

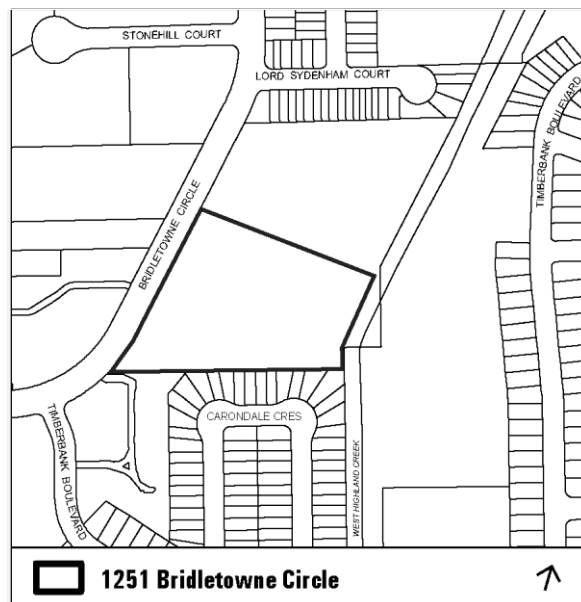
**1251 Bridletowne Circle (southern portion) – Official Plan & Zoning Amendment Application – Final Report**

<b>Date:</b>	July 28, 2014
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward 40 – Scarborough-Agincourt
<b>Reference Number:</b>	12 266748 ESC 40 OZ

**SUMMARY**

The application to amend the Official Plan and L'Amoreaux Community Zoning By-law was submitted in support of a residential development of 390 dwelling units of primarily stacked townhouses. The revised proposal proposes a total 282 dwelling units comprised of: 168, 4-storey stacked townhouse units; 92, 4-storey back-to-back townhouse units with a basement; and 22, 3-storey traditional townhouse units. The modified proposal reduces the overall density from the original 390 dwelling units to the current 282 dwelling units, and introduces back-to-back townhouses. The subject lands are located on the southerly portion of lands formerly occupied by the Timothy Eaton Business and Technical Institute (TEBTI) at 1251 Bridletowne Circle.

The proposed residential development consisting of a mix in townhouse built forms is provided for within the Neighbourhoods designation in the Official Plan. Neighbourhoods provide for residential uses in lower scale buildings, including townhouses and walk-up apartments up to 4 storeys. The proposed development is considered appropriate given the proposal's location, relative large-sized property and its area context. The proposed private road, located partially above the underground parking garage, is designed to meet the design criteria for a public street, and is supportable in this case.



The amendment to the L'Amoreaux Community Zoning By-law No. 12466 would permit the proposed residential uses and provide applicable development standards to support the proposed development. As well, rezoning of the hazard lands located on the easterly portion of the site to Open Space, is consistent with Official Plan policies.

This report reviews and recommends approval of the application to amend the L'Amoreaux Community Zoning By-law.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the L'Amoreaux Community Zoning By-law 12466, for the lands at 1251 Bridletowne Circle (southern portion) substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to report dated July 28, 2014.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act to secure the following:
  - a) payment of a cash contribution of \$150,000, prior to issuance of the first above-grade building permit for a building or structure on the lot, to be directed towards capital improvement to the public pedestrian and cycling pathway between Finch Avenue East, and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14), which amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date of payment;
  - b) the owner entering into a municipal infrastructure agreement with the City of Toronto, Engineering and Construction Services, prior to the issuance of the first above-grade building permit for a building or structure on the lot, to secure the re-construction of the 1.5 metre public pedestrian walkway between Timberbank Boulevard and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14). The estimated re-construction value ranges between \$200,000 to \$250,000, and includes plan preparation and Toronto and Region Conservation Authority (TRCA) approvals by the owner.
  - c) The following is also recommended to be included in the Section 37 Agreement as a legal convenience to support the development:

- i) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

The original development proposal consisted of a total of 390 residential units comprised of 368, 4-storey stacked townhouses, and 22, 3-storey townhouses. The preliminary report on this proposal was adopted by Scarborough Community Council on February 26, 2013 and can be found at:

<http://www.toronto.ca/legdocs/mmis/2013/sc/bgrd/backgroundfile-55987.pdf>

The original proposal included an Official Plan Amendment out the abundance of caution. In reviewing the application and the revised proposal, staff have determined that the amendment to the Official Plan is no longer required.

The Finch Warden Revitalization Study, approved by City Council, August 27, 2010, outlined a community vision and established parameters for redevelopment/intensification within an area around the Finch Avenue and Warden Avenue intersection, between Victoria Park Avenue and Birchmount Road. The Study established a vision for renewal and enhancement of the area. The vision for this revitalization area is intended to guide development and encourage private and public reinvestment. Specific attention was paid to, among other matters, identifying improvements to parks, transportation, and community and social service infrastructure.

The Finch Warden Revitalization Study identified improvements to existing parks and open spaces in proximity to the subject lands. These improvements included new and improved pedestrian routes, upgraded lighting, benches and other amenities as opportunities arise.

The final staff report on the Finch Warden Revitalization Study can be found at:

<http://www.toronto.ca/legdocs/mmis/2010/sc/bgrd/backgroundfile-32292.pdf>

The Finch Warden Revitalization Study can be found at:

<http://www.toronto.ca/legdocs/mmis/2010/sc/bgrd/backgroundfile-25786.pdf>

On June 12, 2014, City Council approved a City-initiated rezoning application to permit a multi-service community hub with ancillary retail uses, on the northern portion of the lands known as 1251 Bridletowne Circle. The community hub would be developed by the YMCA in partnership with the City and other community service agencies to provide a community centre, public medical clinic uses, community service uses and ancillary uses. The community hub responds to a community need identified in the Finch Warden Revitalization Study.

## ISSUE BACKGROUND

### Proposal

The original proposal consisted of a total of 390 dwelling units, comprised of 368, 4-storey stacked townhouses and 22, 3-storey traditional townhouses above a one-level underground parking garage. This development scheme is illustrated on Attachment 1.

The current proposal represents a mix of 3 different townhouse built forms, consisting of a total of 282 dwelling units comprised of: 168, 4-storey stacked townhouse units with roof-top patios on one side of the townhouse block and balconies on the other side; 92, 4-storey back-to-back townhouse units that include roof-top patios; and 22, 3-storey traditional townhouse units with a third-floor terrace. The development continues to include one level of underground parking. The development is proposed to be both a standard condominium and a common elements condominium.

Overall there are: 6 blocks of stacked townhouses along the northern and eastern property limits and at the southwest corner of the subject lands; 3 blocks of traditional townhouses along the southern property limits; and, 6 blocks of back-to-back townhouses located centrally, but also fronting onto Bridletowne Circle and the central open amenity space within the development. The townhouse dwelling units will range in size between 88 to 121 m<sup>2</sup> for 2 bedroom units within the stacked townhouses, and between 172 to 177 m<sup>2</sup> for the 3-bedroom units including those with dens within the traditional townhouses and back-to-back townhouses.

Private amenity space is provided through a combination of rear patios for the traditional and stacked townhouses, balconies for the stacked townhouses and roof-top patio's for the stacked and back-to-back townhouses.

