

5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road – Zoning Amendment Application - Preliminary Report

Date:	November 24, 2010
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	10 272799 WET 05 OZ

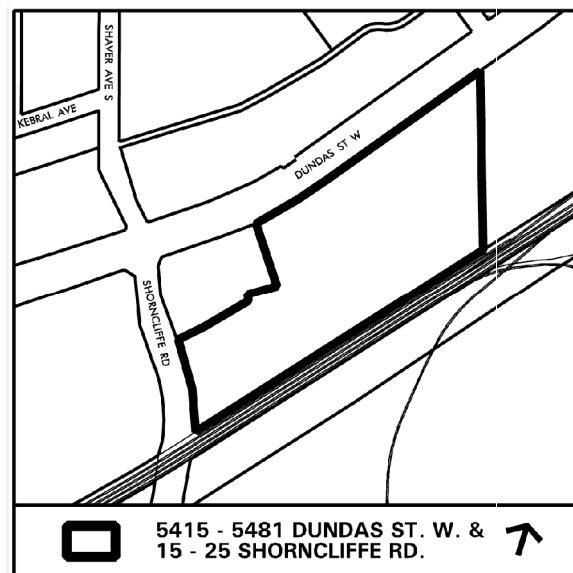
SUMMARY

This application is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to replace the existing low-rise industrial and commercial buildings at 5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road with six residential condominium towers, up to 35 storeys in height, and two 12-storey mixed-use buildings with ground floor, street-related commercial uses fronting on Dundas Street West. A public park, private road, underground parking and amenity spaces would also be provided. The project would have approximately 25% coverage and a density of 4.2 FSI.

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

Planning staff propose to host a Community Consultation meeting in early



2011 to allow the applicant to present the project to and to receive comment from the public.

Provided the applicant provides all required information in a timely manner, staff estimate that a Final Report on the application can be completed by the fall of 2011.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road 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 under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

Pre-application consultation meetings were held with the applicant to discuss complete application submission requirements. In addition, a number of pre-application consultation meetings have been held since 2008 with the applicant to discuss the proposed development.

These preliminary discussions related to all of the property bounded by Dundas Street West, Shorncliffe Road, the CPR railway and the Canadian Tire property at 5365 Dundas Street West. However, the present application does not include the property at the south-east corner of Dundas Street West and Shorncliffe Road (5487 Dundas Street West) as the owners of this property decided not to participate in the consortium of property owners (Dunshorn Holdings Inc.) which has made this application. (Attachment 2)

The owners of the corner property have indicated that they intend to make an application for a zone change in the near future. Their development concept is expected to be similar to that proposed in this application. Staff will encourage the owners of the corner property to make the application to allow both proposals to be concurrently reviewed. In this way any issues affecting both can be more efficiently resolved.

ISSUE BACKGROUND

Proposal

The proposal consists of six high-rise condominium apartment buildings ranging in height from 24 to 35 storeys at the rear of the property and two 12-storey buildings with 2-storey podiums fronting on Dundas Street West (Attachments 3 and 5). These buildings would contain approximately 1,600 square metres Gross Floor Area (GFA) of retail/commercial space on the ground floor. The development would be built in two phases. The first phase would include 4 towers and one mid-rise building on the western portion of the site. The second phase would include the remaining 2 towers and one mid-rise building on the east side of the site.

The eight buildings would contain approximately 1,830 dwelling units with a total of 181,000 square metres of residential GFA. All configurations from bachelor to 3-bedroom units would be included. 1,850 underground parking spaces would be provided.

A 0.4 hectare public park would be located at the north-east corner of the property, adjoining a planned publicly-accessible, privately-owned park on the adjacent Canadian Tire site. (Attachment 3) In addition, outdoor amenity areas would be provided on site and the eight buildings would contain 3,660 square metres of indoor amenity space, distributed among the buildings.

A private road (designed to look and function like a public city street) would run through the site parallel to Dundas Street West. It would connect to the private road planned for the Canadian Tire property and to Shorncliffe Road. The intersection at Shorncliffe Road would be right-in, right-out only. All vehicular access to the new buildings and their garages would be from the private road. Two short connecting private roads are planned to link the new parallel road with Dundas Street West. One link would be at the mid-point between Wilmar Avenue and Shorncliffe Road and would probably be signalized. The other would intersect Dundas Street West just west of Wilmar Road. (Attachment 3) The underground parking would extend under the private roads.

