

O'Keefe visioning session

LIVEABLE LANEWAY

By Jake Tobin Garrett

“Every public space needs a good kissing place,” said **Gehl Architects** associate **Ewa Westermarck**. She was speaking to a room of about 30 people at a July 6 visioning session that raised ideas on how O'Keefe laneway could be transformed into a people friendly, liveable space.

As the group later wandered the length of O'Keefe laneway, moving out of the way of delivery trucks and bypassing smelly dumpsters, it was hard to imagine anyone kissing in the space.

However, this is something that **8-80 Cities** programs and partnerships director **Emily Munroe** is hoping will change. O'Keefe is just one of eight projects throughout Ontario that was selected by 8-80 Cities, with funding from the Ontario government, for a two-year project to engage local communities to improve public spaces.

Gehl Architects, founded by **Jan Gehl**, has been responsible for some very dramatic public realm changes around the world, including the closing of parts of Broadway in New York City to make room for pedestrian plazas.

After witnessing the transformation of laneways in cities like Melbourne, Munroe said that 8-80 Cities was happy when an application came in from **ING Direct**, a business near the laneway, to revitalize the space. Most of the other spaces it is working with are parks or public squares.

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Construction boom

A PROFILE OF PETER STREET

By Julie Baldassi

Down the street and around the corner from the massive construction project occupying the entire Queen and Spadina intersection, other construction projects are underway and poised to transform Peter Street. With several commercial and residential developments already under construction and more on the way, the downtown north-south street is being transformed into a dense, pedestrian and cycling friendly corridor for residents to live and work, without the controversial night clubs.

The developments on Peter Street are part of a larger current of densification in the neighbourhood, where the King-Spadina Secondary Plan dictates that the area attract mixed land use investments with an emphasis on creative industry jobs and retail services. And with more young people wanting to live and work downtown, new office spaces are in high demand.

In an interview with **NRU**, Ward 20 councillor **Adam Vaughan** said, “as we lock in these employees long term into the neighbourhood, close to their jobs, employers are coming back to the downtown core. We've got six office buildings under construction, including [Queen Richmond Centre West] on Peter Street, which is one of the bigger ones. The mix that we're programming into this neighbourhood has triggered the first burst of downtown

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UPCOMING DATES

JULY 25
What Can Toronto Learn from Copenhagen, Melbourne and New York?, Helle Søjholt, 7:00 – 9:00 p.m., The Design Exchange, 234 Bay Street

JULY 27
Exhibition Place Board Meeting, 8:30 a.m.

JULY 31
TTC Meeting, City Hall

AUGUST 15 – 18
2012 Urban Agriculture Summit

SEPTEMBER 10
Executive Committee Meeting, 9:30 a.m., Committee Room 1

SEPTEMBER 11
Etobicoke York Community Council, 9:30 a.m., Council Chambers, Etobicoke Civic Centre

North York Community Council, 9:30 a.m., Council Chambers, North York Civic Centre

Scarborough Community Council, 9:30 a.m., Council Chambers, Scarborough Civic Centre

Toronto and East York Community Council, 9:30 a.m., Committee Room 1

SEPTEMBER 12
Waterfront Toronto Design Review Panel, 9:00 a.m., 20 Bay Street, Suite 1310

Public Works and Infrastructure Committee, 9:30 a.m., Committee Room 1

SEPTEMBER 13
Planning and Growth Management Committee, 9:30 a.m., Committee Room 1

SEPTEMBER 14
Parks and Environment Committee, 9:30 a.m., Committee Room 1

SEPTEMBER 18
Economic Development Committee, 9:30 a.m., Committee Room 1



Maximum City URBAN KIDS

By Jake Tobin Garrett

Starting next week, high school students from all over the Greater Toronto Area will converge to participate in a two-week urban education program, Maximum City. The program features expert speakers from the planning, architecture and transportation fields to speak to kids about everything from transit to governance to parks.

Program creator and **University of Toronto Schools** teacher **Josh Fullan** told **NRU** that while there is a “huge appetite” among students to study urban issues the current school curriculum doesn’t fulfill this appetite.

“As southern Ontario gets more and more urban and more people move to GTHA...all of these issues about how we live in cities sustainably, whether it be socially or environmentally or financially, how we do that stuff optimally and sustainably, is an important conversation to have in the classroom of the 21st century and the fact is that this kind of curriculum really doesn’t exist in a formal way in the current school system.”

