

**1177 Danforth Ave – Zoning Amendment Application –
Final Report**

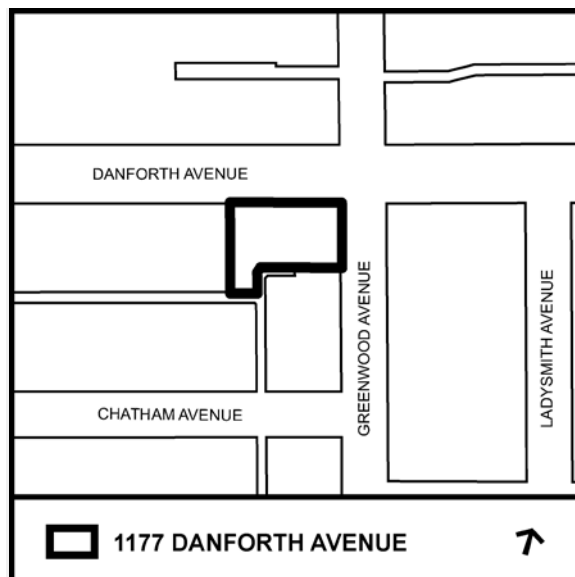
Date:	May 26, 2017
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 30 – Toronto-Danforth
Reference Number:	15-177455 STE 30 OZ

SUMMARY

The applicant, Hunter and Associates Ltd., on behalf of the landowner, 1177 Danforth Avenue Ltd., submitted a rezoning application that proposes to develop the site with a 9-storey, mixed-use building with a total height of 29.75 metres and a total floor space index (FSI) of 4.01 at 1177 Danforth Avenue. The proposed building will include 92 residential units, with a residential gross floor area (GFA) of 6,293.12 square metres, above 722 square metres of non-residential/retail GFA at grade. Sixty-five vehicular parking spaces, and 115 bicycle parking spaces, will be provided on the site, primarily within two-levels of below grade parking.

The proposed building represents appropriate intensification along Danforth Avenue that conforms with the Official Plan and is consistent with the Avenues and Mid-Rise Buildings Guidelines. The proposed building fits within the existing and planned context and character of this area of Danforth Avenue and will contribute to the fine-grain retail rhythm of the area.

This report reviews and recommends approval of the application to amend the Zoning By-law.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 1177 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment to be available at the June 13, 2017 meeting of the Toronto and East York Community Council.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1177 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment to be available at the June 13, 2017 meeting of the Toronto and East York Community Council.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting on September 8, 2015, Toronto and East York Community Council (TEYCC) adopted Item TE10.65, which included recommendations that staff schedule a community consultation meeting to discuss the proposal for 1177 Danforth Avenue with area residents and the Ward 29 and 30 Councillors. In addition, TEYCC adopted a motion adding recommendations that staff should pay particular attention to the public realm and pedestrian issues and explore the possibility of incorporating City and/or community services within the proposed development.

The minutes of the TEYCC – Item TE10.65 and a copy of the preliminary report are available at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE10.65>

ISSUE BACKGROUND

Proposal

The applicant, Hunter and Associates Ltd., on behalf of the landowner, 1177 Danforth Avenue Ltd., submitted a rezoning application on June 19, 2015, as detailed in the preliminary report found through Item TE10.65 (links above). The applicant worked with City Planning and other City staff to make numerous changes to the built form and massing of the proposed development through the application review process to address concerns related, but not limited, to transition, scale, and form. Moving the application forward necessitated a thorough review process by City staff, including recognizing and responding to comments made by the community. The applicant submitted four formal submissions that incrementally revised the proposal. These changes will be discussed in detail further in the report.

The revised, final form of the rezoning application proposes to develop the site with a 9-storey, mixed-use building with a height of 29.75 metres, excluding the mechanical penthouse. The proposal comprises 6,293.12 square metres of residential gross floor area (GFA), for 92 residential units, and 722 square metres of non-residential/retail space at grade, representing a floor space index (FSI) of 4.01 at

1177 Danforth Avenue. Of the 92 residential units, 33 units (35% of the total units provided) will be 2 bedroom units or larger.

The proposal includes the provision of 65 vehicular parking spaces, and 115 bicycle parking spaces. All 65 vehicular parking spaces and all long-term/resident (108) bicycle parking spaces will be provided within two-levels of below grade parking. 7 short-term/visitor bicycle parking spaces will be provided at grade, at the rear of the site, accessible by a pedestrian walkway from Greenwood Avenue.

Access to vehicular parking is provided in two locations, from Greenwood Avenue and from the rear laneway. The ramp to the two levels of below-grade parking will be located at the western portion of the site, adjacent to the existing 3.65 metre public lane. A loading area (type "G") for the collection of solid waste is proposed adjacent to the ramp to the below-grade parking, also at the western portion of the site, and will allow for City-standard waste pick-up.

The at-grade portion of the proposed building provides for a non-residential/retail GFA of 722 square metres. The retail location fronts onto both Danforth and Greenwood Avenues, which will provide for a continuous active façade along these streets. The residential entrance is located along Greenwood Avenue, adjacent to a relocated TTC bus shelter that will continue to provide southbound bus service for the 31 Greenwood TTC bus route.

The building will provide 187.02 square metres of indoor amenity space (42.08 square metres at grade and 144.94 square metres at the roof level) and 184.08 square metres of outdoor amenity space at the roof level, accessible from the indoor amenity space. Both amounts meet, or slightly exceed, the minimum requirements of the Zoning By-law.

Regarding the final built form, the applicant is proposing the following setbacks and stepbacks:

Danforth Avenue:

- 0 metre setback, after conveyance of a 0.4 metre road widening for Danforth Avenue, resulting in a sidewalk width of 5.25 metres (curb to building face);
- 1.5 metre stepback at the 5th storey, establishing a primary streetwall of 4 storeys for Danforth Avenue;
- additional 3.18 metre stepback at the 8th storey;
- additional 2.97 metre stepback at the 9th storey, resulting in a full stepback from the property line at Danforth Avenue at the 9th floor of approximately 8 metres;

Greenwood Avenue:

- 2.03 metre setback, resulting in a sidewalk width of 5 metres (curb to building face);
- 1.5 metre stepback at the 5th storey, establishing a primary streetwall of 4 storeys for Greenwood Avenue;

- additional 2 metre stepback at the 8th storey;
- additional 7.13 metre stepback at the 9th storey, resulting in a full stepback from the property line at Greenwood Avenue at the 9th floor of approximately 12.5 metres;

Intersection of Danforth and Greenwood Avenues:

- setbacks ranging from 2.5 metres to 6 metres to provide pedestrian amenity space and weather protection;

