

14 Trent Avenue – Zoning Amendment Application – Final Report

Date:	August 12, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 32 – Beaches-East York
Reference Number:	13-262623 STE 32 OZ

SUMMARY

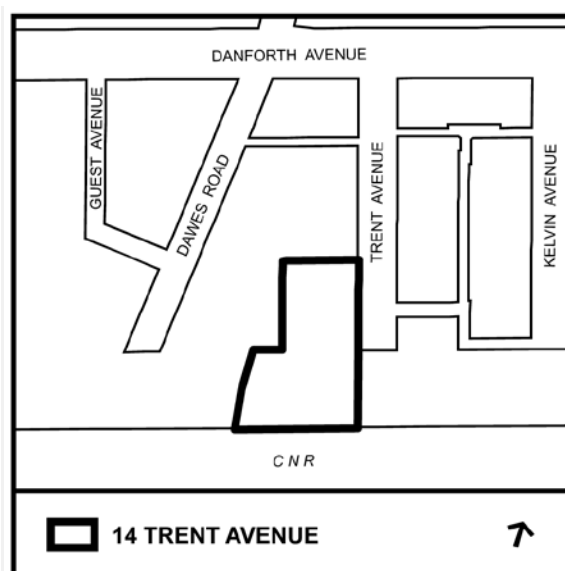
This application proposes redevelopment of the property at 14 Trent Avenue with a 12-storey residential building having a gross floor area of 21,200 square metres with 287 dwelling units. A total of 224 parking spaces will be provided.

This report reviews and recommends approval of the application to amend the Zoning By-law because the height, massing and scale of the proposed building transitions appropriately to ensure that it fits within its context. The proposal is consistent with the relevant policies of the Official Plan. In addition, Metrolinx/GO Transit has accepted the proposed building setback from the Canadian National Railway corridor as well as the incorporation of a crash wall in the southern wall of the building (garage).

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of Toronto Zoning By-law 438-86 as amended, for the lands municipally known as 14 Trent Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to the



report (August 12, 2015) from the Director, Community Planning, Toronto and East York District.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Prior to introduction of Bills, City Council require the Owner to enter into one or more agreements pursuant to Section 37 of the Planning Act satisfactory to the City Solicitor to secure the following at the owner's sole expense:
 - a. Prior to the issuance of above grade permits unless indicated otherwise, provide a cash contribution of \$400,000 which is to be used for the following:
 - i. \$300,000 for park improvements in the area near Trent Avenue, Kelvin Avenue and Luttrell Avenue;
 - ii. \$100,000 towards public realm improvements at Main Square Community Recreation Centre and in the vicinity of the intersection of Main Street and Danforth Avenue;
 - iii. In the event the cash contributions referred to in Section (i) and (ii) above have not been used for the intended purpose within five years of this By-law coming into full force and effect, the cash contribution may be redirected for other public realm improvements in the vicinity of the development, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor; and
 - b. Pay for and construct the improvements to the existing municipal infrastructure required to service the Owner's Lands, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services.
4. Before the introduction of Bills, City Council require the owner to submit a revised Functional Servicing Report and Stormwater Management Report to the satisfaction of the Executive Director, Engineering & Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Toronto and East York Community Council (TEYCC) adopted a Preliminary Report at its meeting of February 25, 2014 recommending that staff schedule a community consultation meeting to discuss the proposal with area residents. The Preliminary Report can be accessed at this link:

<http://www.toronto.ca/legdocs/mmis/2014/te/bgrd/backgroundfile-66514.pdf>.

ISSUE BACKGROUND

Original Proposal

The applicant initially proposed to redevelop the property with a 12-storey residential building comprising 298 units with a gross floor area of 21,200m². 230 vehicular parking spaces were proposed with 194 (including 2 auto car share spaces) for residents and 36 for visitors. The overall density of the proposed development was 4.46 times the area of the lot. The proposed building was to have a height of 39 metres with a mechanical penthouse of 5 metres in height, resulting in a total height of 44 metres. A total of 300 square metres of indoor amenity space and 596 square metres of outdoor amenity space was provided on the third floor above the parking structure facing the Canadian National Railway tracks. A green roof of approximately 887 square metres was proposed on the 12th floor.

Revised Proposal

On July 20, 2015, the applicant submitted a revised proposal maintaining the original number of storeys (12) with the following changes:

- The building height excluding the mechanical penthouse has decreased from 39 metres to 36.55 metres;
- The number of residential units has decreased from 297 to 287;
- The building stepback from floors 1 to 8 has increased from 1.5 metres to 2 metres from the north property line;
- A slight projection at the northeast corner of the building into the 5.5 metre setback from the north property line has been introduced;
- A 3 metre stepback has been provided on the east side along Trent Avenue from floors 9 to 12;
- A 1.5 metre stepback above the 8th floor has been provided on the south east corner of the site;
- A 3.7 metre stepback has been provided on the 12th floor on the south side facing the rail tracks;
- The width of the building has been slightly increased from the ground floor to the 8th floor;
- The amenity space has been reconfigured providing 350 square metres of indoor space and 798 square metres of outdoor space; and
- A green roof system /landscape areas/patio pavers totalling over 930 square metres have been deployed on the 3rd, 9th, 11th and 12th floors of the proposed building; and

- The total number of vehicular parking spaces has been reduced from 230 to 224.

The site will be accessed by a 6 metre driveway off Trent Avenue along the north property line. A type "G" loading space has been provided to service the development.

Site and Surrounding Area

The site is located on the west side of Trent Avenue, south of Danforth Avenue between Victoria Park Avenue and Dawes Road and immediately north of the Canadian National Railway tracks. The irregularly shaped lot has an area of 4,755 square metres with 48.95 metres of frontage on Trent Avenue. The site is currently occupied by a one-storey building used as a bingo hall and a parking lot to the south.

Land uses surrounding the site are as follows:

- North: 8-storey residential building and vehicle repair garage/used car lot towards Danforth Avenue.
- South: Canadian National Railway tracks (a 45 metre wide corridor) and a residential subdivision comprising single and semi-detached houses, townhouses, and parks are located further south of the tracks.
- East: Residential area with 2-3 storey townhouses and 1-2 storey semi-detached and detached houses are located across Trent Avenue.
- West: Royal Canadian Legion building, a storage facility, lumber yard and a garden centre.

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 by accommodating a range and mix of uses; 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 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site has a split land use designation in the City of Toronto Official Plan. The north half of the site is designated *Apartment Neighbourhoods* and the south half of the site is designated as a *Mixed Use Area*.

