

**1030 Danforth Avenue – Zoning Amendment Application
– Final Report**

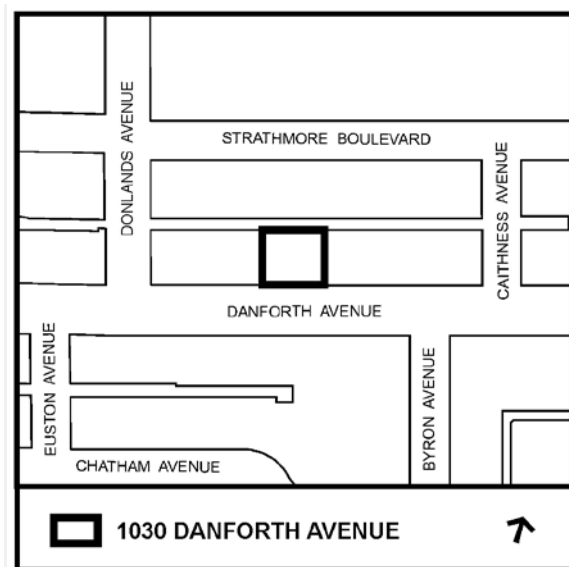
Date:	September 20, 2016
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 32 – Beaches-East York
Reference Number:	15-120968 STE 29 OZ

SUMMARY

This application proposes an 8-storey mixed-use building with a total of 53 residential units, 615 m² of non-residential space at grade, and 41 below-grade parking spaces at 1030 Danforth Avenue.

The City Planning Division is recommending approval of the proposed development based on its location on an *Avenue* and on its planning and design attributes:

- (a) the proposed development provides a transition in scale and density as it steps down from the Danforth Avenue mixed use corridor to the low density neighbourhood to the north;
- (b) the proposed development achieves the City's public realm objectives, including desired sidewalk width on Danforth Avenue; and
- (c) the site is an appropriate location for intensification. The site is on Danforth Avenue, in close proximity to both Donlands and Greenwood subway stations, and close to retail, service, entertainment facilities, and places of employment.



This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 1030 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10 to report (September 8, 2016) from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 569-2013, for the lands at 1030 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11 to report (September 8, 2016) from the Director, Community Planning, Toronto and East York District.
3. City Council request the Chief Planner and Executive Director, City Planning, to secure, amongst others, the following matters to her satisfaction in a Site Plan Agreement pursuant to Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*:
 - i. A high quality south elevation articulated to recognize the fine grain retail fabric on this segment of Danforth Avenue;
 - ii. A high quality north elevation that respects the privacy of the neighbourhood to the north;
 - iii. Limited glazing on the north elevation to respect the privacy of the neighbourhood to the north;
 - iv. Built-in concrete or alike planters on all balconies with significant vegetation to respect the privacy of the neighbourhood to the north;
 - v. A 3.0 metre high living wall to screen the loading area from the neighbourhood to the north;
 - vi. Conditions restricting loading activities for private vehicles to reasonable operating hours;
 - vii. Conditions restricting the storage of solid waste bins to inside the building except for waste removal days; and
 - viii. Signage to prohibit idling for private vehicles.
4. City Council request the Chief Planner and Executive Director, City Planning, to secure, amongst others, the following matters to her satisfaction as part of any future Draft Plan of Condominium application:

- i. Conditions restricting loading activities for private vehicles to reasonable operating hours; and
 - ii. Conditions restricting the storage of solid waste bins to inside the building except for waste removal days.
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On, May 12, 2015 the Toronto and East York Community Council considered a Preliminary Report dated April 9, 2015, from the Director, Community Planning, Toronto and East York District and adopted the recommendations of that report which can be found at:

<http://www.toronto.ca/legdocs/mmis/2015/te/bgrd/backgroundfile-79283.pdf>

ISSUE BACKGROUND

Proposal

This application proposes an 8-storey mixed use building containing 53 residential units. A total of 615.8 m² of non-residential gross floor area (GFA) will be at-grade and the total GFA of the development will be 5,031.2 m². The proposed structure is 8-storeys plus an enclosed stairwell. The height of the building to the top of the 8th floor is 26.2 metres and to the top of the enclosed stairwell is 28.3 metres. The proposed building is stepped at the rear of each floor by 3.0 metres beginning at the fifth. The building is located 7.5 metres from the neighbourhood to the north.

A total of 41 vehicle parking spaces are proposed on two levels of underground parking. Access to the underground garage is proposed from the public laneway at the rear of the site. (See Appendix 9 – Application Data Sheet).

Since the original proposal the applicant has made significant changes to the front and rear elevations of the building, the floor plates on the 7th and 8th floors have been reduced, and the total residential GFA has been reduced by 311 m² as detailed in the Comment section of this report. The loading area in the rear will be parallel to the laneway and screened from the adjacent neighbourhood to the north and the exterior amenity area has been relocated to the 2nd floor south elevation.

Site and Surrounding Area

The property is located on the north side of Danforth Avenue east of Donlands Avenue. The property has a frontage of 33.2 metres on Danforth Avenue. A public laneway exists in the rear of the site and continues from Donlands Avenue through to Greenwood Avenue. The site has an existing one-storey automotive service garage.

Properties on both sides of Danforth Avenue range from one to four-storey mixed-use buildings with retail at grade and residential units above. Immediately to the east is a place of worship. Immediately to the west are 2-storey mixed-use buildings. There is a place of worship and a vehicular rental business on the south side of Danforth Avenue. A low-density residential neighbourhood is located on the north on the opposite side of the laneway in the rear.

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 communities; wise use and management of resources; protecting public health and safety. The PPS recognizes that local context and character are important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. Policy 4.7 states that the Official Plan is the most important vehicle for implementation of the PPS. City Council's planning decisions are required to be consistent with the PPS.

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

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

Official Plan

The site is located on an Avenue, as shown on Map 2 – Urban Structure of the Official Plan.

Avenues are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”, according to Section 2.2.3 of the Plan.

The Avenues will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each Avenue will be established through an Avenue Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks, and other zoning standards.

In July 2014, City Council requested the City Planning Division to undertake a study of Danforth Avenue, in two segments, between the Don River and Coxwell Avenue and Coxwell Avenue and Victoria Park Avenue. Phase 1 of the Danforth Avenue Study is between Coxwell to Victoria Park and is presently being reviewed. The subject site is located in Phase 2 of the study area which has not commenced.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors (Policy 3.a) states that development may be permitted on the Avenues prior to an Avenue Study and will be considered on the basis of all of the policies of the Official Plan.

The Official Plan designates the property *Mixed Use Areas* which are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The Plan provides a list of development criteria for *Mixed Use Areas* that include:

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- provide an attractive, comfortable and safe pedestrian environment;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

Zoning

The site is zoned MCR T3.0 C2.0 R2.5 in the former City of Toronto Zoning By-law 438-86 and CR 3.0(c2.0;r2.5)SS2(x2219), in the City-wide Zoning By-law 569-2013, enacted by City Council on May 9, 2013 and currently under appeal to the Ontario Municipal Board. Both zoning by-laws would permit a wide range of commercial and residential uses with a maximum density of 3.0 times the area of the lot, of which a maximum of 2.0 times may be non-residential and a maximum of 2.5 times may be residential. The maximum permitted height is 14.0 metres.

Avenues and Mid-Rise Buildings Study

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or

review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines, which is targeted for the fourth quarter of 2017. Refer to the Council Decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

The subject application was submitted in February 2015. By the time the Addendum was approved in April 2016 the proposed development had undergone extensive review including one public consultation and three working group sessions so the retroactive application to the proposal was not possible.

Site Plan Control

The proposed development is subject to Site Plan Control. At the time of writing this report a Site Plan Control application had not been submitted.

Reasons for Application

The proposal is for an 8-storey, 26.2 metre high building, plus stairwell enclosure, with a density of 4.73 times the area of the lot. The proposed density exceeds the 3.0 times the lot area and height limit of 14 metres prescribed in Zoning By-laws 438-86 and 569-2013. Zoning By-law amendments are therefore required for both zoning by-laws. In addition the proposed development requires amendments to the by Zoning By-laws in relation to the amount of exterior amenity space and other performance standards.

Community Consultation

City Planning hosted a community consultation meeting on May 28, 2015. At this meeting the applicant presented plans detailing the proposed development. Although there was some concern expressed with respect to the proposed height and density, the majority of the concerns related to parking, traffic, the location of the loading area, and the location of the exterior amenity area. Other concerns included: construction impacts, the demand for more retail space on Danforth Avenue in view of existing vacancies, snow removal in the laneway, congestion at the intersection of Donlands Avenue and the laneway, overlook and privacy concerns.

