

466-468 Dovercourt Road – Official Plan Amendment and Zoning Amendment Application – Final Report

Date: November 16, 2020

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 9 - Davenport

Planning Application Number: 19 264170 STE 09 OZ

SUMMARY

This application proposes to allow a new 6-storey mixed-use building with 30 dwelling units and 933 square metres of commercial space at 466-468 Dovercourt Road. The proposal has been significantly revised since the original submission in response to feedback from staff and the local community.

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and conforms with the *Mixed Use Areas* policies of the Official Plan.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The proposed development provides adequate transition to the adjacent *Neighbourhood* to the north and provides for small-scale commercial uses, including music-related uses, that respect the site's 105-year history as a mixed-use building, most notably as The Matador Ballroom.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 466-468 Dovercourt Road substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to the report from the Director, Community Planning, Toronto and East York District, dated November 16, 2020.
2. City Council amend Zoning By-law 468-86, for the lands at 466-468 Dovercourt Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7a to the report from the Director, Community Planning, Toronto and East York District, dated November 16, 2020.
3. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 466-468 Dovercourt Road substantially in accordance with the draft Zoning By-law Amendment

attached as Attachment No. 7b to the report from the Director, Community Planning, Toronto and East York District, dated November 16, 2020.

4. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment(s) as may be required.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On March 31 - April 2, 2015, City Council directed the "City Clerk to advise the Registrar of the Alcohol and Gaming Commission of Ontario (AGCO) that the issuance of a liquor licence for Matador Ballroom, 466 Dovercourt Road, is not in the public interest having regard to the needs and wishes of the residents, and that the Registrar should issue a Proposal to Review the liquor licence application."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.MM5.4>

On April 14, 2015, Toronto and East York Community Council requested City Planning staff to evaluate the subject site for potential inclusion on the City's Heritage Register.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE5.85>

A pre-application consultation meeting was held on October 31, 2019. The current application was submitted on December 23, 2019, and deemed complete as of the same day. A Preliminary Report on the application was adopted by Toronto and East York Community Council on March 12, 2020, authorizing staff to conduct a community consultation meeting with an expanded notification area.

<https://www.toronto.ca/legdocs/mmis/2020/te/bgrd/backgroundfile-146504.pdf>

Community consultation is summarized in the Comments section and of this report and further detailed in Attachment 8.

PROPOSAL

Application Description

This application proposes to amend the Official Plan and Zoning-By-law for the property at 466-468 Dovercourt Road to permit a 6-storey mixed-use building with commercial/retail space on the ground floor, mezzanine and basement levels and 30 dwelling units on the upper floors.

The proposed Official Plan Amendment is to redesignate the subject site from *Neighbourhoods* to *Mixed Use Areas*. The proposed Zoning By-law Amendment is to

adjust the development standards with respect to maximum height, maximum density, minimum setbacks, and minimum parking and loading space requirements.

The proposed building has a height of 6 storeys (21.3 metres) on the easterly portion facing Dovercourt Rd and a height of 5 storeys (17.8 metres) on the westerly portion facing Bill Cameron Lane (see Attachment 9: Site Plan and Attachment 10: Elevations). The building has a gross floor area (GFA) of 3,273 square metres, including 2,280 square metres of residential GFA and 933 square metres of commercial/retail GFA, resulting in a floor space index (i.e. density) of 4.52 times the lot area. The proposed unit mix is 2 (7%) studio units, 19 (63%) one-bedroom units, 6 (20%) two-bedroom units, and 3 (10%) three-bedroom units.

Indoor and outdoor amenity space is located on the mezzanine level facing Bill Cameron Lane to the rear. The lane provides vehicular access to a parking stacker for 9 vehicles for residential occupants. No parking spaces are proposed for the commercial space or residential visitors. No loading space is proposed. Bicycle parking includes 27 long-term spaces for residential occupants located in the basement and 4 short-term spaces for visitors located in front of the commercial space adjacent to Dovercourt Road.

The following table specifies key metrics for both the original and current development proposal:

	Original Proposal (Dec. 23, 2019)	Current Proposal (Oct. 14, 2020)
Height (excl. mechanical penthouse) (m)	21.1 (both east and west portions)	21.3 - east portion 17.8 - west portion
Gross Floor Area (sq. m)	3,659	3,273
Residential Floor Area (sq. m)	2,526	2,280
Non-residential Floor Area (sq. m)	1,130	933
Floor space index (GFA / lot area)	5.05	4.52
Rear setback from centreline of public lane above mezzanine level (m)	3.0	5.5
Side yard setbacks (m)	0	0
Front step-back facing Dovercourt Road (m)	3.5 at 6th floor	2.5 at 5th floor

	Original Proposal (Dec. 23, 2019)	Current Proposal (Oct. 14, 2020)
Side step-backs facing north (m)	2.7 at 5th floor - east portion No step-back on west portion	2.7 at 4th floor - east portion 3.0 at 5th floor - west portion
Amenity space per dwelling unit (indoor (sq. m) / outdoor (sq. m))	0.83 / 0.55	2.0 / 0.25
Parking (residents / visitors / commercial)	9 / 0 / 0	9 / 0 / 0
Bicycle parking (long-term / short-term)	27 / 4	27 / 4

Detailed project information is provided in Attachment 1: Application Data Sheet and on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 3a and 3b of this report for a three-dimensional representation of the proposed development in context.

Site and Surrounding Area

The subject site has an area of 725 square metres with 12.22 metres of frontage on Dovercourt Road and a depth of 59.46 metres. The site slopes very gently downwards from east to west, having a slope of less than 1%. There is an existing 2-storey vacant building with an attached 1-storey garage that together occupies almost the entire site.

The existing building was constructed in 1914 for a dance academy on the ground floor and a dwelling unit on the second floor. The building was repurposed for a mix of commercial, light industrial and recreational uses in the subsequent decades, including a bowling alley that operated from 1925 until 1964. The building was then transformed into The Matador Ballroom, a live music venue and after-hours dance venue that operated from 1964 until 2007. The original sign for The Matador Ballroom still exists on the building today and is proposed to be incorporated into the new development.

The subject property is located on the west side of Dovercourt Road, just north of College Street, which is near the middle of the Dufferin Grove neighbourhood (see Attachment 2 - Location Map). The following uses surround the site:

North: 3-storey semi-detached and detached houses along both sides of Dovercourt Road.

East: 3-storey mixed-use building with ground floor retail units on the east side of Dovercourt Road. A 4-storey residential building is just north of the mixed-use building.

South: 3-storey mixed-use building with ground floor retail units facing College Street.

West: On the west side of Bill Cameron Lane is a 2-storey rear portion of a mixed-use building that fronts onto College Street.

Reasons for Application

The application to amend the Official Plan proposes to redesignate the subject site from *Neighbourhoods* to *Mixed Use Area*. This is required since the proposed building is 6 storeys whereas buildings located within a *Neighbourhood* are not planned to have a height greater than 4 storeys.

The application to amend the Zoning By-law proposes to increase the maximum height from 16 metres to 21.3 metres, increase the maximum floor space index (density) from 3.0 to 4.52 times the lot area, reduce the minimum north side yard setback from 3 metres to 0 metres (the existing building has a 0-metre north side yard setback), and reduce the minimum total parking requirement from 19 to 9 spaces.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Planning & Urban Design Rationale Report
- Cultural Heritage Evaluation Report
- Sun / Shadow Study
- Public Consultation Strategy Report
- Toronto Green Standard Checklist
- Noise & Vibration Impact Study
- Transportation Operations Assessment
- Functional Servicing and Stormwater Management Report
- Geotechnical Study
- Hydrogeological Report and Review Summary
- Phase I Environmental Site Assessment

The above materials are available online at the Application Information Centre (AIC) <https://www.toronto.ca/city-government/planning-development/application-information-centre>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan

amendments and Zoning By-law standards, as well as conditions of approval for a future Site Plan Control application.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will have been given an opportunity to view the oral submissions made at the statutory public meeting to be held on December 2, 2020, by Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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

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 (2020)

The Provincial Policy Statement (2020) (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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 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."

Provincial Plans

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.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2020), 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 (2020), 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan, which includes the following applicable policy direction. The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Chapter 2 - Shaping the City

Section 2.3.1 - Healthy Neighbourhoods, which was recently updated through Official Plan Amendment (OPA) 320 as part of the City's ongoing five year review of the Official Plan, applies to the subject site. Policy 2.3.1(1) states that "*Neighbourhoods* are low rise and low density residential areas that are considered to be physically stable." Development in *Neighbourhoods* "will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns."

Policy 2.3.1(3) requires development in a *Mixed Use Area* that is adjacent or close to a *Neighbourhood* to be compatible, to "provide a gradual transition of scale and density" "through the stepping down of buildings" towards *Neighbourhoods*, to "maintain adequate light and privacy for residents" in *Neighbourhoods*, to orient and screen lighting and amenity areas so as to minimize impact" and "attenuate resulting traffic and parking impacts on adjacent neighbourhood streets." Policy 2.3.1(4) states that "intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact."

Chapter 3 - Building a Successful City

Official Plan Amendments (OPAs) 479 and 480, which were approved by the Ministry of Municipal Affairs and Housing (MMAH) on September 21, 2020, updated the policies in Section 3.1.1 Public Realm and Section 3.1.2 Built Form to provide more detailed direction on public realm improvements and how a new development should respond to the existing and planned context and provide "good transition in scale between areas of different building heights." Section 3.1.3 Built Form - Building Types provides new policies for the design of mid-rise buildings.

Policy 3.1.2(1) states that "development will be located and organized to fit with its existing and planned context." Policy 3.1.2(5) requires new development to "frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight on the public realm by" (a) providing harmonious streetwall height and setbacks; and (b) "stepping back building mass and reducing building footprints above the streetwall height. Policy 3.1.2(3) requires development to "protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(6) requires development "to provide good transition in scale between areas of different building heights and/or intensity of use" and Policy 3.1.2(7) requires transition in scale to be provided on the development site in relation to adjacent properties. Policy 3.1.2(10) requires new development to "promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing (a) improvements to adjacent boulevards and sidewalks."

Policy 3.1.3(4) specifies that new "mid-rise buildings will be designed to: (a) have heights generally no greater than the width of the right-of-way that it fronts onto; and (b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height of 80% of the adjacent right-of-way width."

Policy 3.2.1(1) requires "a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods" to be provided to meet the current and future needs of residents. New housing supply through intensification and infill that is consistent with the Official Plan is encouraged by Policy 3.2.1(2).

Chapter 4 - Land Use Designations

The site is designated *Neighbourhoods* and is adjacent to a *Mixed Use Area* along College Street as shown on Map 18 - Land Use Plan (see Attachment 4 - Official Plan Land Use Map). The adjacent *Mixed Use Area* corresponds with the *Avenue* classification on Map 2 - Urban Structure. The site is proposed to be redesignated to *Mixed Use Areas* through a site-specific Official Plan Amendment.

The adjacent lands to the north are designated *Neighbourhoods*. Policy 4.5(2) provides development criteria for a *Mixed Use Area* that specifies new development will "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*." The policy also requires new development to "locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*."

The outcome of the staff analysis and review of the relevant Official Plan policies and designations are summarized in the Comments section of this report.

Zoning

The subject site is zoned *Commercial-Residential (CR 3.0 (c1.0; r2.5) SS2 (x1571))* by Zoning By-law 569-2013 (see Attachment 5: Existing Zoning By-Law Map). This zone permits a full range of residential uses and a wide range of commercial uses including offices, studios, retail stores and restaurants. The maximum gross floor area (i.e. floor space index (FSI)) is 3 times the lot area, the maximum commercial FSI is 1 and the maximum residential FSI is 2.5. The maximum height is 16 metres.

The minimum parking requirements are provided in site-specific exception no. 1571, which specify a minimum parking rate of 0.5 spaces for each bachelor or one-bedroom dwelling unit, 0.75 spaces for dwelling units with 2 or more bedrooms, and 0.06 parking spaces per dwelling unit for visitor parking.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Avenues and Mid-Rise Buildings Study
- Accessibility Design Guidelines
- Guidelines for the Design and Management of Bicycle Parking Facilities
- Growing UP: Planning for Children in New Vertical Communities - Urban Design Guidelines
- Pet Friendly Design Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of Performance Standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky view, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council adopted an addendum to the Mid-Rise Building Performance Standards in 2016, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

In accordance with the 2016 addendum, the Performance Standards are applicable to a proposed mid-rise building on the subject property because the site is proposed to be designated *Mixed Use Areas* in the Official Plan and it fronts onto a Major Street (i.e. Dovercourt Road) as shown on Map 3 of the Official Plan.

The guidelines specify that the height of a mid-rise building should not exceed the width of the adjacent rights-of-way, which in this case is approximately 21.5 metres. The front of the building that faces Dovercourt Road is subject to a front 45-degree angular plane measured from the property line at a height of 16 metres in order to mitigate shadow impact on the sidewalks on the east side of Dovercourt Road. To provide a transition to adjacent *Neighbourhoods*, the guidelines specify a 45-degree rear angular plane measured from the property line abutting the *Neighbourhood* behind the proposed mid-rise building. The guidelines do not provide specific performance standards for transition to a *Neighbourhood* adjacent to a side yard but could be interpreted to require a transition similar to a rear yard adjacency.

Growing Up: Planning for Children in New Vertical Communities

The Growing Up Urban Design Guidelines (2020) are used in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Urban Design Guidelines is to ensure that developments adequately provide for larger households, including families with children, at the neighbourhood, building and unit scale. The Growing Up Urban Design Guidelines have been considered in the review of this proposal and will be further applied through the Site Plan Control process.

Site Plan Control

The proposed development is subject to Site Plan Control. A Site Plan application has not yet been submitted.

Draft Plan of Condominium

The proposed development is anticipated to be subject to a Standard Condominium application. A condominium application has not yet been submitted.

Community Consultation

Several local residents and other members of the community provided feedback throughout the application review process and particularly just before and during an online community consultation meeting held using Webex on September 2, 2020, which was attended by 36 people, not including panelists representing the City or the applicant.

Comments were also received through approximately 20 emails, a few phone calls, and two in-person meetings (prior to Covid-19 measures) with local property owners. Staff also noted an online petition entitled "Save the Matador (466 Dovercourt) from Demolition" that had been signed by 763 people as of November 3, 2020.

There is notable divergence in feedback with regard to the former Matador Ballroom. Local residents generally found the event venue was a nuisance and caused excessive noise, however there was overwhelming feedback from the broader community indicating strong support to preserve and restore the Matador Ballroom, or at least provide for other music-related uses.

A few comments indicated support for the proposal but most people raised concerns and objections. The most frequently raised concerns were regarding insufficient parking, inadequate transition in scale to the low-rise neighbourhood to the north, excessive shadow and privacy impacts on the nearby houses and rear yards, and traffic impact.

Comments received have been categorized as follows in order from most to least prevalent. A detailed record of the comments received is provided in Attachment 7: Summary of Community Consultation. The current proposal has been revised to address many of these comments.