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Land uses permitted in *Apartment Neighbourhoods* include residential, schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments. Significant growth is generally not intended within developed *Apartment Neighbourhoods*. The development criteria in *Apartment Neighbourhoods* include:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

The *Mixed Use Area* 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. The development criteria in “*Mixed Use Areas*” includes, but is not limited to:

- 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;
- 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 Toronto Official Plan is available on the City’s website at:
www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The site is zoned Industrial Districts (I1 D1 and I1 D2) by the former City of Toronto Zoning By-law 438-86. The north portion of the site is zoned I1 D1 with a maximum building height of 12 metres. The south portion of the site is zoned I1 D2 with a maximum building height of 14 metres. Residential uses are not permitted under either zoning category. Non-residential uses such as parks, recreation, place of amusement, community services, retail and services shops, workshops and studios, and manufacturing related uses are among some of the permitted uses. A maximum non-residential gross floor area (density) of 1.0 and 2.0 times the lot area is permitted under the I1 D1 and I1 D2 zoning categories respectively.

The subject property is excluded from the new harmonized City of Toronto By-law 569-2013, which was enacted by City Council on May 8, 2013.

Site Plan Control

The proposed development is subject to Site Plan Control. The applicant has submitted a Site Plan Control application that has been reviewed concurrently with the Zoning Amendment application.

Reasons for Application

A Zoning Amendment application is required for the proposed use, height and density of the development. The application proposes a 12-storey residential building (36.55 metres) whereas the zoning by-law does not permit residential uses on the subject lands. In addition, the proposed building height exceeds the maximum permitted height of 12 and 14 metres respectively. The proposed density of 4.46 times the lot area also exceeds the maximum permitted density.

Community Consultation

A Community Consultation meeting was held on May 15, 2014 to discuss the original proposal of 12 storeys (39 metres). Planning staff, the applicant, the local Councillor and approximately 60 members of the public attended. The following issues were raised at the meeting.

Proposed Building Height of 39 metres - residents were concerned that the proposed building is not in keeping with the character of the area and that it should replicate the height of the adjacent 8-storey apartment building to the north.

Composition of the Residential Units – there were concerns that the proposal had few family-size units.

Public Realm – the extent of public realm improvements on Trent Avenue.

Vehicular/Pedestrian Conflicts – the potential to create high traffic volumes and vehicular/pedestrian conflicts at the junction of Danforth and Trent Avenue and the surrounding area.

Privacy and Overlook – overlook from the outdoor amenity area and balconies located on the south sides of the building and the loss of privacy for abutting properties.

Shadows – impacts of the building on the adjacent properties.

Stormwater Management – whether the existing infrastructure can accommodate the proposed development and whether it meets the City's requirements.

Other questions and concerns that were raised included compliance with the Toronto Green Standards, bird friendly design, consistency with Provincial policies and the extent of streetscape improvements on Trent Avenue.

Other residents suggested that the proposal would be reasonable and appropriate if the height was reduced on the basis that intensification at the site will set a positive precedent and contribute to prosperity for local stores. The concerns noted above are discussed in the comments section of this report.

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 Zoning By-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This target is achieved amongst others by facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which efficiently uses land, resources, infrastructure, public service facilities and support the use of public transit.

This application is consistent with the Provincial Policy Statement (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 application is in proximity to mass transit such as the GO Transit corridor as well as the TTC bus route along Danforth Avenue. The TTC Main Subway Station, which provides bus, a subway and streetcar services, is within walking distance.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe by proposing intensification on an underutilized site which is in a growth area.

Land Use

The site has a split land use designation in the City of Toronto Official Plan. The north half of the site is designated *Apartment Neighbourhoods* and the south half of the site is designated as a *Mixed Use Area*.

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Land uses permitted in *Apartment Neighbourhoods* include residential, schools, places of worship, community centres, libraries, day nurseries and private home daycare, amongst others. Even though, significant growth is generally not intended, infill development on sites that have the capacity to accommodate such development are permitted, provided, it respects and reinforces the existing physical character.

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 which consists primarily of residential uses with remnants of industrial, warehouse and auto repair uses. As noted above, residential uses as contemplated in this proposal are permitted under the *Apartment Neighbourhood* and *Mixed Use* designations of the City of Toronto Official Plan, even though the Zoning By-law permits primarily industrial uses. Although the proposal exceeds the requirements for permitted uses in the Zoning By-law, the staff are of the view that the proposed residential use in the form of an apartment building is consistent with the surrounding uses and fits in the physical character of the area.

The proposal under Options-for-Homes provides flexible financial arrangements that facilitate first-time home ownership. While the proposal does not meet the definition of affordable ownership housing in the Official Plan, the proposed residential use contributes to the provision of a full range of housing in the City in keeping with Official Plan housing objectives.

Density

The Zoning By-law permits a maximum non-residential gross floor area (density) of 1.0 and 2.0 times the lot area under the Industrial (I1 D1 and I1 D2) zoning categories. The purpose of having density restrictions is to guide overall scale and ensure that there is servicing capacity and other infrastructure to support development. The Official Plan land use designation of the site and surrounding area to the west permits intensification. The application proposes a density of 4.46 times the lot area and employs variety of setbacks and stepbacks to articulate the massing and scale to ensure that the development fits on the site and its context. Development Engineering staff have advised that servicing improvements may be required to municipal infrastructure in order to support the proposal and will be secured prior to the introduction of the bills. Planning staff are of the view that the proposed density is acceptable.

Height

The subject property is located at the end of Trent Avenue north of the CN rail tracks and its immediate context consists of different types of buildings with a variety of heights. The existing industrial zoning on the site permits a building height of up to 14 metres. The proposed building height is reduced to 36.55 metres (excluding the mechanical penthouse). The height is stepped down on the north, south and east sides of the building (see height map in draft zoning by-law). Mechanical penthouses for such residential buildings are permitted to project beyond the height limit, provided that their height is limited and the mechanical penthouse is set back from all sides at a sufficient distance to minimize its impact. In this instance, the mechanical penthouse with a height of 5 metres will be located near south on the roof area with no impacts on surrounding properties.

Built Form

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. The original proposal had minimal articulation of its massing with City staff and residents expressing concerns with how it fits on the site and the need to establish a suitable built form relationship with the townhouses on Trent Avenue, the 8-storey apartment building to the north and the overall built form context.

The current revised plans show a series of setbacks and stepbacks to provide better articulation of the massing. This mitigates impact and supports transition to lower scale development. The proposed building will be approximately 75 metres (246 feet) from the residential area south of the CN rail tracks providing sufficient separation. The current plans show a marginal increase in the width of the building but the location shows an acceptable setback from Trent Avenue.

