

NOVÆ RES URBIS TORONTO

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■ MIXED-USE DEVELOPMENT AT BLOOR-ISLINGTON WILL HELP TRANSFORM THE AREA, BUT NOT QUITE YET ...

ACTIVATING ETOBICOKE CENTRE'S NEW HEART

Matt Durnan

A mixed-use transit-oriented development proposed for a city-owned site in Etobicoke would bring significant housing—including almost 500 affordable homes—to the Islington station area while

making important transit infrastructure improvements with a new and fully integrated multimodal transit station. The long-delayed project took a step forward last month, but still has some crucial thresholds to cross before its vision can be realized.

At its April 17 meeting, **City of Toronto** council approved a zoning by-law amendment

application and draft plan of subdivision for a site at 3326 Bloor Street West and 1126 Islington Avenue in Etobicoke to permit the development of a mixed-use community that is part of the City's Housing Now initiative.

The city-owned site currently accommodates both a **TTC** and **MiWay** (Mississauga

Transit) bus terminal, as well as the TTC's Islington subway station and an adjoining TTC commuter parking lot.

The proposed site redevelopment would demolish the existing bus terminal and relocate it to the northern portion of the site. It would also develop three new mixed-

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Rendering at grade looking north from Bloor Street West at the proposed redevelopment of the Housing Now site at 3326 Bloor Street West and 1226 Islington Avenue in Etobicoke. The city-owned site currently accommodates a TTC and MiWay (Mississauga Transit) multimodal transit terminal. The approved site redevelopment would demolish the existing transit station and relocate it on the north side of the site, integrating it with new mixed-use buildings accommodating residential, community and retail uses. The site redevelopment will bring nearly 1,500 new residential units to the area, including almost 500 affordable rental units.

SOURCE: CITY OF TORONTO



UPCOMING DATES

MAY

- 6 Scarborough Community Council, 9:30 a.m.
- 7 Toronto & East York Community Council, 9:30 a.m.

Preservation Board, 9:30 a.m.
- 8 North York Community Council, 9:30 a.m.
- 9 Planning & Housing Committee, 9:30 a.m.
- 13 Etobicoke York Community Council, 9:30 a.m.
- 14 Executive Committee, 9:30 a.m.
- 15 Design Review Panel, 12:45 p.m.
- 22-24 Council, 9:30 a.m.
- 27 Board of Health, 9:30 a.m.
- 28 Infrastructure & Environment Committee, 9:30 a.m.
- 29 Economic & Community Development Committee, 9:30 a.m.
- 30 General Government Committee, 9:30 a.m.

JUNE

- 3 Etobicoke York Community Council, 9:30 a.m.
- 4 North York Community Council, 9:30 a.m.
- 5 Preservation Board, 9:30 a.m.
- 11 Toronto & East York Community Council, 9:30 a.m.
- 12 Scarborough Community Council, 9:30 a.m.
- 13 Planning & Housing Committee, 9:30 a.m.
- 18 Executive Committee, 9:30 a.m.



REPORT WARNS ENCROACHING DEVELOPMENT AND FRAGMENTED OVERSIGHT PUT TORONTO PORT AT RISK

THREADING THE NEEDLE



Lana Hall

Toronto's port system supports thousands of jobs and generates over four million dollars in economic activity in the city each year. But inconsistent governance and encroaching waterfront development are putting its future at risk, according to a new report commissioned by the **Toronto Industry Network (TIN)**. As one of the city's largest underdeveloped sites near the downtown core, Toronto's Port Lands district continues to be marked by competing interests in a city desperate for both housing and the certainty of long-term economic prosperity.

The report 'Understanding the Importance of the Port and Marine Freight Shipping in Toronto,' was prepared by infrastructure and transportation consulting firm **CPCS** and released on April 30. Despite providing 2,000 jobs and generating \$466 million in economic activity annually, the Port Lands district faces the prospect of hav-

ing more than half of its 11 kilometres of industrial waterfront footage removed to make way for new residential communities and an expanded film studio district. This potential disruption, argues the report, puts the city's local businesses and supply chains at risk, and could result in an increase in truck-based shipping, which would put more vehicles on the road and increase carbon emissions at a time when the City is working to reduce them.

To further complicate matters, Toronto, unlike other Canadian port cities such as Hamilton and Montreal, does not have a single authority governing port activity on both the marine and

land sides of Lake Ontario. Ports Toronto governs signage and operations on the water itself, while City-owned land beyond the dock wall is governed by **CreateTO**, the City's real estate authority. This makes port operations unnecessarily complex for shippers and freight recipients. The challenge, says TIN vice-president **Kendall Fullerton**, is that an organization like CreateTO is focused primarily on land development, and is not equipped to manage port operations.

"CreateTO looks at this as another architectural playground to create a new cityscape: 'We can put some more residen-

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The environmental benefits and savings that you get from the Ontario Line, Eglinton Crosstown and the Hurontario LRT would all be offset if you started to truck in those materials [rather than shipping by water].

- Adrian Lightstone

NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
matt@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
NRU Publishing Inc.
PO Box 19595 Manulife PO,
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THREADING THE NEEDLE

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tial down there, we can play with getting the gritty side of Toronto up next to the fancy side...” Fullerton told *NRU*. “... But they don’t really think about it from a practical standpoint. Now you’re getting more people around an active port where you have large trucks moving, where you have big ships moving. You’re trying to suggest that people can canoe in the channel at the same time that you have a 400,000 metric-tonne ship in the channel.”

To support the port’s functioning and long-term prosperity, say the report authors, the port’s existing governance structure should be overhauled and replaced with a single agency taking the lead on operations and coordination between stakeholders. That new agency could be locally-based, or could be a shared entity

such as the **Hamilton-Oshawa Port Authority**, which controls activities at both cities’ ports. Additionally, the report recommends the provincial government develop greater involvement in the port’s strategic direction as part of a long-term strategy under the **Province of Ontario’s** Marine Transportation Strategy, which recognizes the importance of marine shipping for Ontario’s economic growth.

But the Port Lands, one of Toronto’s largest underdeveloped districts, is also viewed as prime land for residential and mixed-use intensification, as well as the expansion of Toronto’s film production studios, many of which are located in the area. In a neighbourhood with so many competing interests, careful planning is more important than ever.

“It’s a real ‘thread the needle’ exercise,” says City of Toronto ward 17 Don Valley North councillor and chair of the City’s budget committee **Shelley Carroll**.

Fortunately, says Carroll, starting much of the development “from scratch”—especially on the residential side—enables the City to take these competing needs into consideration during the planning phase.

The biggest challenge, she believes, will be maintaining the employment lands in such a way that they co-exist with residential uses and are not forced to sacrifice square footage of operational space to accommodate that residential use.

“We’re investing so much in creating a pleasant waterfront that you want to be able to make sure that [housing] fits in... But we have to nail down the employment [land] so that we don’t start building and then we say, ‘I just want to vary that a little bit. I just want to move this line and

that line,’ and the next thing you know, you’ve sterilized the neighbourhood in a way in which the studio can’t expand,” she says. “That’s been part of it, designing it so that it doesn’t end up having ‘scope creep.’”