Rear of site (south lot line) – eastern portion:

- 7.2 metre setback from the northern limit of the property at 628 Greenwood Avenue, including a conveyance of a 1.98 metre laneway widening;
- 2.6 metre stepback at the 5th storey, for the eastern portion of the building, resulting in an approximately 10 metre setback at the 5th storey from the northern limit of the property at 628 Greenwood Avenue;
- additional 2.6 metre stepback at the 7th storey, for the eastern portion of the building, resulting in an approximately 12.5 metre setback at the 7th storey from the northern limit of the property at 68 Greenwood Avenue;

Rear of site (south lot line) – western portion:

- 5.3 metre setback from the western limit of the properties at 628 and 626 Greenwood Avenue, including a conveyance of a 1.98 metre laneway widening, and, a 3.75 metre setback from the south property line (existing east/west laneway) including a conveyance of a 1.67 metre laneway widening;
- 15.8 metre stepback at the 2nd storey, for the southwestern portion of the building, adjacent to the east/west laneway, resulting in an approximately 20 metre setback at the 3rd storey from the northern limit of the east/west laneway;
- additional 1.7 metre stepback at the 7th storey, resulting in a full stepback from the northern limit of the property at 628 Greenwood Avenue of approximately 9 metres

Interior side of site (western lot line):

- 0.3 metre setback from the adjacent building at 1169 Danforth Avenue;
- additional 3.3 metre stepback at the 7th storey, resulting in a full stepback from the property at 1169 Danforth Avenue of approximately 3.5 metres

Attachments 1 to 6 contain drawings of the proposed development. Attachment 9 is the Application Data Sheet, which contains further detailed statistical information for the proposal.

Site and Surrounding Area

The site, municipally known as 1177 Danforth Avenue, is located at the southwest intersection of Danforth Avenue and Greenwood Avenue. The site has a total area of 1,749.33 square metres and is irregular in shape, with depths varying from 30 metres, along Greenwood Avenue, to 42 metres, along the western boundary of the site. The site maintains a frontage of 52 metres along Danforth Avenue and 30 metres along Greenwood Avenue. The site abuts a public laneway to the south, though the laneway does not extend the full length of the rear of the site. The right-of-way widths for Danforth Avenue and Greenwood Avenue in this location are 27 metres and 20 metres, respectively. The site is currently occupied by a single-storey retail building (Beer Store) and a surface parking lot.

The following is the built form character and land uses of the surrounding area:

- North: Opposite the site on the north side of Danforth Avenue are various 2- to 3-storey mixed-use buildings with commercial uses at grade and residential uses above. This built form is typical for Danforth Avenue. Further north is the Danforth Collegiate and Technical Institute and the Greenwood subway station.
- East: East of the site are a series of 1- to 3-storey mixed-use buildings, predominantly with commercial uses at grade and residential uses above, a single storey gas station, and the Greenwood Avenue Secondary School.
- South: South of the site are various low-rise residential buildings. The character of the area south of the site is predominantly residential, with some commercial and employment uses, including the TTC Greenwood Yard.
- West: West of this site are various 1- to 3-storey mixed-use buildings, as well as a two-storey employment centre operated by WoodGreen Community Services and a one-storey place of worship (Madinah Masjid).

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required, by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe. Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

The site is located within an area identified as an Avenue as shown on Map 2 – Urban Structure of the Official Plan.

Section 2.2.3 of the Official Plan addresses lands located on *Avenues*, which are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established through a local *Avenue* study, created in consultation with the local community. However, according to Policy 3.a) within Section 2.2.3, "development may be permitted on the *Avenue* prior to an *Avenue* study and will be considered on the basis of all the policies of this plan." In addition, according to Policy 3.b), where an *Avenue* study has not taken place, development that has the potential to set a precedent for future development applications on an *Avenue* will require the submission of an *Avenue* segment study to be completed by the owner/applicant. The segment study shall address the requirements of Policy 3.b) of Section 2.2.3.

In addition to satisfying all other policies of the Official Plan, including in particular the neighbourhood protection policies (discussed in detail below), development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue* study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- be served by adequate parks, community services, water and sewers, and transportation facilities; and
- be encouraged to incorporate environmentally sustainable building design and construction practices.

Section 3.1.2 Built Form

Section 3.1.2 of the Official Plan provides policy direction for appropriate built form. This direction speaks to the importance for new development to be located and organized to fit within its existing and/or planned context. New development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by (in part):

- generally locating buildings parallel to the street with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to, adjacent streets.

Further, new development will locate and organize vehicle parking, access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets by (in part):

- using shared service areas where possible within development blocks including public and private lanes, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate.

New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by (in part):

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy; and

- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Section 4.5 Mixed Use Areas

The site is designated *Mixed Use Areas* and is subject to the land use policies contained within Section 4.5 of the Official Plan. This designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

Among the development criteria for *Mixed Use Areas* are:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The Official Plan is to be read as a comprehensive and cohesive whole. This application has been reviewed against all policies of the Official Plan. The Official Plan is available here: www.toronto.ca/planning/official_plan/introduction.htm

Avenues & Mid-rise Buildings Guidelines

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan. The Mid-rise Guidelines apply to this development.

The city-wide Mid-Rise Design Guidelines are available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

Toronto City Council at its meeting on June 7, 2016 adopted the revised Mid-Rise Building Performance Standards Addendum for City staff to use together with the previously approved Mid-Rise Building Performance Standards in the preparation of area studies and during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Addendum will be in use until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines.

The Mid-Rise Building Performance Standards Addendum incorporates a number of revisions that reflect and respond to the additional feedback concerning the Mid-rise Building Performance Standards received at the recent meetings of Committee and Council and based upon the monitoring review process.

Key revisions contained within the Addendum include:

- clarification concerning the relationship between Secondary Plan Areas and the use of the Performance Standards (Applicability of Performance Standards);
- the addition of recommended actions for Consultation, Context and Infrastructure;
- extensive clarification regarding the definition and determination of mid-rise building height (Performance Standard #1); and
- clarification on the presence and integration of rooftop equipment and mechanical penthouses (Performance Standard #13).

Danforth Avenue Planning Study

In July 2014, City Council directed Planning staff to undertake a planning study of Danforth Avenue in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue. The site is located in the study area of Don River to Coxwell Avenue.

The study commenced in Q4 of 2016, reviewing the segment from Coxwell Avenue to Victoria Park Avenue, which does not include the subject site of this report. The second segment of the study will be undertaken following completion of the first segment.

Zoning

The site is zoned MCR T3.0 C2.0 R2.5 by the former City of Toronto Zoning By-law 438-86, which permits a wide range of commercial and residential uses with a maximum density of 3.0 times the area of the lot for a mixed commercial residential building. The zoned height limit is 14.0 metres.

