

2978-2982 Dundas Street West and 406-408 Pacific Avenue – Zoning By-law Amendment Application – Final Report

Date:	August 18, 2015
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 13 – Parkdale-High Park
Reference Number:	14 152731 WET 13 OZ

SUMMARY

This application proposes the development of an eight-storey building with 267 m² of retail space at grade, 43 residential rental units on the second through seventh storeys and a partial eighth storey that would provide access to a proposed rooftop amenity space at 2978-2982 Dundas Street West and 406-408 Pacific Avenue.

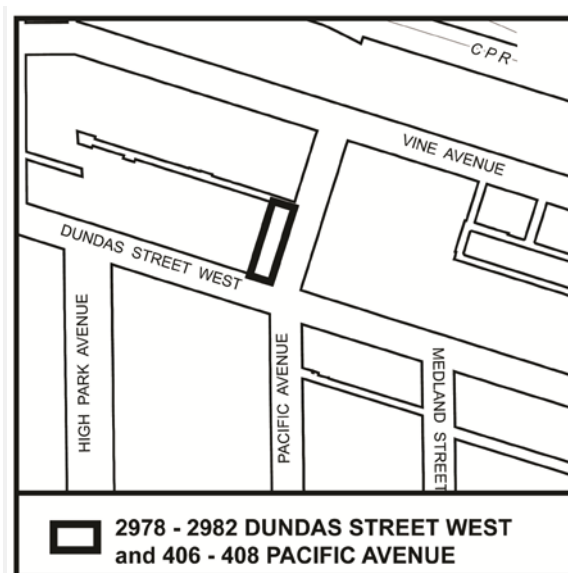
The building as revised would comply with Official Plan policies by intensifying a *Mixed Use Areas* site on an *Avenue*, provide an appropriate transition to areas of different development intensity and scale, maintain the non-residential at-grade character of Dundas Street West in this area, enhance the streetscape and improve the mix and tenure of housing in the area.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of Toronto Zoning By-law No. 438-86,



for the lands at 2978-2982 Dundas Street West and 406-408 Pacific Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report of the Director of Community Planning, Etobicoke York District, dated August 18, 2015.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2978-2982 Dundas Street West and 406-408 Pacific Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report of the Director of Community Planning, Etobicoke York District, dated August 18, 2015.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On June 17, 2014 Etobicoke York Community Council adopted a Preliminary Report for the subject application. The report provided background information on the proposal, and recommended that a community consultation meeting be held and that notice be given according to the regulations of the *Planning Act*. The Preliminary Report is available at: <http://www.toronto.ca/legdocs/mmis/2014/ey/bgrd/backgroundfile-69736.pdf>

On May 13, 2014 Etobicoke York Community Council nominated several areas, including the Junction, for consideration as Heritage Conservation Districts (HCDs). Community Council directed Planning staff to review the nominations against the criteria for the determination of cultural heritage value and bring forward study authorization reports and consider the prioritization of those areas that meet the criteria. The decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EY33.39>

On March 31, 2015, City Council prioritized seven HCD studies to be initiated in 2015 and 2016. West Queen West, Kensington Market and the Distillery District will be studied as potential HCDs in 2015 and Baby Point, Bloor West Village, Cabbagetown Southwest and Casa Loma will be studied as potential HCDs in 2016. The remaining eight districts, including the Junction, were determined to have Medium priority, and will be reviewed in the next prioritization analysis. The decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG2.8>

ISSUE BACKGROUND

Proposal

This application seeks to amend City of Toronto Zoning By-law No. 569-2013 and former City of Toronto Zoning By-law No. 438-86 to permit the development of an eight-storey building with 267 m² of retail space at grade, 43 residential rental units on

the second through seventh storeys and a partial eighth storey that would provide access to a proposed rooftop amenity space, The residential units would consist of 29 one-bedroom units, 13 two-bedroom units and 1 three-bedroom unit.

The total proposed gross floor area is 3,294 m², which would result in a density of approximately four times the area of the lot. The overall height of the building would be approximately 26.4 m.

Forty-four bicycle parking spaces are proposed, of which 39 resident spaces would be located below grade, three visitor spaces would be located at grade and accessed from the rear laneway and two spaces would be located in the proposed retail space at grade. Twenty-seven vehicular parking spaces are proposed, of which 24 resident spaces would be located at grade in three-level parking stackers that would be accessed from a driveway off Pacific Avenue. One resident space and two shared commercial and visitor spaces would be provided at grade at the rear of the building and would be accessed from the rear laneway. One Type C loading space is proposed at the rear of the building. Access for garbage collection and loading would occur from the rear laneway. A 1.97 m laneway widening is required.

For additional details, see Attachment 1: Site Plan, Attachment 2: Elevations, Attachment 3: Renderings and Attachment 5: Application Data Sheet.

Site and Surrounding Area

The relatively flat rectangular site is located in the Junction community, west of Keele Street, at the northwest corner of Dundas Street West and Pacific Avenue. The site has an area of approximately 812 m² and a frontage of approximately 15 m on Dundas Street West and 53 m on Pacific Avenue.

A two-storey building containing retail uses at grade and four rental units on the second floor currently occupies the majority of the site. Four vehicular parking spaces are provided at grade and accessed from Pacific Avenue. The existing building is proposed to be demolished.

Surrounding uses include:

- North: a mix of semi-detached dwellings and townhouses and one- and two-storey industrial and office buildings and the Canadian Pacific Railway corridor beyond.
- East and West: a mix of one- to three-storey commercial and residential buildings fronting both sides of Dundas Street West.
- South: a mix of one- to three-storey commercial and residential buildings fronting Dundas Street West with a large format grocery store and a mix of detached and semi-detached dwellings beyond.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is located on an *Avenue* on Map 2 of the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents.

The framework for new development on each *Avenue* will be established through an *Avenue* Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. Development applications which proceed in advance of an *Avenue* Study are required to complete a study, called an *Avenue* Segment Study. Policy 2.2.3.3(b) states that the review of the segment will:

- include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Zoning By-law at the statutory public meeting for the proposed development.

At present, there is no *Avenue* Study for this segment of Dundas Street West. An *Avenue* Segment Study was submitted in support of the application.

The subject site is designated *Mixed Use Areas* on Map 17 of the Official Plan. This designation provides for a broad range of commercial, residential and institutional uses,

in single use or mixed use buildings, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Section 2.3.1 of the Official Plan contains Healthy Neighbourhoods policies, which state that the intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density to the *Neighbourhoods*, maintain adequate light and privacy for residents in those *Neighbourhoods* and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets.

Section 3.1.1 of the Official Plan contains Public Realm policies that recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

Section 3.1.2 of the Official Plan contains Built Form policies, which identify that our enjoyment of streets and open spaces depends largely upon the visual quality, activity, comfortable environment and perceived safety of these spaces. Most of these qualities are influenced directly by the built form of adjacent buildings. These policies seek to ensure that new development be located and organized to fit with its existing and/or planned context and to frame and support adjacent streets, parks and open spaces.

Section 3.2.1 of the Official Plan contains Housing policies, which state that a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, is to be provided and maintained to meet the current and future needs of residents. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

The West Toronto Junction is identified as a Potential Heritage Conservation District on Map 36 of the Official Plan. The study and study area boundaries have not been authorized by City Council. Those lands identified as a Potential Heritage Conservation District are subject to Site and Area Specific Policy 305, which states that where Section 37 of the *Planning Act* is used in developments within or in close proximity to those specific areas identified as Potential Heritage Conservation Districts, cash contributions to fund Heritage Conservation District studies may be eligible as community benefits.

Zoning

The subject site is zoned Commercial Residential (CR 2.5 (c1.0; r2.0) SS2 (x2220)) in City of Toronto Zoning By-law 569-2013 (see Attachment 4: Zoning). This zoning category permits a range of commercial and residential uses. A maximum combined density of 2.5 times the area of the lot is permitted, with a maximum commercial density of 1 times the area of the lot and a maximum residential density of 2 times the area of the lot. The site is subject to Development Standard Set 2, which outlines a range of performance standards for development on the City's *Avenues* and main streets, including building setbacks and angular plane requirements. Site Specific Exception 2220 to the By-law further regulates the provision of parking on the site and the maximum permitted non-residential gross floor area. The maximum permitted building height is 14 m.

The subject site is zoned Mixed Commercial-Residential (MCR T2.5 C1.0 R2.0) in former City of Toronto Zoning By-law No. 438-86. This zoning category permits a range of commercial and residential uses. A maximum combined density of 2.5 times the area of the lot is permitted, with a maximum commercial density of 1 times the area of the lot and a maximum residential density of 2 times the area of the lot. The maximum permitted building height is 14 m.