Despite having less land within its functional boundaries compared to ports in cities like Hamilton and Chicago, Toronto’s port serves many of the city’s needs, including those of its growing residential population. Between 2010 and 2022, the tonnage of goods flowing through Toronto’s port has increased by approximately four per cent year-over-year, according to data from Ports Toronto.

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Map showing the boundaries of Toronto’s waterfront, including the Port Lands (rightmost section outlined in red). A report commissioned by the Toronto Industry Network and written by infrastructure consulting firm CPCS says inconsistent governance and encroaching waterfront development could be putting at risk the Toronto port’s future as a hub of economic activity for goods movement at risk.

SOURCE: CITY OF TORONTO ARCHIVES



THREADING THE NEEDLE

CONTINUED FROM PAGE 3

“I think a lot of people think, ‘Oh the port—it’s been there a long time, a lot of industry’s no longer there,’ but that’s misleading,” says CPCS vice-president, Canada, **Adrian Lightstone**.

“There’s specific commodi-

ties that are coming through there—salt for the road, building materials that are required to solve the housing problems in Toronto ... sugar as an input to food production.”

Importing these products using large commercial trucks from the closest major ports instead, says Lightstone, could create 17,000 to 25,000 tonnes of CO2 emissions annually, at odds with the City’s and Province’s environmental and carbon emissions reduction goals.

“The environmental benefits and savings that you get from the Ontario Line, Eglinton Crosstown and the Huron LRT would all be offset if you started to truck in those materials [rather than shipping by water].”

For its part, the City says its Port Lands revitalization plans have included consultation

with multiple stakeholders, including port authorities, as the City looks to maximize the land for a much-needed mix of uses, including affordable housing.

“The City and Waterfront Toronto have continued to work with the port industries through the implementation of the approved and in-force Port Lands Official Plan Modification, including the development of new park spaces, flood protection, Villiers Island planning, and the planning of employment-focused districts and the Port of Toronto,” reads a statement sent to *NRU* from the City of Toronto.

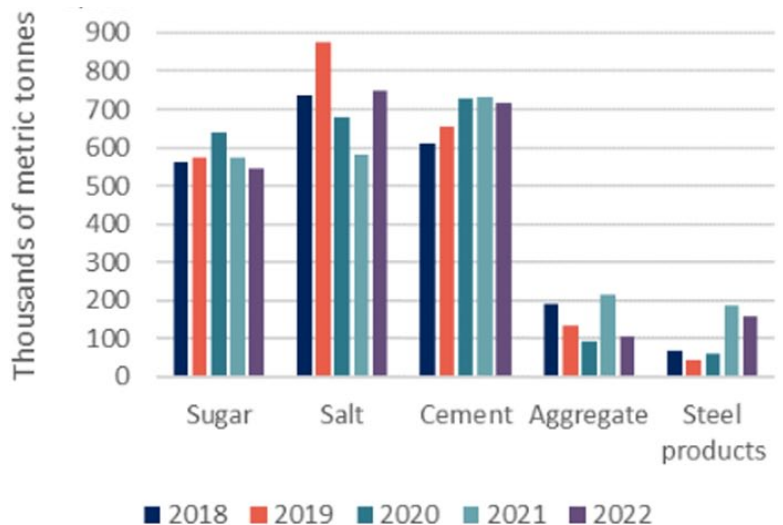
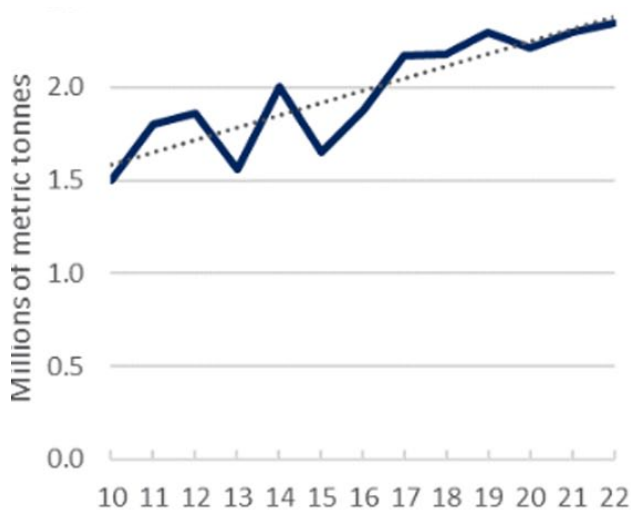
The statement also points to the City’s Central Waterfront Secondary Plan (2003) and its Port Lands Planning Framework (2017), which lay out visions for a mixed-use community that can co-exist with the operations of a working port, including strategies for addressing noise, air quality, transportation and infrastructure.

“The Port Lands’ districts

are planned to evolve over time, with residents and employees able to enjoy nature and recreation, the vibrancy of the public realm, diverse employment and housing opportunities, and the industrial activity of the Port, all within a 5 to 10 minute walk” reads the statement. 🌱

Graphs showing the increase in tonnage of freight flowing through Toronto’s port between 2010 and 2022 (left) and by product category (right) between 2018 and 2022. Data from Ports Toronto shows freight tonnage has increased by nearly four per cent year-over-year since 2010. A new report authored by infrastructure consulting firm CPCS and commissioned by the Toronto Industry Network argues that goods movement figure is likely to continue increasing as Toronto’s population grows. Transporting that amount of freight by truck instead of by ship would add more vehicles to the roads and increase carbon emissions at a time when the city is working to reduce them.

SOURCE: CPCS



ETOBICOKE CENTRE

CONTINUED FROM PAGE 1

use buildings, comprising four towers atop three podiums on the site. The towers would contain around 1,453 residential units, 33 per cent of which (494 units) would be affordable rental units provided through the Housing Now initiative.

By locating the new transit station to the northern portion of the site, the redevelopment is able to integrate residential uses into the new transit buildings, meaning future tower residents will be able to access the station directly from their homes.

“Bloor-Islington, together with the Bloor-Kipling Housing Now site and the future Etobicoke Civic Centre will become the heart of Etobicoke Centre, creating a vibrant and connected community for both local residents and the city as a whole to enjoy,” CreateTO director of development **Jason Chen** told *NRU*.

“The vision and design principles for Bloor-Islington and Bloor-Kipling were developed with regard for one another, through an integrated block context planning process.”

In addition to bringing significant housing to the neighbourhood, the proposed Bloor-Islington redevelopment will create a much more pedestrian-friendly transit experience, with the relocation

of the Islington transit station which will be fully integrated into the housing, retail and public spaces that are approved for the site.

“Bloor-Islington will be a complete transit-oriented community featuring affordable rental and market housing directly integrated with a newly-accessible Islington station. Residents in these new buildings will have direct access to transit through a new, fully accessible bus station and accessibility upgrades to the subway station,” Ward 3

Etobicoke-Lakeshore councillor **Amber Morley** told *NRU*.

