

78 Tisdale Avenue – Zoning Amendment and Draft Plan of Subdivision Applications – Final Report

Date:	September 26, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 34 – Don Valley East
Reference Number:	10 320047 NNY 34 OZ and 11 120956 NNY 34 SB

SUMMARY

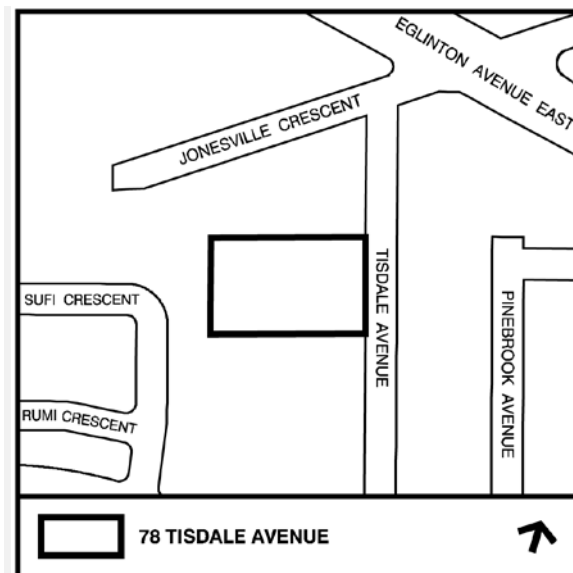
These applications propose to rezone and subdivide the lands at 78 Tisdale Avenue to permit 35 three-storey townhouse units, on six development blocks, a private open space, and a public street. The application for Zoning By-law Amendment is required to permit the residential use, while the application for Draft Plan of Subdivision is required to permit the creation of the proposed lots, blocks, and public street.

This report reviews and recommends approval of the application to amend the Zoning By-law. It also advises that the Chief Planner intends to approve the Draft Plan of Subdivision, with conditions.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 7625, for the lands at 78 Tisdale Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
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. In accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the draft plan of subdivision as generally illustrated on Attachment 2 to this report subject to:
 - a. the conditions as generally listed in Attachment 6 to this report which, except as otherwise noted, must be fulfilled prior to final approval and the release of the plan of subdivision for registration; and
 - b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 2005, applications for Zoning By-law Amendment (05 114048 NNY 34 OZ) and Draft Plan of Subdivision (05 114052 NNY 34 SB) were approved by City Council, which allowed for the creation of a new public street and the development of 24 townhouse units. The implementing by-law, however, was not to be enacted until the associated application for Site Plan Control was approved. The applications were ultimately closed due to inactivity.

At its meeting of April 21, 2011, North York Community Council adopted the staff recommendations detailed in a Preliminary Report related to the current applications for Zoning By-law Amendment and Draft Plan of Subdivision. A copy of the decision of North York Community Council can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY6.33>.

A copy of the Preliminary Report, dated March 30, 2011, can be found at:

<http://www.toronto.ca/legdocs/mmis/2011/ny/bgrd/backgroundfile-37081.pdf>.

ISSUE BACKGROUND

Proposal

The initial submission for these applications proposed 40 three-storey townhouse units across six blocks, and a public street. The applications have been revised to propose 35 three-storey, three-bedroom townhouse units across six blocks, a private open space, and a public street.

The new public street, identified as Street "A" on Attachments 1 and 2, would have an 18.5 metre right-of-way ending in a cul-de-sac. The bulb of the cul-de-sac would accommodate a landscaped island in order to reduce the paved surface, while accommodating the required turning radius for waste management and emergency service vehicles. The street has been designed such that the public street could be extended on the site to the south, should it be

redeveloped in the future. Public sidewalks, having widths of 2.1 metres, are proposed for both sides of Street "A".

Block 1: Block 1 would front Street "A", and accommodate seven townhouse units, each having a width of 4.3 metres. Each unit would have one parking space provided for in an integral garage at the rear of the unit, accessed by a rear shared driveway. The townhouse units would have a front yard setback of 1.5 metres, a rear yard setback of 7.7 metres, an east side yard setback from Unit 8 of Block 2 of 2 metres, and a west side yard setback from the private open space of 1.2 metres.

Block 2: Block 2 would front Street "A", and accommodate six townhouse units, each having a width of 4.3 metres. Each unit would have one parking space provided for in an integral garage at the rear of the unit, accessed by a rear shared driveway. The townhouse units would have a front yard setback of 1.5 metres, a rear yard setback of 7.7 metres, and an east side yard setback from the units of Block 3 of 6.7 metres.

Block 3: Block 3 would front Tisdale Avenue, and accommodate four townhouse units, each having a width of 4.5 metres. Each unit would have one parking space provided for in an integral garage at the rear of the unit, accessed by a rear shared driveway. The townhouse units would have a front yard setback of 2 metres, a north side yard setback of 1.2 metres, and a south side yard setback of 1.2 metres, with the exception of a projection for the building entrance, which would have a setback of 0.57 metres.

Block 4: Block 4 would front Street "A", and accommodate seven townhouse units, each having a width of 5.6 metres. Each unit would have one parking space provided for in an integral garage at the front of the unit, accessed by a private driveway. The townhouse units would have a front yard setback of 6 metres, a rear yard setback of 7 metres, a north side yard setback from the private open space of 1 metre, and a south side yard setback 2 metres.

Block 5: Block 5 would front Street "A", and accommodate seven townhouse units, with widths ranging from 4.5 metres to 8.7 metres. Seven units would have one parking space provided for in an integral garage at the rear of the unit, and accessed by a rear shared driveway. One unit would have an integral garage provided for at the front of the unit. The townhouse units would have a front yard setback of 1.5 metres, a rear yard setback of at least 10.1 metres, an east side yard setback from the units of Block 6 of 7.6 metres, and a south side yard setback of 1.2 metres.

Block 6: Block 6 would front Tisdale Avenue, and accommodate four townhouse units, each having a width of 5 metres. Each unit would have one parking space provided for in an integral garage at the rear of the unit, accessed by a rear shared driveway. The townhouse units would have a front yard setback of 2 metres, a north side yard setback of 1 metre, with the exception of a projection for the building entrance, which would have a setback of 0.62

metres, and a south side yard setback of 1.3 metres.

The proposed townhouses would be three-storeys, with a maximum building height of 11.3 metres. The proposed lot coverage for the entirety of the site is 45%, and the proposed floor space index is 1.29 times the lot area. All blocks, with the exception of Block 4, would have private decks, projecting 1.5 metres from the building, on the rear wall at the second storey.

A sanitary sewer connection is proposed from Street 'A' to an existing sewer northwest of the site. An easement in favour of the City is required over this connection, therefore the land in the northwest corner of the site cannot be built upon. As such, a common private open space, for use by the residents of this development, is proposed in this location.

Site and Surrounding Area

The subject property is located south of Eglinton Avenue East, and west of Victoria Park Avenue, in a primarily residential neighbourhood. The site has a frontage on Tisdale Avenue of 61.8 metres, a depth of 99 metres, and an area of 0.61 hectares. The site slopes slightly to the south, and is currently vacant.

Land uses surrounding the site are as follows:

- North: Three blocks of three-storey townhouses front Tisdale Avenue to the north. Behind the townhouses, fronting Jonesville Crescent, are several one-storey and two-storey commercial businesses. These lands are designated *Neighbourhoods* in the Toronto Official Plan.
- South: A one-storey office and retail warehouse building is directly south of the site. Further south, is a residential neighbourhood of semi-detached dwellings and townhouses. These lands are designated *Neighbourhoods* in the Toronto Official Plan.
- East: Semi-detached dwellings exist on the east side of Tisdale Avenue, directly across from the proposed development. A residential neighbourhood of one-storey and two-storey semi-detached dwellings exists east of Tisdale Avenue. A four-storey apartment building is at the southeast corner of Tisdale Avenue and Jonesville Crescent. These lands are designated *Neighbourhoods* in the Toronto Official Plan.
- West: A residential neighbourhood of two-storey and three-storey townhouses abuts the site to the west. These lands are designated *Neighbourhoods* in the Toronto Official 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. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-

oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

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

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Toronto Official Plan identifies the subject property as being designated *Neighbourhoods*. *Neighbourhoods* are considered to be stable areas, where new development will maintain the existing physical character. The designation contemplates a full range of residential uses in lower scale buildings, such as detached dwellings, semi-detached dwellings, duplexes, triplexes, and townhouses, as well as interspersed walk-up apartments that are four-storeys or less. Parks, schools, and local institutions are also found in *Neighbourhoods*. The preamble to the development criteria for *Neighbourhoods* states that, "physical changes to our established Neighbourhoods must be sensitive, gradual, and generally "fit" the existing physical character of the neighbourhood". This includes, but is not limited to, building type, street patterns, size and configuration of lots, setbacks, height, massing and scale of buildings.

Policy 4.1.5 outlines the development policies for *Neighbourhoods*. The preamble to the development criteria states that, *physical changes to our established Neighbourhoods must be sensitive, gradual, and generally "fit" the existing physical character of the neighbourhood*. This includes, but is not limited to street patterns, size and configuration of lots, prevailing building type(s), and height, massing, scale and setbacks of buildings.

The Public Realm policies of the Toronto Official Plan promote high quality architectural design, landscaping, and urban design, in order to create comfortable, safe, and accessible streets, parks, and open spaces. Policies 14, 16 and 17 of Section 3.1.1 promote pedestrian safety and security with respect to streetscapes, parks, and other open spaces. These policies also state that new streets should be public, and that they should be designed to promote a connected grid of streets that offer safe and convenient travel options, provide connections with adjacent neighbourhoods, extend sightlines and view corridors, provide access and addresses for new developments, provide access for emergency vehicles, and generally create a network that balances the needs and priorities of the various users and uses.

Built Form policy 3.1.2.1 states that new development is to be located and organized to fit within the existing and/or planned context, by framing and supporting adjacent streets, parks, and open spaces to improve safety, pedestrian interest, and casual views from these places into new developments. Buildings should be located parallel to the street, with main entrances clearly visible, and directly accessible from the public sidewalk. Further, ground floor uses should have views into adjacent streets. Policy 2 goes on to state that public and private lanes within

development blocks are encouraged to minimize curb cuts, and limit parking between the front face of the building and the street. Policy 3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into the existing or planned context.

The Toronto Official Plan can be found here: <http://www1.toronto.ca/planning/chapters1-5.pdf>.

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.

More information regarding OPA 320 can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=c860abe3a6589410VgnVCM10000071d60f89RCRD>.

