



STAFF REPORT ACTION REQUIRED

2706, 2708, 2710, 2720, and 2730 Dundas St. W. - Zoning Amendment Application - Request for Directions Report

Date:	June 14, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	17 210219 STE 14 OZ

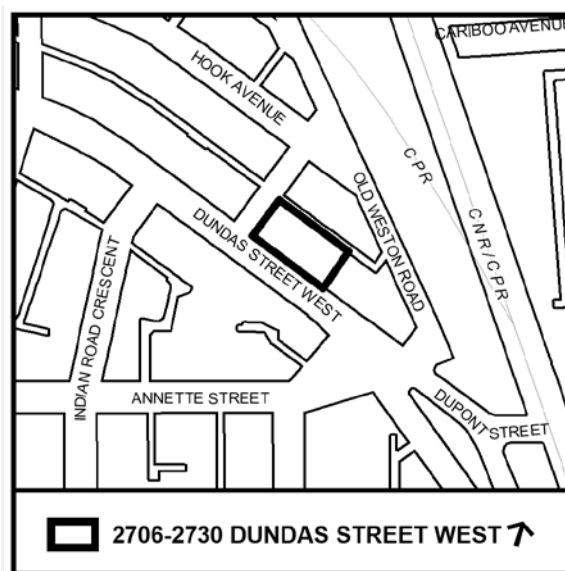
SUMMARY

On August 2, 2017 an application was submitted for a 12-storey (45.03 metres including a 5-metre mechanical penthouse) mixed-use building containing 173 residential units, at 2706-2730 Dundas Street West.

On December 18, 2017, on the earliest possible appeal date, the applicant appealed the Zoning By-law Amendment application without any revisions to the proposal to the Local Planning Appeal Tribunal (the LPAT) citing Council's failure to make a decision on the application within the timeframe prescribed by the *Planning Act*.

Following the appeal, the applicant on April 10, 2018 submitted a revised application for a 9-storey (37 metres including 5-metre mechanical penthouse) mixed-use building containing 151 residential units.

This report recommends that the City Solicitor together with the City Planning staff and other appropriate staff be directed to oppose the application in its current form at the LPAT.



The proposed building height is too tall and does not fit within the existing and planned context and does not comply with the Provincial Policy Statement (2014), does not conform to the Growth Plan for the Greater Golden Horseshoe (2017) and does not comply with the Official Plan or Mid-rise Guidelines.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and City Staff, as appropriate, to attend the Local Planning Appeal Tribunal to oppose the Zoning By-law Amendment application for 2706-2730 Dundas Street West in its current form for reasons set out in this report (June 15, 2018) from the Acting Director, Community Planning, Toronto and East York District.
2. City Council authorize the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, to secure services, facilities or matters pursuant to Section 37 of the *Planning Act*, should the proposal be approved in some form by the Local Planning Appeal Tribunal.
3. In the event that the Local Planning Appeal Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request the Local Planning Appeal Tribunal to withhold the issuance of any Order(s) until such time as the Local Planning Appeal Tribunal has been advised by the City Solicitor that:
 - a. the final form of the Zoning By-law Amendments is to the satisfaction of the Acting Director, Community Planning, Toronto and East York District and the City Solicitor;
 - b. the owner has provided an updated Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
 - c. the owner has provided an updated Hydrogeological Report and supporting documents addressing any on-site groundwater to the satisfaction of the General Manager, Toronto Water; and
 - d. community benefits and other matters in support of the development are secured in a Section 37 Agreement executed by the owner and registered on title to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.
5. City Council authorize the City Solicitor and necessary staff to take such necessary steps, as required, to implement the foregoing.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

A pre-application consultation meeting was held with the applicant on July 6, 2017 to discuss complete application submission requirements. The application was submitted on August 2, 2017 and deemed complete on August 18, 2017.

ISSUE BACKGROUND

Proposal

The Zoning By-law Amendment application proposes a 9-storey (37-metre, including a mechanical penthouse), mixed-use building with 151 units and a total gross floor area of 13,871 square metres.

The site abuts a 3.66 metre wide public lane. The application proposes to provide a 1.17 metre conveyance to widen the public lane.

The building footprint covers most of the site with an overall density of 6.8 times the area of the lot (See Attachment 10: Application Data Sheet).

There is a 5-storey streetwall with no setback from the Dundas Street West property line with the exception of the ground floor which is setback 1.19 metres. There is a stepback of 3.0 metres at the top of the 5th floor and another 1.5 metre stepback at the 7th floor. The 8th floor projects out 1.5 metres. The 9th floor then steps back 6.0 metres. The mechanical penthouse has a stepback of 4.6 metres from the front edge of the 9th floor.

The ground floor at the back of the building is set back between 2.67 and 4.26 metres from the widened public lane to accommodate a rear pedestrian walkway and landscaped yards for 7-townhouse units fronting onto the public lane. The rear of the building is set back 2.9 metres from the proposed widened laneway with projecting balconies. The 7th floor is recessed an additional 0.6 metres.

The proposed building consists of 13,377 square metres of residential gross floor area. A total of 151 residential units are proposed which include 4 studio units (3%), 83 one-bedroom units (55%), 48 two-bedroom units (32%), 16 three-bedroom/townhouse units (10%). There is 522 sq. metres of retail ground floor space.

A total of 538 square metres of residential amenity space is proposed including 238 square metres of indoor and 300 square metres of outdoor space. The indoor amenity space will be provided on the main and second floors and the outdoor amenity space is split between the second floor and the roof level.

A total of 90 parking spaces (87 residential and 3 retail) is proposed in a three level underground parking garage. Entry to the underground garage is provided through a public

lane at the north end of the property from Watkinson Avenue. The proposal includes 181 bicycle parking spaces (163 resident and 18 visitors), and one Type G loading space.

Site and Surrounding Area

The subject site is located at the northeast corner of Dundas Street West and Watkinson Avenue, within the West Bend neighbourhood.

The 2,025.4 square metre site is rectangular in shape and has a frontage of approximately 66.5 metres on Dundas Street West and 30.5 metres on Watkinson Avenue. The subject site does not contain any trees. An existing public lane abuts the subject site to the north. The lane is substandard in width at 3.66 metres. The laneway travels east from Watkinson Avenue beyond the eastern property line of the subject site before turning north (at the rear of 2698 Dundas Street West) and connecting with Old Weston Road.

The subject site is a consolidation of five properties and is currently occupied by the following buildings:

- 2706 Dundas St. W.: 1-2 storey semi-detached dwelling;
- 2708 Dundas St. W.: 1-2 storey semi-detached dwelling;
- 2710 Dundas St. W.: 2-storey commercial building with an eating establishment;
- 2720 Dundas St. W.: 2-storey vacant building (former artist studio); and
- 2730 Dundas St. W.: 2-storey auto repair shop.

The subject site also includes a surface parking area and rear garages associated with 2706-2710 Dundas Street West, accessed via the public lane, and a paved area at the corner of Dundas Street West and Watkinson Avenue associated with the auto repair shop at 2730 Dundas Street West.

