

646-648 Dufferin Street and 1-3 Boland Lane – Official Plan Amendment and Zoning Amendment Application – Final Report

Date: March 29, 2021

To: Toronto and East York Community Council

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

Ward 9 - Davenport

Planning Application Number: 19 101834 STE 09 OZ

SUMMARY

This Official Plan Amendment and Zoning By-law Amendment application proposes to permit the lands at 646-648 Dufferin Street and 1-3 Boland Lane to be redeveloped with an 8-storey residential building containing 124 dwelling units. The proposal has been significantly revised since the original submission in response to feedback from staff and the local community.

This application is also being reviewed concurrently and considered with the Zoning By-law Amendment application at 1494-1502 Dundas Street West (File No. 19 101840 STE 09OZ), as this application is proposing a shared loading space with the development proposal to the south on Dundas Street West which would be accessed via the public laneway.

The proposed development is consistent with the Provincial Policy Statement (2020) and 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. This development application provides adequate transition to the adjacent Neighbourhoods to the north, west and east of the site. The development would provide for a compact built form on a site that is appropriate for intensification as it is within a built-up area and would take advantage of existing infrastructure. New residential uses would be introduced while limiting the impacts on the character and function of the existing neighbourhood and enhancing the public realm.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 646-648 Dufferin Street and 1-3 Boland Lane substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to the March 29, 2021 report from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 569-2013, for the lands at 646-648 Dufferin Street and 1-3 Boland Lane substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.6 to the March 29, 2021 report from the Director, Community Planning, Toronto and East York District.
3. City Council amend City of Toronto Zoning By-law 438-86 for the lands at 646-648 Dufferin Street and 1-3 Boland Lane substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.7 to the March 29, 2021 report from the Director, Community Planning, Toronto and East York District.
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 Amendments as may be required.
5. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to register a Sharing Loading Agreement on title to secure the required Type G loading space arrangement for the subject site to be provided as off-site loading for the development at 1494-1502 Dundas Street West, to the satisfaction of the General Manager, Transportation Services;

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

A pre-application meeting was held on May 22, 2018, concurrently with the development proposal at 1494-1502 Dundas Street West. The current application was submitted on January 7, 2019 and deemed complete on February 13, 2019. A Preliminary Report on the application was adopted by Toronto and East York Community Council on March 19, 2019, authorizing staff to conduct a community consultation meeting with an expanded notification area. The issues raised during the community consultation are summarized in this report. The Preliminary Report is available at:

<https://www.toronto.ca/legdocs/mmis/2019/te/bgrd/backgroundfile-130337.pdf>

PROPOSAL

Application Description

This application proposes to amend the Official Plan and Zoning By-law for the property at 646-648 Dufferin Street and 1-3 Boland Lane to permit an 8-storey residential building fronting Dufferin Street.

The proposed Official Plan Amendment is to redesignate a portion of the subject site from Neighbourhoods to Mixed Use Area. See Attachment No. 5, for proposed boundary change. The proposed Zoning By-law Amendment is to adjust the development standards with respect to maximum height, maximum density, minimum setbacks, minimum parking and loading space requirements and other applicable zoning performance standards to permit the proposed development.

The building would have a height of 25.15 metres to the roof and 28.75 metres to the top of the mechanical penthouse. The building has a total proposed residential gross floor area (GFA) of 9,298 square metres. The proposal consists of 124 dwelling units with the following mix: 10 bachelor units (8%); 60 one-bedroom units (48%); 42 two-bedroom units (34%); and 12 three-bedroom units (10%).

Along Dufferin Street, the building is proposed to be setback from the property line by 1.16 metres for the first 5 storeys, with increasing stepbacks beginning at the 6th, which will allow for a full 4.8 metres from the curb to the building face. At the 6th floor, the building steps back by 2.825 metres, there is a 3.0 metre stepback at the 7th floor and a further stepback of 3.0 metres at the 8th floor.

Along the north side of the building, the property line is a reverse L-shape from Dufferin Street to the east and a bump out towards the rear western portion along Boland Lane. The proposed building would have a variety of setbacks and stepbacks as the building rises upwards in order to allow for proper transitions to the low rise residential neighbourhood to the north. At the ground level there is an outdoor amenity space of approximately 112 square metres which is of an approximate rectangular in shape that allows for a notch within the middle of the building at the north end which is approximately 5.5 metres deep. This allows for a minimum 5.5 metre separation distance for at least half of the north elevation. The north elevation continually steps back to the south as the building rises, once the building is at the 8th floor, the majority of the building is 12 metres from the north property line.

Along the south property line abutting the east-west public laneway, a 1.4 metre lane widening is proposed to be conveyed. At the ground level, the building has a number of setbacks in order to accommodate the shared loading area and entrance to the underground garage. At the 2nd to 3rd level, the building has a series of setbacks such that a portion towards Dufferin Street is built to the new property line, and the middle portion of the building which is above the loading area at the ground level is setback 4.35 metres. As the building moves west towards Boland Lane the setbacks decrease with a portion at 2.5 metres and then a western portion at the new property line with no setbacks. From floors 4 to 8 the stepbacks along the south property line to allow for a

5.5 metre separation distance to the centreline of the lane, with balconies projecting into the 5.5 metres.

Along the rear of the site at the western property line along Boland Lane, a 0.22 metre lane widening will be conveyed to ultimately achieve a 5-metre wide laneway. In addition, the building will be setback 1.7 metres from the property line to allow for a sidewalk condition. As the building rises up, starting from the 3rd level, each floor, introduces an additional stepback from the 1.7 metres with varied terracing along the rear as the building rises. The 3rd floor steps back at 2.8 metres, floors 4-6 each step back an additional 3 metres each above, floor 7 would stepback an additional 2.62 metres with some small variations, and the 8th floor would have a further stepback of 3.3 metres with some variations as well. Once the building reaches the top of the roof, there is a full building setback of 17.7 metres from the south property line. Above the 8th floor are located the mechanical penthouse with an outdoor amenity area.

The proposal includes a total of 4 square metres per unit (496 square metres total) of amenity space including: 1.92 square metres per unit (239 square metres total) of indoor amenity space and 2.07 square metres per unit (257 square metres total) of outdoor amenity space. The indoor space would be located in a variety of rooms located on the ground floor and the outdoor amenity space would be located on the ground floor as well as on the rooftop. There is an additional proposed indoor amenity space on the ground floor with a pet washing station.

The main vehicular access is proposed from Dufferin Street through the public laneway (LN N Dundas W Dufferin) which runs east-west to Awde Street and also connects to Boland Lane, which runs north to Fisher Street. A total of 40 vehicular parking spaces would be provided in 1 level of underground parking. 128 bicycle parking spaces are proposed (114 Long term spaces and 14 short term spaces).

A "Type G" loading space is located on the site accessed from the east-west laneway, and is proposed to be a shared loading space with the adjacent development site that is proposed at 1494-1502 Dundas Street West.

The current proposal incorporates a number of revisions from the original application, as summarized below:

- Elimination of proposed townhouses along Boland Lane and the reconfiguration of the entire proposal as one midrise building with the main access to the building off of Dufferin Street;
- Increased building setback on Dufferin Street;
- Reduction in overall building height;
- Reconfigured loading area;
- Increased building setback along Boland Lane to allow for a sidewalk and public realm improvements;
- Improvements to the transitions to the Neighbourhoods to the north and west;
- Increase in residential units;
- Increased outdoor amenity space; and
- Greater mix of units

Detailed project information is available on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment No.2 of this report for Application Data Sheet, Attachment 8 for the proposed Site Plan, Attachment 9 for the Ground Floor Plan, Attachments 10-13 for the proposed Elevations and Attachments 14-15 for three dimensional representation of the project in context.

Site and Surrounding Area

The site is located on the west side of Dufferin Street, just north of Dundas Street West. The site has an area of approximately 2,243 square metres with a frontage on Dufferin Street of approximately 44 metres and a depth of approximately 63 metres.

The site is an assembly of four consolidated parcels which are currently unoccupied. The property at 646 Dufferin Street is a parking lot that was originally used as the accessory parking lot for the former Ryan and Odette funeral home on Dundas Street West. 648 Dufferin Street comprises of a 1 storey-commercial building that is set well back from Dufferin Street and an associated garage. The properties at 1-3 Boland Lane contain a pair of 2-storey semi-detached houses at the northeast corner of Boland Lane and the east-west lane (Ln N Dundas W Dufferin). These two houses built on Boland Lane are the only properties that front onto the laneway, while the other properties have rear entrances to residential houses facing Boland Lane.

The buildings and uses surrounding the subject site include the following:

North: north of the site are low rise residential buildings along Dufferin Street and on interior neighbourhood streets.