The program has grown since its first year last summer, with students coming from all over the region. Fullan also said that it will be brought to 110 students this upcoming school year with three teachers using modules designed by Maximum City.

One day Fullan would like to see the program “formalized into one of the provincially-approved courses.” But he said, “That’s a tough nut to crack.”

It was important for Fullan to bring diverse students from all over the region this year. He noted that barriers are often thrown up between the downtown and suburban areas, but “if you capture 25 students from across the GTA and they’re all in a room working on stuff together that’s about the city and the region you’re breaking down those barriers and building bridges between downtown and the suburbs.”

Fullan called high school students the “forgotten stakeholders.” In a session last year run by **Metrolinx** stakeholder relations specialist **Mathew Bertin**, he said students were captivated by explanations about the Big Move plan and how the transit system works. When you think about it, Fullan said, our buses and subways are full of students who are never included in the debate about transit in the city.

“So when somebody from a regional transit authority like Metrolinx says, tell me what you think about your transit experience. That’s incredibly powerful for them,” Fullan said. “Because they’ve never been included in that conversation and they have a lot to say”

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Annual subscription rate is \$349 +HST (ON).

Complimentary trial subscriptions are available.

Advertising rates available upon request.

NRU City of Toronto Edition is not to be redistributed without the written consent of the publisher.

NRU City of Toronto Edition is published 50 times a year by email by NRU Publishing Inc.

NRU Publishing Inc.
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 ISSN 1918-753X



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LIVEABLE LANEWAY

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“We really saw it as an opportunity for something innovative and creative and a new approach to public space in Toronto,” Munroe said in an interview with *NRU*.

“These spaces are so uni-functional right now, and just by thinking about them more creatively, I think we could create a whole network of public spaces in laneways that currently isn’t being used at all.”

Leading the project for ING Direct, **Nick Cluley** told *NRU* that the laneway “certainly has an impact on our business in terms of the vibrancy and the liveability of the area around us...part of the reason we moved downtown was to get back to Toronto and hopefully be a part of its next evolution.”

Last week’s visioning session saw groups brainstorm ideas for improving the space along the laneway. While some ideas focussed on aesthetics, like a green wall or improved lighting, others turned to the functionality of the laneway, wondering how garbage collection and servicing needs could be met. Councillor **Kristyn Wong-Tam** in whose ward the laneway is located was also in attendance and spoke in support of the initiative.

A popular idea was flipping the retail buildings whose backs face the laneway to open up “retail opportunities on the other side of the buildings,” Munroe said. She added that businesses have a lot to gain from an improved laneway, especially if that improvement features additional frontages.

One of the main concerns for both staff and businesses along the laneway will likely be servicing and garbage collection. Cluley said that responses from businesses and city staff on the project have been promising, and that ideas to consolidate the garbage collection to one or two companies instead of the current 13 would help.

Moving a project forward that is this transformational could benefit from a pilot project model, Munroe and Westermarck told *NRU*. Munroe said that because there aren’t examples to point to in Toronto of such a transformation, a pilot project can help people reimagine what a permanent change could look like by allowing them to physically experience the change first.

Changing people’s mindset is difficult, Westermarck said, but “trying things out is a friendly way of making change and also allowing for people to know that they will be heard if there’s problems and that there is room for discussing improving whatever project you are doing.”

Toronto also needs to find its own approach and pace for

change. In New York, she said, the approach was powerful and directed change very quickly, while for Copenhagen it was smaller changes over time.

Westermarck also argued for the importance of data collection that shows exactly how people are using a space. We have precise data for traffic, she noted, but not often the same data for how pedestrians use a space. This data is needed “so you can show the difference.”

A report on the laneway should be out at the end of August, Munroe said. She added that “we’re very hopeful that with the report we can build the political will to see these changes happen.” **nrU**

The Garbage Conundrum

It may not be the sexiest of topics, but when you’re looking to reconfigure a laneway for public use what to do with garbage collection is going to be front and centre. As it currently stands, O’Keefe laneway has multiple different garbage collection companies servicing the businesses along the strip.

The challenge is to consolidate garbage collection and put the receptacles in a recessed central location to ease pick-up and keep garbage bins out of the public realm.

Louis Anagnostakos is hopeful it can be done. He is the former CEO and co-founder of **Turtle Island Recycling**, now owned by **Green for Life**. He is excited about the opportunity and is volunteering his time to help 8-80 Cities and ING Direct with the project.