Land uses surrounding the site are:

North: of the public lane are 2-storey dwellings at 9-15 Hook Avenue (located on lands designated as *Employment Areas* in the Official Plan). Also to the north are 1-2 storey industrial buildings at 1 Hook Avenue and 11-12 Old Weston Road. The CNR/CPR railway corridor is located beyond Hook Avenue/Old Weston Road to the north.

South: on Dundas Street West is the 3-storey Lucy McCormick Senior School (2717 Dundas Street West) and its associated school yard area. Also to the south is the 1-storey High Park Junior YMCA (2665 Dundas Street West), a community and child care centre.

East: is a private lane and two 3-storey semi-detached dwellings at 2698-2700 Dundas Street West. Beyond these dwellings toward Old Weston Road is a 2-storey mixed-use building with a retail unit on the ground floor, a 1-storey auto repair shop and a 1-storey eating establishment with surface parking area at the intersection.

West: of Watkinson Avenue is a 2 ½ storey mixed-use office and retail building at 2738 Dundas Street West. Dundas-Watkinson Parkette, a small local park, is located to the west

of this building at 2742 Dundas Street West. Further west is a newly constructed 7-storey mixed-use building known as “The Duke”.

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:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (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 Greater Golden Horseshoe 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 City's Official Plan locates the subject property on an *Avenue*, as noted on Map 2-Urban Structure and within the *Mixed Use Areas* land use designation, as noted on Map 17. The proposed redevelopment has been reviewed against relevant policy sections, which include the policy sections summarized below. The Official Plan is intended to be read as a comprehensive and cohesive whole.

Chapter 3 - Building a Successful City

Section 3.1.2 Built Form: The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the

public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

The policies in Chapter 3 of the Plan complement and support the City's growth strategy by integrating social, economic and environmental perspectives in decision-making to create an attractive City, with a strong economy and liveable communities.

The application has been evaluated using the built form policies of Section 3.1.2 of the Plan which address how the development improves the public realm, is organized to provide joint access and underground parking, and is massed to fit harmoniously into the planned context of the neighbourhood and the City. New development will be massed to define the edges of streets, parks and open spaces at good proportions. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map #17 of the Official Plan. The *Mixed Use Areas* designation applied to this site provides for a broad array of residential uses, offices, retail and services, institutional, entertainment, recreation and cultural activities as well as park and open spaces.

The application has been evaluated under Section 4.5 *Mixed Use Areas*, Policy 2. The development criteria found in Policy 2, a) - k) has been applied in this review. City Planning Staff has been focusing specifically on development criteria policies 2. c) - f) with respect to the massing and transition of the proposed building.

Zoning

The subject site is currently zoned commercial residential (MCR T2.5 C1.0 R2.0) under the former City of Toronto Zoning By-law 438-86 and zoned commercial residential CR2.5 (c2.0;r 1.5) SS2 (x2222) under Zoning By-law 569-2013. The maximum building height permitted under both Zoning By-laws is 14 metres.

Section 12(1)196 further permits “the use of lands and premises known municipally in the year 1986 as 2720 Dundas Street West for the purposes of a leather goods factory”.

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 potential 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 do not have any comments on the proposed development.

Site Plan Control

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

Reasons for Application

The applicant is requesting amendments to Zoning By-law 438-86 to permit the proposed building of 37 metres (including the mechanical penthouse and mezzanine level) and a density of approximately 6.8 times the area of the lot. The maximum permitted height on this section of Dundas Street West is 14 metres and the maximum density permitted is 2.5 times the area of the lot.

Community Consultation

A pre-application community consultation meeting was held by the local city councillor on November 21, 2017 at Indian Road Crescent Junior Public School was well attended by the community. The questions and statements of the participants were largely in opposition to the proposed 12-storey development, focused on the following issues:

- Overall building height
- Loss of skyview from the Hook Avenue homes
- Privacy and overlook on the residential houses on Hook Avenue
- Heritage character of area being respected
- Breakdown of the retail space into smaller units
- Shadow impact on the Dundas-Watkinson Parkette
- Number of dwelling units and amount of parking
- Potential increase in automobile traffic
- Loss of street trees
- Impact on the low income renters and Indigenous community
- Affordability of the development units
- Re-organization of the adjacent intersection

The local Ward Councillor held a further meeting on June 5, 2018 at Bishop Marrocco/Thomas Merton Catholic Secondary School with the applicant, City Planning staff and approximately 30 members of the public to review the April 2018 revised proposal and to discuss an alternative proposal. Some of the original planning issues were addressed to some degree in the April 2018 submission. The building height was reduced from 12 to 9-storeys, with some improvements to skyview and shadow impact on the City parkette. The retail component at grade improved to better reflect the character of the Dundas Street West retail strip. The total unit count, parking and vehicular traffic numbers were further reduced as well. The alternative proposal would further reduce the building height and massing with additional tree planting on the two boulevards, but needs further height and massing reductions to better respond to the lower rise buildings height and context on the street.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (the PPS) 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 not consistent with the PPS direction in terms of policy 1.1.3.4 and 1.1.3. 6 in terms of encouraging a sense of place in the community, by promoting well-designed compact built form by conserving features that help define local character.

The proposal does not conform with the Growth Plan for the Greater Golden Horseshoe by proposing intensification that does not provides an acceptable transition of built form to adjacent areas, that does not support the complete community objectives in Policy 2.2.1.3 and 2.2.1.4 of the Growth Plan.

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 located within a Character Area. The site is located in the Junction Character Area and does not comply with the Character Area Guidelines. (see Attachment 9: Character Area Map Overlay).

Height and Massing

The proposal does not conform to the Official Plan and is not consistent with the Mid-Rise Building Guidelines. The review is further outlined below.

The revised proposal has an overall building height of 37 metres, which includes a 5-metre mechanical penthouse. The Mid-Rise Building Study recommends that the maximum allowable height be no taller than 80 % of the 20 metre width of the Avenue right-of-way to create a balanced framing of the street as the site is within a Character Area. The Mid-Rise Building Performance Standard Addendum provides clarification of factors to be considered in determining the maximum allowable height, including the existing and planned context. The property is fronting on Dundas Street West directly across the street from the 3-storey Lucy McCormick Senior School and associated school yard to the south. It has a second smaller frontage on Watkinson Street across from a 2.5 storey mixed office-retail building. The current revised proposal has a need for greater front setbacks and with a height of 32 metres, plus a 5-metre large mechanical penthouse is not acceptable. To recognize its position in the Character Area and the low rise context, which is unlikely to change and the transition to the Junction neighbourhood, the proposed building need to be closer to or lower than the 8-storey, 2639 Dundas Street West proposal at 27.55 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 the performance standard is to ensure that the building envelope allows for a minimum of 5 hours of sunlight onto *Avenue* sidewalks between spring and fall equinoxes. The front façade, which has a 3-metres stepback at the top of the 5th floor, 1.5 metre stepback on the 7th floor, an 8th floor projection of 1.5 metres and a 9th floor is stepback of 6 metres. The two upper floors have insufficient setbacks to meet the intent of the angular plane to help break up the massing and reduce sidewalk shadowing in most cases. The angular plane encroachments create a visual impact for pedestrians and do not respond to the existing or planned context and scale of the street. Although there is no impact on the 5 hours of sunlight as the building is proposed on the north-side of Dundas Street West.