“This site is a 10-minute walk from what will be the new Etobicoke Civic Centre, which just broke ground on April 10, 2024. The new civic centre will serve as a civic hub and will include community services like a child care centre, library, public health clinic and a recreation centre.”

City council gave final approval to the zoning by-law amendment and draft plan of subdivision for the proposed development last month, with an amendment that requests that city planning staff assess additional opportunities for pick-up and drop-off spaces along the new public street during the next phase of design.

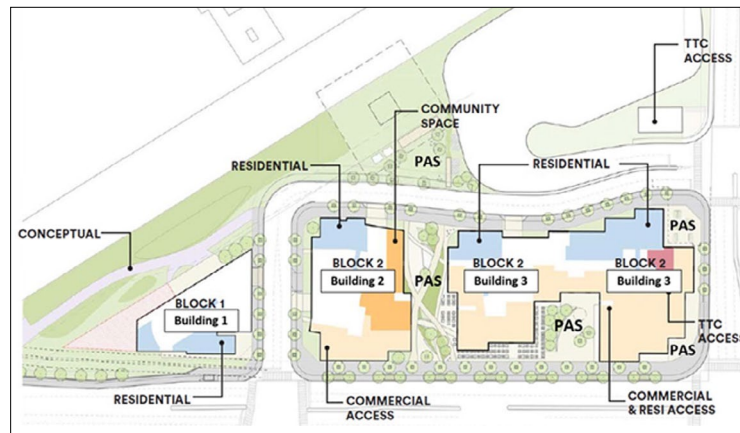
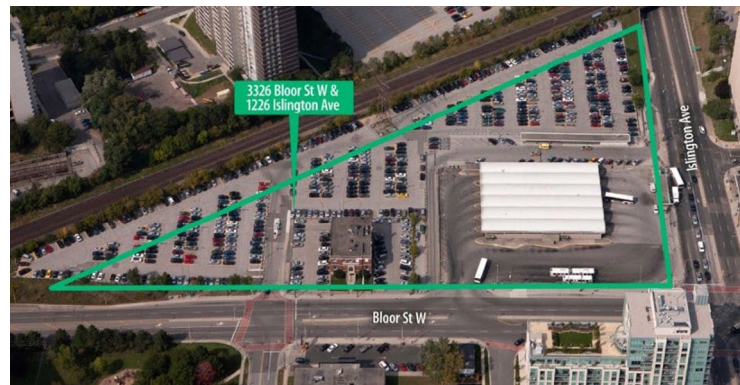
“CreateTO prioritizes work

that creates opportunities, builds culture and inclusive communities and improves quality of life. Bloor-Islington checks all of those boxes with new affordable housing, new direct connections to transit, and new public spaces in one complete community,” Chen said.

“We will now be preparing to seek a development partner for the site, the timing of which will be dependent on market conditions.”

The Bloor-Islington site is a key piece of a much larger puzzle being put together by the City’s planning division, as

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Aerial image showing the city-owned Housing Now site at 3326 Bloor Street West and 1226 Islington Avenue, which currently accommodates a TTC and MiWay (Mississauga Transit) bus terminal and parking lot in Etobicoke. The site has been approved for a mixed-use development that will bring 1,453 new residential units, including 494 new affordable rental units, to the neighbourhood, along with other uses.

SOURCE: CITY OF TORONTO

Concept site plan for 3326 Bloor Street West and 1226 Islington Avenue, which has been approved for redevelopment. Included in the proposed development are three mixed-use buildings comprising four towers of 30 to mid-40 storeys. The towers will accommodate more than 1,400 new residential units. The redeveloped transit station would be fully integrated into the new development, with access from the new buildings. The proposal for the redevelopment of the site also includes new open space and pedestrian paths.

SOURCE: CITY OF TORONTO

ETOBICOKE CENTRE

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part of Etobicoke Centre, one of four centres in the city that has been earmarked in the official plan to accommodate growth and a dynamic mix of housing, employment opportunities, commercial activity and community amenities. The other three centres are North York Centre, Scarborough Centre and Yonge-Eglinton Centre.

Bloor-Islington is one of 22 of the Housing Now initiative's city council-approved sites. The Housing Now initiative leverages city-owned properties to develop affordable housing, with a goal of creating housing that is close to transit and amenities and will be affordable to residents across a wide range of income levels. The redevelopment of this site will completely transform around two hectares of city-owned land into a transit-oriented community hosting hundreds of affordable housing units.

While it has been a long time coming to get the necessary approvals in place for the Bloor-Islington Housing Now site, housing advocate and **HousingNowTO** technical lead **Mark Richardson** says that the City 'got it right' this time around, adding that this redevelopment proposal should serve as an example for how these city-owned sites should

be planned.

"It's all very reasonable on height and density there. I think most of the buildings are 30 to mid-40 [storeys]. It's being blocked out [massed and allocated] appropriately, so you have a lot of podium capacity for community centres or daycares or whatever it is you may need at that interchange," Richardson told *NRU*.

"This is exactly what a Housing Now site on TTC lands should be delivering. It's now at both ends of the Bloor-Danforth subway. You're seeing it at the Kennedy station. You're seeing it now at Islington and Kipling stations that the City is more aggressively deploying density at these transit nodes that it owns."

Combined with the housing planned for another CreateTO development just a short distance away at Bloor-Kipling, this area of Etobicoke will see

upwards of 4,200 new housing units, including approximately 1,400 affordable rental homes, along with a new Etobicoke Civic Centre and a new city park.

While Richardson is delighted with the City's achievement in maximizing the number of housing units to be developed on the Bloor-Islington site—the proposal has seen an increase from 1,250 units in December of 2018 to more than 1,400 units today—he is less than enthusiastic contemplating the amount of time it has taken for the City to get to this point in the project.

Much of the delay in getting the Bloor-Islington project off and running is due to the site's partial location under an existing hydro line. The City of Toronto will require an easement to provide a future public road on the site and is seeking to acquire a small portion of the hydro corridor lands to facilitate that, but that deal requires input from a large number of stakeholders and has still yet to be finalized.

"It's one of these things where everybody has a valid

reason for input, but nobody is in charge. This is the problem when you have these kinds of sticky issues that involve inter-jurisdictional stuff; it really only gets decided if you engage at the executive level," Richardson said.

"I don't think this ever landed on **Doug Ford's** desk, I don't think it's ever landed on [former mayor] **John Tory** or [current mayor] **Olivia Chow's** desk. If it had, it probably would have been resolved in a couple of phone calls between executives in an afternoon. Because staff are sometimes unwilling to put these kinds of process problems in front of the executive level, they just kind of grind through the process machine."

The agreement for the City to acquire the small piece of Hydro One lands on the site has not yet been finalized, though it has been approved by the Province, with a tentative finalization date by the Province in October. 🌱



Massing diagram looking north from Bloor Street West at the proposed redevelopment of the Housing Now site at 3326 Bloor Street West and 1226 Islington Avenue in Etobicoke. The approved redevelopment will add nearly 1,500 new homes, including almost 500 new affordable rental units, to a site that accommodates a TTC and MiWay (Mississauga Transit) multimodal transit station.

