

**11, 13, 15 and 19 Altamont Road - Official Plan
Amendment and Zoning Amendment Applications -
Request for Direction Report**

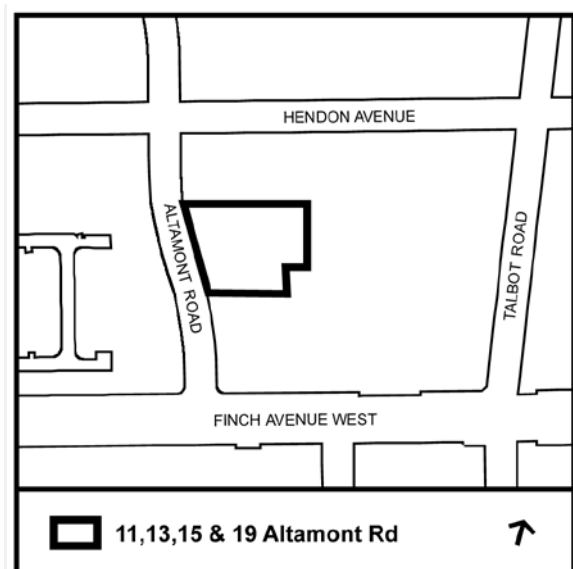
Date:	August 19, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 23 – Willowdale
Reference Number:	15 230943 NNY 23 OZ

SUMMARY

The applicant has appealed the Official Plan and Zoning By-law Amendment applications to the Ontario Municipal Board (OMB) due to Council's failure to make a decision on the applications within the time prescribed by the Planning Act. A hearing has been scheduled for March 6th, 2017.

This application proposes to amend the Official Plan and Zoning By-laws for the lands located at 11, 13, 15 and 19 Altamont Road to permit a residential development consisting of 4 apartment buildings in a back-to-back stacked townhouse form containing 82 residential units with one level of shared underground parking containing 96 parking spaces. The subject site is an assembly of 4 residential properties within an area designated as *Neighbourhoods* in the Official Plan.

This report recommends that the City Solicitor, together with City Planning staff and other appropriate staff attend the OMB hearing in opposition to the current proposal.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and other appropriate staff, to attend the OMB hearing to oppose the Official Plan and Zoning By-law Amendment applications for 11, 13, 15 and 19 Altamont Road in their current form;
2. Should the OMB approve the applications, City Council authorize the City Solicitor to request that the OMB withholds its Order approving the applications until such time as the OMB has been advised by the City Solicitor that the proposed Official Plan and Zoning By-law Amendments are in a form satisfactory to the City.
3. City Council authorize the City Solicitor and appropriate staff to continue discussions with the applicant to address the issues outlined in the report (August 19, 2016) from the Director, Community Planning, North York District, and to report back to City Council on the outcome, as appropriate.

Financial Impact

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

DECISION HISTORY

The application was submitted to the City on September 30, 2015. On January 19, 2016 North York Community Council adopted a Preliminary Report on the application. Community Council adopted the report dated December 16, 2015 and directed City Planning staff to schedule a community consultation meeting with the Ward Councillor. The notice area for the Community meeting was extended at Community Council, which included residents within 120 metres of the site with the addition of all landowners and residents residing in the area bounded along both sides of Talbot Road and Tamworth Road to the east, Horsham Avenue and Yorkview Drive to the south, Clarkhill Street, Bevdale Road and Elgin Road to the west and the Toronto Hydro Corridor to the north;

The Preliminary Report is available at:

<http://www.toronto.ca/legdocs/mmis/2016/ny/bgrd/backgroundfile-86935.pdf>

ISSUE BACKGROUND

Proposal

The subject site is made up of an assembly of 4 residential lots. Each lot currently contains a detached single family dwelling which would be demolished to facilitate the proposal. The proposed development consists of 4 apartment buildings in a back-to-back stacked townhouse form containing 82 residential units. The townhouses would be 3.5 storeys high (4.5 storeys including the walkout to the private rooftop terrace) and

measure 10.98 metres to the top of the roof, 12.78 metres to the top of the parapet, and 14.08 metres to the top of the mechanical penthouse and rooftop terrace access).

Each townhouse block contains units that are oriented back-to-back and stacked on top of the other, with the lower units located on the lower and ground floors, and the upper units located on the second and third floors. A total of 82 residential units are proposed, including 16 units in each of Blocks A, B, and C and 34 units in Block D. The lower units are proposed to include a balcony on the first floor while the upper units would include a balcony on the second floor as well as a rooftop terrace. Additional ground-level private amenity space is proposed outside the unit entrances with the exception of the units fronting on Altamont Road. A shared outdoor amenity area is proposed to be located at the southeast corner of the site, east of the proposed underground garage entrance and next to the proposed garbage pick-up space. The block design includes the use of window wells to provide natural light to the living areas located below the ground floor. All 82 units are proposed to be 2-bedroom units and range in size from 95-141 square metres (1,023 – 1,525 square feet). The total gross floor area of the proposed development is 9,023 square metres with a density of 1.84 times the site area.

Townhouses Blocks A, B, and C are proposed to be set back 1.2 metres from the north property line. Building setbacks from Altamont Road for the blocks on the west side of the site vary. Block A is set back from Altamont Road approximately 2.8 metres at its closest and Block D is set back from Altamont Road approximately 2.4 metres at its closest. Block D is proposed to be set back 6.7 metres from the south property line and 9 metres from the east property line. Block C is proposed to be set back 8.4 metres from the east property line. The facing distance between the proposed stacked townhouse blocks varies from 9.68 metres to 12.28 metres.

Vehicular access to the site is proposed from Altamont Road. The proposed driveway is 6 metres wide and pedestrian sidewalks are located on both sides of the driveway. The applicant is proposing a ground-level storage and loading area for garbage at the east end of the site accessed by the driveway and adjacent to the shared outdoor amenity area. The private driveway would also provide access to the 1-level underground parking garage at the east end of the site. The underground parking garage would contain 96 parking spaces including 87 spaces for residents and 9 spaces for visitors. The garage would also include 82 bicycle parking spaces. Pedestrian access to Block A and some units in Block D would be from Altamont Road. Pedestrian access to the remainder of the units in Blocks B, C, and D would be internal to the site via a series of walkways. Limited soft landscaping is proposed.