Section 4.5 of the Official Plan requires that all developments within the *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 *Neighbourhoods*. The proposed building has been setback at the rear 2.9 metre from the proposed widened laneway but have projecting balconies. The applicant has responded to the rear yard overlook issue in the form of smoked balcony glass to reduce privacy issues for the backyards of the residential occupied buildings on Hook Avenue, but there is no stepping back of the projecting balconies. However, a certain amount of overlook still exist which may require further reduction of balconies and other measures to deal with this issue. The laneway widening in addition to the rear 2.9 metre setback transitions the building into the adjacent light industrial zoned neighbourhood.

Mid-Rise Building Performance Standards Addendum Performance Standard 19D: states that new mid-rise buildings in Character Area that have fine grain main street fabric should be designed to reflect a similar rhythm of entrances and retail units. This area is not a typical *Avenue* condition. However, the applicant has made an effort to design the ground floor of the proposed building with a series of red brick columns with retail entrances in between that is reflective of sections of the Dundas Street West strip further west.

Mid-Rise Building Performance Standard 19E: states that (Buildings in a Character Area) should maintain a consistent cornice line for the first stepback by establishing a datum line or an average of the existing cornice line. The proposed development is situated on a site located on an irregular, triangular block at a "five point" intersection of Dundas Street West, Annette Street, Dupont Street and Old Weston Road. There is not a clear datum line reference adjacent or across the street from this proposed development. There is a variety of building heights ranging from 1 to 3 storeys. The applicant has chosen a 5-storey datum line expression based on his review of nearby buildings, which is not acceptable to City Planning staff, as the first step back doesn't occur until above the 5th floor, which is above 17 metres and not contextual.

While City Planning staff believe that the revised proposal is an improvement over the original application, further reduction in building height and increased stepbacks to the front at the front are necessary to comply with the front angular plane guidelines. City Planning staff will continue to work with the applicant to lower the building height and sink the mechanical penthouse. An additional reduction in building height combined with a sunken mechanical penthouse would allow for a greater skyview for the neighbours to the north located on Hook Avenue that back on to the public laneway.

Sun and Shadow

The Shadow Study submitted by the applicant dated April 6, 2018 shows shadow impact on the Dundas-Watkinson Parkette site to the west of the site on March 21 (Spring Equinox) and September 21 (Fall Equinox) shadow starting at 9:18 am for approximately 1.5 hours. The shadow study shows the shadow impact on the industrial-zoned residential house form buildings to the north-east on March 21 (Spring Equinox) and September 21 (Fall Equinox) shadow starting at 11:18 am and lasting for approximately 5 hours.

The extent of the morning shadow impact on the Dundas-Watkinson Parkette to the west of the site because of its duration and the afternoon shadow on the rear garage and parking areas of the house form buildings located in the *Employment Area* to the north-east off the rear laneway is acceptable because of its Official Plan designation and zoning.

Traffic Impact, Access, Parking

The Transportation Impact Assessment prepared by LEA Consultant (dated July 2017) submitted in support of the original proposed development was updated on April 5, 2018 to reflect the proposed changes to the development including the reduction in proposed number of dwelling units and parking spaces.

The study estimates approximately 50 two-way trips during the weekday morning period and 42 two-way trips during the weekday afternoon period. Transportation Services provided comments (June 14, 2018) that they concur with the study that the traffic generated by the proposed development is acceptable.

The proposed parking supply consists of 83 vehicular parking spaces in a 3-level underground garage. The parking is split with 80 parking spaces for building residents and 3 parking spaces for retail and residential visitors. Three of the parking spaces are for car-share vehicles. Transportation Services provided comments dated (June 14, 2018) that agree with the consultant's assessment, but also indicate that there needs to be a reallocation of 6 residential parking spaces to visitor parking spaces and those visitor parking spaces need to be separated from the resident parking area on level P1 to be acceptable.

Servicing

A Functional Servicing Report dated (August 2017) was submitted for review with the original proposal. City Engineering and Construction Service staff have reviewed the submission and have concluded the proposed sanitary flows will not adversely affect the downstream flow conditions and the existing infrastructure at Dundas Street West is adequate to service this development. There appears to be an adequate capacity for fresh water supply for this development. However, groundwater discharge will require a filtration system and a discharge rate needs to be provided to Toronto Water for its review and approval.

Streetscape

There are 5 City-owned trees located in front of the subject site, and 1 private tree that's crown overhangs the rear laneway and into elevated wires on poles that abut the rear wall of the subject site buildings. The 5 City-owned trees require removal and the private neighbour's tree crown requires trimming to allow for future construction of the project. Permits will be required for the street trees and the landscape plan for the project show replacement of 5 trees on the Dundas Street West boulevard. City Planning and Urban Forestry staff are requesting additional tree planting on the Dundas Street West boulevard and the Watkinson Avenue boulevard. Urban Forestry advises that the revised plan is not acceptable at this time.

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 priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

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 priority area, as per Chapter 415, Article III of the Toronto Municipal Code

This site is located in an area that is experiencing rapid and significant growth, putting acute and increasing pressure on local parks and public spaces. Therefore, the applicant is required to satisfy the parkland requirement through an on-site dedication located on the south-east corner of the subject site with frontage on Dundas Street West.

The applicant may instead choose to satisfy the parkland dedication through acquiring off-site parkland that will contribute positively to existing parks within approximately 500 metres of the applicant's site. The size and location of the parkland would be subject to the approval of the General Manager, Parks, Forestry and Recreation and would be subject to conditions for conveyance of parkland prior to the issuance of the first above grade building permit.

Given the current rise in dog population in the downtown area, the applicant is expected to provide on-site dog off-leash amenities with proper disposal facilities for the building residents or dog relief stations within the building. This will help to alleviate some of the pressure on the existing neighbourhood parks.

Section 37

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the *Planning Act*. The proposed density meets the Official Plan's threshold for Section 37 considerations, therefore this development proposal would be subject to the Section 37 policies of the Official Plan should City Council approve the application.

No discussions were advanced as the project review had not resulted in an agreement on the proposal.

City Planning staff recommend that the City Solicitor be directed to request the LPAT, in the event it allows the appeal in whole or in part, to withhold any order until a Section 37 Agreement has been entered into as between the City and the owner and registered on title, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

Conclusion

The application as proposed is inconsistent with the Official Plan Built Form policies and Mid-rise Building Study and does not fit within the existing and planned context. The proposal is not appropriate for the site without sufficient height and building massing improvements that are closer in conformity with the "The Junction" Character Area and it is recommended that the City Solicitor together with City staff as appropriate be directed to attend the LPAT in opposition to the appeal of the revised proposal.

