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BARRISTERS + SOLICITORS

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■ DUFFERIN MIXED-USE WOULD ADD PURPOSE-BUILT RENTAL, EMPLOYMENT SPACE FOR CREATIVE INDUSTRIES

BALANCING INTERESTS

Matt Durnan

A mixed-use redevelopment proposed for a site in the city's Little Portugal neighbourhood would demolish a large single-storey commercial building to bring an 18-storey building that would add new purpose-built rental housing to the area, while supporting a range of employment opportunities, including creative light industrial uses.

Hullmark resubmitted official plan amendment and zoning by-law amendment applications to the City on September 25 to redevelop a site at 450 Dufferin Street. The developer is seeking to permit the demolition of an existing low-rise commercial building on the site in order to develop an 18-storey mixed-use building that would bring 175 purpose-built rental units to the area.

The current proposal has been years in the making, and started out as an employment

land conversion in 2020 that was passed by Toronto city council in July 2022.

"This employment conversion took place at the time of the City's official plan review and municipal

comprehensive review, and there was an opportunity for people to make requests to convert employment lands to mixed-use or other designations,"

Urban Strategies principal **Josh Neubauer** told *NRU*.

"We had a successful request to convert the lands from core employment to mixed-use with a site and area-specific policy."

This stretch of Dufferin Street has been undergoing a transformation for the better part of 15 years now and Hullmark's site at 450 Dufferin is by no means the first employment conversion request that would see a site that has long been designated for employment uses redesignated to accommodate housing.

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Rendering showing a view of Hullmark's 18-storey mixed-use building proposed for a site at 450 Dufferin Street. The proposal seeks to accommodate 175 purpose-built rental units and employment uses at grade, with at least 51 per cent of that employment space allotted to creative industries that could include light industrial uses.

SOURCE: CITY OF TORONTO
ARCHITECT: SUPERKUL

UPCOMING DATES

OCTOBER

- 9-11 Council, 9:30 a.m.
- 16 General Government Committee, 9:30 a.m.
- 17 Preservation Board, 9:30 a.m.
- 21 Board of Health, 9:30 a.m.
- 22 Infrastructure & Environment Committee, 9:30 a.m.
- 23 Economic & Community Development Committee, 9:30 a.m.
- 24 Toronto & East York Community Council, 9:30 a.m.
- 28 Etobicoke York Community Council, 9:30 a.m.
- 29 North York Community Council, 9:30 a.m.
- TTC Board, 10:00 a.m.
- 30 Planning & Housing Committee, 9:30 a.m.

NOVEMBER

- 1 Scarborough Community Council, 9:30 a.m.
- 4 Ward 15 Don Valley West by-election day, 10:00 a.m.
- 5 Executive Committee, 9:30 a.m.
- 7 Preservation Board, 9:30 a.m.
- 13-15 Council, 9:30 a.m.
- 18 Board of Health, 9:30 a.m.
- 20 General Government Committee, 9:30 a.m.
- 26 Economic & Community Development Committee, 9:30 a.m.
- 27 Infrastructure & Environment Committee, 9:30 a.m.



URBAN LEADERSHIP COURSE COMBINES CLASSROOM STUDY WITH VISITS TO CITY HALL

SIZING UP THE ELEPHANT



Lana Hall

A York University course developed by former City of Toronto councillor **Joe Mihevc** will give aspiring city builders the opportunity to gain first-hand insights into the complexities of municipal governance by pairing traditional academic learning with visits to Toronto city hall.

Offered through York's faculty of environmental and urban change, the course—GEOG 3620: City Challenges, City Opportunities—combines classroom learning on the York U campus with on-site sessions at Toronto city hall, giving students opportunity to engage directly with senior city officials.

Mihevc, who retired from municipal politics in 2022 as ward 10 Spadina-Fort York councillor, has been teaching the course at York University for a couple years on a trial basis. The course is now formally embedded in the urban studies curriculum, according to York University professor and Urban Studies program coordinator **Teresa Abbruzzese**.

Initially, Mihevc was inspired to develop the course to bridge academic theory with the realities of city hall operations. The latter is sometimes more complex than aspiring city builders understand, he says.

“It really is amazing to me how little some third or fourth-year students know about how city hall actually runs, though they may have all kinds of theoretical perspectives on housing and transit and how things get done,” Mihevc told *NRU*.

“[The course is designed] to break down those silos. That’s what needs to happen more. I think we would just get better professionals when they come to apply for jobs at city hall or better planners working in

the private sector when they understand: ‘These are the City’s corporate objectives,’ and take that into account when they’re planning their communities or their buildings.”