SOURCE: CITY OF TORONTO

STANDING COMMITTEE AGENDAS

TORONTO PRESERVATION BOARD

Toronto Preservation Board will consider the following agenda items at its meeting Tuesday, May 7 at 9:30 a.m., via video-conference.

26 Millwood Road—[Report](#) recommends that council state its intention to designate the property under Part IV of the *Ontario Heritage Act*. The Millwood Road property contains a two-storey detached house form building constructed between 1880-1885 for prominent local businessman and former mayor of North Toronto **Joseph Stanley Davis**. An application submitted by the owner seeking permission to demolish the structure was deferred by Toronto & East York Community Council at its April 3 meeting.

1117 Queen Street West—[Report](#) recommends that council refuse applications to alter and demolish heritage attributes of the designated Queen Street West heritage property, known as Postal Station ‘C’ completed in 1903. Official plan and zoning by-law amendments to permit the development of a 29-storey mixed-use building were refused by Toronto city council at its February 6 meeting. The planning applications have been appealed to the **Ontario**

Land Tribunal.

135 Roxborough Drive—[Report](#) recommends refusal of an application for alterations to the designated Roxborough Drive heritage property, which is classified as a C-rated property in the North Rosedale Heritage Conservation District (HCD). The owner is requesting approval for the (already partially undertaken) painting of the masonry on the east and west facades of the two-storey house. As the painting does not comply with the policies in the North Rosedale HCD Plan nor with the **Parks Canada Standards and Guidelines** for the Conservation of Historic Places in Canada, staff are recommending that the application be refused.

98 Highland Avenue—[Report](#) recommends refusal of an application for alterations to the designated Highland Avenue heritage property, which is classified as a B-rated property in the North Rosedale Heritage Conservation District (HCD). The owner is requesting retroactive approval for new windows that have already been installed which, in the opinion of staff, do not comply with the policies in the North Rosedale HCD Plan nor the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.

1420 Yonge Street—[Report](#) recommends refusal of an application to demolish the designated Yonge Street heritage property, which contains the end of a row of three-storey main street commercial buildings built in 1932 in the Spanish colonial Revival style. Planning applications to permit the development of a 50-storey mixed-use building that would conserve elements of the heritage structures have been approved. The applicant now proposes to demolish the building at 1420 Yonge Street in order to prevent downgrading and narrowing of the adjacent Yonge Street cycle tracks for three years during construction. The demolished building would be commemorated by constructing a replica of parts of its front façade using salvaged panels. Staff do not support the proposal.

639, 641, 645, 649 & 651 Yonge Street—[Report](#) recommends approval of applications to alter and to demolish heritage attributes of the existing Part IV-designated heritage properties, and to enter into a Heritage Easement Agreement with the owner. The owner proposes to develop a 76-storey residential tower on the site, containing commercial and community cultural uses at grade. The existing street-facing

elevations of the heritage buildings would be conserved and adapted to provide active entrances into a new atrium space in the new development.

123 Wynford Drive—[Report](#) recommends refusal of applications to alter and to demolish heritage attributes of the existing Part IV-designated heritage property. The property, originally known as the **Japanese Canadian Cultural Centre**, was built in 1963 to the design of architect **Raymond Moriyama**. Applications have been submitted to develop two high-rise residential towers on the site that would partially retain and integrate portions of the heritage building. Staff find that “*The proposal to demolish the building and alter the property would result in the irrevocable loss of the significant cultural heritage values and attributes of this landmark property in Toronto including the building and its relationship with the landscape and natural ravine, its value as a living memorial to the resilience of the Japanese Canadian immigrants to Canada and its associative value as having been designed by the late celebrated architect, Raymond Moriyama.*”

2991 & 2993 Dundas Street West—[Report](#) recommends that council include the Dundas Street West properties

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STANDING COMMITTEE AGENDAS

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on the City of Toronto's Heritage register in accordance with the prepared statement listing reasons for inclusion. The properties contain two-storey main street commercial row-type buildings that were identified through the Junction Phase 1 Heritage Conservation District Study.

PLANNING & HOUSING COMMITTEE

Planning & Housing Committee will consider the following agenda items at its meeting Thursday, May 9 in committee room 1, City Hall.

Update Downsview: Secondary Plan, Zoning By-law, Urban Design Guidelines and Master Environmental Servicing Plan—[Final report](#) recommends that council adopt Official Plan Amendment 716 for the Downsview Secondary Plan, that it amend Zoning By-law 569-2013 for certain lands within the Downsview Secondary Plan area, that it adopt the Downsview Urban Design Guidelines and adopt the Downsview Master Environmental Servicing Plan. The four interrelated actions are part of a comprehensive planning framework to guide

growth in the Downsview area over the next 30 years to guide the redevelopment of the area to accommodate up to 115,000 new residents (in 63,000 housing units) and 52,000 workers.

Proposed OP and Municipal Code amendments—[Report](#) recommends that council adopt Official Plan Amendment (OPA) 720 to update Schedule 3 of the Official Plan to clarify and streamline complete application requirements, and that it update Section 3.1.6 - Heritage Conservation to detail a new requirement for a Cultural Heritage Evaluation Report. If approved, OPA 720 would also add the Cultural Heritage Evaluation Report requirement to Schedule 3 of the Official Plan.

Expanding Housing Options in Neighbourhoods: Major Streets Study—[Report](#) recommends that council adopt Official Plan Amendment 727 to permit the development of townhouses and small-scale apartment buildings along major streets in designated *Neighbourhood* areas across the city. Also proposed are amendments to Zoning By-law

569-2013 to implement these new official plan permissions as-of-right in all residential zones across Toronto, and to implement appropriate new performance standards for the new permissions.

Expanding Housing Options in Neighbourhoods: Neighbourhood Retail and Services Study Phase 2 Proposals Report—[Report](#) presents a proposed zoning approach to permit the development of certain small-scale retail, service and office uses on Residentially-zoned properties within designated *Neighbourhood* areas city-wide. The report seeks the planning & housing committee's endorsement to continue undertaking public consultations on the proposed zoning approach to such permissions.

Transit-Oriented Communities status update—[Report](#) with confidential attachment provides an update on matters related to the Provincial Transit Oriented Communities (TOC) program and proposals that have progressed through the program over the past year. The report contains an update on the Provincial Value Allocation Framework that addresses community benefits requirements for individual TOC proposals, and provides an update on all proposed TOC projects to date along the Ontario Line and Scarborough Subway Extension priority transit projects.

City comments on proposed Bill 185—[Interim report](#) indicates that a supplementary report containing analysis and recommendations on proposed legislative and policy changes as a result of the anticipated impacts of Bill 185 – *Cutting Red Tape to Build More Homes Act*, will be made available prior to the planning & housing committee meeting.



COMMUNITY COUNCIL AGENDAS



SCARBOROUGH COMMUNITY COUNCIL

Scarborough Community Council will consider the following agenda items at its meeting Monday, May 6 at 9:30 a.m. in Council Chamber, Scarborough Civic Centre.

