

# NOVÆ RES URBIS TORONTO

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No. 3

LANDPRO CONFERENCE 2019

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- 2 INCLUSIVITY  
Designing for choice
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City updates King-Spadina plan

## ■ GOLDEN MILE SECONDARY PLAN

# EXPANDING BOUNDARIES

**Rachael Williams**

Scarborough Community Council considered a staff report recommending new boundaries for the Golden Mile Secondary Plan Study, one of its most significant revisioning exercises that seeks to redefine land uses along Eglinton Avenue East.

The expansion of the study area would include additional lands west of Victoria Park Avenue and along the southern boundary, south of Eglinton Avenue East. This expansion would increase the study area from 97 to 113 ha and allow for additional improvements to be made to the transportation network and public realm in the Golden Mile area. Community council referred the matter and directed staff to report back.

“One of the options that we explored was the realignment of O’Conner Drive to essentially continue it as a parallel street south of Eglinton, for a certain distance west of Victoria Park. That would, from our preliminary analysis, improve the overall performance

of the transportation network by providing a parallel route for vehicles across the study area,” said SvN Architects + Planners associate and senior planner **Alex Heath**. SvN was retained by the city to help develop the secondary plan for the Golden Mile.

O’Connor Drive is expected to run parallel to Eglinton until it hits Birchmount Drive. With increased traffic congestion and transit capacity issues along Eglinton Avenue East cited as a concern at the Design Review Panel in October, this realignment should assist in filtering traffic off Eglinton and provide more options for east-west connectivity.

“We are looking now, as we move through this study, at upwards of 30,000 people living in this neighbourhood when it’s fully developed. Right now it’s a retail community with big box stores that wouldn’t support any kind of residential development. We are trying to create a finer network of streets

and an open space network,” said Scarborough community planning manager **Victor Gottwald**.

The Golden Mile was identified as one of the focus areas along the 19-km Eglinton Crosstown LRT corridor in May 2014. These focus areas were identified by their capacity to accommodate future residential, mixed use and employment growth. With five planned LRT stops along the Golden Mile

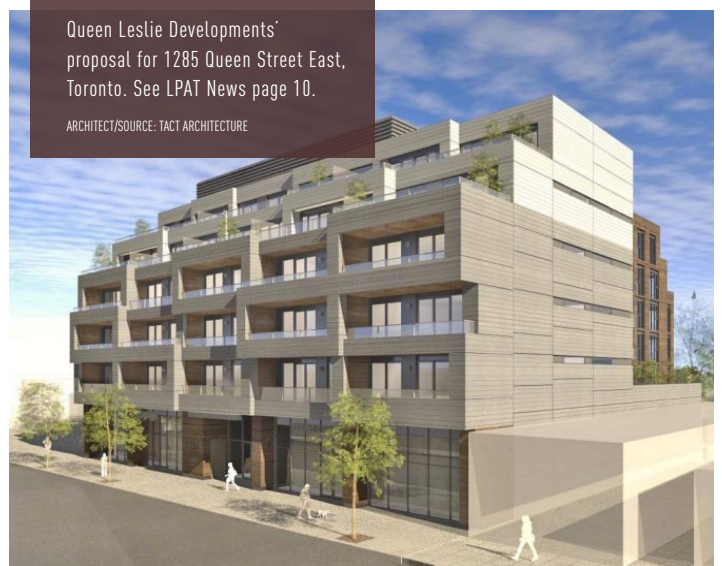
corridor, Heath said the city wanted to ensure there was a comprehensive analysis in place dealing with land use, built form, public realm, streetscape and transportation servicing improvements to build complete communities.

SvN created three alternatives for the secondary plan, each with a different vision for the area. Alternative one envisions mid-rise to be

CONTINUED PAGE 7 ■

Queen Leslie Developments’ proposal for 1285 Queen Street East, Toronto. See LPAT News page 10.

ARCHITECT/SOURCE: TACT ARCHITECTURE



## UPCOMING

### JANUARY

- 21 Board of Health, 9:30 a.m., committee room 1  
Toronto Preservation Board, 9:30 a.m., committee room 2
- 22 Planning & Housing Committee, 9:30 a.m., committee room 1
- 23 Executive Committee, 9:30 a.m., committee room 1
- 24 Design Review Panel, committee room 2, time TBC
- 30-31 Council, 9:30 a.m., council chamber

### FEBRUARY

- 4-6 Budget Committee (special meeting – 2019 budget review), 9:30 a.m., committee room 1
- 7-11 Budget Committee (special meeting – public presentations on 2019 budget), 9:30 a.m., committee room 1
- 12 Planning & Housing Committee, 9:30 a.m., committee room 1
- 13 Budget Committee (special meeting – 2019 budget wrap up), 9:30 a.m., committee room 1
- 14 Etobicoke York Community Council, 9:30 a.m., council chamber, Etobicoke Civic Centre  
North York Community Council, 9:30 a.m., council chamber, North York Civic Centre  
Scarborough Community Council, 9:30 a.m., council chamber, Scarborough Civic Centre  
Toronto & East York Community Council, 9:30 a.m., committee room 1  
Design Review Panel, time TBC, committee room 2
- 26 Council (special meeting – planning and housing committee, community councils and new business), 9:30 a.m., council chamber



## DESIGNING FOR INCLUSIVITY

# DIVERSITY OF CHALLENGES



Rob Jowett

**D**esigning spaces that are inclusive to a broad range of people with a variety of needs has become an increasingly complex challenge for designers and architects.