Infill Townhouse Guidelines

The City-wide Infill Townhouse Design Guidelines, which were approved by City Council in 2003, articulate and clarify the City's interest in addressing impacts from townhouse developments, with a focus on protecting streetscapes and seamlessly integrating new development with existing housing patterns. The Guidelines consider matters such as open space, building location, built form, street proportion, relationships between grade and building height, pedestrian connections, light, privacy, location of parking, and servicing and utilities. The document notes that townhouse developments should fit within the existing context, so as to minimize impacts on the surrounding neighbourhood. They also consider the interaction between the proposed infill development and existing housing patterns.

Guideline 1.1 states that new townhouse developments should be accessible from existing public streets. If new streets are required, they should be extended and integrated into the existing public system. This section goes on to state that safe and accessible pedestrian connections should be created, new streets should allow for emergency vehicle access, and entrances to buildings should front the new street.

Guideline 1.2 speaks to open space, stating that buildings should be constructed to define the edges of, and face onto, parks and accessible open spaces to enclose, and provide overlook into these areas for safety.

Guideline 1.2 also speaks to the need to landscape both the public boulevard and private property.

Guideline 1.3 speaks to the desire for walkways, stating that pedestrian walkway networks should be incorporated to allow for comfortable access to neighbourhood amenities and services.

Guideline 2.1 speaks to setbacks from the street, noting that main facades should be parallel to the street, and set in line with adjacent buildings. The guideline goes on to state that front yard setbacks where no garage is proposed should be 2 metres to 3 metres in depth, allowing for an appropriate separation between the public sidewalk and the living space with a front stoop and landscaping.

Guideline 2.2 speaks to parking, and recommends that front integral garages be avoided. Should garages at the front of the dwelling be necessary, it is recommended that the lots have widths of at least 6 metres.

Guideline 3.2 speaks to the building height, stating that the overall building height should reflect the prevailing context of the neighbourhood.

Guideline 3.3 speaks to light, views and privacy, stating that a 15 metre separation distance should be provided for units facing one another, a 7.5 metre rear yard setback should be provided, and a 7.5 metre setback between the side of a dwelling and the back of another should be provided.

Guideline 4.1 speaks to streetscape improvements noting that soft landscaping should be maximized in both the public right-of-way, and on private property, the planting of high branching deciduous trees is recommended, the planting of a variety of trees and ornamental shrubs on private property is recommended, and the construction of permeable surfaces is recommended.

The guidelines can be found at: http://www1.toronto.ca/wps/portal/contentonly?vnextoid=67e70621f3161410VgnVCM_10000071d60f89RCRD.

Townhouse and Low-rise Apartment Guidelines

City staff are currently preparing City-wide design guidelines for townhouses and low-rise developments. These guidelines will address infill townhouse developments as well as mid to larger sites, and more complex and intense types of low-rise, multi-unit development in terms of site context, site organization, building massing, detailed design and private and public realm. The guidelines build upon and, once approved by City Council, are intended to replace the Infill Townhouse Guidelines (2003).

More information on, and the status of these guidelines can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vnextoid=f3064af89de0c410VgnVCM10000071d60f89RCRD>.

Zoning

The site is currently zoned M1 under North York Zoning By-law No. 7625. This zone permits various industrial and commercial uses, as well as some institutional uses. This zone does not permit residential uses.

Site Plan Control

An application for Site Plan Control was submitted December 24, 2010 (10 320052 NNY 34 SA). This application is currently under review by staff.

Tree Preservation

City of Toronto Tree by-laws, which protect and preserve trees on City and private property, were established, in part, to retain as much crown or tree canopy cover as possible, particularly where development is concerned. It is expected that retention and appropriate protection of existing trees will be considered when developing properties, and whenever possible, buildings and driveways are to be diverted around trees.

City Council has adopted the Official Plan with the objective of increasing the existing 17 percent tree canopy coverage to between 30 to 40 percent. The planting of large growing shade trees on both public and private lands should be an important objective for all development projects and must be considered integral to the design, planning and construction of projects.

Reasons for Application

An application for Zoning By-law Amendment is required to allow for the proposed residential use, and to create a set of performance standards appropriate for this use.

An application for Draft Plan of Subdivision is required to allow for the creation of the proposed blocks and public street.

Community Consultation

On October 12, 2011, staff held a Community Consultation Meeting (CCM) together with the Ward Councillor. Approximately 10 people attended the meeting. Issues raised included:

- The possibility of a traffic signal at Tisdale Avenue and the proposed Street 'A';
- The possibility of restricting parking on Tisdale Avenue;
- The possibility of upgrading Warner Park and Bartley Park to accommodate the increased population;
- Pedestrian safety; and
- Whether or not the local public schools can accommodate the increase in population.

Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards and conditions of Draft Plan Approval.

COMMENTS

This application has been intermittently under review since December 2010. Over the years, the property has changed owners several times, which has resulted in revised plans being submitted to staff for review. The revised plans are now acceptable, and approval by City Council is now recommended.

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 provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.5.1 states, in part, that healthy and active communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, create community connectivity, foster social interaction, by providing publicly-accessible built and natural settings for recreation, and facilitate active transportation, which is defined as "human-powered travel, including but not limited to, walking, cycling, inline skating, and the use of mobility aids, such as motorized wheelchairs".

The proposed development would represent an intensification of the site, while being respectful of existing residential developments in the area. The development of a public street having sidewalks on both sides and connecting to sidewalks along the west side of Tisdale Avenue would provide safe travel options for pedestrians, cyclists, those utilizing mobility devices, and vehicles, while promoting community connectivity and opportunities for social interaction. In an effort to promote future connectivity, the proposed public street and public sidewalks have been designed such that they would allow for a connection to the adjacent property to the south, should it be redeveloped in the future. The proposal is consistent with the mix of land uses promoted by the PPS, and would efficiently use the existing infrastructure and public services. Further, the proposed development does not risk public health and safety. The proposal is consistent with the PPS, as required by Section 3 of the *Planning Act*.

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 Plan encourages intensification and redevelopment in urban areas which provide a healthy, liveable and safe community. While the Growth Plan expects the majority of growth to occur in growth centers, such as the Centres and Downtown areas identified in the Official Plan, a certain amount of intensification is expected to occur in other areas of the city.

This proposal provides reasonable intensification through infill development that is compatible with the existing neighbourhood in terms of dwelling size, dwelling type, and setbacks, while utilizing existing infrastructure, as contemplated by the Growth Plan. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

This neighbourhood has a curvilinear street pattern, which provides access to residential lots with a range of building types, including detached dwellings, semi-detached dwellings, and townhouse dwellings. Therefore, the proposed building type is consistent with the character of the neighbourhood. With respect to townhouse developments in the neighbourhood, unit widths range from approximately 4 metres to approximately 6.5 metres, and building heights are between two-storeys and four-storeys. Front yard setbacks are dependent on the location of the garage, which are located at either the front and rear of the dwelling throughout the

neighbourhood. In instances where the garage is located at the front of the dwelling, front yard setbacks are between 4 metres and 7.5 metres. In instances where the garage is located at the rear of the dwelling, the front yard setback is between 0.4 metres and 1 metre. Regardless of the location of the garage, rear yard setbacks are between 5.5 metres and 7 metres. Side yard setbacks and setbacks between buildings are between 1.2 metres and 4.5 metres.

This application proposes 35 townhouse units, across six blocks. Two of the proposed blocks would front on Tisdale Avenue, while the remaining four blocks would front on a new public street, identified as Street 'A' on Attachment 1. Twenty-seven of the proposed units would provide private garages at the rear, accessed by shared private driveways. Eight of the proposed units would provide private garages at the front, accessed by individual driveways from the new public street. The unit widths, building heights, and setbacks for each block are outlined below.

	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
Unit Widths	4.3m	4.3m	4.5m	5.6m	4.5m - 8.7m	5.0m
Building Height	11.3m 3-storeys	11.3m 3-storeys	11.3m 3-storeys	11.3m 3-storeys	11.3m 3-storeys	11.3m 3-storeys
Front Yard Setback	1.5m	1.5m	2.0m	6.0m	1.5m	2.0m
Rear Yard Setback	7.7m	7.7m	6.7m	7.0m	10.1m	7.6m
Side Yard Setbacks	1.2m; 2m	2m; 6.7m	1.2m	1m; 1.2m	1.2m; 7.6m	1m; 1.3m

The proposed development is consistent with existing townhouse developments in the area in terms of unit width, building height, and setbacks. The proposal is sensitive to developments abutting the subject property, generally proposing zoning provisions that are the same as those existing. Directly north of the subject site, fronting on Tisdale Avenue, and adjacent to proposed Block 3, is a three block townhouse development with vehicular access provided by way of a shared rear driveway. The blocks are 12.4 metres in height, with front yard setbacks between 0.4 of a metre and 1 metre, a south side yard setback from the subject property of 3 metres, and rear yard setbacks of 6.4 metres to the building, and 0 metres to the elevated decks. The townhouse development backing on to the subject property from the west provides a minimum rear yard setback of 5.5 metres for the three-storey units, and a minimum rear yard setback of 10 metres for the two-storey units.

A cornerstone policy of the Toronto Official Plan is to ensure that development in *Neighbourhoods* respects the existing physical character of the area, therefore reinforcing the stability of the neighbourhood. This is articulated in Section 2.3.1, Policy 1, as well as Section 4.1, Policy 5. This proposal respects the existing physical character of the area, particularly as it relates to patterns of streets, building height, massing, and scale, building type, setbacks from the street, and patterns of rear and side yard setbacks.

Public Realm

This proposal includes the creation of a new street, which will provide access to the majority of the lots in the development, and would be conveyed into public ownership. The new street, which is proposed as a cul-de-sac, would have 2.1 metre wide sidewalks and street trees on both sides, would provide one connection to the existing neighbourhood, and the opportunity for a second connection, should the site to the south of the subject property redevelop. This proposal would promote a connected network of streets which offer safe and convenient travel options for

pedestrians, cyclists, and emergency, personal, and service vehicles.

Built Form

This application proposes that all units would sit parallel to a public street. With the exception of Block 4, and Unit 27 of Block 5, which would provide front integral garages, the units are proposed to accommodate rear garages accessed by rear shared driveways. Consolidating vehicular access points from the public street would result in fewer curb cut interruptions along the public boulevard and public sidewalk, providing for a safer pedestrian environment, and greater opportunities for landscaping. The townhouse units have been designed to have front doors located close to grade, making the front entrance to each unit clearly visible from the public realm, with one or two risers to the door. Units with rear garages have been designed with main living windows along the ground floor providing for casual views from the units, into the public realm. The proposed buildings, with heights of three-storeys, have been massed to fit within the existing context. Through the site plan approval process, staff will work with the applicant on the articulation, glazing, and materiality of the buildings to ensure that they frame adjacent streets and open spaces.

