

# **4195, 4219, 4221 Dundas Street West and 556, 558, 560, 562 and 564 Prince Edward Drive North – Official Plan Amendment and Zoning By-law Amendment Applications – Appeal Report**

Date: February 6, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke Lakeshore

**Planning Application Number:** 16 129328 WET 05 OZ and 22 149111 WET 03 OZ

## **SUMMARY**

---

On March 17, 2016, a Zoning By-law Amendment application was submitted for a residential development at 4195 Dundas Street West to permit an eight-storey mixed-use building containing 166 dwelling units and 7,215 square metres of commercial floor space on the first two levels of the proposed building.

On May 16, 2022, a revised Zoning By-law Amendment application was submitted, which expanded the site to include 4219 and 4221 Dundas Street West and 556, 558, 560, 562 and 564 Prince Edward Drive North. The revised Zoning By-law Amendment application altered the proposal to a mixed-use building containing three 18-storey towers (61.4 metres excluding mechanical penthouse of approximately 4.8 metres) connected by eight-storey base buildings, a 10-storey (34.75 metres excluding mechanical penthouse) mid-rise residential building, and 14 townhouse units within three townhouse blocks. A total of 699 residential units with a gross floor area of 72,619 square metres and 677 parking spaces are proposed.

In addition to the resubmission of the rezoning application, an Official Plan Amendment application was submitted on May 19, 2022, to redesignate part of the site from *Neighbourhoods to Mixed Use Areas*.

On May 13, 2022, the applicant appealed the Zoning By-law Amendment to the Ontario Land Tribunal (OLT) citing City Council's failure to make a decision on the application within the time period prescribed under the *Planning Act*. A Case Management Conference was held on October 3, 2022 (OLT Case No. OLT-22-003838 and OLT-22-004571). The next Case Management Conference is scheduled for February 21, 2023.

On September 26, 2022, the applicant appealed the Official Plan Amendment to the OLT citing City Council's failure to make a decision on the application within the time period prescribed under the *Planning Act*.

This report recommends that the City Solicitor, together with appropriate City staff, attend the OLT hearing to oppose the proposal in its current form and continue discussions with the applicant to resolve outstanding issues.

## **RECOMMENDATIONS**

---

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current applications regarding the Official Plan Amendment and Zoning By-law Amendment appeals for the lands at 4195, 4219 and 4221 Dundas Street West and 556, 558, 560, 562 and 564 Prince Edward Drive North, and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeals, in whole or in part, City Council authorize the City Solicitor to request that the Ontario Land Tribunal withhold the issuance of any final Order(s) until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

a. The form and content of the Official Plan and Zoning By-law Amendments are satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;

b. The owner has provided a revised Pedestrian Wind Study, such report to be reviewed with recommendations implemented as part of the amending Official Plan policies and Zoning By-laws and/or secured in a development agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

c. The owner has submitted revised drawings illustrating the conveyance of lands required to the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning;

d. The submitted Noise and Vibration Feasibility Study, has been peer reviewed by a third-party Noise and Vibration Consultant retained by the City at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;

e. The owner has submitted requested information and makes required revisions to the satisfaction of the Manager of Technical Review, Toronto Transit Commission;

f. The owner has submitted a revised Transportation Impact Study including all requested revisions to the satisfaction of the General Manager, Transportation Services;

g. The owner has submitted a revised Functional Servicing Report to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services;

h. The owner makes satisfactory arrangements with Engineering and Construction Services and enters into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services;

i. The owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Official Plan and Zoning By-law Amendments application, to the satisfaction of the General Manager of Parks, Forestry and Recreation; and

j. The owner has retained a consultant archaeologist, licensed by the Ministry of Citizenship and Multiculturalism, under the provisions of the Ontario Heritage Act (R.S.O 1990 as amended), to carry out a Stage 2 archaeological resource assessment of the property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (i.e., Stage 3-4) to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and General Manager, Transportation Services.

4. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement City Council's decision.

## **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**

---

### **Dundas Street West (Royal York Road to Humber River) Avenue Study**

An Avenue Study was conducted for the portion of Dundas Street West between Royal York Road and the Humber River that included the subject lands. In 2006, the Dundas Street West Avenue Study was completed and on July 25, 26 and 27, 2006, City Council adopted Official Plan Amendment No. 277 that created Site and Area Specific Policy No. 277 (SASP 277) and Zoning By-law 717-2006, which implemented the study. Links to SASP No. 277 and Zoning By-law 717-2006 can be found at:

<https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-plan-chapter-7-saps.pdf> and  
<http://www.toronto.ca/legdocs/bylaws/2006/law0717.pdf>.

### **Subject Application**

On November 13, 2015, a pre-application consultation meeting was held with the applicant to discuss complete application submission requirements. The current Zoning By-law Amendment application was deemed complete on April 13, 2016 and the Official Plan Amendment was deemed complete on May 24, 2022.

On June 14, 2016, Preliminary Report was considered by Etobicoke York Community Council on the original rezoning application. There has not been a Preliminary Report on the more recent rezoning resubmission or the Official Plan Amendment application. A link to the Preliminary Report on the original rezoning application can be found at:  
<https://www.toronto.ca/legdocs/mmis/2016/ey/bgrd/backgroundfile-93411.pdf>

## **THE SITE**

---

### **Description**

The site is located on the southwest corner of Dundas Street West and Prince Edward Drive North. The site is approximately 14,140 square metres in size with a lot frontage of approximately 160 metres on Dundas Street West and a lot depth ranging from 78.5 metres to approximately 100 metres. The abutting planned right-of-way of Dundas Street West is 27 metres and the abutting right-of-way of Prince Edward Drive North is approximately 15 metres. The existing driveway access includes three driveways at Dundas Street West and six driveways at Prince Edward Drive North (see Attachment 1: Location Map).

