

## **2810 – 2814 Bayview Avenue – Official Plan Amendment and Zoning Amendment Applications – Preliminary Report**

Date: June 5, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 18 - Willowdale

**Planning Application Number:** 19 150397 NNY 18 OZ

**Notice of Complete Application Issued:** May 23, 2019

**Current Use on Site:** Three two-storey detached dwellings, each with a private driveway accessed from Bayview Avenue.

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the application located at 2810-2814 Bayview Avenue. Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 2810-2814 Bayview Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

### **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## DECISION HISTORY

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There are no previous decisions on the site.

## ISSUE BACKGROUND

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### Application Description

This application proposes to amend the Sheppard East Subway Corridor Secondary Plan by adding a permitted height and density for the property at 2810-2814 Bayview Avenue to permit a seven storey residential building containing fifty-three units with a Floor Space Index of 2.96. The ground floor would consist of amenity space, residential lobby and residential units fronting onto Bayview Avenue. The development would have a gross floor area of 5246 square metres. Vehicular access to the below grade parking and Type G loading space would be from Irvington Avenue. A total of eighty parking spaces are proposed, seven of which would be for visitors.

Detailed project information, including the proposed Official Plan and zoning by-law amendments, is found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1 of this report, for a three dimensional representation of the project in context and Attachment 3 for the proposed site plan.

### Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2014) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

The Growth Plan (2019) came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (a "MCR"), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2019) 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 (2019) 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 Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2019).

### **Toronto Official Plan Policies and Planning Studies**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application is located on lands shown as *Mixed Use Areas* on Map 16 of the Official Plan. Bayview Avenue is identified as a *major street* on Map 3 with a planned right-of-way width of thirty-six metres.

The subject lands are also located within the Sheppard East Subway Corridor Secondary Plan. The site is located within Area 'A' (Bayview Node) of the Secondary Plan. This node is located around Bayview Subway Station on the TTC's Line 4 and is expected to be a node providing opportunities for new residential uses with a mix and range of housing types. It is not identified as a 'key development area' (See Attachment 5). The policies of the Secondary Plan may be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/9805-cp-official-plan-SP-9-SheppardEast.pdf>

The application is also subject to Site and Area Specific Policy ("SASP") 80, Southwest of Sheppard Avenue East and Bayview Avenue. The SASP permits a maximum Floor Space Index of 1.0 and a maximum height of three storeys. The SASP may be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-plan-chapter-7-saps.pdf>

## **Zoning By-laws**

The application proposes to amend both former City of North York Zoning By-law 7625 and Zoning By-law 569-2013.

The site is zoned One-Family Detached Dwelling Fourth Density Zone (R4) under By-law 7625. This zone allows for residential uses in detached dwellings as well as recreational and institutional uses. A maximum lot coverage of thirty percent is permitted.

In By-law 569-2013, the lands are designated as Residential Detached (RD) Zone which permits residential uses and requires a minimum lot frontage of fifteen metres and a minimum lot area of 550 square metres. The lands at 2810 and 2814 Bayview Avenue are subject to RD Exception 5 and 2012 Bayview Avenue is subject to RD Exception 411. Exception 5 requires a minimum side yard setback of 1.8 metres and Exception 411 permits an office use subject to a number of criteria.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

## **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Mid-Rise Building Performance Standards and Addendum
- Bird Friendly Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

## Site Plan Control

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

## COMMENTS

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### Reasons for the Application

The applicant is proposing to amend the Secondary Plan to create a site specific policy to allow the proposed density and height. The application also proposes to amend the performance standards of the zoning by-law to permit the development.

### ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified.

### Official Plan Conformity

The site is subject to the policies of the Sheppard East Subway Corridor Secondary Plan (the "Secondary Plan"). The Secondary Plan is intended to encourage growth to occur within key development areas which are predominantly designated *Mixed Use Areas* and to establish a planning context for long term growth. The highest densities within the Secondary Plan are generally expected to be located closest to the subway nodes and along the frontages of arterial roads such as Bayview Avenue.

