

3002 - 3014 Islington Avenue – Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications – Refusal Report

Date:	October 27, 2017
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 7 – York West
Reference Number:	15 268779 WET 07 OZ and 17 166694 WET 07 SB

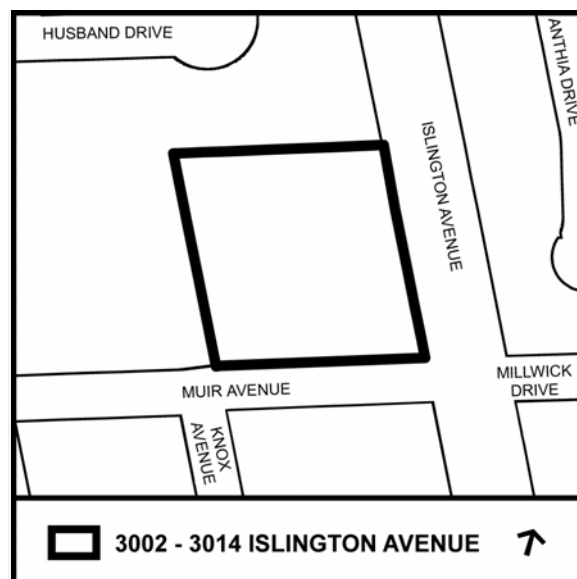
SUMMARY

The Official Plan and Zoning By-law Amendment application proposes to permit the development of 60 residential dwelling units (street townhouses) within 9 townhouse blocks, each unit of which would be accessed via a private internal driveway system at 3002-3014 Islington Avenue. A total of 72 parking spaces are proposed to serve the future residents and visitors, one in an integral garage for each townhouse (60), with a further 12 outdoor parking spaces.

The Plan of Subdivision application proposes to create a one Block Subdivision, to be further partitioned through a future Part Lot Control Exemption process.

The four existing single-family dwellings, detached garages and various sheds currently situated on the lands would be demolished to accommodate the proposed development.

Although the proposed development has been significantly amended since it was first submitted, it does not fully conform to Official Plan policies related to transition in *Neighbourhoods*, does not comply with the City’s DIPS design standards for private



streets, and does not satisfy the City's Infill Townhouses Guidelines.

This report recommends that City Council refuse the application to amend the Official Plan and Zoning By-law. The report also advises that the Acting Chief Planner and Executive Director, City Planning, will not be approving the concurrent Plan of Subdivision application.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the application for Official Plan and Zoning By-law Amendments at 3002 - 3014 Islington Avenue for the following reasons:
 - a. The proposal does not conform to the Official Plan; and
 - b. The proposal is inconsistent with the Council-approved Infill Townhouse Guidelines and Development Infrastructure Policy and Standards (DIPS).
2. That in accordance with the delegated approval under By-law No. 229-2000, as amended, City Council be advised that the Acting Chief Planner and Executive Director, City Planning, will not be approving the Plan of Subdivision as generally illustrated on Attachment 2 of this report.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On February 23, 2016, Etobicoke York Community Council considered a Preliminary Report regarding the original application to permit the development of 136 stacked townhouses. Community Council directed staff to schedule a community consultation meeting, in consultation with the Ward Councillor and to provide Notice for the public meeting in accordance with the *Planning Act*. The report can be viewed at the following link:

<http://www.toronto.ca/legdocs/mmis/2016/ey/bgrd/backgroundfile-90483.pdf>

ISSUE BACKGROUND

Proposal

This application has been revised from the first submission with respect to building typology, building heights, number and size of dwelling units, and density. The current submission proposes to develop the 0.979 ha site with 60 three-storey street townhouses, accessed by a 6 metre wide private road. The road would be accessed from Muir Avenue (see Attachment: 1 Site Plan).

To accommodate the expected vehicular parking demand, 60 undersized parking spaces would be provided within the integral garages of each of the townhouse dwellings and 12 visitor outdoor surface parking spaces are proposed. The 60 integral garage parking spaces are not compliant with zoning regulations, as they are deficient in width by 0.15m. Staff have requested that all parking spaces comply with the minimum 3.2 m parking space width requirement.

With respect to additional opportunities to park vehicles, the proposed development can also accommodate a temporarily parked vehicle on the driveway leading to each of the townhouse garages, although these spaces cannot be considered lawful on-site parking spaces.

The proposed development would have an overall lot coverage of 39.5% and a Floor Space Index of 1 times the area of the lot (see Attachment 6: Application Data Sheet).

Table 1 below compares submission statistics for the initial and final submission.

Table 1: Submission Statistics Comparison

Site Statistics	Initial Submission (December 23, 2015)	Current Submission (September 11, 2017)
Building Height (m)	17 (roof peak)	14 (roof peak)
Number of Storeys	4	3
Gross Floor Area (m²)	14,663	9,786
Floor Space Index	1.5	1.0
Unit Count	136	60
Parking Spaces	165	72
Lot Coverage (%)	37.8	39.5

Site and Surrounding Area

The site is located on the west side of Islington Avenue just south of Steeles Avenue. The site is flat and is rectangular in shape, with frontages on Islington Avenue (approximately 101 metres) and Muir Avenue (approximately 96 metres). The site area is approximately 9,798m². The site consists of six lots which contain four detached homes.

Surrounding land uses include:

North: To the north are one and two storey semi-detached homes which backing onto Islington Avenue.

South: To the south are low rise commercial buildings fronting both sides of Islington Avenue.

East: To the east are detached and semi-detached homes backing onto Islington Avenue, with the exception of two dwellings that front Islington Avenue. Further to the east is an employment area consisting of predominately one storey industrial buildings.

West: To the west is a residential neighbourhood comprised of detached dwellings.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) (the "PPS") 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 PPS.

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") 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 builds upon the policy foundation provided by the PPS 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.

Official Plan

The property is designated *Neighbourhoods* on Map 13 –Land Use Map in the Official Plan (see Attachment 5: Official Plan). *Neighbourhoods* are considered physically stable areas comprised of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*. In *Neighbourhoods*, development must be sensitive, gradual and generally "fit" the existing physical character by respecting and reinforcing the general physical patterns in the neighbourhood.

The subject site is located within the Humber Summit area as defined by Site and Area Specific Policy 305 of the Official Plan and as such has been identified as being within a potential Heritage Conservation District.

