BUS STOP TALK

Candidates spar over short-term transit fix

By Sarah Ratchford

Completion of multi-billion dollar investments in subways and light-rail in Toronto is still some years off, but added bus service in the short-term has become an early flash-point among the top candidates for mayor.

Toronto mayoral candidate Olivia Chow, the former federal MP for Trinity-Spadina, kicked off the debate on short-term transit solutions last week with a call to add 10 per cent more buses to the roads during rush hour. She estimates the cost at $15-million for operations, maintenance and driver salaries.

“Two hundred buses are going to be retired,” Chow told NRU this week. “We could use some of them for longer and expand the service by 10 per cent.”

Under her proposal, she said the TTC could increase service on its busiest routes with buses already owned by the transit authority. She said 60 per cent of TTC riders rely on a bus to reach their destination, with those in the former suburbs of Scarborough, Etobicoke and North York more dependent on buses than those living in the pre-amalgamation city of Toronto.

Mayoral candidate Karen Stintz, a current city councillor and former chair of the TTC, rejected Chow’s proposal.

Easing ‘inner suburb’ zoning rules

UNLOCKING HIGH-RISE POTENTIAL

By Edward LaRusic

The city is proposing a new zoning designation to transform the concrete towers of Toronto’s inner suburbs, typically poorly served by transportation, retail and other amenities, into complete communities.

If approved, the new zoning designation of “residential apartment commercial (RAC)” would loosen restrictive rules on high-rise apartment neighbourhoods that date to the 1950s and, it is hoped, attract small businesses and services to the densely-populated communities cut off from their surroundings.

The city recently began public consultations on the new designation, potentially paving the way for a decision by city council in June.

The proposed RAC zoning is a key element of the city’s tower renewal project initiated in 2008 in the second term of then-mayor David Miller, with ERA Architects a key collaborator from the outset.

ERA associate Graeme Stewart said the proposed designation is a key lever to connect the concrete...
“Tactical urbanism” topic of roundtable discussion

SMALL-SCALE, BIG IDEAS

By Edward LaRusic

A temporary plaza, a “guerilla” crosswalk and do-it-yourself repairs of street blocks and neighbourhoods are examples of “tactical urbanism,” a term gaining currency to describe the power of small-scale initiatives in promoting livable cities.

On March 31, the Ontario chapter of the Congress for the New Urbanism Ontario (CNU Ontario) will hold an event to discuss how local residents can apply “tactical urbanism” to invigorate their neighbourhoods.

“Tactical urbanism is any sort of activity that is either sanctioned or non-sanctioned that can be done very quickly and very cheaply that brings attention to an urban issue,” Adrian Cammaert, CNU Ontario chairperson, told NRU.

Sometimes the activity is very small-scale, as when people carry out beautification efforts such as “yarn-bombing” to knit colourful covers for telephone poles. Sometimes the activity is on a larger scale, such as transforming a parking lot into a temporary park. Done well, said Cammaert, tactical urbanism can change how people look at their city.

Some types of “tactical urbanism” are do-it-yourself initiatives,
Spring, maybe, is coming to Toronto, ensuring a resurgence of cyclists and a fresh round of discussions on effective road-sharing strategies.

The annual Ontario Bike Summit will be held in Toronto on April 14-15, with an agenda that includes a discussion on how to create bicycle-friendly communities.

Meanwhile, a new report from the Ontario Professional Planners Institute calls for the inclusion of “active transportation,” such as cycling and walking, as a building block of healthy, sustainable communities.

The report, a follow-up to a 2012 study “Healthy Communities and Planning for Active Transportation,” says that many Ontario municipalities are in the process of establishing policies and practices to include cycling, walking and related activities as part of their regulatory frameworks.

“Further progress is needed, however, as few communities have implemented these policies in the development of their transportation network,” the report states.

Long-time Toronto cycling advocate Yvonne Bambrick says that, even with city bike plan in place, increased efforts are needed to promote road-sharing knowledge by drivers, pedestrians and cyclists.

“What we need is public education,” she told NRU “Bikes belong on streets, and we need to look at how bikes are to interact [with others using the road].” She says those norms will be best set by public education campaigns, which she argues have been neglected in the last five years.

She describes marketing campaigns on sharing the road as a “worthy investment.”

The OPPI report says planners have a role to play in implementing the province’s Cycling Strategy, developed in response to a 2012 review by the Office of the Chief Coroner that cited 129 cyclist deaths between 2006 and 2010 and 95 pedestrian deaths in 2010. The coroner’s office concluded that “100 per cent of [pedestrian and cyclist] deaths were preventable,” according to OPPI.

