

**2639 Dundas Street West – Zoning Amendment  
Application – Final Report**

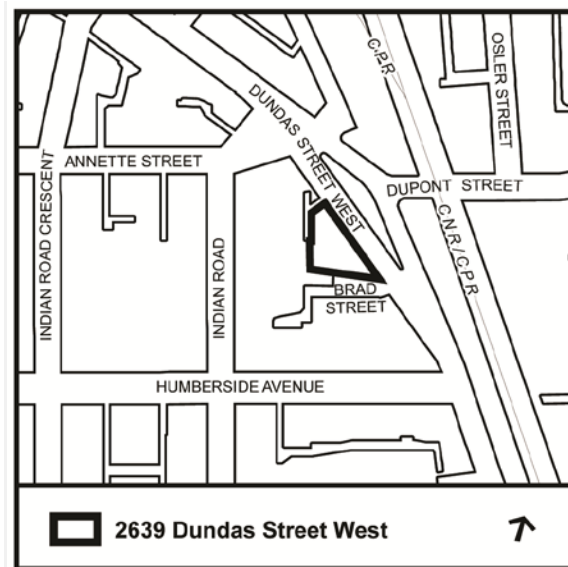
<b>Date:</b>	June 18, 2018
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 14 – Parkdale-High Park
<b>Reference Number:</b>	17 267100 STE 14 OZ

**SUMMARY**

This application proposes an 8-storey (27.5 metre, including mechanical penthouse) residential building at 2639 Dundas Street West. The proposed development includes 107 units. Forty seven vehicle parking spaces and 192 bicycle parking spaces will be provided within a two-level underground parking garage accessed from Dundas Street West.

The proposal is consistent with the pattern and scale of redevelopment along Dundas Street West and represents appropriate intensification on an *Avenue*. The massing of the building is consistent with the performance standards in the Mid-Rise Building Study, including transition and stepping down of heights to lower-scale residential *Neighbourhoods*.

This report reviews and recommends approval of the application to amend the Zoning By-law.



## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend Zoning By-law 438-86 for the lands at 2639 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11 to the report (June 18, 2018) from the Acting Director, Community Planning, Toronto and East York District.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2639 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 12 to the report (June 18, 2018) from the Acting Director, Community Planning, Toronto and East York District.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, the owner shall be required to:
  - a. submit a revised Functional Servicing Report and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and,
  - b. enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development, according to the functional servicing report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

A pre-application consultation meeting was held with the applicant on August 2, 2017 to discuss complete application submission requirements. The application was submitted on November 24, 2017 and deemed complete on December 20, 2017.

A Preliminary Report on the application was adopted by Toronto and East York Community Council on February 21, 2018, authorizing staff to hold a community consultation meeting. The report can be accessed at the link below:

<https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-112504.pdf>

## ISSUE BACKGROUND

### PROPOSAL

This application proposes a new 8-storey (27.5 metre, including wrapped mechanical penthouse) residential building with 107 units and a total gross floor area of 8,228 m<sup>2</sup>. Eight 2-storey grade-related units are incorporated at the base of the building, with independent entrances on Dundas Street West and Brad Street. The overall density proposed is 4.45 times the area of the lot (see Attachment No. 10: Application Data Sheet).

The proposed building footprint is triangular in form which reflects the irregular shape of the site (see Attachment No. 1 – Site Plan). The ground floor is set back 2.27 metres from the east (front) property line to widen the sidewalk on Dundas Street West to 4.85 metres. The primary entrance to the residential lobby is on Dundas Street West. The rear setback at the ground floor ranges from 2.31 metres to 4.05 metres due to a jog in the west lot line. A public lane abuts a portion of the west lot line. The east façade facing Dundas Street West is built to the property line between the second and fifth floors. A 1.0 metre stepback is provided at the sixth and seventh floors and a 1.8 metre stepback is provided at the eighth floor. The south face of the building along Brad Street is built to the lot line and is set back 2.5 metres for portion that is adjacent to the building at 22 Brad Street. A 1.5 metre stepback is provided on the south face of the building at the sixth and seventh floors and a 1.9 metre stepback is provided 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 17.24 metres at the eighth floor (see Attachment No. 6: Roof Plan). Private balconies and terraces are proposed within these stepbacks for units located on the second and sixth to eighth floors.

The residential unit breakdown includes 18 studio units (17%), 31 one-bedroom units (29%), 45 two-bedroom units (42%), and 13 three-bedroom units (12%). The proposal includes 262 m<sup>2</sup> of indoor residential amenity space on the ground floor, which is contiguous with 146 m<sup>2</sup> of outdoor amenity space located at the rear of the site.

A total of 47 parking spaces (39 resident, 6 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 192 bicycle parking spaces (144 resident and 48 visitor), and one Type G loading space.

### Changes from the Original Proposal

The current revised application was submitted on April 11, 2018 and incorporates a number of changes from the original proposal submitted in November 2017. The revisions include:

- a height increase of 0.65 metres to the mechanical penthouse, which brings the overall height of the building from 26.9 metres in the original submission to 27.55 metres;

- the total gross floor area and density has been decreased from 8,680 m<sup>2</sup> to 8,228 m<sup>2</sup> and 4.69 to 4.45 times the area of the lot, respectively;
- setbacks at the sixth and seventh floors were incorporated on the east (front) and south facades of the building to respond to performance standards in the Mid-Rise Guidelines;
- the entire building was set back 2.5 metres from the south property line where the proposal aligns with the property at 22 Brad Street at the rear;
- the proposed indoor amenity space was increased from 257 m<sup>2</sup> to 262 m<sup>2</sup> and the proposed outdoor amenity space was increased from 118 m<sup>2</sup> to 146 m<sup>2</sup>.

## 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 m<sup>2</sup>, 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. The public boulevard on the north side of Brad Street ranges from approximately 4 to 11 metres in width. Brad Street terminates at the front of the property at 22 Brad Street and becomes a public lane which extends further west.

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

The northern limit of the property is bound by a public lane from Dundas Street West that extends east-west and then south, terminating 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. Half of the site abuts the public lane along the west (rear) lot line and the remaining portion abuts the property located at 2639R Dundas Street West.

The site is surrounded by the following uses:

**North:** of the subject property is a public lane. North of the lane is a commercial property at 2659 Dundas Street West (Cash Money), 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-use, 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 (2789-2803 Dundas Street West).

**East:** Directly east of the subject property is the "Dundas-Dupont Traffic Island", a City-owned green space (designated *Parks* in the Official Plan) which bisects Dundas Street West and Dupont Street. East of Dundas Street West is the Metrolinx Kitchener GO rail corridor and the West Toronto Railpath, a public multi-use trail.

**South:** south of the site is Brad Street and a 2.5 storey multi-unit dwelling at 22 Brad Street. There is a significant grade difference between 22 Brad Street and the subject 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:** is 2639R Dundas Street West, a 2-storey multi-unit laneway residential building and a public lane. Further west is a low-rise neighbourhood, Baird Park, and Indian Road Crescent Junior Public School.

## **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Section 2 of the *Planning Act* sets out matters of provincial interest, which City Council shall have regard to in carrying out its responsibilities. The matters include:

- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of a built form that,
  - (i) is well designed;
  - (ii) encourages a sense of place;
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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.

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.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the report.

## Official Plan

The subject site is designated as *Mixed Use Areas* on Map 17 – Land Use of the Official Plan (see Attachment 8: Official Plan). The properties immediately north and south of the site at 2659 Dundas Street West and 22 Brad Street are also designated *Mixed Use Areas*. The residential properties on the south side of Brad Street and to the west of the site are designated *Neighbourhoods*. The "Dundas-Dupont Traffic Island" located across the site on the east side of Dundas Street West is designated *Parks*.