The applicant has advised it is their intent to develop the project as a condominium.

Site and Surrounding Area

The subject lands are located on the east side of Altamont Road, west of Yonge Street and one block north of Finch Avenue West. The site is generally rectangular in shape with a total area of approximately 4,896 square metres. The site has a 63.6 metre frontage on Altamont Road with a depth that ranges from approximately 62 to 90

metres. The site is a consolidation of 4 residential lots. Each lot currently contains a detached single family dwelling which would be demolished in order to facilitate the proposed development. The subject lands are located approximately 750 metres west of Yonge Street and approximately 73 metres north of Finch Avenue West.

The surrounding uses are as follows:

North: North of the site are 1 and 2-storey detached residential dwellings.

South: The Central Finch Area Secondary Plan area is located immediately south of the subject site. Directly abutting the site is a 99 unit, 3 and 4 storey townhouse development located at 104-112 Finch Avenue West and 5-9 Altamont Road. There are 5 freehold townhouses 3 storeys in height to the southwest of the site at 2-10 Altamont Road and a 35-unit stacked townhouse building measuring 3 storeys in height at 118 Finch Avenue West which falls within the Central Finch Area Secondary Plan boundary.

East: To the east are 1 and 2-storey single-detached residential dwellings. Lands located to the east of 11 Altamont Road and designated as *Neighbourhoods 'B'* in the Central Finch Area Secondary Plan contain a portion of the 99 unit, 3 and 4-storey townhouse development at 104-112 Finch Avenue West and 5-9 Altamont Road.

West: Located west of the site are 1 and 2-storey detached residential dwellings. Further west, there is a 73-unit townhouse development fronting onto Finch Avenue West. This development is within the Central Finch Area Secondary Plan.

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. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important and plays a role in determining the character of new development. The PPS states that the Official Plan is the most important vehicle for implementing 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 be consistent with the PPS and to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City's Official Plan sets out a broad strategy for managing future growth by identifying an urban structure of areas where development is appropriate and areas where little physical change is expected to occur. The Official Plan outlines how intensification is to be directed towards areas with supporting infrastructure and how development is to provide a transition in scale and density that protects stable neighbourhood areas from the effects of nearby development. The Official Plan directs growth to the *Downtown*, the *Centres, Avenues*, and *Employment Districts*.

Neighbourhoods Policies

The subject site is designated *Neighbourhoods* on Map 16, Land Use Plan (Attachment 4). *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Neighbourhoods Official Plan policies in Chapter 4.1, including policy 4.1.5 provides that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhoods, including in particular:

- a) patterns of streets, blocks and lanes, parks and public building sites;
- b) size and configuration of lots;
- c) heights, massing, scale and dwelling type of nearby residential properties;
- d) prevailing building type(s);
- e) setbacks of buildings from the street or streets;
- f) prevailing patterns of rear and side yard setbacks and landscaped open space;
- g) continuation of special landscape or built-form features that contribute to the unique physical character of the neighbourhood; and
- h) conservation of heritage buildings, structures and landscapes.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood.

The prevailing building type will be the predominant form of development in the neighbourhood. Some *Neighbourhoods* will have more than one prevailing building type. In such cases, a prevailing building type in one neighbourhood will not be considered when determining the prevailing building type in another neighbourhood.

Where a more intense form of development than the prevailing building type has been approved on a major street in a *Neighbourhood*, it will not be considered when reviewing prevailing building type(s) in the assessment of development proposals in the interior of the *Neighbourhood*.

Healthy Neighbourhoods Policies

Chapter 2 of the Official Plan entitled *Shaping the City* 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. Section 2.3.1 recognizes that *Neighbourhoods* will not stay frozen and that some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites over time.

Policy 1 of Section 2.3.1 of the Official Plan states that development within *Neighbourhoods* will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas. The objective is to ensure that new development in *Neighbourhoods* respects the existing physical character of the areas, reinforcing the stability of the neighbourhood.

OPA 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*. The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

On July 22, 2016 the applicant appealed OPA 320 in its entirety as it applies to the subject property. A hearing date has not yet been scheduled.

Zoning

The subject lands are currently zoned "One Family Detached Dwelling Fourth Density Zone (R4)" in Zoning By-law No. 7625 of the former City of North York. The R4 zoning limits residential building types to single family detached dwellings with a minimum lot frontage of 15 metres and a minimum lot area of 550 square metres. The minimum side yard setback is 1.8 metres on each side and the minimum rear yard setback is 9.5 metres. The maximum building height permitted by the zoning by-law for this site is 10 metres.

There is no building type defined as a "stacked townhouse" in By-law 7625. The proposed buildings are considered "multiple attached dwellings" under By-law 7625.

The site is zoned "Residential Detached Zone (RD f15.0; a550)(x5)" in the new City-wide Zoning By-law No. 569-2013. This zoning also limits residential building types to single detached dwellings. The RD zone requires a minimum frontage of 15 metres and a minimum lot area of 550 square metres. The minimum side yard setbacks are 1.8 metres. The maximum building height permitted by the zoning by-law for this site is 10 metres.

There is no building type defined as a "stacked townhouse" in By-law 569-2013. The proposed buildings are considered "apartment buildings" under By-law 569-2013.

Central Finch Area Secondary Plan

The site is located adjacent to, but outside the boundary of the Central Finch Area Secondary Plan. The applicant has filed an Official Plan Amendment application to expand the boundaries of the Central Finch Area Secondary Plan to include the subject site.

The general objectives of the Central Finch Area Secondary Plan are to:

- Permit and encourage development and redevelopment within the Central Finch Area which, when completed, will form a mixed use area between Bathurst Street and Willowdale Avenue primarily accommodating small office and multiple-unit residential buildings fronting onto Finch Avenue, including street-oriented retail and service commercial uses in the area west of Yonge Street, and a residential area accommodating small multiple-unit residential buildings fronting onto Finch Avenue east of Willowdale Avenue.
- Enhance the function of Finch Avenue as a major arterial road. To this end, new buildings will be required to be set back from the existing street-line to protect the function of Finch Avenue, and the consolidation of lots and reduction of the number of private driveways directly accessing Finch Avenue will be encouraged.
- Encourage the establishment of a vibrant, interesting and active street-front in the Central Finch Area through the provision of residential uses with front doors and building faces addressing the street and, west of Willowdale Avenue, the provision of a mix of commercial and residential uses similarly addressing the street.
- Minimize the potential for adverse impact on the land use characteristics of low density residential lands which do not abut Finch Avenue by ensuring that redevelopment in the Central Finch Area takes place in a manner that protects and enhances the residential neighbourhoods.

