

**830 Lansdowne Avenue - Official Plan and Zoning  
Amendment Applications - Final Report**

<b>Date:</b>	October 12, 2011
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 18, Davenport
<b>Reference Number:</b>	10 265956 STE 18 OZ

**SUMMARY**

This application proposes a mixed-use development of 47,297 square metres of floor area for commercial and residential purposes. The redevelopment includes the retention of the former industrial building at the north-west corner of Lansdowne Avenue and Dupont Street. This building would be used for commercial purposes at grade with residential units located above. Of the 558 residential dwelling units proposed, 526 units are proposed in two towers of 23 and 27 storeys, which are located on the western and northern portion of the property. The remaining 32 units are proposed on the third floor of the retained former industrial building.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend the Official Plan, for the lands at 830 Lansdowne Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 9 to the October 12, 2011 report from the Director,



Community Planning, Toronto and East York District.

2. City Council amend Zoning By-law No. 438-86 substantially in accordance with the draft Zoning By-law Amendment included as Attachment No. 10 to the October 12, 2011 report from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner of the lands at 830 Lansdowne Avenue to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
  - a. The community benefits recommended to be provided and secured in the Section 37 Agreement are as follows:
    - i. The retention and renovation of the existing industrial building at 830 Lansdowne Avenue in accordance with the site plan drawings to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
    - ii. An indexed cash contribution, payable prior to the issuance of the first above-grade building permit, of \$1,100,000 to be applied to any or all of the following:
      - the construction of a new Toronto Public Library branch building in the local area;
      - an expansion and/or necessary repairs to the Perth/Dupont neighbourhood library at 1589 Dupont Street; and
      - improvements to Carlton Park.
  - b. The following matters are also recommended to be secured in the Section 37 Agreement as a matter of legal convenience to support the development:
    - i. The applicant is required to pay for and construct any improvements to the municipal infrastructure (including off-site road improvements) in connection with the Functional Servicing Report and the Traffic Impact Study and required supporting information, to be submitted for review and acceptance by the Executive Director of Technical Services, should it be determined that improvements to such infrastructure is required to support this development.
    - ii. The applicant be required to pay for transit signal priority at the Dupont/Lansdowne and Davenport/Lansdowne signalized intersections at

a total cost of \$70,000 as requested by the TTC. Additionally, in the event that the proposed signal at the site access driveway on Lansdowne Ave. is deemed to be acceptable, the applicant shall provide \$35,000 to pay for transit signal priority at that location.

- iii. The applicant be required to undertake wind tunnel testing as recommended in the Pedestrian Level Wind Preliminary Assessment prepared by Theakson Environmental and implement the recommended mitigation measures as identified as a result of this analysis, to be secured through Site Plan Approval.
5. Before introducing the necessary bills to Council, City Council require the applicant to address all outstanding requirements as outlined in the Technical Services memorandum dated September 22, 2011 and as further detailed in the letter to Roland Roover, Sernas Transtech, dated September 22, 2011, to the satisfaction of the Executive Director of Technical Services.
  6. City Council require that the following issues be addressed through the site plan process:
    - i. site plan issues raised in the Technical Services memorandum of September 22, 2011 will be addressed through the site plan review to the satisfaction of the Executive Director of Technical Services Division and the Chief Planner and Executive Director, City Planning Division;
    - ii. detailed cross-sections and elevation drawings of the required crash walls adjacent the railway corridors at the north and west boundary of the site will be provided to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
    - iii. the layout of the central traffic courtyard will be revised to provide for appropriate and safe vehicle movements and pedestrian connections and maximize opportunities for landscaping;
    - iv. the quality of building materials and cladding, including the above-grade parking garage are to be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
    - v. All landscaping, including trees , to be provided to the satisfaction of the General Manager, Park, Forestry and Recreation and the Executive Director, City Planning;
    - vi. Security issues will be review based upon CEPTED (Crime Prevention through Environmental Design) principles;
    - vii. The authors of the Noise Control Study prepared by MMM Group and dated August 2010 will be required to provide written confirmation that the recommendations of the study have been incorporated into the site plan drawings; and
    - viii. A comprehensive lighting plan will be required for security and amenity purposes.

## **DECISION HISTORY**

In 1902, General Electric Canada purchased the land now known as the Davenport site (north of the subject site) and the subject lands (known as the Royce Works site). GE Canada manufactured a range of electrical components and transformers on these properties between 1904 and 1981. Over the years, GE Canada constructed a number of buildings for its industrial operations as well as its corporate headquarters on the Davenport site. The subject site is the last remaining parcel of the former General Electric lands to be brought forward for redevelopment. The original 7.68 hectare holding commonly known as the General Electric - Davenport site, 940, 980 and 1100 Lansdowne Avenue to the north of the current application, is currently being redeveloped in phases, with phases three to seven being developed under the Davenport Village Secondary Plan. The Davenport Village Secondary Plan was approved by Council on July 27, 2006.

## **ISSUE BACKGROUND**

### **Proposal**

The applicant proposes the redevelopment of the lands to permit a new mixed-use development of 47,297 square metres (509,117 sq. ft.) of floor area for commercial and residential purposes. The redevelopment includes the partial retention of the former industrial building at the north-west corner of Lansdowne Avenue and Dupont Street. This building would be used for commercial purposes at grade with residential units located above. Of the 558 residential dwelling units proposed, 526 units are proposed in two residential towers of 23 storeys and 27 storeys. The proposed towers are located on the western and northern portion of the property which are currently vacant. The remaining 32 units are proposed on the third floor of the retained industrial building in a portion of the building adjacent to Dupont Street. The proposed unit mix consists of 422 one bedroom units, and 136 two bedroom units.

Access to the site is proposed from a driveway located approximately in the middle of the Dupont Street frontage. Seven hundred and twenty five parking spaces are proposed to serve the development, 634 of which will be located below grade in a two-level underground parking garage. The proposal includes a two-level above-grade parking structure adjacent the CP rail line at the northern boundary of the property. This parking will be provided for the proposed retail and commercial uses on the site. The roof of the parking structure will be used as landscaped open space for the use of the residents. A total of 458 bicycle parking spaces are proposed.

Retail uses proposed total 4,885 square metres with two retail units of 2,900 square metres and 1,224 square metres to be located in the retained industrial building which occupies the eastern portion of the site. The commercial building which includes these uses and the base of the more easterly 27 storey tower, incorporating the retained industrial building, will extend from Dupont Ave. to the CP railway tracks at the north end of the property. A smaller commercial / retail use of approximately 683 square metres will be provided in the base of the westerly tower adjacent Dupont Street.

The proposed westerly tower has a height of approximately 64 metres (excluding the two storey mechanical penthouse) with a 702 square metre floorplate from the 10<sup>th</sup> to the 23<sup>rd</sup> floor. The proposed easterly tower has a height of approximately 75 metres (excluding the two storey mechanical penthouse) and floor plate sizes of 705 square metres from the 4<sup>th</sup> to the 8<sup>th</sup> floor and 696 square metres from the 9<sup>th</sup> to the 24<sup>th</sup> floor. The top three residential floors have floor plates of 643 square metres. See Attachment 8 – Application Data Sheet.

## **Site and Surrounding Area**

The site is located at the north-west corner of Lansdowne Avenue and Dupont Street and is bounded by Dupont Street on the south, Lansdowne Avenue on the east, the CP Railway line to the north and the former CN Railway Line (now owned and operated by Metrolinx/GO Transit) to the west. The site has an area of 12,849 square metres (3.175 acres) with approximately 164 metres of frontage on Dupont Street and approximately 76 metres of frontage on Lansdowne Avenue. The site is currently occupied by a two-storey former industrial building located at the intersection. The western half of the site is vacant.

The site is surrounded by the following uses:

**North:** The northern edge of the site is defined by the CPR North Toronto Subdivision rail line, with an overpass at Lansdowne Avenue. To the north of the railway line are former industrial lands also previously owned by General Electric which have been partially redeveloped with industrial buildings converted to residential, live-work and commercial uses being retained at the street. A mixed-use development of predominantly stacked townhouses occupies the balance of the property. Zoning permissions are also in place for residential towers up to 26 storeys (75 metres) in height in the final phase of these lands immediately north of the subject site.

**South:** To the immediate south of the subject site is Dupont Street. On the south side of Dupont Street are former industrial lands which have been redeveloped with 5 and 6-storey apartment buildings. Additional mid-rise apartment buildings are located to the south.

**West:** To the west of the site is the CN Railway Newmarket Subdivision line, which passes over Dupont Street. To the west of the rail line are lands zoned as I2 D2 in Zoning By-law No. 438-86, which are used for a variety of commercial and light industrial uses.

**East:** Lansdowne Avenue abuts the site to the east. On the east side of Lansdowne Avenue are a 20-storey apartment building and a one-storey coffee shop with front-yard parking at the north-east corner of Dupont Street and Lansdowne Avenue. Further to the east is a 17-storey apartment building. A seven-storey apartment building is located at the south-east corner of Dupont Street and Lansdowne Ave.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The site is designated "Regeneration Areas" in the City of Toronto Official Plan which permits the proposed residential and commercial uses subject to criteria as outlined in the Official Plan. The "Regeneration Areas" policies are applied to unique areas of the City which are no longer in productive urban use due to shifts in the local or global economies. These policies are intended to attract investment and the re-use of buildings, encourage new construction, bring life to the street and promote the environmental clean-up and re-use of contaminated sites. The Regeneration Area policies require that a framework for new development will be set out in a Secondary Plan. The Secondary Plan will guide the revitalization of the area through matter such matters as:

- a) urban design guidelines related to the unique character of each Regeneration Area;
- b) a greening strategy to plan for tree planting, improvements to existing parks and the acquisition of new parks, open spaces;
- c) a community improvement strategy to identify and implement needed improvements to streets, sidewalks, boulevards, parks and open spaces;
- d) a community services strategy to monitor the need for new community services and facilities and local institutions as new residents are introduced and to ensure they are provided when needed;
- e) a heritage strategy identifying important heritage resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources;
- f) environmental policies to identify and ensure that any necessary cleanup of lands and buildings is achieved, that potential conflicts between industrial and residential, other sensitive land uses or live/work uses are mitigated, and that policies for the staging or phasing of development are considered, where necessary; and
- g) transportation policies that encourage transit, walking and cycling in preference to private automobile use and ensure the movement of people and goods as the number of businesses, employees and residents increase.