Site Plan Control

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

Mid-Rise Building Performance Standards

In July 2010, City Council adopted the recommendations of the Avenues and Mid-Rise Buildings Study. The study developed performance standards to help guide intensification along the *Avenues* in a manner that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The guiding performance standards were used in the evaluation of the application to provide direction in minimizing potential adverse impacts related to light, views and privacy associated with the development of the site. The study is available at:

Reasons for Application

The proposed uses are permitted within the existing Zoning By-laws. The amendments to the Zoning By-laws are required to implement appropriate performance standards to regulate the proposed development such as: increased building height, increased site density, non-compliance with angular plane requirements and a reduction in parking.

Community Consultation

A pre-application community consultation meeting was held with residents, the applicant and owners, the Ward Councillor and City Planning staff on February 13, 2014. The applicant presented a concept for an eight-storey, 51-unit building with retail uses at grade. Residents expressed concerns with the proposal's compatibility with the street and surrounding neighbourhood, building height, massing and architectural style, streetscape treatment and unit sizes.

A community consultation meeting was held on August 19, 2014. The meeting was attended by City Planning staff, the Ward Councillor and her staff, the applicant and owners and approximately 55 members of the public. The applicant presented a modified proposal for an eight-storey, 42-unit building with retail uses at grade. Residents and business owners also provided written and verbal comments to City Planning staff. Issues raised by the public both at the meeting and over the course of the application review period included:

- Building Height – concern that the proposed height was out of character for Dundas Street West and that the building should be more consistent with the existing heights on the street, although some expressed support for the height if changes could be made to the massing and materiality.
- Building Massing – concerns related to the proposed projections into the angular planes and suggestions to address concerns with the overall height by providing additional setbacks at upper levels.
- Transition – concerns about potential impacts from the proposed building on the neighbourhood to the north, such as overlook and shadowing.
- Materiality and neighbourhood "fit" – concerns about the quality of finishes, the use of modern materials, the extent of glazing on the elevations and a desire for additional masonry. Opinions were mixed about having a more traditional building design that would mirror the existing heritage character versus having a more contemporary building.
- Environmental Sustainability – incorporate additional environmental features into the building design, restrict vehicular parking in the building and place greater emphasis on active modes of transportation.
- Traffic Impact – concerns about any potential increased levels of traffic arising from this development and traffic moving too quickly through the neighbourhood.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the 2014 PPS. The proposed development addresses these policies by focusing growth and development within an established area to achieve efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing and employment, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to these policies as it proposes growth within a built up area of the community along an intensification corridor and it is supportive of transit, walking and cycling for everyday activities.

Avenue Segment Study

In accordance with Official Plan Policy 2.2.3.3, an *Avenue* Segment Study was submitted in support of the application. The *Avenue* Segment Study was provided to evaluate the opportunities for and impacts of similar mid-rise developments along the portion of Dundas Street West between St. John's Place/Malta Park and Keele Street. The subject site is located in the middle of the segment study area. The *Avenue* Segment Study provides a background review of relevant policies and guidelines, an inventory of the existing built form, traffic impact, servicing and stormwater management analysis and a community services and facilities assessment, which helps to inform the impacts that incremental development may have on the *Avenue*.

The *Avenue* Segment Study identifies six sites along the segment that may be redeveloped in the near- to long-term at heights and densities that are similar to those proposed for the subject site. If these sites were to be developed as proposed along with the subject proposal, approximately 292 additional residential units could be created. Approximately 2,656 m² of grade-related commercial gross floor area could also be created, though the majority of this space would only replace existing commercial space in the study area.

The analysis of the community services and facilities identified that the area has a wide array of existing community services and facilities. However, some insufficiencies in the social infrastructure were found in the areas of local infant care and schools. The Toronto District School Board has stated in response to the proposal that there is not sufficient room in the local secondary school to accommodate students from the development.

The study area is well-served by public transit. Future traffic conditions are expected to continue operating at satisfactory levels of service with the optimization of signal timing at the Dundas Street West and Keele Street intersection applied as intensification occurs. The study also demonstrates that the demand generated by redevelopment in the study area can be accommodated in terms of servicing and stormwater management.

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

Mid-Rise Building Guidelines

The main objective of the *Avenues and Mid-Rise Buildings Study* is to encourage future intensification along the *Avenues* that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings. The study identifies a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the *Avenues and Mid-Rise Buildings Study*. The revised proposal would satisfy the majority of the Performance Standards. Where it would not meet a specific Performance Standard, it satisfies the general intent, and there is no adverse impact on properties in the surrounding area, as described further below.

Land Use

The Official Plan identifies that *Mixed Use Areas* are intended to achieve multiple planning objectives by combining an array of residential, office, retail and service uses. *Mixed Use Areas* are intended to allow residents to live, work and shop in the same area, giving people an opportunity to be less dependent on cars, while creating districts along transit routes that are animated, attractive and safe.

The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of

high quality commercial, residential and institutional uses that reduce automobile dependency while meeting the needs of the local community. The proposed eight-storey mixed use building would provide for both new housing and employment opportunities, which would be consistent with the mixed use character of the *Avenue*. The development would take advantage of existing public infrastructure and encourage pedestrian and cycling activity and additional ridership on public transit. The proposed mid-rise development is appropriate for this site and complies with the *Mixed Use Areas* policies of the Official Plan.

Building Height

Performance Standard 1 of the Avenues and Mid-Rise Buildings Study identifies that the maximum allowable height on the *Avenues* should be no taller than the width of the *Avenue* right-of-way. At this location, Dundas Street West has a right-of-way width of 20 m, which would result in a maximum height of 20 m or approximately six storeys. Performance Standard 13 identifies that mechanical penthouses may exceed the maximum height limit by up to 5 m, but may not penetrate the angular plane. Therefore, a 20 m building with a mechanical penthouse of 5 m, for a total of 25 m is recognized. It is this planned context that staff considered when reviewing the proposal.

The total height of the building would be approximately 26.4 m or eight storeys, of which approximately 22 m (the first seven storeys) would consist of occupied space and the upper 3 m (the eighth storey) would consist of amenity space with 1.5 m beyond for an elevator overrun. The dwelling units and amenity space above 20 m in height would wrap the majority of the mechanical penthouse, effectively concealing this component of the building. The additional elevator overrun would have an area of only 7.5 m². This overall height would be consistent with other recently approved mid-rise buildings on Dundas Street West. Staff are of the opinion that the subject building as designed with an overall height of 26.4 m would be acceptable in this context.

Building Massing

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the city. Section 4.5 of the Official Plan sets out criteria to evaluate development within the *Mixed Use Areas* designation. All new development in *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions and provide a transition between areas of different development intensity and scale. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights between areas of different development intensity and scale and by locating the mass of new buildings in a manner that is sensitive and limits the shadow impacts during the spring and fall equinoxes.

The proposed building would step back on the south and east façades to provide an appropriate pedestrian scale along the public streets. Performance Standard 4A of the Avenues and Mid-Rise Buildings Study identifies that an angular plane is taken from a height equivalent to 80% of the right-of-way width and that subsequent storeys must fit

within a 45 degree angular plane from this point. Consistent with the predominantly two-to three-storey building heights of the surrounding area, the proposed building would step back above the third storey. Additional stepbacks are now proposed along both the Dundas Street West and Pacific Avenue façades. Along Dundas Street West, the building would also step back above the fifth, sixth and seventh storeys while along Pacific Avenue, the building would step back at each storey above the third storey. While minor portions of the upper storeys of these façades penetrate the angular planes, these angular planes are intended to provide adequate sunlight on the *Avenue* and ensure that the street wall height is proportional to the right-of-way width. Given that the site is located on the north side of the street, shadowing of the *Avenue* is not an issue. The three-storey building base would be lower than the permitted height of 80% of the right-of-way width and would serve to reinforce the existing character of the street. It would also have little impact on privacy and overlook given the mixed-use character of Dundas Street West.

The proposed building would be built to the western property line to maintain the continuous streetwall along Dundas Street West. While the original proposal did not include any stepbacks along this side of the building, a stepback is now to be provided above the sixth storey to help limit the impact of the blank sidewall. Upgraded architectural treatment of the west elevation will be secured through the site plan control process.

The Healthy Neighbourhoods policies in Section 2.3.1 of the Official Plan state that developments in *Mixed Use Areas* that are adjacent to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density to the *Neighbourhoods* and maintain adequate light and privacy for residents in those *Neighbourhoods*. The semi-detached dwellings and townhouses north of the subject property are designated *Neighbourhoods*. Performance Standard 5A of the Avenues and Mid-Rise Buildings Study outlines the angular plane requirements for the rear of buildings on deep lots (greater than 32.6 m deep). The 45 degree angular plane is measured from the north side of the laneway. The building is required to be set back 7.5 m from the north lot line. The Performance Standard differs for buildings on shallow lots (less than 32.6 m deep) where the building is still required to be set back from the south side of the lane by a minimum setback of 7.5 m, but the 45 degree angular plane is measured from a height of 10.5 m above the 7.5 m setback line. The purpose of this Performance Standard is to ensure that appropriate transition occurs to the adjacent low-scale residential neighbourhood and to mitigate potential shadow, privacy and overlook concerns.

