

361 Davenport Road - Zoning By-law Amendment Application – Preliminary Report

Date: November 16, 2020

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 11 - University-Rosedale

Planning Application Number: 20 195008 STE 11 OZ

Current Uses on Site: A paved surface parking lot for adjacent commercial uses.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding a proposed 7-storey mixed-use mid-rise building located at 361 Davenport Road.

The application has been circulated to all appropriate agencies and City divisions for comment. City Planning staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Planning staff schedule a community consultation meeting for the development application for 361 Davenport Road 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

The City Planning Division confirms that there are no financial implications resulting from the recommendations in this report in the current budget year, or in future years.

THE APPLICATION

Complete Application Submission Date: October 8, 2020

Description

This application proposes a 7-storey mixed-use mid-rise building with a building height of 24.7 metres (plus a 5.4 metre mechanical penthouse). A total of 16 residential dwelling units (6 one-bedroom units, 9 two-bedroom units and 1 three-bedroom unit) are proposed above the ground floor. The ground floor is proposed to contain 60 square metres of office space.

The lot has a trapezoid shape, due to the angled portion of Davenport Road, with the building shape being parallel to its lot lines. The building is 7 storeys at Davenport Road, stepping down to 5 storeys at the south west end of the building with a 4.8 metre rear yard setback.

A total of 13 underground vehicular parking spaces are proposed to be accessed via a private driveway north of the site on Davenport to a north-side driveway at the rear of the site (open to the sky) to a covered east-west driveway back out to Davenport Road with an automated car lift located on south driveway. A total of 16 bicycle parking spaces are also proposed.

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at:
<https://app.toronto.ca/AIC/index.do>

See Attachment 1, 3 and 6 of this report, for a three dimensional representation of the project in context, a site plan of the proposal and the Application Data Sheet, respectively. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and, parking counts.

Reasons for the Application

The Zoning By-law application proposes to amend Zoning By-law 438-86 to vary performance standards including: building height; gross floor area, and building setbacks. As the site is not currently subject to Zoning By-law 569-2013, if approved, this site will be brought into the By-law.

POLICY CONSIDERATIONS/PLANNING FRAMEWORK

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 (2020) ("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 (2020) ("Growth Plan"). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe (2019) ("GGH"). The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the GGH region, of which the City forms an integral part. The Growth Plan establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to an 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, and better connected 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, 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 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.

Planning for Major Transit Station Areas

The Growth Plan as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the

next municipal comprehensive review ("MCR"), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan ("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.

The Official Plan contains policies related to building complete communities, heritage preservation, community services, transportation, and environmental stewardship.

The site is located on lands shown as *Downtown and Central Waterfront* on Map 2, and designated *Mixed Use Areas* on Land Use Map 17 of the Official Plan. The rear of the site is adjacent to lands designated *Neighbourhoods*.

See Attachment 4 of this report for the Official Plan Land Use Map.

The Downtown Plan

The site is designated the *Mixed Use Area 3* within the Downtown Secondary Plan. The areas contained within *Mixed Use Areas 3* will have a main street character and include a diversity of uses such as retail, services, restaurants and small shops at grade with residential and commercial uses above. These areas are generally along surface transit corridors, often contain a large number of heritage buildings and are mostly located adjacent to Downtown's low-rise neighbourhoods.

Mixed Use Areas 3 is often associated with the villages and neighbourhoods that make up and serve the local Downtown communities. The planned context will include buildings up to a mid-rise scale with good access to mid-day sunlight in the spring and fall to support a comfortable public realm. Some low-rise and tall buildings would be permitted in *Mixed Use Areas 3* based on compatibility.

The Downtown Secondary Plan (OPA 406) can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

Zoning By-laws

The site is zoned Commercial Residential (CR T2.0 C2.0 R1.5) with a height limit of 14.0 metres under the former City of Toronto Zoning By-law 436-86. The CR zone permits a range of residential uses, retail and office uses. The total maximum permitted density is 2.0 times the lot area, with a maximum of 1.5 times the lot area for residential uses and a maximum of 2.0 times the lot area for commercial uses.