Access to the subject development from Bridletowne Circle is via a private road that is a crescent. The private road contains a 6 m pavement, 1.7 m sidewalks on both sides and 3 pockets of visitor parking spaces. The private road provides vehicle access to the underground garage, to surface visitor parking spaces, to the garbage collection pad and to the emergency access route. The sidewalk along the private road provides pedestrian access through the site. Other walkways lead through the site towards a common open amenity space located central to the development and one walkway towards the channelized tributary of the Highland Creek (West Highland Creek) to the east where existing city walkways and cycling routes exist adjacent to the watercourse.

A total of 370 parking spaces are proposed, of which 352 parking spaces are located underground and 18 are located at the surface. Of the 370 parking spaces, 327 parking spaces are for residents and 43 parking spaces are for visitors, including the 18 surface parking spaces. Both the back-to-back townhouses and 3-storey traditional townhouses are proposed to have access to their units from the underground garage either directly or through a common corridor into the basement. For the stacked townhouses, access to the dwellings units from the underground garage would be to the surface from either stairs or one of the 2 elevators.

Approximately 1185.2 m<sup>2</sup> of the easterly portion of the subject lands adjacent city-owned (Toronto Water) watercourse lands, is proposed to be conveyed into public ownership as requested by the TRCA and Ravine staff. These buffer lands are intended to be vegetated.

The proposed development is illustrated on Attachments 2, 3, 4 and 5. Specific details for the subject proposal are contained in Attachment 8, Application Data Sheet.

## **Site and Surrounding Area**

The subject 2.84 hectares are located on the west side of Bridletowne Circle, west of Warden Avenue, and represent the southern portion of the TEBTI site. The southern portion of the TEBTI lands contains the school building. The northern portion of the TEBTI lands, containing a sports field and track, was recently rezoned to permit a community hub.

Access to the subject lands is from 2 driveway entrances from Bridletowne Circle. A parking lot exists on the south and southwest sides of the former TEBTI building. Pedestrian walkways exist both on the north side of the former TEBTI and along the southern edge of the parking lot to provide access to a public pathway that exists along the west side of the Highland Creek tributary. A total of 59 trees were inventoried within the subject lands and within 6 metres of the property.

### **Surrounding Land Uses:**

North: The northern portion of the former TEBTI property contains a sports field with track that will be redeveloped for a community hub, and 2-storey single and semi-detached dwellings beyond;

West: Apartment buildings of varying heights ranging between 6 and 16 storeys and townhouses occur on the west side of Bridletowne Circle in proximity to the subject lands;

East: A channelized tributary of the Highland Creek (West Highland Creek) with Timberbank Park beyond; and

South: 2-storey linked-dwellings that are similar to semi-detached dwellings, and a 2 and 3-storey townhouse development fronting onto Bridletowne Circle.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a

culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject lands are designated as Neighbourhoods on Map 19, Land Use Plan.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as single and semi-detached dwellings, duplexes, triplexes and townhouses as well as interspersed walk-up apartments of up to 4 storeys. Within Neighbourhoods where properties differ from the existing patterns of lot size, configuration and orientation, there is an opportunity to fill in the gaps. In these cases, it may not be desirable to provide the same site standards and pattern of development in infill development as in the surrounding Neighbourhood.

Policy 4.1.9 states that infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will:

- have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby properties;
- provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- front onto existing or newly created public streets wherever possible; and
- locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

The Healthy Neighbourhood policies in Policy 2.3.1.1 states that Neighbourhoods are considered physically stable areas and developments within Neighbourhoods will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns.

The Built Form policies in Policy 3.1.2 specify that new development be located and organized to fit with its context and to frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development. New developments are to locate and organize vehicular parking, vehicular access and service areas and utilities to minimize their impact on the property and on surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces. New developments are to be massed to fit harmoniously into their existing planned context and to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

The Housing policies in Policy 3.2.1 support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

The Natural Environment policies in Policy 3.4 support strong communities, competitive economy and a high quality of life, public and private city-building activities and changes to the built environment including public works that will be environmentally friendly. This includes

protecting and improving the health of the natural ecosystem to minimize air, soil and water pollution, and managing and improving the quantity and quality of stormwater and groundwater infiltration and flows. Development will be set back by at least 10 metres or more if warranted by existing or potential natural hazards such as the top of bank of valleys and ravines, or locations of flooding or other physical conditions that present a significant risk to life or property. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system. The West Highland Creek is illustrated as being part of the Natural Heritage System on Map 9.

The Public Realm policies in Policy 3.1.1.15 states that new streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets. These design standards are contained in the Council adopted Development Infrastructure Policy and Standards (DIPS).

The Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 may be used to secure the community benefits, provided the proposal is recommended for approval, having first met the test of good planning.

## **Zoning**

The subject lands are zoned Institutional – Educational (IE) in the L'Amoreaux Community Zoning By-law No. 12466. The IE zoning permits day nurseries and institutional educational uses which include public and separate secondary schools, technical schools and private grade schools. These lands are not contained within the Toronto Zoning By-law 569-2013.

## **Site Plan Control**

A site plan application (13 273809 ESC 40 SA) has been submitted and is under review.

## **Reasons for Application**

While the Neighbourhoods designation in the Official Plan provides for residential uses, the By-law does not permit residential uses on the subject lands and development standards to provide for the residential proposal would need to be established.

## **Community Consultation**

A community consultation meeting was held on April 24, 2013. Notification of the meeting was to an expanded area, with 1,063 notices sent. The meeting was attended by approximately 23 residents.

Issues raised by the residents included: density and the number of new residents within the development; provision for an adequate parking supply; fencing along the southern property limits; the location of the underground ramp on the site which could cause spillover onto Bridletowne Circle; location of air-conditioning units for the 3-storey traditional townhouses and the potential for noise; adequate capacity for hydro, gas and water; privacy issues and the grade change between the subject lands and the existing residential properties to the south; the size of

the new trees for the development; and, the condition of the existing walkway along the watercourse and its lack of winter maintenance.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The subject proposal introduces stacked townhouse and back-to-back built forms to the immediate area and represents an efficient use of land and resources. The proposed development promotes a mix of housing built form and land use intensification on a portion of a former a school site. The subject proposal is transit-supportive given the subject property's proximity to public transit on Warden and Finch Avenues. The proposed land conveyance adjacent the watercourse area will minimize potential flooding impacts from a changing climate. The proposal is consistent with the PPS, 2014.

The proposal represents intensification that is transit- supportive, provides housing, and community benefits which maintains a community infrastructure that supports the quality of life for future and existing community residents. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The Official Plan would allow a residential development within the Neighbourhoods designation for a mixed townhouse development which includes stacked, back-to-back and traditional townhouse built forms. The Neighbourhoods designation provides for a mix of residential uses in lower scale buildings, including townhouses and walk-up apartments up to 4 storeys. The Neighbourhoods policies for infill development on properties that vary from the local pattern in established neighbourhoods, require development to have heights, massing and scale that is appropriate for the site and compatible with nearby uses permitted by the zoning by-law.

In terms of the area context, located on the west side of Bridletowne Circle, are lands designated as Apartment Neighbourhoods, developed with apartment buildings of varying heights ranging between 6 and 16 storeys and 2 and 3-storey townhouses. The higher density residential uses are separated from the subject lands by Bridletowne Circle. The existing 2-storey townhouses and 6-storey apartment building are located immediately across from the subject lands. Opposite to these built forms on the subject lands are the 4-storey back-to-back townhouses blocks which includes the basement level, and end walls of the 4-storey stacked townhouses located along the north and south property limits. The proposed townhouse built forms are compatible with the existing townhouse and apartment built forms.