In emphasizing the role of planners in the development of active transportation policies, OPPI states that “widespread action is needed to implement an active transportation system that reduces automobile dependency, increases use of active transportation modes, addresses sedentary lifestyle issues and decreases pedestrian and cyclist injuries and deaths throughout the province.”

A “critical next step,” according to OPPI, is a shift in public policy that puts a priority of the development of a “complete streets” approach to the design of roadways and a people-centred approach to community development.

In a press release on the OPPI report, association president Paul Stagl stated he is impressed with examples where healthy community best practices are included in official plan policies, subdivision design and site plan approvals.

“The success of these strategies is reflected in large measure by the broad partnership of interests that have come together to embrace and to implement the objectives of healthy communities - planners, health officials, municipal managers and provincial and municipal leaders, among others.”

Echoing OPPI’s message for all communities to address active transportation in their plans, Bambrick says cycling infrastructure needs to be developed for inner suburbs in Toronto, not just for downtown residents.

“We shouldn’t just be focusing our attention on the core,” she tells NRU, suggesting there is room for bike lanes on arterial roads. “We’re still well behind schedule [in the suburbs].”

“Just because people don’t live in the downtown core doesn’t mean they don’t want to use their bikes,” she says.
**Billy Bishop airport expansion questioned**
Transport Action Ontario, an advocacy group, former Toronto chief city planner Paul Bedford and architect Ken Greenberg released a report last week that warned proposed runway extension at Billy Bishop would have “huge impacts stemming from increased safety zones.” The TAO report analyzed jet plane safety zone requirements set out under Transport Canada and NAV Canada standards as they relate to Porter Airline’s request for a 200-metre extension at each end of the runway to accommodate currently-banned jet aircraft at Billy Bishop Toronto City Airport in downtown Toronto. The advocacy group contends that jets would be larger, faster, and “less maneuverable” than the planes currently in use, with a need for “a significantly more restricted area.” “Unless Transport Canada provides exemptions, these safety restrictions would alter almost beyond recognition the access and freedom Torontonians presently enjoy on the water. The proponents have not addressed these restrictions,” TAO President Peter Miasek stated in a press release.

**Ontario Place Park and Trail revamp**
The province is inviting the public to respond to a survey by March 31 on a proposed design for a new park and waterfront trail at Ontario Place. Waterfront Toronto presented the draft design on March 19, but a final version won’t be unveiled until this summer. The survey seeks participant feedback on proposals to transform a parking lot into green space to make the park accessible to everyone.

**Board of Trade “rethinks the region”**
The Toronto Region Board of Trade has called on business and political leaders to advance a regional economic

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**Small-Scale, Big Ideas**

with local residents painting their own “guerrilla” crosswalks to send a message about sharing road space with pedestrians. Other developments are sanctioned by planning and private authorities. Cammaert points to collaborations between Toronto developers and artists through PATCH (public art through construction hoarding), an organization that helps beautify construction sites.

“When you walk past a construction site you sometimes see rather plain and ugly construction hoarding that is practical and functional, but doesn’t add anything to the streetscape. So this group takes advantage of those blank canvases and does amazing artwork on them,” he said.

Of course, it’s the unsanctioned tactical urbanism that Cammaert admits attracts the most attention, such as when people paint bike lanes onto roads without permission.

“It draws the attention to the fact that there’s a good demographic out there that feels really passionately that there are not enough bike lanes in the city,” he said.

Such unsanctioned interventions also send a message about the amount of red tape, studies and financial costs that often frustrate residents trying to improve their neighbourhood, said Cammaert.

“Sometimes people get overwhelmed by that planning process, and they just want to better their communities.”

Last September, CNU Ontario became Canada’s first full chapter of the Congress for New Urbanism, a non-profit organization that holds 15 other chapters in the United States. Cammaert said that his organization is just trying to add to the robust dialogue that already exists in the province.

“[It’s] about good urbanism, good planning, and good urban design. [Congress for New Urbanism] is a well-known entity in the U.S., and we’re trying to bring that knowledge and expertise here.”

The roundtable on tactical urbanism follows CNU Ontario’s first annual general meeting on March 31. For more information and to register to attend, visit the CNU Ontario website.
plan saying it “reflects short-term thinking and ignores Toronto's transit reality.”