Infill Townhouse Guidelines

This application proposes a new 18.5 metre public street connecting to the existing Tisdale Avenue, and designed such that it could connect to a new street to the south, should the adjacent property be redeveloped in the future. Pedestrian sidewalks, having widths of 2.1 metres are proposed for Tisdale Avenue, as well as Street 'A'. The proposed dwellings would front onto either Tisdale Avenue, or the proposed Street 'A'. The proposed street would meet the Development Infrastructure Policy & Standards (DIPS), and therefore would accommodate emergency vehicles.

Although a public park is not included in this proposal, a privately owned open space is proposed at the northwest corner of the site. This location was chosen for open space as a sewer easement in favour of the City is proposed to run through this area, providing a sanitary connection to the new public street. As such, building on this portion of the property would not be possible. Staff negotiated a space with as much visibility to the street as possible. Two units have a side relationship with the open space; through the Site Plan Control process, staff will review the possibility of additional articulation and overlook to this open space through the addition of porches, doors, and windows on the sides of these units, facing the open space, in order to provide overlook surveillance for safety purposes. The landscape treatment and design of this open space, as well as lighting for safety will also be secured through the site plan.

Twenty-three trees are proposed for the public boulevards of Tisdale Avenue and the proposed Street 'A'. Landscaping, which would be maintained by the City, is also proposed for the median of the cul-de-sac. Shrubs, sod, and where possible, trees are proposed for the privately owned front yards of the dwellings, as well as for the open space. Landscaping design and details will be secured through the application for Site Plan Control.

Sidewalk connections are proposed to adjacent pedestrian sidewalks along Tisdale Avenue. Further, landscaped walkways have been proposed to connect the public sidewalk to the rear shared driveways located behind some of the blocks, providing access from the rear of the townhouse units out to the public sidewalk. A walkway has also been proposed to provide access

from the public sidewalk to the private open space.

Blocks 3 and 6, which would front onto Tisdale Avenue, and provide parking at the rear, have a proposed front yard setback of 2 metres. This is similar to the townhouse blocks to the north, which have front yard setbacks between 0.4 of a metre and 1 metre. The proposed blocks maintain the similar setback to those existing, would sit parallel to Tisdale Avenue, and accommodate front steps and landscaping. Blocks 1, 2, and 5 would front onto the proposed Street 'A'. Aside from one unit of Block 5, parking is proposed at the rear of the units, and front yard setbacks of 1.5 metres are proposed. Although slightly smaller than the 2 metre front yard setback recommended by the Guidelines, the 1.5 metre setback continues to allow for a front porch and stairs as well as landscaping on private property. Block 4 is proposed with front integral garages and a front yard setback of 6 metres.

Twenty-seven of the proposed units would have parking at the rear of the dwelling, accessed by a shared rear driveway. Eight of the proposed units would provide for a front integral garage. Of these seven units, five would have a lot width of 5.6 metres, one would have a width of 6.6 metres, and one would have a width of 6.8 metres. The driveways are proposed to be paired, so as to provide consolidated front yards to accommodate the growth of larger trees.

The proposed buildings have heights of three-storeys and up to 11.3 metres, which are similar to other buildings in the adjacent neighbourhood.

This application proposes a facing distance of 21.5 metres between Blocks 2 and 5, and approximately 33 metres between Blocks 4 and 5, across the bulb of the cul-de-sac.

The landscape plan proposes the planting of deciduous trees on the public boulevard, and the private front yards, as well as shrubs and sod. It has been recommended to the applicant that permeable pavement be used for the driveways, including the lanes that provide access to the rear garages. Additional landscaping and permeable paving matters will be reviewed in further detail at the Site Plan Control stage, and secured through the Site Plan Agreement.

Staff are of the opinion that this proposal is consistent with the Infill Townhouse Design Guidelines.

Servicing

The watermain and storm sewer for the proposed Street 'A' would connect to the existing watermain and storm sewer on Tisdale Avenue. The sanitary sewer for the proposed Street 'A' would be connected to an existing sanitary sewer which exists to the northwest of the site. To allow for this connection, a 6 metre wide easement in favour of the City would be required over a portion of the subject property. The easement, shown on Attachment 1, would cut diagonally into the site from the northwest corner, connecting to the proposed Street 'A'. Construction is not permitted over any portion of the easement. The corners of Units 1 and 18 are proposed to be chamfered to accommodate this easement. Further, the entire northwest corner of the site is proposed to be a landscaped open space, owned and maintained by the future owners of this development.

Parking

One parking space is proposed for each unit, which would be provided in an integral garage. The garages for the townhouse units of Block 4, and Unit 27 of Block 5, are proposed at the front of the units, accessed by individual private driveways from Street 'A'. The garages for the rest of the townhouses would be provided for at the rear of the units, accessed by a series of private driveways. One visitor parking space is proposed each unit of Block 4, in the proposed private driveways. Otherwise, visitor parking would be provided on the new public street.

Parkland and Open Space

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 3.0+ hectares of local parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. Should this proposal be approved, the site is in a parkland acquisition priority area, as per the Alternative Parkland Dedication By-law 1420-2007.

The application proposes 35 residential units on a total site area of 0.4 of a hectare. At the alternative rate of 0.4 of a hectare per 300 units specified in By-law 1420-2007, the parkland dedication requirement is 0.0533 of a hectare, or 12% of the net site area. For sites that are less than 1 hectare in size, a cap of 10% is applied, which equates to a parkland dedication of 421 square metres.

The applicant proposes to satisfy the parkland dedication by cash-in-lieu. This is appropriate as the 421 square metre parkland dedication associated with the development would be too small to create a programmable public park. The actual amount of cash-in-lieu would be determined at the time of issuance of a building permit.

Tree Preservation

There are sixteen trees on or near the subject property. Five trees are on the subject property, three trees are on City-owned lands, and eight trees are privately owned, and on properties adjacent to the site.

The City of Toronto Tree By-laws protect all City-owned trees, and all privately owned trees having a Diameter at Breast Height (DBH) of thirty centimetres or greater. All five trees on the subject property, and eight of the privately owned trees on adjacent properties have a DBH of 30 centimetres or greater. None of the City-owned trees have a DBH of 30 centimetres or greater.

The five trees on the subject property are proposed to be removed to accommodate the proposed development, as are the three City-owned trees. The eight privately owned trees on adjacent properties are proposed to be maintained. The provisions of the private tree by-law require that removed trees be replaced at a ratio of 3:1, with specified size requirements. As such, fifteen replacement trees are required to be planted on the subject property. These trees are proposed in the private front yards of Blocks 4 and 5, the private rear yards of Block 4, and in the private open space. The submitted landscape plan shows these 15 trees are proposed on the site, with an additional twenty-seven trees proposed on the public boulevards of Tisdale Avenue and proposed Street 'A'. Parks, Forestry and Recreation will require a financial security for the value of the trees proposed for the City boulevard; this would be secured through the Subdivision Agreement.

Schools

The Toronto District School Board (TDSB) has advised that the capacities of the local middle and secondary schools are insufficient to accommodate the students anticipated from this development. Students would be accommodated at TDSB schools outside of the area, to which busing may be provided. These schools have not yet been identified. If approved, this development would not displace existing students at local schools. As a condition of Draft Plan of Subdivision Approval, the TDSB requires that signage be erected at all entrances to the site, and wording be included in all agreements of purchase and sale, noting the accommodation issues. The wording can be found in Conditions 24 and 25, in Attachment 6.

Draft Plan of Subdivision

The conditions of Draft Plan of Subdivision approval, as outlined in Attachment 6, will ensure the street is constructed in accordance with the City of Toronto Development Infrastructure Policy & Standards (DIPS) and emergency services standards, and that the land transfer of the new street into public ownership will be completed in accordance with City policies. Blocks 3 and 6 would front on Tisdale Avenue. The remaining four blocks would take access from Street 'A'.

Section 51(24) of the *Planning Act* outlines the criteria for determining whether or not a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed lots and blocks, and the adequacy of utilities and municipal services. As detailed through this report, the proposed plan conforms to the policies of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. It complies with the policies of the Toronto Official Plan, connects to the adjacent residential area, and provides for a future connection to the property to the south. The proposed blocks are consistent with those existing in the neighbourhood, and the existing servicing on Tisdale Avenue, and the proposed servicing on the new public street will meet the needs of the development. The Chief Planner has delegated approval authority for Draft Plans of Subdivision under By-law 229-2000.

Site Plan Control

An application for Site Plan Control was submitted December 24, 2010 (10 320052 NNY 34 SA). Through this application, matters such as façade treatments and materiality, the locations of doors and windows, landscaping, paving materials, fencing, solid waste collection, servicing connections, and stormwater management will be further reviewed and secured.

Draft Plan of Condominium and Part Lot Control

The applicant proposes the townhouses as ownership housing. An application for Draft Plan of Common Element Condominium will be required for the rear driveways which services Blocks 1, 2, 3, 5, and 6, as well as the open space block. An application for Part Lot Control will be required to create the individual lots for each townhouse unit. These applications will be submitted following construction, in order to ensure the proposed property lines match the locations of the party walls between the units.

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.

The applicant is required to meet Tier 1 of the TGS. Performance measures to secure the Tier 1 criteria will be secured through the application for Site Plan Control. These measures include, tree planting and protection, tree planting along the street frontage, proposed watering program, the use of native plant species, ensuring adequate soil volumes are proposed, providing bird friendly exterior lighting, and providing for waste collection and storage within, and outside of each unit.

Conclusion

This proposal has been reviewed against the policies of the Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, and the Toronto Official Plan. Additionally, staff have reviewed the proposal against the Infill Townhouse Design Guidelines for the City of Toronto. Staff are of the opinion that the proposal is consistent with the PPS, as required by Section 3 of the *Planning Act*, and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Further, the proposal is in keeping with the intent of the Toronto Official Plan, and the Infill Townhouse Design Guidelines. This proposal would provide much needed family-sized dwelling units compatible with the surrounding context. As set out on pages 1 and 2 of this report, staff recommend City Council amend Zoning By-law 7625, for the lands at 78 Tisdale Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.