The site is also zoned CR 3.0 (c2.0; r2.5) SS2 (x2219) with a height of 14.0 metres by the City of Toronto Zoning By-law 569-2013, which is currently under appeal and is not in-effect for the subject lands. The permissions in Zoning By-law 569-2013 are largely the same as those in Zoning By-law 438-86, as amended. Further, the lands at 1177 Danforth Avenue are subject to exception x2219, which implements the parking standards applicable to the MCR zone of the former City of Toronto Zoning By-law 438-86.

Site Plan Control

A Site Plan Control application (16 134841 STE 30 SA) was submitted to the City on April 1, 2016. On May 17, 2016, City Planning staff received written correspondence from the Ward Councillor, Paula Fletcher, requesting that the application be referred to Council for final approval. The review of the Site Plan is nearing completion and a report to Toronto and East York Community Council is targeted for Q3, 2017.

Reasons for Application

The proposed development requires a Zoning By-law Amendment application, because the proposed height of 29.75 metres for the building and density of 4.01 times the area of the lot exceed the current height limit of 14.0 metres and a density of 3.0 times the area of the lot as prescribed in Zoning By-law 438-86.

The proposed development also does not comply with Zoning By-law 569-2013 for the same reasons as listed above.

The proposal has other deficiencies with respect to the Zoning By-law, which include the location of bicycle parking, loading space requirements, and location of indoor amenity space, among other matters.

Community Consultation

Through the direction of Community Council, Planning staff hosted a Community Consultation Meeting (CCM) at Greenwood Secondary School on March 2, 2016. The meeting was attended by

approximately 45 community members and the Councillor for Ward 30 who engaged in a discussion about the development proposal and growth on Danforth Avenue.

A summary of the issues raised at the CCM are as follows:

- Traffic and site access. Community members were concerned with the impact of new traffic in the area, particularly on the existing laneway system. Concerns were also raised regarding providing vehicular access to the site from the adjacent laneways;
- Design and materiality of the building. Community members were concerned with the proposed design and materiality of the building, including specific concerns that the building was out-of-character with the existing fabric of Danforth Avenue. In particular, concerns were expressed that the building had a medical/institutional style, rather than a more appropriate style for main streets in Toronto. Lack of brick was highlighted, as well as the number of glazed windows that could impact migratory birds;
- Built form and massing of the building. Community members were concerned the building would set a negative precedent for appropriate above-grade stepbacks and transition to low-rise neighbourhoods;
- Unit mix. Community members commented that more large units (2 to 3 bedroom units) should be provided; and
- Retail space and location. Community members raised concerns with the proposed retail space, and expressed interest in fine-grain retail rhythm on Danforth Avenue. Comments were also provided on the importance of the retail spaces at grade as being an important element to making the street front welcoming.

City Planning staff also engaged in discussions with community members who were unable to attend the CCM through email correspondence. The issues raised were similar to what was heard at the CCM. Overall, the general sentiment from the CCM and other communication after the CCM was that the design of the proposed building was inappropriate for this location, but new development is generally welcomed as long as it fits in with the existing and planned context.

In discussions with the local Councillor, the applicant held an informal, public open house on March 14, 2017 at the Coal Mine Theatre (1454 Danforth Avenue) to review the amendments to the development proposal. City staff attended to listen to feedback and discuss these changes with the community in an informal setting.

Comments from the community were generally positive regarding the proposed development's new design and massing, which community members felt better matched the existing character of Danforth Avenue. Additional concerns were raised regarding the vehicular access from the existing public laneway system.

Response to Community Comments

The applicant, working with City staff and the comments received from the community, made several revisions to their proposal, directly based on community input. These revisions primarily concerned the design and materiality of the building, including the provision of different building materials, specifically providing brick as the primary architectural material, rather than precast concrete.

Addressing comments regarding the laneway access, the applicant is working with City staff to discuss specific safety features that will be added to the ingress/egress points of the below-grade parking garage. The applicant's Transportation Study, prepared by LEA Consulting Ltd., states that the proposed site plan will accommodate passenger vehicles with the intention of accessing to/from Greenwood Avenue directly, rather than using the laneway system. City staff are still of the position that some traffic should access the laneway system, which is consistent with the City's policy direction; however, City staff will work with the applicant to finalize the addition of appropriate site safety and turning movement features that will generally direct vehicular traffic to Greenwood Avenue.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards and preliminary pre-approval conditions for the Site Plan Control application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of public transit.

Section 4.0 – Implementation and Interpretation of the PPS states that the municipal official plan is "the most important vehicle for implementation" of the PPS and that "comprehensive, integrated and long-term planning is best achieved through official plans."

This application is consistent with the PPS direction of intensification to achieve growth and urban vitality while making efficient use of existing infrastructure. The application also complies with policies of the PPS that require new development to be directed to appropriate locations for growth.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe by proposing intensification in a growth area on an Avenue served by mass transit.

Avenue Segment Study (Jones Avenue to Coxwell Avenue)

In response to Official Plan Policy 2.2.3.3.b and c (Avenues: Reurbanizing Arterial Corridors), the applicant submitted an Avenue Segment Study (Segment Study), prepared by Hunter & Associates and signed by Registered Professional Planner J. Craig Hunter, dated June 2015, in support of their rezoning

application. The analysis was for properties fronting Danforth Avenue, between Jones and Coxwell Avenues. In total, a 1.4 kilometer section of Danforth Avenue was reviewed, to assess the impacts of incremental development of this segment.

The Segment Study identified and reviewed 11 "soft" sites, based on specified criteria consistent with the City's Avenues and Mid-Rise Building Guidelines (Mid-Rise Guidelines), which could have potential for redevelopment. The Segment Study estimated that if all 11 sites developed based on adopted criteria from the Mid-Rise Guidelines, and in a similar vein to the subject site of this application, then an approximate total of 824 units could be added to this segment of Danforth Avenue.

Based on information presented, it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods* and that the proposed development at 1177 Danforth Avenue is supportable by available hard infrastructure, as discussed in more detail below. The development proposal demonstrates a level of reurbanization that is consistent with the Official Plan Section 2.2.3 (Avenues). The conclusions in the Segment Study with respect to appropriate development sites, building heights, densities and massing are not considered to be conclusive in terms of future consideration of any development applications that the City may receive. Any future development applications submitted in this segment will be evaluated on their own merit, with staff having the benefit of reviewing full and detailed submission materials.

This segment (and additional lands between the Don River and Coxwell Avenue) will be studied in more detail through the second phase of the Danforth Avenue Planning Study.

