

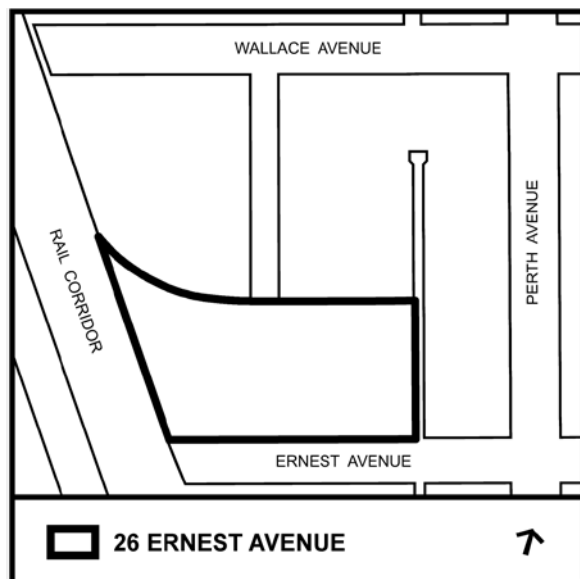
**26 Ernest Avenue – Zoning Amendment Application –
Supplementary Report**

Date:	December 16, 2015
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

City Planning staff submitted a Final Report, recommending refusal of the application at 26 Ernest Avenue to Toronto and East York Community Council at its meeting of June 16, 2015, as Item TEY7.15. Community Council referred the report to staff with the request that City Planning continue discussions with the owner on potential changes to the proposal and report back.

The applicant, in consultation with City staff, has revised its application. The revised proposal includes 79, 3-storey townhouse units on three blocks on the north side of Ernest Avenue adjacent to the Metrolinx rail corridor. The proposed height of the townhouses is 12 metres with a total gross floor area of 11,835 square metres and a density of 1.64 times the area of the lot. A total of 100 residential parking spaces are proposed, 92 of which would be located in one level of underground parking and 8 visitor spaces would be located at grade along the privately owned Elsie Lane extension.



The revisions made to the application have resulted in a proposal that conforms with the Official Plan and is consistent with Council-approved guidelines. This supplementary report reviews and recommends approval of the application, as revised, to amend the Zoning By-law.

The Draft Zoning By-law Amendment and the community benefits to be secured under Section 37 of the *Planning Act* will be included in a Supplementary Report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at 26 Ernest Avenue substantially in accordance with the draft Zoning By-law Amendment to be provided in a Supplementary Report from the Director, Community Planning, Toronto and East York District on or before the January 19, 2016 meeting of Toronto and East York Community Council.

DECISION HISTORY

A Final Report, recommending refusal, was referred back to staff by Toronto and East York Community Council at its meeting on June 16, 2015. A copy of the report can be found at: <http://www.toronto.ca/legdocs/mmis/2015/te/bgrd/backgroundfile-80859.pdf>

Staff subsequently met with the applicant to further discuss the concerns outlined in the report. The applicant has since revised its plans.

ISSUE BACKGROUND

Proposal

Original Proposal

The original proposal included 72, 3-storey, 3-bedroom townhouse units in three blocks. The lower level of the townhouses contained the vehicular parking with access at grade from Ernest Avenue, while their top level accommodated mechanical equipment and a terrace area.

The townhouse blocks ran north-south with one vehicular parking space provided in the base of each townhouse unit, creating 3 additional curb cuts along Ernest Avenue to accommodate vehicular access. Eight surface visitor parking spaces were located on the proposed southerly extension of the private Elsie Lane. The proposed building height was 14.25 metres including the mechanical area/partial 4th floor. The proposed development had 10,001 square metres of gross floor area with a density of 1.4 times the lot area.

Revised Application

The revised application consists of 79, 3-storey, 3-bedroom townhouse units in three, double loaded blocks (see Attachment 1). One level of underground parking is proposed and would take access from the private Elsie Lane, through the existing ramp located in the townhouse development at 351 Wallace Avenue , adjacent to the north side of Block 2.

Changes were made to the location and organization of the townhouse blocks. Blocks 2 and 3 now run east-west, parallel to Ernest Avenue, with units oriented north-south. Block 1 runs north-south, adjacent to the West Toronto rail path, with units oriented east-west. The townhouse units range in size from 135 to 159 square metres. The proposed building heights are 12 metres. The proposed development has 11,835 square metres of gross floor area, which is an increase of approximately 1,830 square metres, and a density of 1.64 times the lot area.

The parking is now proposed to be located in an underground parking garage containing 92 resident parking spaces. Eight surface visitor parking spaces continue to be located on the proposed southerly extension of the private Elsie Lane, which would connect to the existing private Elsie Lane to the north. Approximately 882 square metres of landscaped open area is proposed on the site, the vast majority of which is located between the rail corridor and Block 1. Also proposed is a 1.98 metre lane widening to the existing public lane east of the site.

COMMENTS

The previous report outlined applicable Provincial and Official Plan policies. The revised proposal now addresses the policy issues previously identified.

Site Organization

Layout

The revised application proposes a reorganization of the townhouse block layout. Two blocks now run east-west, parallel to Ernest Avenue and perpendicular to the extension of the private Elsie Lane. The third block runs north-south, parallel to the Elsie Lane extension and the West Toronto Rail path. Block 3 now fronts Ernest Avenue and the end units of Block 1 have been rotated to front Ernest Avenue. The majority of Block 1 fronts the Elsie Lane extension and the end units of Block 2 have been reoriented to front the lane extension as well.

