

26 Ernest Avenue - Zoning Amendment Application - Preliminary Report

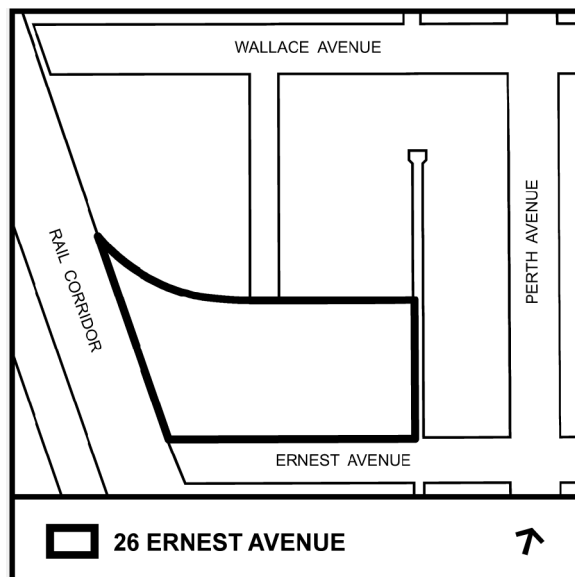
Date:	July 11, 2014
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 18 – Davenport
Reference Number:	14 169077 STE 18 OZ

SUMMARY

This application proposes to construct 72, 3-storey townhouses on three blocks adjacent to the West Toronto rail path and Metrolinx rail corridor. One residential parking space would be incorporated within each townhouse. Also proposed is a new public street extended into the development with eight visitor surface parking spaces. The proposed height of the townhouses is 12 metres (excluding mechanical equipment) with a total gross floor area of 10,381 square metres and a density of 1.44 times the area of the lot.

This report provides preliminary information on the application and seeks Community Council's direction on further processing of the application. At the time of writing this report, a Community Consultation meeting is scheduled on July 22, 2014.

Staff anticipate submitting a final report on the application to Community Council in the first quarter of 2015. This target date assumes that the applicant will provide all required information in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act for the lands at 26 Ernest Avenue.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Pre-Application Consultation

A pre-application consultation meeting was held on March 3rd, 2014 with the applicant, the Ward Councillor and Planning staff. Matters discussed included: building height, a below grade vehicular and bicycle parking connection to the adjacent townhouse development at 351 Wallace Avenue, encroachments below the public street right-of-way, larger townhouse units to accommodate families, and setbacks from the railway corridor and a crash wall.

A second meeting was held on March 25th on site with the applicant, Ward Councillor and Planning staff. Additional matters discussed included: the provision of amenity areas and a reduction in total units to achieve larger family-sized units. In addition, staff have worked with the applicant to identify complete application submission requirements.

ISSUE BACKGROUND

Proposal

The proposal consists of 72, 3-storey townhouses in three, double loaded blocks with 24 units in each block. The townhouses contain one basement level proposed for vehicular parking and the top level to accommodate mechanical equipment and a terrace area. The townhouse blocks run north-south with the townhouse units oriented east-west. The townhouse units range in size from 143 to 148 square metres. The proposed building height is 12.0 metres with 3.05 metres for mechanical equipment. The proposed development has 10,351 square metres of residential gross floor area, and 30 square metres of non-residential gross floor area, for a total of 10,381 square metres with a density of 1.44 times the lot area.

The proposal is for one vehicular parking space to be incorporated within each townhouse unit to be accessed from Ernest Avenue. Also proposed are eight surface visitor parking spaces on the proposed public street located between townhouse Blocks 'B' and 'C' to connect to the existing Elsie Lane to the north. Approximately 1310 square metres of landscaped open area is proposed on the western portion of the site; parallel to

the West Toronto rail path and the Metrolinx rail corridor. Also proposed is a lane widening to the existing public lane to the east of the site by approximately 1.98 metres. Refer to Attachment 1.

