

## PLANNING AND DEVELOPMENT

# Hotline

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## Metro

PHASE 1 UPGRADING FOR YONGE-UNIVERSITY-SPADINA SUBWAY. [Transportation Committee, June 15, Item 25] Chief Administrative Officer Dale Richmond has recommended that he report on recommended funding "based on an assessment of the marginal increases in capacity provided by each of the elements in the Phase I project" as well as the IIC for added equipment and staff "to achieve the increased passenger capacity associated". The IIC \$1.2 million Phase 1 estimate will reduce headway between subway trains from 130 to 120 seconds [ultimately to 90 seconds]. The IIC and the Ministry of Transportation have not committed to Phase 2 and 3, due to Phase 1 cost levels. The Phase 1 signalization improvements will increase peak capacity by 2,400 persons per hour in both directions. 3 subway trains and a relief crew would be required. Otherwise, benefits are 'marginal'.

TWIGG PEDESTRIAN TUNNEL RECOMMENDED. [Transportation Committee, June 15, Item 19] Roads and Traffic Commissioner Doug Floyd has recommended granting authority for Twigg Yonge Adelaide Ltd. to build a pedestrian tunnel under Yonge between 1 Adelaide E., to be known as 1 Financial Place, and 100 Yonge, entirely at the applicant's cost. \$10 million public liability insurance coverage is one of the conditions of approval. Architects are Page and Steele.

\$3.6 MILLION ADDED FUNDING PROPOSED FOR BAY ST. PEDESTRIAN TUNNEL ADDITION. [Transportation Committee, June 15, Item 28] Chief Administrative Officer Dale Richmond has recommended \$3.6 million [net to Metro \$450,000] "permitting all third party contributions to be fully credited against the municipal share of the cost". The tunnel will connect the Atrium on Bay [no contribution] to the bus terminal north of Dundas. The Provincial subsidy to the inter-regional bus terminal is 75%, not 100% as assumed originally. Without the third party [Gray Coach \$150,000, City of Toronto \$300,000] recognition, Metro's credit would drop to \$112,500.

3 MASS TRANSIT STUDIES RECOMMENDED. [Transportation Committee, June 15, Item 35] Deputy Planning Commissioner Barry Morrison, IIC Chief General Manager Al Leach, Roads and Traffic Commissioner Doug Floyd, and Chief Administrative Officer Dale Richmond have jointly recommended spending \$350,000 on the Eglinton West Rapid Transit Property Protection Study and \$100,000 each for the Sheppard/Finch Corridor short Term Transit Improvements Study and the Property Protection Study for the Easterly Extension of the harbourfront LRT. Metro's share will be 25%, the Province paying the balance. A specially funded feasibility study of the Harbourfront LRT westerly extension will also be undertaken. Other transit [and Provincial Transportation Directions announcement]-related studies include grade-separated transit facilities at the Sheppard Station [at Yonge], use of rail corridors for public transit, and Allen [Rd.] Corridor park-and-ride.

COUNCILLOR DALE MARTIN CALLS FOR SERIOUS LOOK AT RAIL CORRIDORS FOR TRANSIT. [Economic Dev't & Planning Committee, June 19, Item 14] A memo from Councillor Dale Martin states "The existing rail corridors provide Metro with a unique opportunity to respond quickly and economically to the rapid transit needs of Metropolitan Toronto", particularly in view of development of Toronto's Railway Lands. Martin envisions as much as 100 km of new routes, with near-term goals including removal of dangerous goods and freight from the midtown CPR line in favour of transit [subway connections at Summerhill and Dupont], fulltime GO Transit service [3 or 4 trains per hour], including a link to Pearson International Airport, with resulting new neighbourhood development opportunities in northeast and northwest Metro.

1988 METRO OFFICE SPACE CHARACTERISTICS. [Economic Dev't & Planning Committee, June 19, Item 16] A \$6.00 report [contact Metro Planning Dept.] based on the Office Data Bank information on all buildings larger than 1,000 m<sup>2</sup> indicates that 89.3% [10.5 million m<sup>2</sup>] of the 11.7 million m<sup>2</sup> of office space in the Greater Toronto Area lies within Metro. The balance of the shares are Durham 1.4%, York 2.8%, Peel 4.8%, and Halton Region 1.5%. 83% of the 6.5 million m<sup>2</sup> of proposed office development [in 412 projects] was within Metro. Average annual office development outside Toronto's Central area [148,900 m<sup>2</sup>] has been exceeded by the rest of Metro average [189,100 m<sup>2</sup>], while the combined outer Regions' average annual share is much smaller [80,500 m<sup>2</sup>]. Municipal rankings are Toronto 6.8 million m<sup>2</sup>, North York 2.1 million m<sup>2</sup>, Scarborough 718,595 m<sup>2</sup>, Etobicoke 607,036 m<sup>2</sup>, Mississauga 455,615 m<sup>2</sup>, Markham 230,031 m<sup>2</sup>, East York 128,110 m<sup>2</sup>, Burlington 128,097 m<sup>2</sup>, Brampton 111,841 m<sup>2</sup>, Oshawa 110,745 m<sup>2</sup>, and York [City] 78,348 m<sup>2</sup>.

