

Northwest Corner of Dufferin Street and McAdam Avenue (O Dufferin Street) Rezoning Application – Supplementary Report

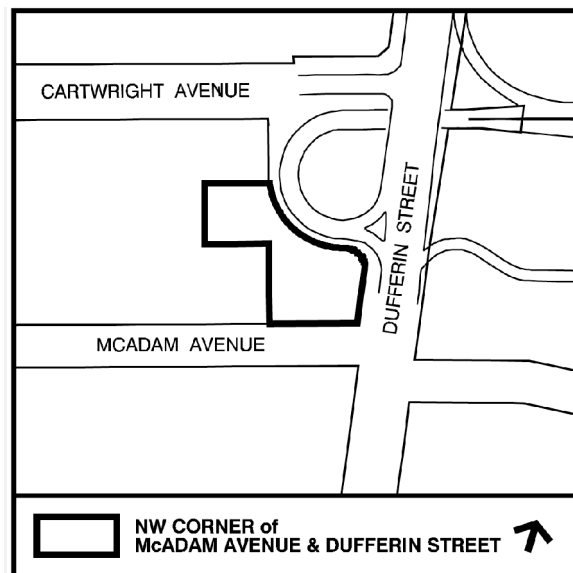
Date:	May 6, 2010
To:	City Council
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward 15 – Eglinton Lawrence
Reference Number:	CC10036 (File No.: 08 224263 NNY 15 OZ)

SUMMARY

This is a supplementary report requested by North York Community Council at its meeting of April 27, 2010 when considering the April 8, 2010 report from the Director, Community Planning, North York District recommending approval of a Zoning By-law Amendment to permit the construction of a 9 storey, 83 unit apartment building and 4 townhouse units on the subject property. This supplementary report addresses the request of North York Community Council that the Director, Community Planning, North York District, report directly to City Council on how the application can be further adjusted to provide additional surface parking for retail and visitor parking.

City Planning staff reviewed the underlying policy framework and background studies on the provision of car-share spaces. Staff also consulted with the applicant on the layout of the ground floor to determine if additional surface parking spaces could be provided.

Sufficient parking for the development would be provided in the below grade parking garage and the two parking spaces at grade (one of which is reserved for a dedicated car-share service). The geometry



of the site and servicing and landscaping requirements on the ground floor limit the opportunity for additional surface parking spaces. Staff are satisfied that additional surface parking spaces cannot be provided and are not required to service the proposed development.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council receives this report for information.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its April 27, 2010 meeting, North York Community Council considered a report dated April 8, 2010 from the Director, Community Planning, North York District, entitled “Final Report – Northwest Corner of Dufferin Street and McAdam Avenue (O Dufferin Street), Rezoning Application”. North York Community Council recommended adopting the report’s recommendations, introduced additional amendments and also requested the Director, Community Planning, North York District to report directly to City Council on how the application can be further adjusted to provide additional surface parking for retail and visitor parking.

ISSUE BACKGROUND

The application proposes to amend Zoning By-law 7625 of the former City of North York to permit the construction of a 9 storey 83 unit apartment building with 210m² of grade related retail uses fronting Dufferin Street. Also proposed are four townhouse units to the rear of the proposed apartment building on the western portion of the site.

A total of 113 parking spaces are proposed, the majority of which are provided in a two level below grade parking garage which serves both the apartment building and the townhouses. Two parking spaces are proposed at grade: one space being intended for short term parking related to the retail component of the building and a second reserved for a car-sharing service (see Attachment 1).

In addition to providing 1.1 parking spaces per apartment dwelling unit, and 1.35 parking spaces per townhouse unit, staff are recommending the development provide 0.2 spaces per unit for residential visitor parking and 1 space per 56m² of retail use. This would allow for 25% of the residential visitor parking to be shared with the retail parking as these two uses have separate peak parking demands. Also, a car share space was accepted by staff to provide a 4 space parking reduction which would be secured in the proposed site specific Zoning By-law.

Based on the above noted parking ratios and shared parking arrangements, a total of 17 parking spaces are required to satisfy the retail and visitor parking requirement. Short term pick-up and drop-off functions can be accommodated on site by a lay-by off the main site driveway but this area is not considered to provide parking spaces to satisfy the minimum By-law requirements.

At the April 27, 2010 meeting, a number of deputants and written submissions cited a lack of parking at grade for visitors and the retail use as a concern with the development.

COMMENTS

City Planning staff reviewed the underlying policy framework for the development and background studies on the provision of car-share spaces. Staff also consulted with the applicant on the layout of the ground floor to determine if additional surface parking spaces could be provided.

From a policy perspective, the development site is located on an identified *Avenue* on Map 2 of the Official Plan. *Avenues* are important corridors along major streets where intensification is anticipated and encouraged through the preparation of *Avenue* Studies. These studies are intended to provide contextually appropriate as-of-right zoning which establishes, amongst other reurbanization goals, restrictions on parking at grade and driveways in front of buildings. Built form policies found in Chapter 3 of the Plan also speak to providing underground parking where appropriate and limiting surface parking between the front face of the building and the public street or sidewalk.

There is limited opportunity for additional surface parking spaces beyond the two spaces being provided. The area to the east of the townhouse block would be landscaped amenity area, and deleting a portion of this space to provide surface parking would result in an insufficient provision of landscaped open space. Vehicle access to this portion of the property would also be constrained by the required geometry of the hammerhead accessing the loading space that allows service vehicles to enter and exit the site in a forward direction. Along the west property line, a landscape buffer is required between the development site and the adjacent place of worship limiting the ability to provide parallel parking spaces in this location.

