

3311 Bathurst Street – Zoning By-law Amendment Application – Request for Interim Directions Report

Date: May 28, 2018

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward no. 16 – Eglinton-Lawrence

Planning Application Number: 18 132442 NNY 16 OZ

SUMMARY

This Report responds to an application where staff are currently not in a position to provide a Final Report to Council, but which could be appealed to the Local Planning Appeal Tribunal due to a lack of decision during the break in Council's meeting schedule (July to December 2018).

The report sets out outstanding issues related to the application and makes an initial determination as to whether or not the application is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017).

This application proposes a Zoning By-law Amendment to permit a 32-unit rental infill stacked townhouse development on the surface parking lot fronting Brookdale Avenue of an existing 9-storey rental apartment building at 3311 Bathurst Street. The parking area serves the existing nine (9)-storey rental apartment building which would be retained. The existing underground parking garage would be expanded to accommodate additional parking for both the existing rental apartment building and the proposed stacked townhouse development.

While the proposed development is consistent with a number of policies within the Provincial Policy Statement (2014)(PPS) and conforms with a number of policies within the Growth Plan for the Greater Golden Horseshoe (2017)(GGH), in its current form the proposal is not consistent with Policies 1.1.1.c, 1.1.1.d, 1.1.3.2.a.1, 1.1.3.2.a.2, 1.1.3.2.a.5, 1.1.3.4, 1.5.1, and 1.7.1 of the PPS and does not conform to Policy 2.2.1.4 of the GGH as fully described in the Comments section of this report.

In addition to issues related to consistency and conformity with provincial policies, a number of other issues also need to be resolved, including:

- The appropriateness of the orientation of half the units, including their front doors, to the north facing the back yards of detached dwellings on Fairlawn Avenue;

- The transition of the proposed stacked townhouse development to the *Neighbourhoods* designation to the east and north, including the transition of the height of the building adjacent the detached dwellings to the east;
- The presence of rooftop decks on the upper units and the potential for overlook into the backyards of adjacent detached dwellings;
- The transition from the public realm to the private realm along Brookdale Avenue, specifically the proposed grading which results in a requirement for numerous stairs from grade, projecting raised private amenity areas facing Brookdale Avenue, etc);
- The appropriateness of the proposed building setbacks from Brookdale Avenue, in terms of fitting with the adjacent buildings to the east and the west;
- The appropriateness of the proposed building setbacks from lot lines other than the street lot line; and
- A determination of how parkland dedication will be made to the City.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 3311 Bathurst Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the statutory public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.
4. City Council direct City Staff to continue to negotiate with the applicant to resolve the outstanding issues detailed in this report.
5. City Council direct the City Solicitor and appropriate City Staff to attend and oppose the application in its current form, should the application be appealed to the Local Planning Appeal Tribunal (the "LPAT") on the basis of Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The applicant requested a pre-application consultation meeting for assistance in defining the requirements for application submission. A pre-application meeting was held on October 26, 2017 and issues raised included the orientation of half of the units, including their front doors, towards the north and the back yards of detached dwellings on Fairlawn Avenue.

The current application was submitted on March 22, 2018 and deemed complete on May 10, 2018. A Preliminary Report on the application has not been prepared and considered by North York Community Council as the application was submitted to the City very recently. This report will provide appropriate information on the application similar to a Preliminary Report. This Report responds to an application where staff are currently not in a position to provide a Final Report to Council, but which could be appealed to the Local Planning Appeal Tribunal (LPAT) due to a lack of decision during the break in Council's meeting schedule (July to December 2018), but where staff would like to hold a community consultation meeting and continue to negotiate with the applicant to resolve outstanding issues detailed in the report.

ISSUE BACKGROUND

Proposal

The proposal seeks to develop an infill stacked rental townhouse building on an existing surface parking area fronting Brookdale Avenue in the southeast corner of the subject site. The parking area serves the existing nine (9)-storey rental apartment building which would be retained. The existing underground parking garage would be expanded to accommodate additional parking for both the existing rental apartment building and the proposed stacked townhouse development.

The infill stacked townhouse building would be four (4) storeys (13.5 metres) in height and consist of 32 rentals units. The dwelling units would have individual entrances accessible from either Brookdale Avenue to the south or a landscaped walkway along the north of the proposed dwelling units. The proposed residential gross floor area (gfa) of the stacked townhouse building would be 3,439.2 square metres and combined with the gross floor area of the existing nine (9) storey rental apartment building which is 7,692.1 square metres, the total proposed gross floor space of the site would be 11,131.3 square metres. This would result in a floor space index of 1.93 times the lot area.

The proposed stacked townhouse block site would be organized as follows: thirty-two units are proposed in total. Sixteen (16) of the units would be located along the south side of the building block facing, and accessed from, Brookdale Avenue to the south and sixteen (16) units would be located along the north side of the building block facing, and accessed from, an east-west oriented pedestrian path located along the north side of the stacked townhouse block and south of the shared lot line with the detached dwelling units facing Fairlawn Avenue. Individual unit access would be provided from entry porches. Four (4) entry porches would be provided along each of the south side and the north side of the building. Each entry porch would serve 4 units – two (2) lower units and two (2) upper units. Each unit in the stacked townhouse block would be 2-storeys in height.

Each proposed unit would be 5.84 metres wide with the exception of the end units which would be 6.0 metres wide. Each lower unit would be provided with a raised patio for private use and amenity. Each upper unit would be provided with a roof top deck accessed by an enclosed stairwell. According to Toronto Building, this roof top access stairwell would be considered a storey. Each unit would have 2 bedrooms.

Parking for the existing rental building is currently provided in a single level underground parking garage accessed from a vehicular ramp from Fairlawn Avenue and a surface parking area facing Brookdale Avenue. Fifty-three (53) parking spaces are provided in the garage structure. The surface parking lot located at the southeast corner of the site where the stacked townhouses are proposed contains forty (40) parking spaces for residents and six (6) parking spaces for visitors.

It is proposed that the below-grade parking garage be extended to accommodate 48 new vehicular parking spaces for a total of 101 below-grade parking spaces. A further single visitor parking space and two car-share parking spaces would be provided at grade at the south side of the existing rental apartment building. Access to these spaces would be obtained from a hard-surfaced Fire Route/pedestrian pathway proposed through the site from Brookdale Avenue to Fairlawn Avenue between the existing rental apartment building and proposed stacked townhouses.

Long-term bicycle parking spaces would be provided in the extended area of the underground parking garage for 22 bicycles. Three (3) short term bicycle parking spaces would be provided at grade at the northwest corner of the proposed stacked townhouse development adjacent the proposed pedestrian connection between Brookdale Avenue and Fairlawn Avenue.

The submitted housing issues report has indicated the applicant will work with City Planning staff to identify needed improvements to the existing rental housing building.

See Attachment 1: Application Data Sheet for further project information and Attachment 6: Site Plan for the site layout.

Site and Surrounding Area

The 0.19 hectare L-shaped site has 70.5 metres of frontage on Bathurst Street, approximately 51.1 metres of frontage on Fairlawn Avenue and 113.3 metres of frontage on Brookdale Avenue. The site is currently occupied by a nine (9) storey rental apartment building comprising 102 rental units. The building contains four (4) studio units, fifty-nine (59) one-bedroom units, thirty-seven (37) two-bedroom units and two (2) three-bedroom units. The rents for all rental units are affordable and mid-range as defined by the Canadian Mortgage and Housing Corporation for the City of Toronto.

Vehicular access to the site is gained from Fairlawn Avenue through a ramp to the underground parking structure which contains fifty-three (53) parking spaces for the residents. Two driveways from Brookdale Avenue provide access to the surface parking at the southeast portion of the subject lands which contains forty (40) parking spaces for residents and six (6) parking spaces for visitors. In total, ninety-three (93) parking spaces are provided on site for residents and six (6) spaces are provided for visitors.

A U-shaped paved walkway provides pedestrian access to the existing apartment building lobby entrance from the sidewalk on the east side of Bathurst Street. Secondary accesses to the building serve the residents from Brookdale Avenue, Fairlawn Avenue and the surface parking area.

The existing apartment building is surrounded by landscaped private open space on all sides of the building.

Land uses surrounding the subject site are as follows:

North: Detached dwellings are located immediately north of the development parcel on both sides of Fairlawn Avenue. A commercial plaza with residential units on the second floor is located on Bathurst Street north of the existing rental apartment building at 3311 Bathurst Street.

South: A seven (7) storey apartment building (595 Brookdale Avenue) is located to the south of the site across Brookdale Avenue. To the south and southwest along both sides of Bathurst Street are located a number of 4 storey walk-up apartment buildings.

East: Detached residential dwellings are located to the east of the development site along both sides of Brookdale Avenue and Fairlawn Avenue.

