

WITNESS STATEMENT - OVERVIEW

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South District, City of Toronto

ONTARIO MUNICIPAL BOARD HEARING
Queen West Triangle
City of Toronto

Master OMB Case No. PL051203

1 INTRODUCTION:

- 1.1 The purpose of this witness statement is to provide an overview of the testimony that I will provide with regard to the three appeals in this matter: 1171 Queen Street, 48 Abell and 150 Sudbury, and to supplement the opinions in the staff reports listed at the back of this witness statement.

2 PROFESSIONAL QUALIFICATIONS:

- 2.1 I am an Urban Designer with the City of Toronto, Urban Development Services, Urban Design Division, South District. I have over 15 years experience as an Urban Designer and have a masters degree in architecture with an emphasis on urban design. Prior to joining the City of Toronto in 2004, I was an associate at the IBI Group working in the Urban Design Department. I have extensive experience in planning with the City of Toronto and have spent much of my professional career working on projects along the waterfront and in the downtown core. Since I have joined the City, my responsibilities include providing the Urban Design review for development applications in the South District.
- 2.2 I have been qualified before the Ontario Municipal Board as an expert in providing Urban Design opinion evidence.
- 2.3 A copy of my curriculum vitae is attached as Appendix A of my Witness Statement.

3 SITE AND CONTEXT:

3.1 The Queen West Triangle (QWT) is an area of land bound by 3 distinct boundaries. The northern boundary is Queen Street. The eastern Boundary is the rear lot lines of the east properties fronting onto Dovercourt. This is also the western edge of the Queen Street Mental Hospital. And the southern and western boundary is the CN/CP/Go rail corridor which runs northwest towards Milton.

3.1.1 Queen Street

3.1.1.1 The portion of Queen onto which the triangle fronts has gone through significant change over the years and is currently experiencing a revival as will be described in detail by the testimony submitted by my colleague Elise Hug. This area has become a destination for artists and is attracting boutique hotels and a variety of restaurants, bars and retail stores. The most notable recent renovations are the Gladstone Hotel and the Drake Hotel.

3.1.1.2 The north side of Queen Street to the east is changing gradually with trendy new shops, restaurants and art Galleries. Many of the facades have been renovated and the area has visually changed in recent years. This change continues on both sides of Queen towards the downtown east of Strachan.

3.1.1.3 As a result of this revival, much of the single family older housing stock to the north has increased significantly in value and many houses previously converted to rooming houses and apartments are being restored and converted back to single family.

3.1.2 The Queen Street Mental Hospital Lands, currently referred to as CAMH, have recently been planned for significant change, with the introduction of new streets, parks and significant building envelopes. The planning documents and design guidelines have been included and may be reviewed in the discussion of the future of the QWT.

3.1.3 The QWT has had little change over the past decade. It is an eclectic area with a variety of building types, sizes and uses. There have been a few building applications and minor rezonings but little has happened until the Middle of 2004. There have been a variety of reapplication meetings and inquiries on the potential for the area with a variety of planners prior to the middle of 2004, but no serious applications were brought forward.

4 SUMMARY OF ROLE IN THESE PROJECTS:

4.1 I was first involved with the planning of this area in the fall of 2004. At this time I reviewed a proposal for a 12 storey slab building proposed for the rear portion of the 48 Abell Site. It was intended to be submitted as a bid for an affordable

housing bid. The current context was the vacant 1 storey warehouse building at 1171 and vacant lot at then 38 Abell (now 150 Sudbury).