The proposal consists of 72 residential units and the unit breakdown is as follows:

Unit Type	Number of Units
Two bedroom	60
Three bedroom	12

Site and Surrounding Area

The site is located on the north side of Ernest Avenue to the east of the West Toronto rail path and the Metrolinx rail corridor. The site is approximately 7,207 square metres, generally rectangular in shape and has approximately 105 metres of frontage on Ernest Avenue and approximately 60 metres in depth along its east side. The site was formerly used for industrial purposes. The previous occupant was Solway Metals and Sales also known as (M&S Salvage), a metal recycling operation. The site was purchased by the applicant on January 22, 2013.

Surrounding uses include:

North: a 3-storey townhouse development and a 4-storey walk-up apartment building north to Wallace Avenue, Wallace Avenue pedestrian bridge, a mixed-use residential and light industrial development under construction and a mix of 2-storey and semi-detached dwellings on the north side of Wallace Avenue.

South: a large parking lot and a commercial art gallery building, a public lane, a 2-storey commercial building and a parking lot, a 3-storey semi-detached residential dwelling, two, 1-storey landscape commercial buildings, Perth Avenue Parkette, a mix of semi-detached and row houses and a 4-storey Toronto Red Cross Toronto Regional building on Randolph Avenue, and a range of 3 to 8-storey apartment buildings from Randolph Avenue to Bloor Street West.

East: a public lane, a commercial photography studio, a mix of single and semi-detached residential dwellings on Perth and Symington Avenues.

West: the West Toronto rail path used by cyclists and pedestrians and the Metrolinx rail corridor.

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. In addition, the PPS introduces a new policy 1.6.8.3 which states that: "New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long term purposes of the corridor and should be designed to avoid mitigate or minimize negative impacts on and from the corridor and transportation facilities." 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.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated as '*Neighbourhoods*' in the Official Plan Map 17 – Land Use Plan, and is adjacent to an *Employment Areas* to the south of the site. However, in December 18, 2013, City Council enacted Official Plan Amendment (OPA) 231 to redesignate the lands from *Employment Areas* to *Neighbourhoods* for the properties to the south of the site except a strip of land adjacent to the rail corridor which will be *General Employment Areas*. Currently this OPA is not in-force.

Neighbourhoods are considered to be physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses and walk-up apartments that are no higher than four storeys.

The Official Plan includes Development Criteria (Policy 4.1.9) to help guide new infill development in *Neighbourhoods*, including in particular:

- to have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- to 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;
- to front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
- to locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

Chapter Three - Building a Successful City identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Development will be located, organized and massed to fit harmoniously with its existing and/or planned context. Development will limit its impacts on neighbouring properties and the public realm by respecting street proportions, creating appropriate transitions in scale, providing for adequate light and privacy, and limiting shadow and wind impacts.

Chapter Three - The Natural Environment (Policy 3.4.21) identifies criteria for residential developments that are proposed adjacent to rail corridors to ensure that the appropriate mitigative measures are implemented, as follows.

- transportation/rail infrastructure corridors and sensitive land uses such as residences will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures.

The Province has recommended that the City add a new policy in Section 2.2 of the Official Plan in accordance with the 2014 PPS, as follows:

- Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

These Official Plan amendments are before the August 7, 2014 meeting of the Planning and Growth Management Committee.

The Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

Infill Townhouse Design Guidelines

In 2003, City Council adopted the Infill Townhouse Design Guidelines providing a framework with criteria to help guide new infill development. Infill development is typically low-scale developments that help revitalize existing communities by replacing aging and/or dilapidated buildings and empty lots by adding to the variety of housing types and tenure in the neighbourhood.

To ensure that new townhouses "fit" within the existing context and minimize impact in the surrounding neighbourhood, staff will be reviewing the proposal for compliance with the design guidelines for matters such as but not limited to: servicing and utilities, light, views, privacy and streetscape improvements.

