

337-349 Queens Drive - Zoning By-law Amendment Application - Final Report

Date: June 7, 2022

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 5 - York South-Weston

Planning Application Number: 20 212119 WET 05 OZ

SUMMARY

This application proposes to amend the former City of North York Zoning By-law 7625 and city-wide Zoning By-law 569-2013 for the property at 337 to 349 Queens Drive (the "Site") to permit a residential development comprised of 20 townhouse and eight semi-detached houses (the "Application"). The proposed townhouse and semi-detached houses would be situated in three blocks. The total gross floor area of the residential development would be 6,969 square metres. The proposal would have a density of approximately 1.02 times the area of the lot. Vehicular access to the development would be provided via a private street access from Queens Drive.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with the provincial Growth Plan. The proposal represents appropriate development that is massed to be compatible with the Neighbourhoods properties in the area, and is consistent with the City's Official Plan and guidelines. This report reviews and recommends approval of the application to amend the Zoning By-law, subject to conditions, before introducing the necessary bills to City Council for enactment.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of North York Zoning By-law 7625 for the lands at 337-349 Queens Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
2. City Council amend city-wide Zoning By-law 569-2013 for the lands 337-349 Queens Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.

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. Before introducing the necessary bills to City Council for enactment, City Council require the following:

a. The owner shall address all outstanding issues raised by Engineering and Construction Services as they relate to the Zoning By-law Amendment application as set out in their memo dated December 23, 2021 or as may be updated in response to further submission(s) filed by the owner, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

b. The owner shall make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Chief Engineer and Executive Director of Engineering and Construction Services and the General Manager of Transportation Services.

c. The owner shall submit an application for tree removal, to the satisfaction of the General Manager, Parks, Forestry and Recreation.

FINANCIAL IMPACT

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

DECISION HISTORY

On March 3, 2021, Etobicoke York Community Council adopted the Preliminary Report on the application, authorizing staff to conduct a community consultation meeting with an expanded notification area. The decision document can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EY22.5>

PROPOSAL

Pre-Application Consultation

An initial, non-statutory, information meeting was conducted by the applicant in April 2018, where the applicant proposed two design options, with 52 units and 75 units, respectively.

A pre-application consultation meeting was held with the applicant on October 8, 2019 to discuss complete application submission requirements and preliminary comments related to the proposal. The concept discussed with staff is similar to the current proposal, having been reduced to 28 units.

Applicants Proposal

The application proposes a low-rise residential development comprised of 20 townhouse and eight semi-detached houses with integral garages. The proposed dwelling units would be situated within three main blocks and would be three storeys in height (approximately 12 metres as measured to the top of the roofs). The total gross floor area of the residential development would be 6,969 square metres. The proposal would have a density of approximately 1.02 times the area of the lot.

Vehicular access to the site would be provided by a private street off of Queens Drive with an inverted T configuration. The townhouse units are proposed in two main blocks perpendicular to Queens Drive on either side of the proposed private access road. Each block would contain eight units (identified as Block A1, A2, B1 and B2 on Attachment 4: Site Plan). On the south side of the east-west extension of the private street is the third main block that would include four townhouse units in the middle of the block (identified as Block D) with four semi-detached units on either side of the townhouses.

Each townhouse unit would have a gross floor area of approximately 255 square metres and each semi-detached unit would have a gross floor area of approximately 234 square metres, including the integral garage area. The townhouse units would each have a width of five metres and each semi-detached dwelling unit would be 5.6 metres wide.

At the north end of the site, the end townhouse units adjacent to Queens Drive would be oriented to have the front face and main entrance facing Queens Drive with a proposed setback of approximately four metres to the front property line for the west block and 5.73 metres for the east block. The front yard setbacks of the townhouse and semi-detached dwelling units internal to the site would range from 5.8 metres to 10.6 metres. All units would have a rear yard setback of 7.5 metres.

The application is also proposing 160 square metres of informal amenity space with seating areas in two areas to the southwest and the southeast of the townhouse blocks perpendicular to Queens Drive.

A pedestrian sidewalk is proposed along both sides of the north-south private street connecting to Queens Drive and on the south side of the east-west extension of the private street. A total of 34 parking spaces would be provided for the development, including six visitor parking spaces located along the interior north side of the private street and 28 residential parking spaces (one for each dwelling unit) located within each of the integral garages of the proposed dwelling units. Private driveways will be provided for each unit ranging in length from five metres to 7.9 metres.

Detailed project information is found on the City's Application Information Centre at: <http://app.toronto.ca/AIC/index.do?folderRsn=gRS0gikmZ9mEwKXdIO4JXA%3D%3D>

See Attachment 2 for the location map, Attachment 7 for the site plan, and Attachments 8 to 11 for the elevations.

Site and Surrounding Area

The subject site is located on the south side of Queens Drive, east of Jane Street and west of Black Creek Drive (see Attachment 2: Location Map). The site area is approximately 6,803 square metres (0.68 hectare) with a rectangular shape. The lot frontage is 75 metres and lot depth of 91 metres. The site is currently vacant. The site was previously occupied by four detached houses which were demolished in 2019.

Surrounding land uses include:

North: Directly across on the north side of Queens Drive are two-storey townhouse dwelling units and Upwood Park Co-Operative Homes, which is comprised of two 10-storey apartment buildings.

East: Immediately east are one and two-storey detached dwellings and two-storey semi-detached dwellings.

South: Immediately south are one and two-storey semi-detached dwellings. Further south is the Upwood Greenbelt and the Black Creek ravine system. There is a pedestrian connection from Upwood Avenue to the Black Creek ravine.

West: To the west of the site is a three-storey detached dwelling and then a five-storey retirement home (Weston Retirement Residence). Further west is Upwood Greenbelt and the Black Creek ravine system, as well as apartment buildings along Jane Street which range in height.