## **Davenport Village Secondary Plan**

The former GE lands to the north, of which this site was formerly a part, are in the process of being redeveloped under the policies of the Davenport Village Secondary Plan (Chapter 6.27 of the Official Plan). The Davenport Village Secondary Plan (adopted by Council on July 27, 2006 through By-law 727-2006) provides a policy framework for the redevelopment of these former industrial lands focusing on matter such as:

- a) a vision for the community which includes the remediation of a former industrial site with a mix of uses resulting in a connected and liveable community;
- b) environmental approvals for the remediation and proposed re-development of these former industrial sites;
- c) the use of urban design guidelines to guide future development;
- d) the adequacy of community services and facilities;
- e) the provision of a functional road network;
- f) infrastructure phasing;
- g) appropriate measures to address the proximity of the two railway lines adjacent the Secondary Plan Area;
- h) the provisions of a range of housing types;
- i) heritage preservation through adaptive re-use of designated historically significant buildings;
- j) appropriate Section 37 contributions; and
- k) phasing of the re-development with permissions for up to 1400 dwelling units.

The development within the Davenport Village Secondary Plan consists of the retention and adaptive re-use of several former industrial buildings as well as new development comprising stacked townhouses and apartment buildings up to 75 metres in height, along with underground parking facilities, commercial uses and live-work units. The Secondary Plan also proposes a network of public and private streets and a public park. The Secondary Plan permits up to 1,400 dwelling units. The lands are to be developed in seven phases (although phases one and two are not part of the secondary plan). Phases one to three have been completed and the site plan application for phase four (128 stacked townhouse units and the extension of a public park) is under review. The Secondary Plan also provided for the uses of Holding provisions (H) to restrict the use of land until various requirements have been addressed.

The policies of the Secondary Plan have been used in evaluating the proposed redevelopment of the subject site. Staff are proposing to make minimal changes to the Secondary Plan to incorporate the subject site into the plan area. The subject property will also be redesignated from "Regenerations Areas" to "Mixed Use Areas" to reflected the mixed-use nature of the proposal and its incorporation into the Davenport Village Secondary Plan.

Staff are proposing to add the subject lands to the Davenport Village Secondary Plan through an amendment to the Official Plan (See Attachment 9 - Official Plan Amendment No. 168).

## **City of Toronto Tall Building Guidelines**

The Design Criteria for Review of Tall Building Proposals provide direction on matters related to the scale of buildings, building floor plates and spatial separation. Key criteria in the Guidelines are minimum facing distances of 25 metres between towers in order to achieve appropriate light and privacy, minimum side and rear yard tower setbacks of 12.5 metres, and articulation of tower floor plates that are larger than 743 sq. m. to break down the massing of the building.

## **Zoning By-law 438-86**

The subject lands are zoned I2 D3 under the former City of Toronto Zoning By-law No. 438-86. Permitted uses include a range of industrial, manufacturing, ancillary uses and some retail uses. Residential uses are not permitted in the I2 D3 Zone. The site is subject to a height limit of 23.0 metres.

## **Site Plan Control**

The proposed development is subject to Site Plan Control approval. A Site Plan Control application has been submitted and is currently under review. Staff have identified a number of outstanding site plan issues which will be required to be addressed through the review of the site plan.

## **Reasons for Application**

Amendments to the City of Toronto Official Plan are required as the "Regeneration Areas" policies of the Official Plan require that a secondary plan be prepared to establish a framework for new development and revitalization. This site is located adjacent to the existing Davenport Village Secondary Plan and has not been incorporated into the Secondary Plan.

The current I2 D3 zoning of the site does not permit residential and retail/commercial uses. An amendment to the Zoning By-law is required to permit the proposed mixed-use building and to establish appropriate performance standards.

## **Community Consultation**

A community consultation meeting was held on March 21, 2011. Notice of the meeting was provided to residents in the area bounded by the Canadian Pacific Railway tracks to the north, Emerson Avenue to the east, Lappin Ave. to the south and Symington Ave. to the west. The meeting was attended by approximately 50 residents. The issues raised at the meeting included:

- acknowledgement that the development, in particular the proposed 24 hours food store, would be an improvement to the community and would help to address some of the public safety issues experienced by residents;
- concerns regarding traffic in the area and the impact of the proposed development;
- potential impact of the development on TTC service;
- the likelihood of disruption during construction;



- the need for proper site remediation given the long history of industrial uses;
- ensuring appropriate setbacks from the railways lines;
- provision for auto share spaces and other opportunities to reduce environmental impacts;
- the importance of providing pedestrian entrances for the proposed retail uses on Dupont Street and Lansdowne Avenue to ensure that the development contributes to a vibrant streetscape.; and
- the existing conflicts between vehicular and bicycle traffic and the potential the development will worsen the situation.

Those attending the meeting were generally supportive of the proposed development and urged staff to address outstanding concerns to ensure that the development would provide a safe and comfortable environment for residents and enhance the neighbourhood. Further written submissions focused on the need for a high quality of design in order to ensure that the proposed towers are successfully incorporated into the retained industrial buildings and the need to address issues of public safety.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

Staff have reviewed the proposal and determined it is consistent with the Provincial Policy Statement (PPS). The PPS promotes strong communities, a clean and healthy environment and a strong economy. It acknowledges the importance of land use and development patterns which optimize the use of public investment in infrastructure. This application provides for the redevelopment of an underutilized parcel of land which has been vacant for several years. The proposed commercial uses at grade will contribute to the creation of a vibrant streetscape and the residential units will contribute to the on-going redevelopment and revitalization of the neighbourhood. The proposal also conforms to the Growth Plan for the Greater Golden Horseshoe.

### **Changes to the Proposal**

Several revisions were made to the proposal as a result of comments provided on the original submission. The original submission had proposed two residential towers at 26 storeys. Staff requested that the applicant provide for a differentiation in the height of the proposed towers of four or more storeys. The height of the westerly tower was deemed to be more sensitive given the proximity to the grade-related development west of the site and the substantial tower setback provided for the more easterly tower (19 metres from Lansdowne Avenue and 15 metres from Dupont Street). The applicant reduced the proposed height of the westerly tower from 26 storeys to 23 storeys and increased the height of the easterly tower from 26 storeys to 27 storeys to create the requested four storey differentiation in building heights.

The westerly tower was set back an additional 14 metres from Dupont Street to provide a more prominent podium building on Dupont Street and reduce the visual impact of the tower.

The applicant has agreed to use clay brick in the podium buildings to complement the retained industrial building. This will help pull the design of the development together and to incorporate the older industrial building with the more contemporary architecture proposed for the balance of the site.

Changes were made to the shape of the tops of the towers by cutting out portions of the 2 storey mechanical penthouses and using spandrel glass and lighter material materials for the top residential floors on both buildings to reduce the visual impact of the towers and create a more interesting skyline.

The two storey parking structure which provides parking for the proposed commercial uses was extended to the westerly property line in order to move parking away from the forecourt of the easterly tower. This will allow for improved loading and pedestrian connections and provide better opportunities for landscaping in the forecourt. Details regarding building design and materials as well as landscaping and further changes at-grade to improve pedestrian and vehicular circulation will be addressed through the site plan process.

## **Land Use**

The *Mixed Use Areas* designation, which staff are proposing should apply to the subject site, (see Attachment 9 – draft Official Plan Amendment) permits a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. The proposed development incorporating the adaptive re-use of a former industrial building, residential uses, substantial commercial space (including a food store), will contribute to the on-going redevelopment of the former industrial lands by creating a residential community, a focus for commercial activity and an animated streetscape. The subject site is served by frequent TTC bus service on Lansdowne Avenue and Dupont Street.

## **Density, Height, Massing**

The Davenport Village Secondary Plan does not contain provisions to limit density based on floor space index. Site Specific Zoning By-law 728-2006, which governs phases 3 to 7 of the Secondary Plan area limits the overall gross floor area to 147,000 square metres and the total dwelling units to 1084 dwelling units.

The original application for the Zoning By-law amendment to permit the proposed development included a total of 562 units and a total gfa of 44,971 square metres (484,080 sq. ft.). The proposed floor space index was 3.5. As a result of the changes to the proposal as described above, the number of units has been reduced to 558 and the overall gfa has been reduced to 47,297 square metres (509,117 sq. ft.). The proposal as revised would represent a floor space index of 3.7.

The height for the proposed 23 storey westerly tower is approximately 64.2 metres with an additional 5.4 metres for the two-storey mechanical penthouse, for an overall height of approximately 69.5 metres. The proposed 27 storey easterly tower has a height of approximately 75.2 metres with an additional 7.0 metres for the two storey mechanical penthouse, resulting in an overall height of approximately 82.2 metres.

With regard to the existing built form context, across the street from the site on the east side of Lansdowne Avenue is a 20 storey apartment building at 1100 Lansdowne Avenue. Immediately to the east of this tower is a 17 storey apartment building. To the south of the subject site on the south side of Dupont Street west of Lansdowne Avenue is the former American Standard property (800 Lansdowne Avenue). This former industrial property is being re-developed as mixed-use development in three phases. The first two phases are complete and include buildings up to 8 storeys in height. Phase three is currently under construction and contains 2 14-storey towers with 11 and 8-storey podiums. A total of 1090 units will occupy the site.

Site-specific Zoning By-law 728-2006, which governs most of the Davenport Village Secondary Plan area to the north of this site, permits maximum heights of up to 75 metres for block 6 within the Davenport Village Secondary Plan area. Block 6 is adjacent the CP Rail line immediately to the north of the subject site. The concept plan prepared for the Secondary Plan area provides for 3 point towers at 75 metres in height on Block 6. The definition of height in By-law 728-2006 excludes mechanical elements.

With regard to the Design Criteria for Review of Tall Building Proposals, the facing distance between the proposed towers is approximately 56 metres, well above the 25 metre minimum recommended to achieve light and privacy objectives. The proposal also provides more than the minimum 12.5 metres yard setbacks for the towers with the adjacent streets and railway lines providing additional separation to any future tall building developments. Both of the proposed towers have floor plate sizes within the maximum of 743 square metres.

Notwithstanding that the proposed towers are taller than the existing built form context, the substantial setbacks for the towers from the adjacent streets and the efforts to reduce the visual impact by differentiating heights and sculpting the tops of the buildings will result in a development which will not negatively impact on the neighbourhood in terms of height or massing.

### **Sun, Shadow, Wind**

The major shadow impact of the proposed development is on the railway corridors to the west and north of the site. Any shadow impact on areas beyond the railway corridor is acceptable.

The applicant has submitted a Pedestrian Level Wind Study which provided a qualitative evaluation of the impact of the proposed development on pedestrian level wind, relative to comfort and safety. The study examined the proposal and provided an analysis based upon prevailing wind patterns but did not include a quantitative analysis resulting from

wind tunnel testing. The report concluded that wind conditions on and around the existing site are predicted to be comfortable and suitable for walking or standing. The report also concluded that wind conditions along Dupont Street or Lansdowne Avenue will not be significantly exacerbated by the proposed development. The report recommends that wind tunnel testing be carried out to better evaluate wind impacts and that required mitigation measures such as the use of specific materials, canopy details, landscaping or other architectural details be further defined through the site plan process.