The site is also subject to Site and Area Specific Policy ("SASP") 80 in the Official Plan. SASP 80 limits the permitted density on the site to one times the area of the lot and a maximum height of three storeys. An amendment to the Official Plan is required as the proposed building height and density exceed that permitted in SASP 80.

Staff are reviewing the appropriateness of the proposed Official Plan.

### Built Form, Planned and Built Context

The applicant proposes a mid-rise building along Bayview Avenue which would abut a stable, low-rise residential area to the west which is designated *Neighbourhoods*. The Official Plan contains policies which require development in *Mixed Use Areas* to provide transition towards *Neighbourhoods* through a number of means including landscaping and building setbacks and stepbacks. Staff will review the application to determine whether an appropriate transition is being provided.

The development site is a consolidation of three lots. North of the subject site is a detached dwelling lot and then a three storey apartment building. Given the existing apartment building to the north of the detached dwelling, approval of the proposed application may leave a singular lot suitable only for a detached dwelling. Given the planned context close to a subway station it would be appropriate to consolidate this site into the development in order to efficiently develop these lands and to create a

consistent streetscape along the west side of Bayview Avenue south of Sheppard Avenue East.

Staff are reviewing the appropriateness of the proposed building setbacks, particularly along Bayview Avenue. Staff are also assessing the proposal against the Mid-Rise Building Performance Standards and Addendum, especially as it relates to rear angular planes and providing transition towards the stable residential neighbourhood.

### **Site Access**

Just to the south of the site there is a highway access ramp to the westbound lanes of Highway 401. For approximately the first 400 metres north of this on-ramp the Ministry of Transportation (the "MTO") has jurisdiction over curb cuts and road connections. As a result, the application proposes to provide vehicular access to the site from Irvington Crescent rather than Bayview Avenue. Irvington Crescent ends in a cul-de-sac immediately adjacent to the Bayview Avenue right-of-way. Staff, in consultation with the MTO, will review the appropriateness of providing vehicular access from Irvington Crescent.

Staff will also review the proposed parking supply to determine whether it should be reduced due to the proximity to the Bayview subway station. A reduction in parking requirements may result in increased transit usage and less vehicular traffic accessing the site through the existing residential area.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The applicant is proposing to remove twenty-nine trees, twelve of which are subject to the City's Private Tree By-law and two are subject to the Street Trees By-law.

The applicant has submitted an Arborist Report which is under review by staff to determine whether the proposed tree removals are appropriate.

### **Infrastructure/Servicing Capacity**

The applicant has submitted a Functional Servicing and Stormwater Management Report which is intended to evaluate the effects of the proposed development on the City's municipal servicing infrastructure and watercourses and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure, necessary to provide for adequate servicing to the development. Staff are currently reviewing the report to ensure that the proposed development can be serviced and that any required upgrades are secured should the proposal be approved.

The applicant has submitted a Transportation Study which is intended to evaluate the effects of a development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development. The study concludes that the proposed

development can be accommodated by the existing transportation network with minimal traffic impacts. Staff are reviewing the submitted study.

Staff are reviewing the appropriateness of the proposed FSI for the site of 2.96 relative to the site servicing and transportation infrastructure constraints in this area.

### **Toronto Green Standard**

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, zoning by-law amendments and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant has indicated that they will meet the Tier 1 requirements of the TGS and have submitted the TGS Checklist. Conformity with the Tier 1 requirements is under review.