In a statement on her website, Stintz said: “Transit riders don't need short-term patches like Olivia's old buses. We have serious transit issues. We need to focus our efforts on making substantive improvements to our transit capacity, like building the [downtown] Relief Line. People want a leader who will get Toronto moving again.”

Stintz contends the TTC already uses larger-capacity “articulated buses” that in her view would be preferable to re-introducing buses retired from service. Moreover, Stintz noted that TTC buses already operate every 10 minutes during rush hour.

Chow argues that, despite their age, many of the older buses are still serviceable.

In her decision to emphasize buses as a short-term solution eager commuter crowding, Chow cites the philosophy of former TTC chief general manager David Gunn. “When he was the CEO of the TTC, he focused on buses,” said Chow. “That’s one thing I learned from him: the bus is the work horse.”

Other mayoral candidates offer a different approach to easing congestion as commuters wait for the arrival of big-ticket transit projects several years from now.

David Soknacki, a businessman and former city councillor from Scarborough, said the TTC could install so-called smart traffic lights to co-ordinate traffic thereby reducing congestion. “That will let our buses and streetcars move much more quickly in the downtown,” he tells NRU.

He also suggests a reduction in the time intervals between subways arriving in stations to move larger volumes of commuters at rush hour.

Soknacki says he is not opposed to adding express buses at peak travel times. “Any incremental change would be a change for the better,” he says.

Calls to Mayor Rob Ford and challenger John Tory were not returned.

Tory has committed to building the Scarborough and a Yonge Street relief line. In a statement posted on his website: “John Tory has a plan for a more affordable, functional and liveable Toronto. Job number one in that plan is building the Yonge Street relief line.

“Toronto residents deserve action not platitudes. Today Ms. Chow clearly stated the relief line is not a priority for her and she is against building the Scarborough subway extension.”

He went on to say that stance will only serve to create more arguments, and he believes subways are the best way.

Rob Ford has been a vocal proponent of subways throughout his first term as mayor, and for him, a Scarborough subway is the top priority.

Earlier this week, the potential to add more buses in rush hour was debated at the TTC.

On Tuesday, councillor and TTC member Josh Colle won support for staff to analyze the potential to expand express service on the city’s busiest routes during peak demand times. Staff will report back later this year, after the Oct. 27 election.

In an email to NRU, TTC spokesman Brad Ross said staff have not been asked to comment on the stand of the mayoral candidates on buses but will carry out the review stipulated by Colle’s motions.

“With respect to not retiring buses and keeping them on the road longer, this isn’t something staff have studied or been requested to study...The fact remains, however, that some buses are reaching the end of their service life and need to be retired,” he wrote to NRU.

The TTC already has some downtown express routes in service: the Mt. Pleasant Express, Avenue Road Express, Beach Express, Don Valley Express, and Humber Bay Express. An extra fare of $2.70 is required on those routes.

A motion put forward by Colle also asked staff to look at the potential for adding additional “rocket” routes, such as the existing direct service between Kipling Station and Pearson Airport.

Meanwhile, Colle told NRU that those running for mayor should offer suggestions for improving transit service in the short term.

“So much of the conversation, which is fine, focuses on the longer-term, big ticket solutions,” he said.” And so that’s great, but that doesn’t help [make anyone’s trip] getting to work or getting home any easier this week next year.”

He said he hopes the top mayoral candidates will incorporate strategies for congestion relief in the short term with their long-term views on transit, thus offering “changes or suggestions to get people moving.”
high rises of the inner suburbs to the rest of the city.

“The simplest way to describe it is that these [inner suburb] neighbourhoods were built, designed, and conceived in the 1960s for an entirely different demographic,” he told NRU, with the expectation that the high rises would be home to car-owning middle-class residents.

At the time, cities separated residential communities from commercial activities and employment. The demographics have changed so that, today, many of the high rises have become a “landing pad” for new Canadians.

Along with the demographic transformation, said Stewart, the city’s own policies have changed dramatically in recent years. The official plan calls for complete communities, walkable neighbourhoods and access to locally-available grocers and other retail stores—none of which is reflected in the current zoning by-law for these properties.

“The zoning has not changed since the 1960s,” said Stewart. “There’s a complete disconnect between the ambitions of the city in the official plan and the reality on the ground.”

This week at a public meeting in East Scarborough the city’s director of zoning and environmental planning, Joe D’Abramo, acknowledged how planning got it wrong in these areas.

“We were planning on a map,” D’Abramo told the meeting. “On any one of those sites, it might be a five-minute car drive, but a 50-minute walk.”