The original proposal included significant penetration of the angular planes. Through the application review process, this penetration has been extensively reduced and any potential impacts from the remaining penetration have been mitigated in several ways. Additional and greater stepbacks are proposed at each storey above the third storey. The stepbacks would be staggered to reduce the building massing. The resulting penetrations would not occur consistently along each storey and several storeys would have components in excess of the minimum stepback required under the angular plane. The building would have a minimum setback of 9 m from the north side of the laneway with

an additional 3 m setback at grade to accommodate parking and loading activities largely within the building envelope, which would exceed the minimum 7.5 m required.

The shadow study submitted in support of the application demonstrates that during the spring and fall equinoxes, the shadows cast by the proposed building would fall primarily on surrounding properties designated *Mixed Use Areas* and the extent of the shadows has been reduced from the original proposal with the additional and greater building setbacks. The only impact on the neighbourhood to the north occurs primarily between 12:18 p.m. and 1:18 p.m. during the spring and fall equinoxes when the proposed building would cast a modest shadow against the side wall of the three-storey dwelling to the north of the laneway abutting the subject property. The impact of the incremental shadows cast by the proposed building are deemed to be acceptable in this context.

Approximately one metre deep built-in planters would be included along the edges of the balconies and rooftop amenity space on the north side of the building, which would reduce the views available to the adjacent low-rise residential and mixed use areas. City Planning staff can support the proposed limited penetrations of the angular plane given the minimal impacts these penetrations may cause together with the proposed mitigation measures.

City Planning staff are of the opinion that the proposed scale and massing of the building would be appropriate for the site.

Character Area

The Junction is identified as a Character Area in the Avenues and Mid-Rise Buildings Study. Character Areas were identified as areas with an existing character that should be considered in the design of redevelopment projects on the *Avenues*. A range of Performances Standards have also been created that may be applied to Character Areas. Performance Standards 19D and 19E apply to the subject property. These state that mid-rise buildings should be designed to reflect a similar rhythm of entrances and multiple retail units through vertical articulation that is generally consistent with the rhythm of adjacent main street buildings and to reinforce the streetwall condition and animated pedestrian environment through materials, numerous entrances, display windows, canopies and signage. Further, mid-rise buildings should maintain a consistent cornice line for the first setback by establishing a datum line or an average of the existing cornice lines.

While the original proposal incorporated more varied and contemporary building materials, the proposed building now incorporates significant masonry, particularly for the first three storeys, to better reflect the predominance of brick in the area. The ground floor commercial space would have a maximum gross floor area of 267 m², which could be further divided into multiple commercial units. The first floor height of 3.7 m would be slightly higher than the existing commercial floor heights in the surrounding area to provide for greater flexibility of grade level uses, but would be slightly lower than most new commercial heights to better reflect the surrounding commercial character.

Building entrances have been further recessed from the original proposal to provide a contemporary interpretation of the existing main street storefront character and provide space for refuge from pedestrian circulation on the sidewalks. Cornice lines vary along this section of Dundas Street West, but a distinct cornice line is proposed at the third storey that would be generally consistent with the adjacent properties. The detailed design would be further evaluated and secured through the future site plan control process.

Traffic Impact, Access and Parking

A Traffic Impact Study was submitted in support of the proposal. The study concluded that the projected site traffic would have minimal impacts on the area and could be acceptably accommodated on the adjacent road network. Transportation Services staff have reviewed the proposal and have indicated that the proposal is acceptable.

Twenty-four resident parking spaces would be provided in three-level parking stackers that would be accessed from Pacific Avenue. Access to the existing surface parking area is provided from Pacific Avenue, but is essentially uncontrolled, with each space having driveway access over the sidewalk. The new access would be provided from a single narrower central driveway into the building where the parking stackers would be contained. One additional resident parking space, two shared visitor and commercial spaces and a Type C loading space would be provided at grade at the north side of the building and would be accessed from the rear laneway. The building would be partially cantilevered over these spaces at the rear. Transportation Services staff are satisfied with the proposed parking supply and Solid Waste Services staff are satisfied with the proposed loading.

Official Plan policies encourage reduced automobile dependency and promote alternative modes of transportation. The policies attempt to increase the opportunities for better walking and cycling conditions for residents. The proposal would include 44 bicycle parking spaces, including 39 resident spaces below grade, 3 visitor spaces at grade and accessed from the rear laneway and 2 spaces in the proposed commercial space at grade. The proposed bicycle parking is satisfactory.

The public laneway on the north side of the property is approximately 3 m wide. In accordance with City Council policy, the lane should ultimately be widened to a minimum width of 6 m. As a result, a 1.97 m wide strip of land across the northern property limit would be conveyed through the future site plan control application.

Amenity Space

In accordance with the Built Form policies in Section 3.1.2 of the Official Plan related to new multi-unit residential development and provisions in City of Toronto Zoning By-law Nos. 438-86 and 569-2013, the building would be required to include indoor and outdoor amenity space for residents of the development.

The original proposal provided indoor amenity space spread across several storeys of the building in small, discrete rooms that were not contiguous to the outdoor rooftop amenity

area. In the current proposal, the majority of the indoor amenity space is to be provided in a consolidated space that would be contiguous to the rooftop amenity space. A relatively small portion of the indoor amenity space would be provided on the north side of the second storey above the loading space. This overall configuration would be more usable and of a higher quality than the original proposal.

The size of both the indoor and outdoor amenity spaces have been increased and would result in a minimum of approximately 3.5 m² of outdoor amenity space per unit and 2.7 m² of indoor amenity space per unit, which would exceed the minimum requirement of 2 m² per unit of each type of amenity space in the Zoning By-laws. This would represent an appropriate provision of amenity space for residents of the building.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes an eight-storey mixed use building including 267 m² of retail space and 43 residential rental units on a site totalling (net) 782 m². At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 573 m² or 80% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 73 m².

Parks, Forestry and Recreation staff have determined the applicant can satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as there is no suitable location for an on-site parkland dedication. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Streetscape

Policy 3.1.2.4 of the Official Plan requires that new development enhance the existing streetscape by massing new development to define the edges of streets and open spaces with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms.

Performance Standard 7A of the Avenues and Mid-Rise Buildings Study identifies a minimum sidewalk zone of 4.8 m. The original proposal provided a sidewalk zone of 3.8 m, with no additional setback to the building. The proposed building would now include an additional setback of 1 m along Dundas Street West, with two pillars between the separate commercial bays in the additional setback area. A further 4 m² setback area

would be provided at the southeast corner of the building to provide additional sidewalk space at the crosswalk. A sidewalk zone of between 6 m and 7.5 m would be provided along Pacific Avenue, with additional setbacks provided at the commercial and residential building entrances.

The Arborist Report and Tree Preservation Plan submitted in support of this application indicate there are two trees adjacent to the subject property that qualify for protection under the City's Tree Protection By-law. One tree is located within the Dundas Street West right-of-way and the other is located in the Pacific Avenue right-of-way. Both are proposed to be protected. The current proposal includes the planting of three additional trees within the Pacific Avenue right-of-way. Opportunities for additional tree planting will be explored during the site plan control process.

The proposed streetscape along Dundas Street West would reinforce the existing treatment of the street, with rows of pavers along the road and a concrete sidewalk in front of the building. The streetscape along Pacific Avenue would provide ample opportunity for enhancement given the existing width of the sidewalk zone and the potential to increase the width of this area.

The Junction Gardens Business Improvement Area (BIA) recently completed a streetscape master plan vision document that identifies the desire to create meeting places, curate local culture and stimulate business and investment in the area through local improvements to the streetscape. The document identifies the intersection of Dundas Street West and Pacific Avenue as having potential to act as a gateway and a destination in the area. The BIA currently uses the portion of Pacific Avenue along the subject property as a place to host events by shutting down the street to vehicular traffic. There is potential to create a more pedestrian-friendly zone in this area for regular activities to take place and function as more of a public gathering space. City Planning staff see merit in this vision for the street and have been working with the applicant to implement a version of the vision outlined in the document.

In order to create a more flexible street that would be conducive to use as an event space, the sidewalks along Pacific Avenue would be widened and reconstructed with a low, rolled curb to reduce the current division between the vehicular and pedestrian portions of the street. The two existing vehicular lanes would remain, but would be narrowed to the minimum acceptable width. The entire street from Dundas Street West north to the laneway would be reconstructed with a consistent paving pattern that would extend across the entire area. This would provide a better balance in terms of the safety, accessibility and comfort for all users including pedestrians of all ages and abilities, cyclists, transit riders and drivers than is currently provided by the street.

The proposal would include narrow planting beds along the east side of the building to soften the edge of the building and street. Green wall elements would be constructed on the northern portion of the building to further soften the building and reduce the extent of blank walls on the outside of the parking area. Benches would also be provided along Pacific Avenue.

