

900 and 980 Lansdowne Avenue and 30 Powerhouse Street – Official Plan Amendment and Zoning By-law Amendment Application – Request for Directions Report

Date: June 29, 2018

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 17 - Davenport

Planning Application Number: 17 185378 WET 17 OZ

SUMMARY

This report responds to an application where staff are currently not in a position to provide a Final Report to City Council, but which could be appealed to the Local Planning Appeal Tribunal due to a lack of decision during the break in Council's meeting schedule (July to December 2018). The report sets out potential issues related to the application in its current form.

This application proposes to amend the Official Plan and Zoning By-law to permit the construction of three residential apartment buildings of 24, 28 and 32 storeys (63.1 m, 73.6 m and 84.2 m, excluding mechanical penthouses) on top of a base building that varies in height between three and six storeys (7.2 m and 15.1 m, respectively) and three blocks of three-storey (14.4 m) townhouses. The Zoning By-law would also be amended to allow for the conversion of the existing 'Building 15' into a mixed residential and commercial building and to remove the existing Holding (H) symbol that currently applies to the lands

The three residential apartment buildings would be constructed on lands that are currently referred to as Phase 6 in the Davenport Village Secondary Plan, while the proposed townhouses would be constructed on what is referred to as Phase 9 (also known as the southern half of Phase 7). The building known as 'Building 15' was included in the Phase 1 lands, but is now included in this application as a result of the proposal to convert the office building into residential apartments and add 2 storeys above.

A total of 1,070 units are proposed for Phases 6 and 9 and Building 15. The three residential apartment buildings known as Phase 6 are proposed to have 971 units, of which 5 would be bachelor units, 605 would be one-bedroom units, 179 would be two-bedroom units and 182 would be three-bedroom units. The proposal also includes a 300 m² daycare facility, and a 69 m² retail space.

In Phase 9, a total of 66 units are proposed in the three blocks of townhouses and all these would be three-bedroom units.

'Building 15' would contain 33 residential units above commercial space on the ground floor.

The apartment buildings and townhouses would all be built above a common underground parking garage, which would contain a total of 747 vehicular parking spaces (510 resident and 237 visitor). With respect to bicycle parking, 834 spaces are proposed, of which 639 would be for residents and 195 would be for visitors. Four Type-G loading spaces are also proposed, one for each of the apartment buildings and one for Building 15. Access to the underground parking garage would be from the south side of Brandon Avenue, approximately halfway between Lansdowne Avenue and Foundry Avenue.

The applications consistency with the Provincial Policy Statement (2014) and conformity to the Growth Plan for the Greater Golden Horseshoe (2017) are still being assessed.

This report reviews the application and recommends that City Council direct the City Solicitor and appropriate City staff to attend and oppose the application in its current form should the application be appealed to the Local Planning Appeal Tribunal. It is also recommended that City staff be directed to continue to negotiate with the applicant to resolve the outstanding issues detailed in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with Planning staff and any other appropriate staff to attend and oppose the application in its current form, should the application be appealed to the Local Planning Appeal Tribunal (the "LPAT") on the basis of City Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*, and retain such experts as the City Solicitor may determine are appropriate.
2. City Council direct City staff to continue to negotiate with the applicant to resolve the outstanding issues detailed in this report.
3. Should the application be appealed to the LPAT and the LPAT allows the appeal, in whole or in part, City Council direct the City Solicitor to request the LPAT to withhold its final Order on the Official Plan Amendment and Zoning By-law Amendment application until:
 - a) A draft Official Plan Amendment and Zoning By-law Amendment is submitted to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

- b) The owner has addressed the applicability of the daycare in Phase 6 including the size, location, parking, loading and other matters to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Children's Services;
 - c) The owner has submitted a revised Traffic Impact Study to the satisfaction of the General Manager, Transportation Services;
 - d) The owner has submitted a revised Functional Servicing Report, revised Stormwater Management Report and a revised Hydrogeological Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
 - e) The owner submits, to the satisfaction of the Chief Planner and Executive Director, City Planning, a Noise Study for Phase 9, and any revisions to the Phase 6 and Phase 9 Noise Studies as may be required through the peer review process that identifies all mitigation measures to be undertaken for this development, to be peer reviewed at the cost of the owner and to incorporate the recommendations in the site design;
 - f) The owner has submitted a revised Sun/Shadow Study to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - g) The owner has submitted a revised Preliminary Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - h) The owner has entered into an Agreement pursuant to Section 37 of the *Planning Act* satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor for the purpose of securing appropriate community benefits, including those benefits detailed in Zoning By-law No. 728-2006 and to be registered on title to the lands at 980 Lansdowne Avenue and 30 Powerhouse Street.
4. In the event the LPAT allows the appeal in whole or in part, City Council direct that the following matters also be secured in Section 37 Agreement for the development as a legal convenience:
- a) The owner shall maintain its commitment to work with the City of Toronto Social Housing Connections Office as required through the Secondary Plan and site specific Zoning By-law regarding affordable housing;
 - b) The owner shall satisfy the requirements of the Toronto Transit Commission regarding the new bus stop at Brandon Avenue and Lansdowne Avenue, and the new Transit Signal Priority along with identified payments;
 - c) The owner shall satisfy the requirements of the Toronto District School Board regarding warning clauses and signage with respect to school accommodation issues;

- d) The owner shall satisfy the requirements of Metrolinx and the rail companies as required;
- e) The owner shall enter into a financially secured Development Agreement for the construction of any improvements to the existing municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development;
- f) Prior to the issuance of Final Site Plan Approval through the Site Plan Control review process and prior to the issuance of any permit for all or any part of the property at 30 Powerhouse Street (known as Building 15), including a heritage permit or a building permit but excluding interior alterations not impacting identified interior attributes, permits for repairs and maintenance and usual and minor works as acceptable to the Senior Manager Heritage Preservation Services, the owner shall satisfy the requirements of Heritage Preservation Services including: amend the existing Heritage Easement Agreement; provide a detailed Conservation Plan including final site plan drawings in accordance with the detailed Conservation Plan; provide a Heritage Lighting Plan; provide an Interpretation Plan; and provide a Letter of Credit to the satisfaction of the Senior Manager Heritage Preservation Services; and
- g) The owner shall construct and maintain the development in accordance with the Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Management Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of PG 23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

5. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement the foregoing.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The lands subject to this application consist of one building from Phase 1 ('Building 15'), all of Phase 6 and all of Phase 9 (also referred to as the southern half of Phase 7) of the redevelopment of the former General Electric site. The former General Electric site occupied the lands between Davenport Road to the north, Lansdowne Avenue to the east, Canadian Pacific Railway's (CPR) North Toronto Subdivision line to the south and Canadian National Railway's (CNR) Newmarket Subdivision line to the west. The current application is mainly confined to the area south of Brandon Avenue, west of

Lansdowne Avenue, north of the CPR corridor and east of the CNR corridor, except 'Building 15' (see Attachment 2 – Location Map).

The western extension of Brandon Avenue, from Lansdowne Avenue to Foundry Avenue is identified as a new public street in the Davenport Village Secondary Plan and it will be open to the public once all development within the area is completed. In the interim, it will also be used for construction access for Phase 6 and Phase 9. For ease of reference, the western extension of Brandon Avenue, while not yet dedicated as a public street, forms the northern boundary of the area that is the subject of this report, except for 'Building 15'.

Phase 1 of the development was approved on January 27, 2005 by the Ontario Municipal Board. The approvals included amendments to the former City of Toronto Official Plan and Zoning By-law to permit the development of 212 stacked condominium townhouse units and the conversion of an existing building ('Building 15') to office uses. While no construction is currently proposed, this application proposes to amend the Official Plan and Zoning By-law to provide for the ability to include residential dwelling units in 'Building 15'.

Phase 2 of the development was approved by City Council on December 7, 2005 to permit the conversion of the former industrial building located at the northeast corner of the site, known as Building 13, for 104 dwelling and/or live-work units. Phases 1 and 2 of the development moved forward in advance of the Secondary Plan for the undeveloped balance of the lands and have now been built out.

On July 27, 2006, City Council adopted the Davenport Village Secondary Plan (By-law No. 727-2006) and passed site-specific Zoning By-law No. 728-2006 to implement the Secondary Plan, using a Holding (H) symbol that could be lifted for each phase once the conditions to lift the holding symbol as set out in the Secondary Plan were satisfied. The purpose of the Secondary Plan was to establish a vision for the future development of the entire site that would permit a long-term, phased development consisting of a mix of residential, live-work and commercial uses, new roads and a new park. The Final Report, Secondary Plan and Zoning By-law can be found at the following links:

<https://www.toronto.ca/legdocs/2006/agendas/council/cc060725/et6rpt/cl008.pdf>

<http://www.toronto.ca/legdocs/By-laws/2006/law0727.pdf>

<http://www.toronto.ca/legdocs/By-laws/2006/law0728.pdf>

On October 23, 2008, an application was submitted for Draft Plan of Subdivision approval for the remainder of the site (Phases 3 to 7). Approval of the Draft Plan of Subdivision, subject to the completion of a number of conditions was issued on October 27, 2009. The Plan of Subdivision was registered on March 22, 2012 as Plan 66M-2496.

Phases 3, 4, 5 and the northern half of Phase 7 have previously received approval to lift the Holding (H) symbol to permit the development of 84, 128, 88 and 56 stacked townhouse units, respectively. Phases 3, 4 and 5 are now completed, including the provision of a new public park in Phases 3 and 4. The townhouses approved for the northern half of Phase 7 are currently nearing completion. The Final Report recommending lifting the respective Holding (H) symbols can be found at the following links: <http://www.toronto.ca/legdocs/mmis/2009/ey/bgrd/backgroundfile-21425.pdf>

<http://www.toronto.ca/legdocs/mmis/2010/cc/bgrd/backgroundfile-33309.pdf>
<http://www.toronto.ca/legdocs/mmis/2014/ey/bgrd/backgroundfile-66499.pdf>
<http://www.toronto.ca/legdocs/mmis/2017/ey/bgrd/backgroundfile-100955.pdf>.

In September 2010, an application was submitted for the lands municipally known as 830 Lansdowne Avenue, which is located immediately south of the subject site, on the south side of the CPR corridor. This application proposed a mixed-use development containing 558 residential units and 47,297 m² of gross floor area. The redevelopment included the retention of the former industrial building at the northwest corner of Lansdowne Avenue and Dupont Street and the construction of two towers with heights of 23 and 27 storeys, respectively. In order to facilitate this development, a Phase 8 was added to the Davenport Village Secondary Plan. The Recommendation Report recommending approval of this application can be viewed at the following link:

<http://www.toronto.ca/legdocs/mmis/2011/te/bgrd/backgroundfile-41796.pdf>.

Subsequent to City Council's approval of the development at 830 Lansdowne Avenue, a 2013 Committee of Adjustment decision (A0896/13TEY) permitted an increase in the number of units from 558 to 576.

Several pre-application meetings were held through 2016 and 2017, with the most recent occurring on May 18, 2017. The current application was submitted on June 22, 2017 and deemed complete on November 13, 2017. A Preliminary Report on the application(s) was adopted by Etobicoke York Community Council on September 6, 2017 authorizing staff to conduct a community consultation meeting. The Preliminary Report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EY24.2>

ISSUE BACKGROUND

Proposal

The application proposes to amend the Official Plan for the entirety of the Davenport Secondary Plan area to increase the number of units permitted from 1,960 units to 2,320 units and to revise Map 27-2 of the Secondary Plan to include a new Phase number for the new Phase 9. The application also proposes to amend the Zoning By-law for part of Phase 1, all of Phase 6 and all of Phase 9 (also known as the southern portion of Phase 7) of the Davenport Village Secondary Plan area to permit residential units within Building 15 of Phase 1, revise the built form, height, number of units and delete the angular plane requirement for Phase 6, and permit townhouses within Phase 9. The building known as 'Building 15' was included in the Phase 1 lands, the three residential apartment buildings would be constructed on the Phase 6 lands and the proposed townhouses would be constructed on Phase 9 lands. The Holding (H) symbol that currently applies to the lands is also proposed to be removed once all the conditions are cleared.

