

**Amendments to the Etobicoke Official Plan and Zoning Code
Toronto Parking Authority - 7 and 9 Monkton Avenue
File No. Z-2297 (Lakeshore-Queensway)**

(City Council on December 14, 15 and 16, 1999, adopted this Clause, without amendment.)

The Etobicoke Community Council after considering the depositions, and based on the finding of fact, conclusions and recommendations in the report (November 11, 1999) from the Executive Director and Chief Planner and for the reason that the proposal is an appropriate use of the lands, recommends that the application by the Toronto Parking Authority for amendments to the Etobicoke Official Plan and Zoning Code to permit a 25-space, surface municipal parking lot be approved, subject to the conditions to approval outlined in the report, as amended by adding to Condition (3) the following items for consideration under Site Plan Control:

- “(v) consultation with residents in the immediate vicinity of the proposal with respect to fencing material, landscaping and lighting; and**
- (vi) written assurance from the applicant that the property will be monitored by a security company between the hours of 9:00 p.m. and 6:00 a.m., and a contact name provided should any disturbances occur during times the facility is not monitored.”**

The Etobicoke Community Council reports having held a statutory public meeting in accordance with Sections 17 and 34 of the Planning Act, and that appropriate notice of this meeting was given in accordance with the Planning Act and the regulations thereunder.

The Etobicoke Community Council further reports, for the information of City Council, having:

- (1) requested the Director of Transportation, District 2, to submit a report to Etobicoke Community Council, in consultation with the residents of Monkton Avenue, on the closing of Monkton Avenue south of the entrance to the proposed parking facility; and
- (2) directed that the Toronto Police Service be requested to continue its vigorous enforcement of parking regulations on both Monkton Avenue and Lothian Avenue.

The Etobicoke Community Council submits the following report (November 11, 1999) from the Executive Director and Chief Planner:

Purpose:

To consider a proposal for amendments to the Official Plan and Etobicoke Zoning Code by the Toronto Parking Authority to permit a 25-space, surface municipal parking lot at 7 and 9 Monkton Avenue.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that the application be approved, subject to a public meeting to obtain the views of interested parties and, the conditions outlined in this report.

Background:

City Council at its meeting of March 2, 3, and 4, 1999, adopted the recommendations of the Corporate Services Committee with respect to granting authority to the Director of The Toronto Parking Authority to acquire the properties municipally known as 7 and 9 Monkton Avenue for a surface, municipal parking lot. The Toronto Parking Authority conditionally purchased the properties earlier this year.

An application for an amendment to the Zoning Code to permit a temporary 12-space, surface private parking lot at 7 Monkton Avenue was submitted in February 1996. The application was withdrawn prior the consideration of the application by Etobicoke Council.

Site Description:

The subject properties are located one block east of Islington Avenue, and south of Bloor Street West, on the east side of Monkton Avenue (Attachment No. 1): 7 Monkton Avenue is a vacant residential lot (a single, detached dwelling was once located on the property and has since been demolished); and, a single, detached dwelling currently exists on 9 Monkton Avenue.

A 4.57 m (15 ft) wide public lane, with one-way access westbound from Lothian Avenue to Monkton Avenue, separates the property from the two-storey, commercial strip development along the south side of Bloor Street West. Low density residential development abuts the property on the north, west and east sides.

Proposal:

The Toronto Parking Authority intends to construct a 25-space, surface municipal parking lot with a single access/egress driveway from Monkton Avenue (Attachment No. 2). The parking area would be screened and landscaped to provide a buffer from adjacent residential uses. The single, detached dwelling that currently exists on 9 Monkton Avenue would be demolished to accommodate the proposed parking lot.

A site plan control application has been submitted and is being reviewed concurrently.

Attachment No. 1 is a key map of the area. Attachment No. 2 is a reduction of the proposed site plan. A summary of information as provided by the applicant is listed in Table No. 1.

Table No. 1

Official Plan Existing Requested	Low Density Residential Low Density Residential - Special Site Policy (permit public parking lot)
Zoning Existing Requested	Residential Second Density (R2) Residential Second Density (R2) – Site Specific
Lot Frontage	24.38 m (79.9 ft)
Lot Area	910 m ² (9,799 sq ft)
Number of Proposed Parking Spaces	25 including 1 handicapped parking space

Comments:

Official Plan and Zoning Code:

The subject property is designated Low Density Residential in the Official Plan which permits a variety of low rise housing forms and minor commercial uses of a nature related to the surrounding uses. Although the proposed parking area would have no associated structures, it would be supporting adjacent commercial developments, which have facilities available to the surrounding residential properties. The Toronto Parking Authority undertook a needs assessment review across the City, which stated that the Bloor Street West and Islington Avenue area was in need of public parking to support the neighbourhood commercial uses.

In order to support the development of commercial uses along Bloor Street West, Council has in the past, initiated the redevelopment of residential properties for municipal parking lots. One example is the ten space municipal parking lot on the west side of Royal York Road, immediately south of Bloor Street West. Staff note that a parking area created in this manner would be consistent with recent Council initiatives to create municipal parking lots located within a similar land use context.

The Monkton properties are zoned Second Density Residential (R2), which generally permits single detached dwellings only, but does not permit public parking lots. To permit the proposed public parking lot, a by-law amendment is required. The amending by-law will include site specific development standards.

Land Use and Site Plan Considerations:

The proposed 25-space parking lot will alleviate some of the intrusion of commercial traffic and illegal parking currently experienced by the neighbouring residential community. Upgrading of the property (7 Monkton Avenue), with specific regard to the front yard and other residential interfaces, should be sensitive to and consistent with the residential streetscape of Monkton Avenue.

