies of the former City of Toronto Official Plan. *Section 3.1.3- Built Form- Tall Buildings* also contains urban design policies concerning the design of “tall” buildings.

8.7.8. Although the new *Toronto Official Plan*, which came into force on July 6, 2006, is not in effect as it pertains to 1171 Queen Street West, the proposed development is in keeping with the regeneration, residential intensification and built form objectives for new development under the Plan.

8.8. New Garrison Commons North Secondary Plan (as amended by the new Toronto Official Plan)

8.8.1. Although the new *Toronto Official Plan* was approved by the Ontario Municipal Board on July 6, 2006, *Attachment 7* to the Order indicates that the policies and land use designations of the *Official Plan*, including the *Garrison Commons North Secondary Plan (as amended by the new Toronto Official Plan)*

are not in effect as they pertain to 1171 Queen Street West as it remains subject to appeals before the Ontario Municipal Board.

8.8.2. In regards to this site, the Plan permits a mix of non-residential and residential uses.

8.8.3. The southerly portion of the site is subject to a *Site and Area Specific Policy* identified as *Area 2* in *Section 10.2* of the Plan and on *Map 14.1*.

8.8.4. Prior to the approval of significant development within *Area 2*, an area study will be required which will address matters such as urban design guidelines, parks and open space, a community improvement strategy, environmental policies and transportation policies to encourage non-vehicular movement.

8.8.5. In conjunction with this, *Map 14-1- Site and Area Specific Policies* illustrates a pattern of potential new streets in the site area, including a westerly extension of Sudbury Street from Lisgar Street to Queen Street West and the extension of Abell Street south and the introduction of a Northcote Avenue alignment south of Queen Street West to an extended Sudbury Street.

8.8.6. Although the application is not subject to an area study as described above, in my opinion the proposal addresses the matters which would be the subject of such a study.

8.9. Zoning

8.9.1. The site is zoned *MCR T3.0 C1.0 R2.5* along Queen Street with a 16.0 metre height limit. This zoning permits a maximum residential density of 2.5 times the area of the lot and a maximum commercial density of 1.0 times the coverage of the lot to a total coverage of 3.0 the area of the lot. The reason that the residential coverage is less than the total amount is to ensure street-related retail uses, as this is a *Main Street*. Although being of a greater height and containing a greater residential density than permitted by the zoning, the proposed development would achieve the intent of the zoning and contribute to its function as a *Main Street* with street-related retail uses at grade and residential uses above.

8.9.2. The balance of the site is zoned *I1 D3* with a height limit of 18.0 metres. This zoning permits a maximum industrial coverage of 3.0 times the area of the lot. Under this zoning designation, residential uses are not permitted as-of-right. Although the *Mixed Industrial-Residential Use Area B* designation in the Part II Plan permits a residential maximum coverage of 2.0x coverage and a maximum overall coverage of 3.0x, the policies require that a zoning amendment be passed by Council to obtain these densities.

8.9.3. Although the proposed development requires changes to the general zoning provisions, the changes are reasonable and appropriate and meet the tests of the relevant City policies, as described above.

9. Active 18 and the Queen West Triangle Charrette (March 5, 2006)

9.0.1. *Active 18*, a local community residents association, was formed in the fall of 2005 and is a Party to this Hearing. On March 5, 2006, *Active 18* held a community-based design charrette at the Gladstone Hotel on Queen Street West for the purpose of identifying and determining planning and design principles that should be applied to the creation of a new master plan for the Triangle area. The proceedings were published as a report entitled *Queen West Triangle Charrette Proceedings* dated March 5, 2006.

9.0.2. Eight major ideas or principles were identified in the Executive Summary of the Proceedings Report for the overall area. The principles which relate to development on 1171 Queen Street West included a respect for the scale and nature of Queen Street West, the establishment of truly mixed-use zoning, the need for green space, a pedestrian/ cycle link to the areas south of the tracks and a high quality of design.

9.1. Implications for the development of 1171 Queen Street West

9.1.1. The *Built Form Discussion* diagram (contained on page 14) illustrates proposed locations of streets, blocks, public space, general density and building heights in the area. A *Public Space Discussion* Diagram (contained on page 28) illustrates open space strategies for locating, creating and improving public spaces in the Triangle area.

