Growth and development pressures in the City of Toronto and across the region require city planners and the development community to find creative ways to incorporate parks and greenspace into new developments and transform existing parks into opportunities for placemaking.

That was the message delivered by New York City’s parks and recreation department commissioner Mitchell Silver to attendees at the University of Waterloo Planning Alumni of Toronto dinner. Held on November 8 at the Fairmont Royal York Hotel, Silver emphasized the significance of public-private partnerships, equal distribution of resources across city parks and the importance of placemaking in dense, urban cities.

“Knowing we have similar development pressures with a lot of new residents coming in, we need to put our priority on public space first, make sure we give the best land to the public, and then we have the development parcels behind it,” said Silver in an interview with NRU.

With cash-strapped municipalities struggling to pay for much-needed infrastructure upgrades and multi-billion transit projects, Silver highlighted the importance of exploring public-private partnerships to develop parks and greenspace. For example, Domino Park, a six-acre waterfront park in Williamsburg, is owned and operated by Two Trees Management. The city also master planned Hunter’s Point South Park in Long Island City and is now negotiating the development of surrounding parcels for housing.

These partnerships not only help municipalities reach their parkland targets, but there is also value added to developments that are built around these greenspaces.

According to statistics from the MIT Center for Real Estate and the Trust for Public Land, well-maintained parks will add 50 per cent value to homes within 500 feet; poorly-maintained parks decreased property values by 5 per cent.

Park People program manager Ayal Dinner said parks not only contribute to increased property values, but can help build what he calls “social capital” by increasing civic engagement, particularly in underserved areas throughout the city.

For instance, Park People has launched a Friends of City Parks program that connects residents and community groups committed to caring for local parks, advocating for park improvements and hosting events such as tree plantings, nature walks and festivals.

“We like to think parks are an amazing space where people can get to know each other or use space to build leadership.
NEW TOOLS AVAILABLE

ew tools are now available to help model the energy efficiency of buildings and help developers reduce greenhouse gas emissions.

The energyCompass design tool and the Toronto 2030 Platform were launched at a joint event on November 7 hosted by Sustainable Buildings Canada. The tools offer different ways to view energy use and improve performance.

“If we continue with business as usual, we are not going to reach our emission reduction targets of 80 per cent by 2050,” says Canadian Urban Institute managing director Amanda Smith. “If we’re looking at these really ambitious energy reduction targets that our city and our country have set, buildings have to play a big part of that.”

energyCompass was developed by RWDI and enables developers to create energy models for new buildings in order to streamline energy benchmarking and reporting. The tool compares uploaded models with six energy efficiency standards—LEED, Toronto Green Standard, Ontario Building Code Supplementary Standard SB-10, 2030 Challenge, Savings by Design, and High Performance New Construction. It then enables users to share their models and compare them with others in the database.

“You could start to do a really quick quality control of the completed simulation by getting very standardized results in one place,” says RWDI principal Mike Williams. “You could start to see where the energy savings are being driven by the simulation.”

energyCompass is available to anyone in the Ontario design and construction community, who registers and then receives an approved domain. At the time of the official launch, there were 107 approved domains in the database. In order to preserve privacy, addresses are not included with the energy models.

The Toronto 2030 Platform was developed by the Canadian Urban Institute in collaboration with U.S.-based charity 2030 Districts Network. The network helps establish districts worldwide to achieve the Architecture 2030 Challenge that all new buildings be carbon-neutral by 2030.

The platform tracks building performance toward greenhouse gas emission reduction targets from energy use, water use, and transportation. It is exclusive to the Toronto 2030 District, which is bounded by Rosedale Valley Road and the CPR railway along Dupont to the north, Bathurst Street to the west, the Don Valley to the east and Lake Ontario to the south. The platform displays a map of

If we continue with business as usual, we are not going to reach our emission reduction targets of 80 per cent by 2050.

