

35 and 45 Danforth Road (also known as 45A Danforth Road) – Zoning Amendment Application – Final Report

Date:	February 3, 2016
To:	Scarborough Community Council
From:	Acting Director, Community Planning, Scarborough District
Wards:	Ward 35 – Scarborough Southwest
Reference Number:	14 266756 ESC 35 OZ

SUMMARY

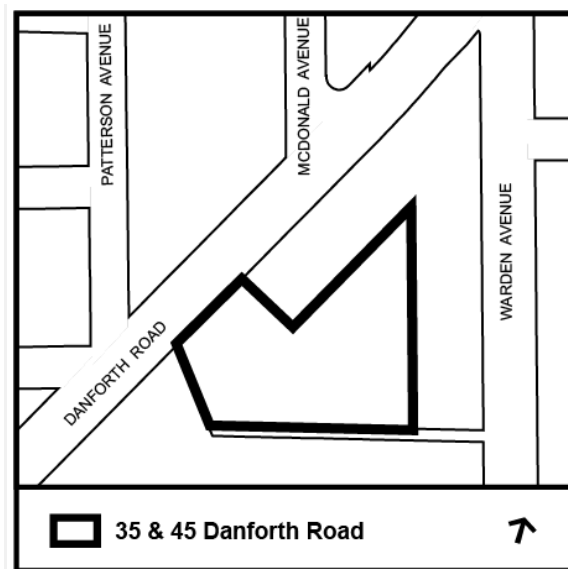
This application proposes the development of 116, four-storey stacked townhouses configured in four buildings at 35 and 45 Danforth Road. Vehicular access would be provided from Danforth Road and a total of 140 parking spaces are proposed in an underground parking garage and at grade.

The proposal represents the redevelopment of a banquet hall site with residential infill. The proposal is consistent with the 2014 Provincial Policy Statement and conforms to the Growth Plan and the policies of the City's Official Plan. This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Oakridge Community Zoning By-law No. 9812, as amended, for the lands at 35 and 45 Danforth Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to report dated February 3, 2016.



2. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 35 and 45 Danforth Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 7 to report dated February 3, 2016.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the owner to revise and resubmit a Functional Servicing and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

A preliminary report for this application was adopted by Scarborough Community Council at its February 18, 2015 meeting. The report provided background information on the proposal and recommended that a community consultation meeting be held and that notice be given according to the regulations of the Planning Act. The preliminary report is available at: <http://www.toronto.ca/legdocs/mmis/2015/sc/bgrd/backgroundfile-75330.pdf>.

ISSUE BACKGROUND

Proposal

The Zoning By-law Amendment application seeks to permit 116, four-storey stacked townhouses configured in four buildings. The proposed residential gross floor area is approximately 9,755 square metres, representing a density of approximately 1.1 times the area of the lot, and a building coverage of approximately 30 percent. Outdoor landscaping would occupy approximately 5,103 square metres, or 60 percent of the site. The tenure of the proposed development would be a standard condominium.

One block would front Danforth Road while the three remaining residential blocks would be located at the interior of the site, arranged around landscaped at-grade amenity spaces and a central driveway. The proposal consists of dwelling units that are divided vertically and horizontally and are referred to as 'stacked' townhouse units. It represents a built form that has elements of both 'apartments' and traditional grade-related 'townhouse' units. All blocks would be designed with partially below-grade through units, ground floor through units and back-to-back two-level upper units. All dwelling units would have widths of approximately six metres, would range in size from approximately 69 to 95 square metres and would contain two bedrooms. The buildings would have an overall height of approximately 13.8 metres.

Vehicular access is proposed from Danforth Road. One hundred forty parking spaces are proposed, consisting of 116 resident spaces and 24 visitor spaces. Two accessible visitor parking spaces would be located at grade, while the remaining 138 visitor and resident parking spaces are located in an underground parking garage. Eighty-seven bicycle parking spaces are proposed, of which 78 resident spaces would be located below grade and nine visitor spaces would be located at grade. One Type G loading space is proposed with access to the loading and garbage collection area provided from the central driveway.

An existing 4.57 metre wide public laneway runs east/west from Warden Avenue to the parking area of the existing commercial plaza at 3400 Danforth Avenue, which is located immediately south of the proposed development. A 0.72 metre laneway widening is required along the northern portion of the existing public lane. The southern 0.72 metre widening to achieve the desired 6 metre right-of-way would be conveyed to the City as the commercial properties to the south redevelop. A property conveyance measuring 0.4 metres in width is also required along the Danforth Road frontage of the site.

For additional details, see Attachment 1: Site Plan, Attachment 2 and 3: Elevations and Attachment 5: Application Data Sheet.

Site and Surrounding Area

The site is located north of Danforth Avenue, east of Patterson Avenue and west of Warden Avenue in the Oakridge community. The irregular-shaped site is approximately 0.85 hectares (2.1 acres) in size with a sloping topography from east to west and a frontage of approximately 51 metres on Danforth Road. Ellas, a restaurant and banquet facility, with an associated surface parking lot at 35 Danforth Road and a detached dwelling at 45 Danforth Road currently occupy the site. Both buildings would be demolished.

Surrounding uses include:

North: detached dwellings fronting Danforth Road and a commercial plaza located at 63 Danforth Road

East: detached dwellings fronting Warden Avenue

South: a public lane, a detached dwelling at 460 Warden Avenue and three commercial plazas located along the north side of Danforth Avenue, between Danforth Road and Warden Avenue

West: two commercial plazas at 50 and 60 Danforth Road, detached dwellings along Landry and Denton Avenues and four-storey townhouses on the east side of Patterson Avenue currently under construction.

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. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting

public health and safety. 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 by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is designated *Mixed Use Areas* on Map 20 of the Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development within *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- provide for new jobs and homes;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Official Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The subject site is adjacent to properties containing detached dwellings to the north and east. These dwellings are also designated *Mixed Use Areas* in the Official Plan.

The property is subject to Site and Area Specific Policy 120, which states that service stations, used car lots and public garages are not permitted within the *Mixed Use Areas* designation except where they existed on February 24, 1986.