With respect to the built form, the building is stepped back by 3 metres above the 8th floor along Trent Avenue to minimize impact on the adjacent *Neighbourhood* (townhouses and detached/semi-detached dwellings) to the east. The design and frame of the first 3 floors of the development relates to the existing townhouses on Trent Avenue. This relationship should result in a comfortable street proportion and mitigate the perception of height along Trent Avenue. On the north side, floors 1 to 8 are set back by 2 metres from the property line and approximately 4 metres from the existing 8-storey apartment building, and except for corner units, has no south facing windows. City staff can accept this separation distance because the windows (clerestory vision windows) on the floors 1 to 8 are recessed by an additional 1 metre, resulting in a total distance of 5 metres from the apartment building. Floors 9 to 12 have been set back by 5.5 metres from the property line and 7.5 metres from the existing 8-storey apartment building to provide an appropriate transition. The 12th floor is stepped back by 3.7 metres on the south side.

The siting and use of setbacks/stepbacks to sculpt the proposed 12-storey development is in keeping with the Built Form policies of the Official Plan and the development criteria for "*Apartment Neighbourhoods*" and "*Mixed Use Areas*" in sections 4.2 and 4.5 of the Official Plan, respectively.

A landscaping buffer/green roof system has been introduced on the 12th floor (with terraces behind). There are no balconies or windows on the south side of the existing 8-storey apartment building to the north. As such, privacy or overlook from the proposed building is not an issue at this location. The balconies and windows on the east side of the proposed building are separated from the adjacent residential neighbourhood by Trent Avenue, which is 20 metres wide.

The proposal contemplates the use of privacy screens, low-voltage down light bulbs, planter walls, a continuous row of deciduous trees and shrubs on the roof top amenity area on the 3rd floor to further address privacy, overlook and light pollution. The above

noted measures as well as the separation distance from adjacent land uses address the concerns of City staff and residents, and will be secured through Site Plan Approval.

Sun & Shadow

The Built Form policies of the Official Plan in Chapter 3.1.2.3(e) state that new development will limit its impact on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

The applicant submitted shadow studies for the 12-storey building on March 21st/June 21st/September 21st. Due to the north-south orientation of the proposed building, shadows were cast on the west side of the property in the morning and early afternoon and towards the adjacent neighbourhood in the evening during the spring and fall equinoxes. The shadow from the proposed building is comparable to the shadows from the adjacent 8-storey apartment building. Staff consider the shadow impact on the industrial area to the west and *Neighbourhoods* to the east to be acceptable.

Adjacency to the Canadian National Railway Corridor

A residential building setback of approximately 30 metres is the standard required from the Canadian National Railway Corridor. However, the proposed building will be set back by 25 metres from the rail corridor, achieved by a combination a 16.5 metre horizontal and a 8.5 metre vertical distance. Metrolinx/GO Transit staff have accepted the proposed building setback given that a crash wall will be provided and incorporated into the southern portion (garage wall) of the building, parallel to the rail corridor. The reinforced garage structure will serve as a buffer between the residential units and the rail corridor. The crash wall will also serve as an anti-trespassing function of a standard fencing installation.

At the time of reviewing the proposed development, Metrolinx/GO Transit advised City staff that the CN Rail corridor in this location is used primarily for conveying passengers on the Lakeshore East line, although there is limited CN freight activity on the line.

Noise & Vibration

The applicant provided City staff with a Noise Study that concludes that noise mitigation measures will be implemented as part of the proposed development. The study also concludes that excess transportation noise from rail traffic does not pose any constraint to the proposed development. City staff recommends warning clauses regarding potential noise impacts be included in the Purchase and Sale agreements. Notice of these clauses will be incorporated into the conditions of site plan approval. Noise mitigations measures will form part of the conditions of approval for site plan.

The applicant also provided City staff with a Vibration Impact Assessment Report that recommends vibration mitigations measures are incorporated in the development plans. City staff and Metrolinx/GO Transit staff require additional information that specifies the mitigation measures to be implemented prior to site plan approval. In addition, City staff

and Metrolinx/GO Transit staff recommends warning clauses in the Purchase and Sale agreements, which will be secured through conditions of site plan approval.

Metrolinx/Go Transit Development Conditions

In addition to the above noted issues, Metrolinx/GO Transit staff recommends that the owner addresses the following matters which will also form part of the conditions of site plan approval:

- The owner will enter into a development agreement that includes an environmental easement (operational emissions pertaining to Metrolinx/GO Transit activities in the rail corridor) to be registered on title on all the residential units in favour of Metrolinx;
- Any proposed alterations to the existing drainage affecting the railway right-of-way (including impacts related to the crash wall installation) should be supported by a drainage report to the satisfaction of GO Transit; and
- All construction and other activities adjacent to the rail corridor will require coordination for appropriate permits with Metrolinx/GO Transit.

Streetscape

The proposal has the opportunity to create a landscaped pedestrian-oriented street edge along Trent Avenue. Residential uses (including townhouse type units at grade) will be introduced continuing the local residential character of Trent Avenue. The boulevard will have a width of approximately 5 metres after redevelopment allowing for an edge zone, tree planting and street furnishing zone, and a pedestrian clearway. The application proposes 4 new street trees along the Trent Avenue frontage. The proposed exterior building materials to be secured in the site plan agreement contemplate incorporating glass, architectural stone, brick, precast panel and frame. The garage structure will have a patterned concrete finish to eliminate the appearance of a blank wall. The Trent Avenue frontage will have a new and improved landscaping consistent with City design and streetscape guidelines. All of the treatments, materials and streetscape improvements will be secured through Site Plan Approval.

Traffic Impact, Access & Parking

The applicant submitted a Traffic Impact Study that reflects good levels of service during the morning and afternoon peak hours. The study concludes that the projected site traffic will have minimal impacts on the area and will be acceptably accommodated on the adjacent road network. Transportation Services staff have reviewed the study and concur with the conclusion.

The Zoning By-law requires 200 residential parking spaces and 72 visitor parking spaces, resulting in a total of 272 spaces for the proposed development. The application proposes 224 parking spaces with 187 spaces for residents and 35 spaces for visitors including 2 car-share parking spaces. The proximity of the site to mass transit provides alternative

modes of transportation. City Transportation Services staff have reviewed the parking supply and advise that it is acceptable.