1. Save The Matador Ballroom (heritage preservation)
2. Insufficient parking
3. Excessive privacy and shadow impacts on nearby houses
4. Inappropriate height, scale and transition to low-rise neighbourhood
5. Provide for music-related and cultural uses
6. Protect from the nuisance of a venue like The Matador
7. Increased traffic and transit congestion
8. Disruptions during construction (i.e. noise, dust, traffic, hoarding, parking)
9. Potentially excessive noise impacts
10. Impact on adjacent properties on College Street
11. Potentially insufficient Infrastructure capacity

These concerns are discussed in the body of this report and many have been addressed through changes made to the proposal since its original submission.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the Provincial Policy Statement (PPS) (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

Policy 1.6.7.4 of the PPS promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with the PPS in this regard. The proposed land use and density provides a built form that supports an efficient use of land and existing transportation infrastructure.

The proposal is consistent with Policy 1.7.1(e) that states "long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character."

The Official Plan is the most important vehicle for implementation" of the PPS as stated in Policy 4.7 and zoning bylaws are also important for implementing the PPS as per Policy 4.8. The proposed Official Plan amendment and rezoning serve to implement the policies described above.

With regard for A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the proposal supports the achievement of complete communities in accordance with Policy 2.2.1(4) by providing intensification through a mixed-use development with a range of dwelling types, substantial new space for commercial and retail uses, access to a range of transportation options, and providing a compact built form with an attractive and vibrant public realm.

Land Use

This application has been reviewed against the Official Plan policies as described in the Policy Consideration Section of this report as well as the policies of the Official Plan as a whole. The proposed Official Plan Amendment to redesignate the subject site from *Neighbourhoods* to *Mixed Use Areas* is appropriate in principle considering the historical, existing and planned context.

The site has a 105-year history as a mixed-use property that contributed to the original development of a commercial and recreational hub centred on the intersection of Dovercourt Road and College Street in the early 1900s. The properties surrounding this intersection have generally maintained a diverse mix of small-scale commercial and retail uses since then.

The subject site is adjacent to an existing *Mixed Use Area* that applies to the lands east, south and west of the site. The proposed redesignation represents a minor adjustment to the extent of the surrounding *Mixed Use Area* that provides a more consistent depth of the *Mixed Use Area* as measured from College Street and serves to minimize the length of the boundary between the existing *Mixed Use Area* and the *Neighbourhood* to the north. The proposed *Mixed Use Area* designation corresponds with the existing *Commercial-Residential (CR)* zoning on the subject site that already permits a wide range of residential and commercial uses.

With consideration for music-related uses, local residents generally commented that the site's former use as The Matador Ballroom was a nuisance for the neighbourhood, however the broader community indicated strong support for The Matador Ballroom. To

address the concerns of the local residents, a nightclub, which is defined by the zoning bylaw as including a dance floor and serving food and/or beverages, will not be a permitted use.

To address the broader community desire for a continuation of music-related uses, the land use permissions included in the existing *Commercial-Residential (CR)* zoning will be maintained. The *CR* zone provides for conditional uses that could support small-scale music-related performance space, namely an eating establishment, entertainment place of assembly and cabaret. The maximum combined floor area of these conditional uses is 400 square metres. An eating establishment will allow for up to 6% of the interior floor area to be used for any combination of dance floor, stage, disc jockey space and sound room. An entertainment place of assembly does not allow for a dance floor. A cabaret requires patrons to be seated at tables. An outdoor patio and a sidewalk café are not permitted uses because the entire site is within 30 metres of a *Residential* zone.

The *CR* zone also allows for an office, production studio, performing arts studio and artist studio, all of which may support small-scale music related uses that will have minimal impact on the adjacent houses.

Density, Height, Massing

The proposed height and massing have been assessed by applying the relevant Official Plan policies and mid-rise design guidelines, including those referenced in the Policy Consideration Section of this report. Sections 3.1.2 Built Form and 3.1.3 Built Form - Building Types were recently updated through Official Plan Amendment 480 and came into effect on September 21, 2020. The previous version of Section 3.1.2, which still applies to the proposed development because it was in effect at the time the application was deemed complete, has also been used in the evaluation.

The proposed height of 21.3 metres on the east portion of the building and 17.8 metres on the west portion, excluding a mechanical penthouse, is an appropriate height for a mid-rise building since it is less than the standard maximum height, defined as equal to the width of the adjacent right-of-way, per Official Plan Policy 3.1.3(4). Dovercourt Road has a width of approximately 21.5 metres.

With regard for Official Plan Policy 3.1.2(6), the height and massing of the proposed building provides transition from a potentially larger future mid-rise building on the adjacent properties fronting onto College Street, which is an *Avenue* and a focus of intensification, if the adjacent lands are subject to a future redevelopment proposal.

The original proposal did not provide sufficient transition in scale in relation to adjacent properties as required by Policies 2.3.1(3), 3.1.2(7) and 4.5(2). Compared to the original proposal, transition to the adjacent and nearby houses to the north has been improved by:

- reducing the height of the west portion from 6 to 5 storeys;
- providing a minimum 3-metre step-back on the 5th storey facing north;
- increasing the rear setback above the mezzanine level as measured from the centreline of Bill Cameron Lane from 3 metres to 5.5 metres;

- reducing the height of the front step-back from the 6th floor to the 5th floor; and
- reducing the height of the step-back at the northeast corner of the building from the 5th floor to the 4th floor.

The proposed transition to the adjacent *Neighbourhood* is now acceptable in this instance because the proposed building represents a minor increase in height and massing compared to the existing as-of-right zoning, which provides for a 16m tall building with a 3-metre north side setback. In the context of the existing permissions on the site, staff applied the principle of transition to adjacent properties in a way that continues to acknowledge the scale and relationship to the context.

The step-backs described above, in combination with the proposed gap between the east and west portions of the building, reduce the overall scale and massing, mitigating the impacts of the proposed increase in height and providing an acceptable transition to the adjacent *Neighbourhood*. The proposed 0-metre north side setback mimics the existing 2-storey building that already has a 0-metre setback.

With consideration for Official Plan Policy 3.1.2(3) that requires privacy protection for adjacent buildings, overlook and privacy impacts to the north are mitigated by minimizing north-facing windows in the dwelling units located on the north side of the building. Most of the windows face east or west using recesses in the north façade. No windows face north directly adjacent to south-facing windows of the neighbouring house. Windows facing north towards the rear yard of the adjacent house have largely obscured views due to setbacks and the placement of balconies, terraces and planters (see Attachment 3: 3D Model of Proposal in Context and Attachment 10: Elevations)

Privacy and overlook concerns have also been addressed in the revised proposal by relocating the indoor and outdoor amenity space to the southwest corner of the building where there are no views to the north and only minimal views to the rear yards of the houses to the northwest.

The proposed development allows for other potential future mid-rise developments on the adjacent and nearby properties on College Street on both sides of Bill Cameron Lane. The rear setback of 5.5 metres from the centreline of Bill Cameron Lane above the mezzanine level allows for a possible future mid-rise development on the west side of the lane that could also have a 5.5-metre setback at a similar height, providing for a minimum 11-metre facing distance between primary windows. Although the proposed building does not have a south side setback, there are no south-facing windows.

Overall, the height and massing of the proposed development fits the existing and planned context and is supported by staff.

Sun, Shadow

This sun and shadow impacts have been reviewed against the Official Plan policies and design guidelines referenced in the Policy Consideration Section of this report. With consideration for Policy 4.5(2) regarding shadow impact on a *Neighbourhood*, the original proposal was found to cause excessive shadow impact. In particular, the west

portion of the building was found to cause excessive shadow impact on the rear yards of the nearby houses to the north. The shadow from the east portion of the building is less impactful because it largely falls on the roofs of the nearby houses.

The current proposal has been significantly revised by eliminating the 6th floor on the west portion of the building and providing a 3-metre step-back on the 5th floor facing north. These revisions result in a building height (west portion) of 14.8 metres within 3 metres of the property line and a height of 17.8 metres beyond 3 metres. The effect is a significantly reduced shadow that represents an acceptably minor and incremental impact that is comparable to the as-of-right shadow impact of a 16-metre tall building with a 3-metre north side setback as required by the current zoning.

The additional shadow impact is also partially compensated by a gap between the east and west portions of the building that divides the shadow and provides a degree of sky view that would otherwise be filled in by the as-of-right zoning.

The shadow impact on the public realm is acceptable since the proposed building has a height and front step-back that is generally consistent with Performance Standard 4A in the Avenues and Mid-Rise Buildings Study, which specifies a 45-degree angular plane measured at the front property line at a height of 80% of the right-of-way, which in this case is 17.2 metres. The purpose of the standard is to provide for at least 5-hours of sunlight on the sidewalk on the opposite side of the street, in this case the east side, during the spring and fall equinoxes. Compliance with this standard indicates that Official Plan Policy 3.1.2(1) with regard to sunlight on the public realm is adequately addressed.

During the equinoxes, the building casts a shadow on the sidewalk on the east side of the street starting at approximately 2:30 p.m. and gradually shifts southward so that shadow impact is limited to approximately 1.5 hours at any specific location on the sidewalk.

There are no parks or public open spaces affected by the proposed development.

Traffic Impact, Access, Loading, Parking

The proposed development will generate approximately 5 two-way trips during both the AM and PM peak hours. Given this level of trip generation, the projected site traffic will have minimal impacts on area intersections and can be acceptably accommodated on the adjacent road network.

Bill Cameron Lane will provide adequate vehicular access. Staff have reviewed vehicle turning diagrams and concluded that cars will have no turning movement difficulties accessing the parking stackers. No loading space is proposed to serve this project, which complies with the Zoning By-law, and is acceptable. Waste management vehicles will stop on Bill Cameron Lane for outdoor pick-up.

Transportation Services staff find that the proposed parking provision of 9 spaces for residential occupants is acceptable. This conclusion represents agreement with the

findings and rationale provided in the submitted Transportation Operations Assessment Report, dated December 23, 2019, which included the following rationale for the proposed parking supply:

- availability of on-street and pay-and-display parking to accommodate visitor and commercial needs;
- a trend of decreasing parking provisions and demands for residential projects in the City; and
- a reduction in parking provisions encourages non-automobile behaviour.

Road Widening

Bill Cameron Lane, which is currently 4.27 metres wide, is required to be widened by 0.87 metres. The widening will be secured through the Site Plan Control process. This widening represents half of the widening required to achieve a 6-metre wide public lane, which is the City standard for a two-way lane serving mixed-use buildings. The other half of the required widening would be provided if/when the lands on the west side of the lane are redeveloped.

Streetscape

The proposed development will contribute to the streetscape on Dovercourt Road by providing 2 new street trees, public bicycle parking for 4 bikes, a minimum 2.1-metre pedestrian clearway, and new covered semi-public plaza spaces in front of the commercial space and the residential lobby. A gas meter is recessed into the north side of the building and screened from the street. The proposed commercial space will have substantial glazing facing Dovercourt Road, which will contribute to an animated public realm.

Servicing

Through the Site Plan Control process, the owner will be required to pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The subject site is in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second 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.

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 portion of the proposal is subject to a 10% parkland dedication and 2% for

the non-residential portion. 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.

The site approximately 580 metres from Dufferin Grove Park, a 5.3-hectare park that contains a playground, soccer field, basketball court, skating rink, wading pool, skateboard area, outdoor table tennis, fire pit and bake oven.

Heritage Assessment and Commemoration Strategy

Heritage Planning staff have evaluated the heritage attributes of the existing building and determined that although it has some associative heritage value in relation to its previous use as The Matador Ballroom, it does not satisfy the requirements for designation as a heritage property under Part IV of the Ontario Heritage Act or listing on the City's Heritage Register. As such, the existing building can be demolished.

The applicant submitted a Cultural Heritage Evaluation Report, which has been evaluated by Heritage Planning staff. The report identifies the following elements that have associative heritage value and will be incorporated into the proposed development. These elements will be secured through the Site Plan Control process

- The Matador Ballroom exterior sign;
- wood-panelled signature wall that includes some famous signatures (e.g. Leonard Cohen);
- the spacial experience of transitioning from a tight space to an open space; and
- allowing for cultural or music-related uses.

Economic Development and Culture

The existing building has a rich history of music-related uses and entertainment uses, most notably The Matador Ballroom that operated from 1964 to 2007. The community feedback (see Attachment 8 - Summary of Public Consultation) places high cultural value on The Matador Ballroom as an authentic and alluring venue to see emerging and renowned musicians alike. The venue enriched the musical culture in the city.

To encourage and support music-related uses within the commercial space in the proposed development, the City's incentive program for Imagination, Manufacturing Innovation and Technology (IMIT) uses can possibly be applied to some creative industries, including music and the visual and performing arts. One component of the IMIT program is to focus on local employment. The applicant is working with staff to further explore the possible application of the IMIT program for music-related uses.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The applicant has submitted a Tree Declaration indicating there are no street trees or private trees that would be affected by the proposed development.

Through the Site Plan Control process the applicant is to submit a tree planting deposit to ensure the planting and survival of 2 new street trees proposed on Dovercourt Road.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Currently only Tier 1 is being applied by the applicant. Some performance measures for the Tier 1 development features will be secured through the zoning by-law process (e.g. cycling infrastructure). Other applicable TGS performance measures will be secured through the Site Plan Control process (e.g. street trees).

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. Section 37 has recently been updated through [O.Reg 509/20](#), which implements new Community Benefits Charge legislation introduced through Bill 108, the *More Homes, More Choices Act*, 2019, and Bill 197, the *COVID-19 Economic Recovery Act*, 2020. The pre-existing Section 37 provisions remain in place until the City passes a Community Benefits Charge by-law, which is required by September 18, 2022.

Section 37 community benefits do not apply to the proposed development because the proposed gross floor area is less than 10,000 square metres, which is the minimum threshold to require community benefits per Official Plan Policy 5.1.1(4).

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms to and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the *Mixed Use Areas* policies of the Toronto Official Plan, particularly as it relates to providing adequate transition to an adjacent *Neighbourhood* and adequately limiting shadow and privacy impacts on the *Neighbourhood*. The proposed development respects the site's former use as The Matador Ballroom through a heritage commemoration strategy that will be secured through the Site Plan Control process and by providing substantial commercial space that can accommodate a range of music-related uses.

Staff recommend that Council approve the application.

CONTACT

Thomas Rees, Senior Planner, Community Planning

Tel. No. 416-392-1791

E-mail: Thomas.Rees@toronto.ca

SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA, Director
Community Planning, Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: 3D Model of Proposal in Context

Attachment 4: Official Plan Land Use Map

Attachment 5: Existing Zoning By-law Map

Attachment 6: Draft Official Plan Amendment

Attachment 7a: Draft Zoning By-law Amendment to Amend By-law 438-86

Attachment 7b: Draft Zoning By-law Amendment to Amend By-law 569-2013

Attachment 8: Summary of Public Consultation

Applicant Submitted Drawings

Attachment 9: Site Plan

Attachment 10: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 466 DOVERCOURT RD Date Received: December 23, 2019

Application Number: 19 264170 STE 09 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendments to facilitate redevelopment of the site with a 6-storey mixed-use building: 30 dwelling units, commercial and retail uses on ground floor, mezzanine and basement levels of the new building.

