

2789 and 2803 Dundas Street West - Zoning Amendment Application - Final Report

Date:	March 18, 2013
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	11-323527 STE 14 OZ

SUMMARY

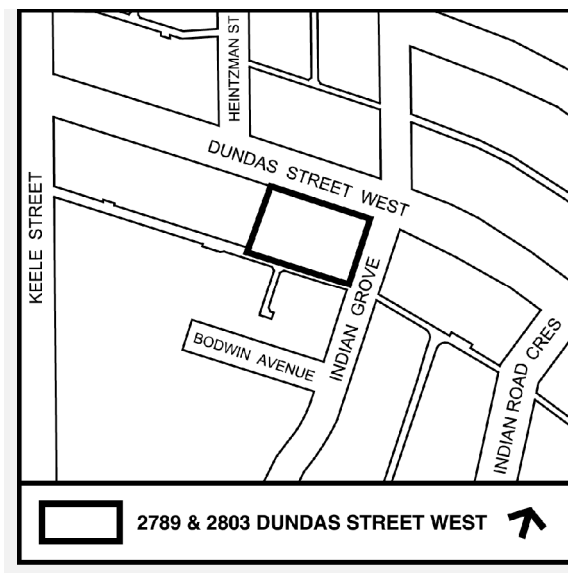
This application is a proposal to construct a 7-storey mixed-use building containing retail uses at grade at 2789 and 2803 Dundas Street West. The proposed development would include a total of 109 residential units (including 5 live-work units) and three levels of below-grade parking with 99 parking space and 83 bicycle parking spaces. Vehicular access will be provided from a public lane off Indian Grove Road at the rear of the site.

This report reviews and recommends approval of a draft Zoning By-law Amendment subject to modifications to the current proposal as described in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law No. 438-86 for the property at 2789 and 2803 Dundas Street West, substantially in accordance with the draft Zoning By-law Amendment to be provided prior to the Toronto and East York Community Council meeting of April 9, 2013.
2. City Council authorize the City Solicitor to make such stylistic and



- technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, City Council require that notice of approval conditions have been issued under Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*. The following issues are specifically required to be addressed through the site plan process:
 - i. Transportation Services staff will determine whether the required 1.7 metre wide pedestrian walkway at the rear of the property will be permitted to encroach upon the City's required laneway conveyance. In the event the encroachment is not permitted, the walkway will be required to be located exclusively on private property.
 - ii. The applicant will provide an unencumbered public pedestrian easement 1.2 metres wide on private property adjacent to Dundas Street West as outlined in the memorandum dated February 26, 2013 from Engineering and Construction Services Division.
 - iii. The proposed Type G loading space will be able to function properly based upon turning diagrams to be provided by the applicant.
 - iv. Proposed streetscape improvements will comply with the City's Vibrant Streets design guidelines.
 - v. Suitable fenestration will be identified to address issues of privacy and overlook for primary windows within 10.0 metres of the adjacent neighbourhood.
 - vi. The architectural treatment and materials of the upper floors (storeys four to seven) will be further refined to reduce the visual prominence of these floors.
 - vii. An architectural treatment will be incorporated into the design of the façade to reflect the 2-3 storey prevailing building heights on Dundas Street West.

DECISION HISTORY

The site was the subject of a site plan application for a self-serve car wash in 2009. That application was never approved and the file has been closed. The submission of the rezoning application (and a related site plan application) is the subject of this report. The site has been vacant for several years after serving as the home of the McBride Cycle Shop for over 97 years.

ISSUE BACKGROUND

Proposal

The applicant proposes to construct a 7-storey mixed-use building with commercial uses at-grade. As the building has a mezzanine level within the first floor of the building (which measures 5.6 metres in height from grade) the building is effectively an eight storey building. For the purposes of this report, however, the proposed building will be treated as a 7-storey building with a mezzanine level. The proposed development would include a total of 109 residential units, including 5 live-work units facing the public lane at the rear of the property and 926 square metres of commercial uses at grade. The total gross floor area of the proposal is 8,645 square metres. The project would have a density of 5.0 times the area of the lot.

The proposal includes five live-work units intended to provide studio / workshop space for artists on the ground floor with living accommodations on the mezzanine level. The studio / workshop space would front the adjacent public laneway at the rear of the property.

The proposed building would have a height of 24.63 metres to the top of the 7th floor with an additional 1.5 metres to the top of the mechanical penthouse, for an overall height of 26.13 metres. The building steps back from Dundas Street above the sixth floor and on the adjacent Indian Grove Road is terraced back above the fourth floor. The proposed building terraces back from the homes south of the rear laneway above the third storey (at approximately 12.0 metres in height).

Three levels of below-grade parking with 99 parking spaces are proposed, including one car-share space. Eighty-three bicycle parking spaces are proposed.

Vehicular access will be provided from a public lane off Indian Grove Road at the rear of the site. Access for garbage collection and loading will also be off the rear laneway. A 1.98 metre laneway widening will be required through the site plan process.