That was the topic of a panel discussion at the **Interior Design Show** January 17, which included **Perkins+Will** associate principal **Tarisha Dolyniuk**, **MJMA** partner **Robert Allen**, and City of Toronto aquatics and community services supervisor **Gary Sanger**. The discussion focussed on public spaces, and all the various elements which comprise inclusivity.

“If inclusivity is our valuing of different identities and ways of being, then good design has got to feature the full range of human diversity and different forms of human difference,” says Allen. “There are physical components to this, of which I think accessibility is most fully understood and mandated... but it also includes issues of access, connectivity and the availability of designs to respond to different levels of health.”

He adds that there are sensory components such as those addressing visual or

auditory limitations, and other considerations such as mental health and cognitive ability, gender identity and expression, culture and ethnicity, and socioeconomic factors that have to be considered.

“We’ve seen a real shift in the past five years about how our public clients... talk about what they want, and more and more they’re talking about how to accommodate diversity,” he says. “[They’re] recognizing diversity in their communities, and they’re very concerned about leaving [people] out.”

Dolyniuk pointed to six core principles that have to be considered when designing for inclusivity: safety, connection to program, variety of use, soft programs, sustainability, and interior graphics. She says considering all the ways these specific factors affect people is a starting point for including the widest range of uses and needs.

“We have to think about how these spaces are going to be used from all directions,” she says. “It’s important to design places with a sense of choice.”

She adds that while there is legislation to promote inclusivity,

such as the *Access for Ontarians with Disabilities Act* and *Ontario Building Code* requirements, those requirements should be viewed as the bare minimum. Truly inclusive design goes far beyond any legislated design.

“We obviously have a higher bar when it comes to public spaces,” City of Toronto urban design director **Lorna Day** told *NRU*. “But inclusivity and equitability are underlying all our policies.”

Examples of how to make spaces more inclusive is exemplified in the Pam McConnell Aquatic Centre in Regent Park, says Sanger. The building, designed by **MJMA** and completed in 2012, includes two universal change rooms which are not gender-defined. Instead they incorporate individual cubicles to balance privacy with inclusivity. He adds that the gender-inclusive design also makes the space more efficient since it can be used by anyone.

“In the configuration where we had male and female change rooms back in the day, males could use 50 per cent of the space and females could use 50

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# OVERLAPPING SECONDARY PLANS



**Dominik Matusik**

After over 20 years, the King-Spadina Secondary Plan is getting an update. However, facing a mercurial provincial government, staff is hedging its bets by duplicating policies already approved through the TOcore initiative.

The current King-Spadina Secondary Plan was approved in 1996, along with the King-Parliament Secondary Plan, with the intention of bringing investment and redevelopment into relatively economically stagnant parts of the city by significantly relaxing height and density restrictions. As a result, King-Spadina has become one of the highest-growth areas in the city.

Ward 10 Spadina-Fort York councillor **Joe Cressy** told *NRU* that the problem with the 1996 secondary plan was that its rules were simply not followed.

“I think, as it relates to the in-force secondary plan in King-Spadina, far too many liberties were taken with the rules that allowed for precedents to be set, and thus the city wasn’t able to stand by it when it was tested at the OMB,” he says. “I think the in-force secondary plan...became out of date far too quickly because council didn’t do a good enough job of following the rules.”

City of Toronto project manager **Sarah Phipps** believes

that the in-force secondary plan was successful in its initial purpose.

“The 1996 plan was actually quite revolutionary for its time,” she says. “It opened up the area to a very, very wide range of uses. There’s probably not another area of the city where such a wide range of uses was permitted. It was an experiment, a little bit. If we really open it up, number one, will investment come back into the area? And number two, how will all these uses work together in a true mixed-use community? Because we hadn’t seen that for decades, this idea of mixing uses. So I would say the [plan has] been extremely successful.”

However, Phipps says that the development in King-Spadina has necessitated more infrastructure, which is a particular focus of the new secondary plan.

“We’re quite good at getting the residential development, we’re quite good at getting offices, but we really need to make sure we’re getting the hard and soft infrastructure to make sure the area remains liveable. So that’s been the focus of this plan. To talk about built form, certainly, but also to make sure we get parks, and we get a community centre, and we get day cares, etc.”

However, the area already has a secondary plan that was recently approved by council. In July 27, 2018, council voted to adopt TOcore, a secondary plan that covers the entire downtown, including King-Spadina, which is currently being reviewed by the province and is not yet in force.

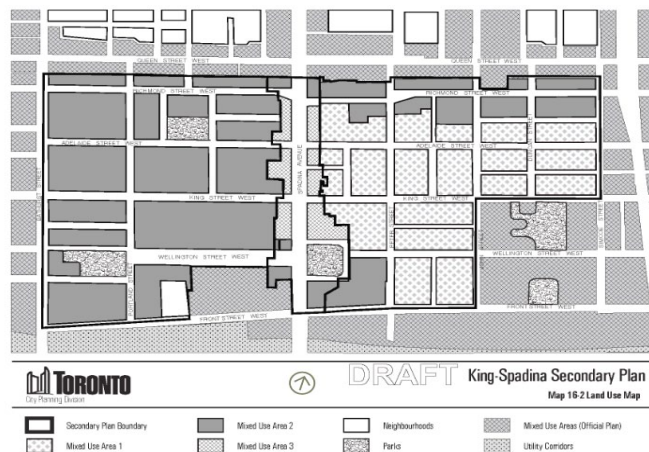
Phipps says that, while it is not usual, there is nothing preventing multiple secondary plans from being in-force for a particular area.