Information on the TGS can be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/toronto-green-standard-version-3/>

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

### **CONTACT**

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### **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

### **ATTACHMENTS**

#### **City of Toronto Drawings**

Attachment 1: 3D Model of Proposal in Context

Attachment 2: Location Map

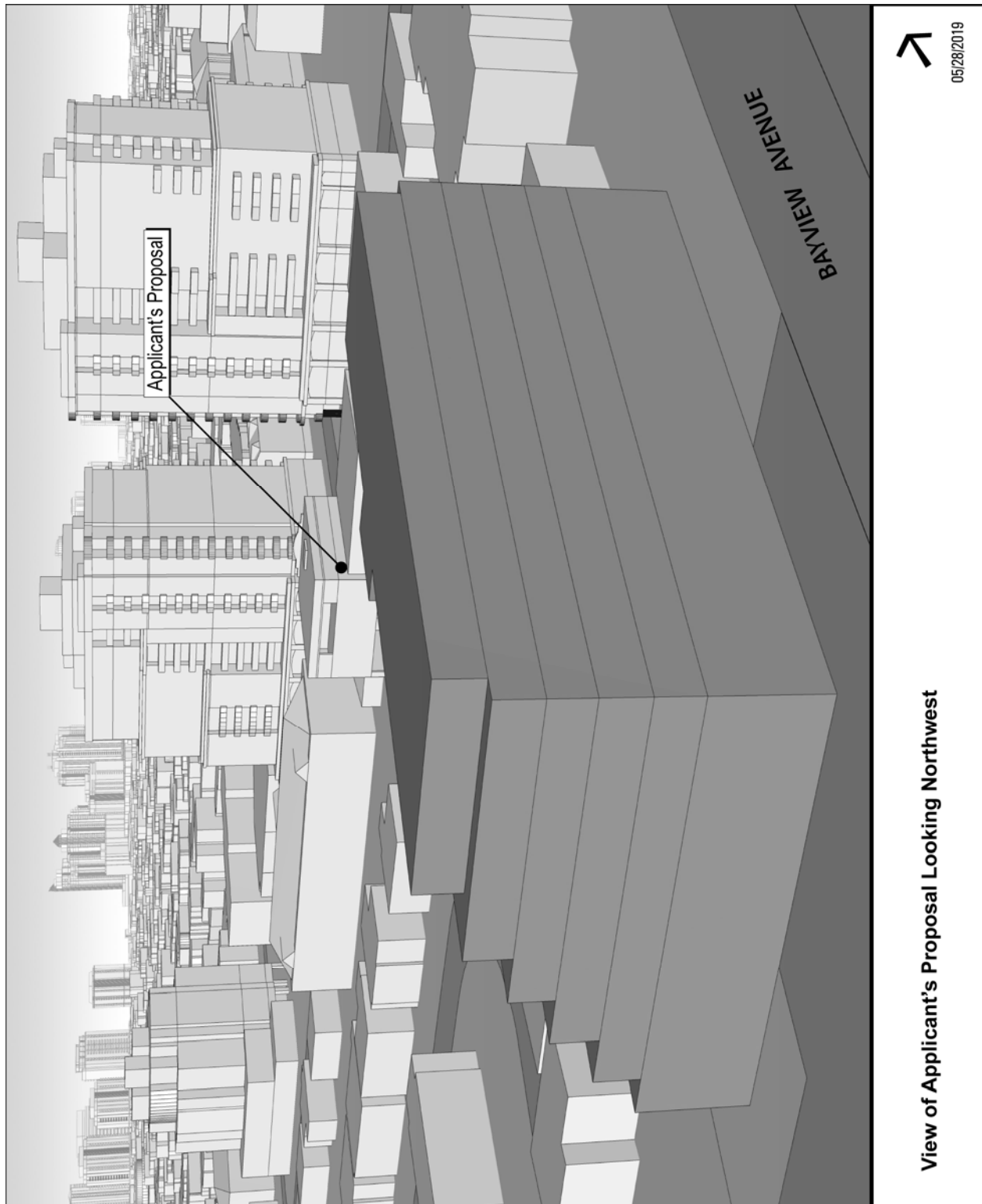
Attachment 3: Site Plan

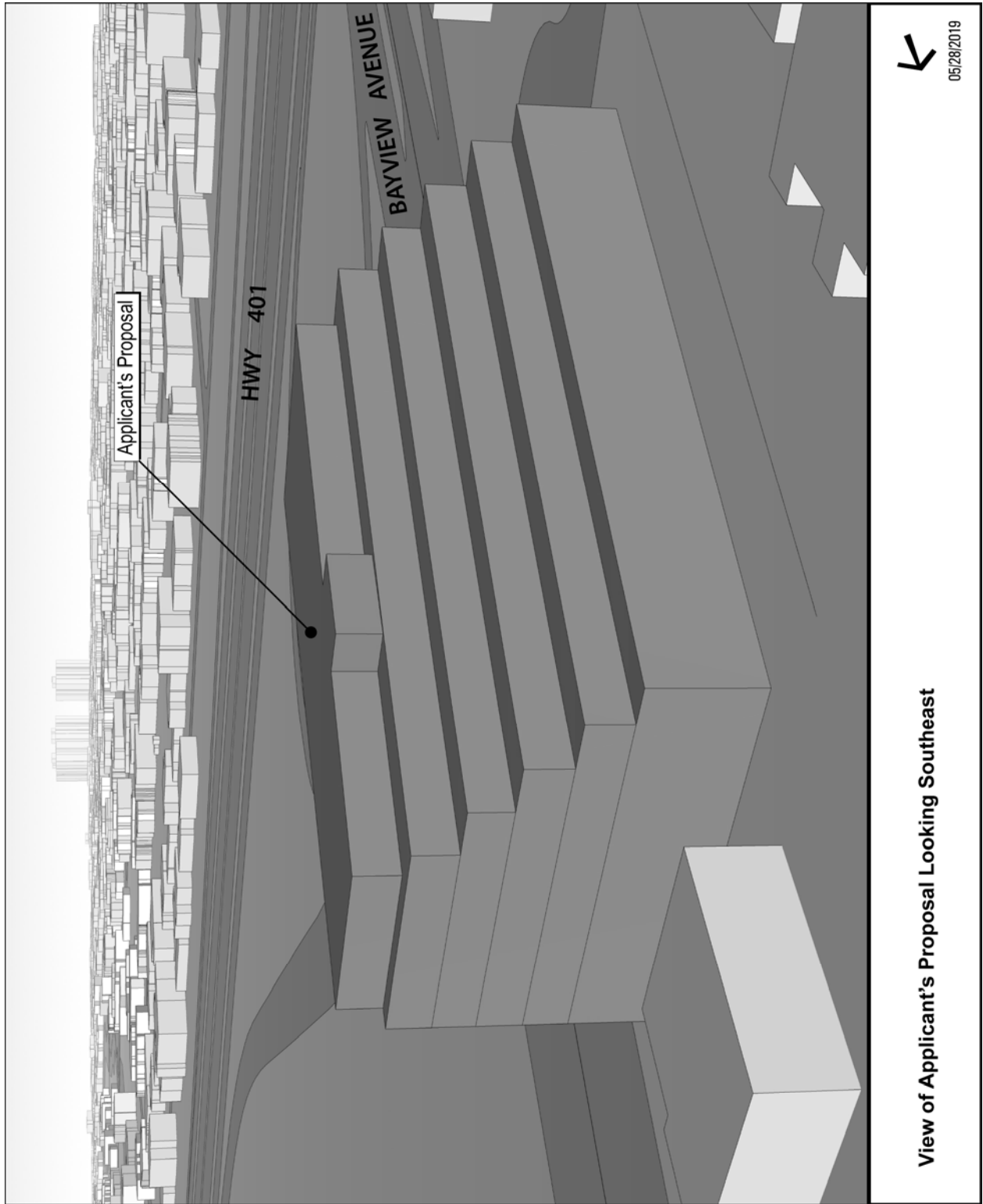
Attachment 4: Official Plan Map

Attachment 5: Sheppard East Subway Corridor Secondary Plan Map 9-2