The proposal will provide a type "G" loading space to service the proposed development. City Transportation staff reviewed the proposed loading area and manoeuvring diagram and concluded that the Type "G" space provided is acceptable.

Access and egress from the site via the proposed 6 metre driveway off Trent Avenue extending north-south along the west side of the proposed building has been accepted by City Engineering staff.

Servicing

The applicant submitted a Functional Servicing Report and a Stormwater Management Report in support of the proposed development. Development Engineering staff have expressed a number concerns with the analysis and assumptions made in the reports and requested revisions.

In light of the above, City staff recommend that the owner submits the above noted reports and plans for review and approval by Development Engineering staff, prior to the introduction of the necessary Bills at City Council. The required reports will not result in any revisions to the standards proposed in the draft Zoning By-law. As a legal convenience, the Section 37 agreement will be used to secure payment and construction of any required infrastructure improvements.

Residential Amenity Areas

Section 3.1.2.6 of the Official Plan states that significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of new development. The above noted policy also states that each resident will have access to outdoor amenity spaces. The By-law requires the provision of 574 square metres of amenity space each for indoor and outdoor areas. The proposal provides 350 square metres of indoor amenity space and 798 square metres of outdoor amenity space above the parking garage. The shortfall in indoor amenity space is offset by the provision the outdoor amenity space which is larger than what is required by the By-law. Screening and planting materials will be installed for safety, privacy buffer and to prevent overlook onto the abutting residential properties.

Residential Units

The application originally proposed the following number of units: 40 bachelor bedrooms, 180 (1 bedrooms), 60 (2 bedrooms), and 18 (3 bedrooms). The revised proposal provides: 12 bachelor bedrooms, 159 (1 bedrooms), 98 (2 bedrooms) and maintains 18 (3 bedrooms). As a general practice, City staff encourages the provision of 10% of the total number of dwelling units to be 3 bedrooms or more. Even though the application does not increase the number of 3 bedrooms, the reduction in the number of bachelors and 1 bedroom units as well as the corresponding increase and layout and size of the 2 bedroom units provides a better range of housing types and sizes.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promote alternative modes of transportation, including opportunities for better walking and cycling conditions. The Zoning By-law requires the provision of 216 bicycle parking spaces. The proposal will provide 218 parking spaces comprising, 45 spaces for visitors and 173 spaces for residents. Bicycle spaces will be deployed on the ground and mezzanine levels of the parking garage and along Trent Avenue. City staff will continue working with the applicant to improve the location and organization of the bicycle spaces during site plan approval.

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 to 0.42 hectares of local parkland per 1,000 people, meaning that the site is in the lowest parkland provision level and in a parkland priority area, as per Alternative Parkland Dedication By-law 1020-2010.

The application proposes 287 residential units on a total site area of 4,755 square metres. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication would be 0.397 hectares or 84% of the site area. However, for sites less than 1 hectare, a cap of 10% applies, hence the parkland dedication requirement for the development will be 476 square metres.

The applicant proposes to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as a 476 square metres of park would not be of a useable size and the site would be encumbered by the parking garage. 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

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). 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. Other applicable TGS performance measures, including Bird Friendly Design, will be secured through the Site Plan Approval process.

The applicant has indicated they will pursue Tier 2 of the TGS which includes possible refunds against Development Charges payable for the development. Completion of Tier 2 after building construction involves meeting all of the performance measures found in the following “Core” development features/categories for all development types:

1. Cycling infrastructure
2. Urban Heat Island Reduction (at-grade)
3. Minimum Energy Performance
4. Systems Commissioning
5. Water Efficiency, and
6. Light Pollution.

In addition, three other performance measures must be addressed from the remaining TGS development features/categories:

1. Cycling Infrastructure
2. Stormwater Retention
3. Natural Heritage (site)
4. Glass and Other Design Features for Migratory Birds
5. Storage and Collection of Recycling and Organic Waste
6. Reuse of Building Materials
7. Use of Recycled Materials
8. Construction and Demolition Waste Management.

The applicant is seeking to achieve Tier 2 by addressing the following (optional) performance measures: installing certified in-suite smart metres, achieving a minimum of 15% recycled content in building materials and ensuring that a minimum of 75% of construction and demolition debris is recycled.

Section 37

Section 37 of the *Planning Act* allows the City to grant increased density and/or height in exchange for community benefits. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: parkland and/or park improvements above and beyond the parkland dedication; public art; streetscape improvements on the public boulevard not abutting the site; and other works detailed in Section 5.1.1.6 of the Official Plan.

Section 37 may also be used as may otherwise be agreed upon, subject to the policies contained in Chapter 5 of the Official Plan. The community benefits must bear a

reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and the addressing of planning issues associated with the development (e.g., local shortage of parkland, provision of new parks facilities).

Section 5.1.1.4 of the Official Plan allows Section 37 of the *Planning Act* to be used for all developments with a gross floor area of more than 10,000 square metres and when the proposed zoning by-law amendment increases the permitted gross floor area by at least 1,500 square metres, and/or increases the height significantly. In this case, the gross floor area of the proposed development is 21,200 square metres and 8-storeys/22 metres above the By-law's requirement.

The community benefits recommended to be secured in the Section 37 agreement for the 12-storey residential building is as follows:

- a. Prior to the issuance of above grade permits unless indicated otherwise provide a cash contribution of \$400,000 which is to be used for the following:
 - i. \$300,000 for park improvements in the area near Trent Avenue, Kelvin Avenue and Luttrell Avenue;
 - ii. \$100,000 towards public realm improvements at Main Square Community Recreation Centre and in the vicinity of the intersection of Main Street and Danforth Avenue;
 - iii. In the event the cash contributions referred to in Section (i) and (ii) above have not been used for the intended purpose within five years of this By-law coming into full force and effect, the cash contribution may be redirected for other public realm improvements in the vicinity of the development, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor;
- b. Pay for and construct the improvements to the existing municipal infrastructure required to service the owner's Lands, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services; and
- c. Before the introduction of Bills, City Council requires the owner to submit a revised Functional Servicing Report and Stormwater Management Report to the satisfaction of the Executive Director, Engineering & Construction Services.

Conclusion

The proposal provides an acceptable redevelopment of the property with a 12-storey residential building that sensitively deploys the height and massing onsite to ensure that it fits in the neighbourhood. In addition, Metrolinx/ GO Transit has accepted the proposed building setback from the Canadian National Railway corridor as well as the incorporation of a crash wall in the south wall of the proposed building. City Planning staff are of the view that the proposed development meets the relevant policies in the

Official Plan. This report recommends approval of the application to amend the Zoning By-law identified in attachment 8.

