

PLANNING AND DEVELOPMENT

Hotline

Vol. 4 No. 15

September 15, 1986

Mississauga

DEPUTATION ON TRIPLE FIVE PROPOSAL DEFERRED. [Community Planning and Development Committee, Sept. 3, Item 6] The **Morris Smith** (of **Hammerson Canada**) deputation requesting that Council advise the Province not to circumvent normal planning procedures on the **Ghermezian brothers'** development proposal was referred to Planning staff, after **Mayor Hazel McCallion** said that it would be "presumptuous and irresponsible" for Council to take such a position. No application has been made to the City. **McCallion** also indicated that she wasn't averse to receiving senior government subsidies, while calling on **Smith** to withdraw his request. **Smith** had also suggested that any Provincial initiative to circumvent the City would undermine the Official Plan and City Centre Secondary Plan. **Jim Beatty**, solicitor for the **Ghermezian brothers**, after stating that he would be meeting with **Smith** the following day, said that it was quite proper that the project be first considered by the Province as "the client is applying for a multi-use facility unique in North America" and would be a world tourist attraction. **Beatty** indicated that the proposed development would receive a full review by the **Ontario Municipal Board**, that his client would abide by the provisions of the Planning Act, and that Mississauga's interests won't be trampled by the Province.

WESTWARD EXTENSION OF CITY LIMITS MOOTED. [Community Planning and Development Committee, Sept. 3, Item 8] Committee Chairman **Alderman Ted Southorn** suggested that the City consider applying for an expansion of the west City limits to the alignment of future Highway 407, following a Committee decision releasing Neighbourhoods 2 and 3 of the Lisgar District for development. Release had been held pending resolution of storm drainage problems. Planning Commissioner **R.G.B. Edmunds** replied that the change in boundary with Oakville is already under consideration.

LOMBARDI DISPUTE RESOLVED. [Community Planning and Development Committee, Sept. 3, Item 10] A long and at times unpleasant dispute with **John Lombardi** over changes to an agreement involving parkland on the west side of the City Centre has apparently ended amicably, with a revised agreement negotiated by Planning Commissioner **R.G.B. Edmunds**. The result will be a 2 acre reduction (to 7.9 acres) in parkland, apparently the price of misunderstandings since the initial 1979 agreement. According to **Mayor Hazel McCallion**, an extremely good deal for the City got bogged down along the way. The agreement also provides for 18.4 net acres for development (to be put in a holding zone category) and lands for Confederation Parkway.

Markham

RATEPAYER OPPOSITION TO MULTI-BUILDING CONDO DEVELOPMENT, THORNHILL. [Planning Committee, Sept. 2, Item 5C] **Ralph Berger**, vice president of the **Willowbank Community Association** (and a planning consultant) told the Committee that the 1,065 unit high-rise, 5-building condo complex proposed by **Graywood Developments Ltd.** for the 9.7 hectare triangular parcel (CN tracks, Green Lane, Bayview) would create a focal point in Thornhill that local residents don't want. "What is there now [a construction storage yard] is better than what is proposed", said **Berger**. The site is north of the Thornhill Community Centre and Thornhill Square shopping mall. The applicant had earlier pointed out that the 60 units-per-acre density is Council policy for the site, while pressing the Committee to set a public hearing date in mid October. **Councillor Bob Sherwood**, concerned about the size of the development's footprint, noted that a lot of changes were needed for forestall a huge, angry turnout by the Thornhill community. Deletion of townhouses and the commercial component were side issues, though the town solicitor noted that public notices can't be sent out minus specifics on by-law changes. The application was referred to the Thornhill area planning subcommittee with instructions to report back to the Committee's Sept. 16th meeting, when the public hearing date will be set.

MASSIVE LAND AREA TO BE INCLUDED IN OFFICIAL PLAN REVIEW. [Planning Committee, Sept. 2, Item 3B] On application of **F. Schaeffer Planning Group Ltd.** for **Captain Developments Ltd.**, 129 hectares stretching from Highway 48 to McCowan, lying midway between Major MacKenzie and 16th Ave. was "referred to staff for consideration in the context of the Official Plan Review". Much of the land is shown as 'lands subject to airport freeze' on the zoning map. The lands are shown variously as **Mark-Med Ltd.**, **Mark-Min Ltd.** and **Mark-Mel Ltd.** The 42 hectares fronting on Highway 48 are proposed for industrial with some commercial, while the 87 hectares with McCowan frontage are proposed for urban residential.

