

**354-358 Pape Avenue - Zoning Amendment Application - Preliminary Report**

<b>Date:</b>	July 7, 2014
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 30 – Toronto-Danforth
<b>Reference Number:</b>	14 147891 STE 30 OZ

**SUMMARY**

This application proposes an 8-storey (24.6 metre) mixed-use building adjacent to the CN railway at 354-358 Pape Avenue. The building would contain non-residential uses on the ground and second floors, with 30 residential units above. A total of 22 parking spaces are proposed.

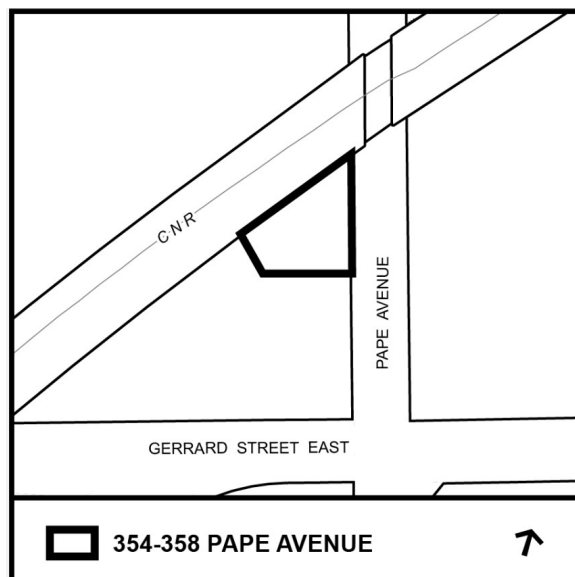
This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the applications and on the community consultation process.

A Community Consultation meeting is anticipated to be held in late 2014. The final report is targeted for the second quarter of 2015. The target date assumes that the applicant will provide all required information in a timely manner.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. Staff be directed to schedule a community consultation meeting for



the lands at 354-358 Pape Avenue together with the Ward Councillor.

2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **Pre-Application Consultation**

A pre-application consultation meeting was held on November 27, 2013, with the applicant to discuss complete application submission requirements.

## **ISSUE BACKGROUND**

### **Proposal**

The applicant proposes to construct an 8-storey building, which would contain non-residential uses on the ground and second floors with 30 dwelling units above. The overall height of the building would be 24.6 metres (27.6 metres including the mechanical penthouse) and the proposed density would be 3.12 times the lot area.

The proposed building would have a gross floor area of approximately 2,925.5m<sup>2</sup>, of which 585.5 square metres would be for non-residential uses and 2,340 square metres would be for residential uses. The proposal would include 164.3 square metres of outdoor amenity space provided on the rooftop; no indoor amenity space is proposed.

The proposed setback from the railway corridor is 11.5 metres to the ground floor. The residential uses would be located at a height of approximately 7 metres. Thus the combined horizontal and vertical setback between the railway corridor and the residential uses is 18.5 metres.

The applicant proposes to provide 10 surface parking spaces abutting the railway corridor and 12 parking spaces below grade. The applicant is proposing to relocate the current curb cut from the southeastern portion of the site to the northeastern portion of the site, which would require an extension of Pape Avenue. A total of 30 bicycle parking spaces are proposed, of which 24 spaces would be for residents and located below grade.

Attachments 1 through 3 contain drawings of the proposed development. Attachment 5 is the Application Data Sheet.

### **Site and Surrounding Area**

The subject site is located on the west side of Pape Avenue, north of Gerrard Street East and abuts the CN railway corridor to the north. The site has an irregular triangular shape

and has an area of approximately 936 square metres in size, with a frontage of approximately 39.75 metres.

The site is currently occupied by a two-storey non-residential building on the southern portion of the property used as a retail store for building materials, with a paved open area for parking and storage to the north. The existing building would be demolished with this proposal. Uses surrounding the site include:

North: Immediately north is the CN railway corridor, which is used by GO Transit and VIA Rail passenger trains. Pape Avenue terminates at the railway corridor, with a pedestrian bridge located northeast of the site that provides access north of the railway corridor. Vehicular access to Pape Avenue resumes north of the railway corridor. To the north of the railway corridor is Riverdale Shopping Centre, and a mid-rise residential building operated by Toronto Community Housing Corporation (TCHC) at 369 Pape Avenue.