West: An eight (8) storey apartment building is located across Bathurst Street on the west side (3270 Bathurst Street). A complex of two (2) storey townhouses is located across Bathurst Street to the northwest of the site (3310 to 3332 Bathurst Street).

See Attachment 2: Location Map.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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.

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.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the

Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of this Report.

Toronto Official Plan, Official Plan Policies and Planning Studies

This application will be reviewed against the policies of the City of Toronto Official Plan, Official Plan Amendment 320, the Infill Townhouse Design Guidelines and the Townhouse and Low-Rise apartment Guidelines.

The site is designated *Mixed Use Areas* on Map 16 of the Official Plan (See Attachment 3 Official Plan Land Use Map). This is one of four designations identified in the Official Plan as providing opportunities for increased jobs and/or population. Underutilized lots within *Mixed Use Areas* have the potential to absorb much of the new housing growth expected in Toronto over the coming decades. While the *Mixed Use Areas* designation encourages intensification, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

The Official Plan establishes criteria for development in *Mixed Use Areas* that are intended to contribute to the quality of life. It is the intent that development will:

- Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Provide for new jobs and homes for Toronto's growing population on underutilized lands in areas such as designated *Mixed Use Areas*;
- Provide a transition between areas of different development intensity, particularly providing setbacks from and stepping-down of building heights towards lower scale *Neighbourhoods*;

- Locate and mass new buildings to minimize shadow impacts on adjacent *Neighbourhoods* during the spring and fall equinoxes;
- Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- Provide an attractive, comfortable and safe pedestrian environment;
- Have access to schools, parks, community centres, libraries, and childcare;
- Take advantage of nearby transit services;
- Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The Official Plan identifies areas that are well-served by public transit and the existing road network and which have a number of properties with redevelopment potential that can accommodate growth. These areas are shown on Map 2 Urban Structure and are identified by four categories including *Avenues* (See Attachment 4: Official Plan Map 2 Structure Plan). The *Avenues* are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents. The property falls within an *Avenues* overlay.

Chapter 2 of the Official Plan contains principles for steering growth and change to some parts of the city, while protecting our neighbourhoods and green spaces from development pressures. *Neighbourhoods* are seen as being stable but not static. The policies require that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density through the stepping down of buildings towards, and setbacks from, those *Neighbourhoods*, maintain adequate light and privacy for residents in those *Neighbourhoods*, and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*. The policies go on to note that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that neighbourhoods are protected from negative impact.

Section 3.1.1 of the Official Plan addresses the public realm, recognizing how important good design is in creating a great city, and great cities are identified by the look and quality of their streets and public spaces and the buildings which frame and define them. Toronto's concession road grid is recognized as a major organizing element to be maintained and improved. The policies require that new development enhance the quality of the public realm and streets adjacent to new development will be designed to perform their diverse roles.

The narrative of Section 3.1.2 Built Form acknowledges that our personal enjoyment of our streets and open spaces depends on the visual quality, activity, comfortable environment, and perception of safety in those spaces. Those qualities are influenced

directly by the built form of adjacent buildings. New development needs to fit in, respecting and improving the character of the surrounding area.

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure, and affordability, and the protection of rental housing units.

Policy 3.2.1.5 states that, "significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development:

- a) Will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
- b) May secure any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1 of this plan, without pass-through of such costs in rents to tenants. Staff will review this application for compliance with these and all other relevant policies of the Official Plan."

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure the provision of community benefits in return for an increase in height and/or density of a development. The City may require the owner to enter into an agreement to secure these matters.

The Official Plan can be found at this link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Official Plan Amendment 320

As part of the city's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods*, and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhood* sites and to implement the City's Tower Renewal program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016 which decision has been appealed in part. The OMB commenced the hearing of appeals of OPA 320 in May 2017 and it remains ongoing.

On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found at the following link:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas* that are adjacent and close to *Neighbourhoods*. The new criteria address components in new development such as amenity and service areas, lighting and parking.

Zoning

City of Toronto Zoning By-law 569-2013

The majority of the site is zoned "Residential Apartment" RA (f30.0; a1375; d1.5)(x776) by City of Toronto Zoning By-law 569-2013. Permitted uses include an apartment building in addition to civic uses such as fire halls, police stations or ambulance depots, and retail stores subject to conditions. The minimum required frontage in this zone is 30.0 metres and the minimum required lot area is 1375 square metres.

A small sliver of the site along the east portion which fronts on Brookdale Avenue is zoned "Residential Detached" RD (f12.0; a 370)(x1463). Permitted uses include detached dwellings and parks. Stacked townhouses are considered an apartment building so they are not permitted in an RD zone. The minimum required lot frontage in the RD zone is 12.0 metres and the minimum required lot area is 370 square metres.

See Attachment 5: Existing Zoning By-law Map.

Design Guidelines

The application will be reviewed against the Infill Townhouse Design Guidelines, the Townhouse and Low-Rise Apartment Guidelines and the Growing Up Draft Urban Design Guidelines:

Infill Townhouse Design Guidelines

The Urban Design Guidelines for Infill Townhouses (2003) articulate and clarify the City's interest in addressing townhouse development impacts, with a focus on protecting streetscapes, adjacent properties and seamlessly integrating new development into the existing context. The Guidelines provide a framework for site design and built form to achieve good urban design and an appropriate scale and form of development for applications proposing low rise, grade-related residential units constructed in rows or blocks. The Guidelines can be viewed at:

<https://web.toronto.ca/wp-content/uploads/2017/08/8f4c-Toronto-Urban-Design-Guidelines-Infill-Townhouses.pdf>

Townhouse and Low-Rise Apartment Guidelines

The updated Townhouse and Low-Rise Apartment Guidelines has been approved by City Council. The document further clarifies and expands upon the Council-approved 2006 Guidelines to reflect a broader range of multi-dwelling development up to four storeys in height. The latest draft of the Townhouse and Low-Rise Apartment Guidelines can be viewed online at:

<https://www.toronto.ca/wp-content/uploads/2018/01/964c-townhouse-low-rise-guidelines-02-2017.pdf>

The updated Guidelines continue to assist with implementing and evaluating proposals in relation to the intent of the Official Plan by detailing how new development should be organized and structured. Relevant draft Guidelines require new development to promote main entrances facing public streets and to provide private outdoor amenity spaces that are sunlit, comfortable, and afford a level of privacy. The draft Guidelines also stress the need for private outdoor amenity areas for families with children and accommodating pets when a development is not large enough to accommodate shared outdoor amenity areas on site. Also relevant is providing sufficient setback distances between primary living spaces (living rooms and dining rooms) and sides of adjacent buildings to ensure adequate sunlight and sky views, and to reduce overlook between buildings and neighbouring properties.

Growing Up Draft Urban Design Guidelines

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under-review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

The Growing Up Draft Urban Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2017/pg/bqrd/backgroundfile-103920.pdf>

The application will be reviewed by staff against the Growing Up Draft Urban Design Guidelines described above.

Site Plan Control

A development proposal on this site is subject to the Site Plan Control By-law and an application for Site Plan Control Approval has not been filed.

Reasons for Application

An amendment to the Zoning By-law is required to permit the stacked townhouse building form in the RD zone, and modify the zoning by-law requirements in both the RA Zone and the RD zone. The applicant has requested to increase the maximum lot coverage and the maximum permitted floor space index, reduce the required ancillary building and structure (underground parking structure) setbacks, reduce the required minimum required rear and side yard setbacks, reduce the required minimum amenity space, reduce the minimum required building separation distance, reduce the required minimum and maximum parking requirements, reduce the minimum required visitor parking, vary the number of loading spaces required, and reduce the number of required long term bicycle parking spaces for the existing building among other zoning by-law requirements.

Complete Application Submission

A Notification of Incomplete Application was issued on April 9, 2018 identifying the outstanding material required for a complete application submission as follows:

- Housing Issues Report.

The Housing Issues Report was submitted on April 16, 2018 but has since been determined to be incomplete as it does not address Policy 3.2.1.5 of the Official Plan, addressing the need to secure existing on-site rental tenure.

Subsequently, it was determined that only the south building elevation was provided with the package of Architectural Plans in the submitted application. A further Notification of Incomplete Application was issued on April 19, 2018 noting the following outstanding architectural elevations:

- Complete set of Architectural Plans and Elevations as per the Toronto Development Guidelines.

A full set of architectural plans were submitted including the building elevations, and a Notice of Complete Application letter was issued on May 10, 2018.

Application Submission

The following reports/studies have been submitted with the application:

- Site Plan
- South Elevation
- Floor Plans including Garage Plan
- Building Massing Model
- Landscape Plan
- Planning Justification Report
- Public Consultation Strategy
- Sun and Shadow Study
- Arborist Report
- Tree Preservation and Tree Removal Plan
- Geotechnical Investigation
- Hydrogeological Investigation
- Functional Servicing and Stormwater Management Report
- Parking and Loading Study
- Toronto Green Standard Checklist
- Draft Zoning By-law Amendments.

