

2230, 2324 and 2336 Gerrard Street East - Site Plan Control Application - Request for Direction Report

Date:	July 9, 2007
To:	City Council
From:	City Solicitor
Wards:	Ward 32 – Beaches-East York
Reference Number:	File No 05-110216 STE 32 SA

SUMMARY

This application proposes to construct 128 stacked townhouses on the vacant lands located within the Upper Beach neighbourhood, formerly known as 2230, 2324 and 2336 Gerrard Street East.

The purpose of this report is to obtain specific directions for the Ontario Municipal Board Hearing commencing on September 17, 2007. The matter must therefore be considered by Council at its meeting commencing July 16, 2007 and cannot be first considered by Toronto and East York Community Council.

RECOMMENDATIONS

The City Solicitor recommends that:

1. The Site Plan Control Application not be approved in its current form;
2. City Council authorize the city Solicitor and appropriate City staff to attend the Ontario Municipal Board and oppose the application;
3. The applicant submit revised plans, which include the following modifications:



- a All units shall front onto public streets of sufficient width to accommodate all City services and allow for parking on one side,
 - b All grade related units shall have grade related outdoor amenity space, and
 - c Residential parking shall not be provided in integral garages at either the front or rear of the units.
4. City Council authorize the Chief Planner to settle with the applicant in the event that the revisions listed in Recommendation 3 are submitted to the satisfaction of the Chief Planner or a plan that is satisfactory to the Chief Planner is submitted.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

On January 30, 2001 the Ontario Municipal Board approved by-law No. 191-2001 which sets out the permitted development for the lands formerly known as 2230, 2324 and 2336 Gerrard Street East. This by-law includes the development site subject to this application and sets out the Zoning criteria for the site.

On December 17, 2002, the owner submitted a Site Plan Control application for this site. The proposal was described as “Medium Density Residential Block, to contain 187 stacked townhouse units”. The proposed development also included an underground garage with a total of 250 parking spaces, with 209 spaces to be allocated to residents and 41 spaces to be allocated to visitors. The proposed stacked townhouses fronted onto private roads but were designed to have the feel of a traditional neighbourhood. Private roads were required because the roads were located on top of the underground garage and the City will not accept public roads on top of underground garages. Rear yard landscaped open space was proposed for the majority of the units. Site Plan Approval was granted on July 25, 2003.

On February 18, 2005, a new Site Plan Control application was submitted to the City. The proposal consisted of 96 townhouse units which fronted onto private streets. The underground garage that was previously proposed had been deleted and residents parking was now proposed to be provided in integral garages accessed off of rear laneways. The visitors parking, required by the by-law, was proposed to be provided on the private streets. The landscape open space was significantly reduced and the proposal no longer complied with the 30% landscaped open space required for the development, with less than 20% being proposed. The by-law requires that 30% of the units be low end of market housing. This was to be achieved by a 125 m² size restriction which is contained in the zoning by-law. All of 96 units proposed exceeded the 125 square metres.

The applicant was advised that the proposed development was unacceptable and revisions were requested. The most significant concerns are that the proposed townhouses fronted

onto private streets. Private streets are no longer required with the elimination of the underground garage. The area that was previously landscaped open space had been converted into lane, with the outdoor amenity space moving up to a deck off of the second floor. The smaller units as required by the by-law are not being provided.

On October 27, 2006, a further resubmission was submitted to the City. The letter accompanying the plans state: “These plans have been revised to show 128 stacked units, all of which are within the 125 m² requirement for lower end of market housing. Each unit has one parking space in a private garage, plus 28 visitor parking spaces are provided in 2 surface lots. All parking is accessed by lanes which run north-south, and connect to both Enroutes and Belleville Streets. We are prepared to have these lanes dedicated as public lanes. Internal units front onto landscaped courts and the 30% landscape requirement has been met.” (See Attachments 1 to 3) Staff do not support the revised development. The development is contrary to a number of City Council policies, including policies that require that all new development front onto public streets and that all new development allow for services such as snow removal and garbage pick up by the City.