The development criteria contained in the *Mixed Use Areas* policies are also supplemented by the development criteria outlined in the Built Form policies in Section 3.1.2 of the Official Plan. The Built Form policies emphasize the importance of ensuring that new development is located, organized and massed to fit with its existing and/or planned context to improve safety while limiting impacts on neighbouring streets, parks, open spaces and properties.

Section 3.2.1 of the Official Plan contains Housing policies, which state that a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, is to be provided and maintained to meet the current and future needs of residents. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Zoning

The portion of the subject site at 35 Danforth Road is zoned Community Commercial (CC) in Oakridge Community Zoning By-law No. 9812, as amended. This zoning category permits community commercial uses, day nurseries and neighbourhood commercial uses and a maximum gross floor area of buildings of 33 percent of the area of the lot. The 45 Danforth Road (also known as 45A Danforth Road) site is zoned Single-Family Residential (S) in Oakridge Community Zoning By-law No. 9812, as amended. This zone permits detached dwellings, correctional group homes and group homes.

The 35 Danforth Road site is zoned Commercial Residential (CR 0.4 (c0.4; r0.0) SS3 (x2181)) in City of Toronto Zoning By-law 569-2013, as amended. These performance standards permit only commercial uses and by exception the gross floor area of all buildings are not to exceed 33 percent of the area of the lot and a maximum height of 11 metres for buildings and structures. The 45 Danforth Road (also known as 45A Danforth Road) site is zoned Residential Detached (RD (x351)) in City of Toronto Zoning By-law 569-2013, as amended. This zoning category permits detached dwelling units.

For additional details, see Attachment 4: Zoning.

Infill Townhouse Guidelines

The Urban Design Guidelines for Infill Townhouses articulate and clarify the City's interest in addressing the impact of townhouse development, with a focus on protecting streetscapes and seamlessly integrating new development with existing housing. They provide a framework for site design and built form to achieve good urban design and an appropriate scale and form of development for applications proposing low-rise, grade related residential units constructed in rows or blocks.

The Guidelines provide direction for development relative to streets and open spaces by encouraging existing public streets to be used for building addresses, providing clear sight lines and easily accessible pedestrian links to public sidewalks and incorporating on-site common open spaces that are not shadowed. The Guidelines establish separation distances between buildings and the public sidewalks in order to maintain standards of

light, view and privacy. As well, the Guidelines encourage garbage, service areas, utilities and parking to be located where they do not negatively affect the street and open spaces by consolidating these functions below grade, or in locations that are not visible from the street and can be screened with fencing and/or landscaping.

Not all of the standards in the Guidelines are appropriate for stacked townhouses. Planning staff reviewed the proposal against the development standards in the Guidelines that would be appropriate for the site and its context given the difference in form between traditional townhouses and the proposed stacked townhouses. These standards include spacing distances between buildings, appropriate rear yard setbacks and setbacks from the property lines of the homes fronting on Danforth Road, the design and configuration of the below grade patios and the relationship of the stacked townhouses to the public street and laneway.

Site Plan Control

The development is subject to site plan control. A site plan control application has been submitted by the applicant and is still under review (File 14 266757 ESC 35 SA).

Reasons for Application

The Zoning By-law amendment is required to permit the change of use from commercial and single-family residential zones to an apartment residential zone to permit the proposed 116 stacked townhouse units. The application is also required to establish appropriate performance standards to regulate the proposed development.

Community Consultation

A community consultation meeting was held on April 14, 2015. The Ward Councillor's Executive Assistant, owner, project consultants, Community Planning staff, and approximately 13 members of the public attended the meeting. Overall, feedback provided about the proposal was positive. However, the following concerns were raised:

- one access/egress was not sufficient to accommodate traffic proposed from the development
- the proposed height of the residential dwelling units are too tall
- location of balconies and privacy
- locations of exhaust vent north of Block B
- tree protection along mutual property lines
- garbage storage and collection
- contemporary design of the buildings – prefer peaked roofs

These issues have been considered in the review of the application and are addressed in the remainder of this report. Other concerns that were raised at the meeting, including potential impacts on property values in the surrounding area and the timelines for construction, are not directly related to a City Planning review of the application and are not addressed below.

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 zoning by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the 2014 Provincial Policy Statement and allows for intensification and redevelopment by efficiently using land in an area where there is existing infrastructure and public service facilities.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe by directing new growth to a built-up area in an established settlement area and within proximity to public transit.

Land Use

The site is designated *Mixed Use Areas* in the City's Official Plan. Lands that are designated as *Mixed Use Areas* are intended to accommodate most of the anticipated growth in the City in terms of commercial employment and new housing. Residential uses in single-use buildings are permitted under the *Mixed Use Areas* designation. The proposed stacked townhouses would provide for new housing opportunities and be compatible with the surrounding area. The proposed development would take advantage of existing public infrastructure and encourage additional ridership on public transit. The proposed development conforms to the land use provisions of the Official Plan and represents an appropriate form of residential intensification for the site.

Site Layout and Organization

The Built Form policies in Section 3.1.2 of the Official Plan specify that new development be located and organized to fit within 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.

The proposed development would provide visual interest from Danforth Road and respond to the challenges of the irregular shape of the lot that extends behind detached dwellings that front Danforth Road to the north and west of the site. Grade-related entrances and significant glazing on the front and rear facades of the buildings would provide accessibility from and visibility to the public street and the internal driveway, pathways and landscaped open spaces. One of the buildings would front Danforth Road to help animate the street while also leaving adequate space to the north of the building to accommodate vehicular access to the site and allow views from the street to the buildings located in the interior of the site.

The layout of the buildings and site elements such as the driveway, entrance to the underground garage, stairwells, loading space and surface parking have been reorganized to maximize the amount of landscaped open space and create more usable, consolidated outdoor amenity spaces. These elements were originally spread across the interior of the site, which created discrete, remnant areas for landscaped open space that lacked functionality and programmability. Though the garage ramp, loading and staging area have been relocated and consolidated into one area of the site, City Planning staff continue to seek further refinements to the design and layout of these elements through the ongoing site plan control process.

The amount of surface parking has been significantly reduced from the originally proposed ten vehicle spaces to provide only two accessible vehicle spaces along the driveway. This further increased the landscaped open space area, which improved the appearance of the entrance to the site from Danforth Road by providing more space for planting. The planting details would be secured through the site plan control process.

