

263 Logan Ave & 15 Busy Street – Zoning Amendment Application – Final Report

Date: June 7, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District
Ward 14 - Toronto-Danforth

Planning Application Number: 18 104539 STE 30 OZ

SUMMARY

This application proposes a four-storey, six unit townhouse block that fronts on to 263 Logan Avenue and 15 Busy Street. Each unit will have an integral garage on the first storey, accessed from the rear of the site over a common element drive aisle. The existing commercial parking lot that exists on the site would be reduced and reconfigured.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019).

This report reviews and recommends approval of the application to amend the Zoning By-law. The application represents appropriate and desirable infill redevelopment of a surface parking lot and meets the intent of the Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at at 263 Logan Avenue & 15 Busy Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report, dated June 7, 2019 from the Director, Community Planning, Toronto East York District.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at at 263 Logan Avenue & 15 Busy Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report , dated June 7, 2019 from the Director, Community Planning, Toronto East York District.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendments as may be required.
4. The owner is required, as a condition of approval of the Zoning By-law Amendment Application, to pay for and construct any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report, to be submitted for review and acceptance by the Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

A pre-application meeting was held with the applicant on October 30, 2017. The current application was submitted on January 12, 2018 and was deemed complete on February 12, 2018. A Preliminary Report on the application(s) was adopted by Toronto and East York Community Council on May 2, 2018 authorizing staff to conduct a community consultation meeting with an expanded notification area. Community consultation is summarized in the Comments section of this Report.

The Preliminary Report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE32.49>

PROPOSAL

The application proposes six freehold four-storey townhouses with integral garages on Logan Avenue with a common element drive aisle at the rear. Additional project data can be found on Attachment 1. The portion of the existing lot to be developed has a size of approximately 716 square meters. The remainder of the site will be proposed for conveyance in a future consent application to the Committee of Adjustment.

The site is rectangular in shape and relatively flat. The existing commercial parking lot that exists on the site would be reduced in size and reconfigured on the remaining portion of the site. The commercial parking lot would be under a different ownership from the six townhouse units and associated common element drive aisle.

The applicant intends to divide the site into individual lots for the townhouse units, the common element drive aisle and for the commercial parking lot. This could be done through a Consent, Part Lot Control Exemption or Plan of Subdivision application. Appropriate arrangements for ownership, access and maintenance of the drive aisle will be secured through registration of a common elements condominium. Further Planning Act applications will therefore be required subsequent to the rezoning process.

Uses surrounding the site include:

North: There are primarily 2- and 2½-storey detached, semi-detached and row houses along Logan Avenue. On Busy Street, there is a 1½ storey house, and a 1- to 2-storey non-residential building with commercial and office uses. Further to the northwest are townhouses and apartment buildings along Colgate Avenue.

South: There is a one-storey commercial building (bakery) on Logan Avenue, then 2- to 3-storey mixed use buildings on both the north and south sides of Queen Street East. A 7-storey mixed-used building including a family shelter is approved and under construction at 875 and 887 Queen Street East, and a 6-storey mixed use building is approved and under construction at 897 and 899 Queen Street East. Beyond Queen Street East, there are primarily 2- and 2½-storey detached, semi-detached and row houses along Logan Avenue.

East: There is a parking lot utilized by the commercial buildings on Queen Street East, a 2-storey mixed use building with ground floor commercial uses (Value Village) and residential units above that extends from Queen Street East, and 2- and 2 ½-storey detached, semi-detached and row houses on Bisley Street and Verral Avenue further to the east.

West: There are primarily 2- and 2 ½-storey detached, semi-detached and row houses along the west side of Logan Avenue and beyond. On Queen Street East, there are primarily 2- to 3-storey mixed use buildings, and further west, Jimmie Simpson Park.

Reasons for Application

A Zoning By-law Amendment is required because the proposed development does not comply with provisions of both Zoning By-laws 438-86 and 569-2013, as amended. The total permitted density for all uses is 0.6 times the lot area under Zoning By-law 438-86 and 1.0 times the lot area under Zoning By-law 569-2013. The maximum permitted height under both By-laws is 12 metres. The proposal requires a Zoning By-law amendment to permit a density of 2.5 times the existing lot area, a maximum height of 12.9 metres plus stair access, and non-compliance with other zoning standards.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Plan of Survey & Topographical Survey
- Architectural Plans, Shadow Study, Perceptive Views and 3D massing model
- Landscape Plans and Landscape Cost Estimate
- Existing Tree Inventory/Removal Plan
- Arborist Report
- Urban Design Brief

- Site Servicing/Grading Plan, Sections and Erosion/Sediment Control Plans
- Planning Rationale
- Toronto Green Standards Checklist
- Transportation Considerations Report
- Functional Servicing and Stormwater Management Report
- Geotechnical Investigation Report
- Hydrogeological Assessment Report
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Environmental Reliance Letter
- Environmental Noise Feasibility Study
- Streetcar Vibration Study

A Notification of Complete Application for the Zoning Amendment application was issued on February 12, 2018.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council on June 25, 2019 for this application. These submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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 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 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 Council shall also be consistent with the PPS.

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."

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (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 (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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Section 2.3.1 Healthy Neighbourhoods: The Official Plan describes the *Neighbourhoods* as stable areas that will see limited physical change. While the majority of growth and

change will be absorbed by other areas of the City, the Official Plan also recognizes that these areas are not static. Some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites. A fundamental policy guiding change in these areas ensures that new development in the *Neighbourhoods* respects the existing physical character of the area and reinforces the stability of the neighbourhood.