The proposed residential apartment buildings would have heights of 24, 28 and 32 storeys (63.1m, 73.6m and 84.2m, excluding mechanical penthouses). The mechanical penthouses that would be an additional approximately 6 metres high. The height of each base building varies between three and six storeys (7.2 m and 15.1 m, respectively). The

three blocks of townhouses would be 3 storeys high (14.4 m). The total gross floor area of the apartment buildings would be 70,983 m², which would represent an approximate floor space index of 5.88 times the area of the Phase 6 lands. The towers are proposed to have floor plates of 750 m² and separation distances of 24.5 m and 30 m (see Attachment 6: Elevations). As submitted, the apartment buildings are proposed to be rental in tenure.

The apartment buildings and base building would be shaped like a horseshoe opening up to Brandon Avenue (see Attachment 5: Site Plan). A pick-up/drop-off driveway loop and four visitor vehicular parking spaces would be located within the horseshoe and the centre of the pick-up/drop-off loop would contain a landscaped space with a stairwell to the underground parking. The main residential lobby, serving all three towers, would be located in the base between Buildings B and C, facing north into the pick-up/drop-off loop and having access to the outdoor amenity space to the south.

The total unit breakdown for 'Building 15', Phase 6 and Phase 9 would be as follows:

Phase	Building	Number of Units	Unit Mix
Phase 6	Building A	278	179 1-bedroom 51 2- bedroom 48 3-bedroom
	Building B	312	2 - bachelors 190 1-bedroom 56 2- bedroom 64 3-bedroom
	Building C	381	3 - bachelors 236 1-bedroom 72 2- bedroom 70 3-bedroom
	Total	971	
Phase 9	Townhouses	66	66 3-bedroom
	Building 15	33	13 1-bedroom 17 2- bedroom 3 3-bedroom
Total		1,070	5 – bachelors (0%) 618 1-bedroom (58%) 196 2- bedroom (19%) 251 3-bedroom (23%)

Note: Base building units are included in the unit counts for Buildings A, B and C (see Attachment 1: Figure 1: Application Data Sheet).

Indoor amenity space at a rate of approximately 3.1 m² per unit would be provided as follows:

Building	Indoor Amenity Space	Indoor Amenity Space Location
Building A	0	None proposed in Building A
Building B	1,605 m ²	Ground Floor: 458 m ² Second Floor: 77 m ² Third Floor: 516 m ² Fourth Floor: 554 m ²
Building C	1,449.82 m ²	Ground Floor: 510 m ² Second Floor: 204 m ² Third Floor: 278 m ² Fourth Floor: 458 m ²
Townhouses	Not required	N/A
'Building 15'	TBD	TBD

Common outdoor amenity space would be provided for all three apartment buildings at grade on the west and south sides of the base building. A total of 5,454 m² of outdoor amenity space would be provided, which equates to a rate of approximately 5.6 m² per unit. Currently, the outdoor amenity space is proposed to include a tennis court, a pool and a variety of green space/open space, fitness stations, play area and seating areas. The outdoor amenity space would be contiguous to the outdoor amenity space and public park constructed through previous phases of the development to the north.

In addition, a day care facility is being proposed on the ground floor of the podium immediately north of Building C with an adjacent outdoor play space. The proposed day care facility would be approximately 300 m². The proposal also includes a 69 m² retail space, which is proposed to be a 'tuck shop' for residents.

The three blocks of townhouses would front Lansdowne Avenue, in an east-west configuration perpendicular to Lansdowne Avenue. The gross floor area of the townhouses would be approximately 11,000 m², which would represent an approximate floor space index of 1.79 times the area of Phase 9 lands.

A total of 747 vehicle parking spaces are proposed. The apartment buildings and townhouses would be built above a common underground parking garage, which would contain a total of 743 vehicular parking spaces in addition to 4 surface parking spaces at the pick-up/drop-off loop. Of the proposed vehicular parking spaces, 510 would be for residents and 237 would be for visitors. Access to the underground parking garage would be from the south side of Brandon Avenue, approximately halfway between Lansdowne Avenue and Foundry Avenue. With respect to bicycle parking, 834 spaces are proposed of which 639 spaces would be for residents and 195 would be for visitors.

Three Type-G loading spaces for moving and one Type-G for garbage removal are also proposed, one each for Building A, B and C. The loading spaces would be located at grade, in the base building and accessed from the pick-up/drop-off loop; garbage removal would occur at the north most part of Building C.

The Zoning By-law is also proposed to be amended to provide for the conversion of 'Building 15', located approximately 150 m north of the Phase 6 lands, into a 3,541 m²

mixed residential and commercial building with 33 residential units and 211 m² of commercial space on the ground floor. The applicant is proposing to renovate the existing 4-storey office building to and add two additional storeys on top of the existing building to create a 6-storey 27 m residential apartment building with at-grade retail space. The proposed building would be served by 31 below grade resident parking spaces in addition to one type 'G' loading space.

Site and Surrounding Area

The site is located between the future western extension of Brandon Avenue and the southern extent of the Phase 4 townhouses to the north, Lansdowne Avenue to the east, Canadian Pacific Railway's (CPR) North Toronto Subdivision line to the south and Canadian National Railway's (CNR) Newmarket Subdivision line to the west. The total site has an area of approximately 18,200 m². The Phase 6 lands have an approximate area of 12,064 m² and Phase 9 lands have an approximate area of 6,142 m².

- North: To the north are three, four and four and a half storey stacked townhouses constructed in Phases 4, 5 and 7 of the Davenport Village Secondary Plan.
- South: To the south is the Canadian Pacific Railway's (CPR) North Toronto Subdivision line. South of the rail corridor are the Phase 8 lands with a nearly completed mixed use development containing a base building with future retail space and two towers having heights of 23 (70 m) and 27 storeys (82 m).
- East: To the east is Lansdowne Avenue and townhouses that front the east side of Lansdowne Avenue.
- West: To the west is the Canadian National Railway's (CNR) Newmarket Subdivision line. Beyond the rail corridor is a mix of low-rise industrial and commercial uses that are accessible from Symington Avenue.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;

- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans".

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform to the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform to the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform to Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform to Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff are reviewing the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). Commentary on the staff analysis and review in this regard is presented in the Comments section of this report.

Toronto Official Plan

This application is being reviewed against the policies of the City of Toronto Official Plan as follows:

The Official Plan designates the Phase 6 lands as *Apartment Neighbourhoods* and the entire Phase 7 lands and 'Building 15' as *Mixed Use Areas* (see Attachment 3: Official Plan Land Use Map). *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks, open spaces and utilities.

Section 4.2 of the Official Plan contains the applicable *Apartment Neighbourhoods* policies. Policy 4.2.2 outlines the development criteria within *Apartment Neighbourhoods*, including the location and massing of new buildings, which should provide a transition between areas of different development intensity and scale, with adequate setbacks, and having minimal shadow impacts on properties in adjacent lower-scale *Neighbourhoods*. Policy 4.2.2 further outlines that new buildings should frame the edges of streets and

parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. There should be sufficient off-street motor vehicle and bicycle parking for residents and visitors including locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences. Policy 4.2.2 also requires the provision of appropriate indoor and outdoor recreation space for building residents in every significant multi-unit residential development and ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

Policy 4.2.3 specifies that significant growth is generally not intended within developed *Apartment Neighbourhoods*. However, the Policy states that compatible infill development may be permitted on a site containing an existing apartment building that has sufficient underutilized space to accommodate both developments. Infill development must meet the development criteria outlined in Policy 4.2.2 in addition to providing adequate levels of residential amenity and providing existing residents with access to community benefits. Any infill development is required to maintain adequate sunlight, privacy and landscaped open space and preserve or replace important landscape features or on-site recreational features. Adequate parking and loading should be provided and consolidated with the existing development.

Section 4.5 of the Official Plan contains the relevant policies with regards to *Mixed Use Areas* and states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing". However, not all *Mixed Use Areas* will experience the same scale or intensity of development. The policies regarding *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

Development in *Mixed Use Areas* is subject to a number of development criteria as outlined by Policy 4.5.2. In *Mixed Use Areas*, developments will: locate and mass new buildings to provide a transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings 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.

Policy 2.3.1.2 states that developments within *Mixed Use Areas* and *Apartment Neighbourhoods* that are adjacent to *Neighbourhoods* will:

- a. Be compatible with those *Neighbourhoods*;
- b. Provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; and

- c. Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Section 2.3.1 of the Official Plan 'Healthy Neighbourhoods' outlines that neighbourhoods are physically stable areas that will see little physical change. This is further reinforced by Policy 2.3.1.2 which states that *Apartment Neighbourhoods* should be consistent with this objective for stability by respecting and reinforcing the existing physical character of buildings, streetscapes and open space patterns in these areas. The need to enhance community and neighbourhood amenities is also stated in Policy 2.3.1.6.

The development criteria identified in the *Apartment Neighbourhoods* policies are supplemented by additional development criteria in the Official Plan's Built Form policies. These policies in Section 3.1.2 of the Plan provide direction for new development with respect to its location and organization such that it fits within, and respects, its existing and planned context, while limiting impacts on neighbouring streets, parks and open spaces. New buildings are required to provide appropriate massing and transition in scale that will respect the character of the surrounding area.

Policies 3.1.2.1 - 3.1.2.3 of the Official Plan identify that among other things, new development will:

- Generally locate buildings parallel to the street with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages;
- Locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- Provide underground parking where appropriate;
- Limit surface parking between the front face of a building and the public street or sidewalk;
- Mass new buildings to frame adjacent streets and open spaces in a manner that respects the existing and/or planned street proportion; and
- Create appropriate transitions in scale to neighbouring existing and/or planned buildings.

Section 3.1.1 of the Official Plan contains Public Realm policies that recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure the public realm is beautiful, comfortable, safe and accessible.

Policy 3.4.2.1 requires appropriate design, buffering and/or separation between major facilities such as industries, and sensitive uses such as residences to prevent adverse effects from noise, vibration, and other contaminants, and to promote safety. To assist in identifying impacts and mitigation measures, the proponent may be required to prepare studies in accordance with guidelines, and the proponent will be responsible for implementing any required mitigation measures.

Building 15, the property at 30 Powerhouse Street, is designated under Part IV of the Ontario Heritage Act. Section 3.1.5 of the Official Plan contains the Heritage Conservation policies that are applicable to Building 15. Policies within this section outline the requirement for properties on the Heritage Register to be conserved and maintained to protect the integrity of the property's cultural heritage value. New construction, on or adjacent to a property on the Heritage Register should also be designed to conserve the cultural heritage values and character of the property. The adaptive re-use of properties is encouraged for new uses permitted by the Official Plan land use designation and which are consistent with the "Standards and Guidelines for the Conservation of Historic Places in Canada". Owners of designated heritage properties are encouraged to enter into a Heritage Easement Agreement where the City considers additional protection beyond the designation desirable for the location.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Davenport Village Secondary Plan

The site is also subject to the policies of the Davenport Village Secondary Plan, which was adopted by City Council on July 27, 2006. The Secondary Plan was amended by City Council at its meeting on November 27, 28 and 29, 2012 to include Phase 8 (830 Lansdowne Avenue). The Secondary Plan establishes a vision for the ongoing redevelopment of the former General Electric site. It permits the area to be developed in phases and provides for up to 1,960 dwelling units. The Secondary Plan encourages a mix of uses including a park, new roads, residential units, live-work units and commercial uses. Section 12 of the Secondary Plan contains policies to provide for the orderly development, appropriate infrastructure and servicing of the lands. It also provides for the use of a Holding (H) symbol by implementing a site specific Zoning By-law and the conditions that are required to be satisfied to lift the Holding (H) symbol.