At the request of the local Ward Councillor, a working group was established for residents to work together with the developer, City of Toronto staff, and the Ward Councillor in an effort to resolve issues and concerns identified with the proposed development. A total of four working group sessions were held at St. David's Church on the following dates:

October 8, 2015;
February 11, 2016;
April 7, 2016; and
September 8, 2016.

The working group sessions improved understanding for all parties involved and resulted in significant changes from the original proposed development. The drawings in Attachments 1 to

6 illustrate the most recent development which was generally agreed as acceptable by the various parties.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the proposal and determined that it is consistent with the PPS, 2014. The proposal conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Avenue Segment Review (ASR)

In response to *Avenue* Policy 2.2.3.3 in the Official Plan, the applicant submitted an Avenue Segment Review (ASR) (prepared by Walker, Nott, Dragicevic Associates Limited) dated February 2015 in support of their rezoning application. The review includes properties fronting on Danforth Avenue between the Langford Avenue to the west and to Greenwood Avenue to the east.

The ASR provides a background review of relevant policies and an inventory of existing built form, which helps to inform the impacts that incremental development may have on the Avenue Segment. Based on the background review, the ASR presents four General Principles that are later applied to the report's development scenario evaluations. The General Principles reflect the consultant's interpretation of the Official Plan's direction with respect to reurbanization on the *Avenues*.

The ASR identified and reviewed six "soft" sites that could have potential for redevelopment. The consultant chose sites that have characteristics that are similar to those of the subject site (for example, underutilized sites and larger lots), with the intent of projecting future densities and built forms. The consultant's review of each potential development site included identifying number of stories, commercial density, residential density and number of residential units. The ASR anticipates that heights would range between 6 and 8 stories on these sites and that if all were built out would result in an approximately 5 268 m² of non-residential space and approximately 270 additional residential units. Some of these sites may not redevelop in the near future but rather as the avenue segment intensifies over time.

Based on the consultant's preferred development scenario and planning rationale, it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods* and that the proposed development at 1030 Danforth Avenue is supportable by available infrastructure. The development proposal demonstrates a level of reurbanization that is in keeping with the Official Plan policies for *Avenues*. The conclusions in the ASR with respect to appropriate building heights, densities and massing are not considered to be conclusive in terms of future consideration of any development applications that the City may receive. Any

future development applications submitted in the Avenue Segment will be evaluated on their own merit, with staff having the benefit of reviewing full and detailed development proposal submission materials.

Midrise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the Avenues and Mid-Rise Buildings Study. The applicant has been able to satisfy a majority of the 36 performance standards contained within the study and where they do not meet a specific performance standard it is minor, and there is no adverse impact on the surrounding properties.

As indicated earlier in this report the Mid-Rise Addendum was not retroactively applied to this development due to time spent revising the proposal. Nevertheless the proposed development largely complies with the performance standards outlined in the Addendum.

Land Use

The Official Plan states that lands designated as *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*.

The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, institutional uses that reduce automobile dependency while meeting the needs of the local community. The development has non-residential space at grade along Danforth Avenue which is in keeping with the commercial character of the *Avenue* and residential units above. Staff consider the mix of uses to be appropriate for this site and comply with *Mixed Use Areas* policies contained within the Official Plan.

The existing context on this segment of Danforth Avenue is fine grain retail in main street type buildings and the south elevation of the development is a continuation of the same rhythm. The south elevation is approximately 33 metres wide and shows three accesses to the non-residential space along Danforth Avenue. Staff recommend securing a minimum of two non-residential units in the draft Zoning By-law Amendments and the three non-residential accesses on the Danforth Avenue frontage by approving the south elevation substantially in accordance with Attachment 2 of this report. The design of the building requires that there be a minimum of two non-residential units with the larger unit being a maximum of 450 m². The modest size of the retail space and the three accesses on Danforth Avenue will ensure the continuation of fine grain retail and provide flexibility for the future tenants of the non-residential space.

Height

The existing zoning on the site permits a building up to 14 metres. The proposed building has a height of 26.2 metres, and steps down with varying heights to the rear of the property (see height map in draft zoning by-law).

Performance Standard 1 of the Mid-rise and Avenues Study identifies that the maximum allowable height of the *Avenues* will be no taller than the width of the *Avenue* right-of-way. On Danforth Avenue, which has a right-of-way width of 27 metres, a mid-rise building consisting of commercial uses at grade and residential dwelling units above, can be 27 metres in height (roughly 9 residential storeys). The study also recognizes that building height is only one aspect of regulating building design.

It is this planned context that staff considered when reviewing the proposal. As many of the people attending the community meeting stated an 8-storey, 26.2 metre high building, is quite a bit taller than the existing context of Danforth Avenue which consists of 1, 2 and 3 storey buildings. However, the planned context anticipates a mid-rise built form fabric over time, which is identified as between 5 and 11 storeys in the mid-rise guidelines, depending on various performance standards.

In the case of this proposal, the total height of the building is 26.2 metres plus a 2 metre high stairwell enclosure. Thus the total height of the building is 28.2 metres. The massing of the building up to 26.2 metres is within the angular planes with a small protrusion on the 8th floor south (Danforth Avenue) elevation. The proposed height of 26.2 metres to the top of the 8th floor and 28.2 metres to the top of the stairwell enclosure is acceptable.

Built Form and Sunlight/Shadow

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development within the *Mixed Use Areas* designation. All new development within *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights, between areas of

different development intensity and scale, and by locating and massing of new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The proposed building is stepped back on the 7th and 8th floors on the south facade to provide an appropriate pedestrian scale on Danforth Avenue. As previously indicated there is a small protrusion on the 8th floor into the south elevation angular plane, but staff have looked at the impact of this protrusion and believe that there is no negative impact from allowing this penetration.

The 7th and 8th floors of the building steps back from Danforth Avenue by 1.7 to 2.4 metres, respectively, and from the east and west lot lines by 4.5 metres. These stepbacks help to reduce the mass of the building above 19.5 metres (6th floor). As previously indicated the existing context on this segment of Danforth Avenue is fine grain retail in main street type buildings. The front façade of the proposed development is broken down into different elements to fit with the fine grain character on this segment of Danforth Avenue. The change in the materials at the lower level reinforces the pedestrian perception area at a lower scale. The south elevation of the building as shown in Attachment 2 will be secured through the site plan control process.

No windows are located on the portions of the east and west elevations of the building where the building is not set back 5.4 metres from the property line. The building steps back after the 4th floor on the north elevation by between 3.02 to 3.38 metres per floor to provide a transition to the *Neighbourhoods* to the north of the site. These stepbacks mean that the floor plate of each floor gets smaller towards the upper floors.

Performance Standard 5A of the Mid-rise and Avenues Study outlines the angular plane requirements for the rear of buildings on shallow lots. These requirements ensure that an appropriate transition occurs to the adjacent low-scale residential neighbourhood and to mitigate against potential shadow, privacy, and overlook concerns.

The building is required to be set back 7.5 metres from the rear and the 45 degree angular plane is measured from a height of 10.5 metres above the 7.5 metre setback line. The stepbacks on the north elevation respect the angular plane with no penetrations. The purpose of this Performance Standard is to ensure an appropriate transition to the adjacent low-scale residential neighbourhood and to mitigate against potential shadow, privacy and overlook concerns. The submitted shadow drawings show that during the spring and fall equinox the building cast a shadow on the south portion of the rear yards of the properties on Strathmore Boulevard during the morning hours only.

Staff are of the opinion that the overall massing of the building is appropriate and that the minor protrusion into the angular plane does not have negative impact on the surrounding properties nor does it affect sunlight conditions on Danforth Avenue.

Privacy and Overlook

Staff have reviewed the drawings with respect to potential privacy and overlook concerns from the new building to the houses fronting on Strathmore Boulevard. The proposed building terraces away from the residential properties as it gets taller. This means that the distance

between the units in the new building, and the existing residential dwellings on Strathmore Boulevard, and the garages and backyards associated with these dwellings, increases on higher floors of the new building. In addition, through Site Plan Approval, staff will require screening on balconies and terraces to help prevent overlook. The proposed north (rear) elevation, screening, and details are shown in Attachments 3 and 6 of this report.

Access and Parking

The proposed development will provide parking access from the rear public lane that connects to Donlands Avenue and Caithness Avenue. There will be 41 below-grade parking spaces consisting of 32 resident spaces, 3 residential visitor parking spaces, and 6 non-residential spaces. The estimated parking demand generated by this project meets the Zoning By-law requirement. Transportation Services has determined that the proposed parking supply is acceptable.