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received will be used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Community Consultation

The applicant has submitted a Public Consultation Strategy Report as part of the complete application submission requirements. The Public Consultation Strategy notes that the City of Toronto will arrange, advertise and host a Community Consultation Meeting to provide members of the public an opportunity to comment on, and find out more about, the submitted application. The applicant proposes to attend such a meeting, provide a presentation to the attendees of the proposed concept and background information and be available to answer questions from the public. Community consultation helps to inform Council in respect of the exercise of its authority to make a decision with regard to the planning application. This Report seeks Community Council's direction on the community consultation process.

It is anticipated that a Community Consultation Meeting will be scheduled for June, 2018 in a venue close to the development site. Key issues raised by the community at the consultation Meeting will be considered in the preparation of the Final Report for this application.

COMMENTS

Section 2 of the *Planning Act*

The *Planning Act* governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. In particular, section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under the Act shall have regard to matters of provincial interest including:

- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - i. is well-designed,
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These matters, which all approval authorities shall have regard for in carrying out their responsibilities under the *Planning Act*, are particularly relevant to this proposal.

While the proposal addresses Section 2 (j), (p) and (q) of the *Planning Act*, the orientation of units to the backyards of detached dwellings to the north on Fairlawn Avenue, accessed by a private walkway that has no visibility from a public street, does not promote the orderly development of a safe community. The site layout is not well designed nor does it encourage a sense of place. These issues relate to Section 2 (h) and (r) of the *Planning Act*.

Provincial Policy Statement (PPS) and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposed development is consistent with a number of policies within the Provincial Policy Statement (2014) and conforms with a number of policies within the Growth Plan for the Greater Golden Horseshoe (2017) as follows:.

Provincial Policy Statement

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well-served by public transit.

Section 1.1 of the PPS focuses on "Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns". Policy 1.1.1 describes how healthy, livable and safe communities are sustained. Policy 1.1.1.a requires that efficient development and land use patterns be promoted which sustains the financial well-being of the Province and municipalities over the long term. Policy 1.1.1.b requires an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs. The proposed infill development will efficiently use land that is currently underutilized on the subject lands and further contribute to the rental housing stock in this area of the City. The proposal for stacked townhouses will assist in diversifying the range and mix of residential uses within this neighbourhood which is predominantly high-density apartment buildings and low-density housing.

Policy 1.1.1.c) and d) require the avoidance of development and land use patterns which may cause environmental or public health and safety concerns and that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas respectively. The proposed development will not cause any environmental or public health concerns. Further the subject lands are located within the urban area of the City of Toronto, within an existing settlement area boundary.

Policy 1.1.1.e) requires the promotion of cost effective development patterns and standards to minimize land consumption and servicing costs. The proposed development will provide for an efficient use of underutilized land through infill and intensification of a site that is already connected to existing municipal services.

Healthy, livable and safe communities are sustained by improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society as per Policy 1.1.1.f). The applicant proposes to meet all accessibility requirements as per the Ontario Building Code and Accessibility for Ontarians with Disabilities Act.

Policy 1.1.1.g) requires that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be

available to meet current or projected needs. The proposed infill development utilizes existing municipal infrastructure and public service facilities to optimize their efficiency.

Policy 1.1.2 provides for sufficient land being made available within settlement areas to accommodate a mix of land uses to meet future needs. The proposed infill stacked townhouse proposal intensifies an existing site with an infill development, assisting the City in meeting its growth objectives.

Policy 1.1.3.1 of the PPS states that "settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The proposed development is situated within the urban area of the City of Toronto on an underutilized portion of an existing apartment building site.

Policy 1.1.3.2.a.1), 2) and 5) of the PPS promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. The proposed development represents an appropriate development by connecting to existing services and infrastructure and public service facilities in the immediate and surrounding area. The proposed development is located very close to Bathurst Street, which is served by the Toronto Transit Commission regular bus route no. 7 (Bathurst), Blue Night bus route no. 307 (Bathurst) and community bus route no. 400 (Bathurst Manor) with bus stops located on Bathurst Street immediately west of the existing rental apartment building on the site. These bus routes connect the development site to the Bathurst Subway Station on Line 2 of the TTC subway, Steeles Avenue to the north, Exhibition Station to the south, the Lawrence West Subway Station (on Line 1 of the TTC subway) as well as the Yorkdale GO bus station among others.

Policy 1.1.3.2.a.4) also requires that land use patterns within settlement areas shall be based on densities and a mix of land which supports active transportation. The proposed development will provide connectivity to the sidewalk system that surrounds the site and provides a new hard surface mid-block connection through the site to the benefit of residents in the development providing access to the surrounding neighbourhood. The site is located immediately adjacent to "shared roadway" bicycle route no. 28 along Fairlawn Avenue to the north which forms part of the city's cycling network as designated on the Toronto Cycling Map. The proposed development will be provided with car share spaces and bicycle storage to promote multi-modal movement.

Policy 1.1.3.2.b) requires that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3. Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. The property falls within an *Avenue* overlay of the City of Toronto Official Plan which is one of the areas identified for growth and intensification by the City. According to the Functional Stormwater Report prepared by the applicant's engineering consultant, the proposed development will be adequately serviced by existing municipal services.

Policy 1.4.1 of Section 1.4 Housing requires that a planning authority maintain the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and where new development is to occur, sufficient servicing capacity to accommodate that growth. The proposed development contributes to the City of Toronto's ability to accommodate residential growth through the residential intensification of an existing apartment site, which will provide additional rental housing stock.

Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently uses land, resources, infrastructure and public service facilities and support the use of active transportation and transit. The proposed development will provide additional rental housing units in a development form that contributes to a variety of housing in the neighbourhood.

Policy 1.5.1 of Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space requires that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity and emphasize the promotion of healthy and active communities by providing an equitable range of publicly-accessible spaces for recreation. The proposed development will have frontage on Brookdale Avenue, thus promoting active frontages at grade that foster social interaction and animation along the Brookdale Avenue public right-of-way. The site provides a mid-block connection between Fairlawn Avenue and Brookdale Avenue promoting an onsite open space and a linkage through the site in the neighbourhood, enabling access further afield to parks including Woburn Park, which is located approximately 35 metres away in the block to the south.

The efficient use of transit infrastructure is a key element of provincial policy 1.6.7. Policy 1.6.7.2) states that efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. The proposed development will make use of the existing road network, avoiding the need for an expansion of the existing transportation networks. A Parking and Loading Study prepared by the applicant's traffic consultant confirms that the proposed parking supply and existing loading facilities will adequately service the proposed development.

With respect to transportation systems, Policy 1.6.7.4) promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. The proposed development on a site which is within an *Avenue* overlay in the Official Plan supports greater pedestrian, cycling, and transit use that will assist in the reduction of car ownership. Bicycle parking will be accommodated on site to facilitate this objective.

Additionally, the subject lands are directly connected to the sidewalk system, providing for pedestrian connectivity and walkability and is located immediately south of a designated "shared roadway" bicycle route no. 28 along Fairlawn Avenue that forms part of the city's cycling network as designated in the "Toronto Cycling Map". Bathurst

Street is designated as a "Transit Priority Segment" in the Toronto Official Plan's Surface Transit Priority Network, indicating that it is an intended recipient of future transportation infrastructure enhancements depending on Council's funding priorities.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. The proposed development is a compact form and is located in an area in close proximity to retail and services uses, thus having the potential to minimizing the length and number of vehicle trips and supports transit and alternative transportation modes.

Growth Plan for the Greater Golden Horseshoe (GGH)

The Growth Plan supports intensification within built-up urban areas, particularly in proximity to transit. The plan is about accommodating forecasted growth in "complete communities", designed to "meet people's needs for daily living through an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes".

The Growth Plan defines "strategic growth areas" as those areas identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. These include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield site, the expansion or conversion of existing buildings, or grey fields. Lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. Given that the subject site is part of a larger property which is located on an arterial road, it should be considered within a strategic growth area.

Policy 2.2.1.1 of the Growth Plan provides that population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the Greater Golden Horseshoe (GGH) to the horizon of the Plan. The proposed Zoning By-law Amendment will permit the proposed multi-unit residential development in a compact form.

Policy 2.2.1.2 provides that forecasted growth be directed to settlement areas, where it will be focused in the delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities. The proposed development supports the Growth Plan's growth allocation directive by focusing new growth through intensification on an underutilized site to meet the forecast residential demand for the City of Toronto, adding new residential units in an intensification area within Toronto's urban boundary that is serviced by existing municipal water and

wastewater systems, providing a pedestrian friendly environment adjacent to existing frequent bus transit and other public service facilities such as parks and schools.