This application has been reviewed against the policies in the Official Plan including those in the "Public Realm", "Built Form" and "Housing" sections of the Plan. The Official Plan is available at:

http://www.toronto.ca/planning/official_plan/introduction/htm

Conformity with other relevant policies of the Official Plan including the environment, community services, parks and transportation has also been assessed.

Official Plan Amendment No. 320 (OPA 320)

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals in the Official Plan to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*.

The Minister of Municipal Affairs and Housing approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

Urban Design Guidelines– Infill Townhouses

City Council adopted Urban Design Guidelines for Infill Townhouses in January of 2003. The Guidelines are intended to assist private sector architects, planners and developers in designing infill townhouse developments. The Guidelines are also intended to assist City staff in their review of these types of development proposals. The Guidelines are used to review infill townhouse applications throughout the City, with the main objectives of maintaining appropriate location, building mass and organization of townhouses, minimizing impacts such as shadows and overlook, and enhancing the relationships between new housing and adjacent streets and open spaces. The Guidelines are intended to serve as a framework for reviewing development applications for intensification. The Urban Design Guidelines for Infill Townhouses were applied in the evaluation of the proposal where appropriate.

Zoning

On May 9, 2013 City Council enacted City-wide Zoning By-law No. 569-2013, currently under appeal to the Ontario Municipal Board. Both former City of North York Zoning By-law No. 7625 and City-wide Zoning By-law No. 569-2013 continue to apply to the site while By-law No. 569-2013 remains under appeal.

The subject property is within the Residential Detached Zone (RD) of City-wide Zoning By-law No. 569-2013 and the One-Family Detached Dwelling Fourth Density Zone (R4) of former City of North York Zoning By-law No. 7625. Both zone categories permit detached dwellings, but do not permit street townhouses (see Attachment 4: Zoning).

The Residential Detached Zone (RD)(f.15; a550)(x5) requires a minimum lot frontage of 15 metres and a minimum lot area of 550 m². Permitted uses in this zone are detached dwellings, places of worship, group homes and community centres. The maximum building height permitted in this zone is 10 metres. Exception 5 requires a side yard setback of 1.8 metres.

The One-Family Detached Dwelling Fourth Density Zone (R4) requires a minimum lot frontage of 15 metres and a minimum lot area of 550 m². Permitted uses in this zone include detached dwellings, parks, community centres, public libraries, schools, places of worship and day nurseries. The maximum building height in this zone is 8.8 metres and two storeys.

Plan of Subdivision

The subject lands are affected by the former Township of North York By-law No. 13289 (passed on August 11, 1958) that deemed the lands not to be within a registered plan. Any partition of the lands for conveyance purposes would require the lands to be within a registered plan of subdivision.

To facilitate the future partition of the lands into 60 freehold lots for each of the proposed street townhouses, the applicant filed a Plan of Subdivision application, which proposes the lands to be registered as a one Block Subdivision, with the dedication to the City of a

5 by 5 metre sight triangle at the southeast corner of the site (see Attachment 2: Plan of Subdivision).

The applicant has indicated that the partition of the lands into lots would be proposed through a later Part Lot Control Exemption application, coupled with a Common Element Condominium application for the proposed private road and infrastructure to service the lots.

Site Plan Control

A Site Plan Control application (Application No. 15 268711 WET 07 SA) was submitted concurrently with the Official Plan and Zoning By-law Amendment application. This application continues to be under review and its resolution will follow City Council's decision regarding the subject applications.

Reasons for Applications

An Official Plan Amendment was submitted to address non-conformity with the *Neighbourhoods* (4.1.5), Public Realm (3.1.1) and Built Form Policies (3.1.2) of the Plan.

An application is required to amend the former City of North York Zoning By-law No. 7625 and By-law No. 569-2013 to permit townhouse dwellings, increase the permitted height and lot coverage, with reduced setback requirements for rear and side yards, to accommodate the proposal.

The Plan of Subdivision application is required to create the proposed one Block Subdivision, which would allow further partitioning of the lands through a Part Lot Control Exemption process.

Community Consultation

The proposed development has undergone an extensive community engagement and consultation process that has resulted in significant modifications to the proposal. An Advisory Group was established by the Ward Councillor to represent the broader community and community consultation meetings were held to identify and propose changes to the proposed development. The consultations were as follows:

April 18, 2016:	Community Consultation Meeting
May 26, 2016:	Community Consultation Meeting
June 22, 2016:	Islington Advisory Group Meeting
June 28, 2016:	Islington Advisory Group Meeting
July 7, 2016:	Community Consultation Meeting
September 7, 2016:	Islington Advisory Group Meeting
November 28, 2016:	Islington Advisory Group Meeting
June 14, 2017:	Islington Advisory Group Meeting
June 21, 2017:	Community Consultation Meeting

At the initial community consultation meetings, which were well attended (approximately 150 people), the following issues were raised:

- Building typology (stacked townhouses), height, density and size of units;
- The project's construction timeline and its effects on residents living within close proximity. Residents were also concerned with how dust and noise would be mitigated during construction;
- Concerns regarding community facilities to accommodate the additional population, especially local schools;
- The precedent caused by the approval of this development for future developments in the area;
- Removal of a large number of existing mature trees and impacts on the trees proposed to be maintained;
- Future traffic impacts, congestion and community traffic infiltration resulting from the proposed development; and
- Concern with the availability of visitor parking as there is a lack of street parking available in the area.

The community consultation meeting held on June 21, 2017, introduced the revised street townhouse proposal, with 63 total dwelling units at that time. Attendance at this meeting was significantly lower than previous meetings, with approximately 25 residents attending.

The lower number of attendees may have been the result of information of the proposed revisions to the proposal filtering into the broader community. The information with respect to the changes was presented to the Islington Advisory Group during a meeting held the previous week.

At the June 21st Community Consultation Meeting, the main issue raised was with respect to the existing service levels and traffic conflicts at the Muir Avenue and Islington Avenue intersection. Concerns were also expressed regarding the impacts to the existing trees along the north lot line and the proposed 2.75 m side yard setback of Block 7 to the north lot line.

Agency Circulation

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate recommendations for consideration by City Council.

COMMENTS

The development proposal has been significantly amended from the initial submission made in December 2015 as a result of staff concerns and significant community consultation and involvement. The original proposal was to redevelop the lands with a 136 unit, 3 and 4 storey stacked townhouse development on a private road.