The applicant's Official Plan Amendment application proposes to expand the boundaries of the Central Finch Area Secondary Plan and redesignate the subject site from *Neighbourhoods* to *Neighbourhood 'B'* in the Central Finch Area Secondary Plan.

The maximum height on lands designated *Neighbourhood 'B'* is 3 storeys or 10 metres, whichever is the lesser, and the maximum density is 1.0 times the lot area.

For all lands within the Central Finch Area, the height of any part of a building (except accessory structures for residential uses) will not exceed 70 per cent of the horizontal distance separating that part of the building from the nearest residential property line that

coincides with the boundaries of the Secondary Plan area, provided that the horizontal setback is not less than 9.5 metres.

Townhouse Guidelines

The City-wide Infill Townhouse Guidelines were approved by City Council in 2003 to address the development impacts of infill townhouses with a focus on “protecting streetscapes and seamlessly integrating new development with existing housing patterns”. The Guidelines consider matters such as setbacks, open spaces, building location, built form and location of parking. They also consider the relationship between the infill development and the pedestrian environment.

Site Plan Control

The proposed development is subject to Site Plan Approval. A Site Plan Control application has not been submitted.

Reasons for the Application

The Official Plan amendment application has been submitted to expand the boundary of the Central Finch Area Secondary Plan to redesignate the site from *Neighbourhoods* to a *Neighbourhood 'B'* land use designation and to amend the provisions of the *Neighbourhood 'B'* land use designation to:

- increase the permitted density within *Neighbourhood 'B'* from 1 times the lot area to 1.85 times the lot area for the subject site;
- permit apartment buildings in the form of a stacked townhouse building type;
- increase the maximum building height from 3 storeys and 10 metres to 3.5 storeys and 11 metres (14.08 metres to the top of the mechanical penthouse); and
- eliminate the requirement that prevents any part of the building from exceeding 70 per cent of the horizontal distance separating that part of the building from the nearest residential property line that coincides with the boundaries of the Secondary Plan area and reduce the minimum required setback from the *Neighbourhood 'B'* designated property to the north from 9.5 metres to 1.2 metres.

An amendment to the former City of North York Zoning By-law No. 7625 and the new City of Toronto Zoning By-law No. 569-2013 is required as the R4 and RD (f15.0; a550)(x5) zoning designations do not permit multiple attached dwellings or apartment buildings. The zoning by-law amendment is also required to increase the maximum permitted height and density as well as establish the appropriate development standards.

Community Consultation

A community consultation meeting was held by City Planning on February 25th, 2016 at Edithvale Community Centre. Approximately 30 members of the public attended along with the local Councillor, City staff, the applicant and their consulting team.

The following issues and concerns were raised at the community consultation meeting:

- encroachment of more intensive development into the stable low-density neighbourhoods surrounding Finch Avenue West will set a precedent for further development on properties with no Finch Avenue frontage;
- the proposal will destabilize the stable low-density neighbourhood north of Finch Avenue West;
- the proposal will establish a precedent for expanding the Central Finch Area Secondary Plan boundaries into the surrounding neighbourhoods;
- the massing and height of the proposed buildings will change the feel of the Altamont Road;
- the proposed buildings do not conform to development criteria in the Central Finch Area Secondary Plan;
- the proposed buildings are too dense and tall;
- the proposed buildings are too close to the street;
- increase in traffic on local streets;
- people will drive north through the neighbourhood and turn right on Hendon Avenue rather than make a left turn onto Finch Avenue West;
- not enough parking is proposed;
- there should be some affordable units as part of this development;
- privacy and overlook concerns related to the proposed rooftop terraces; and
- the proposal is not adequately set back from the property to the north.

COMMENTS

The issues identified in the December 16, 2015 Preliminary Report from the Director of Community Planning, North York District to North York Community Council have not been resolved.

The proposed development should be opposed because it would:

- be a significant change in character including the size and configuration of lots, height, massing and scale, and prevailing building type in an established *Neighbourhood* and in an area not designated for growth;
- represent an over development of the site and be out of character with the surrounding *Neighbourhood*; and
- destabilize the low-rise *Neighbourhood* areas adjacent to the Central Finch Area Secondary Plan area.

The proposed development does not conform to City of Toronto Official Plan, does not conform to the Growth Plan for the Greater Golden Horseshoe, and is not consistent with the Provincial Policy Statement.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 and the Growth Plan for the Greater Golden Horseshoe are high-level and broad reaching documents. The City of Toronto is considered a development area and infill is encouraged under these policies. However, the tenor of both the PPS and the Growth Plan is that planning authorities are responsible for identifying appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs.

Within this framework, the PPS recognizes that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through municipal official plans. The City's Official Plan meets the requirements of the PPS.

The City of Toronto Official Plan and associated Secondary Plans are based on projected needs and identify a land use structure of areas where intensification is appropriate. The Official Plan directs redevelopment to areas that take the existing building stock into account and where infrastructure and services exist and will be provided.

In this case, the City's Official Plan designates the subject lands as *Neighbourhoods*. While some change is generally anticipated over time, the Official Plan requires that new development respect and reinforce the existing physical character of the neighbourhood. This is an area characterized by detached dwellings in a *Neighbourhoods* designation with more intense forms of development on sites with frontage on Finch Avenue and within the Central Finch Area Secondary Plan boundary. The proposal does not conform to the Official Plan designation of *Neighbourhoods* and is not consistent with the way in which the Official Plan implements the PPS. The proposal, therefore, is not consistent with the Provincial Policy Statement 2014.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. The Growth Plan for the Greater Golden Horseshoe (The Growth Plan) strives, among other things, to direct growth to areas of urban intensification.

