

**2639 Dundas Street West - Zoning Amendment  
Application - Preliminary Report**

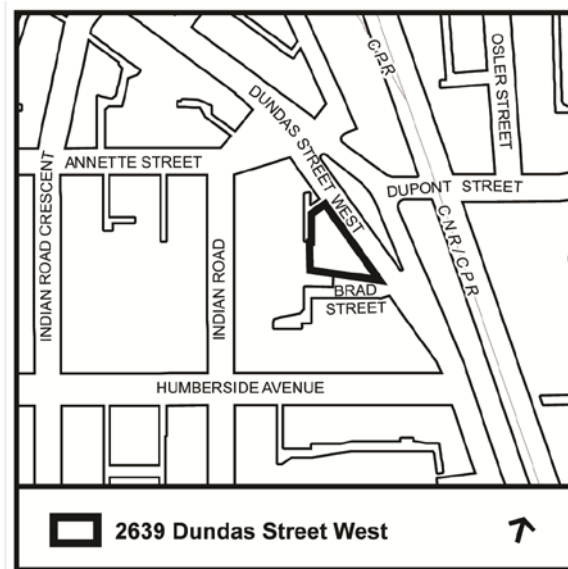
<b>Date:</b>	January 31, 2018
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 14 – Parkdale-High Park
<b>Reference Number:</b>	17 267100 STE 14 OZ

**SUMMARY**

This application proposes an 8-storey (26.9 metres, including mechanical penthouse) residential building at 2639 Dundas Street West. The proposed development includes 110 units within 8,680 square metres of residential gross floor area. A total of 47 vehicle parking spaces and 178 bicycle parking spaces will be provided within two levels of underground parking accessed from Dundas Street West.

This report provides preliminary information on the application and seeks Community Council's direction on its further processing and the community consultation process.

A community consultation meeting is anticipated to be held in the first quarter of 2018. The final report is targeted for the first quarter of 2019, subject to any required information being provided by the applicant in a timely manner.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 2639 Dundas Street West together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

### Financial Impact

The recommendations in this report have no financial impact.

### Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on August 2, 2017 to discuss the proposal and complete application submission requirements.

The Ward Councillor later held a pre-application community consultation meeting on November 2, 2017 at Bishop Marroco/Thomas Merton Catholic Secondary School, with City Planning staff in attendance. Approximately 35 members of the public were present and the following concerns and comments were raised:

- Adequacy of the proposed parking supply and the impact on street parking in the surrounding neighbourhood;
- Traffic impacts from the proposed development on the intersection of Annette Street and Dundas Street West;
- Shadow impacts onto adjacent residential properties located on Indian Road and Brad Street;
- The appropriateness of the proposed setbacks and setbacks at the rear of the building;
- The design of the underground garage ramp and potential conflicts with property owners on Indian Road who utilize the rear lane for garage access; and
- Opportunities to improve the landscaping and overall pedestrian amenity of the wide public boulevard on Brad Street.

It is anticipated that the applicant will address these concerns in revisions to the application through the review process.

## **ISSUE BACKGROUND**

### **Proposal**

This application is for a Zoning By-law amendment to permit a new 8-storey (26.9 metres, including wrapped mechanical penthouse) residential building with 110 units and a total gross floor area of 8,680 square metres. Eight 2-storey townhouses are incorporated at the base of the building, with independent entrances on Dundas Street West and Brad Street. The overall density proposed is 4.69 times the area of the lot (see Attachment No. 10: Application Data Sheet).

The proposed building footprint is generally triangular in form to reflect the irregular shape of the site, with the longest side of the building facing Dundas Street West (see Attachment No. 1 – Site Plan). The ground floor is set back 2.27 metres from the east (front) property line to increase the width of the sidewalk on Dundas Street West to 4.85 metres. A primary entrance to the residential lobby is also located on this side of the building. At the rear, the setback at the ground floor ranges from 2.31 metres to 4.05 metres due to a jog in the west lot line along the public lane.

The east façade facing Dundas Street West is set back 2.27 metres at the ground floor, built to the property line between the second and seventh floors, and stepped back 2.8 metres at the eighth floor. The south façade along Brad Street is built to the property line from the ground floor to the seventh floor, and stepped back 2.8 metres at the eighth floor. The units facing these streets include inset balconies between the second and seventh floors. At the rear of the building, the west façade is terraced to incorporate a series of stepbacks from the rear lot line, ranging from 7.5 metres at the second and third floors, to 18.76 metres at the eighth floor (see Attachment No. 7: Roof Plan). Private balconies and terraces are proposed within these stepbacks for units located on the second, fourth, and sixth to eighth floors.

The residential unit breakdown includes 16 studio units (14%), 36 one-bedroom units (33%), 43 two-bedroom units (39%), and 15 three-bedroom units (14%). The proposal includes 256.5 square metres of indoor residential amenity space on the ground floor, which is contiguous with 117.76 square metres of outdoor amenity space located at the rear of the site.

A total of 47 parking spaces (38 resident, 7 visitor and 2 car share) are proposed within two levels of underground parking. Entry to the underground garage is provided through a public lane which is accessed at the north end of the property from Dundas Street West. The proposal also includes 178 bicycle parking spaces (146 resident and 32 visitor), and one Type G loading space.

### **Site and Surrounding Area**

The subject site is located on the west side of Dundas Street West, south of Annette Street, immediately west of the Dundas-Dupont Traffic Island, a City-owned green space. This portion of Dundas Street West has a right-of-way width of approximately 20 metres (as measured to the edge of the traffic island). The property is irregular in shape, with a lot area of 1,849 square metres, and a frontage of 76.3 metres along Dundas Street West. The southern portion of the site

facing Brad Street is approximately 57.3 metres in length. A wide sidewalk on the north side of Brad Street ranges from approximately 4 to 11 metres in width.

The site is currently occupied by a single-storey automotive repair shop, Active Green + Ross, with a large portion of the property paved for surface parking and vehicle storage.

The northern limit of the property is bound by an east-west public lane from Dundas Street West that terminates at a residential property located at 2639R Dundas Street West. The public lane currently provides access to the subject site, the commercial property located directly north at 2659 Dundas Street West, as well as rear garage entry to single detached houses fronting on Indian Road.