## Richmond Hill

CORDONE MIXED DENSITY HOUSING, EAST SIDE OF YONGE ST. NORTH OF ELGIN MILLS. [Council/Planning Act, June 21, Item 3,A] J.G. Cordone Investments Ltd. has applied for OP and zoning amendments [agent Robert Truman & Assocs. Ltd.] to increase density from 30 to 24.6 units per acre for 160 apartment units in buildings 8 storeys high and 120 garden apartments plus 50 townhouses in buildings 4 storeys high. The development includes a 1.1 acre open space parcel. The site is presently zoned H due to lack of services, and the Planning report says the increased density is dependent on an affordable housing component. [Negotiations with the Kinsmen Club for 150 affordable units have apparently fallen through].

CAPTAIN DEVELOPMENT SHOULD FOLLOW FAMOUS PLAYERS EXAMPLE HWY. 7 AND E. BEAVER CREEK RD. [Council/Planning Act, June 21, Item 3,B] Planning staff have suggested that the Captain Developments Ltd. proposed OP and zoning amendments to expand their multi-use office/hotel complex should follow the Famous Players example by maintaining a narrow range of retail and keeping retail floor space at 2.5% of total office space. The proposal [agent Laventhol & Horwath] would add 6100 m<sup>2</sup> retail and a 3185 m<sup>2</sup> day care and increase the f.a.r. on the northwest corner of Hwy. 7 and E. Beaver Creek Rd. from 100% to 112%. The result would be 3,935.9 m<sup>2</sup>, including 1,824 m<sup>2</sup> retail. The proposed height increase from 30.5 to 37 metres will be resolved at the public meeting.

REDEVELOPMENT PROPOSALS FOR TOWN HALL SITE INVITED. [Planning Committee of the Whole, June 26, Item C,4] Included among the recommendations of the Yonge-Crosby area OPA and ZBA are recommendations that the Town hire a consultant on future development of the Town Hall site and invite development proposals. Current OP and zoning controls will be repealed in favour of the incoming amendments, Gibson Park to be retained as an exception. The Planning report also recommends that the CBD Coordinating Committee and Town staff prepare an action plan to remove parking from Yonge St. relocation in off street parking lots.

HEIGHT LIMITS INCREASE AROUND BUTTONVILLE AIRPORT. [Council/Planning Act, June 21, Item 3,D] The Transport Canada zoning regulations affecting the runways at Buttonville Airport will increase the building height limit slope limit from 1:40 to 1:50, with the consequent resulting increased maximum building heights.

## Vaughan

RIGHT IN AND OUT ACCESS FOR JEVLAN HOLDINGS, SOUTHEAST CORNER, WESTON AND LANGSTAFF RDS. [Council/Public Hearing, June 20, Item 4] OP and zoning amendments will be required to permit 2 access points to the Jevlan Holdings Inc. development in the Weston 400 Business Park to access to the Weston Rd. Proposed access from the 2.14 hectare site to Langstaff is opposed. Other [Item 5, OP, zoning, site plan] applications would result in 4,300 m<sup>2</sup> of service commercial above that permitted by the present Service Commercial designation, including a 468 m<sup>2</sup> restaurant. The companion report [Item 5] to permit a 2400 m<sup>2</sup> specialty food store and a 1900 m<sup>2</sup> retail store within the 5,665 m<sup>2</sup> building is regarded as premature [deferral recommended], given a recent OMB decision which said that supermarket and retail uses on the southwest corner of the same intersection "would undermine the planned functions of both the existing Woodbridge Village core development and the approved community shopping centre northwest side of Highway #7 and Weston Road". Instead, a commercial study for the Woodbridge area is proposed, the review having been included in the 1989 Departmental budget.