CONTACT

Francis Kwashie, Planner
Tel. No. 416-392-1306
Fax No. 416-392-1330
E-mail: fkwashi@toronto.ca

SIGNATURE

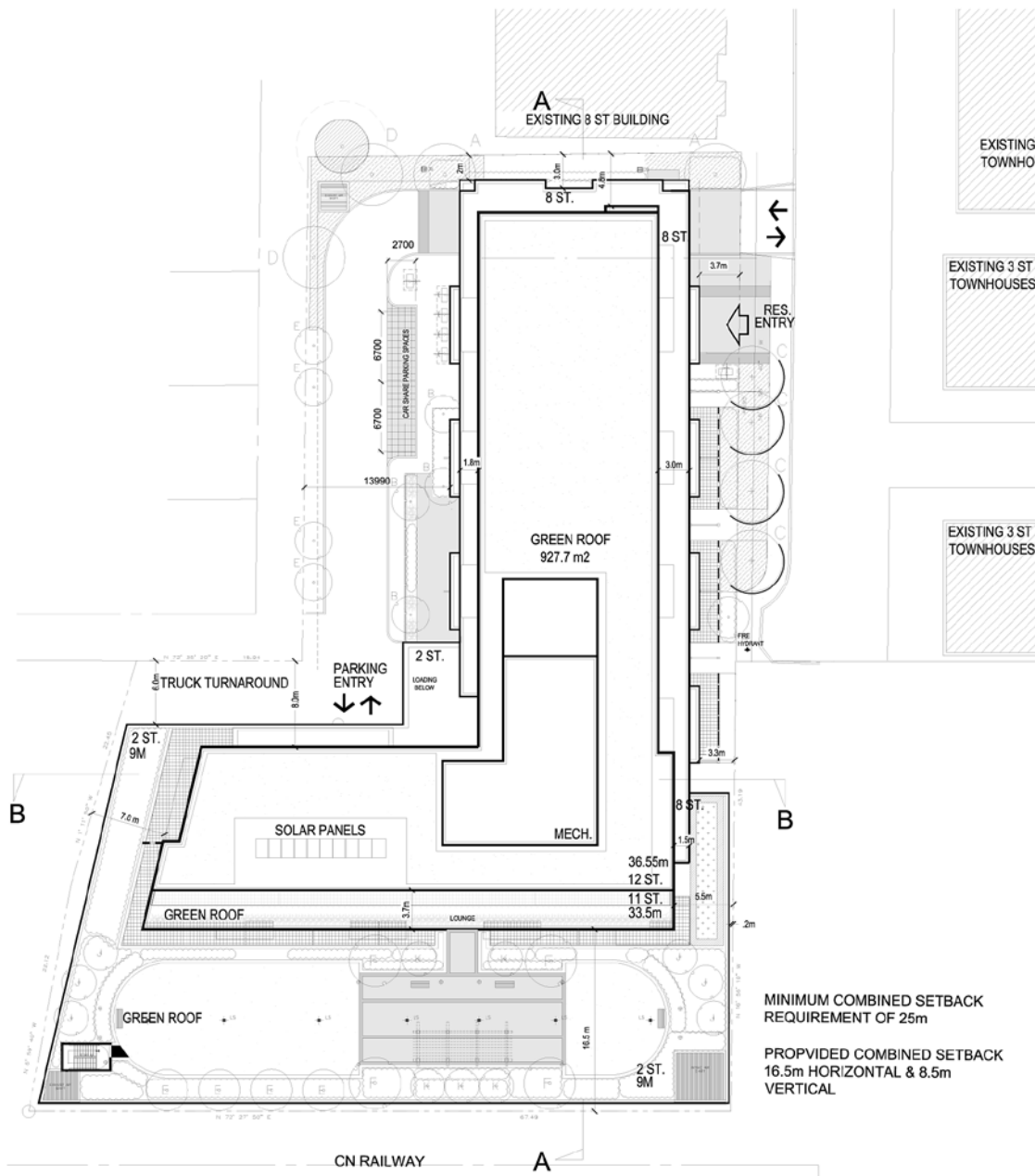
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

(P:\2015\Cluster B\pln\TEYCC\19399481049.doc) – smc

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: East Elevation
Attachment 3: South Elevation
Attachment 4: West Elevation
Attachment 5: North Elevation
Attachment 6: Zoning
Attachment 7: Application Data Sheet
Attachment 8: Draft Zoning By-law Amendment