The proposed separation distance between buildings and setbacks from adjacent properties would provide for appropriate light, view and privacy both within the site and from surrounding areas. The separation distance between buildings would range from approximately 10 to 12 metres. While this is lower than the 15 metres contemplated in the Urban Design Guidelines for Infill Townhouses, the proposed separation distances between buildings are acceptable because of the irregular placement of the buildings around the triangular southwest landscaped open space, which reduces direct views between dwelling units in the buildings. The separation distance between the two buildings along the east side of the site is acceptable because the front of the southern building would face the sidewall of the building to the north, which does not contain windows.

The buildings would be set back from property lines to minimize shadows, blocked views and overlook onto surrounding properties and provide adequate planting areas. The building fronting Danforth Road would be set back four metres from the street, allowing adequate landscape space. The other three buildings would be set back a minimum of 7.5 metres from abutting properties, which would leave adequate landscape space and separation from abutting *Mixed Use Areas*-designated properties as they redevelop in the future. Unit entrances would front onto Danforth Road, the access driveway and interior landscaped open spaces to define and provide overlook into these common areas and grant appropriate access to the units. Pedestrian walkways that connect to the public sidewalk and laneway would be provided throughout the site and between the buildings, allowing for safe and convenient access through the development.

The proposed site layout and organization are acceptable and would provide appropriate, functional and animated public edges and private open spaces, and would be consistent with the intent of the Official Plan policies and the Urban Design Guidelines for Infill Townhouses.

Built Form, Density and Height

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the city. Section 4.5 of the Official Plan sets out criteria to evaluate development within the *Mixed Use Areas* designation. All new development in *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions and provide a transition between areas of different development intensity and scale. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights between areas of different development intensity and scale and by locating the mass of new buildings in a manner that is sensitive and limits the shadow impacts during the spring and fall equinoxes.

The existing physical character of the surrounding area consists of a mix of one-storey detached dwellings and low-rise commercial and residential buildings. Given the *Mixed Use Areas* designation of the site and surrounding properties and the identification of Danforth Avenue to the south of the subject site as an *Avenue* in the Official Plan, higher scale and intensity development of these lands would be anticipated and encouraged. Mid-rise buildings with heights of up to 27 metres, which would be consistent with the right-of-way width of both Danforth Road and Danforth Avenue, could be considered based on Official Plan policies and the performance standards of the Avenues and Mid-Rise Buildings Study.

The total height of each of the proposed buildings would be approximately 13.8 metres, of which approximately 11.2 metres or four storeys would consist of occupied space and the upper 2.6 metres would consist of stairwells to provide access to the proposed rooftop terraces. The proposed building height would, in effect, provide a transition from the planned context of higher intensity development along Danforth Avenue to the south and the existing detached dwellings and low-rise commercial buildings to the north, though these sites are also anticipated to redevelop in the future. Staff are of the opinion that the subject buildings as designed with an overall height of 13.8 metres would be acceptable in this context. Note that while the Draft Zoning By-law Amendments attached to this report include building heights of up to 16.1 metres, the actual height of the buildings from the finished ground level would be 13.8 metres. The higher heights shown are due to the approximately five metre change in grade from east to west on the site and the way that grade is measured under the Zoning By-laws.

A contemporary approach to the building design would be employed. The development would avoid the replication of architectural features from the past and emphasis would instead be placed on securing higher quality materials and finishes that would allow the buildings to appear timeless, such as brick, wood and stone. Precast panels and stucco are also proposed for sections of the buildings to help articulate and break up the facades. A flat, rather than peaked, roof permits rooftop access and additional private outdoor amenity space that is appropriate for the planned context of the area. The detailed building design would be further evaluated and secured through the site plan control process.

The proposed four-storey stacked townhouses in four buildings would result in a density of approximately 1.1 times the area of the lot and a building coverage of approximately 30 percent. This would leave 60 percent of the site for landscaping purposes. Given that the proposed site layout and organization would result in a majority of the site being devoted to active and passive outdoor amenity spaces and planting areas that would have the soil volume and space to accommodate large-growing shade trees, the proposed density would be acceptable.

The proposed height and orientation of the buildings would provide an appropriate scale of development to frame the edges of Danforth Road and the interior landscaped open spaces, walkways and driveway. The proposal provides both private and shared on-site outdoor amenity space as well as multiple points of access and pedestrian walkways into and through the site from the public street and laneway to connect and integrate the development with its surroundings. The townhouse blocks have been designed to define the edges of, and face onto, accessible open spaces to provide overlook within the interior of the site. The townhouses that would front Danforth Road include primary entrances that would be accessed from the public street. The entrances to the lower level dwelling units in the proposed building along Danforth Road would be provided from the site interior to avoid creating sunken patios along the street and leave ample room for planting.

This proposed stacked townhouse form and the height and density of the buildings would be consistent with the planned context articulated in the Official Plan and would conform to the development criteria policies based on the site's *Mixed Use Areas* designation.

Amenity Space

The revised proposal provides for a variety of outdoor amenity spaces and landscaped open areas to improve the living environment for future residents and buffer the development from adjacent areas. Each unit would have a private outdoor amenity area in the form of a sunken or rooftop terrace, balcony or combination of both. Approximately 60 percent of the site would be landscaped space. The proposal includes two common outdoor amenity areas located in the centre of the site that would contain a playground and connect to an outdoor eating area. Additional passive landscaped open spaces would be located along the edges of the site to provide alternative amenity for residents and provide planted buffers from surrounding areas.

The proposal would provide an acceptable amount of private and shared outdoor amenity area. The details related to these areas would be secured through the site plan control process.

Traffic Impact, Access, Parking

A Traffic Operations Assessment was submitted in support of the application. The report concluded that the projected site traffic would have minimal impacts on the area and could be acceptably accommodated on the adjacent road network. Transportation

Services staff have reviewed the proposal and have indicated that the proposal is acceptable.

Vehicular access would be provided from Danforth Road. One hundred sixteen residents spaces and 22 visitor spaces would be provided in a one-level underground parking garage and two accessible visitor parking spaces would be located at grade. One Type G loading space would be provided. A garbage room is proposed within the underground garage. Transportation Services staff are satisfied with the proposed parking supply and Solid Waste Services staff are satisfied with the proposed loading.

