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REVITALIZING
PUBLIC SPACE

'Staging Grounds'
Will Filter Express-
way Rainwater into
Garden Beneath

7

INGREDIENTS FOR A
SUCCESSFUL DOWNTOWN

Proposed Tower to
Add Residential to
Auto Dealership

■ PROPOSED ISABELLA STREET RESIDENTIAL TOWER BRINGS HEIGHT AND DENSITY EAST OF YONGE

EMERGING CONTEXT

Matt Durnan

A proposed development for an Isabella Street site near the St. James Town neighbourhood would entail the demolition of an existing nine-storey rental apartment building to make way for a soaring 69-storey residential tower. The new development would add significant housing to the neighbourhood, while also establishing what is likely to be a trend of taller, denser developments in the downtown east of Yonge in the near future.

KingSett Capital has submitted a zoning by-law amendment, a rental housing demolition and site plan control applications to the **City of Toronto** for 135 Isabella Street in the city's downtown to permit the development of a 69-storey residential tower.

KingSett's proposed development would see the demolition of a nine-storey, 80-unit rental apartment building. All 80 of the rental units

would be included as rental replacement units in the new 770-unit building proposed.

"The proposal would result in the demolition of the existing mid-rise building on the site and the replacement of those

[existing 80 rental] units in a significantly larger tall building form," City of Toronto senior planner, Toronto and East York district, **Paul Johnson** told *NRU*.

While the property is

located within Toronto's downtown secondary plan area, which envisions taller buildings and higher density, the area east of Jarvis Street where this property is located has lagged behind nearby neighbourhoods to the west somewhat in terms of transitioning to taller tower built forms.

"It's in the downtown secondary plan area, part of the downtown Toronto urban growth centre. But I think it's fair to say, where in past years there has been

CONTINUED PAGE 9 ■



Rendering of KingSett Capital's proposed 69-storey residential tower for 135 Isabella Street. The building would accommodate 770 residential units, including 80 rental replacement units. KingSett's proposal is one of many in the east side of Toronto's downtown secondary plan area, which is on the verge of a significant transformation from predominantly low and mid-rise residential buildings to tall, dense residential buildings like this one.

ARCHITECT: BOP QUADRANGLE

UPCOMING DATES

AUGUST

- 24 Executive Committee (special), 9:30 a.m.
- 29 Preservation Board, 9:30 a.m. – CANCELLED

SEPTEMBER

- 6 Council (urgent heritage matters), 9:30 a.m.
- 7 North York Community Council, 9:30 a.m.
- 8 Scarborough Community Council, 9:30 a.m.
- 11 Board of Health, 9:30 a.m.
- 12 Preservation Board, 9:30 a.m.
- 18 Etobicoke York Community Council, 9:30 a.m.
- 19 Toronto & East York Community Council, 9:30 a.m.
- 20 Infrastructure & Environment Committee, 9:30 a.m.
- 21 Economic & Community Development Committee, 9:30 a.m.
- 26 TTC Board, 10:00 a.m.
- 28 Planning & Housing Committee, 9:30 a.m.

OCTOBER

- 2 General Government Committee, 9:30 a.m.
- 3 Executive Committee, 9:30 a.m.
- 5 CreateTO, 1:30 p.m.
- 10 Preservation Board, 9:30 a.m.
- 11-13 Council, 9:30 a.m.
- 16 Etobicoke York Community Council, 9:30 a.m.



■ 'STAGING GROUNDS' WILL FILTER RAINWATER FROM GARDINER EXPRESSWAY TO NOURISH GARDEN BENEATH

REVITALIZING PUBLIC SPACE

Lana Hall

The Bentway's newest reimagining of the space under the Gardiner Expressway will involve the installation of an experimental system for filtering rainwater runoff from the expressway to feed a native plant garden underneath, giving site visitors access to both an improved public realm and a place to learn about ecology and flood mitigation systems.

Five years after the original section of 'The Bentway'—on Fort York Boulevard between Bathurst Street and Strachan Avenue under the Gardiner—was revitalized, The Bentway organization has announced plans for the 20,000-square-foot section at the intersection of Dan Leckie Way and Lake Shore Boulevard West.

The Bentway has commissioned New York-based **Agency**—Agency director **Tei Carpenter** and SHEEEP founding director **Reza Nik** to create the latest installation, which will focus on the theme of "urban renewal."

This installation, called Bentway Staging Grounds, will

serve as a "living laboratory," capturing rainwater runoff from atop the Gardiner Expressway to sustain a native plant garden below, while allowing guests the opportunity to walk underneath the expressway and through the garden itself.

To achieve this, the project will use the Gardiner's existing downspouts and re-angle them. Water will then pass through a mechanism that Nik says is similar to a Brita water filter, in turn providing clean water to sustain the garden below.

Although it is an experimental idea, the project team would consider applying these filter and flood mitigation strategies along the length of the Gardiner if successful.

"We've been calling it an experimental garden because it is an experiment. We are trying to see, 'How can you actually grow life from this discarded stormwater?' It will come with all kinds of garbage and cigarette butts, and Red Bull cans and bottles, so the [filter] hopefully will be able to house all of these and when it goes out

into the gardens, it will be clean enough," Nik told *NRU*.