The reorientation of the blocks has provided street oriented development, visibility and address to more units, will allow for more animation on Ernest Avenue and better fits the existing context. The changes made are consistent with the Built Form policies of the Official Plan.

Setbacks

The revised application proposes setbacks along Ernest Avenue of 1.5 and 1.6 metres; setbacks to the rear (north) of 1.5, 2.1 and 3.1 metres; and setbacks of 3.6 metres from the Elsie Lane extension.

The revised setbacks coupled with the reorientation of the blocks now frame and support the adjacent streets and increases pedestrian interest and the opportunity for landscaping. The revised setbacks are now consistent with the Built Form policies of the Official Plan and are consistent with the existing context.

Rail Corridor

The Federation of Canadian Municipalities and the Railway Association of Canada has developed a document titled, *Guidelines for New Development in Proximity to Railway Operations*. This document, among other things, outlines a number of safety issues and guidelines to address them including appropriate setbacks to new residential development. A 25 metre setback to the most westerly block (Block 1) was outlined by GO Transit/Metrolinx in a September 2014 memo to City staff. The applicant has revised the design and Block 1 meets the 25 metre setback requirement for the entirety of the block.

Site Access and Parking

The revised application proposes to take access from an existing underground ramp located off the private Elsie Lane at the north end of the site. Elsie Lane would extend south through the development site to Ernest Avenue. An existing public lane, that connects to Ernest Avenue, at the east end of the site is proposed to be widened. This would result in two curb cuts along Ernest Avenue, which is a decrease from the previously proposed six curb cuts. All resident parking is proposed in the underground garage and 8 visitor parking spaces are proposed along the Elsie Lane extension.

The revised vehicle access and location of parking greatly minimizes their impact and improves the character of the surrounding area. The consolidation of vehicle entrance points to one central location, allows for fewer curb cuts along Ernest Avenue and limits the impact on the public realm, promotes pedestrian safety and allows for unit access from the public sidewalk. The revised site access and parking layout is consistent with the Built Form and Public Realm policies of the Official Plan. Prior to the Bills being enacted by Council, the applicant will be required to secure an easement over the driveway and ramp at 351 Wallace Ave in favour of the new development to the satisfaction of the City Solicitor.

Elsie Lane Extension

As stated in the previous report, in its current form, the Elsie Lane extension does not meet the Development Infrastructure and Policy Standards (DIPS) nor is it consistent with the Infill Townhouse Guidelines or Official Plan policies related to new streets and Public Realm. However, City staff indicated that it would be willing to approve a private road that is an extension of the private Elsie Lane to the north of the site with the transfer

of a public access easement, with conditions consistent with those applied to the existing private Elsie Lane to the north, through the approvals for the townhouse development at 351 Wallace Avenue, if the parking was located below grade in an underground garage with a central access point and if it can be designed to address appropriate landscaped setbacks and other Public Realm policies. The application was revised to include one central access point from the existing access ramp at 351 Wallace Avenue to an underground garage and increased setbacks to allow for greater landscaping.

As a result of these changes, City staff recommend approval of the 8.6 metre wide extension of the private road with a public access easement and conditions, to be secured through the Section 37 Agreement with terms consistent to those applied to the portion of Elsie Lane constructed in the development immediately north of the subject site at 351 Wallace Ave.

West Toronto Railpath

The West Toronto Railpath abuts the west property line of the subject site. This multi-use trail is heavily used by pedestrians, cyclists, dog walkers and rollerbladers and with its award winning design.

A new entrance to the Railpath is located at the terminus of Ernest Avenue at the southwest corner of the subject site. This is an important connection that will animate both the Railpath and Ernest Avenue. The reduction of curb cuts and vehicular access along Ernest Avenue provides a safer and more comfortable pedestrian and cycling environment.

Height and Scale

The revised townhouses are proposed to be 12 metres in height and 3-storeys with a partial 4th floor and rooftop terrace. The revised proposal decreases the height by approximately 2.25 metres due to the relocation of parking from grade to an underground garage. These changes enable the townhouses to read as true 4-storey buildings which better reflects the surrounding built form and existing context.

While the facing distances between the blocks remain less than the 15 metres outlined in the Infill Townhouse Guidelines, the reconfiguration of the townhouse blocks and the increase in setbacks provides more open space around each of the blocks. The proposed facing distance of 12 metres is in line with the approved townhouse developments at 351 and 362 Wallace Avenue to the north. Additionally, the facing distance is more balanced by the reduced building height and now exhibits a 1:1 relationship. The reduction in height and reorientation of the blocks reduces the scale of the townhouses and they fit better within the existing context.

The revised height and overall scale of the buildings better limit its impact on neighbouring properties, streets and the public realm by respecting street proportions and transition in scale and are now compatible with the surrounding area. These changes bring the project into conformity with the Built Form, Public Realm and *Neighbourhood* policies of the Official Plan.

Streetscape

The revised proposal reduces the number of curb cuts along Ernest Avenue from six to 2. The setback along Ernest Avenue has also been increased to 1.5 metres from 1.2 metres and the reoriented blocks have their units facing the street. Twelve trees are now proposed along Ernest Avenue and 8 trees are proposed along the private Elsie Lane extension whereas the application previously proposed 6 trees along Ernest Avenue and no trees on the Elsie Lane extension.

The removal of the majority of curb cuts, the increase in the setback from the street and the addition of shade growing trees creates a more desirable streetscape and pedestrian realm. These changes also create a more appropriate transition between the private and public realms. The increase in soft landscaping also provides better stormwater management on the site. These changes conform with the Public Realm policies of the Official Plan and are consistent with the Infill Townhouse Guidelines.