- Amanda Smith
With Toronto’s population set to increase by 33 per cent by 2041, chief planner Gregg Lintern said it is more important than ever to advance detailed planning frameworks to guide future development, modernize the approvals process and provide a range of housing options for Toronto residents.

Evident in the city’s rapidly evolving skyline, downtown Toronto has seen its population explode to 250,000 residents and over 500,000 jobs, four times the rate of growth experienced in the inner suburbs. With that growth comes extreme challenges in providing the hard and soft infrastructure necessary to sustain that growth. In an effort to ensure the pace of development does not outpace the city’s ability to deliver services, Lintern said one of his top priorities as chief planner is to advance planning frameworks such as the Downtown Plan and the Yonge-Eglinton Secondary Plan.

“The planning frameworks are a big part of making the application world work better,” he said. “It gives a clear idea of what the consensus is for growth in that area and what infrastructure is needed…And the land value is related more to the planning framework and less about speculative plays being made on sites.”

Although planning frameworks are invaluable tools to help guide the flurry of development activity happening in the city, Lintern also acknowledged the need for the city to modernize its development approvals process. The development community has not been shy in voicing its frustrations about the city’s approvals process, contending applications in Toronto take longer to process and that the requirements are more onerous than in 905 municipalities.

“I don’t think that’s the case,” he said. “It might be more complicated than a greenfield development…You are dealing with an existing condition and you have to assess the condition of the infrastructure to accommodate that level of growth and it may be the case that it can be accommodated with some minor adjustments or you may have tapped into an area where nothing has happened in a long time and some more significant upgrades are needed.”

Lintern said some of the challenges associated with the city’s development approvals system is in the “opaqueness” in conversations between the development community and city staff. Using the example of a functional servicing report, Lintern explained the city provides a terms of reference that detail what is expected of the developer, who then supplies a consultants’ report.

“Sometimes there are areas of deficit in the report that haven’t been exhaustively prepared so instead of going back to them with answers, we go back to them with questions and we get into this cycle of back and forth,” he said.

The city has initiated an end-to-end review of the development approvals system, from the pre-application phase to site plan approval. Lintern hopes that out of this review, the planning department can take a greater leadership role in assessing applications instead of having the various city departments acting in silos. Technological upgrades and setting performance measures will also be instrumental to modernizing the approvals process.
Additionally, a request for proposals has been launched for the development of a community planning permit system that would combine zoning, site plan and minor variance approvals into a single regulatory process. In 2014, the city had attempted to move forward with a development permit system through the adoption of Official Plan Amendment 258, but it was appealed by the Building Industry and Land Development Association and a number of landowners on the basis that the city did not include strict criteria for the development permit system. The case is set to go before a divisional court in December.

"It's stuck in legal limbo...But the traditional stuff can always be improved in my mind and I'm all for trying to make it better," he said, adding the development approvals system review is an important deliverable for 2018-2019.

Also held up in legal limbo is the city’s municipal comprehensive review. In 2013, council adopted Official Plan Amendment 231 following a five-year review. The OPA was appealed to the Ontario Municipal Board by Mondelez Canada who wanted to convert the city’s employment lands to build hotels. Through the MCR process the city determined it was not necessary to convert any employment lands in order to meet its population goals. An LPAT hearing is set for September 2019.

“We can’t start our new [MCR] until the old one is done. We may do some preliminary work [around major transit station areas], but we really can’t...get too far out ahead,” he said.

The city has until 2022 to complete a new municipal comprehensive review.

Providing a greater range and mix of affordable housing options is also a priority for Lintern. Praising the work of city staff and council to get the laneway housing suites permitted, Lintern said the city should also be pre-zoning land. Less than half of the properties that have undergone avenue studies have been pre-zoned, including Wilson Avenue, St. Clair Avenue, Kingston Road, and Eglinton Avenue West.

“Pre-zoning is a really good tool. Modernizing our environment is about putting more opportunities in place. This is going to make housing happen quicker too because you don’t have to go through these long processes to change zoning,” he said.