The current 60 3-storey street townhouse proposal has satisfied many area residents and many of the concerns raised by staff. However, there are concerns with elements of the proposed development which remain outstanding from a technical perspective, as well as conformity with Official Plan Policies which provide guidance for the Public Realm Policy (3.1.1), that require streets to meet the design objectives for new streets. Further, there remain elements of the proposed development that do not fully satisfy the goals and objectives of the Official Plan *Neighbourhoods* Policies 4.1.5. c, e and f. These Policies assist in the transition and fit of new development into the physical character of existing neighbourhoods by addressing building heights, massing, scale and dwelling types of nearby residential properties, setbacks and prevailing patterns of rear and side yard setbacks and landscaped open space.

The technical matters relate to outstanding information and revisions necessary to satisfy Engineering and Construction Services, Transportation Services, Solid Waste Management and Toronto Water staff requirements.

The proponent has revised the proposal several times to address concerns raised by the community, while balancing staff requirements.

The concerns repeatedly raised by area residents were traffic and parking. The revisions made to the proposal resulted in the narrowing of the proposed private road from 8 m to 6 m in width, a greater front yard setback for the street townhouses and reduced rear yards for the internal townhouses. These changes resulted in a 5.6 m driveway, which could accommodate an additional parking space in front of each townhouse garage.

The changes made to accommodate space for an additional vehicle also resulted in the elimination of a sidewalk and street tree planting opportunities. Instead, a mid-block walkway connecting to Islington Avenue was introduced, as well as additional tree planting in other areas of the site.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Key objectives include building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS states that the planning authorities shall identify appropriate locations for intensification and that an appropriate range and mix of housing types and densities be provided.

Section 4 of the PPS outlines methods in which the PPS should be implemented and interpreted. Policy 4.7 states that a municipality's "official plan is the most important vehicle for implementation of the Provincial Policy Statement" and that "comprehensive, integrated and long-term planning is best achieved through official plans". Furthermore, it directs municipalities to provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

The proposed development does not conform to the policies of the Official Plan which is contrary to the direction for implementing of 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. The Growth Plan strives, among other things, to direct growth to areas of urban intensification. It requires municipalities to set clear targets for population and employment growth.

The Official Plan identifies a land use structure of areas where intensification is appropriate and directs growth to certain areas of the City. Official Plans provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. The areas which can best accommodate growth are shown on Map 2, Urban Structure of the Official Plan. The growth areas are identified as the Downtown, Centres, Avenues and Employment Districts. The proposal in its current form does not comply with Official Plan *Neighbourhoods* policies related to matters such as building heights, massing, scale and dwelling types of nearby residential properties, setbacks and prevailing patterns of rear and side yard setbacks and landscaped open space.

Land Use

The lands are situated at the northwest corner of Islington Avenue and Muir Avenue, on the periphery of a neighbourhood to the west and north. To the south of Muir Avenue are *Mixed Use Areas* designated properties, with a place of worship located directly across Muir Avenue, fronting Islington Avenue.

With the exception an existing dwelling on the lands and two detached dwellings directly across Islington Avenue, all residential dwellings from Steeles Avenue West to the north to Muir Avenue have reverse frontages (rear yard conditions). Further south of the *Mixed Use Areas* lands along Islington Avenue to Finch Avenue West, there are a variety of land uses including parks, a place of worship, a school, a cemetery, semi-detached dwellings, apartment buildings and townhouses. Townhouses form part of the physical character of the surrounding area along Islington Avenue.

The proposed townhouses are considered a residential use that is compatible with the single and semi-detached dwelling uses, which abut the subject site. The proposed development would maintain a residential built form along Islington Avenue on the periphery of the neighbourhood.

However, the proposed street townhouse development does not fully address the surrounding physical character, as required by Official Plan Policies 4.1.5, e and f, and Policy 3.1.2.3 c), which address transition and fit of new development into the physical character of existing neighbourhoods with respect to building heights, massing, scale and dwelling types of nearby residential properties, setbacks and prevailing patterns of rear and side yard setbacks and landscaped open space.

The interface with the rear yards of semi-detached dwellings to the north is appropriately achieved by limiting development near the north lot line to the flankage of Blocks 1 and 7, and requiring a minimum side yard setback of 2.2 m and 2.75 m respectively. Further, townhouse Blocks 7 and 8 have been designed to be attached on the ground floor at the individual townhouse garages only, thereby eliminating physical connection and roof mass above the main floor of the townhouses. However, Planning staff remain of the opinion that additional modifications are required to these Blocks, with respect to building heights in order to satisfy the Official Plan Policies of Section 4.1.5.c.

Further, Planning staff remains of the opinion that the interface along Muir Avenue does not satisfy Official Plan Policy 4.1.5.e. Planning staff have recommended that Block 9, which fronts Muir Avenue, incorporate a built form that also provides for a semi-detached built form expression, increase the setback from Muir Avenue and that the building height be lowered. The applicant has declined to make these modifications.

Density, Height, and Massing

The proposed development would have a lot coverage of 39.5 percent and a floor space index of 1.0 times the area of the lot. The surrounding area has been experiencing reinvestment and rejuvenation in the housing stock through additions, new built dwellings, and Consent to Sever applications with new built dwellings. The lot coverage permissions granted range from 34.6 percent at 23 Muir Avenue (File Nos. A188 and A189/16EYK) to 36.8 percent at 76 Larchmere Avenue (File Nos. A544 and A545/13EYK).

The proposed lot coverage would not result in unacceptable development or built form impacts on or off the site.

The proposed building heights of 14 m to the roof peaks remains a concern to Planning staff. As previously noted, staff have recommended that the heights of Blocks 7, 8 and 9 be lowered to provide better transition to the existing built form context.

Although staff have identified variances to building heights of 9.57 m (to the roof mid-point) for the two detached dwellings on 109 a and b Larchmere Avenue (File Nos. A217 and A218/01N), which back onto the site, a lowering of the proposed heights would enhance the physical and visual transition into the existing community physical character.

Infill Townhouse Guidelines (2003)

As this application preceded the draft version of the City's newest Townhouse and Low-Rise Apartment Guidelines, staff reviewed the application using the existing Toronto Urban Design Infill Townhouses Guidelines (2003). The Infill Townhouse Guidelines have city-wide applicability and apply to rezoning and site plan processes wherever townhouses are considered to be an appropriate housing form.