- 4.2 The 38 Abell lands were rezoned to residential and were granted an approval for 3 1/2 storey stacked townhouses. The approved project was one of the original stacked townhouse developments in the area and it was a scheme that failed by many of the standards we now apply to newer stacked townhouse developments.
- 4.3 During the preliminary meeting with 48 Abell, we discussed the need for proper access to the building. The proposed social housing building is located at the rear the site and behind an old industrial building which has been converted to illegal live work complex and immediately east of a vacant one storey industrial building. It was pointed out that if this site was to properly develop, it would have to eventually front onto a new road. Though this might not be achieved right away, the applicant was advised that it would have to allow for half of a right of way that would eventually lead up to Queen Street as adjacent properties developed. We recognized the need for new streets into this large industrial area, should we consider rezoning these lands to residential. The original North Garrison Common Secondary plan for the area envisioned the extension of Sudbury, Northcote and Abell through these lands.
- 4.4 When the townhouse development at 38 Abell was approved in 2000, the plan for the extension of Sudbury was ignored and the application was approved for 3 1/2 sty stacked townhouses with a surface parking lot along the rail corridor. The townhouses were approved to be built within 19.0m of the rail corridor with zoning envelopes for units spaced less than 6.0m from each other. The specific zoning envelopes were misleading as they were approved with a specific built form in mind, however these plans were not enforceable with the zoning.
- 4.5 Then in late 2004, the 1171 Queen West property was sold and there were discussions about redeveloping these lands into residential as well.
- 4.6 This opened up a number of potential redevelopment possibilities for the site. Ideally a land swap was envisioned and the extension of the city grid could have resulted in a very simple plan. It became quite clear that this was not an option, however an alternate scheme was presented. This alternative approach extended Sudbury Street along the rail corridor and extended Northcote through a passage under the Queen street building an into a wide publicly accessible private open space. The laneway behind the Queen Street parcels would be converted into a pedestrian mews and Abell would be extended south down to Sudbury.
- 4.7 The applicant held a number of public meetings and a significant amount of community interest led to the formation of a community group named Active 18.
- 4.8 Other land owners and developers were showing interest in other lands in the Triangle and it was at this point that the Planning Department decided to take a step back and prepare a Master Plan for the area. This area was described as the

Queen West Triangle. Active 18 initiated a neighbourhood charrette in the late fall, however it was delayed until early spring.

- 4.9 In April of this year a community master plan was created and Council approved a new vision for the triangle. This vision takes into consideration all of the existing constraints, balances the varied opinions of the residents, explores opportunities for new roads and for expanding the cultural vibrancy of the neighbourhood. It recognizes that these lands are designated as regeneration and sets goals for the creation of new open space. It also addresses the potential for residential intensification and strikes a balance between the various interests.
- 4.10 Over the past year a number of other landowners have submitted plans formally and informally indicating their intentions for redevelopment. These applications refer to the three applications currently before the Board when disclosing their expectations for height and density.
- 4.11 My review has included:
- 4.11.1 A Number of Site visits
 - 4.11.2 Attendance at Public Meetings held by the City and by the Applicants
 - 4.11.3 Attendance at the conclusion of the Active 18 Charrette
 - 4.11.4 Extensive Urban Design analysis and 3 dimensional visualization including shadow studies
 - 4.11.5 Numerous pre-application meetings with all applicants
 - 4.11.6 Attendance at several of the working group meetings
 - 4.11.7 The review of other major redevelopments in the area and the urban design massing principles adopted for those proposals
 - 4.11.8 The review of other major City building initiatives in the area including the straightening of the Dufferin St. Jog and the review of the Rail to Trail initiative which has been put on hold until the Union-Pearson Rail Environmental assessment is complete.
 - 4.11.9 Review of possible road design and crash wall alternatives and a preliminary exploration of servicing opportunities and constraints for the sites and the surrounding areas.

5 EVIDENCE:

5.1 Policy Framework

I will rely on my colleague Elise Hug to review the Provincial Planning Policies. And will focus my evidence on the planning policies and urban design guidelines listed below:

5.1.1 OLD CITY OF TORONTO PART 1 - OFFICIAL PLAN

I will be referring to the following sections of the Old Official Plan to explain my Urban Design rationale for the plan described in the results of the City-initiated Official Plan and Zoning Review of the West Queen West Triangle Area ("Zoning Review"). The old official plan was the legal plan which was to guide our planning position, as the New Official Plan, which was approved by council, was under appeal at the OMB. The New

Official Plan has now been approved. I will include the following sections of the Old Official Plan in my testimony:

Section 1.0 - The Structure and Quality of the City

These sections refer to the opportunity for this Triangle to serve the intensification goals of the city, to reuse under developed lands and to make better use of our infrastructure and environment. I believe that the QWTA vision for this area achieves the objectives listed in the following sections:

Section 1.1 The Goal of Planning in the City

Section 1.2 The Regional Context.

Which states "it is the policy of council, subject to due consideration of neighbourhood compatibility, to promote the more intensive development of the existing urban area, particularly through the process of residential intensification in the City." And to "support the appropriate intensification of commercial development throughout the GTA in nodes and centres which are well served by public transit."

This triangle is an area which has been identified for intensification and it is my opinion that this can be achieved in a reasonable way which is sensitive to the local community.