## Markham

POMPONIO MEDICAL/PROFESSIONAL BUILDING, OPPOSED, HIGHWAY 7 EAST OF McCOWAN RD. [Planning Committee, June 20, Item 5D] P. and A. Pomponio [agent Douglas W. Yarker Architect Inc.] have applied for OP and zoning amendments for a 3-storey medical/professional building on the south side of Hwy. 7. The rear of the parcel has minor frontage on Gladiator and would "introduce a commercial element to the residential street, which is considered unwarranted and undesirable" according to the Planning report. The proposal would be an eastward "appendage" to an adjacent Hwy. 7 commercial plaza and is considered "undesirable" from a design viewpoint. Approval is not recommended.

4-STORY OFFICE BUILDING, LESLIE ST. AND COMMERCE VALLEY DR. [Planning Committee, June 20, Item 6A] Site plan approval has been recommended for a numbered Ontario company's [architect Kirshenblatt, Korman Associates] 4,168 m<sup>2</sup>, 4-storey office building on the south portion of the northeast corner lot at Leslie and Commerce Valley. The Committee of Adjustment must grant a reduction [from 1400 m<sup>2</sup> to 1077 m<sup>2</sup>] in "required minimum ground floor area", supportable due to the "substantial multi-storey office building". 147 parking spaces [139 spaces required] will be provided.

2-STORY CHEDDAR-CARDICO OFFICE BUILDING, WOODBINE AVE. [Planning Committee, June 20, Item 6F] Site plan approval has been recommended for the Cheddar Investments Ltd.-Cardico Developments (Steeles) Ltd. 2-storey, 2039 [reduced from 2121] m<sup>2</sup>, 136 parking space office building with restaurant on a 0.8 hectare site, southwest corner of Woodbine and Hooper, according to a supplementary report. Architect is A.M. Pedone.

## **Etobicoke**

SINGLE FAMILY ZONING REQUESTED FOR ALL CONDO DEVELOPMENTS. [Development Committee, June 20, Clause 245] 2 residents of condo buildings on Dixon Rd. have proposed single family zoning of condo developments to forestall groups of noisy single tenants in their buildings. They claim that condo corporations cannot enforce the 'single family declaration' provisions. The report, co-signed by Building Commissioner A.W. Chow and Planning Commissioner Ed Sajecki notes that a recent Planning Act amendment prohibits distinguishing between related and unrelated residents.

ZONING CODE REVIEW CONSULTANTS RECOMMENDED. [Development Committee, June 20, Clause 257] Deputy Planning Commissioner Linda Bricker has recommended that Council retain Jean Monteith and Associates Ltd. to "undertake the Zoning code Review". The firm's most recent large municipality zoning review was for London, Ont.

CONREB INVESTMENTS OFFICE/BANQUET FACILITY, 158 PARK LAWN RD. [Development Committee, June 20, Clause 262] Conreb Investments Ltd. has applied for OP and zoning amendments "to permit an 8-storey commercial [6 storeys of] office/banquet hall [2 storeys] development [including 405 parking spaces on 6 levels of underground parking] on a 0.30 ha site located at #158 Park Lawn Road, situated south of The Queensway, east of Mimico Creek", according to a Planning report. A Valleyland Policy amendment would be required as part of the development is proposed on the valley slope. A 4-storey office building with 2 parking levels had been conditionally approved by Council in 1985 and eventually lapsed. The current application is more than twice as big, density about 3 times as great, and intrudes further into the valley. Current zoning is Class 1 Industrial. Refusal is recommended, and a revised application suggested.

## **Brampton**

HIGHWAY 7 BYPASS FEASIBILITY STUDY RECOMMENDED. [Planning Committee, June 19, Item E7] Approval in principle of the Proctor and Redfern Group's recommended loop bypass limited access arterial between Airport Rd./Bovaird and Goreway/Queen St. has been recommended. The Ministry of Transportation has taken the position that completion of the York-Peel Boundary Transportation Study is prerequisite to consideration of the bypass, whose next step is a Class Environmental Assessment Study.

DEVELOPMENT PROPOSAL FOR FORMER KODAK LANDS. [Planning Committee, June 19, Item E8] A numbered Ontario company and Glen Rose Park Developments have applied for OP and zoning amendments to convert 187 acres of industrial land in the southeast quadrant of Hwy. 7 and McLaughlin to residential [111.86 ac.], open space and walkways [6.28 ac.], parks [11.98 ac.], 2 elementary schools [14.94 ac.], convenience commercial [1.48 ac.], and roads [40.62 ac.] The Planning report indicates the loss of industrial land is not significant as Brampton will retain an 'effective' industrial land supply of 3,300 acres. [Peel Region is concerned, however.]