9.1.2. The *Built Form Discussion* diagram illustrates a 4-6 storey, street-related mixed-use building along the Queen Street frontage of the site; a 12-18 storey building on the southerly portion of the site; and publicly accessible pedestrian connections through the site from Queen Street West to the proposed Sudbury Street Extension and as an east-west extension of the public lane south of Queen Street West across the site.

9.1.3. The *Public Space Discussion* diagram also illustrates pedestrian connections through the site from Queen Street West to the proposed Sudbury Street Extension and as an east-west extension of the public lane south of Queen Street West across a portion of the site.

9.1.4. The building and open space pattern being proposed at 1171 Queen Street West is generally consistent with the *Built Form Discussion* diagram contained in the Proceedings Report. The major difference is that whereas the proposed Queen Street West building is 9-storeys in height, the *Built Form Discussion* diagram illustrates a maximum height of 6-storeys.

The areas of similarity are:

A street-related pattern of buildings along Queen Street West;
A tall building (19-storeys compared to the charrette proposed maximum of 18-storeys) located on the southerly portion of the site; and
Publicly accessible pedestrian open space created in an east-west and north-south pattern across the site.

10. Issues

1. Are the proposed amendments consistent with the purposes of the *Planning Act* as set forth in Section 1.1 of the Act?

Yes. In my opinion, the proposed amendments are consistent with the purposes of the *Planning Act*.

2. Do the proposed amendments have appropriate regard to the matters of provincial interest set forth in Section 2 of the *Planning Act* and in particular, subsections (d), (f), (h), (i), (j), (k), (l), (m), (n), (o) and (p)?

Yes. In my opinion, the proposed amendments are consistent with the matters of provincial interest contained in *Section 2* of the *Planning Act* and listed above.

3. Do the proposed amendments have appropriate regard to matters of provincial interest set forth in the Provincial Policy Statement (1997) pursuant to Section 3 of the *Planning Act*?

Yes, the proposed development is in conformity with the *Provincial Policy Statement* (1997); especially those policy directions that promote intensified land use patterns and densities that support the efficient use of public infrastructure.

4. Do the proposed amendments comply with or maintain the intent of the in-force Official Plan of the (former) Metropolitan Toronto?

Yes, the proposed amendments would permit development which would assist the City in meeting the Plan's housing objective of increasing the supply of housing in order to achieve the Plan's housing targets in a manner consistent with the efficient utilization of land and the optimizing of infrastructure investment.

5. Do the proposed amendments comply with or maintain the intent of the in-force policies of the Official Plan and the Garrison Common North Part II Plan of the (former) City of Toronto?

Yes. As described above, this proposal positively addresses and meets the intent of three major policy areas of the existing *Official Plan*: it maintains a general compatibility with the current land use designations; the proposed increases in density assist the City in terms of its residential intensification policies; and it does so in a manner consistent with the urban design policies of the Plan. The policies set out in the existing *Garrison Common North Part II Plan* are in accord with the policies of the existing *Official Plan*.

6. Do the proposed amendments comply with or maintain the intent of the policies of the new City of Toronto Official Plan, the new Garrison Common North Secondary Plan and the *Places to Grow Act*?

Yes. Although the policies and land use designations of the new *Official Plan* are not in effect as they pertain to 1171 Queen Street West, in my opinion, this proposal positively addresses the intent of the new *Official Plan* for mixed-use redevelopment within a *Regeneration Area*; transit supportive development; and

it does so in a manner consistent with the urban design policies of the Plan. The major new requirement in the new *Secondary Plan* is that prior to the approval of significant development for the *Area 2* (which includes the southerly portion of this site), an area study will be required which will address matters such as urban design guidelines, parks and open space, a community improvement strategy, environmental policies and transportation policies to encourage non-vehicular movement. The applicant has addressed the issues that would be the subject of such a study.

Although not applicable, the proposed amendments are also substantially in keeping with the intent of the new *Places to Grow Act*.

7. Do the proposed amendments represent good land use planning?

Yes, the proposed development represents good land use planning for the reasons described above.