South: To the south are low-rise mixed use buildings with frontage on Pape Avenue. Further south are low-rise mixed-use and residential building with frontage on Gerrard Street East.

East: To the east is Gerrard Square shopping centre, which contains at-grade and above-grade parking. The shopping centre has frontage on Pape Avenue and Gerrard Street East.

West: To the west of the site is the CN railway corridor

There is a gradual increase in grade along Pape Avenue, north of Gerrard Street East.

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

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject site is designated *Mixed Use Areas* in the City of Toronto Official Plan. This designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in *Mixed Use Areas* include, but are not limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Lands to the south and west are also designated *Mixed Use Areas*.

## **Zoning**

The subject site is zoned CR T2.0 C2.0 R0.0 under former City of Toronto Zoning By-law 438-86. This zone permits a range of non-residential uses with a maximum density of 2.0 times the area of the lot. Despite the mixed-use zoning, the zone does not permit any residential density. The maximum permitted building height is 14 metres.

The subject site is zoned CR 2.0 (c.2.0; r0.0) SS2 (x1590) under City-wide Zoning By-law 569-2013, which is currently under appeal at the Ontario Municipal Board (OMB). The zoning permissions are consistent with those outlined in Zoning By-law 438-86.

## **Site Plan Control**

The proposed development is subject to Site Plan Control. An application for Site Plan control has been submitted and is being processed concurrently with the subject application.

## **Reasons for the Application**

The proposal is for an 8-storey (24.6 metre) building with a density of 3.12 times the area of the lot. The proposed density exceeds the current permission of 2.0 times the lot area. Residential uses are proposed, whereas the zone does not permit any residential density. The proposed height exceeds the current height limit of 12 metres. A Zoning By-law amendment is therefore required.

Through the review of the application, staff may identify additional areas of non-compliance with the Zoning By-law.

## **COMMENTS**

### **Application Submission**

The following plans/reports/studies were submitted with the application:

- Plan of Survey
- Architectural Plans
- Planning Rationale
- Site Grading and Servicing Plans
- Erosion Control Plans
- Traffic Impact and Parking Study
- Functional Servicing and Stormwater Management Report
- Environmental Noise Feasibility Study
- Railway Vibration Analysis

The Toronto Green Standards Checklist and the Shadow Study images were submitted on June 24, 2014. A Notification of Complete Application was subsequently issued on June 24, 2014.

## Issues to be Resolved

The following issues have been identified during the preliminary review of this application, and will require further examination:

- The appropriateness of the proposed residential uses within 30 metres of the railway corridor;
- The appropriateness of the proposed non-residential uses on the ground and second floors;
- The adequacy of the proposed integrated "crash wall" along the north lot line, adjacent to the railway corridor;
- The adequacy of proposed pedestrian safety measures between the site and the railway corridor;
- The acceptability of the Environmental Noise Feasibility Study Report;
- The acceptability of the Railway Vibration Analysis Report;
- The acceptability of how the proposed abatement measures will be constructed and maintained;
- The appropriateness of any alteration to the existing drainage patterns that would affect the railway corridor;
- The height and massing of the proposed development;
- The setback between the south facing residential dwelling units and the south lot line;
- The proximity of the mechanical penthouse to Pape Avenue;
- The location of the surface parking spaces adjacent to the railway corridor;
- The appropriateness of relocating site access to the northeastern portion of the site;
- The implications of extending Pape Avenue to accommodate the modified site access; and
- The lack of indoor amenity space.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