1891 Eglinton Avenue East—[Report](#) recommends approval of a Class 4 Noise Area designation for the Golden Mile site under the NPC-300 noise guidelines administered by the **Ministry of Environment, Conservation & Parks**. The proposed noise designation would allow for higher daytime and night-time sound level limits than would be permitted otherwise in relation to a noise sensitive land use such as residential and associated outdoor living areas.

180 & 260 Brimley Road—[Appeal report](#) seeks council direction for staff to attend an OLT hearing in opposition to appeals by **Chilocco Building Corporation** for official plan and zoning by-law amendments and draft plan of subdivision. The applicant proposes to develop the 15.625-hectare property with 1,337 townhouses in a mix of back-to-back, stacked back-to-back, and on-street formats. Also proposed are blocks for roads and a 0.68-hectare park.

1880-1890 Eglinton Avenue East and 1523 & 1525-1545 Victoria Park Avenue—[Report](#) recommends council approval of a public art plan for the site. Public art is proposed to be located in a privately-owned publicly accessible open space on the site along Eglinton Avenue near the corner of Victoria Park Avenue. The public artwork would be commissioned through a two stage invitational process, with a longlist of 11 artists, including artists from equity-deserving communities and artists local to Scarborough.

Eglinton GO Area Urban Design Guidelines—[Final report](#) recommends that council adopt the Eglinton GO Area Urban Design Guidelines and that City staff apply the guidelines to the evaluation of all current and future development applications within the study area.



TORONTO & EAST YORK COMMUNITY COUNCIL

Toronto & East York Community Council will consider the following agenda items at its meeting Tuesday, May 7 at 9:30 a.m. in Committee Room 1, City Hall.

191-199 College Street and 74-76 Henry Street—[Final report](#) recommends approval of official plan and zoning by-law

amendment applications by **11265767 Canada Corp.** The applicant proposes to develop a 31-storey mixed-use building containing 1,356 square metres of non-residential space and 490 rental dwelling units, including 408 affordable units and 12 replacement dwelling rooms.

Re-allocating Section 37 funds in Ward 11—[Report](#) recommends that council amend seven site-specific zoning by-laws to permit the re-allocation of unspent *Section 37* funds within Ward 11. The funds would be reallocated towards TTC station improvements, climate smart affordable housing, or local heritage conservation district matters.

1910, 1920 & 1944 Yonge Street—[Final report](#) recommends approval of rezoning and rental housing demolition applications by **1920/1944 Davisville Centre Inc.** to permit the development of two towers of 48 and 53 storeys connected by an 11-storey podium. The proposed development would contain a minimum of 16,000 square metres of non-residential space, as well as 1,041 residential units, including 102 rental replacement units.

639-653 Yonge Street—[Final report](#) recommends approval of official plan and zoning by-law amendment applications

by **HOL Holdings Inc.** et al to permit the development of a 76-storey mixed-use building. The proposed development would contain 1,442 square metres of non-residential space and 789 residential units. A 69.1-square-metre on-site parkland dedication is proposed, to facilitate the expansion of the adjacent George Hislop Park.

1095 & 1111 Danforth Avenue—[Final report](#) recommends approval of a rezoning application by **1095-1111 Danforth Project GP Inc.** to permit the development of a 13-storey mixed-use building containing 673 square metres of retail space and 272 rental dwelling units.

1117 Danforth Avenue—[Final report](#) recommends approval of rezoning and rental housing demolition applications by **Houselink and Mainstay Community Housing.** The applicant proposes to develop a 14-storey mixed-use building containing 550 square metres of at-grade retail space, and 27 social housing replacement units and 81 net new affordable rental units above.

1400 Gerrard Street East—[Final report](#) recommends approval of a rezoning application by **Gerrard Woodfield Holdings Inc.** to permit the development of a seven-storey mixed-use

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COMMUNITY COUNCIL AGENDAS

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building containing 122 square metres of retail space and 19 residential units above.

1930-1939 Bloor Street West and 3, 5 & 21 Quebec Avenue—[Refusal report](#) recommends that council refuse rezoning and rental housing demolition applications by **1934-1939 Bloor St W Ltd.** The applicant proposes to develop a 17-storey mixed-use building containing 380 square metres of retail space and 144 dwelling units, including 12 rental replacement units.

1304-1318 King Street West and 143-145 Cowan Avenue—[Refusal report](#) recommends refusal of applications by **2600546 Ontario Inc.** for official plan and zoning by-law amendments and rental housing demolition. The applicant proposes to develop a 21-storey mixed-use building containing 213 square metres of retail space and 263 dwelling units, including eight replacement rental units.

137-141 Isabella Street—[Refusal report](#) recommends refusal of a rezoning application by **137 Isabella Street Limited** and **141 Isabella Street Limited.** The applicants propose to

develop a 69-storey residential building containing 823 dwelling units. An existing seven-storey apartment building and a three-storey single-detached dwelling on the site would be demolished. The 61 existing rental units within the buildings proposed for demolition would be replaced within the new development.

2991 & 2993 Dundas Street West—[Report](#) recommends inclusion of the Dundas Street West properties on the City's Heritage Register. The properties contain two two-storey main street commercial row type buildings within the Junction Phase I Heritage Conservation District Study area and have been evaluated as meeting one or more of the provincial criteria for determining cultural heritage value or interest.



NORTH YORK COMMUNITY COUNCIL

North York Community Council will consider the following agenda items at its meeting Wednesday, May 8 at 9:30 a.m.

in Council Chamber, North York Civic Centre.

824 Sheppard Avenue West and 177, 179 & 181 Cocksfield Avenue—[Final report](#) recommends approval of rezoning and rental housing demolition applications by **ACLP-Sheppard Avenue GP Inc.** to alter the deployment of density for an approved 12-storey mixed-use building, with minor changes to height and setbacks. The applications would also remove the “rental” tenure term from the existing site-specific zoning by-law, and would provide more detail with regard to the unit mix of 15 proposed rental replacement units.

272, 284, 286, 288, 290 & 297 Lawrence Avenue West and 1507, 1525, 1537, 1539, 1545 & 1549 Avenue Road—[Appeal report](#) seeks council direction for staff to attend an OLT hearing in opposition to official plan and zoning by-law amendment applications by **First Capital (Ontario) Corporation.** The applicant proposes a mixed-use development comprising one 12-storey building and one 14-storey building. A total of 889 square metres of retail space and 665 residential units are proposed for the development, in addition to a new public right-of-way and a 1,088-square-metre on-site parkland dedication.

47 Ranleigh Avenue—[Final report](#) recommends approval of a rezoning application by **Wenhua Zhang** to permit the

development of a four-storey apartment building containing 16 dwelling units. **501 & 503 Eglinton Avenue East and 383, 385, 387 & 389 Cleveland Street—[Final report](#)** recommends approval of a rezoning application by **1000100022 Ontario Inc.** to permit the development of a 14-storey mixed-use building containing 468 square metres of at-grade retail space and 207 residential units.

