

1494-1502 Dundas Street West - Zoning Amendment 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 101840 STE 09 OZ

SUMMARY

This Zoning By-law Amendment application proposes to redevelop the lands at 1494-1502 Dundas Street West with an 8-storey mixed-use building with 48 dwelling units and 397 square metres of retail space.

This application is being reviewed concurrently with the Official Plan and Zoning By-law Amendment applications to the north at 646-648 Dufferin Street and 1-3 Boland Lane (File No. 19 101834 STE 09OZ). This application is proposing that its loading requirements be shared off-site within the development proposal at Dufferin Street and Boland 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).

This report reviews and recommends approval of the application to amend the Zoning By-law. This application proposes a compact built form on a site that is appropriate for intensification, is within a built-up area within an Avenue, and would take advantage of existing infrastructure.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013, for the lands at 1494-1502 Dundas Street West substantially in accordance with the draft Zoning By-law 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 City of Toronto Zoning By-law 438-86 for the lands at 1494-1502 Dundas Street West 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 authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:

- a) Register a Shared Loading Agreement on title to secure the required Type G loading space arrangement for the subject site to be provided off-site at 646-648 Dufferin Street and 1-3 Boland Lane, to the satisfaction of the General Manager, Transportation Services;
- b) Provide a revised Functional Servicing Report, Stormwater Management Report, Servicing Report Groundwater Summary Checklist and Hydrological Review Summary checklist to demonstrate whether the existing municipal infrastructure is adequate to service the proposed development and to determine whether any upgrades may be required to the existing infrastructure to support the proposed development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
- c) Secure the design and the provision of financial securities for any improvements to the municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements to such infrastructure are required to support this development.

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, which included a discussion about the development proposal at 646-648 Dufferin Street West and 1-3 Boland Lane. 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. The issues raised during the community consultation are summarized in this report.

The Preliminary Report can be found at the following link:
<https://www.toronto.ca/legdocs/mmis/2019/te/bgrd/backgroundfile-130334.pdf>

PROPOSAL

This application proposes an 8-storey (25.15 metres to the top of the roof, plus a 3.6 metre mechanical penthouse) mixed-use building, with retail at-grade and residential dwelling units above.

The total proposed gross floor area of the project would be 4,336 square metres, with 397 square metres of retail use at-grade and 3,939 square metres of residential uses which represents a density of 5.29 times the area of the lot. The retail uses on the ground floor are proposed as two separate units, one with 182 square metres and the second with 215 square metres. The proposal consists of 48 residential dwelling units. The proposed mix of units is: 1 bachelor unit (2%); 22 one-bedroom units (46%); 20 two-bedroom units (42%); and 5 three-bedroom units (10%).

The building is proposed to setback from Dundas Street West by approximately 0.67 metres from the property line for the first five floors. This will allow for a full 4.8 metres sidewalk along the Dundas Street West frontage, and will lessen the visual impact of the upper floors from the public realm. Above the 5th floor, the building begins to have a series of stepbacks from the property line that would begin at the 6th floor at 3.2 metres, a further stepback of the 7th floor at 6.4 metres, followed by a 9.6 metre stepback at the 8th floor. Along the Dundas Street frontage, inset balconies are proposed on storeys two to five with front terraces proposed on floors six to eight.

The west side of the building would have a stepback of 5.5 metres at the 6th floor which is the proposed location for the outdoor amenity space. The building is proposed to be built to the east property line. Along the rear of the building (north side), there would be a 2.9 metre stepback from the rear property line starting at the 3rd floor going up continuously to the 8th floor. Rear balconies are proposed on storeys three to eight.

The proposal includes a total of 5.58 square metres per unit (268 square metres total) of amenity space including: 2.69 square metres per unit (129 square metres total) of indoor amenity space and 2.89 square metres per unit (139 square metres total) of outdoor amenity space. The indoor amenity space would be located on the 2nd floor and the outdoor amenity space would be located on the 6th floor. There is an additional proposed indoor amenity space on the ground floor with a pet washing station.

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 18 vehicular parking spaces are proposed to be provided in a stacked system for residential users only, accessed at the rear of the building. A total of 53 bicycle parking spaces (48 for residents and 5 for visitors) are provided in the basement level. One temporary short-term drop-off/pick-up parking space is proposed at the rear of the building located by the rear residential entrance off the public laneway.

A shared loading area with a Type "G" loading space is located on the adjacent development site that is proposed to the north of this subject site at the 646-648 Dufferin Street and 1-3 Boland Lane development, which would be accessed from the east-west public laneway off Dufferin Street.

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

- Increased building setback on Dundas Street West with the elimination of the building cantilever
- Reduction in overall gross floor area and density
- Reduced Height
- One retail space divided into two separate units
- Addition of a short-term drop-off space at the rear of the building
- More varied unit mix

See Attachment No. 2 of this report for application data, Attachment 7-8 for the proposed Site Plan and Ground Floor Plan, Attachments 9-12 for the proposed Elevations and Attachment 13-14 for a three dimensional representation of the project in context.

Site and Surrounding Area

The subject site is located on the north side of Dundas Street West, just west of Dufferin Street, and is bounded to the east by three properties up to the corner of Dufferin Street. The property is generally rectangular in shape, with a lot area of 819 square metres with a frontage on Dundas Street West of approximately 30 metres and depth of approximately 31 metres. The site is an assembly of five consolidated parcels with two-three storey mixed-use commercial residential buildings. The two-storey buildings at 1494-1498 Dundas Street West were formerly occupied by the Ryan and Odette Funeral Home and the 3-storey buildings at 1500-1502 Dundas Street West were formerly occupied by commercial uses at grade and residential uses above. Currently the ground floor units at 1500-1502 are being used for a presentation sales centre for another development project, the residential units above are vacant, and the former funeral home building is vacant. The rear of the sites with surface parking lots are accessed off the east-west public laneway to the rear from Dufferin Street.

The site is surrounded by the following uses:

North: Immediately north of the site runs an east-west public laneway (Ln N Dundas W Dufferin), followed by the property at 646 Dufferin Street which is a parking lot that was the former accessory parking lot to the Ryan and Odette Funeral Home and is currently part of the proposed development site of the Official Plan and Zoning By-law amendment applications being reviewed concurrently with this proposal at 646-648 Dufferin Street and 1-3 Boland Lane. The property at 648 Dufferin street is a former industrial building currently vacant with an accessory parking garage that was last used as a photography studio. Further to the north are low rise residential dwellings along Dufferin Street.

East: to the immediate east of the subject site are four retail and commercial buildings with residential uses above. East of the buildings is the intersection at Dufferin Street, with low rise commercial mixed-use buildings continuing east along Dundas Street West.

West: to the west of the site are 3-storey mixed-use buildings with mainly retail at-grade and residential uses above. At the corner of Dundas Street West and Sheriden Avenue is an 8-storey mixed-use building, known as the Alto.

South: Across the street on the south side of Dundas Street West are a series of 3-storey mixed-use buildings with retail uses at-grade and residential uses above, a three-storey residential building, and a 6-storey residential building, followed by another row of 3-storey mixed-use buildings with retail at-grade and residential uses above extending to Sheriden Avenue.

See Attachment No. 1 of this report for the location map.