CONTACT

Michelle Corcoran, Planner
Tel. No. (416) 395-7130 Fax No. (416) 395-7155
E-mail: mcorcor@toronto.ca

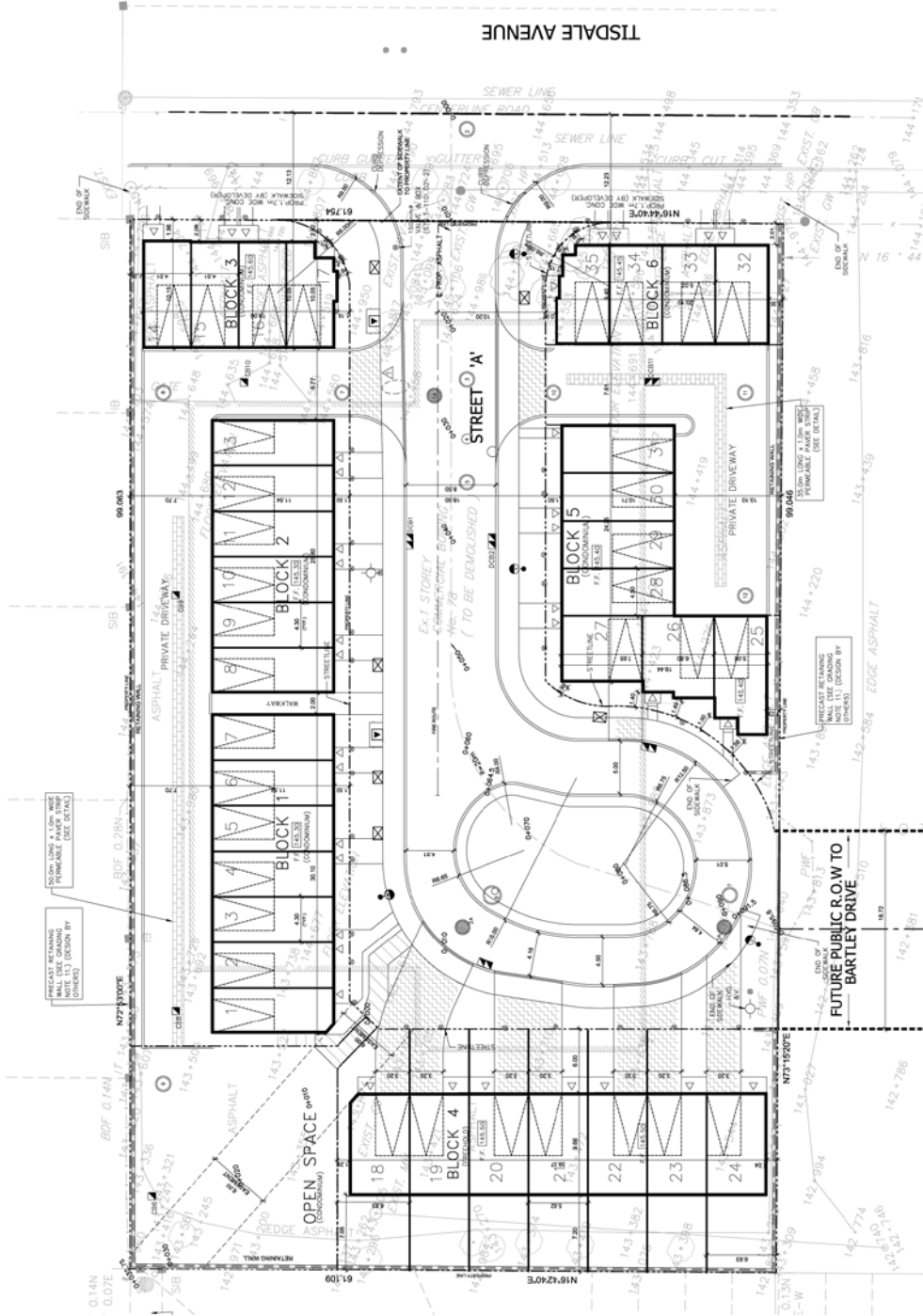
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Draft Plan of Subdivision
Attachment 3: Elevations
Attachment 4: Zoning Map
Attachment 5: Application Data Sheet
Attachment 6: Draft Zoning By-law Amendment
Attachment 7: Conditions of Draft Plan of Subdivision

Attachment 1: Site Plan



78 Tisdale Avenue

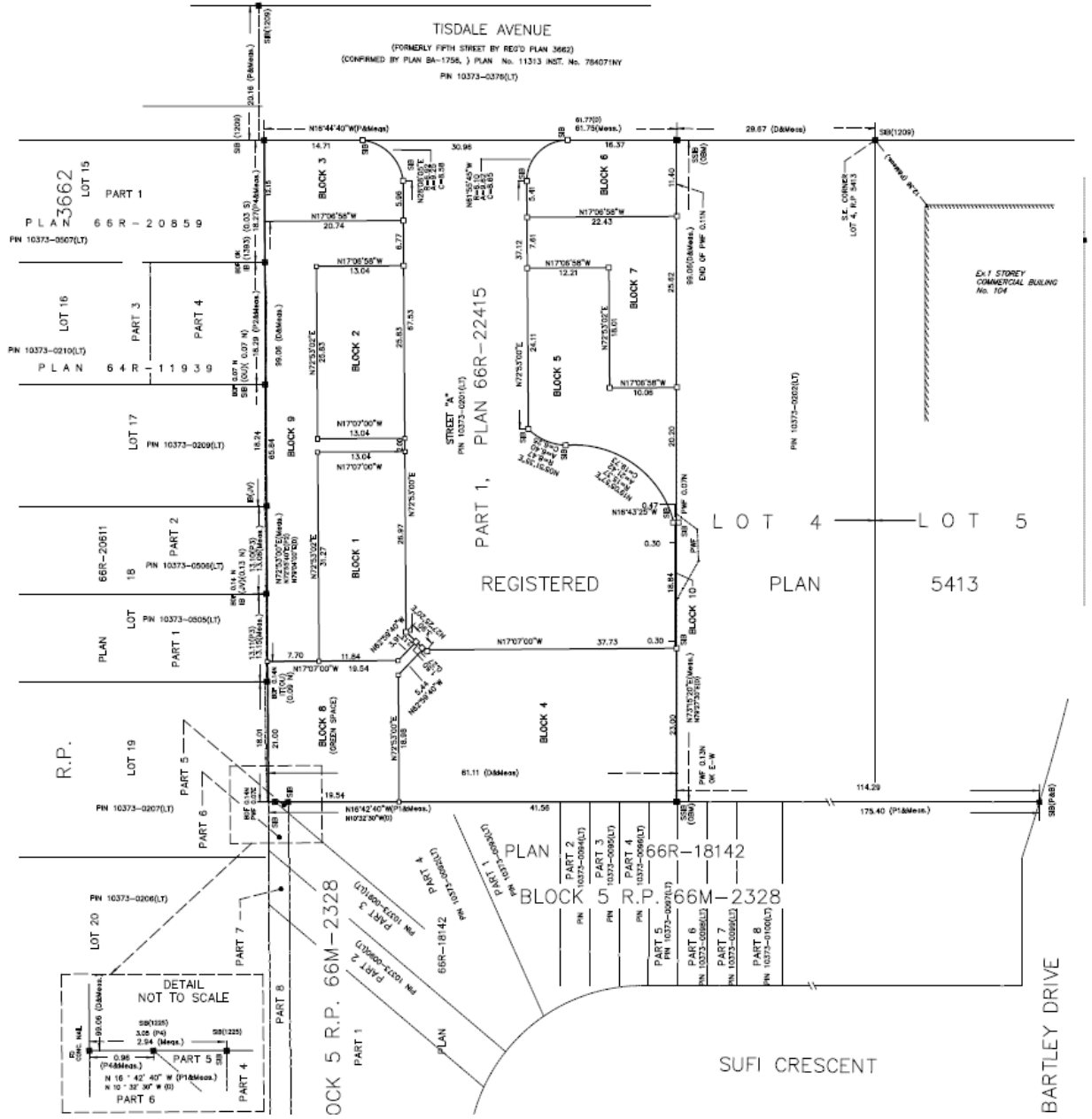
File # 10 320047 NNY 34 0Z
File # 11 120956 NNY 34 SB

Site Plan

Applicant's Submitted Drawing

Not to Scale
08/25/2016

Attachment 2: Draft Plan of Subdivision



Subdivision Plan

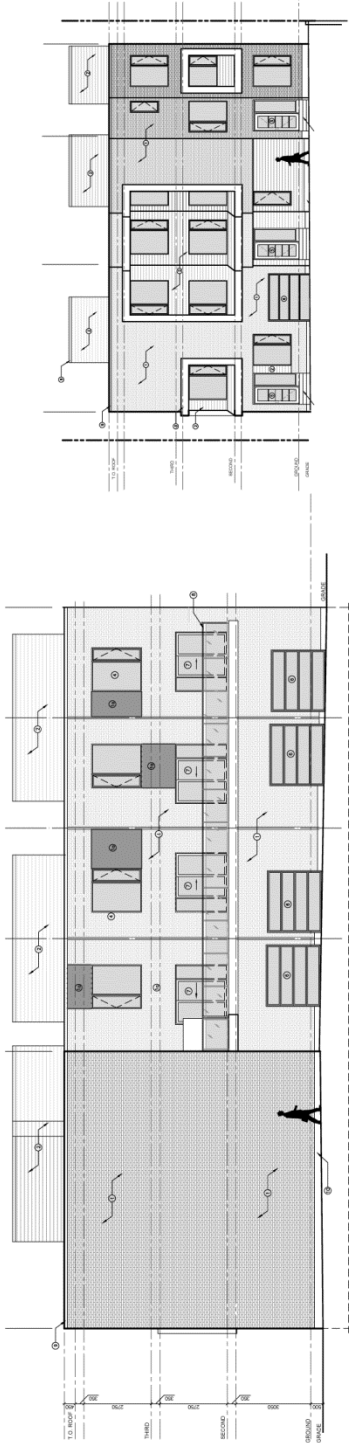
78 Tisdale Avenue

Applicant's Submitted Drawing

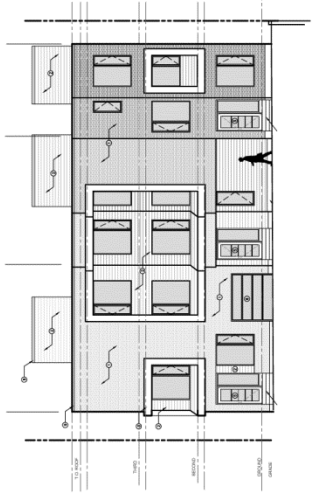
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File # 11 120956 NNY 34 SB