Servicing, Garbage and Loading

The revised development proposes to locate the garbage and recycling facilities within the underground garage and share the existing loading space for 351 Wallace Avenue, which is adjacent to Block 1, for the collection of garbage. Prior to the Bills being enacted by Council, the applicant will be required to secure an easement for access to and use of the existing loading space at 351 Wallace Avenue in favour of the new development to the satisfaction of the City Solicitor. Development Engineering staff are satisfied with the revised arrangement and any outstanding matters, apart from those identified above, will be dealt with through the Site Plan Application process.

Amenity Space

The revised proposal includes a defined outdoor amenity space with seating and a tot lot. The applicant is proposing 882 square metres of landscaped area at grade and individual terraces at roof level. Further refinement of the landscaped open space will be addressed through the Site Plan Application process.

Parkland and Open Space

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 local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.78 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 Chapter 415, Article III of the Toronto Municipal Code.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 960 m² or 13 % of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 720.7 m².

The site is located in an area where there is currently a lower parkland provision and therefore Parks, Forestry & Recreation will require the applicant to convey on-site parkland dedication. The preferred location is along the east border of the West Toronto Railpath with some frontage on Ernest Avenue to expand the existing path system, but widening towards the north end of the property.

Trees

The revised landscape plan proposes 49 trees when 43 are required. The reorientation of the blocks has allowed for a greater number of trees to be located along Ernest Avenue and the Elsie Lane extension.

Site Plan

Matters that will be addressed at the Site Plan review stage include exterior design elements, design and materiality, façade articulation, landscape design and amenity space design and the conveyance of the lane widening along the private lane to the east of the site.

Section 37

The Section 37 community benefits to be secured as part of this development will be outlined in a Supplementary Report.

Conclusion

The proposal, as revised, addresses the concerns outlined in the previous report, dated May 26, 2015. The changes to the site layout, organization, built form, and public realm have improved conditions on the site as well as the pedestrian realm. It is for the reasons outlined above that staff recommend approval of the revised application.

CONTACT

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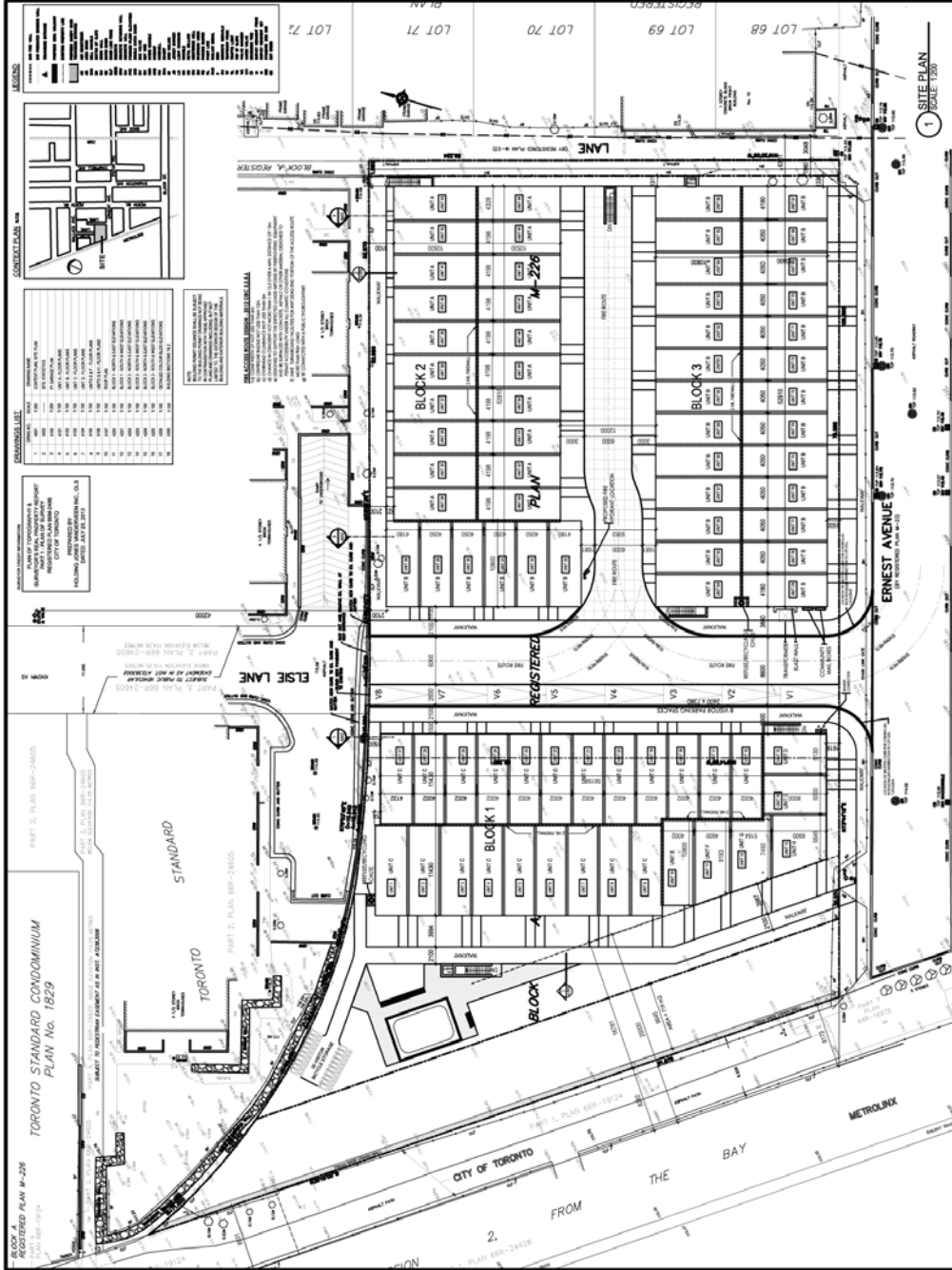
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Official Plan
Attachment 5: Application Data Sheet
Attachment 6: Draft Zoning By-law Amendment