The Infill Townhouse Guidelines are a useful instrument to help articulate to applicants appropriate design tools to meet the intent of the City's Official Plan policies pertaining to Built Form (3.1.2) and *Neighbourhoods* (4.1).

The following table illustrates the shortcomings of the application as it relates to the Infill Townhouse Guidelines:

Chapter, Section, Page	Guideline(s)	Proposal
1 Streets and Open Spaces 1.1 Streets Pg. 05	Enhance and extend the local street network into the new development to create strong visual and physical links with adjacent neighbourhoods	A private street is being proposed.
1 Streets and Open Spaces 1.1 Streets Pg. 05	Have front entrances on existing or newly created public streets.	A private street is being proposed.
1 Streets and Open Spaces 1.3 Walkways Pg. 09	Provide easy, barrier free and direct access to public destinations. Create extensions of public sidewalks by using the same surface and planting material to indicate this is publicly accessible	No sidewalk provided next to the road surface for easy and safe access to residential units. The roadway does not mimic a public street.
2 Building Location and Organization 2.1 Setbacks from the Street Pg. 11	In general, match the front yard setback so it is equivalent to the existing adjacent properties.	The proposed front yard setbacks along Muir Avenue are 2.05, 4.65 and 6.20 metres. The adjacent property on Muir Avenue has a setback of 10.32 metres.
2 Building Location and Organization 2.1 Setbacks from the Street Pg. 11	Provide a minimum 6 metre setback from the front property line when parking is at the front of the townhouse	The townhouse front yard setbacks vary between 5.65 – 5.67 metres. One unit has a setback as low as 5.51 metres, only one unit has a setback as large as 6m.
2 Building Location and Organization 2.2 Parking Pg. 13	Avoid townhouse designs with front garages, or front-yard parking. Only consider front parking/garage designs where rear lanes/shared driveways cannot fit and incorporate the following standards: a front driveway only when a lot is more than 6 metres wide	The townhouse widths vary between 5.54 – 5.87 m. Five corner units are in excess of 6 metres wide.

2 Building Location and Organization 2.2 Parking Pg. 13	Avoid townhouse designs with front garages, or front-yard parking. Only consider front parking/garage designs where rear lanes/shared driveways cannot fit and incorporate the following standards: a minimum of 6 metres space between individual driveways to not preclude on-street parking	The separation between driveways is less than 6 metres, which will not allow for on-street parking.
2 Building Location and Organization 2.3 Servicing and Utilities Pg. 15	Locate loading, garbage and other services so they do not negatively affect adjacent residences	Garbage collection areas are being proposed adjacent to residences.
2 Building Location and Organization 2.3 Servicing and Utilities Pg. 15	Consolidate servicing areas in the interior of the block with cooperative arrangements among landowners for access	A consolidated service area has not been provided.
3 Building Form 3.3 Light, View and Privacy Pg. 21	Allow for a minimum of: 7.5 metre back yard setback to the rear property line	The rear yard setbacks range between 6.05 - 7.13 metres.
3 Building Form 3.3 Light, View and Privacy Pg. 21	Set the building back so they do not project into a 45 degree angular plane gradient measured from the rear property line of the adjacent residence	The application protrudes several metres into the rear 45 degree angular plane.

When assessing this application in relation to public realm, Official Plan Policy 3.1.1.17 states that "New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets".

Policy 3.1.1.16 (g) also states that "New streets will be designed to implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way".

The current proposal does not adequately satisfy the policies of the Official Plan, as the proposed private road does not provide pedestrian sidewalks, or other complete streets elements, with a paved road width less than the public right-of-way standard. Many of these elements are also outlined in the City's Development Policy Infrastructure and Standards.

Development Policy Infrastructure and Standards (DIPS)

At its meeting of December 5-7, 2005, City Council adopted the Development Infrastructure Policy and Standards (DIPS) Phase 2 Report, dated November 16, 2005. The report set harmonized City-wide standards for new local residential streets and provided specific thresholds for new private roads.

The proposed development does not comply with the DIPS design standards for private streets, such as the number of buildings fronting onto the street, the street width, sidewalks and street trees. The applicant has been requested to make the necessary revisions to demonstrate that City standards and policies, including those set by DIPS are complied with. However, the applicant has declined to modify the proposal and comply with the standards.

Traffic Impact, Access and Parking

The applicant submitted a revised traffic impact study dated August 29, 2017, which indicates that the proposal would generate 34 and 40 two-way trips during the morning and afternoon peak hours, respectively. With an assumed transit reduction of 15 percent, the proposal would generate 29 and 34 two-way trips during the morning and afternoon peak hours, respectively.

The 'existing' traffic analysis for the Islington Avenue/Muir Avenue/Millwick Drive signalized intersection includes some volume-to-capacity (v/c) ratios that are over 1.0. Transportation Services staff typically require a revision to the traffic study to properly calibrate the 'existing' traffic analysis model such that the 'existing' v/c ratios do not exceed 1.0. However, given the low number of vehicle trips anticipated to be generated by the revised townhouse proposal, Transportation Services staff have accepted the consultant's conclusions that the site-generated traffic from the subject proposal will have minimal impact on the area road network.

The traffic analysis recommended signal timing adjustments at the Islington Avenue/Muir Avenue/Millwick Drive signalized intersection to improve the overall level-of-service at this intersection. Traffic Operations staff have reviewed these proposed timing adjustments and recommend that no signal timing adjustments be undertaken for this intersection at this time.

Islington Avenue is identified as a major arterial and Muir Avenue is a collector in the vicinity of the development site, therefore, Transportation Services staff have identified the need for a minimum 5.0-metre by 5.0-metre sight triangle at the southeast corner of the site to protect for sightlines and for boulevard improvement purposes. This will be a requirement of any future development of the subject lands.

Vehicular access to the development is proposed via one full-movement driveway to Muir Avenue. The driveway width of 6.0 metres is acceptable to Transportation Services staff, however, staff require curb radii revisions and additional information for the driveway designs.

The current proposal consists of 60 street townhouses, each of which would provide individual garages that are accessed from the private driveway system.

The proposed driveway system would have a width of 6.0 metres, which is also acceptable to Transportation Services staff. The proposed driveways leading to the integral garages for each proposed dwelling unit are satisfactory at 3.0 metres in width.