### **Existing Use**

The site is currently occupied by a three-storey office/commercial building along the northeast portion of the site (4195 Dundas Street West), and a surface parking area to

the west and southwest of the building. The site includes a two-storey Toronto Paramedic Services (EMS) station (4219 Dundas Street West) and a one-storey retail building at the northwest portion fronting onto Dundas Street West (4221 Dundas Street West). The site also includes five one- and two-storey detached dwellings fronting onto Prince Edward Drive North (556 to 564 Prince Edward Drive North).

## **THE APPLICATION**

---

### **Proposed Use**

The application proposes to permit one three-tower mixed-use building, one high-rise residential building, three townhouse blocks (total of 14 dwelling units) and a new 0.16 hectare park. A total of 1,955 square metres of retail space is proposed along Dundas Street West.

### **Site Organization**

The proposed three 18-storeys tall towers are connected by an eight-storey L-shaped base building facing Dundas Street West and the proposed park. The main floor of the base building contains retail and an EMS station facing Dundas Street West. Immediately behind the towers is a 10-storey building facing Prince Edward Drive North. Three blocks of townhouses are proposed on a private driveway along the south property line interior to the block. A park is proposed on the north east corner of the site facing Dundas Street West. Access to residential units are proposed from Prince Edward Drive North and access to the EMS station is from Dundas Street West.

### **Height**

The proposed three-tower mixed-use buildings are 18 storeys (61.4 metres, excluding mechanical penthouse of approximately 4.8 metres) inclusive of an eight-storey base building (28.25 metres). The proposed ground floor height is five metres. The proposed mid-rise building is 10 storeys (34.75 metres, excluding a mechanical penthouse of approximately 4.8 metres). The proposed three townhouses blocks is four-storeys (12.79 metres, excluding mechanical penthouse of approximately 2.4 metres).

### **Density (Floor Space Index)**

The development would have a density of 5.14 times of the area of the lot.

### **Unit Breakdown**

There would be 699 dwelling units, of which four would be studio units (0.57 percent); 236 would be one-bedroom units (34 percent); 347 would be two-bedroom units (50 percent); and 98 would be three-bedroom units (14 percent), in addition to 14 three-bedroom townhouses units (two percent).

## **Parking**

The development includes 677 parking spaces, including 542 resident parking spaces, 102 visitor parking spaces, 19 parking spaces for retail visitors, including 15 percent barrier-free parking spaces proposed within five level underground parking garage. A total of 14 parking spaces would be provided for the 14 townhouses in garages at grade.

The development provides for 527 bicycle parking spaces consisting of 475 long-term spaces and 52 short-term spaces.

## **Loading**

The proposal includes four Type 'C' and one Type 'B' loading spaces.

## **Public Parkland**

The proposal includes a 0.16-hectare public park fronting onto Dundas Street West to be dedicated to the City. The park is proposed on the City-owned EMS station site at 4219 Dundas Street West.

## **Amenity Space**

The proposal would require 1389 square metres of outdoor amenity space (two square metres per unit) and 1389 square metres of indoor amenity space (two square metres per unit). The applicant has not provided any further details for the proposed amenity spaces.

## **Additional Information**

The proposal includes a City-owned EMS station at 4219 Dundas Street West. The applicant did not submit with their Official Plan Amendment application a letter of consent from the City to include such City-owned land as per the requirements of the application form. The City Planning Division is not involved in discussions with the applicant to acquire/relocate the existing EMS station.

See Attachments 1-9 of this report, for a location map, application data sheet, site plan, elevations, three-dimensional representations of the project in context, Official Plan land use map, and existing zoning by-law map. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [www.toronto.ca/4195DundasStW](http://www.toronto.ca/4195DundasStW).

## **Reasons for Application**

Amendments to the Official Plan, former City of Etobicoke Zoning By-law 717-2006 and city-wide Zoning By-law 569-2013 are required to exempt the lands from Site and Area Specific Policy No. 277, and establish site-specific policies to address the proposed

scale of development, and create site-specific zoning provisions to permit the proposed building type, density, building height, setbacks, lot coverage and other development standards as necessary to accommodate the proposal including the removal of the holding provision for the site.

### **Site Plan Control**

The proposal is subject to Site Plan Control. A Site Plan Control Application has not been submitted by the applicant.

## **POLICY CONSIDERATIONS**

---

### **Provincial Land-use Policies**

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

### **Official Plan**

The Official Plan designates parcels 4195, 4219 and 4221 Dundas Street West and 564 Prince Edward Drive North as *Mixed Use Areas*, and the parcels 556, 558, 560 and 562 Prince Edward Drive North as *Neighbourhoods*. *Mixed Use Areas* are meant to accommodate most of the anticipated increase in retail, office and service employment, and much of the new housing, whereas *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings. Physical changes to established *Neighbourhoods* must be sensitive, gradual and fit the existing physical character.

The land parcels having frontage on Dundas Street West and 564 Prince Edward Drive North are identified as an *Avenue* on Map 2 – Urban Structure of the Official Plan. *Avenues* are areas where growth and reurbanization are intended to occur.

The site is subject to Site and Area Specific Policy No. 277 (SASP 277). SASP No. 277 applies to the portion of the site designated *Mixed Use Areas* and prohibits townhouse development within the first 60 metres of depth on the south side of Dundas Street West.