Section 12.6 of the Secondary Plan states that the Holding (H) symbol may be lifted incrementally or in phases, upon application by the owner to the City and only as the following matters have been provided and/or appropriate agreements binding on the owner have been entered into pursuant to Sections 37, 41, 51 and/or 53 of the *Planning Act*, or the *Ontario Heritage Act*, to secure the following matters all to the satisfaction of the Chief Planner and Executive Director, City Planning:

- A record of Site Condition is to be filed on the Province's Environmental Registry under the *Environmental Protection Act*, evidencing that the site is suitable for the intended use;
- An Environmental Report prepared in accordance with Section 10.1 and Section 10.2 of the Secondary Plan;
- The submission of a Site Plan Control Approval application pursuant to Section 41 of the *Planning Act*, and issuance of Notice of Approval Conditions for Site Plan Control;
- A functional road plan;
- An infrastructure phasing plan;
- A stormwater management brief;
- A traffic impact study;

- A municipal lighting assessment;
- Noise and vibration studies;
- An affordable housing and unit type mix, in accordance with the affordable housing policies of the Secondary Plan;
- A heritage preservation and conservation plan for designated historically significant buildings;
- A community services and facilities study update; and
- Draft Plan of Subdivision approval, including entering into a subdivision agreement.

The Davenport Village Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/97bb-cp-official-plan-SP-27-Davenport-Village.pdf>.

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhoods* sites and implement the City's Tower Renewal Program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here: www.toronto.ca/OPreview/neighbourhoods.

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

Commentary on the staff analysis and review of relevant Official Plan policies and designations and the Davenport Village Secondary Plan is presented in the Comments section of this report.

Zoning

The Phase 6 and Phase 9 lands (also known as the southern half of Phase 7 lands) are subject to former City of Toronto Zoning By-law No. 438-86, as amended by area-specific Zoning By-law No. 728-2006, which applies to Phases 3-7 and 9 (see Attachment 4: Existing Zoning By-law No. 438-86). The site is zoned Residential District 4 ("R4(h)") which permits the proposed apartment buildings and townhouses following the lifting of the Holding (H) symbol.

With respect to the proposed apartment buildings, Zoning By-law No. 728-2006 permits a maximum height of 75 m subject to meeting development standards including:

- An angular plane requirement of 45 degrees to be measured from the ground level at the face of the townhouses immediately north of Phase 6;
- Maximum height of 14 metres for the podium in Phase 6;
- Maximum floor plate area of 810m² above the podium;
- Separation distances of 20 metres for towers under 60 metres in height;
- Separation distances of 30 metres for towers taller than 60 metres;
- Separation distance from the abutting railway between 25 metres and 27.23 metres along the westerly portion and 20 metres and 21.74 metres along the southerly portion.

The maximum building height permitted on the Phase 9 lands is 23 metres subject to meeting development standards which include a 20 metre separation distance from the railway to the south with all provisions of approved railway noise and safety mitigation measures at the interface of the railway property.

Zoning By-law No. 728-2006 permits a maximum gross floor area of 147,000 m² and 1,084 units.

Zoning By-law No. 728-2006 can be found at:

<https://www.toronto.ca/legdocs/bylaws/2006/law0728.pdf>

'Building 15' is subject to Zoning By-law No. 1182-2010(OMB), which permits a maximum non-residential gross floor area of 2,900 m², but does not permit any residential gross floor area in the building. Zoning By-law No.1182-2010(OMB), can be found at: <https://www.toronto.ca/legdocs/bylaws/2010/law1182.pdf>

In accordance with the established transition protocol, the subject lands are excluded from City of Toronto Zoning By-law No. 569-2013 because the larger development parcel was within the Davenport Secondary Plan and was the subject of a site specific Zoning By-law implementing the Secondary Plan.

Holding (H) Symbol

Holding (H) symbols enacted as part of Zoning By-laws ensure orderly development of a site or area and must be lifted through a further Zoning By-law Amendment application. As noted above, the Holding (H) symbol has been removed from all previous phases that were subject to it. Since this application would represent the final phase of development, the applicant has requested that the holding symbol be removed in its entirety from the Davenport Village Secondary Plan to eliminate the requirement for a subsequent Zoning By-law Amendment application. The applicant will need to demonstrate that all the conditions for the removal of the Holding symbol have been met.

City-Wide Tall Building Design Guidelines

City Council has adopted City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the Guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bqrd/backgroundfile-57177.pdf>

Townhouse and Low-Rise Apartment Guidelines

City Council adopted City-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>

The Standards and Guidelines for the Conservation of Historic Places in Canada

In 2008 Toronto City Council adopted the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) as the official document guiding planning, stewardship and conservation approach for all listed and designated heritage resources within the City of Toronto. The General Standards (1-9) and the Standards for Rehabilitation (10-12) and Restoration (13) apply to proposed Building 15. <http://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

Site Plan Control

A Site Plan Control application (16 165922 WET 17 SA) was submitted for the Phase 6 lands and another Site Plan Control application (17 249812 WET 17 SA) was submitted for Phase 9 lands. These Site Plan Control applications are under review by staff. 'Building 15' at 30 Powerhouse Street will also need to satisfy Heritage Preservation conditions prior to final approval of the site plan.

Reasons for the Application

The proposed Official Plan Amendment is required to increase the number of residential dwelling units permitted by the Davenport Village Secondary Plan and to revise the Secondary Plan maps to reflect the current Phasing. The Secondary Plan currently permits 1,960 units and 1,248 units have been constructed to date. The proposal would increase this number to 2,320 units (971 units on Phase 6, 66 units on Phase 9 and 33 units in 'Building 15'). A Zoning By-law Amendment is also required to increase the maximum number of units and modify the development standards to facilitate the approval of the proposal.

Application Submission

The following reports/studies were submitted in support of the application:

- Planning Rationale (and Addendum letter);
- Community Services and Facilities Study;
- Pedestrian Level Wind Study;
- Heritage Impact Assessment;
- Transportation Impact Study;
- Conservation Drawings – Building 15;
- Master Municipal Servicing and Stormwater Management Report;
- Record of Site Condition;
- Preliminary Hydrogeological Assessment;
- Toronto Green Standard Checklist;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Noise Control Study; and
- Hydrogeological Study.

This application was deemed to be a Complete Application as of November 13, 2017.

Agency Circulation

The application, together with the applicable reports noted above, has been circulated to all appropriate agencies and City divisions. Responses received will be used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards, should the application be recommended for approval.

Community Consultation

A community information meeting was held on November 15, 2018 at the Joseph Piccinini Centre. Approximately 20 people were in attendance. Questions and concerns raised about the proposed development included:

- Questions regarding the tenure of the proposed units;
- Concerns over the density of the proposed development;
- Request for more green space, trees and play areas to accommodate children and dogs;
- Public parking spaces are in considerable demand and there is already an issue with the current density;
- Cumulative impacts with other proposed developments including the nearby Galleria development;
- Traffic impacts arising from the proposed development;
- Concerns that the proposed development does not address the needs of families and children;
- Need for commercial space in the local area;
- Need for a daycare facility in the local area;
- Concerns over the design and aesthetic of the towers; and

- Making the amenity space beneficial for the wider community.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is currently being evaluated to determine consistency and conformity with the PPS (2014) and the Growth Plan (2017) with respect to the matters outlined below. The proposal is also being reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of this report.

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit.

Policy 1.2.6.1 of the PPS (2014) states major facilities and sensitive uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize the risk to public health and safety, and to ensure the long-term viability of major facilities.

Policy 1.7.1.d states that "long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes".

Policy 2.6.1 states that "significant built heritage resources and significant cultural heritage landscapes shall be conserved". Policy 2.6.3 states that "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage properties except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved".

In planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are directed by Policy 5.2.5.6 to develop and implement urban design and site design Official Plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

Land Use

This application is being reviewed against the Official Plan policies and Secondary Plan policies described in the Issue Background Section of this report as well as all other policies of the Toronto Official Plan as a whole. The re-purposing of Building 15 into a mixed use building is provided for in accordance with the land uses envisioned in the *Mixed Use Areas* designation. The proposed residential apartment buildings and

townhouses are permitted uses within the *Apartment Neighbourhoods* and *Mixed Use Areas* designations, however, significant built form, massing, separation distance and transition issues remain to be resolved.

Built Form, Density, Height and Massing

This application is being reviewed against the Official Plan policies and Secondary Plan policies as well as the City's design guidelines, described in the Issue Background Section of this report.

Section 4.2, Policy 2(a) of the Official Plan states that development within *Apartment Neighbourhoods* are to contribute to the quality of life by locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*.

The Zoning By-law provides for a maximum building height of 75 m subject to meeting the other development standards in the By-law including provision of a 45 degree angular plane to the townhouses immediately north of Phase 6.

The applicant originally submitted a proposal that included towers with floor plates in the range of 810 m². In order to reduce the shadow impacts created by this floor plate, the applicant reduced the floor plate to 750 m², but increased the tower heights.

The development proposal, as currently submitted significantly penetrates the 45 degree angular plane required by the Zoning By-law. While limited justification has been provided by the applicant in the planning and urban design rationale, it is the opinion of staff that the proposed transition and shadow impact on the existing units to the north is not appropriate. Staff recommend continuing to work with the applicant to determine the appropriate built form and heights for the proposed towers

The application is proposing a 24.5 m separation distance between the towers. The required separation distance between towers in the Zoning By-law is 30 m. The applicants planning rationale addresses this by stating the slender floor plate compensates for the smaller separation distance from the Tall Building Guidelines. It is the opinion of staff that the separation distance should be maximized to provide appropriate separation distance between the towers as well as provide light, view and privacy for the towers and minimize shadow impacts on the low rise townhouses to the north. Staff recommend continuing to work with the applicant to determine the appropriate separation distance between the towers.

Sun, Shadow and Wind

Policy 4.2.2(b) of the Official Plan states that development within *Apartment Neighbourhoods* are to contribute to the quality of life by locating and massing new buildings to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Policy 2(c) further states that development should be located and massed to frame the edges of streets and parks with good proportion and

maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, *Parks and Open Spaces*.

A shadow study dated August 21, 2017 was submitted in support of the associated Site Plan Control application. The proposal has since changed, so a revised shadow study is required to determine if the proposed development would adequately limit shadows on the *Neighbourhoods* and public realm.

The applicant submitted a Pedestrian Level Wind Assessment, dated July 2016, prepared by Neudorfer Corporation. The study indicated that wind conditions at grade of the building would be suitable for the anticipated pedestrian uses throughout the year and could be further mitigated through landscape design. However, as above, the proposal has changed so an update to the Wind Study will be required.

Staff recommend that the applicant submit revised shadow and wind studies after further discussions regarding the built form and massing of the towers have concluded.

Traffic Impact, Access and Parking

A number of issues were identified by Transportation Services staff with the Traffic Impact Study submitted in November 2017, and again more recently in March 2018. In addition, the proposal was revised to now include a 300 m² daycare facility, and a 69 m² retail space that has not been accounted for in the Traffic Impact Study. These matters will have to be addressed in a revised submission.

Transportation Planning staff also identify that supporting documentation and/or calculations justifying the indicated corridor growth rate must be included in the Traffic Impact Study; the proposal at 1245 Dupont Street should be included in an updated background development analysis; and the applicant should provide supporting evidence with regard to the trip generation estimates that were prepared for Phase 9.

Toronto Transit Commission (TTC) identified in a letter dated July 19, 2016, that they required the applicant to widen the west side of Lansdowne Avenue to create new northbound and southbound left turn lanes at the new signalized intersection of Brandon Avenue and Lansdowne Avenue so that buses are not delayed by left turning vehicles at this intersection. In their correspondence of June, 2018, TTC advised that this request is no longer being pursued due to the challenges with the rail underpass north of Dupont Street.