## **CONTACT**

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## **SIGNATURE**

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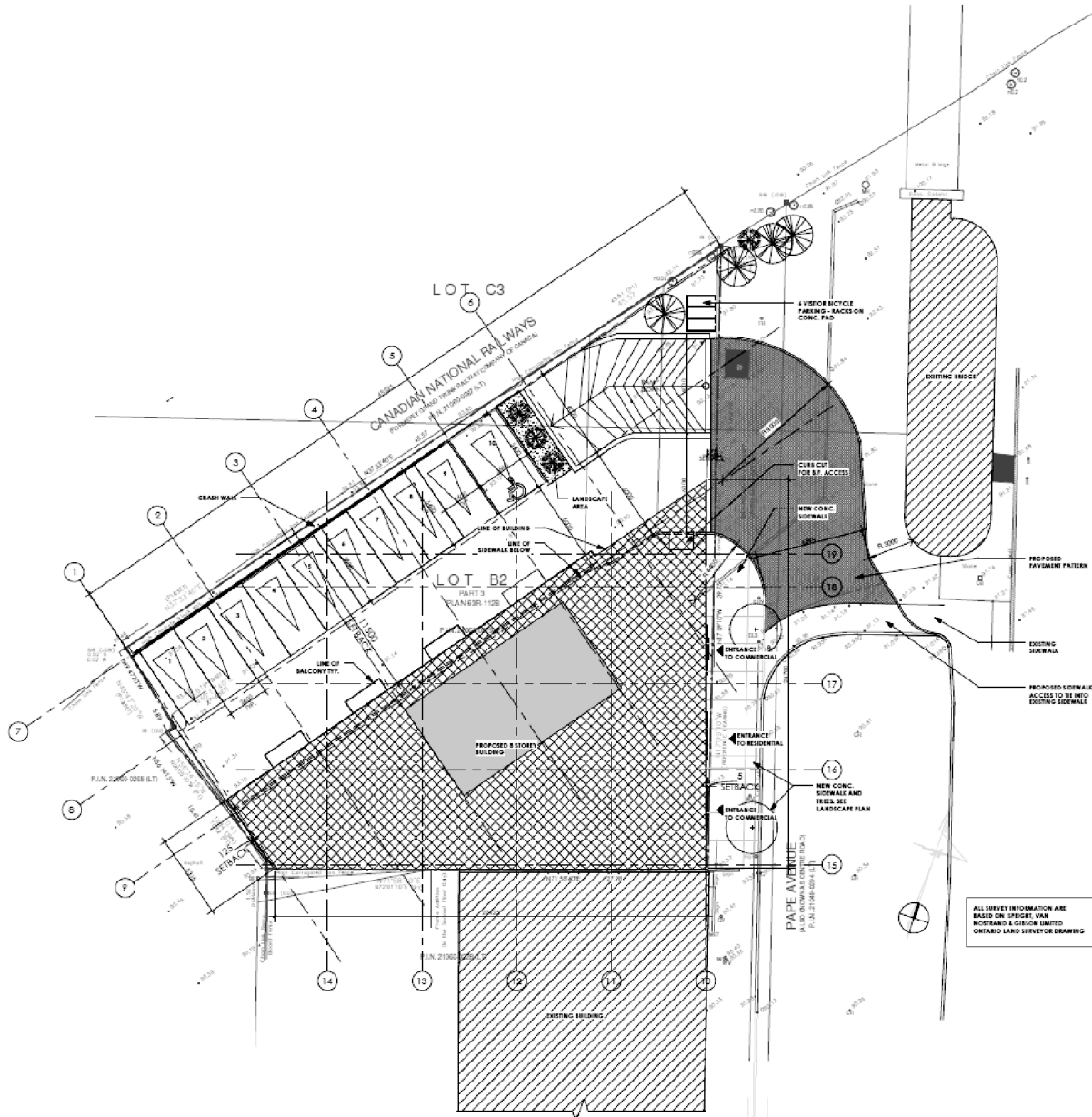
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: North and West Elevations  
Attachment 3: South and East Elevations  
Attachment 4: Zoning  
Attachment 5: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