Scarborough

CITYWIDE COMMERCIAL PARKING REGULATIONS WILL HAVE PROBLEMS. [Planning Committee, Sept. 11, Item 4] According to a recommendation report, introducing Citywide commercial parking standards (except for the City Centre and possibly the older, southwest part of the City) into the zoning by-law will require lots of fine-tuning. "The proposed procedure, therefore, is to have the proposed standards apply unless or until specific regulations will remain in effect...The new City-wide regulation will result in a great many sites which do not comply with the By-law. This will result in a significant increase in the number of applications to the City for either minor variances to the By-law or zoning By-law amendments". The following standards are per 100 m²: retail/service 3; offices 2.6; restaurants 10.7; places of entertainment 12; recreational uses 5; hotels/motels 1 per bedroom or 1 per 2 bedrooms plus parking for retail, restaurant, etc. (whichever greater); place of worship 7.7. Shopping centres over 20,000 m² will provide 5 spaces per 100 m², except for Eglinton Square and Malvern Centre, where existing requirements shall apply. Minimum parking stall size shall be 2.7 m by 5.7 m. Maximum height of parking structures will be 3.7 m, with exceptions for Eglinton Square, Magnolia buildings (Markham, Ellesmere), and Chung building (Sheppard).

Etobicoke

DETAILED PLANS FOR 5-BUILDING COMPLEX, KIPLING AND ROWNTREE. [Development Committee, Sept. 10, Clause 348] **Inkberry Developments Ltd.** have submitted revised plans (as requested) for a 918 unit development in 5 buildings, including 1 single-storey commercial and 1 15-storey seniors building. The others, slated for condos (mainly 2-bedroom), range in height from 9 to 23 storeys. Net density on the 6.02 hectare site will be 2.07 times. 1,304 parking spaces will be provided, though the report suggested that more visitor parking be put underground. Planning staff also have suggested that the commercial component be incorporated into the seniors building.

DEVELOPMENT CONTROL APPROVAL FOR PHASE 1, PESTRIN GROUP OFFICE COMPLEX.

[Development Committee, Sept. 10, Clause 343] Site plan approval has been recommended for phase 1 (4-storey office building) of a 2-building (plus parking structure) office development on a 1.8 hectare site, north side of Finch Ave. extension, east of Highway 427. According to the report, "The building will be clad in rose-coloured polished granite, precast concrete and reflective glass", and a tinted glass atrium will extend the full 4 storeys. Designer is **R.E. Winter & Associates Ltd.** Negotiations are underway with the Metro Toronto and Region and Conservation Authority regarding heavy landscaping of the east slope of the Humber River Valley (adjacent to the phase 2 office building).

FIRST PHASE DEVELOPMENT FOR BEAUPORTE INN SITE.

[Development Committee, August 20, Clause 318] **Cam-Lake Developments Ltd.** have applied to build the first phase of an ultimate 781-unit development (in 6 buildings) at 2261 Lake Shore Blvd. West, west of Humber Bay parks. According to the Planning report, "Phase I of the proposal...will consist of 310-units in one building comprising a tower element at either end joined by a 10-storey central link. The towers will be 13 and 17-storeys in height". 559 parking spaces will be provided, 460 underground. The development concept has been modified from the previous **Campeau** proposal (which didn't include linked buildings) and required a variance from Committee of Adjustment. A master plan for the development, to be known as 'Marina Del Rey', also shows a 2-storey commercial-office building, recreational centre and retail.

Vaughan

COMPROMISE OFFERED ON INDUSTRIAL USE O.M.B. REFERRAL. [Council Public Hearing, Sept. 3, Item 7] In an effort to avoid an **Ontario Municipal Board** hearing scheduled for Sept. 16, Council has proposed a compromise zoning amendment "to delete the requirement for single user buildings adjacent to Highway #400 and Jane Street, and substitute therefore a minimum size of industrial unit". The by-law presently requires single-use industrial buildings, and the O.M.B. referrals effect lands of **Urban Projects/Jane Langstaff Developments** and **Canadian National Rail**. The minimum building g.f.a.'s are 930 m² along Highway 400 (minimum 465 m² for buildings on internal roads) and 280 m² along Jane (with average unit size within building 465 m², minimum 280 m²).

EXOTIC CAR DEALERSHIP FOR INDUSTRIAL AREA REFUSED.

[Council Public Hearing, Sept. 3, Item 3] Official Plan and zoning amendments to permit an exotic (Ferrari, Alpha Romeo) auto dealership on Steeles, east of Pine Valley Drive, has been turned down on the basis that the "Industrial designation permits minor commercial uses which primarily serve the industrial uses". The applicant is **Kiloran Investments Ltd.**, and "the applicant is presently operating the proposed automobile sales business" on the premises, according to the Planning report. Approval would create a precedent for other commercial uses.

REMNANT PARCEL REDESIGNATED INDUSTRIAL.

[Council Public Hearing, Sept. 3, Item 6] A site owned by **Canadian National Railway** on Keele, south of Rutherford, is being redesignated from Rural Area to Industrial (and rezoned from Agricultural to Restricted Industrial/General Industrial) "to facilitate the construction of a 10,684 m² (115,005 ft²) industrial building with a total of 190 parking spaces on site" (167 spaces required). The Keele frontage is 20.257 m (providing a driveway), while the site is 2.06 hectares in area. Surrounding properties are developed for industry, except to the east, where mature trees will buffer the industrial building from a residential area. The Planning report terms the application "an infill situation".