Mihevc says that when he began his career in municipal governance—he first ran for office in 1991 in the old **City of York**—he wishes he had been taught more about how municipal planning processes work, perhaps through a “City Hall 101” course. It’s that knowledge he now hopes to pass onto his students, whether they have political, private-sector, or public-sector aspirations.

“...Understanding how the ‘whole elephant’ functions would be a good thing, certainly

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Exposure to the city hall environment hopefully will instill an understanding of just how challenging it is to work with the endless dynamics that one has to wrestle with in a city hall environment.

- Richard Joy

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SIZING UP THE ELEPHANT

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for newly-elected people,” he says. “What I think would really have helped me is to understand the official planning process: ‘What is the Official Plan?’ ‘What are zoning by-laws?’ ...Of course, layered on top of that is how land use planning affects transit planning and development planning, and layered on top of that are equity and social justice considerations. Planning is definitely one of the most complicated [subject areas].”

Indeed, navigating city hall is perhaps even more challenging now than in decades past, says **Urban Land Institute (ULI) Toronto** executive director **Richard Joy**.

“Exposure to the city hall environment hopefully will instill an understanding of just how challenging it is to work with the endless dynamics that one has to wrestle with in a city hall environment,” Joy told *NRU*.

“You’re dealing with lots of different community stakeholders. You’re dealing

with very different political mindsets elected across the city. You’re dealing with severely constrained budgets and resources that make doing anything at city hall ever more challenging. You’re dealing with interference [from] senior orders of government, who want to meddle with city hall ... I think for people who are looking to get into any aspect of city building from any discipline, to have an understanding of that dynamic at city hall is going to be to their [benefit]”

And navigating those dynamics will require not just technical expertise, but soft skills such as engagement and collaboration, says **Canadian Urban Institute (CUI)** managing director of programs, planning and policy **Jennifer Barrett**. Those skills are often acquired from learning outside the classroom, she says.

“[Urban planning is] not a profession where you can just put your head down and make recommendations and have an

When they’re sitting in city hall, [students] are understanding how public policy is formed, how citizen participation works, how urban governance works, how the City, the actual council, works with other agencies.

- Jennifer Barrett

impact in the physical world.”

Abbruzzese says Mihevc’s course speaks to a growing interest in courses that offer “experiential learning,” or the opportunity to study and observe in real-world settings. This can often help “contextualize” classroom learnings, she says.

“They come back to the classroom and they reflect [on their] experience with broader conversations, scholarly conversations ... When they’re sitting in city hall, [students] are understanding how public policy is formed, how citizen participation works, how urban governance works, how the City, the actual council, works with other agencies.”

The course is part of the

CivicLabTO initiative, a program stewarded by the City that aims to build relationships between the City of Toronto and eight post-secondary institutions to solve some of today’s urban challenges. 🌱



TORONTO PLANNING DINNER
BRIAN DOUCET

**THE HOUSING CRISIS
ROOT CAUSES AND
TRANSFORMATIVE SOLUTIONS**

WEDNESDAY, NOVEMBER 20, 2024

Reception 5 pm | Dinner 7 pm
Fairmont Royal York Hotel
Canadian Room | Cash Bar
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Toronto, ON

To purchase tickets, visit uwplanningalumni.com
Ordering questions may be directed to:
Shikha Jagwani, SGL Planning & Design
E-mail: sjagwani@sglplanning.ca
Last day for ticket sales is November 1, 2024

Join us on Wednesday, November 20, 2024 at the Fairmont Royal York Hotel for the Toronto Planning Dinner! We are excited to welcome Dr. Brian Doucet to keynote UWPAT’s 32nd Annual Toronto Planning Dinner, where he will be exploring the root causes of our current housing crisis and providing transformative solutions to bring about real change. As an Associate Professor at the University of Waterloo and the 2017 Canada Research Chair in Urban Change and Social Inclusion by the Government of Canada, Dr. Doucet is an expert on housing, transportation and neighbourhood change and is the co-author of “Streetcars and the Shifting Geographies of Toronto” and the co-editor of the series “Global Reflections on COVID-19 and Urban Inequalities.”



University of Waterloo
Planning Alumni of Toronto

REVITALIZING A VILLAGE



Matt Durnan

A residential building proposed for a site in Scarborough's Highland Creek Village neighbourhood would bring significant housing to the area while contributing some valuable public realm improvements through the expansion of a nearby parkette.

At its September 19 meeting, Scarborough community council adopted **Altree Developments'** official plan and zoning by-law amendment applications for a site at 1650 Military Trail. Altree is seeking to permit the development of an eight-storey residential building that would bring 175 new residential units to the growing neighbourhood.