Section 1.3 Environmental Objectives

Section 1.4 Physical Structure and Urban Quality

Section 1.5 The Central Core and the Neighbourhoods

Section 1.8 Balanced Growth

Section 3.0 - Quality in Public Realm

These sections refer to the importance of the Public Realm plan set forward in the QWTA. The redevelopment of this large area provides an opportunity to establish a new road, park, and open space system which will be animated by the proposed building envelopes and the variety of uses along these public edges. It is important to note that the development potential of these sites is directly connected to the public realm improvements proposed for the QWT. The public open space plan for this area will be of benefit not only for the new residents and businesses, but also for the existing community on both sides of the tracks. This network and the uses animating its edges will support and improve the local neighbourhood and will have a regional impact on the artist community of the City.

I will refer to the following sections during my testimony:

Section 3.1 Maintaining and Improving the Public Realm

Section 3.3 Reinforcing the Street Pattern

Section 3.5 Prominent Areas and Sites

Section 3.11 Re-integrating Areas of the City

Section 3.12 Location of Buildings with respect to Streets and Open Spaces

Section 3.0 - Built Form

The proposed built form envelopes in the QWTA represent many months of consultations with the community, the developers, City staff and a variety of local interest groups. I will refer to the following sections during my testimony:

Section 3.13 Relationship of New Buildings to their Built Form Context

Section 3.14 Building Setbacks, Heights and Densities

Section 3.16 Matters to Consider in Implementing Built Form Policies

Section 3.18 Parking and Servicing

Section 3.22 Pedestrian Amenity

Section 3.23 Promoting Streets for Pedestrian Amenity

Section 3.27 Sunlight on Parks and important Pedestrian Streets

Section 4.0 - Parks and Open Space

The scale of the development and the lack of park space in the area have been major issues in the development of the QWTA plan. Parkland and the connections to the park space network through the City for pedestrians and cyclists has been a significant issue in the development of this plan I will refer to the following Sections during my testimony:

Section 4.1 Creating an Open Space System

Section 4.2 Corridors in Open Space System

Section 4.3 Local and District Parks

Section 6.0 - Housing and Section 7.0 - Community Services and Facilities

These sections will be reviewed by my Colleague Elise Hug and though I will not directly refer to them, there are portions that have influenced my decisions with regards to Urban Design.

Section 8.0 - Transportation

Many of the transportation related issues regarding transit, traffic flow, servicing and parking (on site and on street) influence my decisions when considering the development of the Queen West Triangle Area. The Queen Street corridor, the Dufferin Jog realignment, the number of loading areas required and the future development and servicing of adjacent sites have all weighed into the design of the QWTA plan.

Section 12 - Residence Areas

Though this area is to be a Mixed Use Area, a significant component of the proposed development will be Residential. The existing housing stock along Dovercourt to the east and the stable residential to the north will be affected by the redevelopment of the QWTA. It is therefore important to take these policies into consideration when considering how these lands are developed. It is also important to note where these areas are located in the official plan. I may be referring to the following sections as part of my testimony:

Section 12.3 Improving and maintaining the Quality of Residence Areas

Section 12.5 Low Density Residence Areas

Section 12.6 Medium and High Density Residence Areas

Section 13 Mixed Commercial-Residential Areas

Section 13.1 Improving and maintaining the Quality of Mixed Commercial-Residential Areas

Low Density Mixed Commercial-Residential Areas

Section 13.2 General Character

Section 13.3 Maximum Density

General Policies for Main Streets

Section 13.5 Encouraging Residential on Main Streets
Section 13.6 Matters to consider for Main Streets
Section 13.8 Encouraging Lanes along main Streets
Medium and High Density Residence Areas

**5.1.2 OLD CITY OF TORONTO – 19.10 GARRISON COMMON NORTH
SECONDARY PLAN**

The Garrison Common North Secondary Plan takes a closer look at this specific area and its special characteristics.

The QWTA plan has evolved through the public process and it meets many of the primary objectives have set out by the Secondary Plan. The street network, the importance of Queen Street and many of the general planning principles have been met. I will refer to the following sections as part of my testimony:

General Principles for the Garrison Common North Area

2.1,(a), (b),(c)

Structure, Form and Physical Amenity

2.2 (a),(c),(d),(e),(f),(h) (i(ii))

2.3 (all)

Parks

2.9 (c)

Low Density Mixed Commercial-Residential Areas

3.7

Mixed Industrial-Residential Area “B”

3.12

5.1.3 NEW CITY OF TORONTO OFFICIAL PLAN

I will discuss relevant sections of the New Official In force Official plan. Though this document was not in force at the beginning of the process, it was approved by City Council and it was a document that I looked to for direction when considering the redevelopment of these lands. The vision for this area was much more clearly described and it was identified as an area where change was expected. The QWTA is designated as a Regeneration Area in the new plan and Queen Street is considered an Avenue. Both of these designations are indicators that this triangle is expected to change. I will discuss these specific sections with regards to how I considered what would be an appropriate form of intensification for this area and will generally discuss how other chapters and policies guided my decisions.