The Infill Townhouse Design Guidelines are available on the City's website at:
http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/townhouseguideline.pdf

Zoning

The site is zoned Industrial District I2 D2 in Zoning By-law 438-86, as amended, which permits a wide range of industrial, warehouse, retail and institutional uses. The permitted density is 2.0 times the area of the lot and the maximum height is 14 metres.

Given that the site was designated in the Official Plan as *Neighbourhoods* at the time of implementation for the City wide Zoning By-law 569-2013, the site was left out of the City wide Zoning By-law as its industrial zoning did not conform with the Official Plan designation as required by the Planning Act. Refer to Attachment 5.

Site Plan Control

The site is subject to site plan control. A Site Plan application was submitted as File No.: 14 169082 STE 18 SA and has been circulated to various City divisions and external agencies to be reviewed concurrently with the Zoning By-law application.

Tree Preservation

The applicant has submitted a Tree Inventory/Preservation Plan by Strybos Barron King Landscape Architecture dated April 9, 2014 which indicates that there are ten existing trees on site. This plan is under review by City Forestry staff.

Reasons for the Application

The applicant seeks to amend Zoning By-law 438-86, as amended, to allow for a change in use from industrial to residential, and to bring the site into the City wide Zoning By-law 569-2013 as one of the residential zones. The appropriate residential zoning category will be determined through the development review process for both zoning by-laws. Additional areas of non-compliance with the zoning may be identified through the review of this application.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Noise Control Study
- Vibration Impact Study
- Traffic Impact and Operations Study
- Planning and Urban Design Justification Report
- Geotechnical Report
- Functional Servicing and Stormwater Management Report
- Shadow Study

- Tree Declaration Report
- Toronto Green Standards Checklist
- Phases 1 & 2 Environmental Site Assessment Report

A Notification of Complete Application was issued on July 4, 2014.

Issues to be Resolved

Issues identified in the preliminary review of the application include, but are not limited to the following:

- traffic, access and circulation;
- conformance with the Official Plan's Built Form policies related to the provision of undergrounding parking, limiting surface parking, the organization of vehicular access and service areas, and improvements to adjacent boulevards and sidewalks respecting sustainable design elements;
- required setbacks from the rail corridor and other rail mitigation measures;
- streetscape improvements in the public boulevard and adjacent setbacks that include adequate landscaping, tree planting, decorative paving and lighting and improvements to amenity areas;
- compliance with the City's Infill Townhouse Design Guidelines to organize garbage storage, disposal, vents, meters and transformers to be incorporated into the building and/or landscaped areas to minimize their noise and unsightly visual impact on pedestrian areas, streets and homes;
- the interface between the site, the West Toronto rail path and the rail corridor;
- conformance with the City's Development Infrastructure Policy & Standards (DIPS) for the design of new public residential public roads; and

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

Section 37

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant a height and/or density increase for a particular project that is greater than what the zoning by-law would otherwise permit in return for community benefits. Should staff consider the project to be good planning and recommend it for approval, the details of the agreement will be negotiated with the applicant during the review of the application and further consultation with the Ward Councillor.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