To screen the proposed parking areas from the street, the applicant is proposing to maintain a 2.0 m (6.5 ft) setback and introducing additional planting areas in conjunction with two existing

mature trees on the municipal boulevard on Monkton Avenue. The applicant has indicated that the location, design and character of the landscape for this area has been designed in accordance with the former City of Toronto “Streetscape Manual” and will fit in with the existing landscaping and character of Monkton Avenue.

In order to screen and mitigate any impacts on the adjacent single, detached homes to the south, a landscape strip, approximately 3.0 m (10 ft) in width, is proposed along the southerly property boundary of the parking area. This landscape strip will include an intensified planting scheme and a wood screen fence. A wood screen fence is also proposed along the east residential property line.

Area residents in attendance at the Community Meeting indicated the need for higher fence heights. In this regard, staff recommend that provisions be made in the amending by-law for screen fencing up to 2.4 m (8.0 ft) in height if a fence height higher than the standard 1.8 m (6.0 ft) is desired by adjoining property owners.

Lighting has been incorporated within the proposal and designed so that it is directed away from the adjacent residential uses. An overhead steel gate is proposed at the entrance to restrict access to passenger vehicles only and the automated ticket machine has been sensitively positioned in close proximity to the driveway entrance to the lot. Finalization of the detailed landscape plan, including screening, will be required as part of the Site Plan Control approval.

Agency Comments/Department Circulation:

In response to the circulation of plans submitted in support of this application, no objections have been expressed by Realty Services, Toronto Hydro, Fire Service, Parks and Recreation Services, and the Building Division.

The Transportation Planning Division of Works and Emergency Services has advised that a 1.43 m (4.7 ft) wide property dedication along the north side of the site to achieve a 6.0 m (20 ft) wide right-of-way for public lane purposes is required. Transportation staff have discussed the Toronto Parking Authority’s design requirements for this proposal and have accepted them and note that technical deficiencies should be addressed in the by-law. The dedication and parking area paving shall be provided to the satisfaction of the Division and secured through the conditions of Site Plan Control approval (Attachment No. 3).

The Technical Services Division of Works and Emergency Services has advised that the developer will be financially responsible for all work proposed within the road allowance and that storm water runoff and grading shall be to the satisfaction of the Division and secured through the conditions of Site Plan Control approval (Attachment No. 4).

Community Meeting:

On October 5, 1999, a community meeting was attended by approximately 17 area residents who indicated general support for the application. Some concerns that were expressed related to: access/egress from Monkton Avenue; the need for additional parking; illegal parking in the area; landscaping and screening, safety and security issues; as well as, noise and automobile fumes.

The concerns related to planning matters have been discussed in this report.

Conclusions:

It is the opinion of staff that the proposed amendments to permit the construction of a surface municipal parking lot to support adjacent commercial developments, is an appropriate land use. The development can be integrated within the adjacent residential community with limited impact on adjacent properties through the introduction of landscape treatments and buffering. The municipal lot will serve to alleviate some of the intrusion of commercial traffic and illegal parking currently experienced by the residential community. Staff note that a parking area created in this manner would be consistent with recent Council initiatives for the creation of municipal parking lots located within a similar land use context.

Staff recommend that the draft by-laws to amend the Official Plan and Zoning Code to permit a Toronto Parking Authority lot at 7 and 9 Monkton Avenue be introduced in Council.

In the event of approval, the following conditions should apply:

Conditions to Approval:

- (1) Enactment of an amendment to the Official Plan to introduce a Special Site Policy to permit a surface public parking lot as a permitted use in Low Density Residential designation as they affect these lands in accordance with Draft Official Plan Amendment No. 75-99 (Attachment No. 5).
- (2) Enactment of a site specific amending by-law which shall affirm the Residential Second Density (R2) zoning of the subject properties and shall include permission for a surface public parking lot as a permitted use, require a 3.0 m wide landscape strip along the south property line, permit privacy fencing up to a maximum height of 2.4 m and establish development standards to reflect the plans approved by Council.
- (3) Further consideration of the proposal under Site Plan Control to include:
 - (i) A 1.43 m (4.7 ft) wide property dedication along the north side of the site to achieve a 6.0 m (20 ft) wide right-of-way for public lane purposes and paving of the parking area is required to the satisfaction of the Transportation Services Division of the Works and Emergency Services Department.

- (ii) Submission of a landscape plan detailing planting, lighting, curbing, fencing, and grading, and the posting of a financial guarantee to ensure compliance with the approved plans, to the satisfaction of the City Planning Division of the Urban Planning and Development Services Department.
- (iii) Submission of a stormwater runoff details and grading plan to the satisfaction of the Technical Services Division of the Works and Emergency Services Department.
- (iv) Confirmation that the abutting property owners to the south and east have been consulted with respect to the design of the privacy screen fencing.

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The Etobicoke Community Council reports, for the information of Council, also having had before it, during consideration of the foregoing report, a communication (October 28, 1999) addressed to Urban Planning and Development Services, from Mr. Lucio Milanovich, Etobicoke, and others, submitting recommendations for incorporation into the site plan for the proposed parking facility; requesting an opportunity to review the updated site plan before it is submitted for approval; and adding their support to the changes suggested by their neighbours.

Mr. Robert Yorston appeared before the Etobicoke Community Council in connection with the foregoing matter.

(A copy of each of Attachments Nos. 3 to 5, referred to in the foregoing report, was forwarded to all Members of Council with the agenda for the Etobicoke Community Council meeting of December 2 and 3, 1999, and a copy of each is on file in the office of the City Clerk.)

Insert Map

Insert Map