The site is not currently subject to City of Toronto Zoning By-law 569-2013. The City wide Zoning By-law 569-2013 can be found here: <https://www.toronto.ca/zoning>

Urban Forestry/Environment

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).

Design Guidelines

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

- Avenues and Mid-Rise Building Guidelines;
- Growing Up: Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines.

The City's Design Guidelines can be found here: <https://www.toronto.ca/design-guidelines/>

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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

Applications must use the documentation required for the version of the TGS in effect at the time of the initial application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018.

The TGS can be found here: <https://www.toronto.ca/toronto-green-standard-version-3/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has been submitted concurrent to the Zoning By-law Application and is under review by City staff.

COMMENTS

ISSUES TO BE RESOLVED

City Planning staff have identified a number of preliminary issues with the proposed development and will work with the applicant to address these concerns and achieve a proposal which is more compatible with its surrounding context.

Conformity and Consistency with the Official Plan, Provincial Plans and Policies

Revisions may be required to ensure the proposal conforms with the Official Plan, conforms with the Growth Plan, and is consistent with the PPS.

Height and Transition

The proposed building height of 7 storeys will need to be reviewed against the height context of Davenport Road. The height and setbacks do not meet all of the Avenue and Mid-Rise Building Guidelines performance standards in its present form.

A review will be required to determine if this proposal provides appropriate transition between the *Mixed Use Areas* and *Neighbourhood* designations as required by the Official Plan.

Transportation/Parking Access

City staff will review the submitted material to consider the proposed site circulation for vehicles, and the automated car lift, with associated safety barriers, located in the east-west driveway at the southern end of the site.

Toronto Green Standard

City staff will review the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. Staff will encourage the applicant to pursue Tier 2, 3 or 4.

Additional Issues

The application has been circulated to City divisions and public agencies for comment. Additional issues may be identified through the review of the application, agency comments and the community consultation process.

NEXT STEPS

City staff will host a Community Consultation Meeting.

City staff will work to resolve the issues raised in this report and additional issues that may be identified by other City staff and the public. City Planning staff will report back at the appropriate time in the review of the application. If a Final Report is prepared, then

the report will proceed to the Toronto and East York Community Council meeting which will serve as the Statutory Public Meeting as required by the *Planning Act*.