Attachment 3a: Block 1 Elevations



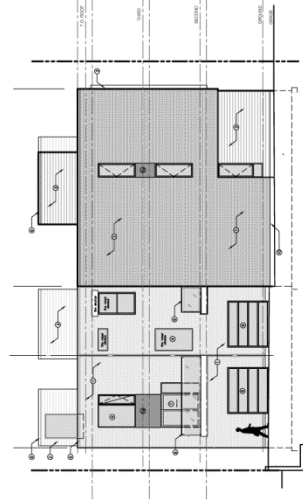
Block 1 South Elevation



Block 1 West (Right Side) Elevation



Block 1 North (Front) Elevation



Block 1 East (Left Side) Elevation

78 Tisdale Avenue

Applicant's Submitted Drawing

Not to Scale
09/09/2016

File # 10 320047 NNY 34 0Z & 11 120956 NNY 34 SB

Attachment 3b: Block 2 Elevations



78 Tisdale Avenue

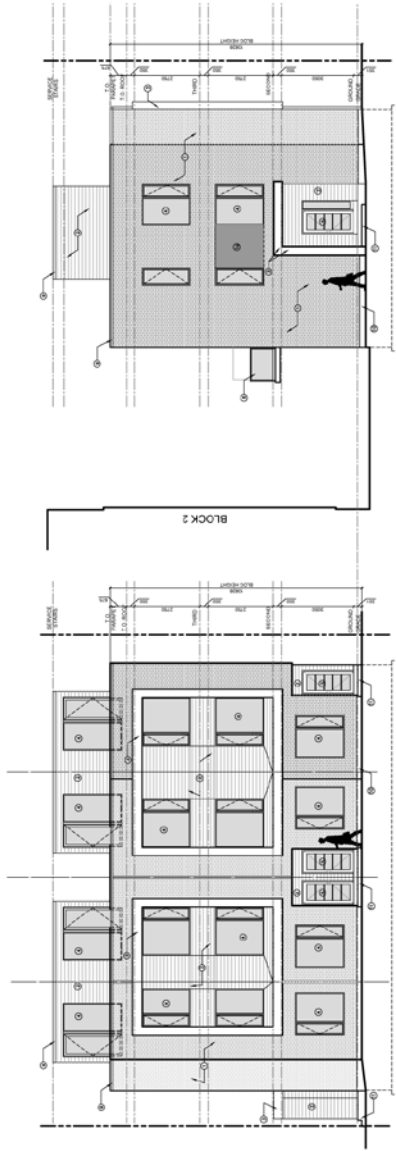
File # 10 320047 NNY 34 0Z & 11 120956 NNY 34 SB