Official Plan policies encourage reduced automobile dependency and promote alternative modes of transportation. The policies attempt to increase the opportunities for better walking and cycling conditions for residents. The proposal would include 78 resident bicycle parking spaces located below grade and nine visitor bicycle parking spaces at grade. The proposed bicycle parking is satisfactory.

Servicing

A Functional Servicing and Stormwater Management Report was submitted in support of the application. Engineering and Construction Services staff reviewed the report and have requested revisions to the report to demonstrate that sufficient servicing capacity exists to service the proposed development. It is recommended the introduction of the Bills to Council be conditional on the submission of a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services.

Open Space/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 subject site are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the 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.

At the alternative rate of 0.4 hectares per 300 units specified in the City Wide Parkland Dedication By-law 1020-2010, the parkland dedication would be 0.1546 hectares. However, the net site area is less than 1 hectare therefore a cap of 10 percent applies and hence the parkland dedication would be 0.0849 hectares.

The owner is required 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.

Streetscape

Policy 3.1.2.4 of the Official Plan requires that new development enhance the existing streetscape by massing new development to define the edges of streets and open spaces

with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms.

Townhouse units that are adjacent to Danforth Road would have their front doors facing the street to provide overlook and animation. The setbacks would allow the building to frame the public street and provide adequate space for landscaping. A new sidewalk with a width of 2.1 metres and six new trees are proposed within the Danforth Road right-of-way. Additional planting along Danforth Road between the townhouses and the public sidewalk would be pursued during the site plan control process.

To achieve the planned 27 metre right-of-way width specified in the Official Plan for Danforth Road, a property conveyance measuring 0.4 metres in width is required along the Danforth Road frontage and would be secured through the site plan control process.

Tree Protection and Planting

An Arborist Report and Tree Preservation Plan were submitted in support of the application. There are a total of 15 trees on and adjacent to the site that qualify for protection under the City's Tree Preservation By-law, of which seven trees are intended to be preserved. Urban Forestry staff have reviewed the plans and have indicated that a permit is required to remove seven privately-owned trees and one City-owned tree. Eighty-seven trees are proposed to be planted on the site and six new trees are to be planted within the Danforth Road right-of-way. Approval of applications to injure or destroy trees will be required. Opportunities for additional tree planting will be explored during the site plan control process.

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 proposed site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure and Cycling Infrastructure. Other applicable TGS performance measures would be secured through the site plan control process.

Tenure

The development is proposed to be a standard condominium. Submission of a Plan of Condominium Approval application will be required in the future.

Conclusion

Staff recommend that this proposal for a four-building stacked townhouse development be approved. The revised proposal would be consistent with the Provincial Policy Statement, conform to the Growth Plan and comply with Official Plan policies by intensifying a *Mixed Use Areas* site, providing an appropriate transition to areas of different development intensity and scale, enhancing the streetscape and improving the mix of housing in the area.

CONTACT

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SIGNATURE

Paul Zuliani, Acting Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Elevations – Block A

Attachment 3: Elevations – Block D

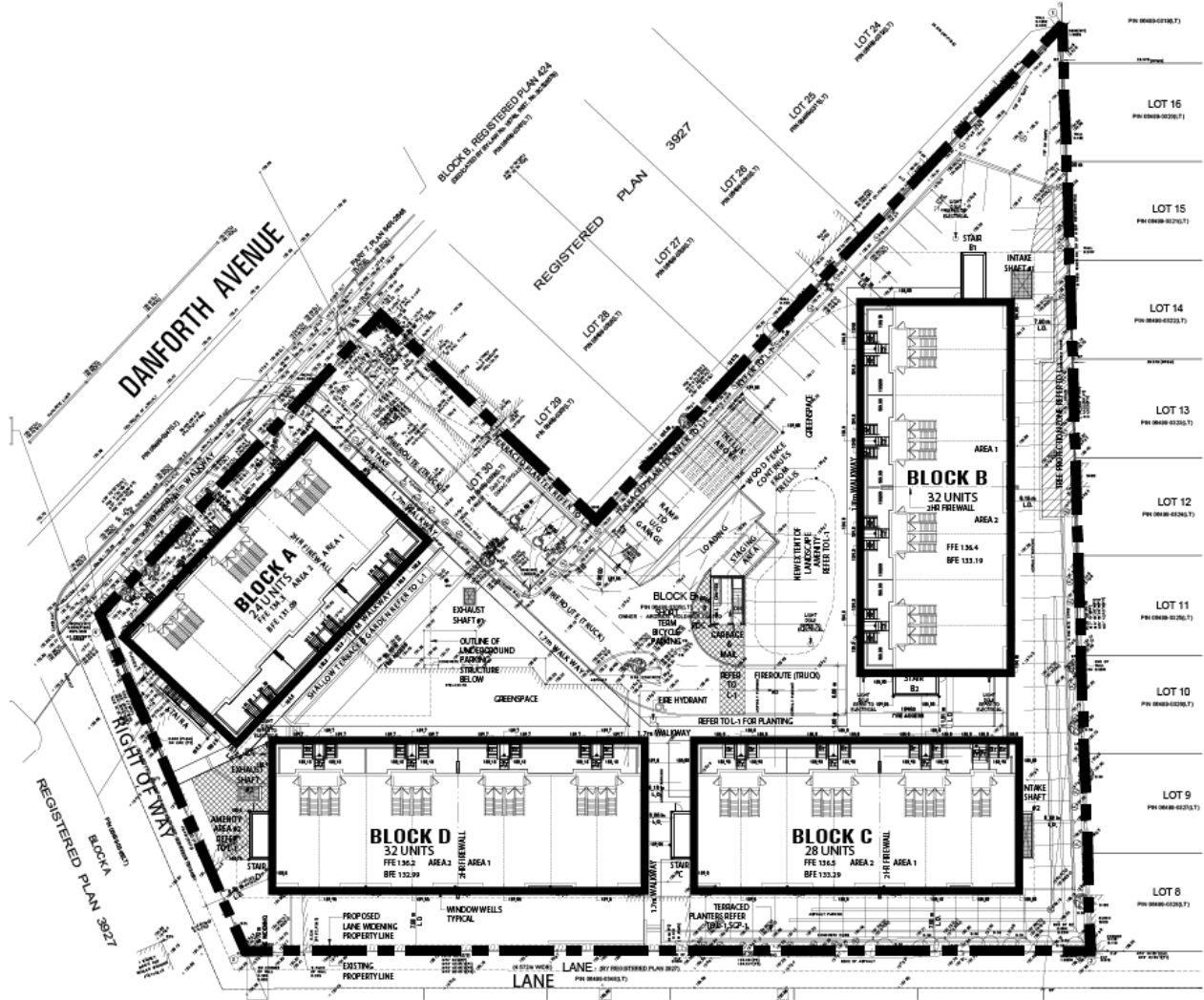
Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment to Oakridge Community Zoning By-law
No. 9812