A 9.2 metre wide strip running the full length of the site adjacent to the railway tracks contains an easement in favour of the City for sewer purposes. In addition, a further 24.6 metre wide strip adjacent to the sewer easement is reserved for a possible extension of the transit corridor (subway) west of Kipling Station as shown on Map 4 (Higher Order Transit Corridors) of the Official Plan. The proposed extension would traverse the rear portion of the applicant's property in a tunnel, according to an approved Environmental Assessment for this infrastructure. No buildings or underground parking garages are planned for these areas, which would be landscaped and contribute to the outdoor amenity area. (Attachment 3)

Site and Surrounding Area

The site includes all of the property bounded by Dundas Street West, Shorncliffe Road, the CPR railway and the Canadian Tire property at 5365 Dundas Street West except for the property at the south-east corner of Dundas Street West and Shorncliffe Road (5487 Dundas Street West). It is 4.3 hectares in size and generally rectangular except for the corner site. It has approximately 258 metres of frontage on Dundas Street West and 90 metres on Shorncliffe Road. The site slopes down approximately 5 metres from Dundas Street West to the tracks and to a lesser extent to Shorncliffe Road. (Attachment 1)

The site is comprised of 6 separate properties with 5 different property owners. The properties are irregular in shape. (Attachment 2)

The properties fronting on Dundas Street West are a mix of auto-oriented, single-storey strip malls, including a bowling alley, fast-food operations, car rental offices and repair facilities and low-rise office buildings, all provided with surface parking. There are numerous vehicle accesses onto Dundas Street West. The two properties fronting on Shorncliffe Road are industrial operations, again with significant surface parking. These properties have one access to Shorncliffe Road. There are no residential units on the site.

The surrounding uses are as follows (Attachments 1 and 2):

North: Across Dundas Street West are additional small to medium sized properties containing auto-oriented, low-rise commercial uses, including car dealerships, retail shops, and a 4-storey office building. Behind the properties fronting on Dundas Street West are Cloverdale Park and low-rise, low density neighbourhoods.

South: The site is bordered on the south by a major Canadian Pacific and GO Transit rail corridor. South of the tracks is a Hydro One high-tension tower corridor and industrial lands.

East: Abutting the site on the east is an existing Canadian Tire store with associated gas station and surface parking. This site is zoned for a residential condominium development consisting of 4 buildings up to 25 storeys in height and a density of 4.3 FSI. Further east along Dundas Street West are an office building and a high-rise apartment building (25 storeys in height). The pedestrian entrance to the Kipling Subway Station is an approximately 700 metre walk from the east end of the subject site.

West: Across Shorncliffe Road is an industrial/commercial area and Honeydale Mall. This area is not part of the Etobicoke Centre. A planning process to determine appropriate uses and development standards for the redevelopment of the Dundas/Highway 427 area, which includes the area to the west of the site, is currently underway.

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.

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 site is in the Etobicoke Centre Secondary Plan area and is designated *Mixed Use Area A*. High-rise, high-density residential and mixed use development of the type proposed is permitted under the *Mixed Use Area A* designation. Staff will review the proposed development for consistency with the Official Plan, including development criteria in the *Mixed Use Areas* designation, built-form policies and other relevant policies.

Zoning

As the site is in the Etobicoke Centre it is excluded from the new City-Wide Zoning By-law 1156-2010.

The site is zoned EC2 (Etobicoke Centre 2). (Attachment 6) The EC2 zone permits residential uses above the ground floor and a wide range of commercial, service, retail, food-service, educational, religious and office uses. The maximum density permitted on the site is 3.5 FSI. The maximum permitted height is 24 metres (approximately 8 storeys) along the Dundas Street West frontage and 60 metres (approximately 20 storeys) at the rear of the site. The maximum front yard setback is 3.0 metres and buildings in the EC2 zone are required to "build-to" the lot line for at least 60% of the frontage of the lot. Floor plate restrictions also apply.

The eastern portion of the site is covered by an "H" (Holding Symbol) which was imposed to prevent development until the issue of the necessity for roads to create appropriate development blocks on the site was resolved. (Attachment 6)

Site Plan Control

The project is subject to Site Plan Control. An application has not yet been submitted.

Tree Preservation

The applicant has submitted an Arborist Report. Seventeen trees on or close to the site are protected by City tree by-laws. Ten (two private and eight City trees) would require removal as they are located in the area to be developed. Seven trees would be preserved. Forestry staff will evaluate the proposal and the necessary applications for tree removal permits.

Reasons for the Application

The development proposed exceeds the maximum density, height, and setback restriction in the applicable zoning by-law. It does not meet the minimum “build-to” requirement and the six high-rise buildings at the rear of the site do not meet the requirement that residential development is permitted only above the ground floor.

