

**C) Rezoning Application No. 00876 for 731, 735, 781 Richmond Avenue - 728, 729, 733 Laurentian Place - 724, 730, 736 Maddison Street (Glenlyon-Norfolk School)**

Patrick Carroll, Senior Planner, provided an overview of the application and highlighted the areas that staff are seeking feedback on, based on the updated General Urban Design (GUD) Guidelines that apply to the project.

Applicant team provided an overview of the project and provided a presentation.

Nicholas Standeven recused from application and left at 3:33pm

*The Panel asked the following questions of clarification:*

- Can you clarify the pedestrian pathways around the site, including fence lines and

- which areas are public versus secured?
- The blue line marks the secure perimeter, with varying fence heights depending on the area. Lower fencing is used where only a visual cue is needed, while slightly higher fencing contains soccer balls near the field, which is sunken and doesn't require tall fencing. Pedestrians use the dotted pink paths, providing access on both sides of the townhouses and the right-of-way between Bank and Madison. Cyclists use the purple path, and both modes are separated from vehicle circulation.
  - Is there an accessible route for a student in a wheelchair to reach the field without entering the building and using the elevator?
    - Yes. A wheelchair user can follow the exterior sidewalk that slopes down toward the field. Grades vary across the site, but at the southwest corner there is a gentle slope under 5% that connects directly to the field. This allows access without going through the building.
  - Have you explored the option of a long ramp on the north side to improve north-south accessible connectivity?
    - A ramp was studied, but its required length created awkward, unusable spaces along the field edge. Since this area sees little traffic and the school prioritized space for activity zones, the ramp was removed from the design.
  - What about adding a ramp that wraps around the gym building on the north side?
    - This was also considered, but the ramp's length and depth would still create awkward spaces with little benefit. The team concluded it was not a functional solution.
  - Are you providing the amount of parking the school needs or what the neighborhood wants?
    - Based on current use, the school requires 160–170 stalls. The proposed 181 spaces address both school needs and long-standing neighborhood concerns about traffic and parking, especially given Madison's role as a greenway. This count accommodates current and future operations, including daytime users and evening campus activity. If Schedule C regulations change, parking allocation can be revisited.
  - How many students currently attend the school?
    - There are about 550 middle and high school students and approximately 100 staff. Independent schools have higher administrative needs, especially with the junior school's admin located on the senior campus. The rezoning anticipates a modest increase to about 650 students, reflecting typical annual growth.
  - Is there no pedestrian connection from Laurentian Place to the new east-west SRW?
    - There is a connection. Pedestrians cross the street at Laurentian to access the shared pedestrian and cycling route. This alignment was chosen to manage vehicle access points and to maintain appropriate landscaping buffers for neighbors. From the crosswalk, users can travel in both directions along the path.
  - There wasn't much detail in the materials about phasing. Can you describe how the

phased construction will look?

- The first phase will be the new high school building on the current soccer field near Richmond. Additional phases depend on financing and opportunity and may occur in several stages. The school will continue operating throughout. Each development permit will show how the phase fits into the overall campus plan so future panels can review context clearly. The rezoning sets the framework for the final build-out while allowing phased flexibility.
- Parking has been a long-standing neighborhood issue, so it's good that primary school access is shifting to Richardson. The campus plan seems positive for the neighborhood.
- How will parking work for the 16 townhouse units? There appear to be only about 44 spaces nearby, and residents will likely have cars.
  - Parking for the townhouses is included in the overall site count rather than assigned separately. Six stalls are located near the townhomes, with additional parking available in the main surface lot. The 16 units include a mix of one-bedroom and larger homes, so parking needs will vary. The design intentionally provides flexibility across the site.
- The design is very clear and well considered.
- Can you explain your approach to heritage retention and how existing heritage elements will be incorporated?
  - Although none of the buildings are formally registered as heritage, the school intends to retain and document as much as possible. The existing main building will be part of the final phase and elements such as photographs, documentation, and physical features will be incorporated into the new administration building. As the school is the original owner continuing the original use, there is a strong desire to preserve and share its history. Each future development permit will address heritage integration, and alumni input has guided decisions about what can and cannot be preserved.

*Panel members discussed:*

- Want to acknowledge how well the vehicle circulation and parking system has been designed. I can imagine it functioning smoothly during busy drop-off times. I also appreciate that the limited underground parking allows for significant landscaping at grade, which will support mature trees over time. I do still have concerns about the lack of north-south permeability. Even if it's not a major desire line, the urban grid suggests some people will want to move through the site, and asking a wheelchair user in the north field corner to travel all the way around feels inequitable. I believe an accessible north-south connection, possibly a long ramp, is still worth exploring. On the heritage side, I am convinced that a documentation approach makes sense. From what I can see in Street View, the heritage character is probably better expressed through photography and interpretation than through retaining the buildings themselves.
- Appreciate the comments around accessibility and share the concern. I am wondering, though, whether this is something that needs to be resolved now at the

rezoning stage or whether it is better addressed during the development permit process when the design is more detailed.

- Think we could address this by including an accessibility principle in the development permit guidelines. That way, consideration for a north-side accessible route, whether a ramp or other solution, is clearly carried forward into the next stage of design.
- This is a fabulous proposal. If the team can execute this vision over time, the campus will be significantly elevated, architecturally, in landscape quality, and in community accessibility. Shifting primary access to Richmond will go a long way in improving longstanding neighborhood concerns about traffic and parent drop-offs. Overall, I think the proposal is superb.
- I understand the parking explanation, and it makes sense to me, but I would still like to see more trees incorporated into the parking area. I also feel there is an opportunity for stronger heritage acknowledgment. Even if the buildings are not being retained, more explicit recognition of the school's history within the design would be valuable.

**Motion:** That the Advisory Design Panel recommend to Council that Rezoning Application No. 00876 for 731, 735, 781 Richmond Avenue - 728, 729, 733 Laurentian Place - 724, 730, 736 Maddison Street be approved with the following changes:

- The Applicant consider adding design objectives related to wheelchair/stroller accessible connection from the field to the North pathways.
- The Applicant consider adding design objectives related to honouring the site and building Heritage.
- The Applicant consider adding trees in the large surface parking lot.

**Moved By:** M. Hornell

**Seconded By:** M. Showers

**CARRIED UNANIMOUSLY**

*The public portion of the meeting closed at 4:55pm*

## **6. Adjournment**

The November 26, 2025, Advisory Design Panel meeting was adjourned at 4:57 p.m.