The applicant is also seeking relief for one substandard parking space on each of the two parking levels. The proposed parking dimension of 2.7 metres by 5.6 metres is sufficient to accommodate most vehicles and is therefore acceptable. The draft Zoning By-law Amendments will contain provisions to permit 2 substandard parking spaces in the development.

Loading

The development will have one Type G/B loading space parallel to the public laneway in the back of the development. The draft Zoning By-law Amendments in Attachment numbers 10 and 11 provide for a combined Type G/B loading space. A living wall as detailed in Landscape details: Attachment 6 will screen the loading space from the neighbourhood to the north. The Landscape details as shown in Attachment 6 will be secured through the site plan control process. Engineering and Construction Services does not object to the location or configuration of the proposed loading areas.

In order to ensure minimal impact on the neighbourhood to the north, the site plan agreement and the draft plan of condominium document will include conditions to restrict loading for private vehicles to reasonable operating hours. Signage will be secured to prohibit idling for private vehicles.

Servicing

Residential waste is eligible for collection and the City may provide curbside collection for the non-residential waste. Conditions will be added to the site plan agreement and the draft plan of condominium document to restrict the storage of waste bins to the interior of the building except for waste removal days. Engineering and Construction Services has reviewed the application and will continue to review and evaluate the proposal during the Site Plan Review process.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current

provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The parkland dedication requirement for the proposed development is 96.17 m². The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as there is no suitable location for an on-site parkland dedication. The amount of cash-in-lieu will be determined at the time of issuance of the building permit.

Streetscape

The proposal has the opportunity to create landscaped pedestrian-oriented street edge along Danforth Avenue. The applicant proposes three retail accesses fronting onto Danforth Avenue. Each retail frontage is between 7 to 12.6 metres wide to continue the fine grain retail along this portion of Danforth Avenue. Pedestrian access to the residential component of the building will also be provided along the Danforth Avenue frontage. The south elevation of the building generally as shown in Attachment 2 will be secured through the site plan control process.

No curb cuts will be necessary along the Danforth Avenue frontage, as vehicular access will be off of the laneway at the rear of the property, accessed from Donlands Avenue or Caithness Boulevard. The building is set back on the Danforth Avenue frontage to provide for a 4.9 metre wide sidewalk width, which is in excess of what is required in the City's Mid-rise Guidelines. The proposed setback to the road edge is sufficient to allow for a vibrant City streetscape.

Street trees and enhanced landscaping are proposed along the Danforth Avenue frontage and will be part of the Site Plan Approval Application.

Amenity Space

The proposed development will have 131 m² of interior and 32 m² of exterior amenity space whereas 106 m² is required for interior and an additional 106 m² is required exterior amenity space. The interior amenity space exceeds the City's standard of 2 m² per residential unit but the exterior amenity space is deficient. Staff have determined the amenity space to be acceptable given overall amenity space and location on the second floor with covered exposure on Danforth Avenue. The quality of the residential amenity space is good and will not compromise the privacy of the neighbourhood to the north.

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.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and the Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures, including Bird Friendly Design, will be secured through the Site Plan Approval process.

Conclusion

Staff recommend that the proposal for a eight-storey mixed-use building at 1030 Danforth Avenue be approved. The building as proposed complies with the Official Plan by intensifying a vacant site on an *Avenue*, providing transition from the taller portions of the building on the south side of the site to the *Neighbourhoods* to the north, maintaining the non-residential at-grade character of Danforth Avenue, and by providing sufficient parking and amenity space on site.

CONTACT

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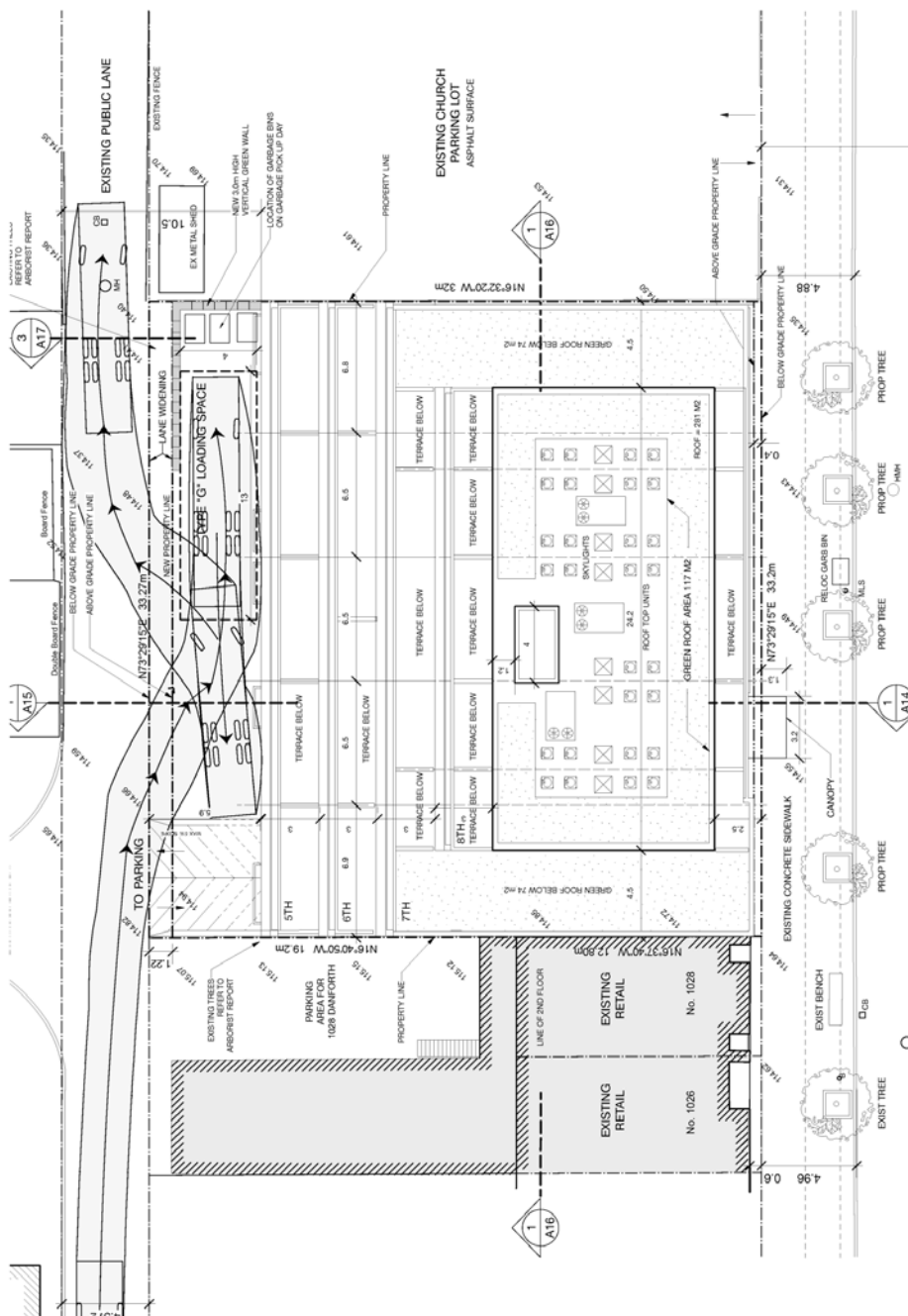
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: South Elevation
- Attachment 3: North Elevation
- Attachment 4: East Elevation
- Attachment 5: West Elevation
- Attachment 6: Landscaping Details
- Attachment 7: Official Plan
- Attachment 8: Existing Zoning 569-2013
- Attachment 9: Application Data Sheet
- Attachment 10: Draft Zoning By-law Amendment to By-law 438-86
- Attachment 11: Draft Zoning By-law Amendment to By-law 569-2013