CONTACT

Barry Brooks, Senior Planner
Tel. No. (416) 392-1316
E-mail: Barry.Brooks@toronto.ca

SIGNATURE

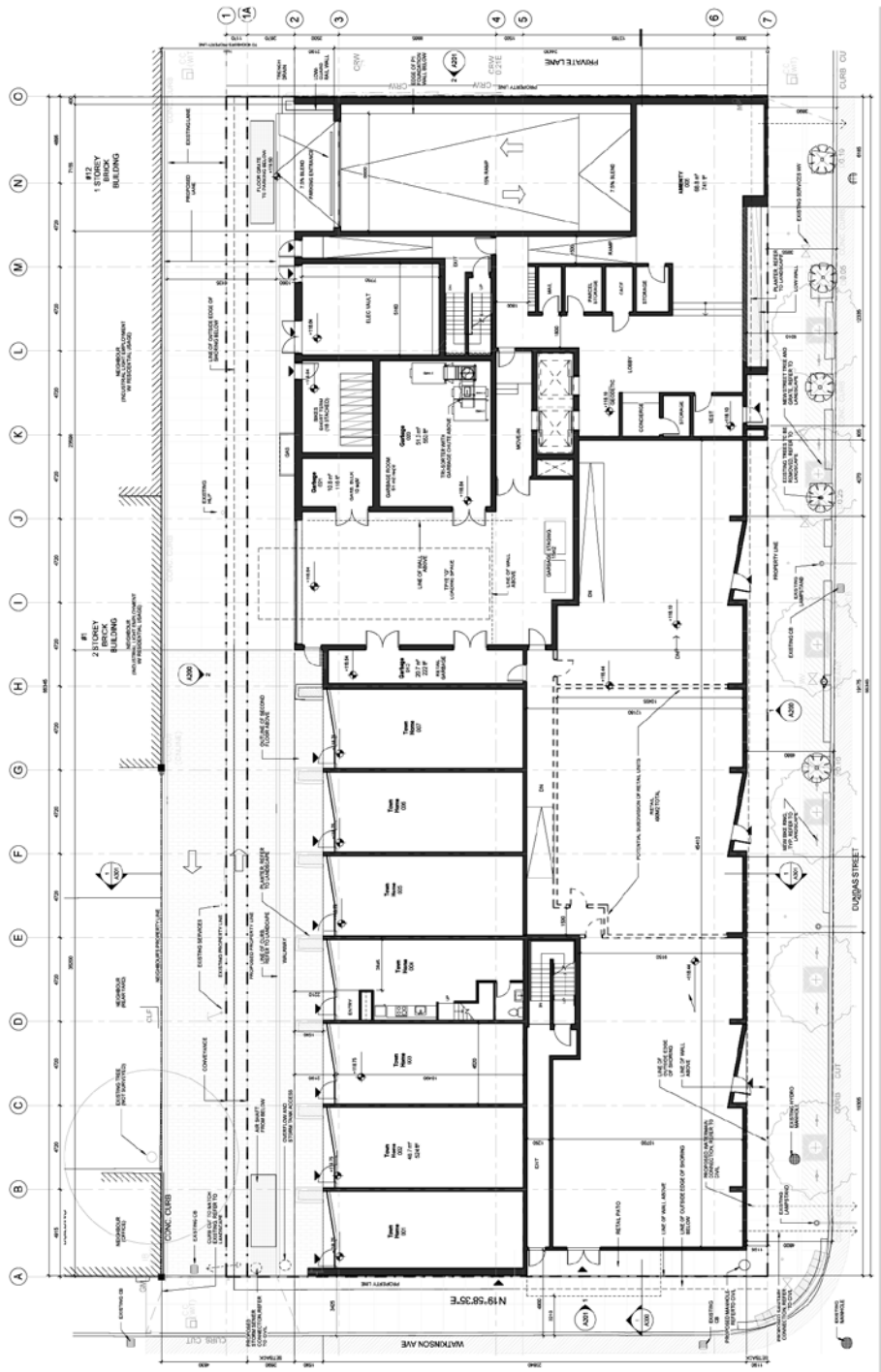
Lynda H. Macdonald
Acting Director, Community Planning
Toronto and East York District

(P:\2018\Cluster B\pln\TEYCC\16132717060.doc) - hm

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: North (Rear) Elevation
Attachment 3: South (Front) Elevation
Attachment 4: East Elevations
Attachment 5: West Elevation
Attachment 6: Cross Section Zoning
Attachment 7: Mechanical Penthouse
Attachment 8: Zoning Map
Attachment 9: Official Plan Map
Attachment 10: Character Area Map Overlay
Attachment 11: Application Data Sheet