To the immediate north are lands recently rezoned to permit a community hub of up to 4-storeys which also formed the north 2.11 hectares of the former TEBTI lands. With the proposed future community hub building being up to 4 storeys, the proposed 4-storey stacked blocks along the



northern portion of the subject lands would be compatible in height with the future community hub. As well, the community hub, an institutional use on a large-sized property would be similar to a school being adjacent to residential uses, and similar to the former TEBTI being adjacent to existing residential uses. The existing low density residential to the south consisting of 2-storey linked homes and a townhouse complex consisting of 2 and 3-storey dwellings would be compatible with the proposed 3-storey traditional townhouses and 4-storey stacked townhouses immediately adjacent the existing townhouse complex. The proposed mix in townhouses of 3 and 4-storeys would respect the existing character of buildings that contains a mix in built forms of varying heights.

To the east, with the adjacent open space and addition of the proposed buffer lands into public ownership, there would be no land use compatibility issues.

The redevelopment of the southern portion of the former school site provides an opportunity for additional housing of varying residential built forms and heights within the existing neighbourhood fabric. The proposed mix of townhouse built forms contributes to providing a range of housing opportunities within the development and the area. The proposed residential development would be an appropriate use for the subject lands within the neighbourhood context that provides an appropriate transition to the existing residential uses to the south.

## **Density**

The original proposal consisted of a total of 390 dwelling units or 138 units per hectare. The current proposal represents a density decrease of 108 dwelling units. The resulting density is 282 dwelling units or 103.7 units per hectare after the land dedication of the buffer lands. The proposed development has a 1.64 FSI.

## **Built Form/Height**

Both the Healthy Neighbourhood and Built Form Policies speak to respecting and reinforcing the existing physical character of buildings, streetscapes and open space patterns and to fit into the existing context by creating appropriate transitions in scale between properties. New developments need to demonstrate a transition in height and scale to adjacent development to reinforce the stability of the neighbourhood. The Public Realm policies regarding private streets, where appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

In proposing a mix in townhouse built forms, with varying heights and building orientations, visual interest is promoted along the Bridletowne Circle and within the development. Townhouse built form exists within the immediate area. The townhouse proposal is also different from the existing school built form in that it has a large building form and mass.

Privacy issues were concerns raised by area residents, between the subject development and the existing dwellings to the south. In terms of the building relationship between the existing 2-storey linked-dwellings to the south and the proposed 3-storey traditional townhouses, a minimum of 7.5 metre building setback is proposed from the proposed townhouses to the rear lot line. The proposed minimum 7.5 metre setback is similar to the minimum rear yard setback required for single and semi-detached dwellings and street townhouses in the L'Amoreaux

Community Zoning By-law. As well, the third storey of the traditional townhouses would be stepped-back by about 1.5 metres to meet the 45° angular plane. A roof overhang does encroach within the angular plane however, planning staff consider it to be minor and it would not impact views and sunlight to existing dwellings and proposed dwellings. The proposed setback and angular plane are consistent with the Infill Townhouse Guidelines. The proposed terrace/patio located within the step-back area will contain a raised half wall to minimize the visual appearance of the terrace/patio. As well, the proposed spatial separations proposed between the back walls of the proposed townhouses and existing dwellings would range between approximately 15 to 21 meters.

The traditional townhouses propose elevated rear decks that are approximately 1.4 metres above grade and 2 steps down from the finished first floor of dwelling. Drainage swales underneath the decks are proposed for stormwater management purposes. To screen potential views to the south, substantial landscaping of trees, including columnar trees, and shrubs is proposed along the southern limits of the property to provide privacy. Currently, there are existing trees along the southern property limit between the existing chain-link fence and fencing located on adjacent properties. Some residents have their privacy fencing on top of their existing retaining walls. Staff will continue to review the proposed deck elevations and landscaping details to ensure adequate planting to minimize views and adequate privacy is provided during the site plan application process. Any proposed new fencing at the property line may involve discussions with adjacent landowners.

In terms of the building relationship between the existing 2 and 3-storey townhouses located at the southwest corner of the subject lands and the proposed 4-storey stacked townhouses, the minimum setback from the rear wall of the stacked townhouse to the property line would be 6.5 metres which would include at grade patios and landscaping. The existing townhouse development, in proximity to the proposed stacked townhouses, contains the main driveway for the complex, landscape strip and the end wall of a townhouse unit. The closest townhouse end wall to the subject lands does not contain windows. The private amenity area for this existing townhouse is contained with privacy fencing that is also separated from the subject lands by an open landscaped area. A portion of this area will be landscaped. Staff will continue to review landscaping details to ensure adequate privacy is provided during the site plan application process. As well, the views from the proposed roof-top patio's which also contain raised half walls to the south are not considered to have significant impact on privacy as views would be mostly to the end walls and front walls of the existing townhouses.

In terms of the building relationship to the existing townhouses and apartment building to the west, there is sufficient distance between the proposed development and the existing dwellings provided by the existing 26.6 metre road right-of-way of Bridletowne Circle to minimize potential light, view and privacy impacts.

To the north, the proposed stacked townhouses would have minimum 6.5 building setbacks to the north property line. The transition between the subject proposal and the adjacent future community hub was addressed through the rezoning application for that proposal.

## **Streetscape**

The Built Form Policy 3.1.2.4 of the Official Plan requires that new development will enhance the streetscape by locating new development to frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views into these spaces. Attention to the streetscape, through landscaping and building setbacks for both public and private streets, will ensure that these realms are attractive, comfortable and functional for pedestrians.

The proposed townhouse blocks frame both Bridletowne Circle and the internal private road. The proposed building setback would be 3 metres from the Bridletowne Circle street line, except for one building corner for an end wall that results in a 2.8 metre setback due to the curvature in the road. The proposed building setback allows for landscaping as well as street trees within the boulevard. In this case, a total of 20 new street trees are proposed in the boulevard whereas 4 street trees currently exist. Entrances for dwelling units facing Bridletowne Circle will be reviewed during the site plan application process to ensure that they are grade related and consistent with the Infill Townhouse guidelines.

The proposed internal private road located, in part, above the underground parking garage is designed to meet the design criteria for a public street by containing continuous sidewalks on both sides of the street, provision for trees and a maximum of 18 on-street parking spaces. With the majority of the required parking below grade and limited surface parking spaces, the visibility of parked vehicles is minimized. The building entrances for the internal dwellings front onto the private street that contains sidewalks and building setbacks enabling opportunity for landscaping, including trees.

Both the proposed internal private road and the proposed enhanced streetscape of Bridletowne Circle are considered appropriate and are consistent with the Official Plan policies and Infill Townhouse Guidelines.

## **Common Amenity Spaces**

The applicant is proposing 3-storey, back-to-back townhouse blocks along Bridletowne Circle, with the building entrances for those units fronting the street. Those back-to-back townhouse units not fronting the street, would front onto a landscaped interior common courtyard area with other back-to-back townhouse blocks beyond. The resulting development pattern is a double row of back-to-back townhouses blocks separated by a common amenity space that would be landscaped with walkways. The spatial separation between the back-to-back townhouse blocks is approximately 15 metres to provide adequate light, views and privacy. The provided spatial separation is consistent with the Infill Townhouse Guidelines.