Reasons for Application

Amendments to the former City of North York Zoning By-law 7625 and city-wide Zoning Bylaw 569-2013 are required to establish appropriate uses and development standards related to building type, building height, coverage, setbacks, density, loading and landscaping.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Survey
- Architectural Plans
- Landscape Plans

- Tree Preservation Plan
- Civil and Utility Plans
- Environmental Site Assessment
- Energy Modelling Report
- Traffic Operations Assessment
- Digital 3D Model
- Draft Zoning By-law Amendments
- Planning Rationale Report
- Sun/Shadow Studies
- Toronto Green Standard Checklist
- Arborist Report
- Functional Servicing and Stormwater Management Report
- Geotechnical Study
- Hydrogeological Assessment Report
- Public Consultation Plan

Copies of the submitted documents are available on the City's Application Information centre at: <https://www.toronto.ca/city-government/planning-development/applicationinformation-centre/>

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 provisions.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the adequate provision and efficient use of transportation systems; the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the adequate provision of employment opportunities; the appropriate locations to target growth and development; the adequate provision and distribution of educational, health, social, cultural, and recreational facilities; the promotion of development that is sustainable and supports public transit and active transportation; and the promotion of a built form that is well designed, encourages a sense of place, and provides public spaces that are of high quality, accessible, attractive, and vibrant.

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

Ontario. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision, and site plan control.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides provincial policy direction 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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing, including affordable housing, to meet changing needs;
- ensuring opportunities for job creation;
- ensuring appropriate transportation, water, sewer, and other infrastructure is available to accommodate current and future needs; and
- protecting people, property, and community resources by directing development away from natural or human-made hazards.

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: "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

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 (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019.

The amended Growth Plan 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 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 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;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving a diverse range of housing options, protected employment zones, recreation and public service facilities, and green spaces;
- Planning for transit-supportive densities and integrating transit services to facilitate the efficient movement of people and goods;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retains space to accommodate jobs 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.

Toronto Official Plan

The Toronto Official Plan outlines City Council's policies and objectives for land use planning and development. The Official Plan designates this site as Neighbourhoods on Map 14 of the Official Plan (See Attachment 3: Official Plan Land Use Map).

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

This application has been reviewed against the following Official Plan policies:

Chapter 2 - Shaping the City

2.3.1 Healthy Neighbourhoods

This section indicates that the Official Plan provides the principles for steering growth and change in different parts of the city, which include protecting the city's neighbourhoods and green spaces from development pressures.

The Healthy Neighbourhoods policies in Section 2.3.1 of the Official Plan state that Neighbourhoods are low-rise and low density residential areas that are considered to be physically stable. Development in Neighbourhoods will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Chapter 3 - Building a Successful City

The Public Realm policies of the Official Plan provide direction on the importance of the public realm including streets, sidewalks, internal pedestrian connections, open space areas, parks and public buildings.

The Built Form policies of the Official Plan require new development to be located and organized to fit with its existing and/or planned context. Buildings should generally be located parallel to the street or so that they are clearly visible and directly accessible from the public sidewalk. Vehicle parking, access, and service areas should be located and screened to minimize their impact on the property and on surrounding properties. In order to fit harmoniously into the existing and/or planned context, buildings should create transitions in scale to neighbouring existing and/or planned buildings and to provide adequate light and privacy.

The Built Form - Building Types policies recognize three scales of building types - Townhouse and Low Rise Apartments, Mid-Rise and Tall Buildings. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the street, and building massing and height. Townhouse and low-rise apartments are generally limited to four storeys in height, are to provide unit and building entrances with access to and visibility from public streets, pedestrian mews, and walkways, integrate with existing grades at the property line, and allow for daylight and privacy on ground floor units by providing appropriate facing distances, building heights, angular planes, and setbacks.

Chapter 4 - Land Use Designations

The Toronto Official Plan, on Map 14, designates the site as Neighbourhoods (see Attachment 3). 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 apartment buildings that are no higher than four storeys. New development within this designation will maintain the existing physical character. Parks, low scale institutions, home occupations, cultural and recreational facilities, and small-scale retail, service, and office uses are also provided for in Neighbourhoods.

Neighbourhoods policies in Chapter 4.1, including Policy 4.1.5, provides that development in established Neighbourhoods will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular:

- a) patterns of streets, blocks and lanes, parks and public building sites;
- b) prevailing size and configuration of lots;
- c) prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
- d) prevailing building type(s);
- e) prevailing location, design and elevations relative to the grade of driveways and garages;
- f) prevailing setbacks of buildings from the street or streets;
- g) prevailing patterns of rear and side yard setbacks and landscaped open space;
- h) continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
- i) conservation of heritage buildings, structure and landscapes.

Chapter 5 - Implementation

Section 5.3.2 Implementation Plans and Strategies for City-building

This section indicates that detailed action-oriented plans, programs and strategies will be needed to implement the Official Plan and to adapt to changing circumstances and challenges over the life of the Official Plan. Policy 5.3.2.1 states that implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of the Official Plan.

Section 5.6 Interpretation

This section establishes how the policies are to be understood and interpreted. Policy 5.6.1 states that the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Policy 5.6.1.1 states that policies should not be read in isolation. When more than one policy is relevant, all appropriate policies are to be considered in each situation.

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

Zoning

The site is zoned One-Family Detached Dwelling Fourth Density Zone Residential (R4) under the former City of North York Zoning By-law 7625. This zoning permits single detached dwellings, and accessory buildings and structures. The minimum lot frontage in the R4 zone is 15 metres and the minimum lot area is 550 square metres. Other zoning provisions include, but are not limited to, maximum building height of two storeys and 8.8 metres (as measured to the mid-point of the roof), minimum front yard setback of 7.5 metres, minimum rear yard setback of 9.5 metres, maximum dwelling length of 16.8 metres and maximum lot coverage of 30% of the lot area.

Under city-wide Zoning By-law 569-2013, the site is zoned Residential Detached [RD (f15.0; a550) (x5)]. The RD zone permits detached dwellings, and accessory buildings and structures. The minimum lot frontage in this zone is 15 metres and the minimum lot area is 550 square metres. Other zoning provisions include, but are not limited to, maximum building height of two storeys and 10 metres (as measured to the top of the roof), minimum rear yard setback of 7.5 metres or 25% of the lot depth, whichever is the greater, maximum building length of 17 metres and maximum lot coverage of 30% of the lot area. The site is subject to a site specific exception under Zoning By-law 569-2013. Exception 5 requires a minimum side yard setback of 1.8 metres.