East: across Dufferin Street on the east side is St. Anne's Anglican Church, a National Historic Site and a Part IV Heritage Designated property. Directly north of the church is St. Anne's Place, a 13-storey supportive housing building, the remaining properties along Dufferin Street on the east side are low rise residential houses. One block further east of Dufferin on Gladstone Avenue are low rise residential houses as well as the Cadbury Chocolate Factory.

South: Immediately south of the site is an east-west public laneway (Ln N Dundas W Dufferin) which runs west to Awde Street. Further south is Dundas Street West with a mix of 2-3 storey mixed-use buildings, and the development proposal for an 8-storey mixed-use building at 1494-1502 Dundas Street West.

West: immediately west of the site is Boland Lane, which has the rear yard and parking areas for the houses that front onto Awde Street and Fisher Street. The block further west contains low rise residential uses.

See Attachment 1 of this report for the location map.

Reasons for Application

The application to amend the Official Plan proposes to redesignate a portion of the subject site from Neighbourhoods to Mixed Use Areas. The subject site has a split land use designation of Mixed Use Areas on the eastern half of the site and Neighbourhoods designation towards the western portion of the site, with a small sliver that extends eastwardly to Dufferin Street. This Official Plan amendment is required since the proposed building is 8-storeys whereas buildings located within a Neighbourhood are not permitted to have a height greater than 4-storeys.

The application for a Zoning By-law amendment is required on the subject lands in order to facilitate the proposed built form, such as an increase in height, maximum permitted density, and a decrease in the required parking supply. A Zoning By-law amendment is required for non-compliance with these and a number of other performance standards in both Zoning By-laws.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Survey Plans;
- Architectural Plans;
- Conceptual Landscape Plan;
- Arborist Report;
- Planning and Urban Design Rationale;
- Heritage Impact Statement;
- Functional Servicing and Stormwater Management Report;
- GeoHydrology Assessment;
- Geotechnical Report;
- Noise Impact Study;
- Draft Official Plan Amendment;
- Draft Amending Zoning By-laws to 569-2013 and 438-86;
- Phase One Environmental Site Assessment;
- Public Consultation Strategy;
- Sun/Shadow Study;
- Toronto Green Standard Version 3.0 Checklist;
- Transportation Impact Study;
- Pedestrian Wind Assessment; and
- Rental Housing Declaration of Use and Screening Form.

These reports/studies can be accessed through the Application Information Centre (AIC) at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>.

Agency Circulation

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.

Statutory Public Meeting Comments

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

POLICY CONSIDERATIONS

Planning Act

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of employment opportunities; the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; the appropriate location of growth and development; the adequate provision and distribution of educational, health, social, cultural and recreational facilities; the resolution of planning conflicts involving public and private interests; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The outcome of staff analysis and review of relevant matters of provincial interest are summarized in the Comments Section of this report.

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.

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.

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."

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

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the Planning Act. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

This application has been reviewed against the policies of the City of Toronto Official Plan which includes the following applicable policy direction:

Chapter 2 - Shaping the City

Section 2.3.1 - Healthy Neighbourhoods

Section 2.3.1 of the Official Plan states that "the diversity of Toronto's neighbourhoods, in terms of scale, amenities, local culture, retail services and demographic makeup, offers options within communities to match every stage of life". Neighbourhoods are

where people connect and by focusing development into the Centres and Avenues we preserve the character of those neighbourhoods.

Healthy Neighbourhoods policies, which were 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 states that Developments in Mixed Use Areas that are adjacent or close to Neighbourhoods will: "be compatible with those Neighbourhoods, and provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods, maintain adequate light and privacy for residents in those Neighbourhoods, and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods."

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

Section 3.1.1 - Public Realm

The public realm policies recognize its role as a fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. It is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Policy 3.1.1.1 states that quality architectural, landscape and urban design and construction will be promoted by ensuring new development enhances the quality of the public realm. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting, landscaping, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements. Design measures which promote pedestrian safety and security will be applied to streetscapes and all new buildings.

Section 3.1.2 - Built Form

Policy 3.1.2.1 provides that new development be located and organized to fit with its existing and/or planned context, and frame and support adjacent streets, to improve the safety, pedestrian interest by:

- Main entrances be located so that they are clearly visible and directly accessible from the public sidewalk;
- Ground floor uses have views into, and access to adjacent streets, parks and open spaces; and;

- Preserving existing mature trees wherever possible and incorporated them into landscaping designs.

Policy 3.1.2.2 provides that vehicular parking, vehicular access, service areas and utilities in new development be located and organized to minimize their impact on the property and on surrounding properties, and to improve the safety and attractiveness of adjacent streets, parks, and open space.

Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy; and
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

Policy 3.1.2.4 states that new development will be massed to define the edges of streets, parks and open spaces at good proportion.

Policy 3.1.2.5. states that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- landscaped open space within the development site;

Official Plan Amendments (OPAs) 479 and 480

On September 11, 2020, Official Plan Amendments (OPAs) 479 and 480, which were approved by the Ministry of Municipal Affairs and Housing (MMAH), updated the policies in Section 3.1.1 Public Realm and Sections 3.1.2 and 3.1.3 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."

The OPA's replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan.

The Official Plan Amendments can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

For applications submitted before September 11, 2020, the previous policies would apply, and the new policies will be treated as informative.

The public realm policies recognize its role as a fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. It is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Policy 3.1.1.1 states that quality architectural, landscape and urban design and construction will be promoted by ensuring new development enhances the quality of the public realm. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting, landscaping, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements. Design measures which promote pedestrian safety and security will be applied to streetscapes and all new buildings.

Policy 3.1.2.1 states that new 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 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).

Section 3.2.1 - Housing

This section of the Official Plan states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. This includes ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Chapter 4- Land Use Designations

The subject lands are designated both Neighbourhoods and Mixed Use Areas on Map 18 of the Official Plan. The site proposed to be redesignated to Mixed Use Areas through a site-specific Official Plan Amendment.

See Attachment No. 3 of this report for the land use map.

Section 4.1 Neighbourhoods

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in Neighbourhoods.

Section 4.1 of the Official Plan includes policies and development criteria to ensure physical changes to established neighbourhoods are sensitive, gradual and generally fit the existing physical character. Policy 4.1.5 in the Official Plan states that development in established Neighbourhoods will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- patterns of streets, blocks and lanes, parks and public building sites;
- size and configuration of lots;
- heights, massing, scale and dwelling type of nearby residential properties;
- prevailing building type(s);
- setbacks of buildings from the street or streets;
- prevailing patterns of rear and side yard setbacks and landscaped open space;
- continuation of special landscape or built-form features that contribute to the
- unique physical character of a neighbourhood; and
- conservation of heritage buildings, structures and landscape

Section 4.5 - Mixed Use Areas

The Official Plan states Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses in single use or mixed use buildings, and are intended to absorb, over time, a portion of Toronto's expected growth. Mixed Use Areas vary in scale and density subject to a site's attributes and context. The Mixed Use Areas policies guide the form of new development in these areas to ensure development fits within the context of the area and is characterized by a range of uses, appropriate

transition to, and limited impacts on, adjacent property, well designed public spaces and amenity areas, and other objectives.

Section 4.5.2 provides direction for development criteria within Mixed Use Areas such that 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 a stepping down of heights;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- 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;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- 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 storage to minimize the impact on adjacent streets and residences; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

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 consolidated site has a dual zoning that is similar to the Official Plan dual designation.

The eastern portion of the site at 646 Dufferin Street which contains the parking lot is zoned CR 2.5 (c1.0; r2.0) SS2 (X1584) under Zoning By-law 569-2013, as amended. The CR zone classification permits a mix of commercial and residential uses, some being subject to specific performance criteria. On this site, a total density of 2.5 times the area of the lot is permitted for a combination of residential and commercial uses. The maximum permitted building height for this site is 16.0 metres.

Under the Former City of Toronto Zoning By-law 438-86, the site is zoned MCR T2.5 C1.0 and R2.0. The MCR zoning classification permits a mix of commercial and residential uses. The zoning generally permits the same uses, height and density on the site as By-law 569-2013, as noted above.

The portion of the subject site with the properties at 648 Dufferin Street and 1-3 Boland Lane are zoned R (d1.0) (X810) under Zoning By-law 569-2013, as amended. The R

zone classification permits residential uses and are subject to performance criteria. On this site, a total density of 1.0 times the area of the lot is permitted with a maximum building height of 10.0 metres.

Under the Former City of Toronto Zoning By-law 438-86, the site is zoned R4 Z1.0, with a height limit of 10.0 metres.