The central common amenity space is framed by blocks of back-to-back townhouses that face into the space. Views from the dwelling units into the space ensure safety. The common amenity space would be landscaped with pedestrian walkways and a seating area for the residents. The common amenity space is open to the internal road in 3 locations, and is also accessed from Bridletowne Circle by a walkway located between the westerly townhouse blocks. With a separation distance of approximately 10 metres between the townhouse blocks, wide and

direct views into the open space from Bridletowne Circle is provided. The view corridors visually extend the street into the site for pedestrian safety.

The central common amenity space has been enhanced with the removal of the earlier surface garbage storage facilities/building which have been replaced with surface garbage chutes thereby enlarging the open space and enhancing views and access to the space. Garbage storage is proposed in storage rooms located within the underground garage.

The proposed common amenity space is appropriate for the development. It is centrally located and accessible to all residents via the proposed internal sidewalks and walkways and from Bridletowne Circle. The views into the space provide for safety from within the development and from the public street.

### **Traffic and Parking**

A traffic assessment report was submitted and reviewed by Engineering and Construction Services and was found to be acceptable. Transportation Services staff however indicated that they will review whether the existing pedestrian cross-over located in proximity to the subject lands should be removed, upgraded or alternatives to the cross-over is required. This matter will be dealt with during the further review of the site plan application.

A resident was concerned about the adequacy of the distance between the underground and the public street in terms of vehicles queuing onto the street. Transportation staff have responded that the distance proposed is adequate for this development.

The proposed parking rate of 1.3 spaces/dwelling unit of which 1.15 parking spaces would be for residents and 0.15 parking spaces for visitors was found to be acceptable to Transportation staff. In this case, a minimum of 325 spaces would be required for residents within the underground parking garages and 43 parking spaces would be for visitors, including 18 surface parking spaces. A total of 368 parking are required whereas 370 parking spaces are proposed. Although not part of required parking, 12 tandem spaces are included for residents in the underground parking garage.

### **Servicing**

The applicant has submitted a Storm Water Management and Functional Servicing Report, Stage 1 which has been reviewed by Engineering and Construction Services. The report has been found to be acceptable. The details of the Stage 2 report will continue to be reviewed as part of the site plan application. Adequate sewer and water capacity exists to service the proposed development.

A resident had inquired whether adequate services, including water, to service the development were available. As part of the circulation of the application, various utilities are contacted, including Enbridge, Bell, Rogers and Toronto Hydro to ensure that the proposed development is serviced appropriately.

## **Noise**

A resident at the community consultation meeting raised concern with the potential noise emanating from air conditioning units from the traditional townhouses proposed. The developer has agreed to place the units under the proposed decks to minimize noise.

## **Environment/Ravine**

The submitted arborist report and tree preservation plan has been reviewed by Forestry, Ravine and TRCA staff. The proposed development involves the removal of 36 private trees for which 108 replacement trees would be required. The proposed landscaping plans indicate that a mix of large and small trees totalling 243 trees will be provided. Forestry staff require revised plans showing an increased number of large growing deciduous trees and to ensure that a minimum 30 m<sup>3</sup> of soil volume is provided over the underground parking garage for tree growth. Staff will ensure appropriate tree quantities and soil volumes are secured through the site plan process.

Both TRCA and Ravine staff have indicated that the approximately 1185.2 m<sup>2</sup> buffer lands, adjacent the city-owned watercourse, be conveyed into public ownership and placed in an open space zone. TRCA has required a 10 metre development setback from the regulatory flood line which generally follows the rear lot line of the property. A small portion of the buffers lands are within the regulatory flood line and pose a flooding hazard.

Part of the buffer area is within the Ravine Protection By-law and the Natural Heritage System where development is not permitted. The Natural Heritage policies require a development setback of at least 10 metres or more if warranted. The PPS, 2014, has policies considering the impacts of a changing climate. In this case, to minimize potential flooding of lands adjacent to the existing watercourse, it is appropriate to place the buffer lands into public ownership and rezone the lands as open space. The buffer lands are also proposed to be vegetated to enhance vegetative connectivity for lands within the Ravine Protection and Natural Heritage areas. The proposed zoning by-law amendment includes these lands in the Major Open Spaces (O) zone for the buffer lands.

The developer has agreed to convey the buffer lands. TRCA has indicated a willingness to take ownership of these lands should the City not require them. Planning staff contacted Toronto Water in this regard and was advised that since there is no infrastructure contained within the lands, Toronto Water would not assume the buffer lands. Under an agreement between TRCA and the City, Parks staff are responsible to maintain TRCA lands. As such, Parks staff have indicated a willingness to assume these lands to maintain them. Parks however will not consider taking these lands for parkland purposes or as a part of a parkland dedication. Chapter 415, Section 26E of the Municipal Code, indicates that environmental lands will not be considered a conveyance for parks purposes, including valley land below the top-of-bank and any required buffer land or setback beyond the top-of-bank. Conveyance of these lands into public ownership will be secured as part of the site plan approval.

## **Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local

parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The Owner is proposing to construct a residential development consisting of 282 townhouses within a site area of 2.72 hectares (27,200 m<sup>2</sup>). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication would be 0.376 hectares (3,760 m<sup>2</sup>), which equates to 13% of the site.

The subject development is in close proximity to an existing City park, therefore the Parks Application Unit requires the applicant to satisfy the parkland dedication through a cash-in-lieu payment. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. This parkland payment is required under Section 42 of the Planning Act, and is required as a condition of the building permit application process.

### **Alternative Parkland Rate - Potential Timberbank Park Improvements**

The Finch Warden Revitalization Study identified improvements to Timberbank Park such as upgraded lighting and benches. Planning staff consulted with Parks staff as to potential improvements to the Park which could include the following: 3 new park benches, 3 new park benches, raising the grade of the soccer field and improving its drainage, and 3 new light poles. Some of the monies from the cash-in-lieu payment from the alternative parkland dedication could be directed towards these park improvements. Park improvements were not secured as a Section 37 benefit as the alternative parkland rate applies.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for the following Tier 1 development features: community pedestrian infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process: urban heat island reduction, pedestrian infrastructure, mature tree growth consisting of native species, bicycle infrastructure and stormwater retention.

### **Section 37**

Opportunities to provide community benefits either on-site or in close proximity to the site have been reviewed as part of the application in exchange for the proposed increase in density. The community benefits, which the owner has agreed to provide, include the re-construction of the existing public walkway adjacent to the watercourse north of Timberbank Boulevard and a cash contribution towards improvements to a public walkway/pathway north of the development site. The draft zoning by-law includes provisions to secure these benefits.

Specifically the community benefits recommended to be secured in the Section 37 agreement are as follows:

1. A cash contribution of \$150,000, to be directed towards capital improvement to the public pedestrian and cycling pathway between Finch Avenue East, and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14), which is also, in part, located to the north of the proposed development, and,
2. The owner re-constructing the existing 1.5 metre public pedestrian walkway between Timberbank Boulevard and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14) which, in part is located adjacent to the subject lands. The estimated re-construction value ranges between approximately \$200,000 to \$250,000.

The re-construction of the walkway by the developer responds to the issue raised by residents attending the community consultation meeting. It also responds to an issue raised in the Finch Warden Revitalization Study for improved pedestrian routes in the area. While the issue of winter maintenance was also raised, the walkway will likely continue with no winter maintenance.