Applicant	Agent	Architect	Owner
ALI SANEINEJAD		Axia Design Associates Inc.	2690810 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	CR 3.0 (c1.0; r2.5) SS2 (x1571)	Heritage Designation:	N
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m): 725 Frontage (m): 12 Depth (m): 59

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):	611		606	606
Residential GFA (sq. m):	175		2,279	2,279
Non-Residential GFA (sq. m):	661		993	993
Total GFA (sq. m):	836		3,272	3,272
Height - Storeys:	2		6	6
Height - Metres:	11		21	21

Lot Coverage Ratio (%): 83.53 Floor Space Index: 4.52

Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	2,279	

Retail GFA:
 Office GFA: 993
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	2			
Freehold:				
Condominium:			30	30
Other:				
Total Units:	2		30	30

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		2	19	6	3
Total Units:		2	19	6	3

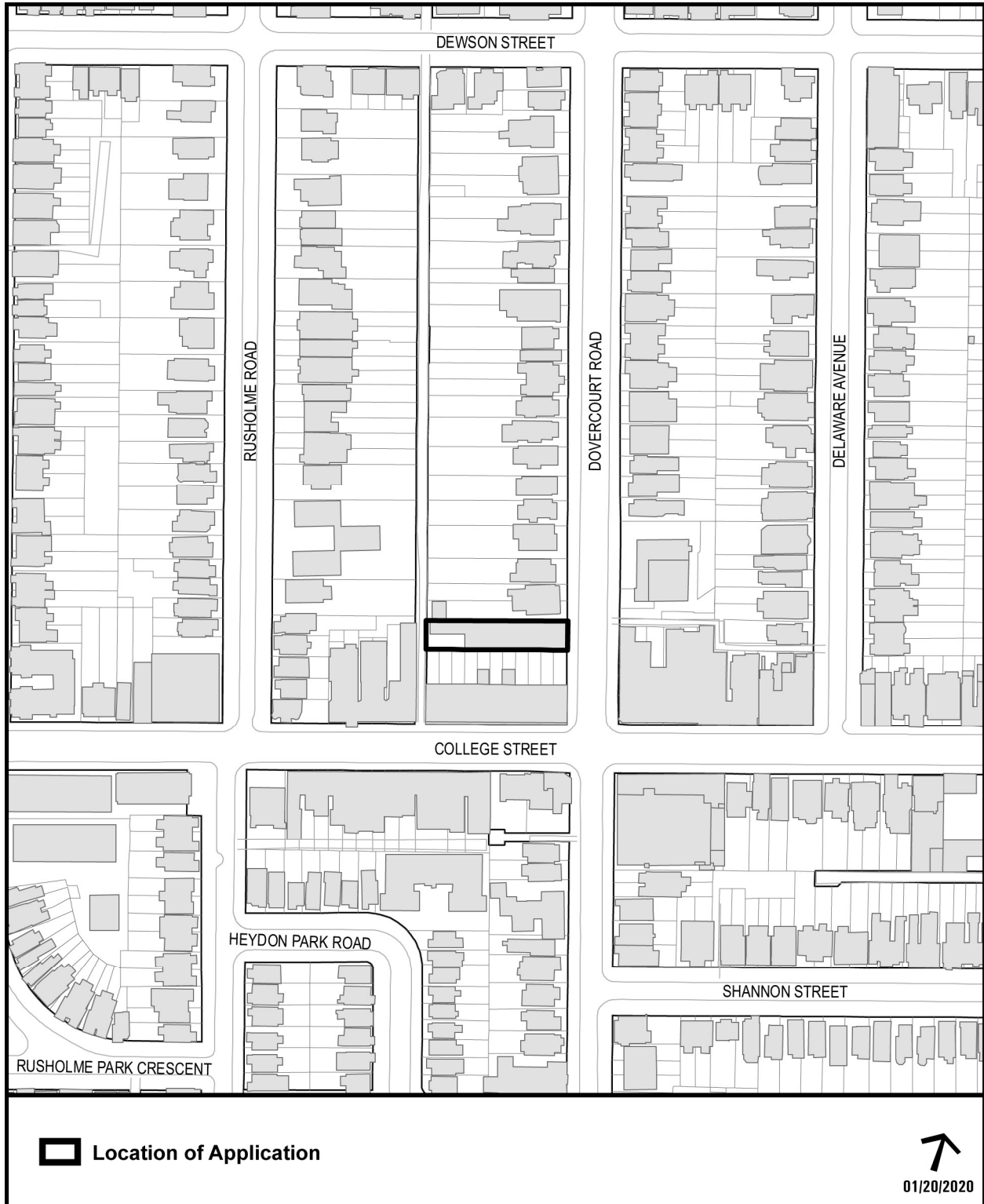
Parking and Loading

Parking Spaces: 9 Bicycle Parking Spaces: 31 Loading Docks:

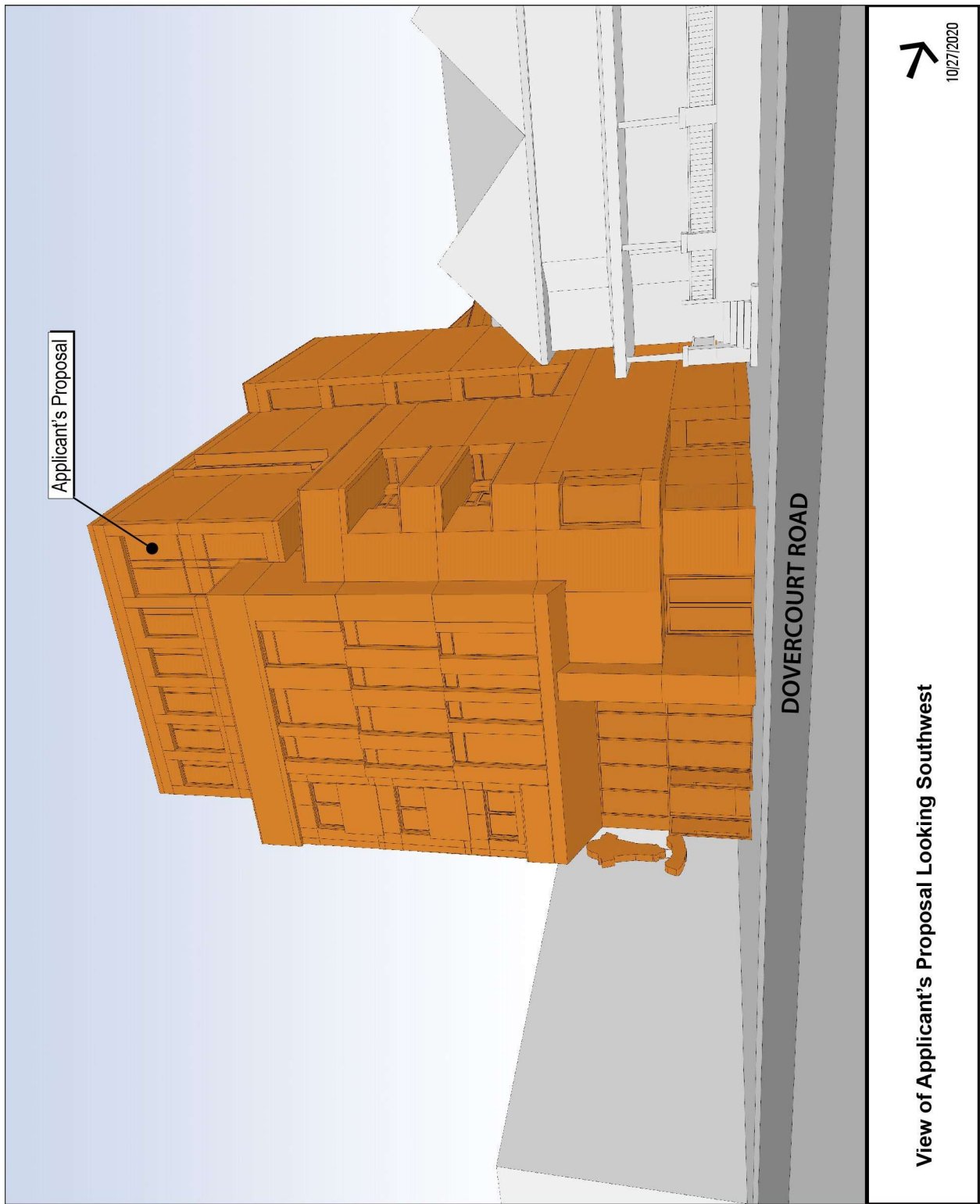
CONTACT:

Thomas Rees, Senior Planner, Community Planning
 416-392-1791
 Thomas.Rees@toronto.ca

Attachment 2: Location Map



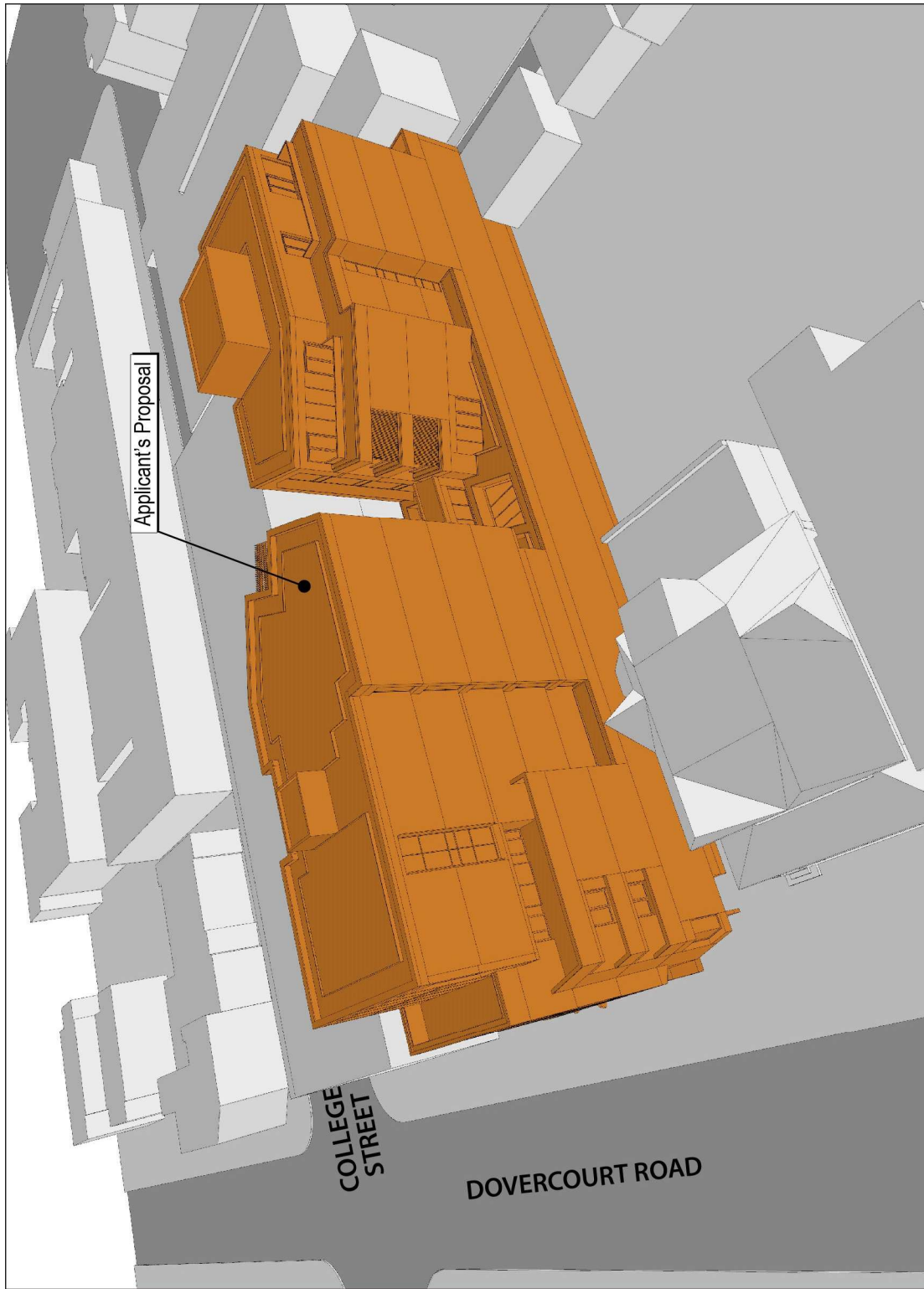
Attachment 3a: 3D Model of Proposal in Context - Looking Southwest



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10/27/2020

View of Applicant's Proposal Looking Southwest

Attachment 3b: 3D Model of Proposal in Context - Birds Eye Looking South



10/27/2020

View of Applicant's Proposal Looking South

Attachment 4: Official Plan Land Use Map



Official Plan Land Use Map 18

466-468 Dovercourt Road

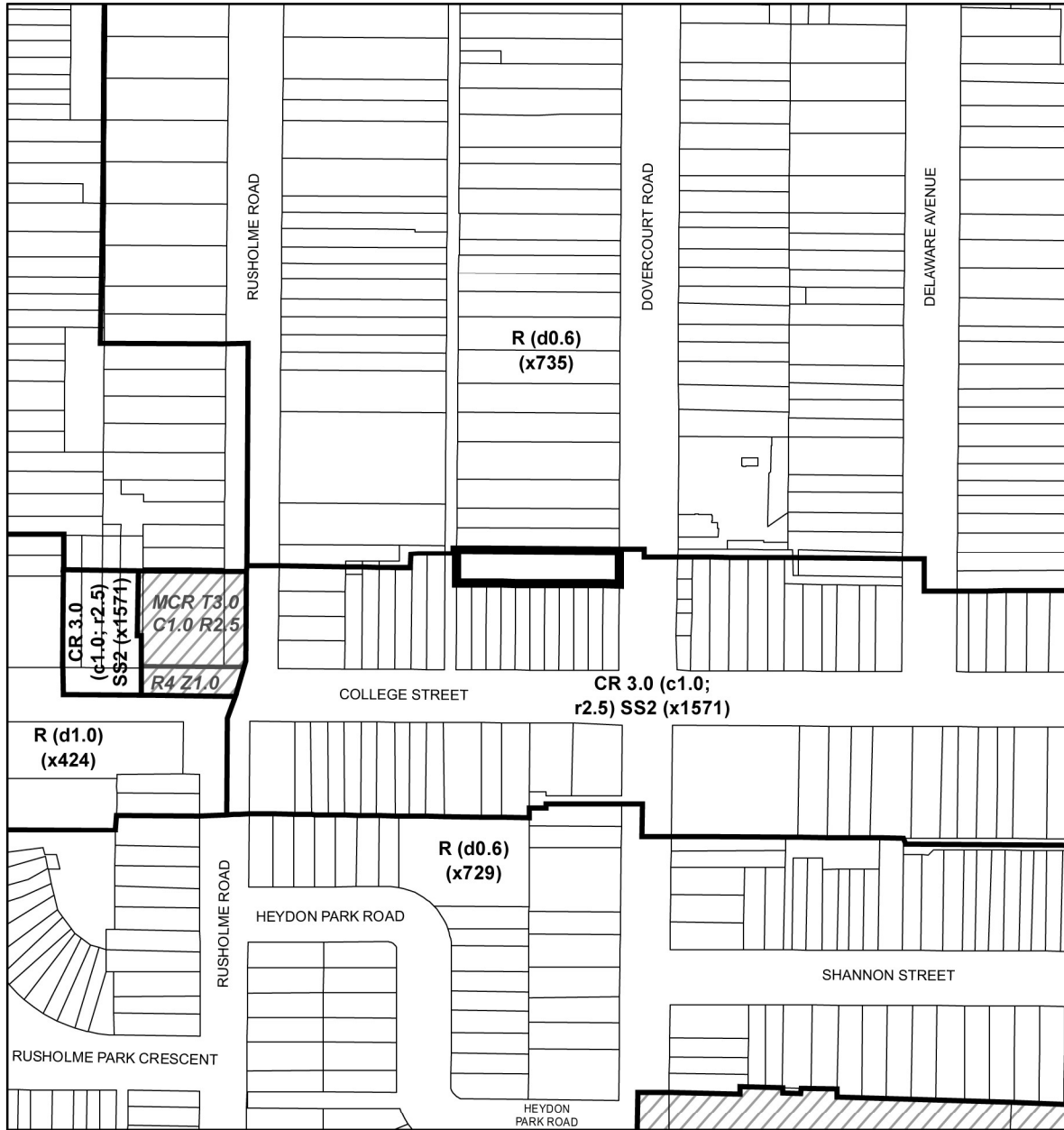
File # 19 264170 STE 09 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas



Not to Scale
11/10/2020

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

466-468 Dovercourt Road

File # 19 264170 STE 09 0Z



Location of Application

R Residential CR Commercial Residential



See Former City of Toronto By-law No. 438-86

R2 Residential District
R4 Residential District
MCR Mixed-Use District



Not to Scale
Extracted: 01/20/2020

Attachment 6: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item TE###.##, as adopted by City of Toronto Council on December 16 and 17, 2020

CITY OF TORONTO

Bill ###

BY-LAW No. #####-2021

To adopt Amendment No. XXX to the Official Plan for the City of Toronto with respect to lands known municipally in the year 2019 as 466-468 Dovercourt Road.