The Growth Plan also directs growth to urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields to provide as a key focus for transit and infrastructure investments to support future growth. The subject site and adjacent *Neighbourhoods* areas outside the Central Finch Area Secondary Plan boundary is not an area where the scale of intensification and built form proposed, is anticipated or appropriate. The Official Plan directs growth to the Central Finch Area Secondary Plan area with limitations on height and density. Even if this proposal was situated within the Central Finch Area Secondary Plan, it would represent a departure from the policies of the Plan with regard to height, density and transition. The proposal is not consistent with the way in which the Official Plan implements the Growth Plan for the Greater Golden

Horseshoe. Based on this, the proposal does not conform to, and conflicts with, the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Neighbourhoods

The Official Plan identifies a land use structure for areas where intensification is appropriate and directs growth to certain areas of the City. The areas which can best accommodate growth are shown on Map 2, Urban Structure of the Official Plan. The growth areas are identified as the *Downtown, Centres, Avenues and Employment Districts*. The proposed development is not in one of those areas.

The subject site is located in a *Neighbourhoods* designation where significant growth is not anticipated. The stability of Toronto's *Neighbourhoods* physical character is one of the keys to the City's success. Physical changes to established *Neighbourhoods* must be sensitive, gradual and generally fit the existing physical character. Official Plan policies direct how redevelopment is to fit into the community and provides direction with respect to the public realm, built form, streetscape and the environment. In order to maintain stability in *Neighbourhoods*, there are a number of development criteria policies that require development in established *Neighbourhoods* to respect and reinforce the existing physical character of the neighbourhood including the items identified below.

Prevailing Building Type

The proposed stacked townhouse building type does not respect and reinforce the prevailing building type. The predominant building type in the area is 1 to 2.5 storey single detached dwellings. There are currently no stacked townhouses or townhouses in the existing neighbourhood except for the townhouses located within the boundaries of the Central Finch Area Secondary Plan. The stacked townhouse building type is not part of the character of this neighbourhood or consistent with the prevailing building type of single detached dwellings.

The proposed development does not respect and reinforce the existing lower density physical character of the neighbourhood, in particular: the size and configuration of lots; heights, massing, scale and dwelling type of nearby residential properties; prevailing building types; setbacks of buildings from streets; prevailing patterns of rear and side yard setbacks and landscaped open space. As a result, the proposal is not in conformity to the Official Plan and considered inappropriate development for these lands.

Similarly, the applicant's proposed development does not conform with the emerging policy direction identified in the proposed amendments to the *Neighbourhoods* policies in OPA 320. The proposed *Neighbourhoods* designation policies have been clarified, strengthened and refined in order to support the Plan's goals to protect *Neighbourhoods*.

Size and configuration of lots

The Official Plan policies for the *Neighbourhoods* land use designation requires that new development in established *Neighbourhoods* respect and reinforce the existing physical character of the neighbourhood including the size and configuration of lots. The existing

neighbourhood adjacent to the secondary plan area is characterized by low-density residential lots occupied by single detached dwellings with large landscaped backyards. The more intense uses within the neighborhood are located on properties abutting Finch Avenue West within the Central Finch Area Secondary Plan. The streets and blocks in this area are laid out in a modified grid pattern and include curved streets with crescents and cul-de-sacs north of Hendon Avenue. This layout results in a variety of lot frontages, depths and areas. The subject properties located at 11, 13, 15 and 19 Altamont Road are consistent with this characteristic. With frontages of approximately 15.2 metres, 11.5 metres, 11.5 metres and 22.8 metres respectively, the existing lots are in keeping with the range of lot frontages in the neighbourhood. While the individual properties are among the deepest in the area resulting in property areas of just under 1,000 square metres for 11-15 Altamont Road up to approximately 2,030 square metres at 19 Altamont Road, the overall character of the properties is consistent with the character of the other residential properties in the neighbourhood.

The consolidation of the 4 lots would create a development parcel with a frontage of 63.57 metres along Altamont Road and an area of 4,895.8 square metres. An apartment development in the form of stacked back-to-back townhouses on this parcel would not be in keeping with the existing and planned residential lot pattern in the area and would not respect and reinforce the existing physical character of the neighbourhood. Official Plan policies require development in established *Neighbourhoods* to respect and reinforce the existing physical character of the neighbourhood, in particular the size and configuration of lots. Given the larger lot frontages and depths of the subject lots, a development of single detached lots would be more in keeping with the character of this neighbourhood.

Height, Massing and Scale

The proposed building height does not respect and reinforce the height of the buildings on nearby residential properties. The buildings in the area are permitted to have a height of up to 10 metres under the existing zoning by-laws. Homes on Altamont Road are typically 1 – 2.5 storeys with varying heights with the exception of a 3 to 4-storey townhouse development to the south within the Central Finch Area Secondary Plan area and a block of townhouses west of the subject site. In contrast, the proposed buildings are 3.5 storeys (4.5 storeys including the access to the rooftop terrace) and have heights of 10.98 metres to the roof, 12.78 metres to the top of the parapet and 14.08 metres to the top of the mechanical penthouse and rooftop terrace access. The height of the proposed buildings is not consistent with the exiting physical character of the neighbourhood.

The predominant residential buildings in the *Neighbourhood* are massed in a low-rise, single detached built form. The buildings are located on large lots intended to accommodate one dwelling per lot. The existing buildings are set back from the street and side yards and contain large landscaped rear yards. They have large landscaped areas in the front yard with a front door facing the public street and a walkway accessing the street. Houses in the *Neighbourhood* area outside the Secondary Plan area are organized on the site in a similar manner with similar relationships to abutting properties.

In contrast, the proposal includes 82 housing units on the assembled site contained in 4 stacked townhouse-type buildings. Units are proposed to be oriented back-to-back and stacked one over the other with 14 of the units having direct access to Altamont Road and the remainder of the units taking access from an internal private driveway and walkways. The units have shared outdoor amenity areas, balconies and private rooftop terraces instead of rear yards. The proposed buildings with frontage on Altamont Road have front yard setbacks as close as 2.4 and 2.8 metres creating smaller front yard landscaped areas than the single detached houses in the area. Other than the 14 units facing Altamont Road, the units are not directly facing the public street. The units that do not face Altamont Road have shared outdoor amenity areas and shared private walkways instead of landscaped front yards. The existing zoning by-laws require a side yard setback of 1.8 metres for single detached houses. The buildings are proposed to be set back 1.2 metres from the side yard abutting the low-rise detached dwellings to the north of this site. The 1.2 metre side yard setbacks, coupled with the height of the proposed buildings and their proposed rooftop terraces, would create privacy, overlook and noise impacts on adjacent properties. The massing and location of the proposed buildings on the site creates buildings behind other buildings with units facing the front, rear and side of the site. This relationship does not currently exist in the *Neighbourhood* outside the Secondary Plan area and is inconsistent with the building and lot pattern.