Lintern admitted the zoning in some of the city’s existing neighbourhoods is too restrictive to allow for gentle intensification. In the official plan, roughly 70 per cent of Toronto is not supposed to undergo significant change, with most of the development clustered in a few areas throughout the city. But while housing advocates have been pushing for gentle density within neighbourhoods, Lintern said this will not yield substantive gains in providing more housing for Toronto residents.

“It is not the magic bullet for housing and in fact, its ability to generate large numbers of units is weak,” he said. "I'm not dismissing it. It does have to be part of the toolkit. I’m just saying set your expectations correctly.”

Bringing more housing units to market is also dependent on the transit available throughout the city. In places like Scarborough, Etobicoke and North York, Lintern said there are transit deficiencies that have been linked to poorer quality of life, as there is a lack of access to opportunity. And without adequate transit in place to service these areas and provide downtown connections, there is a reluctance on the part of the development industry to invest.

“Frankly they don’t have the value proposition for the development industry,” he said.

“This city has absolutely been built without the transit system it needs. It’s much too auto-dependent. So how do we make the course corrections that we need for the next 50 years? We have to build more transit. We absolutely have to.”

There are a number of projects in the works to extend transit to the inner suburbs, including the Yonge/Spadina subway extension, Finch West LRT, Sheppard LRT, Scarborough subway extension, SmartTrack and the Eglinton east/west LRT. These lines will also help to foster the creation of complete communities in the suburbs and enhance the public realm experience.

“Were transitioning...it’s a long transition, but we’re transitioning from a city that was to a city that will be,” he said.

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**FRIDAY, NOVEMBER 9, 2018**

**NOVÆ RES URBIS TORONTO**
City planning and building policies are starting to fall behind private sector innovation as the development industry accelerates its adoption of new technology, say industry professionals.

Experts from across the planning and development community spoke about city building disruption on a tour during the Urban Land Institute’s 2018 symposium on November 7. They explored some of the situations where policy and regulatory requirements for the development industry are falling behind technological advancements. Often the innovations are intended to achieve public policy goals, such as energy efficiency and intensification.

“The idea… is to explore how the new, innovative ways of developing residential and public realm—how those things are likely to disrupt and change the industry, but also change these public policy ordinances,” Urban Land Institute executive director Richard Joy told NRU. “Toronto… continues to be on somewhat of a global frontier around looking at how we embrace different technologies, different innovative approaches, and so for… city building, that might be challenging to anew each time.

“We’re wasting a lot of energy trying to get approvals,” he says. “The way the industry works now is you spend all your time on entitlements. Then you spend all your time on specific one-off designs, whether it’s a house… [that] you repeat 50 times in a subdivision, you just change the front. But every time you go to a new subdivision, you design a new one [and start the process all over].”

RATIO.CITY CEO Monika Jaroszonek says she agrees that the approvals process is slowing development down and increasing the cost of new buildings. She established her company to find a way to simplify the information available.

“There are huge burdens in terms of the development charges,” she says. “We’re seeing a lot of projects get cancelled...
because the economics are more and more difficult to make sense… As the approvals process gets more complicated and more projects take longer, it can’t help our supply problem.”

RATIO.CITY has developed a tool to help speed up the process. It offers a development application tracking and visualization map, similar in concept to the one on the City of Toronto’s website, but with far more information embedded in the map. It includes most municipal planning policies and zoning by-laws, as well as existing and planned transit infrastructure and other construction. For specific developments, it includes all available information, such as height, density, massing, and shadow studies. Users can also build 3D models to experiment with various built forms.

“If we want to solve the problems, we can’t use old ways to do it,” she says. “We have to think of new ways.”

New ways to solve that problem was the driving force behind R-Hauz, says Moore. His company offers simple, easy to approve buildings that could be built within four months. The idea is that the buildings can be pre-zoned and approved to make the process as efficient and cost-effective as possible, and with reduced costs there will be a larger budget for finding new innovations.