The City's Zoning By-law 569-2013 can be found at:

<https://www.toronto.ca/citygovernment/planning-development/zoning-by-law-preliminary-zoning-reviews/zoningby-law-569-2013-2/>

Design Guidelines

Policy 5.2.5.6 of the Growth Plan indicates supporting documents, such as design guidelines, will direct the development of a high quality public realm and compact built form in achieving minimum intensification and density targets of the Plan. Official Plan Policy 5.3.2.1 states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban design guidelines are intended to provide a more detailed framework for built form and public improvements.

The City's Design Guidelines can be found at:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/design-guidelines/>

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

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum 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 skyview, 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 also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, 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>.

Growing Up Urban Design Guidelines

In July 2020, Toronto City Council adopted the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals of 20 or more residential units. The objective of the Growing Up Guidelines is to consider the needs of children and youth in the design and planning of vertical neighbourhoods which in turn, will enhance the range and provision of housing for households across Toronto. Implementation of the Guidelines also presents the opportunity to address housing needs for other groups, including roommates forming non-family households, multi-generational households and seniors who wish to age-in-place. This will increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The Staff Report on the Growing Up Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

The Growing Up Guidelines (2020) are available at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Pet Friendly Design Guidelines

The Pet-friendly Design Guidelines guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The Guidelines support all residents, pet-owners and non-pet owners alike, by encouraging design in new development that demonstrates a consideration for pets, as well as the impacts that they have on our parks, open spaces and the environment.

The Pet Friendly Design Guidelines can be found here: <https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

Site Plan Control

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

COMMUNITY CONSULTATION

A community consultation meeting was held on May 23, 2019 at the Shirley Street Public School and was attended by approximately 25 members of the public. The meeting was held along with the development application to the south at 1494-1502 Dundas Street West. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a town hall format question and answer period. Additional comments were received during the review of the application. Comments regarding the proposal related to:

- concerns regarding the overall height and massing of the building relative to the surrounding area context;
- concern that new developments will not maintain the charm and characteristics of the Portuguese Neighbourhood;
- questions were raised with the impacts of construction, as well as the timing and overall construction process, and noise and vibration on surrounding residential units as well as adjacent properties and businesses during construction;
- Concerns with overlook and privacy issues;
- Bicycle parking related to provisions for large storage areas to accommodate larger bikes such as cargo bikes with trailers for kids, if looking for family friendly units should have comparable bicycle storage areas;
- Concerns raised that there are no provisions of affordable housing or rental units;
- The width and functionality of the laneway;
- Concerns with whether the existing city services and infrastructure can support new development;
- Concerns about current transit capacity and parking deficiencies;
- Concerns with pedestrian safety with additional vehicular and pedestrian traffic on the adjacent laneway and local area; and
- Additional development is welcome in the area.

In response to the issues raised by the community and City staff feedback, the above issues have been considered through the review of the application and are addressed in the comments section below.

COMMENTS

City Planning staff are recommending approval of an amendment to the Zoning By-laws to permit the proposed development which represents good planning.

Planning Act

The Planning Act governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. Section 2 of the Planning Act sets out matters of provincial interest that City Council shall have regard to in making any decision under the Planning Act and requires that municipalities, when carrying out their responsibility under this Act regard shall be had to matters of provincial interest including:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;

(p) the appropriate location of growth and development; and

(r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These matters, which all approval authorities shall have regard for in carrying out their responsibilities under the Planning Act, are particularly relevant to this proposal.

The proposal is an appropriate location for development, is supportive of current transit along Dufferin Street and Dundas Street West, provides mix of housing including family sized units; improves and promotes a vibrant public realm/streetscape. The proposed development has regard to the relevant matters of provincial interest. These provincial interests are further articulated through the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). 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, and Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any of the policies of the Plans. Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan as follows.

Provincial Policy Statement (2020)

The application has been reviewed against the PPS in its entirety. Key PPS policies relevant to this development include:

Policies 1.1.1 a) and b) which promote efficient development and land use patterns to achieve healthy, liveable and safe communities that accommodate an appropriate affordable and market-based range and mix of residential, employment, institutional and open space uses.

Policy 1.1.3.3 which states planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 which refers to appropriate development standards being promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.3.1 which promotes economic development and competitiveness through an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs, in compact mixed-use development.

Policy 1.4.3 which directs an appropriate range and mix of housing options and densities and in establishing minimum targets for affordable to low and moderate income households and development standards for residential intensification; and

Policy 1.7.1 e) which encourages a sense of place by promoting well designed built form.

The PPS references development standards and an appropriate range and mix of housing. Policy 4.6 of the PPS states that the Official Plan is the most important vehicle for implementing the PPS and as such the proposals adherence to Official Plan policies is key. The proposed development represents an appropriate level of intensification and mix of uses on this site in this location while providing an appropriately massed and scaled built form.

As further discussed below, the consistency with the PPS relates to the proposed massing and the incorporation of appropriate development standards. In the opinion of City Planning, the proposed development and Zoning By-law Amendments are consistent with the PPS (2020).

The Growth Plan (2020)

The application has been reviewed against the Growth Plan in its entirety. Key Growth Plan policies relevant to this development include:

Policy 1.2.1 which sets out guiding principles including the achievement of complete communities, the efficient use of land, a range and mix of housing options to serve all sizes, incomes and ages of households, improve the integration of land use planning;

Policy 2.2.1.2 c) which directs growth to strategic growth areas;

Policy 2.2.1.4 a) refers to the achievement of complete communities that feature a diverse mix of land uses including residential and employment uses and convenient access to local stores and public service facilities and in c) a range and mix of housing options to accommodate the needs of all household sizes;

Policy 2.2.2.3 which directs intensification to incorporate an appropriate type and scale of development and transition of built form to adjacent areas, to be implemented through official plan policies and designations, zoning and other supporting documents;

Policies 2.2.5.1 to 2.2.5.3 and 2.2.5.15 which directs retail and major office uses to areas that have frequent transit service and support active transportation, and can achieve complete communities; and

Policies 2.2.6.2 and 2.2.6.3 which consider range and mix of housing options and unit sizes; and

Policy 5.2.5.6 of the Growth Plan states that its policies are to be implemented by municipalities through the development and implementation of urban design and site design official plan policies and other supporting documents that direct the development

of a high quality public realm and compact built form. As such, the City's Official Plan policies and design guidelines have direct relevance to assessing conformity.

The development site is located on the Avenues to which intensification is directed. The policies of the Official Plan identify the subject lands as within a Mixed Use Area appropriate for growth, and contemplate development with appropriately massed and scaled built form, that improves the public realm.

As discussed in this report, the application proposes a mix of uses, including the retention of space for existing retail uses. Its built form and massing have been designed to provide for intensification in an appropriate type and scale of development, representing a compact built form that supports transit and active transportation. It is the opinion of City Planning staff that the proposed Official Plan and Zoning By-law amendments conform to the Growth Plan (2020).

Land Use

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

The subject land is a consolidated lot and has dual land use designation with the eastern portion of the site being designated Mixed Uses Area toward Dufferin Street and Neighbourhoods towards the western portion of the site along Boland Lane. While the Official Plan allows for a broad range of uses for Mixed Use Areas, there is a more limited range of uses and heights permitted in a Neighbourhoods area. The Zoning By-law also allows for both residential and non-residential uses in the Mixed-Use Areas, but restricts non-residential uses in Neighbourhoods designated areas.

An Official Plan Amendment is required as the consolidated properties has a dual land use designation with approximately one-third of the site mostly towards the western portion of the lands being within the Neighbourhoods designation.

The subject site as a whole is adjacent to an existing Mixed Use Areas to the south along Dundas Street West, and the remaining three property boundaries are surrounded by Neighbourhoods bounded by a public laneway to the west and Dufferin Street to the east, with Neighbourhoods designated land on the opposite side of the street.

The property at 646 Dufferin Street which is currently designated Mixed Use Areas was an accessory parking lot for the former Ryan and Odette Funeral Home. The proposed Mixed Use Areas designation corresponds with the existing Commercial-Residential (CR) zoning on the subject site that already permits a wide range of residential and commercial uses and a maximum height of 16 metres.

The remaining properties at 648 Dufferin Street and 1-3 Boland Lane are currently designated Neighbourhoods, with residential zoning permissions. The use of the lands at 648 Dufferin Street was that of a commercial/industrial use over a period of time, with two semi-detached houses along Boland Lane.

The original submission proposed a midrise building within the eastern portion of the site within the Mixed Use Areas Designation and a townhouse development along Boland Lane which would be within the Neighbourhoods Designation. An Official Plan Amendment was required in order to allow for a small portion of the midrise building that was within the Neighbourhoods Designation including the underground parking garage to be permitted, as well as the townhouse development along Boland Lane as it was not a prevailing character of a built form within the immediate context.