The proposed development does not respect and reinforce the existing physical character of the neighbourhood. The height, massing and scale of the stacked townhouse building type is not part of the character of this neighbourhood or consistent with the prevailing height, massing and scale of the nearby residential properties.

Central Finch Area Secondary Plan

The proposed development is contrary to the objective and policies of the Central Finch Area Secondary Plan. The Central Finch Area Secondary Plan clearly establishes the appropriate location for growth and intensification along Finch Avenue East and West. The Secondary Plan establishes local policies to guide growth and change and has established boundaries that exclude stable areas where major physical change is not expected or desired. Located adjacent to, but outside the Secondary Plan boundaries in a *Neighbourhoods* designation, the subject properties are in an area that the Official Plan designates for stability.

The objectives of the Secondary Plan include the intensification of lands fronting onto Finch Avenue and minimizing the potential for adverse impact on the land use characteristics of low density residential lands which do not abut Finch Avenue by ensuring that redevelopment in the Central Finch Area takes place in a manner that protects and enhances the residential neighbourhoods.

To date, the boundaries of the Central Finch Area Secondary Plan have not been expanded to include additional properties within the adjacent low density residential *Neighbourhoods* area. It is the opinion of staff that if the subject properties were added to the Central Finch Area Secondary Plan in order to create a larger development site with an intensive form of development, it would destabilize the *Neighbourhoods* adjacent to

the Central Finch Area Secondary Plan area by encouraging the assembly of other properties to create development sites to be incorporated into the Central Finch Area Secondary Plan. Despite the applicants proposal to expand the boundaries of the Central Finch Area Secondary Plan to include the subject site, it should be noted that the height, density, as well as the transition and setbacks proposed are not in conformity with the Central Finch Area Secondary Plan.

Trees

The applicant is proposing the removal of 2 City owned trees and the removal and injury of 27 privately owned trees to accommodate the development. The removal of these trees will detract from the landscaped character of this area. Ordinarily, redevelopment to single detached houses provides opportunities for tree preservation. With the proposed underground parking garage, the stacked townhouse building type would result in a loss of numerous mature trees.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application proposes 82 residential units within four 3-1/2 storey stacked townhouse blocks on a site area of 4,895.8 square metres. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 1,093 square metres or 22 % of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. In total, the parkland dedication requirement is 489.6 square metres.

Should the Ontario Municipal Board approve the development application, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as the parkland dedication of 489 square metres would not create a substantial park and the site is located in close proximity to existing city parkland. The site is 250 metres away from Edithvale Park, a 4 hectare park which includes two baseball diamonds, a basketball court, a children's playground and Edithvale Community Centre. The site is also 520 metres away from Hendon Park, a 3.5 hectare park which includes two lit baseball diamonds, four tennis courts, a wading pool and a children's playground.

Traffic Impact, Access, Parking

The applicant's transportation engineering consultant, MMM Group, submitted a Traffic Impact Assessment dated September 2015. The Traffic Impact Assessment is intended to address traffic issues associated with the proposed development including impact on the surrounding transportation network.

Turning movement counts were undertaken on May 5, 2015 during the a.m. and p.m. peak periods. The applicant's transportation consultant estimates that the proposed residential development will generate 24 and 28 a.m. and p.m. net new site trips respectively.

Despite the projected trip generation, City Transportation Services staff have requested additional information and revisions to the Traffic Impact Assessment in order to address a number of issues including the following:

- existing traffic conditions including intersection operations;
- the number of bus blockages during the a.m. and p.m. peak hours at all appropriate intersections; and
- the submission of signal timing plans for signalized intersections including cycle lengths, phasings and offsets.

At the community consultation meeting held by City Planning on February 25th, 2016 at Edithvale Community Centre, local residents were also concerned about the increase in local traffic resulting from the proposal and that the analysis in the Traffic Impact Assessment report did not adequately take into account local traffic patterns, particularly that local traffic tends to move north through the neighbourhood and turn right on Hendon Avenue to go east rather than make a left turn onto Finch Avenue West. Transportation Services has not approved the Transportation Impact Assessment and a revised study has been requested.

According to the site statistics, a total of 96 parking spaces are proposed for this project. Parking for the site is governed by former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013. A summary of the parking requirements for this project are provided in the following tables:

Zoning By-law 7625

Use	Scale	Rate	Total
Apartment Dwelling	82 units	1.5 spaces per unit	123 spaces
Visitor	82 units	0.25 spaces per unit	20 spaces
Total			143 spaces

Zoning By-law 569-2012

Use	Scale	Rate	Total
Apartment Dwelling 2 Bedroom	82 units	1.0 space per unit	82 spaces
Visitor	82 units	0.2 spaces per unit	16 spaces
Total			98 spaces

The parking requirements for the project are governed by the applicable parking provisions contained in the former City of North York Zoning By-law No. 7625. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. This By-law was adopted by City Council in April 2013. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York Zoning By-law. As a result, Transportation Services can support parking for this project provided it's in accordance with Zoning By-law 569-2013.

The applicant has proposed a total of 96 parking spaces comprising of 87 resident and 9 visitor parking spaces. The proposed parking supply does not comply with the minimum parking requirements specified by Zoning By-law 569-2013.

In addition, the Toronto Green Standard and Zoning By-law 569-2013 enforce regulations applying to accessible parking. For developments where the required number of parking spaces is between twenty-five and one hundred, a minimum of one parking space for every twenty-five parking spaces must comply with the minimum dimensions of an accessible parking space. Therefore, this development requires three accessible parking spaces.

For a residential development of this size, Zoning By-law 7625 requires one loading space. Zoning By-law 569-2013 specifically states one Type G loading space is required. The proposal does not include a Type G loading space.