Attachment 1: Site Plan



2706-2730 Dundas Street West

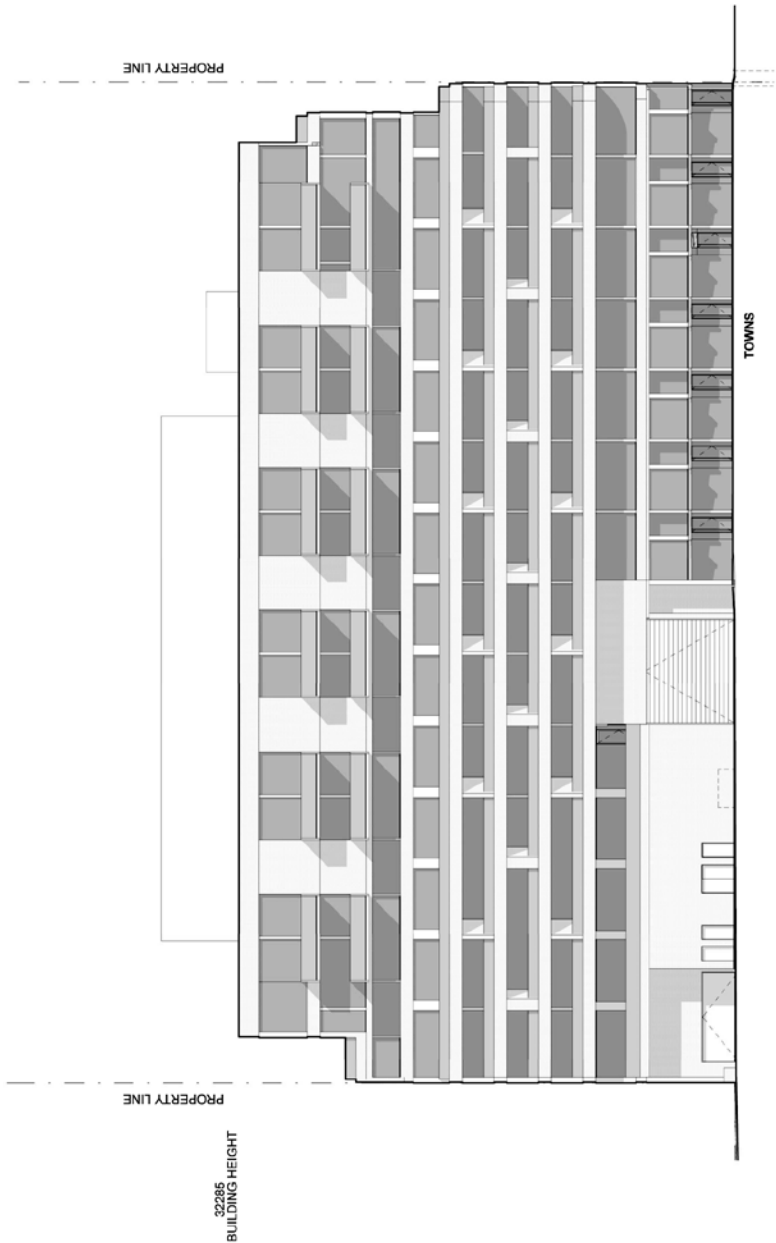
Ground Floor & Site Plan

Applicant's Submitted Drawing

Not to Scale
06/04/2018

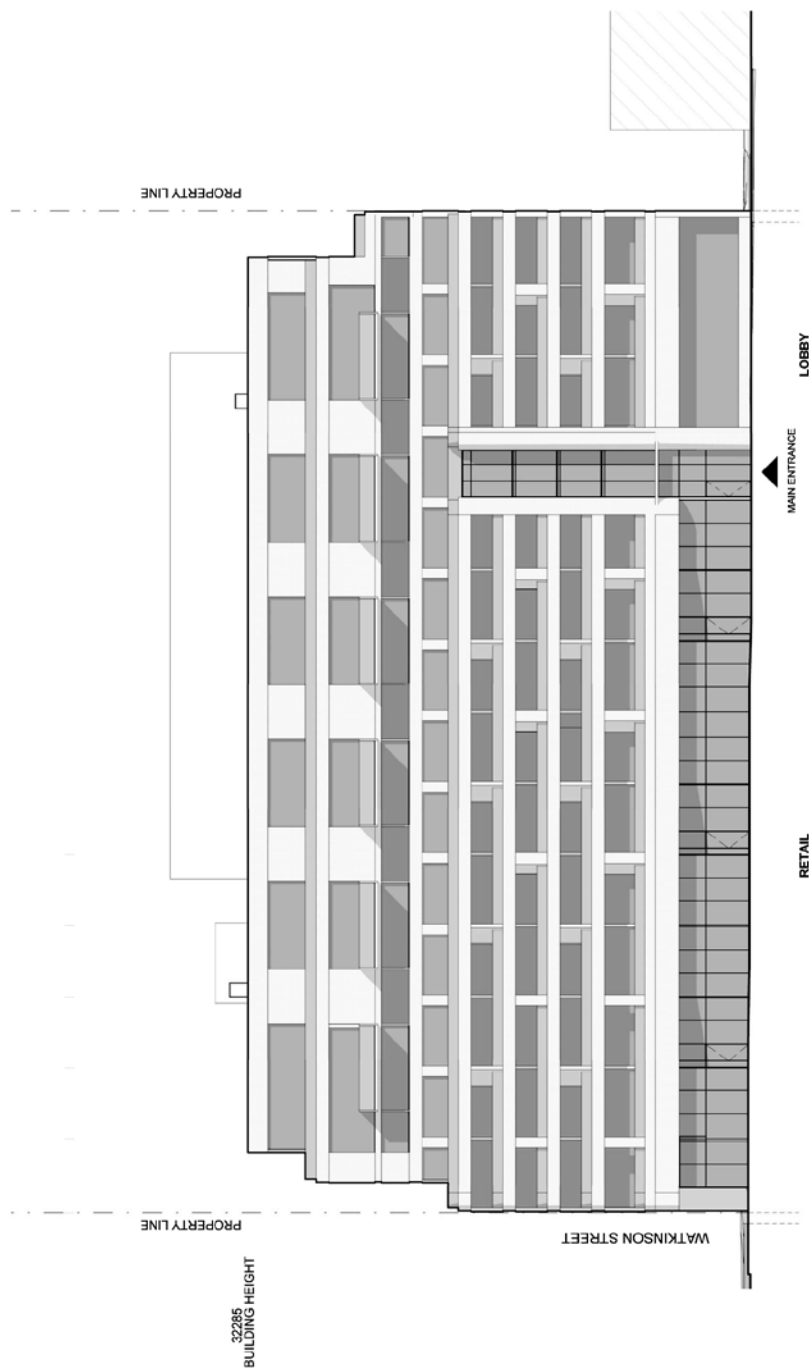
File # 17 210219 STE 14 0Z

Attachment 2: North (Rear) Elevation



North Elevation	2706-2730 Dundas Street West
Applicant's Submitted Drawing	
Not to Scale	File # 17 210219 STE 14 0Z
06/04/2018	