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto hereby enacts as follows:

1. The attached Amendment No. XXX to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this day of , A.D. 202~.

FRANCES NUNZIATA,
Speaker

ULLI S. WATKISS
City Clerk

(Corporate Seal)

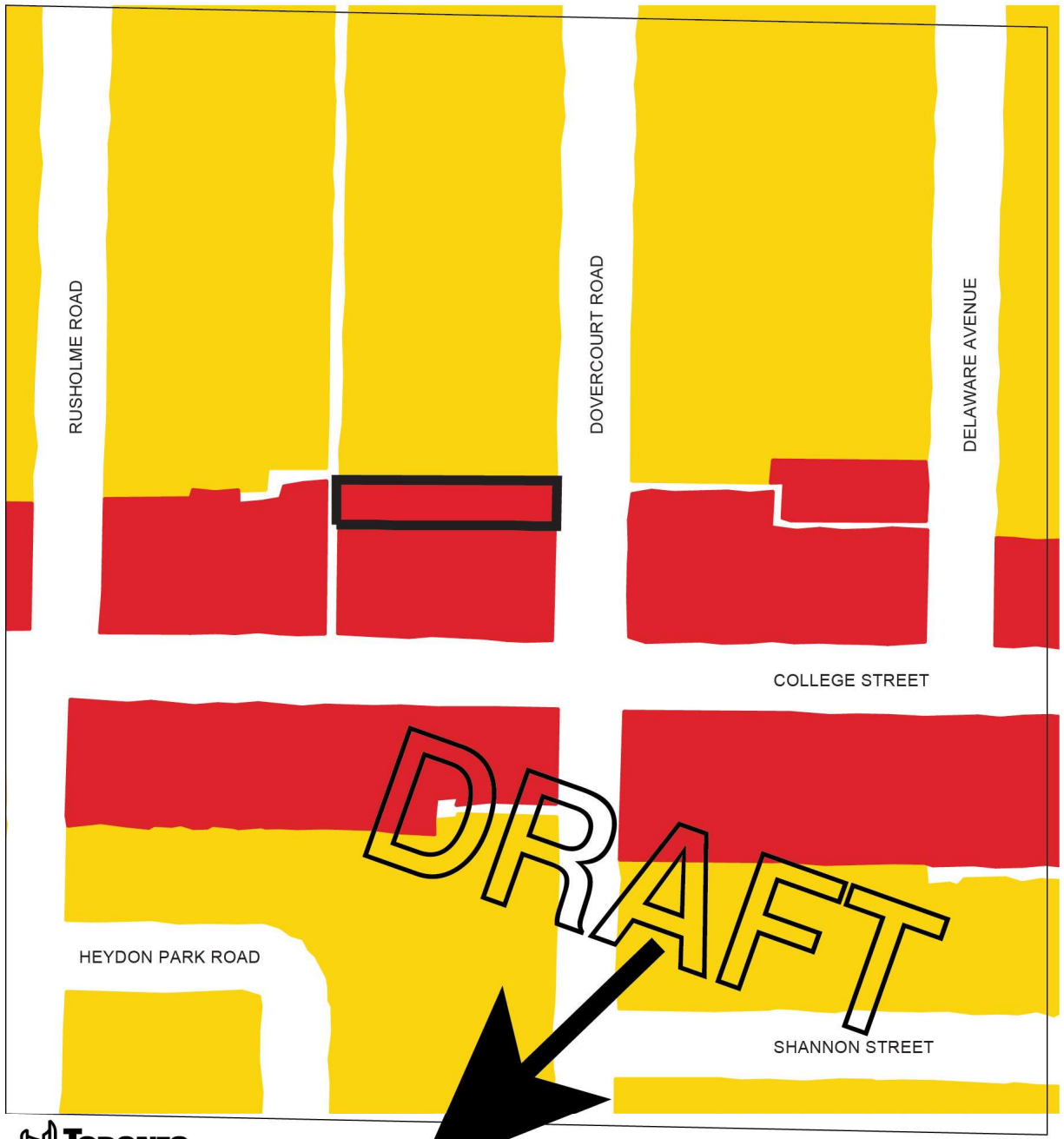
AMENDMENT NO. XXX TO THE TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 466-468 DOVERCOURT ROAD

The following text and map constitute Amendment No. XXX to the City of Toronto Official Plan.

The Official Plan of the City of Toronto is amended as follows:

1. Map 18, Land Use Plan is hereby amended by ~~redesignating~~ the lands known as 466-468 Dovercourt Road from *Neighbourhoods* to *Mixed Use Areas* in accordance with Schedule "A" attached hereto.



Official Plan Amendment ###

Revisions to Land Use Map 18 to Redesignate lands from Neighbourhood to Mixed Use Areas

466-468 Dovercourt Road

File # 19 264170 STE 09 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas

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Not to Scale
11/09/2020

Attachment 7a: Draft Zoning By-law Amendment (By-Law 438-86)

Authority: Toronto and East York Community Council Item TE##.##, as adopted by City of Toronto Council on December 16 and 17, 2020

CITY OF TORONTO

Bill ###

BY-LAW No. ~2021

To amend General Zoning By-law No. 438-86 for the former City of Toronto, as amended, with respect to the lands municipally known in the year 2019 as 466-468 Dovercourt Road.

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. None of the provisions of Sections 4(2), 4(3), 4(4), 4(12), 4(13), 4(14), 8(2), and 8(3) of By-law No. 438-86 of former City of Toronto, being "A By-law to regulate the use of land and the reception, use, bulk, height, spacing of and other matters relating to building and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structure in various areas of the City of Toronto", as amended, shall apply to prevent the erection and use of a *mixed-use building* on the *lot* which may contain *dwelling units* and non-residential uses, provided that:
 - (a) the *lot* comprises the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law;
 - (b) the total combined *residential gross floor area* and *non-residential gross floor area* on the *lot* shall not exceed a maximum of 3,400 square metres;
 - (c) the *residential gross floor area* on the *lot* shall not exceed a maximum of 2,400 square metres;
 - (d) the *non-residential gross floor area* on the *lot* shall not exceed a maximum of 1,150 square metres;
 - (e) The maximum combined *residential gross floor area* and *non-residential gross floor area* of the level located above the first *storey* must not exceed 350 square metres;
 - (f) The maximum combined *residential gross floor area* and *non-residential gross floor area* of the level located above the first *storey* must not exceed 300 square metres;

metres if that level includes indoor *residential amenity space* that is excluded from the *residential gross floor area*;

- (g) The combined *non-residential gross floor area* of all, *clubs, concert halls, places of amusement, places of assembly, restaurants, and take-out restaurants*, on the lands shall not exceed 400 square metres;
- (h) the following equipment and *structures* located on the roof of a building may exceed the permitted maximum *height* as follows:
 - (i) equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment, to maximum of 4.0 metres within the MP1 area shown on Map 2 of this By-law and to a maximum of 3.5 metres within the MP2 area shown on Map 2;
 - (ii) structures or parts of the building used for the functional operation of the building, such as enclosed residential stairwells, roof access elements, maintenance equipment storage, elevator shafts, chimneys, vents, and water supply facilities, to maximum of 4.0 metres within the MP1 area shown on Map 2 of this By-law and to a maximum of 3.5 metres within the MP2 area shown on Map 2;
 - (iii) structures that enclose, screen or cover the equipment, structures and parts of a building listed in (i) and (ii) above, to a maximum of 4.0 metres within the MP1 and MP2 areas shown on Map 2;
 - (iv) wind, privacy and acoustic mitigation screens, balcony and terrace dividers, awnings, window washing equipment, lighting rods, light fixtures, to a maximum of 3 metres;
 - (v) parapets, guard rails, railings, planters, skylights, screens, , vents, flues, solar panels and outdoor electrical and mechanical rooftop equipment to a maximum of 1.5 metres; and
 - (vi) architectural features, elements of a green roof, decks, roof access, wheelchair ramps, roof drainage systems, roof ballast, thermal insulation and pavers to a maximum of 1 metre;
- (i) equipment, *structures* or parts of a *building* exceeding the permitted maximum height for a building, as permitted by (h)(i), (ii) and (iii) above, must be located entirely within the mechanical penthouse areas labeled MP1 and MP2 as shown on Map 2,
- (j) no portion of any *building* or *structure* erected on the *lot* shall be located otherwise than wholly within the heavy lines identified on Map 2 attached to and forming part of this by-law, with the exception of the following:

- (i) light fixtures, cornices, ornamental elements, cladding, parapets, eaves, window sills, guardrails, privacy fins and associated structures may extend beyond the heavy lines shown on Map 2 of this By-law to a maximum of 0.5 metres;
 - (ii) balconies attached to the rear main wall to a maximum of 1.5 metres;
 - (iii) awnings, ramps and canopies and associated structures may extend beyond the heavy lines shown on Map 2 of this By-law to a maximum of 2.0 metres;
- (k) Vehicle *parking spaces* may be located in a parking stacker, meaning a mechanical motor vehicle parking facility, which may be an automated system with *parking spaces* that:
- (i) are positioned above each other and/or adjacent to each other;
 - (ii) have dimensions of not less than 2.4 metres by 5.1 metres; and
 - (iii) may not be readily accessible at all times without maneuvering another vehicle or platform; and
 - (iv) mechanical support or automation structures adjacent to the *parking spaces* are not considered an obstruction.
- (l) Vehicle *parking spaces* shall be provided on the *lot* in accordance with the following minimum requirements:
- (i) **9 parking spaces** for residents of the **dwelling units**;
 - (ii) **0 parking spaces** for residential visitors; and
 - (iii) **0 parking spaces** for non-residential uses;
- (m) *Bicycle parking spaces* shall be provided on the *lot* in accordance with the following:
- (i) a minimum of 0.9 spaces per *dwelling unit* of *bicycle parking spaces* - *occupant* which must be located within a secure room(s) on the basement, ground floor, and/or the level immediately above the first storey;
 - (ii) a minimum of 4 *bicycle parking spaces* - *visitor*, which must be located at ground level;
- (n) *Residential amenity space* must be provided in accordance with the following:
- (i) a minimum of 60 square metres of indoor *residential amenity space* must be provided; and

- (ii) a minimum of 7.4 square metres of outdoor *residential amenity space* must be provided;
 - (o) The *building* or *structure* shall be set back 3.0 metres from the centreline of the public lane;
 - (p) a *building* may be setback 0 metres from a lot line in a residential district;
2. None of the provisions of Zoning By-law No. 438-86, as amended, or this By-law shall apply to prevent a *temporary sales office* on the *lot*.
3. For the purposes of this By-law, all italicized words and expressions have the same meaning as defined in By-law 438-86, as amended, with the exception of the following:

“*grade*” means 105.88 metres Canadian Geodetic Datum;

“*gross floor area*” shall mean the gross floor area of a mixed use building is reduced by the area in the building used for:

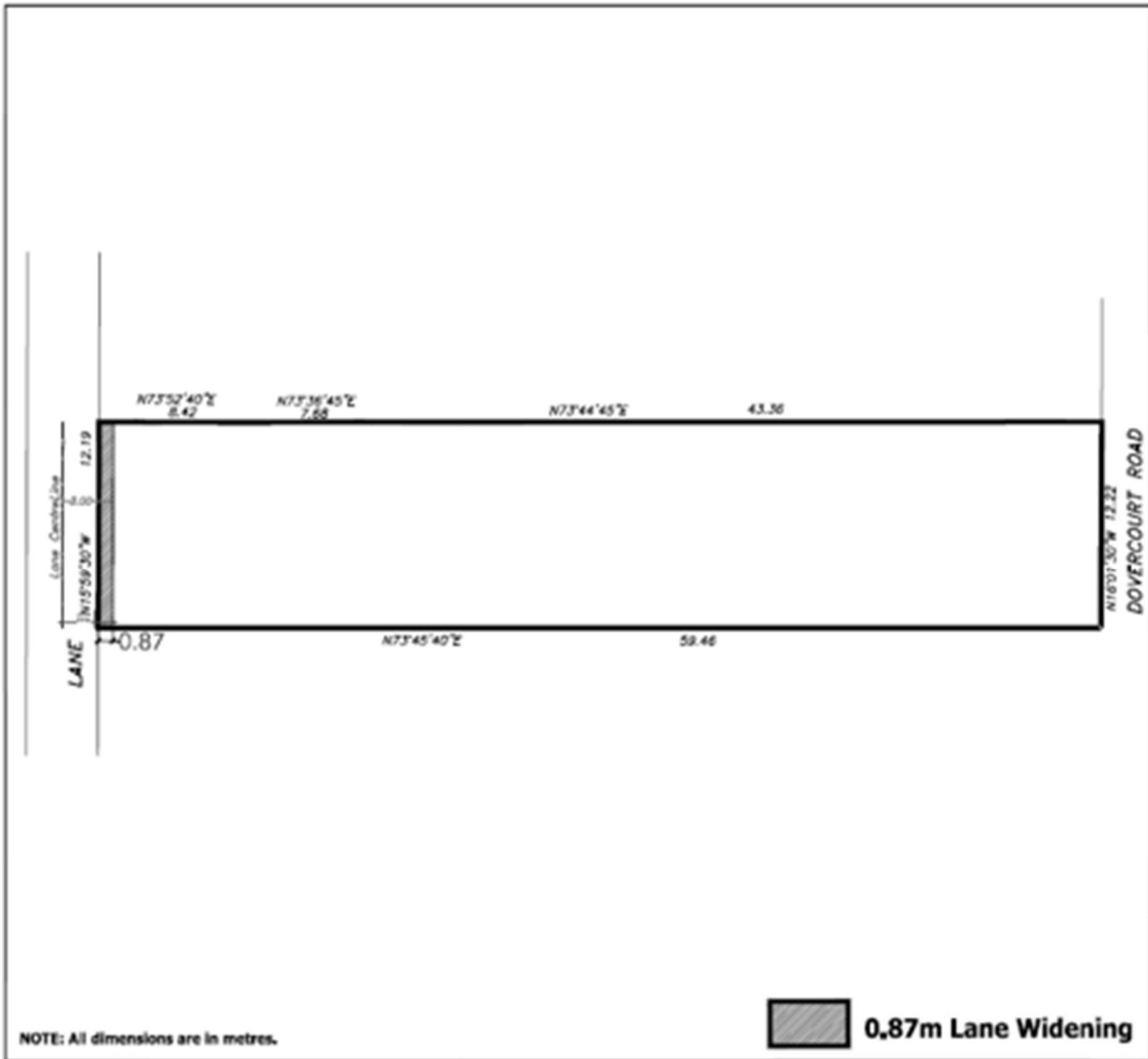
- a. parking, loading and bicycle parking below-ground;
- b. required loading spaces at the ground level and required bicycle parking spaces at or above-ground;
- c. storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
- d. shower and change facilities required by this By-law for required bicycle parking spaces;
- e. amenity space required by this By-law;
- f. elevator shafts;
- g. garbage shafts;
- h. mechanical penthouse; and
- i. exit stairwells in the building.