“The *Planning Act* doesn’t say that you can only have one secondary plan in an area,” she says. “You, theoretically, could have five in an area. You just want to be really clear on how they interact with one another and which one takes precedence. TOcore covers the whole downtown and really provides the framework for the downtown plan area. Where we hope to get is that you have TOcore that provides the umbrella policy framework and then the secondary plans that are under TOcore that cover smaller areas like King-Spadina or King-Parliament or Yorkville, that those plans actually become quite a bit smaller and really specific to those geographic areas.”

In the case of a conflict between King-Spadina and TOcore, the former would take precedence. Phipps notes that, while several of the policies of the proposed King-Spadina plan effectively duplicate policies already adopted by council through TOcore, the intention is to delete these policies when and if the province approves the latter.

Phipps says that the reason

CONTINUED PAGE 4 ■



Draft land use designation map for the City of Toronto’s proposed King-Spadina Secondary Plan.

SOURCE: CITY OF TORONTO

# OVERLAPPING SECONDARY PLANS

CONTINUED FROM PAGE 3

for this duplication is related to timing.

“The downtown plan is with the province for approval. We’re not sure how that timing is going to unfold. The province may give us a decision at the beginning of April. They

have the ability to extend the timeline if they want more time to review it... So that pushes us later in terms of getting an answer from the province. And then we don’t know what will come out of that decision by the province...It’s not our intention

at all to have duplicate policies in two secondary plans.”

For example, Phipps says, both TOcore and King-Spadina have policies related to mandating family-sized residential units. If the province decides this is inappropriate as a downtown-wide policy, staff wants to ensure these policies are still on the table for King-Spadina.

Cressy hopes that the provincial government will approve TOcore, but isn’t

necessarily counting on it.

“With this government, sadly and unfortunately, you should never hold your breath,” he says. “But hope is eternal. We’ve spent six years developing TOcore. It’s as thoughtful and rigorous as it gets. If we can’t, over a six year timeline, develop our own downtown secondary plan, why bother even having a city if the province is going to overturn it?” 🌻

# DIVERSITY OF CHALLENGES

CONTINUED FROM PAGE 2

per cent of the space,” he says. “As we merged into universal, we saw that you would have... space available to all.”

The most important way to ensuring inclusivity is through consultation, both to determine the needs of the community and to explain the reasons why some factors are included or not. That message was echoed by **Native Child and Family Services of Toronto** founder and special projects director **Kenn Richard**, who said that in the design of the agency’s facility at 30 College Street, the needs of native people from across Canada, especially in terms of cultural sensitivity, needed to be included.

“We had a lot of design charrettes... with designers and elders,” he says. “Rather than be

specific to a region, we want to be inclusive to people from all Indigenous backgrounds.”

The not for profit organization provides a range of services that address a diverse set of issues including mental health, youth outreach and transitional housing, and education. He said a particular

challenge was finding a balance between keeping Indigenous imagery in the design while ensuring that the building remained accessible and welcoming to a broad array of people, many of whom have disabilities or have been marginalized.

However, inclusivity goes beyond building design alone, **ERA Architects** principal **Graeme Stewart** told *NRU*. Systemic issues such as the lack of housing affordability and the gentrification of affordable neighbourhoods need to be

addressed before specific design issues can be considered.

“What are the types of developments that we’re building and what are the types of systems that are needed to make sure that the development happening, writ large, is inclusive and not exclusive?” he says. “We would be a bit critical [of the idea] that you could have something that’s designed for inclusivity in that sense [of a specific design] but is in a part of [the city] that’s so gentrified that no one can afford to live there.” 🌻



On left: Universal change rooms in the Pam McConnell Aquatic Centre.

SOURCE: CITY OF TORONTO

On right: The longhouse in the Native Child and Family Services building can be easily programmed for a multitude of uses, including ceremonies with traditional circular seating.

The welcome board in the Native Child and Family Services facility includes a broad range of Indigenous peoples.

SOURCE: NATIVE CHILD AND FAMILY SERVICES



# SUBURBAN CYCLING



**Rob Jowett**

Increasing cycling in suburban Toronto will require more than new infrastructure. It also needs investments in social supports to change behaviours.

A new report from The **Centre for Active Transportation** examines the dilemma with increasing cycling rates in the suburbs: people are hesitant to cycle where infrastructure is non-existent, and lower cycling rates means that those areas are lower priorities for new infrastructure. The report is the result of a study into building a cycling culture beyond downtown, and was focussed on Scarborough.

“What [we] found is that... social supports are really critical to building both an interest and actually a change of behaviour for people to adopt cycling,” Centre for Active Transportation director **Nancy Smith Lea** told NRU. “[There] is a bit of a chicken and egg issue in the suburban areas where if we don’t have a demand for cycling, then politicians will think that there’s no interest.”

Despite the impression that the suburbs are all car-focussed, she said there is already a large constituent of cyclists, or potential cyclists, who want to both make short trips within their community and commute

longer distances across the city. The study found that there is already a high degree of cycling interest, but that people have concerns around safety and connectivity with respect to the existing cycle routes.