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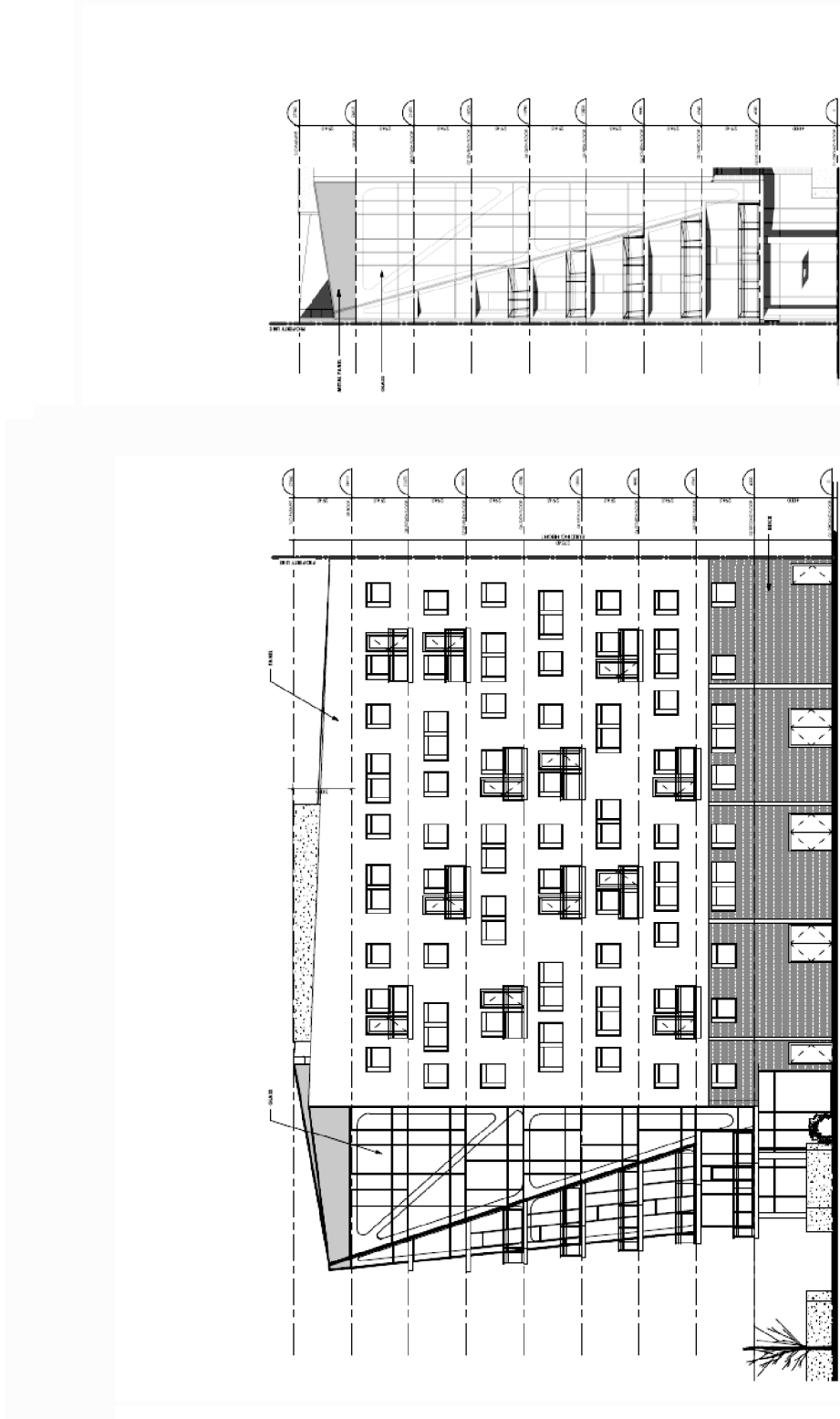