Reasons for Application

An application for a Zoning By-law amendment is required on the subject lands in order to facilitate the proposed built form, including an increase in height from 16 to 25 metres, increasing the maximum permitted density from 2.5 to 5.29 times the lot area, 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;
- Planning and Urban Design Rationale;
- Avenue Segment Study;
- Arborist Report;
- Sun/Shadow Study;
- Pedestrian Wind Assessment;
- Public Consultation Strategy;
- Functional Servicing and Stormwater Management Report;
- GeoHydrology Assessment;
- Geotechnical Report;
- Noise Impact Study;
- Draft Amending Zoning By-laws to 569-2013 and 438-86;
- Phase One Environmental Site Assessment;

- Toronto Green Standard Version 3.0 Checklist;
- Transportation Impact Study; 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 Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given 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 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;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

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

The PPS 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/citygovernment/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 2.2.3 - Avenues

The subject site along Dundas Street West is identified as an Avenue as shown on Official Plan Map 2 - Urban Structure, with a right-of-way width of 20 metres.

Avenues are considered important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The plan recognizes that the Avenues will be transformed incrementally, that each is different and that there is no one size fits all approach to reurbanizing them. Reurbanization of the Avenues is subject to the policies of the Official Plan.

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, which will address the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity. Related considerations include appropriate built form and massing necessary to protect adjacent Neighbourhoods and the adequacy of supporting community facilities and infrastructure.

Section 2.3.1 - Healthy Neighbourhoods

The proposed development is located close to an area designated Neighbourhoods in the Official Plan, to the northwest of the site.

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.

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."

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; and
- Ground floor uses have views into, and access to adjacent streets, parks and open spaces.

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.

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.

Section 3.5.1 Creating a Strong and Diverse Civic Economy

Policy 3.5.1.2 states that a multi-faceted approach to economic development in Toronto be pursued that: provides appropriate locations and opportunities for new retail and services establishments; and promotes the Cultural Sector as an important element of our civic economy.

Section 3.5.3 The Future of Retailing

Policy 3.5.3.5 states that in order to provide local opportunities for small businesses and maintain the safety, comfort and amenity of shopping areas, zoning regulations for ground floor commercial retail uses in new buildings in Mixed Use Areas along pedestrian shopping strips where most storefronts are located at streetline, may provide for a maximum store or commercial unit size based on the following considerations:

- the prevailing sizes of existing stores and commercial units in the area;

- the provision of a range of store and commercial unit sizes to meet the range of local needs including day-to-day convenience shopping and other household goods and services;
- the potential impact of large vacant stores and commercial units at the ground floor level on the safety and comfort of the strip for pedestrians;
- the need for 'eyes on the street'; and
- the potential for the building design, particularly the street façade, to address the safety, comfort and amenity of the shopping area.

Chapter 4- Land Use Designations

The subject lands are designated Mixed Use Areas on Map 18 of the Official Plan. See Attachment No. 3 of this report for the land use map.

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:

- create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- 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;
- provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage;
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs;

- take advantage of nearby transit services;
- provide good site access and circulation, and an adequate supply of parking for residents and visitors; and;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

Zoning

The site 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, up to 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.

The site is zoned MCR T2.5 C1.0 and R2.0 under Former City of Toronto Zoning By-law 438-86, as amended. 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 569-2013, as noted above.

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

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 and Best Practices for New Multi-Unit Buildings

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/wpcontent/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

Retail Design Manual

The Retail Design Manual supports the objectives of complete communities and vibrant streets which are closely tied to the provision of successful, resilient and dynamic retail uses. This Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces to achieve good city building and economic objectives, and contributes to an animated and inviting public realm. City Council adopted the Retail Design Manual on October 27, 2020.

The Staff Report on the Retail Design Manual can be found here:
<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157269.pdf>

The Retail Design Manual can be found here:
<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>

Community Consultation

A community consultation meeting was held on May 23, 2019 at the Shirley Street Public School. Approximately 25 members of the public were in attendance as well as the Ward Councillor and the applicant. The meeting was held in conjunction with the development application to the north at 646-648 Dufferin Street and 1-3 Boland Lane, which has been reviewed concurrently with this development application. 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. The attendees asked questions and expressed a number of comments, issues and concerns. Additional comments from the community were received through phone calls and emails during the review of the application.

Comments regarding the proposal related to:

- the community indicated that the proposed retail size is too large size and would not be in keeping with the local area context and neighbourhood,
- concerns were expressed that the proposed retail space would not be affordable for future retailers or viable as there are examples of many large vacant retail spaces within new midrise developments in the local area along Dundas Street West and College Street;
- 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;
- provisions for more shared amenity and open spaces for the local neighbourhood;
- 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.

Site Plan Control

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

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:

- (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 Dundas Street West, provides a range of uses and mix of housing including family sized units; provides commercial space on the main street, 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 refers to achievement of complete communities that feature a diverse mix of land uses including residential and employment uses and convenient access to local stores, c) a range and mix of housing options to accommodate the needs of all household sizes; and e) provide for a more compact built form and vibrant public realm;

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 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 Mixed Use Areas Official Plan designation permits and supports the proposed mixed-use building having commercial uses at-grade and residential uses above. 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.

Avenue Segment Study

At present, there is no Avenue Study for this segment of Dundas Street West. However, in December 2010, the Dundas West Business Improvement Area (BIA), now called "Little Portugal on Dundas" BIA, released the "Dundas West BIA Urban Design Study", prepared by Sweeny Sterling Finlayson & Co Architects Inc. It was a comprehensive document that looked at the area along Dundas Street West generally from Rusholme Road in the east to Lansdowne Avenue in the west. The study was the result of community consultation, and contained much of the information that would be required in an Avenue study, as described in the Official Plan. Subsequent to the BIA Study, a Zoning Amendment application in 2013 was submitted for an 8-storey mixed-use development at 1544 Dundas Street West. In support of that application, the applicant used the base document of the BIA's Dundas Study to inform the "Avenue Segment Study – Planning and Urban Design Opinion" prepared by Armstrong Hunter & Associates. The development at 1544 Dundas Street West was approved at 8-storeys with 95 residential units.

In pre-application discussions with the applicant, City Planning staff agreed that as part of the submission requirements for an Avenue Segment Study it was reasonable for the applicant's Planning consultants to submit an addendum that built upon the BIA Study as well as the Opinion letter by Armstrong Hunter & Associates. It was agreed upon that as an extended period of time had lapsed between the two studies, there have been contextual changes and recent developments that an overview of the area would need to be re-examined and the Study area boundary be expanded to Dovercourt Road to the east.

In support of this zoning amendment application, the applicant's planning consultant's Bousfields Inc., submitted an Avenue Segment Review Study letter which provided additional evaluation of the previous studies, and provided an analysis and recommendations for relevant soft site opportunities within the expanded Study Area.

In addition to the three soft sites identified by the Dundas BIA Study, which two are located directly across the street of the subject site on the south side of Dundas at 1495-1501 Dundas Street West and 1525 Dundas St. West, as well as the southwest corner of Dundas Street West and Sheriden Avenue at 1555-1581 Dundas Street West, seven additional soft sites were identified by Bousfields' between St. Clarens Avenue to the west and Rusholme Road to the east. Closest to the subject site, two sites were identified in the first block east of Dufferin Street at 1470-1478 Dundas Street West/625-629 Dufferin Street and 1442-1456 Dundas Street West, which are both located on the north side of Dundas in the first block immediately east of Dufferin Street, as well as one site in the block further east at 1405-1417 Dundas Street West on the south side between Gladstone Avenue and Rusholme Drive.