In recent years, research carried out by the Centre for Urban Growth and Renewal and the United Way of Greater Toronto has argued for planning changes that give residents access to local amenities. “Strong neighbourhoods and complete communities: a new approach to zoning for apartment neighbourhoods,” a report by the two organizations written with assistance from Stewart, demonstrated the challenge for high-rise residents without cars to gain to local access to fresh food, employment, and social services.

Stewart said that the proposed change in zoning could open up opportunities to link residents and local services. Under more relaxing zoning provisions, he said, health clinics would be allowed to locate inside high-rise buildings, with nurses on site to offer education sessions or to host flu-shot clinics.

As well, he noted, “you could have fresh fruit vendors, such as a food bus that could come...
[directly to the buildings]. They’re really simple things that could make a big difference.”

At present, he noted, such activities would run afoul of the current zoning by-law.

“You can’t even have public health centres come and give a talk because that’s considered an education or institutional use,” said Stewart.

Calvin Kangara is a community engagement project lead at the East Scarborough Storefront, a multiservice delivery hub that serves the Kingston-Galloway/Orton Park community. He told NRU that the RAC zoning would open up opportunities for local residents.

“People are already doing businesses in these buildings such as pedicures, manicures and hair salons,” he said. However, the entrepreneurs do not operate as a “legal” business. As a result, safety concerns arise on occasion. Kangara cited one resident who operates a hair salon from her apartment.

“She doesn’t want to wait on men because it’s her private space. It’s risky to invite a man in.”

Stewart said that the RAC designation would “legitimize” a lot of the businesses and activities that are happening out of sight.

“They’re vibrant, dynamic communities. They don’t look like it from the street, but there’s lots of entrepreneurial activity going on.”

The new zoning category is not designed to introduce mixed-use infill into these tower neighbourhoods, according to D’Abramo. Instead, the proposed designation would allow small commercial uses, such as artist studios, medical offices, and grocery stands, within and near apartment buildings.

D’Abramo said that the goal is to create enhanced services for the local community. Each commercial use would be limited to 200 m² with a maximum of 1000 m² for all commercial uses in an area combined, creating useful services for tower residents, while being small enough to make it unlikely to attract outside residents.

“We want it to serve the neighbourhood, but not outside the neighbourhood,” said D’Abramo.

Some of these uses would need to be set back a short distance away—7.5 metres—in a separate building away from the apartment building, in order to limit impacts such as noise and odor.

After consultations wrap up in the first week of April, city staff will draw up a list of properties eligible for RAC zoning, with a final report and draft zoning by-law amendment to follow. City officials expect to schedule a statutory public meeting on May 29 at the scheduled planning and growth management committee meeting. Barring appeals to the Ontario Municipal Board, the new zoning would take effect by the end of June.

If adopted, RAC zoning would complement several city initiatives on tower renewal. In 2011, the city introduced “Sustainable Towers, Engaged People,” a program and toolkit to build leadership capacity among those living in residential towers. In 2013, the city introduced “high-rise retrofit improvement support” as a pilot project to improve energy and water efficiency in older high-rise buildings.

Stewart said that changing the zoning is only a piece of the puzzle for unlocking the potential of these neighbourhoods.

“We can’t remove all the barriers. It’s up to the tenants, residents, community members, agencies, entrepreneurs and social innovators to do their thing.”

Kangara is optimistic about the effect the new RAC zoning will have on communities.

“It’s going to open things up. Residents will be able to join hands and rent space. The community will walk together.”

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**They’re vibrant, dynamic communities. They don’t look like it from the street, but there’s lots of entrepreneurial activity going on.**

- Graeme Stewart
COMMUNITY COUNCIL AGENDAS

ETOBICOKE YORK COMMUNITY COUNCIL

Etobicoke York Community Council will consider the following at its meeting Tuesday, April 8, at 9:30 a.m. in council chamber, Etobicoke Civic Centre.

SCHEDULED REPORTS

10:00 a.m.

1990 Bloor Street West and 26 Parkview Gardens—Final report recommends council approve an application to demolish an existing apartment building at 1990 Bloor Street West and 26 Parkview Gardens for a proposed new condominium development.

4750 Eglinton Avenue West—Final report recommends council approve a zoning by-law amendment application by Hunter and Associates Ltd. on behalf of owner National Homes (Eglinton) Inc. for lands at 4750 Eglinton Avenue West to permit a six-block, three-storey townhouse development with a total of 68 units.

7:00 p.m.