One of R-Hauz’s products is a six-storey, mass timber mixed-use building with a unit on each level. It is up to the owner to determine whether he or she wants the entire building to be residential, retail, office, or some combination, and whether they want to change that use over time. While a fairly simple approach to new construction, Moore says it’s the flexibility in terms of uses that has caused difficulties, especially with Waterfront Toronto.

“They don’t know how to treat our vertical six townhouses,” he says. “Is that a townhouse? Or is it a six-unit apartment? Or is it a three-unit apartment? And I say, ‘well, it’s all of those things,’ but then [they asked] ‘who buys it and lives in it?’ And they said, ‘we don’t know how to count the money for it. So we’ll call it 20 units, give us all the money you can and you can worry about it later.’”

Another, more technological solution to building problems is offered by View. View Dynamic Glass is a smart window pane which automatically adjusts its tint to reduce glare and keep light levels comfortable, or it can be controlled by the user. It also improves a building’s energy use by up to 20 per cent by being more efficient than traditional windows in keeping hot or cold air from escaping the building.

“The level of performance in terms of cooling buildings without requiring air conditioning and other… traditional means is going to really shake up how we do construction in the future potentially,” says Joy. “And right now, we would be demanding of certain buildings, especially residential, that they live up to a minimum standard of heating and cooling, especially cooling, and might require air conditioning and expensive retrofits to where this type of technology might negate the need for that kind of installation because it’s cooling by a different means by not actually allowing it to ever get hot.”

Also participating in the tour were R-Labs CEO George Carras, First Gulf development senior vice-president Derek Goring, View Canada president Guthrie Cox, Oxford Properties asset management director Mark Hao, Canada Lands Company finance vice-president and chief financial officer Matt Tapscott, Urban Strategies partner Joe Berridge, Sidewalk Labs head of development Josh Sirefman, and Waterfront Toronto chief development officer Meg Davis.
the district and the amount of energy used for blocks of five or more buildings. For privacy reasons, individual buildings are not displayed.

“One of the things that the Toronto 2030 District starts to look at… is that if we have these ambitions goals and we know that buildings have to play a big part of that, we need to know about all buildings in the district,” says Smith. “We need to know about the energy they use and we need to know the characteristics of those buildings.”

The platform is free to use and is meant to provide a higher level look at the amount of energy that is being consumed. It demonstrates how the downtown is progressing toward local, national, and international energy reduction goals and helps to identify where there may be performance issues. Data was provided by Enbridge, Toronto Hydro, and Enwave Energy Corporation, as well as Toronto Water and Municipal Property Assessment Corporation.

“The platform will help us as a district understand what we now know... about [the] 7,500 structures in the district, model energy conservation scenarios… and see what kinds of reductions are needed to reach these goals, and track progress over time and celebrate success,” says Smith.

Ministry of Energy, Northern Development, and Mines senior advisor Linda Poirier also spoke at the launch.

Left: Toronto 2030 Platform displays the amount of energy used in blocks of downtown buildings to help find ways to reduce greenhouse gas emissions.

SOURCE: CANADIAN URBAN INSTITUTE

Right: energyCompass.design enables users to upload the energy models for new construction and compare their building results with other projects in its database.

SOURCE: MPO
ENHANCING SOCIAL CAPITAL

CONTINUED FROM PAGE 1

and community skills, and where a lot of barriers get broken down because it’s not a private space or an indoor space,” he said.

The problem in Toronto is the lack of programming in some of these parks located outside the downtown core. Although there are plenty of parks and greenspaces in Scarborough, Etobicoke and North York, Dinner contends there is not enough activity happening within those parks to make them a destination for residents.

For example, Parma Park is a 1.7 ha. park near Victoria park and Eglinton Avenue East and features a ball diamond, basketball court, gazebo, splash pad and children’s playground. But there are weeks and months where there is no activity happening in the park.

