

**980 Lansdowne Avenue - Official Plan and Zoning By-law Amendment Application - Preliminary Report**

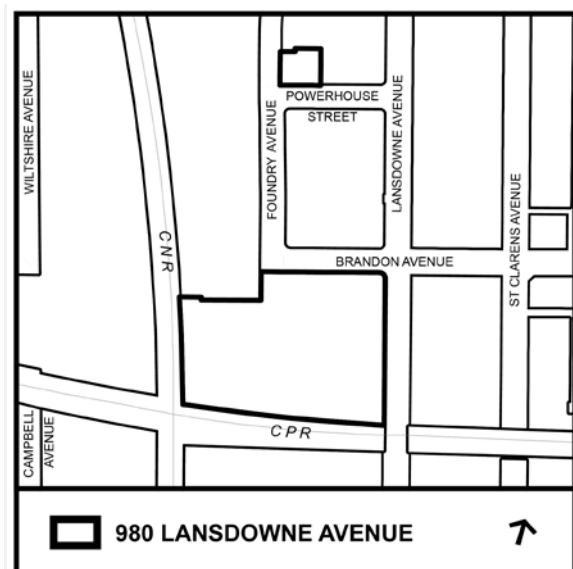
<b>Date:</b>	August 10, 2017
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 17 – Davenport
<b>Reference Number:</b>	17 185378 WET 17 OZ

**SUMMARY**

This application proposes to amend the Official Plan and Zoning By-law to permit the construction of three residential apartment buildings of 24, 28 and 32 storeys (68 m, 79 m and 89 m inclusive of mechanical penthouses, respectively) on top of a base that varies in height between four and six storeys (12 and 17 m, respectively) and four blocks of three-storey (14 m) townhouses at 980 Lansdowne Avenue. The Official Plan would also be amended to allow for the eventual conversion of the existing 'Building 15' into a mixed residential and commercial building. The holding (H) symbol that currently applies to the lands is also proposed to be removed.

The three residential apartment buildings would be constructed on lands that are currently referred to as Phase 6 in the Davenport Village Secondary Plan, while the proposed townhouses would be constructed on the southern half of Phase 7. The building known as 'Building 15' was included in the Phase 1 lands.

A total of 975 units are proposed for the 3 residential apartment buildings, of which 1 would be a bachelor unit, 344 would be one-bedroom units, 256 would be one-bedroom plus den units, 186 would be two-bedroom units and 188 would be three-bedroom units. A total of 75 units are



proposed for the townhouses and all these would be three-bedroom units. 'Building 15' would contain 35 residential units above commercial space on the ground floor.

The apartment buildings and townhouses would all be built above a common underground parking garage, which would contain a total of 836 vehicular parking spaces (636 resident and 200 visitor). With respect to bicycle parking, 834 spaces are proposed, of which 639 would be for residents and 195 would be for visitors. Three Type-G loading spaces are also proposed, one for each of the apartment buildings. Access to the underground parking garage would be from the south side of Brandon Avenue, approximately halfway between Lansdowne Avenue and Foundry Avenue.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

A community consultation meeting scheduled by staff, in consultation with the Ward Councillor, is targeted to be held in the fourth quarter of 2017. In a non-election year, a Final Report and statutory public meeting under the *Planning Act* to consider the application would be targeted for the third quarter of 2018 (this target would assume the applicant provides all required information in a timely manner). However, it is anticipated that the statutory public meeting under the *Planning Act* will be held when Etobicoke York Community Council reconvenes after the election break.

## **RECOMMENDATIONS**

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

1. Staff be directed to schedule a community consultation meeting for the lands at 980 Lansdowne Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

The lands that are the subject of this application consist of one building from Phase 1 ('Building 15'), all of Phase 6 and the southern half of Phase 7 of the redevelopment of the former General Electric site, which occupied the lands between Davenport Road to the north, Lansdowne Avenue to the east, Canadian Pacific Railway's (CPR) North Toronto Subdivision line to the south and Canadian National Railway's (CNR) Newmarket Subdivision line to the west. The current application is mainly confined to

the area south of Brandon Avenue, west of Lansdowne Avenue, north of the CPR corridor and east of the CNR corridor, except 'Building 15' (see Attachment 1 – Davenport Village Secondary Plan (Phasing Plan) and Attachment 2 – Context Plan). The western extension of Brandon Avenue, from Lansdowne Avenue to Foundry Avenue was identified as a new public street in the Davenport Village Secondary Plan and it will be open to the public once all development within the area is completed. In the meantime, it will also be used for construction access for Phase 6 and the southern half of Phase 7. For ease of reference, the western extension of Brandon Avenue, while not yet dedicated as a public street, will form the northern boundary of the area that is the subject of this report, except for 'Building 15'.

Phase 1 of the development was approved on January 27, 2005 by the Ontario Municipal Board. The approvals included amendments to the former City of Toronto Official Plan and Zoning By-law to permit the development of 212 stacked condominium townhouse units and the conversion of an existing building ('Building 15') to office uses. While no construction is currently proposed, this application proposes to amend the Official Plan to provide for the ability to include residential dwelling units in 'Building 15'.

Phase 2 of the development was approved by City Council on December 7, 2005 to permit the conversion of the former industrial building located at the northeast corner of the site, known as Building 13, for 104 dwelling and/or live-work units. Phases 1 and 2 of the development moved forward in advance of the Secondary Plan for the undeveloped balance of the lands and have now been built out.

On July 27, 2006, City Council adopted the Davenport Village Secondary Plan (By-law No. 727-2006) and passed site-specific Zoning By-law No. 728-2006 to implement the Secondary Plan, using a Holding (H) symbol that could be lifted for each phase once the conditions to lift the holding symbol as set out in the Secondary Plan were satisfied. The purpose of the Secondary Plan was to establish a vision for the future development of the entire site that would permit a long-term, phased development consisting of a mix of residential, live-work and commercial uses, new roads and a new park. The Secondary Plan and Zoning By-law can be found at the following links:

<http://www.toronto.ca/legdocs/By-laws/2006/law0727.pdf>

<http://www.toronto.ca/legdocs/By-laws/2006/law0728.pdf>

On October 23, 2008, an application was submitted for Draft Plan of Subdivision approval for the remainder of the site (Phases 3 to 7). Approval of the Draft Plan of Subdivision, subject to the completion of a number of conditions was issued on October 27, 2009. The Plan of Subdivision was registered on March 22, 2012 as Plan number 66M-2496.

Phases 3, 4, 5 and the northern half of Phase 7 have previously received approval to lift the Holding (H) symbol to permit the development of 84, 128, 88 and 56 stacked townhouse units, respectively. Phases 3, 4 and 5 are now completed, including the provision of a new public park in Phases 3 and 4. The townhouses approved for the northern half of Phase 7 are currently nearing completion. The staff reports

recommending lifting the respective Holding (H) symbols can be found at the following links: <http://www.toronto.ca/legdocs/mmis/2009/ey/bgrd/backgroundfile-21425.pdf>  
<http://www.toronto.ca/legdocs/mmis/2010/cc/bgrd/backgroundfile-33309.pdf>  
<http://www.toronto.ca/legdocs/mmis/2014/ey/bgrd/backgroundfile-66499.pdf>  
<http://www.toronto.ca/legdocs/mmis/2017/ey/bgrd/backgroundfile-100955.pdf>.

In September 2010, an application was submitted for the lands municipally known as 830 Lansdowne Avenue, which is located immediately south of the subject site, on the south side of the CPR corridor. This application proposed a mixed-use development containing 558 residential units and 47,297 m<sup>2</sup> of gross floor area. The redevelopment includes the retention of the former industrial building at the northwest corner of Lansdowne Avenue and Dupont Street and the construction of two towers with heights of 23 and 27 storeys, respectively. In order to facilitate this development, a Phase 8 was added to the Davenport Village Secondary Plan. The Final Report recommending approval of this application can be viewed at the following link:  
<http://www.toronto.ca/legdocs/mmis/2011/te/bgrd/backgroundfile-41796.pdf>.