2968 Islington Avenue—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

REPORTS

1-47 Isaac Devins Boulevard—Final report recommends council enact a part lot control exemption by-law for lands at 1 to 47 Isaac Devins Boulevard to permit a development of 18 detached dwellings.

600 and 620 The East Mall—Request for direction report recommends council authorize staff to attend the OMB hearing to oppose an appeal of an official plan and zoning by-law amendment application and a site plan control application by Prisham Jain on behalf of Tact Development Inc. for 600 and 620 The East Mall regarding a proposed five-storey, multi-unit residential townhouse development.

441 Jane Street—Request for direction report recommends council authorize staff to attend the OMB hearing to oppose an appeal of an official plan and zoning by-law amendment application and a site plan control application by Prisham Jain on behalf of Tact Development Inc. for 441 Jane Street regarding a proposed five-storey, multi-unit residential townhouse development.

2 Bicknell Avenue—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

1780 Lawrence Avenue West—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

51 Panorama Court—Report recommends that council include the property at 51 Panorama Court, the former Sick Children's Hospital Thistletown, on the city's inventory of heritage properties for its cultural heritage value.

BIA boards of management—Report recommends council approve the addition and deletions to Regal Heights Village and shoptheQueensway.com BIA boards of management.

NORTH YORK COMMUNITY COUNCIL

North York Community Council will consider the following at its meeting Tuesday, April 8, at 9:30 a.m. in council chamber, North York Civic Centre.

CONTINUED PAGE 9 ➤
SCHEDULED REPORTS

10:30 a.m.

65 Centre Avenue—Report recommends that council state its intention to designate the property at 65 Centre Avenue (Alexander Robertson House) under the Ontario Heritage Act.

262 Bessborough Drive—Report recommends council refuse the proposed demolition of a designated heritage property at 262 Bessborough Drive.

11:00 a.m.

219 Finch Avenue West—Final report recommends council approve a zoning by-law application by Jonathan Weizel Architect on behalf of owner Panda Properties Inc. for lands at 219 Finch Avenue West to permit the conversion of an existing single-detached dwelling into a professional office.

205-209 Wicksteed Avenue—Final report recommends council approve a zoning by-law amendment application by Bousfields Inc. on behalf of owner Wicksteed Properties Inc. for lands at 205-209 Wicksteed Avenue to permit two, two-storey buildings with 48 units for employment uses and a three-storey storage building at the rear of the site.

11:15 a.m.

2350-2378 Bayview Avenue—Final report recommends council approve a zoning by-law amendment application by Dillon Consulting Ltd. on behalf of owner Granite Club Ltd. for lands at 2350-2378 Bayview Avenue to permit an outdoor recreational facility, maintenance building and one-storey pavilion at the Granite Club.

2025-2045 Sheppard Avenue East—Final report recommends council approve official plan and zoning by-law amendment applications by Monarch Heron’s Hill Ltd. for lands at 2025-2045 Sheppard Avenue East to change the timing of completion of section 37 agreements to develop an office/commercial building prior to the occupancy of a residential building.

11:30 a.m.

73, 75, 77 and 79 Keewatin Avenue and 88 Erksine Avenue—Request for direction report recommends council authorize staff to appear at an OMB hearing in support of a revised site plan for lands at 73, 75, 77 and 79 Keewatin and 88 Erksine Avenue to permit an eight-storey apartment building with 79 units.

200 David Dunlap Circle—Status report seeks council’s direction on an OMB hearing regarding a zoning by-law amendment, draft plan of subdivision and site plan control applications by for 200 David Dunlap Circle to permit 70 townhouse units.

REPORTS

Naming of proposed street near Sheppard avenue and Lansing Square—Report recommends land and property surveys manager Bruce McPherson report to council on the naming of proposed public street as O’Reilly Lane, O’Reilley Land or Reilly Lane that is located south of Sheppard Avenue and extending west from Lansing Square.

491 Glencairn Avenue and 278, 280 and 282 Strathallan Wood Road—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

Bayview Avenue design guidelines study—City planning staff recommends council receive status report for information regarding the Bayview Avenue design guidelines study.

1-20, 22-42, and 44 Goldthread Terrace and 5-16 Wingstem Court—Report recommends council approve a part lot control exemption by-law application by George Pietracci on behalf of owner Arista Homes (North York) Inc. with respect to lands at 1 to 20, 22 to 42 and 44 Goldthread Terrace and 5 to 16 Wingstem Court to allow for the division of of 27 semi-detached dwellings creating 54 units for individual ownership.
COMMUNITY COUNCIL AGENDAS

CONTINUED FROM PAGE 9

SCARBOROUGH COMMUNITY COUNCIL

Scarborough Community Council will consider the following at its meeting Tuesday, April 8, at 9:30 a.m. in council chamber, Scarborough Civic Centre.