*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 have reviewed 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**

The site is zoned Mixed Commercial Residential (MCR T2.5 C2.0 R1.5) in the former City of Toronto Zoning 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.

In May 2013, the City enacted the new city-wide Zoning By-law 569-2013. Zoning By-law 569-2013 applies to the subject lands and is substantially the same as Zoning By-law 438-86 with regard to use, density and height. The site is 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 and Performance Standards**

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 Junction Heritage Conservation District (HCD) Study**

At its meeting on May 13, 2014, Toronto and East York Community Council nominated the Junction (east of Keele Street) for consideration as a Heritage Conservation District (HCD). The Junction Heritage Conservation District study area consists of both sides of Dundas Street West between Gilmour Avenue and Humberside Avenue. The subject site is located within the boundary for the proposed Junction HCD.

On January 31, 2018, City Council directed City Planning staff to initiate Phase 1 of the Heritage Conservation District study for the Junction. HCD studies consist of a two part process, and involve a combination of research, field review and analysis, including extensive and meaningful consultation with the community prior to Council considering the designation. At the conclusion of Phase 1, a recommendation is made by staff to the Toronto Preservation Board for the creation of an HCD Plan including a proposed boundary, and/or may recommend other planning tools. This may include the designation of individual properties, creation of urban design guidelines, secondary plans or zoning by-law amendments.

Heritage Preservation Services was circulated on this application. As the study of the proposed Junction Heritage Conservation District has not commenced, staff did not have any comments on the proposed development.

## **Site Plan Control**

The proposed development is subject to Site Plan Control. An application for Site Plan Control (File No. 18 165464 STE 14 SA) has been submitted and is currently under review.

## **Reasons for 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 to 27.5 metres), density (from 2.5 to 4.45 times the area of the lot), setbacks, parking, and amenity space provisions, amongst other matters.

## **Community Consultation**

The Ward Councillor held a pre-application community consultation meeting on November 2, 2017 at Bishop Marrocco/Thomas Merton Catholic Secondary School, with City Planning staff in attendance.

City Planning held a community consultation meeting on March 7, 2018 at Bishop Marrocco/Thomas Merton Catholic Secondary School. The local Councillor, the applicant and approximately 30 members of the public attended the meeting. The concerns raised by residents with respect to the proposed development were generally related to the following matters:

- height and massing of the building in relation to the residential neighbourhood to the south and west;
- the proposed resident parking supply and additional demand for on-street parking;
- increased traffic resulting from the development
- congestion at the Dupont-Annette-Dundas intersection
- increased usage of the rear public laneway for site access and servicing;
- pedestrian and cyclist safety at the Dupont-Annette-Dundas intersection;
- opportunities to improve the streetscaping on Dundas Street West and Brad Street;
- potential privacy and overlook issues onto residential properties to the west and south;
- disruptions caused by construction and the need for a construction management plan;
- the setback from the building at 22 Brad Street;
- the proposed height and its impact on the proposed Junction Heritage Conservation District, as well as adjacent Character Areas in the Mid-Rise Guidelines; and
- soil contamination on the site and remediation measures.

These issues have been considered in the review of the application.

### **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**

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of public transit.

This application is consistent with the PPS direction of intensification to achieve growth and urban vitality while making efficient use of existing infrastructure as noted in Section 1.1.3. The application also complies with other policies in Section 1.1.3 of the PPS that require new development to be directed to appropriate locations for growth.

The proposal conforms with the Growth Plan for the Greater Golden Horseshoe by proposing intensification in a growth area on an *Avenue* well served by transit as noted in Policy 2.2.1.2 and 2.2.1.3 of the Growth Plan. The proposal is located adjacent to bus routes on Dundas Street West and Annette Street and within walking distance of the Dundas West subway station and the Bloor GO Station. This application accommodates intensification, and

provides an acceptable transition of built form to adjacent areas, supporting the complete community objectives in Policy 2.2.1.3 and 2.2.1.4 of the Growth Plan.

## **Land Use**

The proposed residential use is appropriate for the site. The Official Plan states that lands designated *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, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. The subject property is on a segment of Dundas Street West where there is a mix of residential and commercial uses in single use or mixed-use buildings.

The Commercial Residential (CR) zoning classification in Zoning By-laws 438-86 and 569-2013 permits residential uses, including apartment buildings, as well as retail and office uses. The proposed residential use is therefore consistent with the land use provisions of the Official Plan, the Zoning By-laws and existing land uses in the area.

## **Avenue Segment Study**

In response to the policies for *Avenues* in Section 2.2.3.3 of the Official Plan, the applicant submitted an *Avenue Segment Study* (dated April 2018, prepared by BrookMcIlroy Planners and Architects) and an *Avenue Impact Analysis Addendum* (dated June 2018) in support of the proposal. The review focused on a study area which included properties designated *Mixed Use Areas* fronting Dundas Street West between Indian Grove and Humberside Avenue.

The *Avenue Segment Study* identifies eight redevelopment sites along the segment that may be redeveloped in the near or long-term. The study applies the performance standards from the Mid-Rise Building Study and concludes that three of the sites may be redeveloped at heights and densities that are similar to the current proposal, while the remaining five sites would be able to accommodate buildings up to 6 storeys in height. If these sites were to be redeveloped as proposed, approximately 332 additional residential units and 1,860 m<sup>2</sup> of commercial space would be created. The analysis implements key performance standards from the Mid-Rise Building Study, including rear building stepbacks to provide transition to lower-scale residential areas. The study concludes that the incremental redevelopment of the *Avenue Segment* would not adversely impact adjacent *Neighbourhoods*. In addition, any future development applications submitted in the study area would be evaluated on their own merit based on a detailed submission.

A component of the study was a transportation analysis to assess the potential traffic impacts from the redevelopment of the *Avenue*. An inventory of existing public transit options and cycling infrastructure was also provided. The study concludes that the traffic impacts will be minimal and that planned improvements to public transportation infrastructure in the area, such as the Metrolinx Dundas West - Bloor Mobility Hub, will provide alternative modes of travel and potentially offset additional traffic generated by new development.

The *Avenue* Segment Study included a review of community services and facilities. The analysis finds that the study area is well-served by schools, child care facilities and parks. The study acknowledges that redevelopment provides opportunities to expand and improve the quality of community services and facilities in the area, which would support the future build out of the *Avenue*.

Overall, City Planning staff find the methodologies, assumptions and conclusions cited in the *Avenue* Segment Study acceptable.

### **Mid-Rise Buildings Study Character Areas**

The application has been reviewed for consistency with the Official Plan policies for *Avenues* and *Mixed Use Areas*, as well as the performance standards from the *Avenues and Mid-Rise Buildings Study* and *Mid-Rise Building Performance Standards Addendum*.

The Mid-Rise Building Study identifies Character Areas to recognize districts or places with an existing character that should be considered in the design of redevelopment projects on *Avenues*. The study identifies the historical context of each area, and highlights the natural, built form or cultural significance to the *Avenue* or City as a whole. The Mid-Rise Building Study also recommends a range of performance standards which should be applied to specific Character Areas.

During the community consultation process, residents expressed concerns regarding the impact of the proposal on the Mid-Rise Building Study Character Areas and the application's conformity with the applicable Character Area performance standards. Staff have reviewed the Guidelines and completed additional analysis of the *Avenues and Character Areas* map in the Mid-Rise Building Study, and determined that the subject site is not located within any of the Character Areas. The site is located between the Junction and the Junction Triangle Character Areas, however, it is just beyond the boundaries of both (see Attachment 9: Character Area Map Overlay).

### **Built Form and Massing**

The proposal generally meets the intent of the applicable Official Plan policies and is consistent with the *Mid-Rise Building Guidelines*.