Chapter 3 - Building a Successful City

Section 3.1.2 Built Form: The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings. The policies in Chapter 3 of the Plan complement and support the City's growth strategy by integrating social, economic and environmental perspectives in decision-making to create an attractive City, with a strong economy and liveable communities. The application has been evaluated using the built form policies of Section 3.1.2 of the Plan which address how the development improves the public realm, is organized to provide joint access and underground parking, and is massed to fit harmoniously into the planned context of the neighbourhood and the City. New development will be massed to define the edges of streets, parks and open spaces at good proportions.

Chapter 4 - Land Use Designations

The site is designated *Neighbourhoods* on Map 18, Land Use Plan of the City of Toronto Official Plan. Unlike the designated growth areas, *Neighbourhoods* are stable areas, where significant growth is not encouraged and new development is to respect and reinforce the general physical patterns of the neighbourhood.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural

and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Areas designated as *Neighbourhoods* within the Official Plan are generally not intended for redevelopment purposes or intensification, they are intended to be stable areas where redevelopment respects and reinforces the existing built form. A key objective of the Official Plan is to guide new development to respect and reinforce the general physical patterns in a *Neighbourhood*.

Policy 4.1.5 in the Official Plan states: "Development in established Neighbourhoods will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- Patterns of streets, blocks and lanes, parks and public building sites;
- Size and configuration of lots;
- Heights, massing, scale and dwelling type of nearby residential properties;
- Prevailing building type(s);
- Setbacks of buildings from the street or streets;
- Prevailing patterns of rear and side yard setbacks and landscaped open space;
- Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- Conservation of heritage buildings, structures and landscapes.

The Official Plan also states that the prevailing building type will be the predominant form of development in the neighbourhood.

The City of Toronto Official Plan is available on the City's website at http://www.toronto.ca/planning/official_plan/

Official Plan Amendment 320

The Local Planning Appeals Tribunal issued an Order on December 7, 2018 to approve and bring into force OPA 320. The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants.

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized Apartment Neighbourhood sites and help attain Tower Renewal Program goals.

In its Order that approves OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

In particular, OPA 320 revised Policy 9 in Section 4.1 to read as follows:

Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will:

- Have heights, massing and scale that are proportionate to and respectful of that permitted by the zoning for adjacent and nearby residential properties;
- Provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- Front onto existing or newly created public streets wherever possible, with no gates limiting public access;
- Provide safe, accessible pedestrian walkways from public streets; and
- Locate, screen and wherever possible enclose, service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and residences.

In situations where infill development can replicate the existing prevailing lot pattern to respect and reinforce the existing physical character of the geographic neighbourhood, the infill development application will be reviewed under and the development will conform with Policy 5.

This application was submitted before OPA 230 came into force and effect. While OPA 230 does not apply to this application, its policies represent council direction and were taken into account to assist in evaluation of this proposal.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of the Report.

Zoning

The site is zoned R3 Z0.6 in the former City of Toronto Zoning By-law 438-86 and R(d1.0) (x695) in the City of Toronto Zoning By-law 569-2013. The zoning permits a variety of residential uses, including townhouses and apartment buildings to a maximum density of 0.6 times the area of the lot in the former City of Toronto Zoning By-law 438-86 and 1.0 times the area of the in the City of Toronto Zoning By-law 569-2013. The height limit is 12 metres.

Exception 695 in City of Toronto Zoning By-law 569-2013 applies to the site, which also allows for nursing homes, retirement homes and religious residences as permitted uses.

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.

This application was submitted prior to the adoption of the Townhouse and Low-rise Apartment Guidelines; however, these guidelines have been used to assist in the review of this application.

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

Site Plan Control

The proposal is subject to Site Plan Control. An application for Site Plan Control has been submitted (file no. 18 104543 STE 30 SA) and is currently under review.

Community Consultation

City Planning staff, in consultation with the Ward Councillor, hosted a community consultation meeting on May 29th, 2018 at Morse Junior Public School to discuss the proposal. Approximately 20 members of the public attended the meeting. City Planning staff presented on the policy framework and an overview of the initial proposal and preliminary planning issues. The applicant provided further details with respect to the proposal.

Following presentations, the community were given the opportunity to share their comments, questions and concerns. The majority of feedback was generally supportive of the proposed townhouse built form and the overall design of the project. Some concerns were raised regarding the proposed height of the project. Staff since worked with the applicant to remove chimneys and their associated height impact and to lower the grade of the basement, resulting in a reduction of the front main street wall height from 10.67 metres to 9.74 metres.

Other concerns raised were related to transportation. Some members of the community suggested that the proposed parking supply of one parking space per unit was too high for a site with close proximity to a streetcar line. Other comments suggested that a sidewalk along Busy Street should be secured as a part of the development. Staff investigated the suggestion for a sidewalk and since determined that since no road widening would be secured on Busy Street, the opportunity for a sidewalk was not within the scope of the development.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

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 1.6.7.4 of the PPS (2014) promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with the PPS in this regard. The proposed land use and density provides residential intensification in close proximity to an existing streetcar route.

Policy 4.7 of the PPS (2014) states that the Official Plan is the most important vehicle for implementing the Provincial Policy Statement, and that comprehensive, integrated and long-term planning is best achieved through official plans. The proposal meets the policies of the Official Plan and therefore is consistent with this policy in the PPS.

Policy 1.2.1 of the Growth Plan (2019) promotes a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The proposal conforms to the Growth Plan in this regard. The proposed townhouses diversify the range of housing options available in the City by including units able to accommodate larger household sizes including families with children in a compact built form.

Policy 2.2.1 3(c) of the Growth Plan (2019) promotes an urban form that will optimize infrastructure along transit and transportation corridors to support the achievement of *complete communities*. This proposal advances infill development located along the Queen Street East streetcar line that makes use of existing transit infrastructure.