The proposed development would include 151 m² of indoor amenity space, which is approximately 70% of the 218 m² of indoor amenity space required by Zoning By-law 438-86. The proposal includes only 12.3 m² of outdoor amenity space, which is approximately 6% of the outdoor amenity space required by the By-law. The indoor and outdoor amenity space are provided on the mezzanine level.

See Attachment 7 - Application Data Sheet.

Site and Surrounding Area

The subject site is located on the south-west corner of Dundas Street West and Indian Grove Road, just east of Keele Street. The site is rectangular in shape with approximately 50 metres of frontage on Dundas Street West and 33 metres of frontage on Indian Grove Road. The property has an area of approximately 1,730 square metres. The site has been vacant for a number of years.

The site is surrounded by the following uses:

North: The site is bounded on the north by Dundas Street West. This portion of Dundas Street West has a right-of-way of 20 metres. On the north side of Dundas Street West are a number of two to three-storey mixed-use, main-street buildings containing a variety of commercial and retail uses. A 4-storey apartment building is located just west of the subject site.

South: The site is bounded to the south by a public laneway which extends from Indian Grove Road to Keele Street. To the south of the laneway are 2 to 3-storey detached and semi-detached houses.

West: To the west of the site are a series of two to three-storey mixed-use, main-street type buildings located along Dundas Street West.

East: To the east of the site are a series of two to three-storey mixed-use, main-street type buildings located along Dundas Street West. Also included in this area is a one-storey office building and a three storey apartment building.

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 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.

The Healthy Neighbourhoods Section of the Official Plan (Section 2.3.1) identifies that the intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The plan also states that developments in Mixed Use Areas that are adjacent or close to Neighbourhoods will, among other matters, be compatible with those Neighbourhoods, provide a gradual transition of scale and density, maintain adequate light and privacy for residents in those *Neighbourhoods*.

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, Section 3.1.2 of the Official Plan contains Built Form Policies. This section of the Plan identifies that our enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These qualities are largely influenced directly by the built form of adjacent buildings. The Built Form section of the Plan also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate. These areas include the Downtown, Centres, and along Avenues.

The Plan identifies that developments must be conceived not only in terms of individual building sites, but how that site, building and facades fit within the existing and/or planned context of the neighbourhood and the City. Policy 3.1.2.3 (a) states that new development will be massed to fit harmoniously within its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, and open spaces by massing buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions. In addition, Policy 4 identifies that new development will be massed to define the edges of streets, parks, and open spaces at good proportion.

The site is located on an Avenue, as shown on Map 2 – Urban Structure of the Official Plan.

Section 2.2.3 of the Official Plan speaks to development along the City's *Avenues*, stating that they are “...important corridors along major streets where reurbanization is

anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.”.

Policy 2.2.3.3 states that development in *Mixed Use Areas* on *Avenues*, prior to an Avenue Study, has the potential to set a precedent for the form and scale of reurbanization along the *Avenues*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* on which the proposed development is located.

Policy 2.2.3.3(b) states that the review of the segment will:

- include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

Development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council’s satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

Zoning

The subject site is subject to Zoning By-law No. 438-86, and is zoned Mixed Commercial-Residential (MCR) Zone. The Zoning provided a density formula of MCR T2.5 C1.0 R2.0. This zoning category permits a range of residential and commercial uses to a maximum height of 14.0 metres.

Site Plan Control

The proposed development is subject to site plan approval. An application for Site Plan Control has been submitted and is being reviewed concurrently with the Rezoning application.

Reasons for Application

A Zoning Amendment application is required to permit the scale and density proposed by the applicant.

Community Consultation

A Community Consultation meeting was held May 29th 2012 at Indian Road Crescent Junior Public School. The meeting was attended by City Planning staff, Transportation Services staff, staff from Councillor Perks office, the applicant and approximately 35 members of the public. Area residents also provided written comments to City Planning staff. The concerns raised by residents with respect to the proposed development were generally related to the following matters:

- the proposed building is too tall in relation to the existing built form on the street;
- concerns related to height included: compatibility and fit with adjacent residential uses; the loss of light, views and privacy by residents in the neighbourhood;
- concerns were expressed related to traffic and servicing included: increased levels of traffic resulting from this development; additional demand for on-street parking; and the increasing use of the sub-standard public laneway for both site access and servicing;
- the safety of pedestrian traffic on the adjacent public lane is a concern;
- the neighbourhood is already deficient in parkland and schools are full;
- the lack of amenity space in the proposed building is an issue;
- will the development be marketed to investors to use as rental units or will it be predominantly owner-occupied;
- concerns were expressed regarding the affordability of the units;
- will families be attracted to the development;
- the proposed building doesn't reflect the character of Dundas Street West with regard to materials or its built form and height, as most buildings along this part of Dundas Street West are two to three storeys tall;
- the design and architecture of the proposed building needs to be more distinctive and should make a statement; and
- building materials need to be secured through the site plan process.