8. Are the proposed amendments in the public interest?

Yes, the proposed amendments are in the public interest because they are in keeping with the planning policy objectives of the Province and the City, and because they represent good land use planning.

9. Do the proposed amendments maintain the intent of the in-force Zoning By-Law?

Although being of a greater height and containing a greater residential density than currently permitted by the zoning and requiring changes to the general zoning provisions, the proposed changes are appropriate from a planning perspective and achieve the intent of the relevant City policies described above.

10. Are the proposed setbacks, height, density, access and servicing locations, massing, bulk, scale and building placement of the proposed development appropriate having regard to the site and to the character of the West Queen West Triangle and surrounding lands? In particular, is the proposed development appropriate with respect to the existing structures and character of Queen Street?

12. Does the proposed development function appropriately and efficiently having regard to the site, the pedestrian realm, future or other proposed developments, the current character of the West Queen West Triangle and surrounding lands?

The proposed setbacks, height, density, access and servicing locations, massing, bulk, scale and building placement is appropriate with respect to Queen Street West.

Although there is general agreement among the parties on the need to create a continuous, mid-rise street-related building along the Queen Street West frontage, the main area of difference has been in regards to height. In my opinion, the proposed 9-storey building height, mass, character and scale are appropriate for this location of Queen Street West for the following reasons:

1). The proposed building has a materiality, articulation and scale compatible with the materials and scale of the buildings adjacent and along Queen Street West and is in keeping with the former industrial character and use in the triangle on the south side of Queen Street West.

2). At grade, the building creates a street-related, generally continuous retail frontage along Queen Street West and is only broken to permit a two-storey pedestrian portal and a glazed vertical element at the foot of Northcote Avenue, which provides a visual terminus to the Northcote Street and a publicly accessible pedestrian route through the site south to the proposed Sudbury Street Extension.

3). The building is massed to create a four-storey street-related podium element that picks up the scale of buildings along the north side of Queen Street West. Above this height the building step back. Above the sixth floor the building façade steps back and is glass and steel, differentiating it from the masonry building below.

4). Based on the visual and shadow analysis carried out by the architects, the proposed height has an acceptable visual and shadow impact on the street and area around and the proposed height does not create any unacceptable incremental impacts on the street or the area.

5). The proposed height of 9-storeys is consistent with what the Official Plan defines as a mid-rise scale and has been approved along by the City in the similar redevelopment condition of King Street West in the area to southeast of the Triangle. The proposed built form is in keeping with the urban design provisions of *Section 3* of the *Official Plan*, and the new *Official Plan*.

There is also general agreement of the parties that the southerly portion of the site is an appropriate location for a taller building element. In my opinion, the proposed 19-storey building height, mass, character and scale are appropriate for the following reasons:

- 1). A tower type building is appropriate in this location. In conjunction with the underpass, it visually demarcates the boundary between the Parkdale area and the North Garrison area of Queen Street West.
- 2). The general location is consistent with an emerging pattern of tower placement that has been approved by the City adjacent to the rail corridor in this general area on former industrial lands.
- 3). In terms of form and height, the proposed tower is in keeping in magnitude with building heights already approved in the immediate area on the south side of the rail corridor at 1100 King Street West (up to 19-storeys).
- 4). It would not have an unacceptable visual and shadow impact on either Queen Street West or the existing low-rise neighbourhood to the north of Queen Street West.
- 5). The incremental visual and shadow impacts caused by the difference in height between the City's proposed 14-storeys and the proposed 19-storey height would not in my opinion result in unacceptable impacts on Queen Street West or the low-rise neighbourhood area north of Queen Street West.
- 6). In the City Planning Staff Report of May 30, 2006 entitled *Request for Direction Report – OMB Appeal* (concerning 1171 Queen Street West), City Planning staff indicated that additional height may occur as the result of including additional community-related spaces. In other words, the city

concedes that additional height may be appropriate, although they seek to impose conditions with respect to the use.

7). The proposed built form is in keeping with the urban design provisions of *Section 3 of the Official Plan*, and the new *Official Plan*.