In July 2016, TTC will be relocating the existing stops to the new Brandon Avenue/ Lansdowne Avenue intersection and requires the applicant to construct new level brush concrete bus platforms that are 16 metres in length and 2.4 metres in width from the curb. These requirements were not addressed in the latest revisions to the proposal.

In addition, TTC request that the new signal be equipped with Transit Signal Priority (TSP) to minimize its impact on bus service, and \$35,000 to equip an additional intersection on Lansdowne Avenue with TSP to mitigate delays to bus service caused by the increased traffic resulting from this development.

The proposal provides for three Type G loading facilities for moving in each of the towers in Phase 6, plus an additional loading facility for waste management. Transportation Services advise that it is unclear how the loading, delivery and solid waste operations will be provided for in Phase 9. A Loading Assessment for Phase 9 is outstanding and needs to be submitted to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. Furthermore, one Type G loading facility will be required for Building '15'.

Staff recommend continuing to work with the applicant to address the issues outlined above.

Road Widening

The traffic analysis is premised upon separate left-turn and through-right turn lanes at the west approach; i.e., eastbound traffic from Brandon Avenue approaching the intersection. Transportation Services staff are concerned about whether the Brandon Avenue pavement cross-section can accommodate the separate left-turn and through-right turn lanes for the intersection's eastbound approach, and whether pavement widening would be necessary. As such, a functional design drawing of the Brandon Avenue/Lansdowne Avenue intersection illustrating the proposed pavement marking design for this intersection is required.

Staff recommend continuing to work with the applicant to address the issues outlined above.

Servicing

A Hydrogeological Assessment dated September 11, 2017 was submitted in support of the application and has been reviewed Toronto Water staff. Toronto Water staff require revisions to the submitted Hydrogeological Assessment and Stormwater Management Report to address a number of matters, some of which can be addressed through the Site Plan Control review process. However, the following matters must be addressed through the Zoning By-law amendment application:

- i. Confirmation in writing and within the Stormwater Management Report the number of future condominium corporation(s) / legal entities that will be formed as part of the Phase 6 development and who will assume responsibility for the private Water Drainage System.
- ii. Analytical results from groundwater samples across the Phase 6 site show that groundwater quality does not meet City's By-law Limits for storm sewer use and sanitary/combined sewer use. The applicant must advise how this matter will be addressed.
- iii. Revise Section 7.1 of the Preliminary Hydrogeological Assessment to clearly identify the maximum construction dewatering volume (L/day) for Phase 6 and Phase 9 and establish an appropriate safety/contingency factor.

- iv. Revise Section 7.2 of the Preliminary Hydrogeological Assessment to reflect the maximum foundation drainage volume (L/day) for Phase 6 and Phase 9 and establish an appropriate safety/contingency factor.
- v. The submitted Preliminary Hydrogeological Assessment report was preliminary and as such was not signed or sealed. A revised and finalized report needs to be provided in addition to any supplemental documentation the report relied upon.
- vi. Revise the Functional Servicing Report to include the construction dewatering volume (L/day) for each Phase of the proposed development for sewer capacity review and clearly identify the proposed discharge sewer.
- vii. The Pump Schedule by CSEI-INTRON Engineering Inc. dated March 12, 2018 needs to be revised so that the 'Storm Sump-Pit' is correctly labelled as 'Groundwater Sump-Pit'.

Staff recommend continuing to work with the applicant to address the issues outlined above.

Housing Issues

Policy 27.4.2 of the Davenport Village Secondary Plan requires that “thirty percent of the total number of dwelling units provided in each Phase of development in the Davenport Village will be limited in size in accordance with the requirements of the implementing zoning by-law.”

The Zoning By-law set maximum sizes for rental units on the site in order to provide for housing that is affordable to the low end of market. The proposed unit sizes fall within these specifications.

The Zoning By-law also included a commitment that “each phase of the development shall be marketed initially within the local community to provide opportunities for local residents to move into the development and the owner shall acknowledge it has been requested by the City to work with the City’s Social Housing Connections Office in an effort to house individuals and families currently on Toronto’s waiting list for social housing”. The owner should maintain its commitment to work with Housing Connections review the availability of providing rent supplements in the new building and thereby increasing the City's supply of affordable housing.

The proposed provision of two-bedroom units and three-bedroom units supports the objectives of the Growing Up guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate a broad range of households, including families with children.

The proposed provision of two-bedroom units with a typical size of 69m², and three-bedroom units with a typical size between 70 m² and 141 m² should be reviewed in order to address the unit size recommendations of the Growing Up Guidelines. As the detailed design of the site progresses the unit mix, size and layouts will be reviewed in this regard.

Open Space/Parkland

The parkland dedication for all phases of the Davenport Village Secondary Plan was secured in the early stages of the development. There is no outstanding parkland dedication required.

Heritage Impact and Conservation Strategy

The proposal includes the re-purposing of Building 15 to a mixed use building with residential and commercial uses along with the addition of 2 storeys above the existing building. A Heritage Impact Assessment was submitted evaluating the impact of the proposal on the heritage value of Building 15. At their meeting of June 20, 2018 Toronto Preservation Board recommended to Etobicoke York Community Council the recommendations in the staff report dated June 6, 2018 from the Director, Urban Design. The report will be considered at the July 4, 2018 meeting of Etobicoke York Community Council and can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2018/ey/bgrd/backgroundfile-116641.pdf>

The report recommends that City Council approve the proposed alterations for the heritage property at 30 Powerhouse Street subject to conditions and give authority to amend the existing Heritage Easement Agreement (HEA) with the property owner. The property at 30 Powerhouse Street is designated under Part IV of the *Ontario Heritage Act* and is subject to an existing Heritage Easement Agreement. The applicant is proposing to alter the property by converting it from office use to residential units and adding a 2-storey rooftop addition, while fully retaining and conserving the historic Canadian Foundry Company Office Building. City Council's approval of the proposed alterations to the heritage property and authority to amend the designation by-law and existing Heritage Easement Agreement is required under the *Ontario Heritage Act*.

Staff recommend that the requirements be secured through the Section 37 Agreement as a matter of legal convenience to ensure that these requirements are met, including amending the existing Heritage Easement Agreement; providing a detailed Conservation Plan including final site plan drawings in accordance with the detailed Conservation Plan; providing a Heritage Lighting Plan; providing an Interpretation Plan; and a Letter of Credit all to the satisfaction of the Senior Manager Heritage Preservation Services. A Site Plan Application will be required for 30 Powerhouse Street, and conditions will need to be satisfied prior to Site Plan approval and prior to any permits being issued for the site, including a heritage permit or a building permit.

Tree Preservation

The application proposes to plant a total of 58 new trees on private property and two new trees on the City's road allowance. Urban Forestry staff have reviewed the application and advise that the applicant is required to submit a tree planting deposit to ensure the planting and survival of two new City trees.

Toronto Green Standard

City Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The Tier 1 performance measures will be secured through ensuring there is sufficient automobile infrastructure, cycling infrastructure and systems in place for the storage and collection of recycling and organic waste.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The Davenport Village Secondary plan required the applicant to submit a CS&F study update as part of the complete application. The update was prepared by City Solutions Consulting in September 2016 and concludes there have been no major changes to the area's inventory of community services and facilities since the original inventory was compiled in the 2003 study. Furthermore, the study states that the area is well served by community services and facilities, and the future population projected to occupy Davenport Village's Phase 6 rental units would be adequately served by these existing services and facilities.

The proposed development has been revised since the CS&F study update was submitted. Furthermore, the application now includes a daycare facility on Phase 6 of the development, which had not previously been discussed with City staff. A preliminary review from Children Services staff has indicated that the proposed 300 m² daycare facility falls below the 743 m² – 1,022 m² facility that would be required to comply with City of Toronto standards. Staff recommend continuing to work with the applicant to review and address all CS&F matters and particularly the viability and feasibility of the daycare including such matters as the design, location, size, parking, loading, pick-up/drop-off.

Toronto District School Board

The Toronto District School Board (TDSB) staff have advised that there is insufficient space at the local elementary school to accommodate students anticipated from this proposed development. They advise that students from the new development will not displace existing students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. The School Board indicates that at this time, the schools anticipated to serve the development are unknown.

The School Board has requested that as a condition of approval, the applicant enter into an agreement to post signs on site advising that students may be accommodated in schools outside the area until space in local schools becomes available and also to include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside of the area, and that students may later be transferred. These measures would be secured through the Site Plan Control review process, should this development be approved.

Metrolinx

Staff, Metrolinx and the applicant recently met to discuss access requirements for future maintenance along the Metrolinx transit corridor. The discussion resulted in revisions that have been incorporated into the most recent resubmission. Metrolinx was circulated the resubmitted plans, comments on this material have yet to be received.

Noise Mitigation

The recent Noise Study submitted addressed the proposed Phase 6 buildings but does not include the Phase 9 Development as required. The applicant is required to submit a Noise Study to address the proposed Phase 9 townhouses adjacent to the rail corridor. Further, the findings of the recently submitted Noise Study and the required Noise Study for Phase 9, would require a peer review to confirm the proposed mitigation measures are appropriate.

The Noise Study has been circulated to Metrolinx for review and comment, to date no comments have been received. The Noise Study for Phase 9 would also be circulated to Metrolinx for their review and comment.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. The proposed density meets the Official Plan's threshold for Section 37 considerations, therefore this development proposal would be subject to the Section 37 policies of the Official Plan should City Council approve the application.

Discussions regarding Section 37 are pursued once staff are satisfied that the proposal represents good planning. At this point in the review process, staff are recommending to continue working with the applicant on the matters outlined in this report. Section 12.8 of

the Davenport Secondary Plan identifies that agreements pursuant to Section 37 may be used to secure services, facilities and matters, which may include:

- Preservation/conservation of heritage resources designated and/or listed in the City's Inventory of Heritage Properties;
- Public art;
- Other non-profit arts, cultural, community or institutional facilities;
- Parkland, streetscape and/or landscape improvements;
- Ownership and maintenance of barrier walls and acoustical walls or fences and the land on which these facilities are located abutting railway property; and
- For convenience in securing other facilities, works and matters in association with development on the land.

The Davenport Village Site Specific Zoning By-law No. 728-2006 includes Section 37 requirements of:

- \$200 per residential unit for the 'Community Facilities and Services Contribution';
- Owner entering into a heritage easement agreement for historically significant buildings;
- Provision of low end of market affordable housing (condominium or rental tenure) ensuring 30% of each of the following type of unit are constructed with maximum unit sizes as follows: bachelor maximum at 46.5m²; one bedroom at 60.4m²; two bedroom at 120m²; and 3 bedroom at 135m².
- Units to be marketed to local community first, and the owner to work with the City's Social Housing Connections Office; and
- Enter into an agreement with the City for the ownership and maintenance of a strip of land abutting the railway sufficient to construct a barrier wall and acoustical wall or fence.

If additional community benefits are to be secured through Section 37, they would be further discussed with the applicant and Ward Councillor once there is agreement regarding the proposed development.