See Attachment 5 of the report for the existing zoning by-law map. The City's Zoning By-law 569-2013 can be found here:

<https://www.toronto.ca/citygovernment/planning-development/zoning-by-law-preliminary-zoning-reviews/zoningby-law-569-2013-2/>

Design Guidelines

Policy 5.3.2.1 of the Official Plan states that guidelines will be adopted to advance the vision, objectives, and policies. Urban design guidelines specifically are intended to provide a more detailed framework for built form and public realm improvements in growth areas. The Townhouse and Low-Rise Apartment Guidelines were used in the evaluation of this application:

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-planguidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

Site Plan Control

The proposal is subject to Site Plan Control. An application for Site Plan Control approval has been submitted (file no. 20 212165 WET 05 SA), and was reviewed concurrently with the subject application.

COMMUNITY CONSULTATION

City Planning staff hosted a virtual community consultation meeting on May 25, 2021. The meeting was attended by approximately 15 members of the public, along with City staff, the applicant, and their consulting team. In accordance with the direction of Etobicoke York Community Council, notice was sent to an expanded notification area that exceeded the required 120 metres.

At the meeting, City Planning staff presented the planning policy framework and an overview of the application review process, and the applicant presented their development proposal. The meeting concluded with a question and answer period. Comments raised through the virtual meeting, along with comments raised through written correspondence with City staff, concerned:

- the height of the proposed development;
- garbage storage potentially creating odours and garbage collection could create noise issues;
- the adequacy of visitor parking;
- the traffic impact of the proposed development;
- the bedroom type and mix of residential units and the opportunity for affordable housing in the proposed development;
- the adequacy of tree planting;
- the construction impacts of the proposed development on residents of the surrounding area; and
- neighbourhood safety.

Based on the comments received by the community and City staff, the applicant revised their proposal to remove the garbage collection structures and instead design for individual collection by the City and significantly increased the amount of tree planting.

COMMENTS

Planning Act

Section 2 of the Planning Act sets out matters of provincial interest that City Council shall have regard to in making any decision on the Application. Relevant matters of provincial interest include:

- (f) The adequate provision and efficient use of communication, transportation, sewage, and water services and waste management systems;

- (h) The orderly development of safe and healthy communities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- (r) The promotion of a built form that (i) is well designed; (ii) encourages a sense of place; and (iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant; and
- (s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

Staff are satisfied that the current proposal has regard to relevant matters of provincial interest, including subsections h), j), p), and r) of Section 2 of the Planning Act. The proposal is in an appropriate location for development; is within a five minute walk of bus routes on Jane Street and Lawrence Avenue West; represents an appropriate built form that addresses the existing and planned context of the Neighbourhood, which permits the townhouse and semi-detached built form that provides a transition from the apartment buildings to the north to the detached houses to the south and east. The development is also comprised of family-sized units; encourages a sense of place; and improves the public realm.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020) and staff have determined that the proposal is consistent with both. The proposal is consistent with Policy 1.1.3.2 of the PPS (2020) which directs that land use patterns be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation.

The proposed townhouse and semi-detached dwelling development is consistent with Policy 1.1.3.3 as this level of intensification can be accommodated on the site given the surrounding context and suitable existing or planned infrastructure and public services facilities are available to accommodate projected needs. The proposed development intensifies the site in a compact built form that uses land efficiently and optimizes available infrastructure, and is consistent with Policy 1.6.6.1 of the PPS. The proposal conforms to the Growth Plan (2020) by directing growth to an appropriate site within a settlement area; and making efficient use of land, existing services and infrastructure.

As directed by the Growth Plan (2020), the proposal supports the achievement of complete community through a more compact built form, with dwellings units that are high quality, attractive and contribute to the vitality and character of the neighbourhood. The City has advanced these objectives through the implementing policies of the Official

Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2 and the Built Form - Building Types policies in Section 3.1.3.

Land Use

The Application has been reviewed against the Official Plan policies and planning studies described in the Policy Considerations section of this report as well as the policies of the Toronto Official Plan as a whole.

The site is designated Neighbourhoods in the Official Plan, which are intended for lower-scale residential development that include detached houses, semi-detached houses, duplexes, triplexes, townhouses as well as interspersed walk-up apartments that are four storeys or less.

This application is an opportunity to provide an appropriately scaled built form that is compatible with, and would enhance, the existing neighbourhood; and would provide a range of housing options. The proposed development would be appropriate at this location and would be compatible with the planned context of this area; the proposed semi-detached and townhouse units are compatible with the detached dwellings to the south and east, and provide transition from the more intensive forms of development to the north and west.

Height, Massing, and Density

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Considerations section of the Report.

The proposed building height of 12.5 metres above the established grade exceeds the existing zoning maximum height of 10 metres under city-wide Zoning By-law 569-2013 and 8.8 metres under the former City of York By-law 7625, and the lot coverage maximum of 30%. Semi-detached and townhouse dwellings are also not permitted residential building types in the RD zone.

However, at a proposed density of 1.02 times the area of the lot and a maximum height of three storeys, the development is compatible with the surrounding area and constitutes a moderate intensification of the subject lands. The height of three storeys provides for appropriate transition from the one and two-storey houses to the south and east towards the four-storey retirement building to the west, and the 10-storey residential buildings to the north.

The development proposes setbacks of 3.98 metres and 5.73 metres from Queens Drive for the two townhouse blocks (Blocks A and B) perpendicular to Queens Drive, generally aligning with the neighbouring buildings in accordance with Townhouse and Low-Rise Apartment Guidelines. The individual townhouse units of these blocks are set back 6.27 metres from the proposed sidewalks along the new private street. A rear yard setback of 7.5 metres is maintained to the eastern and western property lines. These two blocks have a facing distance of 20 metres, in accordance with the Official Plan direction and Townhouse and Low-Rise Apartment Guidelines separation distance requirement for buildings of this height. The minimum rear yard setback of 7.5 metres is

in keeping with zoning provisions and provides an appropriate rear yard private space for the outside enjoyment of future residents of the units as well as appropriate separation to the rear property line.

The semi-detached units in the south end of the site (Blocks C and E) would have a front yard setback of 7.9 metres from the private street, and side yard setbacks of 1.85 and 1.81 metres, to the east and west side yard, respectively. There is a proposed rear yard setback of 7.5 metres from the southern property line. The townhouse units (Block D) in between the semi-detached blocks also would have a rear yard setback of 7.5 metres from the southern property line, and a front yard setback of five metres from the private street to the north. There is a 24-metre separation distance proposed between the front face of the southerly units in Blocks C, D, and E to the side wall of Blocks A and B.