CONTACT

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SIGNATURE

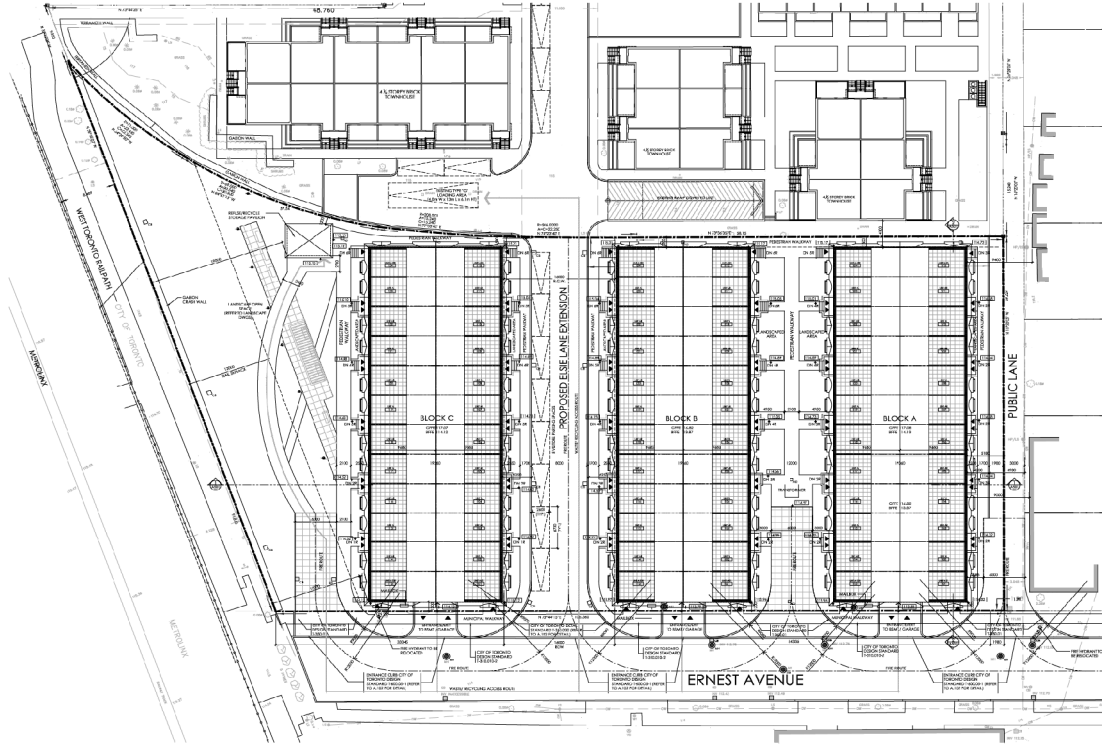
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Townhouse Block 'A' Elevations
Attachment 3: Townhouse Block 'B' Elevations
Attachment 4: Townhouse Block 'C' Elevations
Attachment 5: Zoning
Attachment 6: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