Attachment 7: Draft Zoning By-law Amendment to City of Toronto By-law 569-2013

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

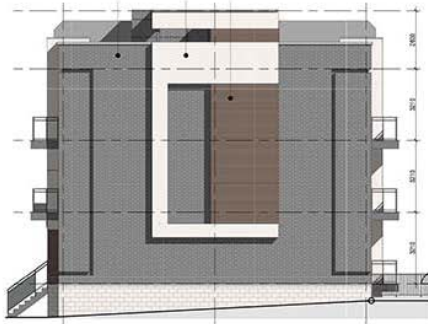
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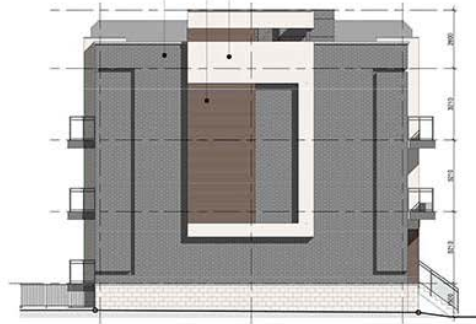
35 & 45 Danforth Road

File # 14 266756 ESC 35 0Z

Attachment 2: Elevations – Block A



South Elevation



North Elevation



East Elevation



West Elevation

Elevations - Block 'A'

Applicant's Submitted Drawing

Not to Scale
01/21/16

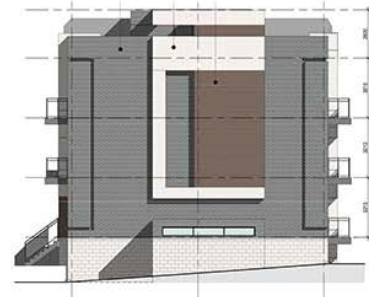
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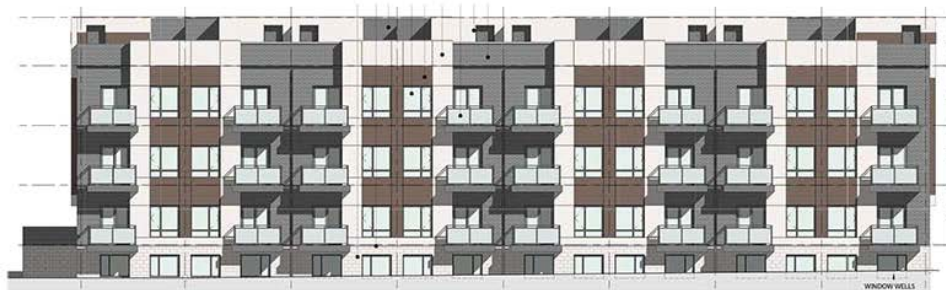
Attachment 3: Elevations – Block D



East Elevation



West Elevation



South Elevation



North Elevation

Elevations - Block 'D'