Attachment 3: South (Front) Elevation



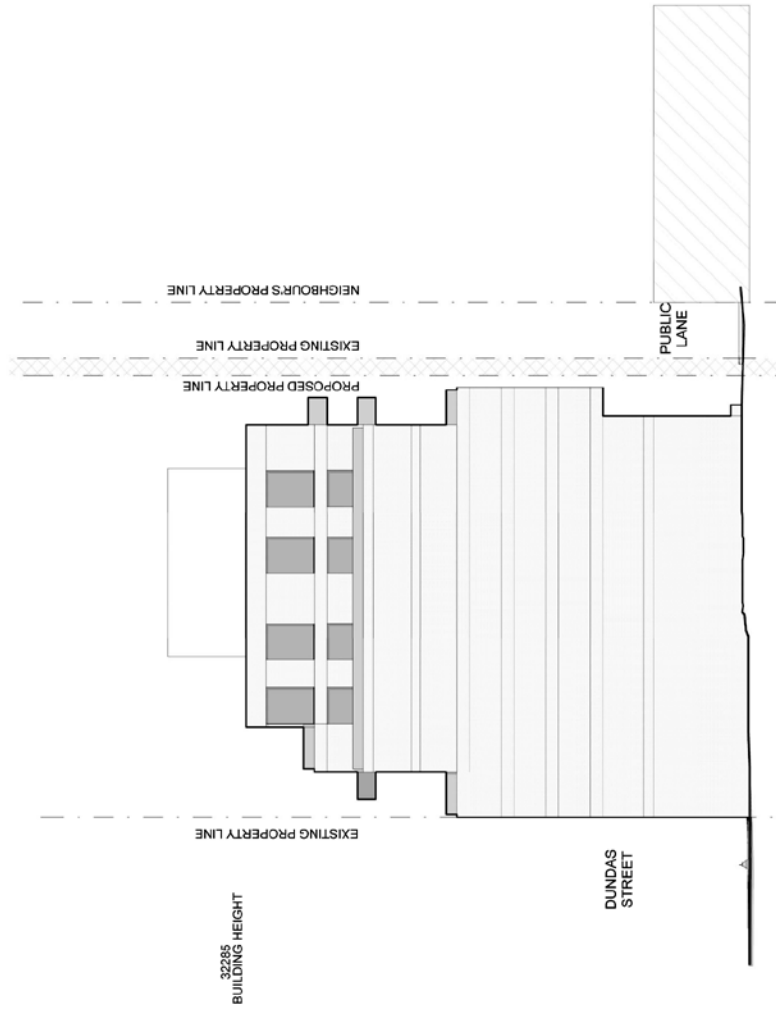
2706-2730 Dundas Street West

South Elevation
Applicant's Submitted Drawing

File # 17 210219 STE 14 0Z

Not to Scale
06/04/2018

Attachment 4: East Elevations



East Elevation

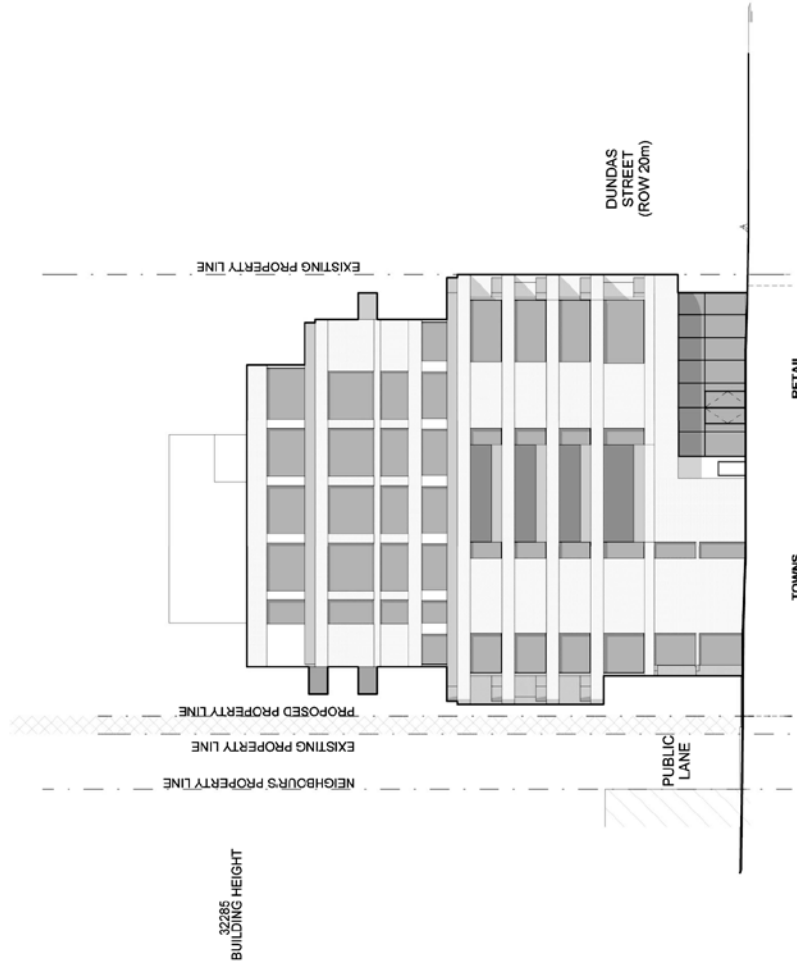
2706-2730 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
06/04/2018