Although the magnitude of residential development proposed on this portion of this site exceeds the densities that are contained in the Official Plan, it is consistent with the City's objective of residential intensification and has been derived in accord with *Section 1.4* of the Official Plan which relates, among other things, the determination of density to appropriate urban design form.

11. Is the proposed development appropriate from an urban design perspective?

Yes. The proposed development achieves the urban design objectives of the City's *Official Plan* and *Part II Plan*; is appropriate for and compatible with its physical context; creates no unacceptable impacts; and reflects good urban design practice.

13. Does the proposed development provide the appropriate amount and configuration of landscaped open space?

Yes. As noted above, all parties appear to be in general agreement on the proposed open space pattern and its character in terms of 1171 Queen Street West.

In my opinion, the location, design character and amount of the proposed open space are appropriate for the following reasons.

- 1). It would meet the City's declared urban design objective of better integrating this area with City pattern and improving and normalizing north-south connections through this area, especially for pedestrians.
- 2). It would maximize the amount of open space available for pedestrian uses in the area and would significantly contribute to the creation of an interconnected largely public pedestrian precinct in this area for the benefit of all the future residents in the immediate area.

3). It would also permit overviews to the south over landscaped areas and access to sunlight during the mid-day proposed buildings on this and neighbouring sites.

4). It is connected to the east-west lane system south of Queen Street West extending east to the Queen Street Mental Health Centre Site.

5). The proposed pattern of open space is substantially the same as the open space patterns recommended by both City Planning Staff and the neighbourhood charrette sponsored and organized by *Active 18*, the local residents association.

14. Does the proposed development have regard to applicable environmental planning policies?

Yes. The proposed development has been developed with regard for applicable environmental planning policies, including the relevant provisions of *Section 2- The Environment* of the City's existing *Official Plan*. In particular, the proposed development would satisfy the provisions of *Section 2.27 Development Adjacent to Rail Corridors*. The closest proposed residential building on this site from the rail corridor achieves a setback of 25-metres, which CN has agreed is appropriate subject other safety, noise and vibration measures being increased along the Sudbury Street Extension. No other environmental issues have been raised.

15. Is it appropriate to maintain the West Queen West Triangle as a mixed-use district? If so, what is the appropriate character and mix of uses within the West Queen West Triangle district? Does the proposed development provide for the appropriate mixture of uses on the site? Is the proposed mix of dwelling unit types appropriate for the proposed development?

16. Should the proposed development be required to have certain uses that animate the neighbourhood at the street level?

17. Should non-residential uses be mandatory as part of the proposed development in keeping with the City of Toronto's policy of no-net-loss of non-residential uses in the West Queen West Triangle? If so, what should constitute non-residential use and what minimum non-residential gross

floor area should be required. Does the proposed development provide sufficient non-residential uses?

18. Does the proposed development contribute appropriately to the mixture of uses outlined in the in-force Official Plan? If not, does the proposed development contribute to the mixture of uses as outlined in the new Official Plan (Regeneration Area)?

In my opinion, it is appropriate from a planning policy perspective that the West Queen West Triangle have a mixed-use character and, based upon the successful mixed-use revitalization of the King Spadina *Regeneration Area* located to the east of these lands, the revitalization should be based upon a generally permissive mix of residential and non-residential uses. Minimum non-residential gross floor areas should be neither prescribed nor required over the area or on individual sites. The proposed mix of residential and non-residential uses on this site are appropriate in terms of creating sustainable development on this site and of contributing to the revitalization of the West Queen West Triangle as a vibrant, mixed-use area.

The existing *Official Plan* designates the site *Low Density Mixed Commercial-Residential* along Queen Street West frontage and *Mixed Industrial Residential* for the balance of the site to the south. The proposed Queen Street West building frontage should and does contain proposed retail and commercial uses along its length in order to reinforce and improve the at-grade, pedestrian-related character of this portion and of Queen Street West. Although unnecessary in terms of this proposal, a minimum amount of retail frontage for the Queen Street West frontage could be required through the *Zoning By-law* for new buildings in the Triangle area.

