

**STAFF REPORT****169 Parkmount Road
Committee of Adjustment Application****Date:** October 3, 2023**To:** Chair and Committee Members, Committee of Adjustment, Toronto and East York District**From:** Director, Community Planning**Ward:** Toronto-Danforth (Ward 14)**File No:** A0658/23TEY**Hearing Date:** October 4, 2023**APPLICATION**

The applicant is seeking permission to construct a garden suite in the rear yard of a through lot. The garden suite would retain the existing garage on site, with the garage drawing access from Mountjoy Avenue. The garden suite would require relief from the zoning by-law to permit variances related to the minimum rear yard setback, the minimum side yard setbacks, the angular plane penetration, and the lot coverage.

CONTEXT

The subject property is located south of Danforth Avenue, west of Coxwell Avenue.

The site is designated *Neighbourhoods* in the Official Plan and zoned R (d0.6) (x736) in the City of Toronto Zoning By-law 569-2013. Garden suites are permitted in Neighbourhoods, subject to the performance standards set out in the zoning by-law, including related to height, setbacks, angular plane, and separation from the primary dwelling. A garden suite is defined as a self-contained residential unit which is located on a lot within an ancillary building that is not adjacent to a public laneway.

The proposed ancillary building is a new two-storey garden suite with an integral garage in the rear yard of a through lot which has public streets along three frontages: Parkmount Road in the front, Craven Road in the rear and Mountjoy Avenue along the side lot line. Craven Road and Mountjoy Avenue are public streets and do not qualify as laneways.

COMMENTS

The Official Plan encourages second units to increase the supply and availability of rental housing across the City and within neighbourhoods. Despite fronting onto a public

roadway, the proposed ancillary building is reviewed against zoning by-law standards as a garden suite rather than a laneway suite because none of the surrounding streets meet the definition of a laneway.

Staff also assessed the proposal against the laneway suite requirements for point of comparison. For reference, if taken against the laneway suite requirements, the angular plane penetration and lot coverage variances would not be required and there would a reduction in requirements for setbacks. For instance, the side yard setback abutting Mountjoy Avenue would be 0.9m, the southern side yard setback would be 0.45m, and the rear yard setback would be 1.0m. Were this considered a laneway suite under the by-law, staff would find the required variances minor, generally in keeping with the Official Plan and Zoning By-law, and representative of good planning.

Development along Craven Road has been varied in nature with many small one- and two-storey single- and semi-detached dwellings on the eastern side. On the western side, through lots from Parkmount Road have reverse frontage with many ancillary garages that have small rear yard setbacks onto Craven Road.

With the garden suite standards in effect in this circumstance, several of the setback variances are relatively numerically large. These are caused by the retention of the existing garage, and by the fact that the garden suite is located on a corner through lot. Planning staff confirmed that Transportation Planning staff have no objection with the rear and eastern side yard setbacks of at the corner of Craven Road and Mountjoy Avenue.

CONTACT

Alexa Legge, Assistant Planner
Community Planning, Toronto and East York District
(416) 397-4175
alexa.legge@toronto.ca

SIGNATURE

A handwritten signature in cursive script, appearing to read 'Carly R', followed by a long horizontal flourish.

Carly Bowman, M.Sc. Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District