56 Finch Avenue West—[Final report](#) recommends approval of a rezoning application by **Vandelay I&C Corp.** to convert an existing two-storey residential building to office use.

298 Newton Drive—[Final report](#) recommends approval of a rezoning application by **2602586 Ontario Inc.** to permit the development of six three-storey townhouses.



ETOBICOKE YORK COMMUNITY COUNCIL

Etobicoke York Community Council will consider the following agenda items at its meeting Monday, May 13 at 9:30 a.m. in Council Chamber, Etobicoke Civic Centre.

135 Plunkett Road—[Final report](#) recommends approval of a rezoning application by **St. Gaspar's Development Corp.**

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IN BRIEF

City seeking input on ReNew Sheppard East Study

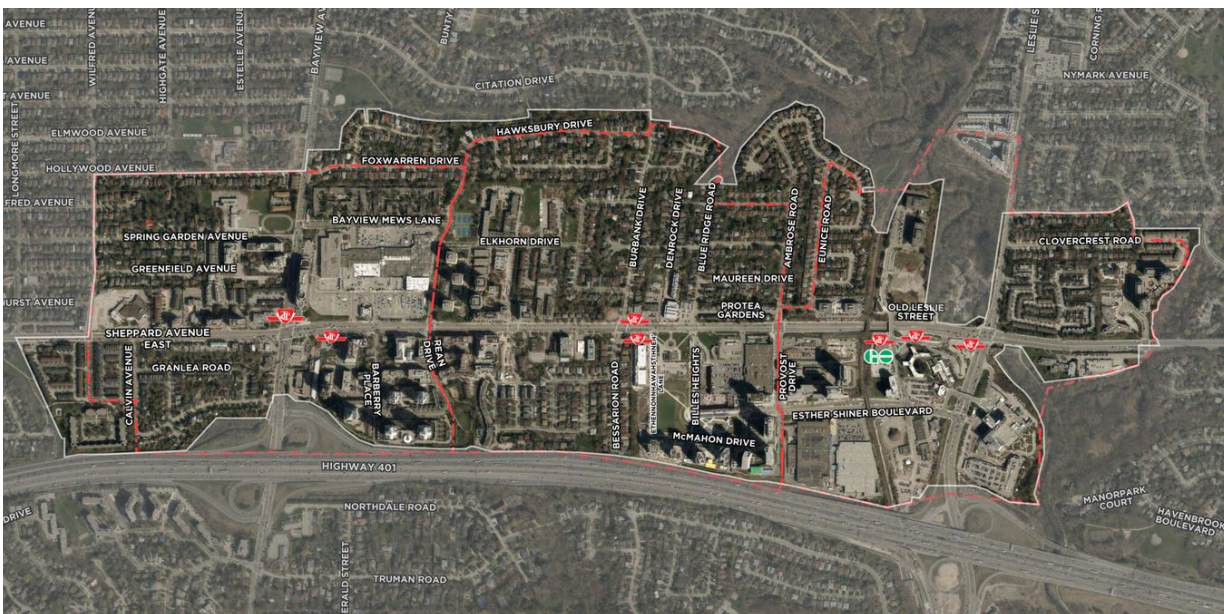
The **City of Toronto** is in the process of developing a vision and plan to guide growth and future development along Sheppard Avenue East. The ReNew Sheppard East

Planning Study, covering the Sheppard Avenue East corridor between Bayview Avenue and Leslie Street, will provide recommendations to clarify, refine and/or strengthen the existing policy framework for the area. These recommendations could

include changes to the City's official plan, and/or area-specific planning tools and policies.

The City is seeking public feedback on the current phase of the ReNew Study. For more information about the Renew Sheppard East Planning Study

or to provide your thoughts on key components of it, please visit the City of Toronto website [here](#) until Friday, May 10. Feedback can be submitted by completing an online survey and leaving comments on an interactive map. 🌱



Map showing the area and boundaries of the ReNew Sheppard East Planning Study in Toronto. The City of Toronto is seeking public feedback on the current phase of the study through an online survey and interactive map available on the City's website until Friday, May 10.

SOURCE: CITY OF TORONTO

COMMUNITY COUNCIL AGENDAS

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to permit the development of six blocks of four-storey stacked back-to-back townhouses, for a total of 146 residential units.

2636-2654 Eglinton Avenue West and 1856 & 1856A Keele Street—[Appeal report](#) seeks council

direction for staff to attend an OLT hearing in opposition to rezoning and site plan control applications by **Keeli Li Properties Inc.** The applicant proposes to develop a 33-storey mixed-use building containing 324 square metres of retail space and 370 residential units above.

417-419 Burnhamthorpe Road—[Appeal report](#) seeks council direction for staff to attend an

OLT hearing in opposition to rezoning and site plan control applications by **Justin Di Ciano c/o Prime Real Estate Group Inc.** to permit the development of 10 four-storey townhouses.



OLT NEWS

SETTLEMENT APPROVED FOR BLOOR-SHERBOURNE TOWERS

In a May 1 decision, OLT Member **Carolyn Molinari** allowed appeals, in part, by **Broccolini HLS Limited Partnership** against the **City of Toronto's** failure to make a decision on its official plan and zoning by-law amendment applications for 47-65 Huntley Street, 2-18, 24 & 26 Linden Street and 1-11 Selby Street.

In December 2021, Broccolini submitted applications to permit the development of the assembled site with two towers, one at 48 storeys, the other at 59 storeys

Revised site plan as part of settlement offer to the City of Toronto by Broccolini HLS Limited Partnership. The settlement offer permitting the development of two towers of 58 and 63 storeys, among other elements, was approved by the OLT in a May 1 decision.

ARCHITECT/SOURCE: ARCADIS

in height, containing lower-level retail and community spaces. Residential units were proposed to comprise 56 replacement rental dwelling units, 76 net new affordable rental units, and 1,165 new market condominium units.