The proposal has an overall building height of 27.5 metres, which includes a mechanical penthouse wrapped with residential units. To ensure that buildings create a balanced, proportionate framing of the street, the Mid-Rise Building Study recommends that the maximum allowable height be no taller than the width of the *Avenue* right-of-way. The *Mid-Rise Building Performance Standards Addendum* provides clarification on this performance standard and recommends that a number of factors must be considered when determining the maximum allowable height, including the existing and planned context around a site.

The property faces the “Dundas-Dupont Traffic Island” between both sides of Dundas Street West, with the GO Kitchener rail corridor located to the east. Although the portion of Dundas Street West in front of the site has a right-of-way width of 20 metres, the combined right-of-way width, including the traffic island is 41.18 metres. Based on the width of Dundas Street West next to the site, the proposed building height of 27.5 metres is acceptable. The proposed height is similar to other nearby mid-rise buildings, including a 7-storey building located at 2789-2803 Dundas Street West, which has an overall height of 26.13 metres.

With respect to the portion of the building facing Dundas Street West, the Mid-Rise Building Study recommends a 45 degree angular plane measured from a height equivalent to 80% of the adjacent right-of-way width. The intent of this performance standard is to ensure that the building envelope allows for a minimum of 5 hours of sunlight onto *Avenue* sidewalks between the spring and fall equinoxes. The front façade, with a 1-metre stepback at the 6<sup>th</sup>-7<sup>th</sup> floors and a 1.8 metre stepback at the 8<sup>th</sup> floor, penetrates the 45 degree angular plane measured from 16.0 metres from grade (80% of the right-of-way width of 20 metres). However, given the site condition where the right-of-way is not framed by facing buildings, sidewalks on this portion of Dundas Street West are provided greater access to sunlight. The applicant's shadow study demonstrates that the proposed angular plane encroachments have minimal impact and the recommended 5 hours of sunlight is maintained on the opposite sidewalk.

Section 4.5 of the Official Plan requires that all development within *Mixed Use Areas* provide transition between areas of different development intensity and scale by massing new buildings through the use of appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighborhoods*. The design of the building generally meets the Mid-Rise Guideline performance standards for rear transition to *Neighbourhoods* on shallow properties. For the portion of the site abutting the rear public lane, a 7.3 metre setback (which includes the lane) is provided. The west façade of the building generally complies with the shallow-lot angular plane. However, due to the irregular shape of the site, the mechanical penthouse and balcony railings at the 6<sup>th</sup> to 8<sup>th</sup> floors penetrate the rear angular plane slightly when it is applied at the shallowest sections of the property. As a part of the revised submission, the applicant provided additional building stepbacks (1.5 metres at the 6<sup>th</sup>-7<sup>th</sup> floors and 1.9 metres at the 8<sup>th</sup> floor) on the south elevation to provide transition to the residential properties on the south side of Brad Street. The south face of the building complies with the shallow-lot angular plane when applied from the south side of Brad Street. Through the site plan review process, staff will address overlook and privacy issues from balconies and terraces onto the residential properties on Indian Grove and Brad Street through the use of landscaped screening and planters.

A concern identified was the proposed setback from 22 Brad Street, a residential property located in a *Mixed Use Area* in the Official Plan. In response, the south setback for the portion of the building that aligns with 22 Brad Street was increased from 0.0 to 2.5 metres, with a total building separation distance of approximately 4.0 metres. Due to the terracing at the rear of the building, the height of the portion of the proposed building adjacent to 22 Brad Street ranges from 5.9 to 17.7 metres. Staff find this acceptable, given that the maximum permitted height in the Zoning By-laws for the 22 Brad Street property is 14 metres. No

windows are proposed on this section of the south elevation to ensure that privacy is maintained for the north-facing windows at 22 Brad Street.

## **Sun and Shadow**

The applicant's shadow study illustrates the incremental shadows resulting from the proposal. Section 4.5 of the Official Plan provides development criteria for *Mixed Use Areas* which states that buildings will be located and massed to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes (Policy 2.d). During the spring and fall equinoxes, the shadows cast onto the backyards of the houses on Indian Grove generally pass within an hour and clear by late morning. The residential properties located to the south on Brad Street are not affected by the shadow cast from the proposal.

The shadow study indicates that the proposal casts shadows onto the "Dundas-Dupont Traffic Island" and adjoining sidewalk starting from the mid afternoon during the spring and fall equinoxes. However, the minimum 5 hours of sunlight, as recommended in the Mid-Rise Building Study, is maintained for the sidewalk and parkette from the morning to the early afternoon. Planning staff are satisfied that the proposed building adequately limits shadows on surrounding residential properties designated *Neighbourhoods* and provides for sufficient access to sunlight on Dundas Street West.

## **Traffic Impact, Access, Parking**

Vehicular access and servicing is provided via a public lane at the north end of the property from Dundas Street West. The application includes one Type G loading space, located inside the proposed building adjacent the public laneway to the north. Transportation Services staff have reviewed the applicant's original Transportation Impact Study (dated November 2017) and Addendum Letter (dated April 2018) and find the traffic impacts of the proposal acceptable. The proposed loading supply and turning movements to access the loading space are also satisfactory.

The proposal includes a total of 47 vehicular parking spaces (39 residents, 6 visitors and 2 car-share spaces) in a below-grade garage, whereas Zoning By-law 569-2013 requires a minimum of 66 vehicular parking spaces. The development also includes 192 bicycle parking spaces, which is greater than the minimum requirement of 107 spaces. The applicant's Transportation Impact Study justifies the reduced vehicular parking supply based on the site's proximity to public transit infrastructure, extended cycling network in the area and other contributing factors. Transportation Services staff find the proposed vehicular parking supply acceptable.

## **Servicing**

Prior to the enactment of Bills at City Council, Engineering and Construction Services requires that the applicant submit a revised Functional Servicing Report for review and acceptance. The report will determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required. The applicant will be required to enter into a



financially secured agreement for the construction of any improvements to municipal infrastructure, should it be determined in the revised Functional Servicing Report that upgrades are required to support the proposed development.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential nature of this proposal is subject to a 10% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

## **Streetscape**

Through the community consultation process, residents expressed the need for streetscape improvements on Dundas Street West and Brad Street. On the east elevation of the building facing Dundas Street West, the ground floor is setback back 2.27 metres. In total, a 4.85 metre wide sidewalk is provided between the curb and ground floor façade, which meets the recommended minimum sidewalk width for right-of-ways of 20 metres in the Mid-Rise Buildings Study. The expanded sidewalk zone allows for the planting of 9 new street trees and an improved pedestrian environment.

To widen the sidewalk and improve pedestrian sightlines at the corner of Dundas Street West and Brad Street, Transportation Services has requested a 5.0 by 5.0 metre corner splay which will be secured through the site plan process. The applicant has set back the ground floor and underground garage of the building to meet this requirement.

The existing public boulevard on the north side of Brad Street ranges from 4 to 11 metres in width and is currently paved in asphalt. The 2-storey units at the base of the building have grade-related entrances on both Dundas Street West and Brad Street. The application proposes to improve the public realm on Brad Street through providing a 2.1 metre sidewalk, 4 new street trees and landscaped front yards with walkways to each grade-related unit. The proposed streetscape improvements respond appropriately to the existing residential character on the south side of Brad Street.

## **Conclusion**

City Planning staff recommend that the proposed 8-storey residential building at 2639 Dundas Street West be approved. The application, as revised, conforms with the Official Plan by intensifying a *Mixed Use* site on an *Avenue*, in a built form which generally meets the key performance standards in the Mid-Rise Building Study and Mid-Rise Building Performance Standards Addendum, including the use of setbacks and stepbacks to provide transition to

adjacent residential neighbourhoods. The development will improve the public realm along Dundas Street West and Brad Street and contribute to the range of housing options in the area.