CONTACT

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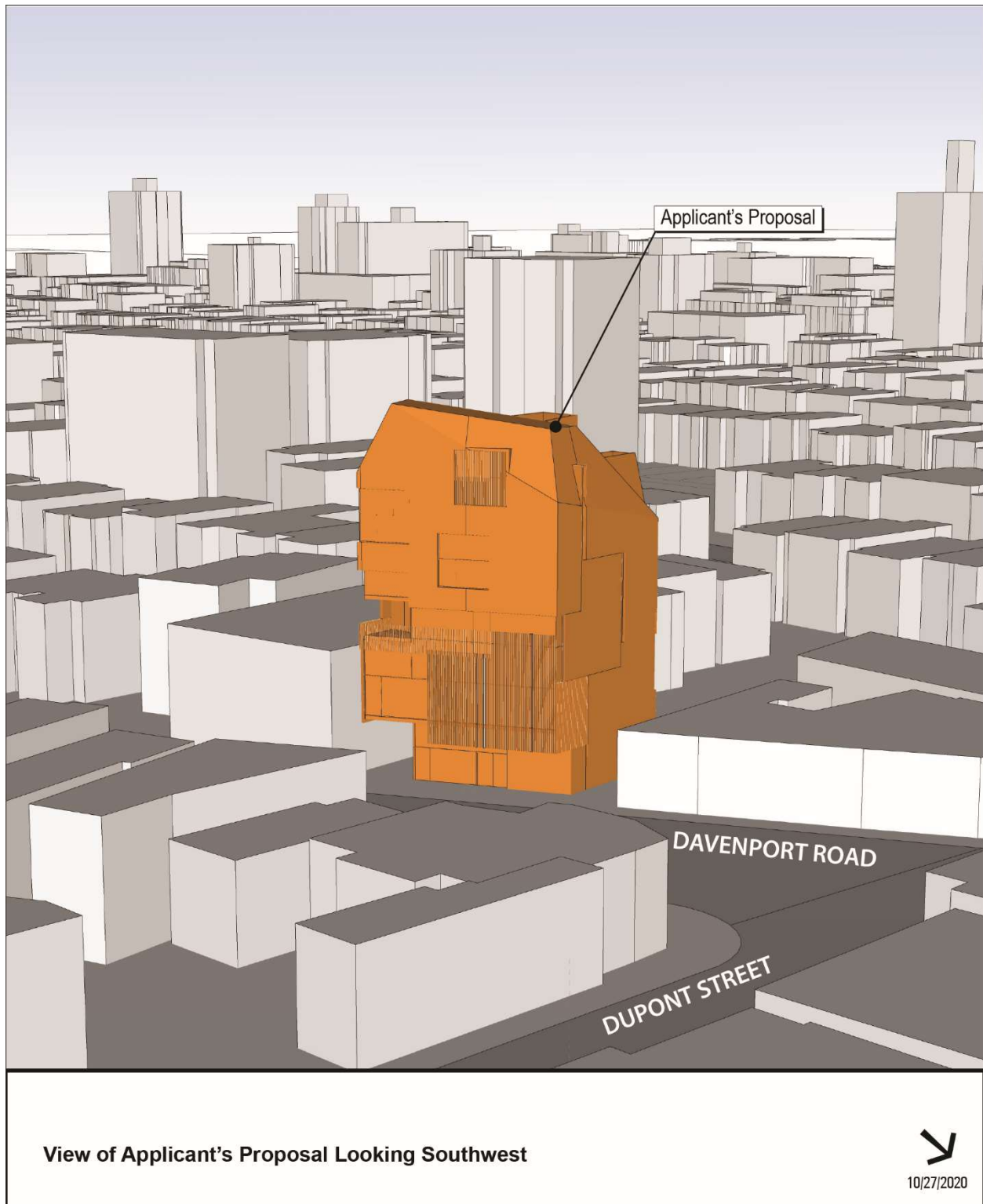