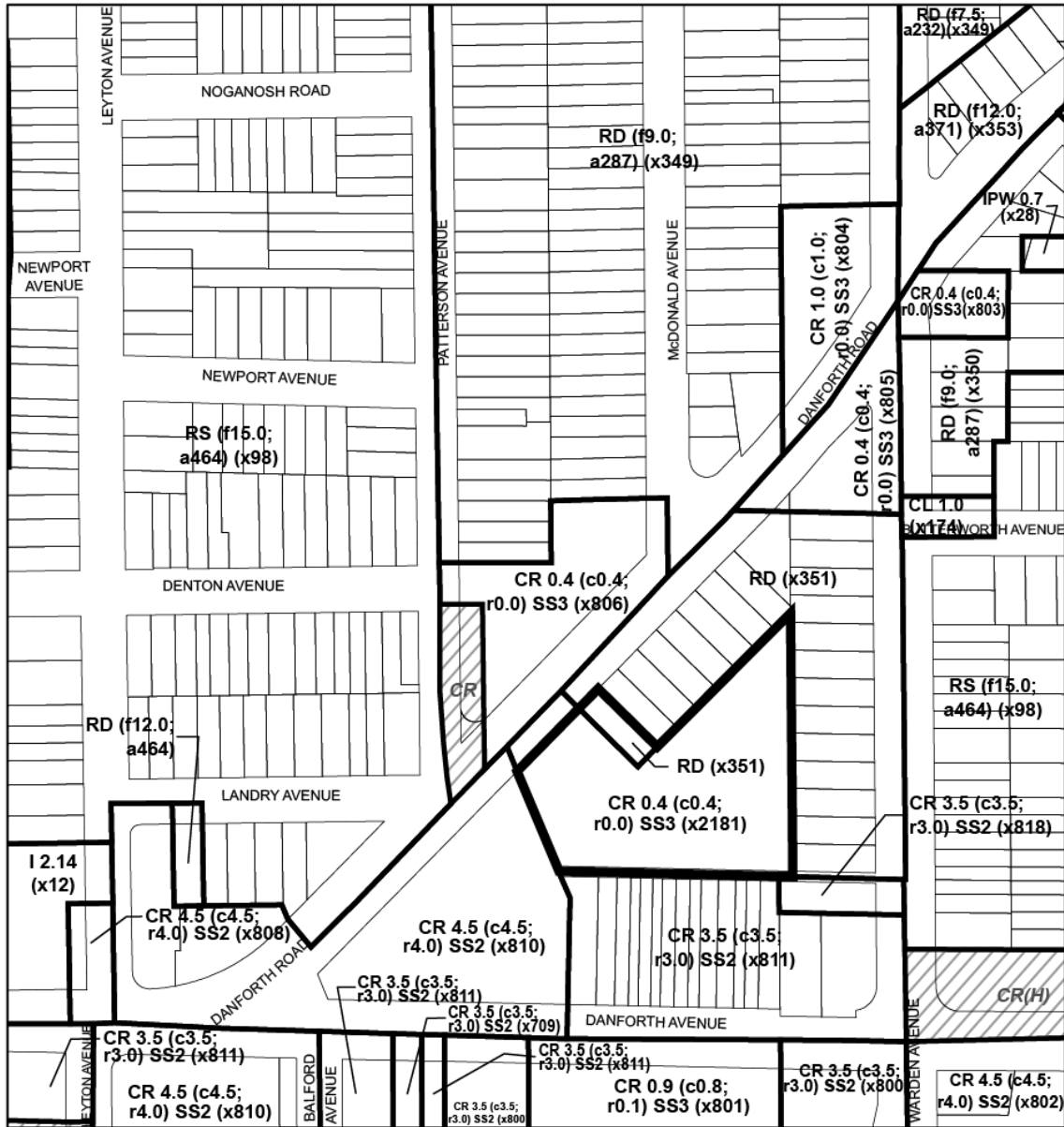
Applicant's Submitted Drawing

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35 & 45 Danforth Road

File # 14 266756 ESC 35 0Z

Attachment 4: Zoning



Zoning By-Law No. 569-2013

35 & 45 Danforth Road

File # 14 266756 ESC 35 0Z

Location of Application

See Former City of Scarborough Oakridge Community Bylaw No. 9812

RD Residential Detached
RS Residential Semi-Detached
CL Commercial Local

CR Commercial Residential
I Institutional
IPW Institutional Place of Worship

T Two-Family Residential
CR Commercial - Residential



Not to Scale
 Extracted: 01/22/2015

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	14 266756 ESC 35 OZ
Details	Rezoning, Standard	Application Date:	December 22, 2014

Municipal Address: 35 and 45 Danforth Road

Location Description: PLAN 3927 BLK B **GRID E3506

Project Description: Rezoning application proposes the demolition of the existing restaurant/banquet hall and the construction of 116 stacked townhouses in four buildings with underground parking. Also subject to site plan application no. 14 266757 ESC 35 SA.

Applicant:	Agent:	Architect:	Owner:
KOHN PARTNERSHIP ARCHITECTS INC.			ELLAS RESTAURANT

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	Community Commercial Zone	Historical Status:	
Height Limit (m):	11	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	8490	Height:	Storeys:	4	
Frontage (m):	51		Metres:	13.8	
Depth (m):	0				
Total Ground Floor Area (sq. m):	2437.46				Total
Total Residential GFA (sq. m):	9755		Parking Spaces:	140	
Total Non-Residential GFA (sq. m):	0		Loading Docks	0	
Total GFA (sq. m):	9755				
Lot Coverage Ratio (%):	30				
Floor Space Index:	1.1				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	9755	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	116	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	116			

CONTACT:	PLANNER NAME:	Perry Korouyenis, Planner
	TELEPHONE:	416-396-4927

**Attachment 6: Draft Zoning By-law Amendment to Oakridge Community Zoning
By-law No. 9812**

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto
Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2016

**To amend Oakridge Community Zoning By-law No. 9812, as amended,
With respect to the lands municipally known as 35 and 45 Danforth Road (also
known as 45A Danforth Road)**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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*;

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

1. **SCHEDULE "A"** of Oakridge Community Zoning By-law No. 9812 is amended by deleting the current zoning and replacing it with the following zoning as shown on Schedule '1'.

A-20T-80D-150-191-192-193-194-195-196-197-198-199-200-201-202

2. **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, is amended by adding the following definitions:

Established Grade

shall mean the average elevation of the ground measured at the two points where the projection of the required minimum **front yard setback** line is 0.01 m past each **side lot line**.

Loading Space

shall mean an area used for the loading or unloading of goods or commodities from a **vehicle**.

Stacked Bicycle Parking Space

shall mean a horizontal **bicycle parking space** that is positioned above or below another **bicycle parking space** and equipped with a mechanical device providing floor level access to both **bicycle parking spaces**.

3. **SCHEDULE "B" PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

INTENSITY OF USE

20T. Maximum 116 **dwelling units**.

FLOOR AREA

80D. Maximum **gross floor area** of all buildings 9,755 m².

MISCELLANEOUS

191. Notwithstanding the definition of **height** in **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, the height of any building or structure shown on Schedule '2' of By-law [Clerk to insert this By-law Number], as measured from an **established grade** of 133.25 m to the elevation of the highest point of the building or structure, shall not exceed the height in metres specified by the numbers following the symbol H on Schedule '2' of By-law [Clerk to insert this By-law Number].
192. The **setbacks** from the lot line(s) to the **main wall(s)** of any building(s) and the separation between the **main walls** of any buildings shall be the minimum distance in metres specified by the numbers on Schedule '2' of By-law [Clerk to insert this By-law Number].
193. The minimum **setbacks** from lot lines as specified by the numbers on Schedule '2' of By-law [Clerk to insert this By-law Number] shall apply only to above-ground parts of a building or structure.
194. The provisions of **CLAUSE VII - GENERAL PARKING REGULATIONS FOR ALL ZONES**, Sub-Clause 1.6.2 shall not apply.
195. A minimum of 140 **parking spaces** shall be provided in accordance with the following:
- a. a minimum of 116 **parking spaces** for occupants or tenants, all located in an underground structure; and
 - b. a minimum of 24 **parking spaces** for visitors, of which a minimum of 22 **parking spaces** shall be located in an underground structure and a maximum of 2 **parking spaces** shall be located at grade.
196. **Bicycle parking spaces** shall not be provided within a **dwelling unit** or on a balcony associated thereto, or in a storage locker.