SCHEDULED REPORTS

1:30 p.m.

1325 Danforth Road—Final report recommends council approve a zoning by-law amendment application by Monarch Corporation to rezone lands at 1325 Danforth Road from apartment to multiple residential and open spaces to develop 86 three-storey townhouse units.

2201 Markham Road—Final report recommends council approve a zoning by-law amendment application by Evans Planning on behalf of owner Jesk Enterprises Limited for lands at 2201 Markham Road to permit the development of a new vehicle dealership.

REPORTS

BIA boards of management—Report recommends council approve the addition of one member and deletion of one member of the Sheppard East Village BIA Board of management and the addition of three members and deletion of three members of the Kennedy road BIA board of management.

38 Tardree Place—Report recommends council approve an application by Drew Laszlo Architect Inc. on behalf of owner Shote Ndreka to demolish a residential building at 38 Tardree Place.

35 Acheson Boulevard—Report recommends council approve an application by Gervais Associates Ltd on behalf of owner John Watson to demolish a residential building at 35 Acheson Boulevard.

2955 Kingston Road—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

280 Manse Road—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

TORONTO AND EAST YORK COMMUNITY COUNCIL

Toronto and East York Community Council will consider the following at its meeting Tuesday, April 8, at 9:30 a.m. in committee room 1, City Hall.

SCHEDULED REPORTS

10:00 a.m.

120 Donlands Avenue—Final report recommends council approve an application for official plan and zoning by-law amendments by Bousfields Inc. on behalf of owner Louisville Homes Ltd. regarding a proposed a four-storey apartment building comprised of four townhouse units and 15 apartment units at 120 Donlands.

944-952 Queen Street West—Request for directions report recommends council authorize staff to attend the OMB hearing to oppose a zoning by-law amendment and site plan control applications by Urbancorp – 952 Queen St Inc. on behalf of owner Urbancorp (Downtown) Developments Inc. regarding a proposed nine-storey mixed-use building with 151 residential units at 944 to 952 Queen Street West.

355 Church Street—Request for directions report recommends council authorize staff to attend the OMB hearing in support of settlement recommendations for a zoning by-law amendment application by Deltera Inc. on behalf of owner Family Service Toronto regarding a proposed 33-storey mixed-use building with 334 residential units at 355 Church Street.
53, 57 and 61 Saulter Street—Final report recommends council approve a part lot control exemption by-law application by 940412 Ontario Limited for lands at 53, 57 and 61 Saulter Street to permit the development of five lots.

42 Edgewood Avenue—Final report recommends that council enact a part lot control exemption by-law to permit the creation of lots for 33 residential buildings.

11:00 a.m.

2 Strachan Avenue—Report recommends council state its intention to amend by-law to revise the reasons for heritage designation for a heritage easement agreement for the officer’s quarters building at 2 Strachan Avenue.

484 Spadina Avenue—Report recommends council state its intention to designate the property at 484 Spadina Avenue that contains the Waverley Hotel and Silver Dollar Room under the Ontario Heritage Act for its cultural heritage value.

111 St. Clair Avenue West—Report recommends that council approve a proposed alteration of a designated heritage property at 111 St. Clair Avenue West.

33 Avenue Road—Report recommends council state its intention to designate the property at 33 Avenue Road under the Ontario Heritage Act for its cultural heritage value.

114-120 Scollard Street—Report recommends that council refuse a proposed alteration of a designated heritage property at 114-120 Scollard Street because it is within the Yorkville-Hazleton heritage conservation district.

571 Jarvis Street—Report recommends council approve proposed alterations to the heritage property at 571 Jarvis Street.

10 St Mary Street—Report recommends council state its intention to designate the property at 10 St. Mary Street under the Ontario Heritage Act for its cultural heritage value.

11:30 a.m.

2036 and 2038 Dundas Street West—Report recommends council either refuse applications by John Esteves on behalf of owner 1276188 Ontario Ltd. to demolish a semi-detached, two-storey residential building at 2036 and 2038 Dundas Street West because there is no permit for replacement buildings or approve the application if all debris is removed and holes are filled after demolition.

34 Burton Road—Report recommends council either approve an application by Bud Hart of Drawing Room Architects Incorporated to demolish a semi-detached, two-storey residential building at 34 Burton Road if all debris is removed and holes are filled after demolition or refuse the application for failure to maintain a residential use.