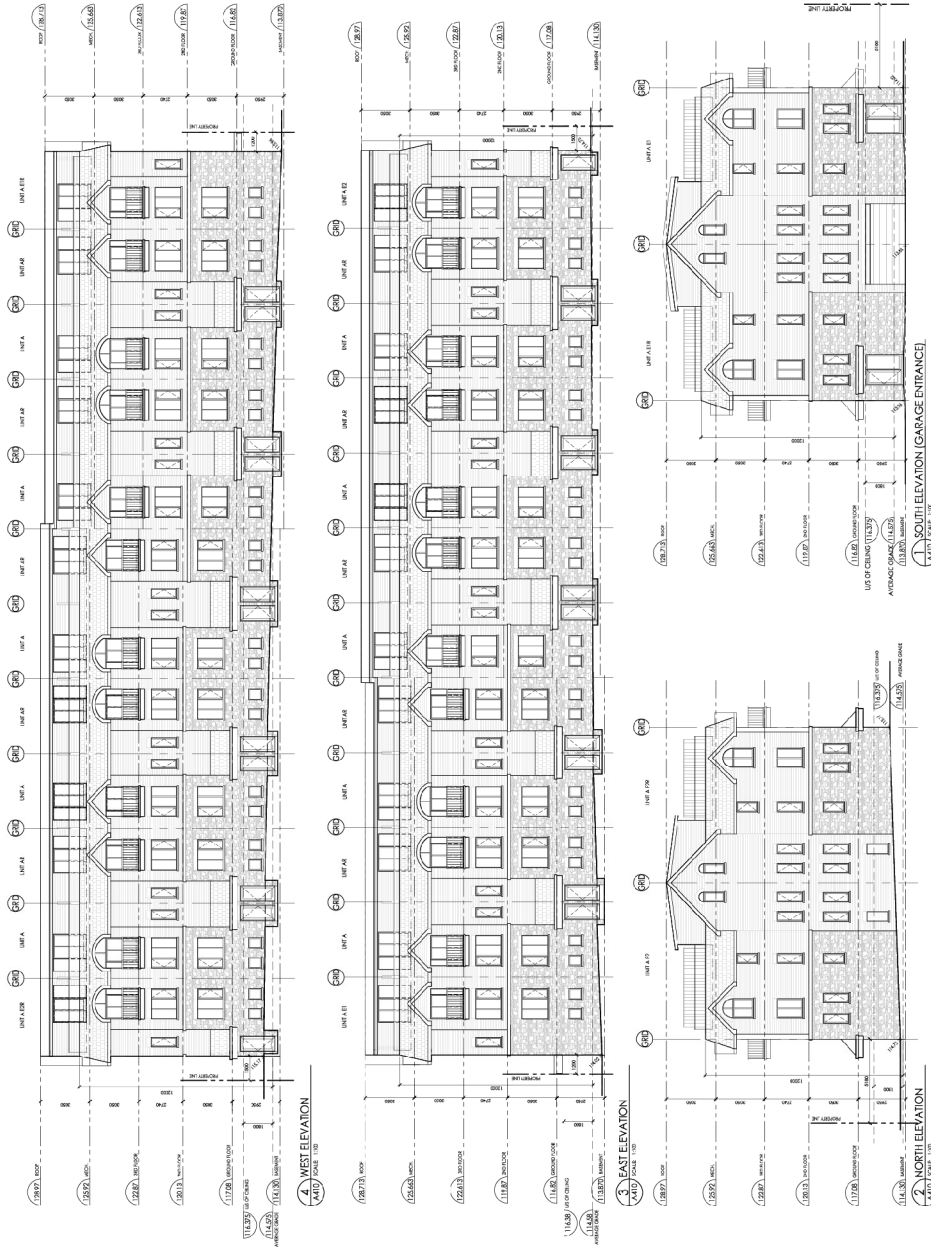
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07/04/2014