Chapter 2

2.2.3 Avenues: Reurbanizing arterial corridors

2.3.1 Healthy Neighbourhoods

Policy 2(a,b,c,) 3and 6

2.3.2 Toronto’s green space system Parks and open space

Policies 1 (a,b) , 2 3(a,b)

Chapter 3

- 3.1 The Built Environment
 - 3.1.1 The Public Realm
 - 3.1.2 Built form
 - 3.1.3 Built Form Tall buildings
 - 3.1.4 Public Art

Chapter 4

- 4.5 Mixed Use Areas
 - Policy 1
 - Policies 2 (a,b,c,d,e,f,g,h,j,k)
- 4.7 Regeneration Areas
 - Policies 1 (a,b,c,d,e)
 - Policies 2(a,b,c,d,e,f,g)

5.1.4 CAMH GUIDELINES

Although I do not refer to any specific sections in the Guidelines, I have taken the diagrams and sections and analyzed them to understand what principles were applied to generate the built form envelopes.

This analysis of the Queen street section has helped verify my conclusions with regards to sunlight impacts on Queen

5.1.5 ZONING BY-LAW 438-86

I will be referring to the current in force bylaw when I discuss setbacks, angular plane, height limits and other zoning criteria which have been applied to the development proposals

5.1.6 URBAN DESIGN HANDBOOK

I will discuss the relevant chapters of the Handbook that have been applied to the QWTA plan:

Section 1 -The Location and Organization of Buildings Relative to Streets and Open Spaces

- 1.1-1.6

Section 2 - Building Massing

- 2.1-2.4

Section 3 - A comfortable and useable Pedestrian Environment

- 3.1,3.2,3.3,3.7

5.1.7 HERITAGE CONSERVATION DISTRICT GUIDELINES FOR HEIGHT ALONG QUEEN STREET

5.1.8 LIGHT VIEW AND PRIVACY REPORT, CITY OF TORONTO
APRIL 13, 1981

6 THE OVERALL URBAN DESIGN OBJECTIVES QWTA PLAN

6.1 As stated earlier, In April of this year a community master plan was created and Council approved a new vision for the triangle. This vision takes into consideration all of the existing constraints, balances the varied opinions of the residents, explores opportunities for new roads and for expanding the cultural vibrancy of the neighbourhood. It recognizes that these lands are designated as regeneration and sets goals for the creation of new open space. It also addresses the potential for residential intensification and strikes a balance between the various interests. The following paragraphs are a summary of the objectives of the Zoning Review.

6.2 **Contributions to the existing neighbourhood fabric**

As part of the process of developing the QWTA plan I have taken into consideration the neighbourhood and regional city Planning initiatives which might influence the planning of the site. These include:

- Recent redevelopments in the immediate area including CAMH
- The impact of the Dufferin Jog on traffic movements through the area and potential change in the character of Gladstone Avenue
- Sudbury extension from Queen Street to Sudbury
- Extension of Northcote as pedestrian connection
 - Extension of Abell St. to Sudbury Street as a minor street
 - Review local City Initiatives and Objectives
- Identify Pedestrian and Bicycle Linkages
 - Linear Park
 - Future Rail to Trail Widening
- Creation of "Creative Mews" along north edge of 48 Abell property
- Creation and enhancement of visual linkages through the neighbourhood

6.3 **General location of Streets and Blocks and Open Spaces**

I will discuss the importance of the introduction of new roads into the triangle. I will discuss the importance of sight lines through the site and down to the rail corridor from Queen Street. I will discuss the need to extend the city grid through the site and provide alternative solutions for servicing these large sites. I will discuss the importance of Queen Street not only as a vibrant retail street, but also as an important transit and vehicle corridor into the downtown. I will discuss the rationale for extending Abell Street down to Sudbury Street and the reasons why it was decided the Northcote was to become a pedestrian corridor and open space. I will discuss the importance of Sudbury Street extending from Queen Street to Sudbury along the north edge of the rail corridor and the creation of a pedestrian/ bike route on its edge.