While the development is oriented perpendicular to the public street, the units adjacent to the street in Blocks A and B are proposed to front onto Queens Drive, with a prominent entrance animating the public realm. The detailed entrance design will be secured through the site plan control process. All the other units are oriented towards the private street, and most provide visibility towards Queens Drive with the remainder providing visibility to the private street, conforming to the Built Form - Building Types policies for townhouse and low-rise apartments, and generally satisfying the objectives of Townhouse and Low-Rise Apartment Guidelines.

The proposed width of the units ranges from five metres for the townhouse units to 5.6 metres to the semi-detached units. Each townhouse unit would have a gross floor area of approximately 255 square metres and each semi-detached dwelling unit would have a gross floor area of approximately 234 square metres, including the integral garage area. The surrounding area includes a mix of built form, dwelling type, size and style. The built form includes tall buildings to the north and west, townhouse units to the north and semi-detached and detached dwellings to the west, east, and south. The proposed townhouse and semi-detached development would be in keeping with the existing and planned context of the area.

The new townhouse blocks appropriately frame the Queens Drive frontage with a north facing unit on the blocks along the street. Locating units along the perimeter of the site also supports the adjacent public realm which, along with enhanced tree planting, allows for a desirable landscape space between the boulevard and the development site. This would contribute to an attractive, comfortable and functional environment for both pedestrians and future residents.

The proposed development conforms to the Official Plan and is generally in keeping with the objectives of the Townhouse and Low-Rise Apartment Guidelines, by successfully framing and supporting Queens Drive, providing a mix of building types with appropriate spacing, height, and massing, and providing a transition from the lower density to the south and east to the higher density north and west. City Planning staff are of the opinion that the proposed development fits within the existing and planned context for the area, is appropriate for the subject site and can be supported.

Amenity Space

The proposal provides for two small landscaped informal amenity areas with picnic tables and benches proposed to the south Blocks A2 and B2. The area south of Block A2 area is approximately 42 square metres, and the area south of Block B2 is approximately 118 square metres. The proposed area is satisfactory. Further programming details will be provided through the Site Plan Control application process.

Transportation, Access and Parking

Access to the site is proposed via a private street from Queens Drive in a T configuration. The private street provides access to the proposed driveways to the units and to the visitor parking internal to the site. The private street is designed in accordance with City standards to look and feel like a public road. Through the site plan control process, the detailed road and sidewalk design will be confirmed and secured to ensure all city standards are addressed, including the curb radii of five metres and the required 2.1-metre wide sidewalk to ensure it will be continuous through the private street.

The applicant's transportation consultant, Asurza Engineering prepared a Traffic Brief dated June 22, 2020 to reflect the projected future traffic conditions. The consultant estimates in this study that the proposed development will generate approximately 14 total new two-way trips (three inbound and 11 outbound) during the weekday morning and 19 total new two-way trips (12 inbound and seven outbound) during the afternoon peak hours, respectively. The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system. Transportation Services generally agrees with this conclusion.

A total of 34 parking spaces (28 residential and six visitor including two accessible parking spaces) have been provided. This is in excess of the 33 spaces required through the requirements of city-wide Zoning By-law 569-2013.

Streetscape

In accordance with current City standards, and the Accessibility for Ontarians with Disabilities Act (AODA), new 2.1-metre wide clear concrete public sidewalks are required along the development site frontages. These sidewalks widths must be clear widths, must not include the street curb, street furniture, landscaped areas and must transition to the existing abutting sidewalks with a 5:1 taper within the site frontages. This has been shown on the site plan drawing and will be secured through the site plan control process.

The submitted Landscape Plans include street trees along the City's road allowance, and the minimum setback of 3.98 metres support soft landscaping and additional trees within the site along Queens Drive, reinforcing and reflecting the residential character of the streetscape.

Servicing

The applicant has provided a Functional Servicing and Stormwater Management Report. This material has been reviewed by Engineering and Construction Services staff. As of the writing of this report, there are outstanding matters to be resolved pertaining to groundwater, storm sewer capacity, the sanitary sewer analysis, and the watermain flow test. This report recommends that Council require these issues be resolved prior to introducing the necessary bills to City Council for enactment. Other servicing matters may be addressed through the Site Plan Control application approval.

Collection of garbage, recycling and organics would take place curbside in front of each unit on the private street, provided by the City, on condition that the development is built in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.

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 28 square metres of parkland per person, which is the city-wide average.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This proposal is subject to a 10 percent parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

Tree Preservation

City of Toronto By-laws provide for the protection of trees situated on both private and City property. Urban Forestry staff reviewed the application with respect to the City Street Tree By-law and the Private Tree By-law, Municipal Code Chapter 813, Trees, Articles II and III.

An Arborist Report and Tree Preservation Plan prepared by INSITE Landscape Architects Inc., most recently revised April 18, 2022 and a Landscape Plan also by INSITE, most recently revised April 26, 2022, was submitted in support of the application.

The proposal would require the removal of seven By-law protected City street trees, due to the private street access route and public sidewalk removal and replacement and the removal of 18 protected private trees, located on site, due to the proposed development. The applicant is to submit a tree planting deposit to ensure the planting and survival of seven new City trees. In addition, Forestry requires the planting of 54 new trees to replace the 18 private trees proposed for removal.

Through the review process, the applicant was advised that the original number of trees (17) proposed for the site was insufficient and not in keeping with the TGS requirements. Also, the soil volume provided was insufficient to ensure that the vegetation would thrive over time. The applicant was also aware of the some resident concerns regarding trees in the area, however, the Official Plan directs that the increase in the amount of healthy trees will be a priority for all development. Staff worked with the applicant to address the requirement for additional trees on the site that has resulted in the applicant now proposing 43 trees and an increase in soil volume.

Toronto Catholic District School Board

The Toronto Catholic District School Board (the "TCDSB") has had an opportunity to review the proposed development and advises that there is insufficient space in local schools to accommodate students resulting from this development. The TCDSB requires that the owner erect signs and provide warning clauses for all potential purchasers advising that sufficient student accommodation may not be available and that students may be accommodated outside the area until space in local schools becomes available.