In addition, development cannot proceed on the eastern portion of the property until the “H” (Holding Symbol) has been removed through an amendment to the Etobicoke Centre Zoning By-law 1088-2002. This amendment will be recommended to City Council when the internal road pattern has been finalized.

Additional areas of non-conformity with the existing zoning may be identified by Toronto Building staff during the review process.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

Boundary and Topographic Plan of Survey
Context Plan
Site Plan and Statistics
Floor Plans, Sections and Elevations
Underground Garage Plans
Perspective
Landscape Concept Plans
Tree Preservation Report and Tree Inventory Plan
Planning Report including Community Services Inventory
Toronto Green Standard Statistics Template
Traffic Impact Study
Functional Servicing Report (including Storm Water management Report)
Pedestrian Wind Study

A Notification of Incomplete Application issued on November 17, 2010. It identifies the outstanding material required for a complete application submission as follows:

Sun/Shadow Study
Environmental Noise and Vibration Feasibility Study
Community Services and Facilities Report and Analysis
Economic Development Strategy

Issues to be Resolved

Community Planning staff have reviewed the submission and have circulated the plans and studies to other City divisions and agencies. Staff will continue to review and discuss with the applicant the issues as summarized below, plus any others that may be identified through further review, agency comments and the community consultation process.

Access, Roads, Traffic and Parking

Impacts on the existing road network and the appropriateness of the proposed accesses will be evaluated. Staff will review the proposed automobile and bicycle parking supply and demand generated by the new development. Mitigation measures or changes to the proposal, if necessary, will be discussed with the applicant.

The appropriateness of the use of a private road to create development blocks will be evaluated, especially as the proposed buildings may become separate condominium corporations and therefore require separate service connections. Suitable measures to ensure the provision of public access on these roads will be investigated.

Access to transit and commuter rail facilities will be reviewed.

Height, Density, Built Form and Public Realm

Community Planning staff will review and evaluate the proposal for consistency with Official Plan and Etobicoke Centre Secondary Plan policies, the Design Criteria for Mid-Rise Building Guidelines and the Tall Building Guidelines in order to assess the appropriateness of the proposed height, density and built form for the site.

Staff will assess the impacts of the proposed density, heights, building configuration and site layout on the pedestrian environment, streetscape, wind, light, view, privacy, and the creation of shadows on parks and residential areas, existing and proposed. Possible mitigation measures or changes to the proposal will be reviewed, where necessary.

The proposal will also be evaluated on how it addresses and contributes to the evolving built form in the western portion of the Etobicoke Centre and whether it

supports the urban form goals enunciated in the Etobicoke Centre Secondary Plan. Of particular interest is how the two mid-rise buildings proposed for the Dundas Street frontage address the street and public realm.

The City Planning Division is currently undertaking a Public Space/Streetscape Plan for the Etobicoke Centre.

(<http://www.toronto.ca/legdocs/mmis/2010/ey/bgrd/backgroundfile-29922.pdf>)

This project will identify streetscaping measures designed to provide a consistent approach to streetscaping throughout the Centre. This will serve to unify the diverse areas that make up the Centre. The streetscaping elements that will come out of this process will be applied to this development and the developer(s) will be required to implement them on the Dundas Street West and Shorncliffe Road frontages.

The adequacy of landscaped and outdoor amenity space and measures to ensure its maximum usefulness will be reviewed.

Infrastructure

The applicant has submitted a Functional Servicing Report which includes material on Stormwater Management. City staff will review this study to ensure that adequate water and sewer capacity to support the proposed development are provided and that wet weather flows are managed in keeping with the City's policies.

As mentioned above, an extension of higher-order transit (subway) infrastructure west from the existing terminus at Kipling Station was planned for in the 1990s and is shown in the City's Official Plan. It would extend across the rear of the site. The most appropriate mechanism and approval stage to obtain a permanent easement to accommodate the extension will be reviewed.

Land Use

The site is designated and zoned for the residential and retail/service/commercial uses proposed. However, two operating industries and a number of retail and service businesses would be displaced by this proposal. This loss of employment would only be partially replaced by the proposed retail/commercial space to be provided in the development. How these businesses may relocate and the impact on employment will be reviewed.

Phasing

The practicality of the proposed phasing will be analyzed including implications for access, parkland, utilities, streetscape, and compatibility with remaining land uses.