197. Meaning of "Long-Term" Bicycle Parking and "Short-Term" Bicycle Parking
- a. "Long-term" **bicycle parking spaces** are for use by the occupants or tenants of a building; and
 - b. "Short-term" **bicycle parking spaces** are bicycle parking spaces for use by visitors to a building.
198. **Bicycle Parking Space Dimensions**
- a. The minimum dimensions of a **bicycle parking space** is:
 - i. length of 1.8 m;
 - ii. width of 0.6 m; and
 - iii. vertical clearance from the ground of 1.9 m; and
 - b. the minimum dimensions of a **bicycle parking space** if placed in a vertical position on a wall, structure or mechanical device is:
 - i. length or vertical clearance of 1.9 m;
 - ii. width of 0.6 m; and
 - iii. horizontal clearance from the wall of 1.2 m; and
 - c. if a **stacked bicycle parking space** is provided, the minimum vertical clearance for each **bicycle parking space** is 1.2 m.
199. An area used to provide **bicycle parking spaces** shall have a minimum vertical clearance of:
- a. 2.4 m if it is a **stacked bicycle parking space**; and
 - b. 1.9 m in all other cases.
200. A minimum of 87 **bicycle parking spaces** shall be provided in accordance with the following:
- a. a minimum of 78 "long-term" **bicycle parking spaces**, all located in an underground structure; and
 - b. a minimum of 9 "short-term" **bicycle parking spaces**.
201. One **loading space** shall be provided and shall have the following minimum dimensions:
- a. length of 13 m;
 - b. width of 4 m; and
 - c. vertical clearance of 6.1 m.
202. The provisions of the By-law shall apply collectively to this land, notwithstanding its future severance, partition or division.

4. **Schedule "B" PERFORMANCE STANDARD CHART**, is amended by deleting and replacing Performance Standard 150, so that it reads as follows:

150. No person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

- a. all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
- b. all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

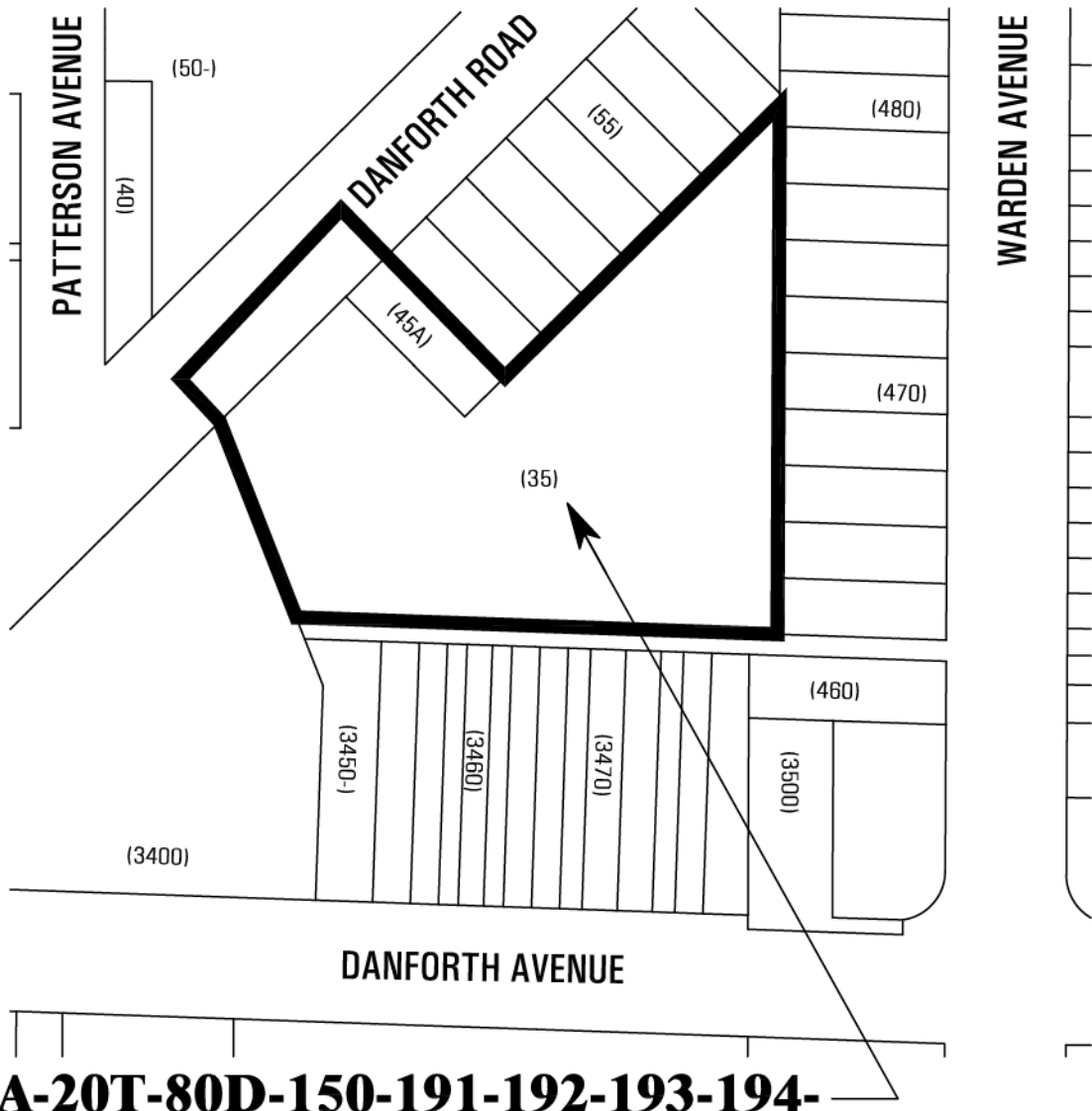
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'