City Planning staff are satisfied that the proposed building at 1177 Danforth Avenue conforms to Policy 2.2.3.3.b and c, as the development supports and promotes the use of transit; contributes to a range of housing options; contributes to an attractive, safe and comfortable pedestrian environment; is served by adequate parks, community services, water and sewers, and transportation facilities; and will incorporate environmentally sustainable building design and construction practices.

Land Use

The Official Plan states that lands designated as *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. The subject property is located in an area with a mix of residential and commercial uses in single or mixed-use buildings. As such, the proposed mix of residential and commercial uses is consistent with the land use provisions of the Official Plan, the Zoning By-law and existing land uses in the area.

Height and Massing

Official Plan Section 2.3.1 – Healthy Neighbourhoods provides policy direction on development in *Mixed Use Areas*. The performance standards of the Avenues and Mid-Rise Buildings Guidelines (Mid-Rise Guidelines) provide guidance pertaining to size, shape and quality of mid-rise buildings that are intended to implement this section of the Official Plan. The proposed development has been reviewed against policies from the Official Plan, particularly pertinent policies from Sections 2.2.3, 2.3.1, 3.1.1,

3.1.2, and 4.5, and the pertinent performance standards from the Mid-Rise Guidelines, including the performance standards addendum.

An important consideration in determining the appropriate height for mid-rise buildings on *Avenues* is the existing right-of-way (ROW) width of the adjacent *Avenue*. The planned ROW width of Danforth Avenue in the City's Official Plan is 27 metres. The proposed building has a maximum height, excluding the mechanical penthouse, of 29.75 metres (31.25 metres to the top of the mechanical penthouse) and a building height up to the top of the 8th storey of 26.25 metres. The height to the top of the 8th storey is below the 1:1 ROW width of Danforth Avenue. A majority of the 9th floor is proposed to be used for indoor and outdoor amenity space (329.02 square metres) and the mechanical penthouse (158.64 square metres). Together, these spaces comprise 85% of the proposed 9th floor. The remaining 9th floor area is proposed to be used by the second storey of two 3-bedroom dwelling units. Therefore, while the height of the proposed building is 2.75 metres above the ROW width of Danforth Avenue, the majority of this height increase is for an enclosed amenity room and mechanical uses. Further, the additional height is completely within the recommended 45-degree angular plane taken from Danforth Avenue and does not negatively impact the existing and planned character of Danforth Avenue.

As a measure of controlling height and massing on the *Avenues*, the Mid-Rise Guidelines recommend that buildings meet a 45-degree angular plane adjacent to the main *Avenue* (Danforth Avenue), and flanking street (Greenwood Avenue) for a corner lot. This angular plane is typically taken from the height of 80% of the ROW width from the main *Avenue* (Danforth Avenue). For example, providing a streetwall height on Danforth Avenue based on 80% of the ROW width would provide for an approximately 6-storey, or 21.6 metre height along Danforth Avenue. However, local character matters when determining appropriate maximum building heights and streetwall heights. City staff, and the local community, expressed a desire to maintain an appropriate streetwall height for Danforth Avenue that fits in with the existing and planned character of Danforth Avenue. As the existing character of Danforth Avenue is primarily 1- to 4-storey, low-rise forms, and the existing Zoning by-law height limit for Danforth Avenue is 14 metres (4-storeys), the proposed building was redesigned to maintain a primary streetwall height of 4-storeys (14 metres), rather than 6-storeys.

Based on the above, City Planning staff are of the opinion that the maximum streetwall height of 4-storeys (14 metres), and maximum building height of 9-storeys (29.75 metres), has been appropriately design and massed, and is supportable in this location and context.

Regarding the development site adjacent to a *Neighbourhoods* area to the south, working with City Planning staff and based on feedback from the community, the applicant has revised their application to provide an appropriate transition to the low-rise neighbourhood to the south. The building now provides appropriate setbacks from the *Neighbourhoods* area to the south and provides multiple stepbacks above grade, which ensures that the building is compatible with this *Neighbourhood* area, will provide a gradual transition of scale and density, and will maintain adequate light and privacy for existing residents.

In addition to transition, the proposed building has been massed and designed to fit harmoniously within the existing and planned context for Danforth Avenue. The proposed building will frame the adjacent streets of Danforth and Greenwood Avenues, will provide for materiality that is consistent with the existing context of Danforth Avenue (particularly the use of brick, rather than precast concrete), and will

adequately limit resulting shadowing of neighbouring streets to the north and east (discussed in more detail below). As well, to provide an appropriate amenity for Danforth and Greenwood Avenues, the proposed building is recessed between 2.5 metres and 6 metres at-grade at this intersection. This will allow for increased pedestrian amenity and provide a larger sidewalk width for increased pedestrian access in this location.

Therefore, City Planning staff are satisfied with the proposed massing for the building at 1177 Danforth Avenue.

Density

The Zoning By-law permits a density on the site of 3.0 times the area of the lot through the Mixed Commercial Residential (MCR) zone category. As discussed above, the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and City of Toronto Official Plan permit intensification in this location. The proposed building has a density of 4.01 times the area of the lot. The built form and massing of the building has been designed to ensure the increase in density on the lot is done in a sensitive and appropriate manner. This includes compliance with the various built form and massing policies of the Official Plan, general compliance with the performance standards of the Mid-Rise Guidelines, on a site deemed appropriate for intensification. In addition, as discussed above, the massing of the building provides for an appropriate transition to the *Neighbourhoods* to the south. Therefore, City Planning staff are satisfied with the proposed density for the development at 1177 Danforth Avenue.

Sun and Shadow

As discussed in the Official Plan, new development is required to adequately limit any resulting shadowing of neighbouring streets, having regard for the varied nature of such areas. In addition, the Official Plan requires that new development in *Mixed Use Areas* locate and mass new building to maintain sunlight for pedestrians on adjacent streets. Taken together, the intent of these policies is to ensure that new development on the *Avenues* provides for appropriate continuous sunlight and limits shadowing on neighbouring streets.

Through review of the sun and shadow studies prepared by the applicant in support of their application, City Planning staff are satisfied that the proposed building ensures appropriate continuous sunlight and limits shadowing on the north side of Danforth Avenue and the east side of Greenwood Avenue. Specifically, during the shoulder seasons (March/September 21), a continuous period of sunlight will be maintained on Danforth Avenue from approximately noon onwards, while a continuous period of sunlight will be maintained on Greenwood Avenue until approximately 2 PM, with incremental shadowing experienced for an approximate 3-hour period afterward. Taken as a whole with the provisions for intensification on the City's *Avenues*, the amount of continuous sunlight and incremental shadowing is appropriate and meets the intent of the Official Plan.