Changes to the Proposal

A number of changes were made in the most recent submission of plans (received March 5th, 2013) which allowed staff to bring forward a draft Zoning By-law for the applicant's proposed development.

- the building footprint was reduced to reflect the required 7.5 metre rear yard setback as required by both the in-force Zoning By-law and the performance standards contained in the City's Avenues and Mid-Rise Building Study;
- the building was changed to reflect an angular plane requirement for those parts of the building adjacent Indian Grove Road to the east and the public laneway and houses to the south;
- the height of the first two storeys of the proposed building (to the roof slab of the second floor) increased from 7.72 metres to 8.46 metres, to better accommodate servicing and loading and improve the at-grade portion of the live-work units.
- the plans were modified to reflect the required 1.98 metre laneway conveyance;
- a 1.7 metre sidewalk was added to provide an acceptable interface for the ground floor work space for the 5 units facing the laneway; and

- a third level of underground parking was added to increase in the proposed parking supply from 72 spaces to 99 spaces.

Notwithstanding the above noted changes, there are still issues which must be resolved through the site plan process before the proposed draft By-law is forwarded to Council. These include the determination by Transportation Services staff as to whether or not a portion of the proposed 1.7 metre sidewalk on the laneway can encroach upon the City's laneway as widened, and how the applicant will be able to satisfy the requirement for a 1.2 metre wide unencumbered public pedestrian easement for the private portion of the 2.325 pedestrian clearway on Dundas Street West. These and other outstanding issues will need to be resolved and notice of approval conditions issued prior to the Bills being forward to Council for the site- specific Zoning By-law amendment.

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

This application supports the 2005 Provincial Policy Statement (PPS) direction of intensification to achieve growth and urban vitality while making efficient use of existing infrastructure. This application also complies with the policies of the PPS that support intensification and require new development to be directed to appropriate locations for growth through municipal official plans.

Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other means, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of public transit.

Policy 1.6.5.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

The proposed development complies with the above policies and other relevant policies of the Provincial Policy Statement and Plans by: making efficient use of the existing infrastructure; providing a mix of residential unit sizes and by being located adjacent or nearby bus routes on Dundas Street West, Keele Street and Annette Street and within walking distance of the Dundas West subway station and Keele Subway Station.

The proposed development also meets the policies of the Provincial Growth Plan. The Growth Plan promotes increasing intensification of the existing built-up area.

Land Use

The Official Plan identifies that *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, even the same building, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*.

The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, institutional uses that reduce automobile dependency while meeting the needs of the local community. The Plan also seeks to create and sustain well paid, stable, safe and fulfilling employment opportunities on lands designated *Mixed Use Areas*. The development has non-residential space at grade along Dundas Street West which is in keeping with the commercial character of the *Avenue*. Staff have determined that the proposed mid-rise development is appropriate for this site and complies with *Mixed Use Areas* Policies contained within the Official Plan.

Avenue Segment Study

In response to the *Avenue* Policies contained within the Official Plan, primarily Policy 2.2.3.3, the applicant submitted an Avenue Segment Study (prepared by BrookMcIlroy Planners and Architects) and dated December 2011 in support of their rezoning application. The review focused on a principal study area which included properties designated *Mixed Use* fronting on Dundas Street West between Keele Street to the West and Annette Street and Old Weston road to the east. The Avenue Study also identified a secondary study area of lands north and south of the principal study area which included properties designated as both *Neighbourhoods* and *Mixed Use Areas* which would be impacted by potential development and intensification within the principal study area.

The Avenue Segment Study provides a background review of relevant policies, and an inventory of existing built form, property ownership and property details which help to inform the impacts that incremental development may have on the *Avenue*. Staff agree with the methodologies, assumptions and conclusions cited in the study.

The Avenue Segment Study identifies that there are five redevelopment sites along the segment that may be redeveloped in the near or long-term at heights and densities that are similar to those proposed for the subject site (with the exception of the site at 2680-2692 Dundas Street West, which was judged to be able to accommodate a building up to four storeys in height). If these sites were to be developed as proposed, the segment study determined that approximately 215 additional residential units would be created. The soft-site analysis demonstrates a level of reurbanization that is in keeping with the Official Plan policies for *Avenues*. In addition, any future development applications

submitted in the area covered by this Avenue Segment Study would be evaluated on their own merit based on a detailed submission.

The applicant did conduct a review of community services and facilities. The analysis of these facilities identified the numerous facilities available to residents of the area. The report did acknowledge that the ultimate build out of the Avenue as anticipated in the study would require additional investment to increase the capacity of existing services. The Toronto District School Board has stated in response to the application that there is not sufficient room in local schools to accommodate students from the development and other developments in the area. The area is in the lowest quantile of parkland and has been identified as a parkland priority area.

Midrise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the Avenues and Mid-Rise Buildings Study. Where the proposed development does not meet a specific performance standard, there is no adverse impact on the surrounding properties. This review is further outlined below.