“*height*” means the vertical distance between *grade* and the highest point of the roof of any building on the *lot*, except for those elements prescribed by this By-law;

“*lot*” shall refer to those lands delineated by a heavy black line on Map 1, attached to and forming part of this By-law;

Notwithstanding any severance, partition or division of the *lot*, the provisions of this By-law shall apply to the whole of the *lot* as if no severance, partition or division had occurred.

ENACTED AND PASSED this ___ day of _____, 202~.
JOHN TORY, ULLI S. WATKISS
Mayor City Clerk
(Corporate Seal)



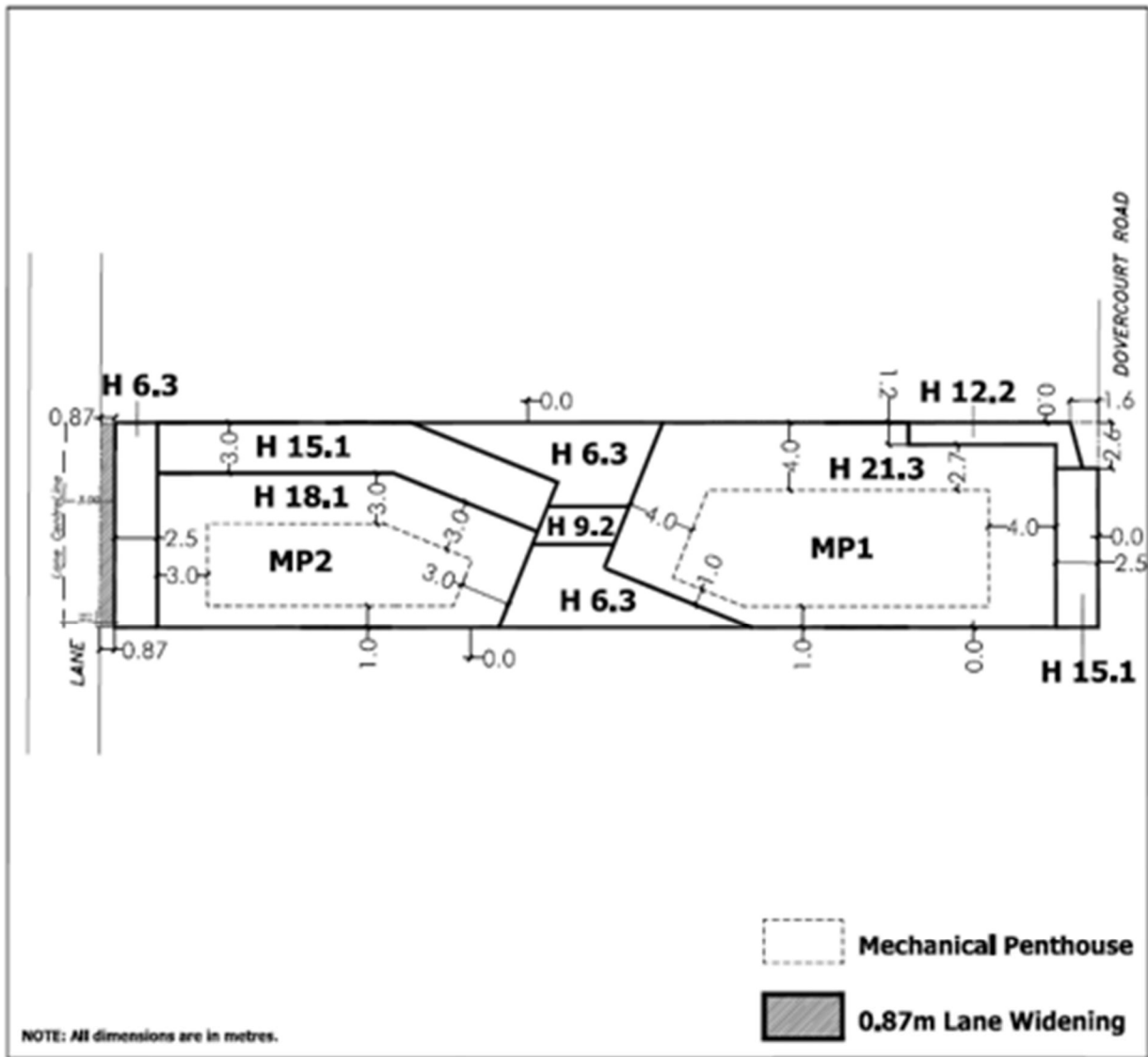
TORONTO City Planning
Division

Map 1

466-468 Dovercourt Road, Toronto
File #19_____

Not to Scale





Map 2

466-468 Dovercourt Road, Toronto

File #20 _____

Not to Scale



Attachment 7b: Draft Zoning By-law Amendment (By-Law 569-2013)

Authority: Toronto and East York Community Council Item TE###, as adopted by City of Toronto Council on December 16 and 17, 2020

CITY OF TORONTO

Bill ###

BY-LAW No. #####-2021

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 466-468 Dovercourt Road.

Whereas authority is given to the Council of a municipality by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass Zoning By-laws;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

Whereas Council of the City of Toronto, at its meeting on December 16 and 17, 2020, determined to amend the City of Toronto Zoning By-law No. 569-2013 with respect to lands known municipally in the year 2019 as 466-468 Dovercourt Road;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR 3.0 (c1.0; r2.5) SS2 (x292), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception CR 292 to Article 900.11.10 so that it reads:

Exception CR 292

The lands are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On 466-468 Dovercourt Road, a **mixed-use building** may be constructed in compliance with (B) to (V) below;

- (B) Despite Regulation 40.10.20.100, the total **interior floor area of recreation uses and retail service** on the lands must not exceed 1,150 square metres;
- (C) Despite Regulation 40.10.40.1(1), **dwelling units** must be located above non-residential use portions of the **building**;
- (D) Despite Regulations 40.5.40.10(1) and (2), the height of a **building or structure** is the distance between the Canadian Geodetic Datum elevation of 105.88 metres and the elevation of the highest point of the **building or structure**;
- (E) Despite Regulation 40.10.40.10(1) and (2), no portion of any building or structure on the lands may have a **height** greater than the **height** in metres specified by the number following the "HT" symbol as shown on Diagram 3 of By-law #####-2021;
- (F) Despite Regulation 40.10.40.10(5) and Article 800.50(820), for the purpose of this exception, there may be two levels within the minimum height required by Regulation 40.10.40.10(5);
- (G) Despite 40.5.40.10(5) and (E) above, the following equipment and **structures** located on the roof of a building may exceed the permitted maximum height as follows, subject to (H) below:
 - (i) equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment, to maximum of 4.0 metres within the area labelled "MP1" and to a maximum of 3.5 metres within the area labelled "MP2" as shown on Diagram 3 of By-law #####-2021;
 - (ii) **structures** or parts of the **building** used for the functional operation of the building, such as enclosed stairwells, roof access elements, maintenance equipment storage, elevator shafts, chimneys, vents, and water supply facilities, to a maximum of 4.0 metres within the area labelled "MP1" and to a maximum of 3.5 metres within the area labelled "MP2" as shown on Diagram 3 of By-law #####-2021;
 - (iii) structures that enclose, screen or cover the equipment, structures and parts of a building listed in (i) and (ii) above, to a maximum of 4.0 metres within the areas labelled "MP1" and "MP2" as shown on Diagram 3 of By-law #####-2021;
 - (iv) wind, privacy and acoustic mitigation screens, balcony and terrace dividers, awnings, window washing equipment, lighting rods, light fixtures, to a maximum of 3 metres;
 - (v) parapets, guard rails, railings, planters, skylights, vents, flues, solar power panels and outdoor electrical and mechanical rooftop equipment to a maximum of 1.5 metres; and

- (vi) architectural features, roof access, elements of a green roof, wheelchair ramps, roof drainage systems, roof ballast, thermal insulation, decks and pavers, to a maximum of 1 metre;
- (H) Despite Regulation 40.5.40.10(5), equipment, **structures** or parts of a **building** exceeding the permitted maximum height for a building, as permitted by (G)(i), (ii) and (iii) above, must be located entirely within the mechanical penthouse areas labeled "MP1" and "MP2" as shown on Diagram 3 of By-law ####-2021;
- (I) Despite Regulation 40.10.40.40(1), the **gross floor area** of all **buildings** and **structures** on the lands must not exceed 3,400 square metres, provided:
- (i) The maximum residential **gross floor area** on the lands must not exceed 2,400 square metres;
 - (ii) The maximum non-residential **gross floor area** on the lands must not exceed 1,150 square metres; and
 - (iii) The maximum **gross floor area** of the level located above the first storey must not exceed 350 square metres;
 - (iv) The maximum **gross floor area** of the level located above the first storey must not exceed 300 square metres if that level includes indoor **amenity space** that is excluded from the **gross floor area**;
- (J) Despite Regulations 40.10.40.70(2) and 40.5.40.70(1)(B), the the required **minimum building** setbacks must be provided as shown in metres on Diagram 3 of By-law ####-2021;
- (K) Despite Clause 40.10.40.60 and (J) above, the following building elements may encroach into the required minimum **building** setbacks as follows:
- (i) light fixtures, cornices, ornamental elements, cladding, parapets, eaves, window sills, guardrails, privacy fins and associated structures to a maximum of 0.5 metres;
 - (ii) balconies attached to the rear **main wall** to a maximum of 1.5 metres;
 - (iii) awnings, ramps and canopies and associated structures to a maximum of 2.0 metres;
- (L) A **building** that includes **dwelling units** must include a minimum 10% three-bedroom **dwelling units** and a minimum 20% two-bedroom **dwelling units**;

- (M) Despite Regulation 40.10.40.1(6)(A), the pedestrian access for the **lot** may be within 6 metres from a **lot** in the Residential Zone category;
- (N) Despite Regulation 40.10.40.50(1), **amenity space** must be provided in accordance with the following:
 - (i) a minimum 60 square metres of indoor **amenity space**; and
 - (ii) a minimum 7.4 square metres of outdoor **amenity space**;
- (O) Regulation 40.10.40.80.(2), with respect to separation of building walls, does not apply;
- (P) Despite Regulations 40.10.50.10(1) and 40.10.50.10(3), soft landscaping is not required adjacent to the **lot line** abutting a Residential Zone Category;
- (Q) Despite Regulation 40.10.50.10(2), a fence is not required along the portion of a **lot line** abutting a **lot** in a Residential Zone category;
- (R) Despite Article 200.5.10, **Parking spaces** may be located in parking stacker, meaning a mechanical motor vehicle parking facility, which may be an automated system, with **parking spaces** that:
 - (i) are positioned above each other and/or adjacent to each other;
 - (ii) have dimensions of not less than 5.1 metres long, 2.4 metres wide and 1.7 metres in height, provided they are located in a parking stacker; and
 - (iii) may not be readily accessible at all times without maneuvering another vehicle or platform; and
 - (iv) despite Regulation 200.5.1.10(2), mechanical support or automation structures adjacent to the **parking space** are not considered an obstruction.
- (S) Despite Regulations 200.5.1(2), 200.5.1.10(1) and 200.5.10.1(1), vehicle **parking spaces** must be provided and maintained in accordance with the following minimum requirements:
 - (i) 9 **parking spaces** for residents of the **dwelling units**;
 - (ii) no **parking spaces** for residential visitors; and
 - (iii) no **parking spaces** for non-residential uses;
- (T) Despite Regulation 200.15.10(1), **accessible parking spaces** are not required;

- (U) Despite Regulations 230.5.10.1(1), (2) and (5), **bicycle parking spaces** must be provided on the lands as follows:
 - (i) a minimum of 0.9 spaces per **dwelling unit** as long-term **bicycle parking spaces** for residential occupants, which must be located within a secure room(s) in the basement, ground floor, and/or the level immediately above the first ~~storey~~;
 - (ii) a minimum of 4 short-term **bicycle parking spaces** for residential visitors, non-residential occupants, and non-residential visitors, which must be located at ground level;
- (V) None of the provisions of this By-law or By-law 569-2013 shall apply to prevent a **sales office** used for the initial sale of **dwelling units** to be located on the lands;

Prevailing By-law and Prevailing Sections:

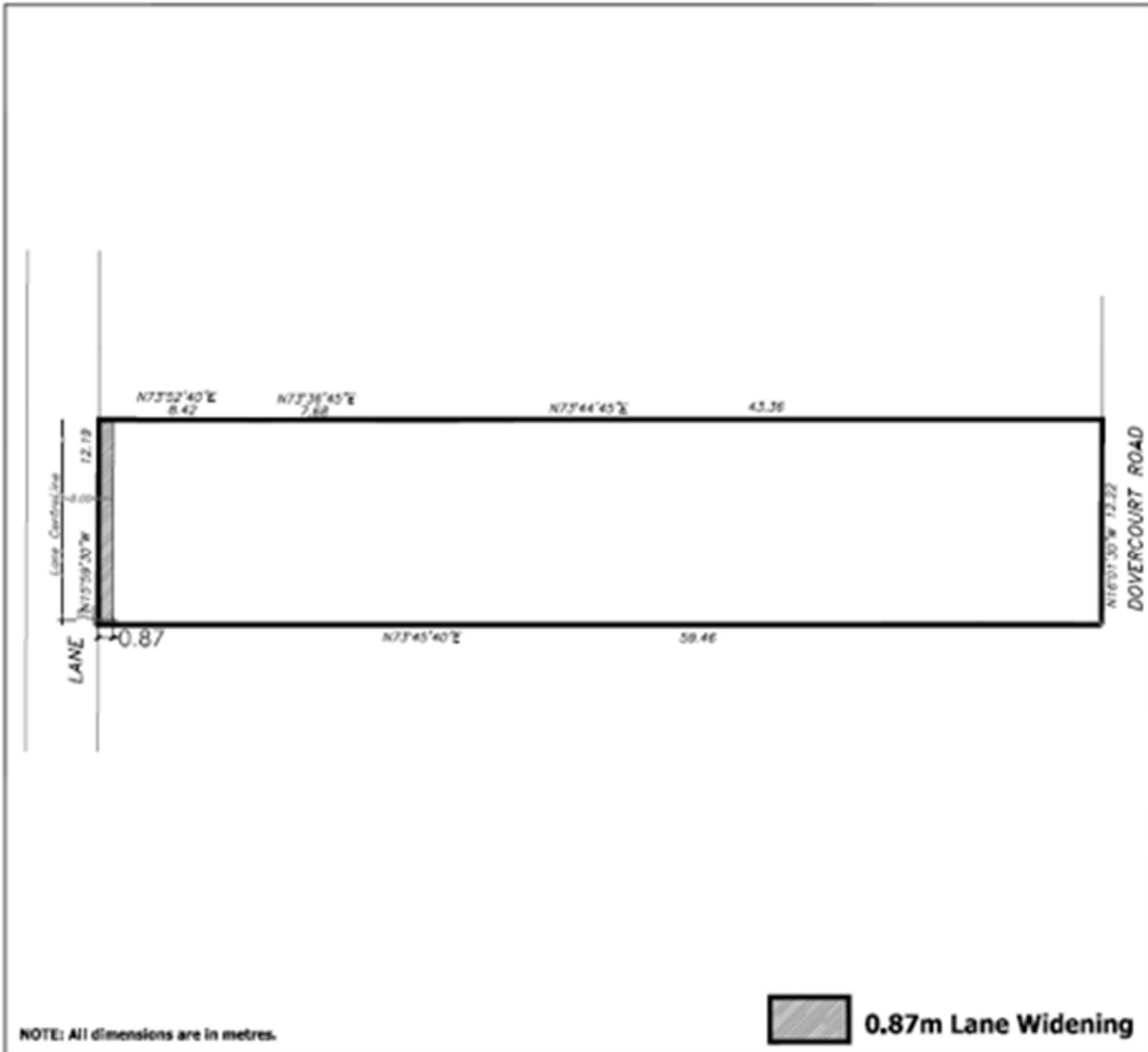
- (A) These premises must comply with Exception 900 11.10(2), unless there is a conflict with the Site Specific Provisions above, in which case the Site Specific Provisions prevail;
 - (B) Section 12(2) 68 of former City of Toronto By-law 438-86, unless there is a conflict with the Site Specific Provisions above, in which case the Site Specific Provisions prevail; and
 - (C) Section 12(2) 270(a) of former City of Toronto By-law 438-86, unless there is a conflict with the Site Specific Provisions above, in which case the Site Specific Provisions prevail.
5. Despite any existing or future consent, severance, partition or division of the lands, the provisions of this By-law 569-2013 will apply to the whole of the lands as if no consent, severance, partition or division had occurred.

ENACTED AND PASSED this ____ day of _____, 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)



TORONTO City Planning
Division

466-468 Dovercourt Road, Toronto

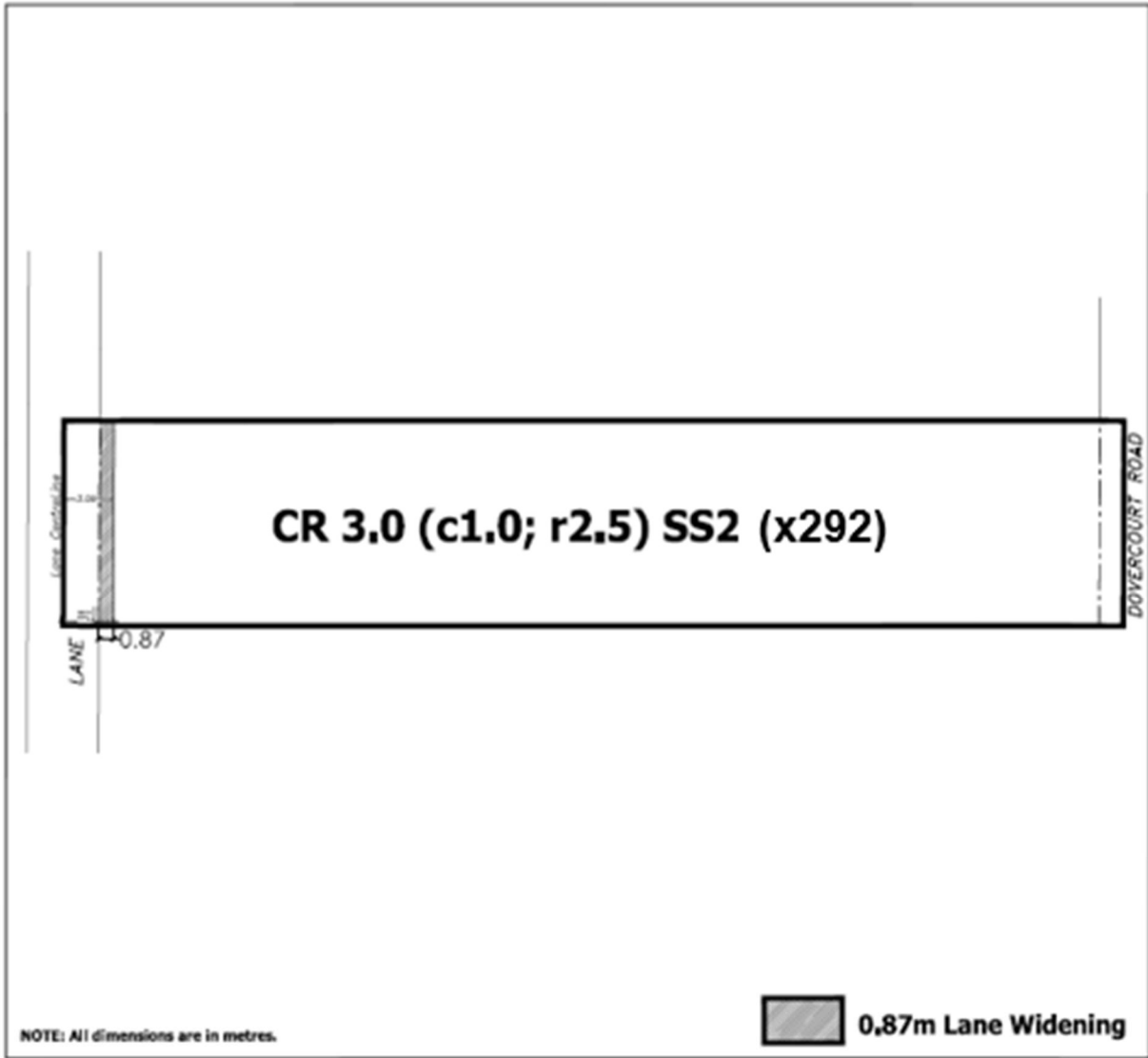
Diagram 1

File #19 _____

Not to Scale



City of Toronto By-law 569-2013



TORONTO City Planning
Division
Diagram 2

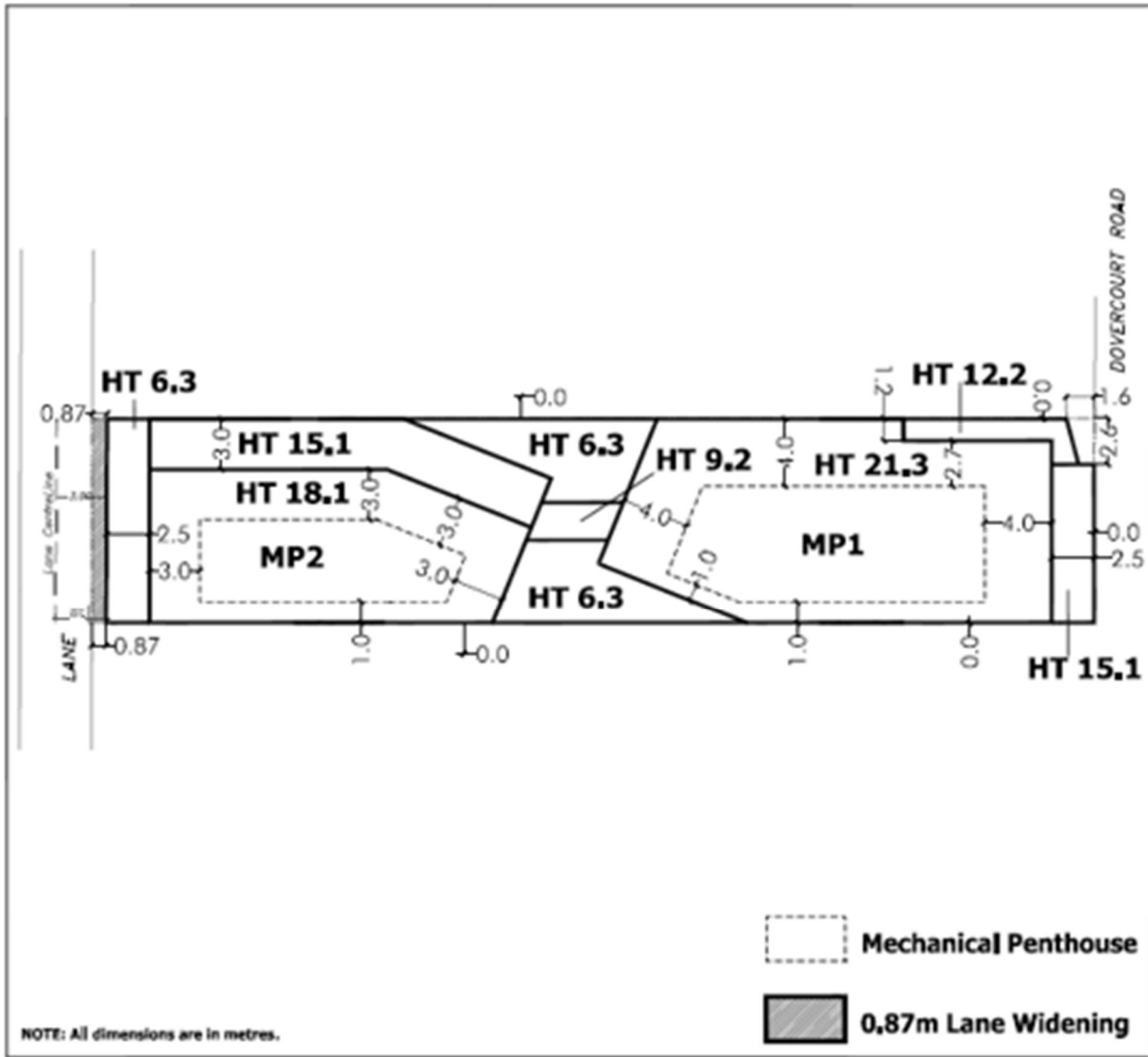
466-468 Dovercourt Road, Toronto

File #19_____

Not to Scale



City of Toronto By-law 569-2013



466-468 Dovercourt Road, Toronto

Diagram 3

File #20 _____

Not to Scale



City of Toronto By-law 569-2013

Attachment 8: Summary of Public Consultation

Several local residents and other members of the community provided feedback throughout the application review process and particularly just before and during an online community consultation meeting held using Webex on September 2, 2020, which was attended by 36 people not including panelists representing the City or the applicant. Comments were also received through 19 emails, a few phone calls, and two in-person meetings (prior to Covid-19 measures). Staff also considered an online petition entitled "Save the Matador (466 Dovercourt) from Demolition" that has been signed by 763 people as November 3, 2020.

There is notable divergence in feedback with regard to the former Matador Ballroom. Local residents generally found the event venue was a nuisance and caused excessive noise, however there was overwhelming feedback from the broader community indicating strong support to preserve and restore the Matador Ballroom, or at least provide for other music-related uses.

A few comments indicated support for the proposal but most people raised concerns and objections. The most frequently raised concerns were regarding insufficient parking, inadequate transition in scale to the low-rise neighbourhood to the north, excessive shadow and privacy impacts on the nearby houses and rear yards, and traffic impact.

Comments received have been recorded and categorized below, in order from most to least prevalent. The current proposal has been revised to address many of these comments, as discussed in the Comments section of this report.

1. Save The Matador Ballroom (heritage preservation)

- An online petition entitled "Save the Matador (466 Dovercourt) from Demolition" has been signed by 763 people as November 3, 2020.
- Will it be preserved or will it go? Why?
- Will the ballroom be preserved and other preservation work done by the former owner? Given the history of the place?
- Successful urban planning takes into account the inherent value of special urban fabric. I beg you not to let developers tear down the Matador.
- Losing a ballroom and show venue would strip a piece of life out of the area. The failure of the suburbs is street after street of residential and no service diversity. Don't keep turning the downtown area into a sterile blocks of rat-race residential.
- Turning another entertainment venue into condo drives out the arts community by taking away yet another performance space.
- The creative and arts community brings people into the area to spend. The arts community supports the tourism industry and the value of our downtown area.
- Save the Matador! "May the bird calls cheer your heart and bring you joy!" (Ebe Koeppen).
- Cities have histories and cultures that make them unique, and the Matador is part of the fabric of Toronto which distinguishes it from bland corporate storefronts. I live in the area and was thrilled that I could one day walk through the Matador's doors.

- Toronto is a city of the arts but the arts cannot thrive without places to perform. Please preserve this important part of Toronto's heritage, not just in a token of its sign or its wall of artists' signatures, but the building in its entirety, so it can continue to support the arts in Toronto.
- Downtown Toronto requires a cultural vision that nurtures artistic development including diverse venues at different price points within several cultural corridors and affordable housing for emerging artists near the corridors.
- I believe the Matador would thrive and prosper within such a vision and therefore argue for its preservation.
- Add my voice of support for keeping the Matador, a historic music venue at College and Dovercourt. Toronto faces many challenges and hard decisions in the realm of planning a city that is safe, healthy, equitable, and accessible, and one area where that really feels those pressures is music and the performing arts. A thriving city is one that has a robust music scene and the continued losses of music venues, both prior to the pandemic and as a result of it, is detrimental to the heart and soul of this city.
- As a fan of Toronto's incredible music scene, a friend to local musicians, and an advocate and patron of the fantastic arts community and industry in our city, I want to fight to keep the arts alive and places to bring them to life. It is increasingly harder and harder to introduce new music venues in Toronto for a whole host of reasons, many of which I imagine you're familiar with as the planner on this file, and here we are gifted with this beautiful venue that is so close to being restored to its splendor. Saving the Matador and opening its doors again one day is a great investment in our music industry, our community, and our city.
- This building was created a hundred years ago with vision and purpose. That fact alone should qualify it for heritage status.
- I feel as though the walls sing out for protection. I think of how few concert venues we have left.
- Standing inside the concert hall at the majestic Matador, you must be struck by the classic architecture and incredible virtuosic acoustic sound of the room. When the Matador Ballroom was in its heyday, there were spots where the acoustics were such that you could hear someone whispering beside the stage 50 feet away from where you were standing. The place is a marvel. We have so few such spots in our town.
- This place has such an immense history how could it NOT get a heritage designation?
- Our city won't have access to a space like the Matador again.
- It is a unique, beautiful treasure. It was a place where women helping the war effort gathered to help out.
- Oh the stories...How many actual stories can people tell you of spectacular moments they've experienced there?
- We know that the Matador sits in the centre of the postal code where SOCAN (The Society of Composers, Authors and Music Publishers of Canada (SOCAN) is a Canadian performance rights organization that represents the performing rights of more than 135,000 songwriters, composers and music publishers) has determined more artists and musicians live than in any other postal code in the country. Let that sink in.