### **Zoning**

The properties at 4195, 4219 and 4221 Dundas Street West and 564 Prince Edward Drive North are zoned General Commercial – Avenues – Holding (CG-AV-H) under the amending By-law 717-2006 to the Etobicoke Zoning Code. The properties at 556, 558, 560 and 562 Prince Edward Drive North are zoned Residential Detached (RD) (f13.5; a510; d0.45) (x35) under the city-wide Zoning By-law 569-2013 and R2 under the Etobicoke Zoning Code.

The CG-AV-H zone permits a range of commercial uses and permits a limited range of residential uses, including apartment houses, dwelling units above business or retail uses and live-work units. Lifting the holding symbol is subject to the satisfactory availability of any road, infrastructure, servicing and school capacity improvements necessary to accommodate proposed development. The maximum permitted floor space index in a CG-AV-H zone is 2.5 and the maximum building height is 14 metres and five storeys. All buildings and structures within the CG-AV-H zone must maintain a 45-degree angular plane from any lot line of abutting properties that are zoned Second Density Residential (R2), beyond which no building or structure is permitted.

The R2 zone permits single dwelling units with a maximum lot coverage of 33% and maximum height of 9.5 metres to the peak the roof. The RD zone permits detached dwelling units with a maximum lot coverage of 33% and a maximum height of 9.5 metres.

### **Design Guidelines**

The Dundas Street West Avenue Study (Royal York to Humber River) was implemented by the Dundas Street West Urban Design Guidelines. These area specific guidelines provide a framework to guide development within this segment of Dundas Street West. New development is to be consistent with the direction provided by these guidelines including direction with location and organization of development relative to streets and open spaces, building massing, landscape elements and pedestrian amenities. The height limit in the Dundas Street West Urban Design Guidelines (DSWUDG) is six storeys or 20 metres. The DSWUDG recommend a maximum building height of six storeys (18.5 metres) along Dundas Street West. While the DSWUDG contemplate increased heights on certain sites on the north side of Dundas away from low-rise residential, they do not do so on the south side where this site is located.

The following design guidelines are also relevant in consideration of the proposal: Tall Building Performance Standards; Mid-rise Performance Standards and Addendum; Townhouse and Low-Rise Apartment Guidelines Growing Up: Planning for Children in New Vertical Communities; and Pet-Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. Design guidelines can be found here:

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

### **Toronto Green Standard**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments 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. The TGS can be found here:

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



## **COMMUNITY CONSULTATION**

---

On October 26, 2016, a public meeting was scheduled at 86 Montgomery Road, Etobicoke Collegiate Institute, to present the original proposal submitted in 2016.

Since then, the new Official Plan Amendment application and revised Zoning By-law Amendment application were submitted, which expanded the site to include additional parcels to the proposed site and increased in height and density.

A second virtual Community Consultation Meeting was hosted by City staff on January 17, 2023. Approximately 124 people participated, as well as the Ward Councillor.

Following a presentation by City staff and the applicant, the following issues for the proposed development were raised by community members:

- compatibility and fit with adjacent residential areas (particularly the detached houses on Government Street), including building type, height, transition, adjacency, setbacks, built form and streetscape;
- appropriateness of the proposed height, massing and density;
- appropriateness of proposed tower heights;
- concerns about potential overlook and privacy issues with adjacent properties;
- potential shadow impacts;
- concerns that proposal is not complying with the 45-degree angular plane to properties on Government Road;
- conformity with the Dundas Street West Avenue Study in terms of policy, zoning and urban design guidelines;
- conformity with the Official Plan policies regarding adjacency and transition;
- concerns about impact on community infrastructure, including schools;
- concerns about traffic implications on Dundas Street West and surrounding areas;
- clarification requested on traffic calming measures being proposed to manage traffic impacts;
- concerns about impact of development on water infrastructure and overland flooding;
- clarification on whether the EMS station site was purchased by the developer and where would it be relocated;
- clarification on the reasons for the appeal to the OLT rather than going through the municipal planning process;
- clarification on whether there would be coordination with TTC to increase frequency of existing bus routes and make other TTC improvements; and
- clarification on the number of units the developer is committing for affordable housing units.

The issues raised through the community consultation have been considered through the review of this application.

## **COMMENTS**

---

## Provincial Framework

Review of this application has regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan. The application in its current form is also inconsistent with the PPS (2020) and does not conform to the Growth Plan (2020).

## Land Use

The Official Plan identifies *Mixed Use Areas* as being made up of a broad range of residential, commercial and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities. Official Plan Policy 4.5.2 requires development to locate and mass new buildings provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, to locate and mass new buildings to frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The proposal seeks to consolidate Prince Edward Drive North properties with the Dundas Street West properties as part of the development and redesignate the Prince Edward Drive North properties as *Mixed Use Areas*. By including these Prince Edward Drive North lands as part of the *Mixed Use Areas* designation, the requirement for transition measures, such as fitting within an angular plane, would be measured further into the existing neighbourhood, having an effect of encroaching larger scale development into the neighbourhood.

Both *Mixed Use Areas* and *Neighbourhoods* designations contemplate residential development; however, given the existing and planned context for the subject property and the surrounding area, the proposed redesignation for 556, 558, 560 and 562 Prince Edward Drive North, the proposed height, massing and density in its current form cannot be supported by staff.

## Built Form

The proposed development is a complex development, including multiple buildings and different building typologies which pose several concerns as follows:

### *Height and Massing along Dundas Street West*

The *Avenue* is planned to intensify with mid-rise development lining the north and south side of Dundas Street West. Existing mid-rise buildings and recent development approvals align with the planned vision along this *Avenue* segment of Dundas Street West, ranging from six to 10 storeys in height.