He told *NRU* that they are “looking at opportunities to bury the [garbage] receptacle below ground and be able to

pick them up with specialized vehicles less frequently...getting rid of all those nasty looking bins.”

Part of the challenge is just “convincing folks to do things differently,” he said. “[But] the reason I think we’re going to be successful is that we’re going to make it sustainable, so that whatever it is it’s going to be lower cost, neater and more convenient.”

Anagnostakos’ vision doesn’t stop there, however.

“What I’d like to see is no trucks involved in the collection at all, and some day maybe even a pneumatic system conveying the waste underneath the alleys into a central location.” He noted that systems like this already exist in European and Australian cities.

Unfortunately, O’Keefe laneway is too short for such a system, but Anagnostakos says that the “ultimate goal” is to incorporate an underground conveyance system up and down all of Yonge Street.

A PROFILE OF PETER STREET

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office construction we've seen in almost 30 years. So, something we're doing with the mix is triggering a really positive response from the commercial market."

At the north west corner of Peter and Richmond, **Eastern Construction** contractors are erecting one of the most architecturally innovative projects on the block. The Queen Richmond Centre West will make use of a former Canada Bread factory turned night club, incorporating the façade of the historic building into an office tower. As if on stilts, a new 13-storey structure will be suspended above the existing four-storey structure, with communal spaces and rooftop terraces sandwiched in between.

QRC West owner and developer **Allied Properties REIT** and architects **Sweeny, Sterling, Finlayson & Co Architects Inc** designed the building with a LEED-Gold certification in mind. Development director **Hugh Clark** explained mechanical and electrical systems have been designed to achieve higher efficiency, and the building will harvest rainwater to use as grey water, where non-potable water can be used. Additionally, the building makes use of "natural qualities of air movement" with a displacement ventilation system, meaning that cooling loads will be reduced by providing cool air from the floors, right at the layer of the people, and incorporating vents at the tops of window, where hot air naturally rises.

Clark told NRU he observes a similar trend to Vaughan.

"We've been hearing of a 'reverse migration' of offices moving out of the downtown back into the downtown. What we think we're providing is a good opportunity for them to tap into the young population that is growing in the downtown area, and provide them a place to work close to where they work."

Allied REIT has also submitted a development application to the city for a site further south on Peter at King Street, with **Hariri Pontarini** named as the architects.

Diagonally across from QRC West at the south east corner of Peter and Richmond, **Tableau**, a 36-storey mixed-use building, is under construction with 40 residential suites, 25,000 sq. ft. of office space and retail at grade. Designed by **Wallman Architects** and developed by **Urban Capital Property Group**, the tower features a reconstruction of the original four-storey building, which **Tonic** night club formerly occupied. In a similar style to the QRC West building, the new tower will be raised, as if on top of a table—

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Images clockwise from top left:

Picasso condo tower at 318 Richmond Street West. SOURCE: PICASSO ON RICHMOND

Rendering of Tableau, a mixed-use tower at 117 Peter Street. SOURCE: TABLEAU CONDOMINIUMS

Rendering of QRC West building at 134 Peter Street. SOURCE: QRC WEST



A PROFILE OF PETER STREET

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and hence its name—above the four-storey replica. Although the development is being billed as “historical preservation meets modern design and style,” the reconstruction does not actually feature any materials from the original structure.

While it seems that developers are taking into account the original building façades at street level, Vaughan notes that the neighbourhood is evolving.

“The original character is changing. While many of the warehouse buildings are staying, the parking lots in particular are starting to disappear, and the night clubs that have become big box, no-window environments, they’re also changing. And that’s a good thing. So what we’re doing is to try and create a strong pedestrian environment that accommodates the emerging dynamic in this neighbourhood where most people actually walk to work.”

Vaughan said that about three-quarters of the sidewalks along Peter between Front Street and Queen Street West will be replaced, with an opportunity to have developers help put in separated bike lanes and street furniture for pedestrians.

Other developments under construction in the area include Peter Street Condominiums at 338 Adelaide Street West, and the Picasso condominium at 263 Richmond Street West just east of Peter.

With the boom in condo developments all across the city and downtown in particular, Vaughan said that more care needs to be taken in the determining the right mix of units.