26 Ernest Avenue

File # 14_169077 STE 18 0Z

Attachment 2: Townhouse Block 'A' Elevations



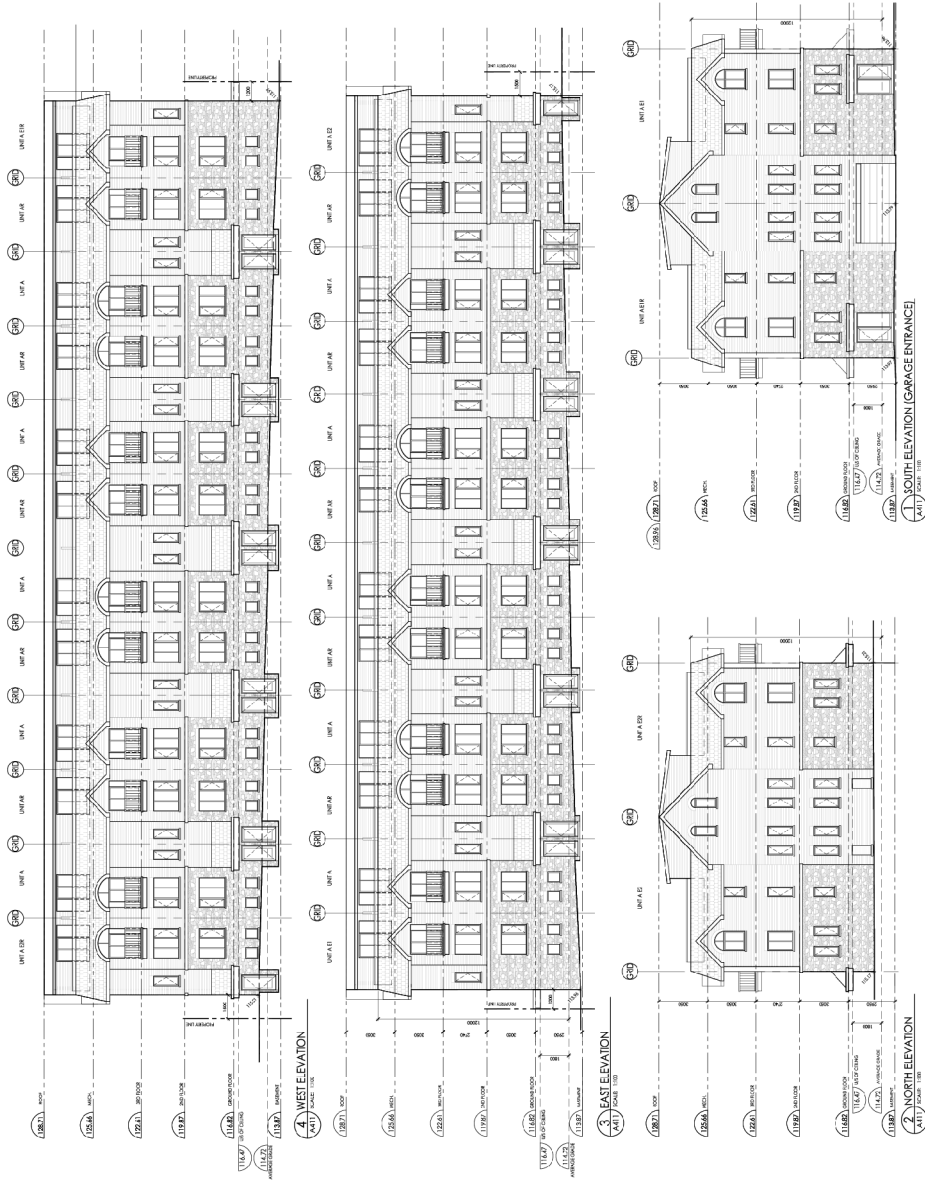
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Block A Elevations
 Applicant's Submitted Drawing