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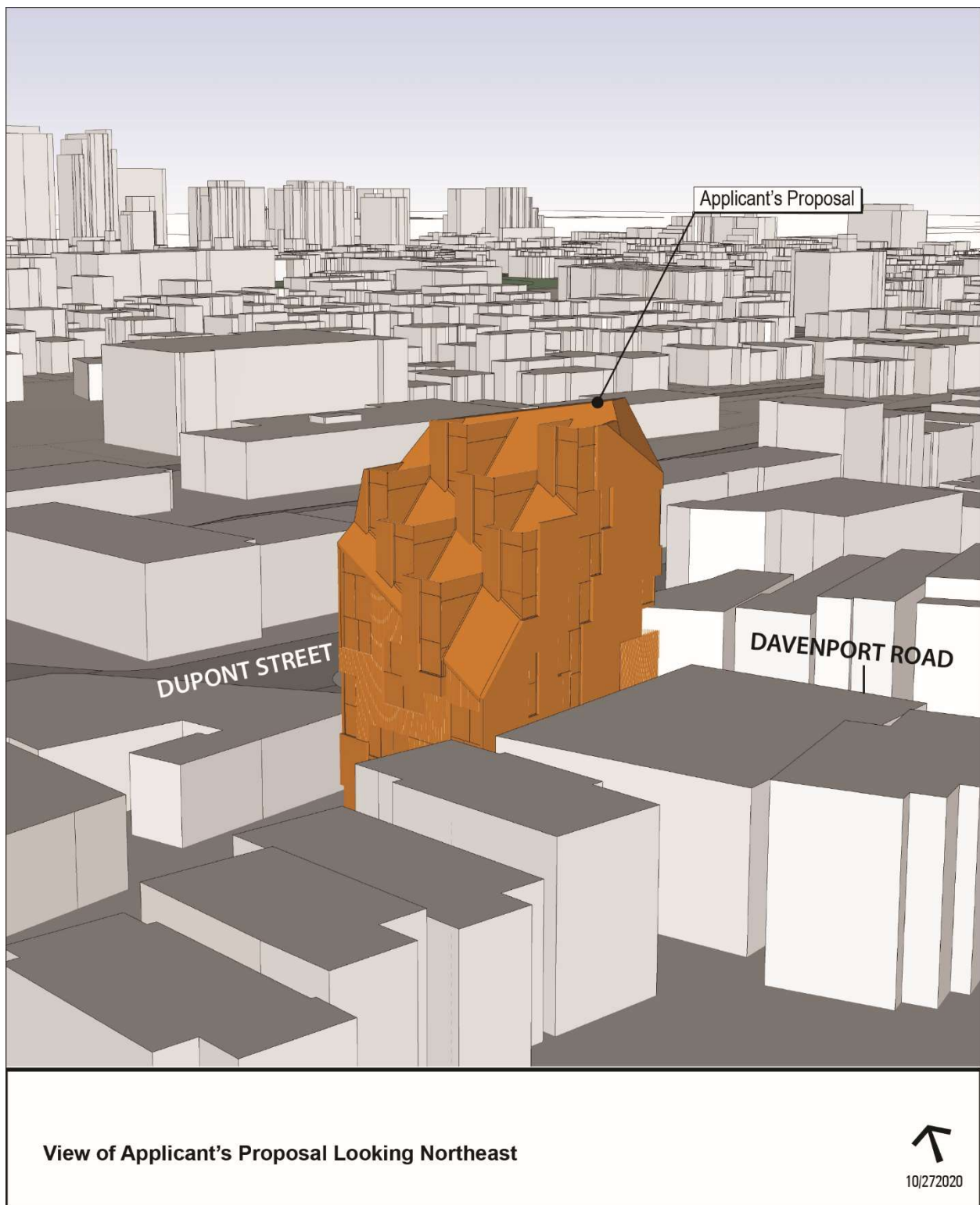
Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