“The pressure is building to create [family-sized] units downtown because of the number of couples that are creating kids, and who want to stay downtown close to work. We need to build a neighbourhood that accommodates that emerging use. The **Bank of Montreal** said that the city has got the housing start number right, they’ve got the unit mix wrong, and this is something they will need to correct, otherwise there will be a boom and bust cycle that won’t be good for Toronto. So we’re trying to accommodate what the market is telling us.”

Developers are now required to make 10 per cent of their units 3 bedrooms or more, with knock out panels between some smaller units to accommodate future expansion. However,



Construction begins at Peter Street Condos.

NRU PHOTO

Vaughan said many developers across downtown are creating condos with more than 10 per cent 3+ bedroom units.

But despite these positive developments for downtown families, Vaughan worries about opposition from the mayor’s office.

“We had a really interesting debate [in council Thursday] morning where **Doug Holyday** said that it was obscene to even contemplate raising a child downtown. So [Holyday thinks] there should be no children allowed in these buildings. So that’s the deputy mayor’s position. I think the first question came from [councillor] **Josh Matlow**, which was: ‘are you serious?’ And he was. That’s the deputy mayor’s view of the world.” **nrU**

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COUNCIL ROUND-UP

[Transit stops and starts](#)

While the word on everyone’s lips was OneCity, the ambitious transit plan revealed a few weeks ago never itself appeared on the agenda. Instead, Councillor **Glenn De Baeremaeker** introduced an amendment, to a motion by Councillor **Peter Milczyn**, to direct staff to study an expansion of the Bloor/Danforth subway east into Scarborough. The amendment was ruled out of order by speaker **Frances Nunziata**. While the ruling was challenged, it was upheld by council in a 26 – 14 vote.

What was eventually voted on and approved by a 43 – 1 margin was a direction to staff to report back to the September meeting of the planning and growth management committee on the work underway on transit-related matters as directed by council in February. These include a varied mix of topics: Toronto transit expansion plan, consultation with the TTC and **Metrolinx**, a review of all transit routes from previously approved plans at the city and provincial levels, and public consultation throughout the city on possible routes and funding models.

Staff was also directed to report to the planning and growth management committee in the second quarter of 2013 with a transit expansion plan to update the city’s official plan with a line prioritization strategy.

[The economy of transit](#)

A direction to include transportation-related issues in the city’s forthcoming economic growth plan was adopted by council at its meeting July 11-12. This item originated from a letter by Councillor **Josh Colle** to the economic development committee on June 20th. The motion directs the plan to include a review of the impact of traffic congestion and the importance of transit hubs on the city’s economy as well a goods movement strategy.

[Street food moves beyond the hot dog](#)

Tired of eating hot dogs from your neighbourhood food car vendor? So have city councillors, apparently. A motion to allow food cart vendors to expand the array of menu choices without needing to first modify their cart received approval.

[Undeniably Ossington](#)

A motion by Councillor **Mike Layton** will see a planning study undertaken for the stretch of Ossington Avenue between Queen Street West and Dundas Street West. The study will look at such things as built-form, density and height on the street as well as provide a chance for public consultation on the future of the strip. This has been a topic of recent concern as the community lined up against a proposed six-storey midrise development called 109Oz at a heated community meeting in June. **nrU**

CITY IN BRIEF

[Complete Streets website launched](#)

Toronto Centre for Active Transportation announced the launch of the [Complete Streets for Canada Policy and Design Hub](#) this week, which was funded by the **Ontario Trillium Foundation**. The website will provide information to

help decision makers ensure that transportation planners and engineers create street networks that are accessible to road users of all ages and abilities, including pedestrians, cyclists, transit users and drivers. The site will include case studies, policy expertise, news and the latest research.

[Award winning design](#)

Winners of the annual National Urban Design Awards were announced this week, with several Toronto buildings recognized. **Claude Cormier + Associés** and **Waterfront Toronto** with **The Planning Partnership** were awarded top honours in the civic design projects

category for **Sugar Beach**, with **West Toronto Railpath** by **Scott Torrance Landscape Architect Inc.** and **Brown and Storey Architects Inc** winning a certificate of merit.

In the urban architecture category, a certificate of merit was given to Regent Park’s **One Cole** by **Diamond**

DESIGN REVIEW PANEL AGENDA

The design review panel will hear the following at its meeting Tuesday, July 17 from 11:30 a.m. to 5:30 p.m. at City Hall in Committee Room 2.