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. Performance measures for the Tier 1 development features will be secured through the zoning by-law process include vehicular and bicycle parking. Other applicable TGS performance measures will be secured through the Site Plan Control approval process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. The proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the Toronto Official Plan. In particular, the site is distinguishable from the interior of the neighbourhood and the development represents an appropriate level of intensification on lands designated Neighbourhoods. The proposed development is of a height, massing and scale that fit within the existing and planned context of the area. Staff worked with the applicant and the community to address and resolve concerns related to landscaping and tree planting and waste storage and collection. The revisions to the proposal resulted in a development that contributes positively to the existing neighbourhood context. Staff recommend that Council support the application and adopt the proposed zoning by-law amendments subject to the recommendations of this report.

CONTACT

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SIGNATURE

Michael Mizzi, 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

Attachment 5: Draft former City of North York Zoning By-law 7625 Amendment

Attachment 6: Draft Zoning By-law 569-2013 Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: Block A and B North Elevation and South Elevation

Attachment 9: Blocks A1-A2 and Blocks B1-B2 Front Elevations

Attachment 10: Blocks A1-A2 & C West Elevation and Blocks B1-B2 & E East Elevation

Attachment 11: Blocks C, D, and E Front North Elevation and South Elevation

Attachment 1: Application Data Sheet

Municipal Address: 337-349 Queens Drive Date Received: October 28, 2020

Application Number: 20 212119 WET 05 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: To amend the former City of North York Zoning By-law No. 7625 and City of Toronto Zoning By-law No. 569-2013 to permit a residential development comprised of eight semi-detached dwelling units and 20 townhouse units, situated within three blocks. The proposed dwellings would be three storeys in height.

Applicant	Agent	Architect	Owner
RG CONSULTING INC			2672640 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
	RD		
Zoning:	(f15.0;a550)(x5)	Heritage Designation:	N
	--		
Height Limit (m):	10	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	6,802	Frontage (m):	75	Depth (m):	91
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,323	2,323
Residential GFA (sq m):	733		6,968	6,968
Non-Residential GFA (sq m):				
Total GFA (sq m):	733		6,969	6,969
Height - Storeys:	2		3	3
Height - Metres:	9		12.5	12.5

Lot Coverage Ratio (%)	103.2	Floor Space Index:	1.02
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
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Residential GFA: 6,968

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			28	28
Other:				
Total Units:			28	28

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					28
Total Units:					28

Parking and Loading

Parking Spaces:	34	Bicycle Parking Spaces:	0	Loading Docks:	0
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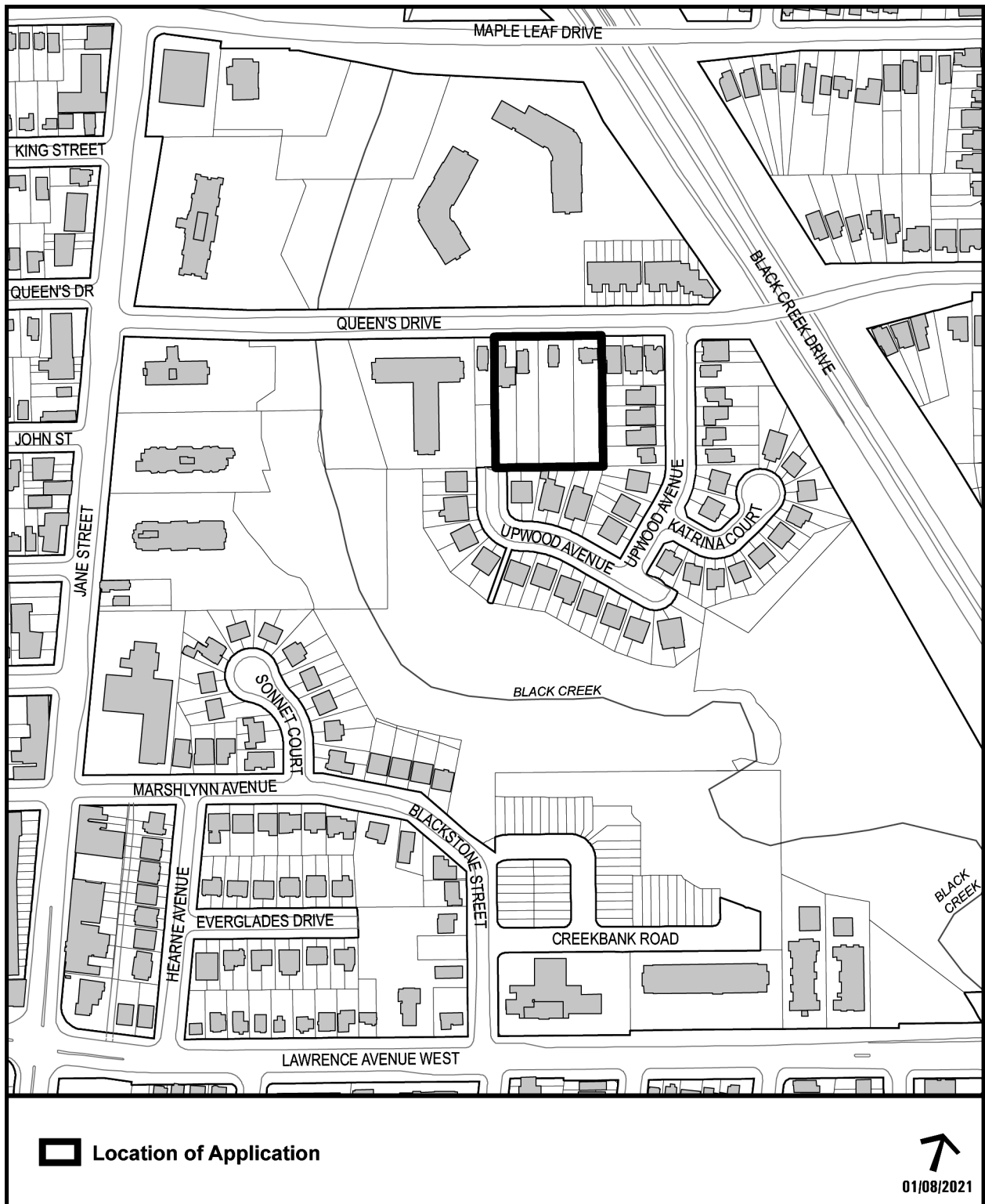
CONTACT:

Ira Banks, Planner

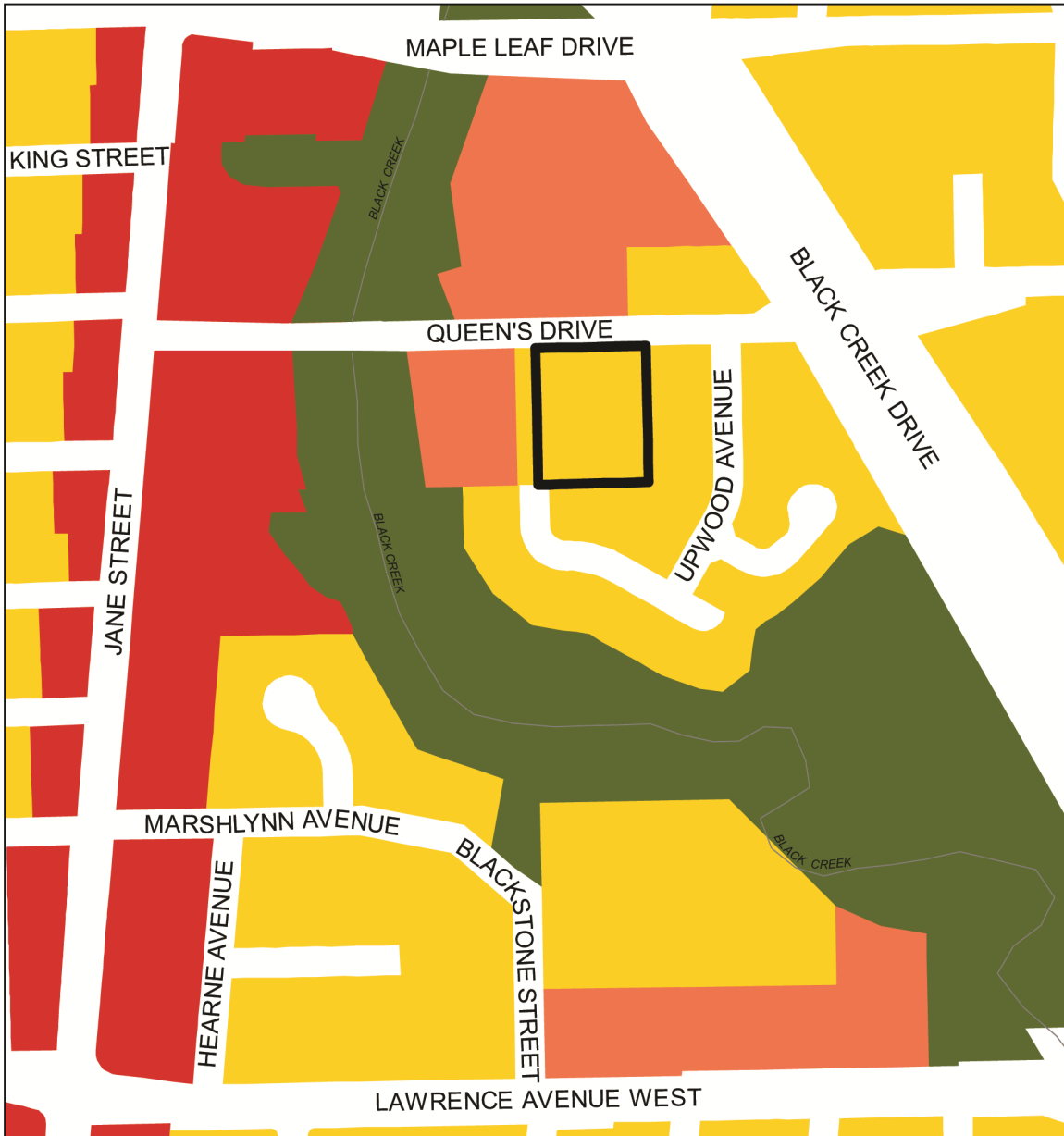
(416) 394-8878

Ira.Banks@toronto.ca

Attachment 2: Location Map



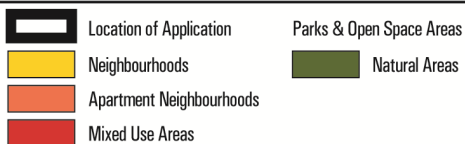
Attachment 3: Official Plan Land Use Map



337-349 Queen's Drive

Official Plan Land Use Map #14

File # 20 212119 WET 05 02




Not to Scale
01/11/2021

The map displays a complex network of streets and property lots. Key streets include King Street, Queen's Drive, Jane Street, Upwood Avenue, Black Creek Drive, and Lawrence Avenue West. Various zoning designations are labeled throughout the map, such as RA (f30.0; a1375) (x252), RD (f15.0; a550) (x5), and RM (f18.0; a665; u2). The map also shows several areas with specific zoning codes, including R1, R4, and G. The map is divided into numerous lots, some of which are shaded or outlined in black to indicate specific zoning or development areas.