## 354-358 Pape Avenue

File # 14 147891 STE 30 OZ



**Attachment 2: North and West Elevations**



West Elevation

North Elevation

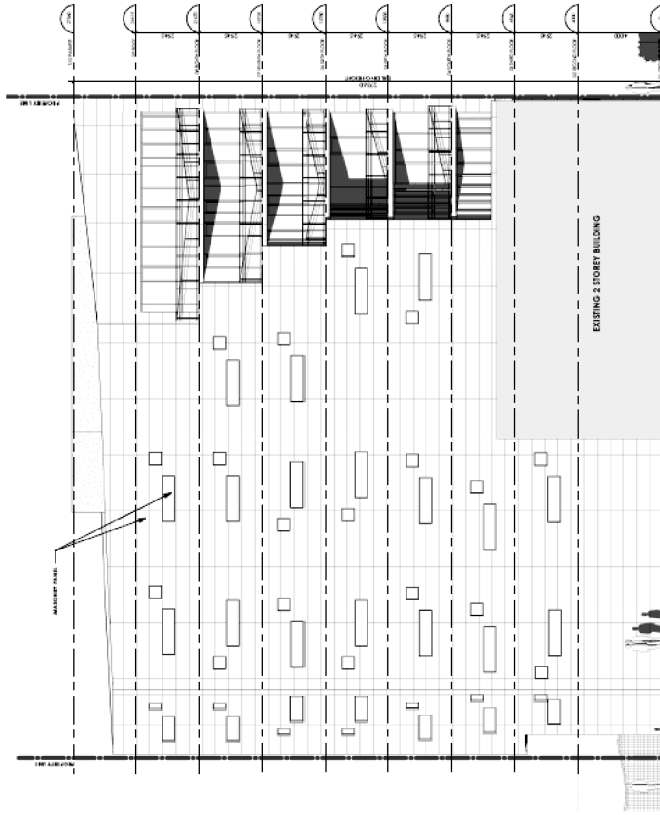
**354-358 Pape Avenue**

**Elevations**  
Applicant's Submitted Drawing

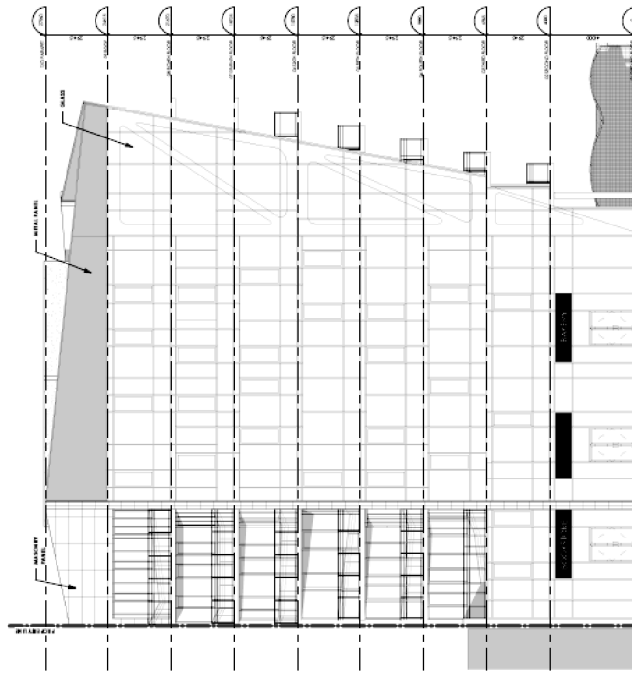
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**Attachment 3: South and East Elevations**