Site Servicing and Stormwater Management

The applicant has submitted Functional Servicing and Stormwater Management reports with their application. Engineering and Construction Services staff have reviewed the reports and have identified outstanding issues in their comments dated November 13, 2015. The issues identified include sewer and storm water capacity, groundwater discharge, overland flow routes for stormwater and possible upgrades to the municipal watermain to increase fire hydrant pressure. These matters have not yet been resolved by the applicant.

Conclusion

The proposed development to consolidate 4 single detached residential lots and develop 4 apartment buildings in a back-to-back stacked townhouse form containing 82 residential units in a stable *Neighbourhood* would be significant intensification of an area not designated for intensification in the City of Toronto Official Plan. The proposed development is considered inappropriate and out of character with the established neighbourhood and would negatively impact the surrounding properties. Approval of the proposal would set a precedent for incremental redevelopment of the area north and south of the Central Finch Area Secondary Plan with more intensive forms of development, negatively impacting and undermining the surrounding stable *Neighbourhoods* designated areas.

The proposed development does not conform to City of Toronto Official Plan, is not consistent with the Provincial Policy Statement, and does not conform to the Growth Plan for the Greater Golden Horseshoe.

It is recommended that City Council authorize the City Solicitor and appropriate staff to attend the Ontario Municipal Board Hearing in opposition to the proposal.

CONTACT

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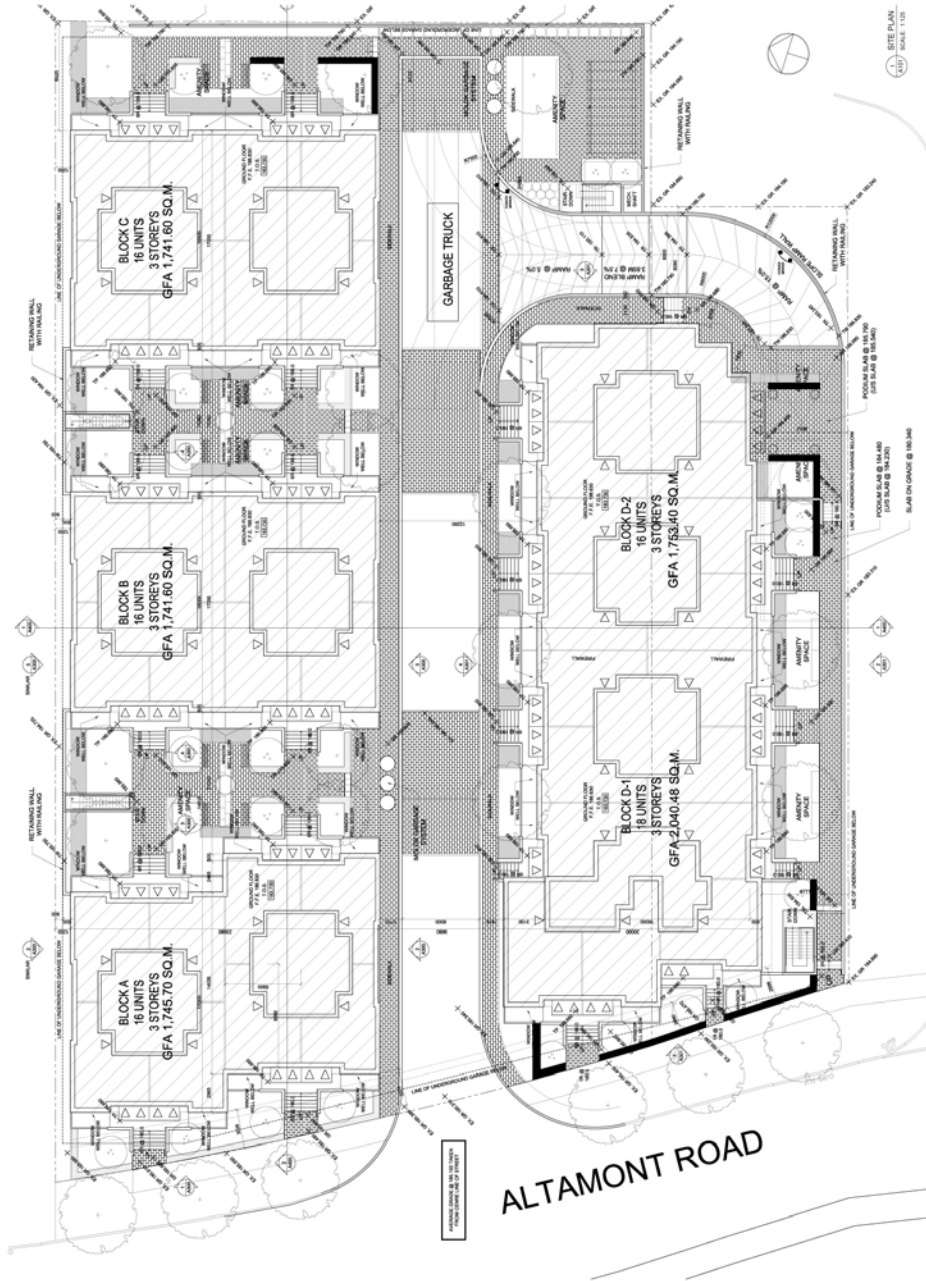
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations - Blocks A, B, & C
Attachment 3: Elevations - Block D
Attachment 4: Official Plan
Attachment 5: Zoning - North York Zoning By-law No. 7625
Attachment 6: City of Toronto Zoning By-law No. 569-2013
Attachment 7: Application Data Sheet