The site is surrounded by the following uses:

**North:** Immediately north of the subject property is a Cash Money store (2659 Dundas Street West), a single storey building with surface parking at the southwest corner of Annette Street and Dundas Street West. North of Annette Street, there is a YMCA of Greater Toronto, Lucy McCormick Senior School and Dundas-Watkinson Parkette. Further north, Dundas Street West embodies a mixed used, mainstreet character, comprised of 2-3 storey buildings with retail uses on the ground floor and residential units at the upper levels. At the southwest corner of Dundas Street West and Indian Grove, there is a 7-storey, mixed use building (2803 Dundas Street West) which was approved by City Council in 2013.

**East:** Directly east of the subject property is the Dundas-Dupont Traffic Island, a City-owned green space which bisects Dundas Street West and Dupont Street. Further east is the Canadian National Railway and the West Toronto Railpath, a public multi-use trail.

**South:** Immediately south of the site is a 2.5 storey multi-unit dwelling at 22 Brad Street. There is a significant grade difference between this property and the site, with the lands to the south situated lower than the subject property. The south side of Brad Street is composed of several 2 storey semi-detached dwellings. Further south on Dundas Street West is a variety of 1-2 storey houseform buildings interspersed with small scale commercial spaces.

**West:** Directly west is 2639R Dundas Street West, a 2-storey multi-unit residential building which is accessed through the public lane at the rear of the subject property. Further west is a low-rise neighbourhood, Baird Park, and Indian Road Crescent Junior Public School.

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

The Provincial Policy Statement (2014) (the "PPS") provides policy direction Province- wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;

- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the PPS. The PPS identifies the Official Plan as the most important vehicle for its implementation.

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by

Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

Staff will review the proposed development application for consistency with the PPS and conformity with the Growth Plan.

## Official Plan

The site is designated as *Mixed Use Areas* on Map 17 – Land Use of the Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community.

In **Section 4.5** of the Official Plan, development criteria are outlined for *Mixed Use Areas* which require that new development:

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- provide an attractive, comfortable and safe pedestrian environment;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The properties immediately west of the site are designated *Neighbourhoods* in the Official Plan, which are considered to be physically stable areas. Policy 2 of **Section 2.3.1 – "Healthy Neighbourhoods"** states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- Be compatible with those *Neighbourhoods*;

- Provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- Maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*;

The subject site is located within an area identified as an *Avenue* as shown on Map 2 – Urban Structure of the Official Plan. In **Section 2.2.3**, 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.

This review 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.

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.

Development on the *Avenues* prior to an Avenue Study will implement the policies of the Plan for the relevant designation area and will be considered on the basis of all of the policies of the Plan.

The Official Plan must be read as a whole. Staff will review the proposed development for consistency with the City of Toronto Official Plan with respect to the policies noted above and all other pertinent policies.

### **Zoning By-law**

The site is zoned Mixed Commercial Residential (MCR T2.5 C2.0 R1.5) in the former City of Toronto By-law 438-86, as amended. The MCR zone permits a wide range of residential, commercial and institutional uses, including apartment buildings and retail stores while the R zone permits a variety of residential uses. The maximum height and total density along this portion of Dundas Street West is 14.0 metres and 2.5 times the area of the lot (for any combination of residential and commercial uses).

In May 2013, the City enacted a new harmonized Zoning By-law 569-2013. The zoning that applies to the subject lands is substantially the same with regard to use, density, and height as Zoning By-law 438-86. The subject lands are zoned Commercial Residential (CR 2.5 (c2.0; r1.5) SS2 (x2222), with maximum height and density permissions of 14.0 metres and a combined density limit of 2.5 times the area of the lot.

### **Avenues and Mid-Rise Buildings Study**

The Avenues and Mid-Rise Buildings Study provides design guidelines for new mid-rise buildings, particularly on the *Avenues* as identified on Map 2 of the Official Plan. The main objective of this study is to encourage future intensification along the *Avenues* that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study provides 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 provide for a pleasant pedestrian experience and an appropriate transition between new mid-rise buildings in *Mixed Use Areas* and low-rise houses in adjacent *Neighbourhoods* through measures such as setbacks, building step-backs, and angular planes.

In June 2016, City Council approved a Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as



an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines. The Council Decision and Mid-Rise Building Performance Standards Addendum may be accessed online:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

The application will be reviewed against the performance standards contained within the Avenues and Mid-Rise Buildings Study and the Mid-Rise Building Performance Standards Addendum.

### **Site Plan Control**

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

### **Tree Preservation**

The applicant's arborist report identifies 9 trees (4 trees on private property and 5 trees on the City road allowance) which are to be removed to facilitate the proposal. Urban Forestry staff will review the appropriateness of the proposed tree removal and may require new tree planting.

### **Reasons for the Application**

Amendments to both the former City of Toronto Zoning By-law No. 438-86 and the City-Wide Zoning By-law No. 569-2013, as amended, are in relation to height (from 14 metres to 26.9 metres), density (from 2.5 to 4.69 times the lot area), setbacks, parking, and amenity space provisions, amongst other matters.

## **COMMENTS**

### **Application Submission**

The following documents, reports and studies were submitted with the application:

- Architectural Plans and Survey
- Landscape Plans
- Planning Rationale Report (including a Community Services & Facilities Inventory)
- Urban Design Report
- Tree Preservation Plan and Arborist Report
- Sun/Shadow Study
- Draft Zoning By-law Amendments
- Public Consultation Plan
- Energy Strategy
- Pedestrian Level Wind Study
- Transportation Impact Study
- Hydrogeological Study
- Geotechnical Review
- Contaminated Site Assessment
- Functional Servicing and Stormwater Management Report
- Building Mass Model
- Public Consultation Plan

- Draft Zoning By-law Amendments
- Toronto Green Development Standards Checklist

A Notification of Complete Application was issued on December 20, 2017.

### **Issues to be Resolved**

Prior to submitting a Final Report to Toronto and East York Community Council, the following issues will need to be reviewed and addressed satisfactorily by the applicant:

1. Conformity with the *Mixed Use Areas* and other relevant policies of the Official Plan, including the requirement that development result in a height, built form and massing which provides for transition to areas of different development intensity and scale;
2. Conformity with the Avenues and Mid-Rise Buildings Study Performance Standards;
3. Appropriateness of the proposed building massing, separation distances, setbacks and building step backs;
4. Mitigation of privacy and overlook issues from rear terraces and balconies onto residential properties to the west and south;
5. Transportation impacts arising from the proposed residential development, including the use of the public lane for site access, and location of the ramp to the parking garage and loading space;
6. Adequacy of the proposed vehicular parking supply;
7. The appropriateness of the proposed size and design of outdoor amenity space for the building; and
8. Appropriateness of the proposed Dundas Street West and Brad Street streetscape and public realm improvements.

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

### **Avenue Segment Study**

The property falls within an *Avenue* and currently there is no Avenue Study for this portion of Dundas Street West. An Avenue Segment Study was prepared by Brook McIlroy in 2011, in support of the 7-storey, mixed use building at 2803 Dundas Street West. Although the applicant has provided a planning rationale and detailed urban design report which outlines how the proposal responds to the Mid-Rise Performance Standards, an Avenue Segment Study has not been submitted to date.

The applicant is required to submit a review demonstrating that subsequent redevelopment of a defined segment of the *Avenue* will have no adverse impacts within the area. Once an Avenue Segment Study has been prepared and submitted, it will be reviewed by the appropriate City Divisions. The review will include assessment of the impacts of the incremental development on the entire *Avenue* segment at a similar form, scale and intensity.

## **CONTACT**

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Tel. No. (416) 395-7137  
E-mail: Carla.Tsang@toronto.ca

## **SIGNATURE**

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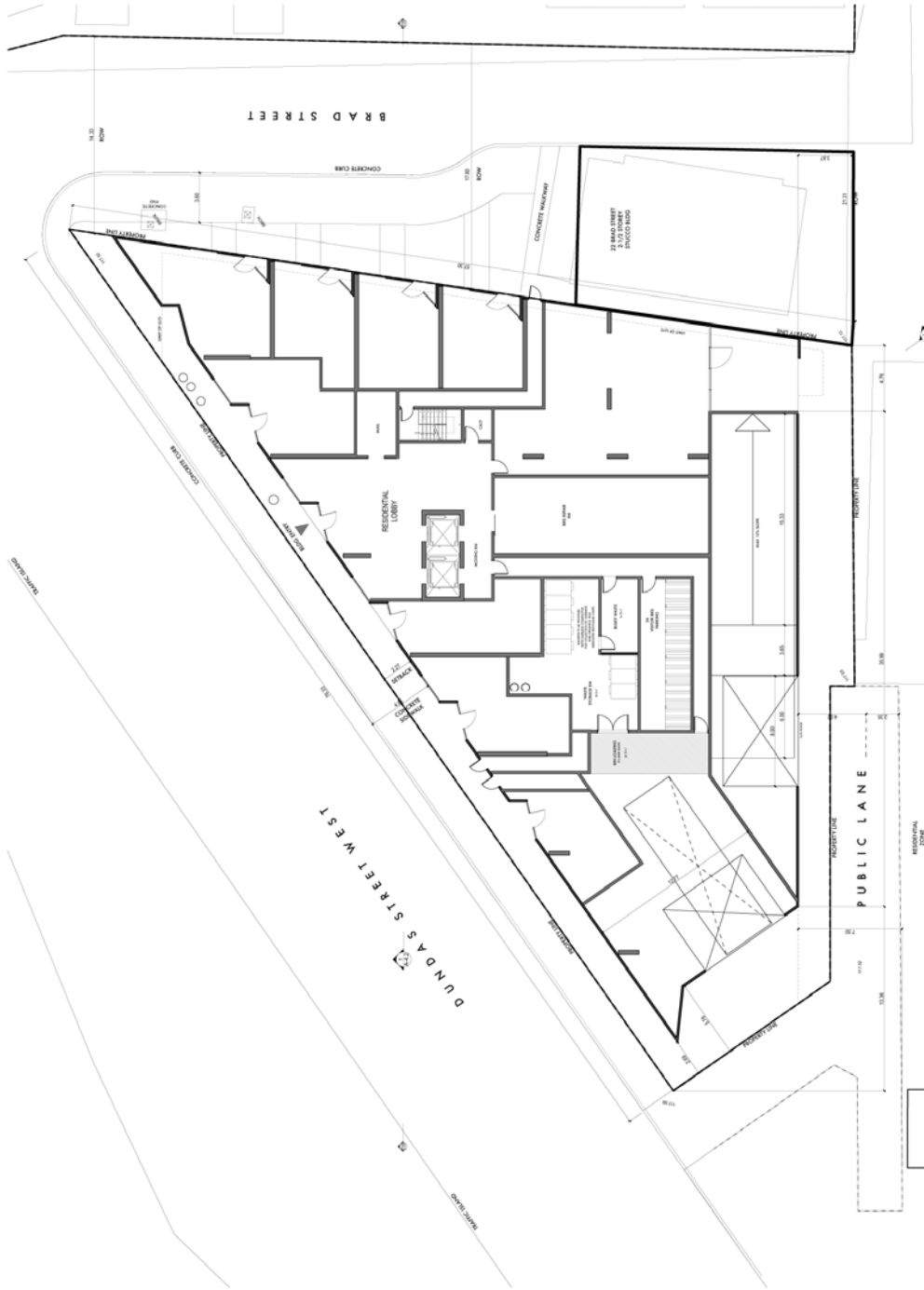
Lynda H. Macdonald  
Acting Director, Community Planning  
Toronto and East York District

## **ATTACHMENTS**

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Attachment 1: Site Plan  
Attachment 2: East (Front) Elevation  
Attachment 3: West (Rear) Elevation  
Attachment 4: North Elevation  
Attachment 5: South Elevation  
Attachment 6: Building Cross Section  
Attachment 7: Roof Plan  
Attachment 8: Zoning  
Attachment 9: Official Plan  
Attachment 10: Application Data Sheet

Attachment 1: Site Plan



2639 Dundas Street West

Site Plan  
Applicant's Submitted Drawing

Not to Scale  
01/26/2018

File # 17 267100 STE 14 0Z

# Attachment 2: East (Front) Elevation



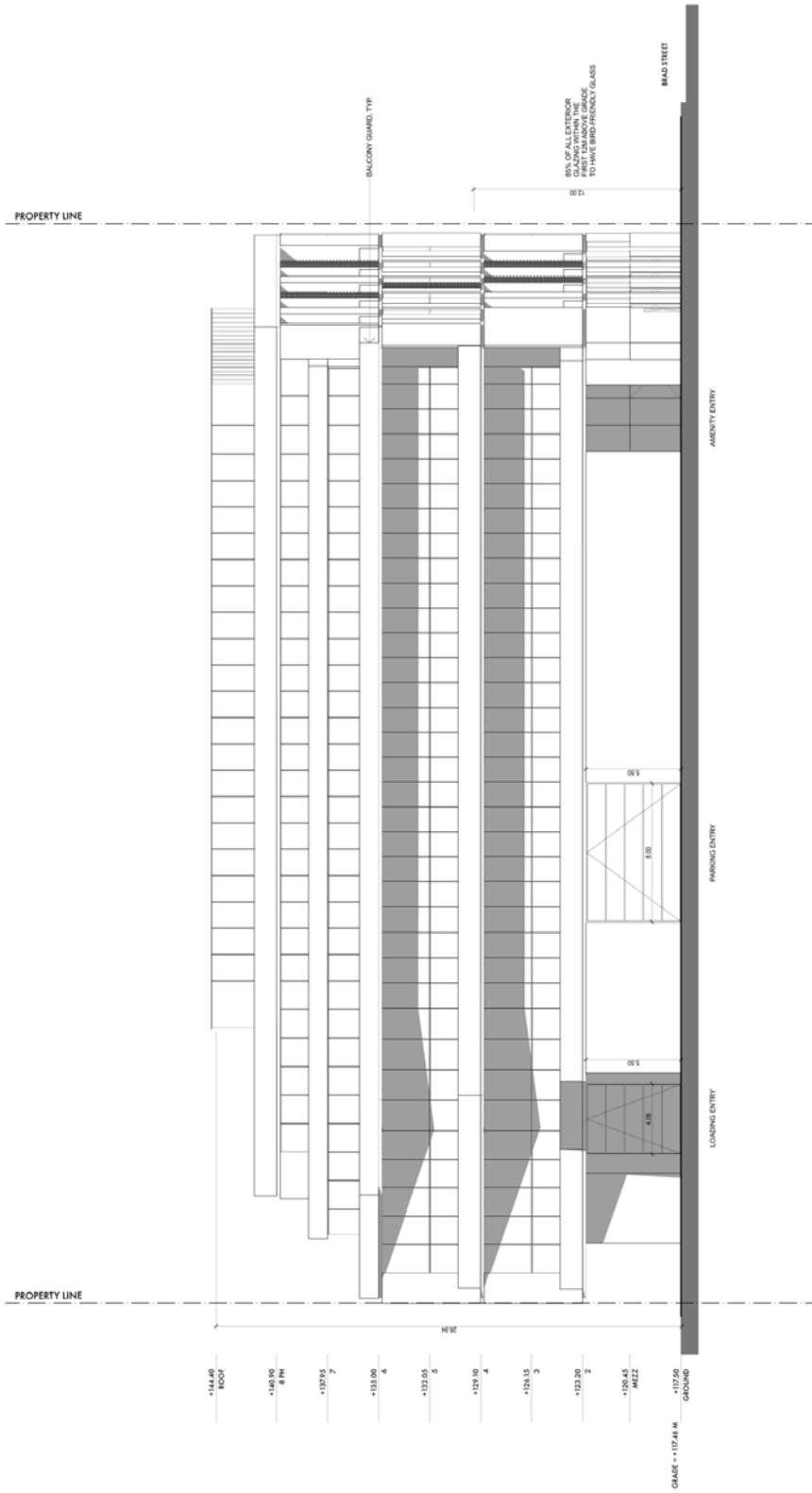
2639 Dundas Street West

File # 17 267100 STE 14 0Z

East Elevation  
Applicant's Submitted Drawing

Not to Scale  
12/27/2017

### Attachment 3: West (Rear) Elevation



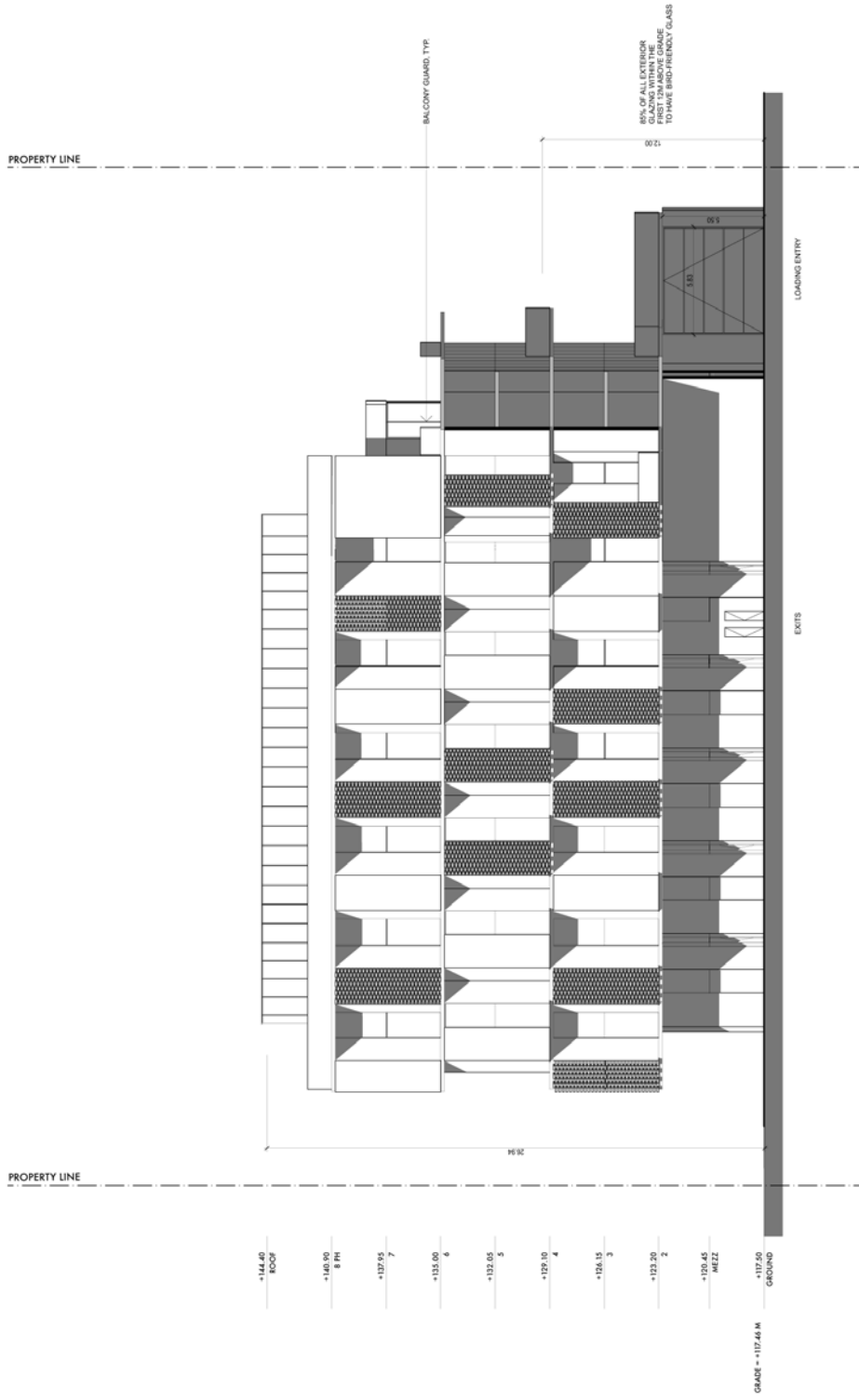
2639 Dundas Street West

West Elevation  
 Applicant's Submitted Drawing

File # 17 267100 STE 14 0Z

Not to Scale  
 12/27/2017

# Attachment 4: North Elevation



2639 Dundas Street West

File # 17 267100 STE 14 0Z

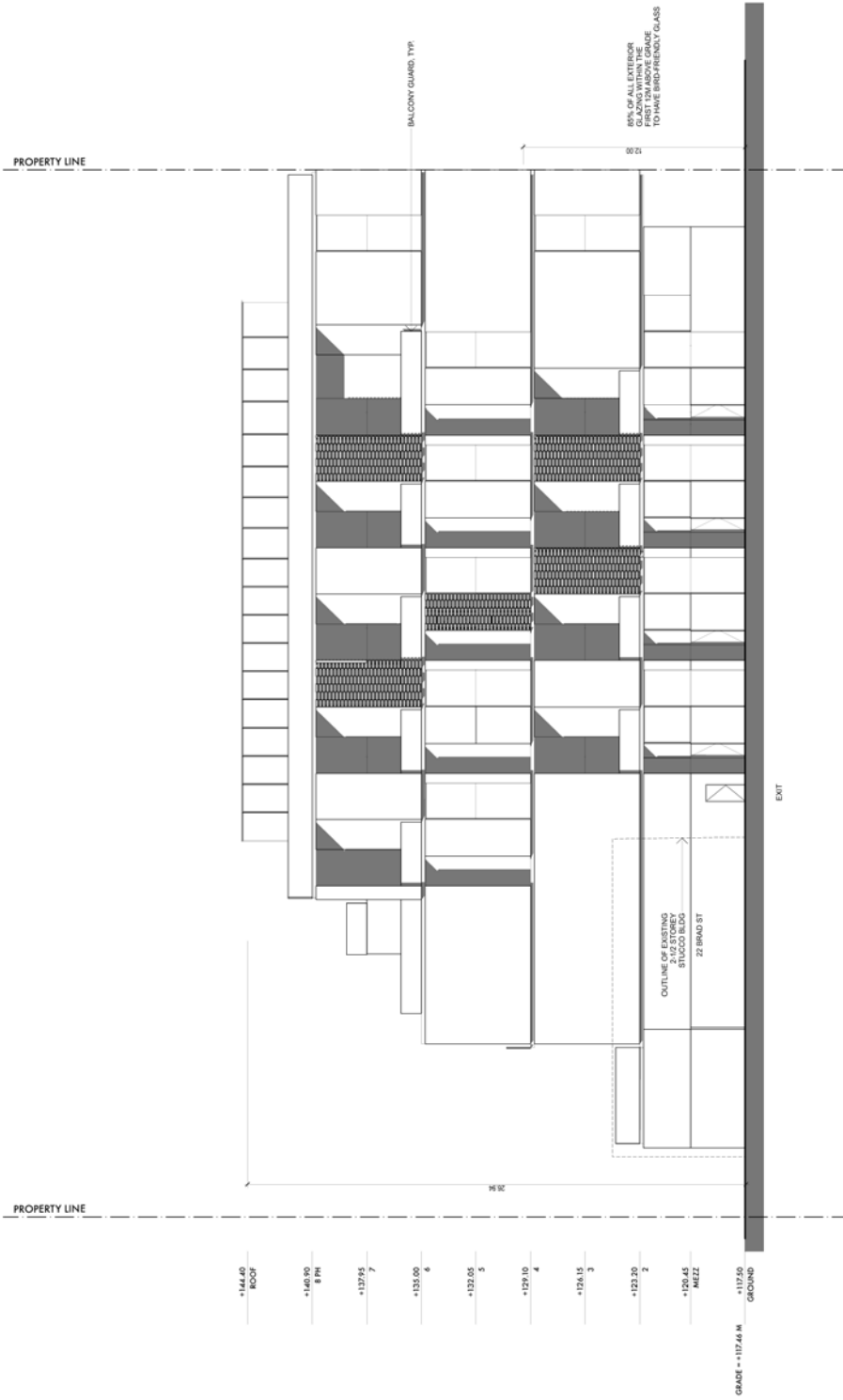
North Elevation

Applicant's Submitted Drawing

Not to Scale  
12/27/2017



# Attachment 5: South Elevation



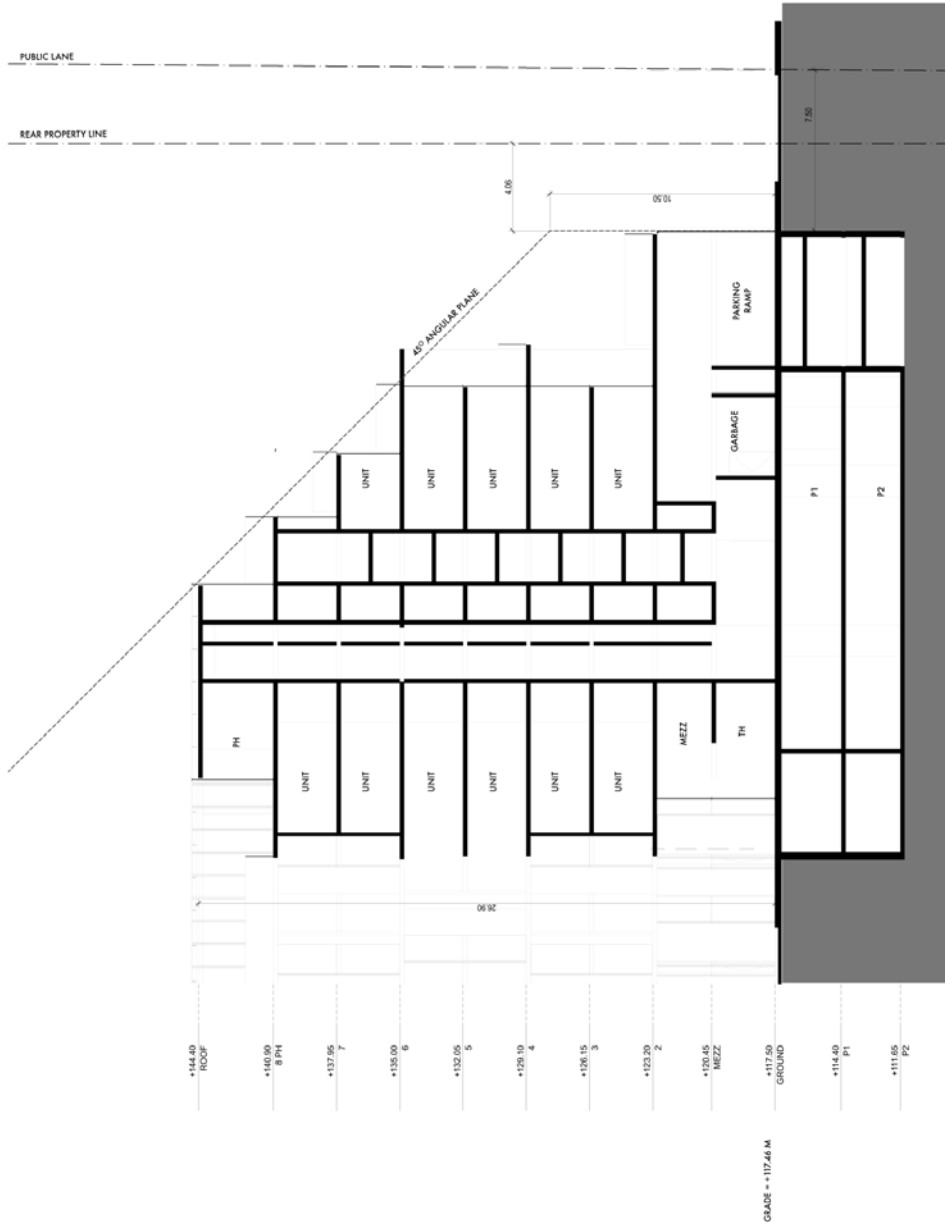
2639 Dundas Street West

File # 17 267100 STE 14 0Z

South Elevation  
 Applicant's Submitted Drawing  
 Not to Scale  
 12/27/2017



# Attachment 6: Building Cross Section



2639 Dundas Street West

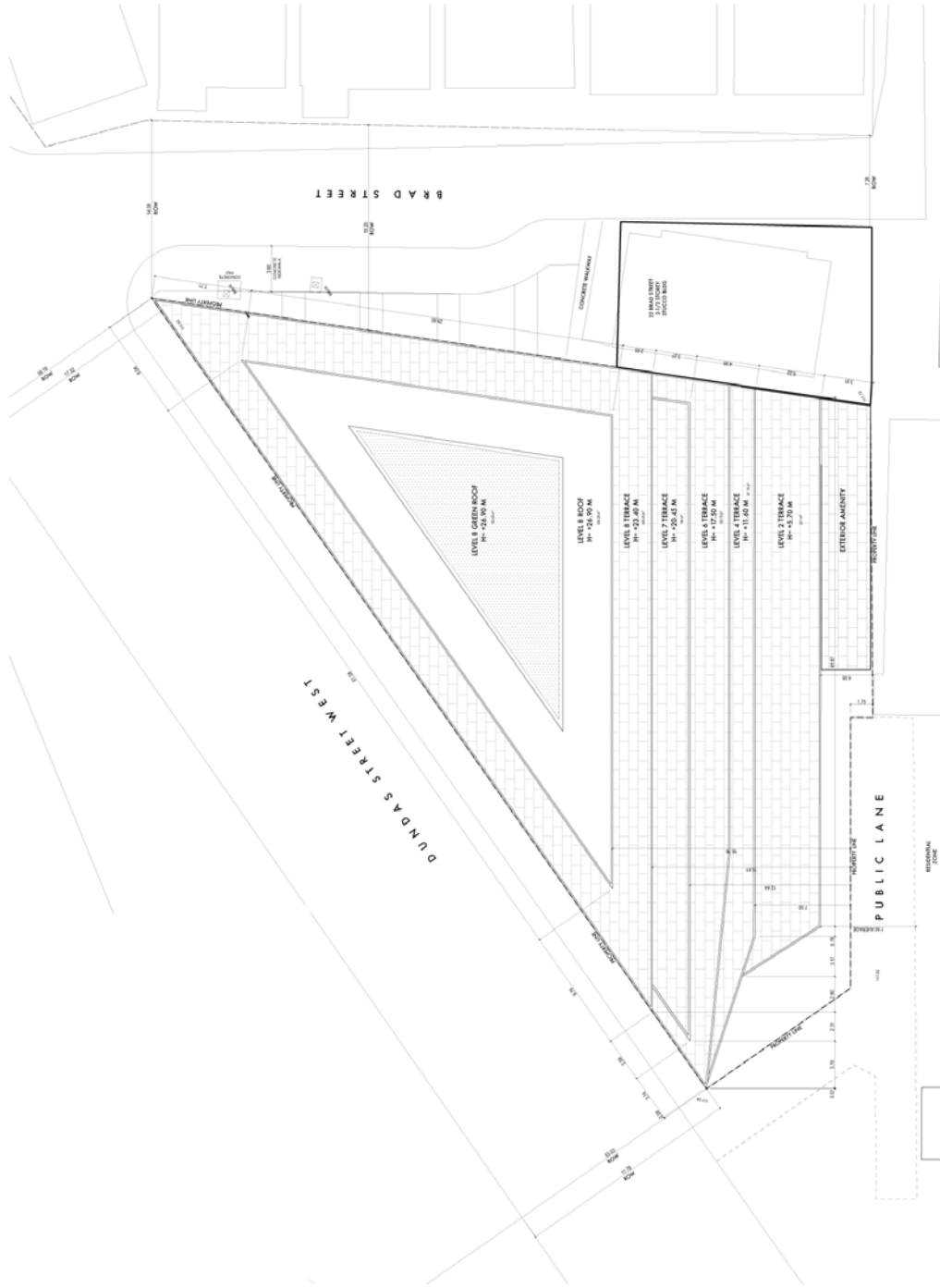
East/West Building Section

Applicant's Submitted Drawing

Not to Scale  
01/26/2018

File # 17 267100 STE 14 0Z

**Attachment 7: Roof Plan**



**2639 Dundas Street West**

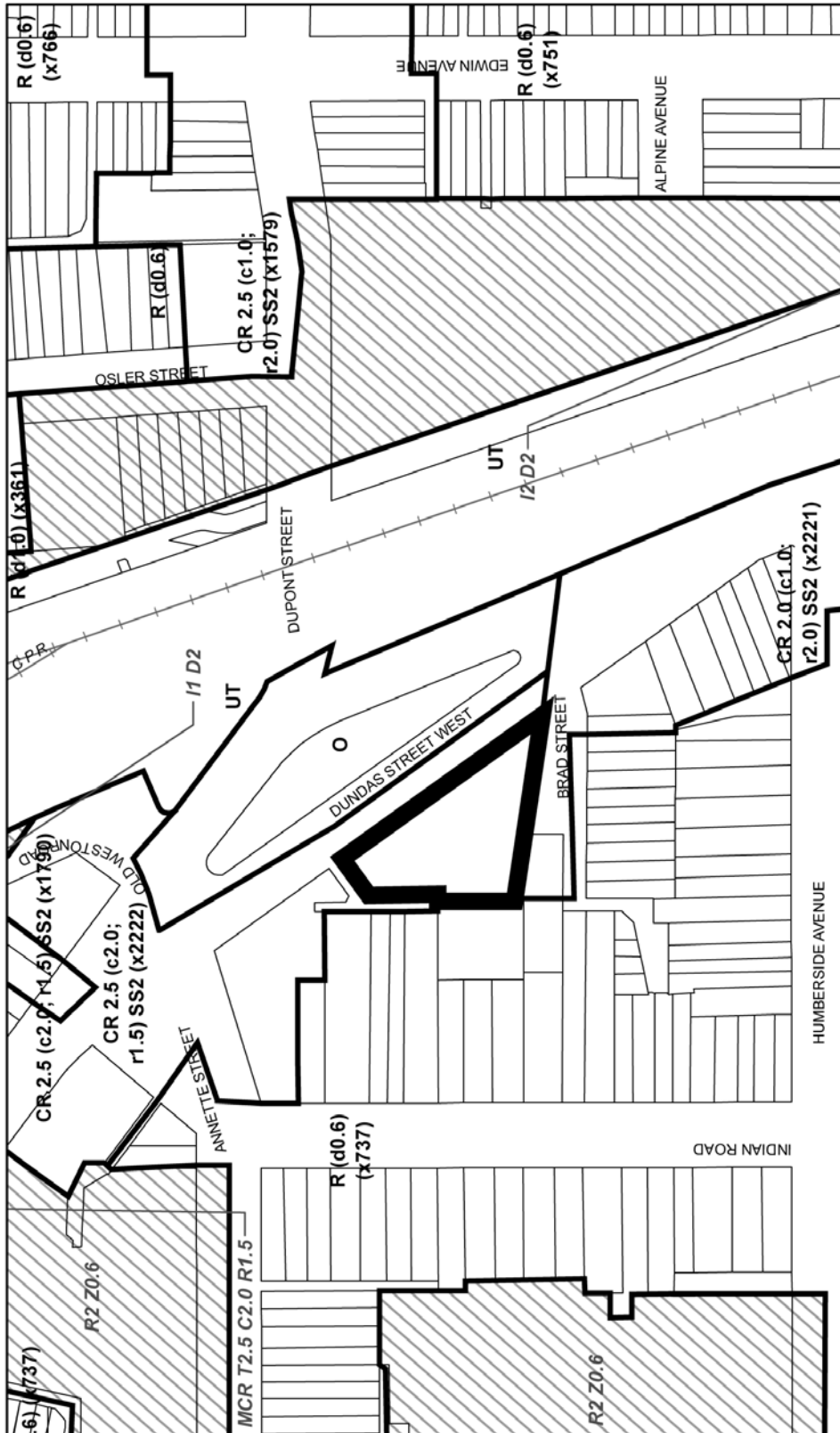
File # 17 267100 STE 14 0Z

**Roof Plan**

Applicant's Submitted Drawing

Not to Scale  
01/26/2018

# Attachment 8: Zoning



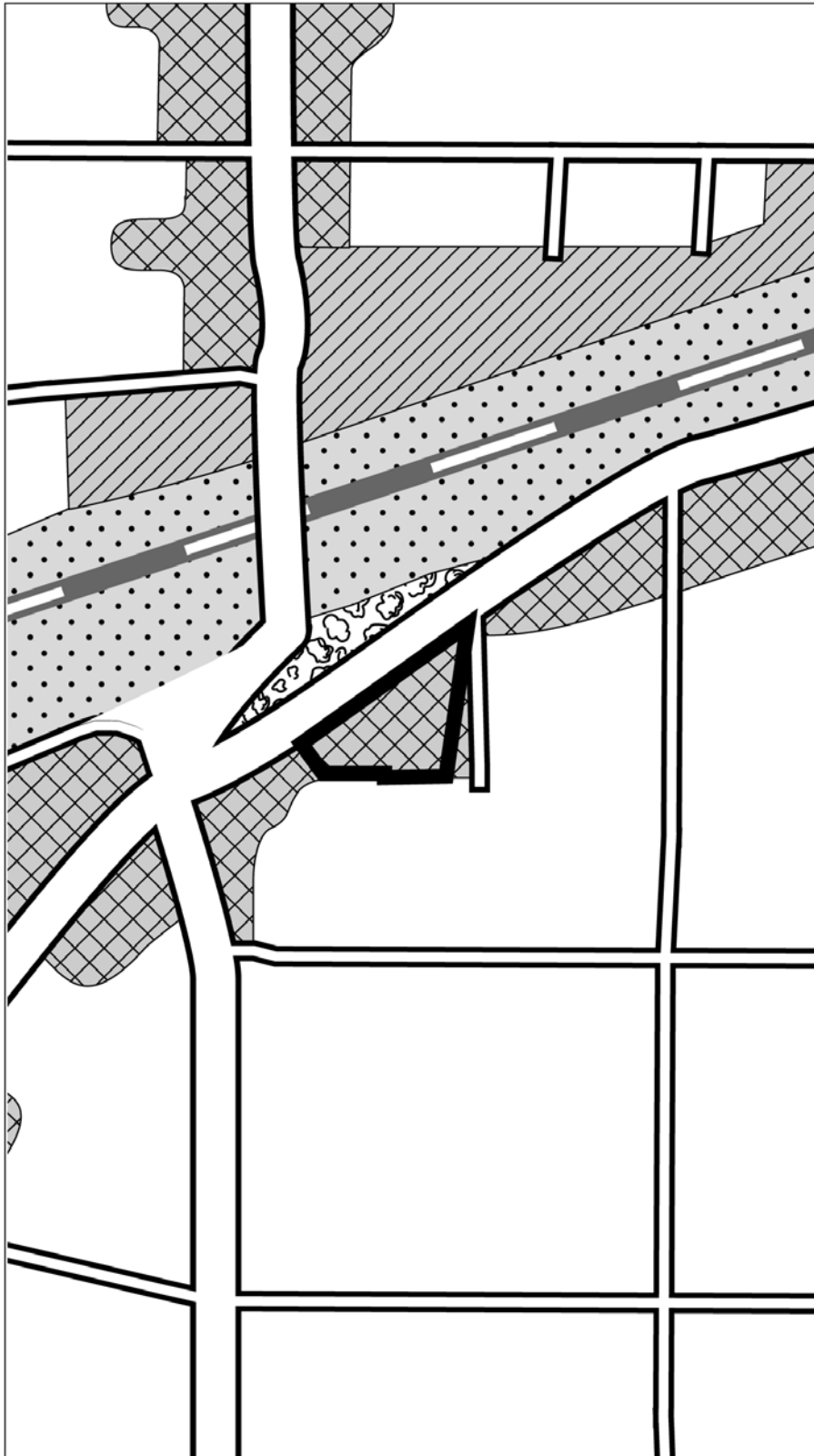
**Toronto**  
 Zoning By-Law No. 569-2013  
 2639 Dundas Street West  
 File # 17 267100 STE 14 0Z

See Former City of Toronto By-Law No. 438-86  
 R2 Residential District  
 I1 Industrial District  
 I2 Industrial District

Location of Application  
 R Residential  
 CR Commercial Residential  
 O Open Space  
 UT Utility and Transportation

↑  
 Not to Scale  
 Extracted: 12/27/2017

Attachment 9: Official Plan



**Toronto**  
 Extract from Official Plan

2639 Dundas Street West  
 File # 17 267100 STE 14 0Z

- Site Location
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Employment Areas
- Utility Corridors

↑  
 Not to Scale  
 01/04/2018

## Attachment 10: Application Data Sheet

Application Type	Rezoning	Application Number:	17 267100 STE 14 OZ
Details	Rezoning, Standard	Application Date:	November 24, 2017

Municipal Address: 2639 DUNDAS STREET WEST  
 Location Description: PLAN D1441 PT BLK B RP 64R14026 PART 2 \*\*GRID S1401  
 Project Description: 8-storey residential building with 110 units.

<b>Applicant:</b>	<b>Architect:</b>	<b>Owner:</b>
BOUSFIELDS INC. 3 Church Street, Suite 200 Toronto, ON M5E 1M2	ARCHITECTS ALLIANCE 81 Bay Street, Suite 118 Toronto, ON M5V 1P9	2639 DUNDAS DEV GP INC. 101 College Street, Unit HL30A Toronto, ON M5G 1L7

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	CR 2.5 (c2.0; r1.5) SS2 (x2222)	Historical Status:	No
Height Limit (m):	14	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq. m):	1849	Height:	Storeys:	8
Frontage (m):	76.3		Metres:	26.9
Depth (m):	41.55			
Total Ground Floor Area (sq. m):	1455			<b>Total</b>
Total Residential GFA (sq. m):	8680		Parking Spaces:	47
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	8680			
Lot Coverage Ratio (%):	78.7			
Floor Space Index:	4.69			

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	16
1 Bedroom:	36
2 Bedroom:	43
3 + Bedroom:	15
Total Units:	110

### FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	8680	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Carla Tsang, Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 395-7137</b>
	<b>EMAIL:</b>	<b>Carla.Tsang@toronto.ca</b>