Policy 2.2.1 4.a) states that applying the policies of the GGH will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. The proposed development will be located close to Bathurst Street along which are located a variety of shops and services to serve the local community.

Policy 2.2.1.4.c) states that applying the policies of the Growth Plan will support the achievement of complete communities that provide a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The proposed development will contribute to a variety of housing options in this neighbourhood in which the predominant housing forms are apartment buildings and detached dwellings.

Policy 2.2.1.4 goes on to say that complete communities will expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation. The achievement of complete communities will ensure the development of high quality compact built form and an attractive vibrant public realm among other things. The proposed development provides convenient access to a range of transportation options.

The development supports the Growth Plan's directive to achieve complete communities by contributing to a mix of housing in an intensification area, providing a pedestrian-friendly environment in an area with convenient access to local stores and businesses, public service facilities such as parks and schools, and existing and planned public transportation, including frequent transit and help to diversify the mix and range of housing options and tenures for residents at all household sizes and incomes in the neighbourhood, providing new residential units in a location that will support the use of existing community infrastructure, public open spaces, and public transportation, contribute to a diverse mix and range of land uses within an intensification area that will reduce the need for residents to drive, and provide a compact urban form that will promote community resiliency, reduce greenhouse gas emissions, and result in low impact development to the greater area context.

Policy 2.2.4.10 states that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive of active transportation and a range and mix of uses and activities. The proposed stacked townhouse development will house additional residents that will become potential transit riders for the existing and planned transit and frequent transit service. The proposed development will have individual residential unit entrances connected to the neighbourhood sidewalk network to ensure pedestrian connectivity, and with adequate landscaping it will provide an attractive and comfortable pedestrian environment to encourage walkability for existing and future residents.

Policy 2.2.6.3 of the Growth Plan states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development will provide a total of 134 residential rental units in various sizes in the existing and proposed building. The proposed development will meet the housing objectives of the Growth Plan by enhancing affordable options in this neighbourhood.

Based upon the forgoing analysis, it is concluded that the proposed development conforms to the relevant policies noted above of the Growth Plan for the Greater Golden Horseshoe, 2017.

In summary, the proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is not consistent with the PPS and does not conform with the Growth Plan for the following reasons:

Policy 1.1.1.c) and d) of the PPS require the avoidance of development and land use patterns which may cause environmental or public health and safety concerns. The proposed development proposes units that face the backyards of detached dwellings that front on Fairlawn Avenue. These units are accessed by a walkway that does not have any visibility from Brookdale Avenue and causes safety concerns.

Policy 1.1.3.2.a.1), 2) and 5) of the PPS promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. However intensification needs to be balanced against other objective of the PPS. If the transition and massing is currently not appropriate then the level of intensification is not appropriate and consistency with the PPS is not achieved.

Policy 1.1.3.4 of the PPS promotes appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. The proposed development proposes units that face the backyards of detached dwellings that front on Fairlawn Avenue. These units are accessed by a walkway that does not have any visibility from Brookdale Avenue and causes safety concerns.

Policy 1.5.1 of Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space of the PPS requires that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity and emphasize the promotion of healthy and active communities by providing an equitable range of publicly-accessible spaces for recreation. The design of the proposal provides access to half the units by a private walkway along the north side of the building rather than the public street, creating an unsafe situation for those residents who access their units using this walkway.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and viability of downtowns and main streets, and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes. In this regard, the proposed development is not consistent with the PPS. City Planning has concerns with the built form as follows: the transition of the proposed stacked townhouse development to the *Neighbourhoods* designation to the east and north; the presence of rooftop decks on the upper units and the potential for overlook into adjacent backyards; the transition from the public realm to the private realm along Brookdale Avenue which results in a requirement for numerous stairs from grade to the unit and projecting raised private amenity areas facing Brookdale Avenue; and, the appropriateness of the building setbacks from the various lot lines.

Policy 2.2.1.4 of the GGH states that complete communities will expand convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities, among other requirements. The design of the proposal provides access to half the units by a private walkway along the north side of the building rather than the public street, creating an unsafe situation for those residents who access their units using this walkway.

As described above, the proposed development in its current form is not fully consistent with the PPS and does not fully conform with the GGH.

Official Plan

The application will be reviewed in detail against all the policies of the Official Plan. However, in an initial assessment the proposal does not conform to the City of Toronto Official Plan in that the development does not transition to the abutting *Neighbourhoods* designation to the north and east appropriately. Acceptable transitioning must be incorporated into the built form itself. The orientation of half of the units towards the backyards of abutting detached dwellings is not acceptable. The presence of roof top decks on the upper dwelling units contribute to privacy issues and the potential for overlook into the backyards of adjacent detached dwellings. The transition from the public realm to the private realm along Brookdale Avenue is also not appropriate in the current scheme from a built form point of view as well as a grading perspective. The Healthy Neighbourhoods policy, 2.3.1.2, the public realm policies of section 3.1.1, the built-form policies of Section 3.1.2, and the *Mixed Use Areas* policies contained within Section 4.5.2 of the Official Plan are being contravened, among others.

ISSUES TO BE RESOLVED

In the evaluation of the Zoning By-law Amendment application, planning staff will consider amongst other matters, the following:

Official Plan Conformity Exercise Issue:

- Further to the comments regarding the official plan above, conformity of this application with the Official Plan, the City's Infill Townhouse Guidelines, the Townhouse and Low-rise Apartment Guidelines, OPA 320 and the Growing-Up Urban Design Guidelines will be determined;

Tree Preservation Issue:

- The proposed tree preservation and replacement strategy will be evaluated through the application process;

Housing Issue:

- An evaluation of how the existing rental tenure in the 9-storey building will be secured at affordable or mid-range rents;
- An evaluation of the applicant's proposal to provide any needed improvements to the existing rental housing without any pass through of costs to the residents;
- An evaluation of the need to provide larger residential dwelling units suitable for a broad range of households, including families with children;

Infrastructure/Servicing Capacity to Support Application Issue:

- A review of the application to determine if there is sufficient infrastructure (roads, transit, water, sewage, hydro, community services and facilities, etc.) capacity to accommodate the proposed development;
- An assessment of the stormwater management and servicing for the development;
- A review of the Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of the development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development;

Built Form Impacts Issue:

- An assessment and confirmation of the suitability of the proposed building type, location, height, massing and setbacks of the application based on Provincial policies and plans, the City's Official Plan policies and design guidelines (See Attachment 6: Site Plan and Attachment 8: Elevations);
- The appropriateness of the orientation of half the units, including their front doors, to the north facing the back yards of detached dwellings on Fairlawn Avenue;
- The transition of the proposed stacked townhouse development to the *Neighbourhoods* designation to the east and north, including the transition of the height of the building adjacent the detached dwellings to the east;
- The presence of rooftop decks on the upper units and the potential for overlook into the backyards of adjacent detached dwellings;
- The transition from the public realm to the private realm along Brookdale Avenue, specifically the proposed grading (which results in a requirement for numerous stairs from grade to the unit, projecting raised private amenity areas facing Brookdale Avenue, etc);

- The appropriateness of the proposed building setbacks from Brookdale Avenue, in terms of fitting with the adjacent buildings to the east and the west;
- The appropriateness of the proposed building setbacks from lot lines other than the street lot line;
- A review of the background studies submitted with the application such as the Sun/Shadow Studies, Housing Issues Report, etc;

Other Matters:

- An assessment of the adequacy of the proposed landscaping and open space and the potential to retain the existing trees along Brookdale Avenue on the development site itself;
- An assessment of the adequacy of the amount of the indoor and outdoor amenity space for both the proposed development and the existing building;
- An assessment of the adequacy of the proposed resident and visitor parking;
- The quality and design of the building facades;
- A determination of how parkland dedication will be made to the City; and

Toronto Green Standard Issue:

- Reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. The applicant will be encouraged to comply with Tier 2, 3 or 4 of the TGS and be eligible for a post-construction DC refund.

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

CONCLUSION

While the proposed development is consistent with a number of policies within the Provincial Policy Statement (2014)(PPS) and conforms with a number of policies within the Growth Plan for the Greater Golden Horseshoe (2017)(GGH), in its current form the proposal is not consistent with Policies 1.1.1.c, 1.1.1.d, 1.1.3.2.a.1, 1.1.3.2.a.2, 1.1.3.2.a.5, 1.1.3.4, 1.5.1, and 1.7.1 of the PPS and does not conform to Policy 2.2.1.4 of the GGH as fully described in the Comments section of this report.