## **Conclusion**

Planning staff conclude that the overall proposal, together with the Section 37 provisions represents an appropriate approach to redeveloping the site. The proposed housing forms are in keeping with the policies of the Official Plan Neighbourhoods designation and in keeping with infill development criteria and the Infill Townhouse Guidelines. The proposed Zoning By-law Amendment in Attachments 9, would ensure that the proposed mix in townhouses is compatible with the existing neighbourhood, provides development on lands with a private road above an underground garage that meets the design criteria of a public road, and incorporates built form and transition in height to ensure adequate privacy for existing residents. As well, buffer lands adjacent the West Highland Creek channel would be in public ownership with an open space zoning.

It is recommended that the Zoning By-law Amendment application be approved.

## **CONTACT**

Sylvia Mullaste, Planner  
Tel. No. (416) 396-5244  
Fax No. (416) 396-4265  
E-mail: Mullaste@toronto.ca

## **SIGNATURE**

---

Raymond David, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Original Proposal

Attachment 2: Site Plan

Attachment 3: Elevations Stacked Townhouses

Attachment 4: Elevations Back-to-Back Townhouses

Attachment 5: Elevations Traditional Townhouses

Attachment 6: Zoning

Attachment 7: Official Plan

Attachment 8: Application Data Sheet

Attachment 9: Draft Zoning By-law Amendment



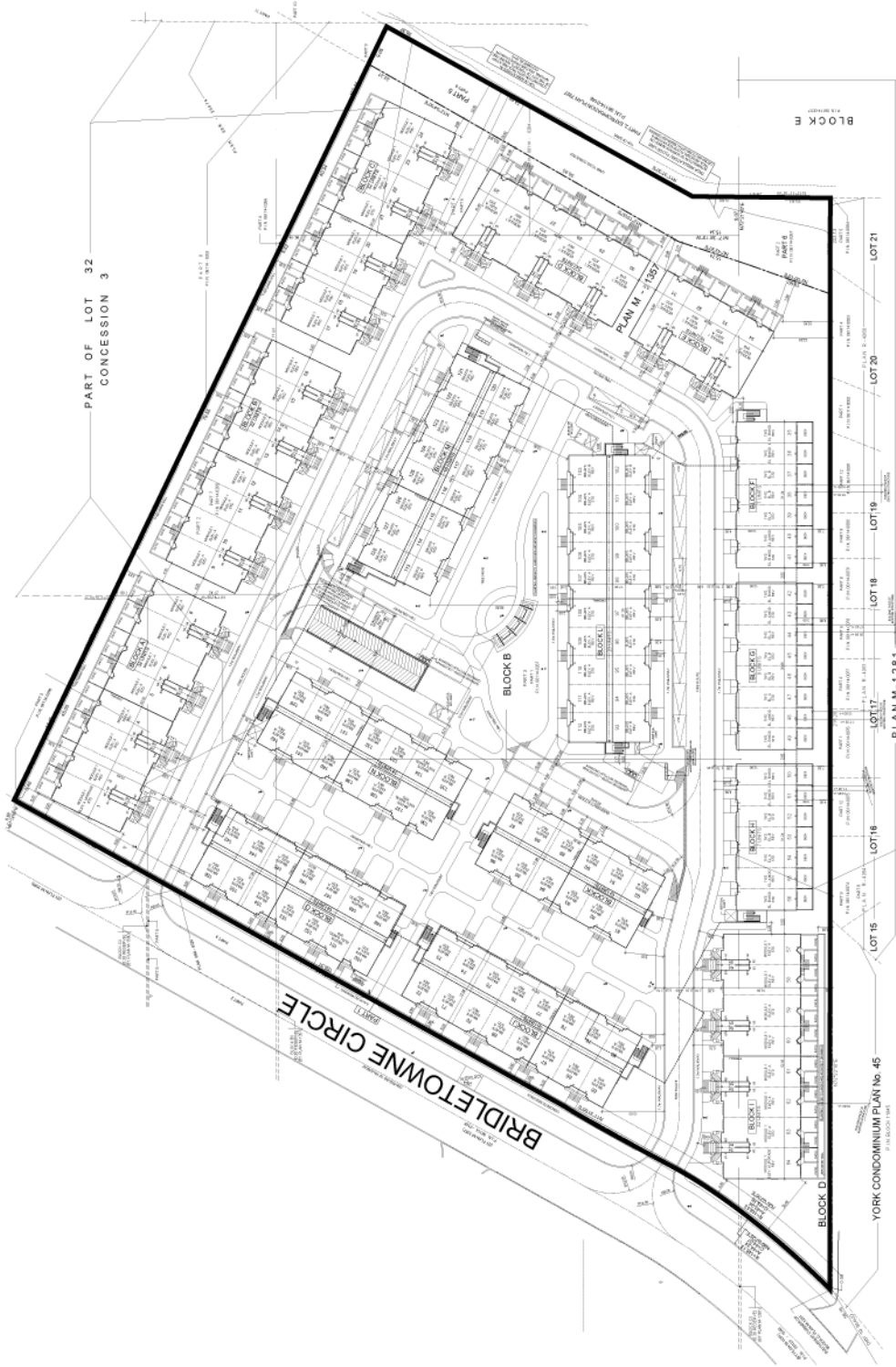
**Attachment 1: Original Proposal**



**Original Proposal**  
 Applicant's Submitted Drawing  
 Not to Scale  
 11/01/12

**1251 Bridletowne Circle**  
 File # 12 266748 0Z

Attachment 2: Site Plan



1251 Bridletowne Circle

Site Plan  
 Applicant's Submitted Drawing



Not to Scale  
 07/14/2014

File # 12 266748 0Z

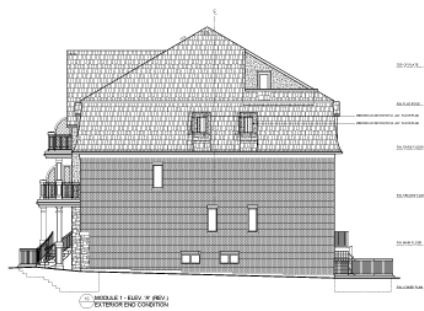
### Attachment 3: Elevations – Stacked Townhouses