Land Use

The property is designated *Neighbourhoods* in the Official Plan, which are stable areas where significant growth is not encouraged and new development is to respect and reinforce the general physical patterns of the neighbourhood. *Neighbourhood* areas are made up of residential uses in lower scale buildings, including townhouses. The proposed residential townhouse building represents a modest intensification of a residential use in a built form that implements the intent the Official Plan. The proposed use is located on a site that optimizes existing transit and community infrastructure in a sensitive manner appropriate to infill development within a *Neighbourhood*.

Height

The Official Plan states that new development in *Neighbourhoods* will be made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Development in these areas is intended to reinforce the general existing physical character of the neighbourhood.

The four-storey townhouse proposal is 12.90 metres in height. Staff considers this height acceptable as it represents a modest increase from the 12 metre height limit set out in the Zoning By-law. In addition, the proposed height provides an appropriate transition in height from the existing and planned context. The abutting properties to the south are within the Leslieville Urban Design Guidelines / SASP 469 area, indicating that these properties may accommodate additional height of up to six storeys as they redevelop over time. Busy Street abuts the southern edge of the site and provides a buffer between the proposed development and the detached, semi-detached and row houses along Logan Avenue.

While OPA 320 is not in force, it represents an additional tool to assist in evaluating this proposal. Policy 4.1.9 provides direction for infill development that varies from the existing lot pattern to respect the height, massing and scale permitted in existing zoning for the nearby properties. As outlined in the paragraph above, this proposal respects the intent of the zoning by-law as it relates to height, massing and scale of the surrounding area.

The proposal also includes a stair access, which exceeds the maximum height permission by 3.25 metres. Staff consider the height for the stair access appropriate given that the Zoning By-law allows an enclosed stairwell and roof access to project beyond the maximum permitted height of any building by 5 metres.

Density

The Zoning By-law permits a maximum density of 1.0 times the area of the lot. The four-storey residential building proposes a density of 2.5 the area of the lot. The proposed density is allocated to reduce the potential impact of the proposal on the public realm and on adjacent properties, and is in keeping with the development criteria of the Official Plan. Although the proposed density represents a significant increase from the permissions in the Zoning By-law, the development incorporates a relatively small number of units. City Planning staff is of the opinion that the six proposed townhouses represent a modestly scaled infill development that conforms to the Official Plan.

The density on site is appropriately accommodated in a built form that reflects the mixed context of the surrounding area. Although the building is a four-storey building, the proposal reads as a three-storey building from the Logan Avenue frontage. The proposal features a 9.74 metre street wall (with stepback at the fourth floor) that speaks to the context of the surrounding area. City Planning staff are of the opinion that the built form conforms to the Official plan and fits the context of the area.

Massing

The proposed townhouses provide a stepback at 9.74 metres in height along Logan Avenue and use contrasting materials to differentiate the fourth-level floor. Staff is of the opinion that this massing and design detail is sensitive to the existing physical character and conforms to the Official Plan development standards for infill in the *Neighbourhoods*. The four-storey massing and townhouse typology is appropriate to the mixed immediate context that includes *Mixed Use Areas*, semi-detached and row houses, and an employment industrial zoned area to the immediate north of Busy Street. Several townhouse form buildings exist to the north in the Leslieville area. Overall, this type of low scale residential building conforms to the Official Plan in this context.

The proposed drive aisle to the east lot line provides a 6.12 metre rear setback from the abutting property while Busy Street acts a 9 metre buffer to the residential area to the north. The front setback is between 0.91 and 1.32 metres along the Logan Avenue frontage and is generally compatible with the surrounding context. The proposed soft landscaping will provide an enhanced public realm, which continues to be refined through the site plan control process.

The proposed height, density and massing are appropriate and are supported by City Planning staff.

Shadow Impact

The applicant submitted a sun/shadow study for March and September in support of the proposal. The study shows that there will be shadow impact on a portion of the southern quarter of the rear yard of the adjacent property across Busy Street to the north. However, the impact would be similar to the shadow cast by a similar 12-metre townhouse currently permitted in the Zoning By-law. Shadow impacts passed over the adjacent property quickly and are minimized by the removal of the chimney detailing in earlier submissions. Staff consider the impact to be minor and acceptable.

Access and Parking

The applicant submitted a transportation impact study in support of the application. The study provides an analysis of the six proposed vehicle parking spaces. The parking spaces are located in internalized garages accessed from the rear of the building, with access provided via a common element drive aisle.

The proposed parking supply meets the requirements of the Zoning By-law and the access is appropriately located.

Open Space/Parkland

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

site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

Parks, Forestry and Recreation have reviewed the application and require the applicant to satisfy the parkland dedication requirement through cash-in-lieu. The amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

The site is approximately 177 metres away from Jimmie Simpson Park, which contains a baseball diamond, a basketball court, an outdoor ice rink and dry pad, a tennis court area, a soccer field, a wading pool, a picnic site, and Jimmie Simpson Recreation Centre.

Tree Preservation

The applicant is to submit a tree planting deposit to ensure the planting and survival of 4 new City trees. Other planting opportunities will be explored through the site plan process. In addition, Forestry requires the planting of 3 new trees to replace the 1 private tree proposed for removal.

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 and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Tier 1 development features will be secured through the draft zoning by-law amendment and the site plan approval process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to an infill development built form that represents a sensitive, gradual 'fit' with the existing physical context of a *Neighbourhood*.

Staff worked with the applicant and the community to address and resolve the following key concerns: building height and articulation, relationship to nearby Queen Street East as well as the stable residential properties to the west and to the north. The proposal represents an appropriate redevelopment of a surface parking lot and would provide additional family-size dwelling units compatible with the surrounding context. Staff recommend approval of the application.

