

**1243-1245 Dundas Street West – Zoning Amendment
Application – Final Report**

Date:	December 16, 2011
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	11 112802 STE 19 OZ

SUMMARY

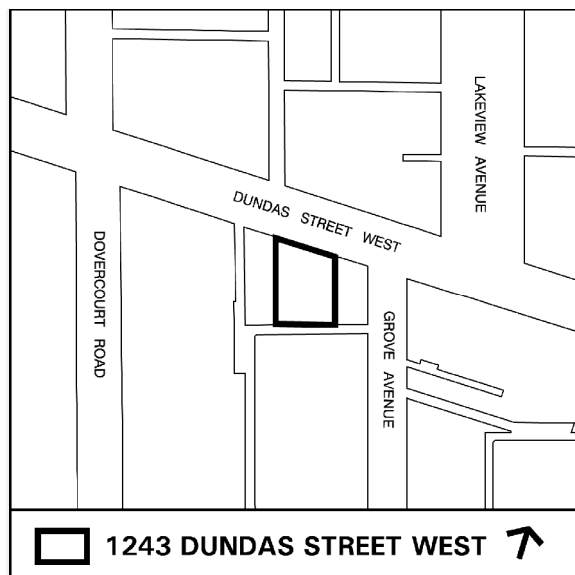
This application proposes to construct an 8-storey condominium building containing 43 residential dwelling units and ground floor retail uses at 1243 to 1245 Dundas Street West. A total of 30 resident parking spaces are proposed to be provided in 1 level of underground parking and in parking stackers accessed off the rear laneway.

This report reviews and recommends approval of the application to amend the Zoning By-law subject to the modifications described in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at 1243-1245 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment to be available prior to the January 10, 2012, Toronto and East York Community Council Meeting.
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.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

Original Proposal:

On June 24, 2011 a proposal was submitted to redevelop the subject site with an 8-storey condominium building with 43 residential dwelling units and retail uses at grade. The proposal had a total gross floor area of approximately 3,651.0m², of which 364.0m² would be allocated to the ground floor retail spaces. The height of the building was approximately 25.05 metres (26.95 metres to the top of the mechanical space) with a density of 5.08 times the area of the lot. The building had a 4.5 metre setback from the adjacent residential property to the ground floor at the rear and a 7.5 metre setback applying to the second floor with additional step backs occurring to the upper floors after the third storey. The building's front façade was designed to address the angled front lot line by setting the ground floor back from the property line and then cantilevers and pivots each residential floor out towards Dundas until the fifth floor is parallel to the angled front lot line. After the fifth floor, each storey is terraced back away from the street. Pedestrian access to the condominium and retail space is located at the front of the building off Dundas Street.

A total of 22 residential parking spaces were proposed. Ten of the spaces would be located in a one storey underground garage, which would have access off the south-west corner of the building, off the rear laneway. The remaining 12 residential parking spaces would be located in 4 triple-stacker parking spaces that would each be accessed directly off the laneway. The applicants proposed that the site servicing, garbage pick-up and loading would occur at the rear of the site in a Type-C loading space located at the south-west corner of the building.

Revised Proposal:

The applicants submitted a revised proposal on August 8, 2011 that maintains the original design of the building but has modified the massing to respond to concerns expressed by City staff. The applicants have set back the whole building 7.5 metres from the adjacent residential property to the rear instead of the 4.5 metres originally provided. They have also setback the upper storeys at the rear of the building further than originally designed to improve the terracing and transition towards the adjacent residential neighbourhood to address privacy and overlook concerns. The overall height of the building has been reduced from 26.95 metres to 25.05 metres as the mechanical space is now completely incorporated into the eighth floor. The cumulative changes to the project have reduced the gross floor area to 3,490m², which represents an FSI of 4.86.

The building still contains 43 residential dwelling units but is now providing 30 residential parking spaces instead of the previously proposed 22 spaces. Fourteen of the spaces will be provided in 7 double-stacker parking spaces located in the single-storey underground garage, with the remaining 16 spaces located in 2 double-stacker parking spaces and 4 triple-stacker parking spaces that will be accessed directly off the rear lane. The Type-C loading and garbage pick-up space has been moved towards the middle of the rear façade but is still accessed off the rear lane. Indoor amenity space, in the form of a small meeting/party room, is also provided as no amenity space was previously proposed.

For further statistical information, refer to the Application Data Sheet found at Attachment 7 of this report.

Site and Surrounding Area

The site, municipally referred to as 1243-1245 Dundas Street West, is situated on the south side of Dundas Street, just east of Dovercourt Road. The irregularly shaped lot has an area of 719 square metres, with a frontage of 24 metres and a depth that ranges from 27 to 35 metres. The one-storey industrial building, recently used as an automotive repair shop and currently as a gym, as well as the one storey garage at the rear of the site, will be demolished.

Much of the built form along Dundas Street West is comprised of 2 and 3-storey buildings, with some exceptions - including some taller developments, and some one-storey buildings. The surrounding built form and uses include:

West: In the blocks west of the subject property, the built form is primarily 1 to 3-storey buildings. There is one larger development west of Dovercourt Road – a 7-storey high residential building for senior citizens. Skey Lane, a public lane that runs north-south from Dundas Street West to Foxley Street, is located two properties west of the subject property.

North: The north side of Dundas Street West, opposite the subject site, is lined with 1 to 3-storey buildings. An LCBO Store with surface parking is located on Dundas Street West, northwest of the subject property and a Beer Store with surface parking is located on Dundas Street West, northeast of the subject property.

East: In the blocks between the subject property and Ossington Avenue, the built form is comprised primarily of 1 to 3-storey buildings.

South: Directly south of the subject property is a public lane that connects Grove Avenue to the east and Skey Lane to the west with 2 and 3-storey single and semi-detached dwellings further south across the lane.

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 by the Planning Act, 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* includes 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 and 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 included the *Downtown, Centres, and along Avenues*.

The Plan identifies that developments must be conceived not only in terms of individual building site, 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 Official Plan states that development in *Mixed Use Areas* on an *Avenue*, 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* in 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.

Policy 2.2.3.3(c) states that development in *Mixed Use Areas* on *Avenues* that precedes the completion of an Avenue Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties;
- be served by adequate parks, community services, water and sewers, and transportation facilities; and
- be encouraged to incorporate environmentally sustainable building design and construction practices.

Zoning

Under Former City of Toronto Zoning By-law 438-86 the subject site is zoned Mixed Commercial Residential (MCR T2.5 C1.0 R2.0) (Attachment 6). The MCR zoning classification permits a mix of commercial and residential uses up to a total density of 2.5 times the area of the lot, of which a maximum of 1.0 times the area of the lot is permitted to be commercial and 2.0 times the area of the lot residential. The maximum permitted height for the site is 16.0 metres.

Site Plan Control

The proposed development is subject to site plan control. An application for site plan approval was submitted on January 24, 2011 and has been circulated to all the relevant City divisions for review.

Reasons for Application

The applicant has submitted a rezoning application to permit a building that exceeds the 16.0 metre maximum height limit permitted for the site, as well as the 2.5 x total density as set out in Zoning By-law No 438-86 of the former City of Toronto.

The proposed height of 25.05 metres and proposed density of 4.86 times the area of the lot do not comply with the zoning by-law.

Community Consultation

A Community Consultation Meeting was held on October 27, 2011 to present the proposal for the 8 storey condominium. Approximately 45 people attended. Following presentations from the local Councillor, City staff and the applicant a number of issues were discussed, including:

- Some residents expressed concern over potential overlook and privacy issues, especially for those who live to the rear of the proposed building.
- Concerns were raised over the provision of parking, especially for visitors.
- A few residents raised fears over the introduction of 30 new cars on the laneway system. Some felt that the lane already experienced congestion and movement problems, especially during the winter, and that 30 more cars will only exacerbate the problem. The same concerns were extended to the proposed garbage and loading that is proposed to occur behind the building.
- Many residents wanted to ensure that the ground level of the building will ensure a high level of animation and contribute to the small scale retail character that Dundas Street currently has. Some residents also wanted some security that the space will not be leased to a bar or restaurant as the area is already overburdened by noisy establishments.
- Some members of the community felt the building was too large for the site and did not respect the existing character of Dundas Street. Some also disagreed with the Official Plan policies to consider this portion of Dundas Street West as an *Avenue*, which identifies it as a potential intensification corridor.

In addition to the residents who raised concerns and objections to the project, there were a number of individuals who expressed an appreciation for the design of the project and felt that the building would represent an improvement to Dundas Street West.

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 that it is consistent with the Provincial Policy Statement, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Avenue Segment Study

In response to *Avenue* policies contained within the Official Plan, primarily policy 2.2.3.3, the applicant submitted an Avenue Segment Study (prepared by Armstrong Hunter & Associates) on August 12, 2011 in support of their rezoning application. The review includes properties fronting on Dundas Street West between Ossington Avenue to the east and Gladstone Avenue to the west.

The Avenue Segment Study provides a background review of relevant policies, an inventory of existing built form and a community services and facilities assessment, which helps to inform the impacts that incremental development may have on the

Avenue. The Avenue Segment Study identifies that there are eight (8) soft 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. The consultant identifies that due to the requirement to assemble parcels in order to create development sites there are limited other sites available for redevelopment in the immediate area. The Avenue Segment Study reveals that only three sites are likely to redevelop in the near future as they contain the appropriate land use designations, are each one complete parcel and have a relatively regular and sizeable property shape that could accommodate a mid-rise building. The three properties are the Beer Store with surface parking at 1200 Dundas Street West, the LCBO with surface parking at 1230 Dundas Street West and the 7-Eleven with surface parking at 1260 Dundas Street West. The five remaining soft-sites have long term redevelopment potential as they require a land-use redesignation, contain buildings or uses that will be difficult to relocate from the site or involve the assembly of two or more properties in order to create development parcels. The Study indicates that the development scenarios result in building heights of 6 to 8 storeys at the soft sites, with little to no change along the remainder of the segment.

The applicant's Avenue Segment Study outlines that the segment benefits from convenient access to public transit, diverse community services and other important urban elements. The Study concludes that compact mid-rise development anticipated along this segment will optimize the use of existing public services and infrastructure, will set a positive precedent to improve the safety and attractiveness of the segment and will not result in any unacceptable adverse impacts.

Based on the consultant's analysis and planning rationale, it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods*. The consultant's soft-site development scenario demonstrates a level of reurbanization that, in principle, is in keeping with the Official Plan policies for *Avenues*. The conclusions in the Study with respect to appropriate building heights, densities and massing are not considered to be conclusive in terms of future consideration of any development applications that the City may receive. Any future development applications submitted in the Avenue Segment will be evaluated on their own merit, with staff having the benefit of reviewing full and detailed development proposal submission materials.

A copy of the Avenue Segment Study can be made available for review by Planning Staff upon request.

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.

Mid-rise Guidelines and Avenue Study

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 and Action Plan*, 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*. The applicant has been able to satisfy a majority of the 36 performance standards contained within the study. The applicant was unable to satisfy the following performance standards:

- Performance Standard #1 – Maximum Allowable Height
 - The proposed height of the mid-rise building is 25.05 metres to top of building, including mechanical penthouse. The maximum permitted height is the width of the road, which in this case would be 20.0 metres.

- Performance Standard #4A – Front Façade: Angular Plane
 - An angular plane will be taken from a height equivalent to 80% of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane from that point.

- Performance Standard #5B – Rear Transition to Neighbourhoods
 - The transition for shallow properties abutting Neighbourhoods and Parks and Open Space Areas, and Natural Areas will include a minimum setback of 7.5 metres from the property line and a 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line.

- Performance Standard #8C – Side Property Line: Step-backs at Upper Storeys
 - Side property step-backs of 5.5 metres should be provided above the 80% height to increase sky views and sunlight access to the sidewalk.

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. Dundas Street West, which has a right-of-way width of 20 metres at this location, allows a mid-rise building consisting of commercial uses at grade and residential dwelling units above to be 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.

Staff, in reviewing the application, has determined that a building with an overall height of 25 metres to the top of a mechanical penthouse would be acceptable. Staff have also determined that residential units wrapped around the mechanical penthouse, if not exceeding the 25 metre height limit or significantly projecting into the angular plane, would be acceptable and meet the general intent of the Mid-rise and Avenues study.

The applicant's current proposal is for an 8-storey building with a height of 25.02 metres. The 8th storey includes both the mechanical penthouse and residential units wrapping around the penthouse space. Neither the penthouse nor residential units penetrate higher than the 25.02 height. The proposed height of the subject building is acceptable for the subject site and satisfies the intent of the Mid-rise and Avenues study.

Angular Planes

Performance Standard 4A of the Mid-rise and Avenues Study identifies that an angular plane is required from a height equivalent to 80% of the right-of-way width and that subsequent storeys must fit within a 45 degree angular plane from this point. This performance standard is identified to provide five hours of sunlight access on the opposite sidewalk as well as ensuring that the street wall height is in proportion to the right-of-way width.

While the subject proposal does provide step backs to the upper storeys after the 5th storey, the unique design of the building does not allow for a strict adherence to the angular plane requirements for mid-rise developments. While portions of the upper

storeys do project into the front façade angular plane, the proposal does satisfy the intent of the angular plane policies by providing a design that allows adequate sunlight on the north side of Dundas Street and provides an appropriate street wall and façade. The angled orientation of the street for this portion of Dundas Street provides a condition where the shadows of any development on the south side of the street fall on the right-of-way in a different manner than a traditional east-west street, whereby more of the shadow is cast onto the road rather than the sidewalks on the north side. Therefore, while portions of the subject building do protrude into the front angular plane it does not result in any prolonged shadowing of the north sidewalk than would occur if the building complied with the angular plan requirements. The unique design of the building also creatively responds to the angled front lot line of the site.

Performance Standard 5B of the Mid-rise and Avenues Study outlines the angular plan requirements for the rear of the building to ensure that appropriate transition occurs to the adjacent low-scale residential neighbourhood and to mitigate against potential shadow, privacy and overlook concerns. The angular plane is determined based on a minimum setback of 7.5 metres from the property line and a 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line.

The applicant's current proposal significantly protrudes beyond the rear angular plane on floors 5 through 8. Planning staff have had discussions with the applicant regarding the proposed rear step backs and indicated that staff could not support the current intrusions into the angular plane. To address Planning's concerns staff are recommending modified step-backs that acknowledge the constraints of the small irregular site and the intent of the building's design but provide a more appropriate transition to the neighbourhood to the rear and result in minimal privacy or overlook issues. Given that the subject site is located on the south side of the street, the revisions proposed by staff also will not result in any additional shadows being cast on the residential properties to the rear. The draft Zoning By-law reflects the changes proposed by City staff.

Massing

Performance Standard 8C outlines a requirement for upper storeys of new mid-rise buildings to step back 5.5 metres above the 80% height to provide sky-views and increased sunlight access to the sidewalk.

Staff are not requiring the building to comply with performance standard 8C as such a setback would significantly compromise the creative design of the building and would not clearly accomplish the goals behind the intent of the standard. The rationale behind the standard is to avoid a "canyon effect" along the *Avenues*. The unique design of the building provides significant articulation through the pivoting, cantilevering and stepping back of each storey that it eliminates any concern over contributing to a "canyon effect" along Dundas Street. The shadow studies submitted by the applicant also demonstrate that the building's design, in combination with the angled orientation of this portion of Dundas Street West, will not result in any prolonged shadowing of the north sidewalk beyond that created by a building that complies with the side setback requirements.

Traffic Impact, Access, Parking

Parking for the mid-rise building will be provided in one level of underground parking containing 7 double-stacker parking spaces and 2 double-stacker parking spaces and 4 triple-stacker parking spaces that will be accessed directly off the rear laneway. A total of 30 resident parking spaces will be provided; 0 visitor spaces are proposed whereas 3 are required. The 30 resident spaces exceeds the Zoning By-law requirement of 26 parking spaces.

Technical Services and Transportation Planning have reviewed the proposal and have both indicated that the proposed parking is acceptable. Transportation Planning has responded to the provision of 0 visitor spaces by acknowledging the difficulty of providing on-site visitor parking spaces due to the need to use parking stackers to address the parking needs and the physical constraints facing the small site. To encourage transit-supportive mid-rise development along Dundas Street, Transportation Planning can accept no visitor parking being provided on this small site.

As part of the development proposal, the applicant was required to have a consultant prepare a Transportation Impact Study. The consultant's study concluded that the projected site traffic would have minimal impacts on the area intersections, and therefore could be acceptably accommodated on the adjacent road network. The City's Technical Services staff reviewed the study provided by the consultant, and based on the nature of the application, they concurred with the consultants conclusions, and have determined that the traffic impacts of the proposal will be acceptable.

Bicycle Parking

The Official Plan contains policies which encourage 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 27 occupant bicycle parking spaces, and 6 visitor bicycle parking spaces at grade. The proposed bicycle parking is satisfactory to the City and will be secured as a performance standard within the Zoning By-law Amendment.

Lane Widening

The site is serviced by a public lane located south of the Dundas Street West and is accessed off Grove Avenue or Skey Lane. In accordance with the City Council policy, the owners are required to convey to the City a 1.67 metre wide strip of land to ensure the laneway is widened to 6.0 metres.

Servicing

The City's Technical Services Division has indicated that the residential component of the mid-rise development will be collected by the City of Toronto. The retail component of the mid-rise development is ineligible for City of Toronto Collection, and thus is required to make arrangements for collection of that portion of the development's waste collection separately from the residential component.

The applicants have proposed to have the site servicing and loading occur at the rear of the site in a Type-C loading space located off the laneway. The applicants are also proposing private refuse/recycling collection for the entire development from the type C loading space off the public lane. The City's Technical Services Division has indicated that private refuse collection is not a viable option for this development given that it is eligible for City solid waste refuse collection and that the garbage collection must occur curb side along Dundas Street West. To accomplish this, the applicants will need to revise their ground floor layout through the Site Plan review process to ensure that direct access to the garbage storage space is provided off Dundas Street to wheel the carts out.

Residential Amenity Areas

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development, in addition to identifying that each resident will have access to outdoor amenity spaces. In addition, the former City of Toronto Zoning By-law requires that a minimum of 2m² per unit of indoor and outdoor amenity space be provided.

Within the mid-rise building, the applicant is not proposing to provide any indoor or outdoor amenity spaces. Planning staff have had discussions with the applicant regarding their lack of amenity space and indicated that staff require a small indoor amenity space to accommodate condo board meetings or small parties. To address Planning's concerns staff will be including a requirement for indoor amenity space into the Zoning By-law Amendment. With respect to outdoor amenity space the applicant has proposed that a majority of the dwelling units within the building have balconies, which provide outdoor space for individual respite. The balconies and terraces are an acceptable means of providing outdoor amenity space for these individual units given the size of the building.

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 0.78 to 1.55 hectares of local parkland per 1,000 people. The site is in the middle 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 application proposes 43 residential units on a total site area of 0.719 hectares (719m²). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 0.0573 hectares (573m²). However, a cap of 10% applies and hence the parkland dedication for the development would be 0.00719 hectares (71.9m²).

The non residential component of the development would be subject to a 2% parkland dedication requirement under By-law 1020-2010.

The applicant proposes to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement of 0.00719 hectares (71.9m²) would not be of a useable size. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

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.

Development Charges

It is estimated that the development charges for this project will be \$298,847.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

Conclusion

The project has a design that is consistent with the *Mixed Use Areas* policies of the Official Plan is generally consistent with the intent of the *Avenues and Mid-Rise Buildings Study*. Subject to the modifications as recommended by staff, the proposal is appropriate development for the site and Planning staff recommend approval of the proposal in a revised as described in this report and reflected in the draft Zoning By-law prepared by staff.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: North Elevation

Attachment 3: South Elevation

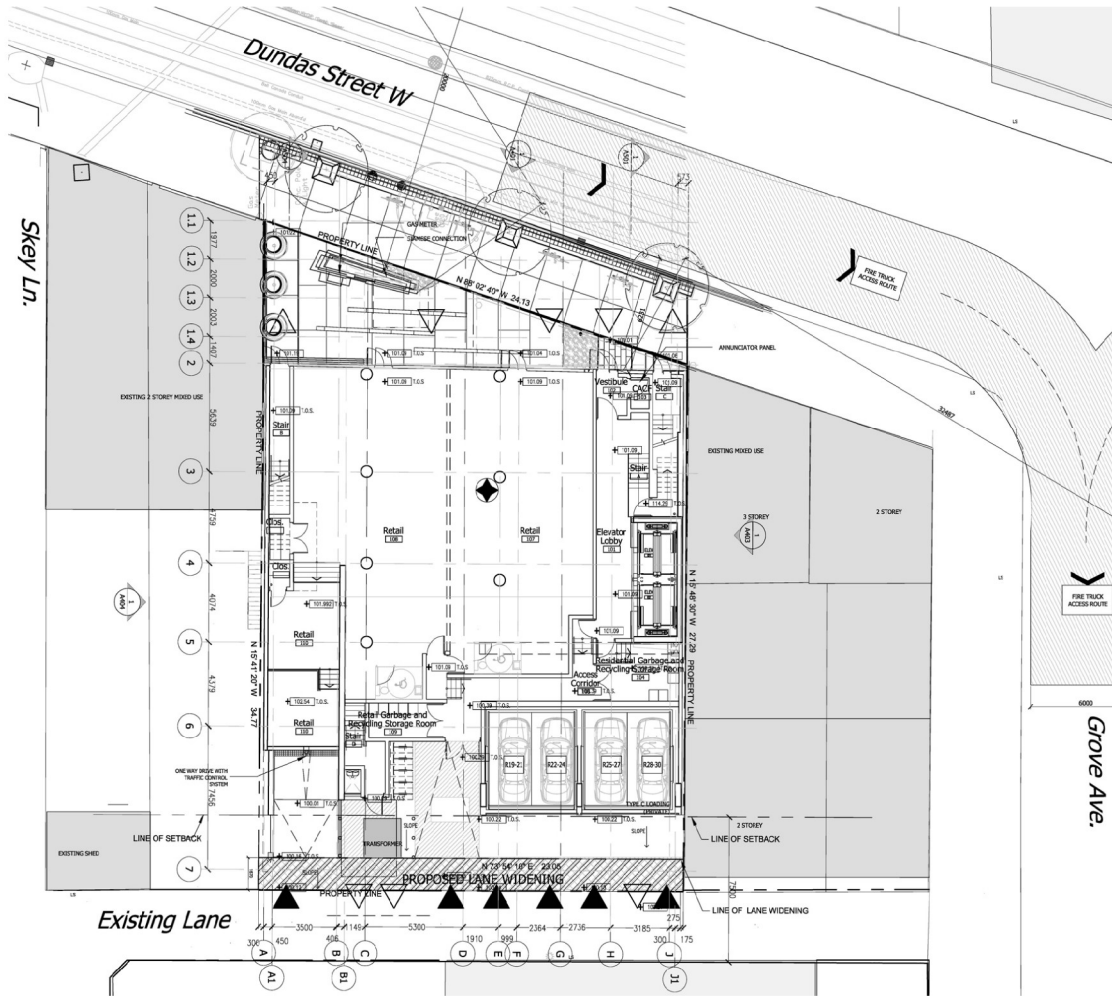
Attachment 4: East Elevation

Attachment 5: West Elevation

Attachment 6: Zoning (Map)

Attachment 7: Application Data Sheet

Attachment 1: Site Plan



Site Plan

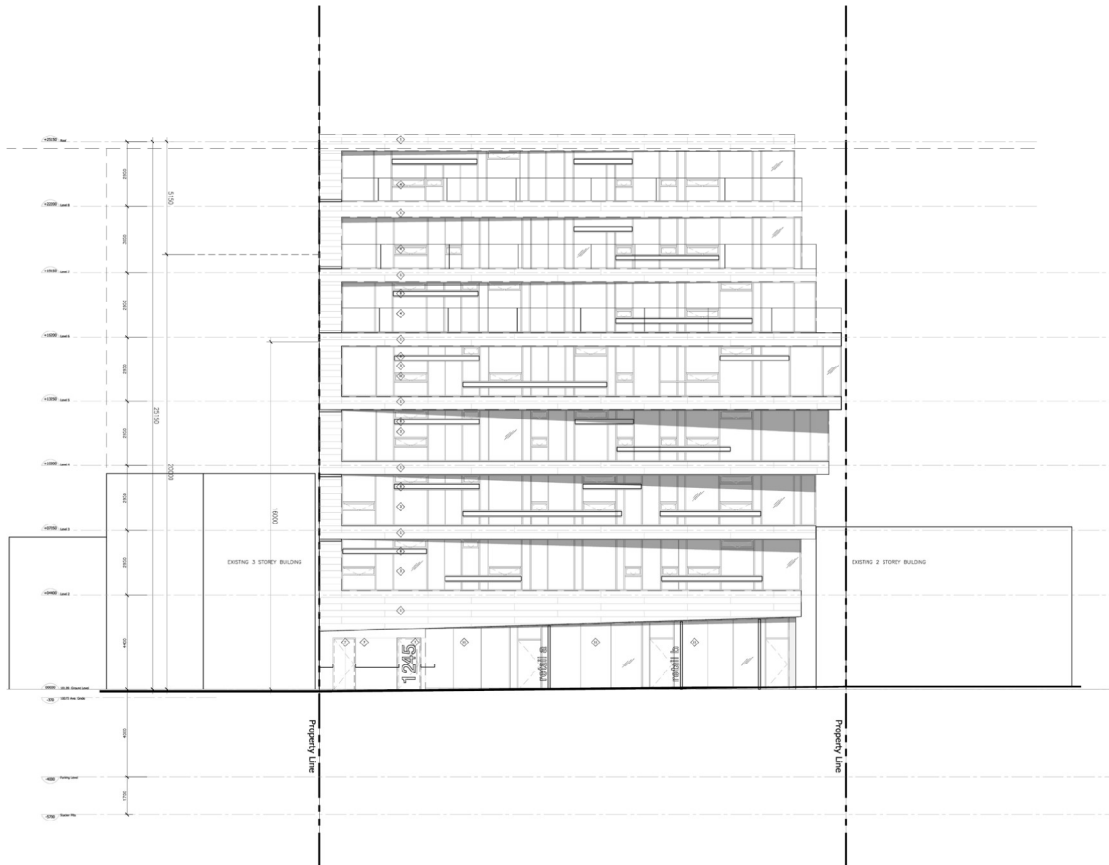
1243-1245 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
12/15/2011

File # 11 112802 0Z

Attachment 2: North Elevation



North Elevation

North Elevation

Applicant's Submitted Drawing

Not to Scale
12/15/2011

1243-1245 Dundas Street West

File # 11 112802 0Z

Attachment 3: South Elevation



South Elevation

South Elevation

1243-1245 Dundas Street West

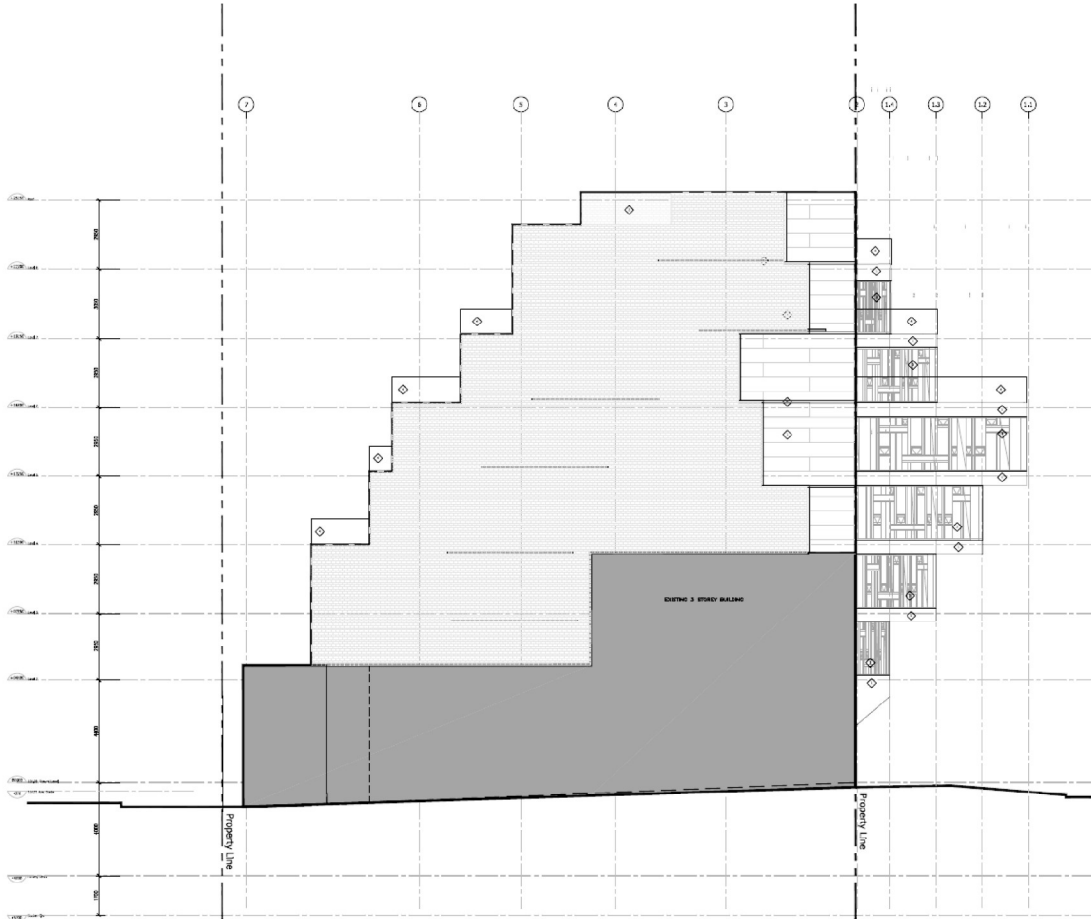
Applicant's Submitted Drawing

Not to Scale
12/15/2011

File # 11 112802 0Z

Attachment 4: East Elevation

Elevation does not reflect the modifications suggested by Planning staff



East Elevation

East Elevation

1243-1245 Dundas Street West

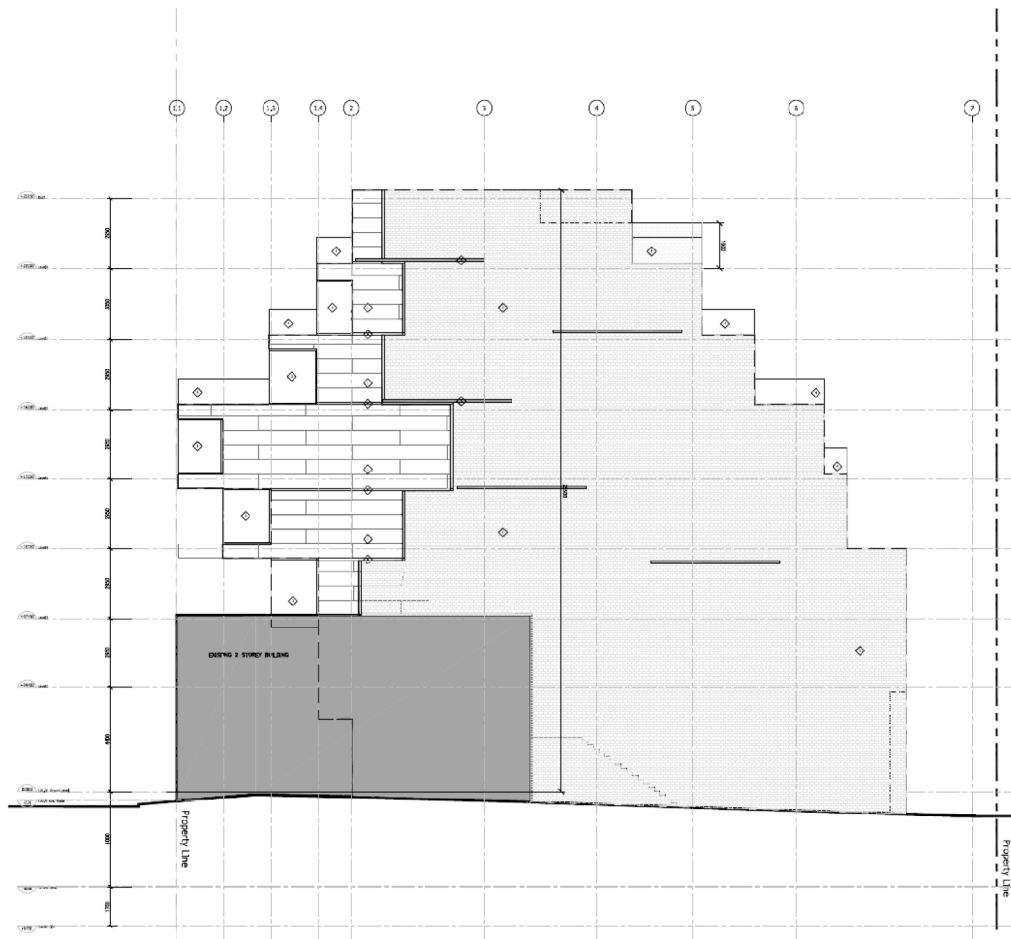
Applicant's Submitted Drawing

Not to Scale
12/15/2011

File # 11 112802 0Z

Attachment 5: West Elevation

Elevation does not reflect the modifications suggested by Planning staff



West Elevation

West Elevation

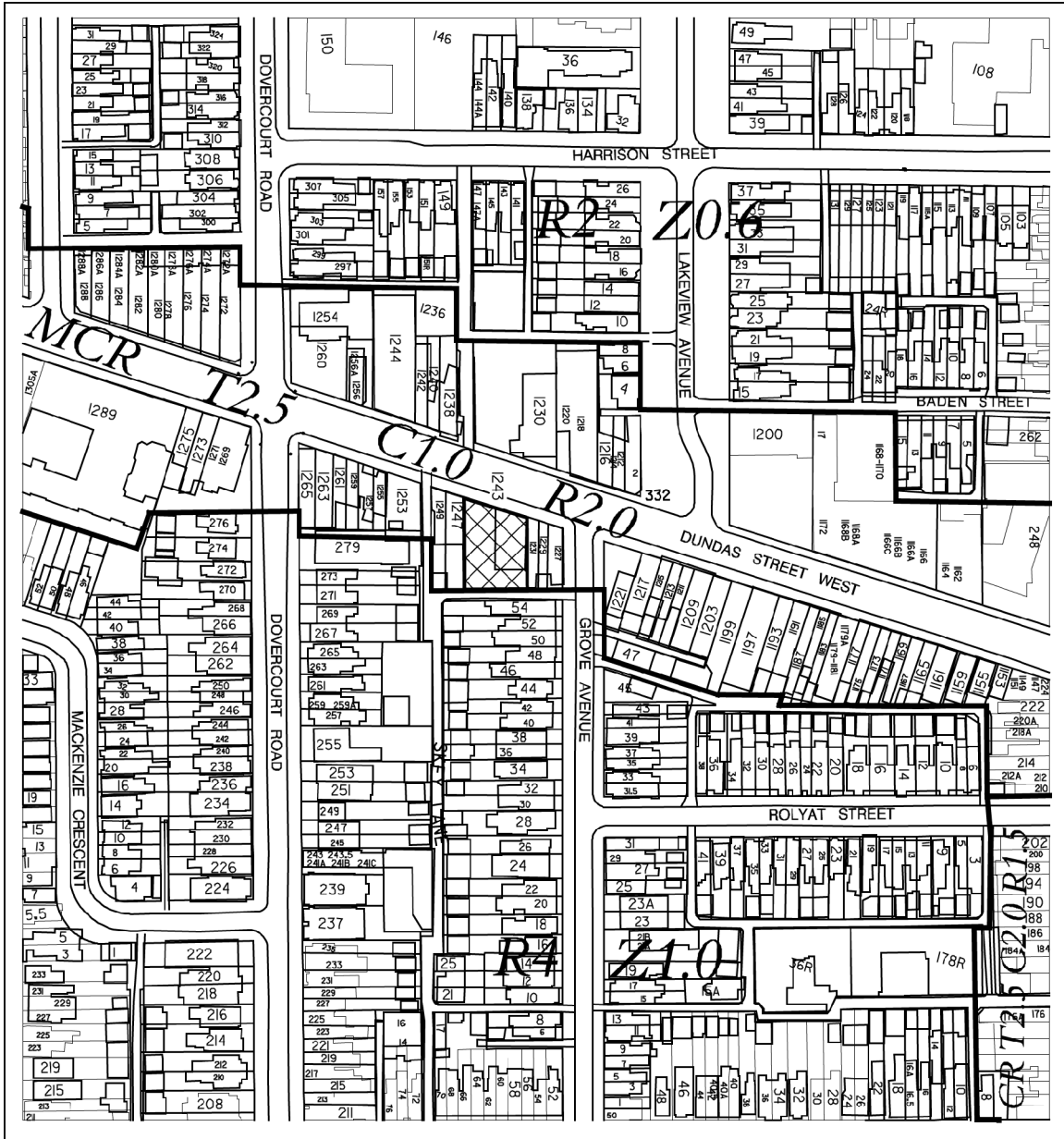
1243-1245 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
12/15/2011

File # 11 112802 02

Attachment 6: Zoning (Map)



1243 Dundas Street West

File # 11_112802_0Z

- R2 Residential District
- R4 Residential District
- CR Mixed-Use District
- MCR Mixed-Use District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 02/28/11

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	11 112802 STE 19 OZ
Details	Rezoning, Standard	Application Date:	January 24, 2011

Municipal Address: 1243 DUNDAS ST W
 Location Description: PLAN 330 LOT 16 PT LOT 15 **GRID S1906
 Project Description: Rezoning application for an 8-storey mixed use building with retail at grade - 43 residential units with 12 car parking stacker and 18 spaces below grade. See 11 112800 STE 19 SA for Site Plan Approval.

Applicant:	Agent:	Architect:	Owner:
ARMSTRONG HUNTER & ASSOCIATES		RAW DESIGN	1245 DUNDAS ST W

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	MCR T2.5 C1.0 R2.0	Historical Status:	
Height Limit (m):	16	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	719	Height:	Storeys: 8
Frontage (m):	24		Metres: 25.15
Depth (m):	35		
Total Ground Floor Area (sq. m):	435		Total
Total Residential GFA (sq. m):	3077	Parking Spaces:	30
Total Non-Residential GFA (sq. m):	415	Loading Docks	1
Total GFA (sq. m):	3492		
Lot Coverage Ratio (%):	60.5		
Floor Space Index:	4.86		

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	38
2 Bedroom:	4
3 + Bedroom:	1
Total Units:	43

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	3077		0
Retail GFA (sq. m):	415		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

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