Attachment 1: Site Plan



1030 Danforth Avenue

Site Plan
 Applicant's Submitted Drawing

Not to Scale
 07/13/2016

File # 15 120968 STE 29.0Z

Attachment 2: South Elevation



South Elevation

Elevations

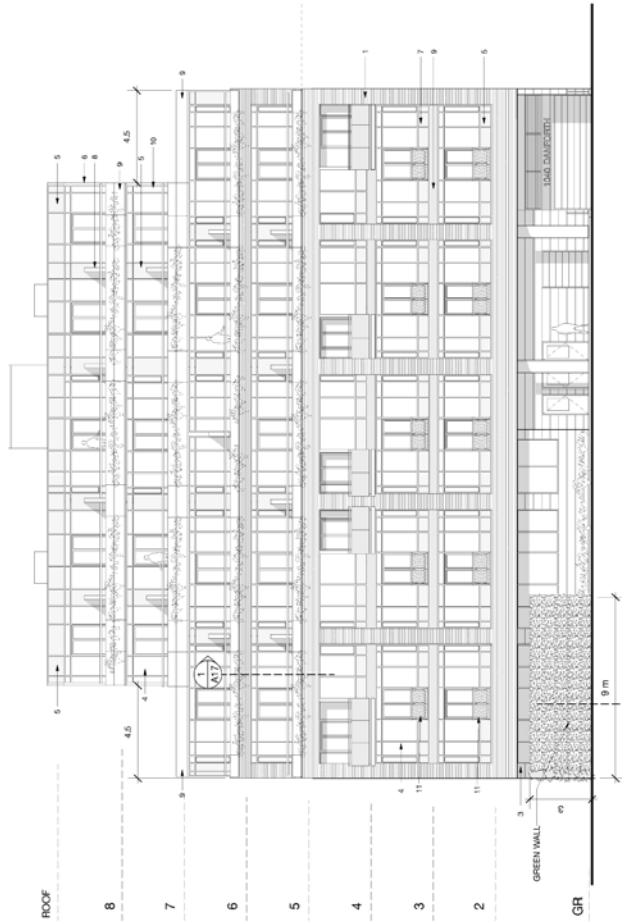
Applicant's Submitted Drawing

Not to Scale
07/13/2016

1030 Danforth Avenue

File # 15 120968 STE 29 0Z

Attachment 3: North Elevation



North Elevation

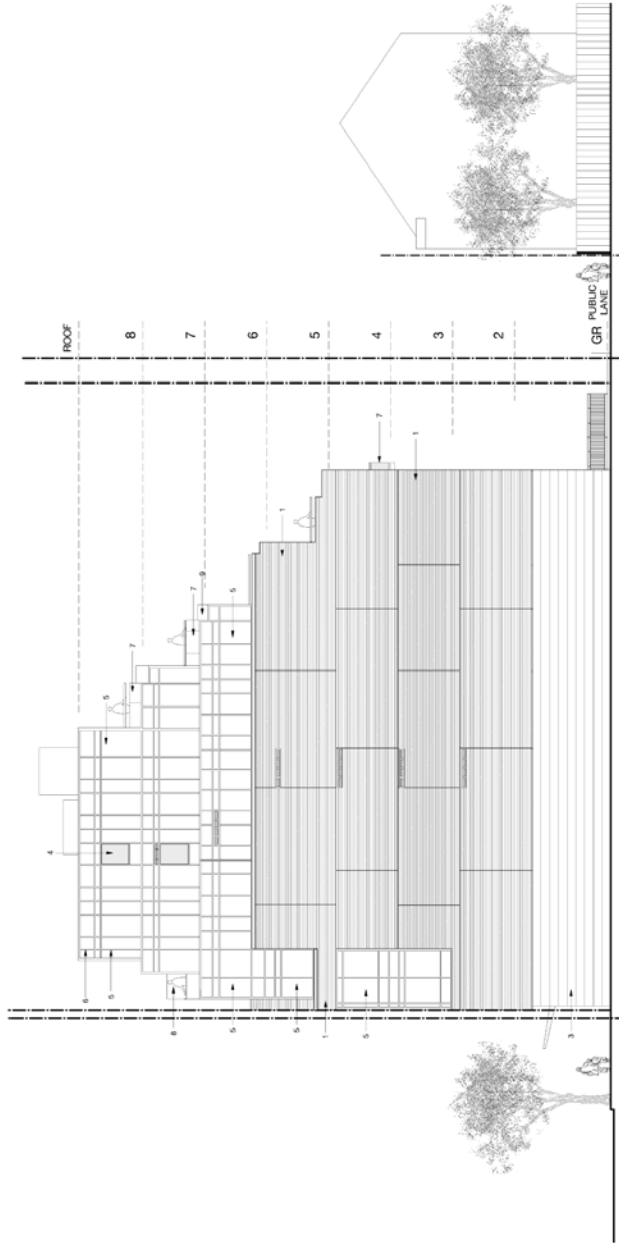
1030 Danforth Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
07/13/2016