Attachment 1: Site Plan



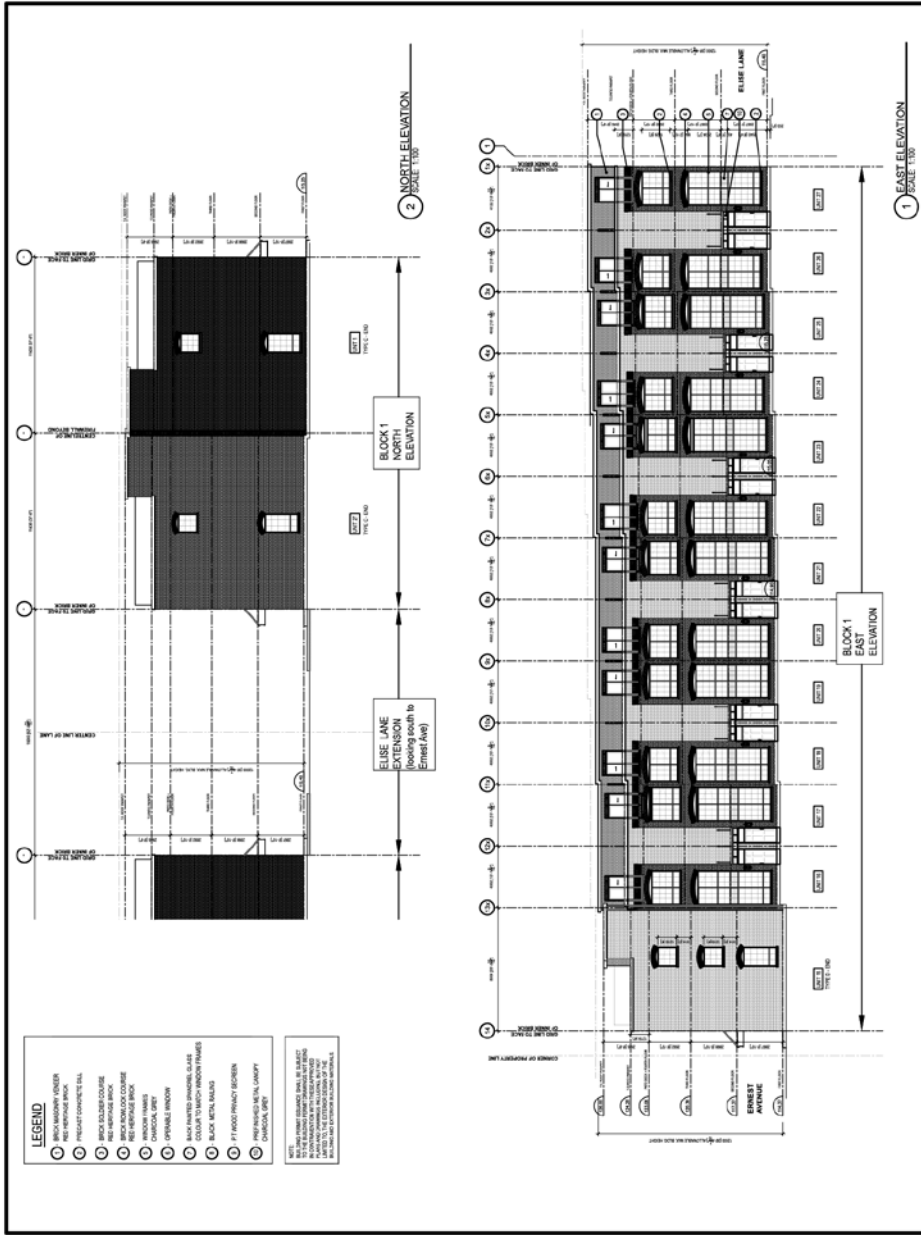
26 Ernest Avenue

Site Plan
 Applicant's Submitted Drawing

File # 14_169077 STE 18.0Z