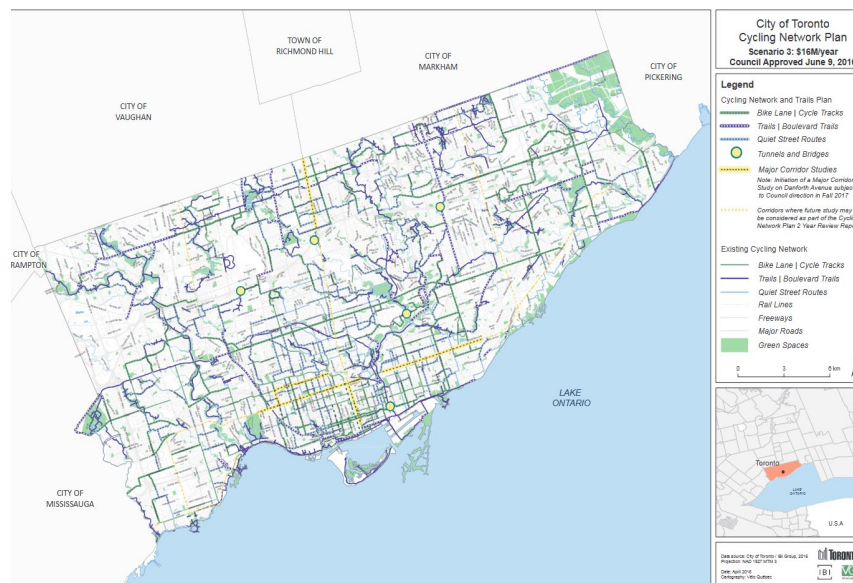
“We see, definitely, a nascent cycling culture in Scarborough despite the fact that... there is

actually very little infrastructure, especially on arterial roads, which is a huge challenge because traffic volumes are high, traffic speeds are very high, and so people who are riding bikes are forced to ride alongside motor vehicles that are going 70, 80 kilometres per hour on these arterial roads,” says **Cycle**

**Toronto** communications manager **Sarah Bradley**. Cycle Toronto also participated in the study.

An **EKOS Research Associates** poll in July backs up the study’s results, finding that support for a safer cycling network is at 78 per cent in Etobicoke, 72 per

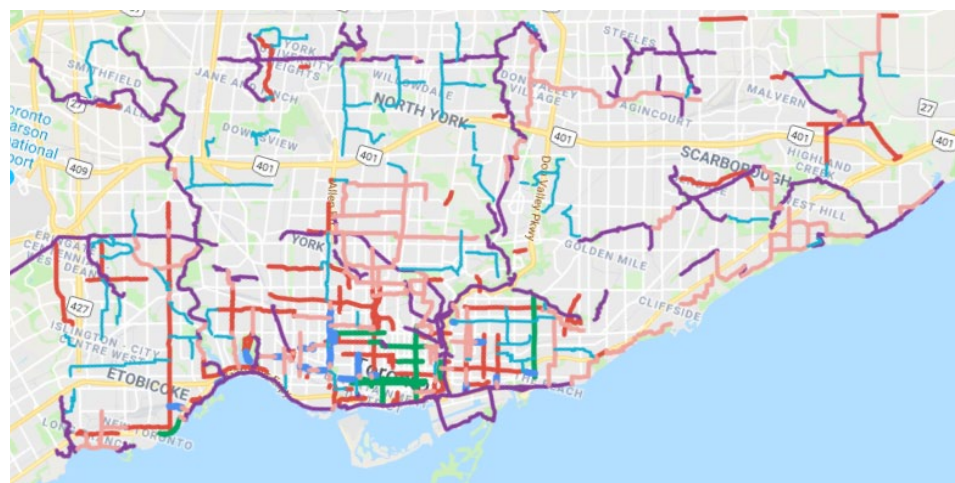
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If fully implemented, the city’s 10-year Cycling Network Plan would vastly increase cycling infrastructure across the city, including in the suburbs.

Most of Toronto’s cycling infrastructure is concentrated in the downtown.

SOURCE: CITY OF TORONTO



# SUBURBAN CYCLING

CONTINUED FROM PAGE 5

cent in North York, and 75 per cent in Scarborough.

“It’s not a messaging thing anymore,” says **Access Alliance** Scarborough Cycles bike hub coordinator **Marvin Macaraig**, who was also involved in the study. “People get it. They want it. They’re always looking for more ways to get on the street. So what makes it difficult is... there’s a lack of infrastructure.”

But Lea says that while that polling indicates support for infrastructure, it does not mean that people necessarily want it for themselves—that they may simply support it in principle. She says building up cycling culture is what is needed to transform support into activism.

“Once you’ve built a constituency of people who love cycling, who want to cycle... and once that kind of interest has translated into action, I think that’s when you start to see that kind of push for change,” she says. “It’s when people can’t imagine cycling in an environment, can’t imagine what that would even look or feel like... we don’t see that translating into support.”

The study assessed the impact of bike hubs as a way to provide services to suburban communities lacking cycling infrastructure and a strong cycling culture. Bike hubs are

small spaces which offer both services, such as bicycle repairs, and programming, such as community bike rides.

Scarborough Cycles initially established two hubs as part of the study on the Danforth and in Birchmount. A third hub was subsequently opened in Agincourt, and a fourth in Woburn. Macaraig says the hubs have had a positive impact on cycling rates and community interest, which will help make the case for council to increase infrastructure in the suburbs.

The City of Toronto’s \$153.5-million 10-year cycle network plan is intended to add 525 kilometres of new bike routes across the city, including in the suburbs.

“It wouldn’t be as extensive a network, as convenient a network as we have downtown... but it would certainly be a big improvement over what we have now,” **David Suzuki Foundation** transportation policy analyst **Gideon Forman** told NRU. “And there would be a lot of connectivity.”

However, only 34.3 kilometres of lanes have been built so far, which he says is behind schedule. Bradley adds that very few of those have been in the suburbs.

“The only progress you’ve seen since the bike plan was

approved in 2016 is small connections to trails, which are great, but a lot of the time people [who are] commuting by bike... can’t necessarily just use trails. They’re probably going to have to be biking on major streets,” she says.