**South Elevation**



**East Elevation**

**354-358 Pape Avenue**

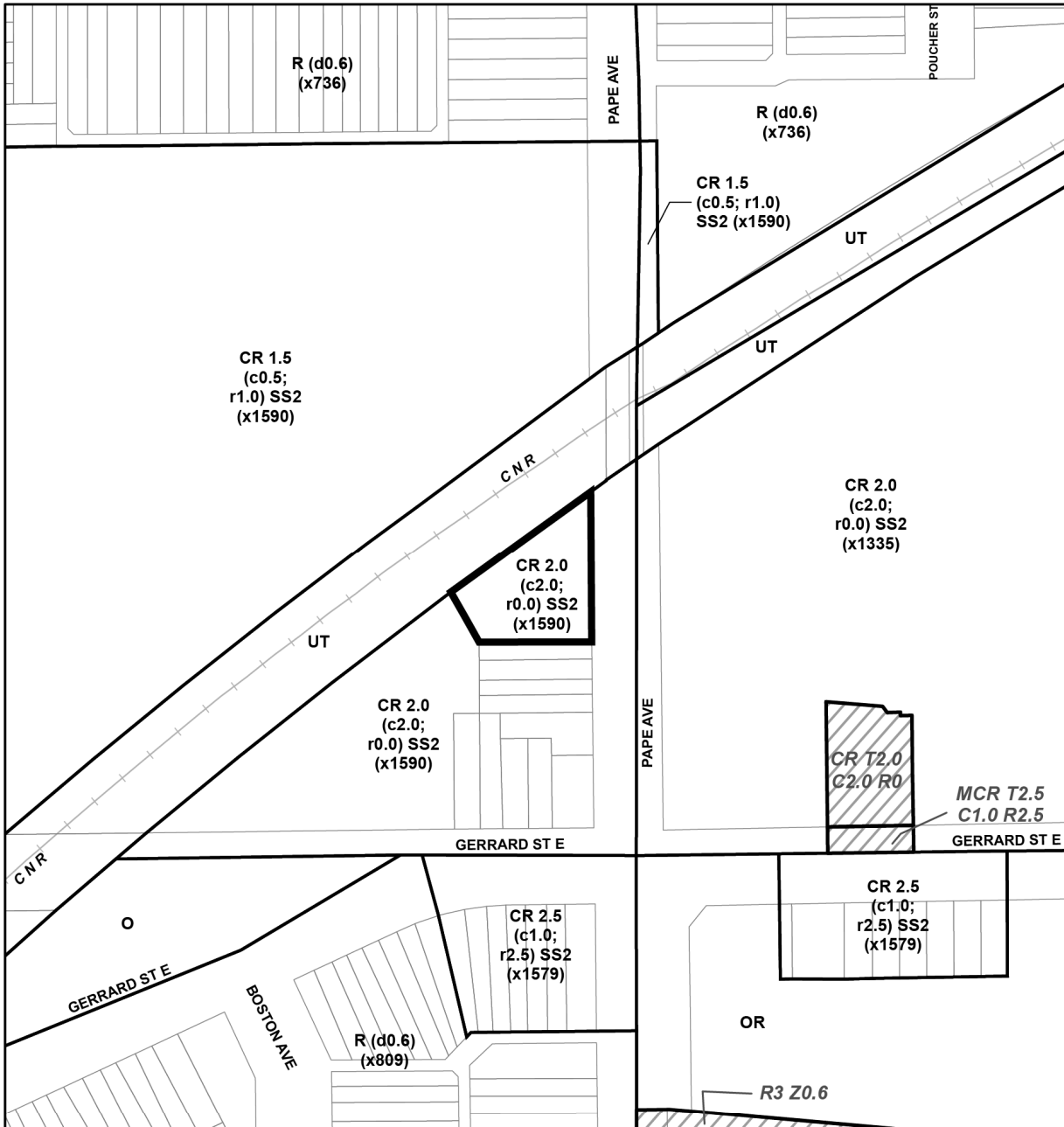
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**Elevations**

**Applicant's Submitted Drawing**

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## Attachment 4: Zoning



**Zoning By-law 569-2013**

**354-358 Pape Avenue**

File # 14 147891 STE 30 0Z

Location of Application

See Former City of Toronto Bylaw No. 438-86

**R** Residential  
**CR** Commercial Residential  
**O** Open Space

**OR** Open Space Recreation  
**UT** Utility and Transportation

**CR** Mixed-Use District  
**MCR** Mixed-Use District  
**R3** Residential District



Not to Scale  
 Extracted: 07/04/2014

## Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	14 147891 STE 30 OZ
Details	Rezoning, Standard	Application Date:	April 28, 2014
Municipal Address:	354-358 PAPE AVE		
Location Description:	**GRID S3008		
Project Description:	Rezoning application to permit the construction of an 8-storey (24.6 metre) mixed-use building adjacent to the CN railway. The building would contain non-residential uses on the ground and second floors and 30 residential units above. A total of 22 parking spaces are proposed.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
ATA Architects Inc	ATA Architects Inc	ATA Architects Inc	Singma Properties Inc

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR T2.0 C2.0 R0	Historical Status:
Height Limit (m):	12	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq. m):	936.9	Height:	Storeys:	8
Frontage (m):	39.75		Metres:	27.56
Depth (m):	28.85			
Total Ground Floor Area (sq. m):	376.5			<b>Total</b>
Total Residential GFA (sq. m):	2340		Parking Spaces:	22
Total Non-Residential GFA (sq. m):	585.5		Loading Docks:	0
Total GFA (sq. m):	2925.5			
Lot Coverage Ratio (%):	40.2			
Floor Space Index:	3.12			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	2340	0
Bachelor:	12	Retail GFA (sq. m):	209	0
1 Bedroom:	13	Office GFA (sq. m):	376.5	0
2 Bedroom:	5	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	30			

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