The site is currently occupied by Altree's presentation centre for the Highland Commons condos which are being developed directly across the street at 1625 Military Trail. The Highland Commons development will bring two eight-storey buildings containing more than 500 new dwelling units to the area. The existing presentation centre would eventually be demolished to make way for Altree's proposed eight-storey residential development at

1650 Military Trail.

"I think it's important to mention that some of the units are these grade-oriented townhouse-style apartment units, so they'll have this townhouse articulation. This project will also include public realm improvements, new

street trees; there are currently no sidewalks so they'll be putting one in, along with streetscape improvements to enhance the public realm that is really lacking in this area," **Bousfields** senior planner **Simran Bhatti** told *NRU*.

The public realm in this

area of Highland Creek Village has been largely non-existent due to the car-dominated nature of the area, as well as the somewhat unusual location of the site, wedged into a pie-shaped lot between Military Trail to the west and Morrish Road to the east, with an on-ramp to Highway 2A to the south.

Highland Creek Village is undergoing a period of transformation. The

CONTINUED PAGE 5 ■



Aerial image showing the location of the site at 1650 Military Trail in Scarborough where Altree Development is proposing to develop an eight-storey residential building that would accommodate 175 new dwelling units. The site is currently occupied by a single-storey presentation centre for another Altree development at 1625 Military Trail. The presentation centre would be demolished to make way for Altree's proposed residential building.

SOURCE: CITY OF TORONTO

Aerial image showing the location of the Morrish Parkette (darker green). Expansion (lighter green) to the parkette would accompany development of Altree Development's two proposals at 1650 Military Trail and 1625 Military Trail. In total, the expansions from each site would add nearly 1,100 square metres of new park space to the area, creating better pedestrian connectivity to Morrish Road and Military Trail.

SOURCE: CITY OF TORONTO
PLANNER: BOUSFIELDS

REVITALIZING A VILLAGE

CONTINUED FROM PAGE 4

area is seeing an uptick in development applications, while the City is close to finalizing the Highland Creek Village transportation master plan (TMP), which seeks to create a more pedestrian-friendly travel network for the area (See: “Taking the High Road”, *Novae Res Urbis Toronto*, September 27, 2024).

“It’s interesting. It’s not really a ‘chicken and egg’ [uptick in development applications and TMP], the two sort of went hand in hand. That original area study was done back in 2010, and laid out the planning framework and sort of the initial transportation master plan work was done in conjunction with that,” said Bhatti.

“There was a realization that for the road network to be achieved, for these transportation improvements to be achieved, there needed to be redevelopment. The City couldn’t go through and expropriate and create road networks, they would have to rely on development to do it.”

There is perhaps no area more closely tied to the Highland Creek Village TMP than Atree’s sites at 1625 and 1650 Military Trail, given their close proximity to the Highway 2A ramps at both Military Trail and Morrish Road.

“This project was sort of interestingly sited in terms of that overall framework because it’s located at the corner of Highway 2A and Military Trail and eventually, that intersection will be signalized instead of the highway ramp conditions that we have there right now,” said Bhatti.

“Through this development approval, Atree will be constructing the closure of Morrish Road and the creation of a cul-du-sac on the east side of the site, which will allow that first off-ramp to be closed and allow the City to move on to the next phase of their work (signalizing the intersection of Military Trail and Highway 2A).”

While the transportation master plan will lay the groundwork for how

pedestrians and motor vehicles navigate the neighbourhood, the Highland Creek community secondary plan sets out a clear vision for how this specific part of the community will take shape moving forward.

“The site is located within the Highland Creek community secondary plan area, which envisions three distinct areas: the Main Street, the South Village and the East Village. The South Village, where 1650 Military Trail is located, is envisioned to be a predominantly residential area, with varying building heights [ranging] between two and six storeys,” **City of Toronto** planner **Bram Bulger** told *NRU*.

“The intent of this policy is to ensure the preservation of the village character while allowing for a transition in scale toward the Main Street area along Old Kingston Road, which is planned to consist of buildings of up to three storeys in height.”

Given that Atree’s proposal is for an eight-storey building, an official plan amendment is required to permit heights beyond the six storeys prescribed for the South Village area of Highland Creek Village in the secondary plan.

An important aspect of the proposed development is how it will enhance the public realm in the area, specifically with the expansion of Morrish Parkette, currently a small swath of greenspace to the north of the site that fronts Morrish Road.

“This proposal, along with the Highland Commons condos, will be expanding the Morrish Parkette, which is sort of envisioned to be the central gathering point and focal point for the revitalized Highland Creek Village,” said Bhatti.