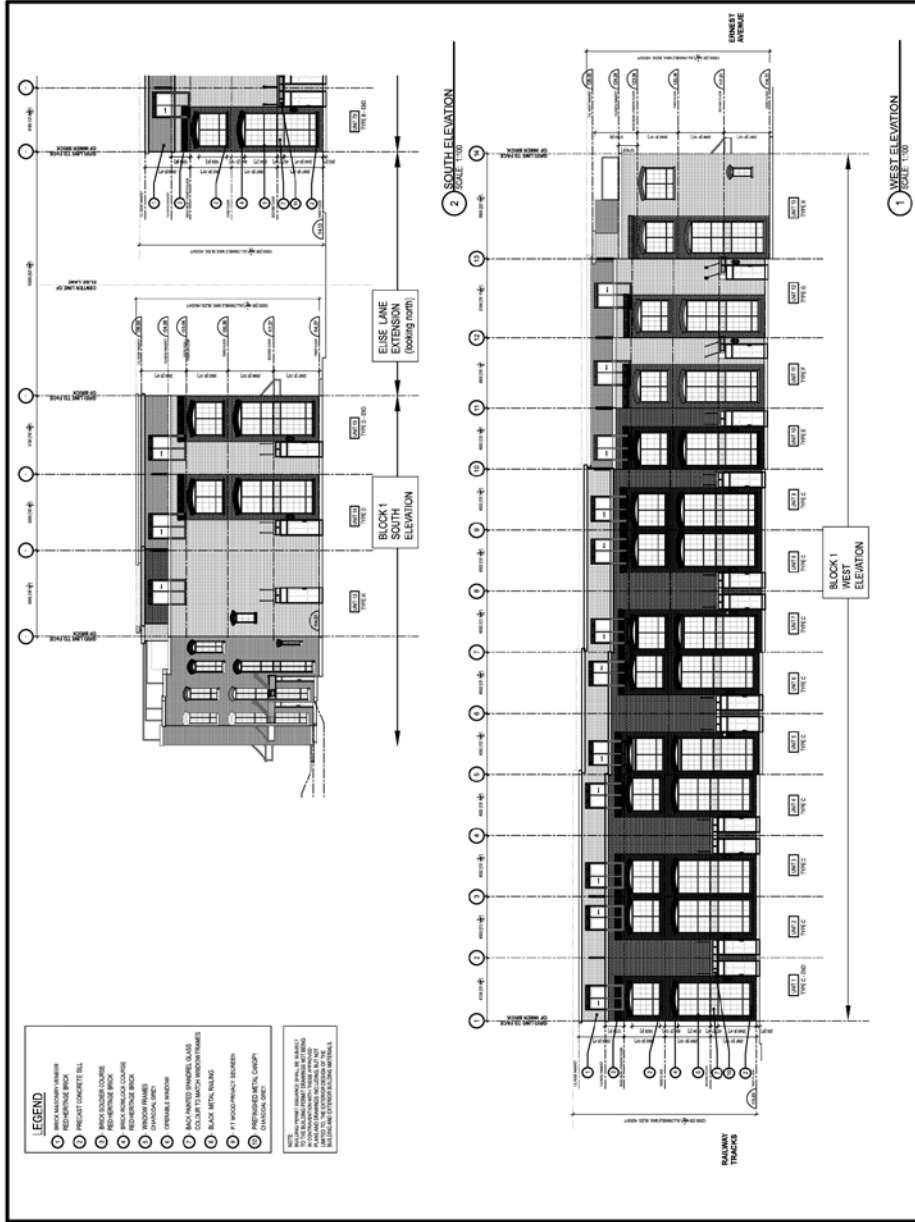
Not to Scale
 11/24/2015

Attachment 2: Elevations



North and East Elevations - Block 1
 Applicant's Submitted Drawing
 Not to Scale
 11/24/2015