## **CONTACT**

Carla Tsang, Planner

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

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## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: East (Front) Elevation

Attachment 3: West (Rear) Elevation

Attachment 4: North Elevation

Attachment 5: South Elevation

Attachment 6: Roof Plan

Attachment 7: Zoning

Attachment 8: Official Plan

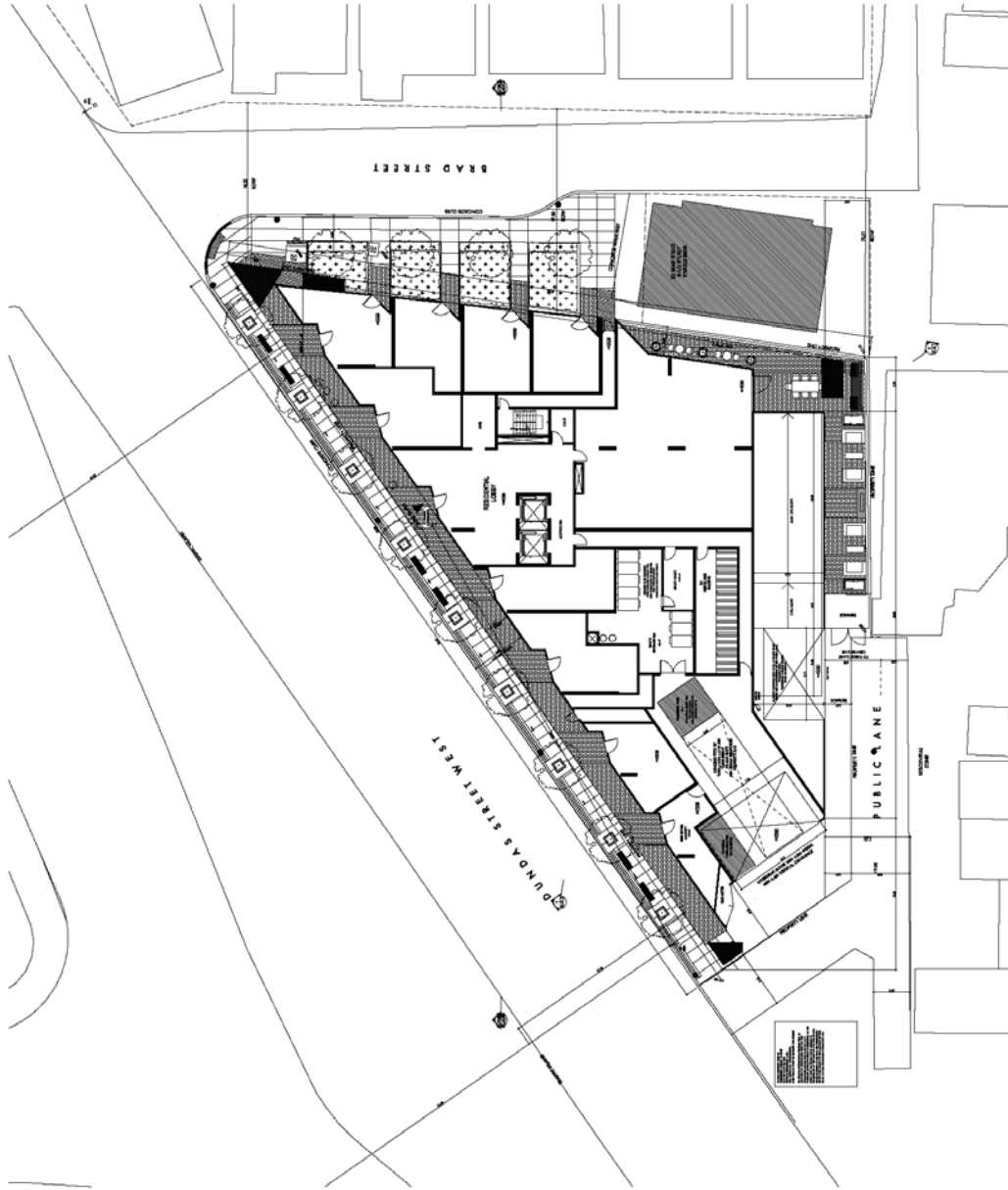
Attachment 9: Character Area Map Overlay