The proposed height and massing of the buildings along the Dundas Street West frontage are tall buildings instead of a mid-rise form which represents a significant departure from the existing and planned context along this section of Dundas Street West. Tall buildings cannot achieve the mid-rise built form objectives and the proposed tall building form results in negative visual and shadow impacts on the public realm and

surrounding properties. The proposed building height does not maintain good street proportion and doubles the maximum allowable height for a mid-rise building at this location. The proposed three towers overwhelm and present an abrupt scale change that is out of place along this 27-metre right-of-way.

#### *Separation Distances, Transition and Angular Plane*

A 10-storey (34.75 metres excluding mechanical penthouse) residential building is proposed fronting on Prince Edward Drive North, immediately south of the tower block along Dundas Street West. As this location is close to the *Neighbourhoods* designated properties to the south and to the east (approximately 17 metres to the south *Neighbourhoods* property line and approximately 17.4 metres to the east *Neighbourhoods* property line), an appropriate transition in scale would be required by the Official Plan, in-force zoning, Dundas Street West Urban Design Guidelines and Mid-rise Building Performance Standards. The submitted architectural plans show the proposed 10-storey building significantly penetrates the 45-degree angular plane measure of transition to the *Neighbourhoods* as stipulated in the in-force zoning. Stepping down of building height and the provision of building setbacks and stepbacks are important to providing good transition and for mitigating light, view and privacy concerns on the adjacent lands that are of lower scale and intensity.

Prince Edward Drive North is a narrow residential street with a planned right-of-way of 20 metres, presenting a low-rise neighbourhood character. The proposed 10-storey building with only a two-metre front yard setback does not achieve good street proportion, is out of scale and does not reflect the character of this street. Furthermore, greater separation distances should be provided on the north and south sides of this building to the other buildings within the proposal to mitigate concerns about privacy and light, and help improve the quality of life for the units directly facing the proposed laneway.

#### *Townhouse Blocks*

Three townhouse blocks are proposed on the southern portion of the site. Though the townhouse form is considered compatible with low-rise houses, the three-metre setbacks from the south property lines are inadequate, do not fit with the existing and planned context and raises concerns about light and privacy.

The townhouse garages are located above grade contributing to taller townhouse buildings of 12.79 metres. The garages should be relocated and integrated into the proposed underground parking structure to reduce building heights and improve the ground-level relationships.

Moreover, the lack of municipal address is also of concern for those buildings without a public street or park frontage.

### **Sun, Shadow and Wind**

The building typologies and heights also result in limited access to sunlight. Streets would have less hours of sunlight than the existing and planned context. The proposal does not support a comfortable public realm during the critical spring and fall shoulder

seasons (March 21 and September 21) when access to direct sunlight can greatly enhance pedestrian use and enjoyment of streets.

The Pedestrian Wind Study prepared by SLR Consulting (Canada) Ltd. on April 26, 2022, did not follow current standards, identifies wind concerns and recommends wind control measures. A revised wind study would be required to evaluate any revisions to the plans.

### **Amenity Areas**

The proposal would require 1,398 square metres of outdoor amenity space (two square metres per unit) and 1,398 square metres of indoor amenity space (two square metres per unit). The applicant has not provided details of indoor or outdoor amenity spaces. On page 26 of the Block Context Analysis prepared by MHBC in April 2022, the report states the proposed open space would include shared amenities to be determined at the Site Plan Control stage and would complement the existing open space network. Staff require concept illustrations of where this amenity would take place and the size of amenity areas provided for consideration and to secure at the rezoning stage.

### **Archaeological Assessment**

A Stage 2 Archaeological Assessment was not submitted and is required for this proposal. As such, Heritage Planning staff recommend that should the application be approved, it be subject to conditions requiring the submission of a Stage 2 archaeological resource assessment.

### **Traffic Impact, Access, Parking**

The application proposed two site accesses from Prince Edward Drive North and one from Dundas Street West. The access from Dundas Street West for a new replacement EMS station would not be in keeping with City policies and By-law 717-2006, which require that where a lot abuts a major street, flanking street, or laneway, all vehicle access shall be restricted to the flanking street or laneway.

The development proposes 677 parking spaces, including 542 resident parking spaces, 102 visitor parking spaces and 19 parking for retail spaces, including 15 percent barrier-free parking spaces provided within the proposed five level underground parking garage. Parking for the proposed townhouses would be located within individual garages with one space per dwelling unit. The development proposes 527 bicycle parking spaces consisting of 475 long-term spaces and 52 short-term spaces. The 2022 submission architectural plans (dated 2021) do not include any underground parking plans for the revised proposal. The applicant is required to meet both minimum accessible and visitor parking by-law requirements, and bicycle parking requirements.

Transportation Services staff identified several concerns, issues and additional information required prior to approval of the Zoning By-law Amendment application including:

- Revisions to the traffic analysis to include the most up-to-date timing information for the Dundas Street West/Prince Edward Drive North intersection (traffic control signals at Dundas Street West and the entrance to Kingsway Mills Plaza; updated timing information; and any proposed signal timing modifications in tabular form).
- Undertaking a sensitivity analysis to explore a future scenario in which there are two northbound approach lanes: a dedicated left turn lane and a shared through/right turn lane.
- Revisions to the TIS to address any potential difficulties with southbound-to-eastbound left turns into the existing residential driveway on the east side of Prince Edward Drive North, south of Dundas Street West, as a result of anticipated northbound vehicle queues and discuss mitigating measures for same.
- Revisions to plans to illustrate all required land conveyances and underground parking level plans and an up-to-date landscape plan.
- All on-site parking spaces must comply with the current city-wide Zoning By-law parking space dimension requirements for standard and accessible parking spaces and the supply of accessible parking spaces must satisfy the current city-wide zoning requirements.
- Revisions are required to the driveway stub at the west end of the site to provide a suitable vehicle turnaround area must be provided.