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

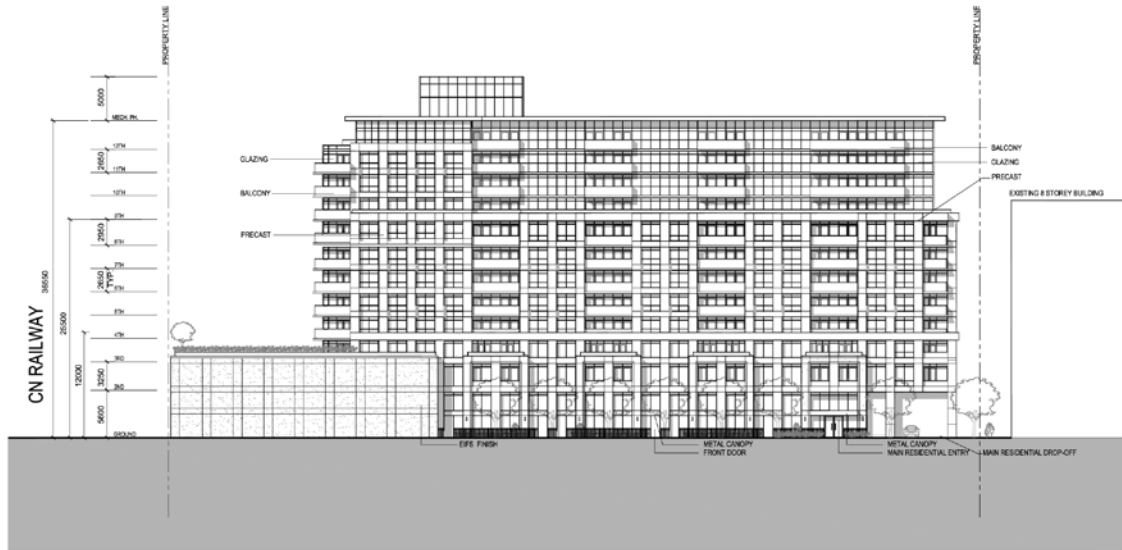
Not to Scale
08/04/2015



14 Trent Avenue

File # 13 262623 0Z

Attachment 2: East Elevation



East Elevation

Elevations

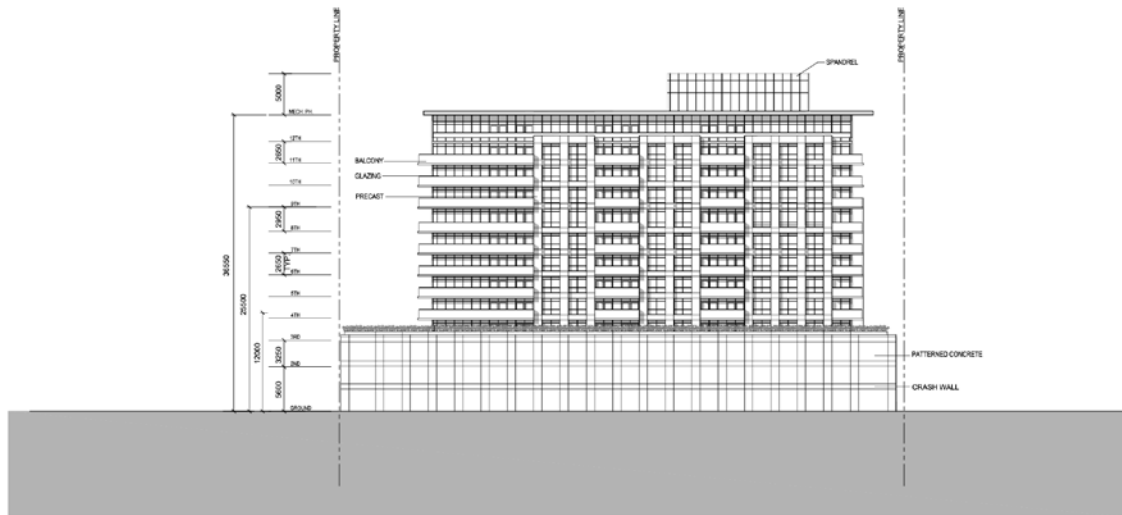
Applicant's Submitted Drawing

Not to Scale
07/31/2015

14 Trent Avenue

File # 13 262623 STE 32 0Z

Attachment 3: South Elevation



South Elevation

Elevations

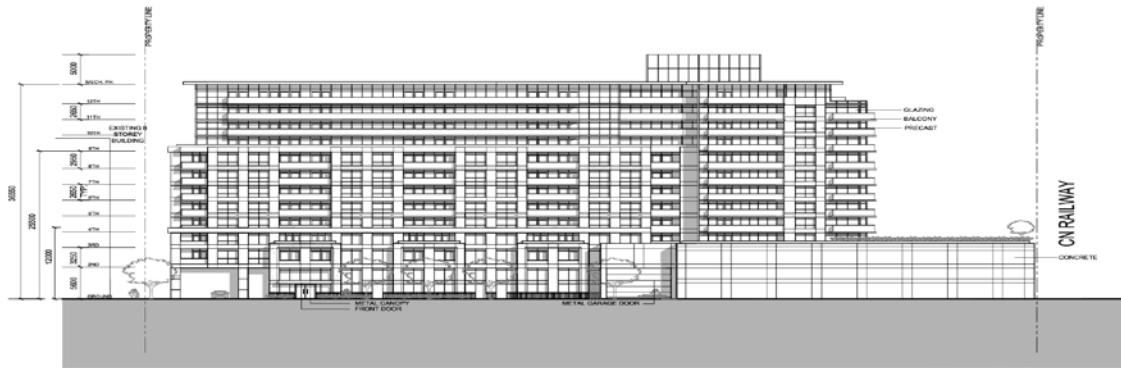
Applicant's Submitted Drawing

Not to Scale
07/31/2015

14 Trent Avenue

File # 13 262623 STE 32 0Z

Attachment 4: West Elevation



West Elevation

Elevations

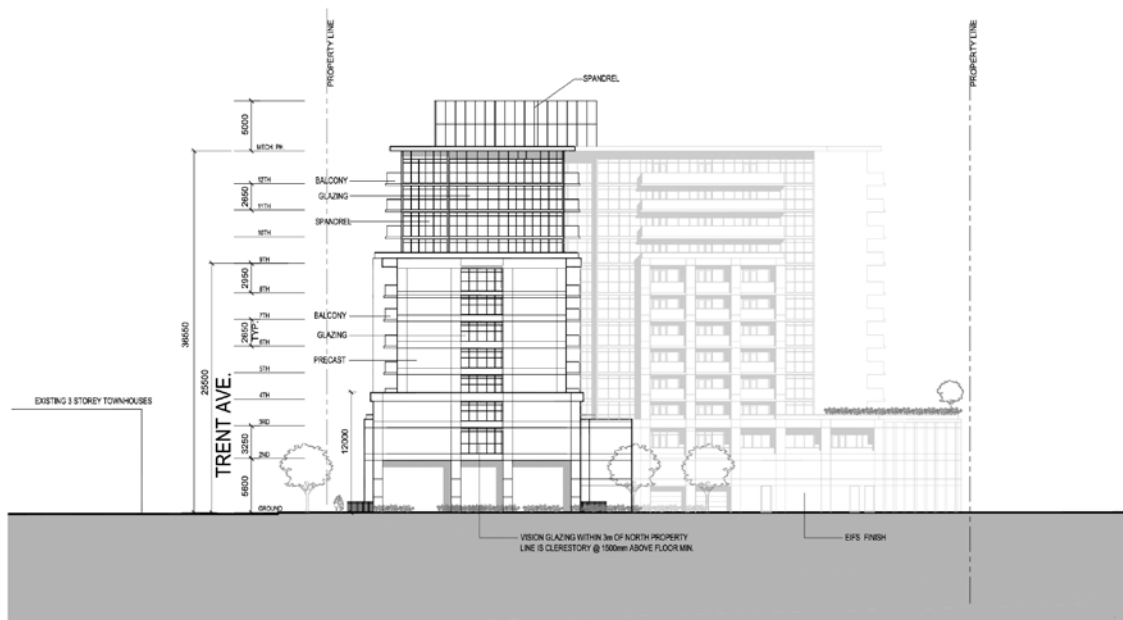
Applicant's Submitted Drawing

Not to Scale
07/31/2015

14 Trent Avenue

File # 13 262623 STE 32 02

Attachment 5: North Elevation



North Elevation

Elevations

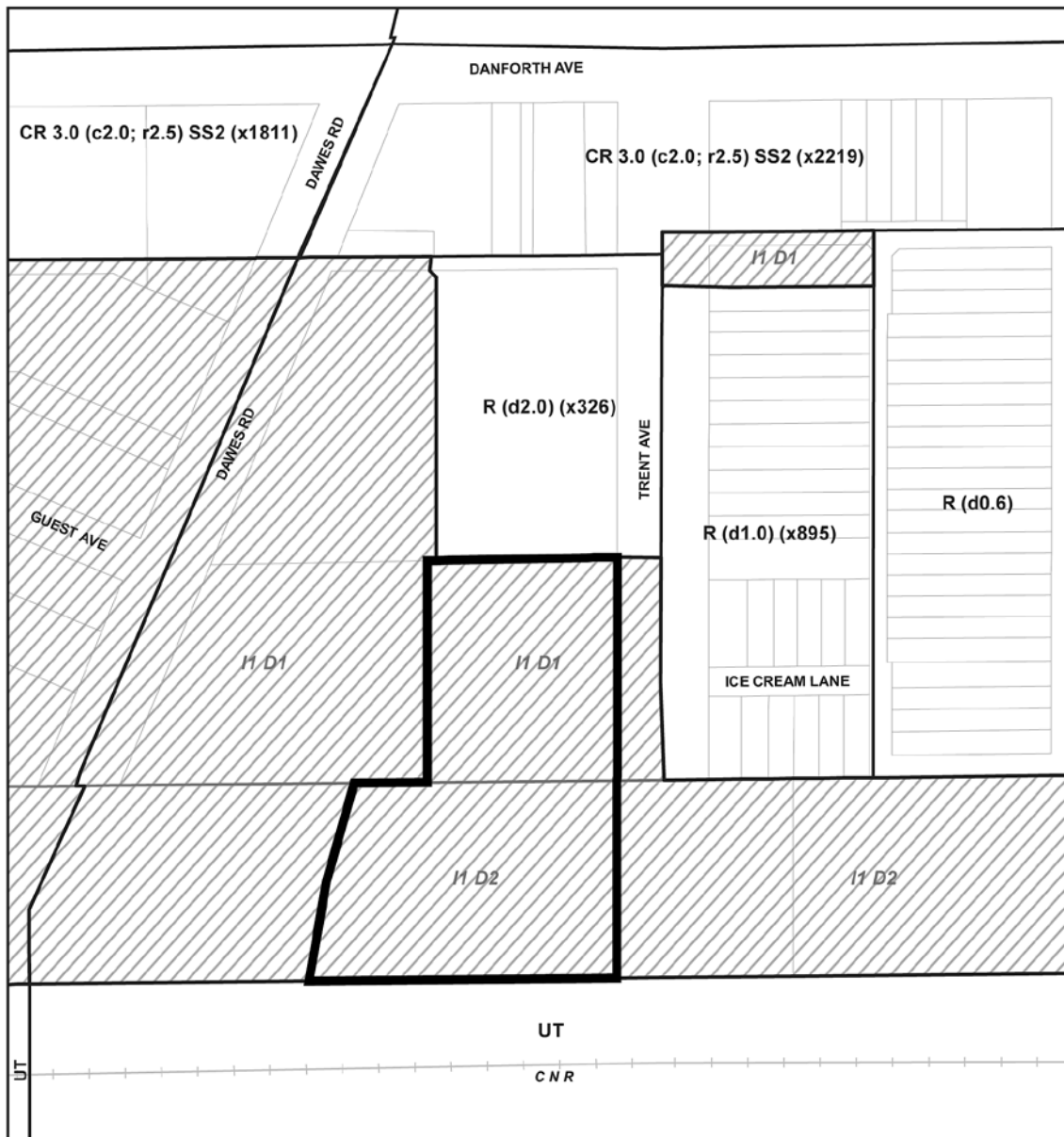
Applicant's Submitted Drawing

Not to Scale
07/31/2015

14 Trent Avenue

File # 13 262623 STE 32 02

Attachment 6: Zoning



TORONTO City Planning
Zoning By-law 569-2013

14 Trent Avenue
File # 13 262623 STE 32 02

Location of Application
R Residential
CR Commercial Residential
UT Utility and Transportation

See Former City of Toronto Bylaw No. 438-86
I1 Industrial District
I2 Industrial District

↑
Not to Scale
Extracted 01/13/2014

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	13 262623 STE 32 OZ
Details	Rezoning, Standard	Application Date:	November 7, 2013

Municipal Address:	14 TRENT AVENUE
Location Description:	**GRID S3203
Project Description:	Site Plan Approval (13-262621 SA) and Zoning By-Law Amendment (13-262623 OZ) for a 12 storey residential building (21,200m ²).

Applicant:	Agent:	Architect:	Owner:
Bousfields Inc.		IBI Group	Options For Homes