“We’ve seen zero progress on the Danforth because the corridor study was put on hold. So even though we’ve heard local councillors state their commitment to building bike lanes on the Danforth, without that corridor study in place and underway, nothing can happen... These procedural elements have to roll out in a certain way to even start talking about building bike lanes.”

Forman adds that lanes are also needed on Yonge Street and Bloor Street West to begin to create connections that can reach beyond the city, and that city staff should reach out to neighbouring municipalities like Mississauga and Vaughan to try and connect their networks together.

“I frankly don’t know what all the delays are,” he says.

“If you look at other cities, Vancouver [or] Montreal, these cities are building out their networks rapidly and enjoying the benefits. There’s been quite a bit of foot-dragging here in Toronto, and it’s a big problem. What we do know is when you put the bike lanes in... there’s a phenomenal uptake.” 🌱

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# EXPANDING BOUNDARIES

CONTINUED FROM PAGE 1

constructed along Eglinton Avenue East, with taller buildings concentrated north of Golden Mile Boulevard. Parks and open spaces would be scattered throughout the study area, away from the taller buildings. The second alternative focuses the tall buildings at three gateway points—western, central and eastern—throughout the study area. The remainder of the area would be mid-rise development with appropriate transitions to adjacent low-rise neighbourhoods. Alternative three concentrates the tall buildings around the five transit stops, creating a central hub in the middle of the district near Warden and Eglinton.

City staff's preferred choice is a combination of alternatives two and three, with much of the anticipated density concentrated at the major transit nodes, as well as a central hub with enhanced walkability and pedestrian features.

"We're looking at servicing, we're looking at community services, we're looking at everything. Right now, that area is not conducive to residential. We need to create that infrastructure to allow for that to happen," said Gottwald.

The city plans to maintain the retail function of the Golden Mile, which includes some of the big box stores that have

served the community for decades.

"It's something that you see increasingly in denser parts of the city, where at Yonge and Eglinton for example, you have larger format retail integrated into the podium of mixed-use buildings with towers above and smaller format retail on the ground floor," he said.

The Golden Mile plan also allows for greater connectivity with existing or planned destinations outside of the study area. The West Park and Central Park are located adjacent to Ashtonbee Reservoir Park, the future Meadoway, a 16-km urban park that will connect Scarborough to the downtown, and Centennial College.

The city has received applications for four large development proposals already in the Golden Mile. **RioCan Holdings** is proposing to redevelop the property at 1966 to 2050 Eglinton Avenue West and 50 Thermos Road into a mixed-use community with 3,000 residential units and 600,000 square feet of non-residential uses including retail, office, hotel and community facilities. **KingSett Capital** also plans to redevelop Eglinton Square Mall, proposing the construction of five mixed-use towers, two mid-rise buildings and a collection of townhouses to replace the surface parking

lots surrounding the mall.

At 1880 Eglinton Avenue East, **Choice Properties REIT** plans to redevelop the Golden Mile shopping Centre, proposing 11 buildings with 2,500 residential units, with office, retail and commercial incorporated into the redevelopment. **Dream Office REIT** is also proposing to construct five mixed-use towers, two mid-rise buildings and a collection of townhouses at 2200-2206 Eglinton Avenue East. The development would include a range of building heights, a total of 3,700 residential units, 14,000 square metres of office space (retained

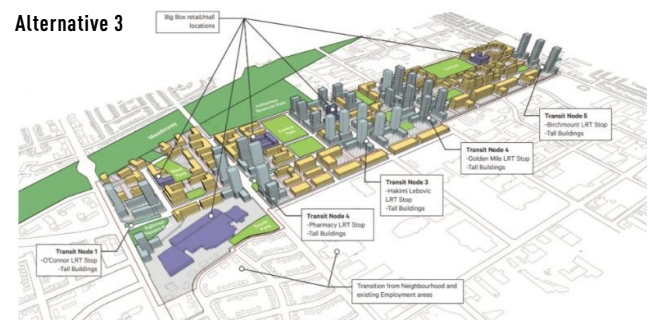
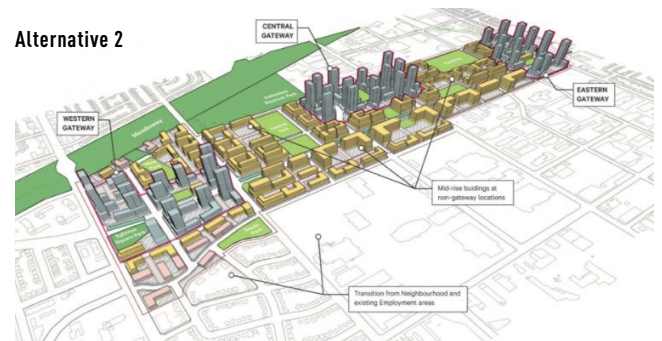
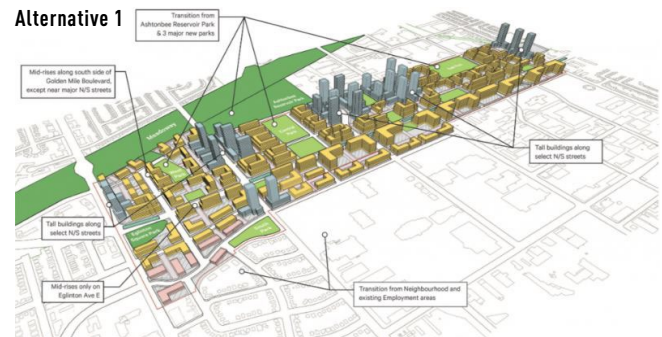
from 2206 Eglinton Avenue East), and 4,180 square metres of retail uses.