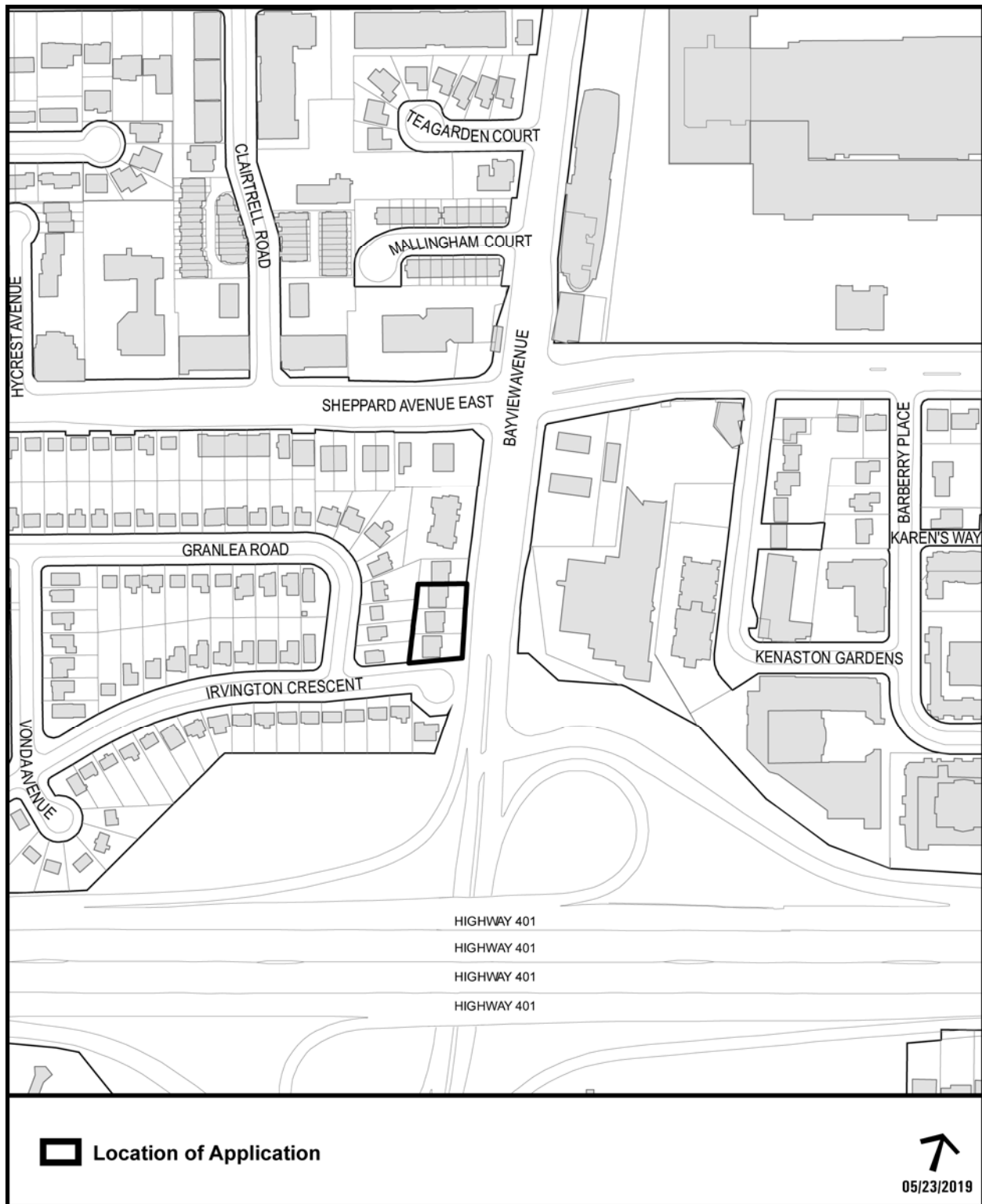


## Attachment 1: 3D Model of Proposal in Context

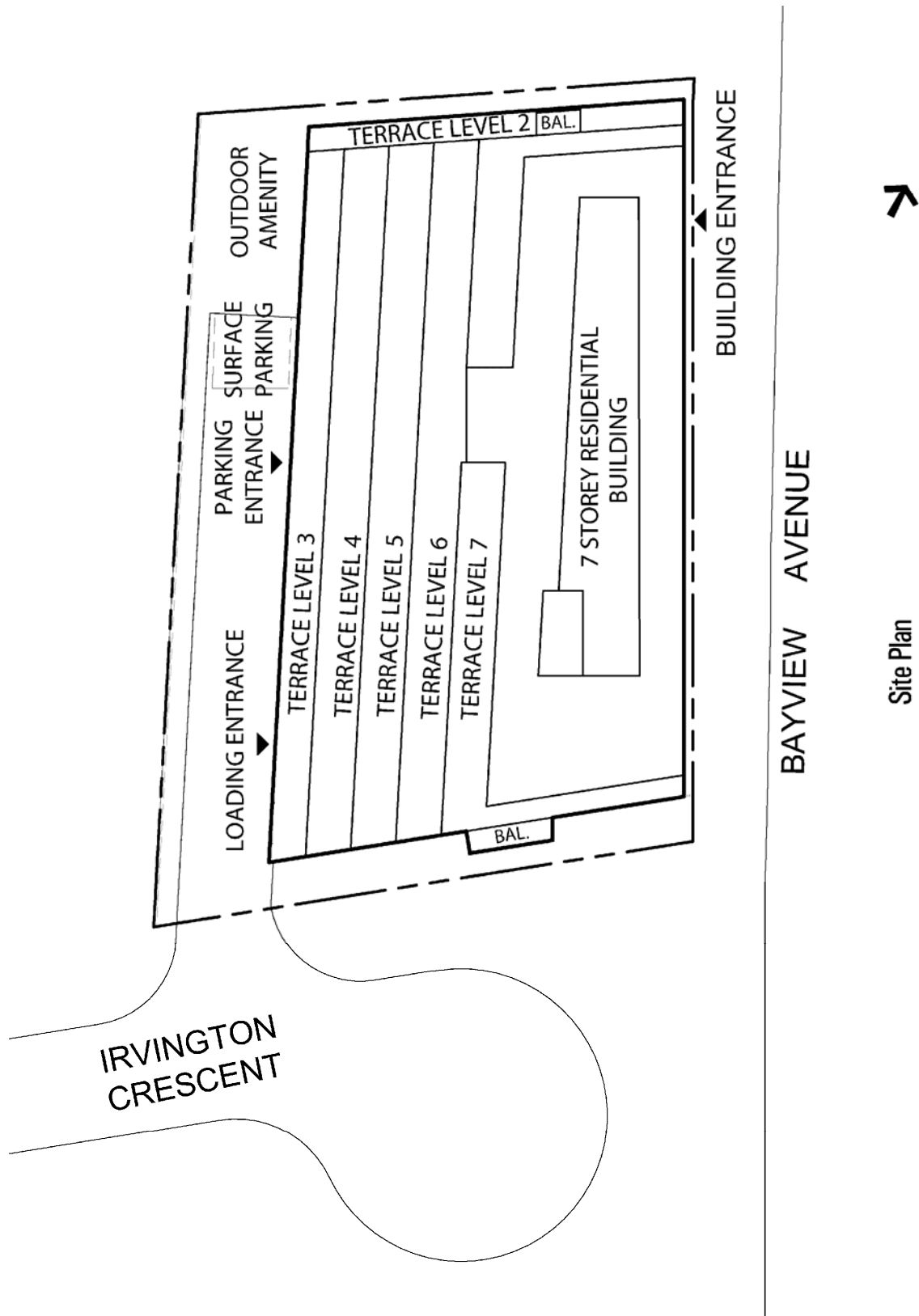




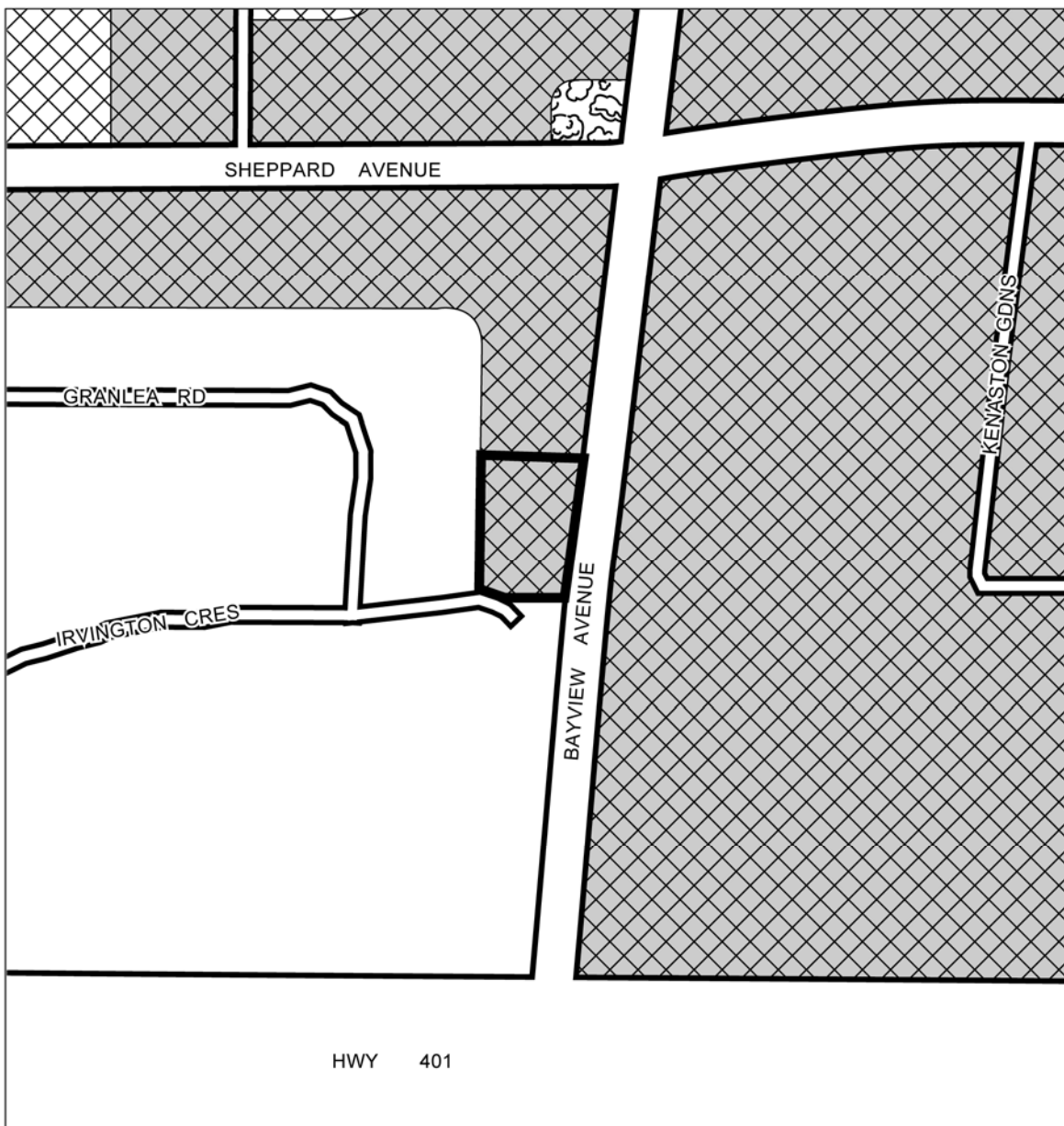
## Attachment 2: Location Map



Attachment 3: Site Plan