“Between the two projects, there will be a 1,086-square-metre expansion that will be provided to that parkette. This will help enhance pedestrian

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Massing diagram of Atree Development’s proposed eight-storey residential development for 1650 Military Trail in Scarborough’s Highland Creek Village neighbourhood. The proposed development would bring 175 new dwelling units to the area, while also expanding the existing Morrish Parkette. The triangular ground area outlined in red would be conveyed to the City of Toronto for expansion of the parkette, creating better pedestrian connectivity.

SOURCE: CITY OF TORONTO
ARCHITECT: KOHN PARTNERSHIP ARCHITECTS

REVITALIZING A VILLAGE

CONTINUED FROM PAGE 5

connectivity and walkability in this area.”

In addition to creating a more pedestrian-friendly public realm, the 1650 proposal along with Atree’s Highland Commons condos across the way will play an important role in revitalizing the Main Street area along Old Kingston Road to the north of the site. That stretch of road has been in existence since the 1800s, but has seen some of its more traditional retail shops become vacant buildings, or replaced

with less traditional Main Street uses, like auto body shops.

“That Main Street has been kind of suffering, so the policy framework for this area envisions and lays out this plan to reinvigorate and revitalize the Main Street (Old Kingston Road) and bring it to life by seeing that residential development on the outskirts of the village,” said Bhatti.

“This building is really meant to provide that population support for that

Main Street in support of its ongoing vitality.”

Scarborough community council adopted staff recommendations to amend the official plan and zoning by-law amendment applications for 1650 Military Trail and Toronto city council will consider the item at its next meeting on October 9-11. 🌸

Erratum

In the September 27 issue of *Novae Res Urbis Toronto*, the name of Justine Reyes from Overland LLP was misspelled in the write-up of a recent OLT case in our OLT News section. *NRU* regrets the error.

FOR SALE

LOT OVERVIEW

Location of the “Old” Wasaga Stars Arena. This unique property is a rare find, offering both recreational and industrial development potential. The Town of Wasaga Beach is one of the fastest growing communities in the region and home to the longest freshwater beach in the world.



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■ CITY TO CONSIDER REMOVING SITE-SPECIFIC OPA REQUIREMENT FOR SALE OF CITY-OWNED PARKLAND IN CERTAIN CASES

AVERTING 'DEATH BY A THOUSAND CUTS'



Lana Hall

The City of Toronto is one step closer to removing the requirement, in limited cases, for a site-specific official plan amendment (OPA) to proceed with the sale or disposal of City-owned parkland. But the requirement will only be removed for cases involving the sale or disposal of City-owned parkland for conservation projects or essential public works projects excluding public transit construction. Environmental

advocates say the latest version of this policy not only makes it easier for some developers to 'borrow' City-owned land to install alternative energy systems, but that it will also help the City to retain its limited greenspace amid competing land use pressures.

At its meeting on September 26, City of Toronto planning and housing committee recommended adoption of Official Plan Amendment 528. If passed by council at its