Community Facilities

Once the applicant has provided an analysis of existing community services and facilities staff will review this report to determine the adequacy of local services and make recommendations on how deficiencies can be corrected.

Parkland

Parks, Forestry and Recreation Division staff will review the proposed location of the park and the proposal to provide both land and cash-in-lieu to satisfy the parkland dedication requirements of the site.

Solid Waste Collection

Planning and Development Engineering staff will review how solid waste and recyclables would be stored and picked up to ensure a practical, well-designed and visually appealing arrangement would be provided.

Noise and Vibration

Once the applicant has submitted an Environmental Noise and Vibration Feasibility Study staff will review this material to ensure its recommendations for achieving acceptable indoor and outdoor noise levels are included in the project.

Canadian Pacific Railway

The CPR will be asked to provide comment on measures needed to protect future residents of the development from rail-related incidents.

Site Remediation

The applicant will be required to report on environmental (soil and groundwater) contamination issues, especially with regard to land to be dedicated to the City for parkland and roads, and to propose appropriate remediation measures, if required.

Section 37

The Etobicoke Centre Secondary Plan contains policies pertaining to the provision of public benefits should Council grant increased height and density for new development, pursuant to Section 37 of the Planning Act. Planning staff will discuss with the applicant and the local councillor how these policies will be applied and identify possible community benefits.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry.

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. The applicant has indicated that it proposes to meet the Tier 2 performance measures in the TGS, which would make the project eligible for a refund of a portion of the Development Charges applicable to this site.

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

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Existing Condition
Attachment 2: Property Data Map
Attachment 3: Site Plan
Attachment 4: Elevations [as provided by applicant]
Attachment 5: Perspective [as provided by applicant]
Attachment 6: Zoning
Attachment 7: Application Data Sheet

Attachment 1: Existing Condition



Aerial

Applicant's Submitted Drawing

North Arrow
11/16/10

**5415 - 5481 Dundas Street West &
15 - 25 Shorncliffe Road**

File # 10 272799 WET 05 0Z



[illegible]

**5415 - 5481 Dundas Street West &
15 - 25 Shorncliffe Road**

Applicant's Submitted Drawing

The image contains two architectural elevation drawings. The top drawing is the 'North-West Midrise Elevation', showing two building facades labeled 'BUILDING 5C-1' and 'BUILDING 5C-2'. The bottom drawing is the 'North-West Tower Elevation', showing three building facades labeled 'BUILDING 5C-1', 'BUILDING 5C-2', and 'BUILDING 5C-3'. Both drawings include detailed floor plans at the base of each building, with floor numbers ranging from 10th to 30th. The drawings are oriented horizontally on the page.

**5415 - 5481 Dundas Street West &
15 - 25 Shorncliffe Road**

NottoScale
11/16/10

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Attachment 5: Perspective [as provided by applicant]



Perspective

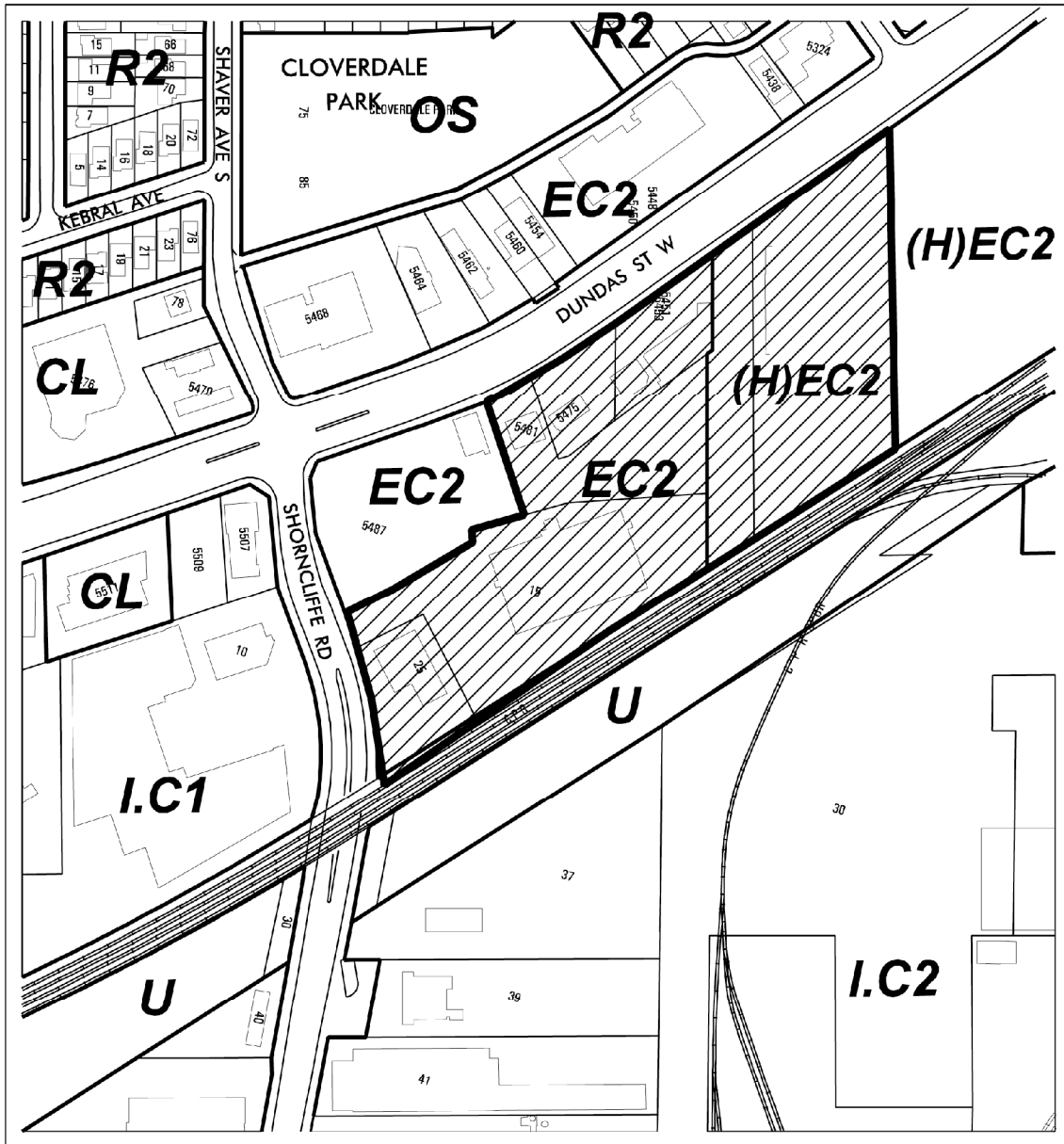
Applicant's Submitted Drawing

Not to Scale
11/16/10

5415 - 5481 Dundas Street West &
15 - 25 Shorncliffe Road

File # 10 272799 WET 05 02

Attachment 6: Zoning



TORONTO City Planning
Zoning

5415 - 5481 Dundas St. W. & 15 - 25 Shorncliffe Rd.

File # 10 272799 WET 05 02

R2 Residential Second Density
I.C2 Industrial Class 2
I.C1 Industrial Class 1

OS Public Open Space
EC2 Etobicoke Centre Two
CL Commercial Limited

EC2 Etobicoke Centre Two (Holding)



Not to Scale
Zoning By-law 11,737 as amended
Extracted 11/23/10- KP

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	10 272799 WET 05 OZ
Details	Rezoning, Standard	Application Date:	October 6, 2010
Municipal Address:	5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road		
Location Description:	PLAN 2104 PT LOT 1 **GRID W0504		
Project Description:	Demolition of all existing buildings and redevelopment of the site with 6 residential condominium towers and 2 additional mixed-use buildings with ground floor, street-related commercial fronting on Dundas Street West.		

Applicant:	Agent:	Architect:	Owner:
TAE RYUCK, GOLDBERG GROUP		QUADRANGLE ARCHITECTS	DUNSHORN HOLDINGS INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Area A	Site Specific Provision:	
Zoning:	EC2 (Etobicoke Centre 2)	Historical Status:	
Height Limit (m):	24m and 60m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	43455	Height:	Storeys:	35	
Frontage (m):	Dundas St. West - 257.6		Metres:	113	
Depth (m):	Shorncliffe Road - 90				
	135				
Total Ground Floor Area (sq. m):	11020				Total
Total Residential GFA (sq. m):	180887		Parking Spaces:	1900	
Total Non-Residential GFA (sq. m):	1600		Loading Docks	0	
Total GFA (sq. m):	182487				
Lot Coverage Ratio (%):	25.3				
Floor Space Index:	4.2				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

	Condo		Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	180887	0
Bachelor:	46	Retail GFA (sq. m):	1600	0
1 Bedroom:	763	Office GFA (sq. m):	0	0
2 Bedroom:	906	Industrial GFA (sq. m):	0	0
3 + Bedroom:	115	Institutional/Other GFA (sq. m):	0	0
Total Units:	1830			

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