"There's been certain calculations made based on the number of downspouts and where the spouts are, and based on the amount of rainfall we get. Obviously, as you know, our weather is constantly changing and the rainfalls and the downpours that we're getting are actually even more intense. So that was all considered."

The team worked with **Brother Nature** founder and head gardener **Isaac Crosby** to select plants and vegetation that could ideally work well under these conditions, conditions that also include limited direct sunlight.

A network of walkways will allow pedestrians to access the garden and learn about various native plants and the filtration strategies being used to nourish them. Currently the space is almost completely inaccessible to pedestrians.

"It is going to be this sort of transitory public space," says Nik. "...Right now, it's large-

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REVITALIZING PUBLIC SPACE

■ CONTINUED FROM PAGE 2

scale river rocks that you can't really walk on without twisting your ankle. ... So we're providing this series of platforms so that you can walk around the gardens and you can actually walk underneath the Gardiner."

The project team plans to incorporate staging space for large-scale public art as well, showcase the work of both local and international artists.

Ideally, the location will also serve as a connection between the CityPlace and Fort York neighbourhoods, and the wa-

terfront to the south.

"We continue to partner with The Bentway under the Gardiner to improve the north-south connections to the

water," says **Waterfront BIA** executive director **Tim Kocur** in a statement. "The waterfront neighbourhood is delighted to invite visitors to discover Staging Grounds' experimental gardens and their strategies for filtration and flood mitigation."

At heart, says The Bentway senior manager of planning and design **Robert McKaye**, the installation reflects the

overall goal of the Bentway transformation, which is to reimagine the Gardiner Expressway's relationship to the public realm and reveal new ways its existing structure can be used to create those connections throughout the city for all users, not just drivers.

"Part of our mission is to understand the Gardiner Expressway in its full extent, as a piece of infrastructure that can connect communities and can be thought of as a stitching agent as opposed to being a barrier both physically and psychologically, as it's been historically known to be," McKaye told *NRU*.

"...Public space is not created just one time. It's created over and over again as conditions change, so I think the project really responds to that."

The installation is expected to be open to the public in September 2023. 🌱

Diagram showing the system that The Bentway's 'Staging Grounds' installation will use to take rainwater runoff from the Gardiner Expressway, filter it, and redirect it to a native plant garden below to feed plants and vegetation. Although the system is experimental, the project team is hopeful it can be applied it to other stretches of the expressway if successful.

SOURCE: AGENCY - AGENCY AND SHEEEP

Rendering of The Bentway's 'Staging Grounds' a proposed installation that will occupy the space under the Gardiner Expressway near Dan Leckie Way and Lake Shore Boulevard West. Continuing The Bentway's a project reimagining the space under the Gardiner, this installation will feature a filtration system that uses rainwater runoff from the expressway above to nourish a garden of native plants below. Visitors will be able to walk through the garden on elevated walkways to learn about its ecology and flood mitigation.

SOURCE: AGENCY - AGENCY AND SHEEEP



RESIDENTIAL RISING

Matt Durnan

Two development proposals in the Mount Dennis neighbourhood would transform a quiet side street lined with single-detached homes by demolishing the 14 existing ground-related residences on it and in their place building two tall residential towers that would accommodate more than 1,000 new residential units.

KingSett Capital has submitted applications for official plan and zoning by-law amendments, along with site plan control and rental housing

demolition applications for two sites on Denarda Street; one for 2-16 Denarda, the other for 5-15 Denarda.

Located in the Mount Dennis neighbourhood, with its closest major intersection at Eglinton Avenue West and Weston Road, Denarda Street

is characterized by single-detached one and two-storey homes that front each side of the street.

KingSett's redevelopment represents a major shift in character for the street, proposing the demolition of all of the ground-related housing

on the street. Residential towers of 43 storeys and 44 storeys would replace the low-rise residential, adding a total of 1,070 new residential units to the street.

Each of the two proposed towers would sit atop a six-

CONTINUED PAGE 5 ■

Map showing the location of two sites on Denarda Street (2-16 and 5-15) where KingSett Capital is seeking to demolish a total of 14 single-family homes in order to build two residential towers. Denarda Street is a side street off of Weston Road accommodating mainly of one and two-storey single-detached homes. It is in close proximity to the Mount Dennis station on the future Eglinton Crosstown LRT line.

SOURCE: CITY OF TORONTO

Photograph looking southwest down Denarda Street showing what the street looks like today. Both sides of the street accommodate single-detached homes. KingSett Capital is seeking to demolish the existing single-family low-rise homes on the street in order to build towers of 43 and 44 storeys on either side of the street. The new towers would accommodate a total of 1,070 new residential units.

SOURCE: GOOGLE STREETVIEW



RESIDENTIAL RISING

■ CONTINUED FROM PAGE 4

storey base building, in order to create an appropriate streetwall along Denarda Street.

The site is in close proximity to the planned Mount Dennis LRT station, the western terminus of the under-construction Eglinton Crosstown LRT line, which will provide rail connections along the Kitchener GO line and UP [Union-Pearson] Express line.

“There’s an Eglinton Crosstown station that is a major transit hub that is within walking distance of this site. I think KingSett is focused on these areas where you’re going to see a lot of growth because of the wealth of transit infrastructure

that’s being delivered in those areas,” KingSett Capital senior vice-president **Tom Giancos** told *NRU*.

“The idea here was to do two tower sites that provided pedestrian connectivity north, south, east and west. The idea is to transform this section of Denarda to function more as a public realm space than a street that just serves utility function to get vehicles back and forth. We’re proposing to the City to actually fit and

finish Denarda so it ties into the fit and finish of our sites, whether it’s cobblestone pavers or landscaping. We want this entire pocket, both public realm and private space to feel as though it is one cohesive open space that is available to all residents.”

While the proposed

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Rendering looking southwest down Denarda Street, where KingSett Capital is proposing to build two residential towers standing 43 and 44 storeys in height. The two towers would accommodate a total of 1,070 residential units. KingSett’s proposal also includes public realm enhancements to the area through the widening of sidewalks and the addition of a mid-block pedestrian connection to nearby Ray Avenue to the north.

ARCHITECT: GIANNONE PETRICONE ASSOCIATES

Rendering looking north across Weston Road at a two-tower development proposed by KingSett Capital for 5-15 and 2-16 Denarda Street. Two residential towers standing 43 and 44 storeys in height would accommodate a total of 1,070 new residential units between them.

ARCHITECT: GIANNONE PETRICONE ASSOCIATES



RESIDENTIAL RISING

■ CONTINUED FROM PAGE 5

development would add more than 1,000 new residences to the small side street, the deep lots of the existing single-detached residences provide for more than adequate floor area for both towers and the ability to widen the sidewalks on both sides of Denarda to create a new and improved pedestrian experience.

Denarda Street currently accommodates standard sidewalks of roughly five feet in width. These widths would be significantly increased with the proposed building setbacks, to as wide as 11 metres or more than 30 feet.

“One of the things that this proposal does in terms of both buildings, the widths of the sidewalks on both sides of Denarda are going to be really generous,” Bousfields partner **Peter Smith** told *NRU*.

“We often talk about sidewalks from road to building face at six metres. In this case one of the buildings ranges from seven to 11 metres and on the other side, it’s seven to nine metres. It’s a wide pedestrian realm. One of the advantages of having these two proposals on either side of the street is that it will create not just a single-sided street but it will create this double street that is part of this idea of creating a really

strong pedestrian realm along Denarda Street.”

The Mount Dennis neighbourhood is on the precipice of a substantial transformation, with numerous active development applications in the area at different stages of the application submission and review process, many of which for taller buildings like the ones proposed on Denarda Street.

Choice Properties has submitted a proposal for a multi-tower mixed-use development at 25 Photography Drive that would consist of seven mixed-use towers ranging in height from 20 to 49 storeys and include more than 2,300 residential units and 4,500 square metres of retail space. **Gairloch Developments** has an active application at 11-23 Hollis Street seeking to build a 45-storey residential tower that would include nearly 600 residential units.

“With all of the recent applications in the area, I think if you add it all up, there’s probably around 15 buildings being proposed that are all tall buildings,” said Smith.

KingSett’s proposal falls in line with the trend in the area of tall residential buildings, but also presents an opportunity to

open Denarda Street and make it more inviting and animated as a pedestrian street, as well as to create a new pedestrian connection to nearby Ray Avenue. The proposal also seeks to facilitate the creation of new public parkland in the area through an off-site parkland dedication.

While the two towers would sit in close proximity to Weston Road, neither would have frontage along the major roadway, which was something of a contributing factor to the decision to design both buildings as entirely residential from the ground floor, up.

The site is currently designated “Neighbourhoods” under the in-force secondary plan, while the currently under-appeal Mount Dennis secondary plan would designate the site as mixed-use. As a result, KingSett has submitted a site-specific official plan amendment to designate the site as mixed-use.

“The thought process is that given the locations of these two buildings, it’s not on the main road [Weston Road], so a 100 per cent residential building makes sense, and ground floor retail and second floor commercial makes more sense along the Weston Road frontage,” said Smith.

The proposal is another from KingSett that will provide zero resident parking spaces, with all of the parking provided will be for visitors, with just 30 vehicle spaces to be accommodated within a one-level underground parking

structure.

With the under-appeal Mount Dennis secondary plan proposing to change the designation of many of the areas currently designated as “neighbourhoods” to “mixed-use”, coupled with planned higher-order transit, the Mount Dennis neighbourhood is set for some major change.

“The Mount Dennis secondary plan process changed all of that low-rise single-family housing to mixed-use. That’s why you’re seeing a lot of new applications in this immediate area,” Giancos said.

“I think what you’re going to see here is a transit station with higher-density towers kind of centred on that station, and all of those single-family homes will likely be consolidated and replaced with tower sites. That’s the City’s vision and obviously the Province’s vision, based on how much they have invested in the LRT.” 🌱

INGREDIENTS FOR A SUCCESSFUL DOWNTOWN

Lana Hall

A proposal for a mixed-use development in Toronto's Moss Park neighbourhood incorporates an existing upscale auto dealership into a new residential building, something the project planners say reflects both the growing need for more housing downtown and the evolution of urban automotive servicing.

In July, Toronto city council approved a zoning by-law amendment application for 550 Adelaide Street East, a site on the northeast corner of Berkeley Street and Adelaide Street East in the Moss Park neighbourhood. Currently, the site accommodates a two-storey Maserati and Alfa Romeo dealership, which would be demolished as part of the site's redevelopment. The dealership would then be re-built into the base of the proposed mixed-use building.

The proposed design by architectural firm **Giannone Petricone Associates** responds to many of the neighbourhood's brick heritage structures and these are reflected in the proposed new building's base, which would wrap around the corner of Parliament and Adelaide and echo local elements of brick and terra cotta.

The residential tower would stand 29 storeys in height, with the rebuilt vehicle dealership occupying the ground floor and mezzanine. A total of 240 dwelling units would be located within the tower, comprising a mix of one-bedroom (123 units proposed), two-bedroom (91 units proposed) and three-bedroom (26) units proposed. Residential amenities would be located on the fourth and fifth

levels of the development.

The building's residential entrance would front onto Adelaide Street, adjacent to a new privately-owned publicly accessible space (POPS) with a water feature—a nod to Taddle Creek, a buried stream that once followed a path across what is now Adelaide Street.

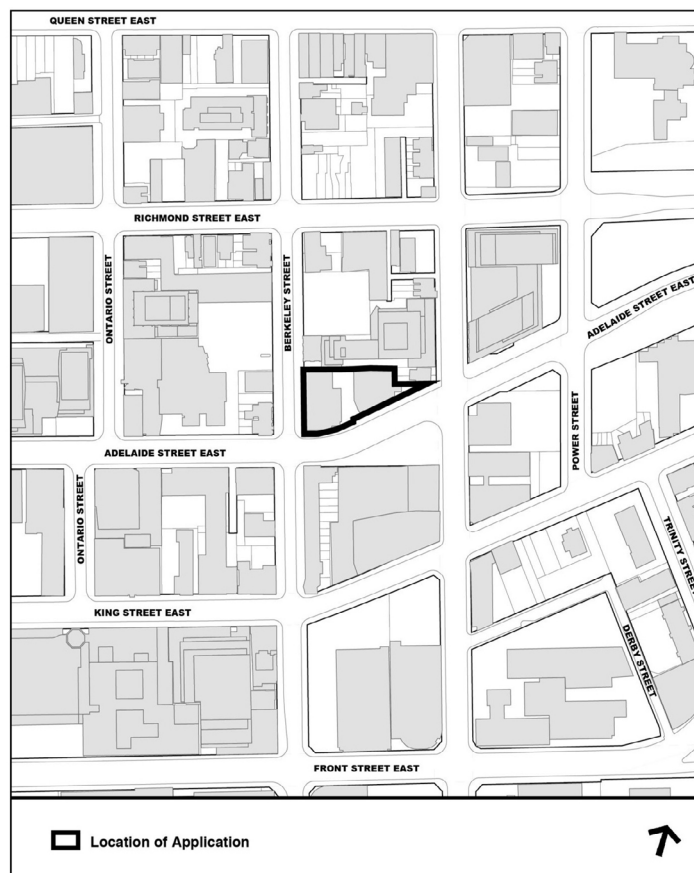
An enhanced public realm including widened sidewalks and more street trees is also

proposed, given the site's proximity to the future Ontario Line, which will run almost directly under the building with both the planned Moss Park and Corktown subway stations within walking distance of the building.

The proposal responds to a limited availability of land for development, and what **The Planning Partnership** development planning principal **Bruce Hall** says is a growing trend of urban auto dealerships relocating their service and maintenance functions elsewhere to make residential uses and intensification possible on their downtown sites. Those functions can be outsourced to locations outside the city, while the "softer" functions at these dealerships, such as sales or pickup and delivery for service, can still be performed on site.

"In some of these dealer-

CONTINUED PAGE 8 ■



Map of the site at 550 Adelaide Street East where The Planning Partnership has, on behalf of the land owner, proposed to develop a car dealership into the base of a new residential tower. The existing high-end auto dealership on the site would be demolished and rebuilt into the base of the new mixed-use development.

SOURCE: CITY OF TORONTO

A SUCCESSFUL DOWNTOWN

■ CONTINUED FROM PAGE 7

ships when you drop your car off, it's not like you're driving into a dirty environment—it's a very clean environment. They have tile on the floor, coffee shops and little cafes and waiting areas, and the whole experience is elevated," Hall told *NRU*.

"...You don't hear air guns and air drills happening, because I think that's where there potentially begins to be a little bit of conflict between the residential [and commercial populations]."

The site is also an ideal one for intensification, notes Hall, which is what inspired the landowner to explore the addition of residential space.

"It also allows a piece of land that is under-utilized for a very specific use to be redeveloped for that use ... and for the optimization for residential use to happen at the same time," he says.

Integrating commercial requirements with the needs of pedestrians and the community can be a challenge according to **City of Toronto** planner **Jeremy Humphrey**, but he is confident this particular redevelopment will achieve that.

"We always strive for the incorporation of a range of uses within development proposals to contribute to our objective of creating complete communi-

ties," he says.

"In this instance, there were challenges associated with creating ground floor animation and the interplay between the dealership and the public realm. Functionally,

Rendering of a proposal for a mixed-use building at 550 Adelaide Street East in Toronto's Moss Park neighbourhood. The building's ground floor and mezzanine would accommodate an auto dealership, replacing the existing one on the site as the base of new residential tower. The brick and terra cotta façade of the base of the new mixed-use building would reflect the surrounding neighbourhood's many historic brick structures.

SOURCE: THE PLANNING PARTNERSHIP
ARCHITECT: GIANNONE PETRICONE ASSOCIATES

there are essential elements to a car dealership that need to be included to make it work, which can limit the amount of flexibility within the development to move things around or redesign a space. To this end, we worked collaboratively with the applicant's team to ensure the ground floor design will positively contribute to the pedestrian experience."

Automotive uses are not uncommon in the immediate area surrounding King and Parliament Streets in downtown Toronto, and they represent a sizeable number of well-paying jobs. It's in the best interest of planners and land owners to keep these roles on site for employment use, while looking to better utilize the land for housing opportunities, says The Planning Partnership associate planner **Arthur Grabowski**.

"The downtown has many ingredients for why it's successful," he says. "Obviously retail is important, as is more commercially-oriented businesses that provide meaningful jobs. So there are many ingredients and this is an important one too." 🌻



EMERGING CONTEXT

CONTINUED FROM PAGE 1

so much concentration of redevelopment going north along Yonge and west near King-Spadina—which has seen so much development—the east generally hasn’t seen quite as much development, particularly northeast once you get beyond Jarvis Street,” **Bousfields** partner **Peter Smith** told *NRU*.

“You’re starting to see a lot of development and intensification there now for the same reason you see intensification throughout the downtown central waterfront, and that’s proximity to transit. And these areas are walkable and close to TMU [Toronto

Metropolitan University], somewhat close to **University of Toronto**. There’s a lot happening in this area, where if you had asked me five years ago, I would’ve told you there wasn’t much going on.” In addition to bringing

substantial new housing to the area, the development proposal also includes a roughly 360-square-metre public park and the creation of a new mid-block connection on the west side of the building that could greatly enhance the public realm.

“We looked at the emerging context of that neighbourhood and there are a lot of applications for tall towers. The idea was to do a tall tower and keep with the general heights of

what is happening in the area,” KingSett senior vice-president **Tom Giancos** told *NRU*.

“We also looked at providing a public open space on site and a mid-block connection so that the site would be enjoyed by future residents on that tower, as well as providing amenity space for the people that live in that community.”

Surrounding the site itself are a mix of uses, predominantly residential,

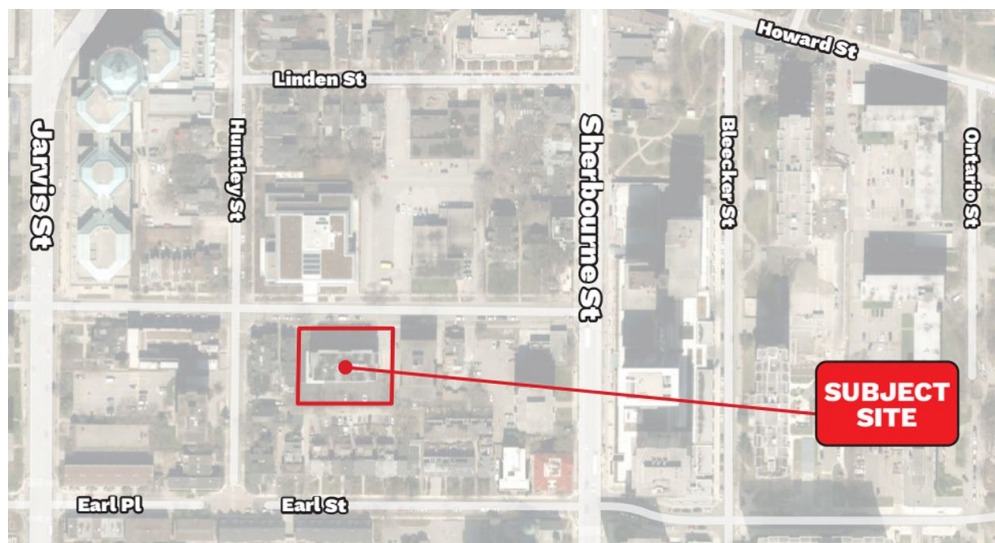
CONTINUED PAGE 10

Map showing the location of the site at 135 Isabella Street where KingSett Capital is proposing to demolish a nine-storey rental apartment building in order to develop a 69-storey residential tower. Currently, the site accommodates a residential rental building containing 80 residential units that would be replaced within a new 770-unit residential tower.

SOURCE: CITY OF TORONTO

Photo looking south across Isabella Street at a nine-storey, 80-unit rental apartment building that currently occupies the site at 135 Isabella Street. KingSett Capital has submitted a rental housing demolition application to the City to demolish the existing building and in its place build a 69-storey residential tower that containing 770 new residential units, including 80 rental replacement units.

SOURCE: CITY OF TORONTO



EMERGING CONTEXT

■ CONTINUED FROM PAGE 9

across a range of building types from low-rise to tall buildings. Numerous applications for tall buildings in this area have been submitted by developers to the City recently, including one for a property just a block west of the site at 88 Isabella Street where **Capital Developments** is seeking to develop a 62-storey residential tower.

While the east side of the city's downtown is just starting to catch up with its neighbours to the west in terms of proposals for tall buildings, there is one noteworthy difference when it comes to land use. That is that the Isabella Street sites and many on neighbouring streets in the area are designated 'Apartment Neighbourhood' rather than 'Mixed Use'.

This is in contrast to the zoning for other midtown and downtown neighbourhoods that have been intensifying with residential within towers. Many development proposals in areas along Yonge Street such as Yonge-Eglinton are on sites designated mixed-use and often include retail components at grade to maintain the commercial/retail street frontage that Yonge Street has long been known for.

The Isabella Street site, while located within the City's downtown secondary

plan area, is designated 'apartment neighbourhoods'. Areas designated apartment neighbourhood are made up of apartment buildings and parks, along with local institutions and recreational facilities. Retail uses at-grade have not existed on the site in the past and KingSett felt as though the best course forward was to stick with an entirely residential building.

"Our thought is that the ground floor would be taken up by residential and residential amenity. We don't see this section of Isabella Street as providing enough foot traffic to make it viable commercially," Giancos said.

"You have Sherbourne Street, not as much on Jarvis, but there is some commercial along those two streets. Generally there isn't a lot of commercial in this immediate pocket."

With the site being located just 400 metres from the Sherbourne subway station on the Bloor/Yonge subway line, and roughly one kilometre from the Bloor-Yonge subway station, the proposed development includes no residential parking spaces. Instead, a single level of underground parking is proposed for building visitors, as well as room for accessible parking spaces.

"I think current city policy makes it punitive to own and drive a car in the city. People who are buying or renting these new buildings understand that they're using transit more and more," said Giancos.

"Our goal is to abide by the City's current parking policies

which allow you to provide zero resident parking and we're going to rely on the fact that we're about 400 metres away from Sherbourne station and about 950 metres away from Wellesley station."

KingSett's applications were submitted on June 20 and are currently under review by city planning staff. A community consultation meeting for the proposal is scheduled for September 12, 2023. 🌿

Rendering looking south across Isabella Street at KingSett Capital's proposed 69-storey residential tower at 135 Isabella Street. KingSett is seeking to demolish an existing nine-storey rental building on the site in order to build a new tower that would accommodate 770 residential units, including 80 rental replacement units. The proposed development would also create new public open space in the form of a public park and a new mid-block connection (right side of rendering).

ARCHITECT: BDP QUADRANGLE



IN BRIEF

New committee appointments and council roles under Mayor Chow

At a special meeting August 10, **City of Toronto** council approved a motion to appoint new members to city council committee roles and positions under new Mayor **Olivia Chow's** leadership.

The appointments are as follows:

DEPUTY MAYORS:

Chow has appointed the following four council members as deputy mayors:

Ward 10, Spadina-Fort York councillor **Ausma Malik** will serve as first deputy mayor, with the statutory power to stand in for Mayor Chow when needed, as deputy mayor for Toronto and East York.

Ward 8, Eglinton-Lawrence councillor **Mike Colle** will serve as deputy mayor for North York, a largely ceremonial position.

Ward 3, Etobicoke-Lakeshore councillor **Amber Morley** will serve as deputy mayor for Etobicoke, a largely ceremonial position.

Ward 25 Scarborough-Rouge Park councillor **Jennifer McKelvie** will serve as deputy mayor for Scarborough, a largely ceremonial position.

EXECUTIVE COMMITTEE

Executive committee members are appointed as follows:

Mayor Olivia Chow (chair),
Deputy mayor Ausma Malik (vice-chair),
North York deputy mayor Mike Colle (member),
Etobicoke deputy mayor Amber Morley (member),
Scarborough deputy mayor Jennifer McKelvie (member),
Ward 4, Parkdale-High Park councillor **Gord Perks** (member),
Ward 9, Davenport councillor **Alejandra Bravo** (member),
Ward 24, Scarborough-Guildwood councillor **Paul Ainslie** (member),
Ward 17, Don Valley North councillor **Shelley Carroll** (member),
Ward 30 Toronto-Danforth councillor **Paula Fletcher** (member-at-large),
Ward 12 Toronto-St. Paul's councillor **Josh Matlow** (member-at-large)

PLANNING & HOUSING COMMITTEE

Councillor Gord Perks (chair)
Ward 19, Beaches-East York councillor **Brad Bradford** (vice-chair),
Councillor Josh Matlow (member),
Ward 23, Scarborough North councillor **Jamaal Myers** (member),

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WeirHiring

Municipal Associate Lawyer

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WeirFoulds is seeking a municipal lawyer to join our thriving Municipal Practice Group. We are looking for:

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- ▶ Ability to work with lawyers at all levels and be a team player
- ▶ Able to balance competing demands as well as being self-motivated, innovative and flexible
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- ▶ Excellent academic credentials with an LLB, JD or equivalent
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The successful candidate will work with our team of municipal lawyers on a variety of challenging, sophisticated and diverse matters representing a broad range of both public sector and private sector clients, including municipalities, residential, commercial and industrial development interests, construction firms, property owners, investors and private citizens. You will be assisting clients with obtaining or responding to applications and appeals respecting development approvals, planning policy matters, legal opinions and court applications dealing with a wide variety of municipal law issues. You will also provide strategic advice, opine on land use planning and development issues, and negotiate and draft various land development agreements.

We thank all candidates for their response, but only those to be considered for an interview will be contacted.

WeirFoulds welcomes applications from all qualified candidates. We are committed to providing an inclusive work environment composed of people with diverse perspectives, backgrounds, identities and cultures.

Should candidates wish to receive the above job posting in an alternative format, please contact Ellen Dalicandro, Director of Legal Talent by email (edalicandro@weirfoulds.com) or by phone at 416-365-6518.

Click [here](#) to apply online.

WeirFoulds^{LLP}

IN BRIEF

■ CONTINUED FROM PAGE 11

Ward 5, York South-Weston
councillor **Frances Nunziata**
(member),

Ward 21, Scarborough Centre
councillor **Michael Thompson**
(member)

INFRASTRUCTURE & ENVIRONMENT COMMITTEE

Scarborough deputy mayor
Jennifer McKelvie (chair),
North York deputy mayor Mike
Colle (vice-chair),

Ward 6, York Centre councillor
James Pasternak (member),
Ward 7, Humber River-Black
Creek councillor **Anthony**
Perruzza (member),

Ward 11, University-Rosedale
councillor **Dianne Saxe**
(member),
Etobicoke deputy mayor Amber
Morley (member)

ECONOMIC & COMMUNITY DEVELOPMENT COMMITTEE

Councillor Alejandra Bravo
(chair),
Councillor Shelley Carroll (vice-
chair),

Ward 15, Don Valley West
councillor **Jaye Robinson**
(member),

Ward 13, Toronto Centre
councillor **Chris Moise**
(member),
Deputy mayor Ausma Malik
(member),
Councillor Paula Fletcher
(member)

GENERAL GOVERNMENT COMMITTEE

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Ward 2, Etobicoke Centre
councillor **Stephen Holyday**
(vice-chair),

Ward 18, Willowdale councillor
Lily Cheng (member),
Ward 16, Don Valley East
councillor **Jon Burnside**
(member),

Ward 1, Etobicoke North
councillor **Vincent Crisanti**
(member),
Ward 22, Scarborough-
Agincourt councillor Nick
Mantas (member)

BUDGET COMMITTEE

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Councillor Gord Perks (vice-
chair),
Councillor Lily Cheng (member),
Councillor Chris Moise
(member)
Etobicoke deputy mayor Amber
Morley (member),
Scarborough deputy mayor
Jennifer McKelvie (member)

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Councillor Chris Moise
(member),
Etobicoke deputy mayor Amber
Morley (member),
Deputy mayor Ausma Malik
(member),
Councillor Gord Perks (member),
Councillor Michael Thompson
(member)

TORONTO TRANSIT COMMISSION BOARD OF DIRECTORS

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Councillor Paul Ainslie
(commissioner),
Councillor Stephen Holyday
(commissioner),
Councillor Chris Moise
(commissioner),
Councillor Josh Matlow
(commissioner),
Councillor Dianne Saxe
(commissioner)

CREATETO BOARD OF DIRECTORS

Councillor Paula Fletcher
(mayor's designate),
Councillor Brad Bradford
(member)

Councillor Frances Nunziata
remains SPEAKER. Councillor
Stephen Holyday resigned his
position as DEPUTY SPEAKER
at the special council meeting
August 10. Councillor Paula
Fletcher was appointed
DEPUTY SPEAKER. 🌸

ERRATA

In the August 4, 2023 Toronto edition
issue, the story "Bringing Regent Park
Into the Urban Fold," there were a
number of errors. The story incorrectly
states that Tridel applied for a zoning
by-law amendment and rental housing
demolition for phases four and five of
the Regent Park redevelopment. In fact,
the applicant was Toronto Community
Housing Corporation (TCHC).

The story also states that the
building design for both Phase 4 and
5 will be undertaken by architects—
Alliance and Cobe Architects. In fact,
the two firms have been selected to
design Building 1A of the site.

Comments about Passive House
design standards were attributed to
Mary McIntyre of architects—Alliance.
In fact, they should have been
attributed to Peter Zimmerman of TCHC.
NRU regrets the errors

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**ADAPTATION
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OLT NEWS

SETTLEMENT APPROVED FOR TYNDALE GREEN DEVELOPMENT

In an August 11 decision, OLT members **Kurtis Smith** and **Pavel Tomilin** allowed appeals, in part, by **Markee Developments Inc.** against the **City of Toronto's** failure to make decisions on its official plan and zoning by-law amendment applications for 3377 Bayview Avenue.

The 22.75-hectare site currently contains Tyndale University, which occupies a grouping of three-to-four-storey historic mid-century buildings.

In August 2021, Markee submitted applications to permit an infill development surrounding the retained Tyndale University buildings, which would add 1,504 residential units spread across 15 residential and mixed-use buildings ranging in height from five to 20 storeys. Fifty percent of the residential units were proposed to be affordable units, and Markee also proposed a daycare, a restaurant and other flexible use spaces, and a new public street.

After appealing its applications, Markee submitted a settlement offer that was considered and endorsed by Toronto city council on March 29, 2023. Included in the settlement are revised architectural plans illustrating

significant revisions to the proposed development. The revisions include a reduction in the number of new buildings from 15 to 12, 10 with a mid-rise scale and two taller buildings of 15 and 24 storeys.