Although first raised as a possibility by City Planning Staff during the Workshop process (April 24th to May 23rd), and first referred to in writing and recommended as policy by City Planning Staff in the Request for Direction report of May 30, 2006, the City of Toronto in fact has no planning policy of “no-net-loss” of non-residential uses in the West Queen West Triangle. Notwithstanding that, for the purpose of “no-net-loss”, City staff have proposed that 40,000 m² of non-residential space be maintained in the area.

As discussed above, in my opinion minimum non-residential gross floor areas should be neither prescribed nor required over the area or on individual sites.

Exemplifying the problem with this prescriptive approach is the question as to what should constitute non-residential use and what minimum non-residential gross floor area should be required (Issue 17). The area includes existing buildings in which non-residential studio spaces are currently being illegally used (from the by-law perspective) as live-work units. However it is generally agreed by all parties that live-work units are desirable in this area. It is proposed by Bohemian Embassy Residences Inc. to build new grade-related live-work units for the purpose of maintaining the opportunities for this type of activity. However, City Planning Staff have taken the position in the Supplementary Report on Zoning Mechanisms dated June 27, 2006 that the only form of live-work space that should be considered as "non-residential" for the purposes of the by-law and "no-net-loss" of non-residential space is that of an "artist live-work studio". Because artist live-work studios, by definition, require government assistance, it is not possible for this type of unit to be provided in the proposed Bohemian Embassy Residences Inc. development to meet this need and objective.

In terms of the existing *Official Plan*, the proposed residential and live-work spaces in the southerly building are in keeping with the *Mixed Industrial Residential* designation. In terms of the new *Toronto Official Plan*, *Regeneration Areas* are intended to provide for a broad mix of commercial, residential, light industrial, institutional and live/work uses in an urban form in order to revitalize areas that are largely vacant or underused. In my opinion, the proposed mix of uses is appropriate and would significantly contribute to the revitalization of the area.

19. Is the density of the proposed development appropriate?

Yes. The proposed density of 4.5 x coverage results in a magnitude of development and built form that is physically compatible with the character of the local area and is appropriate for its location; creates no adverse micro-climatic impacts on the areas around the site; is transit supportive and would not create an unacceptable traffic impacts on the area; can be supported by existing public facilities and community infrastructure, and is in keeping with Provincial and City policies regarding intensification.

20. Does the proposed height and/or density require a contribution pursuant to Section 37 of the *Planning Act*? If so, what are the nature and extent of appropriate facilities, services and matters to be secured through Section 37 of the *Planning Act*?

The Ontario Municipal Board has ordered that the use of Section 37 must be grounded in specific requirements set out in the *Official Plan*; must not be arbitrary in application; and must relate to the proposed development. When the Section 37 benefits that are being sought by the Municipality do not meet these tests, as in this case, any Section 37 agreement is voluntary and cannot be imposed.

The nature and extent of appropriate facilities, services and matters to be secured through Section 37 would normally be determined through discussions and voluntary negotiations between the Municipality and the Owner. The Owner has indicated a willingness to provide reasonable Section 37 benefits to the City upon approval of the development.

The letter from Bousfields Inc. to City Planning Staff, dated September 19, 2005, put forward the following proposed public benefits to be secured through Section 37 upon approval of the proposed development:

- A contribution towards a proportionate share of the cost of the Sudbury Street Extension from the west boundary of the 150 Sudbury Street site to the Queen Street West/ Gladstone Avenue intersection, including both cash and the cash value of providing the project management for the design, approval and construction of the Extension;
- The creation of a linear publicly accessible open space extending south from Queen Street West to the Sudbury Street extension;
- The widening through a building setback and streetscaping of the Queen Street West sidewalk; and
- The provision of a 2-storey portico in the Queen Street West building on axis with Northcote Avenue to provide views south and pedestrian and bicycle access through the site to the Sudbury Street Extension.

It should be pointed out that the actual proportion and amount of the proposed contribution towards the cost of the Sudbury Street Extension was not determined.

In my opinion, these are appropriate facilities, services and matters to be secured through Section 37 of the *Planning Act*.

Is it appropriate to impose holding provisions on lands in the West Queen West Triangle such that the proposed development cannot proceed until the fulfillment of conditions? What are the specific conditions for the removal of the “hold”? Is the proposed development subject to these holding provisions?