492 Russell Hill Road—Report recommends council either refuse applications by Tae Ryuck of Urban Advisors to demolish two-storey residential buildings at 492 Russell Hill Road because there is no permit for the replacement of these buildings or approve them if all debris is removed and holes are filled after demolition.

299 George Street—Report recommends council either refuse an application by Paul Gagne of Goldsmith Borgal and Company Ltd. on behalf of owners 1654028 Ontario Ltd. and 1654029 Ontario Ltd. to demolish a residential building at 299 George Street because there is no permit for the replacement of the building or approve it if all debris is removed and holes are filled after demolition.

1:30 p.m.

1090 Bloor Street West—Report recommends that council deny an application by Delphi Communications Inc. (Draft Picks) for a proposed boulevard café at 1090 Bloor Street West.

615A Brock Avenue—Report recommends that council approve an application by Haven Green Inc. for a proposed boulevard café at 615A Brock Avenue.
COMMUNITY COUNCIL AGENDAS

CONTINUED FROM PAGE 11

615C Brock Avenue—Report recommends that council approve an application by Haven Green Inc. for a proposed boulevard café at 615C Brock Avenue.

14 Dupont Street—Report recommends that council approve an application by 1890242 Ontario Inc. (Playa Cabana Hacienda) for a proposed boulevard café at 14 Dupont Street.

101 Portland Street—Report recommends that council deny an application by Gusto 101 Inc. for a proposed boulevard café at 101 Portland Street.

418 Church Street—Report recommends that council deny an application by 2349954 Ontario Inc. (The Marquis of Granby Pub) for a proposed boulevard café at 418 Church Street.

80 Dundas Street East—Report recommends that council deny an application by 2361935 Ontario Inc. (Sushi Style) for a proposed boulevard café at 80 Dundas Street East.

1094 Yonge Street—Report recommends that council deny an application by 1539213 Ontario Inc. for a proposed boulevard café at 1094 Yonge Street.

REPORTS

BIA boards of management—Report recommends council approve the additions and deletions to the Bloor Annex, Bloorcourt Village, Danforth Mosaic, Parkdale Village, Roncesvalles Village and Upper Village BIA boards of management.

Queen Street West—City planning staff recommend that council receive a supplementary report for information regarding the restaurant study on Queen Street West between Roncesvalles Avenue and Dufferin Street.

1267 King Street West—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

171 Front Street West and 7 Station Street—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

80 Bloor Street West—Preliminary report recommends staff schedule a community consultation meeting with the ward councillor.

1, 2, 3, 4, 6, 10, 14 and 16 Elm Avenue, 120 and 125 Mount Pleasant Road, 20 Meredith Crescent and former Elm Avenue—Preliminary report recommends a notice for a public meeting be given for the lands at 1, 2, 3, 4, 6, 10, 14 and 16 Elm Avenue, 120 and 125 Mt. Pleasant Road, 20 Meredith Crescent, and the former Elm Avenue.

TORONTO BRIEFS

CONTINUED FROM PAGE 4

strategy. On Monday, the board released a report, Toward a Toronto Region Economic Strategy, that lays out a multi-pronged approach to increase productivity growth by 10 per cent by 2025.

In addition, the board recommends an expansion of industry clusters to strengthen the region’s competitive advance in financial services, IT, processed food, education and life sciences: The board also recommends investment in transportation, energy, smart technology, and human capital as well as regional leadership to strengthen management of key investments such as transit.
Tower allowed near Dundas West Station
In a decision issued March 19, board member Sylvia Sutherland allowed an appeal by Dun West Properties Ltd. of the City of Toronto's failure to enact a proposed zoning by-law amendment. Dun West sought permission to rezone lands to increase the allowed height and density to develop an eight-storey mid-rise, mixed-use residential building with a connected 23-storey tower at the rear. The property is located at 2376-2388 Dundas Street West near Bloor Street West.

Planner Pino Di Mascio (Urban Strategies) and architect Mark Sterling (Sweeny Sterling Finlayson & Co) provided evidence on behalf of Dun West. Di Mascio told the board the proposal had intensification and redevelopment opportunities that met the intent and purpose of the official plan and provincial plans. He also said the current mid-rise building on the site is missing out on development potential as it is next to a major transit station and that, as part of an avenue study by the city, the site should have considered a mobility hub. Sterling told the board that the proposed building's density, scale, mass and built form represented good planning and respected planning policies.