If you've read this far, you've probably noticed that 'Planning and Development Hotline' is now extending coverage beyond the confines of Metro Toronto to reach more of the 'real' Toronto census metro region. This issue includes coverage of Mississauga, Vaughan, Markham, and Whitby. There will be more municipalities covered in future. I need to know whether you want expanded coverage in 'Hotline' - or a separate newsletter for outside Metro. Just give me (or the answering service) a call. The number is 690-3972. If you know of people or firms should be introduced to the newsletter's expanded coverage, I'd like to know that as well.



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Toronto

MARKET NICHES FOR PORT INDUSTRIAL PARK. [Economic Development Committee, August 15, Item B] 'Marketing and Economic Feasibility Study for a Proposed Business Park in the Port Area', Phase 1 prepared by **Coldwell Banker Canada Inc.** in association with **The Proctor and Redfern Group**, has found several market niches for a proposed 85 acre industrial park on 85 acres of presently unserviced owned by the **Toronto Harbour Commission** at the foot of Leslie St. The niches consists of quaternary industry (graphics, printing) from the King/Spadina area, 'off-site' expansion facilities for manufacturers in the Carlaw/Logan area, downtown serving service firms, and marine-related industry. A 2 acre **Telesat Canada** satellite station, recently leased within the site, might attract satellite communications users as well. The study was held off for 1 year, "when Magna International submitted a proposal for the comprehensive redevelopment of 445 acres of land in the outer harbour area that included the site". According to the Planning report, "It now appears that Magna will not be pursuing their proposal, and the proposed development of the more limited site should again be considered".

DISTRICT HEATING CORPORATION INNOVATIONS RESULT IN STEAM RATE REDUCTION. [Executive Committee, Sept. 3, Item 86] Alderman **Richard Gilbert**, Chairman of the **Toronto District Heating Corporation**, forwarded a letter from General Manager **Kevin Knox**, the bottom line being a steam rate reduction from \$11.00 to \$8.75 per 1,000 pounds. [The corporation took over a \$22 million integration debt (to the City) on assuming steam plant operations from **Toronto Hydro** in 1984.] Innovations include: renegotiating steam contract with Queen's Park (for added \$725,000 per year), securing permission to sell air rights over Pearl St. plant, getting 10 day instead of 30 day terms of payment (\$1 million cash infusion), and a pre-priced (same \$1 million) energy retrofit of the Walton St. plant (\$969,000 annual savings guaranteed). In several 'firsts', the flue gas 'scrubber' in the Walton St. plant's existing stack is the only installation of its kind in North America. Gas deregulation will enable direct purchase from producers (instead of **Consumers' Gas**), resulting in both lower prices and the first multi-year direct deal in the Province. Negotiations (decision expected in September) are underway with **Toronto Terminal Railways** to provide service to their customers (notably **Royal York Hotel**) when the TTR steam plant is demolished.

ASSESSMENT SURVEY EXPANDED. [Executive Committee, Sept. 3, Item 44] On recommendation of the **Assessment Reform Working Group**, a survey "to determine the impact of a Section 63 reassessment program on residential taxpayers in the City of Toronto by income level", to be carried out by **Environics Research Group Ltd.**, will be extended to cover households without as well as with large tax increases. The cost of the survey will increase from \$42,000 to \$67,000, and 4,400 households (200 owner, 200 tenant in each of 11 wards) to determine the relationship between household income, property tax burden, and current and proposed property tax assessments under Section 63.

Whitby

RECORD BREAKING YEAR FOR RESIDENTIAL DEVELOPMENT. [Administrative Committee, Sept. 8, Item 197-86] The 527 building permits issued for low density housing in the first 6 months of 1986 "is as much as would usually be issued in an entire year", according to a report from Planning Director **Robert Short**. A 4-year supply of 2762 approved subdivision units, "four years of residential construction", is almost unchanged from the end of 1985. Multiple family development was the reverse, with only 1 20-unit apartment building approved in the first half of 1986.

JOINT PROVINCIAL-MUNICIPAL LAND USE STUDY, WHITBY PSYCHIATRIC HOSPITAL LANDS. [Administrative Committee, Sept. 8, Item 209-86] A study, expected for completion in early spring of 1987, of a 713 acre area will determine the best uses for the land and "carry to final approval the necessary amendments to the Regional and Town Official Plans for those uses". Whitby's has authorized \$50,000 (50%) for the study. The hospital-mental health complex is being considered for major reconstruction, while development is anticipated for the area north of Victoria St. About 208 acres of private lands have been included in the study area, which extends from the CN right-of-way abutting Highway 401 to Lake Ontario, between Gordon St. and Lynde Creek. The resulting concept plan will maintain "an open space corridor along [the] lake" and provide justification of farm use conversions as per the Ontario Foodland Guidelines.