Subsequent to City Council's approval of the development at 830 Lansdowne, a 2013 Committee of Adjustment decision (A0896/13TEY) permitted an increase in the number of units from 558 to 576.

## **Pre-Application Consultation**

There were several pre-application consultation meetings held with the applicant through 2016 and 2017, with the most recent being on March 29, 2017 and May 18, 2017. The meetings provided preliminary feedback on the proposed development for the balance of the Davenport Village Secondary Plan area and to discuss complete application submission requirements.

## **ISSUE BACKGROUND**

### **Proposal**

The application proposes to amend the Official Plan and the Zoning By-law for part of Phase 1, all of Phase 6 and the southern portion of Phase 7 of the Davenport Village Secondary Plan area. The building known as 'Building 15' was included in the Phase 1 lands, the three residential apartment buildings would be constructed on the Phase 6 lands and the proposed townhouses would be constructed on the southern half of Phase 7. The holding (H) symbol that currently applies to the lands is also proposed to be removed.

The proposed residential apartment buildings would have heights of 24, 28 and 32 storeys (68 m, 79 m and 89 m, respectively, including mechanical penthouses) on top of a base that varies in height between four and six storeys (12 m and 17 m, respectively) and four blocks of three-storey townhouses. The applicant is proposing a 5 m mechanical penthouse for each tower. The total gross floor area of the apartment buildings would be 65,967 m<sup>2</sup>, which would represent an approximate floor space index of 5.5 times the area of the Phase 6 lands. The towers are proposed to have floor plates of 750 m<sup>2</sup> and

separation distances of 25 m or greater. As submitted, the apartment buildings are proposed to consist entirely of rental units.

The apartment buildings and base building would be shaped like a horseshoe opening up to Brandon Avenue (see Attachment 3: Site Plan). A pick-up/drop-off driveway loop and 4 visitor vehicular parking spaces would be contained within the horseshoe and the centre of the pick-up/drop-off loop would be programmed as outdoor amenity space. The main residential lobby, serving all three towers, would be located in the base between Buildings B and C, facing north into the pick-up/drop-off loop and the outdoor amenity space.

The total unit breakdown for 'Building 15', Phase 6 and the southern half of Phase 7 would be as follows:

<b>Building</b>	<b>Number of Units</b>	<b>Unit Mix</b>
Building A	276	101 1-bedroom 68 1-bedroom plus den 43 2- bedroom 64 3-bedroom
Building B	317	113 1-bedroom 82 1-bedroom plus den 69 2- bedroom 53 3-bedroom
Building C	382	1 Bachelor 130 1-bedroom 106 1-bedroom plus den 74 2- bedroom 71 3-bedroom
Townhouses	75	75 3-bedroom
'Building 15'	35	TBD
<b>Total</b>	<b>1085</b>	

Note: Base building units are included in the unit counts for Buildings A, B and C.

Indoor amenity space at a rate of approximately 2.1 m<sup>2</sup> per unit (based on a total of 975 units in Buildings A, B and C) would be provided as follows:

<b>Building</b>	<b>Indoor Amenity Space</b>	<b>Indoor Amenity Space Location</b>
Building A	0	None proposed in Building A
Building B	1,565 m <sup>2</sup>	Ground floor: 464 m <sup>2</sup> Second Floor: 77 m <sup>2</sup> Third Floor: 516 m <sup>2</sup> Fourth Floor: 508 m <sup>2</sup>
Building C	460 m <sup>2</sup>	Second Floor: 30 m <sup>2</sup> Third Floor: 26 m <sup>2</sup> Fourth Floor: 404 m <sup>2</sup>
Townhouses	Not required	N/A
'Building 15'	TBD	TBD

Common outdoor amenity space would be provided for all three apartment buildings at grade on the west and south sides of the podium. A total of 5,454 m<sup>2</sup> of outdoor amenity space would be provided, which equates to a rate of approximately 5.6 m<sup>2</sup> per unit. Currently, the outdoor amenity space is proposed to include a tennis court, a pool and a variety of green space/open space and seating areas. The outdoor amenity space would be contiguous to the outdoor amenity space and public park constructed through previous phases of the development to the north.

The four blocks of three storey townhouses would each have overall heights of 14 m and would front Lansdowne Avenue, in a configuration similar to the townhouses under construction on the northern half of Phase 7. The gross floor area of the townhouses would be approximately 10,738 m<sup>2</sup>, which would represent an approximate floor space index of 1.7 times the area of the southern half of the Phase 7 lands.

The apartment buildings and townhouses would be built above a common underground parking garage, which would contain a total of 836 vehicular parking spaces. Of the proposed vehicular parking spaces, 636 would be for residents and 200 would be for visitors. With respect to bicycle parking, 834 spaces are proposed, of which 639 would be for residents and 195 would be for visitors. Three Type-G loading spaces are also proposed, one each for Building A, B and C. The loading spaces would be located at grade, in the base building and accessed from the pick-up/drop-off loop. Access to the underground parking garage would be from the south side of Brandon Avenue, approximately halfway between Lansdowne Avenue and Foundry Avenue.

The Official Plan would also be amended to provide for the eventual conversion of 'Building 15', located approximately 150 m north of the Phase 6 lands, into a mixed residential and commercial building with 35 residential units and commercial space on the ground floor. No construction is proposed at this time and no other applications have been submitted for 'Building 15'. 'Building 15' does not have any dedicated parking spaces for vehicles or bicycles, and this would need to be addressed when a subsequent application is made to convert this building to mixed use.

## **Site and Surrounding Area**

The site is located between what will become the western extension of Brandon Avenue and the southern extent of the Phase 4 townhouses to the north, Lansdowne Avenue to the east, Canadian Pacific Railway's (CPR) North Toronto Subdivision line to the south and Canadian National Railway's (CNR) Newmarket Subdivision line to the west. The total site has an area of approximately 18,200 m<sup>2</sup>. The Phase 6 lands have an approximate area of 12,064 m<sup>2</sup> and the southern half of the Phase 7 lands have an approximate area of 6,142 m<sup>2</sup>.

North: To the north are three-storey stacked townhouses that were constructed in Phases 4, 5 and 7.

South: To the south is the Canadian Pacific Railway's (CPR) North Toronto Subdivision line. South of the rail corridor are the Phase 8 lands with a nearly completed

mixed use development containing a base building with future retail and two towers having heights of 23 (70 m) and 27 storeys (82 m).

East: To the east is Lansdowne Avenue and townhouses that front the east side of Lansdowne Avenue.

West: To the west is the Canadian National Railway's (CNR) Newmarket Subdivision line. Beyond the rail corridor is a mix of low-rise industrial and commercial uses that are accessible from Symington Avenue.

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

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

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 Official Plan designates the Phase 6 lands as *Apartment Neighbourhoods* and the entire Phase 7 lands and 'Building 15' as *Mixed Use Areas* (see Attachment 8: Official Plan). *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. *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, open spaces and utilities.

This application will be reviewed against the policies in the Official Plan including those in the "Public Realm", "Built Form" and "Tall Buildings" sections of the Plan. Compliance with other relevant policies of the Official Plan including the environment and transportation will also be addressed. The Official Plan is available at: [http://www.toronto.ca/planning/official\\_plan/introduction/htm](http://www.toronto.ca/planning/official_plan/introduction/htm).