File # 15 120968 STE 29 0Z

Attachment 4: East Elevation



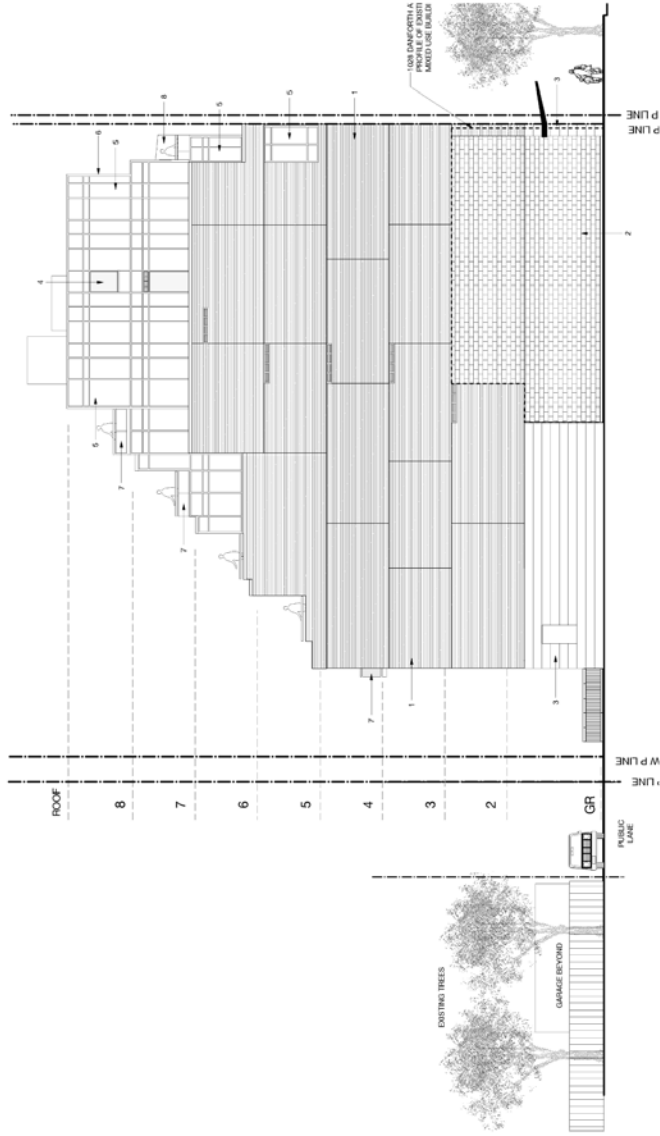
East Elevation

1030 Danforth Avenue

Elevations
Applicant's Submitted Drawing
Not to Scale
07/13/2016

File # 15 120968 STE 29 0Z

Attachment 5: West Elevation



West Elevation

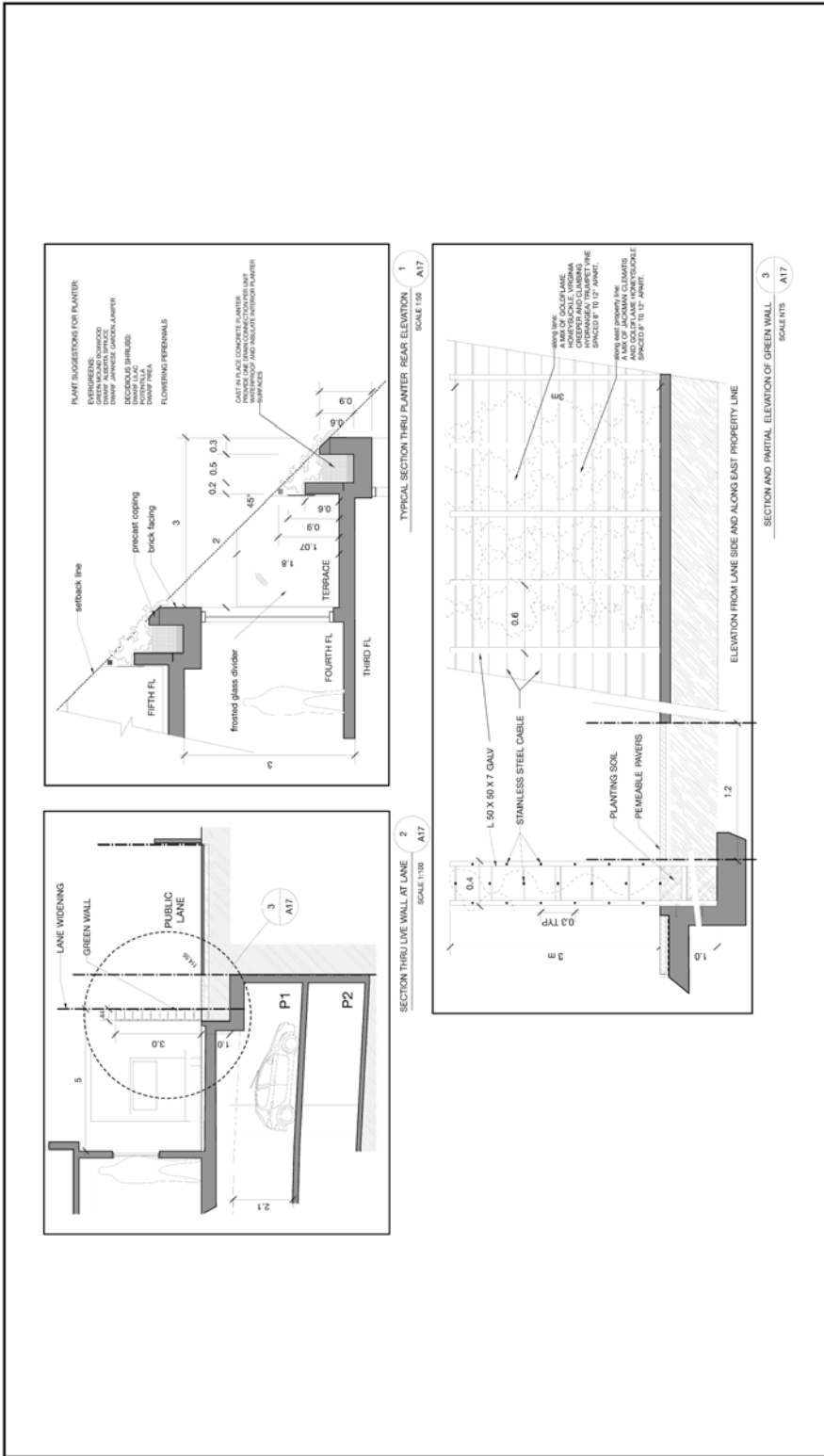
1030 Danforth Avenue

Elevations
Applicant's Submitted Drawing

Not to Scale
07/13/2016

File # 15 120968 STE 29 0Z

Attachment 6: Landscaping Details



1030 Danforth Avenue

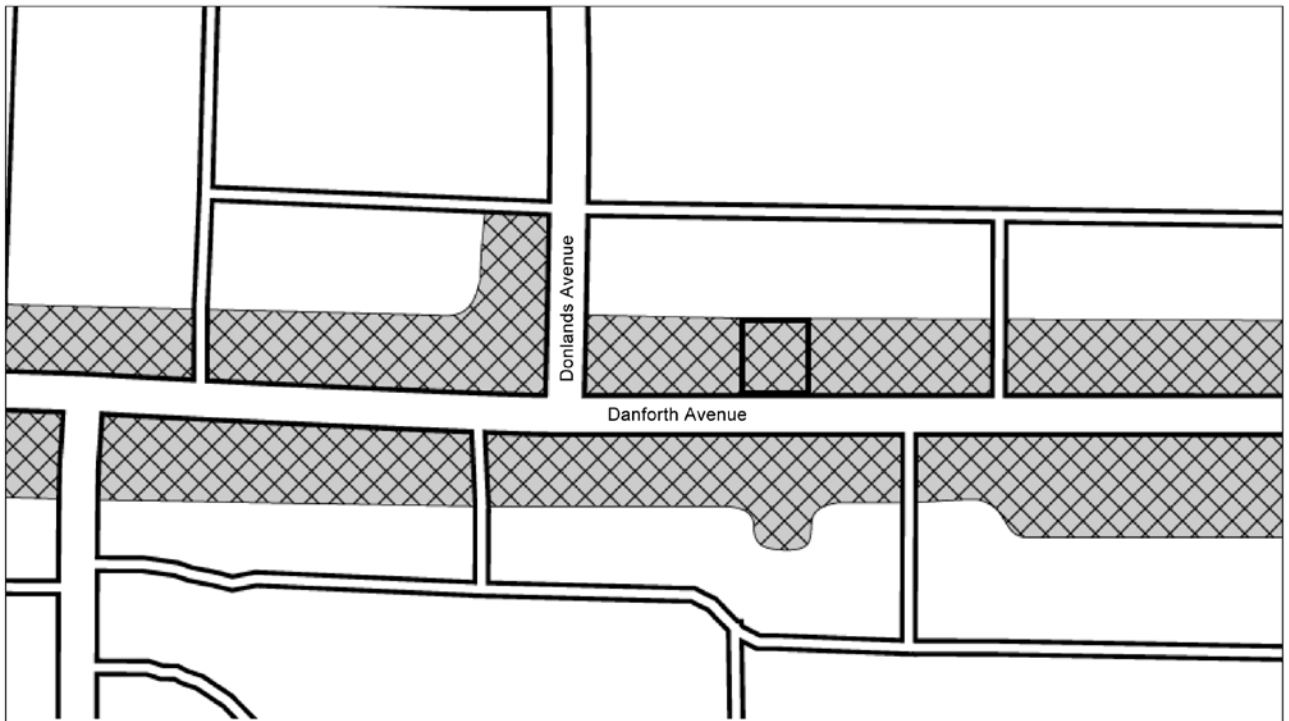
Toronto City Planning Landscaping Details

File # 15 120968 STE 29 0Z



Not to Scale
09/08/2016

Attachment 7: Official Plan



 **TORONTO** City Planning
Extract from Official Plan

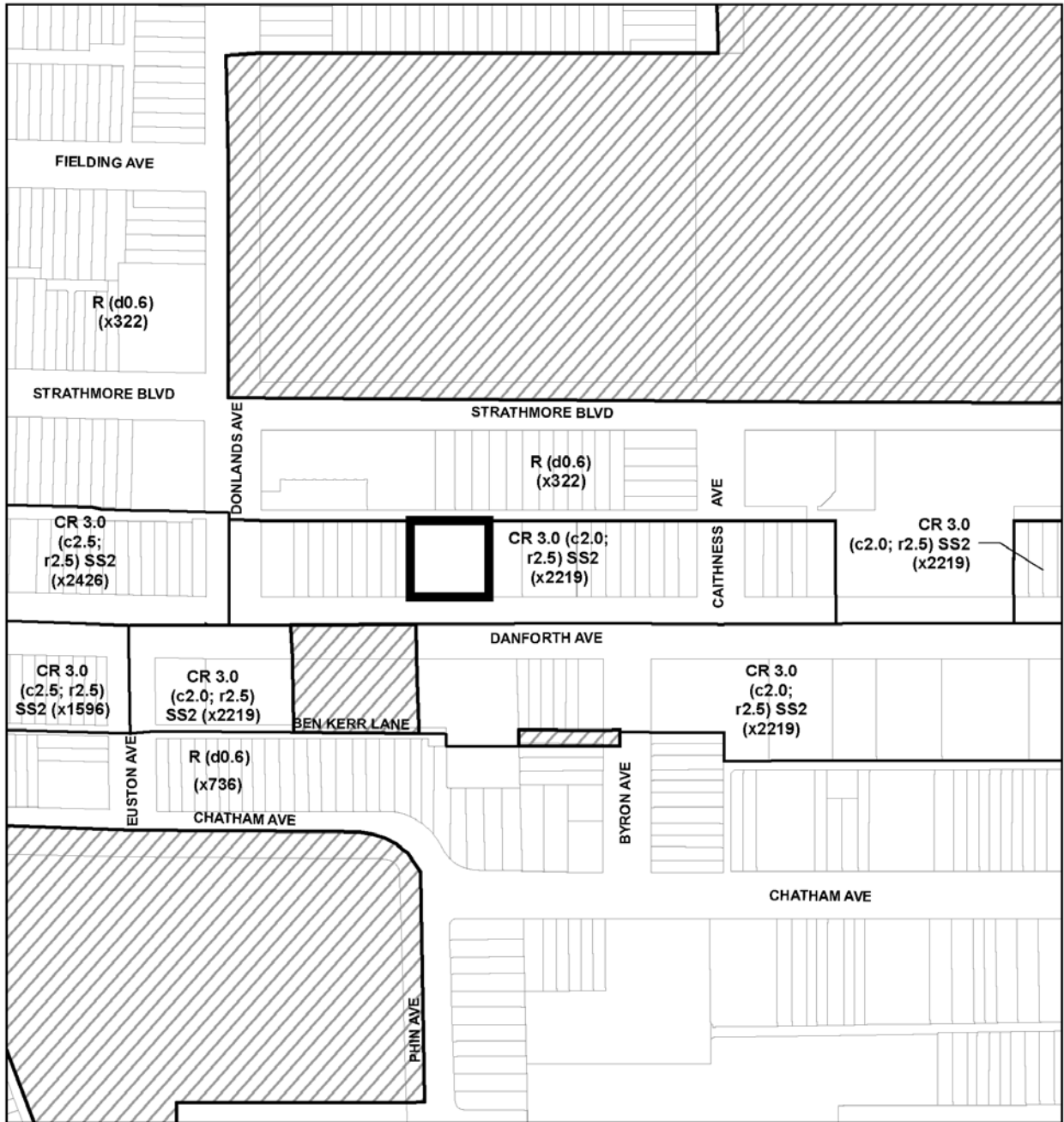
1030 Danforth Avenue

File # 15 120968 STE 29 02




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Attachment 8: Existing Zoning