Through more detailed review of the proposed application and boundary lines of the dual designation through the development review process it was determined that one consolidated midrise building would be more appropriate for this development. City Planning staff reviewed the proposed changes to redesignating a portion of the Neighbourhoods to Mixed Use and found it to be appropriate in this instance.

The proposed residential use is permitted in both the Official Plan and Zoning By-laws. The uses are compatible with the surrounding Neighbourhoods and Mixed Use Areas and are consistent with the development criteria contained in the Official Plan Mixed Use Areas as well as the policies of the Official Plan as a whole.

The proposed redesignation of the portion of the lands currently designated as Neighbourhoods represents a minor adjustment to the extent of the Mixed Use Areas that was already on the accessory parking lot site, and will normalize the subject site to have a consistent land designation with an appropriate depth from Dufferin Street to Boland Lane to accommodate a midrise building.

The former accessory parking lot at 646 Dufferin Street is within the Mixed Use Designation and the commercial/industrial use at 648 Dufferin Street is within the Neighbourhoods, and is therefore bringing the lands all into Mixed Use Areas.

The proposal fits within the planned context for the area and is in keeping with the policy direction of the Official Plan. Planning staff are therefore of the opinion that that proposed land use is appropriate for the subject site and can be supported.

Given the existing and the planned context for the subject property and the surrounding area, the proposed 8-storey residential building with a Mixed Use Areas land use designation is appropriate and can be supported by staff.

Density, Height and Massing

The proposed height and massing have been assessed by applying the relevant Official Plan policies and relevant guidelines referenced in the Policy Consideration Section of this report. Section 3.1.2 Built Form was 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.

Massing and Height

The subject site is a consolidation of several properties which has resulted in a site that spans from Dufferin Street to Boland Lane. The original application submitted consisted of a midrise building along Dufferin Street with townhouse units along Boland Lane. During the review of the application, the design of the proposal with the townhouses was posing challenges in terms of meeting many City requirements in terms of loading and solid waste requirements, but additionally in terms of the functionality of the building and allowing for residents of the townhouses to access the main building, and design challenges and enhancing the public realm along Boland Lane, all in order to maintain the Neighbourhoods Designation. Through many internal discussions and reviews with the applicant and City staff, it was suggested that the applicant explore an alternate building design to eliminate the townhouse units along Boland Lane and to allow for one midrise building that could accommodate all the loading, access and solid waste requirements, as well as creating an enhanced streetscaping experience along Boland Lane that removed the proposed internal driveways to each townhouse unit, as well as allowing for all the units to be able to access the proposed amenity spaces within the building.

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 low rise dwellings north and west of the subject property are designated Neighbourhoods. The Avenues and Mid-rise Buildings Performance Standards 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 west side of the laneway. The building is required to be set back 7.5 m from the north lot line.

Staff have worked with the applicant to ensure that the revised proposal which eliminates the townhouse units and introduces a midrise built form reduces the massing of the building so it is more in keeping with the midrise performance standards towards the rear of the building as well as the north property line and the adjacent Neighbourhoods to the west and north respectively. The rear of the building along Boland Lane has a series of stepbacks that are within the 45 degree angular plane, with the exception of a few protrusions at the upper floors. Staff worked with the applicant to ensure that the mass of the building along the east, west and north frontages all be revised and shaped to pull back the building mass as the building rises in order to limit negative impacts on the adjacent Neighbourhoods, including shadow impacts, overlook and privacy. Staff will work with the applicant at the site plan stage to ensure that the treatment of balconies to protect privacy and overlook.

The proposed height of the building of 25.15 metres and 8-storeys, plus a 3.6 metre mechanical penthouse is an appropriate height for a midrise building and is in keeping with other similar developments in the area.

This site is designated Mixed Use Areas located on a major street. 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. The proposed building would be in keeping with the residential at-grade units along Dufferin Street to the north of the site. The proposed building would also provide appropriate transition to the lower scale area to the north and west of the site.

Stepbacks are proposed along the east, west and north elevations in order to limit the impact of the development on the surrounding low scale residential areas as well as to provide for opportunities to provide windows for the residential units consistent with the Avenues and Mid-Rise Buildings Study Performance Standards. Architectural materiality and treatments of all the elevations would be secured through the Site Plan review process.

Density:

The subject site has dual zoning as it was a consolidated lot with different parcels falling within different zoning categories, which each have different density permissions.

The portion of the site with the parking lot at 646 Dufferin Street is zoned CR 2.5 (c1.0; r2.0) SS2 (X1584) under City wide Zoning By-law 569-2013. This permits a variety of mixed uses including residential. The zoning permits a maximum residential density of 2.0 times the area of the lot if the development is strictly used for residential purposes. The site is also subject to former City of Toronto By-law 438-86 which zones the site MCR T2.5 C1.0 and R2.0, and permits the same height and density standards.

The remaining portion of the site at 648 Dufferin Street and 1-3 Boland Lane fall within a residential zoning category. Under the City wide zoning By-law 569-2013, the properties are zoned R(d1.0). This zoning permits residential uses with a maximum density of 1 times the area of the lot. The site is also subject to the former City of Toronto By-law 438-86, which zones the site R4 Z1.0, which permits the same height and density standards.

The proposed density of the applicant's proposal is 4.15 times the area of the lot based on the overall lot area of 2,243 square metres. The density of the proposed development is in keeping with the range of similar mid-rise developments in the area. The site has transit services along Dufferin Street and Dundas Street West and will contain a range of housing options. Staff are of the opinion that the density of the development is appropriate for this site, particularly given its location.

Staff are of the opinion that the proposed mid-rise development is appropriate in terms of height, density and massing for this site. The proposal demonstrates a comprehensive and integrated site design and fits within its context.

Sun Shadow Impacts

This application has been reviewed against the Official Plan policies and Mid-Rise Buildings Study and Performance Standards described in the Issue Background section of this report.

The applicant provided a shadow study illustrating the shadow movements associated with the development during the spring and fall equinoxes. The proposed 8-storey building would cast slight shadows on a couple of the rear yards of the first 2 properties directly north of the site along Dufferin Street. Otherwise, it would not cast further shadows to the low rise residential areas to the north. Staff are of the opinion that there is a minimal negative shadow impact created by the new building which is acceptable.

Rental Housing

City Planning staff undertook a combined site visit of the properties at the subject site as well as at the properties included in the development application at 1494-1502 Dundas Street West, in February 2019 to confirm the number of dwelling units for all the properties. Staff have determined that the development site at 646-648 Dufferin and 1-3 Boland Lane does not contain residential rental units. As such, a Rental Housing Demolition Permit application is not required pursuant to Chapter 667 of the Toronto Municipal Code.

Unit Mix

The application proposes 124 residential units, comprised of 10 bachelor unit (8%), 60 one-bedroom units (48%), 42 two-bedroom units (34%) and 12 three-bedroom (10%) units, where the applicant initially proposed 85 units comprised of 7 townhouse units (8%), 32 one-bedroom units (38%), 37 two-bedroom units (44%), and 9 three-bedroom units (10%).

The two-bedroom units would range in size from 64 square metres to 88 square metres and the three bedrooms would range in size from 95 square metres to 119 square metres.

The current unit mix provides for and supports the objectives of the Growing Up guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.

Amenity Space

Official Plan Policy 3.1.2.11 requires that every significant multi-unit residential development provide indoor and outdoor amenity spaces for use of their residents, designed to consider the needs of residents of all ages and abilities over time and throughout the year.

The Zoning By-law requires a minimum of 4.0 square metres of amenity space per unit, of which at least 2.0 square metres per unit shall be indoor.

The proposed development includes a total of 496 square metres of amenity space. Consisting of 239 square metres of indoor amenity space located throughout the ground floor in various rooms and 257 square metres of outdoor amenity space, split between the ground floor and the rooftop. In addition there is a proposed dog washing station on the ground floor of the building which is in keeping with Pet Friendly Guidelines.

The proposed outdoor space on the ground floor would be contiguous with indoor amenity space, located towards the north side of the building.

The original submission had proposed amenity spaces which were not easily accessible to the residents of the townhouse units. The reconfiguration of the current proposal provides amenity space that is accessible to all residents of the development, and introduces a pet washing station. The overall proposed amenity space is provided at the minimum by-law requirements and is appropriate.

Streetscape

Official Plan policies require that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks, and that new development frames and supports the public realm.

The proposed development would contribute to the streetscape on Dufferin Street by providing a sidewalk of 4.8 metres, with a minimum 2.1 metre pedestrian clearway. Through the site plan application, additional work on the landscaping design will be undertaken to enhance the public realm experience along Dufferin Street frontage.