### **Davenport Village Secondary Plan**

The site is also subject to the policies of the Davenport Village Secondary Plan, which was adopted by City Council on July 27, 2006. The Secondary Plan was amended by City Council at its meeting on November 27, 28 and 29, 2012 to include Phase 8 (830 Lansdowne Avenue). The Secondary Plan establishes a vision for the ongoing redevelopment of the former General Electric site. It permits the area to be developed in 8 phases and provides for up to 1,960 dwelling units. The Secondary Plan encourages a mix of uses including a park, new roads, residential units, live-work units and commercial uses. Section 12 of the Secondary Plan contains policies to provide for the orderly development, appropriate infrastructure and servicing of the lands. It also provides for the use of a Holding (H) symbol by implementing a site specific Zoning By-law and the conditions that are required to be satisfied to lift the Holding (H) symbol.



Section 12.6 of the Secondary Plan states that the Holding (H) symbol may be lifted incrementally or in phases, upon application by the owner to the City and only as the following matters have been provided and/or appropriate agreements binding on the owner have been entered into pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*, or the *Ontario Heritage Act*, to secure the following matters all to the satisfaction of the Chief Planner and Executive Director, City Planning:

- (i) a record of Site Condition is to be filed on the Province's Environmental Registry under the *Environmental Protection Act*, evidencing that the site is suitable for the intended use;
- (ii) an Environmental Report prepared in accordance with Section 10.1 and Section 10.2 of the Secondary Plan;
- (iii) the submission of a Site Plan Control Approval application pursuant to Section 41 of the *Planning Act*, and issuance of Notice of Approval Conditions for Site Plan Control;
- (iv) a functional road plan;
- (v) an infrastructure phasing plan;
- (vi) a stormwater management brief;
- (vii) a traffic impact study;
- (viii) a municipal lighting assessment;
- (ix) noise and vibration studies;
- (x) an affordable housing and unit type mix, in accordance with the affordable housing policies of the Secondary Plan;
- (xi) a heritage preservation and conservation plan for designated historically significant buildings;
- (xii) a community services and facilities study update; and
- (xiii) Draft Plan of Subdivision approval, including entering into a subdivision agreement.

## Zoning

The Phase 6 and southern half of Phase 7 lands are subject to former City of Toronto Zoning By-law No. 438-86, as amended by area-specific Zoning By-law No. 728-2006, which applies to Phases 3-7 (see Attachment 9: Former City of Toronto Zoning By-law No. 438-86). The site is zoned Residential District 4 ("R4(h)") which permits the proposed apartment buildings and townhouses following the lifting of the Holding (H) symbol. With respect to the proposed apartment buildings, Zoning By-law No. 728-2006 permits a maximum height of 14 metres for the podium, and a maximum height of 75 m and floor plate of 810 m<sup>2</sup> for the towers. The maximum height permitted on the Phase 7 lands is 23 metres. Zoning By-law No. 728-2006 permits a maximum gross floor area of 147,000 m<sup>2</sup> and 1,084 units. The building known as 'Building 15' is subject to Zoning By-law No. 1182-2010(OMB), which permits a maximum non-residential gross floor area of 2,900 m<sup>2</sup>, but does not permit any residential gross floor area in the building.

In accordance with the established transition protocol, this site is excluded from City of Toronto Zoning By-law No. 569-2013 because the larger development parcel was the

subject of a complete Zoning By-law Amendment application prior to the passage of this Zoning By-law.

### **Holding (H) Symbol**

Holding (H) symbols enacted as part of Zoning By-laws ensure orderly development of a site or area and must be lifted through a further Zoning By-law Amendment application. As noted above, the Holding (H) symbol has been removed from all previous phases that were subject to it. Since this application would represent the final phase of development, the applicant has requested that the holding symbol be removed from the Davenport Village Secondary Plan to eliminate the requirement for a subsequent Zoning By-law Amendment application. Staff will evaluate the appropriateness of this request.

### **Site Plan Control**

A Site Plan Control application (16 165922 WET 17 SA) has been submitted for the Phase 6 lands and is currently under review by staff. The applicant has advised that a Site Plan Control application for the townhouses on the southern half of Phase 7 will be submitted in the future. It will be determined by Toronto Building staff in the future if a Site Plan Control application is required for 'Building 15'.

### **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The City-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Policy 1, Section 5.3.2 of the Official Plan, "Implementation Plans and Strategies for City-Building", states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design Guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The City-wide Tall Building Design Guidelines address this policy, helping to implement Chapter 3.1 "The Built Environment" and other policies within the Plan related to the design and development of tall buildings in Toronto.

### **Urban Design Guidelines for Infill Townhouses**

The Urban Design Guidelines for Infill Townhouses (2003) assist in the implementation of Official Plan policies with a focus on preserving and enhancing streetscapes, respecting and reinforcing the prevailing physical character of the surrounding context and mitigating the impact of new development on adjacent and nearby properties and the public realm. The Guidelines provide an evaluation framework for site design and built form matters to achieve high quality urban design outcomes for low-rise, grade related residential units constructed in rows or blocks. The Guidelines can be viewed at: [http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/](http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/)

A comprehensive update to the Urban Design Guidelines for Infill Townhouses is currently underway. Updated Townhouse and Low-Rise Apartment Guidelines (draft August 2016) further clarify and expand upon the 2003 Council-approved Infill Townhouse Guidelines to address current policy directions and best practices for a broader range of multi-dwelling developments up to four storeys in height. The latest draft of the Townhouse and Low-Rise Apartment Guidelines can be viewed online at: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f3064af89de0c410VgnVCM000071d60f89RCRD>.

Prior to presenting a finalized version of these Guidelines for City Council consideration and adoption, City staff are currently refining and consulting upon the draft Guidelines, in part through their use during the review of development applications.

The Urban Design Guidelines for Infill Townhouses will be considered together with the draft Townhouse and Low-Rise Apartment Guidelines in the evaluation of the application. The Guidelines include direction related to context analysis, streetscape, setbacks, fit and transition to neighbouring properties.

### **Reasons for the Application**

The primary reason for the proposed Official Plan Amendment is to permit an increase in the number of residential dwelling units permitted by the Davenport Village Secondary Plan. The Secondary Plan currently permits 1,960 units and 1,248 units have been constructed to date or are currently under construction. The proposal would increase this number to 2,333 units (975 units on Phase 6, 75 units on the southern half of Phase 7 and 35 units in 'Building 15'). An amendment to the Secondary Plan is also required to permit residential uses in 'Building 15'.

A Zoning By-law Amendment is also required to increase the maximum number of units and maximum building heights permitted by Zoning By-law No. 728-2006 and to lift the holding (H) symbol that currently applies to the lands. Additional areas of non-conformity and non-compliance may be identified through the application circulation and review process.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning Rationale;
- Shadow Study;
- Community Services and Facilities Update;
- Stormwater Management Report;
- Master Municipal Servicing and Stormwater Management Report;
- Traffic Impact and Operations Study;
- Record of Site Condition;
- Preliminary Hydrogeological Assessment; and

- Toronto Green Standard Checklist.

A Notification of Incomplete Application was issued on July 12, 2017 as a Draft Official Plan Amendment, Draft Zoning By-law Amendment and a Pedestrian Level Wind Study have not yet been submitted.

### **Issues to be Resolved**

Based on a preliminary review of the proposal, the below issues/concerns have been identified:

- Consistency with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe;
- Determining the appropriateness of amending the Official Plan/Secondary Plan and Zoning By-law;
- Assessment of shadow impacts on surrounding lands designated *Neighbourhoods*;
- Assessment of findings of the Pedestrian Level Wind Study, once submitted;
- Site layout, organization, tower separation, scale and massing of the proposal;
- Provision of landscaping and sufficient indoor and outdoor amenity space for future residents;
- Provision of appropriate setbacks and separation distance from the rail corridors;
- Provision of appropriate setbacks, separation distance and transition to the townhouse blocks to the north;
- Site circulation and access, including the pick-up/drop-of driveway;
- Assessment of traffic and transportation impacts;
- Appropriate servicing infrastructure to support the proposed development;
- Identification of appropriate community benefits under Section 37 of the *Planning Act*, should it be determined that Section 37 is applicable; and
- Review of Toronto Green Standard Checklist and Template for compliance with the Tier 1 performance measures.