Streetscape

An important consideration for new development in *Mixed Use Areas* is its interaction with the public realm and existing pedestrian network. Through discussions with City staff, and based on feedback from the community, the proposed development was revised to provide a fully active façade along Danforth Avenue. The residential condominium entrance, originally located along Danforth Avenue, was relocated to the most southern location along Greenwood Avenue, providing for a continuous,

wrapped active façade that will allow for greater opportunities for a mix of non-residential uses and activities at-grade. This will allow for flexibility for the applicant to provide a mix of more fine-grain retail and larger retail units, where appropriate. City staff will secure the provision of a mixed of unit sizes through the implementing site-specific zoning by-law(s).

The height of the ground floor for the non-residential space is proposed at 5.3 metres, while the exterior façade height, with the addition of proper articulation and the location of weather-protecting canopies and retail signage, will be provided at approximately 4.5 metres. This difference in internal floor height and exterior façade height will accomplish two important factors to contribute to a vibrant and active public realm, as follows:

- the larger interior height will allow for a more flexible retail space and a greater variety of retail uses;
- the smaller exterior height will provide an appropriate context for pedestrians that is consistent with the heights of ground floor uses on Danforth Avenue.

In addition, as discussed above, the majority of the sidewalk widths (curb to building face) adjacent to the building for both Danforth and Greenwood Avenues will be provided at a minimum of 5 metres. This sidewalk width will allow for an improved streetscaping treatment, including space for new landscaping, cycle ring and posts, benches for seating, a clear pedestrian walkway at a minimum of 2.1 metres, and spill-over space adjacent to the building for patios and other active uses. On the Greenwood Avenue frontage, the applicant will relocate the existing TTC bus shelter closer to the residential entrance to provide a continuous pedestrian clearway. At the intersection of Danforth and Greenwood Avenues, City Planning staff worked with the applicant to provide additional space for the anticipated increase in pedestrian volumes in this area and is satisfied that the additional setbacks (ranging from 2.5 metres to 6 metres beyond the sidewalk width of 5 metres) at this intersection will accomplish this goal.

Community Services and Facilities

In considering whether a Community Services and Facilities (CS&F) Study should be submitted as part of a development application, City Planning considers whether the application is of a significant scale and may have the potential for impacts on existing CS&F, if few services and facilities are known to exist in the area, or when an application is on an *Avenue* and an *Avenue Study* has yet to be undertaken.

This application proposes a modest increase in permitted gross floor area and density for the site. The second segment of the Danforth Avenue Planning Study will review the portion of Danforth Avenue, between the Don River and Coxwell Avenue, and may include a review of, and identify needs for, CS&F, in relation to proposed growth projections. In the interim, future site-specific development applications may be required to include individual CS&F studies pending the details of the proposal and how the proposal relates to the CS&F Terms of Reference.

City Planning will continue to work collaboratively with the CS&F sectors, including the Toronto Public Library, the School Boards, the human services sectors, and the Children's Services and Parks, Forestry and Recreation Divisions to evaluate the potential impact of growth along this *Avenue* as it pertains to CS&F in the area. Working our partner divisions and agencies, City Planning will identify needs and develop recommended priorities for incorporation into service and capital plans, and for consideration if, and when, community benefits are identified for a site-specific development application.

Traffic Impact, Access, Parking, and Loading

Vehicular access into and out of the site is provided from two locations, the shared driveway off of Greenwood Avenue abutting the east side of the site, 25 metres south of Danforth Avenue, and the existing public lane system abutting the south side of the site. While the entrance to the parking garage is located closest to the existing public lane system, it is anticipated that vehicles will use both access points for ingress and egress to the site, with Greenwood Avenue serving as the primary and most direct access for the development related traffic entering and exiting the site. Notwithstanding, some development related traffic may use the public lane system to the south. However, it is expected that the amount of new trips added to the public lane system would be relatively small, as it would represent a portion of the new two-way trips estimated to be generating by the development during the AM and PM peak hours, respectively. Loading will be exclusively accessed from Greenwood Avenue to the loading space at the rear of the site. The access driveway complies with City of Toronto standards for combined curb and sidewalk vehicular entrances. Transportation Services is accepting of the proposed vehicular access (both for personal vehicles and commercial/waste trucks) for the site.

In support of their development application, the applicant submitted a traffic impact analysis, prepared by LEA Consulting Ltd. The analysis estimated that the proposed building will generate approximately 18 and 24 two-way trips during the AM and PM peak hours, respectively. The level of trip generation for vehicles is further supported by the proximity of the site to existing higher-order transit. The Greenwood TTC Subway Station is approximately 350 metres (a 5-minute walk) from the subject site. Given the level of trip generation, Transportation Services has advised that the projected site traffic will have minimal impacts on the area intersections and laneway system, and, therefore, can be acceptably accommodated on the adjacent road network. Transportation Services accepts the proposed traffic impacts of the development.

The proposal includes the provision of 65 vehicular parking spaces (including 6 visitor parking spaces) within a two-storey below grade parking garage, whereas the Zoning By-law standard requires a total of 66 vehicular parking spaces for the residential dwelling units, residential visitors and proposed retail space. The proposed parking supply is deemed acceptable to Transportation Services.

The proposal also includes the provision of 108 long-term bicycle parking spaces provided in both levels of the two-storey below grade parking garage. 7 short-term (visitor) bicycle parking spaces will be provided and located at grade at the rear of the site, accessible via the entrance off of Greenwood Avenue and the public lane system. In addition, the site plan application will secure City standard bicycle ring & posts within the City right-of-way along Danforth Avenue.

A single Type-G loading space is proposed for the development at the rear of the site, accessible only via Greenwood Avenue. While the minimum Zoning By-law requirement would dictate the provision of one Type-G and one Type-B loading space, Transportation Services has accepted the provision of a single Type-G loading space for shared use of both residential and commercial components of the development.

Given the continuing comments from the community regarding safety concerns within the existing public laneway system, City staff have requested that the applicant provide additional safety measures on the public lane. The applicant is now showing additional safety measures that include the provision of warning lights when vehicles are sensed in specific locations near, or within, the parking garage ramp

and loading space, signage to instruct vehicles to wait for clear lanes prior to moving to the various ingress and egress points provided on site, the provision of stop bar locations, and convex mirrors in appropriate locations to provide clear lines of sight for all vehicles. These matters will be secured through site plan approval.

Servicing

The site will be serviced by a proposed 250 mm sanitary service connection, which will be connected to the existing 300 mm combined sanitary sewer on Danforth Avenue. The analysis by the applicant's consultant, Cole Engineering, has concluded that the proposed development will not negatively impact the existing municipal infrastructure and no improvements will be required to the existing municipal combined sewer system.