The soft sites identified in the analysis range in potential heights from 5-9 storeys, with projected number of units on these sites ranging from low 30's to 100 per building, with an estimated Floor Space Index (FSI) density range of 1.9 to 4.3 times the area of the lot. It is staff's opinion that the evaluation of the expanded study boundary area demonstrates that with potential incremental development within the study area, that the Neighbourhoods would not be adversely impacted and that the level of reurbanization within the area over time would be in keeping with Official Plan policies for Avenues. It is noted, that any future development applications submitted in the area covered by this Avenue Segment study would be evaluated on its own merit.

Massing, Height

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 applied to the proposed development because it was in effect at the time the application was deemed complete, has also been used in the evaluation.

The subject site is a consolidation of several properties which has resulted in a frontage of approximately 30 metres along Dundas Street West. Staff have worked with the applicant to increase the setback of the building along Dundas Street, so there is no cantilever of the building, with a full setback of 4.8 metres from curb to building face from the ground floor up to the 5th floor, allowing for a street presence that is pedestrian friendly, but also in keeping with the existing context.

The proposed height has been reduced from 26.75 to 25.15 metres, plus a mechanical penthouse, and is an appropriate height for a mid-rise building and is in keeping with other similar developments in the area, such as 1544 Dundas Street West, the Alto building at Dundas Street West and Sheriden Avenue – an 8-storey building 25 metres in height.

The site is designated Mixed Use Areas and located on an Avenue which identifies the area as a focus for intensification in keeping with the existing and planned context. The Avenues and Mid-Rise Buildings Study and Performance Standards for Character Area provide for a maximum building height of 80 percent of the right-of-way width (20 metres) which would equate to 16 metres. The terracing of the building along Dundas Street West would provide a streetwall height of 16 metres up to the 5th floor with stepping of the height above the 5th floor, with floors 6-8 each stepped back an additional 3.2 metres, stepping up to a total height of 25.15 metres, in order to achieve a 45 degree angular plane. The mechanical penthouse which is 3.6 metres is pushed further back from the Dundas Street West frontage and does not penetrate into the angular plane.

The provision of retail uses on the Avenue is a priority in new development to help create a complete community and provide for a mix of uses and animate the street frontage. The height of the ground floor is proposed at 3.6 metres, which is in keeping with the retail frontages along Dundas Street West.

The rear of the building along the public laneway, above the second floor is stepped back 2.9 metres from the property line. This stepback provides for an 11.5 metre separation distance between the proposed residential building at 646-648 Dufferin Street, as well as a transition to the Neighbourhoods to the northwest.

On the west elevation, the building steps back 5.5 metres above the 5th floor, which is in keeping with the Mid-Rise Buildings Study Performance Standards. Along the east side of the building, there are no stepbacks with the building going straight up 8 storeys which will allow for blank sidewall condition to the eastern properties. Given the size of the building and the properties to the east of the site up to the intersection at Dufferin Street, this will allow the potential of a similar built form to the east if those properties were to be redeveloped in the future with a mid-rise building.

Section 3.1.2 of the Official Plan identifies that development must be considered not only in terms of the individual building and site, but also in terms of how the building and site fit within the larger existing and planned context of the surrounding area. Policy 3.1.2.1 requires that new development frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces. This is achieved by locating buildings parallel to the street or along the edge of a park or open space; providing additional setbacks or open spaces at key locations; locating main building entrances so that they front onto a public street, park or open space, are clearly visible and directly accessible from a public street; providing ground floor uses, clear windows and entrances that allow views to these spaces and providing comfortable wind conditions and air circulation to preserve the utility and intended use of the public realm.

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 existing setbacks along Dundas Street West and provide commercial entrances consistent with the rhythm of entrances in this commercial area. The proposed building would also provide appropriate transition to the lower scale area to the north of the site.

Density

The density of the proposed development is in keeping with the range of similar mid-rise mixed-use developments in the area. The site has transit service in the form of the streetcar line along Dundas Street, and bus service along Dufferin Street.

Staff are of the opinion that the proposed mid-rise development is appropriate in terms of height, density and massing for this site, particularly given the size of the site and the location on an Avenue. The proposal demonstrates a comprehensive and integrated site design and context.

Sun Shadow Impacts

This application has been reviewed against the Official Plan policies and Avenues 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 a shadow for one hour in the morning at 9:18 during the spring equinox on a portion of one house on Awde Street, otherwise it would not cast any shadows on the low-rise area 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 undertook a site visit of the properties at 1494-1502 Dundas Street West, in February 2019 to confirm the number of dwelling units. Staff have determined that the development site at 1494-1502 Dundas Street West does not contain six or more dwelling units and at least one rental unit. 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 48 residential units, comprised of 1 bachelor unit (2%), 22 one-bedroom units (46%), 20 two-bedroom units (42%) and 5 three-bedroom (10%) units. This reflects staff feedback regarding unit mix in response to the original submission, where the applicant initially proposed 45 units comprised of 4 one-bedroom units (9%), 39 two-bedroom units (87%), and 2 three-bedroom units (4%).

The two-bedroom units would range in size from 69 square metres to 85 square metres and the three-bedrooms would range in size from 86 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 268 square metres of amenity space

Consisting of 129 square metres of indoor amenity space located on the second floor and 139 square metres of outdoor amenity space located on the sixth floor. In addition there is a proposed dog washing station on the ground floor of the building which is in keeping with Pet Friendly Guidelines. While the indoor and outdoor spaces are not contiguous, the development at 5.6 square metres per unit, combined indoor and outdoor space will provide a higher rate than the minimum by-law requirements of 4.0 square metres per unit and is appropriate.

Streetscape and Retail

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 commercial uses at-grade on Dundas Street West will animate the street and will continue the pattern and character of the local area context. The original application proposed one large retail space at 396 square metres, which was raised as a concern by the local community, as many new midrise mixed-use developments within the local area have had vacant retail spaces, which was thought by residents to be due to the large size format of the spaces. The applicant has revised the proposal by creating two smaller retail spaces, which are more aligned with the prevailing character of the retail units along this stretch of Dundas Street West, ensuring that the character of smaller retail frontages will be maintained on the site. This solution is acceptable to Planning Staff.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law). The Arborist Report and Tree Preservation Plan submitted in support of the application indicate that there is one tree that qualifies for protection in accordance with the Street Tree By-law and is proposed to be removed.

Currently three new trees are proposed to be planted within the rights-of-way. 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 the 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 non-

residential component of this proposal is subject to a 2% parkland dedication while 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 53 bicycle parking spaces are proposed, including 45 long-term and 5 short-term bicycle parking spaces which would be located in the basement 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.

Parking, Access, and Loading

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.

A total of 18 stacked parking spaces are proposed for the residential users, while no visitor or retail spaces are proposed. The stackers are proposed to be provided in six three-car parking stackers.

As per Zoning By-law 569-2013, a minimum of one Type G loading space is required for the proposed development. The application proposes that the loading requirements be satisfied off-site at the adjacent development submitted concurrently with this application at 646-648 Dufferin and 1-3 Boland Lane (File No. 19 101834 STE 09OZ).

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.

In addition to the shared loading space, concerns were raised by the community, City Planning staff and the local Councillor that a small loading space be incorporated within the proposed development site to allow for short term pick-up and drop-off at the rear of the subject site at the rear of the building for short-term loading purposes. The applicant revised the proposal to include a space at the rear of the building adjacent to the residential entrance that would accommodate a car for short-term pick-up/drop-off purposes.

The Transportation Impact Study submitted in support of the application concludes that the transportation impacts of the site are anticipated to be negligible and will not negatively influence the area transportation network.