Zoning By-law 569-2013

1030 Danforth Avenue

File # 15 120968 STE29 0Z

Location of Application

R Residential

CR Commercial Residential

See Former City of Toronto Bylaw No. 438-86

MCR Mixed-Use District

R2 Residential District



Not to Scale
Extracted: 03/18/2015

Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	15 120968 STE 29 OZ
Details	Rezoning, Standard	Application Date:	February 24, 2015
Municipal Address:	1030 DANFORTH AVE		
Location Description:	PLAN 551 LOT 12 TO 16 PT LOT 11 PT LOT 1 **GRID S2908		
Project Description:	Proposed development of an 8-storey mixed-use building comprised of residential uses, and retail uses at grade. The proposed development consists of 53 residential units and 615.8 square metres of non-residential gross floor area for a total gross floor area of 5,031.2 square metres and a density of 4.73 FSI. A total of 41 vehicular parking spaces are proposed.		

Applicant:	Agent:	Architect:	Owner:
Bernard H. Watt Architect			Toronto Honda Automobile

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 3.0 (c2.0; r2.5) SS2 (x2219)	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1063	Height: Storeys:	8
Frontage (m):	33.2	Metres:	26.2
Depth (m):	32		
Total Ground Floor Area (sq. m):	774		Total
Total Residential GFA (sq. m):	4090	Parking Spaces:	41
Total Non-Residential GFA (sq. m):	615.8	Loading Docks	1
Total GFA (sq. m):	5031.2		
Lot Coverage Ratio (%):	070		
Floor Space Index:	4.73		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	4401.2	0
Bachelor:	0	Retail GFA (sq. m):	615.8	0
1 Bedroom:	30	Office GFA (sq. m):	0	0
2 Bedroom:	19	Industrial GFA (sq. m):	0	0
3 + Bedroom:	4	Institutional/Other GFA (sq. m):	0	0
Total Units:	53			

CONTACT: PLANNER NAME: Derrick Wong, Planner
TELEPHONE: 416-392-0776

Attachment 10: Draft Zoning By-law Amendment for 438-86

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

CITY OF TORONTO

BY-LAW No. ~-20~

To amend former City of Toronto Zoning By-law No.438-86, as amended, with respect to the lands municipally known as 1030 Danforth Avenue

WHEREAS the Council of the City of Toronto has been requested to amend its Zoning By-law pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, with respect to the lands known municipally in the year 2016 as 1030 Danforth Avenue; 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*; and

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

1. Except as otherwise provided herein, the provisions of *By-law No. 438-86*, as amended shall continue to apply to the *lot*.
2. None of the provisions of Sections 4(2)(a), 4(3), 4(4), 4(12), 4(13), 4(14), 4(17)(e), 8(3)Part I, 8(3)Part II1(b)(ii) and 4, 8(3)Part IV, and 8(3) Part IX 2 of *By-law No. 438-86* of the former City of Toronto, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection or use of an 8-storey *mixed-use building* on the *lot* provided that:
 - 1) the *lot* on which the proposed building is to be located comprises at least those lands delineated by heavy lines on Map 1, attached to and forming part of this By-law;
 - 2) no portion of any building or structure is located otherwise than wholly within the areas delineated by heavy lines shown on Map 2, attached to and forming part of this By-law;
 - 3) the height of any building or structure, as measured from *grade* along the Danforth Avenue frontage of the subject property or portion thereof, does not exceed the height in metres specified by the numbers following the symbol H on Map 2 attached to and forming part of this By-law;

- 4) notwithstanding Section 5.2 and 5.3 of this By-law, the following building elements and structures are permitted to extend beyond the heavy lines and building envelopes, and above the *heights* shown on Map 2:

STRUCTURE	LOCATION OF PROJECTION	MAXIMUM PERMITTED PROJECTION	OTHER APPLICABLE QUALIFICATIONS
Eaves, cornices, window sills, vents, ornamental elements, lighting fixtures, guardrails, balustrades, stairs, stair enclosures, railings, wheelchair ramps, landscape and greenroof elements.	Required setback from <i>lot</i> line	0.4 metres	none
Canopy	South elevation first floor only	2.5 metres	May project into public right-of-way
Parapets	Maximum height	1.0 metres	none
Trellis, mechanical equipment, guardrails, balustrades, stairs, stair enclosures, railings, balcony dividers, landscape and greenroof elements, wind mitigation features, and elevator overrun.	Maximum height	3 metres	Setback a minimum of 3 metres from the interior face of the main wall as shown on Map 2
Planters and balcony	4 th storey	0.5 metres	On the north side of the building only up to 1.3 metres high
Planters	5 th , 6 th , 7 th , and 8 th stories	0.0	On the north side of the building only up to 1.3 metres high
Underground garage structure	Underground	1.21 metres beyond the lot line	On the north lot line only

- 5) the number of *dwelling units* shall not exceed 53;
- 6) terraces and balconies are not permitted on the 2nd and 3rd stories of the north elevation;

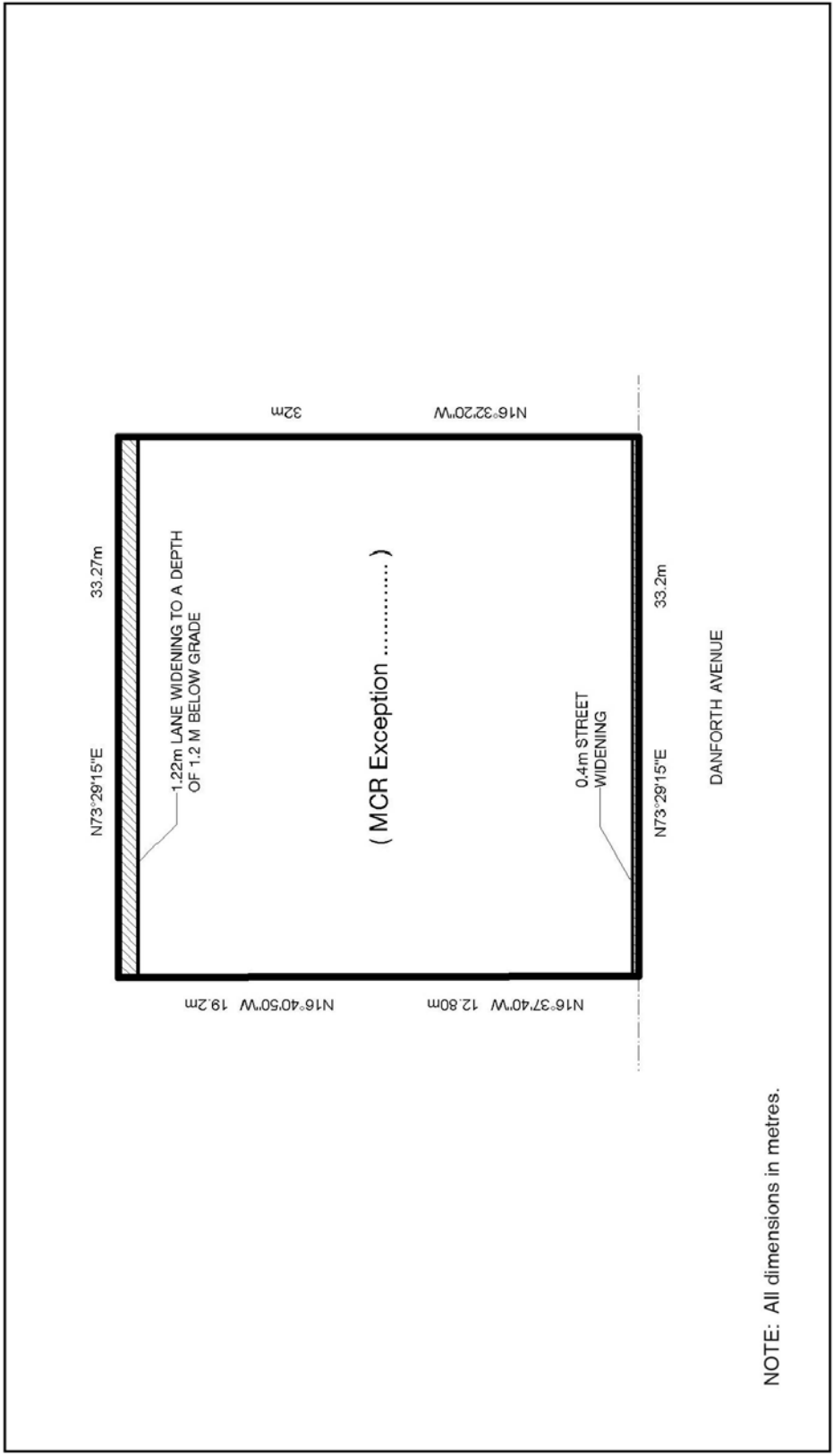
- 7) the total combined *residential gross floor area* and *non-residential gross floor area* erected on the *lot* does not exceed 5,050 square metres;
 - 8) the *residential gross floor area* of the building erected on the *lot* does not exceed 4,410 square metres;
 - 9) the *non-residential gross floor area* of the building erected on the *lot* does not exceed 640 square metres;
 - 10) the minimum number of non-residential units shall be 2;
 - 11) a minimum of 131 square metres of indoor *residential amenity space* and 32 square metres of outdoor *residential amenity space* is provided and maintained on the *lot*;
 - 12) provide and maintain a minimum of one *loading space - type G*; and
6. For the purposes of this By-law, all italicized words and expressions have the same meanings as defined in By-law 438-86 of the former City of Toronto, as amended, with the exception of the following:
- (a) “*lot*” means those lands outlined on Map 1 attached hereto;
 - (b) “*grade*” means the established grade on the on the Danforth Avenue frontage of 114.6 metres above Canadian Geodetic Datum;
7. Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the *lot* line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