The stormwater from the site will be discharged to the existing 750 mm storm sewer on Greenwood Avenue by a 200 mm storm service connection. The proposed water service connection for the site will be to the 300 mm existing water main on Danforth Avenue.

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 0.43 to 0.79 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 acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application is proposing to construct a 9-storey mixed use residential condominium that will consist of 92 dwelling units. The development will also include 722 square metres of retail space at grade.

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 1360 square metres or 84.66% 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 163 square metres or 9.35% of the site area.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as a dedication of 163 square metres is not of a suitable size to develop a programmable park within the existing context of this development site. At the same time, the site does not abut an existing city park which could be expanded through this dedication. However, this site is approximately 340 metres away from Felstead Avenue Playground, a 17,011 square metre park, and 780 metres away from Monarch Park, a 50,526 square metre park. Both parks front onto Felstead Avenue.

The amenities for Felstead Avenue Playground include a drinking fountain, playground and soccer field. Monarch Park includes a picnic site, playground, wading pool, off leash area, as well as outdoor table tennis and drinking fountains.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the 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.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for various Tier 1 development features, including, but not limited to, the following:

- Air Quality, such as providing for two resident parking spaces to include rough-in conduits for future electric car charging stations;
- Water Quality, Quantity, and Efficiency, such as such as collecting and storing all stormwater run-off in an underground storage tank and discharging to the existing storm sewer at the two-year allowable release rate set by the City of Toronto;
- Storage and Collection of Recycling and Organic Waste, such as the collection and sorting for a three-stream collection system providing garbage, recycling and organic collection and storage.

Other applicable TGS performance measures will be secured through the Site Plan Approval process, including the provision of on-site tree planting and the provision of minimum required soil volumes.

Matters Adopted by Toronto and East York Community Council

As discussed above, Toronto and East York Community Council (TEYCC) adopted a motion at its meeting on September 8, 2015, through Item TE10.65, adding that staff should pay particular attention to the public realm and pedestrian issues and explore the possibility of incorporating City and/or community services within the proposed development.

City Planning, as is typical through its review of all development applications, understands the importance of ensuring public realm, streetscaping and pedestrian issues are reviewed with particular importance. This is consistent with policies found in the City's Official Plan. City staff are satisfied that the public realm provided through this application is appropriate and will provide for a more active streetscape and much improved pedestrian experience in this location.

City Planning reviewed the matter of incorporating City and/or community services within the proposed development with the applicant and other City divisions and agencies. A partner service was not able to be accommodated in this development.

CONTACT

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Tel. No. 416-392-7574
E-mail: daniel.woolfson@toronto.ca

SIGNATURE

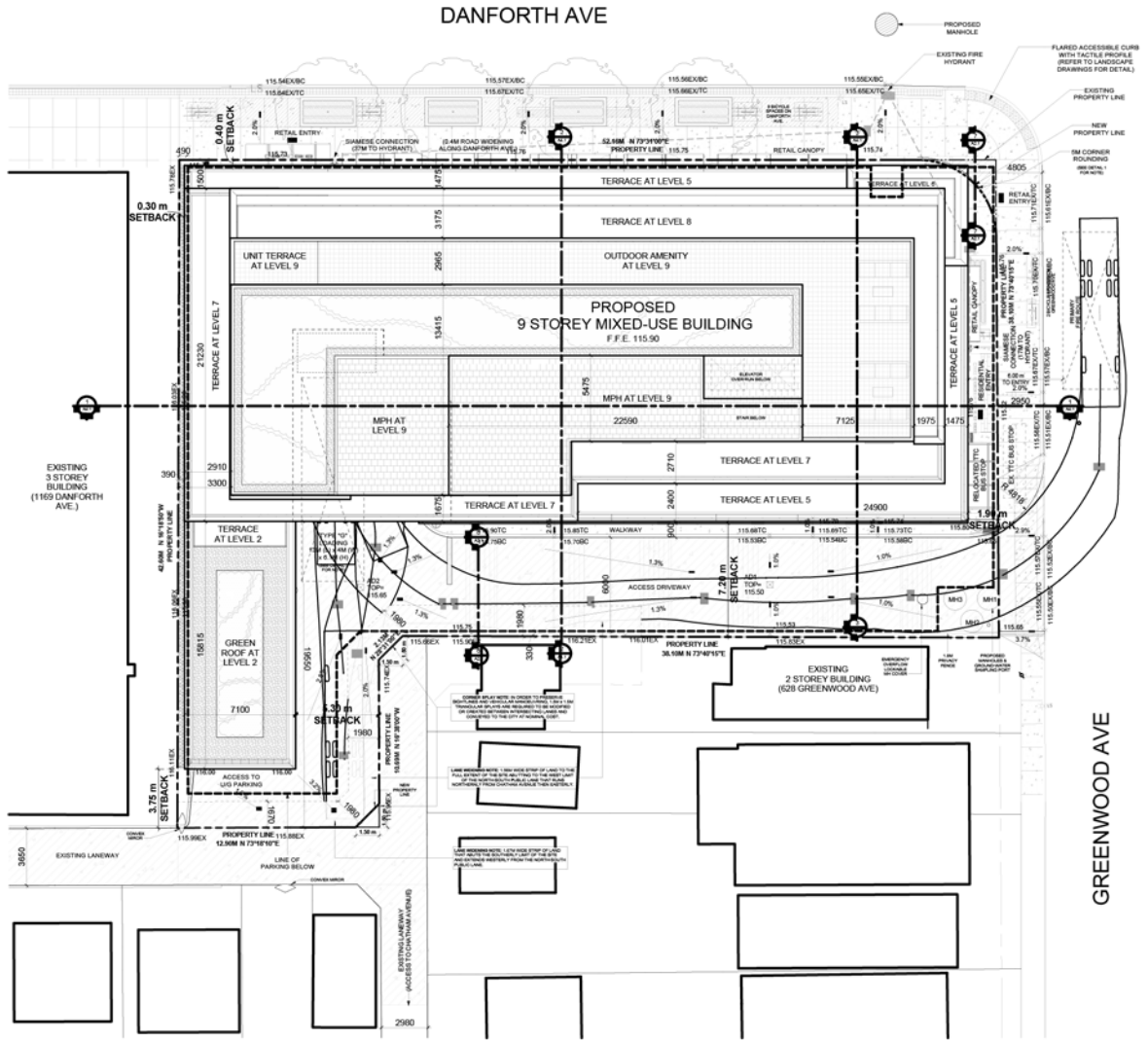
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: North Elevation
- Attachment 3: East Elevation
- Attachment 4: South Elevation
- Attachment 5: West Elevation
- Attachment 6: Applicant's Rendering
- Attachment 7: Zoning
- Attachment 8: Official Plan
- Attachment 9: Application Data Sheet
- Attachment 10: Draft Zoning By-law Amendment (438-86)
- Attachment 11: Draft Zoning By-law Amendment (569-2013)