A-20T-80D-150-191-192-193-194-195-196-197-198-199-200-201-202

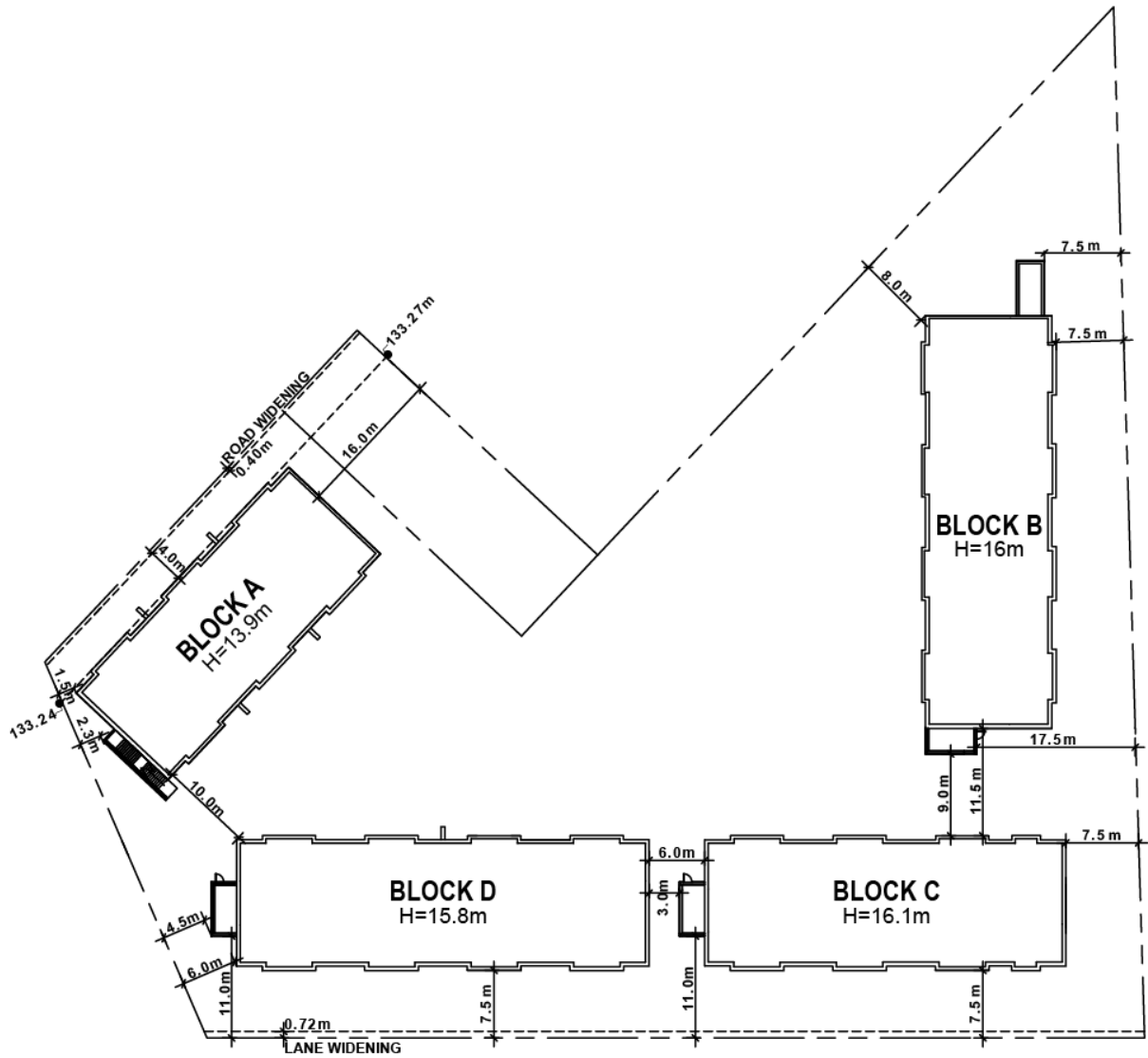
Toronto City Planning Division
Zoning By-Law Amendment

35 & 45 Danforth Road
 File # 14 266756 ESC 35 0Z

 Area Affected By This By-Law

Oakridge Community Bylaw
 Not to Scale
 02/02/16


Schedule '2'



Zoning By-Law Amendment

35 & 45 Danforth Road

File # 14 266756 ESC 35 0Z

Oakridge Community Bylaw
Not to Scale
02/03/2016



Attachment 7: Draft Zoning By-law Amendment to City of Toronto By-law 569-2013

Authority: Scarborough Community Council ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. XXXX- 2016

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2016 as 35 and 45 Danforth Road (also known as 45A Danforth Road)

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*;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to RA (u116) (x57), as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.7.10 Exception Number 57 so that it reads:

Exception RA 57

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) None of the regulations of 5.10.1.30(3), 5.10.40.70(2), 15.5.50.10(2), 15.5.60.40, 15.5.80.10(2), 15.10.40.10,

15.10.40.50(1), 15.10.40.70, 15.10.40.80, Table 200.5.10.1 and 230.5.10.1 prevent the erection or use of a **building, structure,** addition or enlargement if it complies with (B) to (G) below.

- (B) The maximum **gross floor area** of all **buildings** is 9,755 square metres.
- (C) The height of any **building** or **structure** shown on Diagram 3 of By-law [Clerk to insert this By-law Number], as measured from an established grade of 133.25 metres, must not exceed the height in metres specified by the numbers following the symbol H on Diagram 3 of By-law [Clerk to insert this By-law Number].
- (D) The minimum **building setbacks** from **lot lines** and separation between the **main walls** of any **buildings** must comply with the distance in metres specified by the numbers on Diagram 3 of By-law [Clerk to insert this By-law Number].
- (E) The minimum **building setbacks** from **lot lines** as cited in (D) above apply only to above-ground parts of a **building** or **structure**.
- (F) A minimum of 140 **parking spaces** must be provided in accordance with the following:
 - (i) a minimum of 116 **parking spaces** for occupants or tenants, all located in an underground **structure**; and
 - (ii) a minimum of 24 **parking spaces** for visitors, of which a minimum of 22 **parking spaces** must be located in an underground **structure** and a maximum of 2 **parking spaces** may be located at grade.
- (G) A minimum of 87 **bicycle parking spaces** must be provided in accordance with the following:
 - (i) a minimum of 78 "long-term" **bicycle parking spaces**, all located in an underground **structure**; and
 - (ii) a minimum of 9 "short-term" **bicycle parking spaces**.

Prevailing By-laws and Prevailing Sections: (None Apply).

Enacted and passed on month ##, 20##.

Name,
Speaker
(Seal of the City)

Ulli S. Watkiss,
City Clerk