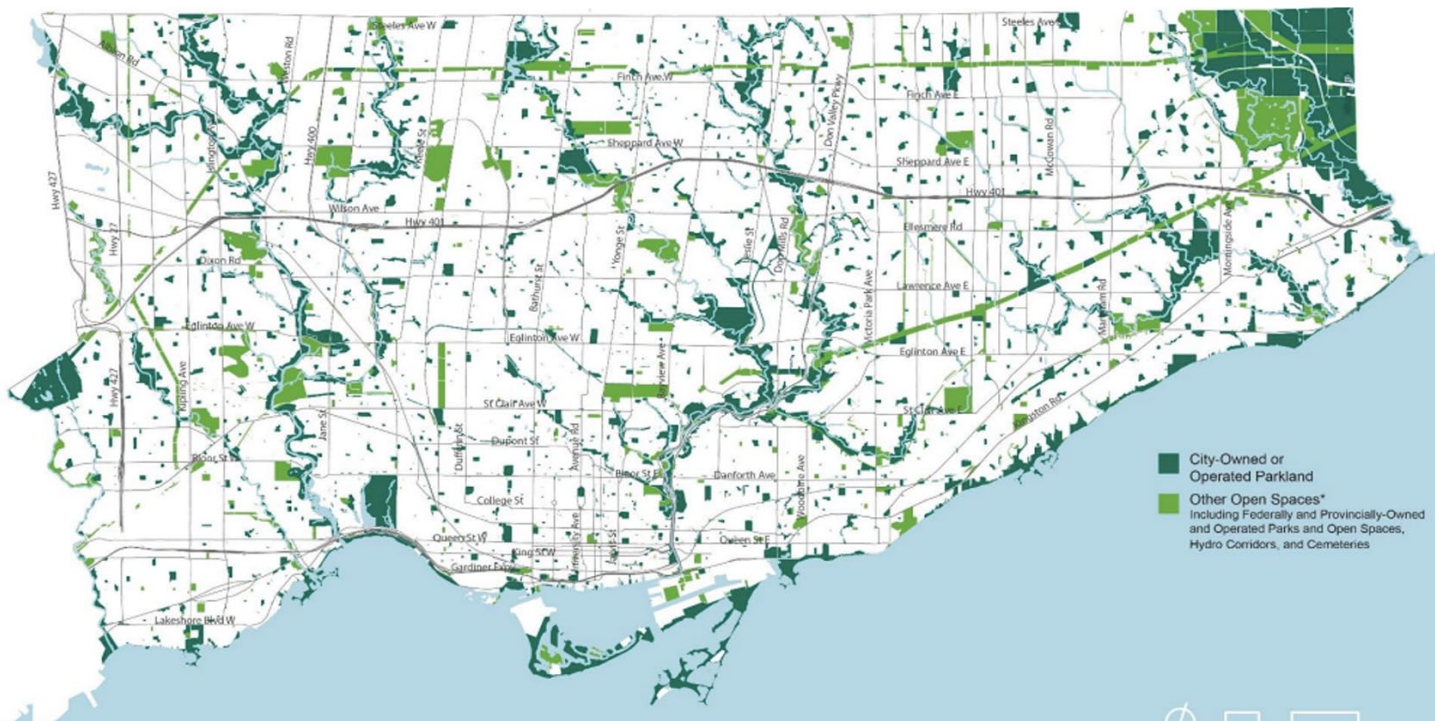
meeting next week, the OPA will allow the City—through its official plan policies—to specify

limited exemptions for the disposal or sale of City-owned

CONTINUED PAGE 8 ■

Map showing the City of Toronto's network of City-owned parkland and other "open spaces," including federally and provincially-owned greenspace. Last month, Toronto's planning and housing committee recommended adoption of Official Plan Amendment 528, which would allow the City to exempt some City-owned parkland sales or land disposal agreements from requiring a site-specific OPA amendment. Those exemptions would be limited to sales or disposal of City-owned parkland to a public agency undertaking a conservation project or sale or disposal of it to facilitate certain utility projects, including the installation of alternative energy systems. A previous version of the proposed OPA would have permitted exemptions for public transit construction as well. Environmental advocates say the latest version of this proposed official plan amendment not only makes it easier for some developers to 'borrow' land from the City to install clean energy systems, but will also help the City to retain its limited parkland inventory amid competing land use pressures.

SOURCE: CITY OF TORONTO



DEATH BY A THOUSAND CUTS

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lands within Parks and Open Space Areas.

In the City of Toronto official plan, lands within Parks and Open Space Areas make up much of the City's Green Space System. Municipal policies generally prohibit development in these areas, with exceptions for some conservation or essential public works projects. The official plan does not permit City-owned lands within Parks and Open Space Areas to be sold unless the land is exchanged for nearby land of equal or greater size and comparable typology. A site-specific OPA is required to proceed with those arrangements.

The amendment approved by planning and housing committee would allow the sale of City-owned parkland to proceed without a site-specific OPA in certain circumstances. These include if the parkland sale is to a public agency—such as the **Toronto and Region Conservation Authority** (TRCA)—to undertake a conservation project, or if the sale is an easement to facilitate essential underground public works and utility projects, including the installation of alternative energy systems. In the latter circumstance, the project would also have to restore and enhance the land,

including its natural ecosystem, while maintaining full public access.

According to City of Toronto staff, work on the proposed OPA began in 2021, after an increase in requests for site-specific OPAs related to the sale or disposal of City-owned lands in Parks and Open Space Areas.

“... There were several of these coming in, and it would require additional staff resources and kind of frustrate the process for much-needed ... infrastructure or essential public works to support the City's growing population,” says City of Toronto acting manager of official plan and legislation **Romas Juknevičius**.

But a previous version of the OPA in question included more permissive circumstances for exempting City-owned parkland from the site-specific OPA, including for the purposes of public transit construction. Ward 11 University-Rosedale councillor **Dianne Saxe** advocated against that exemption.