If the application is appealed to the LPAT, staff recommend that the City Council direct the City Solicitor to request the LPAT, in the event that it allows the appeal in whole or in part, to withhold any Order until a Section 37 Agreement has been entered into between the City and the owner, including the current requirements of Site Specific Zoning By-law No. 728-2006, and registered on title, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

The requirements of Zoning By-law No. 728-2006, can be found at:

<https://www.toronto.ca/legdocs/bylaws/2006/law0728.pdf>

Should the application be appealed to the LPAT and the LPAT allows the appeal in whole or in part, staff recommend City Council direct that the following matters also be secured in the Section 37 Agreement for the development as a legal convenience:

- a) The owner shall maintain its commitment to work with the City of Toronto Social Housing Connections Office as required through the Secondary Plan and site specific Zoning By-law regarding affordable housing;
- b) The owner shall satisfy the requirements of the Toronto Transit Commission regarding the new bus stop at Brandon Avenue and Lansdowne Avenue, and the new Transit Signal Priority along with identified payments;
- c) The owner shall satisfy the requirements of the Toronto District School Board regarding warning clauses and signage with respect to school accommodation issues;
- d) The owner shall satisfy the requirements of Metrolinx and the rail companies as required;
- e) The owner shall enter into a financially secured Development Agreement for the construction of any improvements to the existing municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development;
- f) Prior to the issuance of Final Site Plan Approval through the Site Plan Control review process and prior to the issuance of any permit for all or any part of the property at 30 Powerhouse Street (known as Building 15), including a heritage permit or a building permit but excluding interior alterations not impacting identified interior attributes, permits for repairs and maintenance and usual and minor works as acceptable to the Senior Manager Heritage Preservation Services the owner shall satisfy the requirements of Heritage Preservation Services including: amend the existing Heritage Easement Agreement; provide a detailed Conservation Plan including final site plan drawings in accordance with the detailed Conservation Plan; provide a Heritage Lighting Plan; provide an Interpretation Plan; and provide a Letter of Credit to the satisfaction of the Senior Manager Heritage Preservation Services; and
- g) The owner shall construct and maintain the development in accordance with the Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Management Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of PG 23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

Conclusion

It is recommended that City Council direct City staff to continue to work with the applicant to resolve the outstanding issues detailed in this report. It is also recommended that City Council direct the City Solicitor, and appropriate City staff, to attend and oppose the

application in its current form (as per the issues identified in this report) should the application be appealed to the Local Planning Appeal Tribunal (the "LPAT").

The proposal is being reviewed against the policies of the PPS (2014), the Growth Plan (2017) and the Toronto Official Plan. As outlined within this report, there are a number of issues that remain to be addressed, including the building heights and built form of the three towers in Phase 6.

CONTACT

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Sean Rooney, Planner
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SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map

Applicant Submitted Drawings

- Attachment 5: Site Plan
- Attachment 6: Elevations

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 980 Lansdowne Avenue **Date Received:** June 22, 2017

Application Number: 17 185378 WET 17 OZ

Application Type: OPA / Rezoning, OPA and Rezoning

Project Description: Proposed Official Plan Amendment to the Davenport Village Secondary Plan and Zoning By-law Amendment to former City of Toronto Zoning By-law No. 438-86, as amended by Zoning By-law No. 728-2006, to permit the construction of 3 residential apartment buildings with heights of 24, 28 and 32 storeys on top of a podium that varies in height between 3 and 6 storeys and 3 blocks of three-storey townhouses. 30 Powerhouse is also part of this submission proposing mixed use.

Applicant	Agent	Architect	Owner
Donald Ross Mckerron 940 Lansdowne Ave		Gabriel Bodor Architect, Inc. 46 Goldring Crescent	Emsatec Canada Inc, 940 Lansdowne Suite 101, M6H 3Z4

EXISTING PLANNING CONTROLS

Official Plan Designation: Apartment Neighbourhood Site Specific Provision: Y

Zoning: 728-2006,438-86R4(h) Heritage Designation: Y

Height Limit (m): 75 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 12,064 Frontage (m): 117 Depth (m): 122

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	685	685	7,684	7,684
Residential GFA (sq m):			72,805	72,805
Non-Residential GFA (sq m):			580	580
Total GFA (sq m):			73,385	73,385
Height - Storeys:			32	32
Height - Metres:			84	84

Lot Coverage Ratio
(%): 34

Floor Space Index: 6.03

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	72,805	
Retail GFA:	270	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	300	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			1,070	1,070
Freehold:				
Condominium:				
Other:				
Total Units:			1,070	1,070

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:	1070	5	618	196	251

Parking and Loading

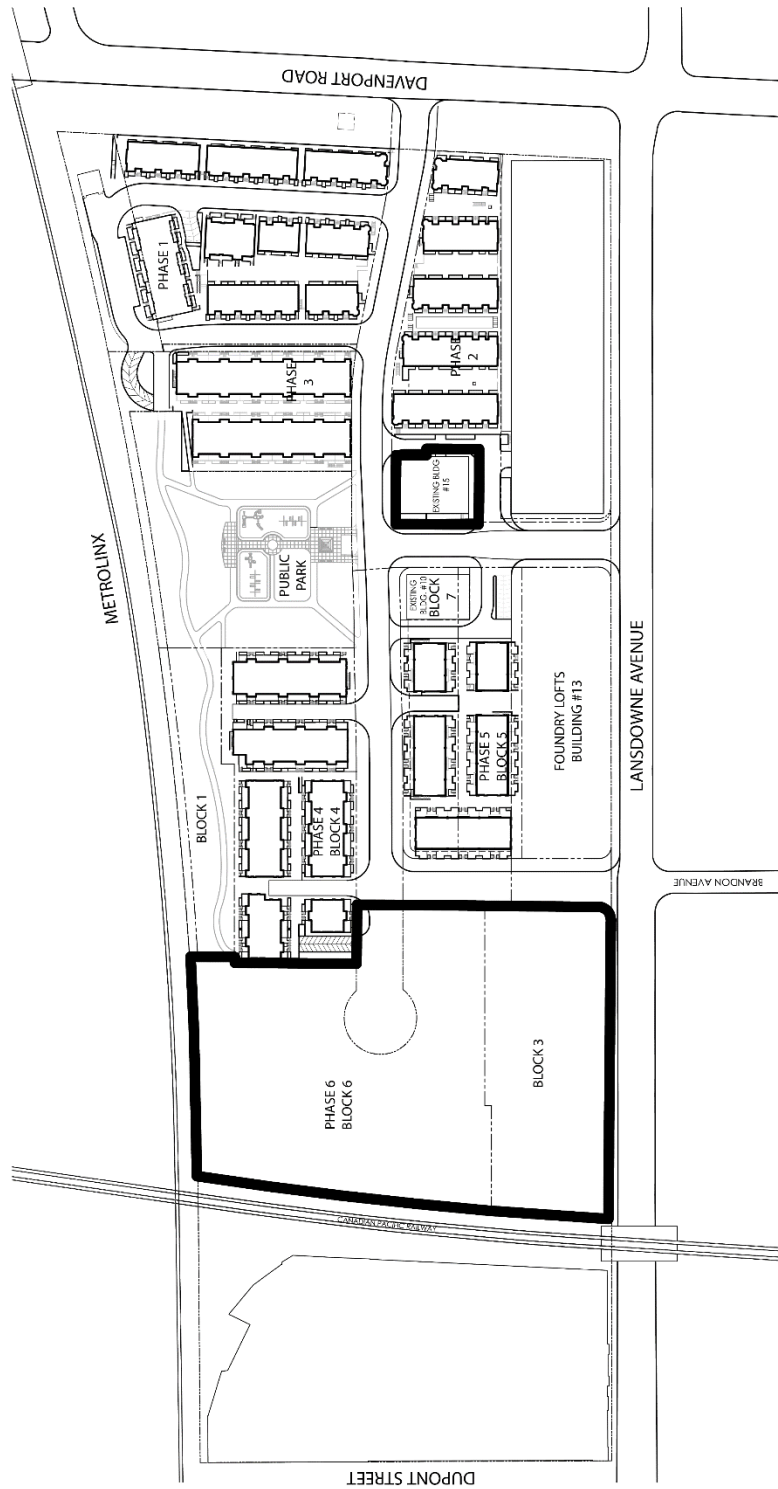
Parking Spaces: 747 Bicycle Parking Spaces: 834 Loading Docks: 4

CONTACT:

Elisabeth Silva Stewart, Planner

Elisabeth.SilvaStewart@toronto.ca

Attachment 2: Location Map



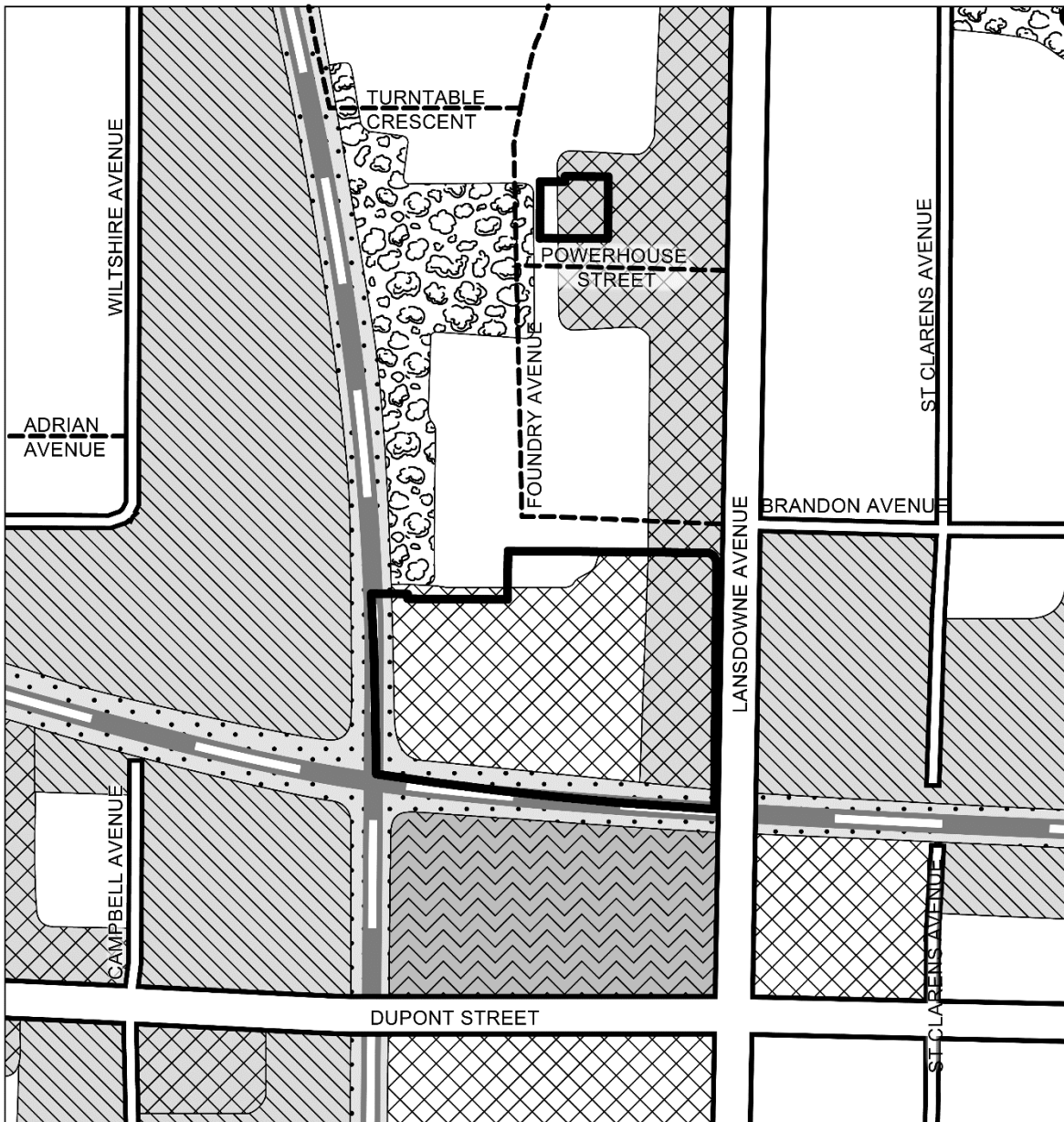
980 Lansdowne Avenue

Context Plan
Applicant's Submitted Drawing

Not to Scale
07/12/2017

File # 17 185378 WET 17 0Z

Attachment 3: Official Plan Land Use Map



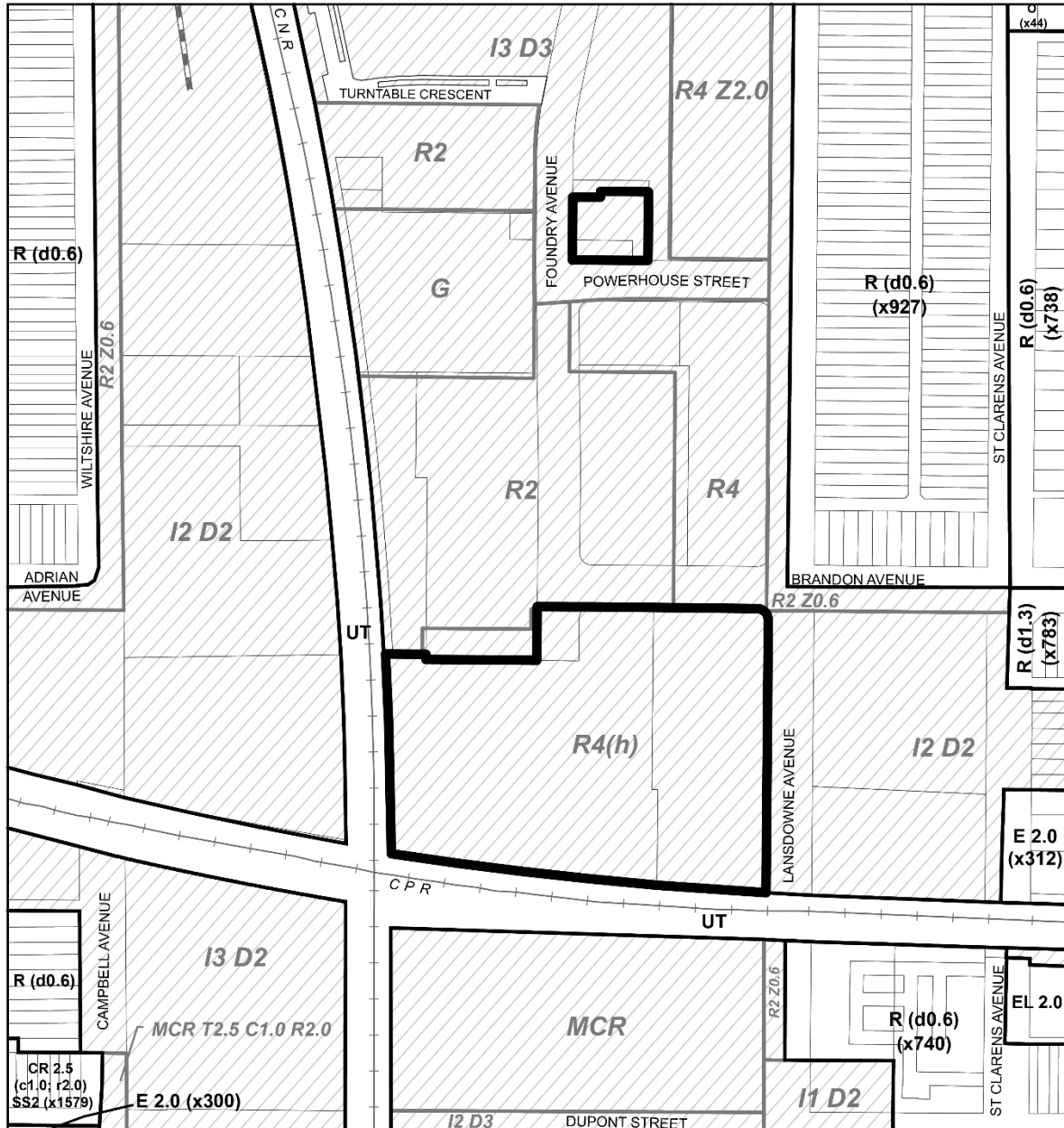
TORONTO
Extract from Official Plan

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



Attachment 4: Existing Zoning By-law Map



Zoning By-Law No. 569-2013 and 438-86

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z

Location of Application

See Former City of Toronto By-Law No. 438-86

R Residential
CR Commercial Residential
EL Employment Light Industrial

E Employment Industrial
O Open Space
UT Utility and Transportation

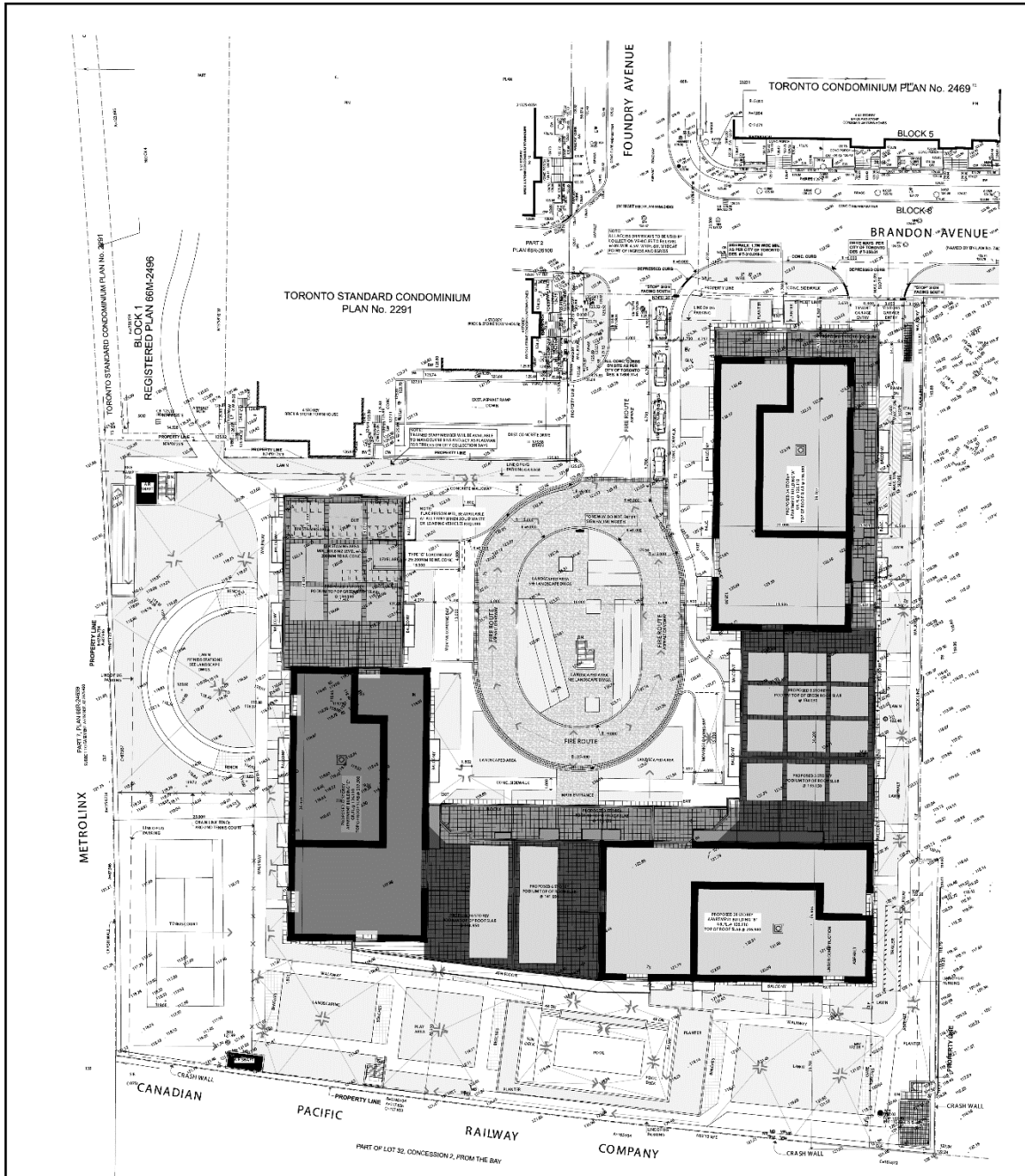
R2 Residential District
R4 Residential District
MCR Mixed-Use District
I1 Industrial District