The plan for the Pacific Avenue streetscape is conceptual at this stage and the detailed design of the street would be further evaluated and secured as part of the site plan control process. The plan for the implementation of the vision for the streetscape would be resolved during the site plan control process.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-laws will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and Storage and Collection of Recycling and Organic Waste. Other applicable performance measures, such as Bird Friendly Design, will be secured through the site plan control process.

Tenure

The proposed development would create 43 new purpose-built rental units. Given the low vacancy rates and high demand for rental housing in Toronto, City Planning staff support the stated intention to build new rental housing on the subject property.

Conclusion

Staff recommend that this proposal for a terraced, eight-storey mixed use building be approved. The building as revised would comply with Official Plan policies by intensifying a *Mixed Use Areas* site on an *Avenue*, provide an appropriate transition to areas of different development intensity and scale, maintain the non-residential at-grade character of Dundas Street West, enhance the streetscape and improve the mix and tenure of housing in the area.

CONTACT

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E-mail: pjohnso3@toronto.ca

SIGNATURE

Neil Cresswell, MCIP, RPP
Director of Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Elevations

Attachment 3: Rendering

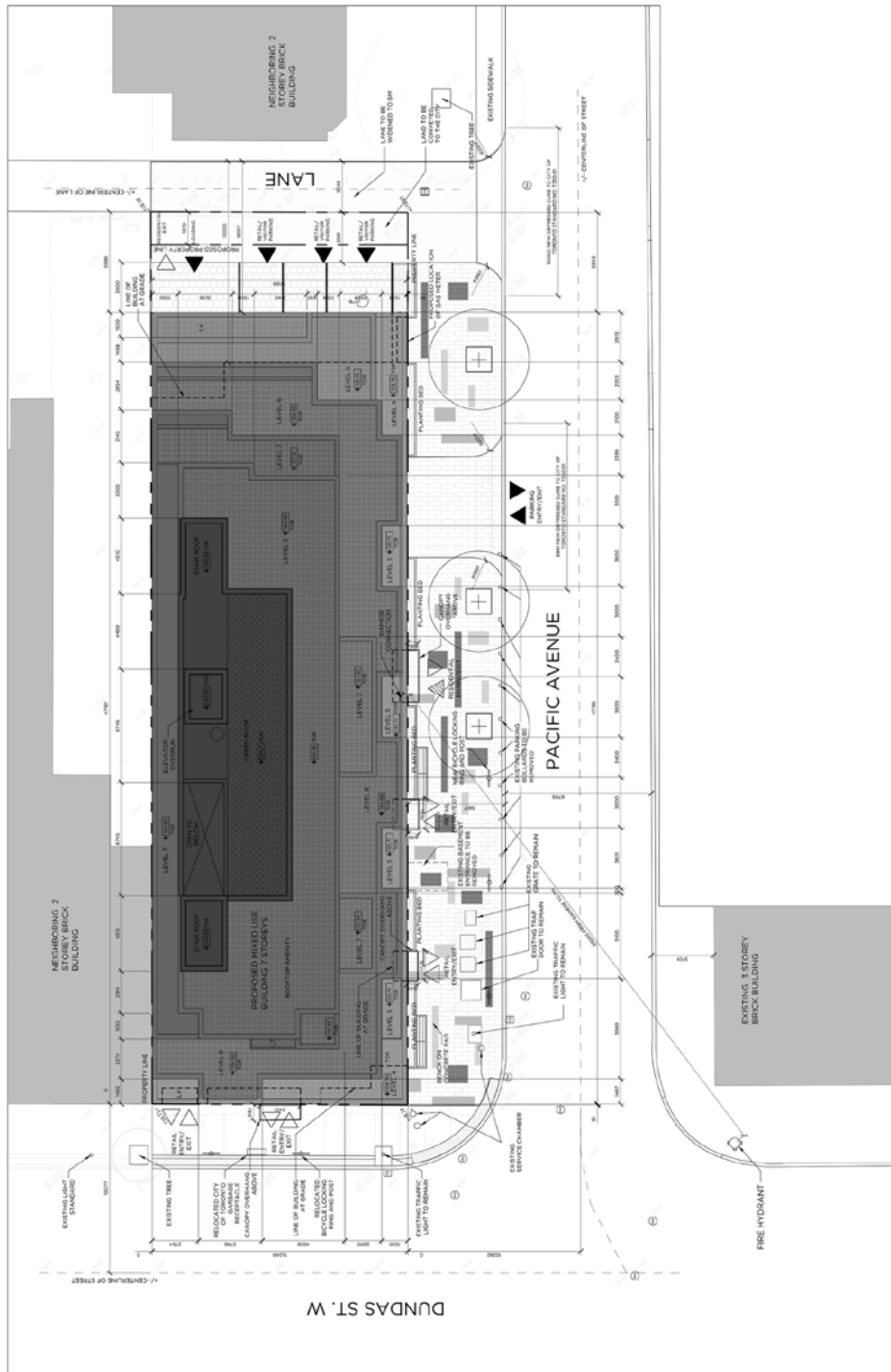
Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment to By-law No. 438-86

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

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
08/04/2015



2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue

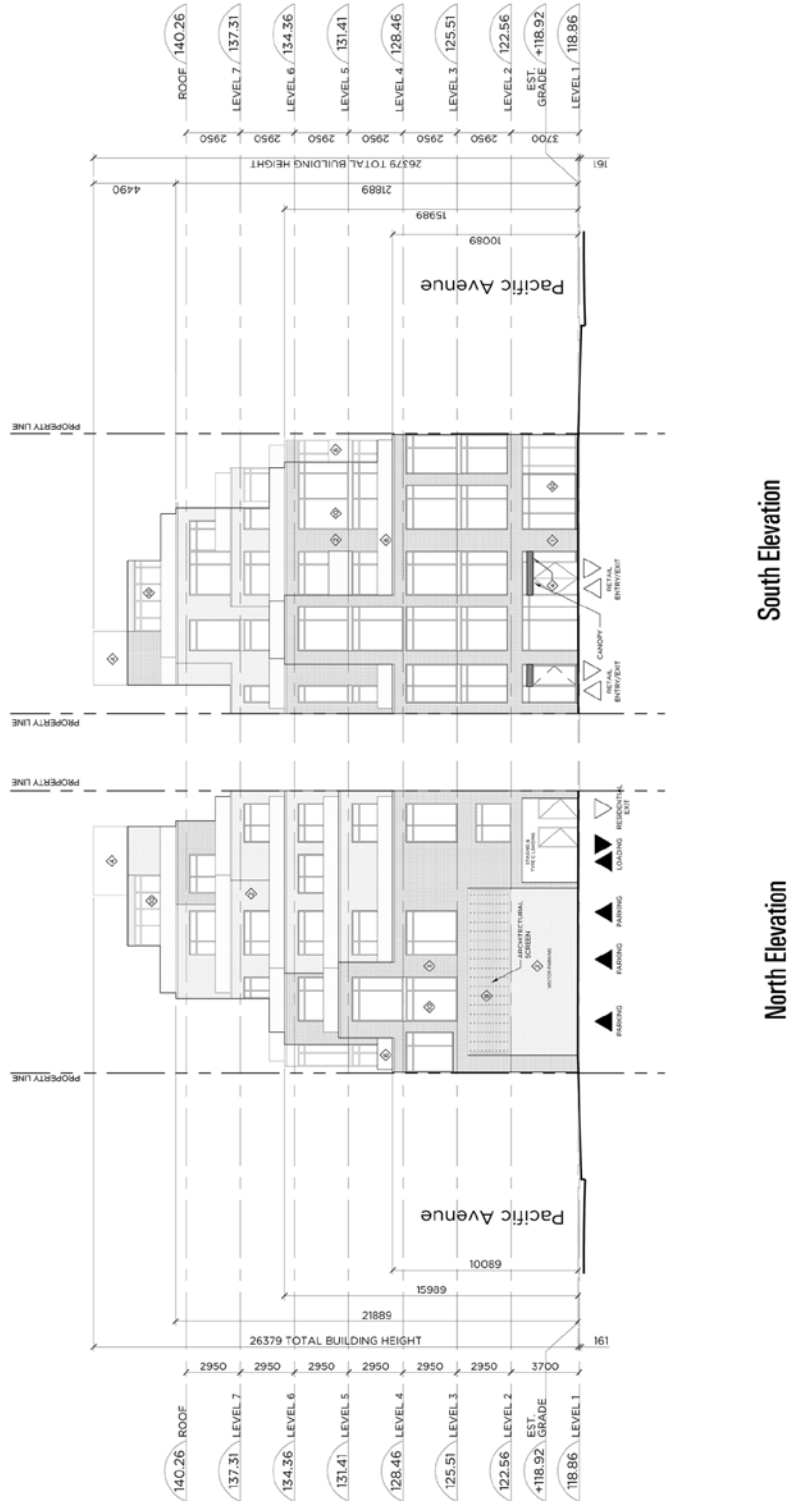
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Elevations

Applicant's Submitted Drawing
Not to Scale
08/04/2015

**2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue**
File # 14 152731 WET 13 0Z



Elevations

Applicant's Submitted Drawing

Not to Scale

08/04/2015

2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue

File # 14 152731 WET 13 0Z



West Elevation

2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue
File # 14 152731 WET 13 0Z

Applicant's Submitted Drawing
Not to Scale
08/04/2015

Attachment 3: Rendering



View from Dundas Street and Pacific Avenue

Rendering

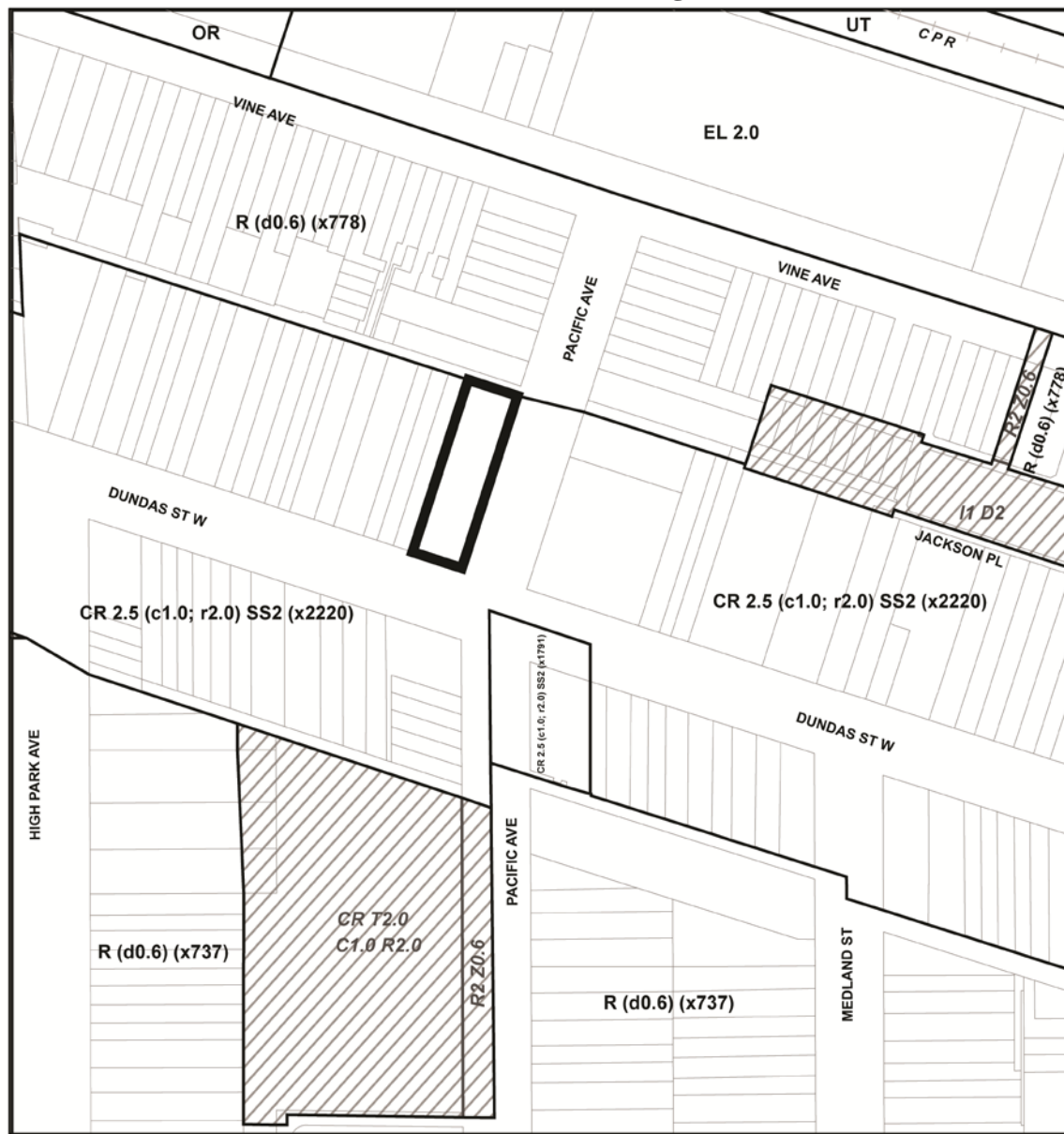
Applicant's Submitted Drawing

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2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue

File # 14 152731 WET 13 0Z

Attachment 4: Zoning



Toronto City Planning
Zoning By-law 569-2013

**2978 - 2982 Dundas Street West
and 406 - 408 Pacific Avenue**
File # 14 152731 WET 13 02



Location of Application

R Residential
CR Commercial Residential
EL Employment Light Industrial
OR Open Space Recreation

UT Utility and Transportation



See Former City of Toronto Bylaw No. 438-86

R2 Residential District
CR Mixed-Use District
I1 Industrial District



Not to Scale
Extracted 05/14/2014

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	14 152731 WET 13 OZ
Details	Rezoning, Standard	Application Date:	May 7, 2014

Municipal Address:	2978-2982 Dundas Street West and 406-408 Pacific Avenue
Location Description:	PLAN 603 LOT 68 **GRID W1304
Project Description:	Proposed 8-storey building with 267 m ² of retail space at grade, 43 residential rental units on the second through seventh storeys and a partial eighth storey that would provide access to a proposed rooftop amenity space.

Applicant:	Agent:	Architect:	Owner:
R.E. Millward & Associates Ltd.			2261293 ONTARIO INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	569-2013 CR2.5(c1.0;r2.0) SS2 (x2220) 438-86 MCR T2.5 C1.0 R2.0	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	812	Height:	Storeys:	8
Frontage (m):	15.3		Metres:	27
Depth (m):	52.7			
Total Ground Floor Area (sq. m):	658			Total
Total Residential GFA (sq. m):	3027		Parking Spaces:	27
Total Non-Residential GFA (sq. m):	267		Loading Docks	1
Total GFA (sq. m):	3294			
Lot Coverage Ratio (%):	81			
Floor Space Index:	4			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental		Above Grade	Below Grade
Rooms:		Residential GFA (sq. m):	3027	0
Bachelor:	0	Retail GFA (sq. m):	267	0
1 Bedroom:	29	Office GFA (sq. m):	0	0
2 Bedroom:	13	Industrial GFA (sq. m):	0	0
3 + Bedroom:	1	Institutional/Other GFA (sq. m):	0	0
Total Units:	43			

CONTACT:	PLANNER NAME:	Paul Johnson, Planner
	TELEPHONE:	416-396-7658

Attachment 6: Draft Zoning By-law Amendment to By-law No. 438-86

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto
Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To amend City of Toronto Zoning By-law No. 438-86, as amended, With respect to the lands municipally known as, 2978-2982 Dundas Street West and 406-408 Pacific Avenue

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 Section 2(1) with respect to the definitions of "*grade*", "*lot*" and "*parking stacker*", and Sections 4(2)(a), 4(3)(a), 4(3)(b), 4(3)(f), 4(4), 4(13)(a), 4(13)(c), 4(13)(d), 4(16), 8(2)5., 8(3) Part I, 8(3) Part II 4.(c), 8(3) Part IV 2. and 8(3) Part XI 1. of By-law No. 438-86 of the former City of Toronto, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of land and the erection and use of certain buildings and structures 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* provided:
 - (1) The *lot* consists of those lands delineated by heavy black lines shown on Map 1, attached to and forming part of this By-law.
 - (2) No portion of any building or structure is located otherwise than wholly within the areas delineated by heavy lines shown on Map 2, attached to and forming part of this By-law, with the exception of the following:
 - (i) Balconies may extend beyond the heavy lines by 1.5 metres provided they are located above the first three storeys of the building above-ground and are located entirely behind the main wall of the first three storeys of the building above-ground.
 - (ii) Eaves, cornices, window sills, light fixtures, railings, bollards, wheelchair ramps, stairs, stair enclosures, landscape planters and

- other similar architectural projections may extend beyond the heavy lines by 0.6 metres.
- (iii) Any devices used to attach foliage to any living green wall element may extend beyond the heavy lines by 1.2 metres.
 - (iv) Canopies, awnings or similar structures may extend beyond the heavy lines by 1.5 metres.
- (3) The *height* of any building or structure, as measured from an established *grade* of 118.92 metres, shall not exceed the maximum *height* in metres specified by the numbers following the symbol H on Map 2, attached to and forming part of this By-law.
- (i) Unenclosed structures providing safety or wind protection to rooftop amenity space may exceed the permitted maximum height by 3.0 metres.
 - (ii) Parapet walls may exceed the permitted maximum height by 1.0 metre.
 - (iii) Fences and privacy screens may exceed the permitted maximum height by 2.5 metres.
 - (iv) Railings may exceed the permitted maximum height by 1.2 metres.
- (4) The *residential gross floor area* erected on the *lot* shall not exceed 3,050 square metres.
- (5) The *non-residential gross floor area* erected on the *lot* shall not exceed 275 square metres.
- (6) A minimum of 27 *parking spaces* shall be provided and maintained on the *lot*, of which:
- (i) a minimum of 25 *parking spaces* shall be provided for *dwelling units* of the building;
 - (ii) a maximum of 24 *parking spaces* for *dwelling units* of the building may be contained in *parking stackers*; and
 - (iii) a minimum of 2 *parking spaces* shall be provided for visitors, and such *parking spaces* may be designated as shared non-residential/residential visitor *parking spaces*.
- (7) *Parking spaces* shall be set back a minimum of 6 metres from a *lot* in a residential district.
- (8) One *Type C loading space* shall be provided on the *lot*.
- (9) A minimum of 44 *bicycle parking spaces* shall be provided and maintained on the *lot*, of which:

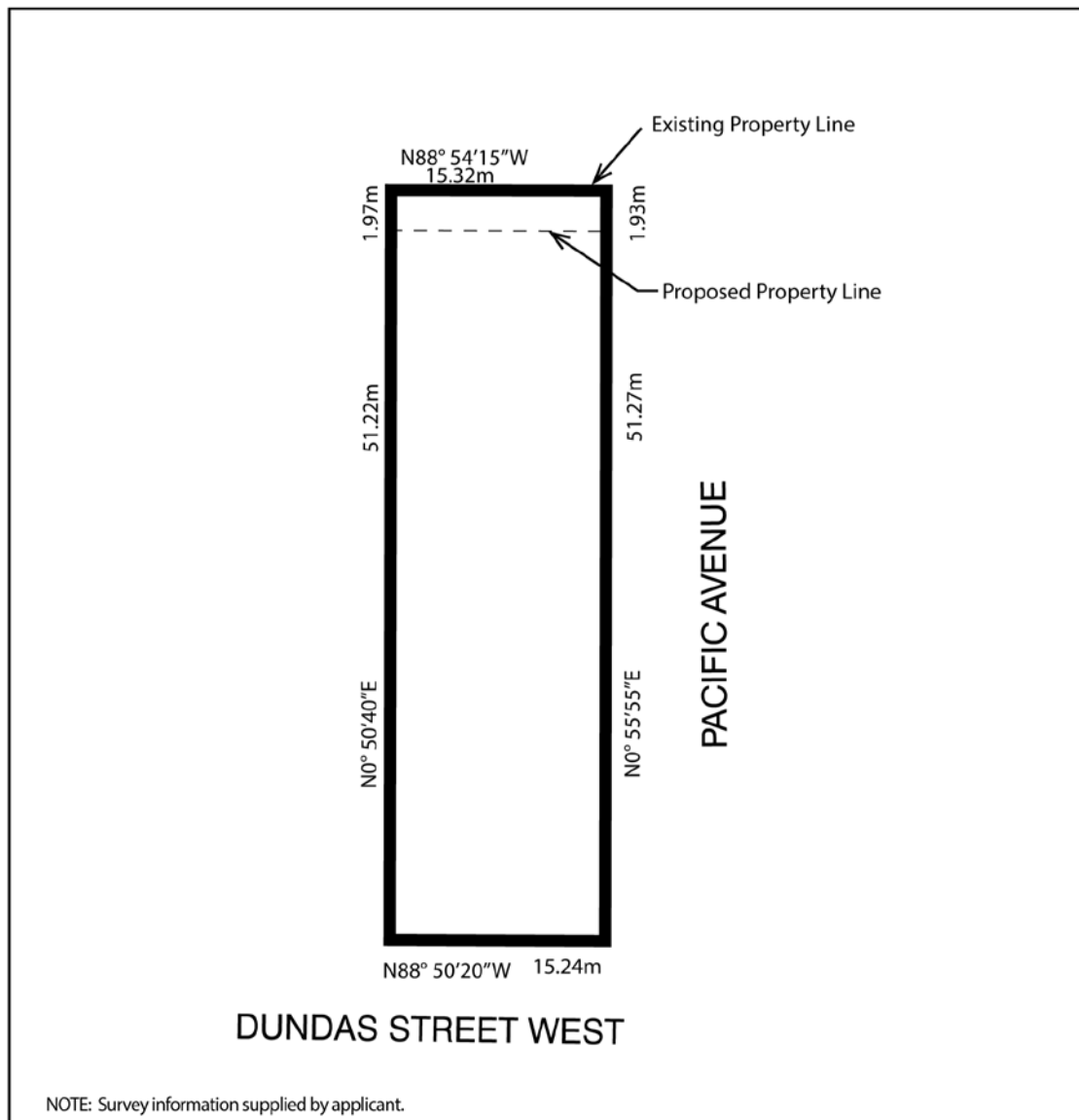
- (i) a minimum of 39 *bicycle parking spaces* shall be provided for residents;
 - (ii) a minimum of 3 *bicycle parking spaces* shall be provided for visitors; and
 - (iii) a minimum of 2 *bicycle parking spaces* shall be provided for non-residential uses on the *lot*.
- (10) For the purposes of this By-law, the terms set forth in italics shall have the same meaning as defined in By-law No. 438-86, as amended, with the exception of the following:
 - (i) "*grade*" shall be measured from an established grade of 118.92 metres
 - (ii) "*lot*" shall mean those lands outlined by heavy lines on Map 1 attached hereto
 - (iii) "*parking stacker*" shall have the same meaning as set out in By-law No. 438-86, as amended, except that both the parking stacker and platform of such parking space shall have dimensions of not less than 2.6 metres by 5.09 metres.
- (11) Despite any future severance, partition or division of the *lot* as shown on Map 1, the provisions of this By-law shall apply as if no severance, partition or division occurred.
- 2. Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
 - (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



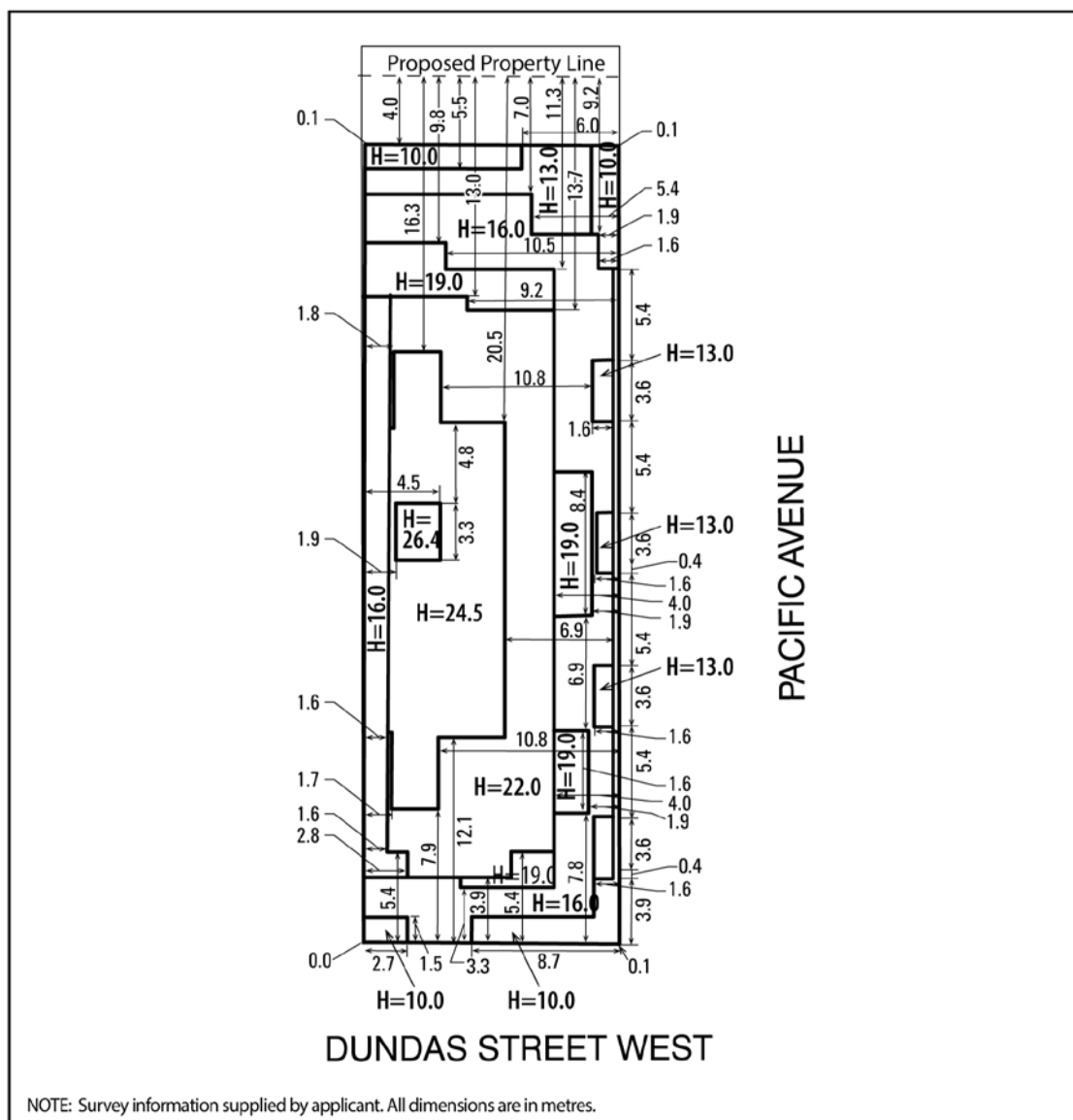
2978 - 2982 Dundas Street West and
406 - 408 Pacific Avenue