South



West



East



North

## Elevations - Block B

Applicant's Submitted Drawing

Not to Scale  
07/14/14

## 1251 Bridletowne Circle

File # 12 266748 ESC 40 0Z

## Attachment 4: Elevations Back-to-Back Townhouses



### Elevations - Block K

Applicant's Submitted Drawing

Not to Scale  
07/14/14

### 1251 Bridletowne Circle

File # 12 266748 ESC 40 OZ

## Attachment 5: Elevations Traditional Townhouses



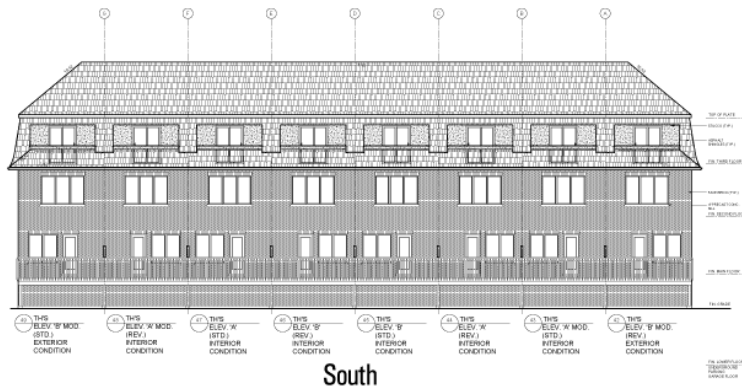
North



West



East



South

**Elevations - 3 Storey Townhouses**

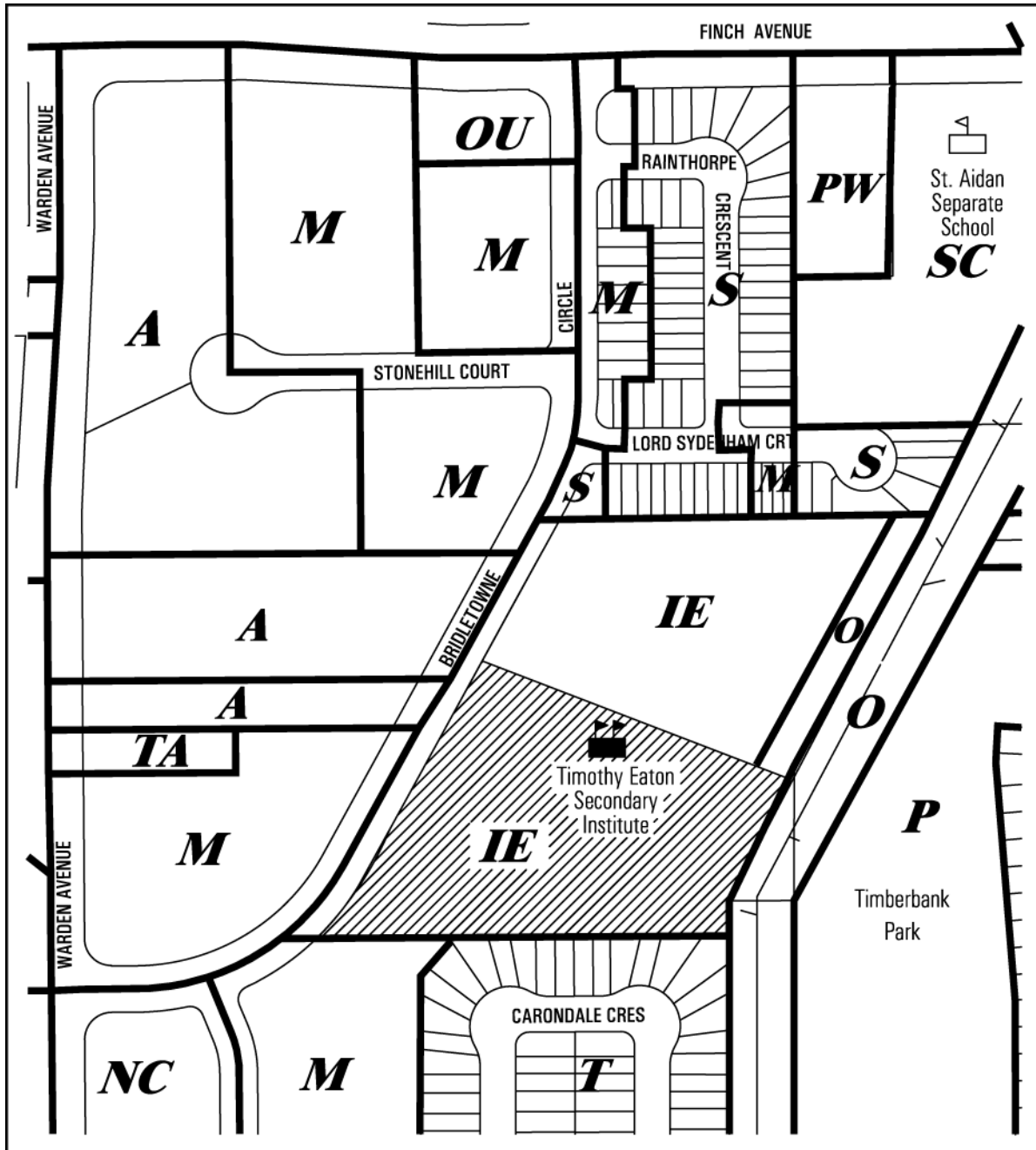
**1251 Bridletowne Circle**

Applicant's Submitted Drawing

Not to Scale  
07/14/14

File # 12 266748 ESC 40 0Z

Attachment 6: Zoning



**Zoning** Community/Employment District

1251 Bridletowne Circle

File # 12 266748 02

Location of Application

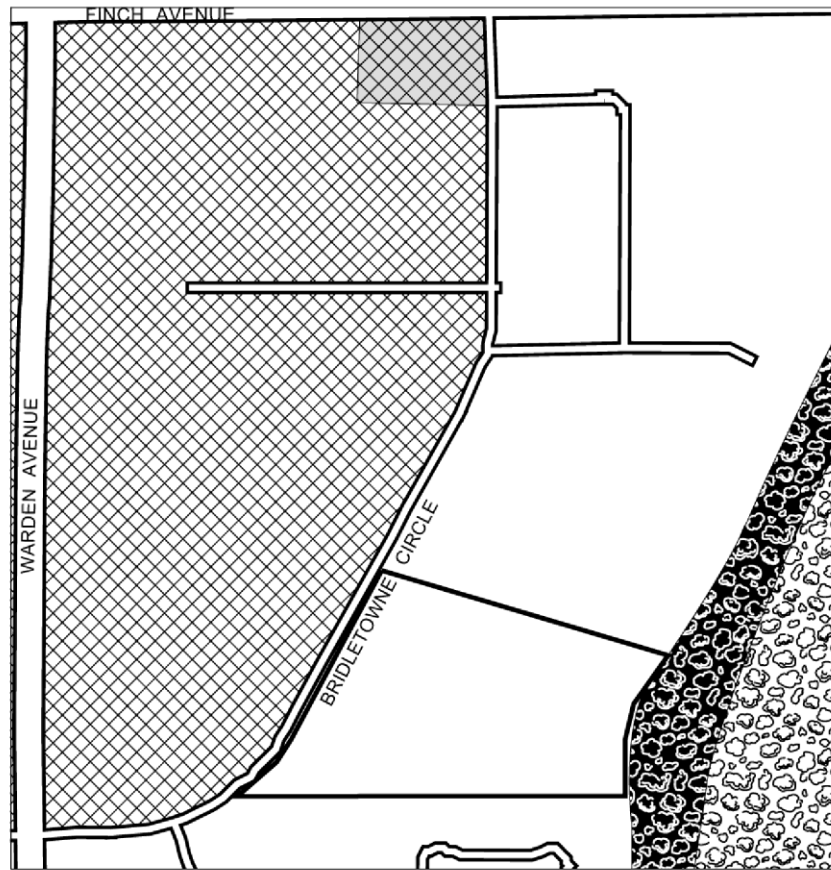
- S** Single-family Residential
- M** Multiple-family Residential
- A** Apartment Residential
- TA** Terrace Apartment Residential
- NC** Neighbourhood Commercial

- PW** Place(s) Of Worship
- OU** Office Uses
- IE** Institutional - Educational
- P** Park
- SC** School



Not to Scale  
1/07/13

## Attachment 7: Official Plan



**TORONTO** City Planning  
**Official Plan**

1251 Bridletowne Circle

File # 12 266748 0Z

- |  |  |
|--|--|
|  Site Location            |  Parks & Open Space Areas |
|  Neighbourhoods           |  Natural Areas            |
|  Apartment Neighbourhoods |  Parks                    |
|  Mixed Use Areas          |  |