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

### **CONTACT**

Anthony Hommik, Planner  
Tel. No. 416-394-6006  
Fax No. 416-394-6063  
E-mail: [Anthony.Hommik@toronto.ca](mailto:Anthony.Hommik@toronto.ca)

### **SIGNATURE**

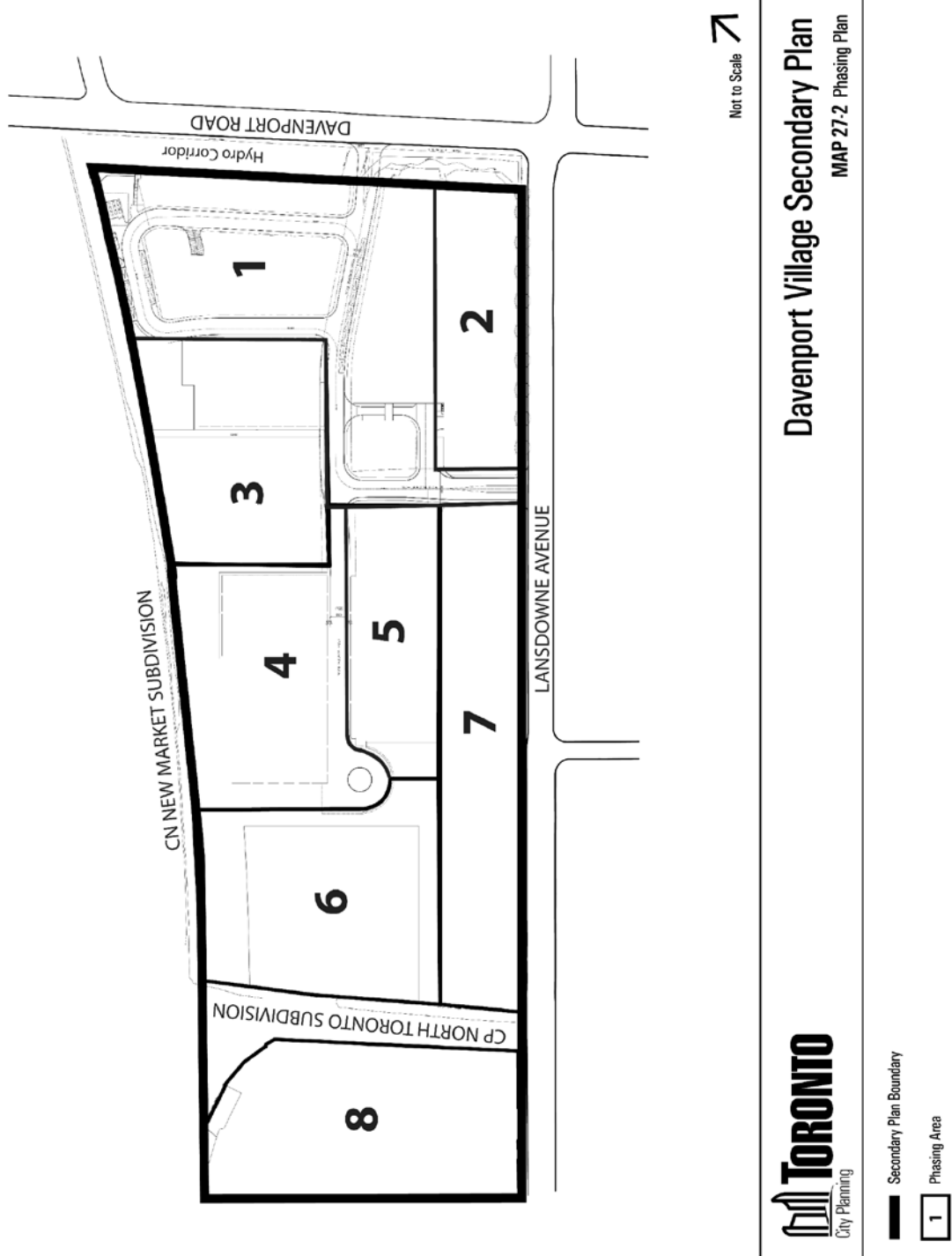
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Neil Cresswell, MCIP, RPP  
Director of Community Planning  
Etobicoke York District

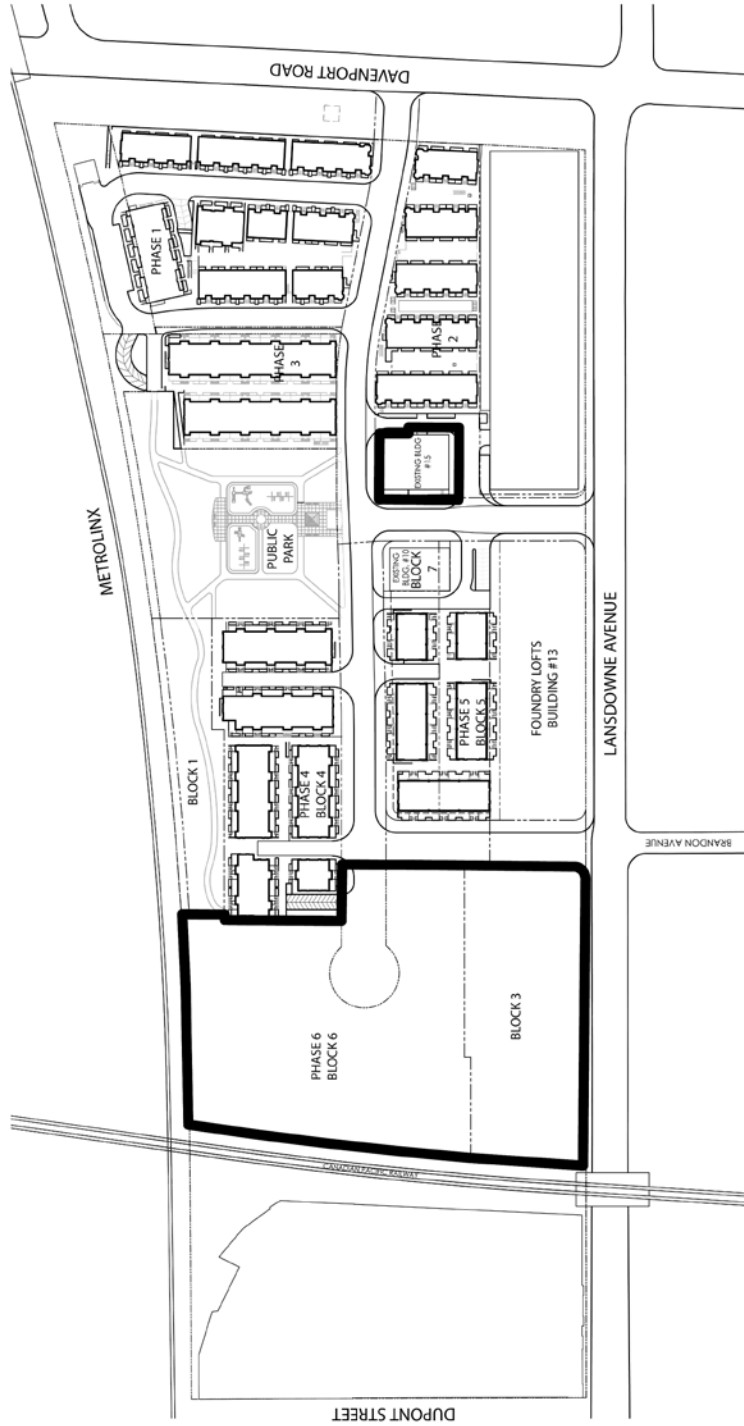
## **ATTACHMENTS**

- Attachment 1: Davenport Village Secondary Plan (Phasing Plan)
- Attachment 2: Context Plan
- Attachment 3: Site Plan
- Attachment 4: South Elevation
- Attachment 5: East Elevation
- Attachment 6: North Elevation
- Attachment 7: West Elevation
- Attachment 8: Official Plan
- Attachment 9: Former City of Toronto Zoning By-law No. 438-86
- Attachment 10: Application Data Sheet