The proposal includes three Type 'C' and one Type 'B' loading spaces for three towers connected with base buildings fronting onto Dundas Street West and one Type 'C' loading space for the 10-storey building fronting onto Prince Edward Drive North. Transportation Services staff are concerned that no Type 'G' spaces are provided to accommodate moving and delivery (furniture and large appliance) activities, which would typically be handled by single-unit trucks. Transportation Services staff are also concerned the Type 'C' loading space at the east side three towers has no direct access to the driveway; and a vehicle parked in the adjacent Type 'B' loading space would block access to the Type 'C' loading space. Transportation Services staff require revisions to address these concerns.

The proposed Transportation Demand Management (TDM) measures provide no information on how they will be secured through the development process. Transportation Planning staff request information as to how the applicant proposes to secure these items at no cost to the City of Toronto. Further, the TIS states that the applicant will provide direct shared pedestrian and cycling connections from the proposed development to Dundas Street West and Prince Edward Drive North. The drawings do not provide clarity as to how pedestrian and cycling circulation would be facilitated in this manner. Revised drawings illustrating the direct shared pedestrian and cycling connections.

## **Road Conveyance**

A 0.40-metre widening is required along the Dundas Street West frontage of the subject property to satisfy the requirement of a 27-metre wide right-of-way. The applicant has not shown the required road widening on the plans.

## **Servicing and Stormwater Management**

A Functional Servicing and Stormwater Management Report and associated plans prepared by R.V. Anderson Associates Limited, dated April 12, 2022, were submitted in support of the proposal. Engineering and Construction Services staff have not accepted the findings of these reports, and require that the applicant submit reports that accurately determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.

Should the appeal be allowed by the OLT, Engineering and Construction Services recommend a holding provision in the final form of the Zoning By-law, to be lifted at such time that the owner has provided a Functional Servicing Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and has entered into satisfactory arrangements with Engineering and Construction Services for the design and construction of any improvements to the municipal infrastructure to support the development in accordance with an accepted Functional Servicing Report as accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

## **Noise and Vibration**

The applicant submitted an Environmental Noise and Vibration Assessment to determine potential noise and vibration impacts on the proposed development and compliance with provincial regulations and guidelines. City staff will need to retain a third-party consultant to undertake a peer review of this study, at a cost to the applicant.

## **Open Space/Parkland**

A 1,622 square metre parkland dedication is proposed in the western portion of the site with a frontage on Dundas Street West. There are concerns about the size and the location of the proposed park. The parkland dedication area includes 4219 Dundas Street West, which is the site of the City's EMS station measuring approximately 900 square metres, which is already owned by the City.

## **Tree Preservation**

An Arborist Report and Tree Protection Plan, prepared by Kuntz Forestry Consulting Inc., dated April 20, 2020, were submitted in support of the application. The applicant is proposing the removal of 28 protected privately-owned trees. Urban Forestry reviewed the report and requested revisions and additional information.

The Tree Protection and Plan Review requires the applicant to meet the City's Toronto Green Standard (TGS) ecology requirements and replanting requirements under the City of Toronto's Tree By-laws. Urban Forestry has identified a number of concerns and additional information required prior to approval of the Zoning By-law Amendment application.

## **Toronto Green Standard**

No details on how the proposal is meeting the Toronto Green Standard were provided by the applications. The applicant is required to meet Tier 1 of the TGS and 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.

## **School Boards**

The Toronto Catholic District School Board (TCDSB) notes that the proposed development falls within the fixed attendance boundary of Our Lady of Sorrows Catholic School. If the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or may have to be redirected to a school located outside the area.

The Toronto Lands Corporation (TLC) in consultation with the Toronto District School Board (TDSB) notes that the proposed development is in close proximity to Lambton-Kingsway Junior Middle School, municipally located at 525 Prince Edward Drive North. Therefore, TLC requests that the applicant/developer take all precautions to ensure that there are no risks to the health and safety of students or staff as a result of construction/demolition activity.

## **Toronto Transit Commission (TTC)**

The TTC notes that eastbound nearby bus stop # 5023 on Dundas Street West at Prince Edward Drive North is located on the frontage of the site. In order to accommodate standard and articulated buses and to provide adequate room to operate the accessible ramp on their buses, the applicant would be required to provide a level concrete platform that is at least 16 metres in length and 2.4 metres in width from the curb. The applicant should also ensure that there is adequate space for a full-size bus shelter at this stop location.

## **Further Issues**

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions and materials submitted in response to the proposal. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, City Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

## **CONCLUSION**

---

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, including SASP No. 277 and applicable City guidelines intended to implement Official Plan policies. The application in its current form does not

conform to the PPS (2020) and Growth Plan (2020). As currently proposed, the application also does not conform to the Official Plan and Guidelines, particularly as it relates to Healthy Neighbourhoods, Built Form, *Mixed Use Areas* and *Neighbourhoods* policies and development criteria.

The current proposal is not appropriate as the proposed development represents overdevelopment of the site with built form that is not in keeping with the existing or planned mid-rise context of the area established by the Dundas Street West Avenue Study, implementing zoning by-law and urban design guidelines and recently built and approved developments. The proposal would establish an undesirable precedent, does not represent good planning and is not in the public interest in its current form.