### **Traffic Impact, Access, Parking**

Staff continue to work with the applicant in the review of the parking, traffic, loading and site access issues associated with the proposed development. The applicant has proposed to signalize the site access driveway on Dupont Avenue. Transportation Services staff have outstanding requests for additional information related to the submitted Traffic Impact Study and the sightlines for the proposed signal at the site access. The sight lines are a concern because of the grade change along Dupont Street and the railway bridge immediately to the west of the proposed driveway access. The applicant is working with City staff to address the concerns of Transportation Services staff. In the event a signal is not deemed to be acceptable at the site access, Transportation Services staff have indicated to the applicant that turn restrictions will be imposed because of the visibility issues at this location. Transportation Services staff are not in a position at this time to provide an estimate of the costs of the required improvements to the road network to accommodate the proposed development.

The TTC has requested that the applicant pay for the installation of transit-signal priority at the Dupont-Lansdowne and Davenport-Lansdowne intersections. The cost of these signal priority for these two intersections is estimated at \$70,000. The TTC has also requested that the applicant pay for the installation of transit signal priority at the proposed signal at the site access driveway on Dupont Street in the event the City agrees to the installation of this signal. The estimate cost of this work is \$35,000.

### **Servicing**

Technical Service staff have requested that the applicant provide additional information related to drainage areas but otherwise have confirmed that the development can be serviced. Further comments on site servicing will be provided through the site plan process.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. The Davenport Village Secondary Plan requires an alternative parkland dedication rate of 0.6 hectares per/830 units to be applied to new residential development. Through previous developments a 0.5 ha public park has been secured to the north of the subject site. The Secondary Plan stipulates that any further parkland dedication requirement is to be satisfied through cash-in-lieu contributions at the alternative rate of 0.6 hectares/830 units. The Secondary Plan also states that the cash-in-lieu of parkland dedication can be used to improve the 0.5 hectare

park, however, in keeping with the City's cash-in-lieu policy, it would have to be only the amount above the first 5%.

The application proposes 558 residential units with a total site area of 1.285 hectares (12,850m<sup>2</sup>). At the alternative rate requirement contained in the Daveport Village Secondary Plan of 0.6 hectares/830 units, the parkland dedication rate would be 0.4062 hectares (4,062 m<sup>2</sup>).

The non-residential component of the development will be subject to a 2% cash-in-lieu of parkland payment required under Chapter 165 of the former City of Toronto Municipal Code. The cash-in-lieu payment is part of the building permit application process.

The applicant will be required to satisfy the parkland dedication requirements as cash-in-lieu. This is appropriate as there is no location for an on-site parkland dedication from this development that would be of usable size and the site would be fully encumbered with below-grade parking. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

### **Retention of Former Industrial Building**

The industrial building being retained on the site is not listed on the City of Toronto Inventory of Heritage Properties. Heritage Preservation Services staff have not requested that the building be designated or that a heritage easement agreement be required as a result of the redevelopment of the site and the partial retention of the building. Notwithstanding the fact that the building is not a listed heritage building, the applicant has been working with Urban Design staff to ensure that the proposed contemporary buildings on the site (particularly the podium buildings), reflect the material and the language of the retained industrial building. As the former industrial lands to the north also prominently feature retained industrial buildings, the retention and adaptive re-use of the industrial building on this site will add a sense of continuity to the neighbourhood and add to the understanding of the shared industrial history of the neighbourhood. Staff are recommending that the retention of the industrial building should be recognized as part of the community benefits under Section 37 of the *Planning Act*.

### **Community Services and Facilities**

The applicants submitted Community Services study concluded that the proposed development would add between 791 and 1,476 people to the area. The study concluded that schools in the area had sufficient capacity to accommodate the development but that library space was limited (the local library branch at Perth and Dupont is the smallest in the City) and daycare space is very limited. The study also concluded that the local Community Centres are very busy with most programs being full.

### **Rail Corridor Setbacks and Mitigation**

The site is bounded by the CP Railway line to the north and the former CN Railway line (now owned and operated by Metrolinx/GO Transit) to the west. The Daveport Village Secondary Plan contains provisions related to the proximity of the adjacent railways and the mitigation of impacts associated with railway operations.

With regard to the separation distances, the Secondary Plan requires that residential buildings generally be set back a minimum of 25.0 metres to the former CN Newmarket Subdivision right-of-way and 20.0 metres to the CP North Toronto subdivision right-of-way. The proposed residential towers are set back 24.5 metres and 20.0 metres respectively. The respective railways have approved the proposed setbacks for the residential buildings. CP Rail has approved the applicants proposed mitigation measures, including a crash wall adjacent the railway right-of-way and an additional crashwall which will separate the residential towers from the adjacent non-residential structures. GO Transit/Metrolinx is currently reviewing the proposed mitigation measures for the former CN rail line. The applicant will be required to provide additional details regarding the construction and appearance of the crash walls through the site plan process.

The Secondary Plan requires that noise and vibration studies be undertaken to identify and mitigate noise and vibration impacts. The applicants Noise Control Study recommended a number of measures to reduce indoor and outdoor noise impacts including the use of sound barriers, requirements for exterior walls, the use of central air-conditioning systems and minimum requirements for windows. Staff will seek written confirmation from the applicants consultant that the requirements for the noise and vibration study have been implemented. The applicants submitted Vibration Impact Study found that vibration impacts would be within acceptable levels and recommended that vibration impact measures are not required for the proposed development.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for Tier 1 standards for automobile infrastructure and cycling Infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

### **Section 37**

The community benefits recommended to be provided and secured in the Section 37 Agreement are as follows:

- i. The retention and renovation of the existing industrial building at 830 Lansdowne Avenue in accordance with the site plan drawings to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- ii. An indexed cash contribution, payable prior to the issuance of the first above-grade building permit, of \$1,100,000 to be applied to any or all of the following:

- the construction of a new Toronto Public Library branch building in the local area;
- an expansion and/or necessary repairs to the Perth/Dupont neighbourhood library at 1589 Dupont Street; and
- improvements to Carlton Park.

The following matters are also recommended to be secured in the Section 37 Agreement as a matter of legal convenience to support the development:

- i. The applicant is required to pay for and construct any improvements to the municipal infrastructure (including off-site road improvements) in connection with the Functional Servicing Report and the Traffic Impact Study and required supporting information, to be submitted for review and acceptance by the Executive Director of Technical Services, should it be determined that improvements to such infrastructure is required to support this development.
- ii. The applicant be required to pay for transit signal priority at the Dupont/Lansdowne and Davenport/Lansdowne signalized intersections at a total cost of \$70,000 as requested by the TTC. Additionally, in the event that the proposed signal at the site access driveway on Lansdowne Ave. is deemed to be acceptable, the applicant shall provide \$35,000 to pay for transit signal priority at that location.
- iii. The applicant be required to undertake wind tunnel testing as recommended in the Pedestrian Level Wind Preliminary Assessment prepared by Theakson Environmental and implement the recommended mitigation measures as identified as a result of this analysis, to be secured through Site Plan Approval.

## **Development Charges**

It is estimated that the development charges for this project will be \$4,205,360. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

Dan Nicholson, Senior Planner  
Tel. No. (416) 397-4077  
Fax No. (416) 392-1330  
E-mail: [dnichol2@toronto.ca](mailto:dnichol2@toronto.ca)

## **SIGNATURE**

---

Gregg Lintern, MCIP, RPP  
Director, Community Planning,  
Toronto and East York District

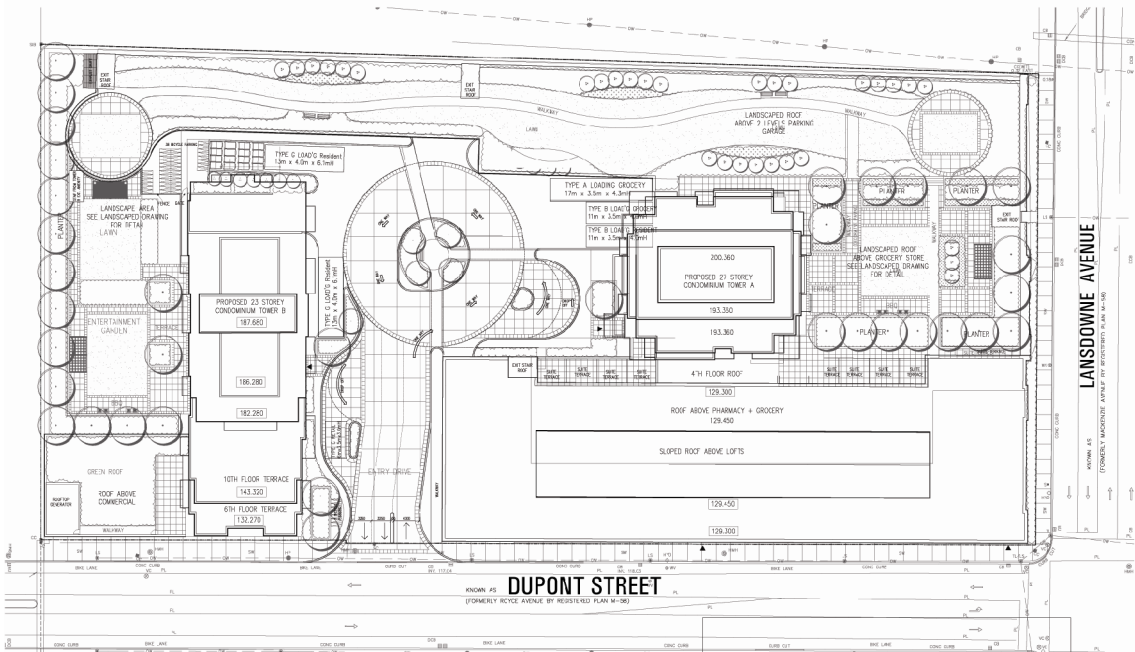
(p:\2011\Cluster B\pln\teycc\26743437019.doc) - at

## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: South Elevations
- Attachment 3: West Elevations
- Attachment 4: North Elevations
- Attachment 5: East Elevations
- Attachment 6: Zoning
- Attachment 7: Official Plan
- Attachment 8: Application Data Sheet
- Attachment 9: Draft Official Plan Amendment
- Attachment 10: Draft Zoning By-law Amendment