File # 20 212119 WET 05 0Z

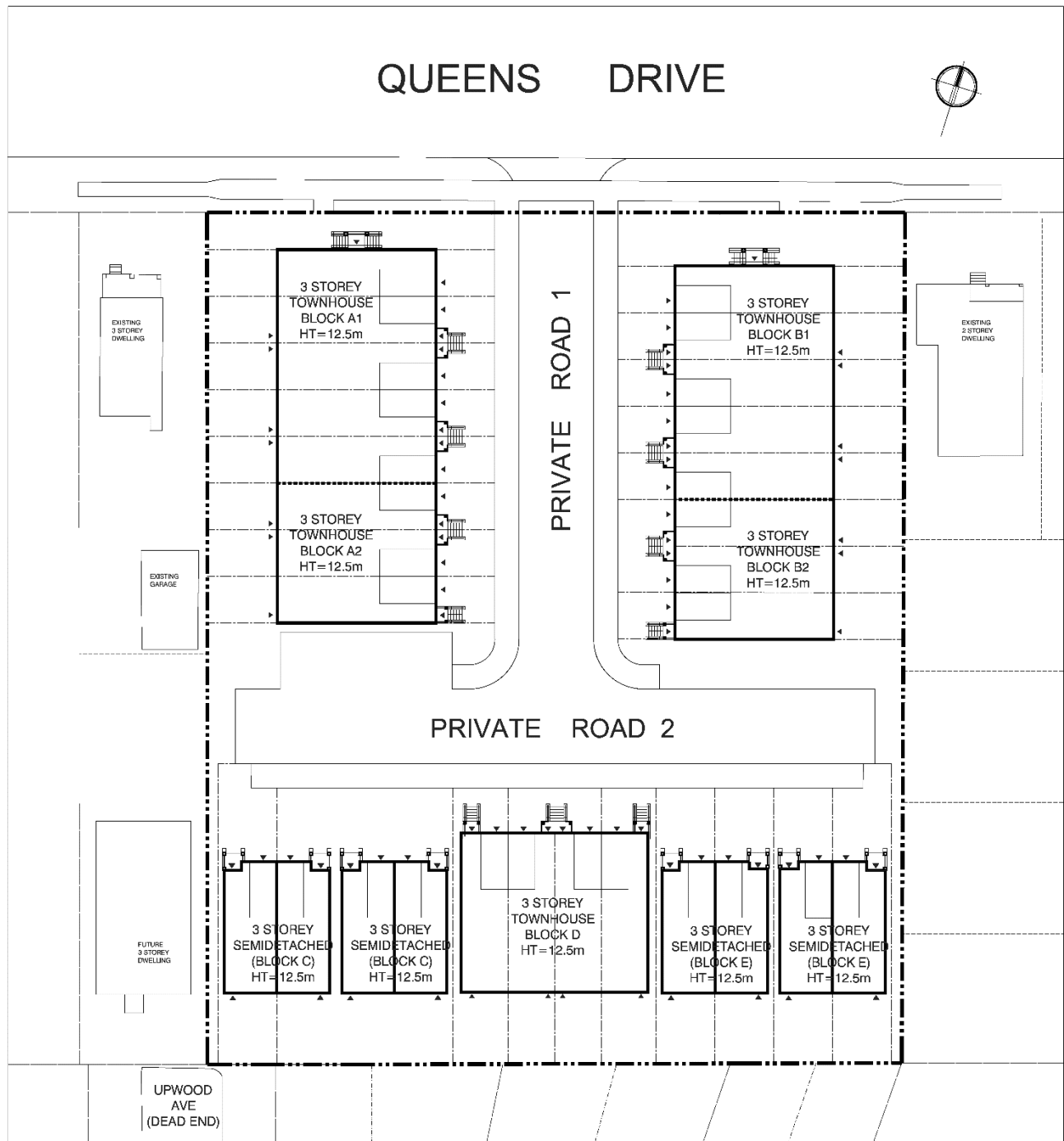


RA Residential Apartment
RAC Residential Apartment Commercial
CR Commercial Residential
ON Open Space Natural
UT Utility and Transportation

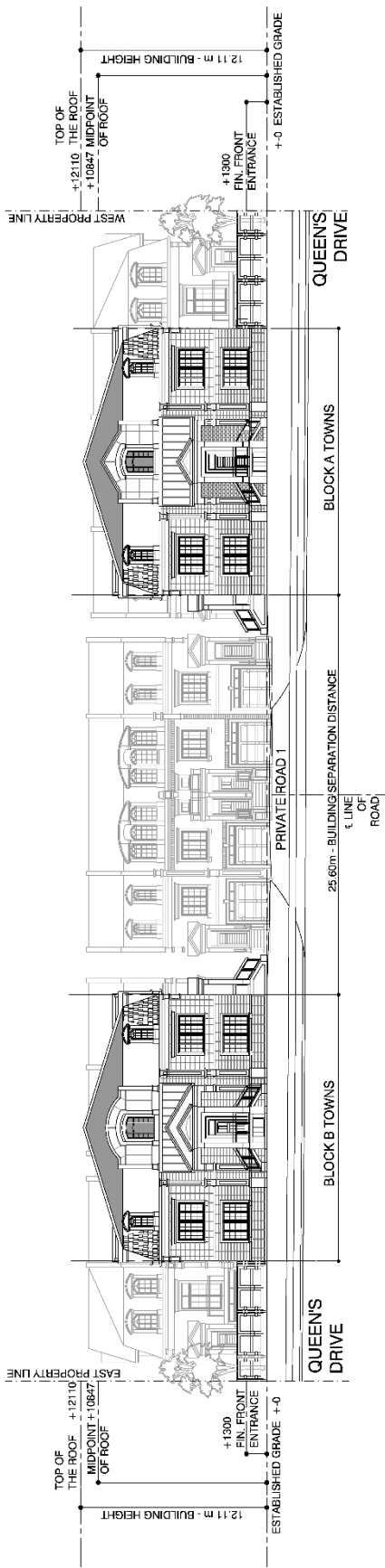
**Attachment 5: Draft former City of North York Zoning By-law 7625 Amendment
(provided separately)**

Attachment 6: Draft Zoning By-law 569-2013 Amendment (provided separately)