Map 1

File # 14 152731 WET 13 0Z



Not to Scale
08/14/2015



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

Authority: Etobicoke York Community Council ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. [XXXX- 2015]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2014 as, 2978-2982 Dundas Street West and 406-408 Pacific Avenue

Whereas Council of the City of Toronto has the authority to pursuant to 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*; and

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 4.3 (c0.4; r3.9) SS2 (x30), as shown on Diagram 2 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number 30 so that it reads:

(30) Exception CR 30

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On 2978-2982 Dundas Street West and 406-408 Pacific Avenue, none of the regulations of 40.5.40.10(4), 40.5.40.10(5), 40.10.40.10(2), 40.10.40.10(5), 40.10.40.70(2), 40.10.50.10(2),

40.10.50.10(3), 40.10.80.20, 40.10.90.1, 40.10.90.10(1)(C), 40.10.100.10(1), 200.5.1.10(12)(C), 200.5.10.1 and 220.5.10.1 prevent the erection or use of a **building, structure**, addition or enlargement if it complies with By-law [Clerks to insert this by-law Number].

- (B) The total **gross floor area** on the **lot** must not exceed 3,325 square metres, provided:
- (i) the residential **gross floor area** does not exceed 3,050 square metres; and
 - (ii) the non-residential **gross floor area** does not exceed 275 square metres.
- (C) The height of any **building** or **structure**, as measured from an established grade of 118.92 metres, must not exceed the height in metres specified by the numbers following the symbol H on Diagram 3 of By-law [Clerks to insert this by-law Number].
- (D) Despite (C) above, the following **building** elements and **structures** are permitted to exceed the maximum heights on Diagram 3 of By-law [Clerks to insert this by-law Number]:
- (i) Unenclosed **structures** providing safety or wind protection to rooftop **amenity space** may exceed the permitted maximum height by 3.0 metres.
 - (ii) Parapet walls may exceed the permitted maximum height by 1.0 metre.
 - (iii) Fences and privacy screens may exceed the permitted maximum height by 2.5 metres.
 - (iv) Railings may exceed the permitted maximum height by 1.2 metres.
- (E) No portion of any **building** or **structure** can extend beyond the areas delineated by heavy lines shown on Diagram 3 of By-law [Clerks to insert this by-law Number].
- (F) Despite (E) above, the following **building** elements and **structures** are permitted to extend beyond the heavy lines shown on Diagram 3 of By-law [Clerks to insert this by-law Number]:
- (i) Balconies may extend beyond the heavy lines by 1.5 metres provided they are located above the first three **storeys** of the **building** above-ground and are located entirely behind the **main wall** of the first three **storeys** of the building above-ground.

- (ii) Eaves, cornices, window sills, light fixtures, railings, bollards, wheelchair ramps, stairs, stair enclosures, **landscape** planters and other similar architectural projections may extend beyond the heavy lines by 0.6 metres.
 - (iii) Any devices used to attach foliage to any living green wall element may extend beyond the heavy lines by 1.2 metres.
 - (iv) Canopies, awnings or similar **structures** may extend beyond the heavy lines by 1.5 metres.
- (G) The minimum height of the first **storey**, measured between the floor of the first **storey** and the ceiling of the first **storey**, is 3.5 metres.
- (H) The **vehicle** access to the **building** may be 0 metres from the **lot line** abutting the **street**.
- (I) A **parking space** that is not in a **building** or **structure** may be set back 0 metres from a **lot line**.
- (J) A **parking space** must be set back at least 6.0 metres from a **lot** in the Residential Zone category.
- (K) Despite regulation 200.5.1.10 (2)(A), 24 **stacked parking spaces** may have a minimum length of 5.09 metres and a minimum width of 2.6 metres.
- (L) A minimum of 27 **parking spaces** must be provided in accordance with the following:
 - (i) a minimum of 25 **parking spaces** for **dwelling units** of the **building**, of which 24 **parking spaces** may be **stacked parking spaces**; and
 - (ii) a minimum of 2 **parking spaces** for visitors, and such **parking spaces** may be designated as shared commercial/residential visitor **parking spaces**.
- (M) One Type 'C' **loading space** must be provided on the **lot**.

Prevailing By-laws and Prevailing Sections:

- (A) Section 12(2) 270(a) of former City of Toronto By-law No. 438-86.

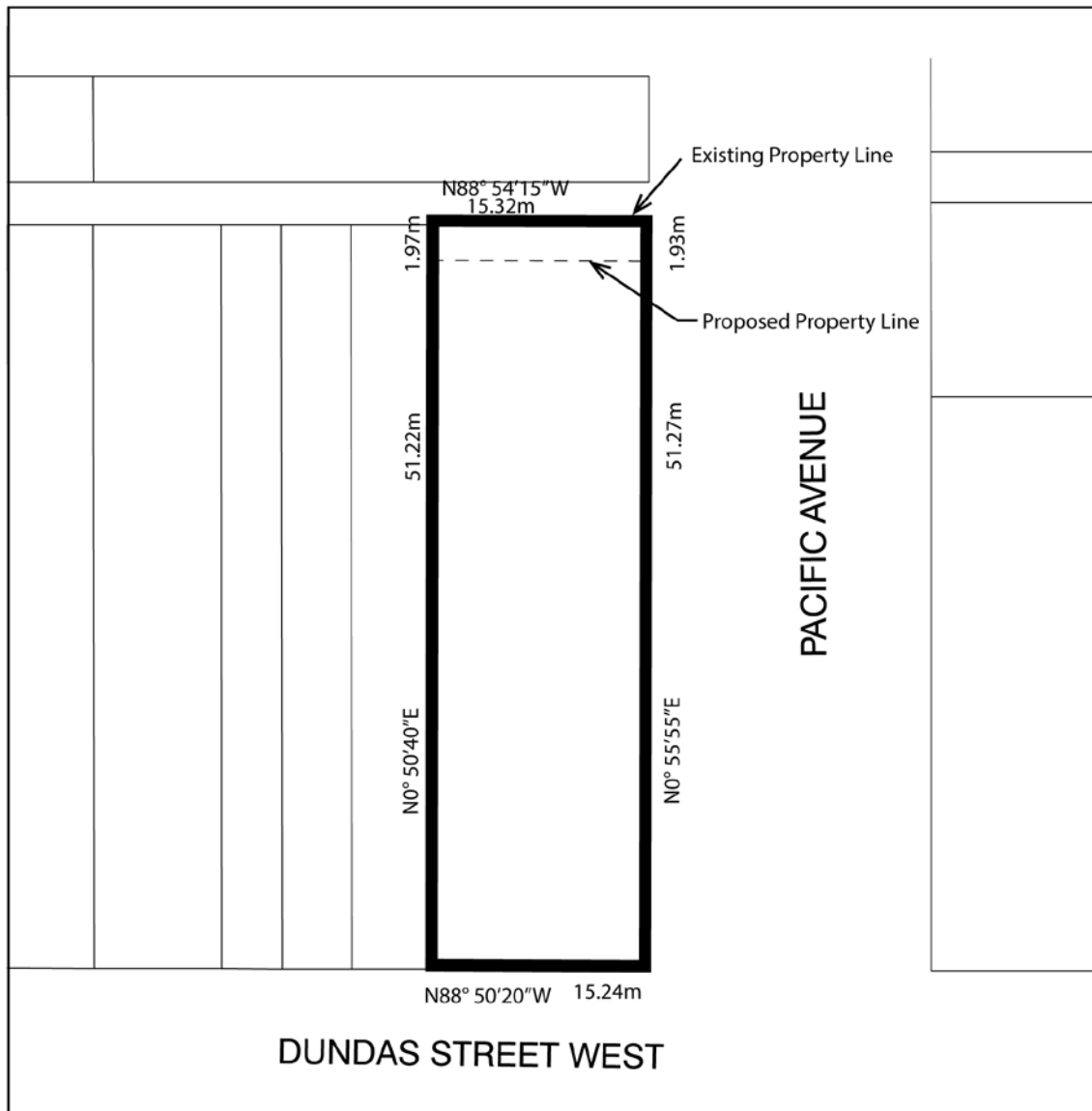
Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