CONTACT

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SIGNATURE

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Director, Community Planning
Toronto and East 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
- Attachment 5: Draft Zoning By-law Amendment to 569-2013
- Attachment 6: Draft Zoning By-law Amendment to 438-86

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 263 LOGAN AVE **Date Received:** January 12, 2018
(revised May 22, 2019)

Application Number: 18 104539 STE 30 OZ

Application Type: Rezoning

Project Description: Zoning By-law amendment to allow the redevelopment of a parking lot with a 6-unit townhouse block(1829 sq. m.). The future townhouse lots will be parcels of tied land to a common element drive aisle.

Applicant	Agent	Architect	Owner
263 LOGAN AVENUE LTD			263 LOGAN AVENUE LTD

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	R (d1.0) (x695)	Heritage Designation:
Height Limit (m):	12	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 722.3 Frontage (m): 30 Depth (m): 18

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			397	397
Residential GFA (sq m):			1,829	1,829
Non-Residential GFA (sq m):				
Total GFA (sq m):			1,829	1,829
Height - Storeys:			4	4
Height - Metres:			13	13

Lot Coverage Ratio (%): 33.24 Floor Space Index: 2.53

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	1,829	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:			6	6
Condominium:				
Other:				
Total Units:			6	6

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:					6

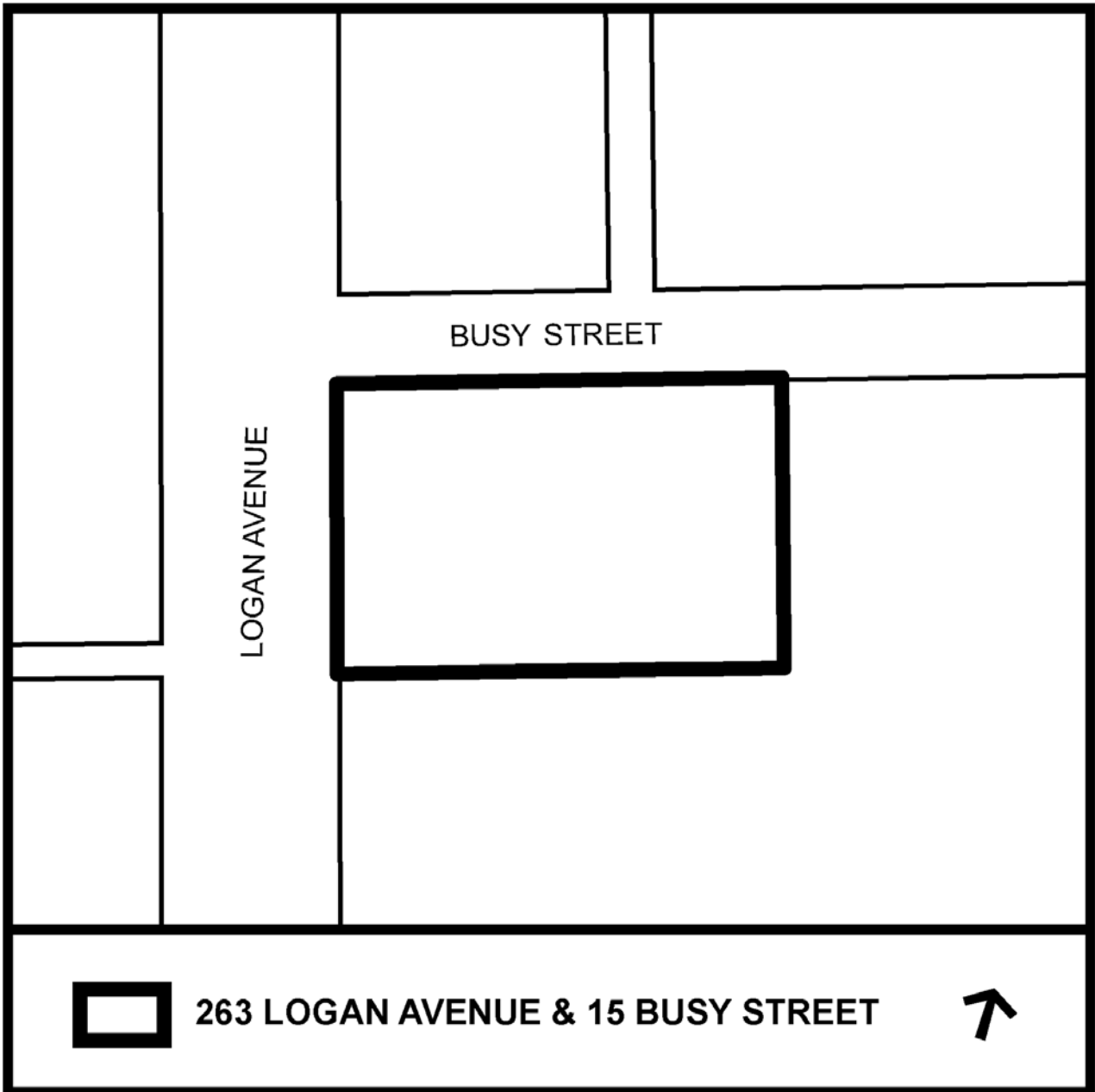
Parking and Loading

Parking Spaces:	6	Bicycle Parking Spaces:	Loading Docks:
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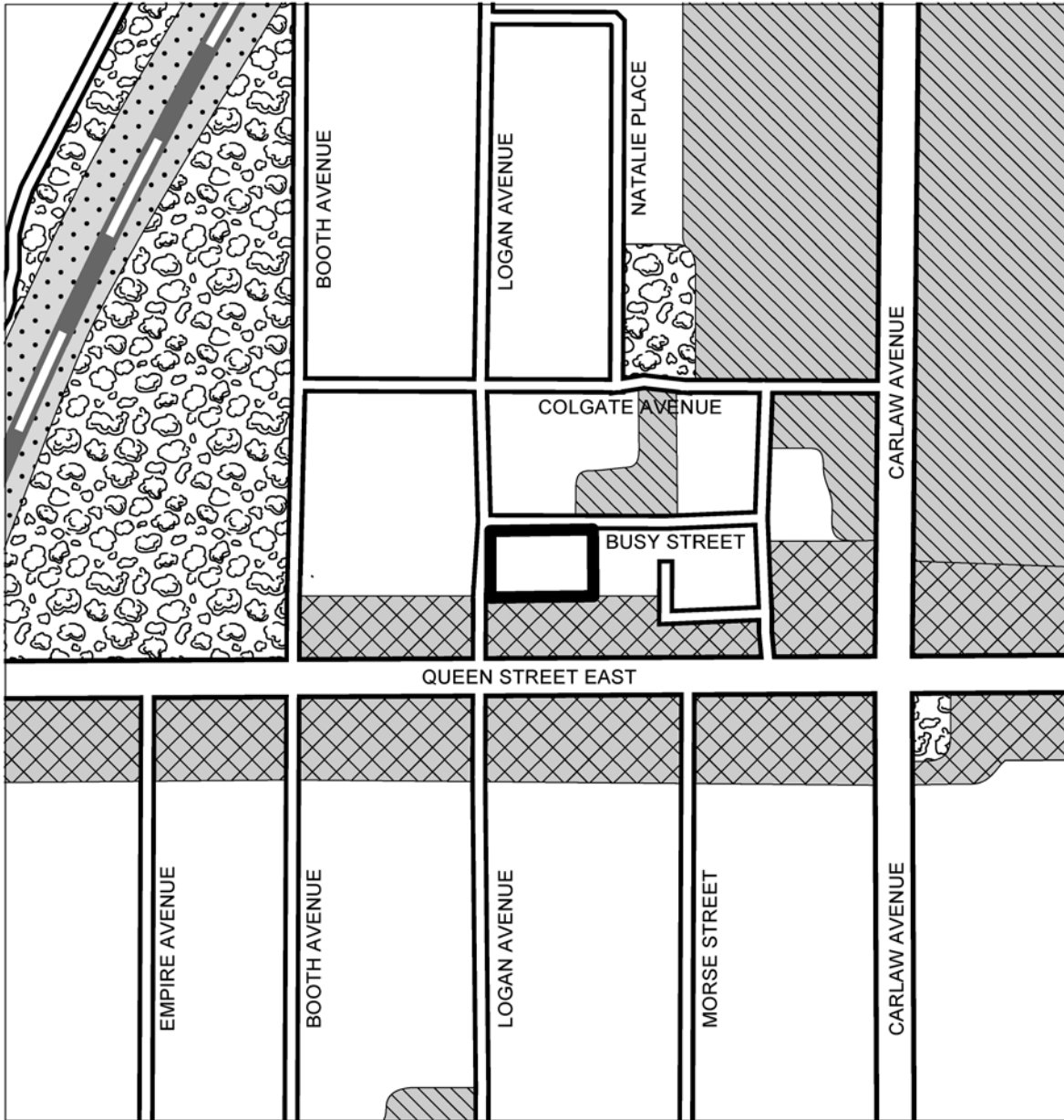
CONTACT:

Colin Wolfe, Planner
(416) 338-1857
Colin.Wolfe@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Extract from Official Plan

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z

-  Site Location
-  Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Parks
-  Employment Areas
-  Utility Corridors


Not to Scale
03/23/2018

Attachment 4: Existing Zoning By-law Map



Zoning By-law No. 569-2013

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 OZ



Location of Application



See Former City of Toronto By-Law No. 438-86
I1 Industrial District

R Residential
CR Commercial Residential
E Employment Industrial
O Open Space



Not to Scale
Extracted: 03/23/2018

Attachment 5: Draft Zoning By-law Amendment to 569-2013

CITY OF TORONTO

Bill No. ~

BY-LAW No. XXXX-2019

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 263 Logan Avenue and 15 Busy Street.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act; and

Whereas pursuant to Section 39 of the Planning Act, the Council of a Municipality may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to R (d1.0) (XXXXX) as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.2.10 Exception Number XXXX so that it reads:

Exception R XXXX

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

Site Specific Provisions:

(A) For the purposes of this exception, the **lot** comprises the lands outlined by heavy black lines on Diagram 1 attached to By-law XX-XXX [Clerks to supply by-law #].

(B) Despite regulation 10.10.40.40(1), the permitted maximum **gross floor area** is 1,900 square metres.

(C) The permitted maximum number of **dwelling units** is 6;

(D) For the purposes of this exception, **established grade** is the Canadian Geodetic Datum elevation of 80.01 metres;

(E) Despite Regulations 10.10.40.10(1) and (2), the permitted maximum height of the **building** or **structure**, is the height in metres specified by the numbers following the symbol "HT" as shown on Diagram 3 of Bylaw [Clerks to insert By-law No.];

(F) Despite (E) above, beginning at a height of 9.74 metres above **established grade**, the **main wall** adjacent to the **lot line** abutting Logan Avenue must be set back at least 2.0 metres from the **lot line** abutting Logan Avenue;

(G) Despite (E) and (F) above and Regulations 10.5.40.10 and 10.5.75.1, the following may project above the permitted maximum height as shown on Diagram 3 attached to by-law [clerks to insert] as follows:

- Parapets, vents, landscape features, railings, balcony guards, handrails, bollards, mechanical equipment and stairs by not more than 1.50 metres; and
- **Green roof** and associated elements, including parapets, by not more than 2.0 metres; and
- Divider screens, sound barriers, acoustical screens, and privacy screens by not more than 2.00 metres; and
- Stair access tower, wall or structure enclosing such elements and any mechanical equipment, exhausts and vents on top of these elements by not more than 3.25 metres if such elements are located a minimum of 6.0 metres from the west **lot line** and 3.0 metres from the north **lot line**.

(H) Despite Clause 10.10.40.70 the required minimum **building setbacks** are as shown on Diagram 3 of [Clerks to supply by-law ##];

(I) Despite (H) above and Regulations 10.5.40.50(2), 10.5.40.50(3), 10.5.40.60(1), (2) (3), (5)(A), (7)(B), and (8), the following may encroach into the required minimum **building setbacks** as follows:

- Lighting, window frames, ornamental architectural features and architectural cladding by not more than 0.60 metres;
- Stairs by not more than 1.4 metres; and
- Balconies and associated elements, including screens and planters, attached to the east **main wall** of the **building** may encroach into **building setbacks**, if:
 - they do not encroach by more than 2.50 metres;
 - any exterior flooring, associated elements to exterior flooring, and structural elements do not exceed a height of 0.30 metres;

- any walls, sound barriers, acoustical screens, dividers, guardrails, screens or planters do not exceed a height of 2.0 metres, measured from the surface of the balcony; and
- they are located at least 2.40 metres above **established grade**;

(J) Regulation 10.10.40.30(1) with respect to maximum **building depth** does not apply;

(K) Despite Regulation 200.5.10.1(1) and (2) and the parking rates in Table 200.5.10.1, **parking spaces** must be provided at the following rates:

- a minimum of 1 **parking space** per **dwelling unit** for occupants of the dwelling units; and,
- no **parking spaces** are required for visitors to the **dwelling units**.

(L) Despite 10.5.100.1(3), the **driveway** width may be greater than 6.0 metres;

(M) Despite 10.5.50.10(1), (2), and (3), a minimum of 20.0 square metres of **landscaping** is required, all of which must be **soft landscaping**;

(N) Despite 10.10.30.20(1), the required minimum **lot frontage** for a **dwelling unit** in a **townhouse** is 4.75 metres;

(O) Despite Regulation 10.10.40.1(4) the required minimum width of a **dwelling unit** in a **townhouse** is 4.0 metres;

(P) Section 200.15 with respect to accessible **parking spaces** does not apply;

Prevailing By-laws and Prevailing Sections: (None Apply)

5. None of the provisions of By-law No. 569-2013, as amended, apply to prevent a temporary sales office on the **lot** used exclusively for the initial sale or initial leasing of **dwelling units** on the same **lot** for a period not to exceed 3 years.

6. Despite any existing or future severance, partition, or division of the lot, the provisions of this by-law must apply to the whole of the **lot** as if no severance, partition or division occurred.

Enacted and passed on month ##, 20##.

Name,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



TORONTO
Diagram 1

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 OZ


City of Toronto By-Law 569-2013
 Not to Scale
 5/23/2019



TORONTO
Diagram 2

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z


 City of Toronto By-Law 569-2013
 Not to Scale
 5/23/2019



TORONTO
 Diagram 3

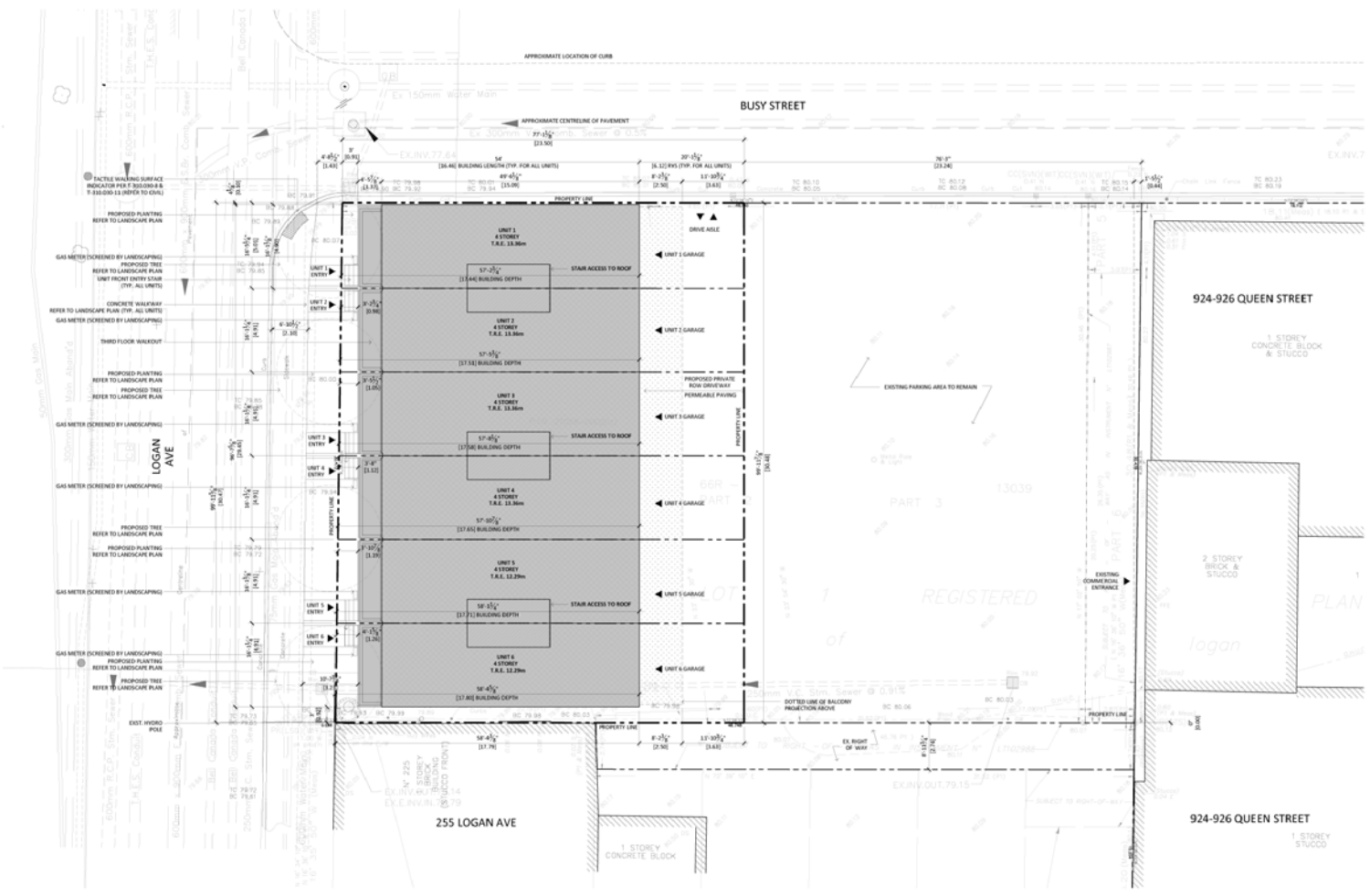
263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z

City of Toronto By-Law 438-86
 Not to Scale
 523/2019

Attachment 6: Draft Zoning By-law Amendment to 438-86

*To be made available on or before
Toronto and East York Community Council
On June 25, 2019*



Site Plan

Applicant's Submitted Drawing

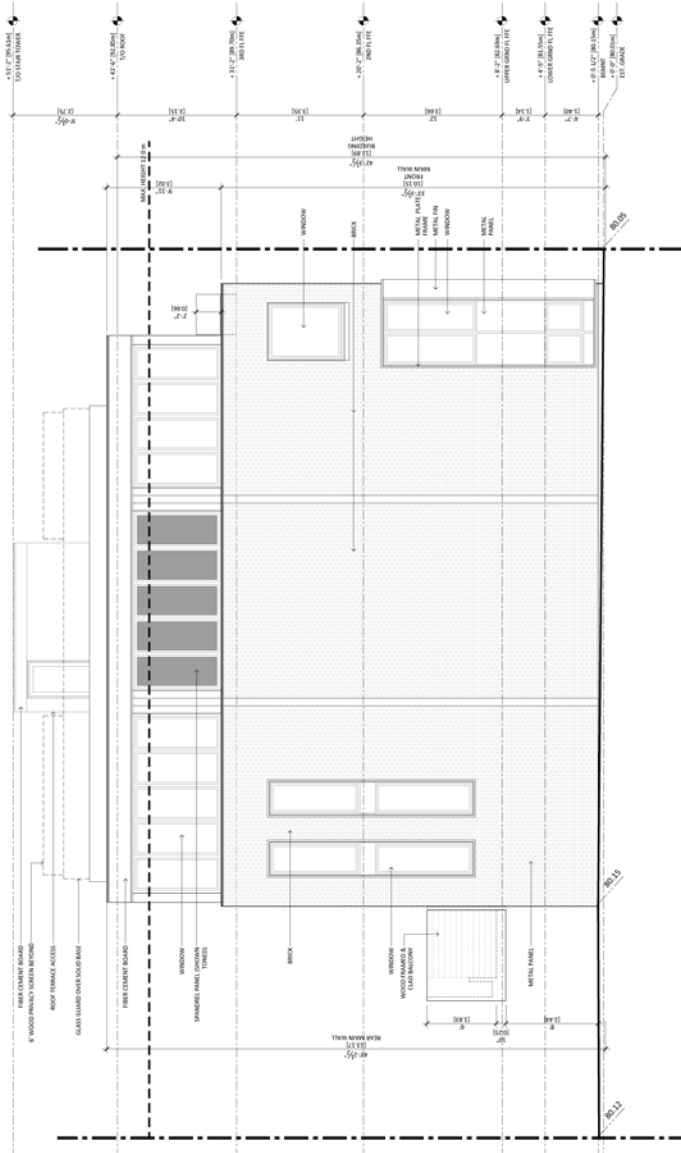
Not to Scale
05/28/2019



263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 OZ

Attachment 8: Elevations



263 Logan Avenue & 15 Busy Street

North Elevation
 Applicant's Submitted Drawing

Not to Scale
 05/28/2019

File # 18 104539 STE 30 0Z



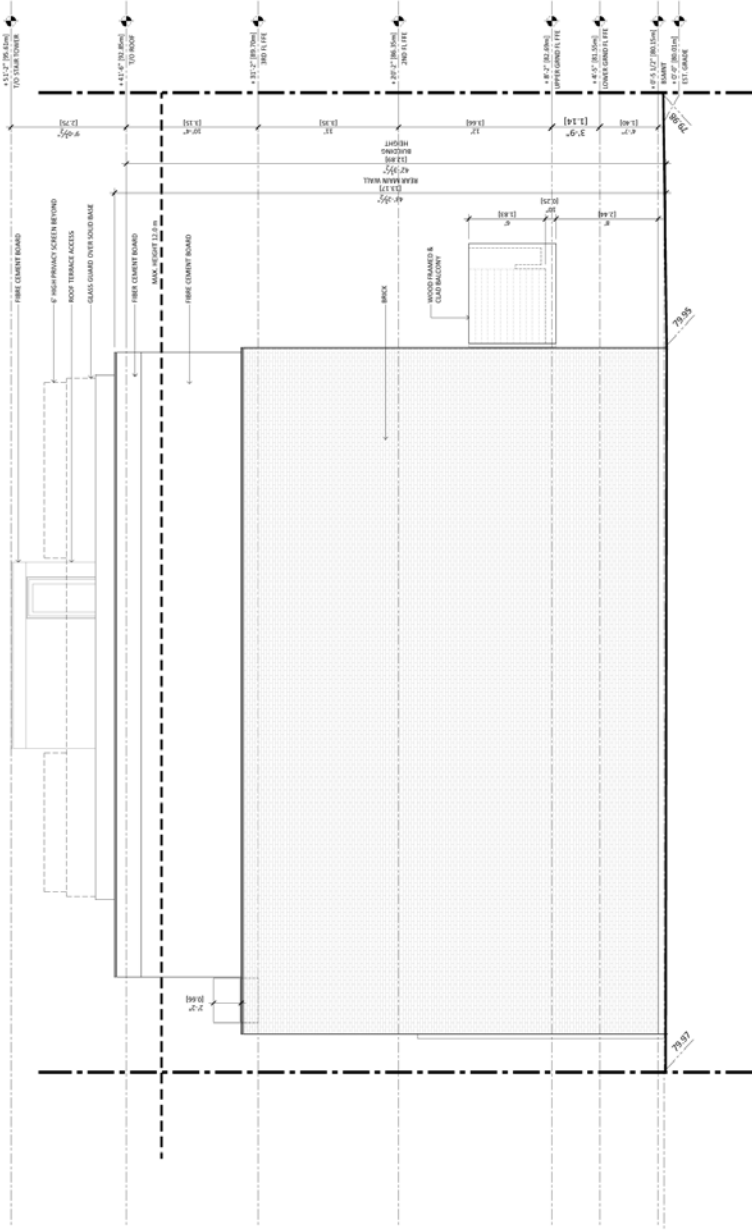
East Elevation

Applicant's Submitted Drawing

Not to Scale
05/28/2019

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z



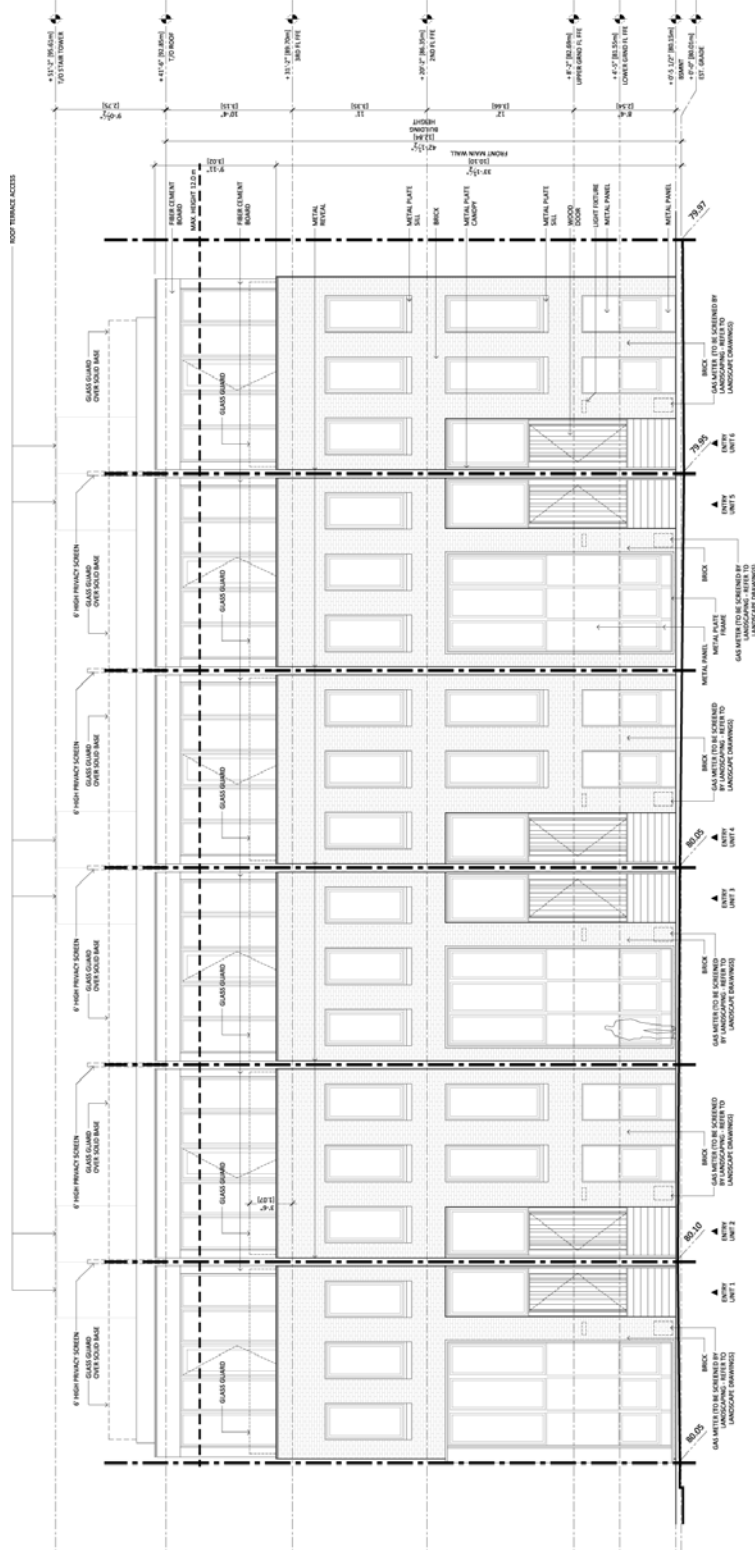
South Elevation

Applicant's Submitted Drawing

Not to Scale
05/28/2019

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z



West Elevation

Applicant's Submitted Drawing

Not to Scale
05/28/2019

263 Logan Avenue & 15 Busy Street

File # 18 104539 STE 30 0Z