A number of issues and concerns have been identified and described in this report including:

- The appropriateness of the orientation of half the units, including their front doors, to the north facing the back yards of detached dwellings on Fairlawn Avenue;
- The transition of the proposed stacked townhouse development to the *Neighbourhoods* designation to the east and north, including the transition of the height of the building adjacent the detached dwellings to the east;
- The presence of rooftop decks on the upper units and the potential for overlook into the backyards of adjacent detached dwellings;
- The transition from the public realm to the private realm along Brookdale Avenue, specifically the proposed grading which results in a requirement for numerous stairs from grade, projecting raised private amenity areas facing Brookdale Avenue, etc;

- The appropriateness of the proposed building setbacks from Brookdale Avenue, in terms of fitting with the adjacent buildings to the east and the west;
- The appropriateness of the proposed building setbacks from lot lines other than the street lot line; and
- A determination of how parkland dedication will be made to the City.

Staff recommend that City Council direct City Staff to continue to negotiate with the applicant to resolve the outstanding issues described in this report. Staff also recommend that City Council direct the City Solicitor, and appropriate City Staff, to attend and oppose the application in its current form should the application be appealed to the Local Planning Appeal Tribunal (the "LPAT") on the basis of Council's failure to make a decision on the application within the statutory timeframe.

CONTACT

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E-mail:Cathie.Ferguson@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Official Plan Map 2 Structure Plan
- Attachment 5: Existing Zoning By-law Map

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Building Massing View from Southwest
- Attachment 8a: South Elevation (Brookdale Avenue)
- Attachment 8b: North Elevation
- Attachment 8c: East Elevation
- Attachment 8d: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 3311 BATHURST ST **Date Received:** March 21, 2018

Application Number: 18 132442 NNY 16 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Four storey stacked townhouses consisting of 32 rental units, each with individual entrances, accessible from Brookdale Avenue or a landscaped walkway north of the building, through shared porches.

Applicant	Agent	Architect	Owner
MacNaughton Hermsen Britton Clarkson Planning Ltd 7050 Weston Road, Toronto, ON L4L 8G7	Eldon Theodore, MacNaughton Hermsen Britton Clarkson Planning Ltd 7050 Weston Road, Toronto, ON L4L 8G7	Guthrie Muscovitch Architects, 770 Brown's Line, Toronto, ON M8W 3W2	IMH 3311 BATHURST LTD, 1400-3280 Bloor Street West, Centre Tower, Toronto, ON M8X 2X3

EXISTING PLANNING CONTROLS

Official Plan Designation: *Mixed Use Areas* Site Specific Provision: N

Zoning: RA (f30.0;
a1375; d1.5)
(x776) Heritage Designation: N

Height Limit (m): 11 metres max.
but more height
subject to
conditions Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,765 Frontage (m): 71 Depth (m): 113

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	956	956	821	1,777
Residential GFA (sq m):	7,692	7,692	3,439	11,131
Non-Residential GFA (sq m):				
Total GFA (sq m):	7,692	7,692	3,439	11,131
Height - Storeys:	9	9	4	9
Height - Metres:	26	26	16	26

Lot Coverage Ratio (%): 30.83

Floor Space Index: 1.93

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	11,131	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	102	102	32	134
Freehold:				
Condominium:				
Other:				
Total Units:	102	102	32	134

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		4	59	37	2
Proposed:				32	
Total Units:		4	59	69	2