26 Ernest Avenue
 File # 14_169077 STE 18.0Z

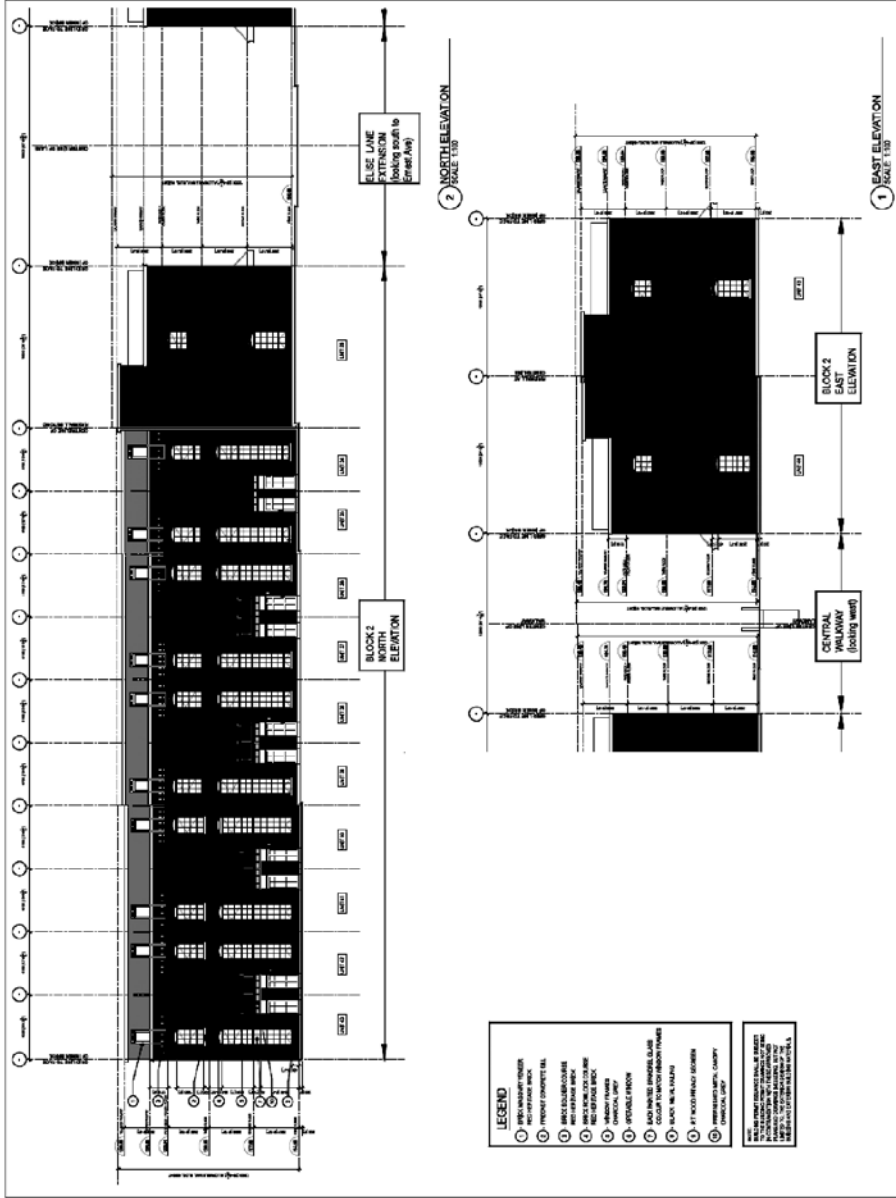


South and West Elevations - Block 1
 Applicant's Submitted Drawing

Not to Scale
 11/24/2015

26 Ernest Avenue

File # 14_169077 STE 18.0Z



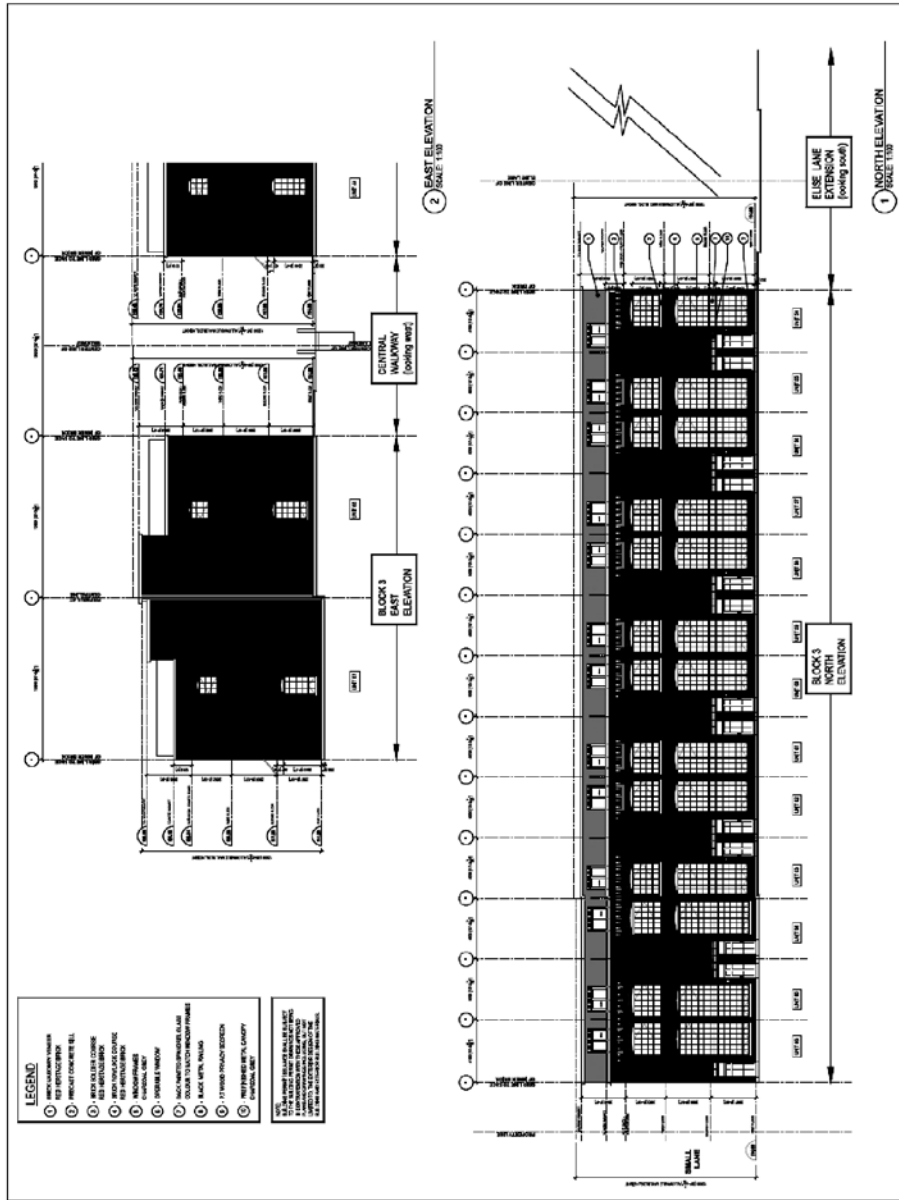
26 Ernest Avenue

North and East Elevations - Block 2

Applicant's Submitted Drawing

Not to Scale
11/24/2015