City of Toronto strategic communications coordinator Jane Arbour said the city has partnered with Toronto Arts Council, Toronto Arts Foundation, and Park People to create an arts in the park program which brings free, family-friendly arts events and activities to these under-used parks including music, dance, theatre, film and art installations. The city also works with Park People on education around attaining permits.

Silver also spoke about the environmental impacts of parks and greenspace in increasingly dense cities.

“A lot of the newer parks being developed now have stormwater capture within them, so it’s taken millions of gallons of water out of the system, so that’s something we can do not in all parks, but in some parks, particularly where we know there’s a stormwater issue,” he said.

Conservation Ontario business development and partnerships coordinator Jo-Anne Rzadki told NRU parks and greenspace also decreases the risk of flooding, reduces the heat island effect in urban areas and protects and enhances biodiversity in the city. She said municipalities need to provide more education and outreach to ensure residents understand the value of parks, river systems, greenspaces and natural habitat.

“If citizens see the value, they will vote for the politicians who will make the right decisions,” she said.
In a November 2 decision, LPAT member Thomas Hodgins allowed appeals, in part, by Project Don Valley Plan Inc. / Defries Developments (“Project / Defries”) against the City of Toronto’s failure to make a decision on its official plan and zoning by-law amendment applications for 1-25 Defries Street. The decision also resolves Project’s appeal of the Queen-River Secondary Plan.

Project / Defries made initial applications in August, 2014 for two towers of 31 and 39 storeys atop a six-storey podium, containing 610 dwelling units. In April 2018, it submitted a revised application for a single 37-storey tower atop a four-storey podium, with an 11-storey mid-rise component, and 552 dwelling units. The revised proposal includes an on-site parkland dedication, as well as a publicly-accessible strip of land along the east edge of the property that will serve as a buffer for the required setback

PLANNER, POLICY & GOVERNMENT RELATIONS

The Building Industry and Land Development Association is currently seeking an energetic, organized, results-oriented individual to join its team as Planner in the Policy & Government Relations department.

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- ensure that communications with BILD members is maintained on issues affecting the industry.

The candidate will have:
- a degree in urban planning, and/or political science and/or an economic related discipline with a focus on planning, development and government relations,
- an understanding of provincial/regional/municipal governance structures,
- policy knowledge of issues affecting the land development and home building industry,
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Please e-mail a copy of your resume, along with salary expectations to the attention of Laura Dustan at ldustan@bildgta.ca by November 23rd.

Waterfront Toronto is Hiring!

Position Description: Director, Development Planning
Location: Toronto, Ontario, Canada
Reporting to: Senior Vice President, Development

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The Opportunity: Director, Development Planning

Waterfront Toronto is seeking a Director, Development Planning who will be responsible for directing and managing all Master Planning/Precinct Planning, Environmental Assessments and related initiatives in the Designated Waterfront Area with an eye to securing private sector investments and partners. Working closely with the Senior Vice-President, Development, the Director of Development, other senior managers and the Board of Directors, the Director will ensure that land use planning and real estate development occurs in a strategic, efficient and coordinated manner that supports the Corporation’s objectives.

Key Responsibilities
- Establishing a high-level municipal approvals strategy and providing advice to project managers to direct the municipal approvals process in a manner consistent with the Corporation’s development objectives.
- Developing and implementing strategic consultation with City agencies/government that will ensure successful and timely implementation.
- Representing Waterfront Toronto on the Master Development Plan for the Sidewalk Toronto initiative as well as providing advice and support.
- Lead the Quayside development pillar with close coordination from other team members.
- Secure land-use approvals for Waterfront Toronto development projects.
- Manage private-sector development approval applications.

Application Process: Candidates should email their resume and cover letter, together in one (1) PDF document to: careers@waterfrontToronto.ca quoting File #18-24, no later than November 18, 2018.