Attachment 10: Application Data Sheet

Attachment 11: Draft Zoning By-law Amendment to By-law 438-86

Attachment 12: Draft Zoning By-law Amendment to By-law 569-2013

Attachment 1: Site Plan



2639 Dundas Street West

File # 17 267100 STE 14 OZ

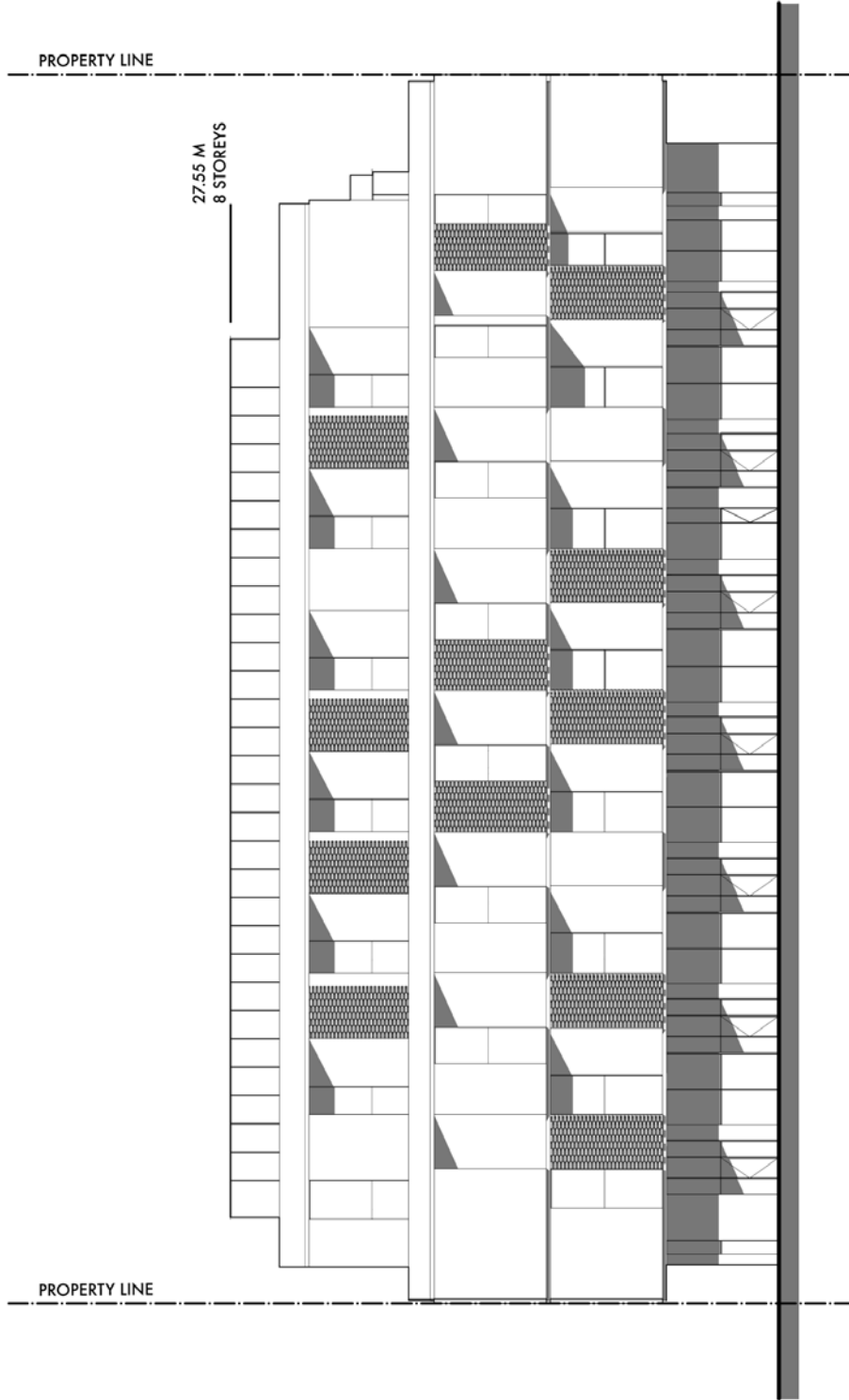
Site Plan

Applicant's Submitted Drawing

Not to Scale  
06/04/2018



**Attachment 2: East (Front) Elevation**



**2639 Dundas Street West**

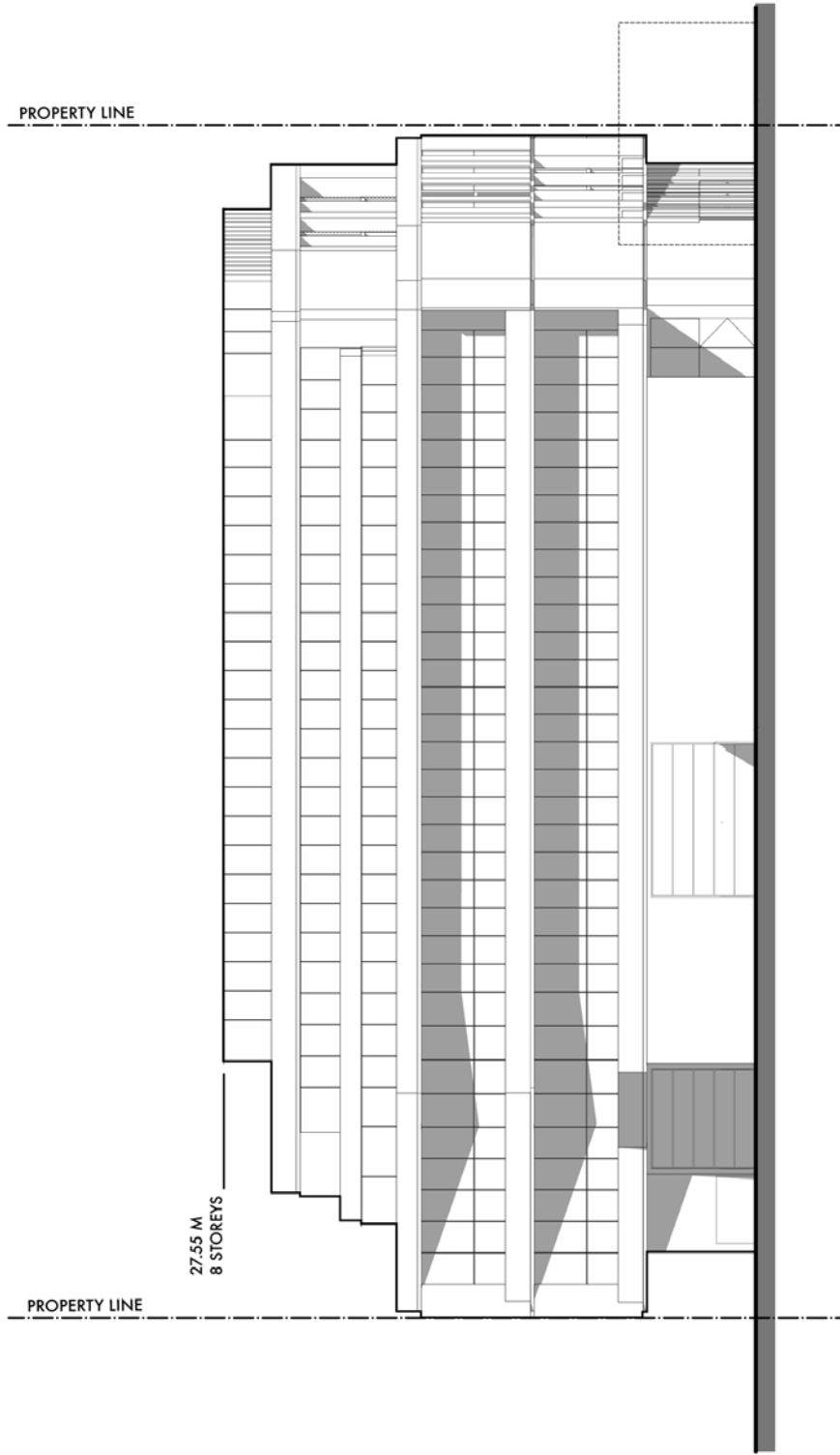
File # 17 267100 STE 14 0Z

**East Elevation**

Applicant's Submitted Drawing

Not to Scale  
06/14/2018

**Attachment 3: West (Rear) Elevation**



**2639 Dundas Street West**

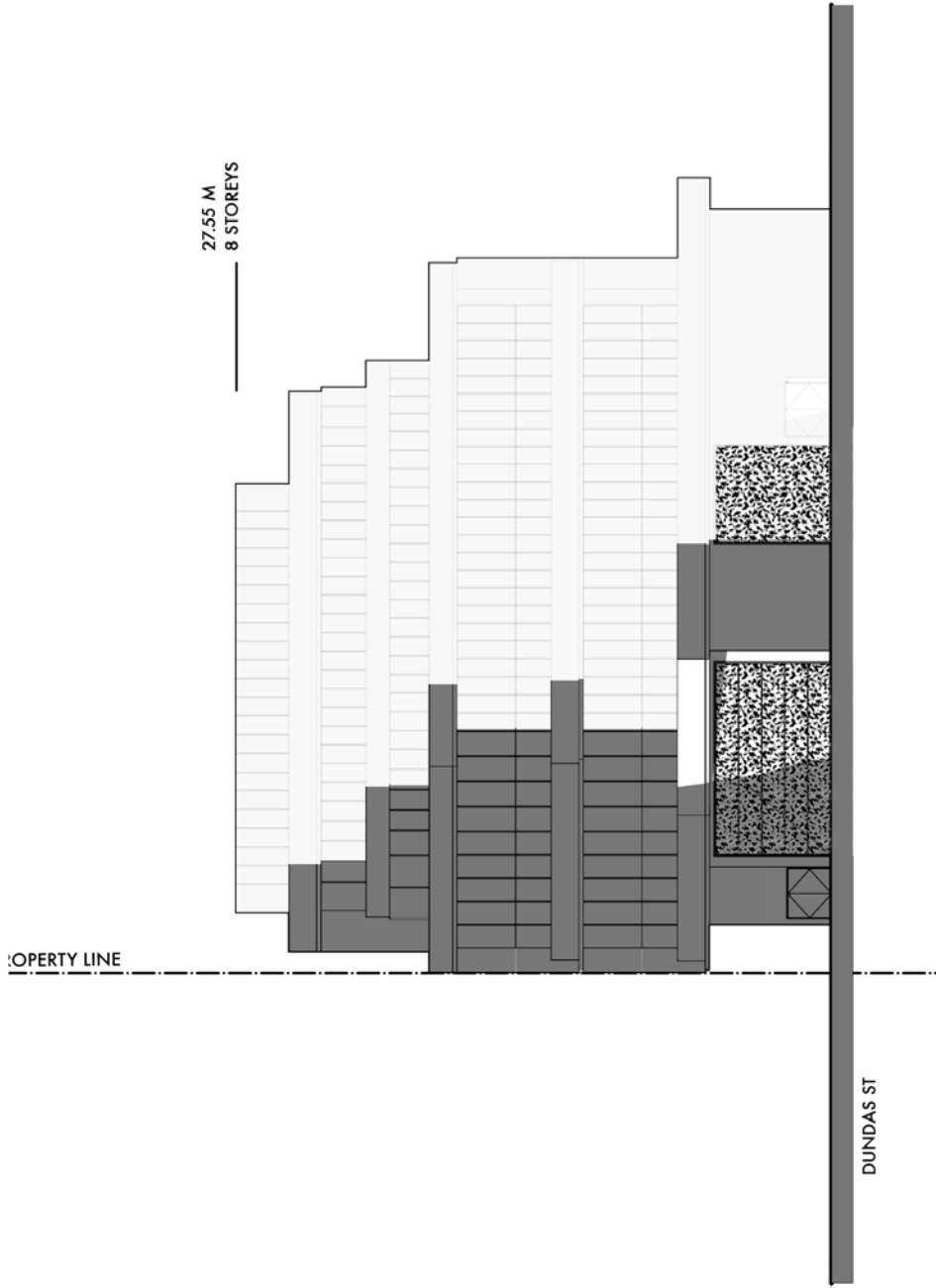
File # 17 267100 STE 14 0Z

**West Elevation**

Applicant's Submitted Drawing

Not to Scale  
06/14/2018

**Attachment 4: North Elevation**



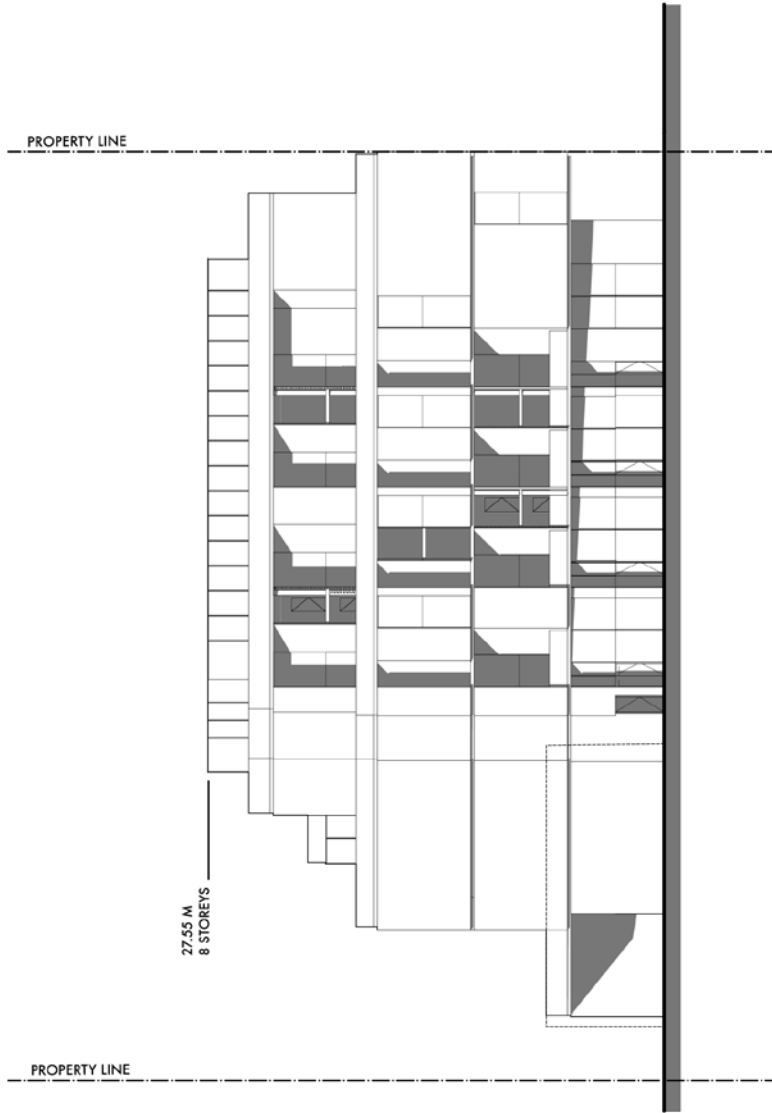
**2639 Dundas Street West**

**North Elevation**  
Applicant's Submitted Drawing

Not to Scale  
06/14/2018

File # 17 267100 STE 14 0Z

**Attachment 5: South Elevation**



**South Elevation**

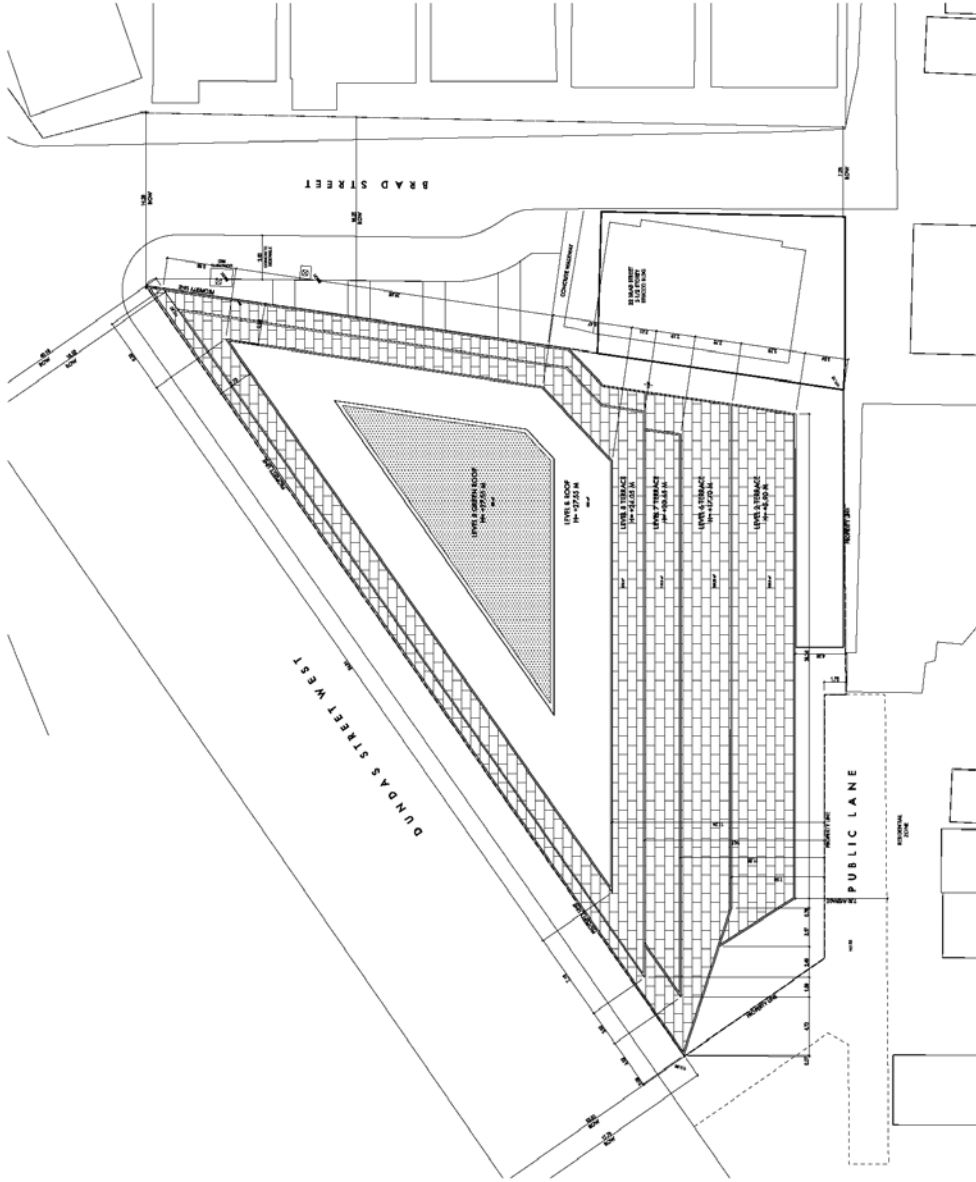
Applicant's Submitted Drawing

Not to Scale  
06/14/2018

**2639 Dundas Street West**

File # 17 267100 STE 14-0Z

Attachment 6: Roof Plan



2639 Dundas Street West

File # 17 267100 STE 14 0Z

Roof Plan

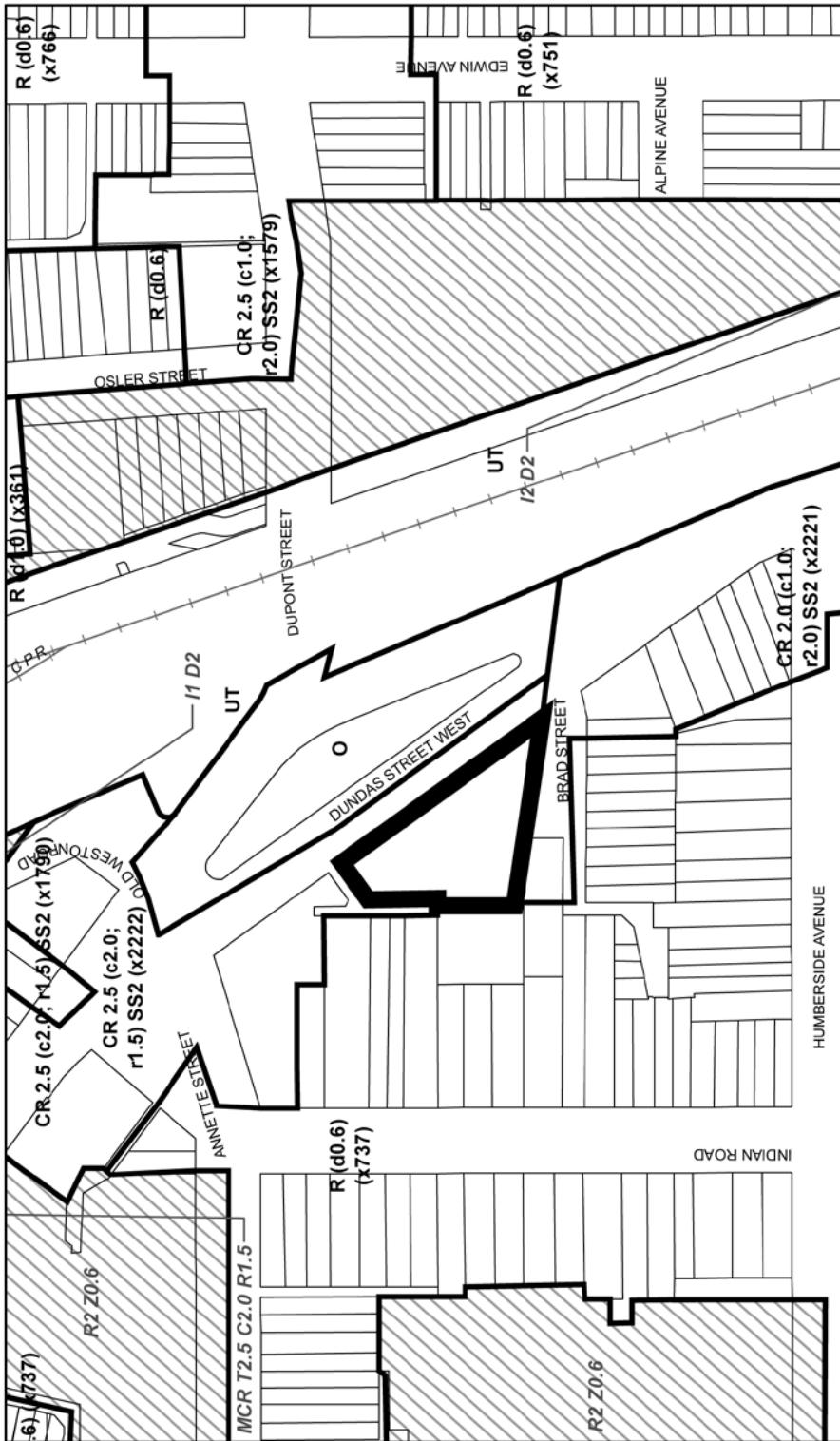
Applicant's Submitted Drawing

Not to Scale  
06/04/2018





# Attachment 7: Zoning



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

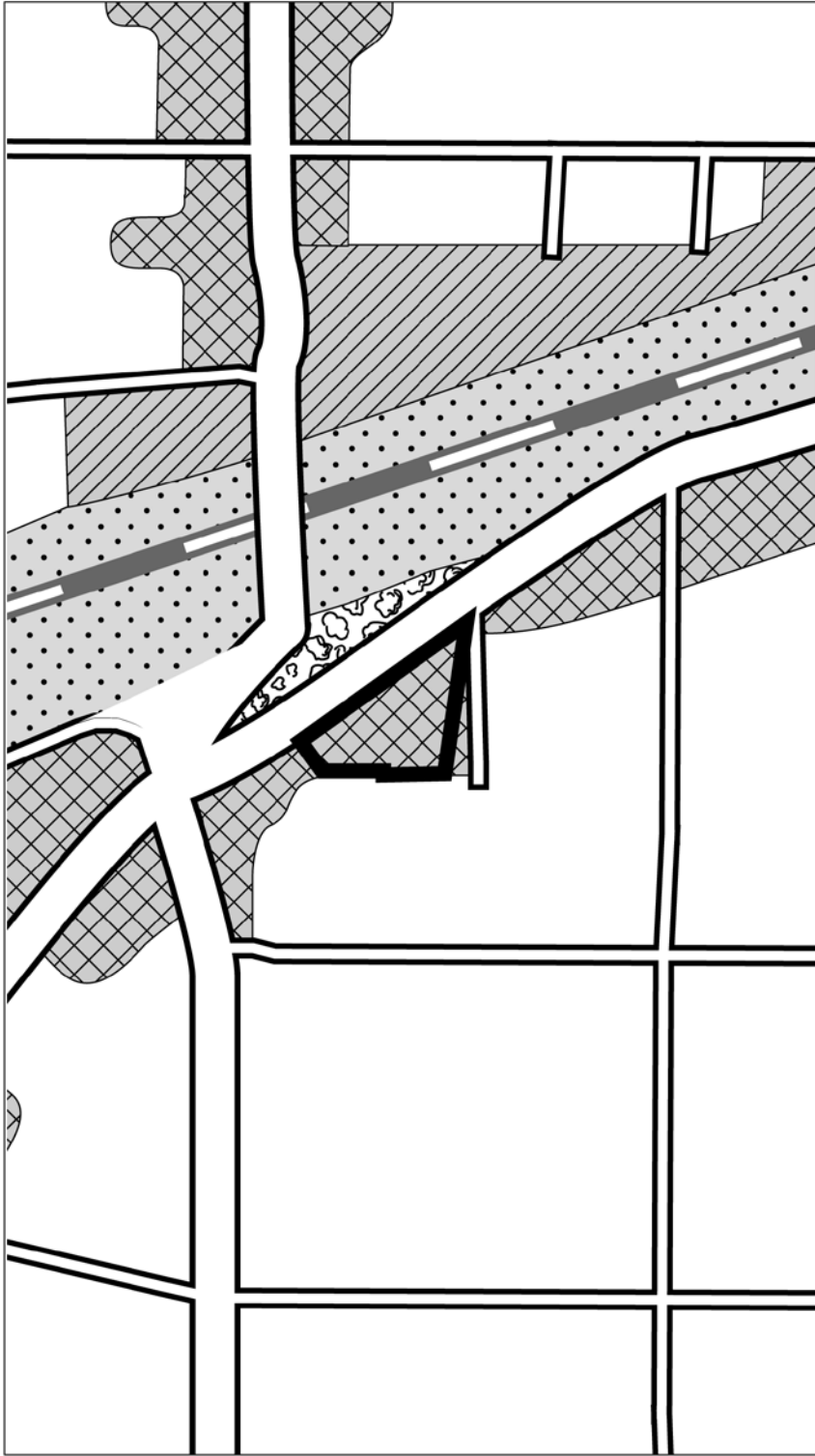
See Former City of Toronto By-Law No. 436-86