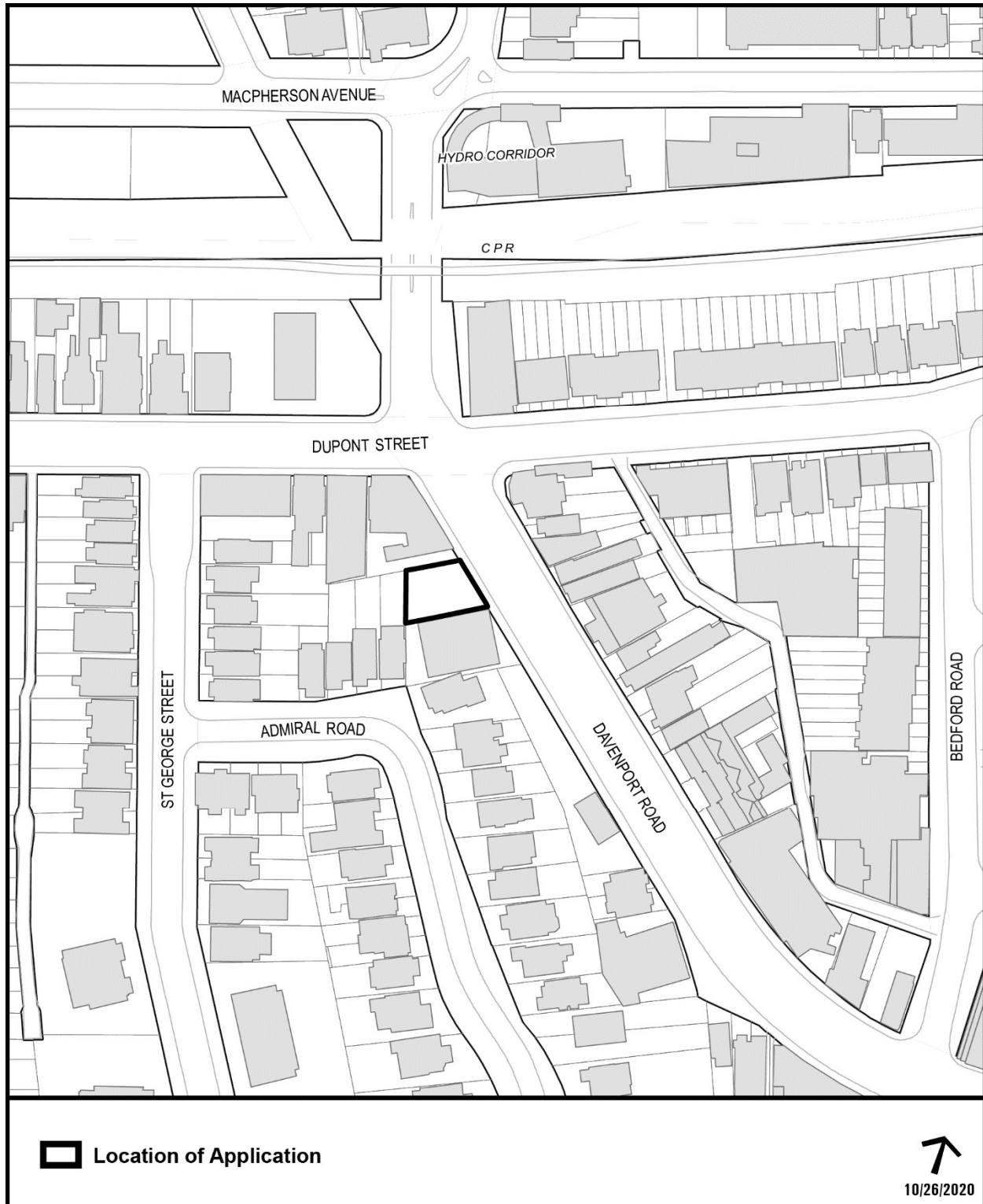
Attachment 1: 3D Model of Proposal in Context
Attachment 2: Location Map
Attachment 3: Site Plan
Attachment 4: Official Plan Map
Attachment 5: Zoning By-law Map
Attachment 6: Application Data Sheet