Height

Performance Standard 1 of the Mid-rise and Avenues Study identifies that the maximum allowable height of the *Avenues* will be no taller than the width of the *Avenue* right-of-way. On Dundas Street West, which has a right-of-way width of 20 metres at this location, a mid-rise building consisting of commercial uses at grade and residential dwelling units above, can be a maximum of 20-metres in height, or 6 storeys. The study also recognizes that building height is only one aspect of regulating building design. Performance Standard 13 – Roofs and Roofscapes, identifies that mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the angular plane. Therefore, a 20 metre building with a mechanical penthouse of 5 metres, for a total of 25 metres is recognized.

The applicant's proposed development as shown in the draft by-law attached to this report permits a building with an overall height, including mechanical elements, of 26.13 metres. This overall height is consistent with other recently approved mid-rise buildings on Dundas Street West.

Built Form

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development within the “*Mixed Use Areas*” designation. All new development within “*Mixed Use Areas*” is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights between areas of different development intensity and scale, and by locating and massing new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The degree of sensitivity of the relationship between the proposal and the adjacent rear and side yards is a factor in deploying height and density on the site. The proposal meets the requirement for a clear 7.5 metre rear yard setback. The applicants original submission and the revised plans submitted in January of this year in response to comments from City staff proposed a building with substantial encroachments into the shallow-lot angular plane as described in the City's Avenues and Mid-Rise Buildings Study. Staff responded to the applicants proposal with specific direction regarding penetrations into the 45 degree angular plane adjacent the lands designated as *Neighbourhoods* to the south of the site and the mixed-use the development to the east adjacent Indian Grove Road. City Planning staff can support limited penetrations of the angular plane in these locations based upon the 0.65 metre built-in planter proposed for the edge of the balconies on the south and east sides of the building, which will reduce the views available to the adjacent residential and mixed-use properties.

With regard to the portion of the building facing Dundas Street West, the proposed building is typically 6-storeys (approximately 17.5 metres from grade to the top of the roof slab of the 5th level and an additional 1.1 metres for the balcony railing for a height of approximately 18.5 metres). The 6th, 7th floors step back by 2.1 metres and 1.7 metres respectively and do penetrate the 45 degree angular plane measured from 16.0 metres from grade (80% of the right-of-way width of 20 metres). The proposed angular plane encroachments, however, will have little impact on privacy and overlook given the mixed-use character of Dundas Street West.

A further concern with regard to impacts on privacy and overlook are the principal windows facing the public lane and the residential homes to the south. Planning staff will be reviewing means through the site plan process of reducing the overlook and privacy issues for principal windows in this area.

Sun, Shadow, Wind

Shadow studies submitted by the applicant showed increased shadows beyond the 14.0 metre as of right building for the immediately adjacent mixed-use properties to the west early in the day during the during the summer (June 21st) and on the properties on Dundas Street West to the west and the east early and late in the day in the Spring and Fall (March 21st and September 21st) seasons. The mid-day shadows, however do not impact on the sidewalk on the north side of Dundas Street West or the east side of Indian Grove Road during these periods.

The impact of the incremental shadows cast by the proposed building are acceptable in this context.

Traffic Impact, Access, Parking

The vehicular access and servicing for the site is off the public lane to the south of the site. Transportation Services staff have reviewed the applicants original Traffic Impact and Parking Study dated December 2011 and an Addendum Letter to the Transportation Impact and Parking Study dated January 11, 2013. Transportation Services staff have accepted that the traffic impacts of the proposal are acceptable based upon the analysis provided in these reports.

The applicant has proposed the location of a Type G loading space to be located inside the proposed building adjacent the public laneway. The proposed loading is acceptable. Additional staff comments regarding turning movements will be address through the site plan process.

The parking supply proposed by the applicant has been increased from 72 parking spaces with one car-share space to 99 spaces with one car share space. The proposed parking consists of 84 spaces for residents, 11 spaces for visitors, 3 retail spaces and 1 car-share space. Transportation Services staff are satisfied with the proposed residential parking supply, but are not satisfied with the proposed visitor and retail parking supply. In the event the applicant is able to justify a reduction in the required parking supply, staff will present a supplementary report to Council outlining any recommended changes to the required parking supply.

The applicant will be required to provide a 1.98 metre wide laneway conveyance to the City to allow for the widening of the adjacent public lane in accordance with the requirements of the City's Official Plan and Zoning By-law No. 438-86.

Bicycle Parking

The Official Plan contains policies encouraging reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. The applicant proposes to provide a total of 66 bicycle parking spaces for residents and 17 spaces for visitors. The proposed bicycle parking is satisfactory to the City and will be secured as a performance standard within the Zoning By-law Amendment.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The applicants original submission proposed 107 units on a site with a net area of 1,729.9m². At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.142 hectares or 82.4% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 158m².

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate, as there is no location for an on-site parkland dedication of 158m² and the site would be 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.