I2 Industrial District
I3 Industrial District
G Parks District



Not to Scale
 Extracted: 07/12/2017

Attachment 5: Site Plan



Site Plan

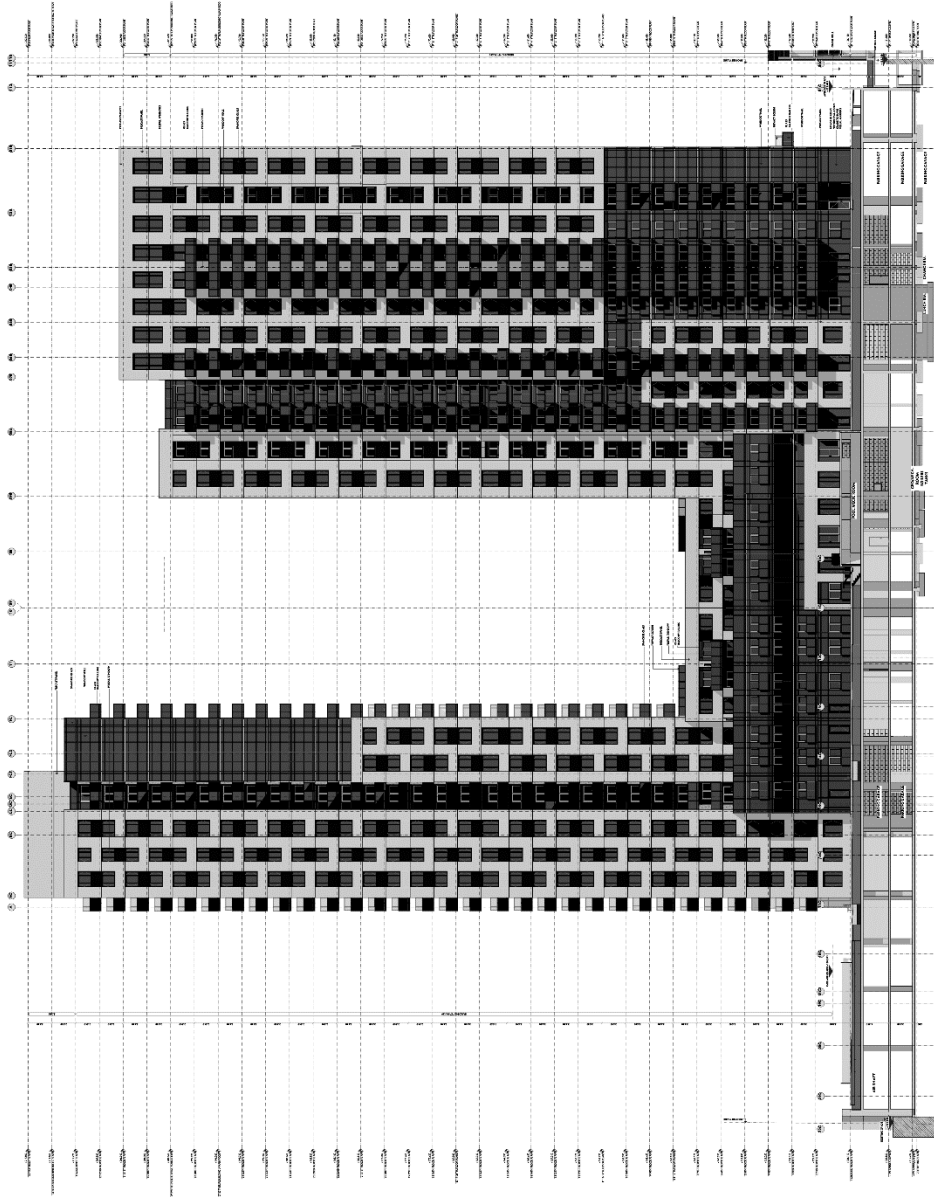
Applicant's Submitted Drawing

Not to Scale
07/06/2017



980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



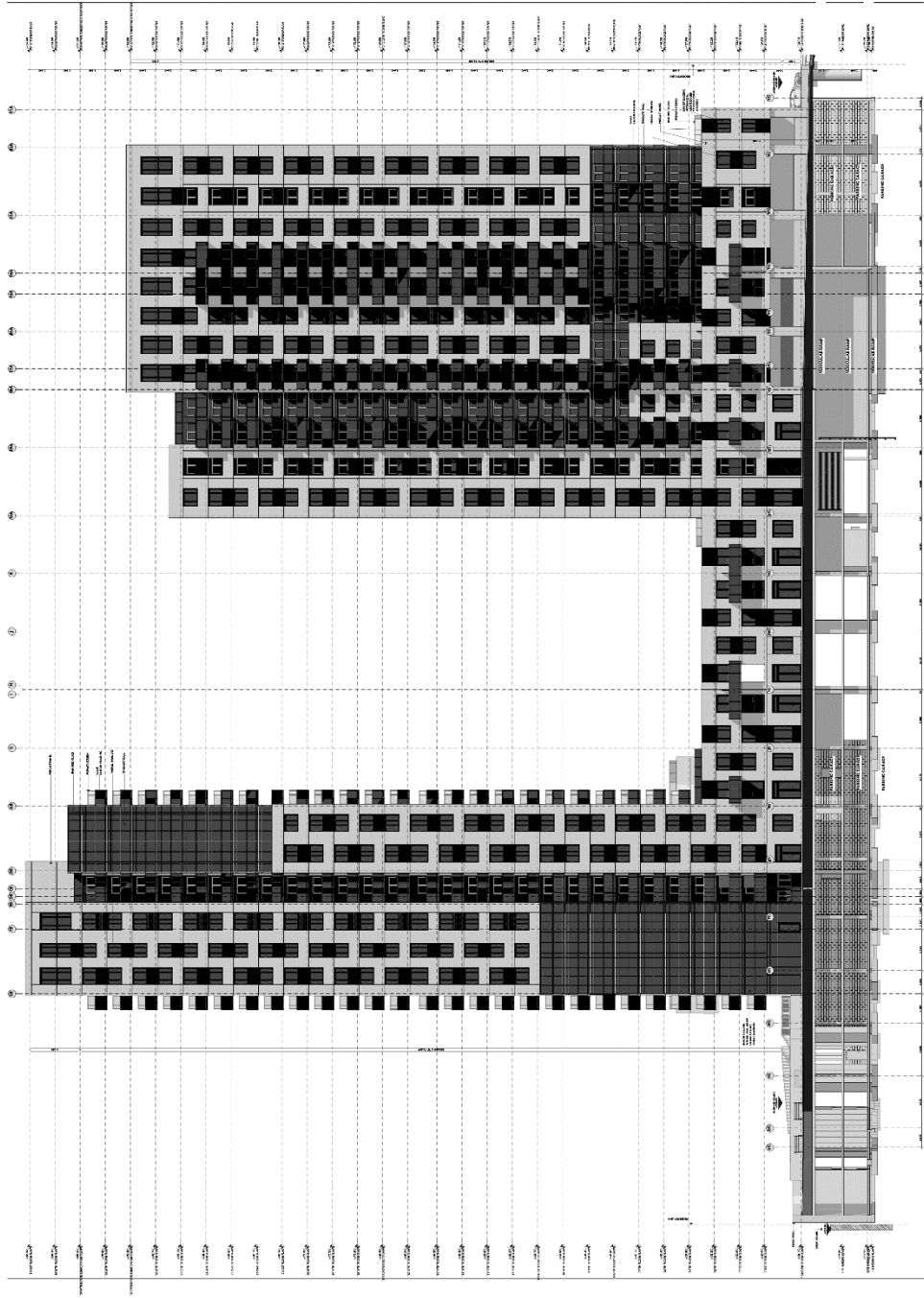
South Elevation

Applicant's Submitted Drawing

Not to Scale
07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



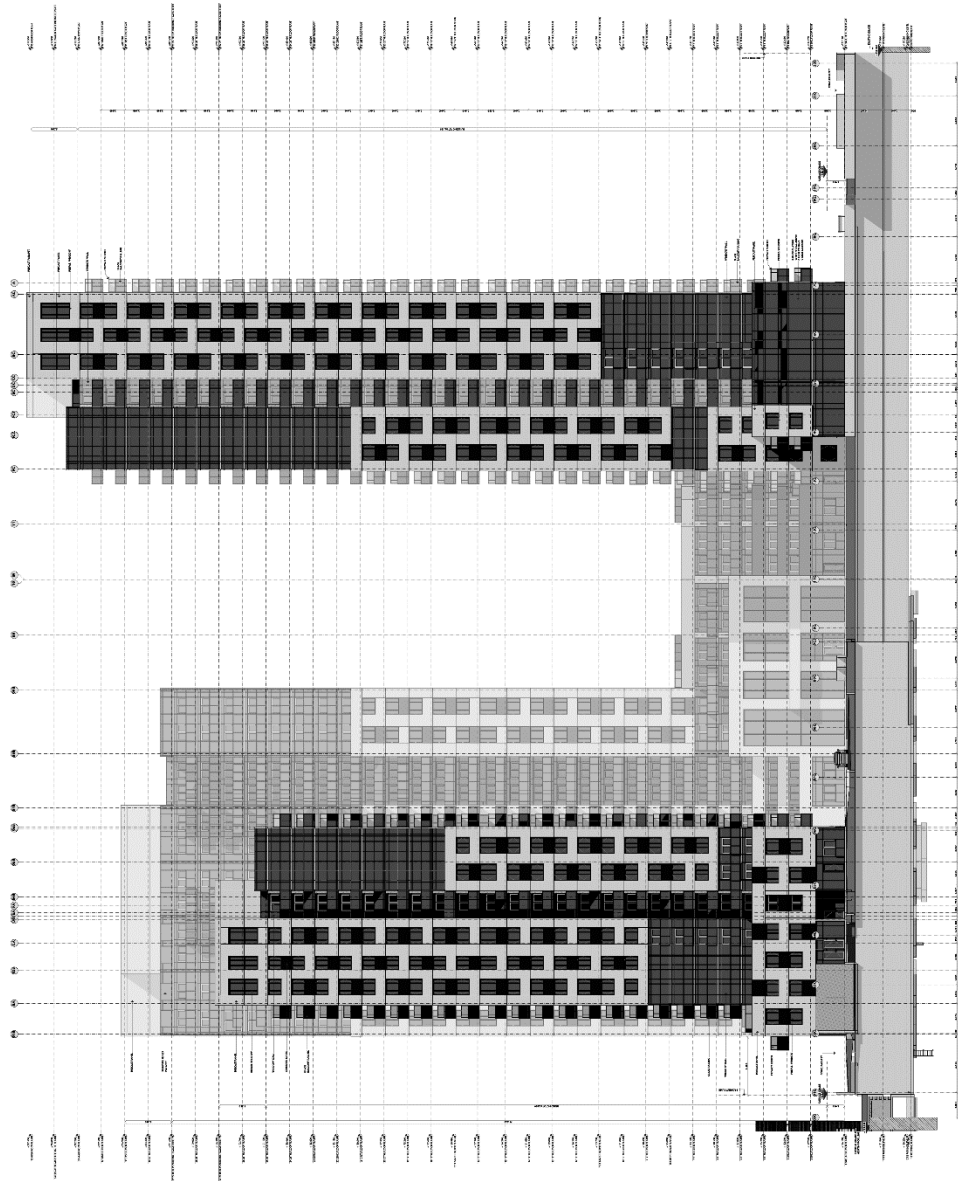
East Elevation

Applicant's Submitted Drawing

Not to Scale
07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



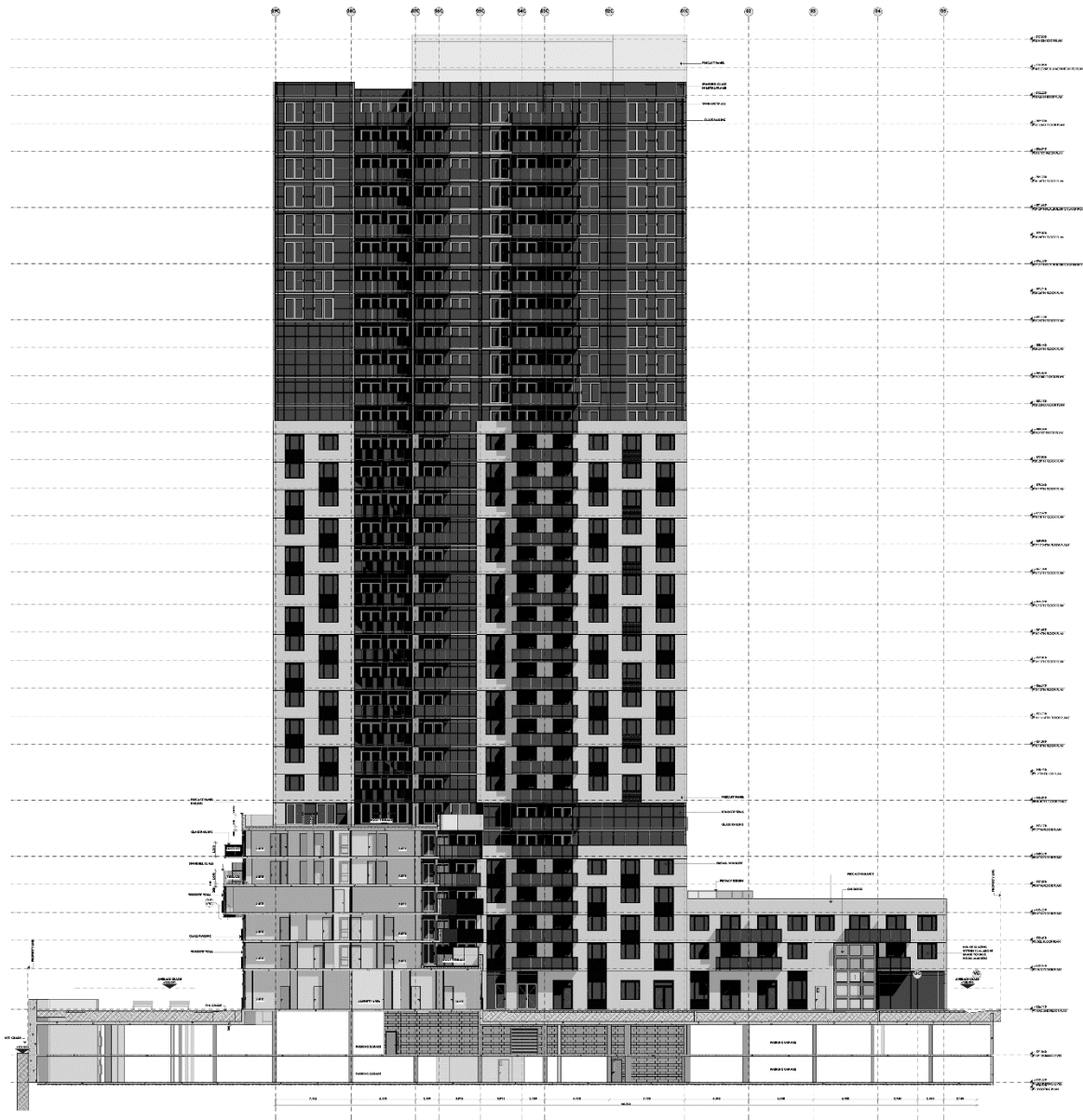
North Elevation

Applicant's Submitted Drawing