The settlement proposal includes 1,510 residential units, including 239 affordable units, an 18.5-metre-wide U-shaped public road extending through the site, and an open space contribution in the form of two public parks, a privately-owned publicly-accessible space, and lands below the top-of-bank of the adjacent **Toronto & Region Conservation Authority**-regulated ravine. The existing Tyndale University structures, which were designated under the *Ontario Heritage Act*, will be substantially retained in situ.

Although the settlement was accepted by council, the **Bayview Woods Neighbourhood Association**, which had originally obtained party status in Markee's appeals, remained opposed. After the Tribunal quashed a separate appeal by the neighbourhood association of the heritage designation by-law for the property, Bayview Woods opted to withdraw as a party to Markee's official plan and zoning by-law amendment appeals.

Planner **Emma West (Bousfields)** provided

evidence on behalf of Markee, in support of the settlement. She provided an overview of the site context, as well as of existing surface transit in proximity to the site and planned rapid transit corridors and potential linkages within walking distance.

West testified that the settlement proposal "is based on a vision to provide residential infill in a campus-like setting that: preserves and expands the open space network throughout the site; is complementary to the heritage character of the existing university complex; responds to the existing topography; and protects natural features."

Having been satisfied based on Ms. West's uncontroverted evidence that the settlement proposal addresses all of the applicable planning policy considerations, the Tribunal allowed the appeals, in part, and approved the amendments

in principle, subject to various conditions.

Solicitors involved in this decision were **David Bronskill (Goodmans)** representing Markee Developments Inc. and **Jessica Braun** representing the City of Toronto. [See *OLT Case No. OLT-22-002710*.]

11-STOREY DEVELOPMENT APPROVED AT QUEEN WEST & BROCK

In a July 27 decision, OLT member **Jatinder Bhullar** allowed appeals, in part, by **Queen and Brock Holdings Inc.** against the **City of Toronto's** failure to make decisions on its official plan and zoning by-law amendment applications for 1354-1360

CONTINUED PAGE 14 ■

Revised proposal (site plan) by Markee Developments Inc. for 3377 Bayview Avenue; settlement approved by the OLT on August 11.

ARCHITECTS: KPMB ARCHITECTS



■ CONTINUED FROM PAGE 13

Queen Street West and 8-14 Brock Avenue.

In January 2021, Queen & Brock filed applications to permit the development of the site with a nine-storey mixed-use building containing 538 m² of ground floor retail space, 91 m² of “community space”, and 117 residential units. The original proposal included the retention of the facades of existing heritage buildings at 1358 & 1360 Queen Street West, and the removal of the existing building at 1354 Queen Street West, at the corner of Queen and Brock.

Queen & Brock appealed its applications after the City’s failure to make a decision within the statutory timeframe, but continued to work with city staff in an effort to achieve a resolution. In July 2022, Queen & Brock submitted a

settlement proposal to Toronto city council for an 11-storey mixed-use building containing 479 m² of retail and community space and 142 residential units, as well as the incorporation of the principal facades of 1354 Queen Street West in addition to those of 1358 & 1360 Queen. Toronto city council rejected the settlement offer and directed city staff to attend the hearing in opposition to the applications.

On behalf of Queen & Brock, the Tribunal heard evidence from architect **Ralph Giannone (Giannone Petricone Associates)**, heritage expert **Michael McClelland (ERA Architects)** and planner **Peter Smith (Bousfields)**. The evidence of these witnesses indicated that the site is an appropriate location for a higher mid-rise building

anchoring the corner of Queen and Brock that provides a sensitive transition to adjacent low-rise properties. Further, the witnesses advised that the proposed new construction is compatible with and complementary to the retained heritage elements, and testified that it represents an appropriate development outcome for the West Queen West property.

On behalf of the City, the Tribunal heard evidence from planner **Victoria Fusz** and urban designer **Kevin Lee**. Among other matters, the City witnesses’ evidence characterized the proposal as overdevelopment of the site and raised concerns around the proposal’s lack of alignment with Official Plan Amendment 445, which was the outcome of the Queen Street West Planning Study – Bathurst to Roncesvalles Avenue, but remains under appeal.

The Tribunal preferred the evidence of Queen & Brock’s

witnesses, finding that the proposed 11-storey building is appropriate for the site and represents good planning. It allowed the appeals, in part, and approved the planning amendments in principle subject to the finalization of various conditions.

Solicitors involved in this decision were **Eileen Costello** and **Meaghan Barrett (Aird & Berlis)** representing Queen and Brock Holdings Inc. and **Matthew Longo** representing the City of Toronto. [See *OLT* Case No. [OLT-22-002167](#).] 🌸

PEOPLE

SvN Architects

+ **Planners** has appointed **Pino Di Mascio** as partner. Di Mascio brings over 30 years of planning experience in developing solutions to significant planning and development challenges including

sustainability, affordable housing and social inclusion. Previously, Di Mascio was head of impact strategy and delivery at **Dream**, and prior to that was director of planning and delivery with **Sidewalk Labs**.

The Regional Studies Association (RSA)

has awarded **University of Toronto** (U of T) School of Cities director and department of geography and planning professor **Karen Chapple** the Sir

Peter Hall Award for lifetime achievement in a ceremony late last month. The award recognizes lifetime achievement in the field of regional studies, including publications, teaching, original research and impact on public life. Chapple’s research

explores inequalities in the planning, development and governance of regions in the Americas, with a particular focus on economic development and housing.