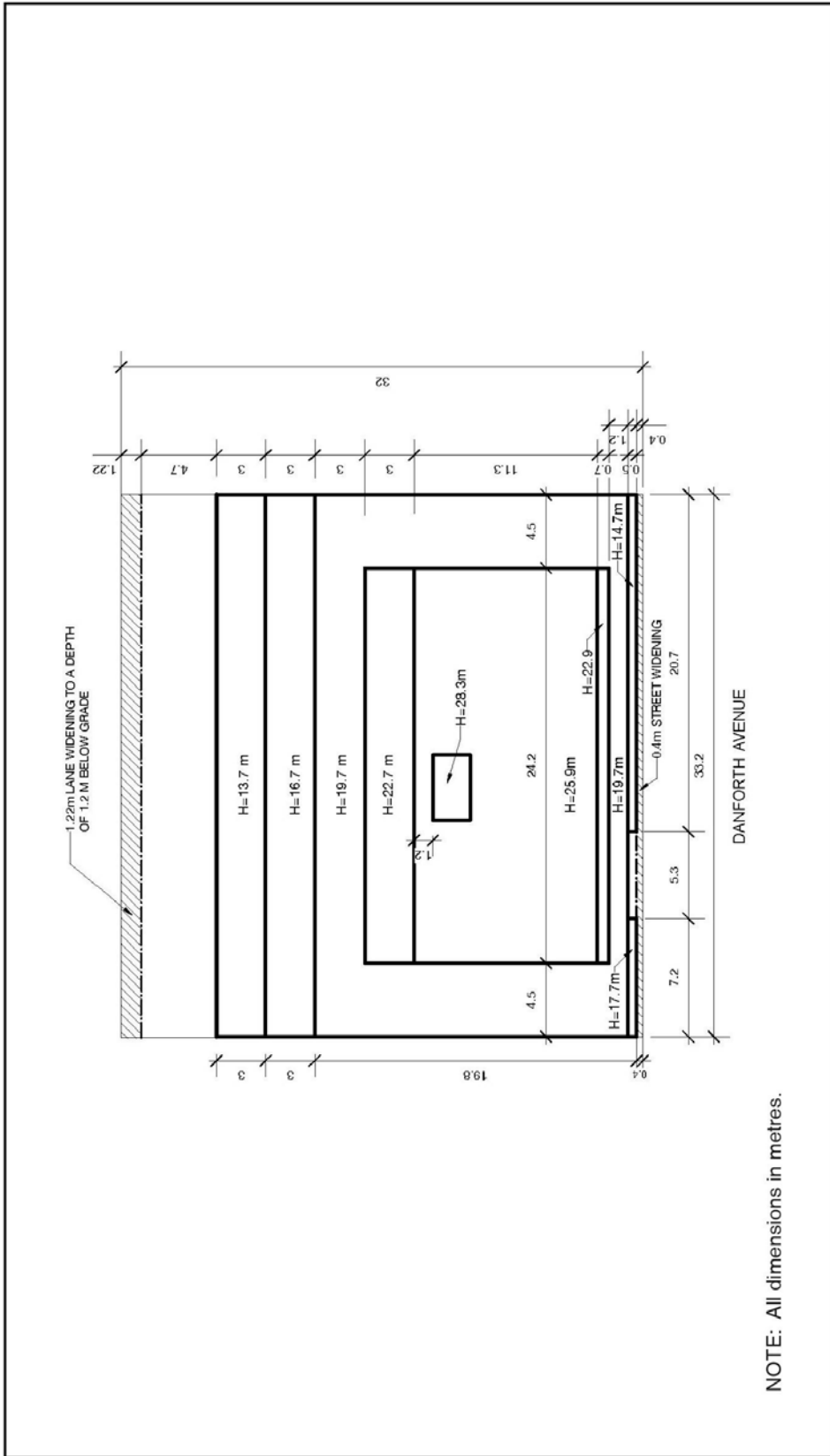
John Tory,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



NOTE: All dimensions in metres.



Attachment 11: Draft Zoning By-law Amendment for 569-2013

Authority: Toronto and East York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~
Enacted by Council; ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. --20~

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2016 as, 1030 Danforth Avenue.

Whereas Council of the City of Toronto has the authority to pursuant to 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*; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lot outlined by heavy black lines to CR 3.0(c2.0; r2.5)SS2(x) as shown on Diagram 2 attached to this by-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by adding a new Exception xx to Article 900.11.10 so that it reads

Exception CR xx

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On 1030 Danforth Avenue, if the requirements of Section 5 and Schedule A of By-law [Clerks to supply by-law ##] are complied with then a **building** or

structure may be constructed in compliance with regulations (B) to (K) below;

- (B) Despite clauses 40.10.40.70 and 40.10.40.80, no portion of any **building** or **structure** is located otherwise than wholly within the areas delineated by heavy lines shown on Diagram 3 of By-law [Clerks to supply by-law ##];
- (C) The height of a **building** or **structure**, is measured from the Canadian Geodetic Datum elevation of 114.6 metres;
- (D) Despite clause 40.10.40.10, no portion of the **building** may exceed the height in metres specified by the numbers following the symbol H on Diagram 3 of By-law [Clerks to supply by-law ##];
- (E) The following **building** elements and **structures** are permitted to encroach into the required **building setbacks** shown on Diagram 3 of By-law [Clerks to supply by-law ##] as follows:
 - (i) Eaves, cornices, window sills, vents, ornamental elements, lighting fixtures, guardrails, balustrades, stairs, stair enclosures, railings, wheelchair ramps, landscape and greenroof elements to a maximum of 0.4 metres;
 - (ii) Balconies and guards on the 4th storey only to a maximum of 0.5 metres on the north elevation of the **building**;
 - (iii) Underground garage **structure** may encroach 1.21 metres into the public right-of-way on the north lot line only;
 - (iv) Canopy on the ground floor south elevation to a maximum of 2.5 metres into the public right-of-way; and
 - (v) Living wall.
- (F) The following **building** elements and **structures** are permitted to extend above the heights shown on Diagram 3 of By-law [Clerks to supply by-law ##] as follows:
 - (i) Trellis, mechanical equipment, guardrails, balustrades, balcony dividers, stairs, stair enclosures, railings, landscape and greenroof elements, wind mitigation features, and elevator overrun to a maximum of 3.0 metres high;
 - (ii) Planters to a maximum of 1.3 metres high;
 - (iii) Underground garage structure may encroach on the north lot line only; and
 - (iv) Living wall to a maximum of 3.0 metres.
- (G) The maximum number of **dwelling units** permitted is 53;
- (H) balconies are not permitted on the 2nd and 3rd stories of the north elevation;

- (I) The total **gross floor area** must not exceed:
 - (i) 5,050 square metres for all **buildings**;
 - (ii) 4,410 square metres for the residential **gross floor area** of the **building**;
and
 - (iii) 640 square metres for the non-residential **gross floor area** of the **building**; and
- (J) The minimum number of non-residential units is 2;
- (K) Despite clause 40.10.40.50, **amenity space** must be provided and maintained accordingly:
 - (i) a minimum of 131 square metres indoors; and
 - (ii) a minimum of 32 square metres outdoors; and
- (L) Despite Chapter 220, one Type G **loading space** must be provided.