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood/ Mixed Use Area	Site Specific Provision:	No
Zoning:	I1 D1; I1 D2	Historical Status:	No
Height Limit (m):	12 & 14	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	4,755	Height:	Storeys:	12	
Frontage (m):	48.85		Metres:	36.55	
Depth (m):	87.49				
Total Ground Floor Area (sq. m):	3,300				Total
Total Residential GFA (sq. m):	21,200		Parking Spaces:	224	
Total Non-Residential GFA (sq. m):	0		Loading Docks	1	
Total GFA (sq. m):	21,200				
Lot Coverage Ratio (%):	69				
Floor Space Index:	4.5				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	21,200	0
Bachelor:	12	Retail GFA (sq. m):	0	0
1 Bedroom:	159	Office GFA (sq. m):	0	0
2 Bedroom:	98	Industrial GFA (sq. m):	0	0
3 + Bedroom:	18	Institutional/Other GFA (sq. m):	0	0
Total Units:	287			

CONTACT:	PLANNER NAME:	Francis Kwashie, Planner
	TELEPHONE:	416-392-1306

Attachment 8: Draft Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend Zoning By-law No. 438-86, as amended,
With respect to the lands municipally known as,
14 Trent Avenue**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended to pass this By-law; and

WHEREAS Council has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*; and

WHEREAS an increase in height and density has been requested; and

WHEREAS the Official Plan for the City of Toronto contains such provisions relating to the authorization of increase in height and density of development; and

WHEREAS pursuant to Section 37 of the *Planning Act*, the Council of a municipality may in a By-law under Section 34 of the *Planning Act*, authorize increases in the height or density of development beyond those otherwise permitted by the by-law in return for the provision of such facilities, services or matters as are set out in the by-law; and