Development on this site could be supported, should it provide an appropriate built form, height, density, massing, transition in scale, limit shadowing on the public realm, reduce visual impact as directed in the Official Plan, the Dundas Street West Avenue Study and the Dundas Street West Design Guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

## **CONTACT**

---

Ali Meghani, Planner, Community Planning  
Tel. No.: 416-394-8236  
E-mail: [Ali.Meghani@toronto.ca](mailto:Ali.Meghani@toronto.ca)

## **SIGNATURE**

---

Michael Mizzi, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

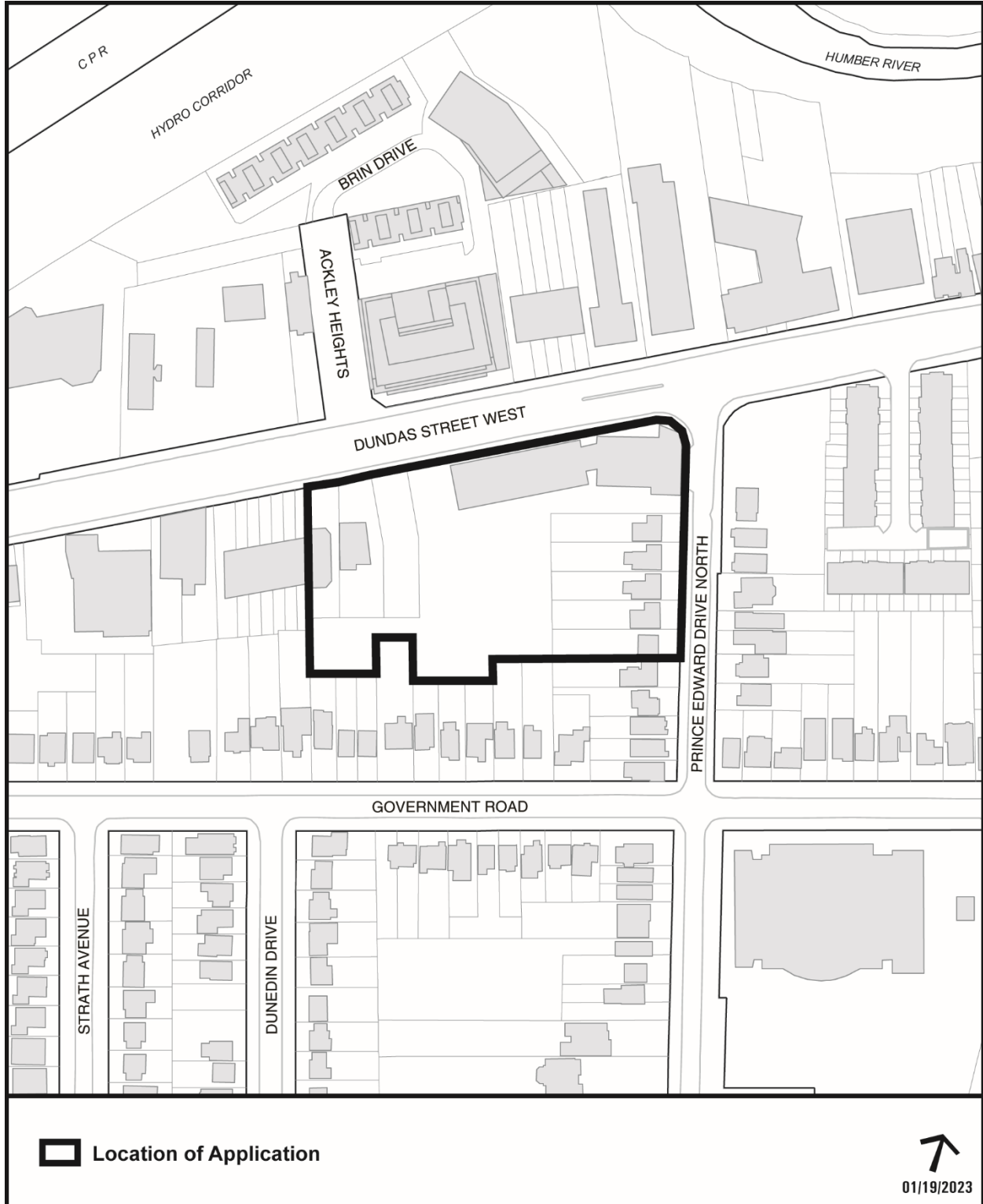
## **ATTACHMENTS**

---

Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: Site Plan  
Attachment 4: North Elevation  
Attachment 5: East Elevation  
Attachment 6: 3D Model of Proposal in Context Looking North West  
Attachment 7: 3D Model of Proposal in Context Looking South East  
Attachment 8: Official Plan Land Use Map  
Attachment 9: Existing Zoning By-law Map



Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 4195, 4219, 4221 Dundas Street West and 556, 558, 560, 562 and 564 Prince Edward Drive North  
 Date Received: March 17, 2016  
 May 19, 2022

Application Number: 16 129328 WET 05 OZ  
 22 149111 WET 03 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Revised proposal consists of a three 18-storey towers mixed use building with an eight-storey base building, one 10-storey high-rise residential building, and three blocks of 14 townhouse units. A total of 699 residential units, a GFA of 72,619 square metres, and 677 parking spaces.