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

Transportation Services and Solid Waste staff have both reviewed the proposed shared loading arrangement at the development proposal to the north 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, 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 loading agreement, which would detail the obligations of the arrangements for each property.

Lane Widening

A 0.72 lane widening is required along the rear of the property to satisfy the Official Plan requirement of a 6.0 metre wide lane. As part of the proposed development at 646 Dufferin Street West, a 1.40 metre wide lane widening is proposed on the north side of the east-west public lane, which satisfied the requirement for a 6.0 metre wide lane, and is therefore acceptable.

Servicing

Engineering and Construction Services staff reviewed the Functional Servicing and Stormwater Management Report submitted with the application. Revisions to the report are required to be provided prior to final acceptance by staff to demonstrate whether the existing municipal infrastructure is adequate to service the proposed development and to determine what upgrades may be required to the existing infrastructure to support the proposed development. The owner will be responsible to pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing and Stormwater Management Report, should it be determined that improvements to such infrastructure is required to support the development. Staff recommend that a revised Functional Servicing and Stormwater Management Report be submitted to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services prior to introducing the necessary Bills to City Council.

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 does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to creating complete communities with commercial and residential uses, and 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 with the elimination of the proposed building cantilever allowing for an improved public realm, the proposed retail space was split into two smaller units to be more compatible with the surrounding context, 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

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SIGNATURE

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

ATTACHMENTS

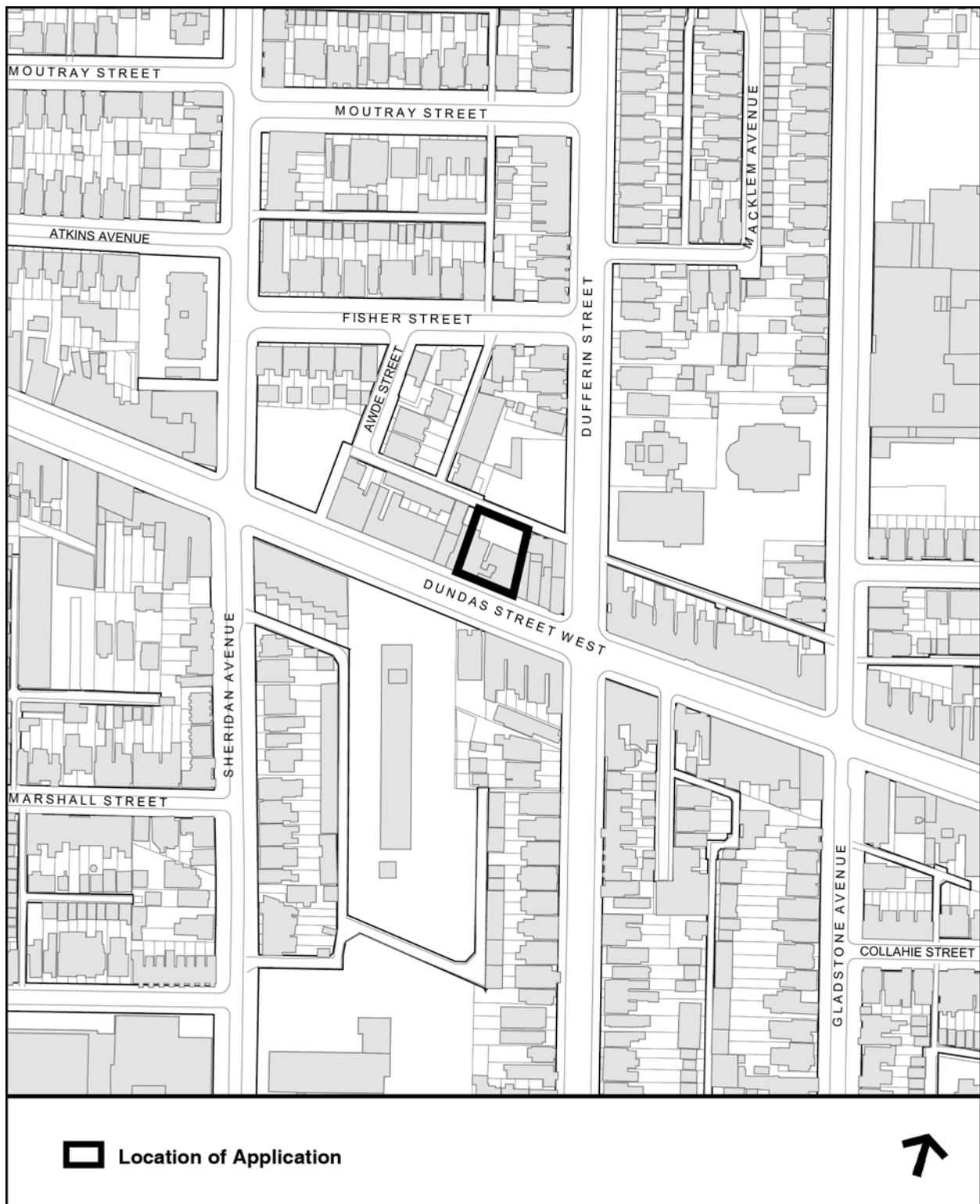
City of Toronto Data/Drawings

- 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 Zoning By-law Amendment to Amend By-law 569-2013
- Attachment 6: Draft Zoning By-law Amendment to Amend By-law 438-86

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Ground Floor Plan
- Attachment 9: South Elevation
- Attachment 10: East Elevation
- Attachment 11: West Elevation
- Attachment 12: North Elevation
- Attachment 13: 3D Massing Model in Context - Northwest
- Attachment 14: 3D Massing Model in Context – Southeast

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 1494-1502 DUNDAS ST W Date Received: January 7, 2019
 Application Number: 19 101840 STE 09 OZ
 Application Type: Rezoning
 Project Description: Zoning By-Law Amendment to permit an 8-storey mixed-use building fronting onto Dundas Street West. The height of the building would be 25.15 metres plus mechanical, and it would contain a total of 48 dwelling units, a 397 square metre retail unit at grade on Dundas Street West and a total of 18 stacked parking spaces accessed at grade from the rear laneway. The loading space is proposed to be shared across the laneway with the proposal at 646 Dufferin Street.

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:	CR2.5 (c1.0) r2.0 SS2 (x1584)	Heritage Designation: N
Height Limit (m):	16	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	819	Frontage (m):	30	Depth (m):	31
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	522		729	729
Residential GFA (sq m):	389		3,939	3,939
Non-Residential GFA (sq m):	1,114		397	397
Total GFA (sq m):	1,503		4,336	4,336
Height - Storeys:	3		8	8
Height - Metres:			25	25

Lot Coverage Ratio (%)	89.01	Floor Space Index:	5.29
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	3,939	
Retail GFA:	397	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	4			
Freehold:				
Condominium:			48	48
Other:				
Total Units:	4		48	48

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		1	22	20	5
Total Units:		1	22	20	5