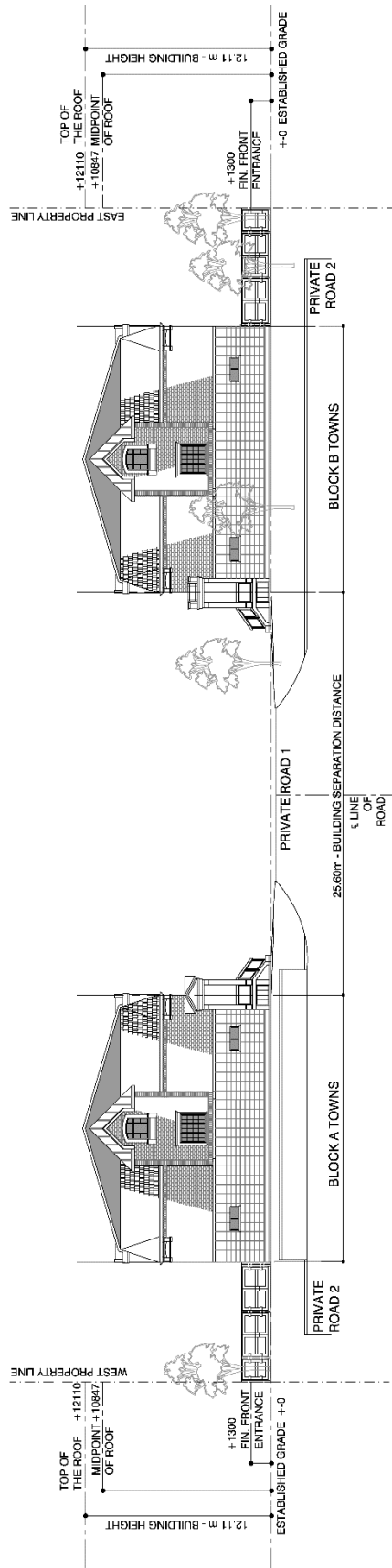
Attachment 7: Site Plan



Attachment 8: Block A and B North Elevation and South Elevation

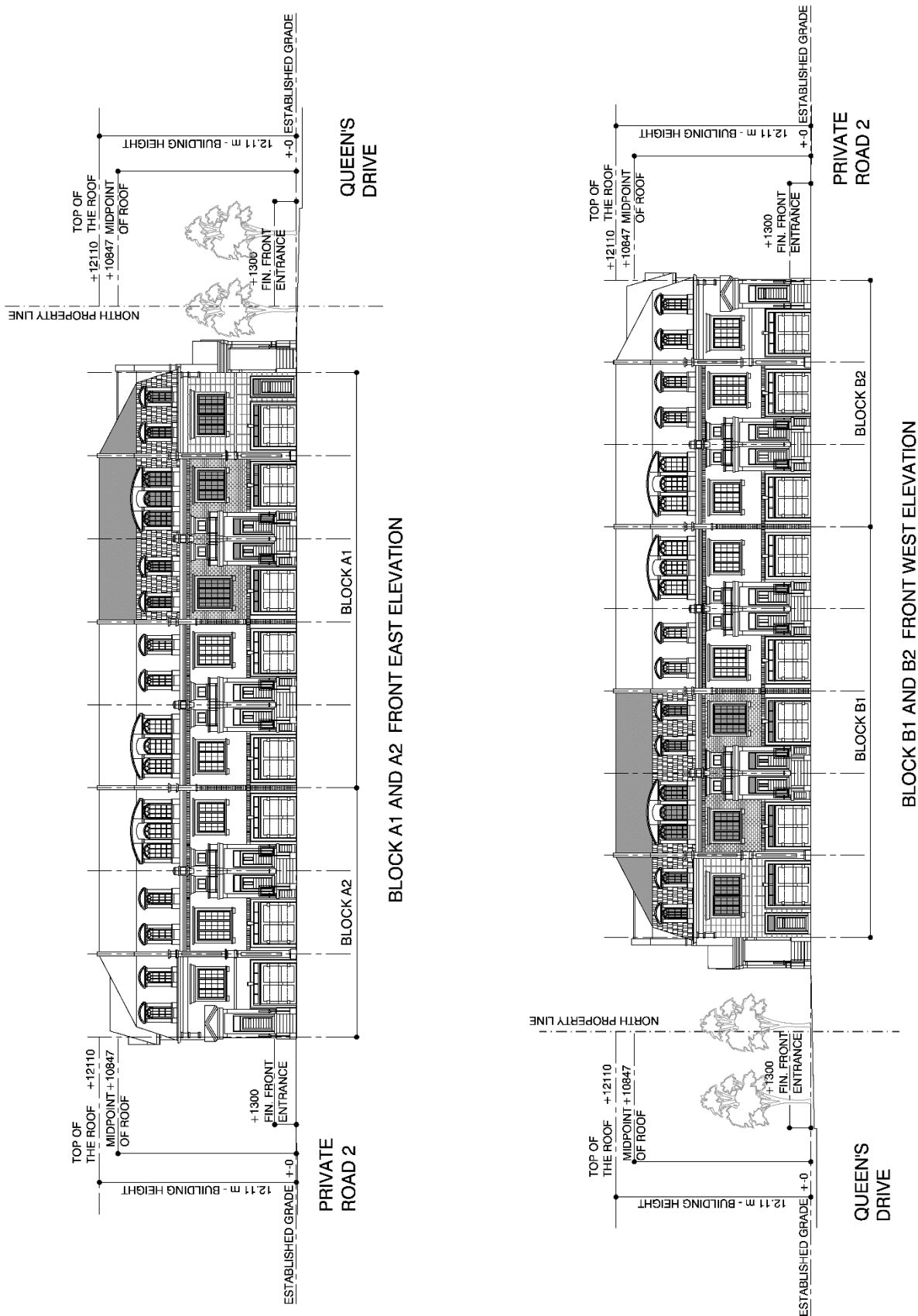


BLOCK A AND BLOCK B - NORTH ELEVATION



BLOCK A AND BLOCK B - SOUTH ELEVATION

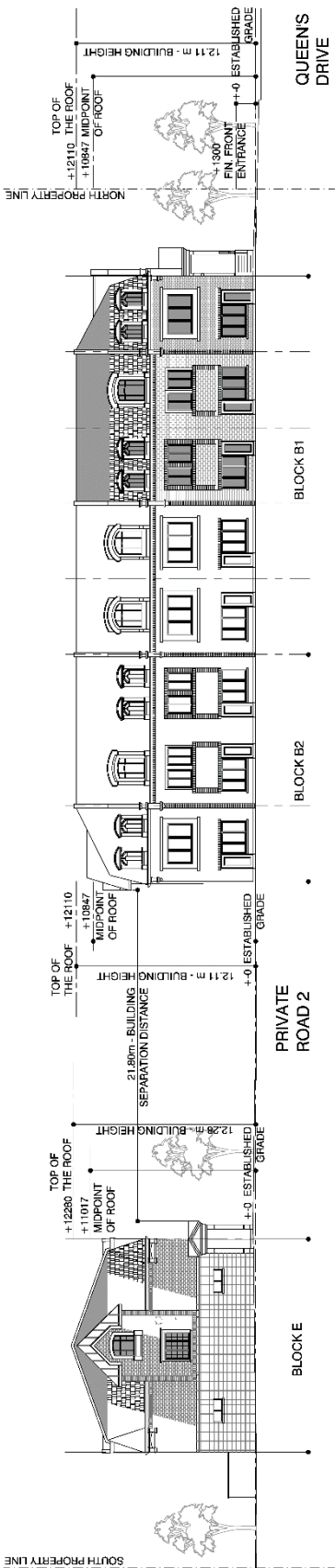
Attachment 9: Blocks A1-A2 and Blocks B1-B2 Front Elevations



Attachment 10: Blocks A1-A2 & C West Elevation and Blocks B1-B2 & E East Elevation



BLOCK A1 AND A2 AND BLOCK C - SITE WEST ELEVATION



BLOCK B1 AND B2 AND BLOCK E - SITE EAST ELEVATION

Attachment 11: Blocks C, D, and E Front North Elevation and South Elevation