Along Boland Lane a lane widening of 0.22 metres will be conveyed to the City in order to expand the width of the existing laneway of 4.57 metres. In addition to the lane widening, the applicant has agreed to provide a sidewalk of 1.7 metres along the lane which will provide a safe and enhanced pedestrian access along the laneway. There will be private individual accessory entrances to the dwelling units that are abutting Boland Lane, which will contribute to an enhanced public realm.

Heritage Impact

Directly across the street on the east side of Dufferin Street is St. Mary's Church which is on the City's Heritage Registry as a designated Part IV property under the Ontario Heritage Act, in addition to being a National Historic Site, which is protected by an Ontario Heritage Trust conservation easement. As the heritage property is considered to be adjacent to the proposed development site, the applicant was required to submit a Heritage Impact Statement to assess the impact of the proposed development on the heritage resources.

The applicant submitted a Heritage Impact Assessment, which Heritage Planning staff have evaluated and determined that the proposed development will not negatively impact the existing heritage attributes and resources. Heritage Planning staff therefore have no concerns with regard to the proposal.

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 Articles III (Private Tree By-law). The Arborist Report and Tree Preservation Plan submitted in support of the application indicate that there are two trees that qualify for protection in accordance with the Street Tree By-law along Dufferin Street which are currently planted in raised concrete planters. Urban Forestry staff have indicated that at the site plan stage they would like the applicant to explore the feasibility of providing new street trees on Dufferin Street with improved growing conditions. If it is possible to provide new street trees, Urban Forestry will request that the applicant remove the existing two trees and replace them with 5 new street trees with improved growing conditions in a continuous soil trench within the Dufferin Street road allowance. If it is not possible to provide new street trees, the existing two trees will need to be protected and preserved.

There are two privately owned trees on the subject lands that qualify for regulation under the provisions of the Private Tree By-law, and both are proposed to be removed to accommodate the development. Based on Urban Forestry's standard compensation ratios of 3:1 for the removal of a healthy tree, a total of six new large shade growing trees. In the event that it is not possible to plant all six new trees due to space constraints, a cash-in-lieu payment will be required for the replacement trees not being planted on the subject lands.

Urban Forestry requires the applicant to submit a permit application and fee to injure or remove trees and a tree planting deposit to ensure the planting and survival of any new City trees.

Additional tree planting opportunities and injury mitigation measures would be further reviewed and secured through the Site Plan process.

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 lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

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 component is subject to a cap of 10% parkland dedication.

Bicycle Parking

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.

A total of 128 bicycle parking spaces are proposed, including 114 long-term and 14 short-term bicycle parking spaces which would be located on the ground floor and in the underground parking level of the building.

The bicycle parking requirements for this development would comply with the bicycle parking requirements in the City-wide harmonized Zoning By-law 569-2013 and have been included in the Draft Zoning By-law Amendment for the former City of Toronto By-law 438-86 in Attachment 6 and 7.

Parking, Access

The primary vehicular access is proposed for the site off of Dufferin Street directly from the existing public laneway (Ln N Dundas W Dufferin) running east-west between Dufferin Street and Awde Street. The laneway also connects to the existing north-south Boland Lane just west of site.

The development proposes a shared Type G loading space with the proposed 8-storey residential building located on the north side of the east-west public lane at 1494-1502 Dundas Street West.

The Transportation Impact Study originally submitted in support of the application for 87 dwelling units were anticipated to be negligible and will not negatively influence the area transportation network. With the revised proposal of an increase of units to 124 units, Transportation staff have examined the change in residential density and projected that with the increase in units, approximately 20 more two-way trips could be projected during the morning and afternoon peak hours.

There is one level of underground parking proposed with a total of 40 vehicular parking spaces, with 36 spaces for residents and 4 spaces for visitors.

Transportation Services staff have reviewed the proposal and supporting studies and found the anticipated transportation impacts and proposed parking to be acceptable.

Loading

Transportation Services and Solid Waste staff have both reviewed the proposed shared loading arrangement at the development proposal to the south at 1494-1502 Dundas Street West and both commenting divisions find the proposal acceptable, subject to the registration of a Shared Loading Agreement that must be finalized prior to the enactment of the Zoning By-laws, and to the satisfaction of the General Manager of Transportation Services. As such, staff are recommending that the zoning amendment application be approved subject to the condition of a shared facilities agreement, which would detail the obligations of the arrangements for each property.

Lane Widening

The subject site abuts two public lanes. Ln N Dundas W- Dufferin Lane abuts the south side of the property, and Boland Lane abuts the west side of the property.

Ln N Dundas W- Dufferin Lane:

The east-west public lane accessed from Dufferin Street (Ln N Dundas W Dufferin Lane) has an approximate width of 4.57 metres. A 0.72 lane widening is required along the south-easterly part of the property to satisfy the Official Plan requirement of a 6.0 metre wide lane, as it has commercial uses to the south. As part of the proposed development at 646 Dufferin Street West, a 0.72 metre wide lane widening is required as well. The applicant has proposed to combine the lane widening requirement for both developments with a 1.40 metre wide lane widening on the north side of the east-west public lane, which satisfies the requirement for a 6.0 metre wide lane, and is therefore acceptable.

Boland Lane:

Boland Lane, which is currently is approximately 4.57 metres wide, is required to be widening by 0.22 metres along the rear of the site in order to satisfy the requirement of a 5.0 metre wide lane, as it only has residential uses.

The widening of both lanes will be secured through the Site Plan Control process.

Servicing

Engineering and Construction Services staff reviewed the Functional Servicing and Stormwater Management Report submitted with the application and are satisfied with the application.

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.

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. Performance measures for the Tier 1 development features will be secured through the site plan application. Staff will continue to work with the applicant to encourage them to exceed the minimum requirements to achieve greater sustainability.

Community Services Assessment

Community services and facilities ("CS&F") are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan states that the City's ability to grow wisely depends on responding in a timely way to the demand for new or additional services and facilities generated as the population grows. To ensure this kind of timely response, a standard component of local community planning must be a strategy setting out the facilities required to expand the capacity of local service providers (Section 3.2.2).

Given the scale of the proposed development, a CS&F study was not required in this application.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan and applicable design guidelines. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms 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 is in keeping with the intent of the Toronto Official Plan, particularly as it relates to providing intensification within a contextually appropriate built form.

Staff worked with the applicant and the community to address and resolve the following key concerns: increased building setback along Dufferin Street and Boland Lane to allowing for an improved public realm, the removal of the townhouses and the introduction of one midrise building with a reconfigured loading area and improved internal access, and a greater mix of residential units was introduced to provide for a broader range of households. Staff recommend that Council support approval of the application.

CONTACT

Aviva Pelt, Senior Planner Tel. No. 416-392-0877 E-mail: Aviva.Pelt@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: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment to Amend 569-2013
- Attachment 7: Draft Zoning By-law Amendment to Amend 438-86

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9: Ground Floor Plan
- Attachment 10: South Elevation
- Attachment 11: East Elevation
- Attachment 12: West Elevation
- Attachment 13: North Elevation
- Attachment 14: 3D Model of Proposal in Context - Northeast
- Attachment 15: 3D Model of Proposal in Context - Southwest

Attachment 1: Location Map



Attachment 1: Application Data Sheet

Municipal Address: 646 DUFFERIN ST Date Received: January 7, 2019

Application Number: 19 101834 STE 09 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By-Law Amendment to permit an 8-storey apartment building fronting onto Dufferin Street. The height of the building would be 25.15 metres (excluding Mechanical Penthouse), and it would contain 124 dwelling units and a total of 43 parking spaces within an underground garage. This application is being reviewed with the Zoning By-law Amendment application at 1494-1502 Dundas St. West (File No. 19 101840 STE 09 OZ).