# Attachment 1: Site Plan



## Site Plan

830 Lansdowne Avenue

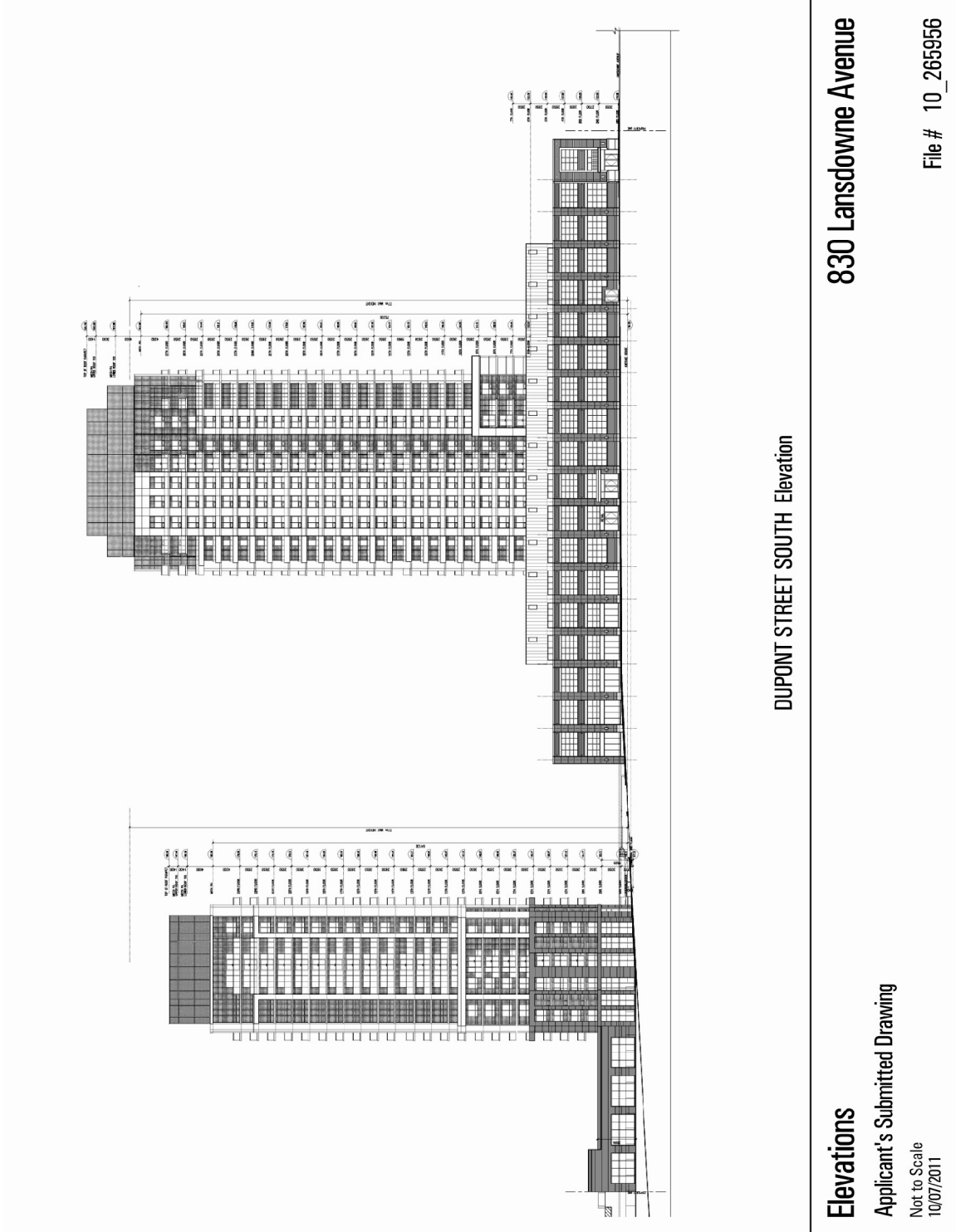
Applicant's Submitted Drawing

Not to Scale  
10/07/2011



File # 10\_265956

## Attachment 2: South Elevations



### Elevations

Applicant's Submitted Drawing

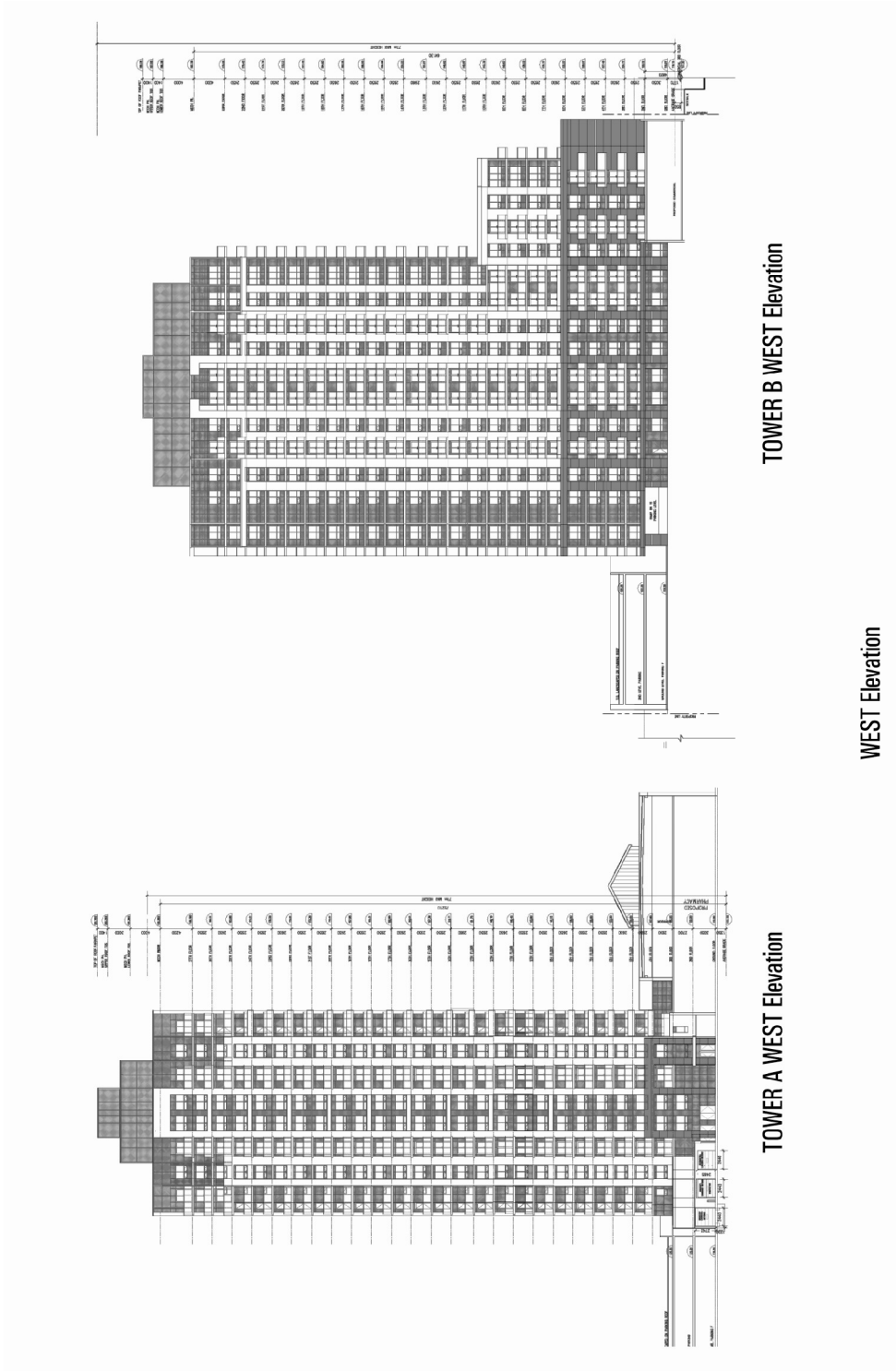
Not to Scale  
10/07/2011

DUPONT STREET SOUTH Elevation

830 Lansdowne Avenue

File # 10\_265956

**Attachment 3: West Elevations**

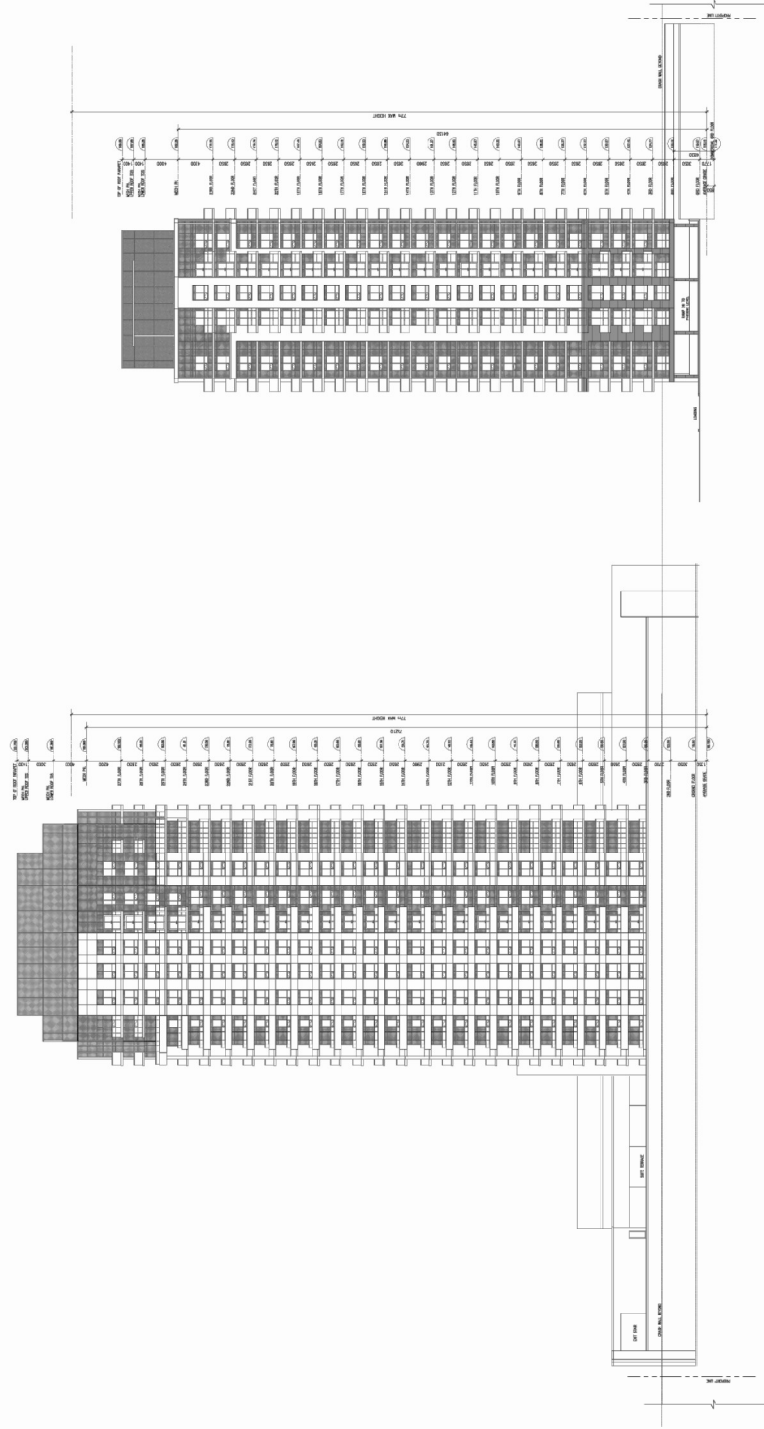


**Elevations**  
 Applicant's Submitted Drawing  
 Not to Scale  
 10/07/2011

**830 Lansdowne Avenue**

File # 10\_265956

**Attachment 4: North Elevations**



**NORTH Elevation**

**Elevations**

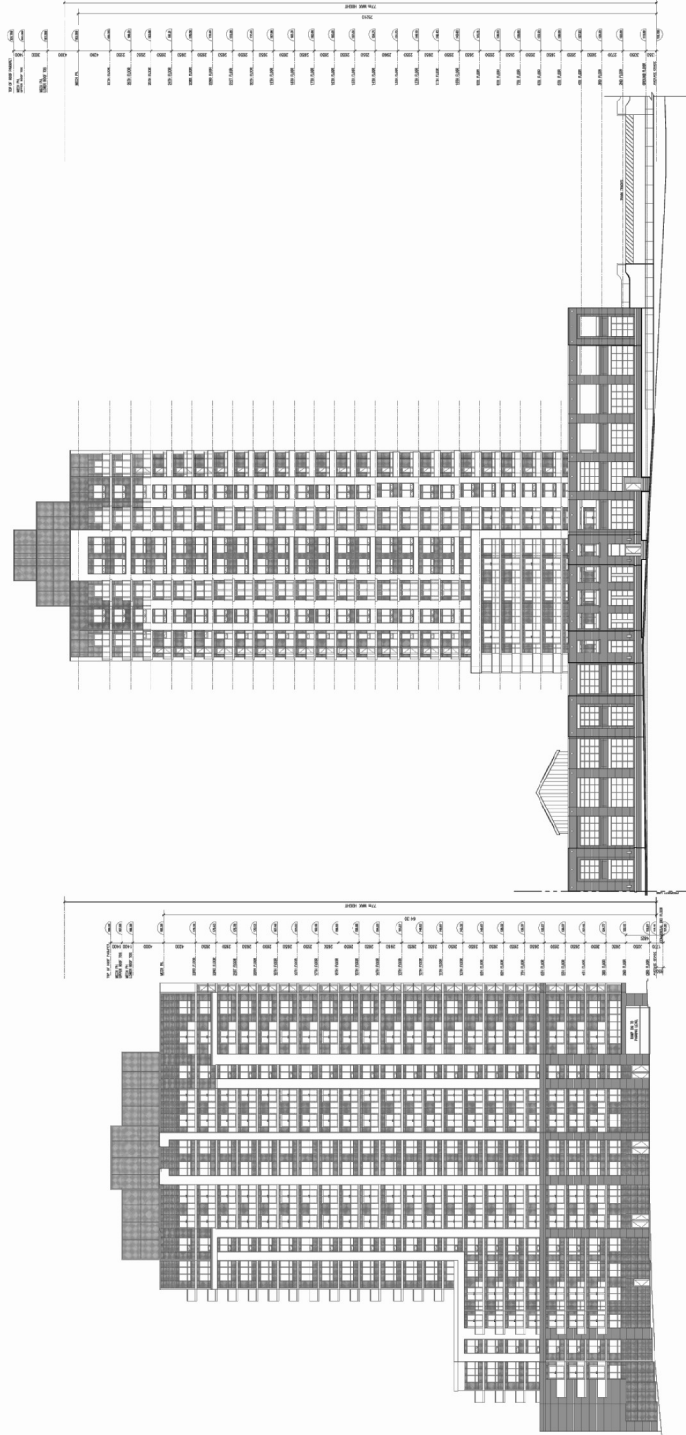