"We're anxiously, furiously working to complete this secondary plan," said Gottwald. "The LRT is set to open around 2021 so we are hoping to have all of the policies and plans in place that would allow for development to proceed."

City staff expects to complete the secondary plan early this year. 🌱

SVN created three alternatives for the Golden Mile Secondary Plan, each with a different vision for the area. City staff's preferred option is a mix of 2 and 3.

SOURCE: SVN





# COMMITTEE AGENDA

## TORONTO PRESERVATION BOARD

Toronto Preservation Board will consider the following items at its meeting Monday, January 21 at 9:30 a.m. in committee room 2, city hall.

### COMMUNICATIONS/REPORTS

**49 Spadina Avenue**—Pending report will recommend council endorse a conservation strategy for the property in connection with a proposed development, designate the property under *Part IV* of the *Ontario Heritage Act* and

enter into a heritage easement agreement.

**663 King Street West**—Pending report will recommend council approve alterations to the property in connection with a settlement offer for the redevelopment of the site, request authority to enter into a heritage easement agreement, and state its intention to designate the property under *Part IV* of the *Ontario Heritage Act*.

**15 Duncan Street & 158 Pearl Street**—[Report](#) recommends council approve alterations to the heritage properties to allow

for construction of a 60-storey tower as per a settlement offer between the owner and the city that is before the LPAT. The report also recommends the properties be designated under *Part IV* of the *Ontario Heritage*

*Act* and that heritage easement agreements be executed.

**33 Avenue Road**—Pending report will recommend council approve alterations to the

CONTINUED PAGE 9



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### General Description

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### Primary Responsibilities

- Performing preliminary site investigations and site specific development/zoning reviews
- Monitor new municipal policies and other development activity, as required
- Prepare development schedules and draft development budgets
- Perform due diligence and assist with waiver of conditional periods in Agreement of Purchase and Sale
- Negotiate and administer consultant contracts and construction contracts related to site works (particularly lot grading, site services, top works and landscaping)
- Liaise with government officials and agencies, City staff, ratepayer groups and other stakeholders
- Coordinate and prepare the submission of development approval applications, including but not limited to, Official Plan Amendment, Zoning Bylaw Amendment, Plan of Subdivision, Site Plan Approval, Committee of Adjustment and Condominium Registration applications
- Facilitating and obtaining all necessary municipal and agency permits, including building permits
- Coordinate construction schedules and completion of site works
- Attain site-specific risk assessments or record of site conditions, as required
- Assist in the strategic development of the company and provide industry expertise, and
- Other duties within the scope, spirit and purpose of the job, as required

### Educational Requirements & Desired Skills and Experience

#### Educational Requirements:

University Degree in Civil Engineering;  
 In combination with Structural Engineering is great, but not required (Civil is required)

#### Prior Related Experience:

Related experience in a development and/or construction environment is preferred with a **minimum of 10+ years related experience**

#### Skills:

- Microsoft Office (Excel and Word), Outlook
- Knowledge of municipal regulations, planning processes and planning theory
- Knowledge of contract negotiation, construction tendering and contract administration
- Knowledge of development and project budgets
- Strong interpersonal, communication, and presentation skills
- Time management and organizational skills
- Ability to work independently or in a team environment

Send resumes to [m.dipasquale@dunpar.ca](mailto:m.dipasquale@dunpar.ca).



# TORONTO DESIGN REVIEW PANEL AGENDA

The panel will consider the following matter at its meeting Thursday, January 24<sup>th</sup> at 3:30 p.m. in committee room 2, city hall.

3:30 pm

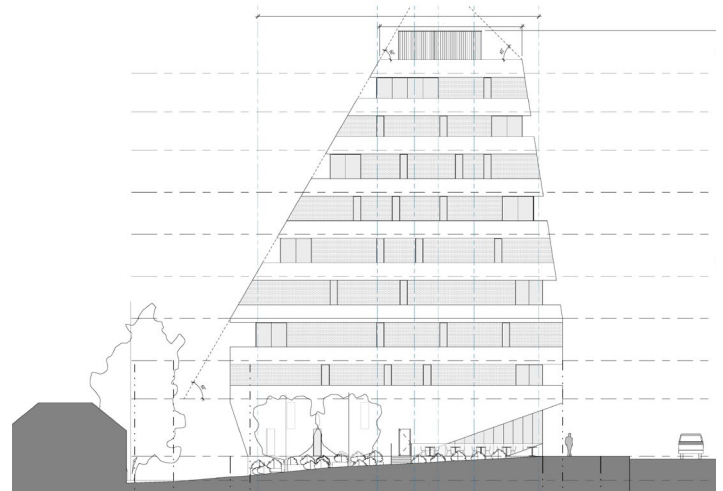
## 861 St. Clair Avenue West—

Panel will undertake its first review of **MalenCapital's** site plan application. Presentations will be made by Toronto planner **Olivia Antonel**

and urban designer **Allison Reid**, as well as **StudioAC** founding partner **Andrew Hill**. **Bousfields** partner **Louis Tinker** also will be in attendance. 🌱

MalenCapital's proposal for 861 St. Clair Avenue West will be considered by the Toronto Design Review Panel at its meeting January 24.

SOURCE: CITY OF TORONTO  
ARCHITECT: STUDIOAC



## COMMITTEE AGENDA

CONTINUED FROM PAGE 8

heritage property to allow for the construction of a mixed-use development approved in principle by the LPAT.

The report also recommends entering into a heritage easement agreement to ensure long-term protection of the heritage property.