“The version of this official plan amendment that was first proposed many months ago was, I think, really harmful, opening the door to accelerating the loss of our parks,” Saxe told the planning and housing committee

on September 26. “... We desperately need to aggressively protect our greenspaces. And everybody wants to take them for free. The utility [companies] want them, transit [agencies] want them. There's constant pressure: 'I'm just going to take a little bit. I'm just going to take a little bit. I'm just going to take a little bit.' It's death by a thousand cuts.”

Another change to the proposed OPA would allow private utility projects to be exempt from the need for a site-specific OPA, provided the projects involve the construction of alternative energy systems. Removing the requirement for a site-specific OPA for these projects would make it easier for developers working on sites adjacent to City-owned greenspace to implement alternative energy systems, such as geexchange systems, which are a critical part of meeting the City's sustainable development goals, say some. That's because smaller development sites may not have the physical space to drill sufficient boreholes underground to meet the building's geothermal heating and cooling requirements, making it prudent for a developer to utilize adjacent City-owned land, if available.

“This will play an important role in facilitating the adoption of clean energy technologies, such as geexchange systems...” reads a letter from **The Atmospheric Fund** (TAF) vice-president of policy and programs **Bryan Purcell**,

written in support of the motion.

“Geoexchange systems represent the most efficient and low-carbon heating and cooling solution available for most buildings. Accessing the thermal energy underneath parks and open spaces can be done without impacting public enjoyment or damaging natural ecosystems. However, the current requirement for site-specific Official Plan amendments creates an unnecessary barrier to greater investment in geexchange systems, slowing down the adoption of this proven technology.”

In a follow-up interview, councillor Saxe told *NRU* she supports the idea of City-owned parkland being sold or disposed of for certain projects, but only in limited circumstances.

“There definitely are times when it's appropriate. Disposing of land to the TRCA, I have no problem with. But saying ‘Ok, **Metrolinx** can just take a park whenever they like,’ ... no, I'm not okay with that. Transit is important, but our park space is extremely limited, it is constantly under attack.”

Toronto city council will consider the proposed OPA pertaining to sale or disposal of City-owned parkland at its meeting on October 9-11. 🌱

BALANCING INTERESTS

CONTINUED FROM PAGE 1

“This is a remnant site for sure, but it wasn’t the only site (to be subject to conversion request). There had already been several conversions, some of which the City initiated themselves when they eliminated the ‘Dufferin Jog’ in the early 2000s,” Neubauer said.

The Dufferin Jog was a much-criticized detour along Dufferin Street that caused significant motor vehicle and pedestrian traffic that was eliminated for good in 2010 after a three-year, \$40-million transportation project created direct connectivity from Dufferin Street to Queen Street West via an underpass beneath the rail corridor.

“That unlocked some of the development that you see today north of Queen Street on both sides of Dufferin, so the City themselves really set the stage for a lot of conversions that took place last time around,” Neubauer said.

There has been a great deal of back-and-forth between Hullmark and the City’s planning division on this application, with the proposed height of the building changing from the 15 storeys proposed in 2022 to the 18 storeys being proposed today.

More significant than the increase of three storeys

to the total building height however is an ongoing conversation between the developer and the City with respect to employment space requirements within the new building.

“The interesting thing about this is because it was a conversion request, there is a conversion or employment space replacement requirement in the SASP (site and area-

specific policy), which is a percentage of the gross floor area (GFA),” Hullmark director of development **Charles Arbez** told *NRU*.

“All of the conversion requests that went ahead in the last municipal comprehensive review were subject to percentage-based employment, and this is a big discussion at the City right now.”

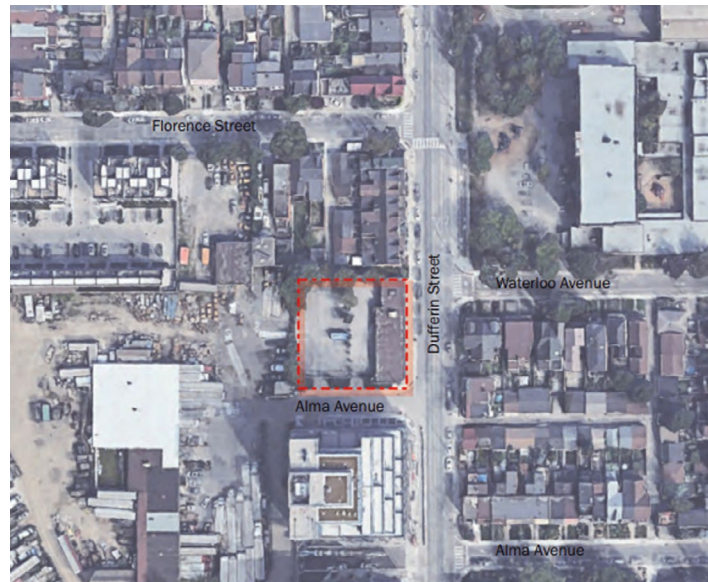
While the City’s policy requirement for developers like Hullmark to provide a percentage of non-residential GFA within a development that will be the product of an employment conversion may be well-intentioned, Arbez says

these types of policies can be difficult to navigate and can put projects at risk of even getting off the ground in the first place.