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale 

05/09/2017

1177 Danforth Avenue

File # 15 177455 STE 30 OZ

Attachment 2: North Elevation



North Elevation

North Elevation

Applicant's Submitted Drawing

Not to Scale
05/09/2017

1177 Danforth Avenue

File # 15 177455 STE 30 OZ

Attachment 3: East Elevation



East Elevation

East Elevation

Applicant's Submitted Drawing

Not to Scale
05/09/2017

1177 Danforth Avenue

File # 15 177455 STE 30 OZ

Attachment 4: South Elevation



South Elevation

South Elevation

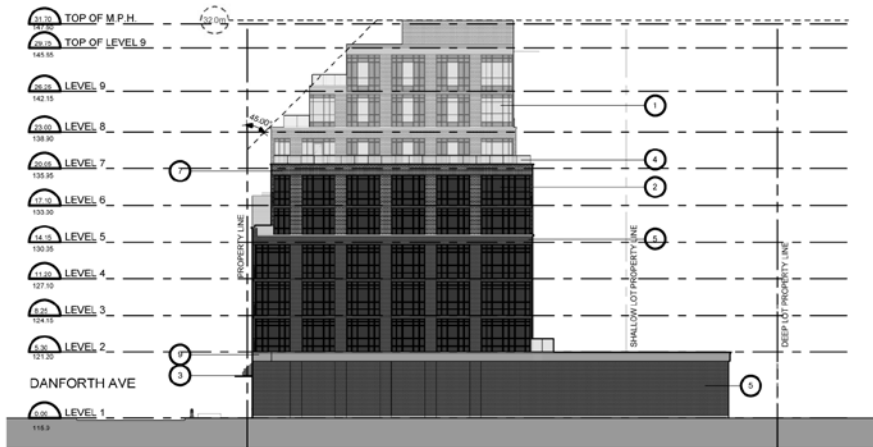
Applicant's Submitted Drawing

Not to Scale
05/09/2017

1177 Danforth Avenue

File # 15 177455 STE 30 0Z

Attachment 5: West Elevation



West Elevation

West Elevation

Applicant's Submitted Drawing

Not to Scale
05/09/2017

1177 Danforth Avenue

File # 15 177455 STE 30 OZ

Attachment 6: Applicant's Rendering



Rendering - View Looking South-West

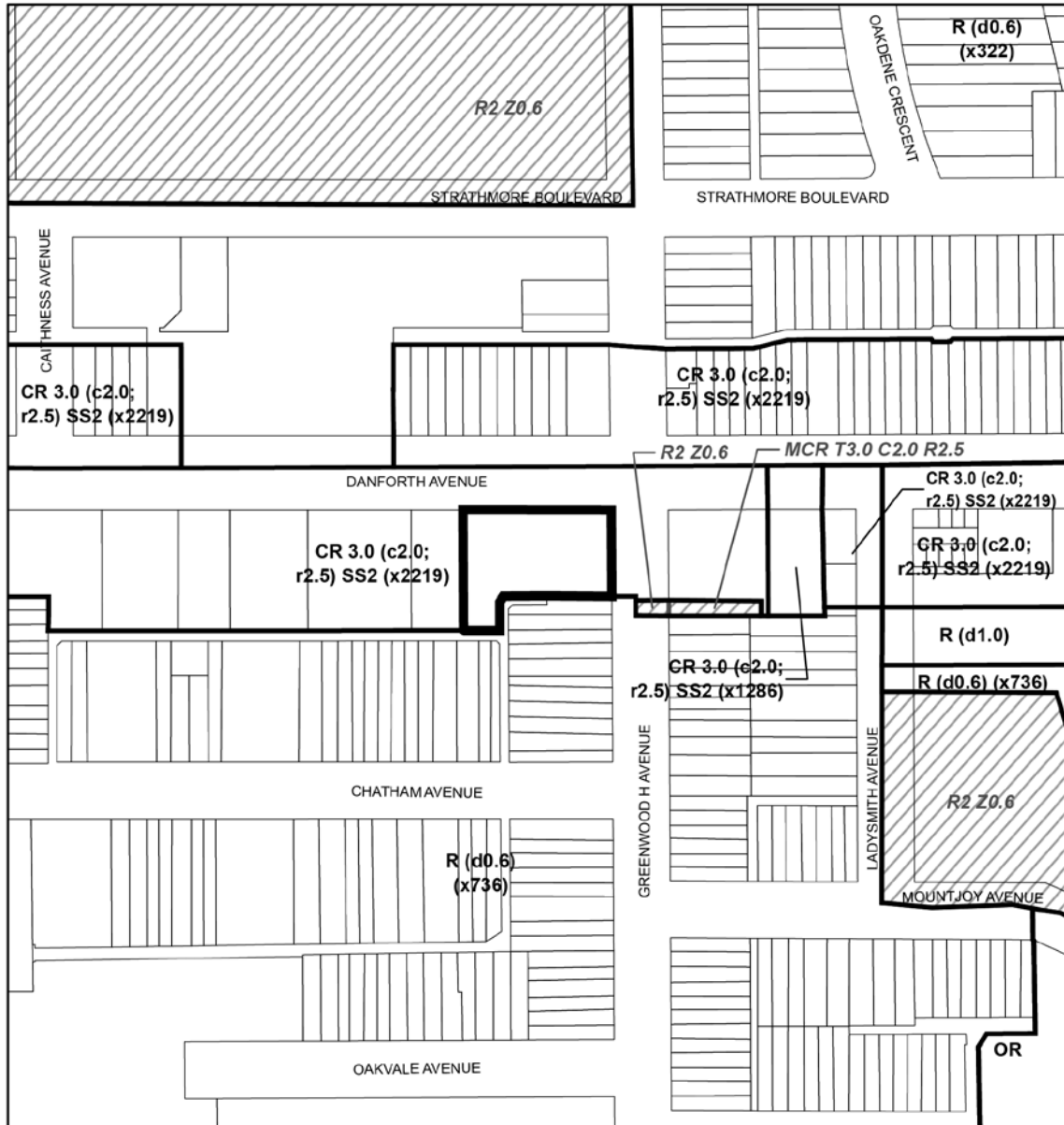
1177 Danforth Avenue

Applicant's Submitted Drawing

Not to Scale
05/09/2017

File # 15 177455 STE 30 0Z

Attachment 7: Zoning



Zoning By-Law No. 569-2013

1177 Danforth Avenue

File # 15 177455 STE 30 0Z

Location of Application

R Residential

CR Commercial Residential
OR Open Space Recreation



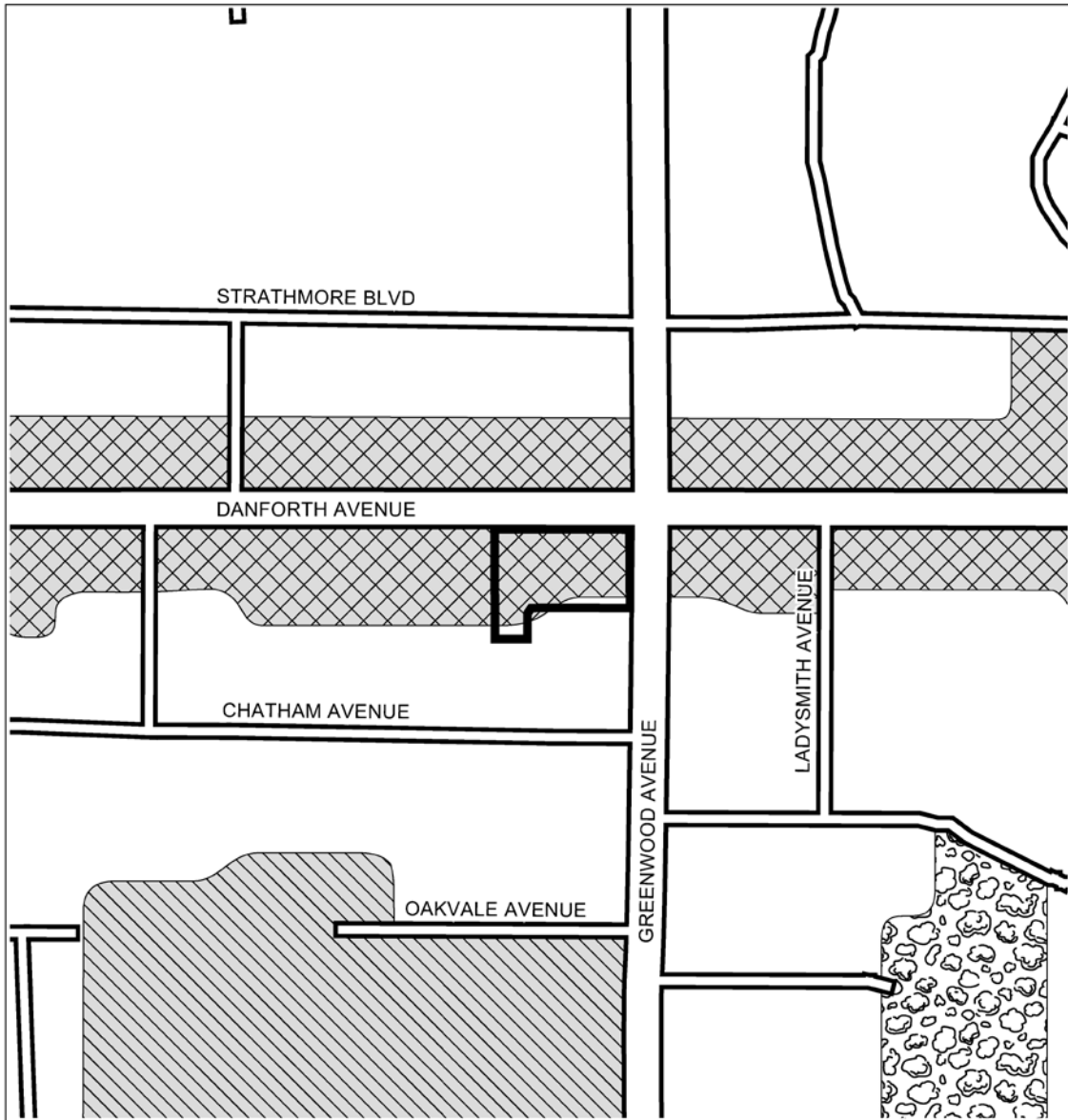
See Former City of Toronto By-Law No. 438-86

R2 Residential District
MCR Mixed-Use District



Not to Scale
Extracted: 07/15/2015

Attachment 8: Official Plan



Toronto City Planning

1177 Danforth Avenue

Extract from Official Plan

File # 15 177455 STE 30 0Z



Not to Scale
07/15/2015

Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	15 177455 STE 30 OZ
Details	Rezoning, Standard	Application Date:	June 19, 2015
Municipal Address:	1177 DANFORTH AVENUE		