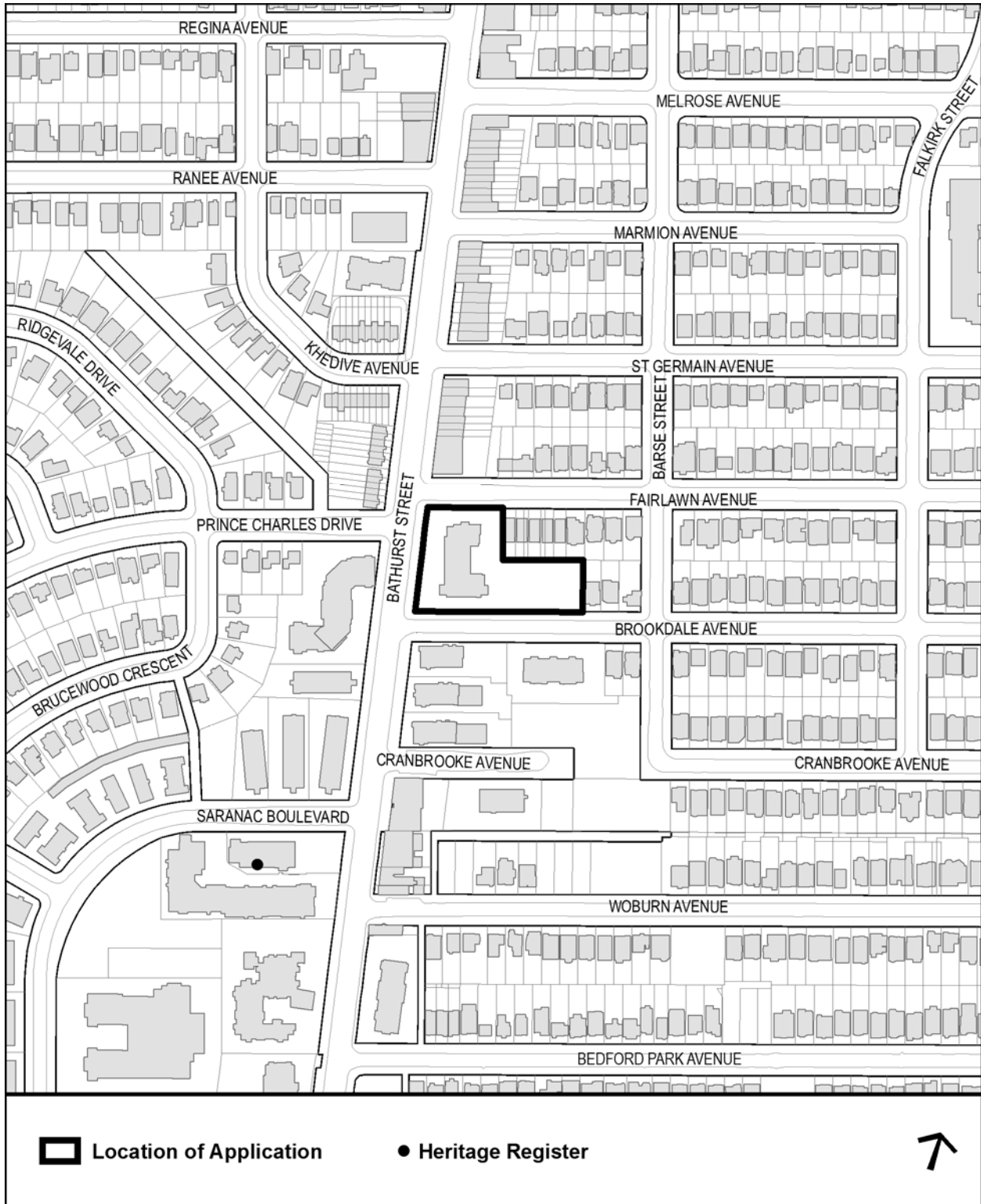
Parking and Loading

Parking Spaces: 104 Bicycle Parking Spaces: 25 Loading Docks: 0

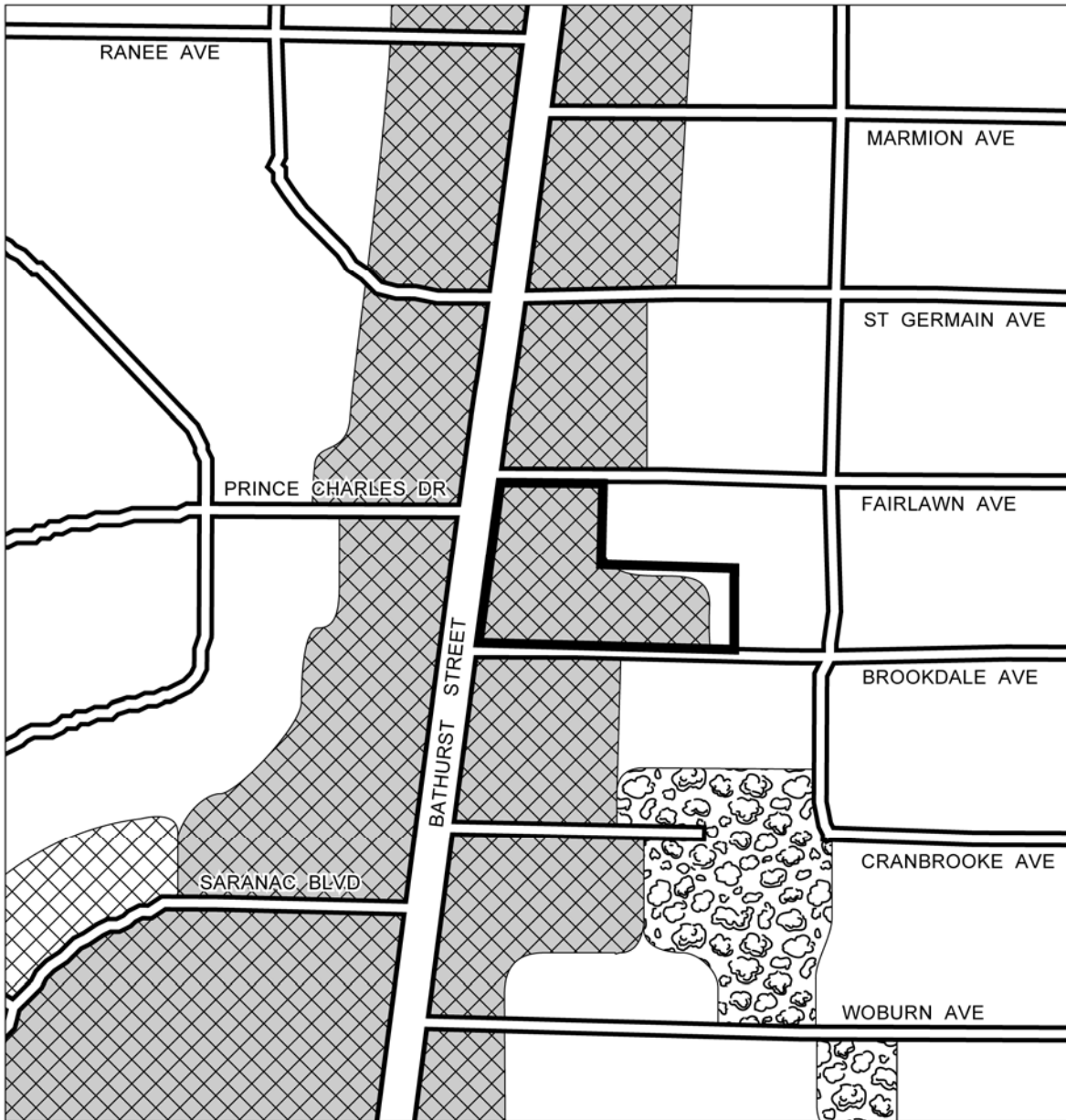
CONTACT:

Cathie Ferguson, Senior Planner
(416) 395-7117
Cathie.Ferguson@toronto.ca

Attachment 2: Location Map









Attachment 3: Official Plan Land Use Map



Extract from Official Plan

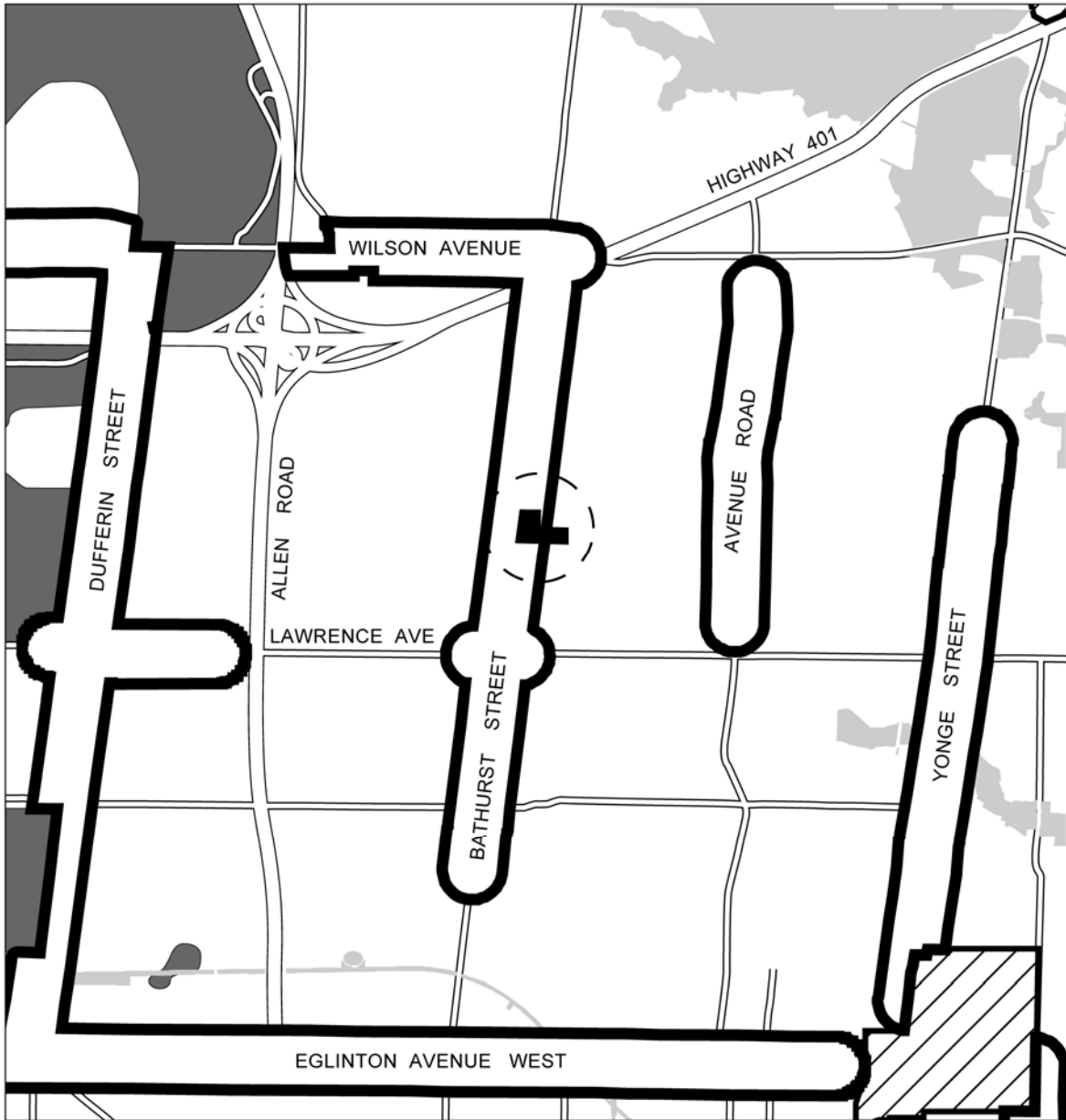
3311 Bathurst Street

File # 18 132442 NNY 16 0Z

- | | | | |
|---|--------------------------|---|--------------------------|
|  | Site Location |  | Parks & Open Space Areas |
|  | Neighbourhoods |  | Parks |
|  | Apartment Neighbourhoods | | |
|  | Mixed Use Areas | | |

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Not to Scale
04/10/2018

Attachment 4: Official Plan Map 2 Structure Plan



Map 2 - Urban Structure Plan

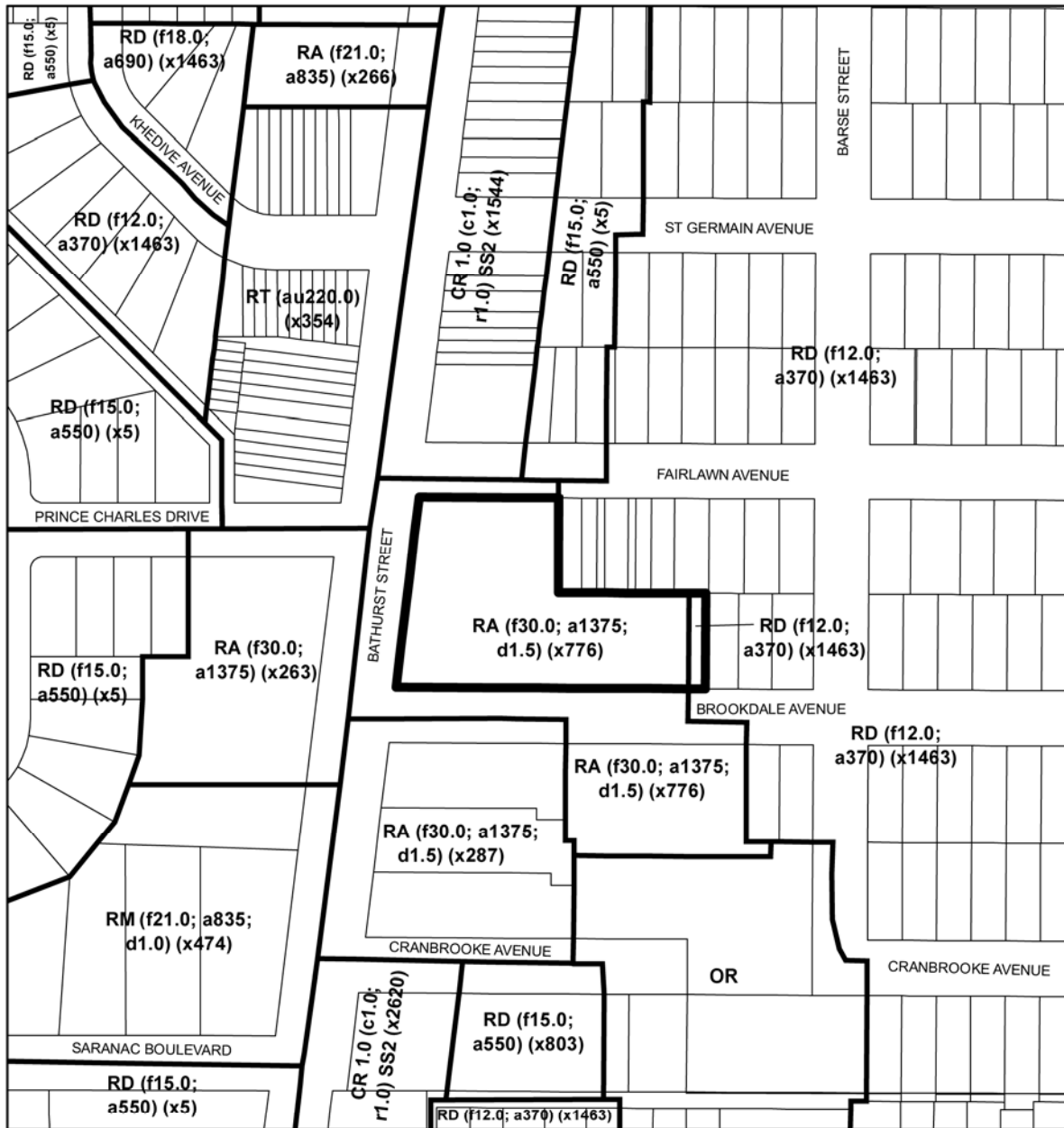
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File # 18 132442 NNY 16 0Z