Elevations

Applicant's Submitted Drawing

Not to Scale
09/09/2016

Attachment 3c: Block 3 Elevations



Block 3 East (Front) Elevation

Block 3 South (Left) Elevation



Block 3 West (Rear) Elevation

Block 3 North (Side) Elevation

Elevations

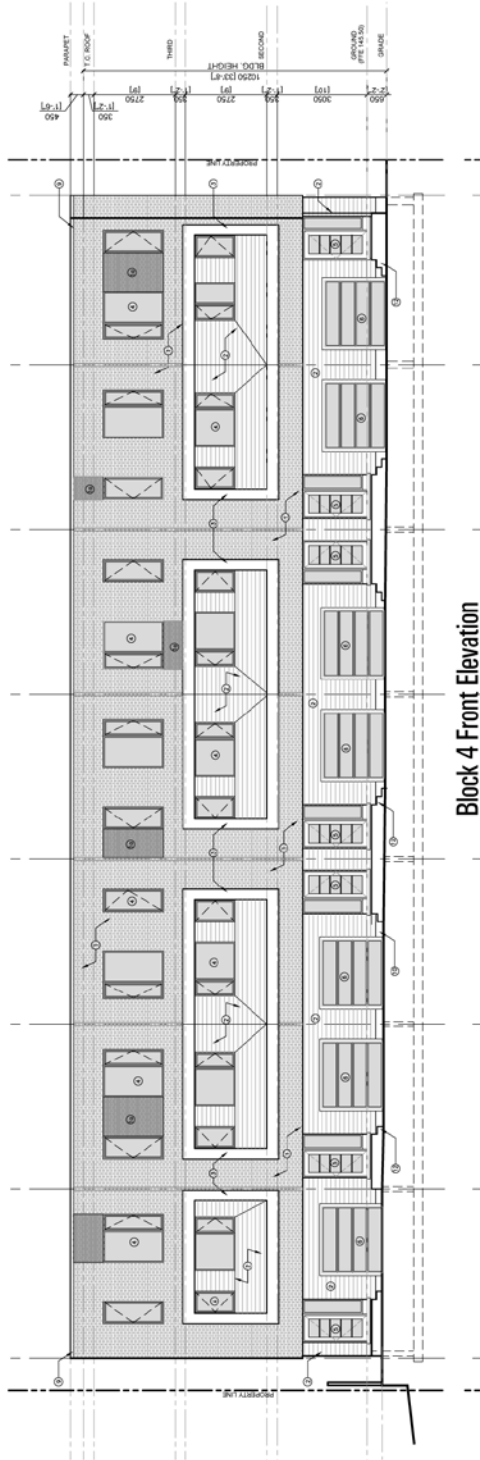
Applicant's Submitted Drawing

Not to Scale
09/09/2016

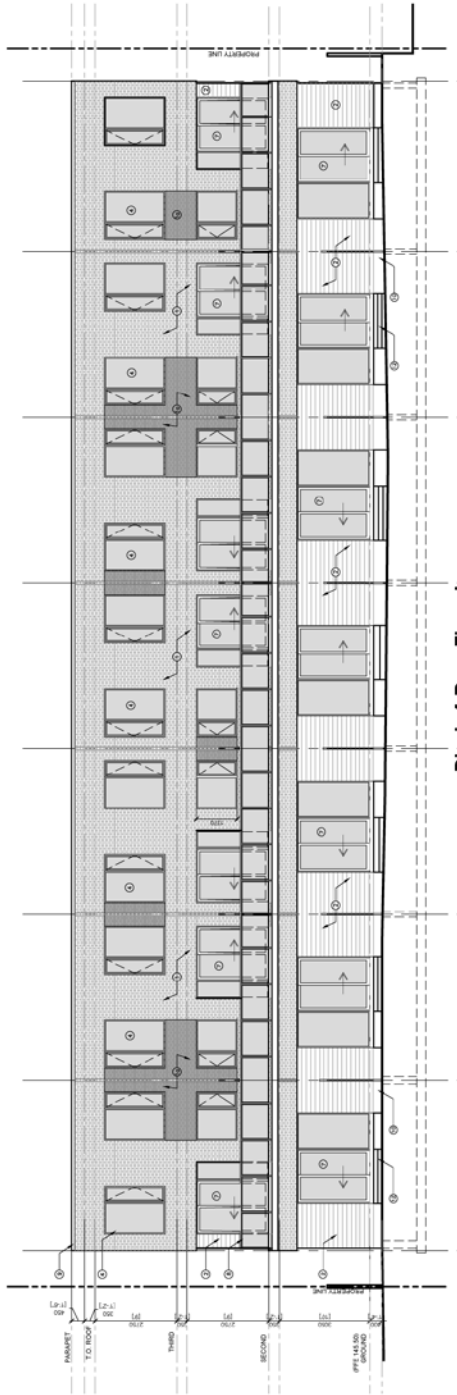
78 Tisdale Avenue

File # 10 320047 NNY 34 0Z & 11 120956 NNY SB

Attachment 3d: Block 4 Elevations



Block 4 Front Elevation



Block 4 Rear Elevation

Elevations

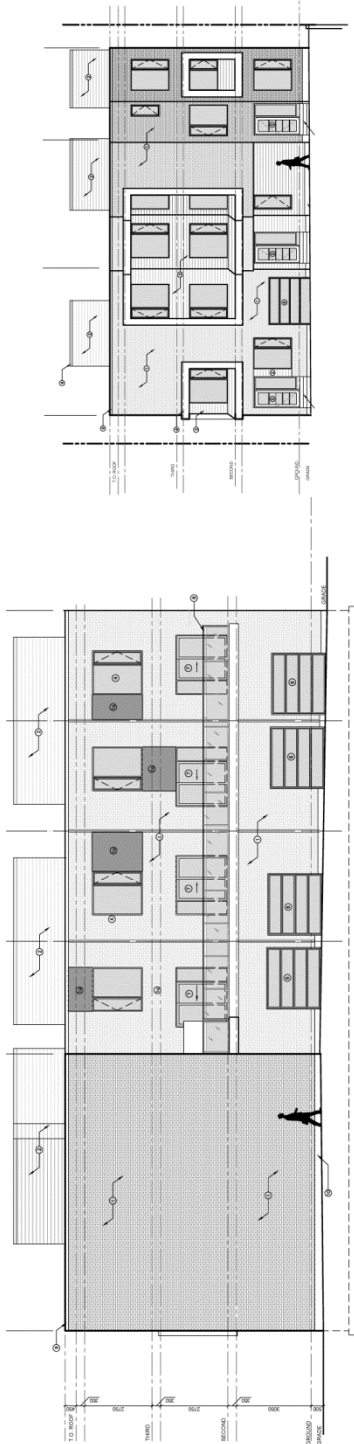
Applicant's Submitted Drawing

Not to Scale
09/09/2016

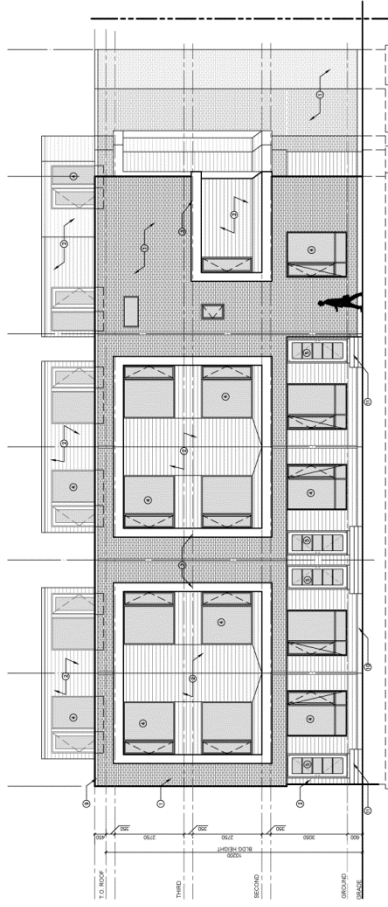
78 Tisdale Avenue

File # 10 320047 NNY 34 0Z & 11 120956 NNY SB

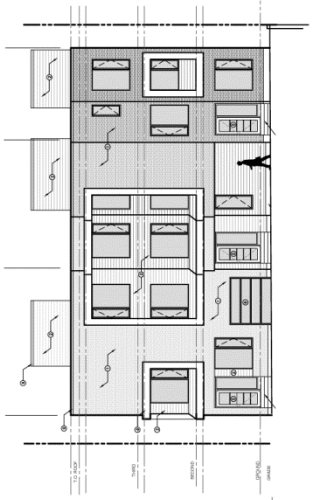
Attachment 3e: Block 5 Elevations



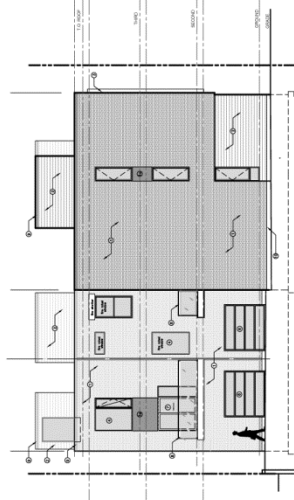
Block 5 South Elevation



Block 5 North (Front) Elevation



Block 5 West (Right Side) Elevation



Block 5 East (Left Side) Elevation

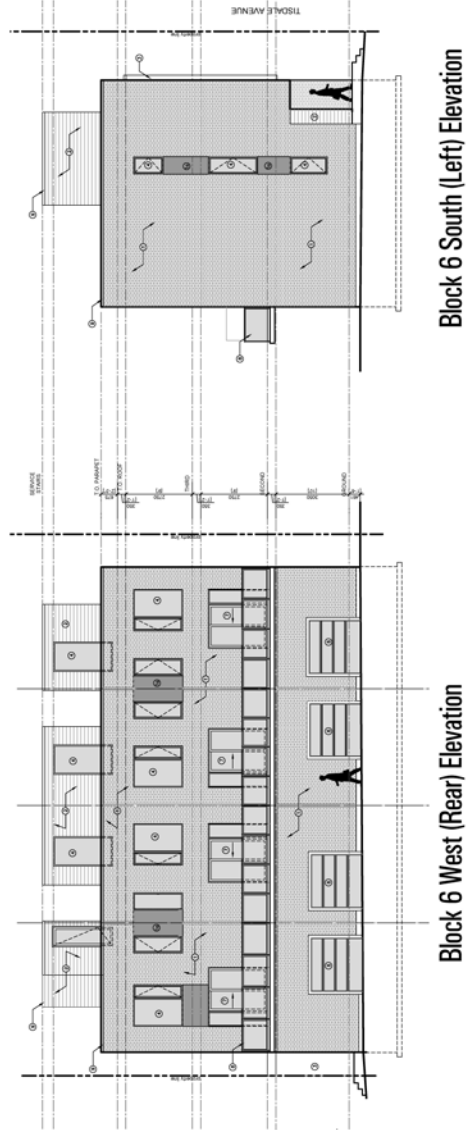
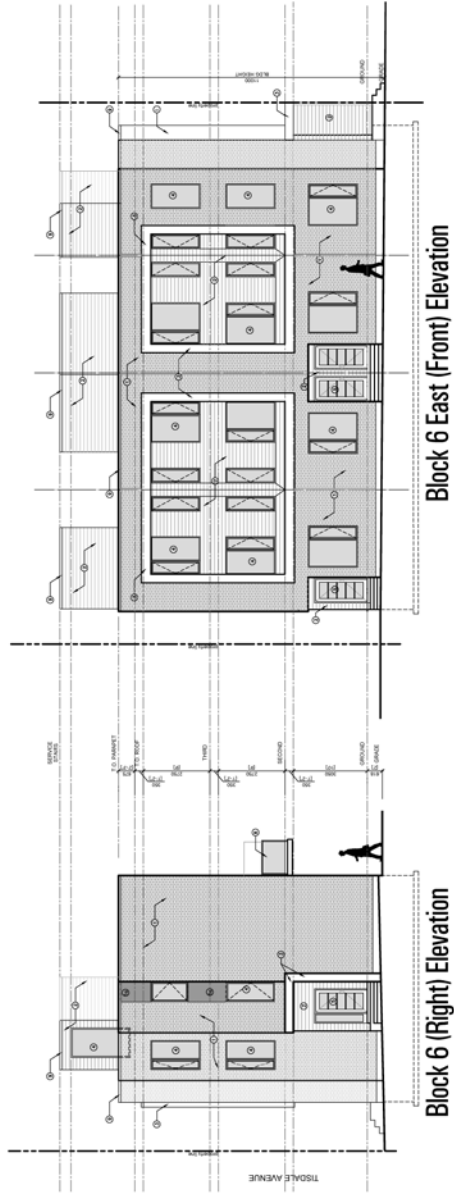
78 Tisdale Avenue

Applicant's Submitted Drawing

Not to Scale
09/09/2016

File # 10 320047 NNY 34 0Z & 11 120956 NNY 34 SB

Attachment 3f: Block 6 Elevations



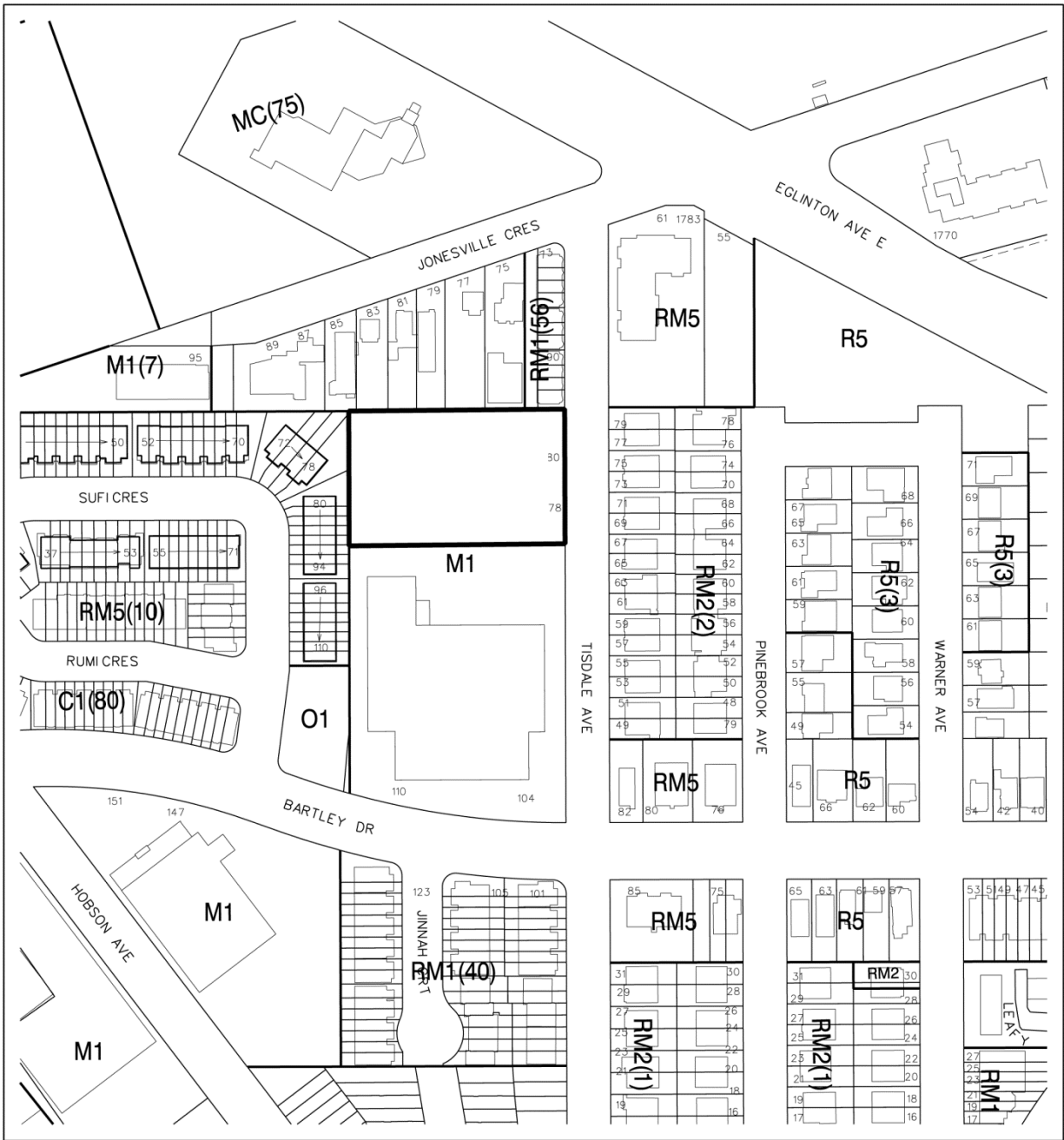
Elevations
Applicant's Submitted Drawing
Not to Scale
09/09/2016

78 Tisdale Avenue

Block 6 East (Front) Elevation
Block 6 West (Rear) Elevation
Block 6 South (Left) Elevation

File # 10 320047 NNY 34 0Z & 11 120956 NNY SB

Attachment 4: Zoning Map



78 Tisdale Avenue

File # 10 320047 NNY 34 OZ & 11 120956 NNY 34 SB

- R5 One-Family Detached Dwelling Fifth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM5 Multiple-Family Dwellings Fifth Density Zone
- M1 Industrial Zone One
- C1 General Commercial Zone
- MC Industrial-Commercial Zone
- O1 Open Space Zone



Not to Scale
Zoning By-law 7,625 as amended
Extracted 08/29/2016

Attachment 5: Application Data Sheet

Application Type	Rezoning, Subdivision	Application Numbers:	10 320047 NNY 34 OZ 11 120956 NNY 34 SB
Details	Rezoning, Subdivision	Application Dates:	December 24, 2010 February 7, 2011

Municipal Address: 78 TISDALE AVENUE
 Location Description: PLAN 5413 N PT LOT 4 **GRID N3407
 Project Description: The construction of 35 townhouse units across six blocks, and a public street on the currently vacant site.

Applicant:	Agent:	Architect:	Owner:
EXP SERVICES INC.		CARICARI LEE ARCHITECTS	NASCENT DEVELOPMENTS INC.

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	M1	Historical Status:	N
Height Limit (m):	8.8m	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	0.61ha	Height:	Storeys: 3
Frontage (m):	61.8m	Metres:	11.3m
Depth (m):	99.1m		
Total Ground Floor Area (sq. m):			Total
Total Residential GFA (sq. m):	5,181.8m ²	Parking Spaces:	35
Total Non-Residential GFA (sq. m):	N/A	Loading Docks:	0
Total GFA (sq. m):	5,181.8m ²		
Lot Coverage Ratio (%):	35		
Floor Space Index:	1.29		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	5,181.8m ²
Bachelor:	0	Retail GFA (sq. m):	0
1 Bedroom:	0	Office GFA (sq. m):	0
2 Bedroom:	0	Industrial GFA (sq. m):	0
3 + Bedroom:	35	Institutional/Other GFA (sq. m):	0
Total Units:	35		

CONTACT: **PLANNER NAME:** **Michelle Corcoran, Planner**
TELEPHONE: **(416) 395-7130, mcorcor@toronto.ca**

Attachment 6: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on
~, 2016

Enacted by Council: ~, 2016

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~~XXXX~~-2016

**To amend North York Zoning By-law No. 7625, as amended,
With respect to the lands municipally known as,
78 Tisdale 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 of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

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

1. Schedules “B” and “C” of By-law 7625 of the former City of North York are amended in accordance with Schedule 1 of this By-law.
2. Section 64.10 of By-law No. 7625 is amended by adding the following subsection:

64.16 (106) RM1 (106)

PERMITTED USES

- (a) Multiple Attached Dwellings and accessory buildings incidental thereto.