## Attachment 4: Official Plan Map

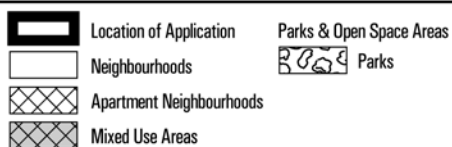


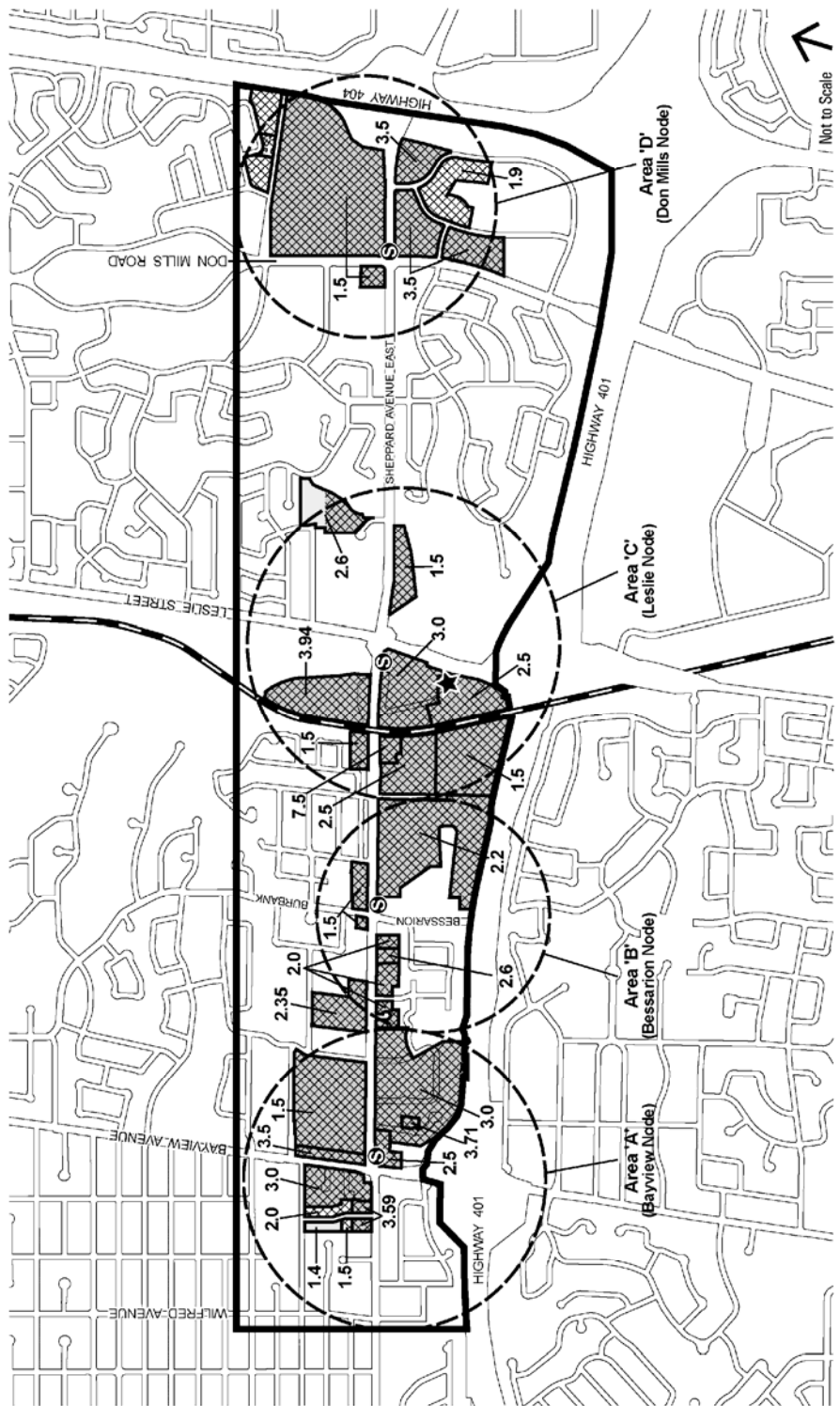
**Toronto**

## Official Plan Land Use Map #16

2810 - 2814 Bayview Avenue

File # 19 150397 NNY 18 0Z





**Sheppard East Subway Corridor Secondary Plan**  
MAP 9-2 Key Development Areas



- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density
- Subway Station
- Subject Site

November 2015