File # 14_169077 STE 18.0Z



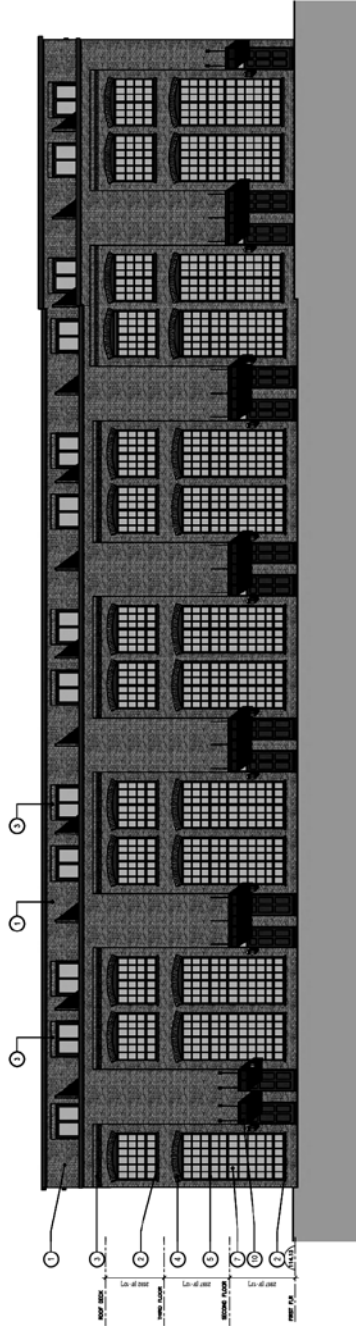
North and East Elevations - Block 3

26 Ernest Avenue

Applicant's Submitted Drawing

Not to Scale
11/24/2015

File # 14_169077 STE 18.0Z

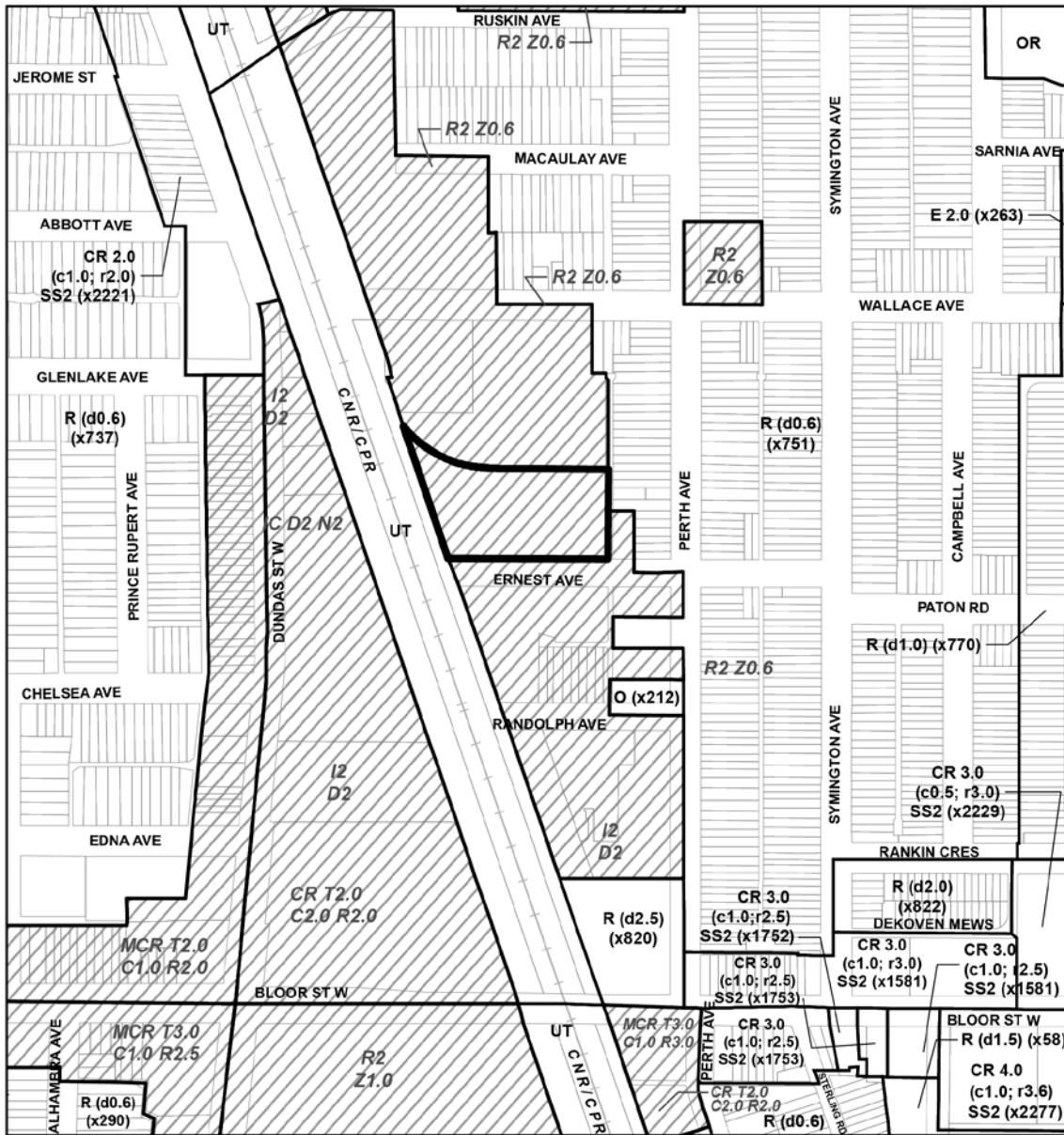


1 BLOCK 3 - SOUTH ELEVATION
SCALE: 1/8"

South Elevation - Block 3
 Applicant's Submitted Drawing
 Not to Scale
 11/24/2015