The City is asking for eight per cent of Hullmark’s proposed development at 450 Dufferin Street to be designated for non-residential uses, a number that the developer feels is too high and will impact its ability to make the project work.

“What we’re saying is that if you have percentage-based employment for single-building sites like this and not a master plan, the only way to increase employment space is to go up [to permit employment uses in spaces

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Aerial image showing the location of the site at 450 Dufferin Street where Hullmark is proposing to develop an 18-storey mixed-use building that would accommodate 175 purpose-built rental units. The site is currently occupied by a single-storey commercial building fronting Dufferin Street and a parking/loading area at the rear of the site. The building and parking area would be demolished to make way for the new building that would add the housing and include a range of employment uses at grade.

SOURCE: CITY OF TORONTO

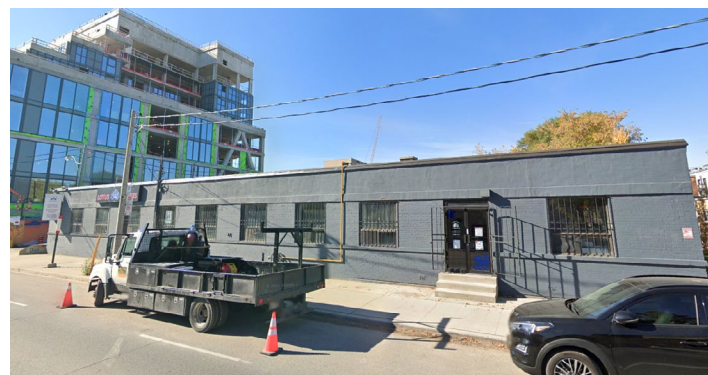


Photo of the site at 450 Dufferin Street where Hullmark is proposing to develop an 18-storey mixed-use building. The site is currently occupied by this single-storey commercial building that would be demolished to make way for Hullmark’s proposed redevelopment. The site was converted from “employment” to “mixed-use” during the City of Toronto’s municipal comprehensive review in 2022.

SOURCE: GOOGLE

BALANCING INTERESTS

CONTINUED FROM PAGE 9

beyond the ground floor].

There's no other way to play it out," Arbez said.

Effectively, this means that for Hullmark to provide eight per cent of the GFA within their proposed 18-storey building for non-residential uses, these uses would have to be located on both the first and second storey of the building. Moving those uses above grade can complicate matters considerably.

"When you go up from first floor to second floor employment, you're looking at including a whole bunch of infrastructure from a code standpoint, like second-floor elevator core, different stairs ... And it's exponentially harder and more expensive. In addition to that, the demand for that employment space just isn't there for on the second floor of a building," Arbez said.

"The request from us is to keep the employment space at a one-to-one ratio [replacing the amount of gross floor area of employment uses that would be demolished with the same GFA of employment uses in the new building], which would allow us to maintain the employment on the first floor. We feel we would be able to execute and fill that space quite efficiently."

The one-to-one ratio

sought by Hullmark would allow the proposed building to accommodate 364 square metres of employment space, which would be confined to just the first floor of the building. The eight per cent GFA required by City policy for the site would mean that roughly three-quarters of the second storey would have to be used for non-residential space.

In addition to seeking to retain the overall amount of non-residential space required on the site and ensuring there is no loss of non-residential GFA, Hullmark has drafted its official plan amendment application in such a way that focuses on encouraging a specific type of employment use within its proposed development, including light industrial.

"The way the OPA is drafted is that 51 per cent of that non-residential GFA would be uses that would be supportive of value-added creative and design industries, so anything from office to artist studios, to research and development, to media facilities would all be something that would be targeted for more than half of that space," Neubauer said.

"This is something Hullmark has experience with. They do office and retail,

but they also do this kind of more creative industry employment space as well, so they're creating successful contemporary employment uses that can be retail, but also more than retail, to support the local economy."

The mixed-use proposal would also be supporting another much-needed use in the city, and that is purpose-built rental housing, an important piece of the City's objective to create complete mixed-use communities with a wide array of housing options.