I will discuss how it has been the intention of all parties to increase and improve the quality of the public realm. I will discuss the importance of public penetration through the site. I will review the evolution of the plan to provide public open space as an alternative to public roads along Northcote and how the lane along the North edge of 48 Abell has evolved from a service driveway to a restricted access pedestrian mews which has the potential to extend from the western end of Sudbury Street to the new park to be located at the western edge of the CAMH redevelopment. I will discuss the importance of the midblock connections through their various properties and the efforts being made by all parties to avoid the perception of private gated courtyards designed exclusively for the owners of the development projects. I will discuss the importance of the setback along the south edge of the Queen Street Right of way.

6.3.1 The issues to be I would like to address with regards to Streets and Blocks and Open Spaces include:

- Sudbury extension from Queen Street to Lisgar
- Public and Private Lanes
- Extension of Northcote as pedestrian connection
- Extension of Abell St. to Sudbury Street as a minor street
- Creation of visual linkages through the neighbourhood
- Queen Street characteristics and the increased building setbacks to improve the pedestrian realm
- Publicly accessible open space
- Public Roads
- Creation of "Creative Mews" along north edge of 48 Abell property
- Parks
- Publicly Accessible public open spaces
- Creation of a landscaped pedestrian network through the sites'
- Midblock Connections
- Increased building setbacks along Queen Street
- Creation and acquisition of new public park space
- Creation of a significant open space on 1171 Queen West between the two 42m tower sites at the foot of Northcote Avenue
- Creation of a significant open space between 48 Abell Street and 150 Sudbury Street
- Creation of pedestrian linear park along south edge of Sudbury Street
- The opportunities for a wide variety of different characteristics of the open spaces created throughout the triangle
- The relationship of the grade related uses to the different characteristics of the pedestrian realm

6.4 **Built Form Massing**

6.4.1 I will discuss how building setbacks will impact on the redevelopment potential in the area with respect to light, view and privacy. I will discuss the articulation of the massing of the building with regard to; at a minimum:

- general location of height
- Queen Street scale reflecting the traditional and historical character of the street
- General location of and orientation of Towers
- Transition from the stable residential to the east to the Rail corridor to the west
- Improved sidewalks along the south edge of Queen with 2.0m building setbacks at grade.
- Sunlight on the North sidewalk of Queen from March 21-Sept 21 throughout the day
- "Main Street" Building Edge along Queen Street (angular plane)
- Higher buildings along the rail corridor
- Building rhythm and pattern to reflect the local character
- Breaking down the visual mass of the building along Queen Street and reducing the impact of shadow from the taller buildings and maintaining the angular plane along queen street for the buildings facing Queen
- Locating towers away from the traditionally low scale buildings along Queen Street
- The orientation of taller buildings and courtyards create a discontinuous edge along Sudbury Street . The applicants will be required to create a unified edge treatment at the base of the buildings to help to define the street edge
- Maintaining a significant amount of low scale buildings to frame the public realm and strategically locating the tower elements.
- Framing the large open space at the foot of Northcote with more significant height along the rail corridor and the extension of Sudbury Street
- The spacing of taller elements amongst the lower residential scale buildings to maximize sun penetration into the pedestrian realm
- The framing of the open spaces with building elements
- Creating a significant amount of grade related units along the ground plane to animate all edges of the pedestrian realm
- use of setbacks and step backs to achieve appropriate transition at the scale of the district
- The design of the uppermost floors to integrate mechanical penthouse functions into the total building design

6.5 Building Height

6.5.1 Queen Street heights.

I will discuss the issue of height of the building with regard to:

- Fit within the historical physical character of Queen Street.
- The Existing Zoning envelope and the introduction of the angular plane at the 13.0m Level
- The Rational for exceeding the 16.0m height limit while still achieving the objectives established through the use of the angular plane
- Sun, shadow and sky plane exposure and the importance of maintaining sunlight on the north side of Queen Street
- The rational for the proposed step backs at the 4th , 6th ,7th and 8th storey
- The rational for allowing a very limited intrusion into this angular plane to support the applicants proposal for a view terminus at the foot of Northcote.
- The importance of limiting the projection of rooftop mechanical space into the angular plane

6.5.2 Lands fronting onto rail corridor

I will discuss the rationale for height along the rail corridors:

- Rail Corridor is generally a location for taller buildings designed to mitigate the impact of noise and vibration
- Heights as shown on the plan are set back from Queen Street to screen them from view from the street and from the low density residential neighbourhoods to the north and east (along Dovercourt)
- The angular plane is not the only factor in deciding how height the buildings are. It is only one additional criteria which if not met would add to the urban design concerns.
- The height of the towers should not become a major visible barrier restricting sky views from existing neighbourhood developments and should not create a visible barrier from the longer views along Queen Street.