↑  
 Not to Scale  
 01/07/13

**Attachment 8: Application Data Sheet**

Application Type	Official Plan Amendment & Rezoning	Application Number:	12 266748 ESC 40 OZ
Details	OPA & Rezoning, Standard	Application Date:	October 23, 2012

Municipal Address: 1251 BRIDLETOWNE CRCL  
 Location Description: \*\*GRID E4002  
 Project Description: Proposed residential development containing 282dwelling units, comprised of 168, 4-storey stacked townhouse units; 92, 4-storey back-to-back townhouse units; and 22, 3-storey traditional townhouse units.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
GENESIS BUILDING CORPORATION			MIDDLEPARK ESTATES INC

**PLANNING CONTROLS**

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	
Zoning:	IE	Historical Status:	
Height Limit (m):	0, 0, 0	Site Plan Control Area:	Y

**PROJECT INFORMATION**

Site Area (sq. m):	28434.1	Height:	Storeys:	3 & 4
Frontage (m):	203.5		Metres:	15.9
Depth (m):	176.9			
Total Ground Floor Area (sq. m):	10227.2			<b>Total</b>
Total Residential GFA (sq. m):	44444.83		Parking Spaces:	370
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	44502.94			
Lot Coverage Ratio (%):	44.4			
Floor Space Index:	1.64			

**DWELLING UNITS**

**FLOOR AREA BREAKDOWN** (upon project completion)

Tenure Type:	Condo		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	44444.83	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	168	Industrial GFA (sq. m):	0	0
3 + Bedroom:	114	Institutional/Other GFA (sq. m):	0	0
Total Units:	282			

**CONTACT: PLANNER NAME: Sylvia Mullaste, Planner**  
**TELEPHONE: (416) 396-5244**



**Attachment 9: Draft Zoning By-law Amendment**

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To amend the L'Amoreaux Community Zoning By-law No. 12466, as amended,  
With respect to the lands municipally known as,  
1251 Bridletowne Circle (southern portion)**

**WHEREAS** Council of the City of Toronto has the authority pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law;

**WHEREAS** Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

**WHEREAS** the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development;

**WHEREAS** pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, may authorize increases in the height and density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law;

**WHEREAS** Subsection 37(3) of the *Planning Act* provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters;

**WHEREAS** the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

**WHEREAS** the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law No. 12466 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto.

The Council of the City of Toronto **HEREBY ENACTS** as follows:

**1. SCHEDULE "A"** is amended by deleting the current zoning and adding the following zoning as shown outlined on Schedule '1' as follows:

M – 90 – 93 – 99 – 131 – 136 – 176 – 239 – 297 – 298 – 299 – 324  
O

**2. SCHEDULE "B" PERFORMANCE STANDARD CHART**, is amended by adding Performance Standard No.'s 90, 93, 131, 136, 176, 239, 297, 298, 299 and 324, as follows:

## MISCELLANEOUS

90. Maximum lot **coverage** is 45%.
93. Prior to the conveyance of the lands zoned "O", minimum 46.5% of the lot shall be landscaping. After the conveyance of the lands, minimum 44.5% of the lot shall be landscaping.

Landscaping shall mean an area used for trees, plants, decorative stonework, retaining walls, patios, decks, walkways, or other landscape or architectural elements. A **circular driveway** of asphalt and **parking spaces** are not landscaping.

131. Maximum number of **storeys** is 4, excluding rooftop mechanical equipment and stairs.
136. For **dwelling units** abutting a "T" zone: maximum number of **storeys** is 3, excluding an underground parking garage that includes a corridor to **dwelling unit** entrances, and adjacent **dwelling unit** foyers, stairs and laundry areas.
176. A minimum 4 m landscape strip immediately abutting a "T" zone shall be used for no other purpose than landscaping for trees, plants, and fencing.

## PARKING

239. Minimum of 1.3 **parking spaces** per **dwelling unit**, of which 1.15 **parking spaces** per **dwelling unit** shall be for residents in an underground parking garage, and 0.15 **parking spaces** shall be for visitors. A maximum of 18 **parking spaces** shall be surface **parking spaces** for visitors.

## MISCELLANEOUS

297. Minimum building **setback** from a "T" zone is 7.5 m into which a maximum deck projection of 3.5 m is permitted.
298. Minimum building **setback** from the north lot line and from an "O" zone is 6.5 m. Minimum building **setback** for an end wall to an "O" zone is 3.5 m.
299. Minimum building **setback** from the **street** line is 3 m. Within 30 metres of the south lot line, a minimum building setback from an end wall to the **street** line is 2.8 m. Maximum projection into a **street yard** for unenclosed porches is 0.5 m.

## INTENSITY OF USE

324. Maximum number of **dwelling units** is 282.

3. **SCHEDULE “C” EXCEPTIONS LIST**, is amended by adding Exceptions 82 and 85 to the lands shown on Schedule '2' as follows:

82. (a) Additional Permitted Uses:

- **apartments** up to a maximum of 4-storeys, excluding rooftop mechanical equipment and stairs.
- a temporary sales office for the sale of residential **dwelling units** on the property, including from a model home

85. (1) Pursuant to Section 37 of the *Planning Act* and subject to compliance with this By-law, the increase in density of development on the lot contemplated herein is permitted in return for the provision by the owner, at the owner's expense, of the following facilities, services and matters which are secured by one or more agreements pursuant to Section 37(3) of the *Planning Act* that are in a form and registered on title to the lot, to the satisfaction of the City Solicitor:

- (i) prior to issuance of the first above-grade building permit for a building or structure on the lot, the owner shall make a cash contribution to the City in the amount of \$150,000.00, to be directed towards capital improvement to the public pedestrian and cycling pathway between Finch Avenue East, and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14), which amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date of payment; and
- (ii) prior to the issuance of the first above-grade building permit for a building or structure on the lot, the owner shall enter into a Municipal Infrastructure Agreement with the City of Toronto, Engineering and Construction Services, to secure the re-construction of the 1.5 metre public pedestrian walkway between Timberbank Boulevard and the existing bridge over the channelized watercourse (Highland Creek – Bendale Branch, Section 14). The estimated re-construction value ranges between \$200,000 to \$250,000 000 and includes plan preparation and TRCA approvals by the owner.
- (iii) Where Sections (i) and (ii) above requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.
- (iv) The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to

this By-law unless all provisions of Sections (1)(i) and (1)(ii) above are satisfied.

- (v) In the event the cash contribution referred to in Section (1)(i) above *has* not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lot.
- (2) The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
- (i) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009.