Streetscape

There are four trees on the City boulevard adjacent the site on Dundas Street West and Indian Grove Road and one tree on the City boulevard adjacent the property to the south of the public lane on Indian Grove. Urban Forestry staff have recommended that all the trees on the boulevard be removed. The applicant's proposal includes the planting of five trees on Dundas Street and four trees on Indian Grove Road. New trees are proposed to be planted in continuous tree pits. City staff recommend that up to six trees could be planted on Dundas Street West as opposed to the five proposed.

There are no private trees on the site which qualify for protection under the City's Private Tree By-law.

The applicant has pulled back the building at grade to address staff concerns regarding compliance with the City's Vibrant Streets guidelines for a 4.8 metre sidewalk. The purpose of this standard is to ensure adequate room for a pedestrian clearway a minimum of 2.1 metres wide and at least 1.83 metres for tree planting.

The applicant has provided a pedestrian clearway of 2.325 metres, 2.1 metres of which is located on private property. The applicant's current proposal accommodates the private portion of the pedestrian clearway by cantilevering the building above the sidewalk. Transportation Services staff have requested that an unencumbered public pedestrian easement be provided for the portion of the pedestrian walkway on private property. Transportation Services staff continue to discuss this requirement with the applicant. The

final configuration of the streetscape improvements, including the pedestrian walkway and any required easement, will be resolved through the site plan process.

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 the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and the Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures, including Bird Friendly Design, will be secured through the Site Plan Approval process.

Conclusion

Staff recommend that this proposal for a 7-storey mixed-use building at 2789 and 2803 Dundas Street West be approved. The building as revised complies with the Official Plan by intensifying a vacant Mixed Use site on an Avenue. The proposed development will provide transition from the taller portions of the building to the adjacent smaller scale residential uses to the south and will improve the streetscape along Dundas Street West and Indian Grove Road.

CONTACT

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

SIGNATURE

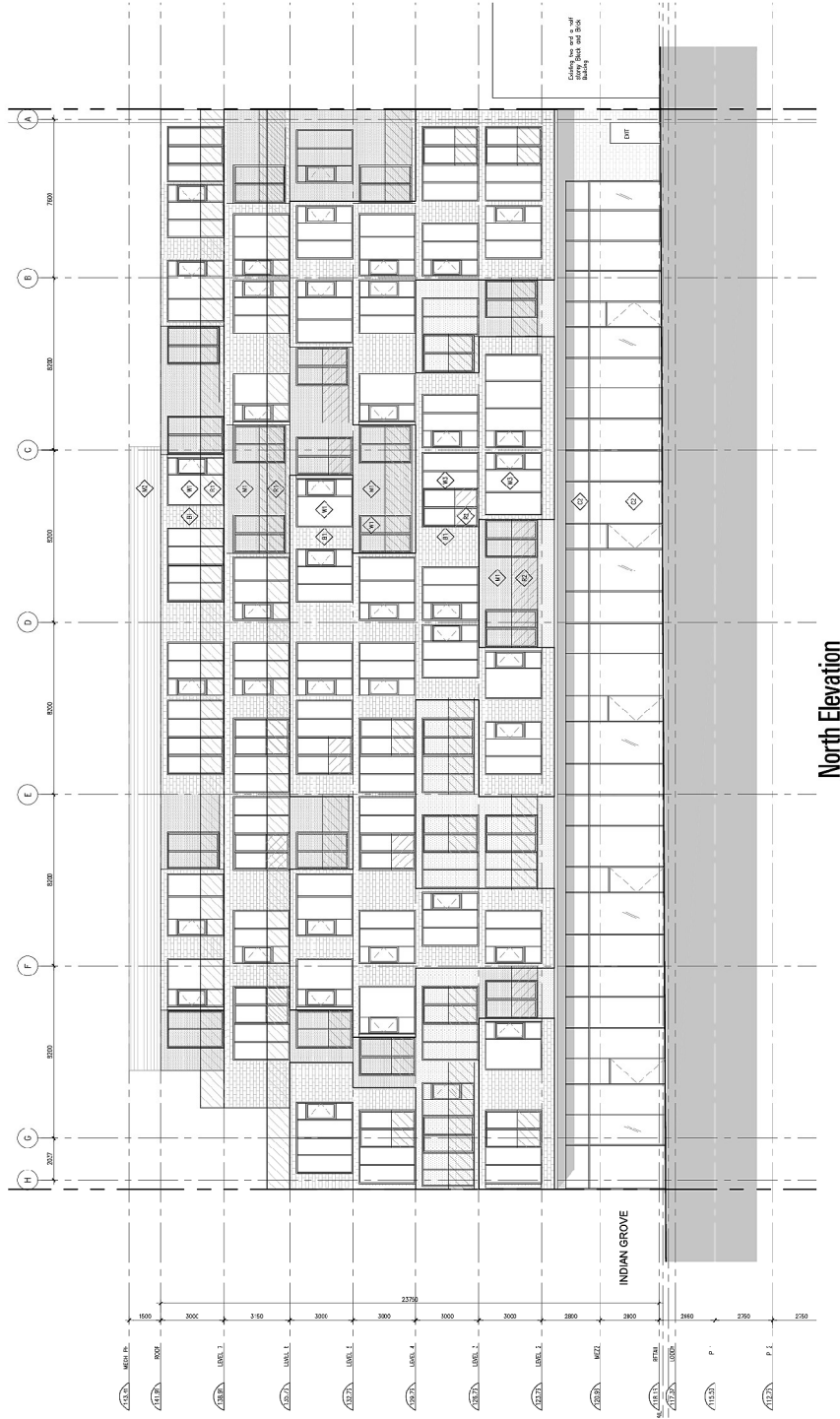
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