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04/27/2018

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

3311 Bathurst Street

File # 18 132442 NNY 16 0Z

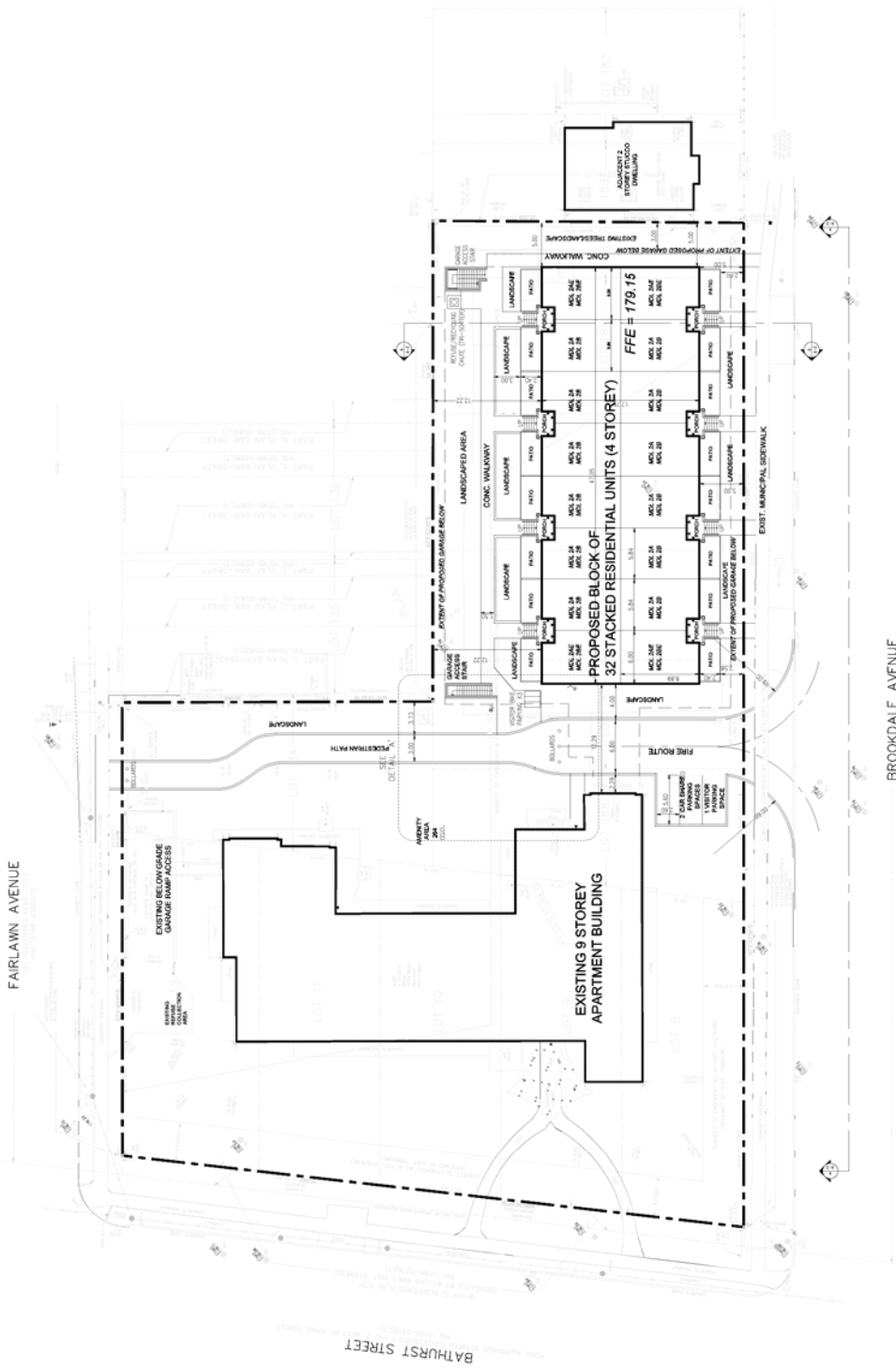
Location of Application

- | | |
|---------------------------------|----------------------------------|
| RD Residential Detached | RA Residential Apartment |
| RT Residential Townhouse | CR Commercial Residential |
| RM Residential Multiple | OR Open Space Recreation |



Not to Scale
Extracted: 04/10/2018

Attachment 6: Site Plan



3311 Bathurst Street

Site Plan
 Applicant's Submitted Drawing

Not to Scale
 05/03/2018

File # 18 132442 NMY 16 0Z

Attachment 7: Building Massing View from Southwest



3D Perspective

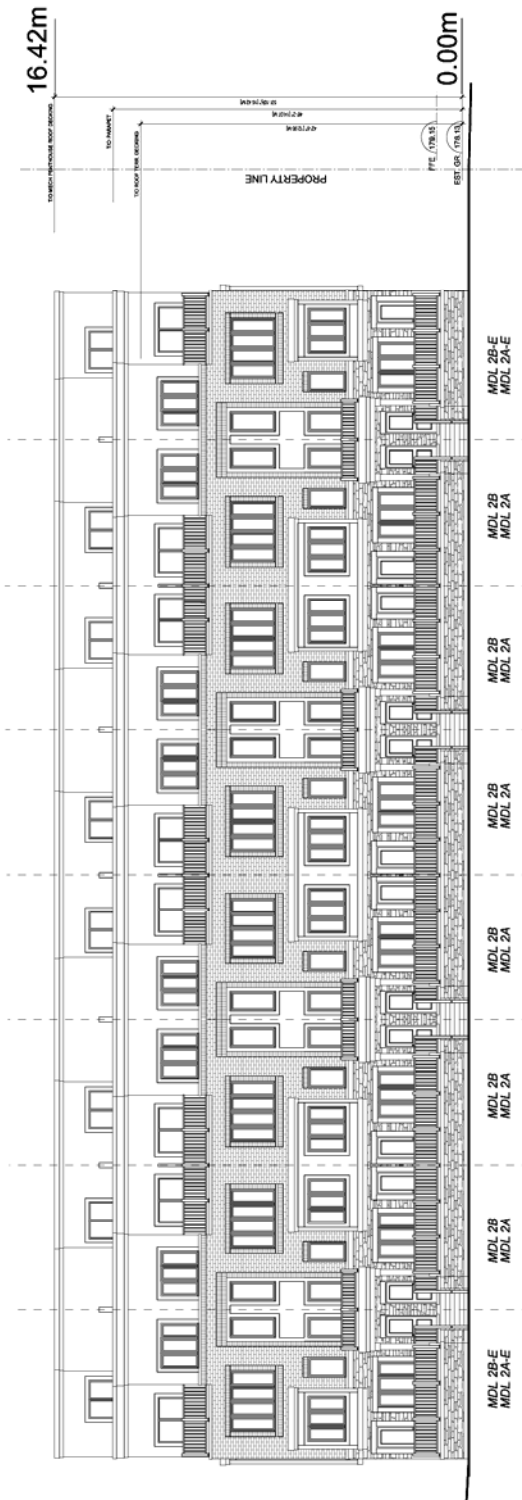
Applicant's Submitted Drawing

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04/10/2018

3311 Bathurst Street

File # 18 132442 NNY 16 02

Attachment 8a: South Elevation (Brookdale Avenue)