**363-365, 367, 381 & 385-391 Yonge Street**—Pending report will recommend council endorse the conservation strategy for the properties in connection with a proposed development,

designate the properties under *Part IV* of the *Ontario Heritage Act*, and enter into heritage easement agreements.

**1204 Queen Street West**—[Report](#) recommends council grant authority for the execution of a heritage easement agreement for the property, known as The Gladstone Hotel, which will allow the owner to benefit from the city's heritage property tax rebate program.

## 401 Richmond Street West—

[Report](#) recommends council grant authority for the execution of a heritage easement agreement for the property, the former Macdonald Manufacturing Company Buildings, which will allow the owner to benefit from the city's heritage property tax rebate program.

## 64 Wellesley Street East—

Pending report will recommend council state its intention to designate the property under *Part IV* of the *Ontario Heritage Act*.

**226 St. George Street**—Pending report will recommend council state its intention to designate

the property under *Part IV* of the *Ontario Heritage Act* and grant authority to enter into a heritage easement agreement.

**721 Eastern Avenue**—Pending report will recommend council state its intention to designate the property under *Part IV* of the *Ontario Heritage Act* and grant authority to enter into a heritage easement agreement.

**33 Murray Avenue**—Pending report will address an objection to the city's intention to designate the property under the *Ontario Heritage Act*, which is currently before the **Conservation Review Board**.



# LPAT NEWS

## LESLIEVILLE MID-RISE DEVELOPMENT SETTLED

In a January 11 decision, LPAT member **Gerald Swinkin** allowed an appeal, in part, by **Queen Leslie Developments Limited** against the **City of Toronto's** failure to make a decision on its rezoning application for 1285 Queen Street East.

Queen Leslie proposes to build a six-storey mixed-use development with 72 residential units and at-grade commercial uses. After filing its rezoning application in July 2017, Queen Leslie appealed council's non-decision as a precautionary measure, to ensure the appeal would be heard by the **Ontario Municipal Board**, prior to the transition to the LPAT regime.

Prior to the hearing, Queen Leslie and the city arrived at a settlement agreement on the basis of a defined rear angular plane, as well as vertical

articulation of the front (north) façade to maintain the rhythm and character of a mainstreet built form.

Planner **Michael Bissett (Bousfield)** provided evidence on behalf of Queen Leslie in support of the settlement. He explained that the property is located in a site and area-specific policy area, which is guided by the Queen Street East: Ashbridge Precinct Urban Design Guidelines, and the proposal satisfies many of the applicable guidelines including height, front angular plane, and a mix of uses.

Bissett testified that although the building penetrates the rear angular plane that would otherwise apply under the urban design guidelines, this is to accommodate two- and three-storey units, and that the settled rear angular plane will maintain adequate sky views to the adjacent Maple Leaf Forever Park.

Having heard Bissett's uncontested evidence, the tribunal found that the proposal represents good planning and allowed the appeal, in part. The final order is withheld pending satisfaction of conditions which include finalization of the rezoning amendments, submission of an updated functional servicing report, and execution of an agreement by the owner to fund any necessary improvements to municipal infrastructure.

Solicitors involved in this

decision were **Ian Andres (Goodmans)** representing Queen Leslie Developments Limited and city solicitor **Thomas Wall** representing the City of Toronto. [See LPAT Case No. [PL171395](#).] 🌟

HAVE A STORY TIP OR IDEA RELATED TO YOUR MUNICIPALITY?

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## GREAT GULF

3751 Victoria Park Avenue  
Toronto, ON M1W 3Z4

### Position: Development Manager (High Rise)

#### Job Summary:

The Development Manager oversees all aspects of development for assigned projects located in the Greater Toronto Area, and in various other current/potential jurisdictions throughout North America. The Development Manager will manage and/or participate in all aspects of development, from project acquisition, design and zoning, through marketing/sales to project finance, construction and project completion at occupancy/registration and post-registration warranty processes.

#### Skills and Qualifications:

- 8-10 years of industry experience, ideally in development management
- Financially focused – comfortable forecasting, creating and working within a budget throughout a projects' lifespan and completing projects on budget
- Must be able to work independently, while keeping lines of communication open with leadership team and key partners
- Development and construction management/administration experience required, including but not limited to scheduling, budgeting, etc.
- Collaborating with a diverse team within Great Gulf, as well as consultants, liaising with authorities having jurisdiction, etc.
- Superior written and verbal communication skills

All qualified applicants are encouraged to apply. Please forward your resume and cover letter to:

Stephanie Monteforte, HR Manager  
E: [careers@greatgulf.com](mailto:careers@greatgulf.com)

For more information please visit [www.greatgulf.com/careers](http://www.greatgulf.com/careers)

# TLAB NEWS

## EXTRA FLOORS APPROVED FOR RICHMOND STREET TOWER

In a January 8 [decision](#), TLAB member **Dino Lombardi** dismissed an appeal by the **City of Toronto** against a decision of the Toronto committee of adjustment to approve a minor variance application by **Petaluma Building Corp.** for 324 Richmond Street West.

Petaluma was granted a rezoning in 2014 to build a 25-storey mixed-use building with 310 residential units. The building is currently under construction. In 2017, Petaluma applied for minor variances to increase the height of the building from 25 to 27 storeys—resulting in 34 new residential units—and to allow a decrease in parking spaces from 162 to 119, as well as other technical variances.

The variances were approved by the COA subject to conditions requiring the provision of 23 bike parking spots beyond the zoning requirement, as well as a \$46,000 *Section 45* payment to the city for local active transportation projects.