# Attachment 1: Davenport Village Secondary Plan (Phasing Plan)



# Attachment 2: Context Plan



980 Lansdowne Avenue

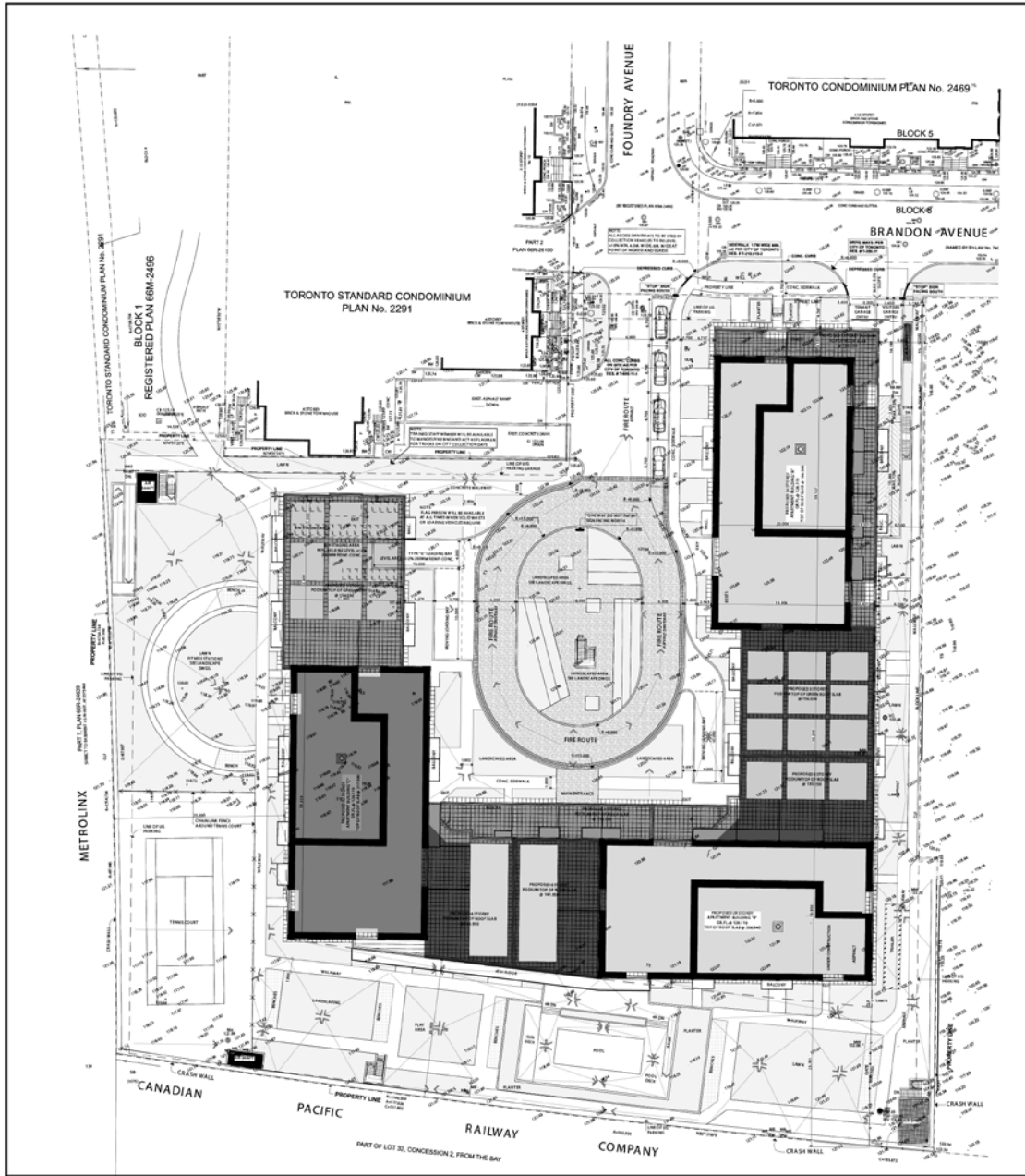
File # 17 185378 WET 17 0Z

Context Plan

Applicant's Submitted Drawing

Next to Scale  
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# Attachment 3: Site Plan



## Site Plan

Applicant's Submitted Drawing

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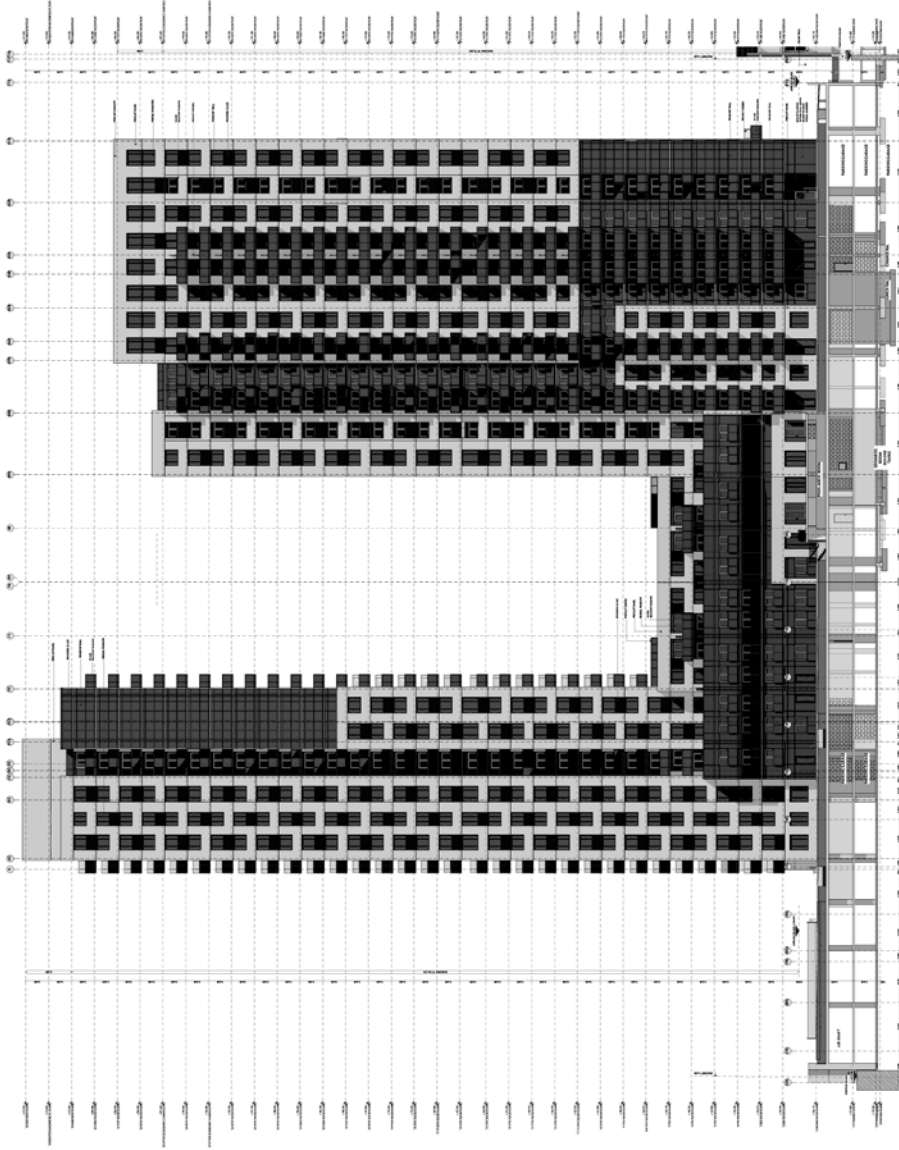
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980 Lansdowne Avenue