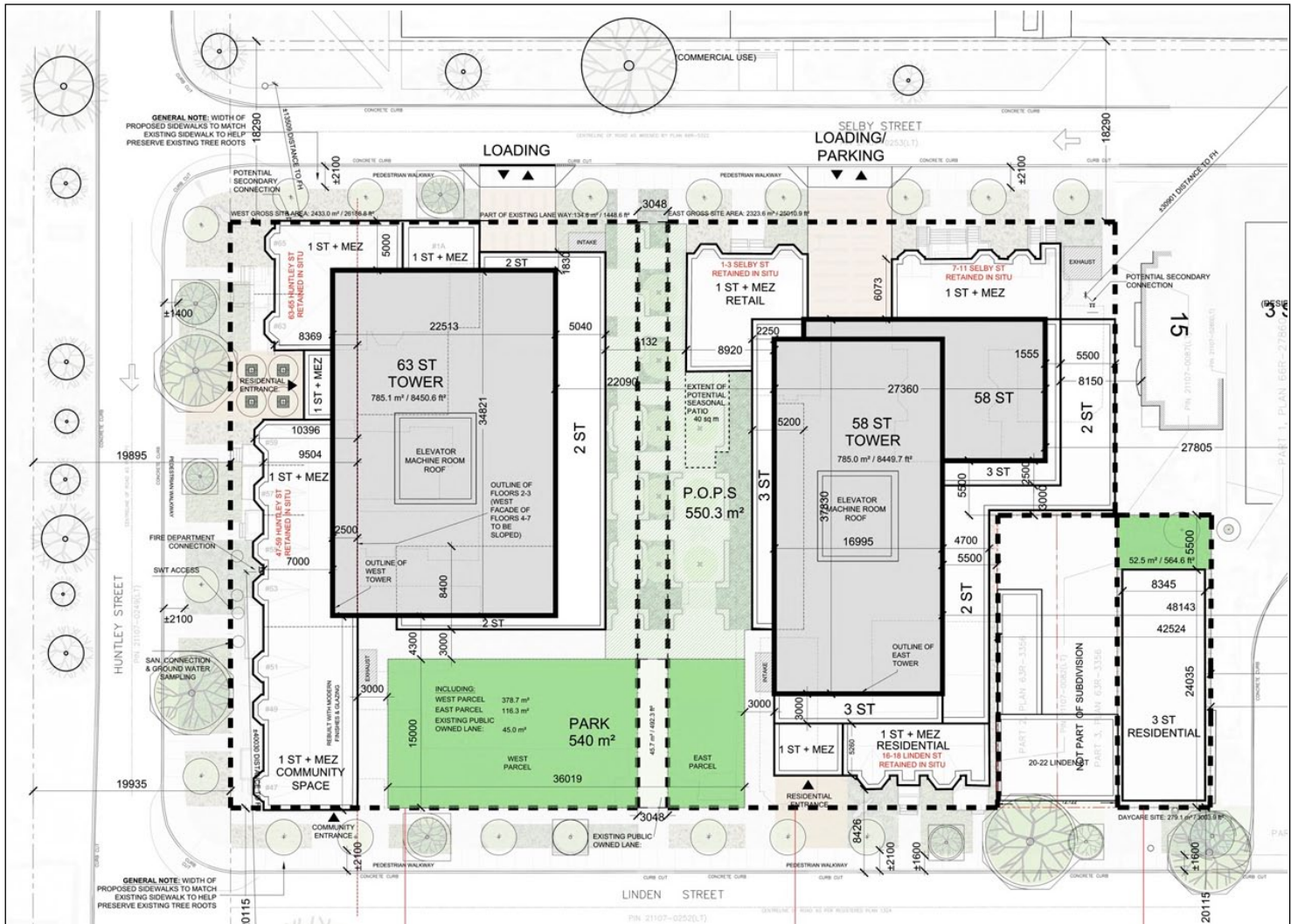
The original proposal would have maintained and widened an existing north-south public laneway bisecting the site, provided on-site

parkland dedication, and integrated portions of several existing structures on the site (not yet listed or designated heritage structures at the time of the original applications).

In July 2022, Broccolini appealed its applications, citing the City's failure to make a decision within the timeframes prescribed under the *Planning Act*.

On September 28, 2022 City council adopted by-laws

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OLT NEWS

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to designate, under Part IV of the *Ontario Heritage Act*, the buildings on the site located at 47-59 and 63-65 Huntley Street, 16-18 Linden Street, and 1-3 and 7-11 Selby Street.

As a result of ongoing discussions with the City, Broccolini revised the development proposal, and in November 2023 submitted a without prejudice settlement offer proposing to settle the appeals on the basis of the new document.

The settlement offer was accepted by Toronto city council, and reflects an amended proposal for two towers, of 58 and 63 storeys in height respectively. In addition to built form changes, other elements of the settlement include:

- Conservation of the designated heritage properties in accordance with a revised conservation strategy;
- Inclusion of a new public park with an area of 540 square metres;
- Conversion of the public laneway (subject to its acquisition by Broccolini) to accommodate 550 square metres of privately-owned publicly-accessible space (POPS) functioning as a seamless extension of the park;
- Provision of 248 square metres of retail space

and 357 square metres of community space;

- Provision of a daycare with a minimum interior area of 700 square metres; and
- Provision of a unit mix in keeping with the Downtown Secondary Plan requirements.

The Tribunal held a settlement hearing where it heard evidence from Broccolini's planner **Peter Smith (Bousfields)** in support of the revised proposal and implementing planning instruments. Based on Smith's planning evidence, the Tribunal allowed the appeals, in part, approving the amendments on an interim basis, subject to various conditions.

Solicitors involved in this decision were **David Bronskill (Goodmans)** representing Broccolini HLS Limited Partnership, **Sarah O'Connor and Uttra Gautam** representing the City of Toronto, and **Ian Flett (Eric K. Gillespie Professional Corporation)** representing Toronto Standard Condominium Corporation 2152. [See *OLT Case No. OLT-22-004193*.]

SETTLEMENT APPROVED FOR UPPER JARVIS TOWER

In an April 18 decision, OLT Member **Sharon Dionne**

allowed appeals, in part, by **Jarvis & Earl Inc.** and **Jarvis & Earl 2 Inc.** against the **City of Toronto's** failure to make a decision on its official plan and zoning by-law amendment applications for 571 Jarvis Street, 102-120 Earl Place and 6 & 8 Huntley Street

In August 2022, the applicant submitted applications seeking to develop a 58-storey mixed-use building containing 200 square metres of retail space and 690 residential units, including 31 rental replacement units. At the time of the initial submission, the properties at 6-8 Huntley Street did not form part of the development site.

After appealing its applications due to the City's failure to make a decision within the *Planning Act* timeframes, the applicant continued to engage in discussions with the City. As a result of these discussions, the applicant submitted a without prejudice settlement offer to the City in January 2024, proposing to settle the appeals on the basis of a revised proposal.

The settlement proposal, which was endorsed by Toronto city council, consists of a 58-storey tower containing 154 square metres of at-grade retail space and 708 residential units, including 31 rental replacement units. The properties at 6 & 8 Huntley Street are proposed to be conveyed to the City for a 491-square-metre parkland dedication. Built form revisions to the proposed tower include:

- Lowering the podium height to three storeys along Earl Place, to six storeys along Jarvis Street, and to four-to-six storeys along the northerly property line of the site;
- Increased podium and tower setbacks along Jarvis Street and Earl Place;
- A minimum tower separation of 21.5 metres between the new tower and the existing 20-storey tower to the northeast; and
- All balconies on the north and east sides of the new building will be inset.

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Planner **David Huynh (Bousfields)** provided evidence on behalf of the applicant, in support of the settlement. Huynh opined that the re-designation of the site from *Neighbourhoods to Mixed Use Areas* and *Parks* is appropriate to permit the proposed development, given the site's location within a protected major transit station area and its proximity to subway stations, among other attributes. He noted further that the settlement proposal would contribute to appropriate planning of the larger block, with regard to the existing and planned contexts of the area.