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

Attachment 2: North Elevation



2789 & 2803 Dundas Street West

North Elevation

Elevation

Applicant's Submitted Drawing

Not to Scale
03/13/2013

File # 11 323527 0Z

Attachment 3: South Elevation



South Elevation

Elevation

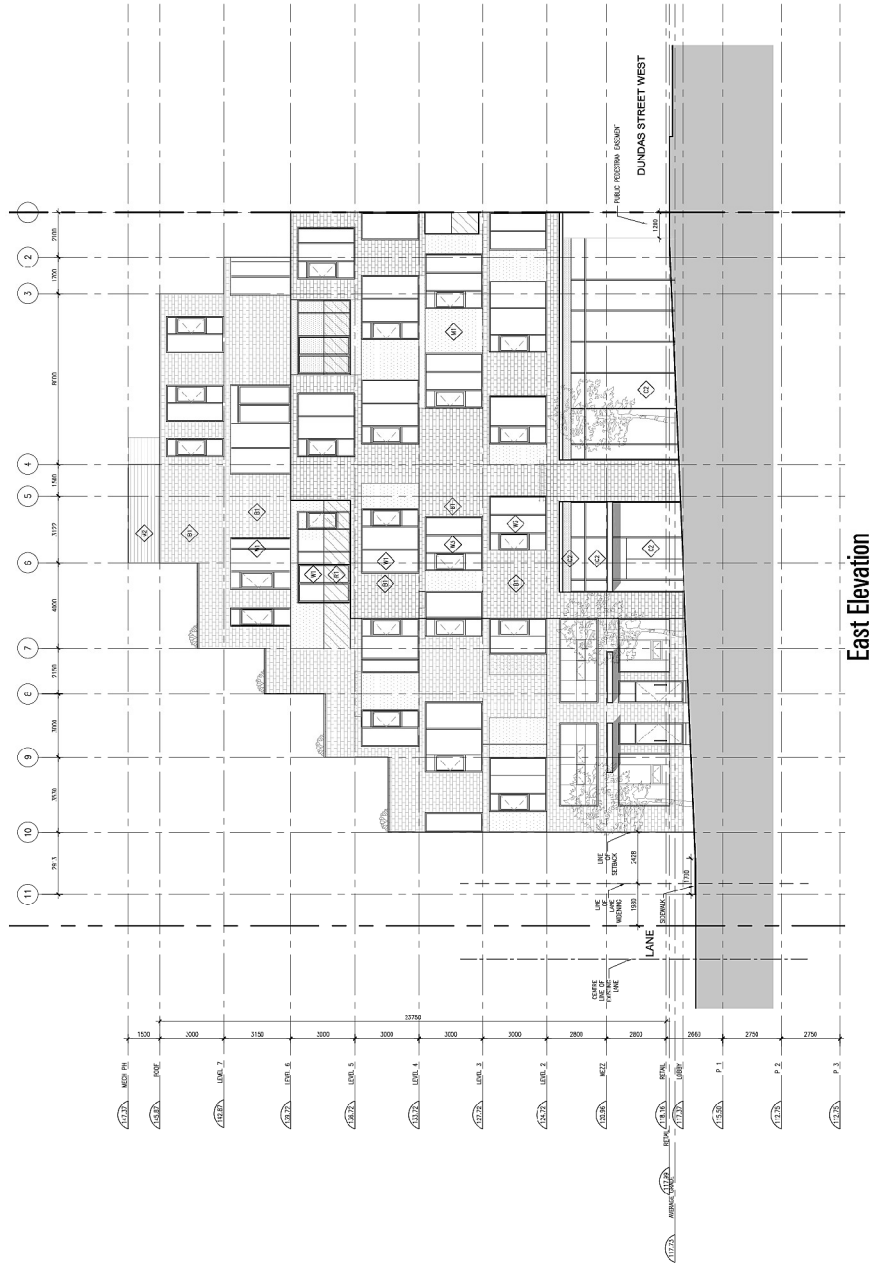
Applicant's Submitted Drawing

Not to Scale
03/13/2013

2789 & 2803 Dundas Street West

File # 11 323527 0Z

Attachment 4: East Elevation



East Elevation

2789 & 2803 Dundas Street West

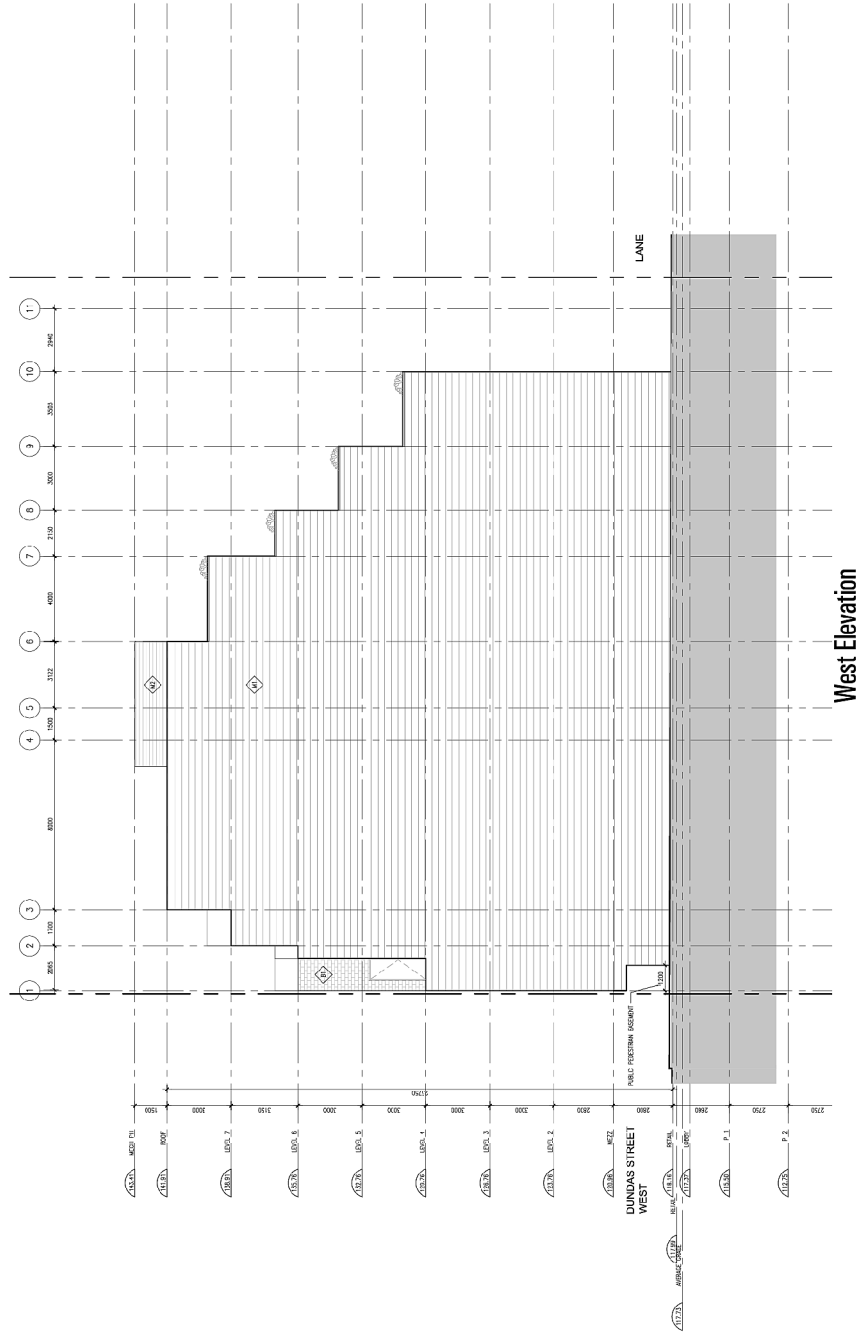
Elevation

Applicant's Submitted Drawing

Not to Scale
03/13/2013

File # 11 323527 0Z

Attachment 5: West Elevation



West Elevation

Elevation

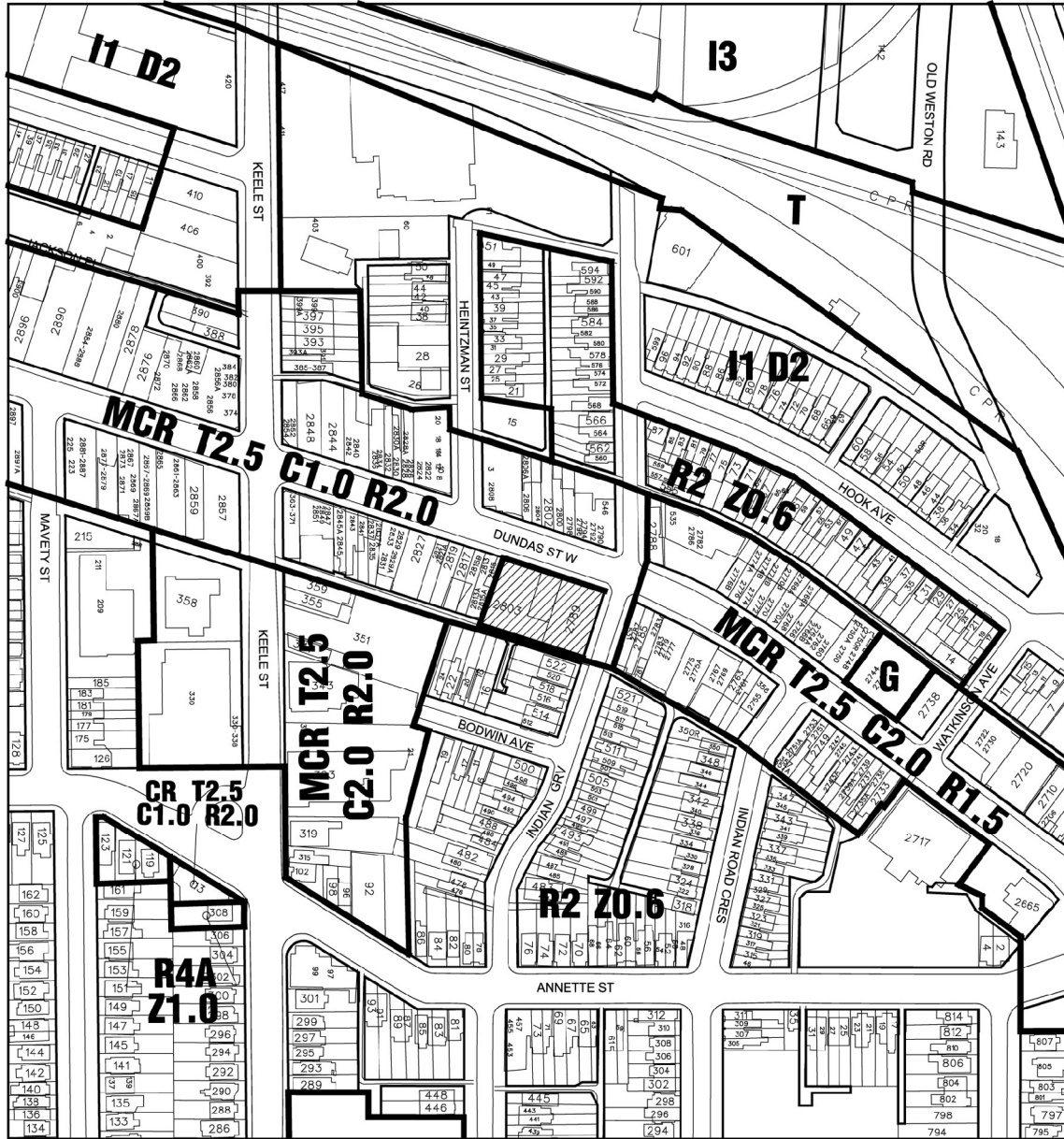
Applicant's Submitted Drawing

Not to Scale
03/13/2013

2789 & 2803 Dundas Street West

File # 11 323527 0Z

Attachment 6: Zoning



TORONTO City Planning
Zoning