Attachment 1: Site Plan

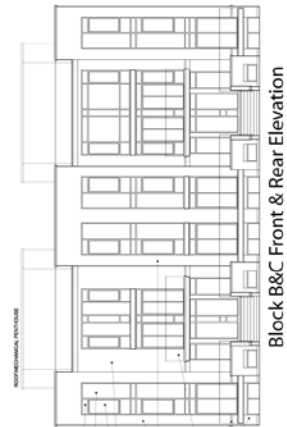
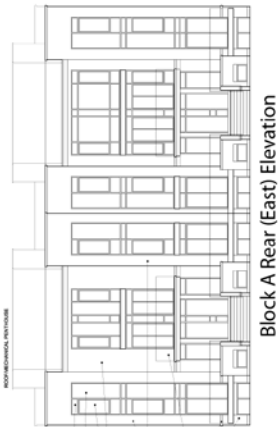
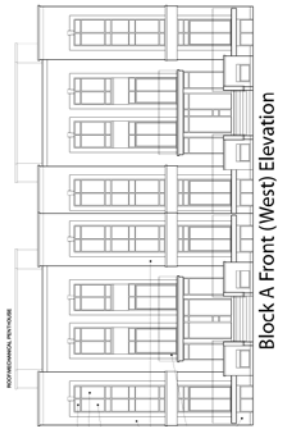
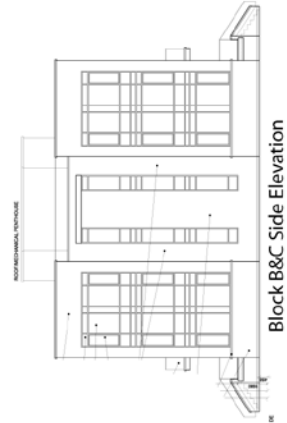
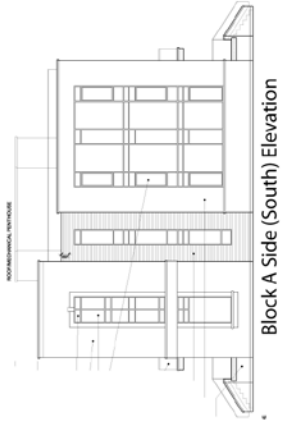