Planner Anne McIlroy (Brook McIlroy), city urban designer Janet Lee and city planner Dan Nicholson provided evidence on behalf of the city. They told the board that the proposed development would create an “inappropriate precedent for other potential developments.”

The city identified benefits, such as intersection and streetscape improvements, parkland and public art, that could be included under section 37 agreements of the Planning Act. However, the board found that the proposed benefits did not relate to the proposed development and that the city did not discuss them with Dun West prior to the hearing. The board allowed the appeal and ordered approval of the draft zoning by-law amendment and site plan.

Solicitors involved in the case were Jane Pepino and Andrea Skinner (Aird and Berlis LLP) representing Dun West Properties Ltd. and city solicitor Stephen Bradley representing the City of Toronto. (See OMB Case No. Pl121287.)

Midtown consent and variances allowed
In a decision issued March 19, board member John Atcheson allowed appeals by Greg Brown of the City of Toronto committee of adjustment’s failure to approve a consent application and two minor variance applications. Brown sought permission to sever a property, demolish an existing house and construct two new dwellings. The variances included an increase in gross floor area and dwelling length and a decrease in side yard setbacks. The property is located at 92 Briar Hill Avenue near Yonge Street and Eglinton Avenue West.

The board was informed that a settlement had been reached between the city and neighbours Paul Manchester, Kathryn Poldre and Laurence Olivo. The revised variances reduced the size of the dwellings and relocated the decks and stairs to the interior side yards.

Planner Franco Romano (Action Planning Consultants) provided evidence on behalf of Brown. He told the board the variances are minor, reflect the settlement agreement, respect the existing neighbourhood and conform to the city’s official plan and zoning by-law.

The board agreed with Romano and allowed the consent and minor variances with conditions including construction in accordance with plans prepared by Rubinoff Design Group dated March 5, following tree protection policies, payment of taxes, filing a plan of survey and municipal addressing.

Solicitors involved in the case were Amber Stewart (Amber Stewart Law) representing Greg Brown, city solicitor Christina Achkarian representing the City of Toronto and Barnet Kussner (WeirFoulds LLP)
Artscape President and CEO Tim Jones has been named a social entrepreneur of the year by the Switzerland-based Schwab Foundation for Social Entrepreneurship, which recognized 37 recipients around the world for “their innovative approaches and potential for global impact.”

Dr. Kwame McKenzie has been appointed the new CEO of the Wellesley Institute. He will continue to serve as a medical director at the Centre for Addiction and Mental Health, and is also director of equity gender and population health in the Department of Psychiatry at the University of Toronto.

Consent and variances allowed in Port Union
In a decision issued March 18, board member John Atcheson allowed appeals by Errol and Sheila Popo and Paula Klein of the City of Toronto committee of adjustment’s failure to approve a consent application and two minor variance applications. Popo and Klein sought permission to sever a property, demolish an existing dwelling and construct two new dwellings. The variances included increases to the garage length, frontage and gross floor area and decreases in lot area. The property is located at 15 Wanita Road in the Port Union neighbourhood.

Planner Jean Besz (George Brown) provided evidence on behalf of Popo and Klein and advised the board that they wished to amend a variance to further decrease the lot frontage. She told the board the variances were minor and conform to the zoning by-law and provincial plans. She also said the proposed changes to the lot frontage are in character with the neighbourhood.

The board agreed with Besz and allowed the appeals. It approved the consent and amended variances with a condition that the house built on the severed lot be constructed in accordance with plans by Jr Designs. (See OMB Case No. PL131059.)

Variance approved near Bloor and Ossington
In a decision issued March 18, board member Richard Makuch allowed an appeal by Fortunato and Maria Rosa Taverniti of the City of Toronto committee of adjustment’s failure to approve a minor variance application. Taverniti sought permission to demolish a two-storey rear addition on a house and construct a new one. The variances include an increase in building depth, floor space index and gross floor area and reduced landscaping. The property is located at 861 Shaw Street near the intersection of Bloor Street West and Ossington Avenue.

Planner Armando Barbini (Armando Barbini Planning and Permit Services Inc.) provided uncontested evidence on behalf of Taverniti. He told the board the variances conform to provincial plans and meet the general intent and purpose of the city’s official plan and zoning by-law. He said the proposed addition is a common change to houses in the neighbourhood.

The board agreed with Taverniti, allowing the appeal and authorizing the variances.

Involved in the case was solicitor Chris Tanzola (Overland LLP) representing Maria Rosa Taverniti. (See OMB Case No. PL131337.)