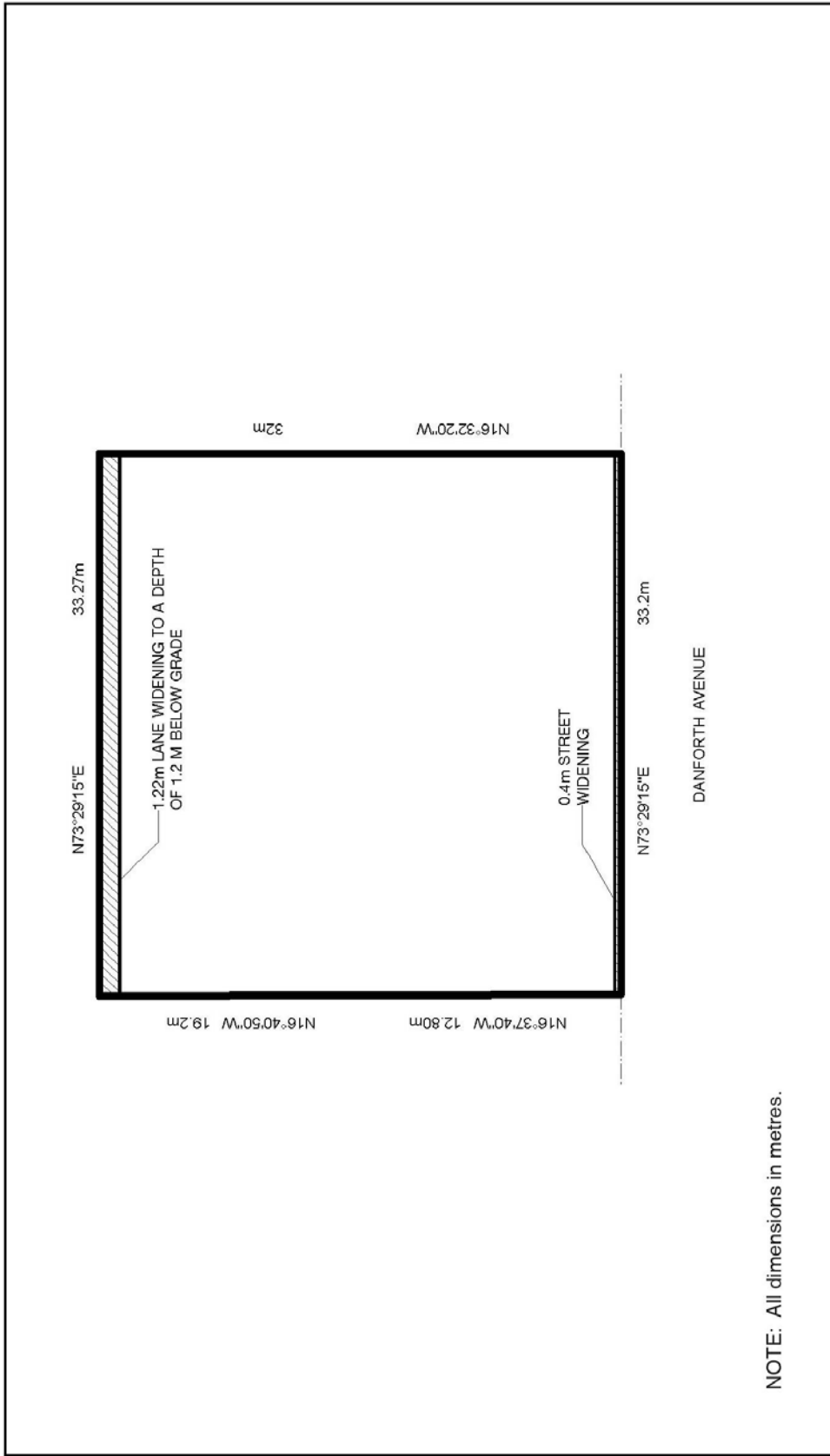
Prevailing By-laws and prevailing Sections (None Apply)

ENACTED AND PASSED this ~ day of ~, A.D. 20XX.

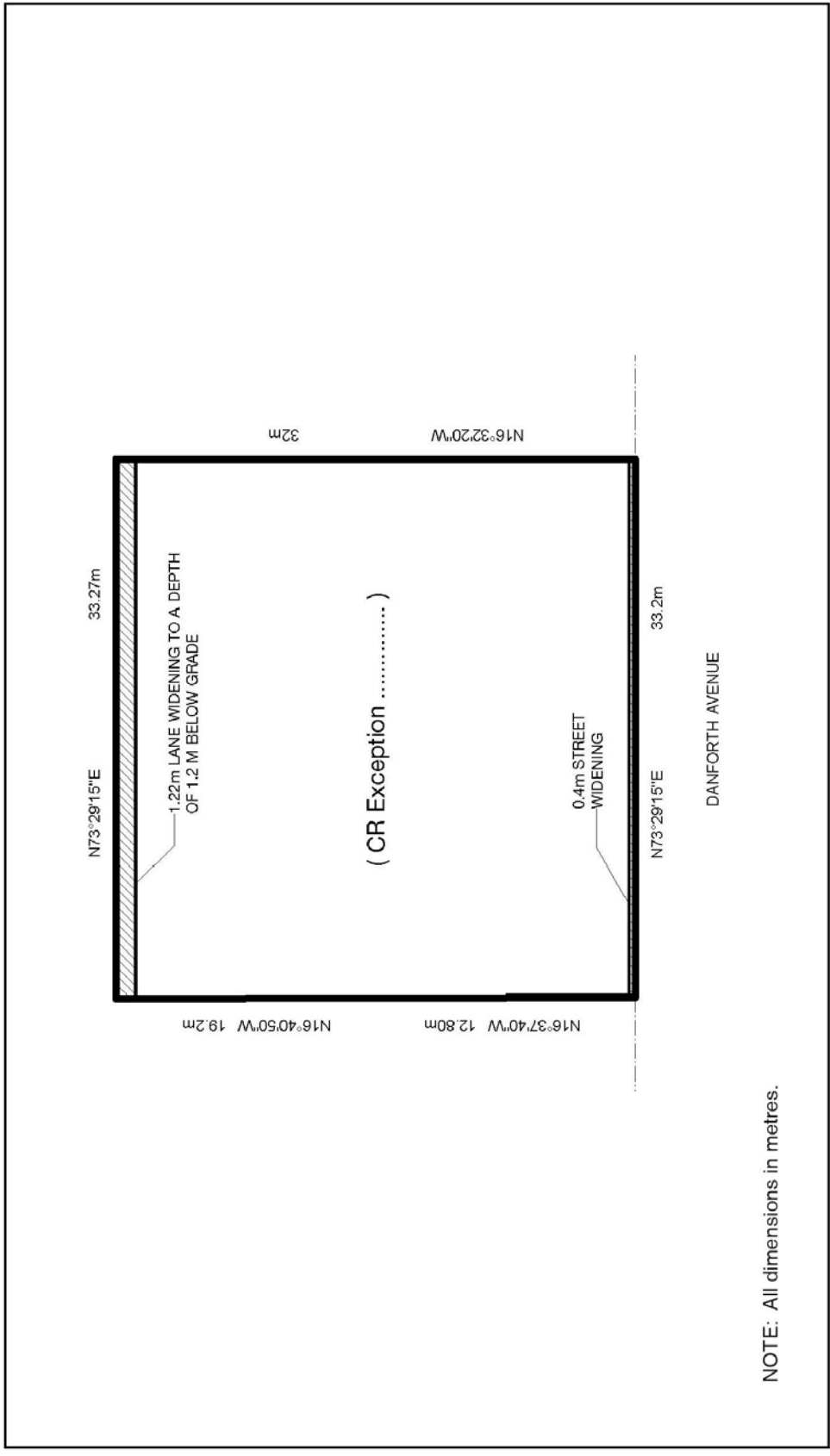
Name,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



NOTE: All dimensions in metres.



Toronto City Planning
Diagram 2

1030 Danforth Avenue

File # 15 120968 STE 29 0Z

City of Toronto By-Law 569-2013
 Not to Scale
 09/21/2016