Location Description:	PLAN 740 LOT 27 TO 31 **GRID S3004		
Project Description:	The Applicant, 1177 Danforth Avenue Ltd., has submitted rezoning and site plan applications that propose to develop the site, municipally known as 1177 Danforth Avenue, with a 9 storey mixed-use residential condominium building with a height of 29.75 m (31.25 m including mechanical penthouse). The proposed building consists of a total gross floor area (GFA) of 7,015.12 square metres, which includes 92 residential condominium units, above 722.00 m ² of retail space at grade. The total FSI is 4.01 times the lot area.		

Applicant:	Agent:	Architect:	Owner:
Craig Hunter			1177 Danforth Avenue Ltd

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 3.0 (c2.0; r2.5) SS2 (x2219)	Historical Status:	N
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1740	Height:	Storeys:	9	
Frontage (m):	52.2		Metres:	29.7	
Depth (m):	0				
Total Ground Floor Area (sq. m):	1289				Total
Total Residential GFA (sq. m):	6293		Parking Spaces:	65	
Total Non-Residential GFA (sq. m):	722		Loading Docks	1	
Total GFA (sq. m):	7015				
Lot Coverage Ratio (%):	0				
Floor Space Index:	4.01				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo			
Rooms:	0	Residential GFA (sq. m):	6293	0
Bachelor:	5	Retail GFA (sq. m):	722	0
1 Bedroom:	54	Office GFA (sq. m):	0	0
2 Bedroom:	29	Industrial GFA (sq. m):	0	0
3 + Bedroom:	4	Institutional/Other GFA (sq. m):	0	0
Total Units:	92			

CONTACT: PLANNER NAME: Daniel Woolfson, Senior Planner
TELEPHONE: 416-392-7574

Attachment 10: Draft Zoning By-law Amendment (438-86)

To be provided on, or before, the Toronto and East York Meeting of June 13, 2017.

Attachment 11: Draft Zoning By-law Amendment (569-2013)

To be provided on, or before, the Toronto and East York Meeting of June 13, 2017.