Applicant	Agent	Architect	Owner
Dunpar Developments			1136974 Ontario Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas and Neighbourhoods CG-AV-H, RD and R2	Site Specific Provision:	(SASP No. 277)
Zoning:		Heritage Designation:	N
Height Limit (m):	18.5	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	14,140	Frontage (m):	160	Depth (m):	100
--------------------	--------	---------------	-----	------------	-----

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):				
Residential GFA (sq. m):			70,663	70,663
Non-Residential GFA (sq. m):			1,956	1,956
Total GFA (sq. m):			72,619	72,619
Height - Storeys:	3		18	18

Height - Metres: 61.4 61.4

Lot Coverage Ratio (%) 5.14  
Floor Space Index: 5.14

Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	70,663	
Retail GFA:	1,956	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			699	699
Other:				
Total Units:			699	699

#### Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		4	236	347	112
Total Units:		4	236	347	112

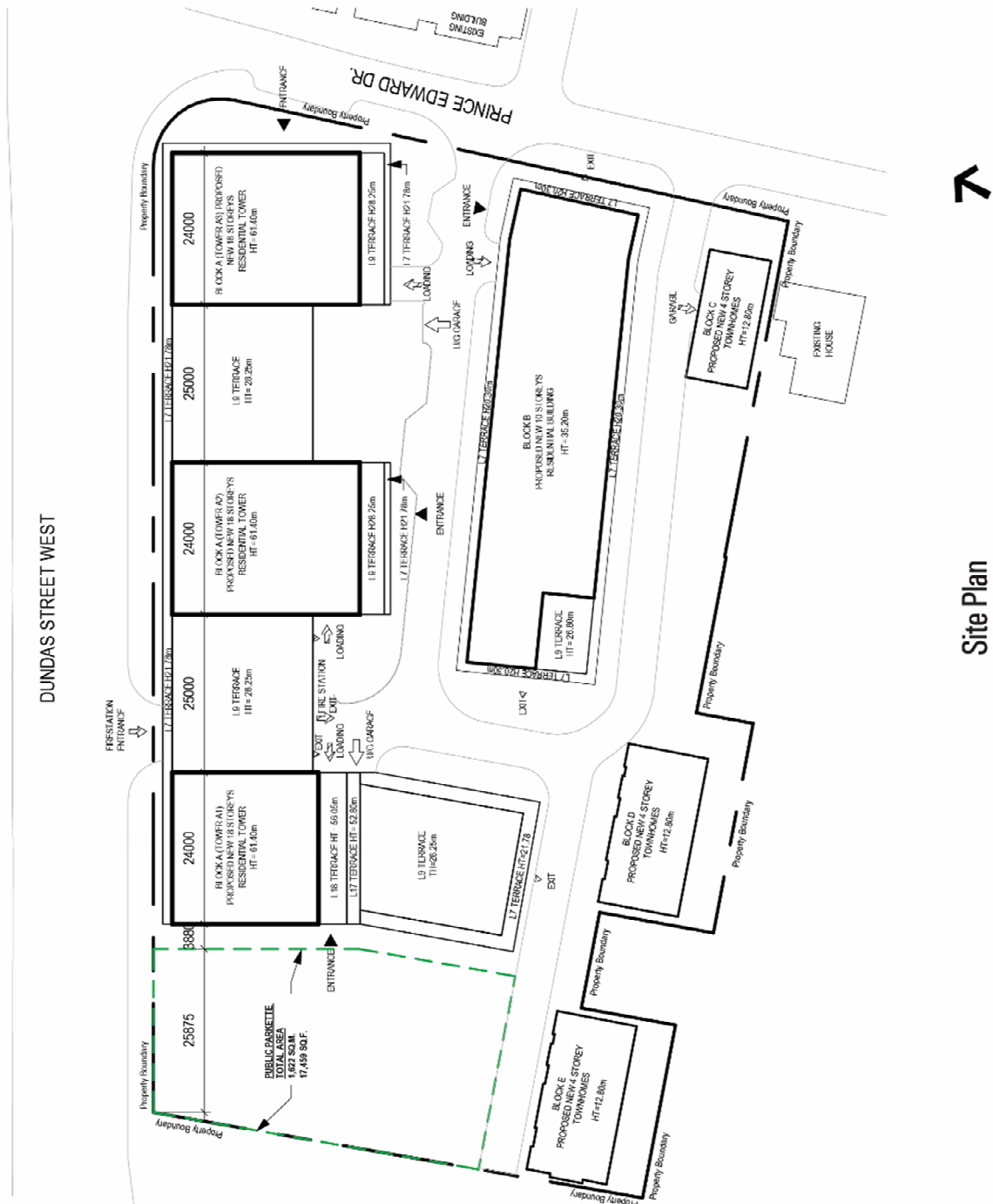
#### Parking and Loading

Parking Spaces:	677	Bicycle Parking Spaces:	527	Loading Docks:	5
-----------------	-----	-------------------------	-----	----------------	---