File # 17 210219 STE 14 02

Attachment 5: West Elevation



West Elevation

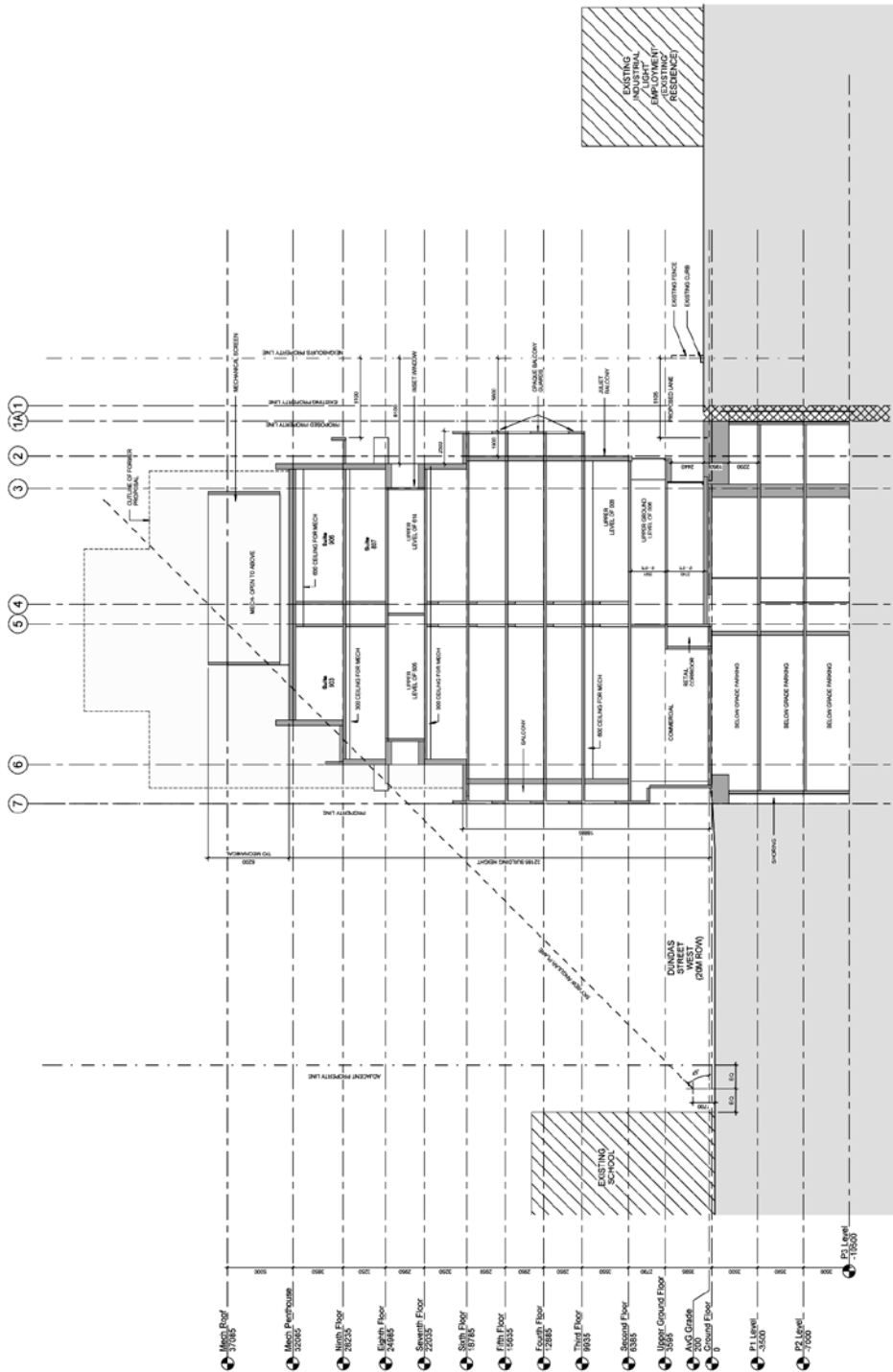
Applicant's Submitted Drawing

Not to Scale
06/04/2018

2706-2730 Dundas Street West

File # 17 210219 STE 14 0Z

Attachment 6: Cross Section



West Elevation

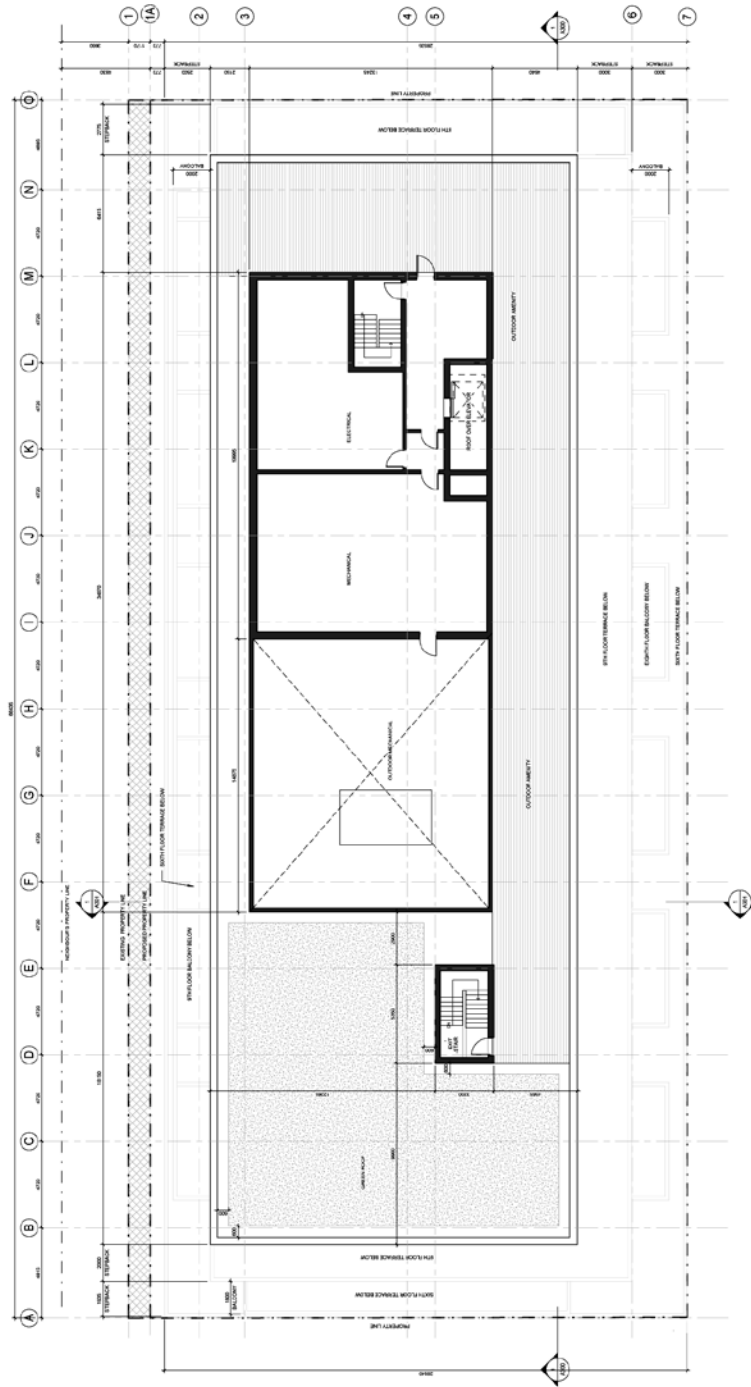
2706-2730 Dundas Street West

Applicant's Submitted Drawing

Not to Scale

File # 17 210219 STE 14 0Z

Attachment 7: Mechanical Penthouse Plan



Mechanical Penthouse Floor Plan

2706-2730 Dundas Street West

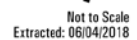
Applicant's Submitted Drawing

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06/04/2018

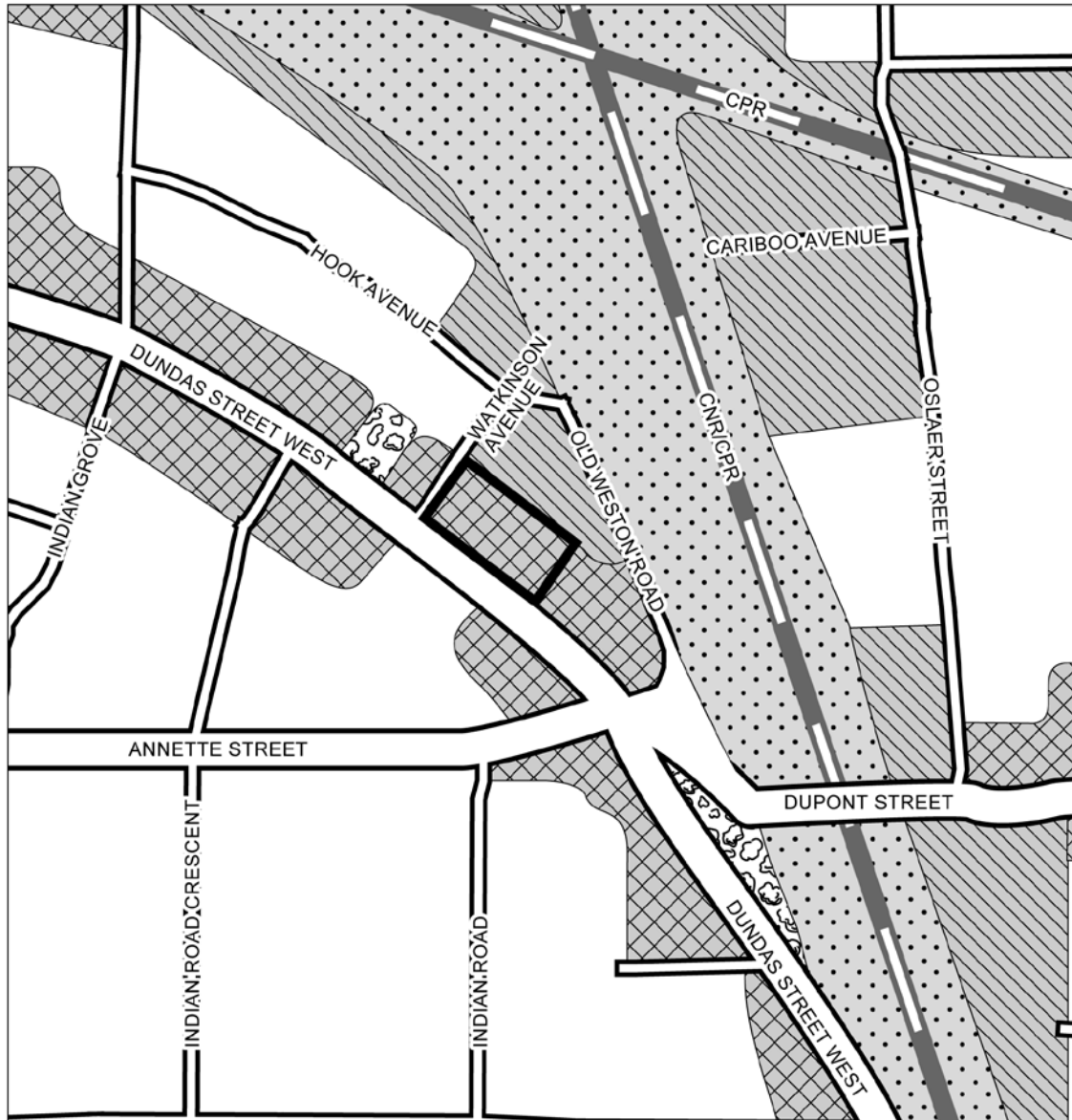
File # 17 210219 STE 14 0Z

The map displays a portion of the City of Mississauga, showing various residential and commercial zones, streets, and a specific lot highlighted in black. The map includes labels for streets such as Hook Avenue, Watkins Drive, Dundas Street West, Indian Road, Annette Street, and Dupont Street. Zoning designations include CR 2.5, R (d0.6), EL 2.0, MCR/T2.5, R2 Z0.6, and CR 2.0. A specific lot is highlighted in black, located near the intersection of Watkins Drive and Dundas Street West.

File # 17 210219 STE 14 0Z



Attachment 9: Official Plan Map



Official Plan Land Use Map #17

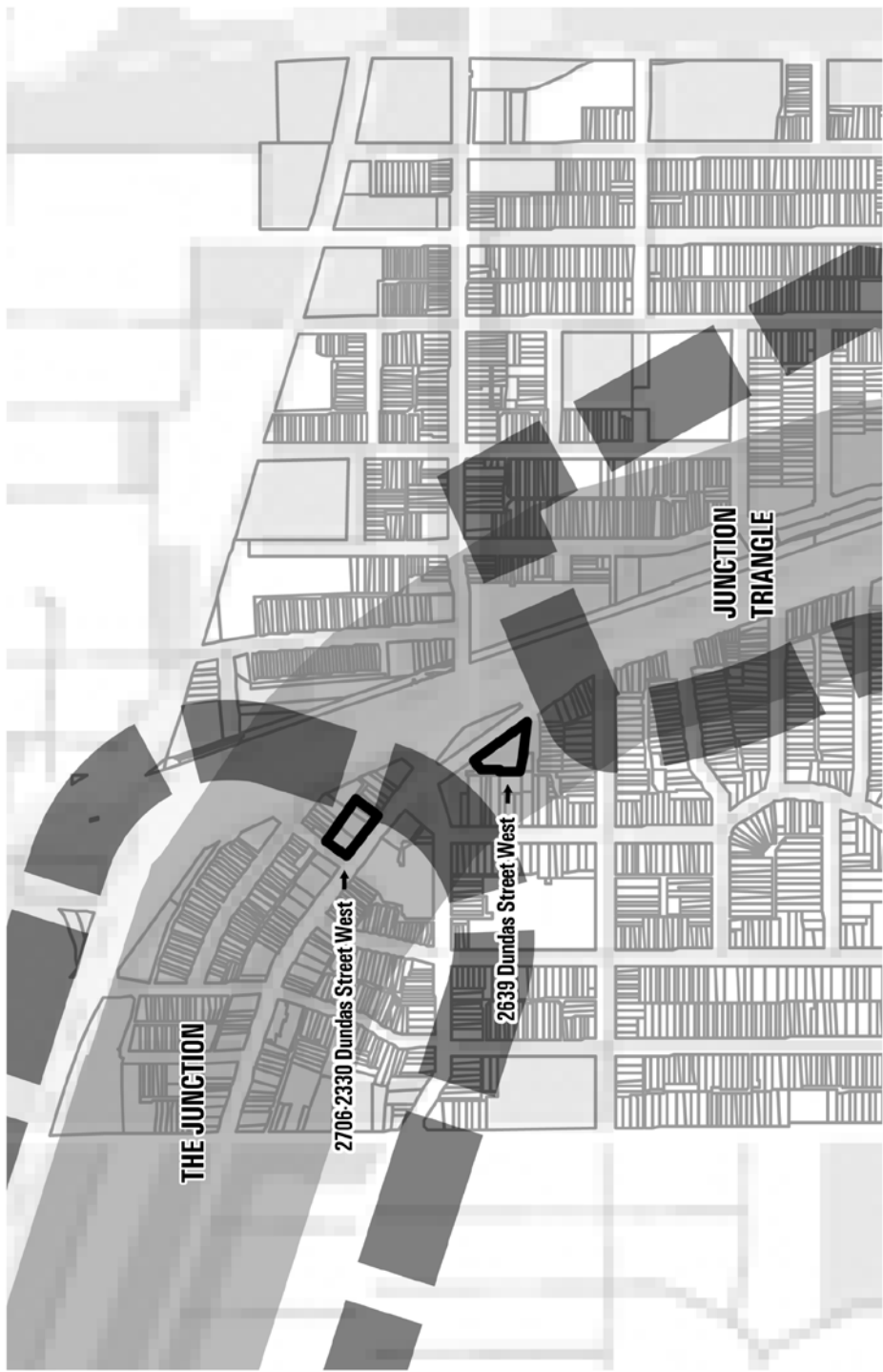
2706-2730 Dundas Street West

File # 17 210219 STE 14 02



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06/04/2018

Attachment 10: Character Area Map Overlay



2706-2730 Dundas Street West