COMMERCIAL SERVICE USES OPPOSED IN INDUSTRIAL AREA. [Planning Committee, June 19, Item E4] Planning staff have recommended against OP and zoning amendments that would permit B. and C. Kanellopoulos to have retail, medical offices [refused by Committee of Adjustment], and various service uses in 2 industrial buildings on the south side of Clark, east side of West Dr. Reasons given include lack of complementarity to industrial uses and inadequate off-street parking.

NON-PROFIT HOUSING DEVELOPMENT RECOMMENDED AGAINST. [Planning Committee, June 19, Item E5] Planning staff have recommended against a numbered Ontario company's OP and zoning amendment application for an 11-storey, 122-unit [12 bachelor, 25 1-bdrm., 69 2-bdrm., 13 3 storey townhouses] development on a 1.4 acre site between Beech and June, north of Queen E. The proposed development, to be taken over by the Peel Non-Profit Housing Corp., was criticized for excessive density and other deficiencies including parking, setbacks, and landscaped open space. A revised application was recommended.

## **Mississauga**

INDUSTRIAL DEVELOPMENT PROPOSED FOR CEMETERY, DERRY ROAD. [Community Planning & Dev't Committee, June 19, Item 10] Catholic Cemeteries - Archdiocese of Toronto's rezoning application for industrial development of a 29.4 acre site on the south side of Derry between Tomken and Columbus has been recommended favourably, following a 30-day deferral to review transportation impact. The recommended development scenario will be 2/3 industrial and 1/3 office, the latter along the Derry frontage at 0.5 times density. Assumption Cemetery abuts the parcel on the west.

ERIN MILLS RESIDENTIAL NEIGHBOURHOOD. [Community Planning & Dev't Committee, June 19, Item 11] Approval has been recommended for Neighbourhoods 4 through 7 of the Central Erin Mills Residential District bounded by Britannia West, Erin Mills Parkway, Erin Centre Blvd., and Winston Churchill Blvd. Applicant is Erin Mills Development Corp. Rezoning is recommended for 4 highway commercial sites, 2 on Erin Mills Parkway and 2 on Winston Churchill Blvd. According to a 1987 Planning report, the 378.8 acre development will have a population of 8,955 people in 2,964 units.

## North York

NO INTERIM CONTROL BY-LAW FOR BUSINESS PARKS AT THIS TIME. [Planning Advisory Committee, June 21, Item 9] North York's Sheppard East corridor and 4 business parks [Consumers Rd., Parkway-Finch, Wrentham Estates, Flemington Park], the latter all located in the Don Valley corridor have been developed to 43% of their potential ["latent potential could have serious traffic/sewerage implications"], but interim control by-laws ["powerful tool with limited use"] are not recommended at this time, according to a Planning report.

OFFICE AT LESLIE ST. AND LAWRENCE AVE. RECOMMENDED AGAINST. [Planning Advisory Committee, June 21, Item 12] Planning staff have recommended refusal of Shane Baghai's OP and zoning amendment application to a 4-storey, 34,899 sq. ft. office building, with at-grade service uses on a 47,286 sq. ft. lot, southeast corner of Leslie and Lawrence [legal address 55-9 Tottenham]. 3 residential buildings on the site were recently demolished. Metro Planning raised concerns about the effect on the abutting residential enclave [though most local resident letters were in support]. A 19-storey office building has been proposed at the south [opposite] end of the enclave]. The proposal conflicts with the recently released Central Don Mills Secondary Plan, also the City's office policy.

## Scarborough

CHURCH SITE IN CENTRE OF TAPSCOTT INDUSTRIAL AREA RECOMMENDED AGAINST. [Planning Committee, June 22, Item 4] Inferring compatibility with the next door 24-hour, 7-day Fibreglass Canada Inc. and worried that approval could set a precedent for spot redesignations in the interior of the Tapscott Industrial District [5 church sites have been approved on the peripheries of industrial areas], Planning staff have recommended against the Scarboro Gospel Temple OPA, ZBA, and site plan applications for a 65,340 sq. ft. [39,200 sq. ft. in phase 1] church with 444 parking spaces plus 3 bus spaces on the northeast corner of McNicoll and Maybrook. The proposed redesignation is from Industrial to Community Facilities. The applicant formerly owned the property on the northwest corner of the same intersection.

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c/o Alan Demb Consultants Ltd.  
177 Silver Birch Ave.  
Toronto, Ontario  
M4E 3L3 tel. 690-3972

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