Transportation Services staff concur with the minimum parking ratios for residential and residential visitor parking to provide residential parking according to the “townhouse” requirements of By-law No. 569-2013 (1.0 space per dwelling unit) with a visitor parking requirement of 0.2 spaces per dwelling unit.

The minimum number of parking spaces required for the proposed development would be as follows:

- 60 dwelling units at 1.0 resident spaces per dwelling unit = 60 spaces
- 60 dwelling units at 0.2 visitor spaces per dwelling unit = 12 spaces
- Total Spaces = 72 spaces**

The plans submitted illustrate one parking space for each proposed dwelling within an integral garage, with the driveway for each dwelling having a minimum setback of 5.6 metres from the garage door to the curb of the main access driveway (which provides space for a parked vehicle on the driveway leading to each townhouse unit). A further twelve visitor parking spaces are provided on-site, including one accessible parking space, each of which would be accessed from the internal driveway system.

The parking supply requirements of the recommended parking ratios are satisfied. However, each of the proposed integral garages provides internal dimensions of ± 3.05 metres in width by ± 5.6 metres in length. The width of the proposed parking spaces within the integral garages do not comply with the Zoning By-law minimum width requirements of 3.2 metres for a parking space that is obstructed on two sides. The proposed parking spaces are required to comply with the 3.2 m width.

The twelve proposed visitor parking spaces dimensions are acceptable to Transportation Services staff.

Based upon the total required parking supply of 12 visitor parking spaces, one accessible parking space is required and would be provided.

Servicing

The applicant submitted a Functional Services and Storm Water Management Report in support of the application. Engineering and Construction Services staff have advised that further information is necessary and certain amendments to the plans are required. This information has not been submitted.

Trees

An Arborist Report and landscape plans were submitted with these applications and have been reviewed by Urban Forestry staff. The plans and report indicate that the applicant proposes the retention of 10 City-owned trees and 8 protected private trees, while proposing to remove 2 City-owned trees and 31 protected private trees. Urban Forestry staff require an Application to Remove or Injure Trees and an application fee to review the proposed removal of specified trees.

The applicant is proposing to plant 77 trees on private property and 16 trees in the City road allowance. These require a tree planting deposit to be submitted to Urban Forestry staff to ensure the planting and survival of these trees.

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 local parkland provisions across the City. The lands which are the subject of this application are in an area with 3.00 + hectares of local parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is not in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the residential nature of this proposal would be subject to a 5% parkland dedication, if approved.

The applicant would be required to satisfy the parkland dedication requirement through the payment of cash-in-lieu for any redevelopment of the subject lands. The value of the cash-in-lieu of parkland dedication would be appraised by Real Estate Services staff, with payment being required prior to the issuance of the first above grade building permit.

Toronto Green Standard

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. 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. Any future development of the subject lands will be required to meet Tier 1 of the TGS.

Tenure

The proposed 60 townhouses would be freehold in tenure with the private road, visitor parking areas and infrastructure being subject to a future common element condominium application.

School Capacity

The Toronto District School Board (TDSB) has indicated there is insufficient space at the local schools to accommodate students anticipated from the proposed development and others in the area.

The TDSB has also indicated that the status of local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from the proposed development will not displace existing students at local schools. In addition, alternative arrangements will be identified consistent with optimizing enrolment levels at schools across the TDSB. However, at this time the schools anticipated to serve this development are unknown.

The Toronto Catholic District School Board (TCDSB) was also circulated the application but did not provide any comments.

Conclusion

Planning staff recommends that City Council refuse the Official Plan and Zoning By-law Amendment application as described in this report.

The proposed development does not conform to Official Plan Built Form, Public Realm and *Neighbourhoods* policies. Further, the proposal also does not comply with the DIPS design standards for private streets, and does not satisfy the City's Infill Townhouses Guidelines. The cumulative impacts of the areas of non-conformity are significant, and the applicant has declined to change the proposal to address the issues outlined in this report, which has resulted in the recommendations of this report.

CONTACT

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E-mail: Philip.Carvalino@toronto.ca