- Musicians add a lot to our quality of life, commerce in our town and actual revenue.
- We need a full range of music venues, so that young musicians can play in bigger and bigger spaces to eventually gather audiences in the big music halls.
- The Matador fits in between Lee's Palace and Opera House. Neither is in the west end.
- Do you want to live in a city where everything that is interesting is replaced by generic condos that are tiny and uniform?
- Could it be that the Matador Ballroom remain intact and some rental spaces be made available above the space for musicians with access to rehearsal, concert, jamming spaces?
- Other than keeping the Matador name and the storied wall of signatures, the proposal could not be LESS interesting.
- In 2007, when there was a proposal to turn it into a Green P parking lot, a huge group of famous and not famous people including writer Michael Ondaatje, Blue Rodeo, Stompin Tom, Leonard Cohen and countless others sung the praises of the place. People in the neighbourhood, the music and arts communities all gathered. The city councillor at the time and I met at the city hall on a Sunday to come to an agreement and it actually was saved from the wrecking ball then. Why did we save the space, to allow this uninteresting development to take over the spot?
- This space is more than the sum of its parts. To allow this unimaginative condo development to replace this jewel should not be allowed to happen.
- Think about European cities like Paris and Berlin where the old spaces are valued and protected. I think the Matador deserves at least as much respect for all the significant reasons.
- The site itself oozes a type of mystique.
- I agree we should not lose such a treasure. As an artist who works with sound artists, the acoustics alone in the space are worthy of saving, and the history as well.
- Give tours of the space, with this local history. Generate local interest in this treasure & its history. Maybe artists can do an oral history project about their memories of the site.
- A community centre (worst case scenario a co-working space) that celebrates the local history could be a wonderful temporary use of the now vacant space, until the economy stabilizes. Then development proposals later.
- I am strongly against this proposal as yet another historic cultural facility is planned to be demolished. The developer's memorial strategy does not cut it. There no retention or adaptive reuse. It does not retain the cultural art history that it deserves given its 100 plus years and the Canadian artists.

2. Insufficient parking

- Parking concerns, only 9 spots.
- The parking issues are already severe.
- We are using our cars more with the pandemic.
- Parking for the seniors on the street is a real challenge.
- Minimum compliance to zoning does not make it neighbourhood friendly.
- Unlike neighbouring streets, Dovercourt does not have a time limit on parking.

- There are a very limited number of parking spots on Dovercourt between College and Dewson. There are very few street parking spots south of College on Dovercourt, hence the problem north of College.
- It's hard to find parking spots. Even up by Dewson. The YMCA is very popular and creates parking issues for those on Dovercourt.
- The YMCA creates a lot of parking issues already.
- Parking is an issue all over there area. People are buying more cars, this year alone there was 40% increase people of buying cars.
- You can get permit, but it another thing to get a spot.
- Parking is an issue all over this ward...especially in the Dufferin Grove community and Brockton Village.
- Not much parking around.
- In addition to general parking there is also a great deal of congestion in the alleyway right at the back of the matador already as many delivery vehicles stop there to drop goods for the restaurants and businesses on College. Many cube vans... We often have to wait 10 minutes to get into our spot. Part of living downtown but I imagine this may get much worse.
- Parking is a real problem in the area.
- Parking at Dovercourt is at full capacity already.
- Disagree with assessment of enough parking. Parking is already terrible.
- Echo parking considerations. Lives one street west of Dovercourt. Cars blocking their driveway.
- Parking issues. Problem are the visitors to this building, daycare spots, police cars.
- Seniors who live or visit on Dovercourt are forced to exit their vehicle while double parked near their destination because of the parking issues.
- We joke about not going out because we will lose our parking space.
- The existing infrastructure at this intersection, already overburdened, does not support the addition of this many more people – new residents, their guests, visitors, deliveries, of course parking demands.
- Parking for visitors or persons shopping for even 2 minutes is currently impossible and virtually non-existent during normal times, let alone peak times.
- The designated daycare drop off spots are already misused by passing construction vehicles and others.
- There are roughly 40 parking spots on Dovercourt between College and Dewson. The free parking on Dovercourt below College does not begin until the police station and there is only parking allowed on one side of Dovercourt. There are a few paid parking spots south of the Starbucks 15 minute parking zone and between the Police station.

3. Excessive privacy and shadow impacts on nearby houses

- Overlook and privacy concerns.
- Other projects don't have balconies and smaller windows. There shouldn't be balconies, particularly at NW and SW corners
- House will be in shadows.
- Rear yard will be in shadows.
- Concerns about shadows and overlook on private gardens.

- Beautiful light on the building on east side of Dovercourt before sunset will be obstructed.
- Privacy impact as 7-9 units will be looking into private space where none currently do.
- The shadow will also affect the green space, what can be grown without adding any green space to the neighbourhood.
- Parties on balconies. Courtyard on the building, people congregating there.
- No big windows or balconies to the addition on the north side.
- No windows on property lines.
- Shadows presented to them – much more shadows in backyards.
- Overlook into their homes.
- Will produce a permanent shade and shadow to area residents, including those on Dovercourt Road. From a personal perspective, it will permanently block our view of the downtown, a view we currently enjoy from the 3rd floor of our homes, a block away.
- Currently we live in a bright airy space. The shade impact of this new building completely robs our house of light and throws the neighboring yards into darkness. During this time of Covid lockdown the beauty of these yards has been a boon to our mental health. These are mature, established gardens, home to children, birds and wildlife. Throwing them into deep shade will negatively impact all the homes surrounding this building and the mental health of all those dwelling there.
- Our apartment has 11 windows. We will be on full display to the building next door from 8 of them.
- View to the south will be obstructed.
- Our deck will also be on full display to most of the building. I understand the developer has angled the windows to face away from the north but in doing so they all face our house. We will no longer have reasonable enjoyment of our outdoor space.

4. Height, scale and transition to low-rise neighbourhood

- Nothing of this building transitions.
- Against 6 storeys, opposed to the design.
- Our primary concern is the height, setback from the lane, relationship to the neighbourhood and overlook on the neighbouring properties.
- Setback on north side and east side, important to maintain.
- This is not College, building a condo next to a house is bad for the neighbourhood.
- I think increased density is good but not of this scale.
- 455 Dovercourt was used as a precedent for height but it provides a big setback from the Neighbourhood to provide better transition.
- From a city-building perspective, the proposal does not seem to be either rational or attractive. It would make much more sense for one larger building to occupy the corner site fronting onto College Street. One larger building occupying that site would enable a setback to exist between that larger building and the semi-detached houses to the north of the subject site. Such a building could then architecturally descend towards the smaller scale houses to the north.

- The development being proposed is simply too high (6 stories) and is far too dense, encompassing the entire site.
- By sheer scale, it dwarfs the surrounding area.
- The proposed development completely dwarfs the next door house and the buildings facing College. Insufficient setback.
- This building is too large and too close, there is nothing gentle about it. As a lifelong Torontonian I'm sick of the city I love being destroyed by developers casually adding density to neighborhoods they don't live in. Please consider the people who already live here and the character of the existing neighborhood because as I see it the only way this building ties into the neighborhood.... is that it's made of bricks.

5. Provide for music-related and cultural uses

- Envision a possible use of the space for music/art/spoken word purposes as a way of honouring legacy of the building and neighbourhood.
- I want there to be arts spaces, and green spaces and places to gather.
- Perhaps a performing arts venue/ for sound art could benefit? An organization like New Adventures in Sound Art? A hybrid historical building/society celebrating this rich history. Of course performances only early evening or matinee style.
- Showcase local talent but in a discrete way that does not disrupt residential area. There are lots of performers who perform softly these are whom I speak of to benefit from the acoustics of the space. I mean a kind of quiet cultural centre.
- The builder says there will be commercial use component to their building. Are there conditions of what that might allow? Is there something they can add that will speak to the city's culture and beauty - albeit with consideration that would appeal to the peace and buy in of the neighbourhood?
- Seems to me they want to keep the cultural name recognition as a selling point - without contributing any new culture.
- People come to this part of Toronto - citizens and tourists alike - for the restaurants, culture, and vibrancy. We already have enough housing density.
- It's a shame that we're on a current course of a city that drives out its artists and workers, discounts its culture and paves over its history. We need to stop this!

6. Protect from the nuisance of a venue like The Matador

- The Matador did not add to the quality and vibrancy of the neighbourhood. Celebrities mentioned did not live in the neighbourhood.
- People in the neighbourhood do not feel the connection with the Matador – it was just an afterhours bar.
- Didn't like the Matador. Drugs, cars broken into.
- The Matador was a music community interest, not for the neighbourhood community.
- I'm skeptical about a need for more performance spaces and business spaces, especially given the constraints of the pandemic. I'd be happy to see the building be used for housing only.
- The idea of keeping the memory of a club that was more speakeasy than legitimate business is not neighbourhood friendly.

7. Increased traffic and transit congestion

- Bill Cameron Lane is already a very busy laneway.
 - The intersection of Dovercourt and College and the area is already overstressed. Access in and out of the neighborhood with the additional traffic signals popping out of nowhere, replacing crosswalks makes travel in and out extremely inefficient, time consuming and adding environmental stressors of idling vehicles a problem and health consideration.
 - Children enrolled in the daycare programs at the YMCA would be at increased risk to the already overwhelming traffic at this intersection.
 - It's a mistake to think of Dovercourt as a main street like Ossington and Dufferin and is the main artery of the Dufferin Grove neighbourhood, it narrows dramatically south of College.
 - I mostly take transit to work. If the plan here is that all these people are going to take transit, that will seriously affect how packed the streetcar gets, wait times at rush hour and negatively impact the pedestrian flow on the street.
 - Will there be enough space for recycling/garbage trucks, 911 responders?
8. Disruptions during construction (i.e. noise, dust, traffic, hoarding, parking)
- The logistics associated with the construction must be a serious consideration when contemplating this massive project. From watching how other sites developed in this neighborhood, we as a community have witnessed first-hand the overwhelming and intrusive impact large vehicles have and would again, when undoubtedly they are deployed to stage and service demolition and construction processes from Dovercourt Road and the surrounding streets.
 - For the purposes of excavation and construction of the superstructure, the oversized trucks will not fit, and the roadways cannot support this scale of construction.
 - Other projects were a nightmare.
 - The unrelenting, unchecked onslaught of inappropriately oversized vehicles, the noise and traffic congestion were inflicted on us all daily. There was consistent and repeated damage sustained by adjacent properties as these vehicles attempted to maneuver, to say nothing of the damages to the roadways. The noise pollution was unbearable. Remaining home for the duration of the demolition prevented us from performing simple tasks indoors – wearing earplugs became a necessity and simple phone calls were nearly impossible and inaudible. There were times when oversized construction equipment deliveries occurred in the middle of the night. Our pets and family experienced extreme days of heightened distress.
9. Potentially excessive noise impacts
- The retail spaces will have delivery trucks coming and going all day.
 - The proposed units look quite small. What's to stop investors from buying them and turning them into Air B'n'B's? If that happens it will be party central next door.
 - Noise generated by balconies.
10. Impact on adjacent properties on College Street
- Overlook to the south is a concern.

- Thinking of selling as a development site, why will my need to provide a setback if this site is not proposing one?
- I have a garage that is very narrow, problems already. Traffic and safety issue for door on the lane. Windows facing north, shadows and overlook will impact the windows.

11. Potentially insufficient Infrastructure capacity

- Concerned about infrastructure. A lot of flooding occurs south of College. Any upgrades planned for sewage / storm system south of College to accommodate this proposed development?
- The increased load on infrastructure and services is irreversible. I'm a home owner at Dundas & Ossington and we are experiencing the impact of this exact problem. Home owners experience flooding from over taxed water and power service brown outs because of the increased density.

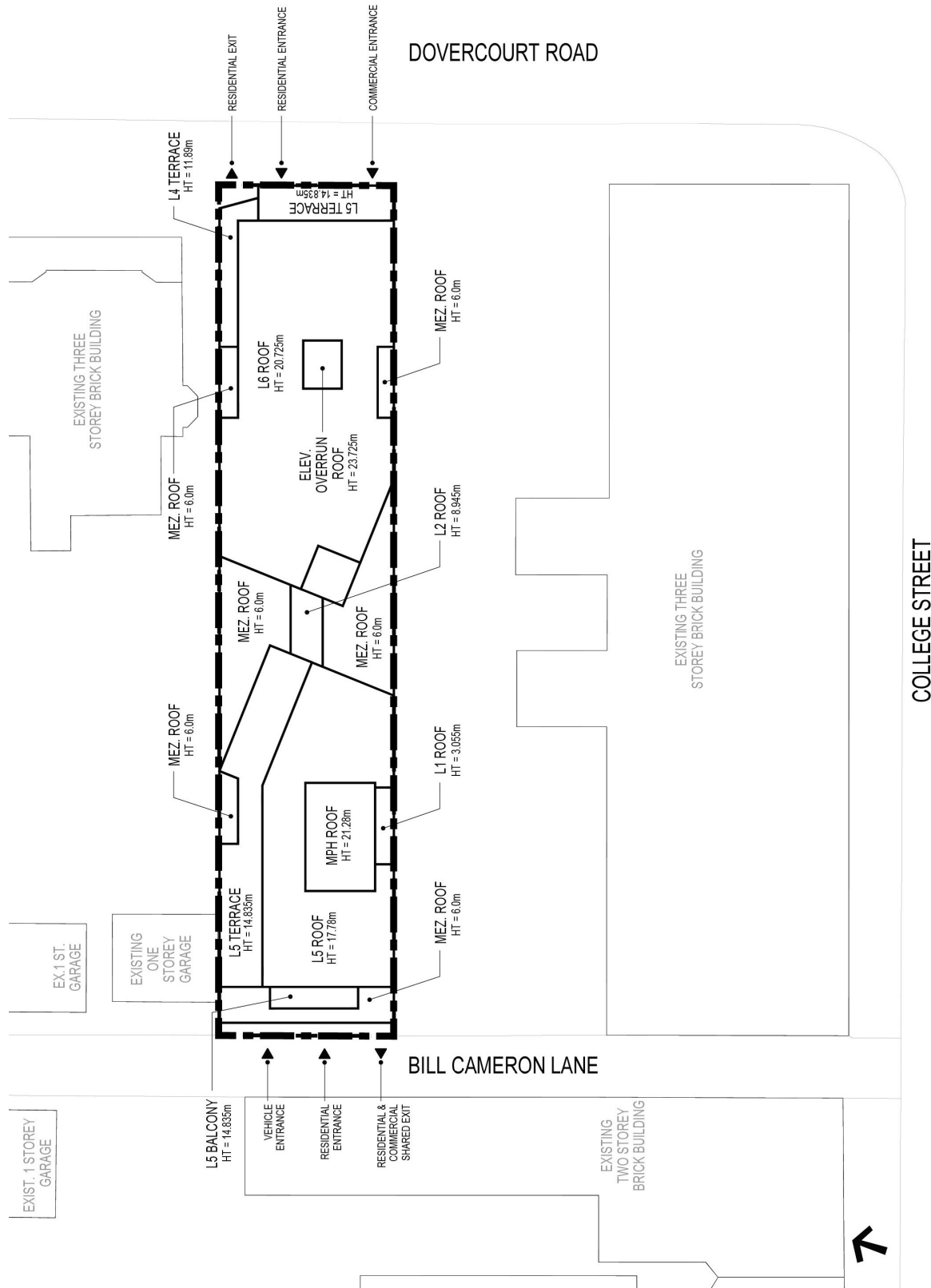
12. Underwhelming architecture

- Aesthetic consideration needed.
- Little aesthetic value.