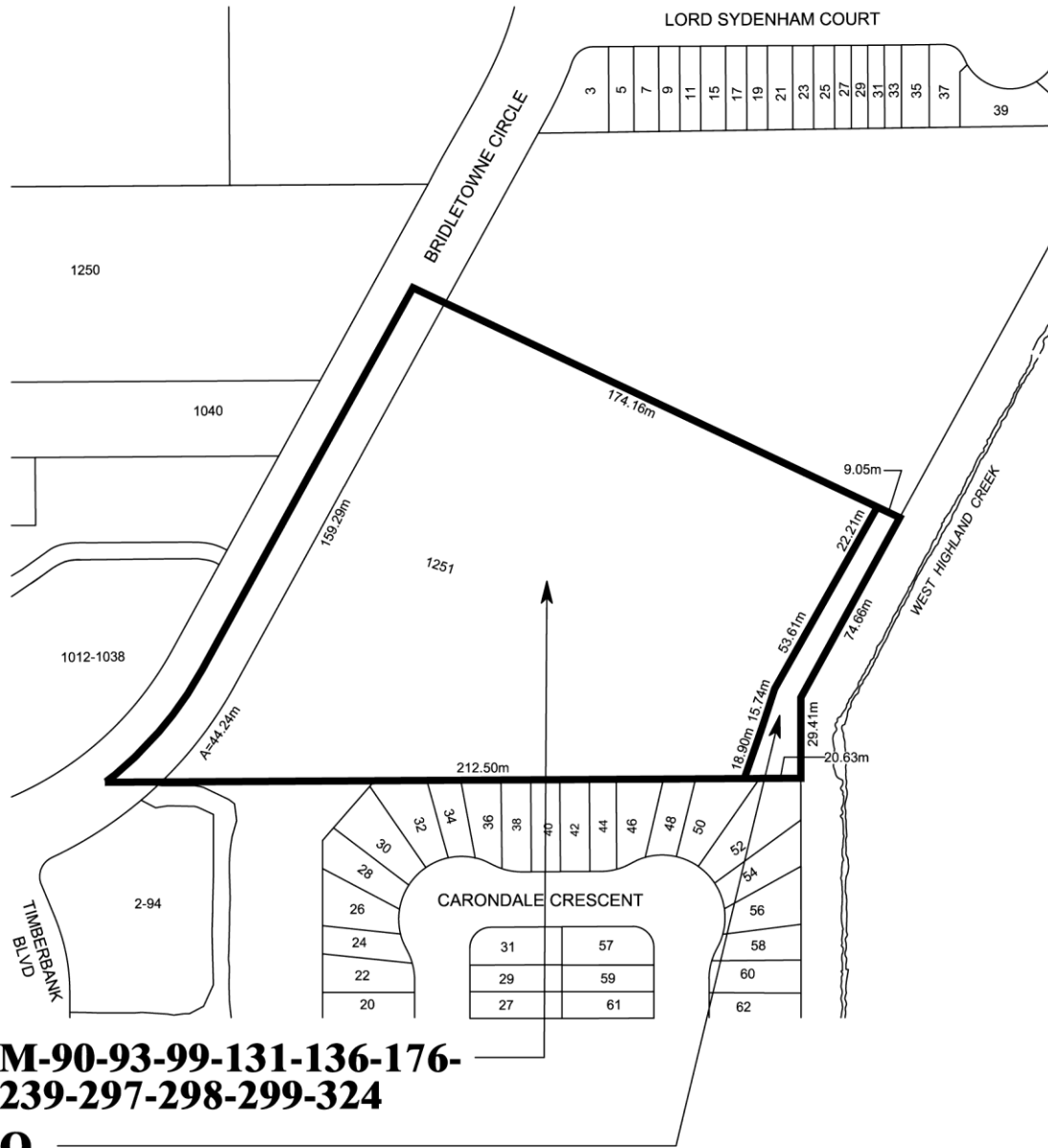
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

# Schedule '1'



**M-90-93-99-131-136-176-  
239-297-298-299-324**

**O**



**Zoning By-Law Amendment**

1251 Bridletowne Circle

File # 12 266748 ESC 40 OZ

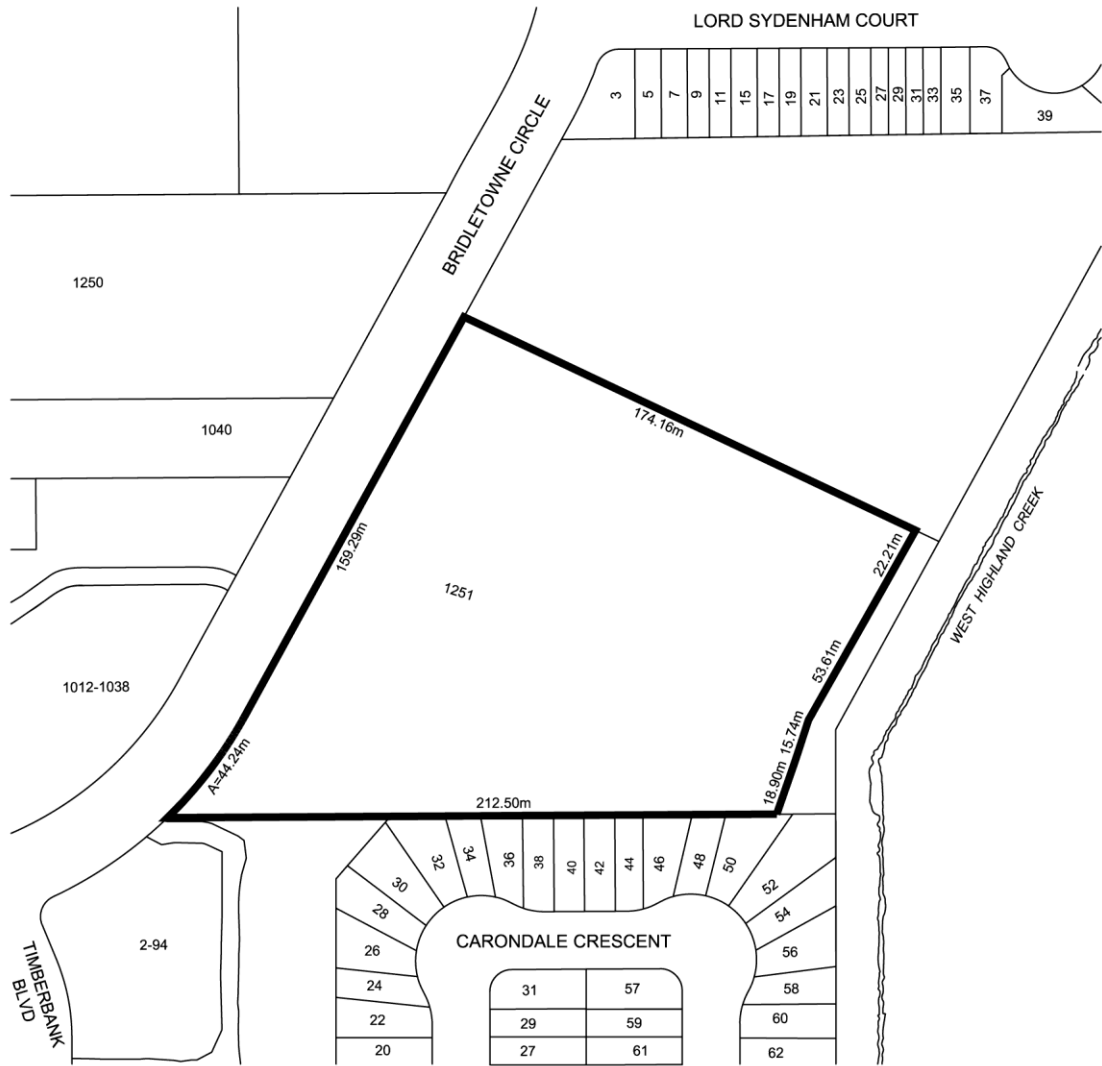


Area Affected By This By-Law

L'Amoreaux Community By-Law  
Not to Scale  
7/23/2014



# Schedule '2'



## Exception No's 82 and 85

**TORONTO** City Planning Division  
**Zoning By-Law Amendment**

1251 Bridletowne Circle  
 File # 12 266748 ESC 40 OZ

 Area Affected By This By-Law

L'Amoreaux Community By-Law  
 Not to Scale  
 7/23/2014