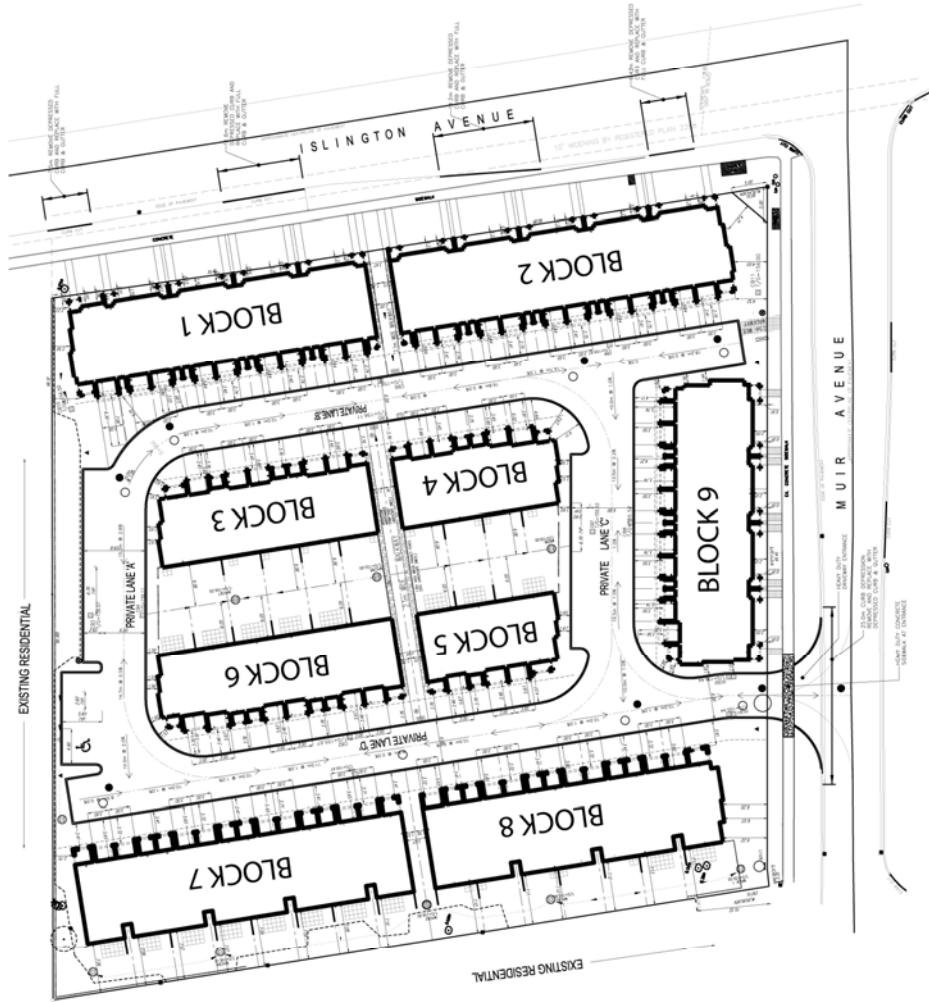
SIGNATURE

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

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Draft Plan of Subdivision
Attachment 3a-i: Elevations
Attachment 4: Zoning
Attachment 5: Official Plan
Attachment 6: Application Data Sheet

Attachment 1: Site Plan

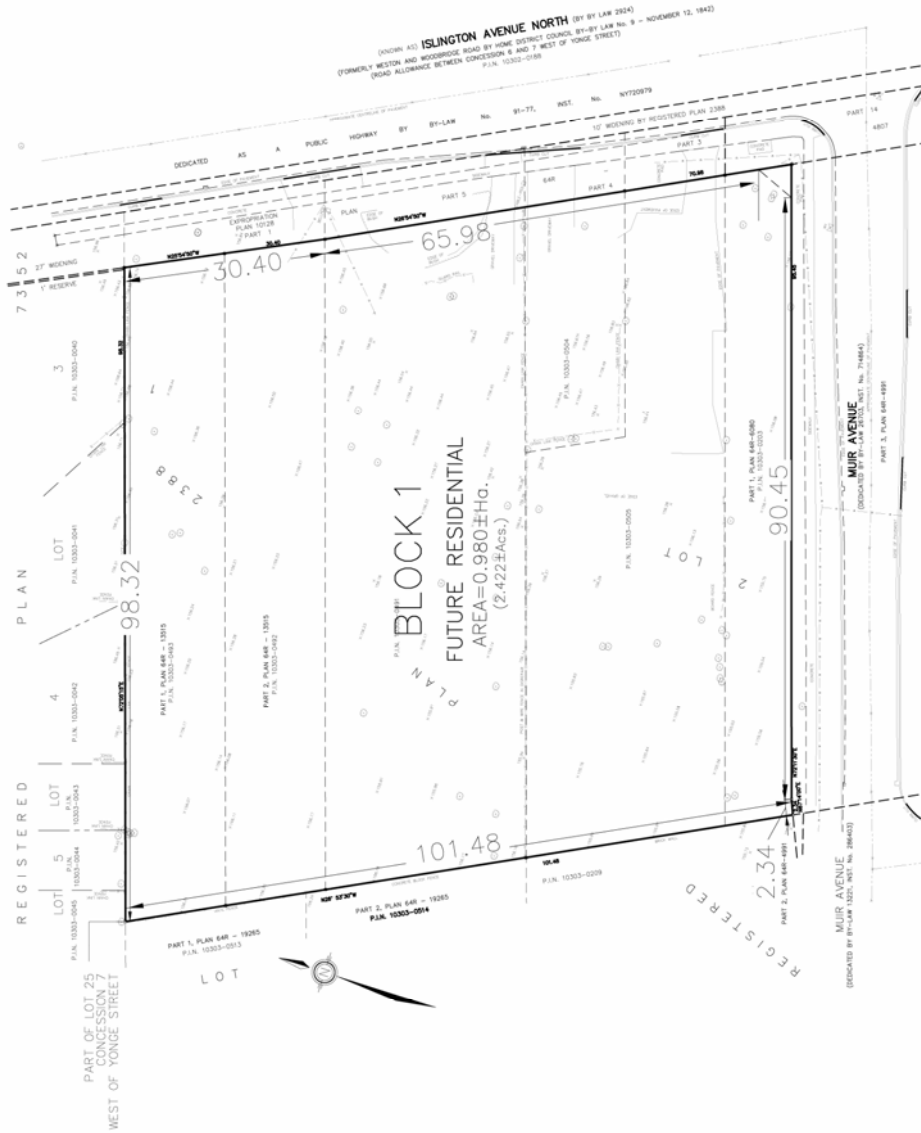


3002 - 3014 Islington Avenue

File # 15 268779 WET 07 02

Site Plan
Applicant's Submitted Drawing
Not to Scale
10/10/2017

Attachment 2: Draft Plan of Subdivision



3002 - 3014 Islington Avenue

File # 115 268779 WET 07 0Z

Plan of Subdivision
Applicant's Submitted Drawing

Not to Scale
10/10/2017



Attachment 3a: Block 1 Elevations



Block 1 Elevations

3002 - 3014 Islington Avenue

Elevations
 Applicant's Submitted Drawing

Not to Scale
 10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3b: Block 2 Elevations



Block 2 Elevations

3002 - 3014 Islington Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3c: Block 3 Elevations



Block 3 Elevations

3002 - 3014 Islington Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3d: Block 4 Elevations



Block 4 Elevations

3002 - 3014 Islington Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3e: Block 5 Elevations



Block 5 Elevations

3002 - 3014 Islington Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3g: Block 7 Elevations



Block 7 Elevations

3002 - 3014 Islington Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3h: Block 8 Elevations