8 Eglinton Ave East

The panel will review a rezoning application for 8 Eglinton Avenue East on the north-east corner of Yonge and Eglinton from **Bazis International**, which was previously reviewed in January. Presentations will be given by city urban designer **James Parakh** and planner **Tim Burkholder** and Bazis International design and construction director **Roy Varacalli**.


460 Yonge Street

The panel will review a rezoning application for 460 Yonge Street near Grenville from **454 Yonge GP Inc.** Presentations will be given by urban designer James Parakh and planner **Sarah Henstock** as well as **Graziani + Corazza Architects Inc.** principal **Bernardo Graziani**.

3260 Sheppard Avenue West

The panel will review a rezoning and site plan application for 3260 Sheppard Avenue West by **City Core Developments Inc.** Presentations will be given by city urban designer **Xue Pei** and planner **Doug Muirhead** with **Page + Steele** principal **Sol Wassermuhl** also representing **IBI Group Architects**.

Pan Am Aquatic Centre, University of Toronto Scarborough Campus

The panel will review a site plan application for the Pan Am Aquatic Centre at the University of Toronto Scarborough Campus by **Infrastructure Ontario** and **PCL Aquatics Centre 2012 Ltd.** The project was previously reviewed in March 2011. Presentations will be given by city urban designer **Robert Stephens** and planner **Andrea Reaney** as well as a representative of **NORR Architects**. A review of the project is being undertaken jointly by the City of Toronto and the **University of Toronto Design Review Panel**. 

URBAN KIDS

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about it because they live it everyday.”


Urban cycling consultant **Yvonne Bambrick** taught at last summer’s Maximum City and will be returning this year to speak to students about cycling infrastructure, road safety and the politics of cycling.

“Understanding your city and how it works is pretty vital information,” she told *NRU*, adding that if you don’t understand how the city is structured and how its bureaucracy works then it’s hard to connect with urban issues.

Bambrick said that we often overlook where we live and take things for granted, but that a program like Maximum City “allows [students] to see things from a whole new perspective when you dig a little bit below the surface or even ask questions about ‘how did that get there?’ ‘What is that thing?’”

Fullan echoed this point, saying, “It’s really the most resonant subject material to [the students]. They can walk

out of their house in the morning and look down the street and see 30 different services the city provides, yet they’re not really conscious of it because we don’t do a good job of teaching them how those things work and how to engage city life.”

Maximum City runs at the University of Toronto Schools and the **Daniels Faculty of Architecture, Landscape, and Design** July 16 – 26. There is also a day of programming at the Evergreen Brick Works. 

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TORONTO OMB NEWS

No consent for consent

In a decision issued July 6, board vice-chair **Norman Jackson** dismissed an appeal by **Chris Zhi Qiang Li** of a committee of adjustment decision to deny a consent to sever a property at 364 Lake Promenade to allow construction of two single-family homes. The applicant also appealed the committee's decision to deny 10 variances on the newly created lots.

On the west lot, the applicant applied for a decrease in the lot area from 371 to 353 square metres, the lot frontage from 12 to 9.33 metres and the access driveway to from six to 1.68 metres. He also requested an increase in the GFA from 0.35 to 0.44 times the lot area and a detached garage where the by-law requires it to be attached.

On the east lot, the applicant applied for the same lot area as the west lot and an increase in GFA from 0.35 to 0.49 times the lot area. He also asked for a decrease in lot frontage from 12 to 9.22 metres, the front yard from six to 4.17 metres and the access driveway from six to 4.23 metres.,

Julius De Ruyter (PMG Planning Consultants), who provided planning evidence in support of **Zhi Qiang Li**, maintains that the new lots fit with the neighbourhood, however, this is disputed by both the city solicitor and planning staff. Planner **Alan Young (Weston Consulting Group Inc.)** provided evidence in support of the city.

The board noted that the subject property is zoned single-detached residential, is designated as neighbourhoods in the official plan, and that provincial policies encourage intensification and redevelopment within built up areas. The property is adjacent to, but not inside, the avenue designation for Lakeshore Boulevard. It also noted that changes in the area where the property is located must reinforce the existing character of the area, including lot configurations.

De Ruyter pointed to the "eclectic" character of the area, which contains a number of different lot frontages, while Young argued that there are different zones within the area that have a more consistent character. He presented historical evidence as explanation for the differing lot frontages, showing that the shorter lot frontages pre-date planning controls. He argued that larger lot frontages "form the cornerstones of neighbourhood character" in the area.