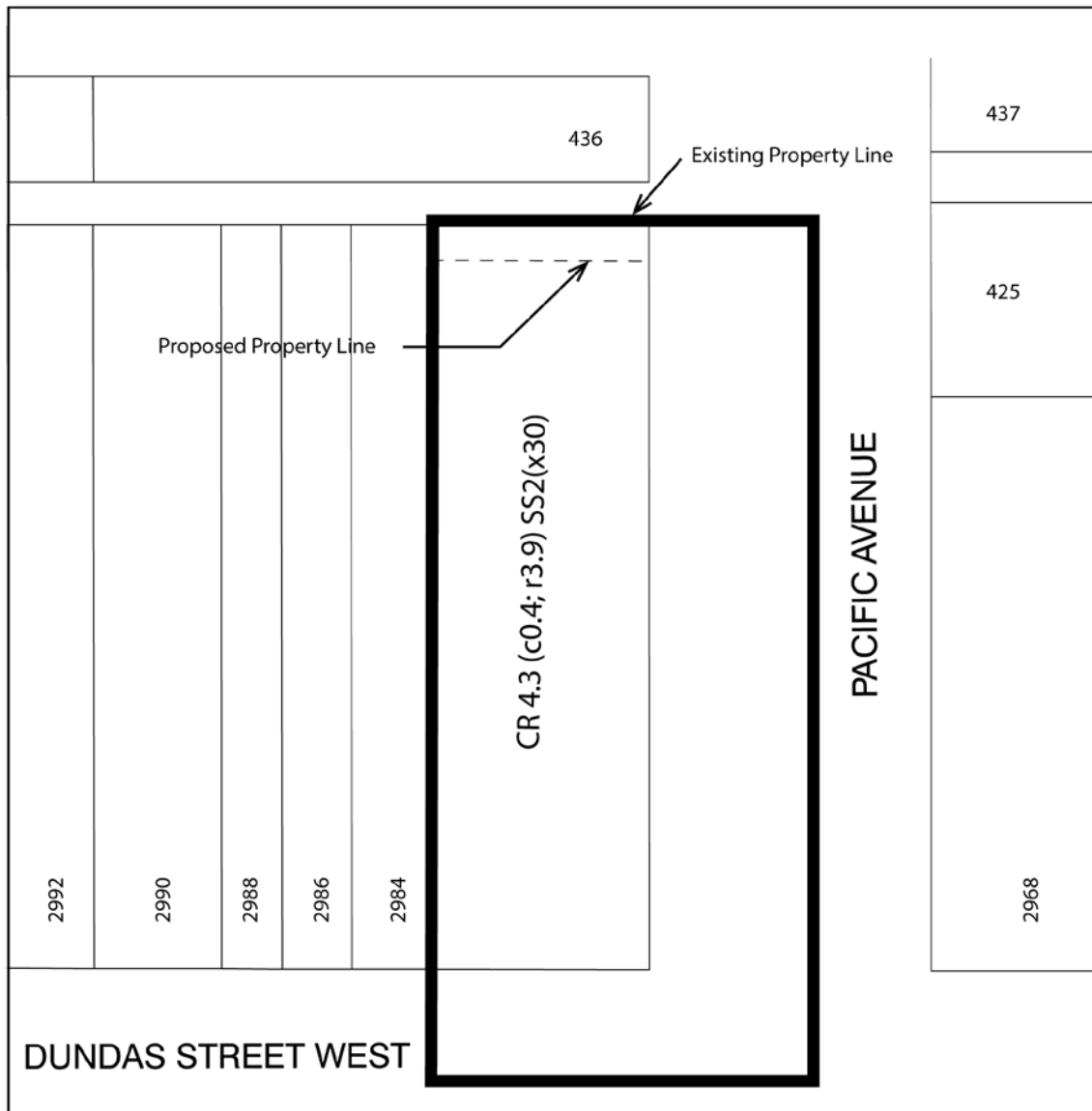
Toronto City Planning
Diagram 1

2978 - 2982 Dundas Street West and
406 - 408 Pacific Avenue
File # 14 152731 WET 07 02

Approved by: P. Johnson

City of Toronto By-Law 569-2013
Not to Scale
08/13/2015



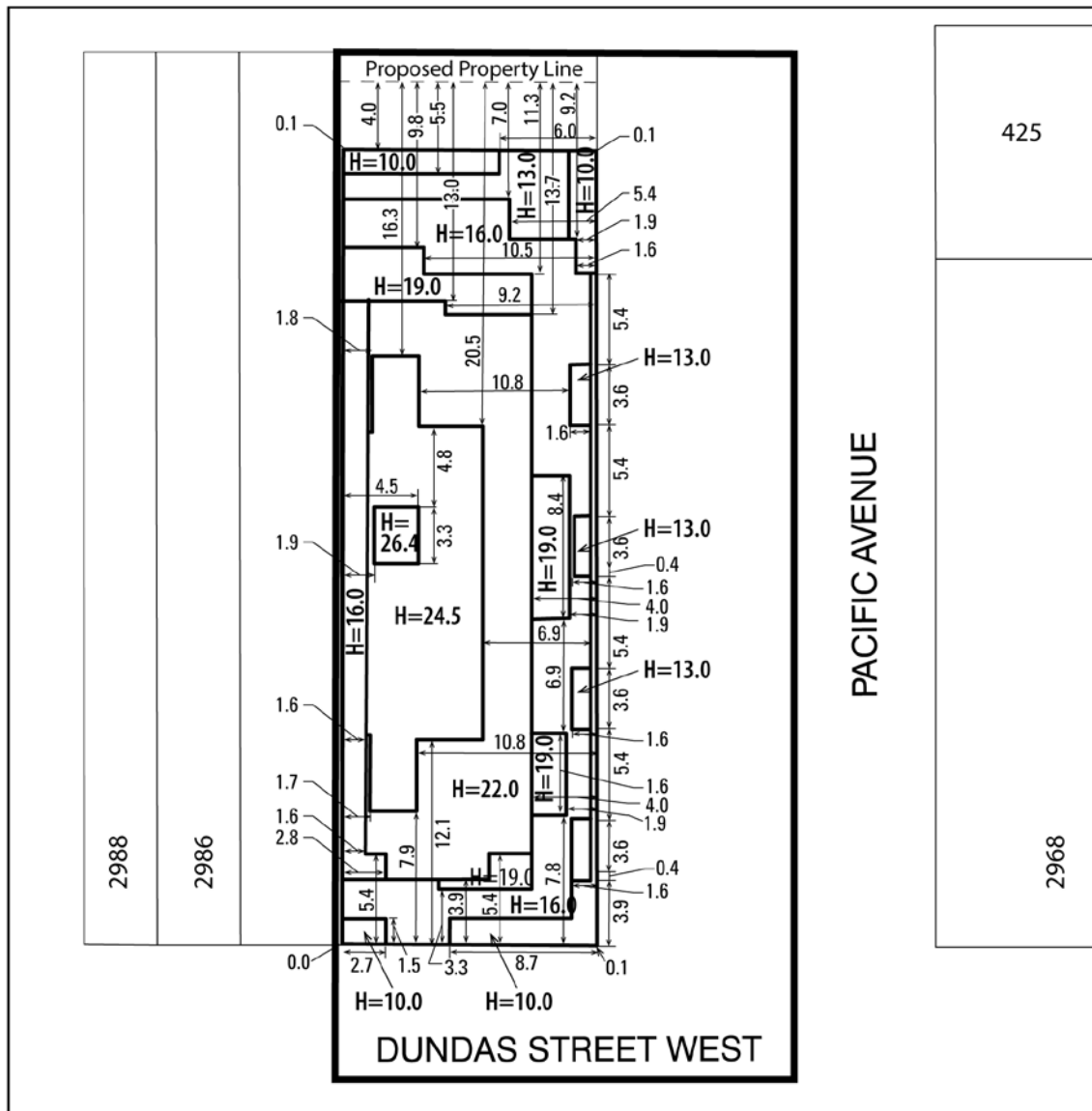


Toronto City Planning
Diagram 2

**2978 - 2982 Dundas Street West and
 406 - 408 Pacific Avenue**
 File # 14 152731 WET 13 02

Approved by: P. Johnson

↑
 City of Toronto By-Law 569-2013
 Not to Scale
 08/13/2015



TORONTO City Planning
Diagram 3

2978 - 2982 Dundas Street West and
406 - 408 Pacific Avenue
File # 14 152731 WET 13 02

Approved by: P. Johnson

City of Toronto By-Law 569-2013
Not to Scale
08/13/2015