The site specific by-law was written to accommodate the proposal for which Site Plan Approval was granted in 2003 (187 stacked units on top of an underground garage). The Chief Planner advises that the developer’s proposal does not maintain the intent and purpose of that by-law and that the proposal, as submitted, does not represent appropriate development.

The Chief Planner has indicated that the proposed scheme is inappropriate and has recommended a development scheme for the block that is more in keeping with the surrounding neighbourhood, and in keeping with the intent of the applicable policies.

The Chief Planner has advised that a revised development scheme should be submitted for consideration that meet the following basic principals:

- a All units shall front onto public streets of sufficient width to accommodate all City services and allow for parking on one site,
- b All grade related units shall have grade related outdoor amenity space, and
- c Residential parking shall not be provided in integral garages at either the front or rear of the units.

Policy Context

The Chief Planner advises that the intent and spirit of the Zoning By-law is not maintained by the proposal nor does it meet the intent of important policies of the Official Plan. The Chief Planner further advises that the proposal is inconsistent with City Council policies, including the policy respecting Development Infrastructure Policy and Standards.

COMMENTS

Site Description

The lands are the undeveloped block located between Dengate Road, Bellville Street, Enroutes Street and Brockville Street, north of Gerrard Street East and west of Victoria Park Avenue. It is the last remaining block of undeveloped land in the recently constructed “Upper Beach” neighbourhood.

The lands area is approximately 11,200 square metres and is currently vacant.

CONTACT

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SIGNATURE

Anna Kinastowski, City Solicitor

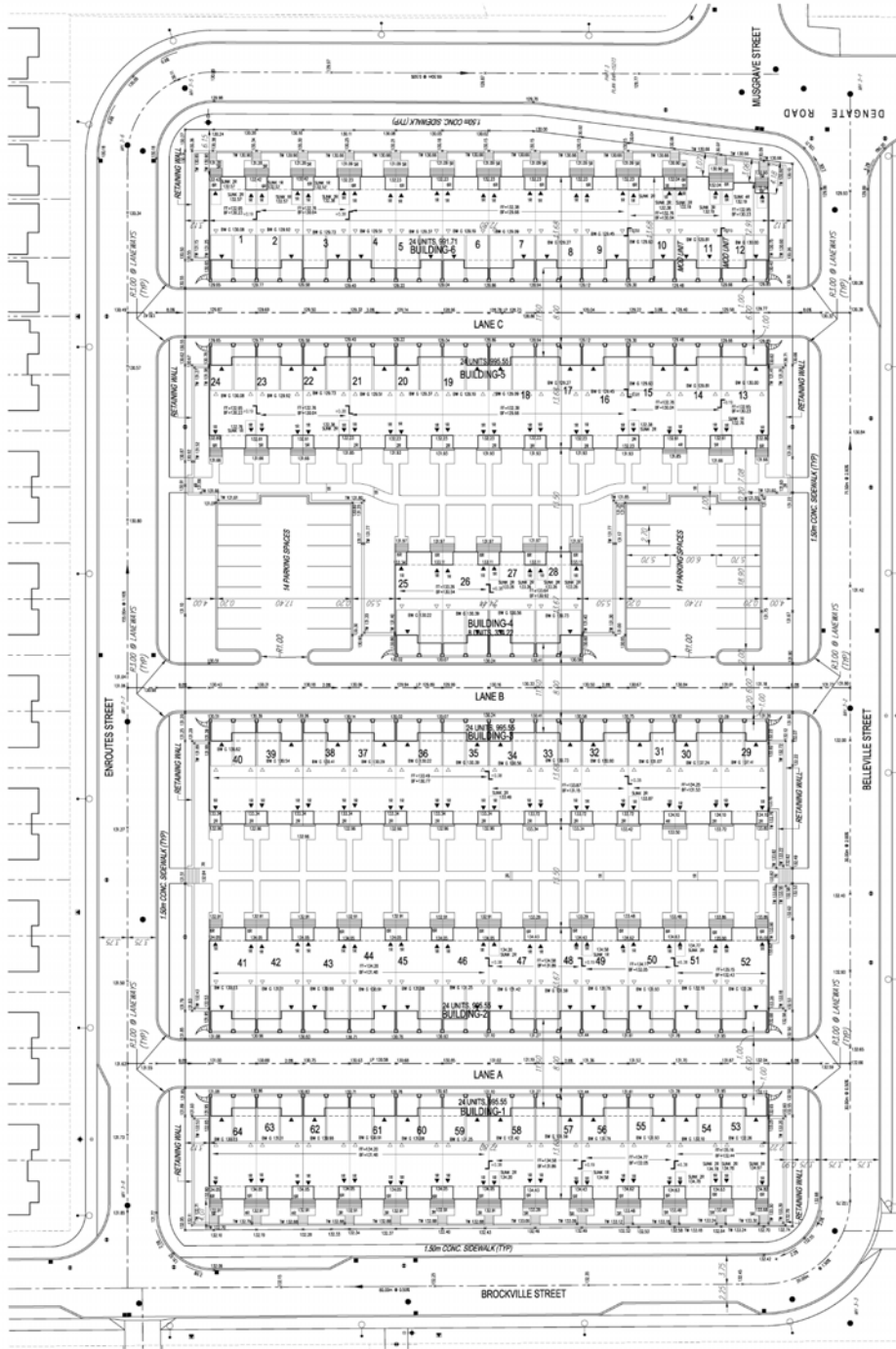
ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Typical Front Elevation