11, 13, 15 & 19 Altamont Road

Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 10/19/2015

File # 15 230943 NNY 23 0Z

Attachment 2: Elevations – Blocks A, B, & C



11, 13, 15 & 19 Altamont Road

Elevations Blocks A, B, & C

Applicant's Submitted Drawing

Not to Scale
10/19/2015

File # 15 230943 NNY 23 0Z

Attachment 3: Elevations – Block D

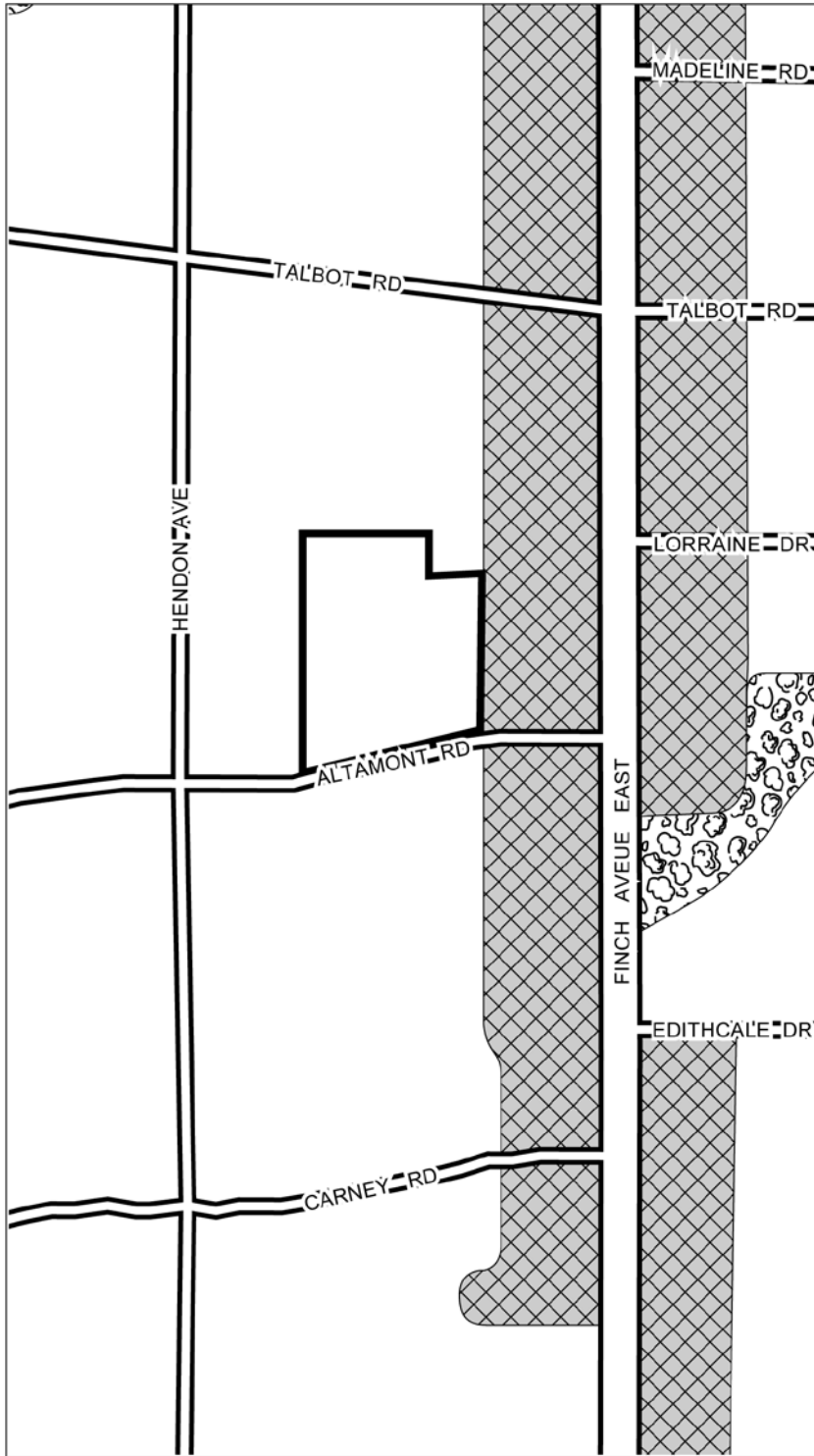


Elevations Block D
Applicant's Submitted Drawing
Not to Scale
10/19/2015

11, 13, 15 & 19 Altamont Road

File # 15 230943 NNY 23 0Z

Attachment 4: Official Plan



11, 13, 15 & 19 Altamont Road

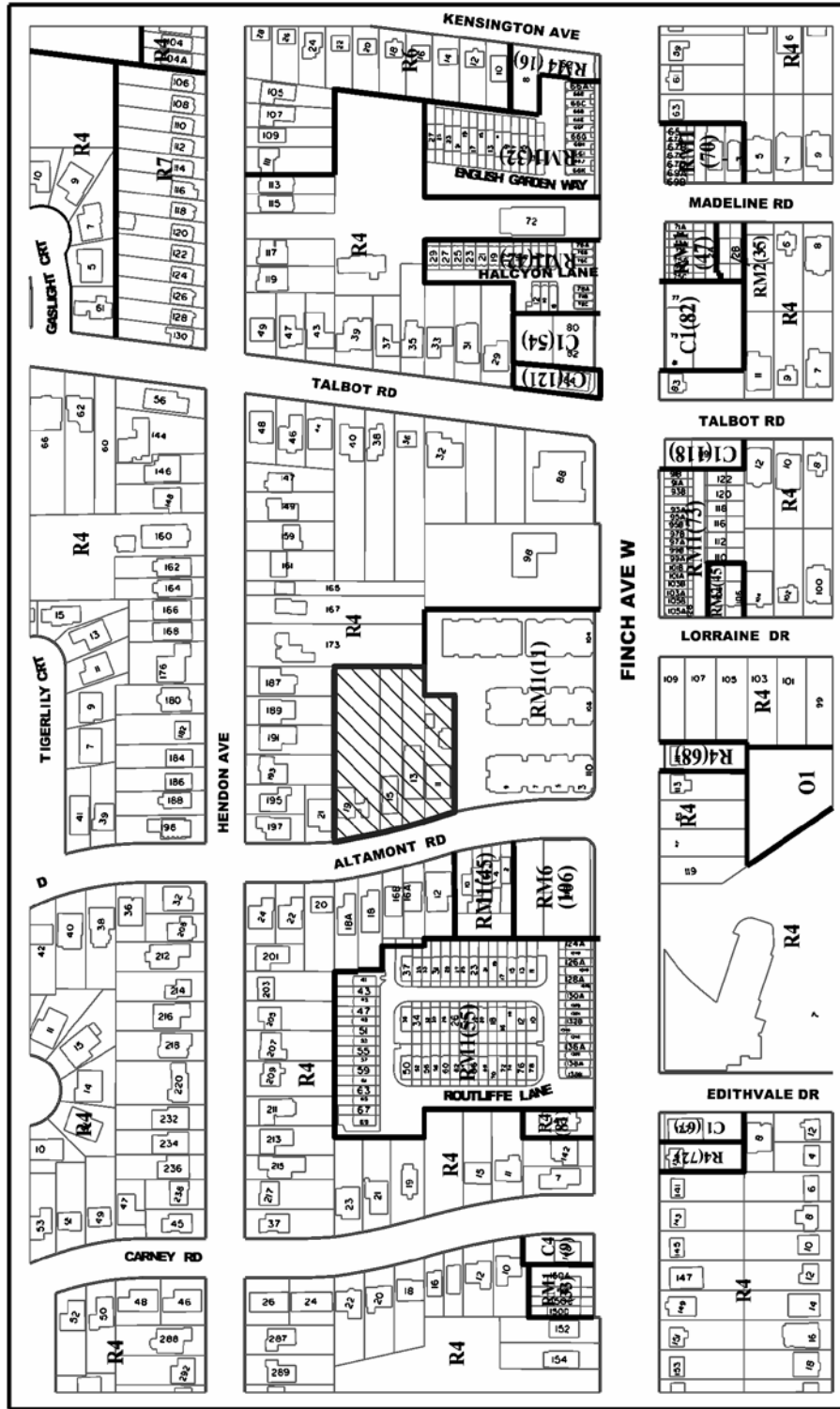
TORONTO City Planning
 Extract from Official Plan

File # 15 230943 NNY 23 0Z



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

↑
 Not to Scale
 10/19/2015

Attachment 5: Zoning – North York Zoning By-law No. 7625



Toronto City Planning
Zoning
 11, 13, 15 & 19 Altamont Road
 File # 15 230943 NNY 23 0Z

 Subject Property
 Not to Scale
 Zoning Bylaw 7625
 Extracted 10/19/2015

- R4 One-Family Detached Dwelling Fourth Density Zone
- R6 One-Family Detached Dwelling Sixth Density Zone
- R7 One-Family Detached Dwelling Seventh Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM4 Multiple-Family Dwellings Fourth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- O1 Open Space Zone
- C1 General Commercial Zone
- C4 Mixed Use Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Attachment 7 – Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	15 230943 NNY 23 OZ
Details	OPA & Rezoning, Standard	Application Date:	September 30, 2015

Municipal Address: 11, 13, 15 and 19 ALTAMONT ROAD

Location Description: PLAN 2056 N PT LOT 7 **GRID N2301

Project Description: The proposal is for four stacked townhouse blocks, each 3.5 storeys in height, containing 82 residential units, with a total residential gross floor area of 9,023 square metres. The proposed development includes 96 parking spaces within a shared underground garage.

Applicant:	Agent:	Architect:	Owner:
HEATHWOOD HOMES (ALTAMONT) LTD, 245 YORKLAND BLVD, SUITE 100, TORONTO ON, M2J 4W9		SRN ARCHITECTS INC, 2501 RUTHERFORD RD, BLDG B, SUITE 25, VAUGHAN ON, L4K 2N6	GEORGINA B WILLIAMS, 11 ALTAMONT RD, TORONTO ON, M2M 1S5

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	R4 and RD f15.0; a550(x5)	Historical Status:	N
Height Limit (m):	10 m	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	4,895.8	Height:	Storeys:	3.5
Frontage (m):	63.57		Metres:	10.98-14.08 m
Depth (m):	90.06			
Total Ground Floor Area (sq. m):	2,044.6			Total
Total Residential GFA (sq. m):	9,022.9		Parking Spaces:	96
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	9,022.9			
Lot Coverage Ratio (%):	41.8			
Floor Space Index:	1.84			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	9,022.9	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	82	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	82			

CONTACT: PLANNER NAME: Alex Teixeira, Senior Planner
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