The car-share space could be relocated into the parking garage to allow for the second at-grade space to be used for short-term retail or visitor parking. However, this could affect the viability of the proposed car-share space. A background report prepared for the City on car-sharing by IBI Consulting in March, 2009 identifies the preferred locations for car share spaces. In descending order, the preferred areas were: surface parking lots visible from the street and close to the building entrance; surface parking lots not visible from the street; and the first floor of underground parking garages. This finding has been confirmed by the experience of staff and in consultation with car share provider AutoShare that the most important aspect of a successful car sharing component in a residential development is having “24-7 outside” access.

CONCLUSION

There are sufficient parking spaces provided on site to service the proposed development. The majority of these spaces would be provided in the below grade parking garage, with two parking spaces provided at grade. Any additional parking spaces provided at grade would be contrary to the policy direction of the Official Plan, would impact the operations of the site and landscaped amenity area, and would be detrimental to the viability of the car share space. There are no additional surface parking spaces that can be provided and the proposal should proceed in its current form.

CONTACT

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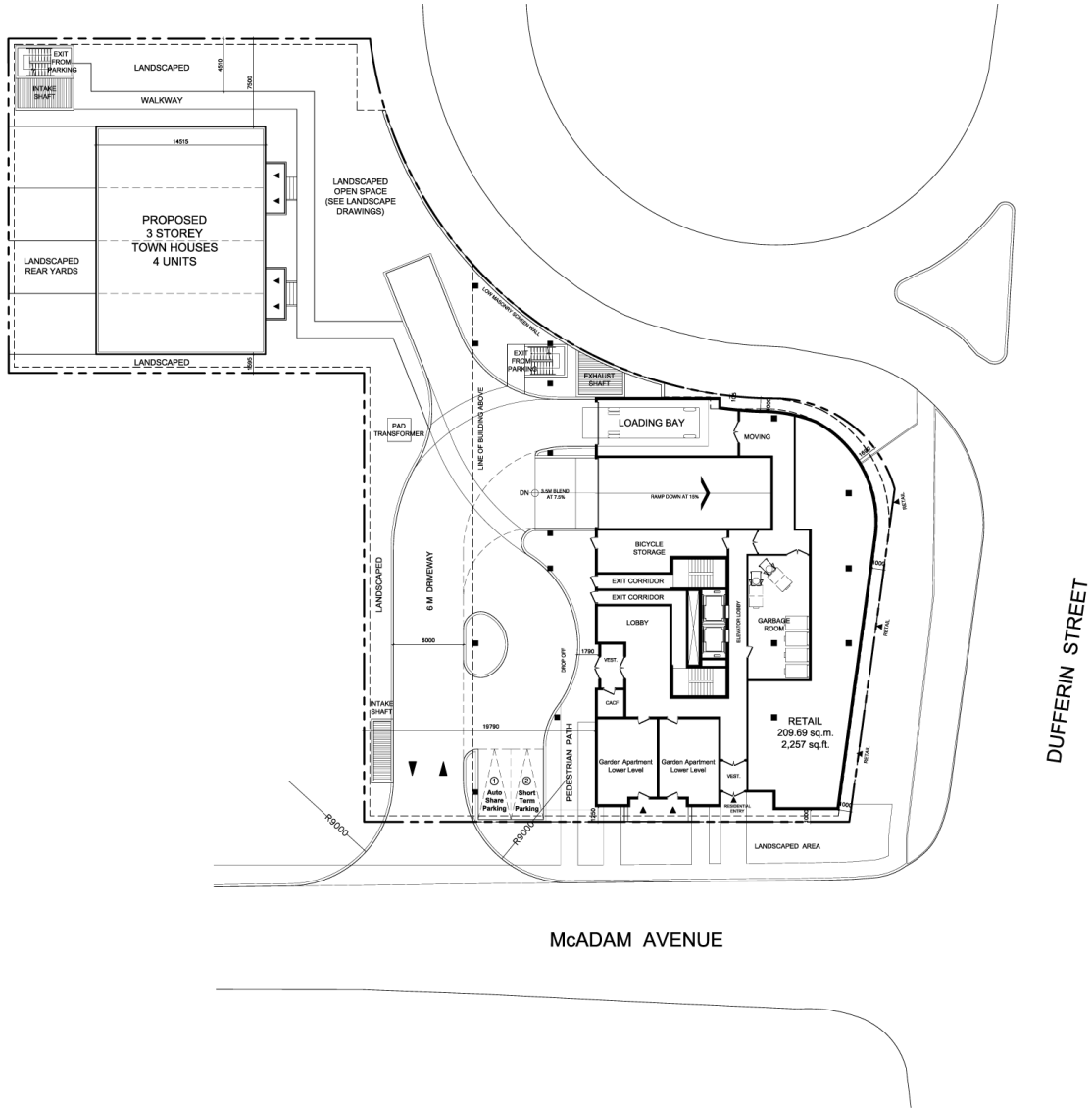
SIGNATURE

Gary Wright
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Ground Floor Plan

Attachment 1: Ground Floor Plan



Ground Floor Plan

N/W Corner of McAdam Avenue and Dufferin Street

Applicant's Submitted Drawing

Not to Scale
05/04/2010



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