Parking and Loading

Parking Spaces:	18	Bicycle Parking Spaces:	53	Loading Docks:	1
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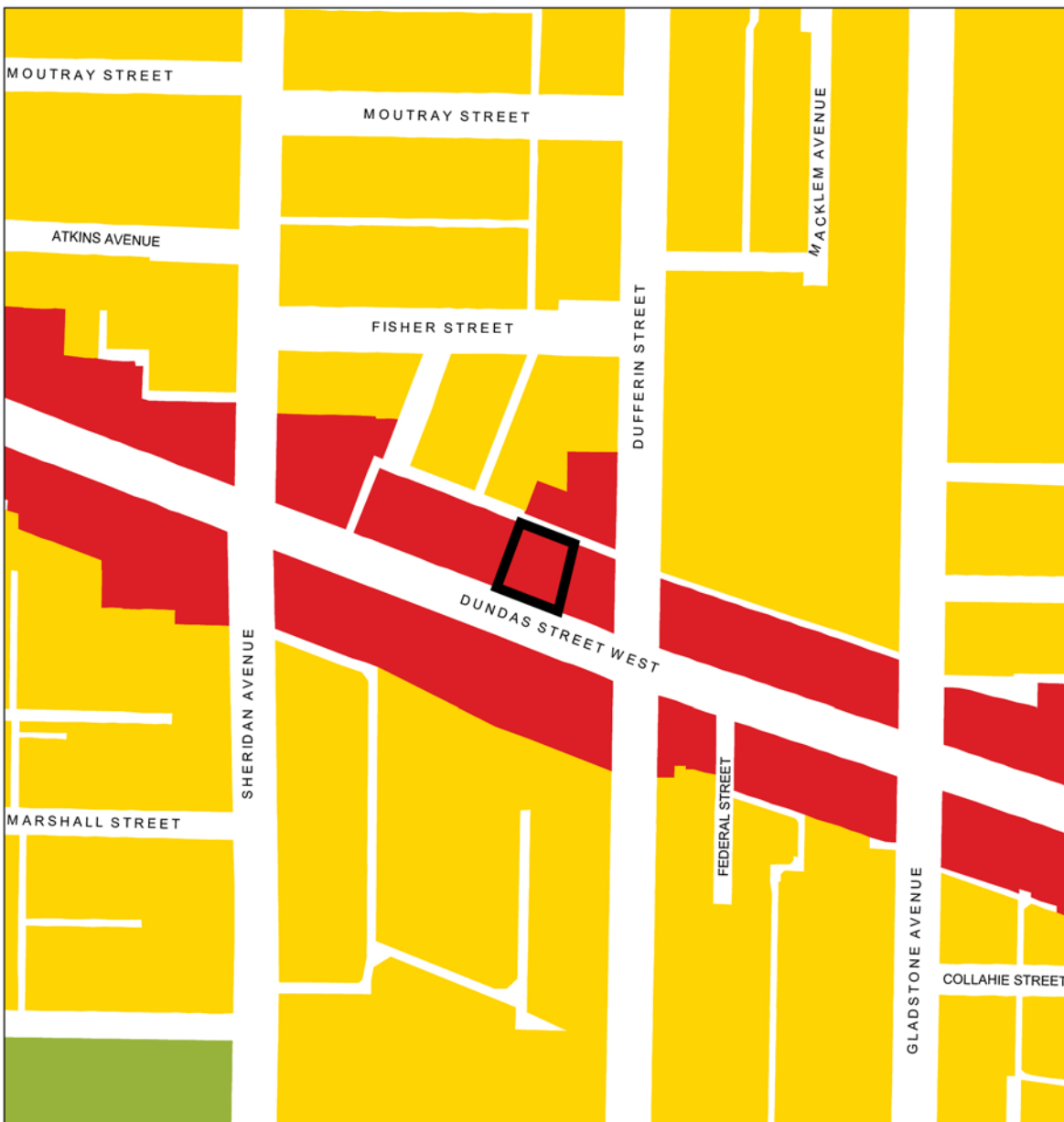
CONTACT:

Aviva Pelt, Senior Planner

416-392-0877

Aviva.Pelt@toronto.ca

Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

1498-1502 Dundas Street West

File # 19 101840 STE 09 02



Location of Application

Neighbourhoods

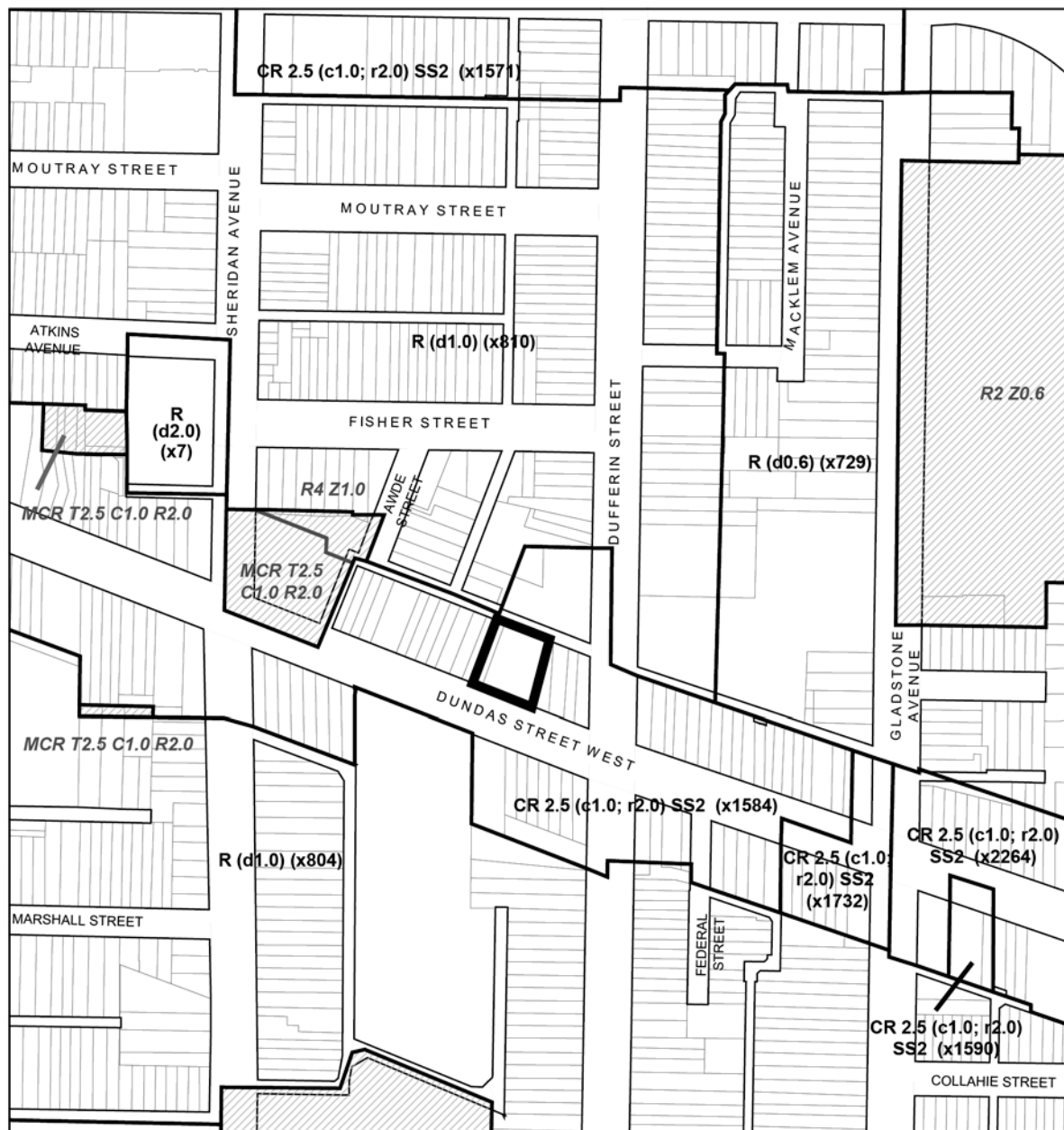
Mixed Use Areas

Parks



Not to Scale
Extracted: 03/05/2021

Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

1498-1502 Dundas Street West

File # 19 101840 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

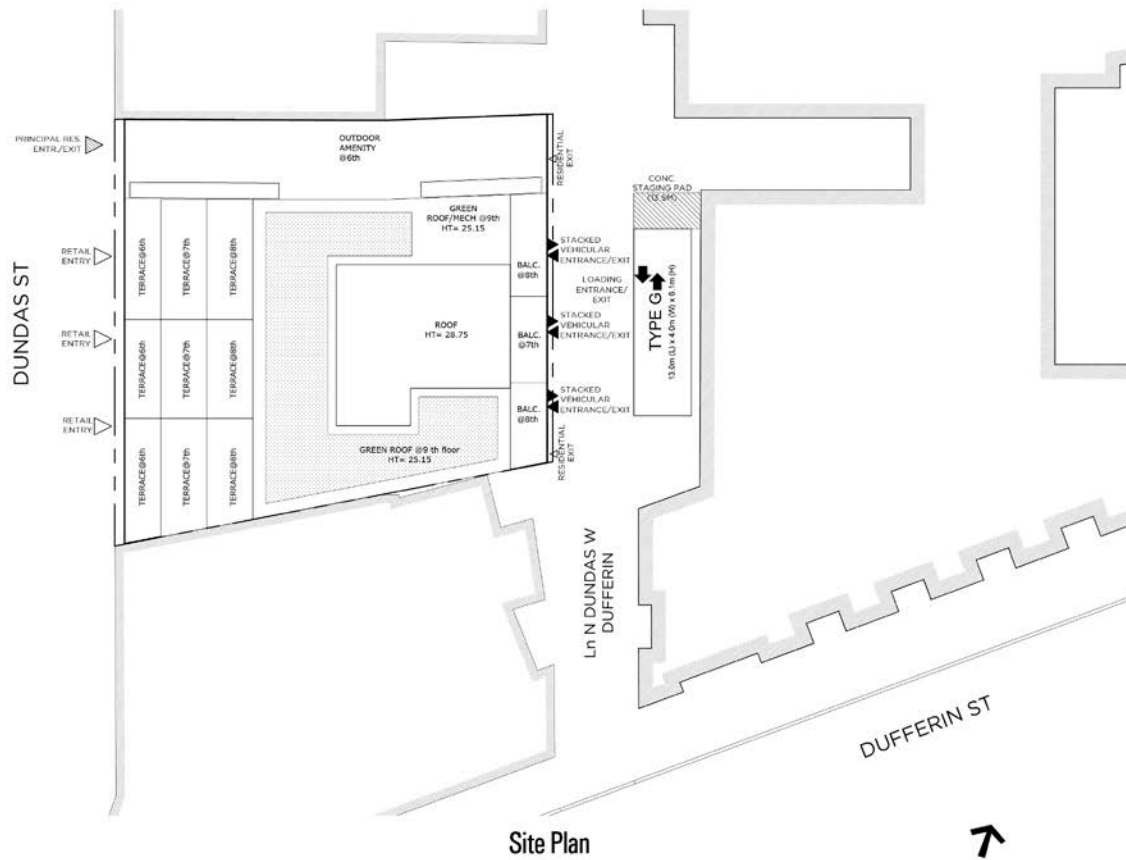
Attachment 5: Draft Zoning By-law Amendment 569-2013

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

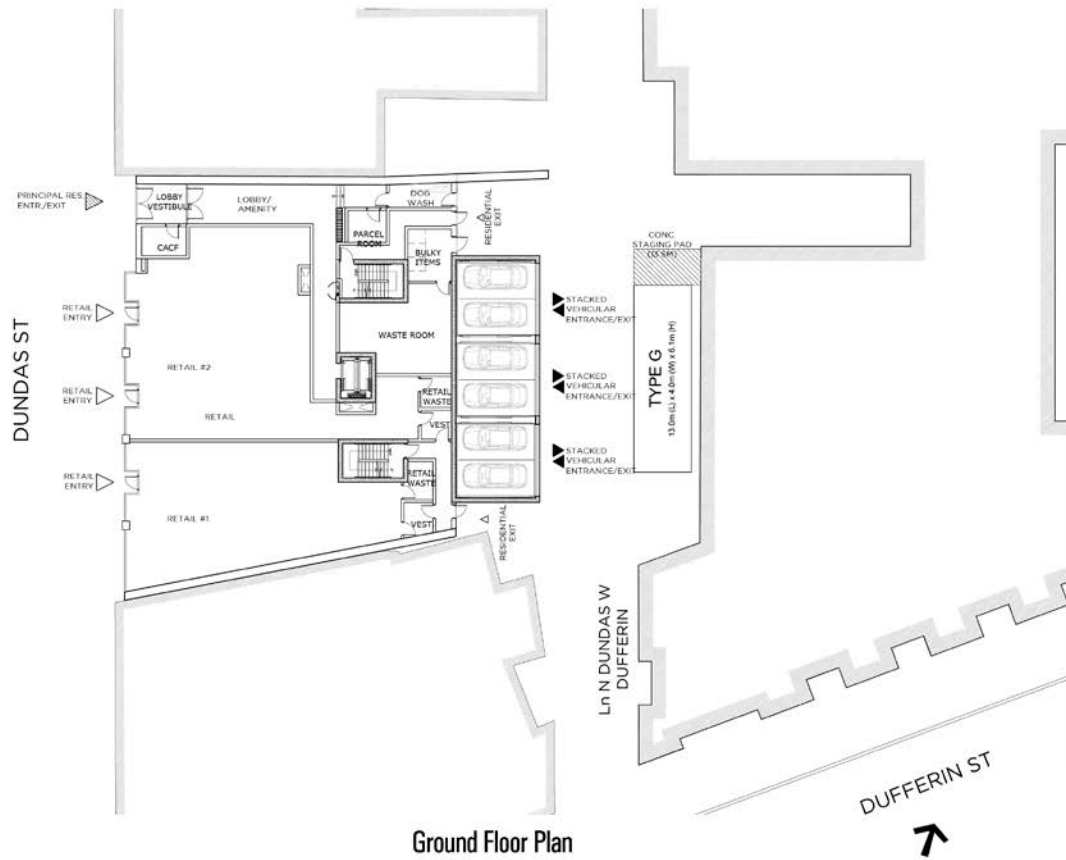
Attachment 6: Draft Zoning By-law Amendment 438-86