For more information visit our website at: www.waterfronttoronto.ca
from the long-term stable top-of-bank of the Don Valley. Under a Section 37 agreement, Project / Defries will contribute $2.5-million for local parks or streetscape improvements, and $1.5-million for a public art commission near the intersection of King Street East and Queen Street East.

The tribunal was advised that the city was satisfied with the revised proposal, and a scheduled prehearing conference was converted to a settlement hearing. Planner Craig Hunter (Hunter & Associates) provided evidence on behalf of Project / Defries, in support of the settlement. He testified that the proposal as amended has regard for matters of provincial interest and is in keeping with the intent of the city’s official plan and the proposed Queen-River Secondary Plan, to which Project / Defries was an appellant.

The tribunal found that the revised proposal represents efficient land use in an area planned for growth, and will promote active community and natural heritage features through the provision of an

### DEVELOPMENT MANAGER

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- Conduct necessary research in assisting the expedition of the development project
- Attend and coordinate all required community meetings for the development project
- Experience in Toronto and/or Mississauga is preferred.

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- The ability to lead and motivate groups and individuals. Able to think creatively and strategically to successfully mediate and negotiate with individuals and groups internally and externally. Able to overcome obstacles to cooperation and to foster harmonious relations.
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BEACHES CONSENT AND VARIANCES APPROVED

In an October 29 decision, TLAB member Dino Lombari allowed an appeal, in part, by Jiansheng Chen against the City of Toronto committee of adjustment's refusal of his consent and minor variance applications for 29 Glen Stewart Crescent. Chen proposes to sever the property into two lots with frontages of 9.14 and 10.06 metres, and to build on each lot a two-and-a-half-storey dwelling with an integral ground-floor garage.

At the initial hearing, the TLAB was advised that there was confusion among several objectors as to the precise relief being sought on appeal, given that various revisions to the applications had taken place subsequent to the COA refusal, and not all the required TLAB disclosures had been made by Chen. In light of the confusion, the TLAB adjourned the hearing to provide the parties more time to consider the amended application.

When the hearing reconvened, the TLAB was advised that a settlement had been reached between Chen and neighbour Barry Papoff on the basis of shifting the proposed dwellings forward on the new lots and reducing the length of the proposed dwelling adjacent to Papoff’s property. Neighbour Michael McDonald remained opposed to the applications and said that the proposal is an attempt to shoehorn oversized homes on undersized lots.

Planner Michael Goldberg (Goldberg Group) provided evidence on behalf of Chen, in support of the appeals. He testified that the width of the proposed lots is similar to the average lot found throughout the neighbourhood, and the new homes are consistent with the regeneration of the local housing stock into new larger, taller and longer homes.

Goldberg noted that the settlement revisions address the concerns that city planning staff expressed in its memo to the COA, regarding front setbacks and building length, and said the proposal as amended meets the applicable statutory tests.

Based on Goldberg’s evidence the TLAB found that the proposed lot sizes and dwellings will result in a built form that is common throughout the neighbourhood and will not create a destabilizing effect.

The TLAB allowed the appeal, in part, subject to conditions.

Solicitors involved in this decision were Joseph Hoffman (Goodmans) representing Jiansheng Chen and Raj Kehar (Wood Bull) representing Barry Papoff.

LPAT NEWS

on-site park and a future pedestrian / cycling connection to Bayview Avenue and the Don Valley.

The tribunal allowed the appeals, in part, withholding its order pending finalization of the planning instruments and Section 37 details and confirmation that Project / Defries has withdrawn its appeal of the Queen-River Secondary Plan.

Solicitors involved in this decision were David Bronskill (Goodmans) representing Project Don Valley Plan Inc. / Defries Developments Ltd., Alan Heisey (Papazian Heisey Myers) representing 1405768 Ontario Ltd. and city solicitors Robert Robinson and Sarah Rogers representing the City of Toronto. [See LPAT Case No. PL171290.]

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