Not to Scale
 07/04/2014

Attachment 3: Townhouse Block 'B' Elevations

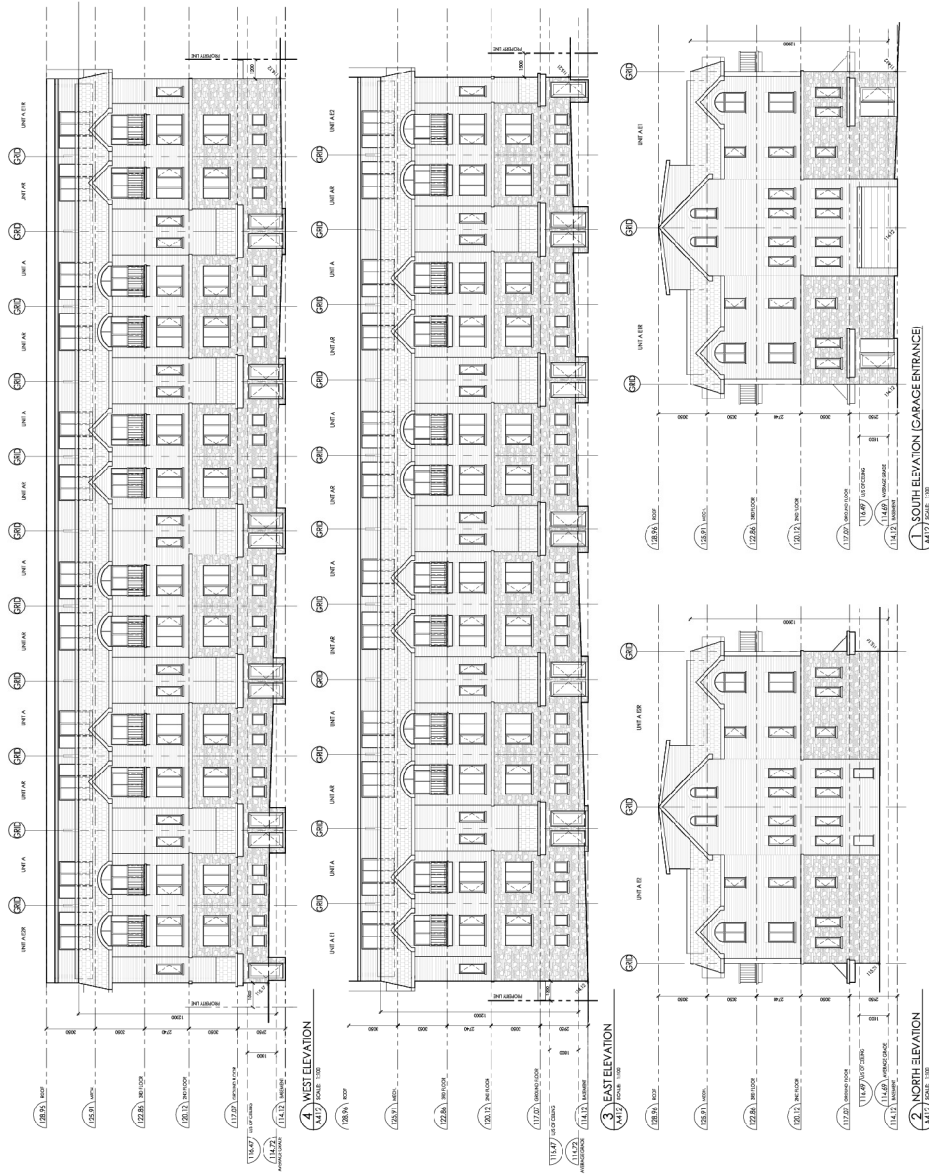


Block B Elevations
 Applicant's Submitted Drawing
 Not to Scale
 07/04/2014

26 Ernest Avenue

File # 14_169077 STE 18.0Z

Attachment 4: Townhouse Block 'C' Elevations



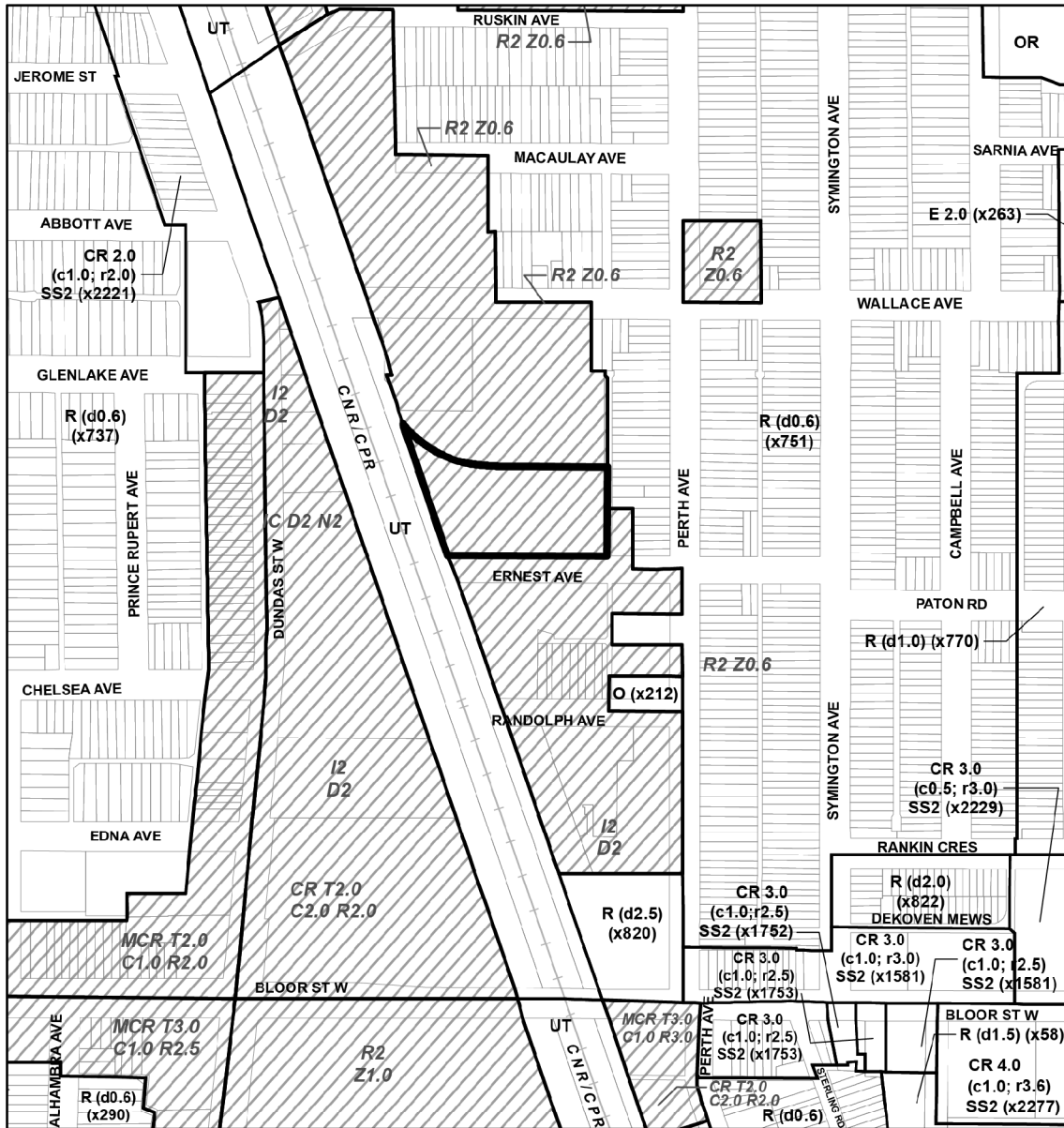
26 Ernest Avenue

Block C Elevations
 Applicant's Submitted Drawing

Not to Scale
 07/04/2014

File # 14_169077 STE 18.0Z

Attachment 5: Zoning



Zoning By-law 569-2013

26 Ernest Avenue

File # 14 169077 STE 18 0Z

Location of Application

See Former City of Toronto Bylaw No. 438-86

R Residential
CR Commercial Residential
E Employment Industrial

O Open Space
OR Open Space Recreation
UT Utility and Transportation

CR Mixed Use District
I2 Industrial District
IC Industrial District

MCR Mixed Use District
R2 Residential District
R4 Residential District

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 Extracted: 07/07/2014

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	14 169077 STE 18 OZ
Details	Rezoning, Standard	Application Date:	June 5, 2014
Municipal Address:	26 Ernest Avenue		
Location Description:	PLAN M226 PT BLK A SUBJECT TO ROW **GRID S1801		
Project Description:	To rezone the property to permit 72, 3-storey townhouses with one parking space incorporated within each townhouse unit and eight visitor parkings spaces on the proposed public street.		

Applicant:	Agent:	Architect:	Owner:
Neudorfer Corporation	Same as applicant	Icke Brochu Architects Inc.	Montevallo Development Corporation

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	
Zoning:	I2 D2	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	7207	Height: Storeys:	3
Frontage (m):	105.36	Metres:	12.0 (ex. mechanicals)
Depth (m):	59.36		
Total Ground Floor Area (sq. m):	3354		Total
Total Residential GFA (sq. m):	10351	Parking Spaces:	80
Total Non-Residential GFA (sq. m):	30	Loading Docks	1
Total GFA (sq. m):	10381		
Lot Coverage Ratio (%):	46.5		
Floor Space Index:	1.44		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	9878	473
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	60	Industrial GFA (sq. m):	0	0
3 + Bedroom:	12	Institutional/Other GFA (sq. m):	30	0
Total Units:	72			

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