Applicant	Agent	Architect	Owner
BOUSFIELDS INC	Tony Volpentesta	RAW Design	BLOCK (DUFFERIN DUNDAS) DEVELOPMENTS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	MCR T2.5 C1.0 R2.0	Heritage Designation:	N
Height Limit (m):	16	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	2,243	Frontage (m):	44	Depth (m):	63
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	602		1,507	1,507
Residential GFA (sq m):	323		9,298	9,298
Non-Residential GFA (sq m):	494			
Total GFA (sq m):	817		9,298	9,298
Height - Storeys:	2		8	8
Height - Metres:			25	25

Lot Coverage Ratio (%)	67.19	Floor Space Index:	4.15
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	9,298	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	2			
Condominium:			124	124
Other:				
Total Units:	2		124	124

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		10	60	42	12
Total Units:		10	60	42	12

Parking and Loading

Parking Spaces:	40	Bicycle Parking Spaces:	128	Loading Docks:	1
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CONTACT:

Aviva Pelt, Senior Planner
416-392-0877
Aviva.Pelt@toronto.ca

Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

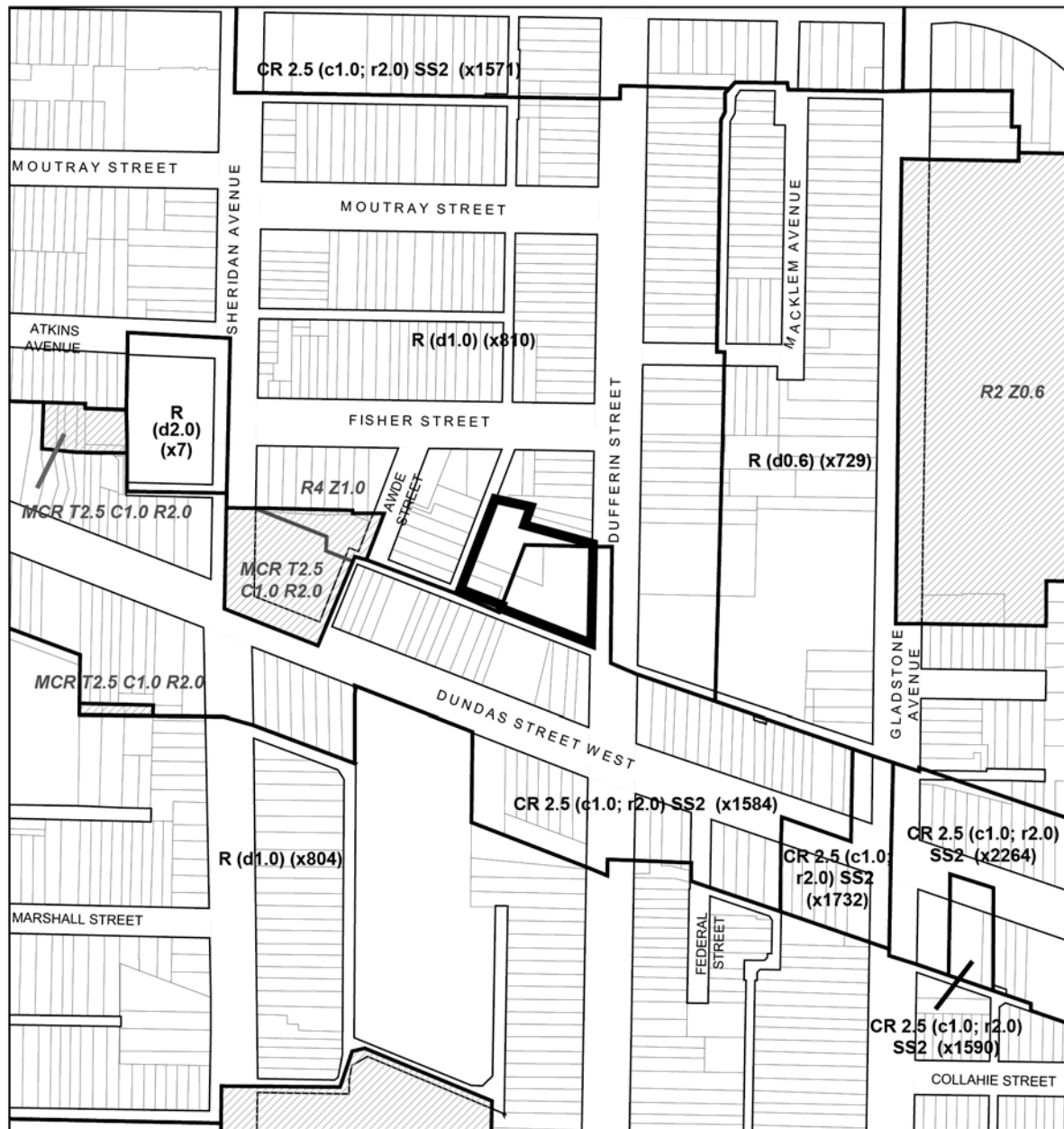
646-648 Dufferin Street And 1-3 Boland Lane

File # 19 101834 STE 09 02



↑
Not to Scale
Extracted: 03/05/2021

Attachment 4: Existing Zoning By-law Map



646-648 Dufferin Street And 1-3 Boland Lane

Zoning By-law 569-2013

File # 19 101834 STE 09 02

 Location of Application
R Residential
CR Commercial Residential

 See Former City of Toronto By-law No. 438-86
R2 Residential District
MCR Mixed-Use District



Not to Scale
 Extracted: 03/05/2021

Attachment 5: Draft Official Plan Amendment

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

CITY OF TORONTO

BY-LAW No. ~-20~

**To adopt an amendment No. 530 to the Official Plan of the City of Toronto
respecting the lands municipally known in the year 2020
as 648 Dufferin Street and 1 & 3 Boland Lane.**

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. 530 to the Official Plan of the City of Toronto is hereby adopted pursuant to the *Planning Act*, as amended.

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

Frances Nunziata,
Speaker

(Corporate Seal)

John Elvidge,
Interim City Clerk

**AMENDMENT No. 530 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS
648 DUFFERIN STREET AND 1 & 3 BOLAND LANE**

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

1. Map 18, Land Use Plan is amended by re-designating a portion of the lands municipally known as 648 Dufferin Street and 1 & 3 Boland Lane from *Neighbourhoods* to *Mixed Use Areas*, as shown on the attached Schedule 1.



Official Plan Amendment #530

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

648 Dufferin Street And 1-3 Boland Lane

File # 19 101834 STE 09 02



Not to Scale
Extracted: 03/05/2021

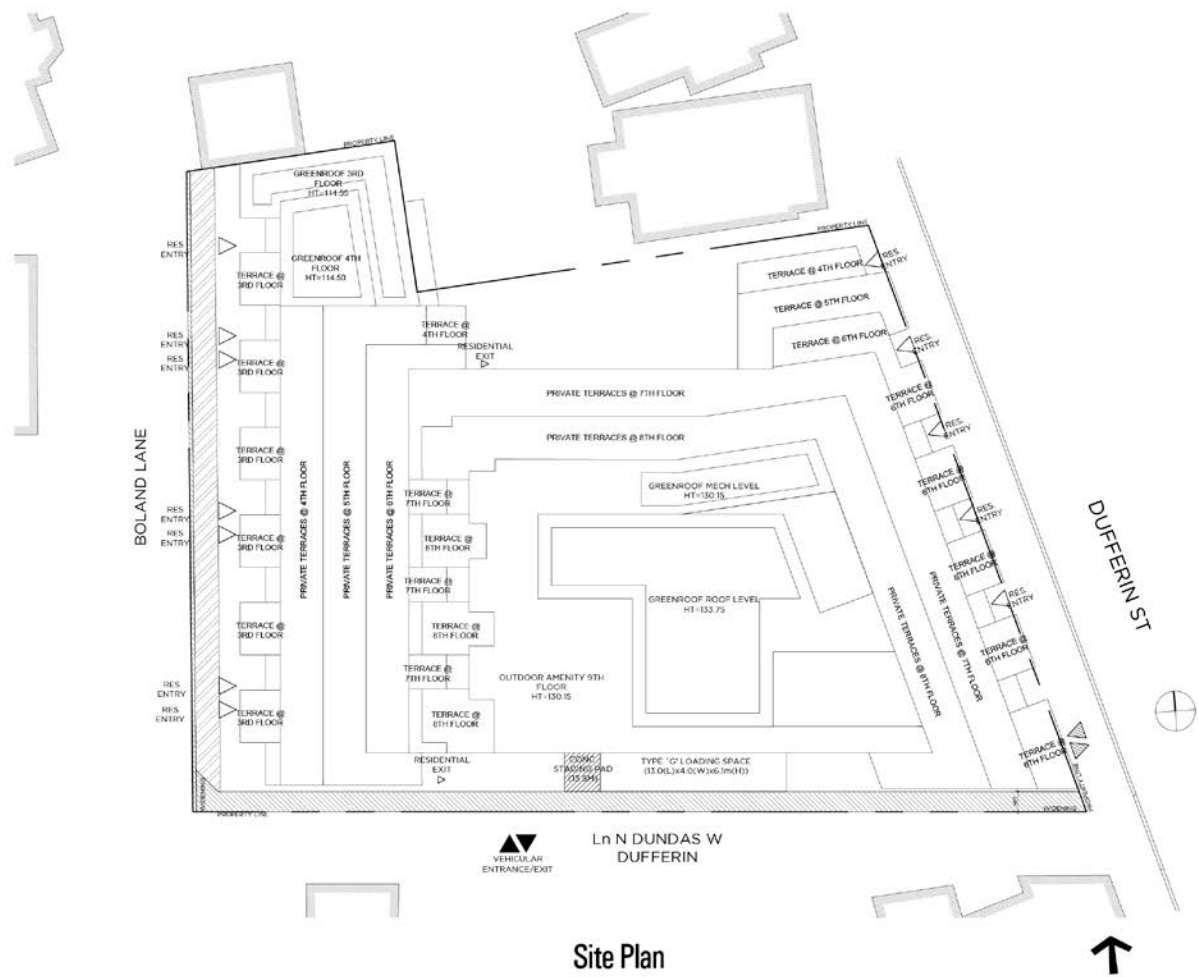
Attachment 6: Draft Zoning By-law Amendment to Amend By-law 569-2013

To be provided prior to the April 21, 2021 Community Council Meeting

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

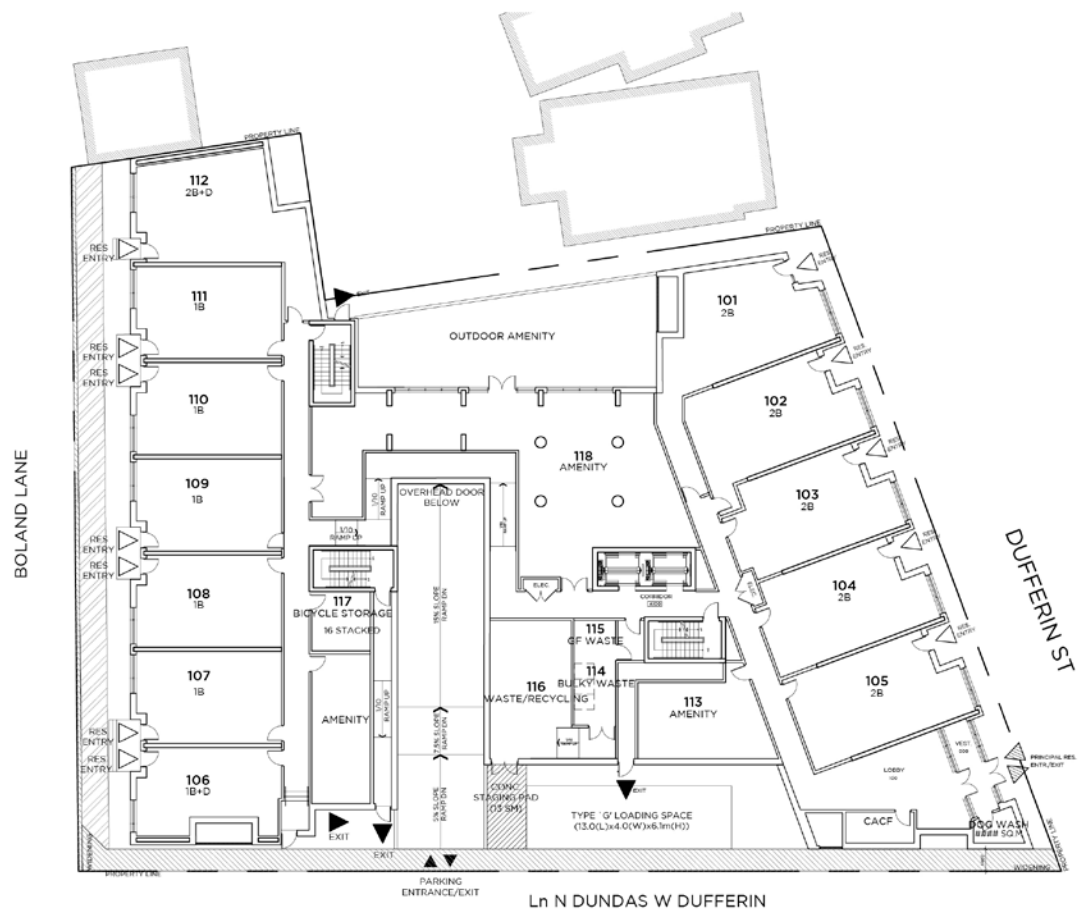
To be provided prior to the April 21, 2021 Community Council Meeting