Attachment 1: 3D Model of Proposal in Context

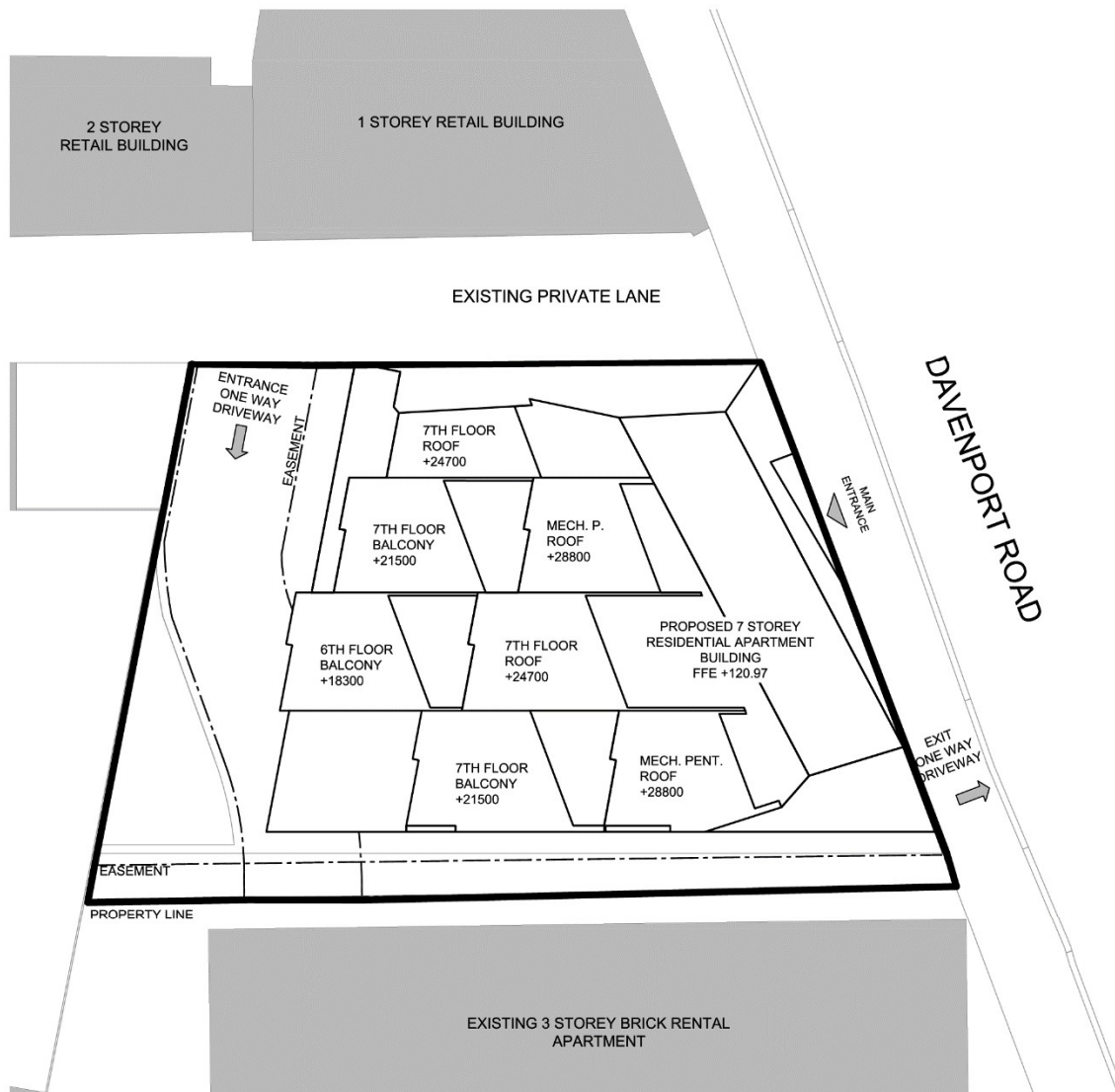




Attachment 2: Location Map



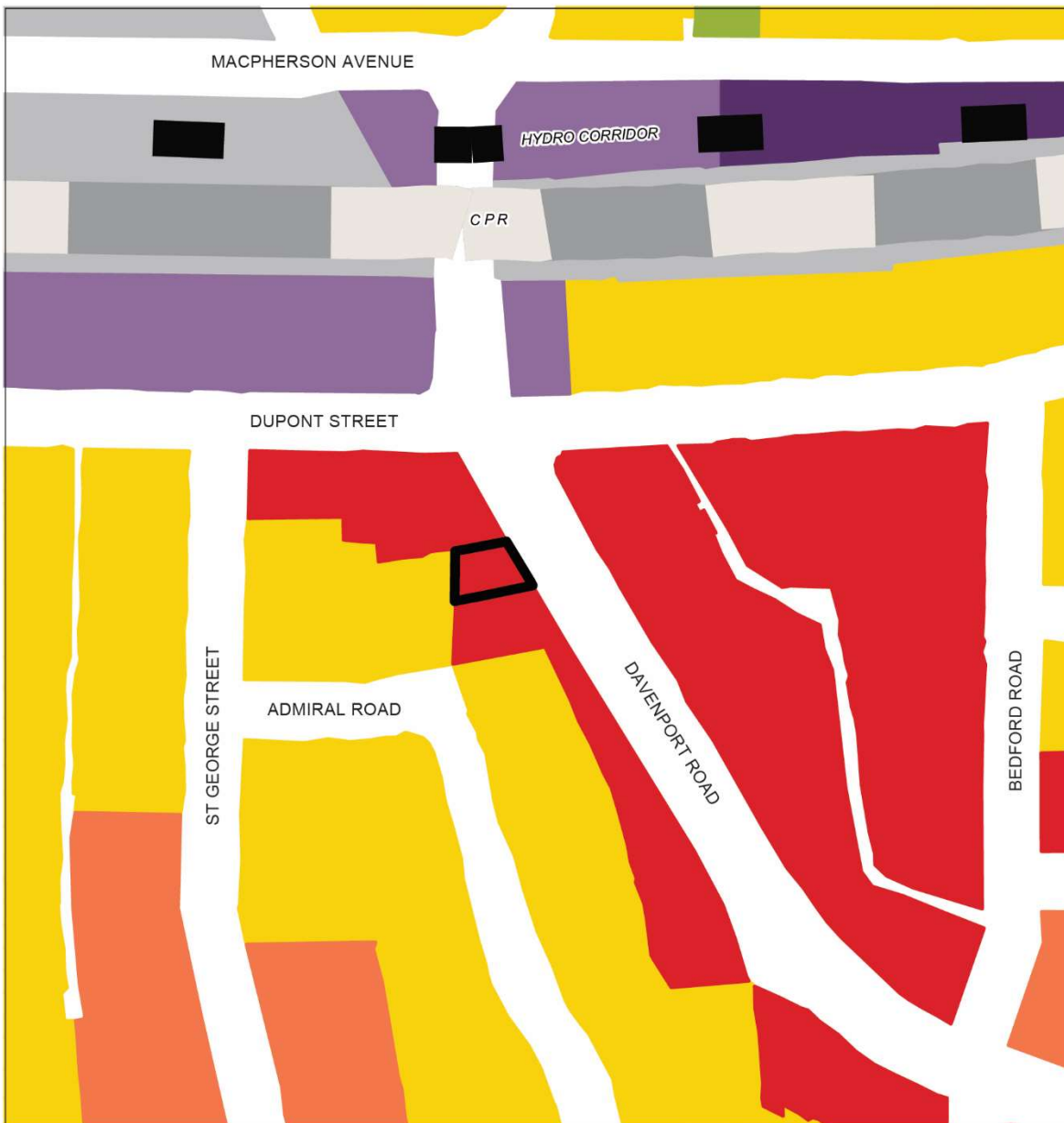
Attachment 3: Site Plan



Site Plan



Attachment 4: Official Plan Map



361 Davenport Road

Official Plan Land Use Map

File # 20 195008 STE 11 OZ

	Location of Application		Parks & Open Space Areas		Utility Corridors
	Neighbourhoods		Parks		General Employment Areas
	Apartment Neighbourhoods				Core Employment Areas
	Mixed Use Areas				

↑
Not to Scale
10/27/2020

Attachment 5: Zoning By-law Map



Zoning By-law 569-2013

361 Davenport Road

File # 20 195008 STE 11 0Z



Location of Application

R Residential CR Commercial Residential
UT Utility and Transportation



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

R2 Residential District
CR Mixed-Use District
IC Industrial District



Not to Scale
Extracted: 10/27/2020

Attachment 6: Application Data Sheet

Municipal Address: 361 Davenport Rd. **Date Received:** September 17, 2020

Application Number: 20 195008 STE 11 OZ

Application Type: Rezoning

Project Description: 7-storey mixed use building with 16 dwelling units and commercial (office) component fronting on Davenport Road.

Applicant	Agent	Architect	Owner
KFA Architects	KFA Architects	KFA Architects	2719130 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N/A

Zoning: CR (T2, C2.0, R1.5) Heritage Designation: N

Height Limit (m): 14 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 403 Frontage (m): 17 Depth (m): 23

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	0	0	171	171
Residential GFA (sq m):	0	0	1,509	1,509
Non-Residential GFA (sq m):	0	0	60	60
Total GFA (sq m):	0	0	1,569	1,569
Height - Storeys:	0	0	7	7
Height - Metres:	0	0	25	25

Lot Coverage Ratio (%): 42.5 Floor Space Index: 3.9

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	1,509	0
Retail GFA:	0	0
Office GFA:	60	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	n/a	n/a	n/a	n/a
Freehold:	n/a	n/a	n/a	n/a
Condominium:	n/a	n/a	16	16
Other:	n/a	n/a	n/a	n/a
Total Units:	n/a	n/a	16	16

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	n/a	n/a	n/a	n/a	n/a
Proposed:	0	0	6	9	1
Total Units:	0	0	6	9	1

Parking and Loading

Parking Spaces:	13	Bicycle Parking Spaces:	20	Loading Docks:	0
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