-  Residential District
-  Industrial District
-  Industrial District

-  Location of Application
-  Residential
-  Commercial Residential
-  Open Space
-  Utility and Transportation

  
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 Extracted: 12/27/2017

Attachment 8: Official Plan





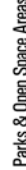


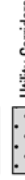


2639 Dundas Street West

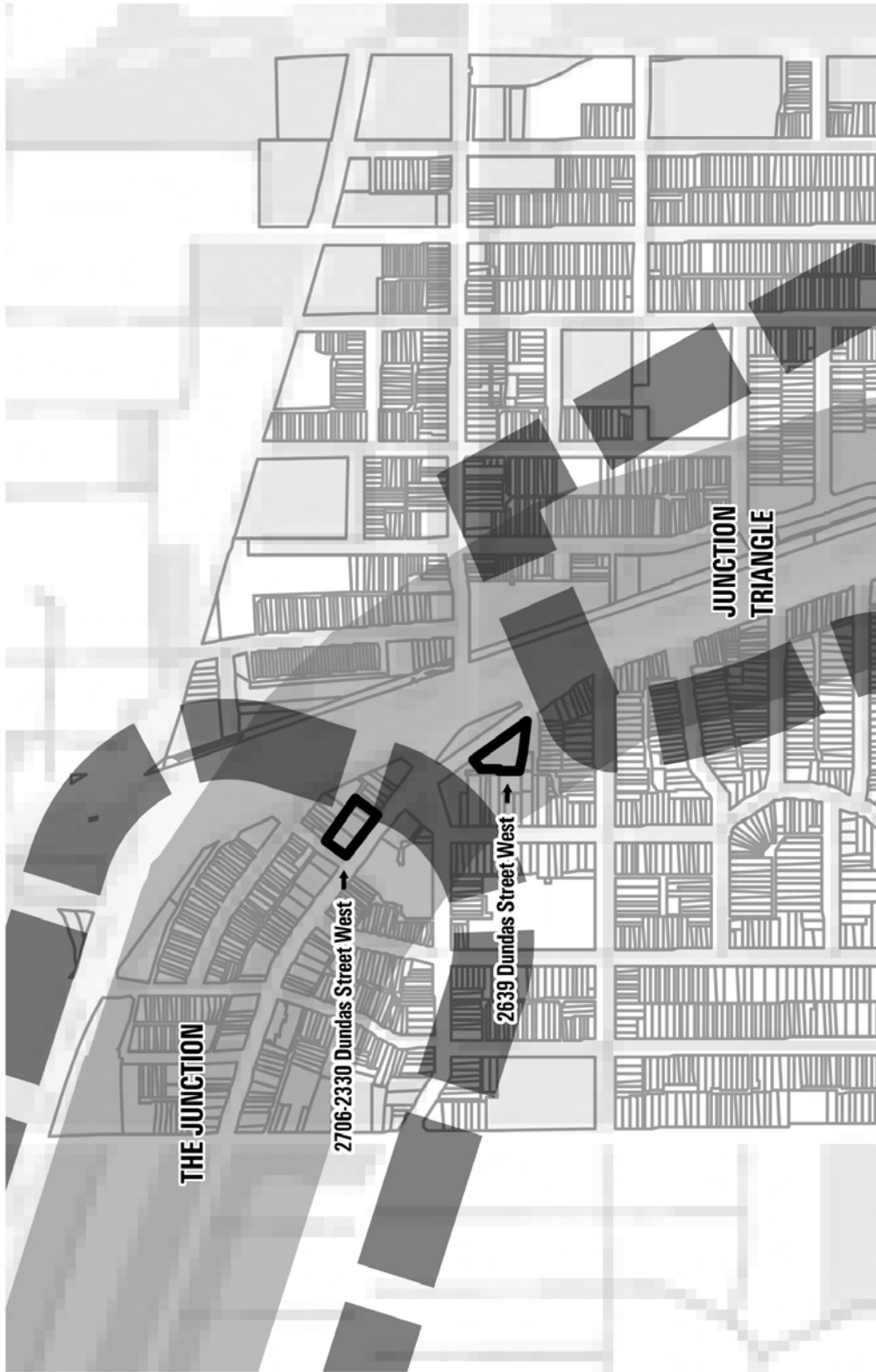
File # 17-267100 STE 14 OZ

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01/04/2018

**TORONTO**  
Extract from Official Plan

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

**Attachment 9: Character Area Map Overlay**



**2639 Dundas Street West**

**Character Area Map Overlay**

Not to Scale  
06/13/2018

File # 17 267100 STE 14 0Z

## Attachment 10: Application Data Sheet

**Municipal Address:** 2639 Dundas Street West      **Date Received:** November 24, 2017  
**Application Number:** 17 267100 STE 14 OZ  
**Application Type:** Rezoning  
**Project Description:** An 8-storey residential building.

<b>Applicant</b>	<b>Architect</b>	<b>Owner</b>
Bousfields Inc 3 Church Street Toronto ON M5E 1M2	Architects Alliance 81 Bay Street, Unit 118 Toronto ON M5V 1P9	2639 Dundas Dev GP Inc. 101 College Street, Suite HL30A Toronto ON M5G 1L7

### EXISTING PLANNING CONTROLS

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

### PROJECT INFORMATION

Site Area (sq m): 1,849      Frontage (m): 76      Depth (m): 42

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	412		1,369	<b>1,369</b>
Residential GFA (sq m):			8,228	<b>8,228</b>
Non-Residential GFA (sq m):	412			
<b>Total GFA (sq m):</b>	<b>412</b>		<b>8,228</b>	<b>8,228</b>
Height - Storeys:	1		8	<b>8</b>
Height - Metres:			27.5	<b>27.5</b>
Lot Coverage Ratio (%):	74.04	Floor Space Index:	4.45	

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	8,228	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			107	<b>107</b>
Other:				
<b>Total Units:</b>			<b>107</b>	<b>107</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		18	31	45	13
<b>Total Units:</b>		<b>18</b>	<b>31</b>	<b>45</b>	<b>13</b>

**Parking and Loading**

Parking Spaces: 47      Bicycle Parking Spaces: 192      Loading Docks: 1

**CONTACT:**

Carla Tsang, Planner  
(416) 395-7137  
Carla.Tsang@toronto.ca

**Attachment 11: Draft Zoning By-law Amendment to By-law 438-86**

~The Draft By-law will be made available on or before the July 4, 2018 Toronto and East York Community Council Meeting

**Attachment 12: Draft Zoning By-law Amendment to 569-2013**

~The Draft By-law will be made available on or before the July 4, 2018 Toronto and East York Community Council Meeting