No. It is unnecessary and inappropriate to impose holding provisions on 1171 Queen Street. The site is capable of being developed today from Queen Street West and does not require any additional transportation or municipal infrastructure, community facilities or parkland to be acquired or in place in this area in order for this redevelopment of the site to occur.

29. Does the proposed development provide for adequate parkland or parkland contribution?

The proposed development provides publicly accessible open space on the site on site and would provide a parkland contribution as part of the approval.

35. Are the form and content of the proposed Official Plan amendment and Zoning by-law acceptable?

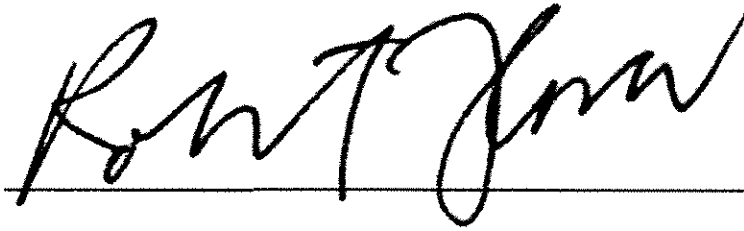
Yes.

11. Conclusions and Recommendation

11.1. Although an *Official Plan Amendment* and *Zoning By-law Amendment* are required to permit this proposal, it is my opinion that from a planning and urban design perspective the proposed development is appropriate and desirable. The application satisfies the planning and urban design objectives set out in *the Provincial Policy Statement (1997)*, *the Metropolitan Toronto Plan*, *the existing Official Plan*, *the Garrison Common North Part II Plan* and the emerging new

Toronto Official Plan, is appropriate in terms of its physical context and that it constitutes good planning and urban design practice.

11.2. Accordingly, it is my recommendation that the proposed *Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval* be approved by the Ontario Municipal Board.

A handwritten signature in black ink, appearing to read "Robert Gordon Glover". The signature is written in a cursive, flowing style. Below the signature is a solid horizontal line that extends across the width of the signature area.

July 31, 2006

Robert Gordon Glover OAA MCIP RPP

Date

BOUSFIELDS INC.

Robert G. Glover M.C.I.P., R.P.P., O.A.A. **DIRECTOR**

CURRICULUM VITAE

EDUCATION, PROFESSIONAL AFFILIATIONS & MEMBERSHIPS

- Bachelor of Architecture (Medalist), University of Toronto
- Master of Business Administration, University of Toronto
- Ontario Association of Architects
- Canadian Institute of Planners
- Ontario Professional Planners Institute
- Lambda Alpha International

PROFESSIONAL HISTORY

Urban Design and Planning Director, **2003 to present**
Bousfields Inc., Toronto

Currently I am providing urban design and planning services to a range of residential and commercial clients. Major urban design projects in Toronto have included a redevelopment plan of the Galleria Mall for Marca Developments and of the downtown block of Queen Street and Mutual Street for Duration Investments. Major residential projects include 21 Carlton Street for Edilcan.

Senior Urban Design and Planning Associate, IBI GROUP, Toronto **2001- 2003**

Major projects included Master and Master's **Tower Hill**, Minto's **Yonge-Eglinton Towers** and Lee Group's **One St Thomas**. Institutional projects have included the approval of **Woodsworth College** at the University of Toronto

Municipal work has included the creation of **Urban Design Guidelines for Blocks 1 and 2 of the Bathurst-Strachan Neighbourhood** for the City of Toronto as part of the approval of Waterpark Place, a **Heritage Management Plan** for the Culture Department of the City of Toronto (now commencing), and a **review of Niagara Fall's Tourist Strategy** in concert with the emerging built form in the City's central tourist area. International work has included developing an urban design concept plan for the **Makkah Western Gateway Project** in Saudi Arabia, a new 4-km boulevard with 800,000 m² of related development.