"The proposed development is contributing to the City's intensification strategy by providing new housing, while maintaining job opportunities to support the incremental growth of this area of Dufferin Street," **City of Toronto** planner **Doris Ho** told *NRU*.

"As Dufferin gradually intensifies, there will be opportunities for redevelopment to support complete communities, neighbourhood-serving functions and encourage

transit-supportive growth."

Ward 9 Davenport councillor **Alejandra Bravo** noted that there are some complications with the proposal with respect to the employment use requirements, while also noting that this housing type is a priority for the City.

"Protecting employment lands is city council policy, and I am committed to this priority in Davenport," Bravo told *NRU*.

"At the same time, I understand that there is currently an oversupply of office and commercial space in the city, and we need more rental housing supply."

City planning staff will continue to work with Hullmark and its planning team to refine the proposal before bringing a recommendation report before Toronto and East York community council at a future meeting. 🌸

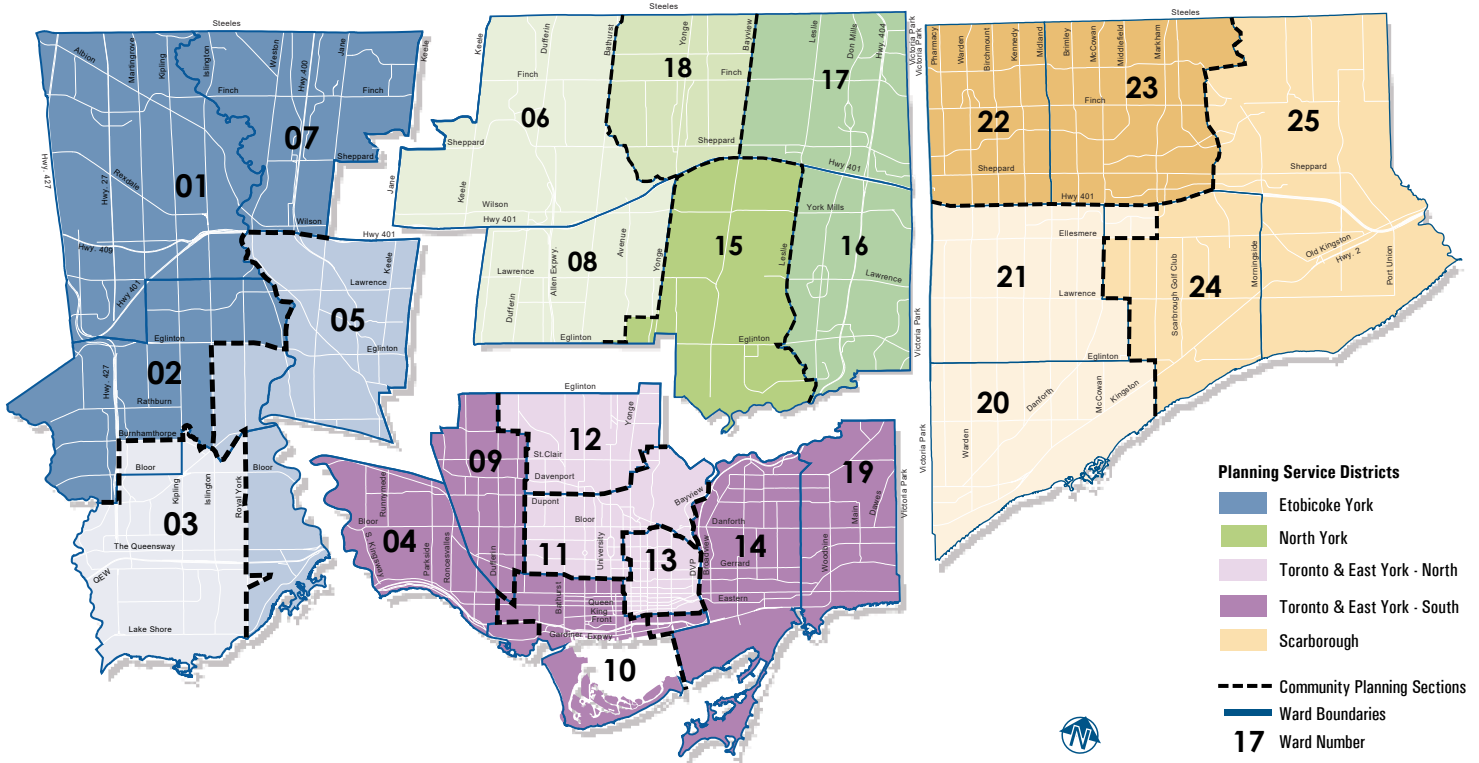
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