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

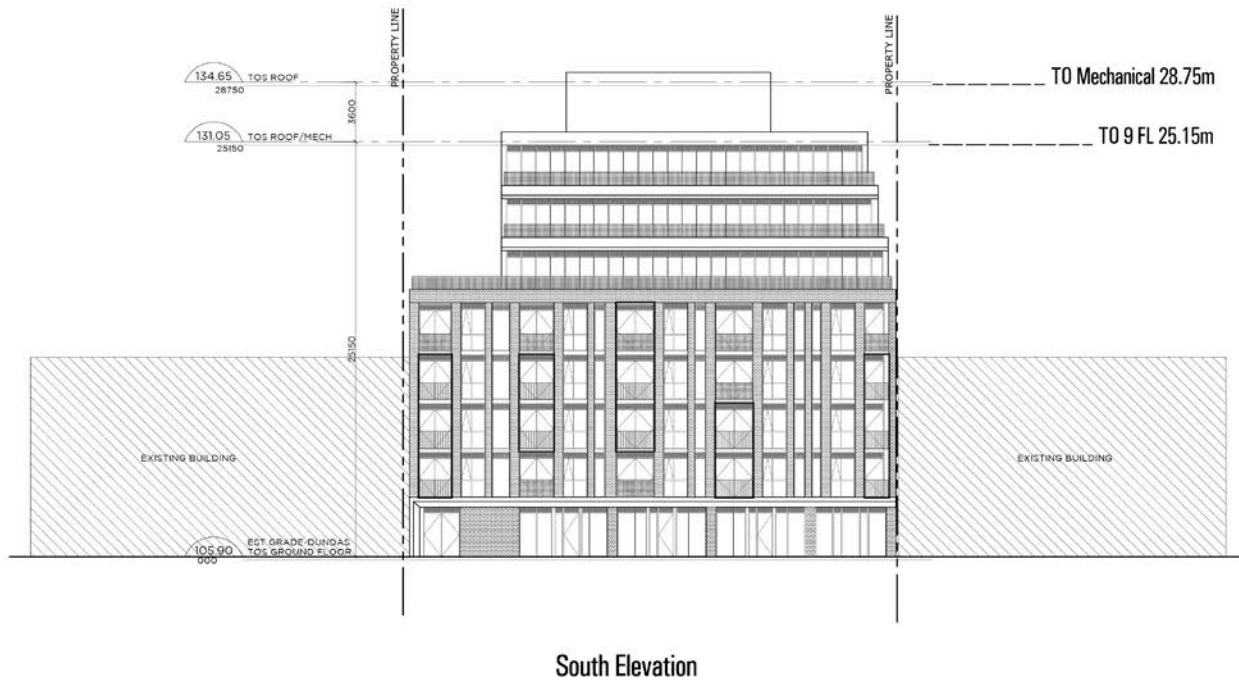
Attachment 7: Site Plan



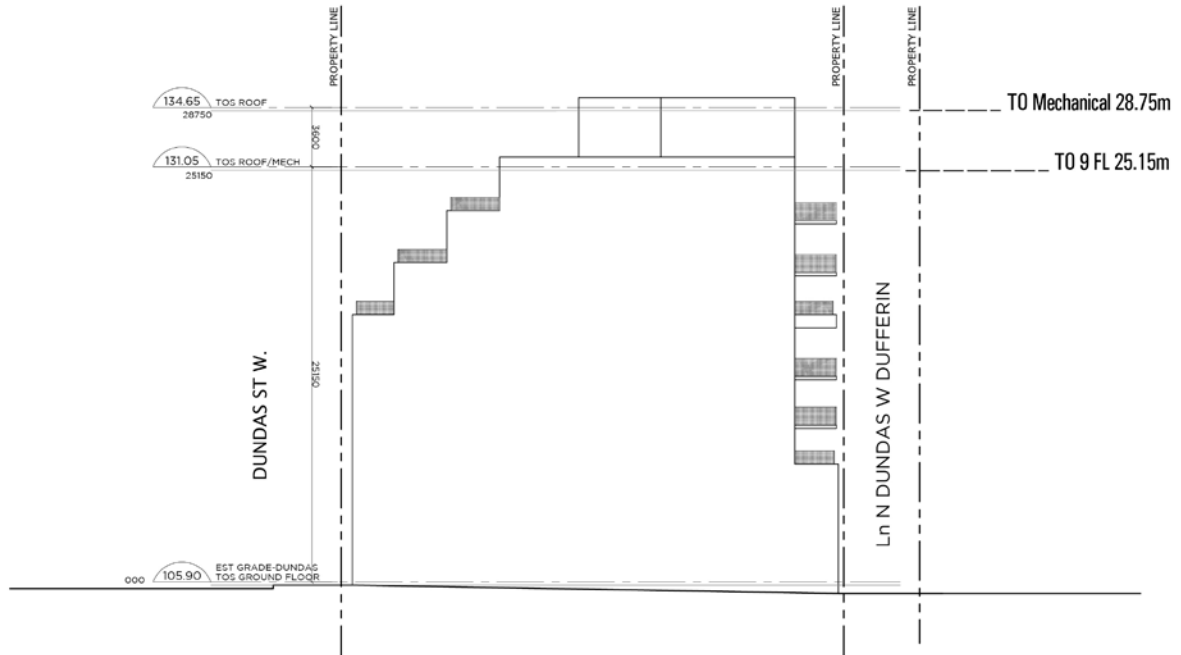
Attachment 8: Ground Floor Plan



Attachment 9: South Elevation



Attachment 10: East Elevation

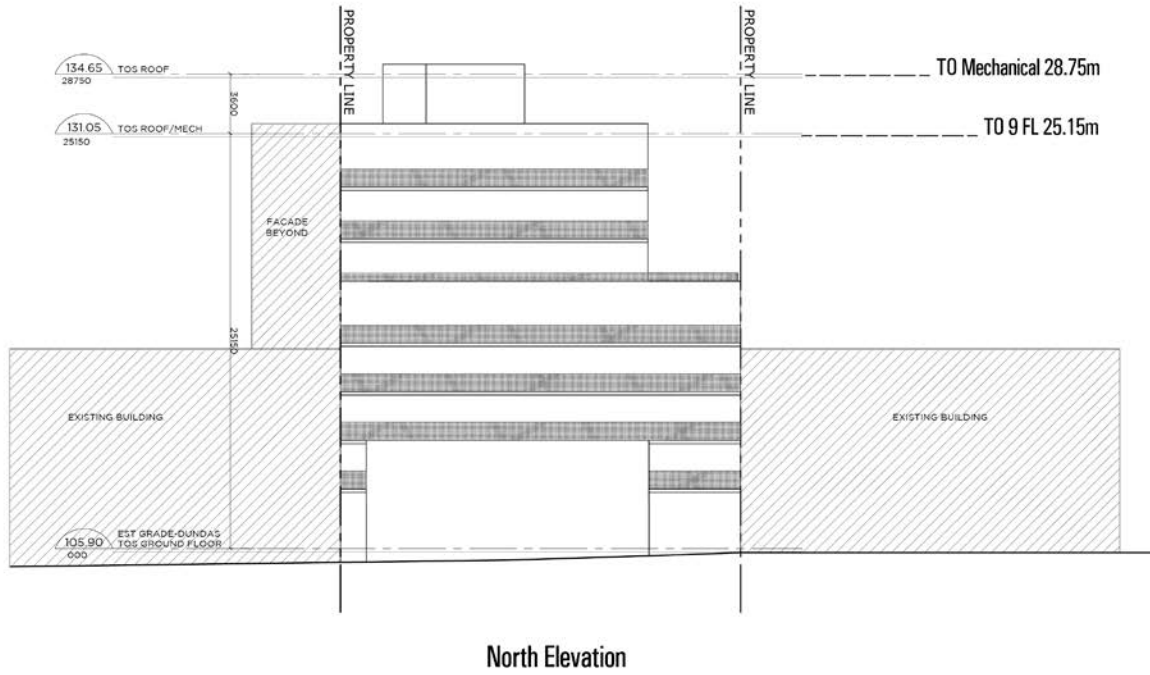


East Elevation