6.5.3 I will discuss the issue of height of the building with regard to:

- sun, shadow and sky plane exposure
- fit within context and minimizing impact
- the three parts of “tall” building form
- the importance of the total building height and the need to incorporate the mechanical penthouse within the top floors of the building

6.6 Floor Plate Size, Shape and Orientation

6.6.1 I will discuss the size and articulation of the floor plates as indicated on the City Vision drawings. I will show that the buildings that the City has proposed do not fit into the what we describe as a point tower which would require a maximum footprint of 750 sm. We have purposefully allowed the footprints to exceed this number as we have indicated that in this particular area tower height is more sensitive issue than the size of the footprint and that larger footprints in the range of 8-900sm would be more appropriate in this area.

- floor plate shape
- balconies
- floor plate size, orientation and impact on shadowing and views

6.7 Site servicing and the need for underground parking

6.7.1 Comprehensive servicing plan

6.7.2 Develop new services along Sudbury St. Extension to service all new development:

- To avoid disruption of Queen Street
- To improve capacity for all sites including properties along Lisgar and Dovercourt
- To consolidate resources and minimize capital infrastructure costs and long term maintenance costs

6.7.3 I will discuss the need for the internalization of the parking and servicing functions of the building and to remove these functions from the Queen Street corridor.

6.8 Transportation Issues

6.8.1 Integrate the new developments into the surrounding street network

6.8.2 Minimize vehicular access to Queen Street (TTC conflicts)

6.8.3 Extension of Sudbury St. to manage all vehicular movements of residents and services

6.8.4 Internalize and consolidate all servicing areas to avoid large paved underutilized areas.

6.8.5 Consolidate easements and circuitous driveways

6.8.6 Investigate opportunities for public parking facilities within the new developments

6.8.7 Provide on street parking where possible (for neighbourhood parking issues and traffic calming)

6.9 Unique Characteristics of the West Queen West neighbourhood

- 6.9.1 The animation of the Queen Street frontage with retail uses
- 6.9.2 The promotion of artist live work studios and workshops
- 6.9.3 Venues for Public interaction with working Artists
- 6.9.4 A strong Public Art component
- 6.9.5 Extension of the "Rail to Trail Network", a bicycle path network from Dupont to
- 6.9.6 Bathurst along the north edge of the rail corridor
- 6.9.7 Creation of new public streets and public parks
- 6.9.8 High quality sidewalk details, street furniture and street trees
- 6.9.9 Provide locations for public art within the public realm
- 6.9.10 Live/work "working" studios along the open spaces and specifically the "Creative Mews"

6.10 **Shadow Studies**

- 6.10.1 Based on the shadow studies prepared by the applicant and the City, I will discuss the impact of the proposed building envelopes on the existing context.

6.11 **Design Analysis Exhibits**

- 6.11.1 Visual exhibits and photographs
- 6.11.2 Shadow studies

6.12 **Related Documents Policy Context:**


- 6.12.1 Active 18 Document
- 6.12.2 Bosselman...45degree angular plane
- 6.12.3 Reports, plans and other materials and evidence submitted by other parties.

7 **ADDITIONAL DOCUMENTS RELIED UPON:**

- The Official Plan for the Former City of Toronto
- The City of Toronto Official Plan
- Garrison Common North Plan
- CAMH Design Guidelines
- CAMH Master Plan
- Zoning By-law 438-86
- Urban Design Handbook, September 1997
- Heritage Conservation District Guidelines for Height Along Queen Street
- Light, View and Privacy Report, City of Toronto, April 13, 1981
- Request for Zoning Review for West Queen West Triangle Area, November 9, 2005.
- Request for Direction Report, Official Plan and Zoning Review in the West Queen West Triangle Area, May 30, 2006

- Supplementary Report regarding the Official Plan and Zoning Review of the West Queen West Triangle Area, July 25, 2006

Respectfully submitted:

A handwritten signature in black ink, appearing to read 'M.V. EL' with a stylized flourish extending to the right.

Mark Van Elsberg
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City of Toronto