3311 Bathurst Street

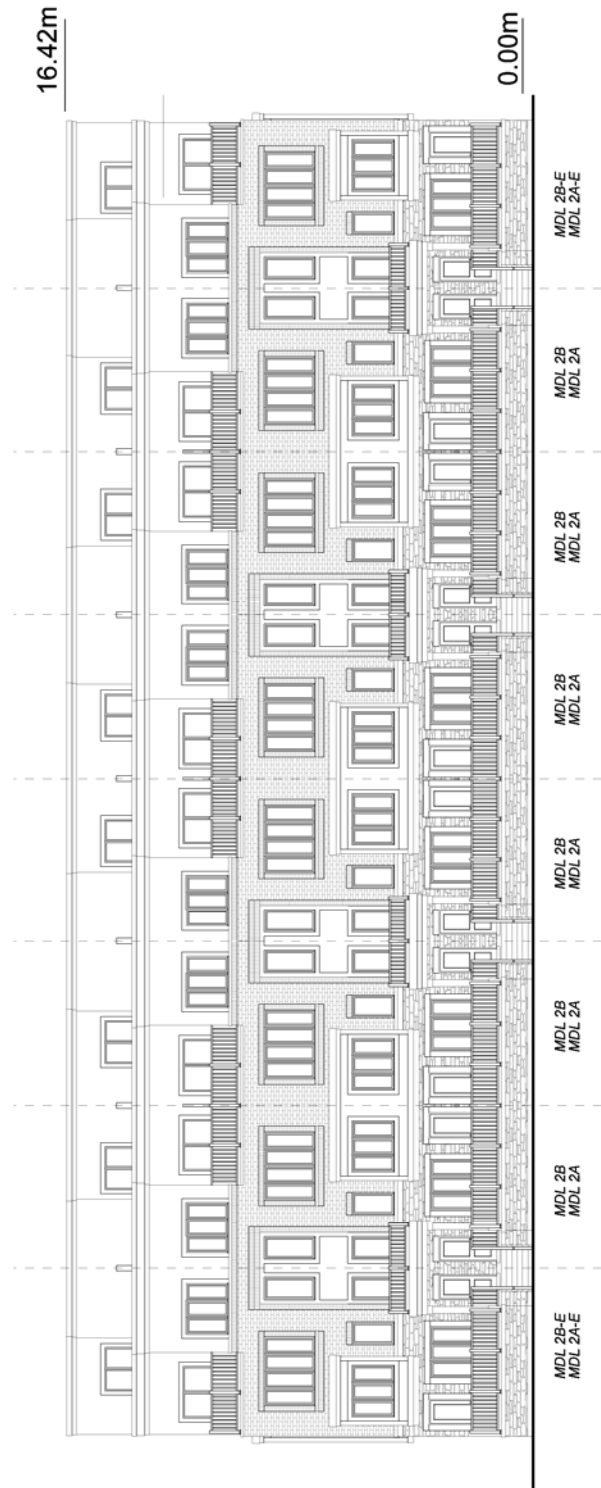
File # 18 132442 NNY 16 0Z

South Elevation

Applicant's Submitted Drawing

Not to Scale
04/10/2018

Attachment 8b: North Elevation



3311 Bathurst Street

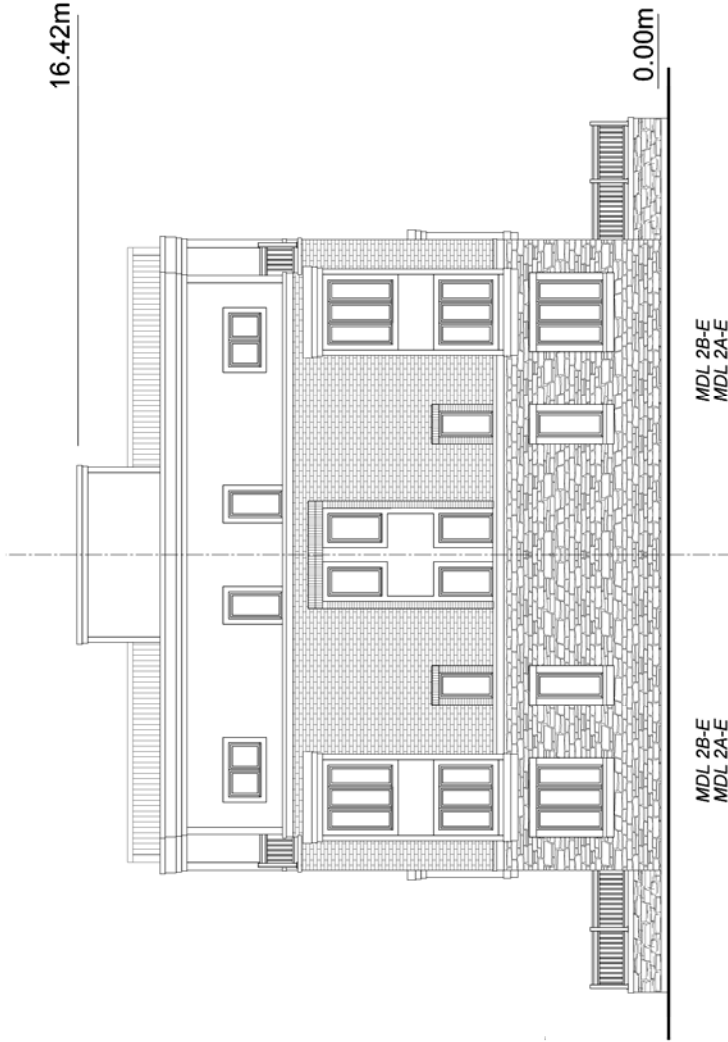
File # 18 132442 NMY 16 0Z

North Elevation

Applicant's Submitted Drawing

Not to Scale
05/03/2018

Attachment 8c: East Elevation



East Elevation

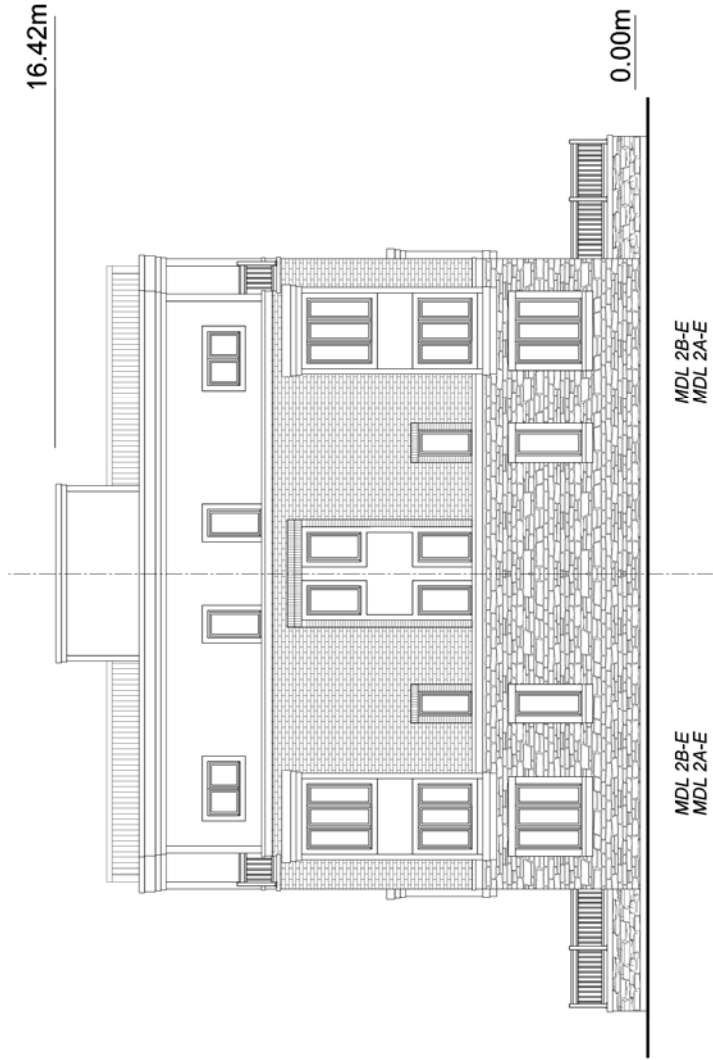
Applicant's Submitted Drawing

Not to Scale
05/03/2018

3311 Bathurst Street

File # 18 132442 NNY 16 0Z

Attachment 8d: West Elevation



West Elevation

Applicant's Submitted Drawing

Not to Scale
05/03/2018

3311 Bathurst Street

File # 18 132442 NMY 16 0Z