WHEREAS Subsection 37(3) of the *Planning Act* provides that, where an owner of land elects to provide facilities, services or matters in return for an increase in height and density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services or matters; and

WHEREAS the owner of the aforesaid land has elected to provide the facilities, services and matters, as set out in this By-law; and

WHEREAS the increases in the density and height permitted hereunder, beyond those otherwise permitted on the aforesaid lands by By-law No. 438-86, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law and are to be secured by one or more agreements between the owner of the aforesaid lands and the City of Toronto; and

WHEREAS Council has required the owner of the aforesaid lands to enter into one or more agreements dealing with certain facilities, services and matters in return for the increases in height and density in connection with the aforesaid lands as permitted in this By-law;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. District Map Nos. 54 H-323 & 54H-324 contained in Appendix “A” forming part of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, is further amended by rezoning to “R2 Z2.0” the lands known municipally in the year 2015 as 14 Trent Avenue as delineated on Map 1 attached to and forming part of this By-law and as shown thereon as R2 Z2.0.
2. None of the provisions of Section 2 with respect to *lot, grade, residential gross floor area, height* and Sections 4(2)(a), 4(4)(b), 4(12), 4(17), 6(1)(a), 6(3) Part I 1, 6(3) Part II 2, 3, 4, 5 and 8, 6(3) Part III 1(b), of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of land and the erection and use of certain buildings and structures in various areas of the City of Toronto”, shall apply to prevent the erection and use of an *apartment building* on the *lot* delineated by heavy lines on the attached Map 2, provided that:
 - (a) the *lot* upon which the proposed building and structure is erected or used comprises at least the lands shown outlined by heavy lines on the attached Map 2;
 - (b) the total *residential gross floor area* of buildings and structures shall not exceed 21,200 square metres;
 - (c) a maximum of 287 *dwelling units* shall be permitted as follows:
 - (i) a maximum of 12 bachelor bedrooms shall be provided,
 - (ii) a maximum of 159 (1 bedroom units) shall be provided,
 - (iii) a minimum of 98 (2 bedroom units) shall be provided,
 - (iv) a minimum of 18 (3 bedroom units) shall be provided.
 - (d) no portion of a building or structure erected on the *lot* shall have a greater *height* in metres than the *heights* in metres specified by the numbers following the symbol H on the attached Map 2 except that:
 - (i) a mechanical penthouse having a maximum height of 5.0 metres shall be permitted within the area demarcated on Map 2;

- (ii) cornices, lighting fixtures, window washing equipment, vents, awnings, canopies, ornamental elements, parapets, trellises, eaves, window sills, guardrails, balustrades, railings, wheelchair ramps, underground garage ramps and their associated structures, underground garage stair enclosures, fences, retaining walls, terraces, landscape and public art features and safety or wind protection, all of which may project to a maximum of 1.5 metres beyond the heavy lines shown on Map 2 other than *lot* boundary lines;
 - (iii) balconies and balcony piers can project to a maximum of 1.8 metres beyond the heavy lines shown on Map 2 other than the *lot* boundary lines; and
 - (iv) solar panels may project to a maximum of 3.0 metres above the Height following the symbol "(H)" on Map 2.
 - (e) a minimum of 15 percent of the area of the lot shall be *landscaped open space*;
 - (f) a minimum of 230 *parking spaces* shall be provided and maintained on the *lot*, including a minimum of 187 *parking spaces* for the use of residents and a minimum of 35 *parking spaces* for the use of visitors;
 - (g) for each *car-share parking space* provided on the *lot*, the minimum number of required residential *parking spaces* may be reduced by 4 *parking spaces*;
 - (h) the maximum number of *car-share parking spaces* shall be 2;
 - (i) a minimum of 218 *bicycle parking spaces* shall be provided on the *lot*, of which, a minimum of 175 shall be for residents and a minimum of 43 shall be for visitors;
 - (j) one *loading space - type "G"* shall be provided and maintained on the *lot*;
 - (k) a minimum of 350 square metres of indoor *residential amenity space* will be provided on the *lot*;
 - (l) a minimum of 798 square metres of outdoor *residential amenity space* will be provided on the *lot*.
3. In addition to the permitted uses identified in Section 1, a *sales presentation centre* shall be permitted on the *lot*, and none of the other provisions of this By-law shall apply to such use.

4. For the purposes of this By-law:

- (a) "*car-share*" means the practice where a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car-sharing organization. To use a *car-share* vehicle, a person must meet the membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable. Vehicles are reserved in advance and fees for use are normally based on time and/or charge fees based on kilometres driven;
- (b) "*car-share parking space*" means a *parking space* exclusively reserved and used only for *car-share* purposes whereby the vehicle is accessible to at least the occupants of the buildings;
- (c) "*grade*" means 129.65 metres Canadian Geodetic Datum;
- (d) "*residential gross floor area*" shall have the same meaning as defined by Bylaw No. 438-86, except that, it shall exclude an above grade *parking garage*; and
- (e) Each word or expression which is italicized in this By-law, shall have the same meaning as each word or expression as defined in the aforesaid By-law No. 438-86, as amended, unless otherwise defined in this By-law.

5. Section 37 Requirements:

The owner of the lands shown as Map 1 is require enter into one or more agreements pursuant to Section 37 of the *Planning Act* satisfactory to the Chief Planner and Executive Director, City Planning Division, and the City Solicitor and such agreement(s) shall be registered against title to the lands identified Map 1 to secure the following facilities, services or matters:

- a. Prior to the issuance of above grade permits unless indicated otherwise, provide a cash contribution of \$400,000 which is to be used for the following:
 - i. \$300,000 for park improvements in the area near Trent Avenue, Kelvin Avenue and Luttrell Avenue;
 - ii. \$100,000 towards public realm improvements at Main Square Community Recreation Centre and in the vicinity of the intersection of Main Street and Danforth Avenue;
 - iii. In the event the cash contributions referred to in Section (i) and (ii) above have not been used for the intended purpose within five years of this By-law coming into full force and effect, the cash contribution may be redirected for other public realm improvements in the vicinity of the

development, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor; and

- b. Pay for and construct the improvements to the existing municipal infrastructure required to service the Owner's Lands, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services.
6. Notwithstanding any severance, partition or division of the *lot*, the provisions of this By-law shall apply to the whole of the *lot* as if no severance, partition or division had occurred.
7. Except as otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the lot as well as the buildings and structures on the lot.
8. Within the lands shown on Map "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 2015.

JOHN TORY,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk