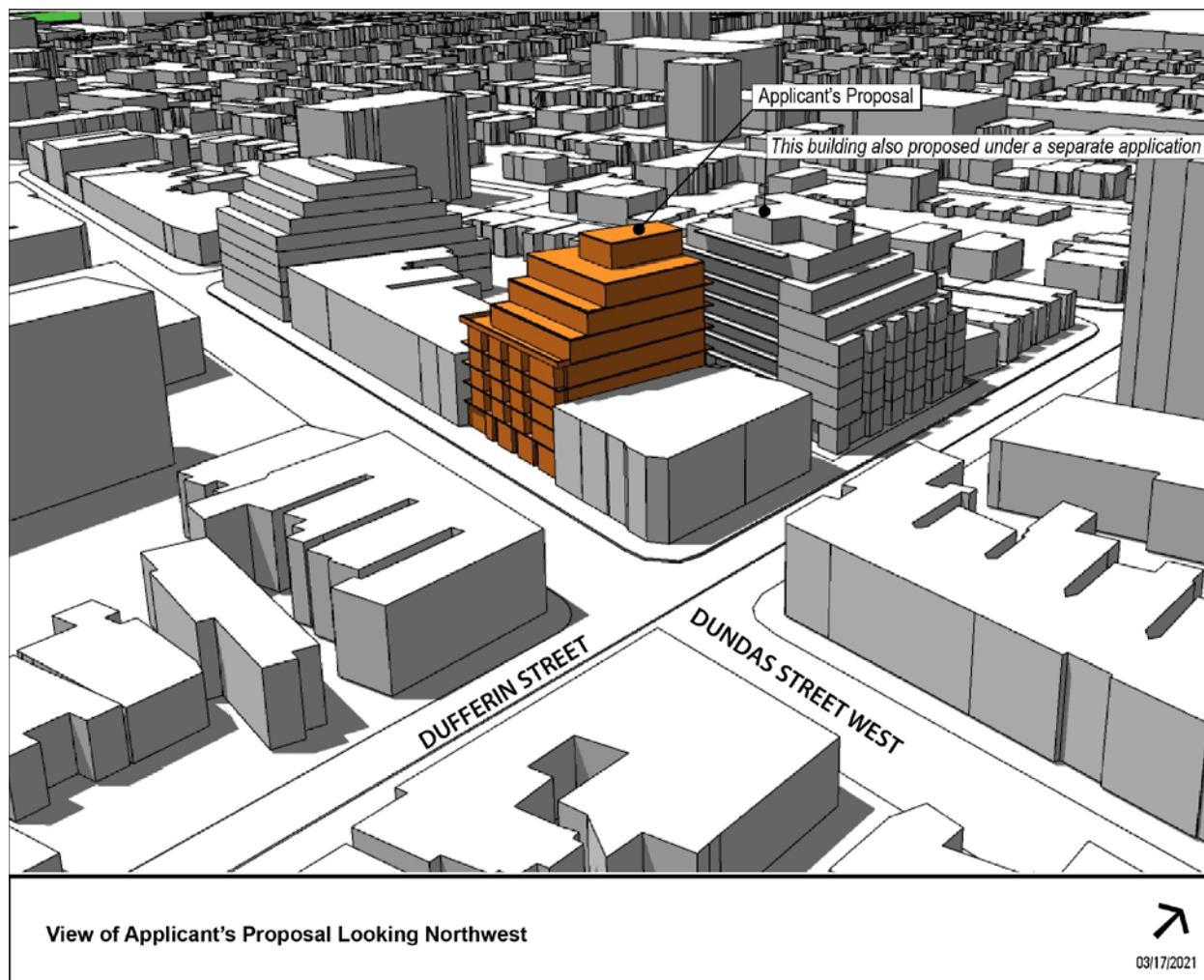
Attachment 11: West Elevation



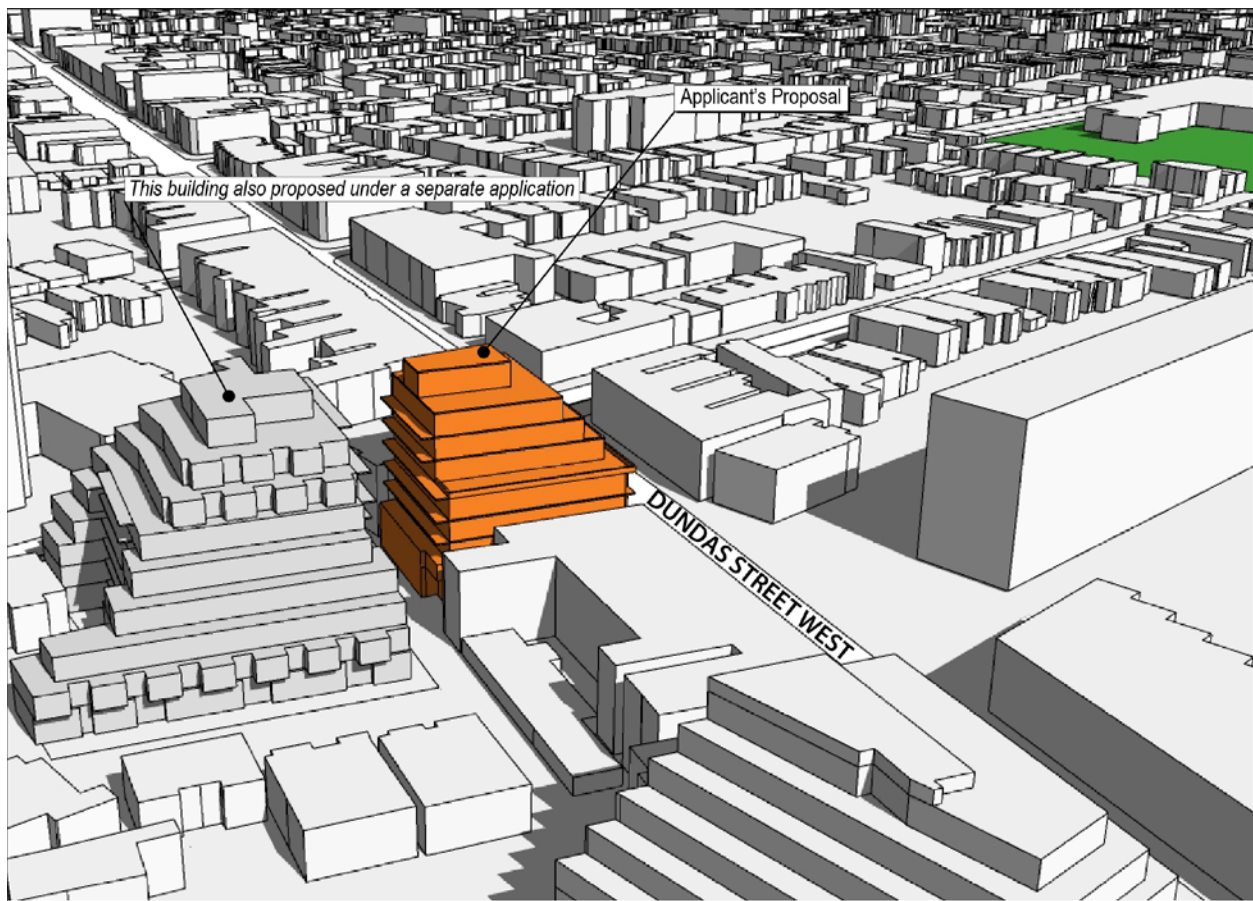
Attachment 12: North Elevation



Attachment 13: 3D Model of Proposal in Context - Northwest



Attachment 15: 3D Model of Proposal in Context - Southeast



View of Applicant's Proposal Looking Southeast



03/17/2021