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Director, Urban Design, City Planning Division of **1998-2001**
City of Toronto Urban Planning and Development Services

Major initiatives have included the Waterfront Plan (2001); the founding and securing sponsorships for the new, annual **Toronto Architecture and Urban Design Awards** (2000-Present), the **2008 Olympic Village Plan**, **Townhouse Infill Guidelines** (2000), the **Sheppard/Allen Urban Design and Development Framework Study** (1999-2000), the **Civic Improvement Strategic Priorities Plan** (1999), **Urban Design Guidelines and Public Art Plan** for the **Westerly Railway Lands** (1999), the **Dundas Square Competition** (1998-99) and the **Sheppard Avenue West Streetscape** (1998-present).

Manager, Urban Design (Policy and Built Form) Section, **1993-1998**
City of Toronto Planning and Development Department

Major projects included preparatory work for Toronto's bid for the **2008 Olympics**, the **Urban Design Handbook** (1997), the **Big Box Retail Design Guidelines** (1997), **University of Toronto Part II Plan** (1996), **King-Spadina and King-Parliament Part II Plans** (1996) and the **Greenwood Part II Plan** (1996).

Senior Urban Designer, **1992-1993**
City of Toronto Planning and Development Department:
Architecture and Urban Design Division
Major projects included the **Bathurst/Strachan Part II Plan**, the **Merton Street Urban Design Study** (including the concurrent negotiation with several major developers with projects on that street) and the **McGill-Granby Urban Design Study**.

Urban Design Co-ordinator, Ataratiri Development Project, **1988-1992**
City of Toronto Housing Department

Ataratiri was a 37-hectare mixed-use neighbourhood to be developed on obsolete industrial land near the city core. As part of the planning and development team, I had responsibility for devising the site planning strategy, its synthesis with environmental, social and community building strategies, and preparing the physical master plan for the development. I developed the terms of reference and managed some 20 consultants. The **Ataratiri: Principles, Directions and Strategies Report** and **Ataratiri Site Plan Report** won

Robert G. Glover continued

the PRIX JEAN-ALAURENT (First prize) from the 1991 Canadian Institute of Planners Awards Programme.

Planner, City of Toronto Planning and Development Department: **1980-1988**
 East Section (1986-1988),
 Waterfront and Railway Lands Section (1981-1986),
 West-Central Section (1980-1981)

Major projects included **Harbourfront** (1981-85), **Railway Lands** (1982-84), **World Trade Centre** and **Waterpark Place** (1982-85), and the **Toronto Sun** redevelopment (1987). My work included setting civic goals and objectives for site planning and urban design; the preparation of development concepts and guidelines, OPA's, re-zonings and development reviews; directing consultants' work; and negotiating with public and private interests.

Project Architect and Intern Architect **1975-1980**

Clifford, Lawrie, Bolton, Ritchie	(1979-80)
Stinson, Montgomery, Sisam	(1978 and 1979)
Lee, Elken, Becksted, Fair	(1977-78)
Klein and Sears	(1976-77)
Clifford and Lawrie	(1975-76)

RELATED PROFESSIONAL ACTIVITIES

Member, Toronto Preservation Board (January 2002- Present)
Juror, Urban Development Institute Awards of Excellence (2004)
Architectural Advisor to the Jury, 2002 OAA Awards of Excellence (February 2002)
Juror, Open Space Competition sponsored by Oxford Properties for the Richmond Adelaide Centre Block (March 2001)
Juror, Toronto Society of Architects Ideas Competition for the Toronto Waterfront (November 2000)
External Design and Planning Advisor, Primavera New Town, near Temuco Chile (November 1998-Present)
 Jointly developed by Chilean landowners and Canadian developers, Primavera will be the first new town in Chile to be based upon the design principles of a "traditional" urbanism. Approvals were received in early 1999 and construction commenced in the spring of 1999.

Robert G. Glover continued

Juror, Toronto Arts Awards: Architecture and Design Jury (1998)

Consultant, Sustainable Santiago/ Santiago Sustentable Project, Santiago de Chile (August 1997- June 1998)

Jointly sponsored by ICLEI and the Municipalidad de Santiago, this project was established in 1997 to create a series of demonstration projects within the greater Santiago reflecting new approaches to urban planning, development and environmental amelioration. Representing the City of Toronto, my involvement included developing a new public participation process and urban plan for the centre of La Pintana.