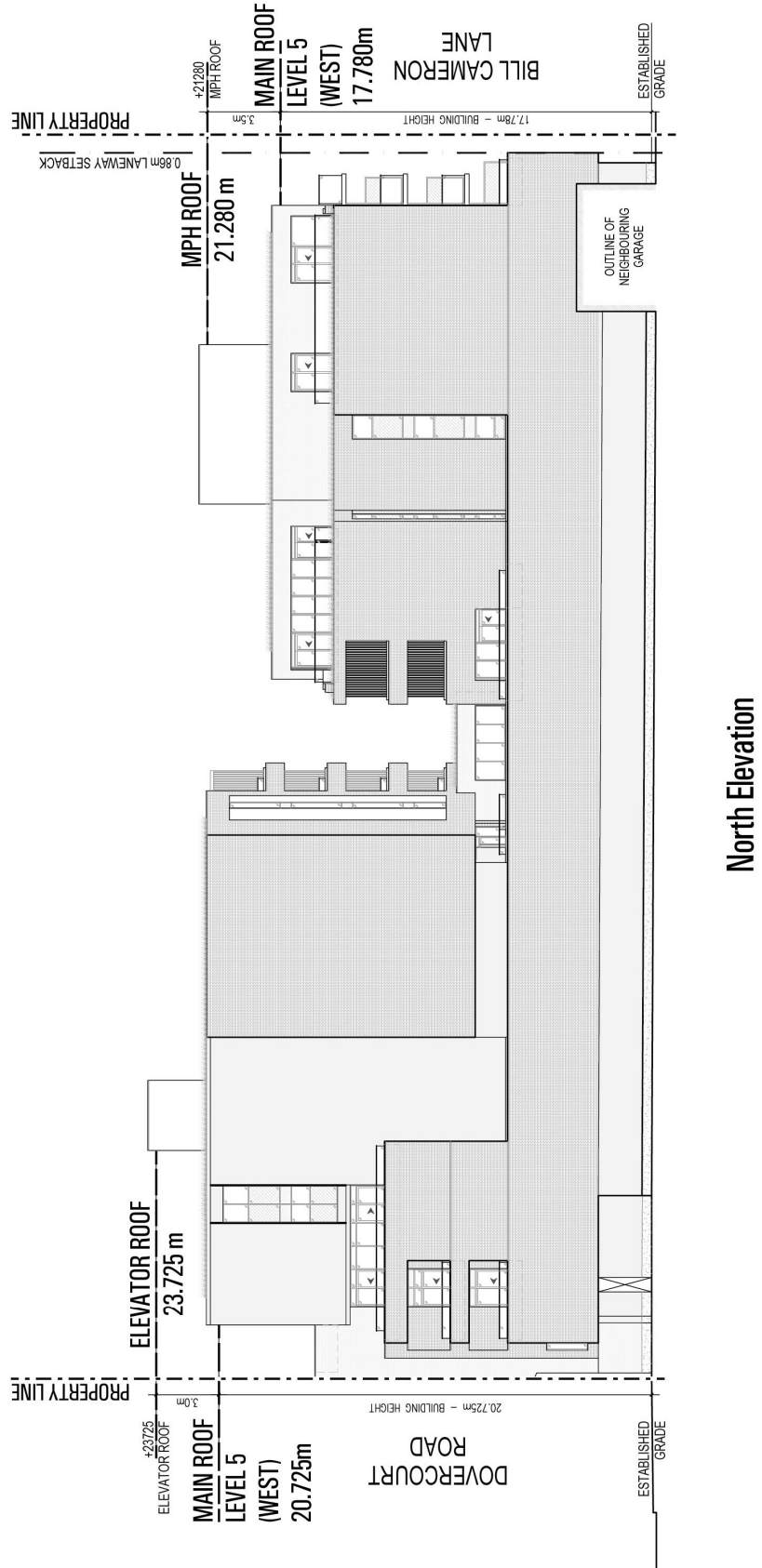
13. Interrupted air flow

- Our home catches a cooling breeze from the south that will be blocked by this building.

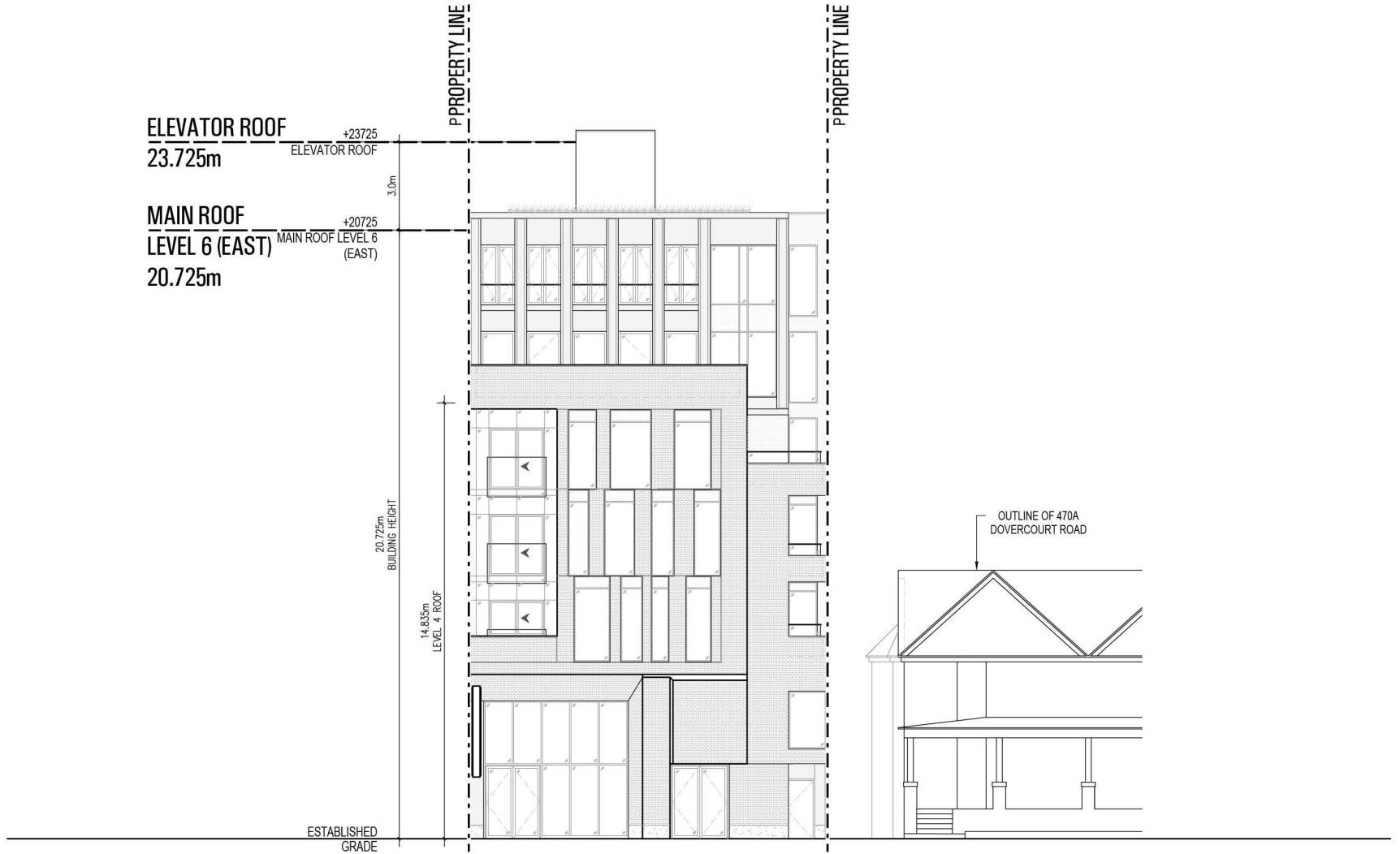
Attachment 9: Site Plan



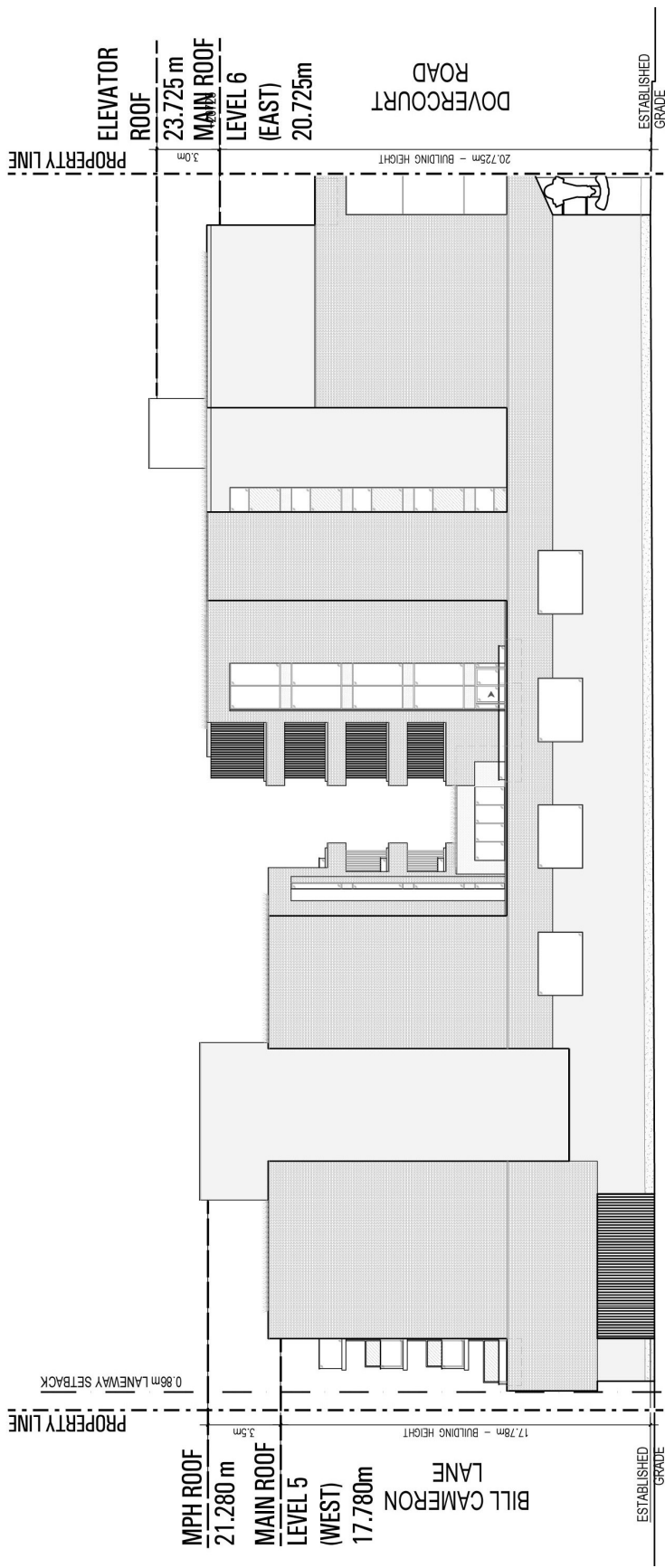
Attachment 10: Elevations



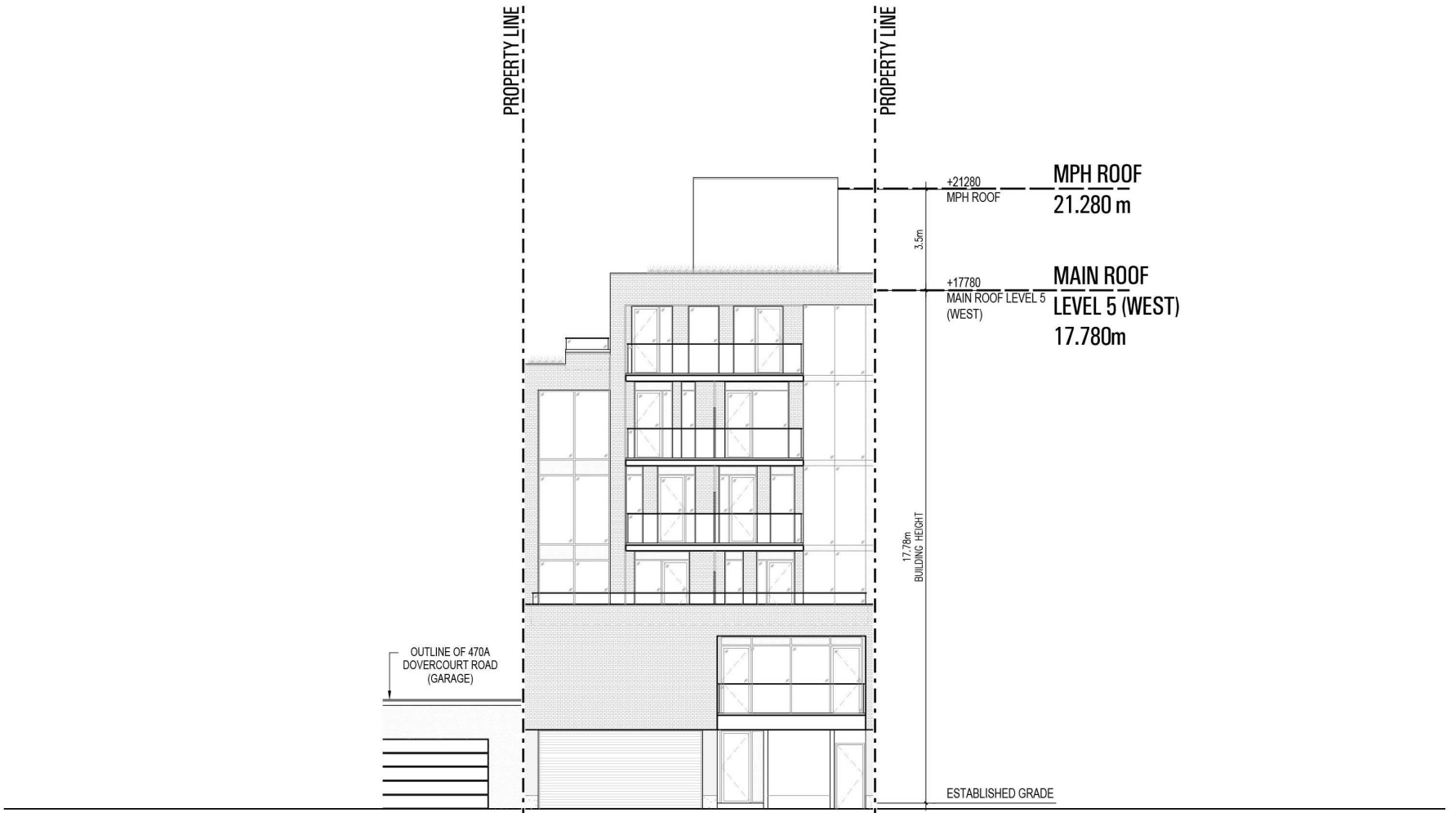
North Elevation



East Elevation



South Elevation



West Elevation