Character Area Map Overlay

Not to Scale
06/13/2018

File # 17 210219 STE 14 0Z

Attachment 11: Application Data Sheet

Application Type	Rezoning	Application Number:	17 210219 STE 14 OZ
		Application Date:	August 2, 2017
Municipal Address:	2720 DUNDAS ST W		
Location Description:	PLAN 899 LOT 42 PT LOT 43 **GRID S1401		
Project Description:	Zoning By-law Amendment to facilitate redevelopment of the site with a 9-storey mixed-use building: 153 dwelling units, 93 parking spaces, 543.6 sq.m. non-res GFA, 14481.90 sq. m. res GFA.		
Applicant:	Agent:	Architect:	Owner:
Walker Nott Dragicevic Assoc. Ltd.		Super Kool	2720 Dundas Junction Inc.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Section 12 (1)196
Zoning:	MCR T2.5 C2.0 R1.5	Historical Status:	No
Height Limit (m):	14	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	2,025.4	Height:	Storeys:	9
Frontage (m):	66.45		Metres:	32
Depth (m):	30.48			
Total Ground Floor Area (sq. m):	1583			Total
Total Residential GFA (sq. m):	13,377.4		Parking Spaces:	83
Total Non-Residential GFA (sq. m):	522.9		Loading Docks	1
Total GFA (sq. m):	13,900.3			
Lot Coverage Ratio (%):	78			
Floor Space Index:	7.4			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	4
1+ Bedroom:	23
2 Bedroom:	48
3 Bedroom/ Townhouse:	9/7
Total Units:	151

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	13,377.4	0
Retail GFA (sq. m):	522.9	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT:	PLANNER NAME:	Barry Brooks, Senior Planner
	TELEPHONE:	(416) 392-1316
	EMAIL	Barry.Brooks@toronto.ca