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**Attachment 4: South Elevation**



**South Elevation**

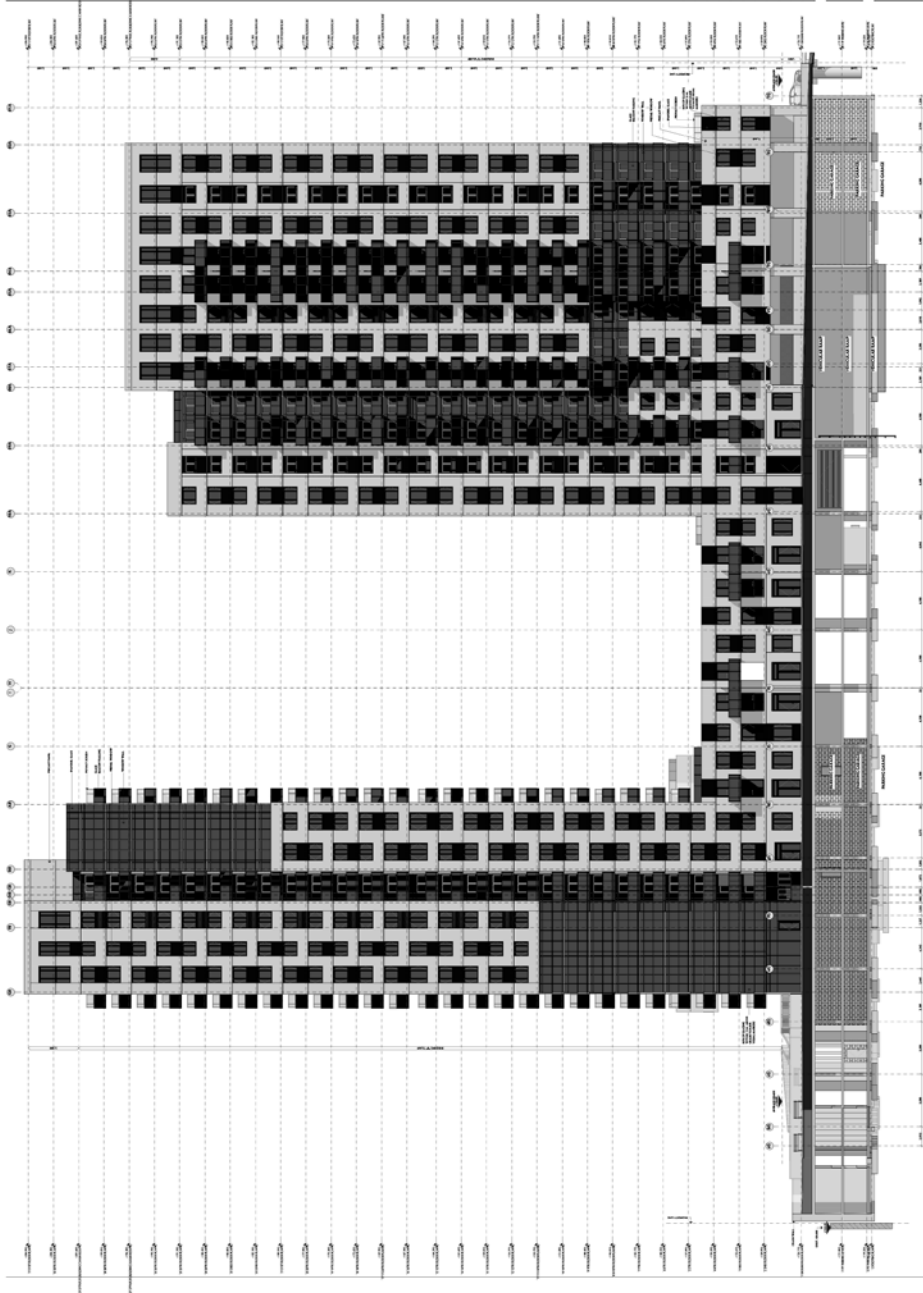
Applicant's Submitted Drawing

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**980 Lansdowne Avenue**

File # 17 185378 WET 17 0Z

**Attachment 5: East Elevation**



**East Elevation**

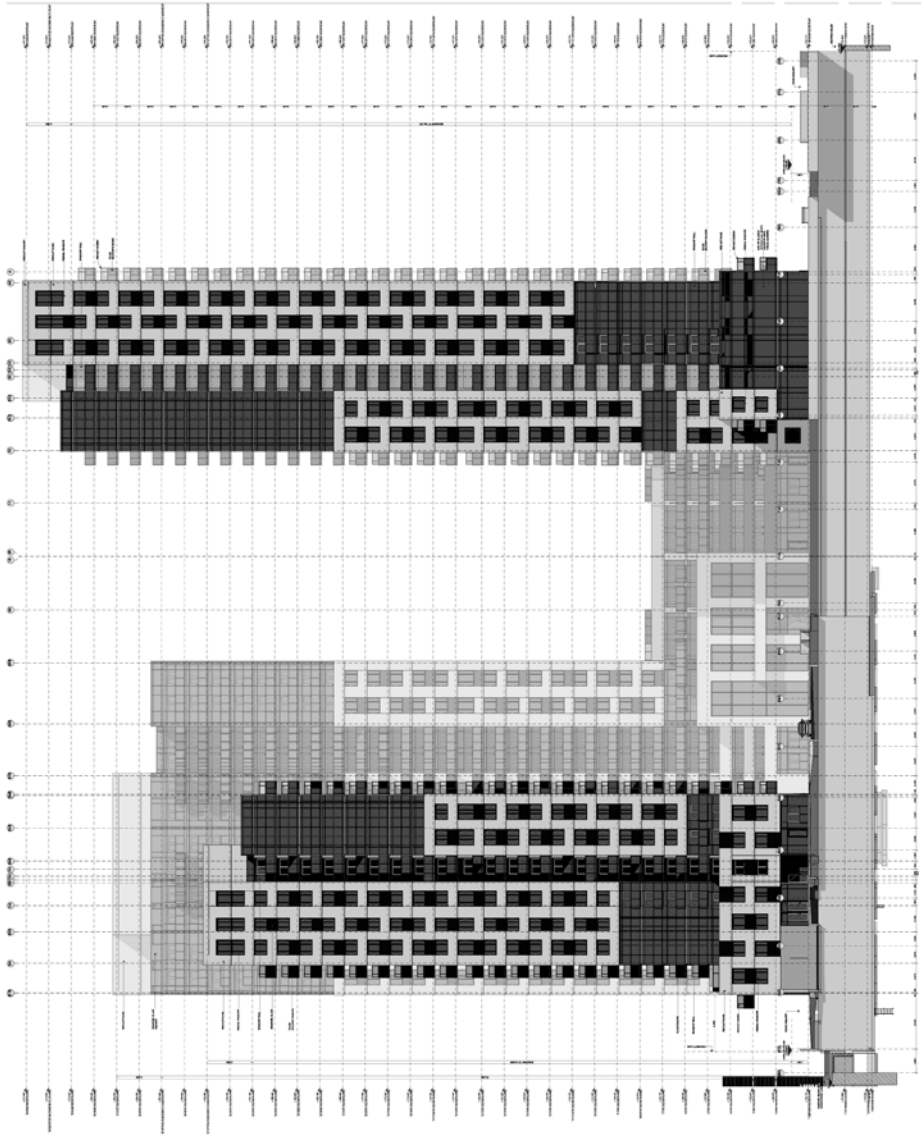
Applicant's Submitted Drawing

Not to Scale  
07/11/2017

**980 Lansdowne Avenue**

File # 17 185378 WET 17 0Z

**Attachment 6: North Elevation**



**980 Lansdowne Avenue**

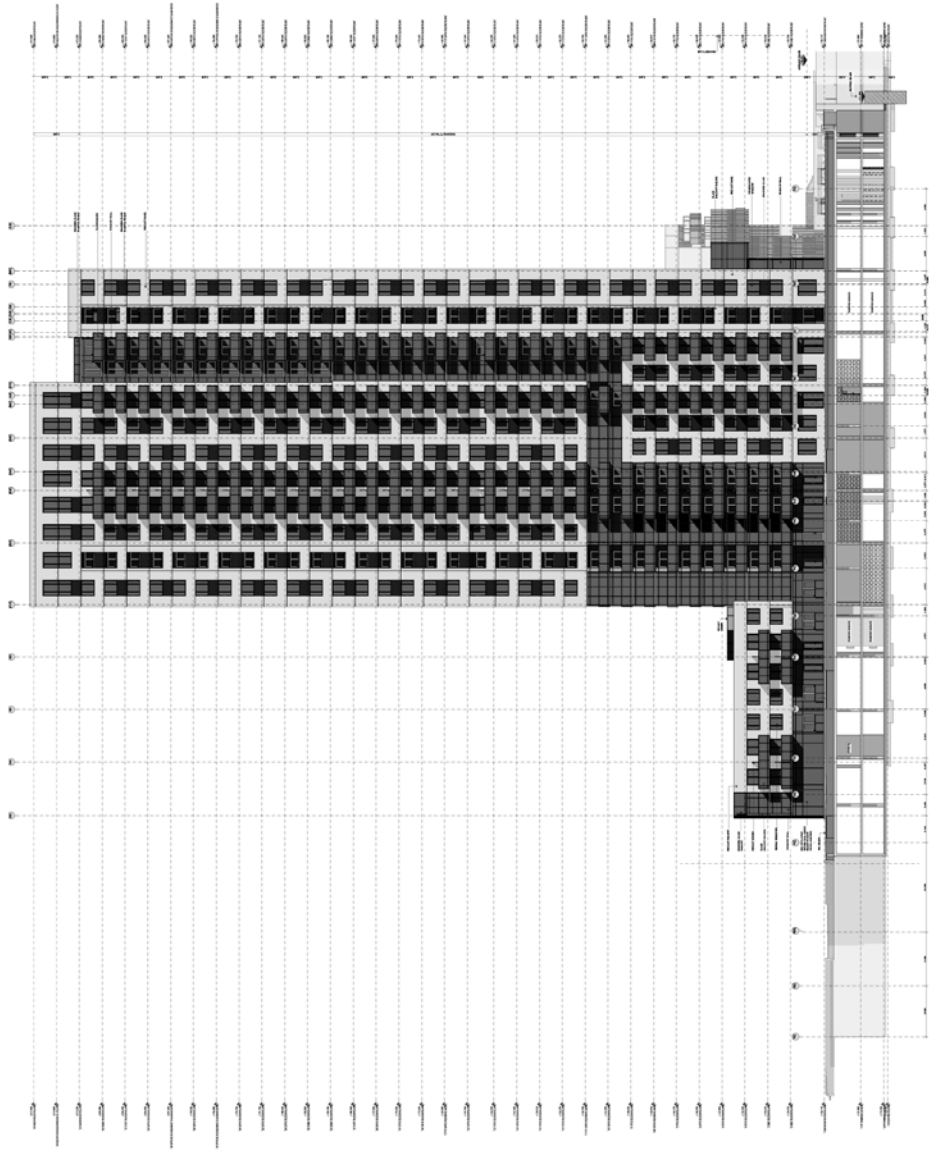
File # 17 185378 WET 17 0Z

**North Elevation**

Applicant's Submitted Drawing

Not to Scale  
07/11/2017

**Attachment 7: West Elevation**



**West Elevation**

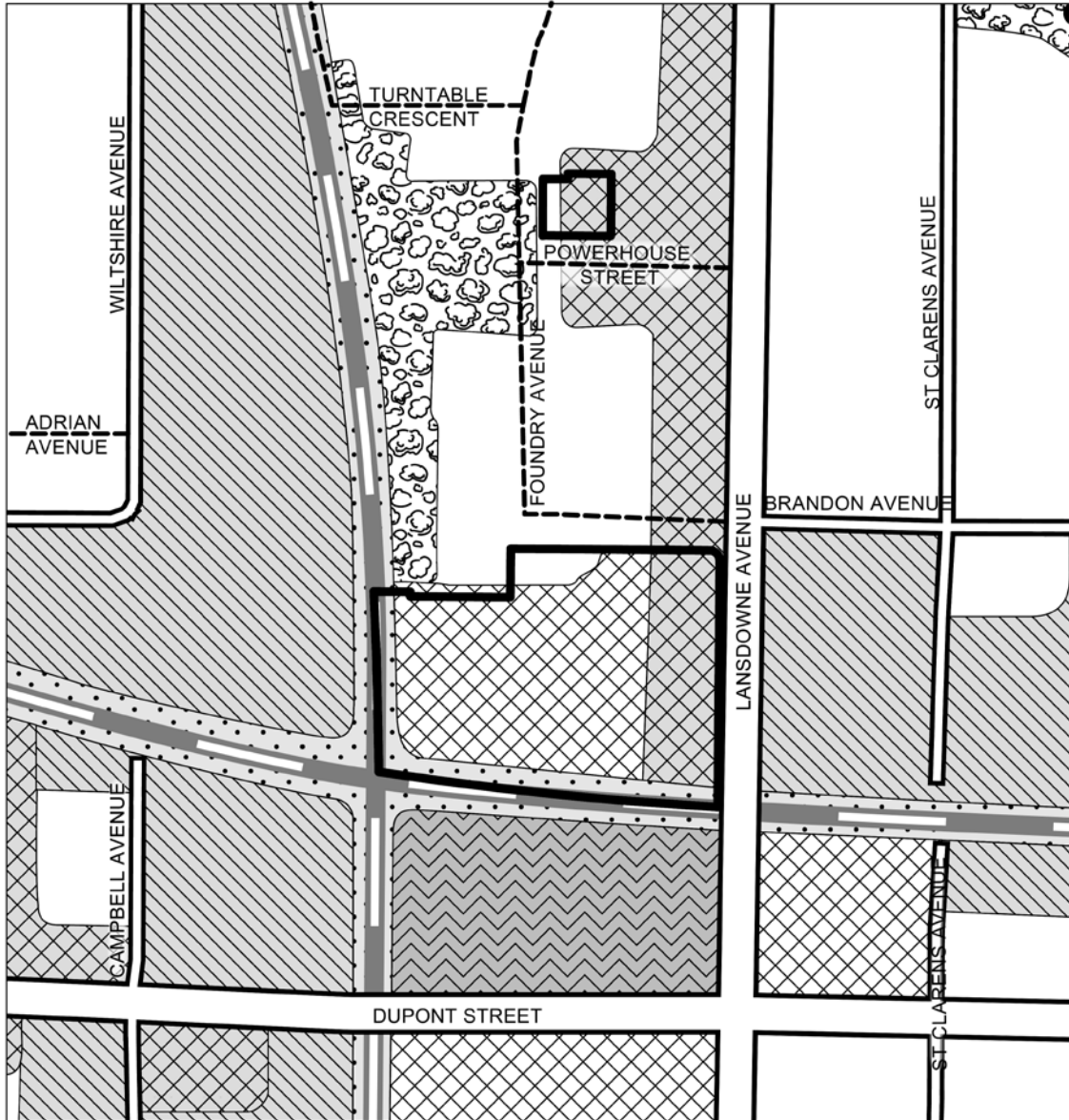
Applicant's Submitted Drawing

Not to Scale  
07/11/2017

**980 Lansdowne Avenue**

File # 17 185378 WET 17 0Z

## Attachment 8: Official Plan



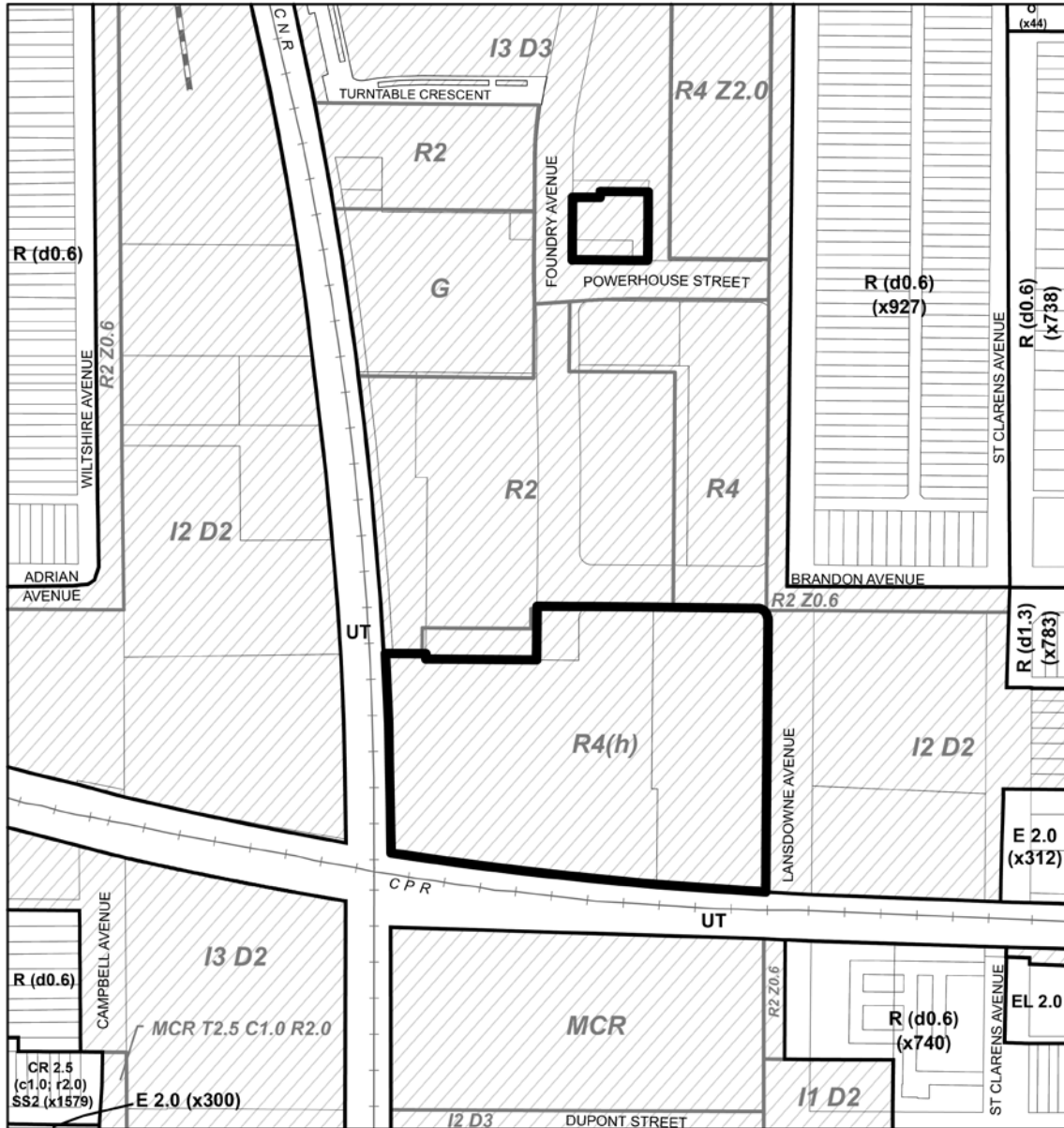
**TORONTO**  
 Extract from Official Plan

**980 Lansdowne Avenue**

File # 17 185378 WET 17 02



**Attachment 9: Former City of Toronto Zoning By-law No. 438-86**



**980 Lansdowne Avenue**

**Zoning By-Law No. 569-2013 and 438-86**

**File # 17 185378 WET 17 02**

Location of Application