Block 8 Elevations

3002 - 3014 Islington Avenue

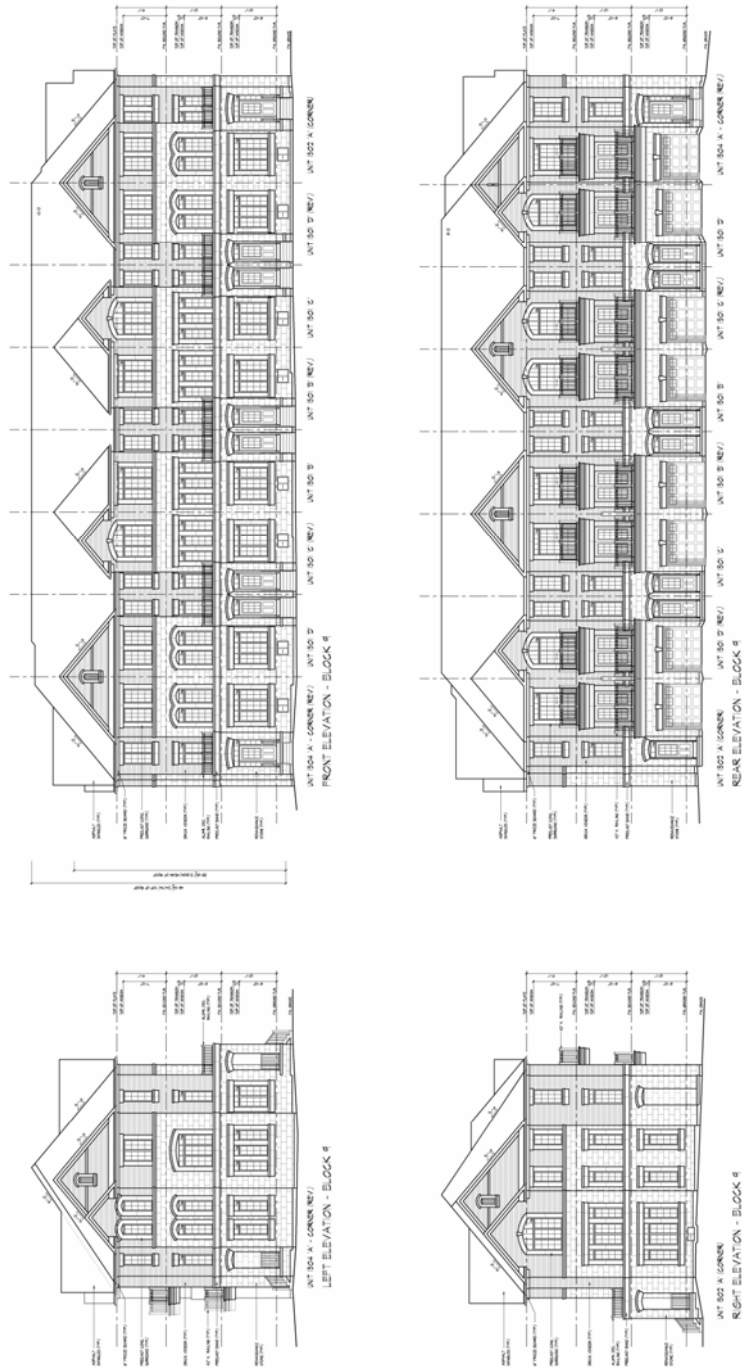
Elevations

Applicant's Submitted Drawing

Not to Scale
10/10/2017

File # 115 268779 WET 07 0Z

Attachment 3i: Block 9 Elevations



Block 9 Elevations

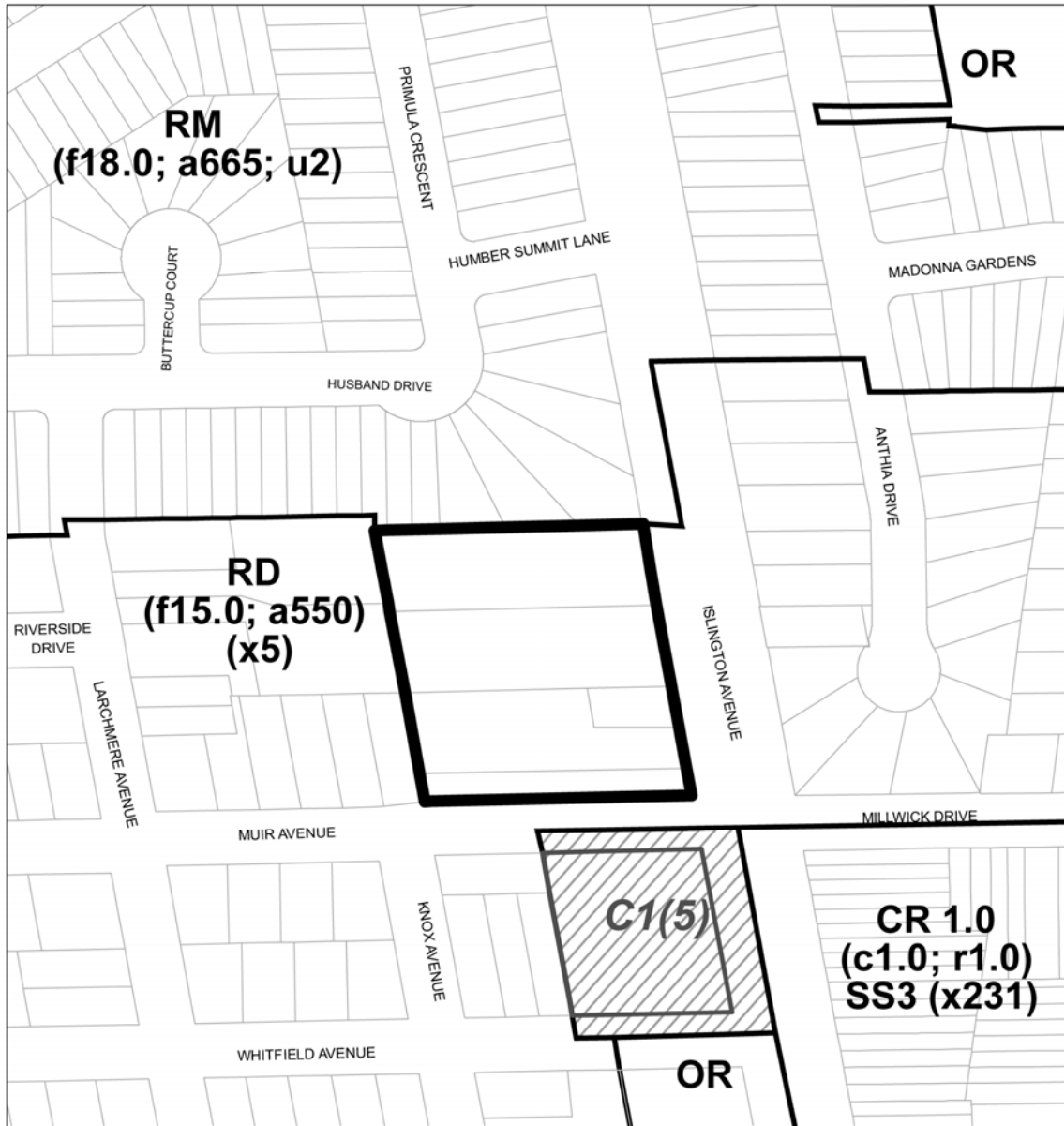
3002 - 3014 Islington Avenue

Elevations
 Applicant's Submitted Drawing

Not to Scale
 10/10/2017

File # 115 268779 WET 07 0Z

Attachment 4: Zoning



Zoning By-Law No. 569-2013

3002 - 3014 Islington Avenue

File # 15 268779 WET 07 02

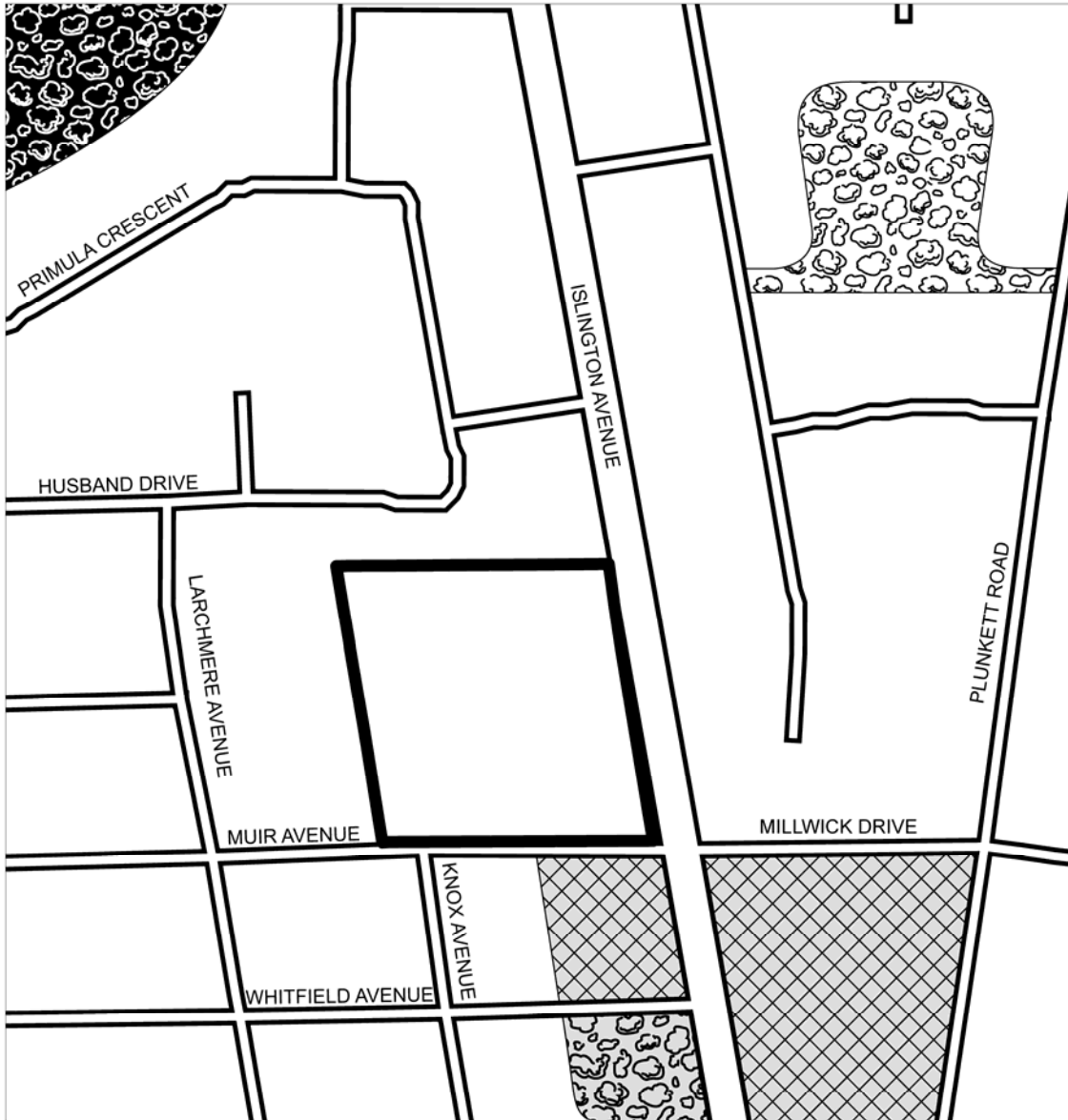
Location of Application

See Former City of North York By-Law No. 7625
C1 General Commercial Zone

RD Residential Detached CR Commercial Residential
RM Residential Multiple OR Open Space Recreation

Not to Scale
Extracted: 01/11/2016

Attachment 5: Official Plan



TORONTO City Planning
 Extract From Official Plan

3002 - 3014 Islington Avenue

File # 15 268779 WET 07 02



↑
 Not to Scale
 01/11/16

Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment, Rezoning & Subdivision	Application Number:	15 268779 WET 07 OZ
Details	OPA & Rezoning, Standard	Application Date:	December 23, 2015

Municipal Address: 3002 - 3014 ISLINGTON AVENUE
 Location Description: PLAN 2388 PT LOT 2 RP 64R6080 **GRID W0701
 Project Description: This application proposes an Official Plan and Zoning By-law Amendment to permit the development of 60 street townhouses on a private internal road via Muir Avenue on the lands municipally know as 3002-3014 Islington Avenue.

Applicant:	Agent:	Architect:	Owner:
KLM PLANNING PARTNERS INC			CAL-MUIR DEVELOPMENTS INC

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision: No
Zoning:	RD	Historical Status: No
Height Limit (m):	10 m	Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq. m):	9,798	Height:	Storeys:	3
Frontage (m):	101		Metres:	14
Depth (m):	96			
Total Ground Floor Area (sq. m):	3,870			Total
Total Residential GFA (sq. m):	9,786		Parking Spaces:	72
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	9,786			
Lot Coverage Ratio (%):	39.5			
Floor Space Index:	1.0			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	60
3 + Bedroom:	0
Total Units:	60

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	9,786	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT:	PLANNER NAME:	Philip Carolino, Senior Planner
	TELEPHONE:	416-394-8233