EXCEPTION REGULATIONS

NUMBER OF DWELLING UNITS

- (b) The permitted maximum number of dwelling units is 35.

STREET FRONTAGE AND LOT AREA

- (c) The provisions for minimum lot area and minimum street frontage shall not apply.

LOT COVERAGE

- (d) The permitted maximum lot coverage is 45%.

YARD SETBACKS

BLOCK 1

- (e) The required minimum front yard setback for Block 1 is 1.5 metres;
- (f) The required minimum side yard setback for Block 1 is 1.2 metres;
- (g) The required minimum rear yard setback for Block 1 is 7.7 metres.

BLOCKS 2 and 3

- (h) The required minimum yard setbacks for Block 2 and Block 3 are as shown on Schedule 4 of By-law ~~XXXX~~-2016.

BLOCK 4

- (i) The required minimum front yard setback for Block 4 is 6 metres;
- (j) The required minimum side yard setback for Block 4 is 1 metre;
- (k) The required minimum rear yard setback for Block 4 is 7 metres.

BLOCKS 5 and 6

- (l) The required minimum yard setbacks for Block 5 and Block 6 are as shown on Schedule 3 of By-law ~~XXXX~~-2016.

BUILDING HEIGHT

- (m) The permitted maximum height for a building is 11.25 metres and three-storeys.

DISTANCE BETWEEN BUILDINGS

- (n) The required minimum distance between buildings is 2 metres.

LANDSCAPING

- (o) The provisions for minimum landscaping requirements shall not apply.

ENCROACHMENTS

- (p) Exterior stairways, porches and canopies shall be permitted to project into the minimum front yard and side yard setbacks.

OTHER PROVISIONS

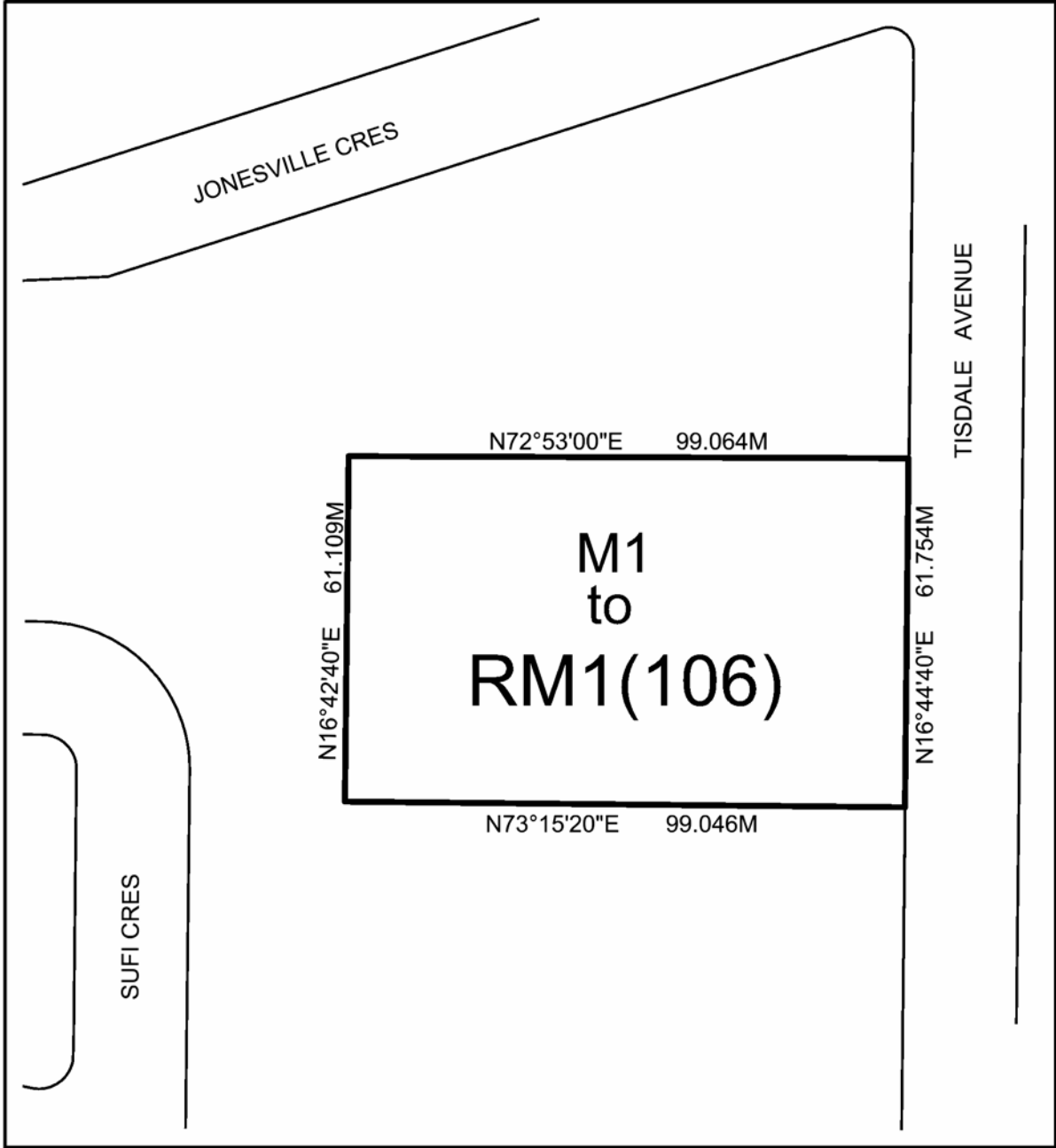
- (a) Despite any future severance, partition or division of the lands shown on Schedule 1, the provisions of this By-law shall apply to the whole of the lands as if no severance, partition or division occurred
- 3.** Within the lands shown on Schedule "~" attached to this By-law, no person shall use 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. 2016.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Schedule RM1(106)

Part of Lot 4 Registered Plan 5413 City of Toronto (Formerly City of North York)

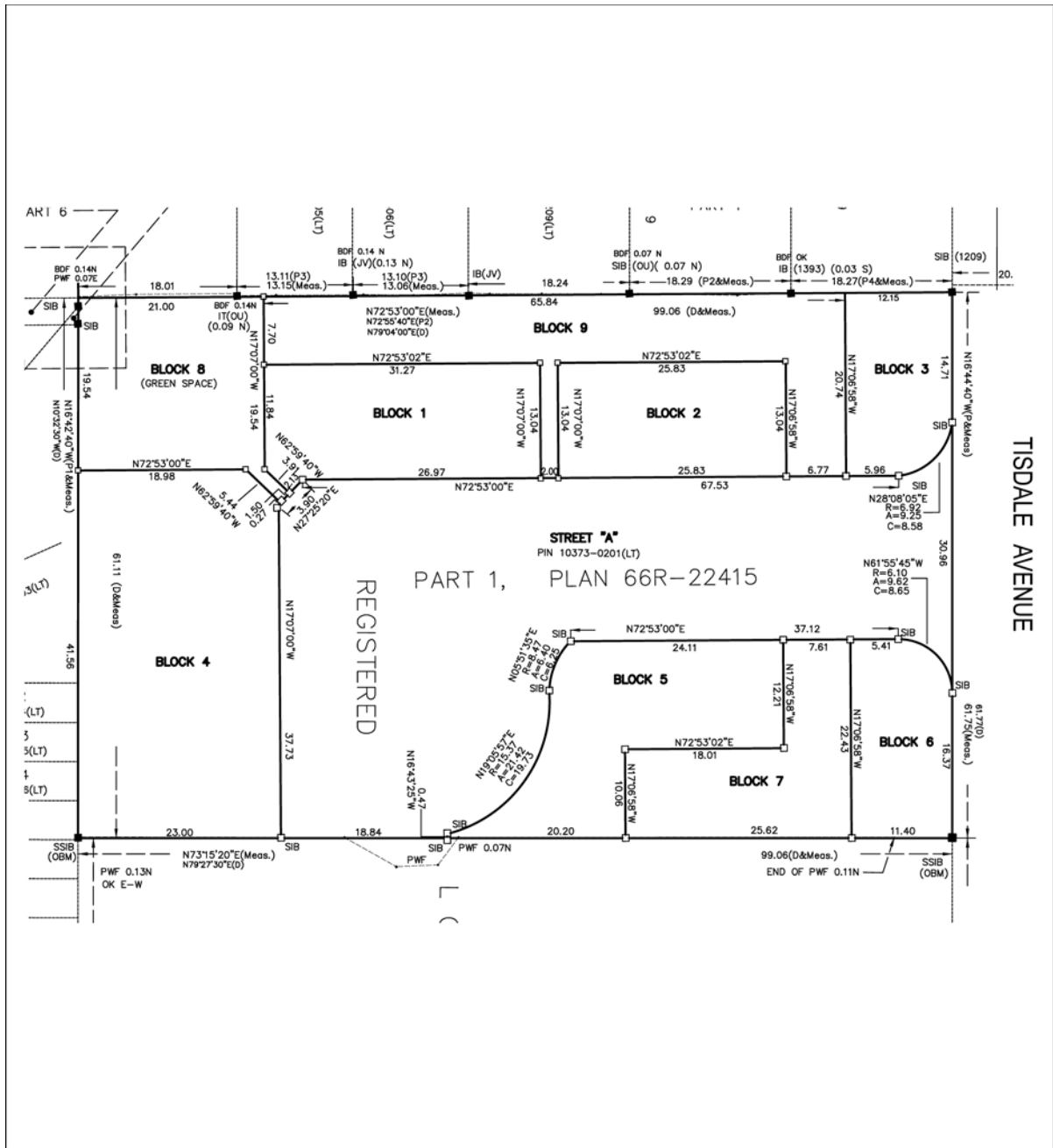
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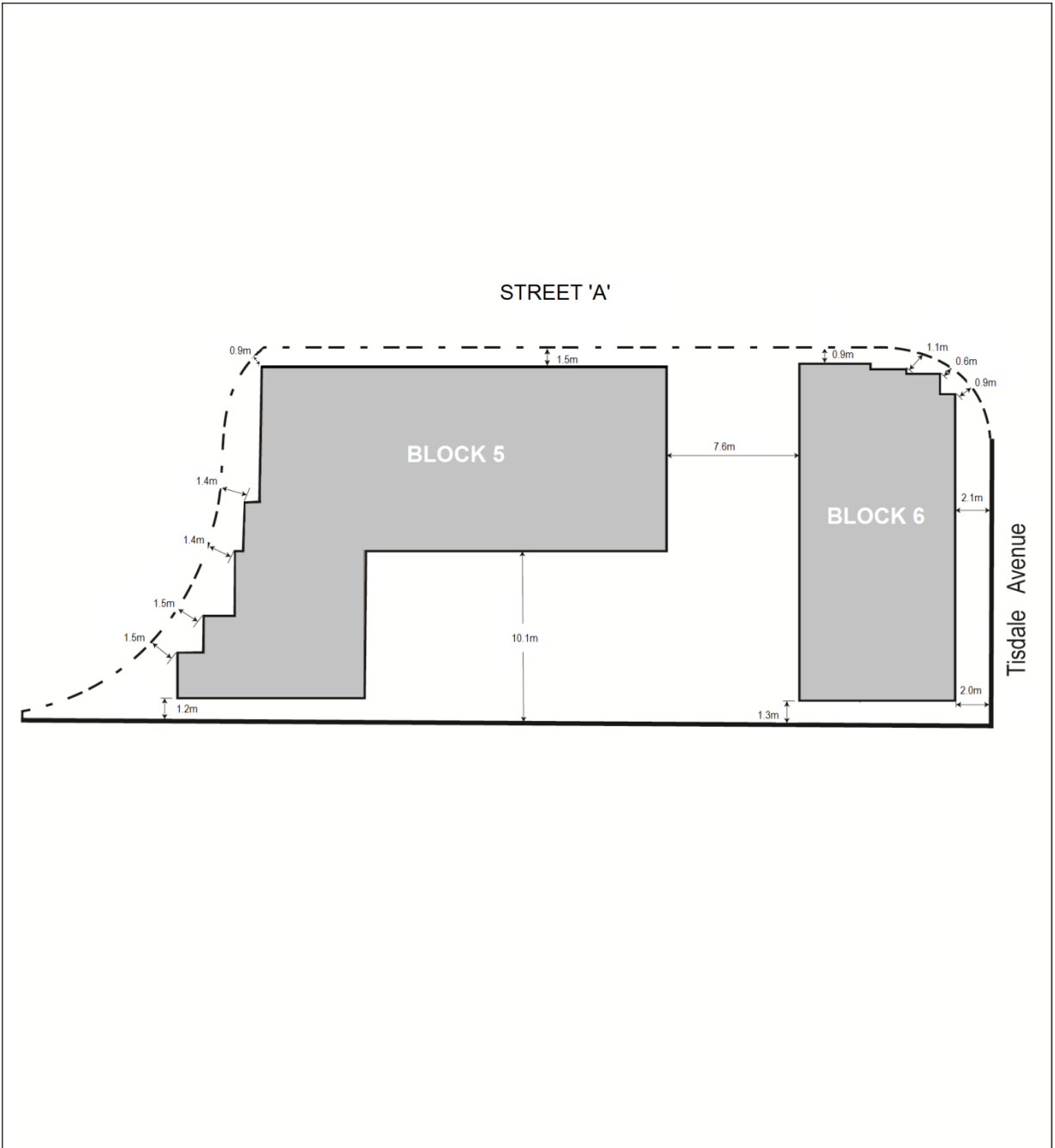
Rady - Pentek & Edward Surveying Ltd., O.L.S.