Applicant's Submitted Drawing

Not to Scale  
10/07/2011

**830 Lansdowne Avenue**

File # 10\_265956

# Attachment 5: East Elevations



TOWER B ( EAST ) Elevation

LANSDOWNE AVENUE ( EAST ) Elevation

EAST Elevation

## Elevations

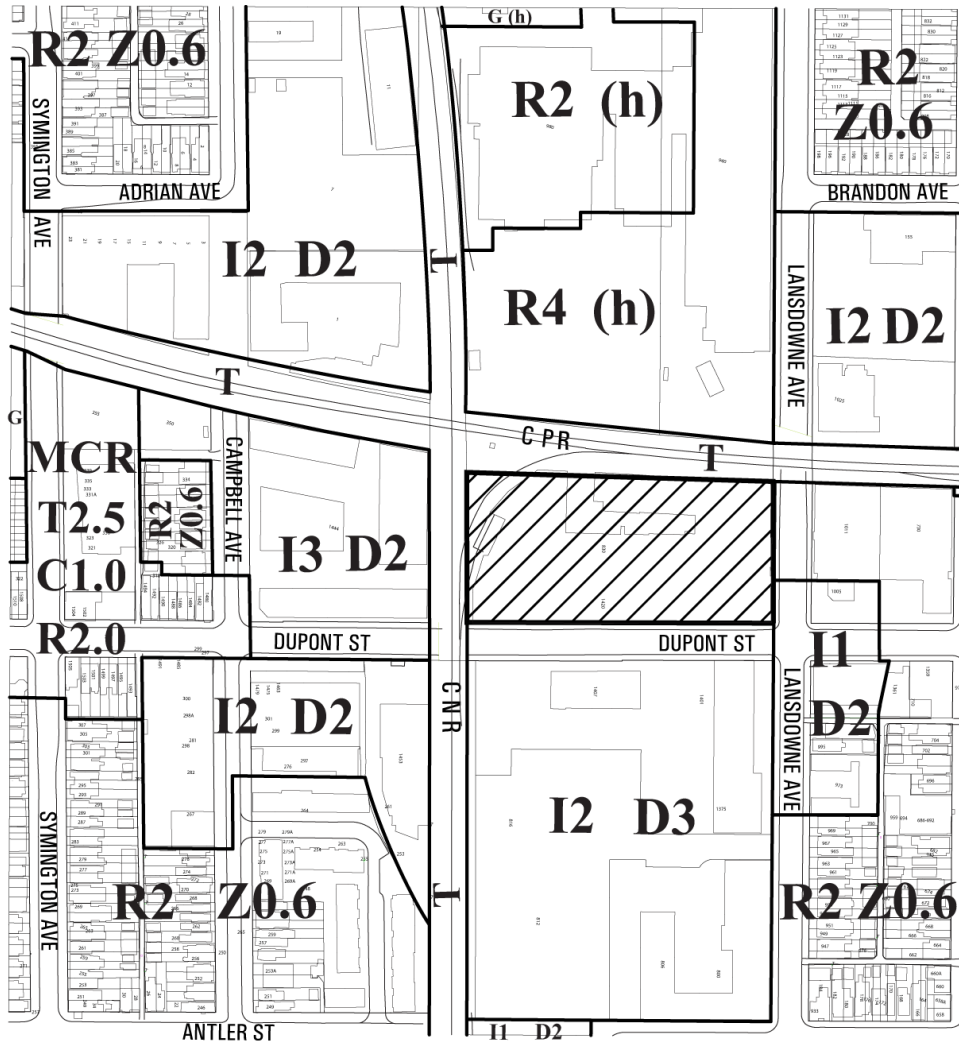
Applicant's Submitted Drawing

Not to Scale  
10/07/2011

830 Lansdowne Avenue

File # 10\_265956

## Attachment 6: Zoning




**TORONTO** City Planning  
**Zoning** City of Toronto By-law 438-86

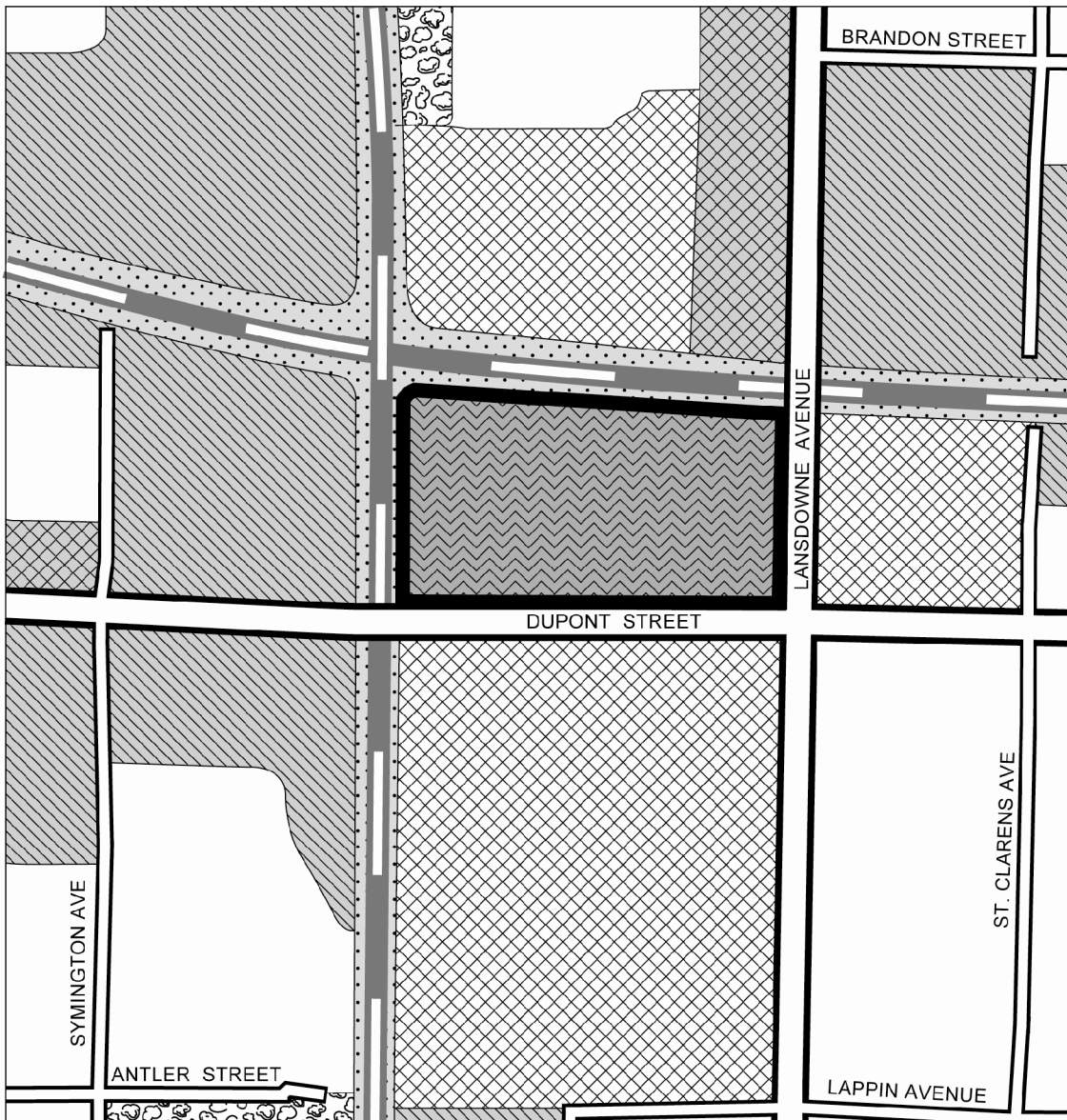
830 Lansdowne Avenue

File # 10\_265956\_0Z

R2 Residential District	I1 Industrial District
MCR Mixed-Use District	I2 Industrial District
G Parks District	I3 Industrial District