Member, Ontario Association of Architects, Emerging Areas of Practise Task Group (1997)

This Task Group made recommendations on how the Association can best adapt and orient itself to the changing conditions facing the profession.

TEACHING/ACADEMIC EXPERIENCE

Adjunct Associate Professor, University of Toronto Faculty of Architecture, Landscape and Design (1990- Present)

I have taught architecture and urban design in the graduate urban design program and the undergraduate architecture program. I have also lectured or reviewed at Simon Fraser University, the Savannah College of Art and Design, Pontificia Universidad Catolica de Chile, Universidad de Chile, Ryerson Polytechnic University, the University of Waterloo, Queens University, York University and the University of Colorado.

RECENT SPEAKING ENGAGEMENTS

"Urban Design Decision Making in Toronto", CIP OPPA Conference, Toronto (July 2004)

"Urban Design as Alchemy", Simcoe Region Lambda Alpha, Toronto (December 2003)

"Lessons from the Toronto Railway Lands", Oportunidades y el Ciudad Conferencia Internacional, Chilean Chamber for Construction, Santiago de Chile (April 2002)

"Urban Design in Planning: Learning from King-Spadina", Ontario Municipal Board Retreat, Collingwood (June 2001)

"What's Happening on the Waterfront", Ontario Association of Landscape Architects Annual Meeting (April 2001); Ontario Association of Architects Annual Meeting (May 2001)

Robert G. Glover continued

- "The New Official Plan and the East Downtown"**, East Downtown Neighbourhood Forum, Toronto (November 2000)
- "Building on De-regulation in the Kings"**, Canadian Urban Institute Symposium, Toronto (November 2000)
- "Urban Design and the Development Permit System"**, Ministry of Municipal Affairs and Housing Workshop, Toronto (July 2000)
- "Large-Scale Urban Design Projects and the City"**, Santiago Internacional Bicentenario del 2010 Symposium, Colegio de Arquitectos, Santiago de Chile (June 2000)
- "Creating a New Paradigm for Civic Design"**, Mayor and City Council, Vancouver (March 2000)
- "Flexible Zoning for the New City: the Toronto Experiment"**, Simon Fraser University, Vancouver (March 2000)
- "Public Art, Urban Design and Planning in Toronto"**, Art in Public Places Conference, Harbourfront Centre, Toronto (March 2000)
- "Designing the City"**, Urban Forum Group, Ottawa, and the Design Exchange, Toronto (February 2000)
- "Urban Design and Education"**, Urban Designs Conference, University of Toronto Faculty of Architecture, Landscape and Design (February 2000)
- "Urban Design in Toronto"**, Toronto Municipal Business Conference (February 2000)
- "Interview on Urban Design"**, Designers Talk with Lewis Poplak, CKLN 88.1 Radio (February 2000)
- "Urbanism and New Urbanism in Chile"**, Primavera Opening, Temuco, Chile (November 1999)
- "Cutting New Squares into Existing City Fabric"**, Symposium on the Square, Savannah College of Art and Design, Savannah Georgia (February 1999)
- "Creating Dundas Square"**, Arts and Letters Club, Toronto (February 1999)
- "The University of Toronto Plan"**, OPPI Conference, Kingston (August 1998)
- "Infill, Intensification and Toronto"**, New Toronto Seminar, Design Exchange, Toronto (June 1998)
- "Issues Concerning Decentralization and Centralization in Toronto"**, Decentralization Program, Government of the City of Buenos Aires, Buenos Aires Argentina (June 1998)
- "Toronto and its Urbanism"**, Pontificia Universidad Catolica de Chile, Escuela de Arquitectura, Santiago Chile (June 1998)
- "Public Participation in the Urban Design Process"**, Sustainable Santiago Project, Santiago Chile (January 1998)

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"Low Impact High Density Development", Homebuilder Expo, Toronto (December 1997)

"Toronto: New City, New Opportunities", Toronto Transition Team Seminar, Design Exchange, Toronto (September 1997)

"Toronto's Experience in Urban Intensification: 1970-1997", Sustainable Santiago Project, Santiago Chile (August 1997)