Young said the rest of the block and surrounding blocks would be destabilized by severing the subject property, with

which the board agreed.

The board also agreed that the proposed lots would not respect the existing physical character of the neighbourhood, also noting that the streetscape would be negatively affected.

In its decision, the board did not allow the appeal for consent and, since the appeal for the 10 minor variances is conditional on the consent being granted, the variance appeals were also dismissed.

Solicitors in the case were **Michael B. Vaughan** representing **Chris Zhi Qiang Li** and **Amanda Hill** representing the **City of Toronto**. (See OMB Case No. PL110395.)

Bigger house approved

In a decision issued July 5, board member **Colin Hefferon** allowed an appeal by **Harvey Wise** of a committee of adjustment decision to deny three minor variances. Wise sought to demolish an existing dwelling and construct a three-storey single-detached dwelling and single-car garage at 27 Vesta Drive.

The variances were to increase the maximum gross floor area from 192.53 square metres, or 0.35 times the lot area, to 428.51 square metres, or 0.779 times the lot area, and to decrease the north and south side yard setback where the building exceeds 17 metres from 7.5 to 0.91 metres.

The board was informed that the applicant and a neighbour, who opposed the variances, had reached a settlement that was also supported by the city.

Michael Goldberg (Goldberg Group) explained that the subject property is located in a low-scale

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TORONTO OMB NEWS

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residential neighbourhood, where the official plan encourages re-investment to support a stable, but not static, neighbourhood. Goldberger provided photo evidence showing that the proposed development is similar in character to other homes in the neighbourhood. He also noted that it is a goal of both the province and the city to encourage re-investment in older neighbourhoods, as well as to intensify.

He also noted that the minimum side yard setbacks are to accommodate neighbouring properties with respect to light and privacy and that the proposed setbacks do not infringe on either.

On the matter of the increase in GFA, Goldberger noted

that many other properties in the area exceed 0.75 times the lot area, and that he believes the area is zoned with a low GFA to allow staff to review proposed developments to ensure they are compatible with the existing neighbourhood.

In its decision, the board allowed the appeal subject to the parties adhering to the previously reached settlement and that the building be constructed in accordance with the drawings submitted.

Solicitors in the case are **John M. Alati (Davies Howe)** representing Harvey Wise and **Abbie Moscovich** representing the **City of Toronto**. (See OMB Case No. PL120263) **nru**

CITY IN BRIEF

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Schmitt Architects with **Graziani + Corazza Architects Inc.** and **NAK Design Group**.

The Toronto Avenues and Mid-Rise Buildings Study by **Brook McIlroy** and the **City of Toronto** with **ERA Architects**, **Quadrangle Architects** and the **Urban Marketing Collaborative** received a certificate of merit in the urban design plans category. **Sherbourne Common** by **Phillips Farevaag Smallenberg** and **Waterfront**

Toronto with The Planning Partnership took the prize in the civic design projects (sustainable award) category.

An award ceremony will be held during **IIDEX NeoCon Canada**, a design and architecture exposition and conference on September 21 at the Direct Energy Centre.

Developing art
Toronto developers **Kilmer Brownfield Management Limited** have collaborated with **Art City**—a not-for-profit

organization committed to providing free and accessible art programs to St. James Town children—to create a mural on construction hoarding at the northeast corner of Queen Street East and Woodbine

Avenue. Art City brought another mural to a Sherbourne and Wellesley property over a year ago, which Kilmer Brownfield representatives say has prevented vandalism, graffiti or posting of bills. **nru**



Artwork at Kilmer Brownfield site.

SOURCE: KILMER BROWNFIELD

TORONTO PEOPLE

In August, **Amir Remtulla** will join **Pan Am Games** staff as vice president of external partnerships. Remtulla will leave his position as mayor **Rob Ford**'s chief of staff as of July 20.

University of Toronto geography professor emeritus **Rodney White** passed away July 5th after a "very short illness." White was a director at the former Institute for Environmental Studies

from 1994 to 2005, and helped found the Centre for Environment in 2005, which later became the School of the Environment.

Council appointed **James William Sales**, a 27-year fire service veteran, to the position of fire chief and general manager of **Toronto Fire Services**. Sales is currently community operations

general manager for the City of Barrie and formerly he was Markham's community and fire services commissioner.