Not to Scale
07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



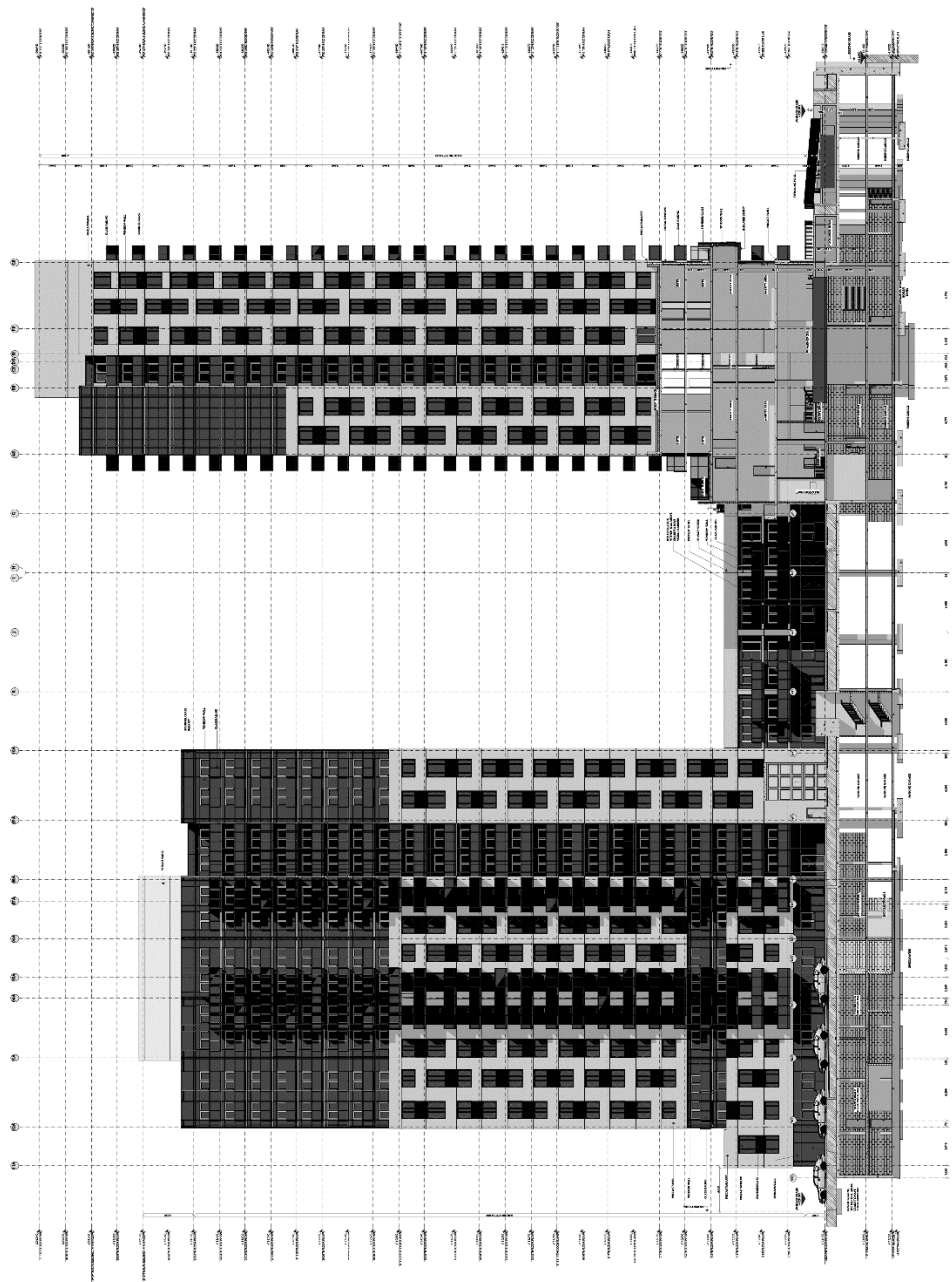
Court East Elevation

Applicant's Submitted Drawing

Not to Scale
07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 OZ

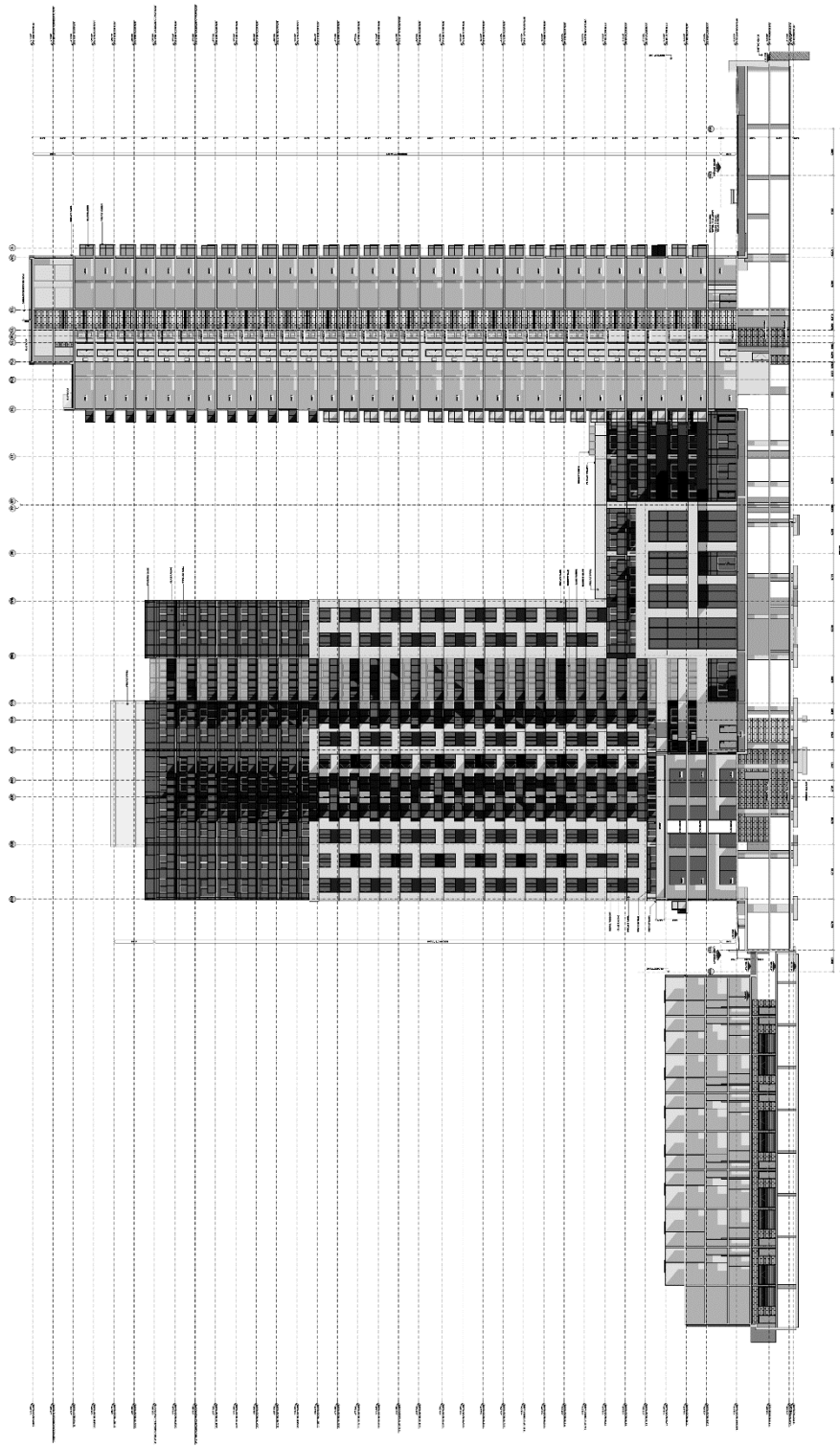


Court West Elevation
Applicant's Submitted Drawing

Not to Scale
07/11/2017

980 Lansdowne Avenue

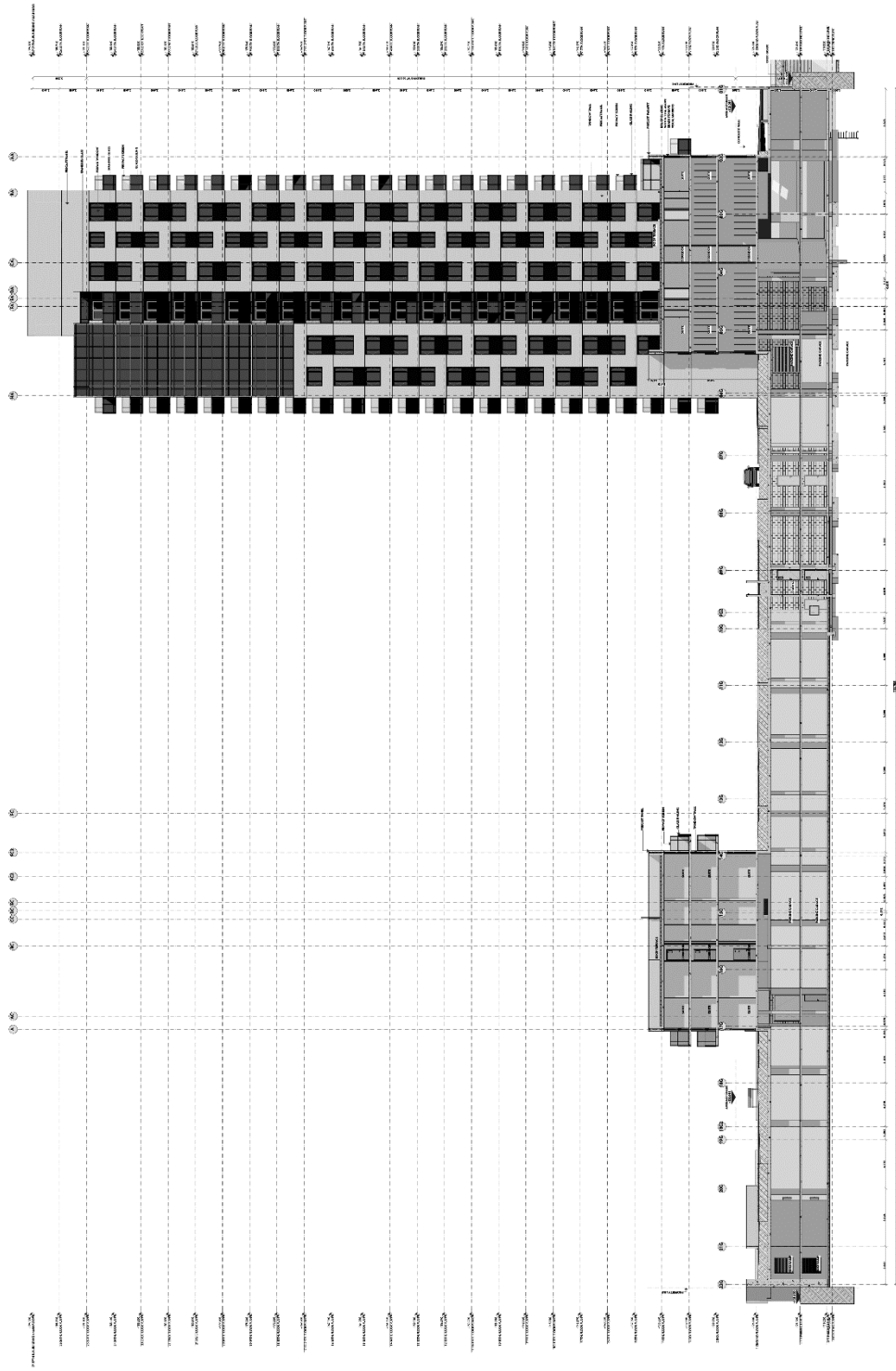
File # 17 185378 WET 17 0Z



Court North Elevation
Applicant's Submitted Drawing
Not to Scale
07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z



Court South Elevation
 Applicant's Submitted Drawing

Not to Scale
 07/11/2017

980 Lansdowne Avenue

File # 17 185378 WET 17 0Z