  
 Not to Scale  
 Zoning By-law 438-86 as amended  
 Extracted 10/17/2011

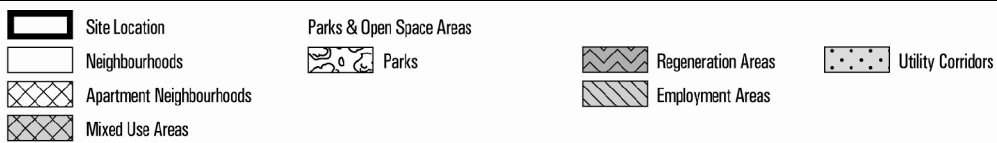
## Attachment 7: Official Plan



**TORONTO** City Planning  
**Official Plan**

**830 Lansdowne Avenue**

File # 10\_265956



Not to Scale  
 02/17/2011

## Attachment 8: Application Data Sheet

Application Type: SITE PLAN APPROVAL      Application Number: 11 220556 STE 18 SA  
 Details:      Application Date: June 16, 2011

Municipal Address: 830 Lansdowne Ave  
 Location: PLAN M58 BLK A RP66R13763 PARTS 1 & 2 \*\*GRID S1802

Description:  
 Project Description: Site Plan approval for the re-development for the lands for a new mixed use building complete with 47,295 square metres of floor area for commercial and residential purposes. The redevelopment includes the retention of the existing building at the corner for commercial and residential purposes and the construction of 558 residential dwelling units. Most of the residential units are located within two towers at 23 and 27 storeys in height. 725 parking spaces to serve the development are proposed, 634 of which will be located below grade.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
DONALD ROSS MCKERRON		BURKA ARCHITECTS INC.	NEUDORFER CORPORATION

### Planning Controls

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	I2 D3	Historical Status:
Height Limit (m):	23	Site Plan Control Area:

### Project Information

Site Area (sq. m):	12849	Height:	Storeys:	23 and 27
Frontage (m):	164		Metres:	64.2 and 75.2
Depth (m):	76			
Total Ground Floor Area (sq. m):	0			<b>Total</b>
Total Residential GFA (sq. m):	42412		Parking Spaces:	725
Total Non-Residential GFA (sq. m):	4885		Loading Docks	6
Total GFA (sq. m):	47295			
Lot Coverage Ratio (%):	0			
Floor Space Index:	3.7			

### Dwelling Units

### Floor Area Breakdown (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo			
Rooms:	0	Residential GFA (sq. m):	42412	0
Bachelor:	0	Retail GFA (sq. m):	4885	0
1 Bedroom:	422	Office GFA (sq. m):	0	0
2 Bedroom:	136	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	558			

**Contact:**      **Planner Name:**      **Dan Nicholson, Planner**  
**Telephone:**      **(416) 397-4077**



## Attachment 9: Draft Official Plan Amendment

City of Toronto By-law No. XXX-2011

---

### AMENDMENT NO. 168 TO THE OFFICIAL PLAN

#### 830 Lansdowne Avenue

---

The Official Plan of the City of Toronto is amended as follows:

1. Maps 17 and 18, Land Use Plan, are amended by redesignating the lands known municipally in 2011 as 830 Lansdowne Avenue from *Regeneration Areas* to *Mixed Use Areas* as shown on attached Schedule "A".
2. Chapter 6, Section 27, Davenport Village Secondary Plan is amended as follows:
  - (i) Deleting the first two paragraphs under Section 1 "Vision for the Davenport Village Secondary Plan" and replacing them with the following:

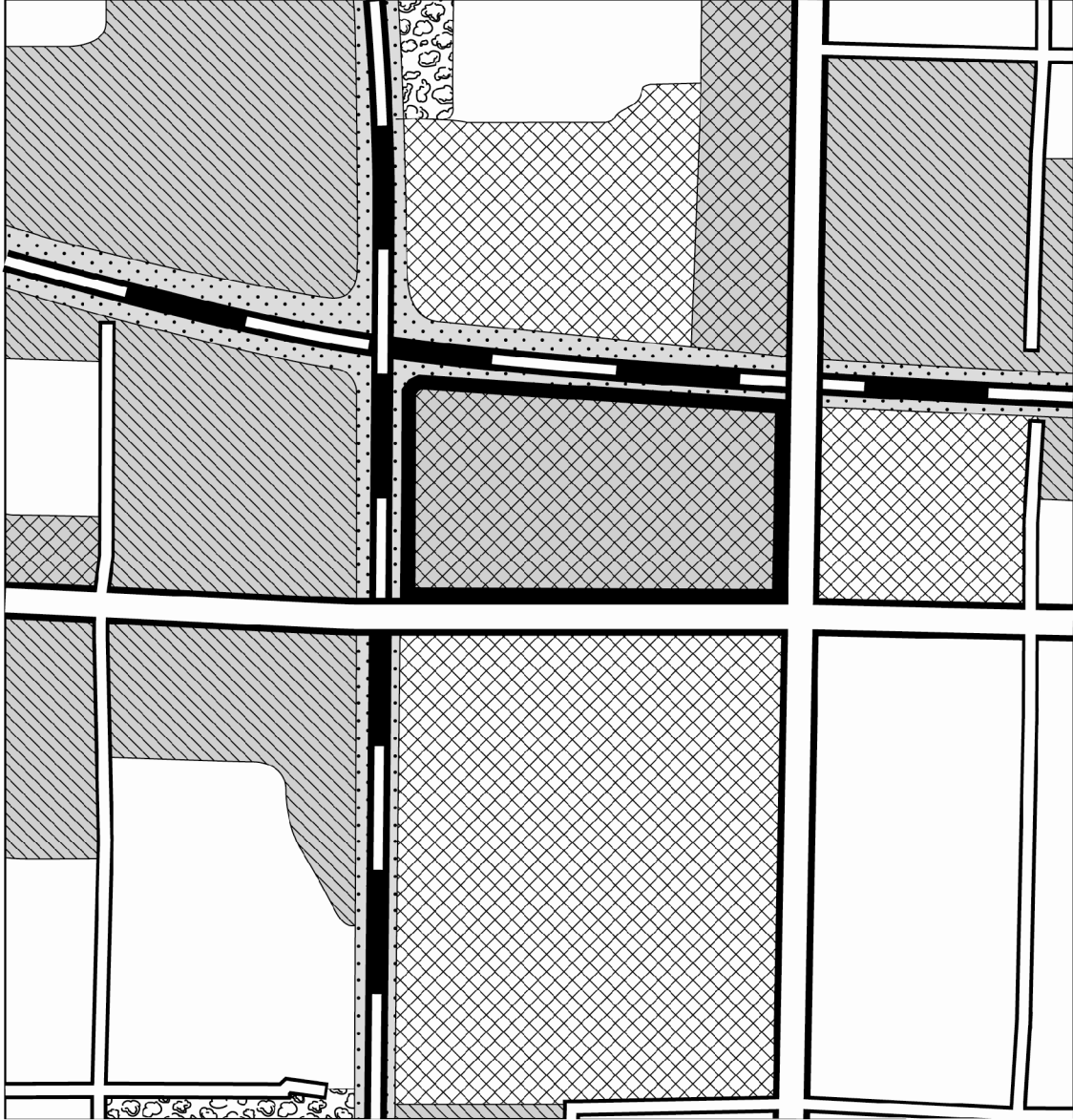
"Davenport Village, municipally known as 830, 940, 980 and 1100 Lansdowne Avenue, is a 9.0 hectare (22 acre) parcel historically used by GE Canada for a variety of industrial functions. It is bounded by Lansdowne Avenue on the east, a Hydro One utility corridor (parallel to and approximately 18 metres in width south of Davenport Road) on the north, the former CN Rail Newmarket Subdivision (now owned and operated Metrolinx/GO Transit) on the west, and Dupont Street on the south.

The Davenport Village Secondary Plan will be developed in phases as an extension to the residential neighbourhood to the east of the site, and may contain up to 1960 dwelling units, subject to the policies of this Secondary Plan. New development within the Davenport Village Secondary Plan should have a mix of development and built form and character and restore environmental quality which will foster regeneration of the lands, consistent with Provincial and City objectives of housing intensification and redevelopment of brownfield sites."

- (ii) Adding the following sentence to the end of Section 12.1:

"Phase 8 may proceed in advance of Phases 5, 6 and 7."

3. Map 27-1, Davenport Village Secondary Plan, Streets and Blocks Plan and Map 27-2, Phasing Plan, both are amended to include within the Secondary Plan boundary the lands municipally known in 2011 as 830 Lansdowne Avenue as shown on attached Schedules "B" and "C".
4. Map 27-2, Davenport Village Secondary Plan, Phasing Plan is amended to label those lands municipally known in 2011 as 830 Lansdowne Avenue as being subject to Phase 8 of the Phasing Plan as shown on attached Schedule "C".