Attachment 8: Site Plan



Site Plan

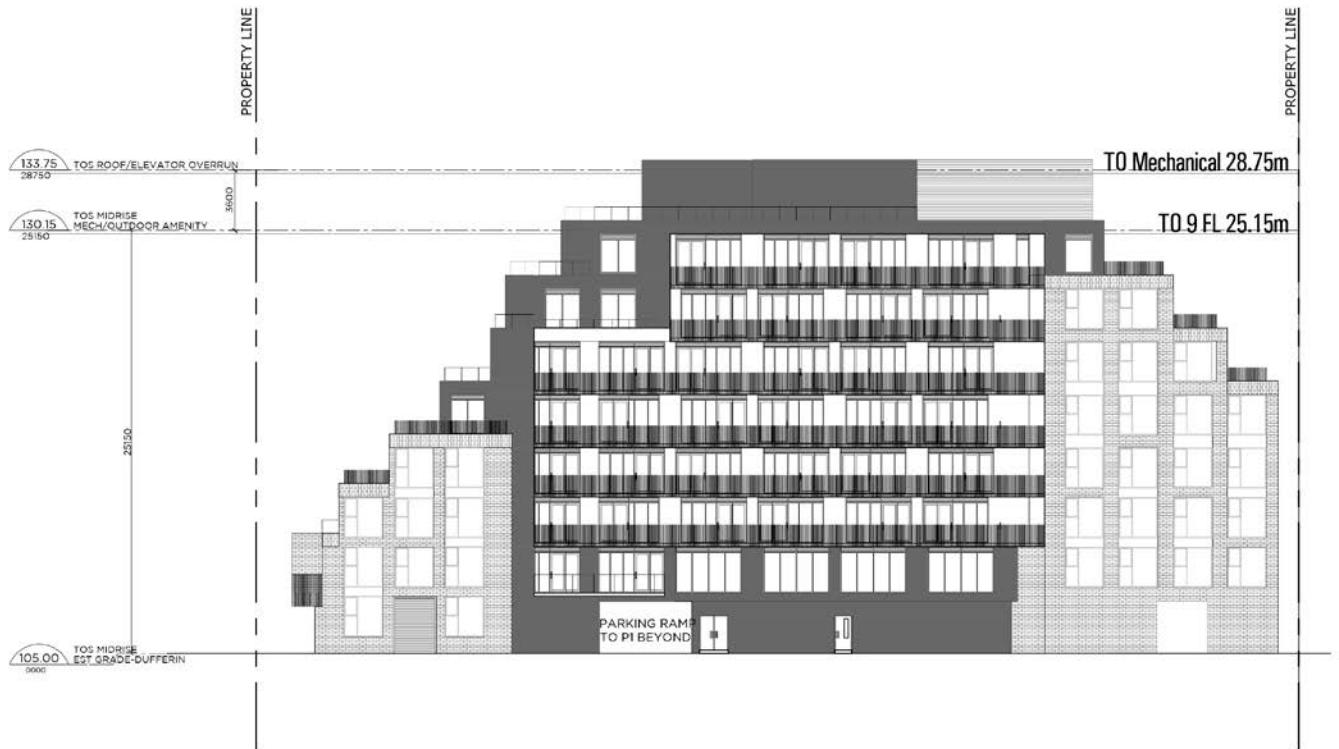
Attachment 9: Ground Floor Plan



Ground Floor Plan



Attachment 10: South Elevation



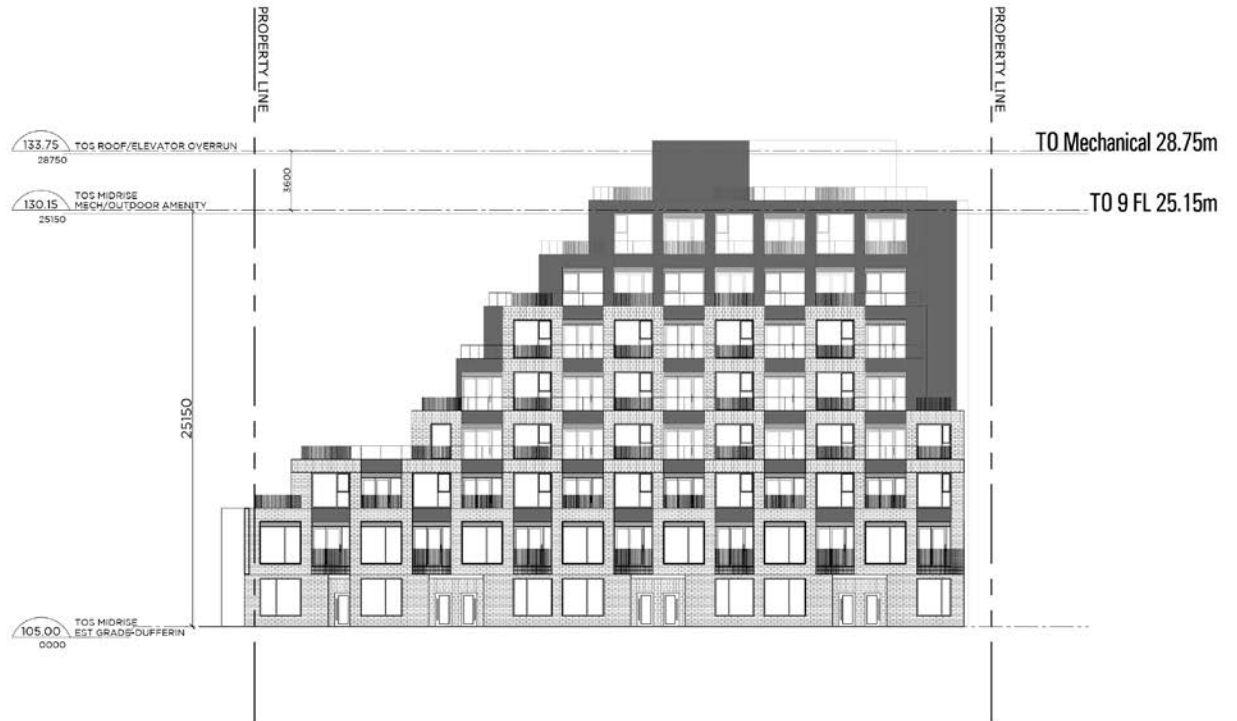
South Elevation

Attachment 11: East Elevation



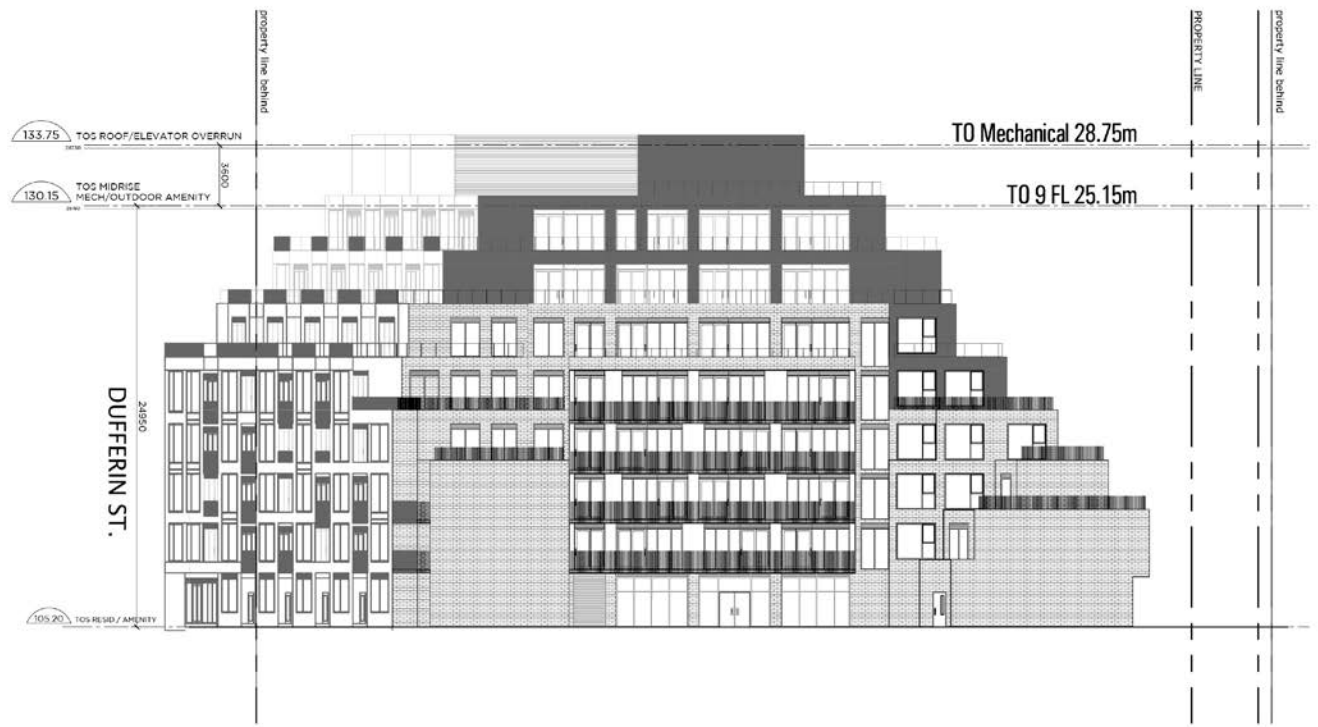
East Elevation

Attachment 12: West Elevation



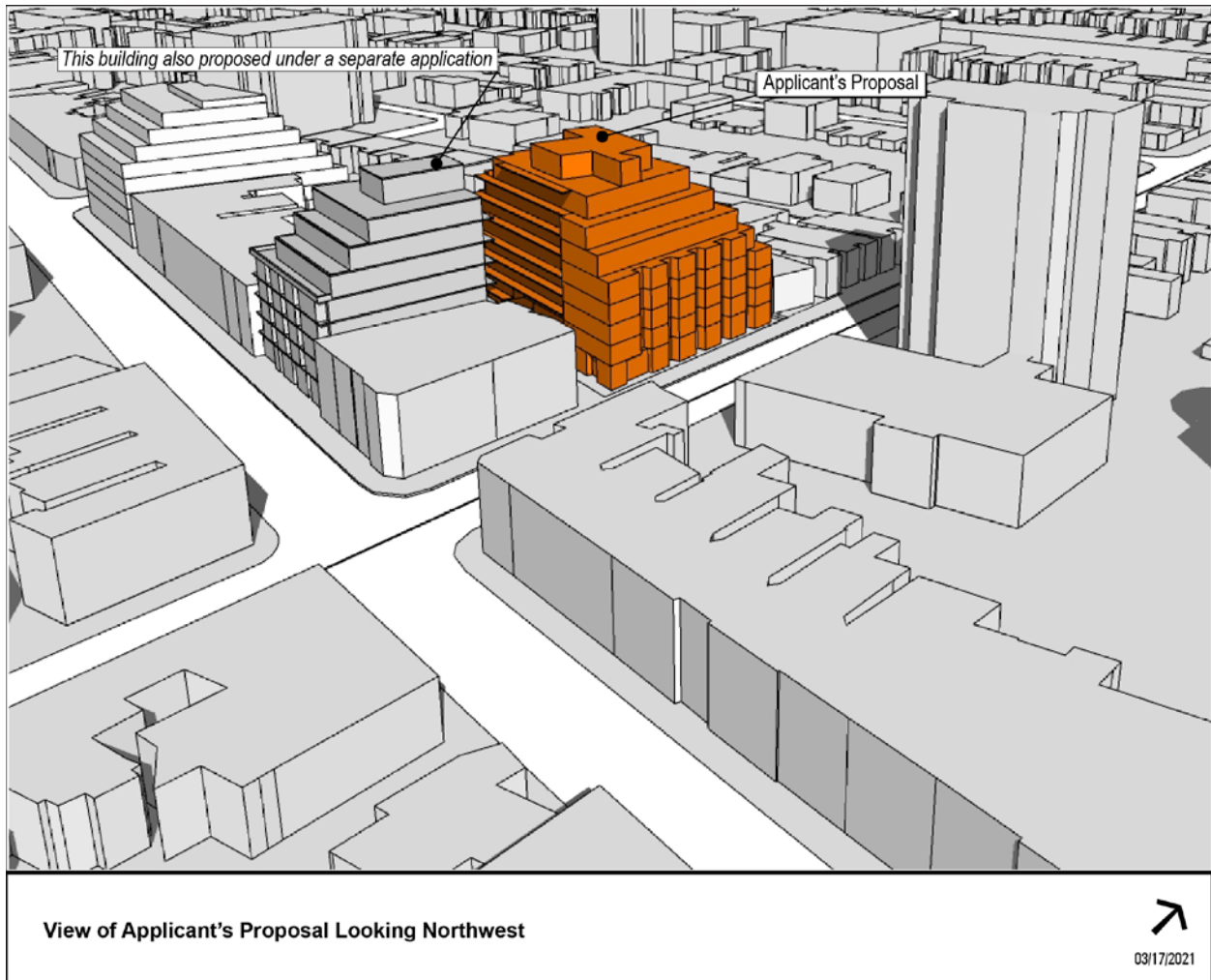
West Elevation

Attachment 13: North Elevation



North Elevation

Attachment 14: 3D Model of Proposal in Context – Looking Northwest



Attachment 14: 3D Model of Proposal in Context – Looking Southeast