Attachment 3: Typical Rear Elevation

Attachment 1: Site Plan



2230, 2324 & 2336 Gerrard Street East

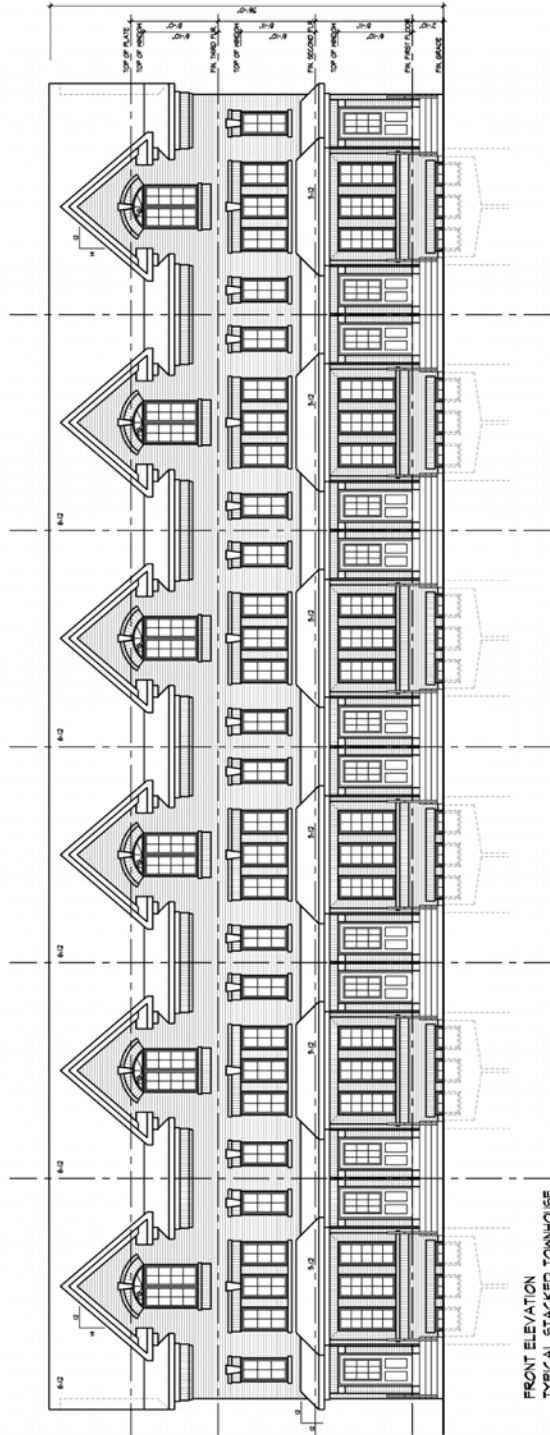
Site Plan

Applicant's Submitted Drawing

Not to Scale
07/05/07

File # 05_110216

Attachment 2: Typical Front Elevation



2230, 2324 & 2336 Gerrard Street East

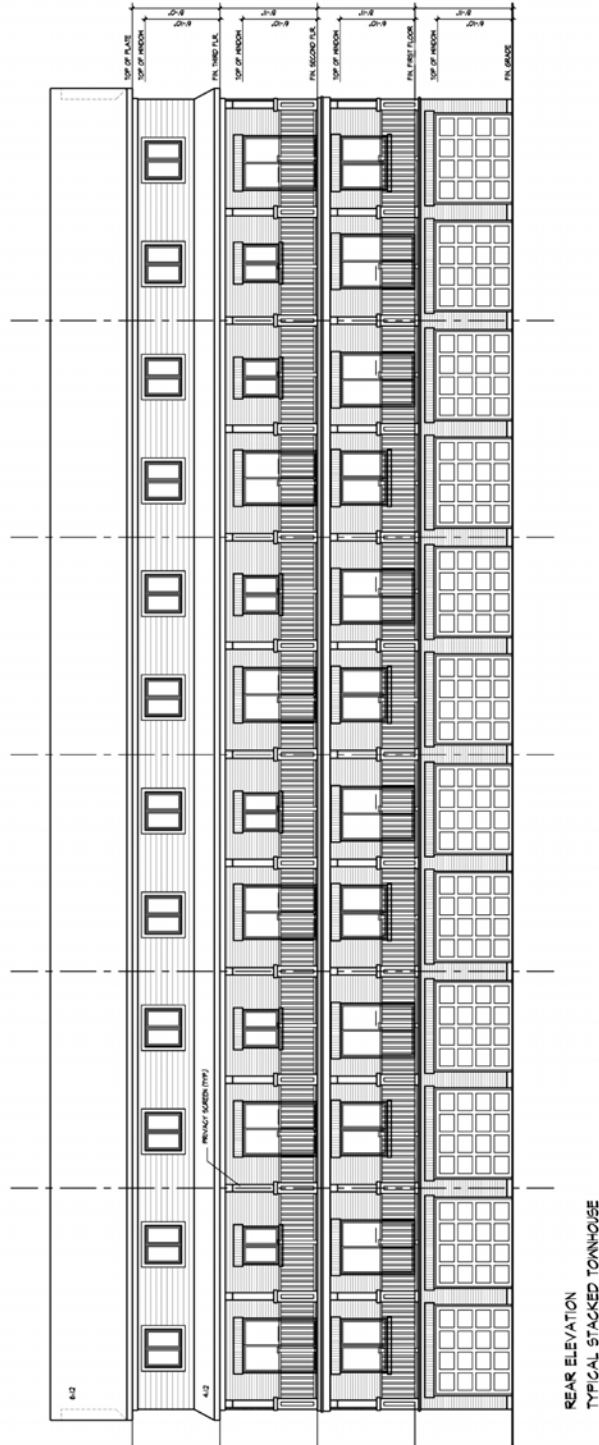
Front Elevation : Typical Stacked Townhouse

Applicant's Submitted Drawing

Not to Scale
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Attachment 3: Typical Rear Elevation



2230,2324 & 2336 Gerrard Street East

Rear Elevation : Typical Stacked Townhouse

Applicant's Submitted Drawing

Not to Scale
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