See Former City of Toronto By-Law No. 438-86

**R** Residential  
**CR** Commercial Residential  
**EL** Employment Light Industrial  
**E** Employment Industrial  
**O** Open Space  
**UT** Utility and Transportation

**R2** Residential District  
**R4** Residential District  
**MCR** Mixed-Use District  
**I1** Industrial District  
**I2** Industrial District  
**I3** Industrial District  
**G** Parks District



Not to Scale  
 Extracted: 07/12/2017

## Attachment 10: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 185378 WET 17 OZ
Details	OPA & Rezoning, Standard	Application Date:	June 22, 2017
Municipal Address:	980 LANSDOWNE AVENUE		
Location Description:	PLAN M208 PT BLK O RP 66R21150 PARTS 10 AND 11 **GRID W1706		
Project Description:	Proposed Official Plan Amendment to the Davenport Village Secondary Plan and Zoning By-law Amendment to former City of Toronto Zoning By-law No. 438-86, as amended by Zoning By-law No. 728-2006, to permit residential units in 'Building 15' and the construction of three residential apartment buildings and four blocks of three-storey townhouses. The total number of new residential units proposed is 1,085.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Ross McKerron 84 Orchard View Boulevard Toronto ON M4R 1C2	Ross McKerron 84 Orchard View Boulevard Toronto ON M4R 1C2	Gabriel Bodor Architect Inc. 46 Golding Crescent Unionville ON L6C 1Y7	Emsatec Canada Inc. 940 Lansdowne Avenue Toronto ON M6H 3Z4

### PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods, Mixed Use Areas	Site Specific Provision:	Davenport Village Secondary Plan
Zoning:	728-2006, 438-86 R4(h)	Historical Status:	No
Height Limit (m):	23 m and 75 m	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq. m):	18,200	Height:	Storeys:	24, 28, 32
Frontage (m):	125 m on Lansdowne Avenue (approx).		Metres:	68, 79, 89
Depth (m):	166 (approx.)			
Total Ground Floor Area (sq. m):	7,135			<b>Total</b>
Total Residential GFA (sq. m):	76,705		Parking Spaces:	836
Total Non-Residential GFA (sq. m):	0		Loading Docks	3
Total GFA (sq. m):	76,705			
Lot Coverage Ratio (%):	34			
Floor Space Index:	4.2			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	Residential GFA (sq. m):	63,983	0
Bachelor:	1 (0.09%)	0	0
1 Bedroom:	600 (55.3%)	0	0
2 Bedroom:	186 (17.1%)	0	0
3 + Bedroom:	298 (27.5%)	0	0
Total Units:	1,085 (100%)		

**CONTACT:      PLANNER NAME:      Anthony Hommik, Planner**  
**TELEPHONE:      416-394-6006**