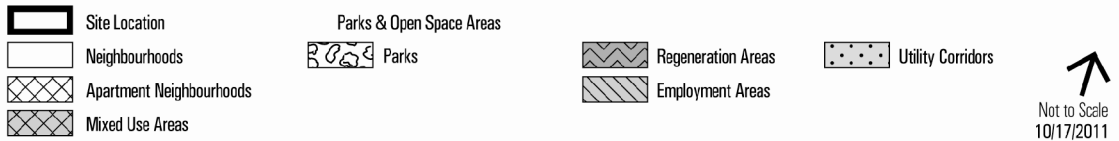
830 Lansdowne Avenue

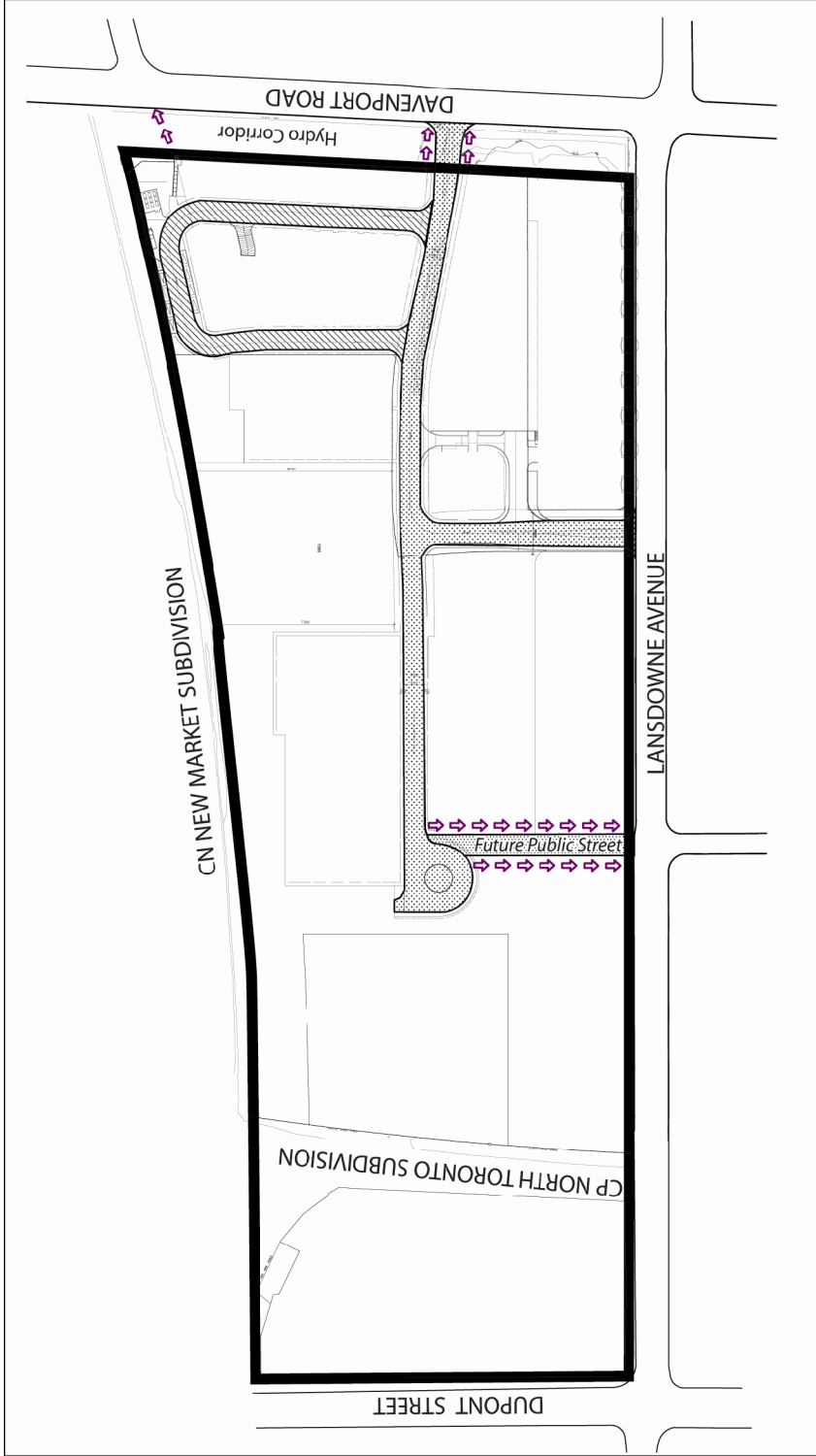


**Official Plan Amendment #168 Schedule "A"**

Revisions to Land Use Map 17 and Map 18 to Redesignate lands from Regeneration Areas to Mixed Use Areas

File # 10\_265956





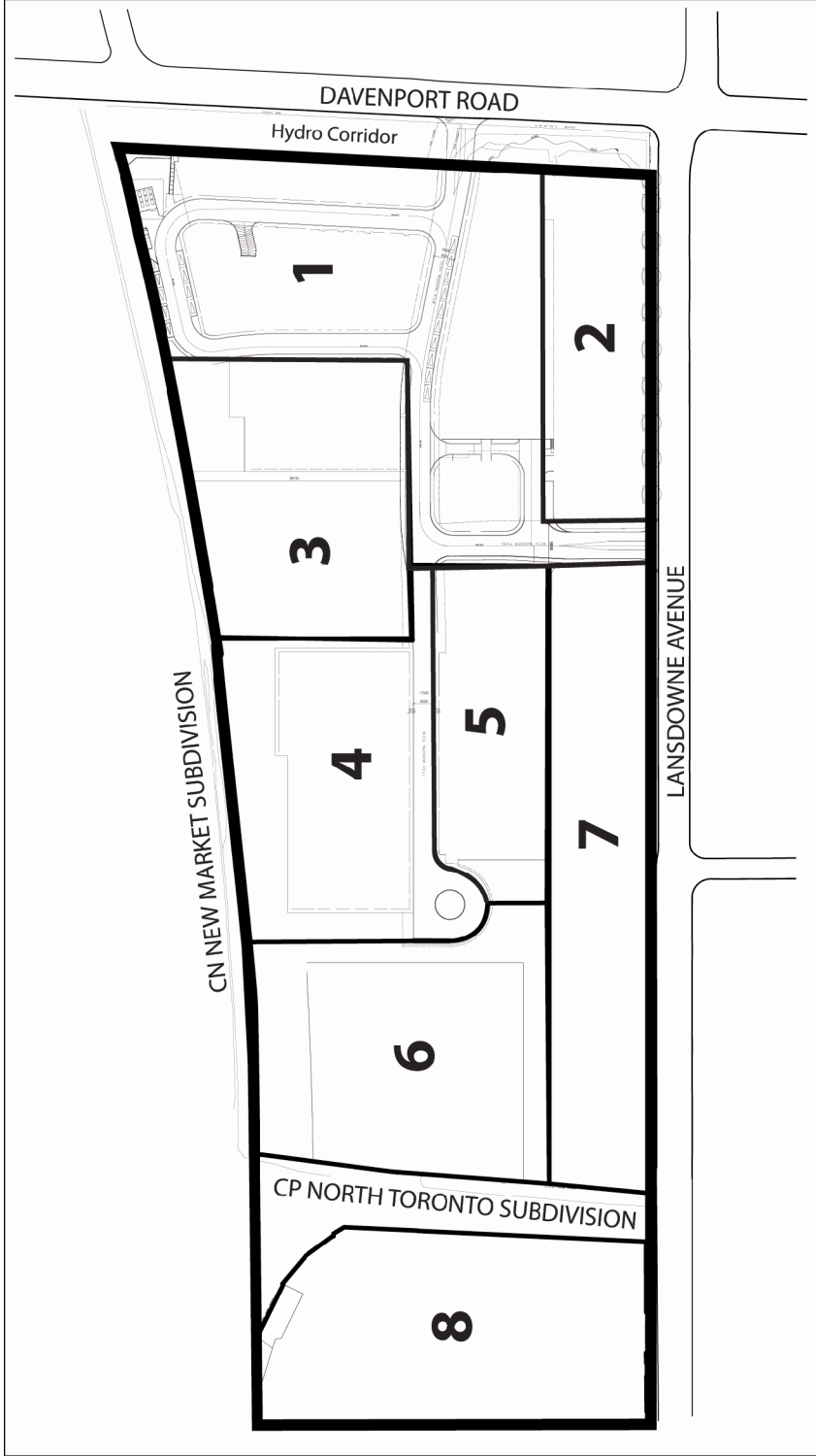
830 Lansdowne Avenue

**Toronto** City Planning  
**Official Plan Amendment Schedule "B"**

Revisions to Map 27-1 Davenport Village Secondary Plan, Streets and Blocks Plan to include 830 Lansdowne Avenue within the Davenport Village Secondary Plan File# 10\_265956\_0Z

-  Secondary Plan Boundary
-  Private Street
-  Public Street
-  Pedestrian Connection

↑  
 Not to Scale  
 10/17/2011





830 Lansdowne Avenue

**Toronto** City Planning  
**Official Plan Amendment Schedule "C"**

Revisions to Davenport Village Secondary Plan Map 27-2 Phasing Plan to Include Phase 8 and expand Davenport Village Secondary Plan boundary

File# 10\_265956\_0Z

-  Secondary Plan Area Boundary
-  Phasing Area

↑  
 Not to Scale  
 10/17/2011

## Attachment 10: Draft Zoning By-law Amendment

Authority:

Enacted by Council:

CITY OF TORONTO

By-Law No. - 2011

To amend the General Zoning By-law No. 438-86 of the former City of Toronto with respect to the lands known as 830 Lansdowne Avenue

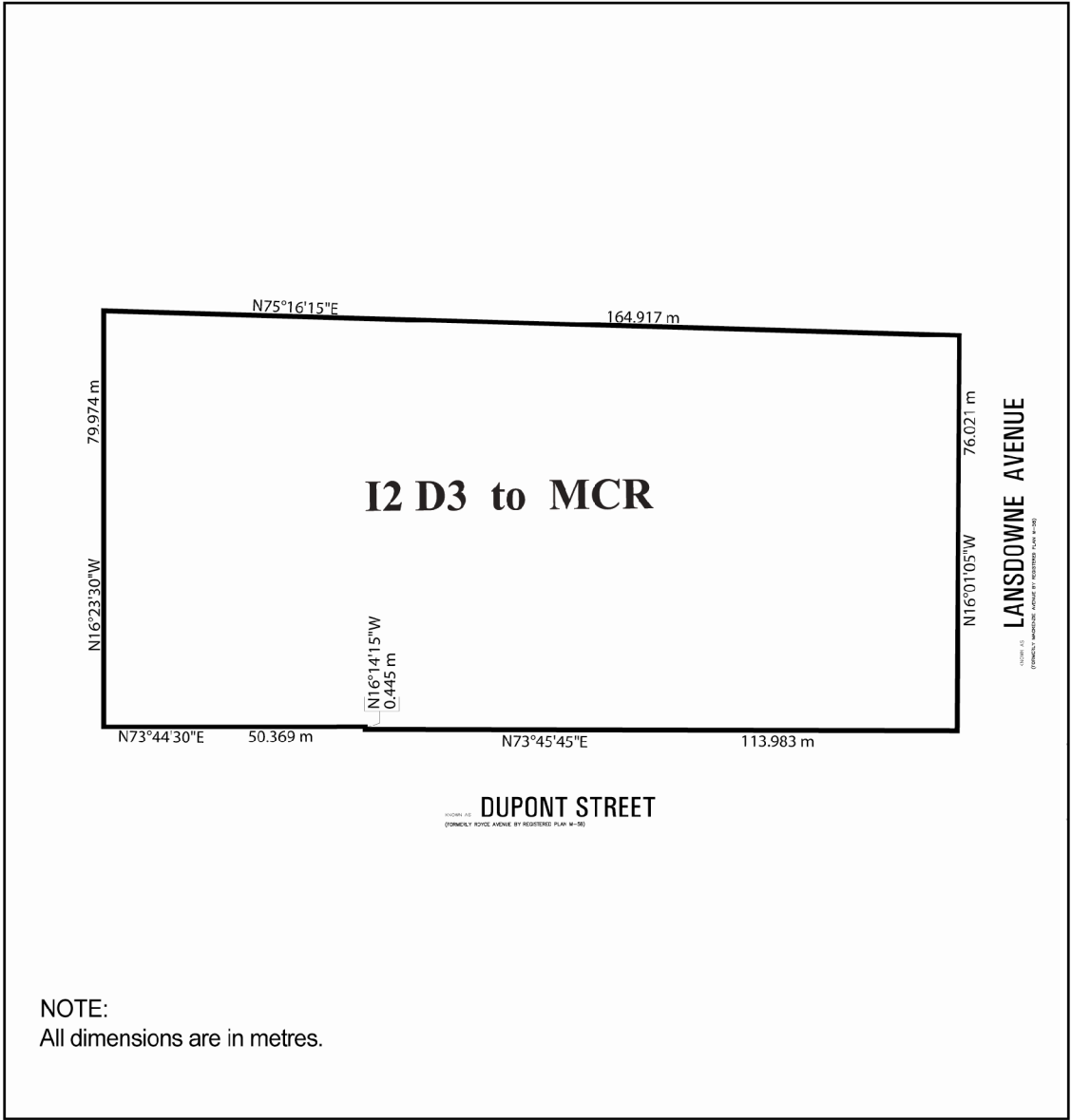
The Council of the City of Toronto HEREBY ENACTS as follows:

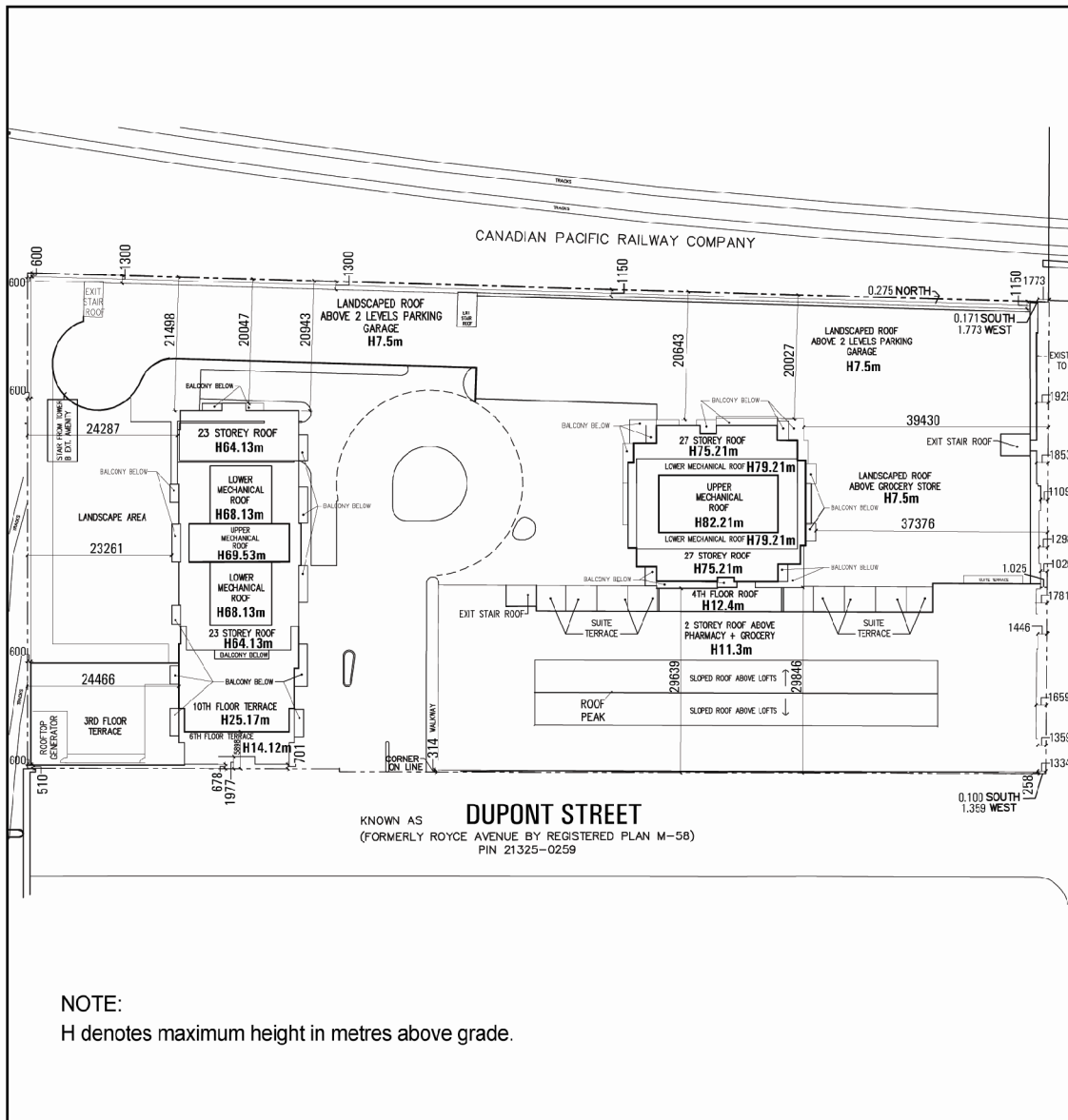
1. District Map No. 48J-322 contained in Appendix "A" of By-law 438-86, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, is further amended by redesignating the lands outlined in heavy lines from "I2D3" to "MCR" as shown in Map 1, attached hereto.
2. Height and Minimum Lot Frontages Map No. 48J-322 contained in Appendix "B" of By-law 438-86, as amended, is further amended to establish maximum permitted height in metres as delineated in Map 2 attached hereto.
3. Notwithstanding the provisions of Section 8(1) Permitted Uses of By-law 438-86, only the following uses, and accessory uses thereto shall be permitted:  
  
*retail store (including a retail food store)*  
*dwelling unit*  
*mixed use building*
4. Notwithstanding Section 2 (1). For the purposes of this By-law, *grade* shall mean the geodetic elevation of 118.15 metres.
5. Notwithstanding Section 2 (1). For the purposes of this By-law, "*retail food store*" shall mean a building, or portion of a building or structure with a gross floor area not less than 250m<sup>2</sup> where food goods & related wares, merchandise, substances, articles or things are stored, offered or kept for sale at retail and includes storage on or about the store premises of limited quantities of the food goods, wares, merchandise, substances, articles or things sufficient only to service the store but does not include a retail outlet otherwise classified or defined in this by-law;

6. None of the following provisions of Section 4(2), 4(3), 4(4), 4(6), 4(7), 4(13), 4(16) or 8(1) apply to prevent the erection and use of the land, buildings or structures for any use permitted by this By-law, including but not limited to a barrier wall or acoustic wall or fence, thereto, provided that:
- (1) The maximum permitted gross floor areas as follow:
    - a) residential gross floor area 42,412m<sup>2</sup>
    - b) non-residential gross floor area 4,885m<sup>2</sup>
    - c) total gross floor area 47,297m<sup>2</sup>
  - (2) The total number of dwelling units on the lot does not exceed 558;
  - (3) The minimum yard setbacks for all buildings and structures in metres and the minimum separation distances in metres shall be as set out in Map 2, attached hereto;
  - (4) Notwithstanding 4(2) (a) (i) the following elements may exceed the maximum permitted heights as shown on Map 2 by no more than 3.0 metres.:
    - a) Parapets;
    - b) landscape elements, including, planters, trellises and other decorative landscape elements and structure; and
    - c) window washing equipment, chimney stacks and exhaust stacks.
  - (5) Parking spaces shall be provided based upon the following parking rates:
    - a) Bachelor units - 0.8 per *dwelling unit*;
    - b) 1 bedroom units - 0.9 per *dwelling unit*;
    - c) 2 bedroom units - 1.0 per *dwelling unit*;
    - d) 3+ bedroom units - 1.2 per *dwelling unit*;
    - e) visitors - 0.2 per *dwelling unit*;
    - f) *retail* - 1.5 per 100m<sup>2</sup> of GFA; and
    - g) retail food store – 2.5 per 100m<sup>2</sup> of GFA
  - (6) A minimum of 30% of each type of dwelling unit shall be subject to the following maximum gross floor area restrictions:
    - a) 46.5 m<sup>2</sup> for a bachelor unit;
    - b) 60.4 m<sup>2</sup> for a one bedroom unit;
    - c) 79.0 m<sup>2</sup> for a two bedroom unit; and
    - d) 93.0 m<sup>2</sup> for a three bedroom unit.
  - (7) A minimum of seven loading spaces shall be provided, consisting of one Type A, three Type B, one Type C and two Type G spaces.

7. Bicycle parking shall be provided as follows:
  - a) for residents - minimum 347 spaces;
  - b) for residential visitors - minimum of 85 spaces;
  - c) for *retail* and retail food store (occupants) - minimum 7 spaces; and
  - d) for *retail* and retail food store (visitors) - minimum 19 spaces
8. Despite any existing or future severance, partition, or division of the lands subject to this exception, the provisions of this By-Law shall continue to apply to the whole of the lot as if no severance, partition or division occurred.
9. Each word or expression which is italicized in this by-law shall have the same meaning as the meaning given to such word or expression as defined in By-law No. 438-86, as amended.
10. Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - a) All new public roads have been constructed to a minimum of base curb and asphalt and are connected to an existing public highway; and
  - b) All water mains and sanitary sewers and appropriate appurtenances, have been installed and are operational.
11. The facilities, services and matters set out in herein are the matters required to be provided by the owner of the *lot* at its expense to the City in accordance with an agreement or agreements, pursuant to Section 37 (3) of the *Planning Act* in a form satisfactory to the Chief Planner and Executive Director, City Planning Division and the City Solicitor and such agreement(s) shall be registered against title to the lot as outlined in heavy lines on Map 1 to secure the following facilities, services or matter;
  - i. A \$1,100,000 cash payment to be paid prior to the issuance of the first above-grade building permit for the development, with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the introduction of Bills to the date of payment. The indexed cash contribution is to be applied at the sole discretion of the City to any of the following:
    - the construction of a new Toronto Public Library branch building in the local area;
    - An expansion and/or necessary repairs to the Perth/Dupont neighbourhood library at 1589 Dupont Street; and
    - improvements to Carlton Park.







NOTE:  
H denotes maximum height in metres above grade.