The city's principal opposition to the variances concerned the incremental shadow impact of the increased building height, resulting in new shadows cast on the north side of Queen Street West.

City planner **Mladen Kukić** provided evidence on behalf of Toronto, in support of the appeal. He testified that the previously approved 25-storey tower had been the culmination of extensive negotiations with city staff. It had been designed to avoid shadowing the north sidewalk of Queen Street West in key, shadow-sensitive timeframes—namely past 1:18 p.m. during the spring and fall equinoxes. He stated that the proposal fails to meet the intent of planning policies that seek to limit shadowing on this portion of Queen Street, and is directly contradictory to the site-specific zoning.

Planner **Andrew Ferancik** (**WND Associates**) provided evidence on behalf of Petaluma, in opposition to the city's appeal. He testified that the additional building height will only shadow the north sidewalk of Queen Street West for a very limited window of time during the March equinox—for a maximum of 18 minutes on the most severe day. He explained that the difference in shadow impact between the approved 25-storey building and the proposed 27-storey building is negligible, given nearby existing and approved taller buildings.

Ultimately, the TLAB agreed with Ferancik's evidence and found that the

variances satisfy the required tests, noting that on balance the limited new shadow impact arising from the increased building height is appropriate and acceptable. It dismissed the city's appeal, upholding the COA approval.

Solicitors involved in this decision were **Tom Halinski** (**Aird & Berlis**) representing Petaluma Building Corp. and city solicitors **Adrienne deBacker** and **Sara Amini** representing the City of Toronto.

## BEACHES VARIANCES APPROVED

In a January 10 [decision](#), TLAB chair **Ian Lord** allowed an appeal by **Prakash David** against the **Toronto** committee of adjustment's refusal of his minor variance application for 97 Kenilworth Avenue. David seeks variances for a three-storey dwelling with integral garage.

After the appeal was filed, the design of the new house was revised from a flat-roof to a mansard-roof, eliminating some of the requested variances and reducing others. On appeal, three variances were sought, relating to relief for GFA and the width of the front parking space.

Planner **Michael Bissett** (**Bousfields**) provided evidence on behalf of David, in support of his appeal. He

testified that the proposed dwelling fits comfortably within the prevailing neighbourhood character, and noted that nearby COA approvals over the past decade have resulted in densities comparable to or greater than that requested by his client. He explained that what could be constructed as-of-right on the property would have a greater impact than the proposed design.

Neighbour **Christopher Marshall** attended in opposition to the proposal, expressing concern with the massing and scale of the proposed dwelling, which he feels will negatively impact his adjacent property.

The TLAB agreed with Bissett's evidence and found that the variances meet the statutory tests, allowing the appeal subject to a condition requiring construction in accordance with the revised architectural plans.

Solicitor **Daniel Arsenosi** (**Overland**) represented Prakash David.

## WOODBINE-GERRARD VARIANCES APPROVED

In a January 14 [decision](#), TLAB member **Ted Yao** allowed an appeal by **NMR Properties** and **Mary Shechtman** against the **Toronto** committee of adjustment's refusal of their

CONTINUED PAGE 12 ■



# IN BRIEF

## [OMB adjournment of OPA 258 appeals hearing upheld](#)

The **Ontario Divisional Court** has upheld a November 2017 decision of the **Ontario Municipal Board** to adjourn the hearing of appeals of the **City of Toronto's** approval of official plan amendment

258, which provides for the implementation of a development permit system.

In its November 2017 decision, the OMB granted a motion, jointly brought by several appellants, to adjourn the hearing on the basis that the planning merits of OPA 258 could not be tested, as

the city had not yet enacted a companion development permit system by-law to set out how the system would be applied in practice.

The OMB's decision was appealed to Divisional Court by the City of Toronto on several grounds, including that the OMB did not have the jurisdiction to impose a requirement for the city to pass a development permit system by-law. Toronto's appeal was supported by the **Ministry**

## **of Municipal Affairs and Housing.**

Divisional Court dismissed Toronto's appeal and found that the OMB's decision to adjourn the OPA 258 hearing was "a reasonable exercise of the board's core discretionary powers to control its own processes and procedure."

The Ontario Divisional Court's decision can be accessed [here](#). 🌸

# TLAB NEWS

CONTINUED FROM PAGE 11

minor variance application for 597 Woodbine Avenue.

The applicants seek variances to add rear additions to the existing dwelling, constructed in the early 1900s, in order to provide three residential units where two currently exist. Much of the requested variance relief is to recognize current conditions, given that the existing residence is built out fully to the lot lines.

Planner **Martin Rendl** (**Martin Rendl Associates**) provided evidence on behalf of the applicants in support of

their appeal. He testified that the requested variances will increase the provision of rental housing in accordance with relevant planning policies, no height variance is being sought, and the FSI variance will have an imperceptible impact over the existing condition.

Neighbours **Jonathan and Leah Jarvis**, whose residence is elevated above 597 Woodbine due to a slope in grade, objected to the proposed additions on the basis that their view of Lake Ontario may be obstructed—no supporting

photographs or analyses were provided.

The TLAB agreed with Rendl's evidence and found that the variances meet the statutory considerations and that the new rental units will contribute to the achievement of a complete community as planned for in local and provincial policies.

The appeal was allowed, and the variances authorized on the condition that construction proceeds in accordance with the plans submitted to TLAB.

Solicitor **Ron Kanter** (**Macdonald, Sager, Manis**) represented NMR Properties and Mary Shechtman. 🌸

## PEOPLE

**SvN Architects + Planners** has appointed **Shonda Wang, Sony Rai** and **Liana Bresler** as new partners.