The Tribunal accepted Huynh's planning evidence and allowed the appeals, in part, approving the official plan and zoning by-law amendments on an interim basis, subject to the fulfillment of various conditions.

Solicitors involved in this decision were **Jason Park** and **Sarah Kagan (Kagan Shastri DeMelo Winer Park)** representing Jarvis & Earl Inc. and Jarvis & Earl 2 Inc. and **Ray Kallio** representing the City of Toronto. [See *OLT Case No. OLT-23-000278*.]

EGLINTON-MT. PLEASANT VARIANCES APPROVED FOR ADDITIONAL TOWER HEIGHT

In an April 24 decision, OLT

Member **Kurtis Andrews** allowed an appeal by **Rockport (MPE) Inc.** against the **City of Toronto** Committee of Adjustment's refusal of its minor variance application for 717-733 Mount Pleasant Road. As the Committee's decision on the minor variance refusal was appealed in conjunction with Rockport's related site plan control application, the variance appeal proceeded to the OLT rather than to the **Toronto Local Appeal Body**.

Rockport was seeking variances to increase the height of a previously-approved 23-storey Mount Pleasant Road residential development by four additional storeys. Variances are also sought to deviate from the massing of the previously-approved building, including "squaring off" the curvature of the west façade.

Rockport's minor variance application was supported by City planning staff. However, the Committee of Adjustment refused the variances, citing qualms with granting a height increase for a previously-approved development that was approved by the OLT.

The Tribunal convened a hearing at which it considered the evidence of Rockport's planner **Michael Bissett (Bousfields)** in combination with the supportive City planning staff report. Bissett testified that the site is located in the Yonge-Eglinton

Secondary Plan area, within the Mount Pleasant Station Character Area, which has an anticipated height range of 20 to 35 storeys.

Based on Bissett's supporting planning evidence, the Tribunal found that the four *Planning Act* tests for the authorization of minor variances are met. The Tribunal allowed the appeal, and authorized the variances subject to conditions.

Solicitors involved in this decision were **David Bronskill (Goodmans)** representing Rockport (MPE) Inc. and **Marc Hardiejowski** representing the City of Toronto. [See *OLT Case No. OLT-24-000017*.]

SETTLEMENT APPROVED FOR BAYVIEW-EGLINTON TOWER

In an April 19 decision, OLT Member **Steve DeBoer** allowed an appeal, in part, by **Glaze Developments LP** against the **City of Toronto's** failure to make a decision on its rezoning application for 2-20 Glazebrook Avenue.

In July 2022, Glaze filed a rezoning application to permit the development of a 34-storey mixed-use building containing 314 square metres of retail space at grade and 434 residential units above. Glaze appealed its application to the OLT in December 2022, after Toronto city council had not made a decision within the *Planning Act* timeframe.

Over the ensuing months, discussions took place between

Glaze, the City, the **Broadway Area Residents Association** and neighbouring landowner **1840 Bayview LP**. As a result of these discussions, in January 2024, Glaze submitted a without prejudice settlement offer to city council proposing to settle the appeal on the basis of modified plans.

The settlement proposal was endorsed by council, and reflects a proposal for a 31-storey mixed-use building (plus two additional mechanical floors, partially wrapped by residential units) containing 557 square metres of at-grade commercial space and 428 residential units.

Planner **Andrew Ferancik (WND Associates)** provided evidence on behalf of Glaze, in support of the settlement proposal. Ferancik testified that the site is in close proximity to Leaside station on the soon-to-be completed Eglinton Crosstown LRT, and is within a protected major transit station area focused on this station. He opined that the proposal would accommodate transit-supportive intensification, fulfilling applicable provincial and local planning policies.

The Tribunal accepted Ferancik's planning evidence and allowed the appeal, in part, approving the zoning by-law amendment on an interim basis, subject to the fulfillment of numerous conditions.

Solicitors involved in this decision were **Daniel Angelucci, Michael Foderick** and student-at-law

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OLT NEWS

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Giorgina Chum (McCarthy Tétrault) representing Glaze Developments LP, **David Bronskill** and **Caroline Jordan (Goodmans)** representing 1840 Bayview LP, and **Jessica Braun** and **Michelle LaFortune** representing the City of Toronto. [See *OLT Case No. OLT-22-004803*.]

SETTLEMENT APPROVED FOR GLENCAIRN TOWER

In an April 30 decision, OLT Vice-Chair **Steven Cooke** allowed appeals, in part, by **2720433 Ontario Ltd.** against the **City of Toronto's** failure to make a decision on its official plan and zoning by-law amendment applications for 805-813 Glencairn Avenue and 529-543 Marlee Avenue.

In September 2017, then-owner **809726 Ontario Ltd.** submitted a rezoning application for the properties at 529-543 Marlee Avenue to permit the development of a nine-storey mixed-use building containing 362 square metres of ground floor commercial

space and 84 residential units above.

In November 2021, new owner **2720433 Ontario Ltd.** submitted new official plan and zoning by-law amendment applications for an expanded site comprising 805-813 Glencairn Avenue in addition to 529-543 Marlee Avenue. The new applications contemplated a 28-storey mixed-use development containing 225 square metres of at-grade commercial space and 306 residential units above. A 475-square-metre on-site parkland dedication was proposed, in addition to a 3.44-metre conveyance for the widening of Marlee Avenue.

In May 2022, **2720433 Ontario** appealed its applications due to the City's failure to make a decision on them within the *Planning Act* timeframes. As an outcome of ongoing decisions with the City, in September 2023, **2720433 Ontario** submitted a without prejudice settlement offer to city council, proposing to settle the appeal on the basis

of revised architectural plans.

The settlement offer was accepted by council, and reflects an amended proposal for a 30-storey tower to have a maximum floorplate size of 750 square metres. In place of the previously-proposed parkland dedication, a nine-metre-wide privately-owned forecourt along Marlee Avenue with an approximate area of 360 square metres would be provided. The proposal would maintain 367 square metres of retail space, and the applicant has committed to providing a minimum of 15 percent two-bedroom units and 10 percent three-bedroom units in terms of the unit mix.

The Tribunal held a written hearing where it considered evidence from **2720433 Ontario's** planner, **Michael Vani (Weston Consulting)**, in support of the settlement proposal and the implementing official plan and zoning by-law amendments.

The Tribunal accepted Vani's planning evidence and allowed the appeals, in part, approving the amendments on an interim basis, subject to the fulfillment of various conditions.

Solicitors involved in this decision were **David Bronskill (Goodmans)** representing **2720433 Ontario Ltd.** and **Kasia Czajkowski and Uttra Gautam** representing the City of Toronto. [See *OLT Case No. OLT-22-003842*.] 

PEOPLE

Lord Cultural Resources co-founder **Gail Lord** has expanded the organization's leadership team with the promotion of three staff members to managing partners. Toronto-based principal consultant **Dov Goldstein**, New York-based president **Joy Bailey-Bryant**, and Madrid-based director of organization and strategies, operations **Javier Jimenez** have all been named managing partners of the firm.