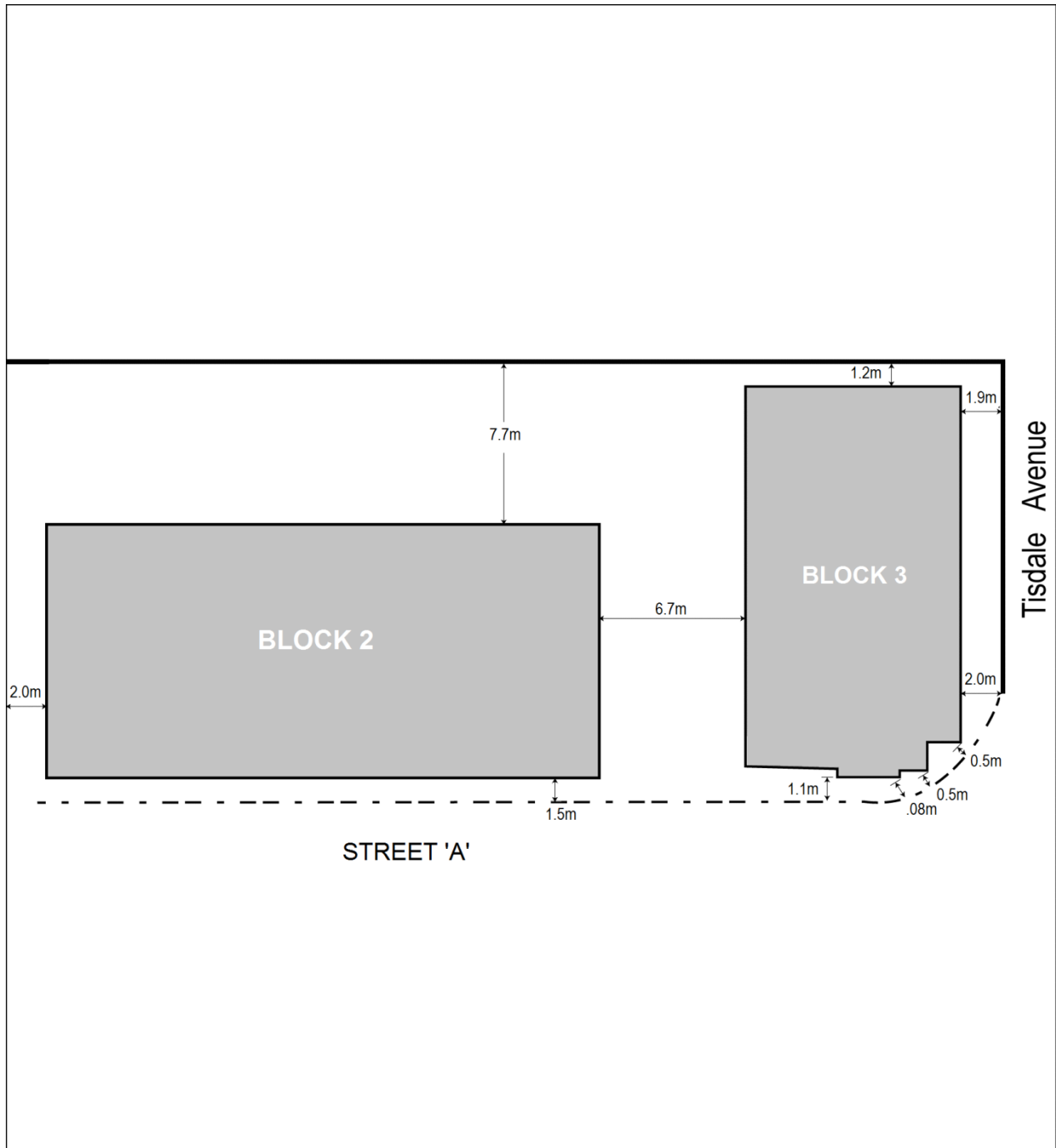
Date: 09/11/2016

Approved by: M.C.









Attachment 7: Conditions of Draft Plan of Subdivision

LEGAL SERVICES

1. The Owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein;

CITY PLANNING

2. The Owner shall provide to the Director of Community Planning, North York District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to Section 40 of the assessment Act or the provisions of the City of Toronto Act, 2006. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal;
3. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval;

ENGINEERING AND CONSTRUCTION SERVICES

4. Pay to the City (\$40.00) per lot/block towards the cost of geodetic and aerial survey;
5. Dedicate all roads, corner rounding, and road widening shown on the plan for this development to the satisfaction of the Executive Director of Engineering and Construction Services;
6. Convey all necessary easements to the City shown on the plan for this development to the satisfaction of the Executive Director of Engineering and Construction Services;
7. Convey to the City all 0.3 metre (one foot) reserves shown on the plan;
8. Prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Executive Director of Engineering and Construction Services in consultation with the City Solicitor;
9. Submit a draft Reference Plan of Survey, in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3

- degree Modified Transverse Mercator Projection), showing as separate PARTS thereof the lands to be conveyed to the City to the Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office;
10. Pay all costs for preparation and registration of reference plan(s);
 11. Provide a detailed Stormwater Management Report, and apply stormwater management techniques in the development of this subdivision to the satisfaction of the Executive Director of Engineering and Construction Services;
 12. Conduct an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and submission of an RSC;
 13. Pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement;
 14. Submit financial securities in accordance with the terms of the standard subdivision agreement;
 15. Submit a certified cheque in the amount (to be determined) and pay for the City to install the pavement markings and signage;
 16. Provide certification to the Executive Director of Engineering and Construction Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings;
 17. Submit a digital copy of the final plan of subdivision in DGN or DWG formats, prepared in metric units with all lot/block corners integrated to the 1983 North American Datum (Canadian Spatial Reference System and the 3 degree Modified Transverse Mercator Projection);
 18. Submit a digital copy of the accepted Signs and Pavement Marking Plans in PDF and Microstation format to Development Engineering;

PARKS, FORESTRY AND RECREATION

19. The Owner shall complete an “Application to Injure or Destroy Trees on Private Property”, and an application fee in the amount of \$2,825.91 (\$313.99 per tree), for the removal of 9 private trees;
20. The Owner shall complete an application requesting removal of City-owned trees, and an application fee in the amount of \$941.97 (\$313.99 per tree), for the removal of 3 City-owned trees;

21. The Owner shall submit a fee for an amenity value of \$4,542.00.
22. The Owner shall submit a Tree Planting Deposit in the amount of \$13,409.00 (\$583 per tree) to ensure the planting of 23 City-trees to the satisfaction of the Supervisor of Urban Forestry, Tree Protection and Plan Review;
23. The Owner shall complete an "Agreement for Contractors to Perform Arboricultural Services on City-owned Street Trees";

TORONTO DISTRICT SCHOOL BOARD

24. The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that:
 - i. The Toronto District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated school(s), please call (416) 394-7526;
25. The Owner shall agree, in the Subdivision Agreement, to include the following warning clauses in all offers of purchase and sale of residential units (prior to registration of the plan, and for a period of 10 years following registration of the agreement), that:

"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.

Purchasers agree for the purpose of transportation to school, if busing is provided by the Toronto District School Board, in accordance with the Board's policy, that students will not be bussed home to school, but will meet the bus at a designated locations in or outside of the area."