26 Ernest Avenue
 File # 14_169077 STE 18.0Z

Attachment 3: Zoning



Zoning By-law 569-2013

26 Ernest Avenue

File # 14 169077 STE 18 0Z

Location of Application

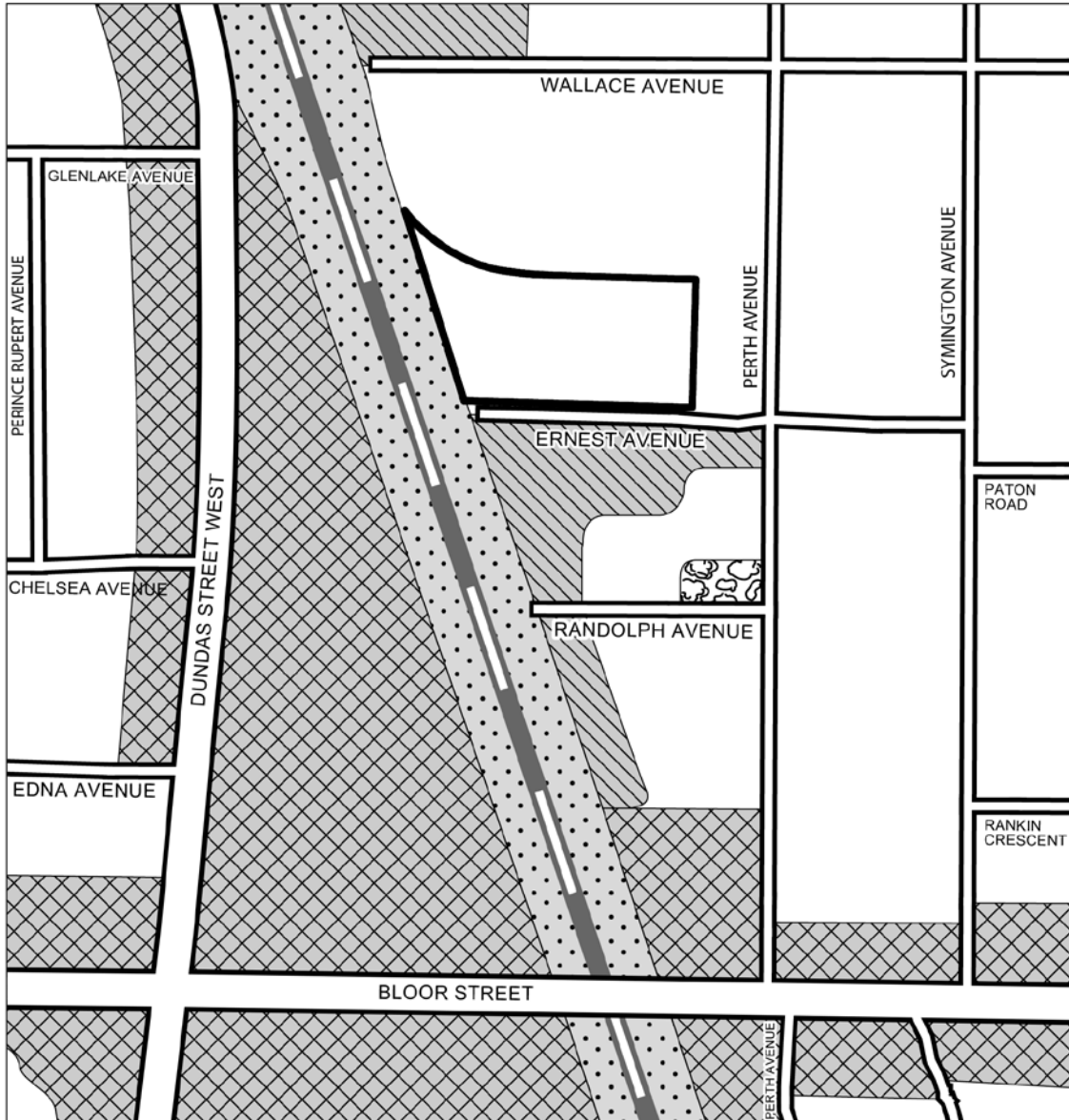
See Former City of Toronto Bylaw No. 438-86

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|----------------------------------|--------------------------------------|-------------------------------|--------------------------------|
| R Residential | O Open Space | CR Mixed-Use District | MCR Mixed-Use District |
| CR Commercial Residential | OR Open Space Recreation | I2 Industrial District | R2 Residential District |
| E Employment Industrial | UT Utility and Transportation | IC Industrial District | R4 Residential District |



Not to Scale
Extracted: 07/07/2014

Attachment 4: Official Plan



TORONTO City Planning
Extract from Official Plan

26 Ernest Avenue

File # 14_169077 STE 18 0Z



Not to Scale
 07/04/2014

Attachment 5: 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 AVE		
Location Description:	PLAN M226 PT BLK A SUBJECT TO ROW **GRID S1801		
Project Description:	Three-storey 79 unit townhouse development containing 100 parking spaces (92 for residents underground, 8 for visitors at grade).		

Applicant:	Agent:	Architect:	Owner:
Donald Ross McKerron, 940 Lansdowne Ave, Toronto, M6H 3Z4	Donald Ross McKerron, 940 Lansdowne Ave, Toronto, M6H 3Z4	Barrett Architects Inc.708 Gerrard Street East. Toronto, M4M 1Y3	Montevallo Developments Ltd. 940 Lansdowne Ave, Toronto, M6H 3Z4

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N/A
Zoning:	I2 D2	Historical Status:	N/A
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	
Depth (m):	59.36				
Total Ground Floor Area (sq. m):	3503				Total
Total Residential GFA (sq. m):	11835		Parking Spaces:	100	
Total Non-Residential GFA (sq. m):	35		Loading Docks	1 (shared)	
Total GFA (sq. m):	11835				
Lot Coverage Ratio (%):	48.6				
Floor Space Index:	1.6				

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	79
Total Units:	79

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	11835	11835	0
Retail GFA (sq. m):	0	0	0
Office GFA (sq. m):	0	0	0
Industrial GFA (sq. m):	0	0	0
Institutional/Other GFA (sq. m):	35	35	0

CONTACT:	PLANNER NAME:	Emily Rossini, Planner
	TELEPHONE:	(416) 397-4648
	EMAIL	erossin@toronto.ca

Attachment 6: Draft Zoning By-law Amendment

**** To be provided on or before the January 19, 2016
Toronto & East York Community Council Meeting ****