2789 & 2803 Dundas Street West

File # 11 323527 0Z

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



Not to Scale
Zoning By-law 438-86 (as amended)
Extracted 03/01/2012

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	11 323527 STE 14 OZ
Details	Rezoning, Standard	Application Date:	December 9, 2011

Municipal Address: 2803 DUNDAS ST W

Location Description: PLAN 985 LOTS 1-3 PT LOT 4 **GRID S1401

Project Description: Redevelopment of the existing vacant lands for the purposes of a new mixed use development consisting of a mid rise 7 storey building containing 107 dwellings complete with retail at grade and 68 vehicle parking spaces in a two level below grade parking facility, one space of which would be for car share purposes.

Applicant:	Agent:	Architect:	Owner:
TAS DESIGN BUILD		QUADRANGLE ARCHITECTS LTD.	2803 DSW DEVELOPMENTS INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	MCR T2.5 C1.0 R2.0	Historical Status:
Height Limit (m):	14	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	1729.9	Height:	Storeys:	7
Frontage (m):	51.54		Metres:	26.13
Depth (m):	33.62			
Total Ground Floor Area (sq. m):	1094			Total
Total Residential GFA (sq. m):	7617		Parking Spaces:	99
Total Non-Residential GFA (sq. m):	1028		Loading Docks	1
Total GFA (sq. m):	8645			
Lot Coverage Ratio (%):	63.2			
Floor Space Index:	5			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo, Other		
Rooms:	0	Residential GFA (sq. m): 7617	0
Bachelor:	22	Retail GFA (sq. m): 928	0
1 Bedroom:	57	Office GFA (sq. m): 0	0
2 Bedroom:	25	Industrial GFA (sq. m): 0	0
3 + Bedroom:	5	Institutional/Other GFA (sq. m): 100	0
Total Units:	109		

CONTACT: PLANNER NAME: Dan Nicholson, Planner
TELEPHONE: (416) 397-4077

Attachment 8: Draft Zoning By-law Amendment

(to be available April 9th at the Toronto and East York Community Council meeting)