#### CONTACT:

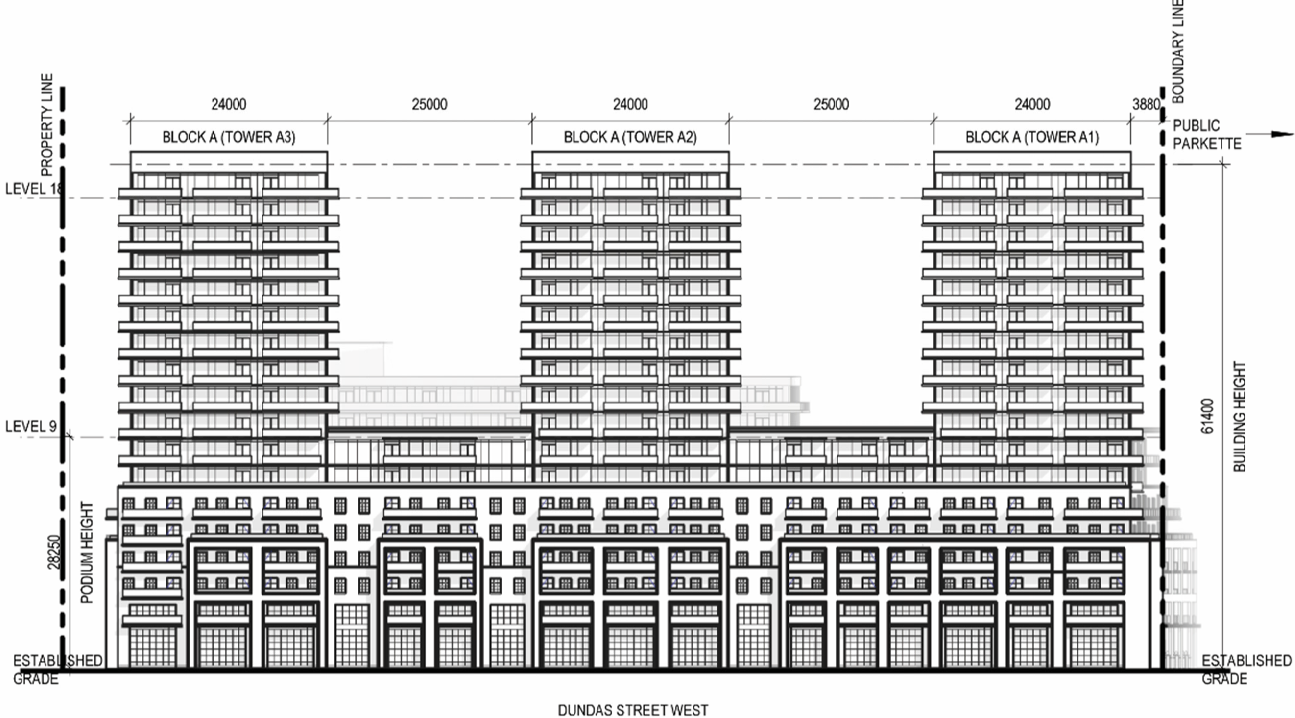
Ali Meghani, Planner, Community Planning  
(416) 394-8236  
Ali.Meghani@toronto.ca

Attachment 3: Site Plan



Site Plan

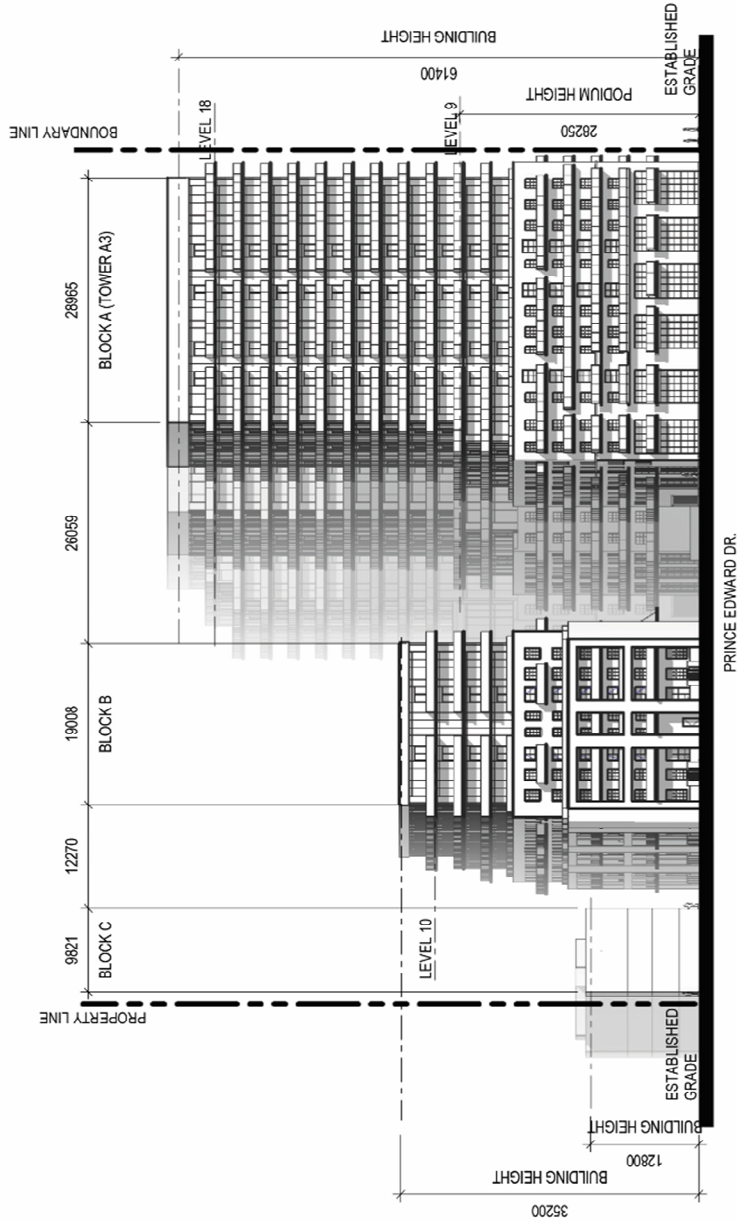
Attachment 4: North Elevation



DUNDAS STREET WEST

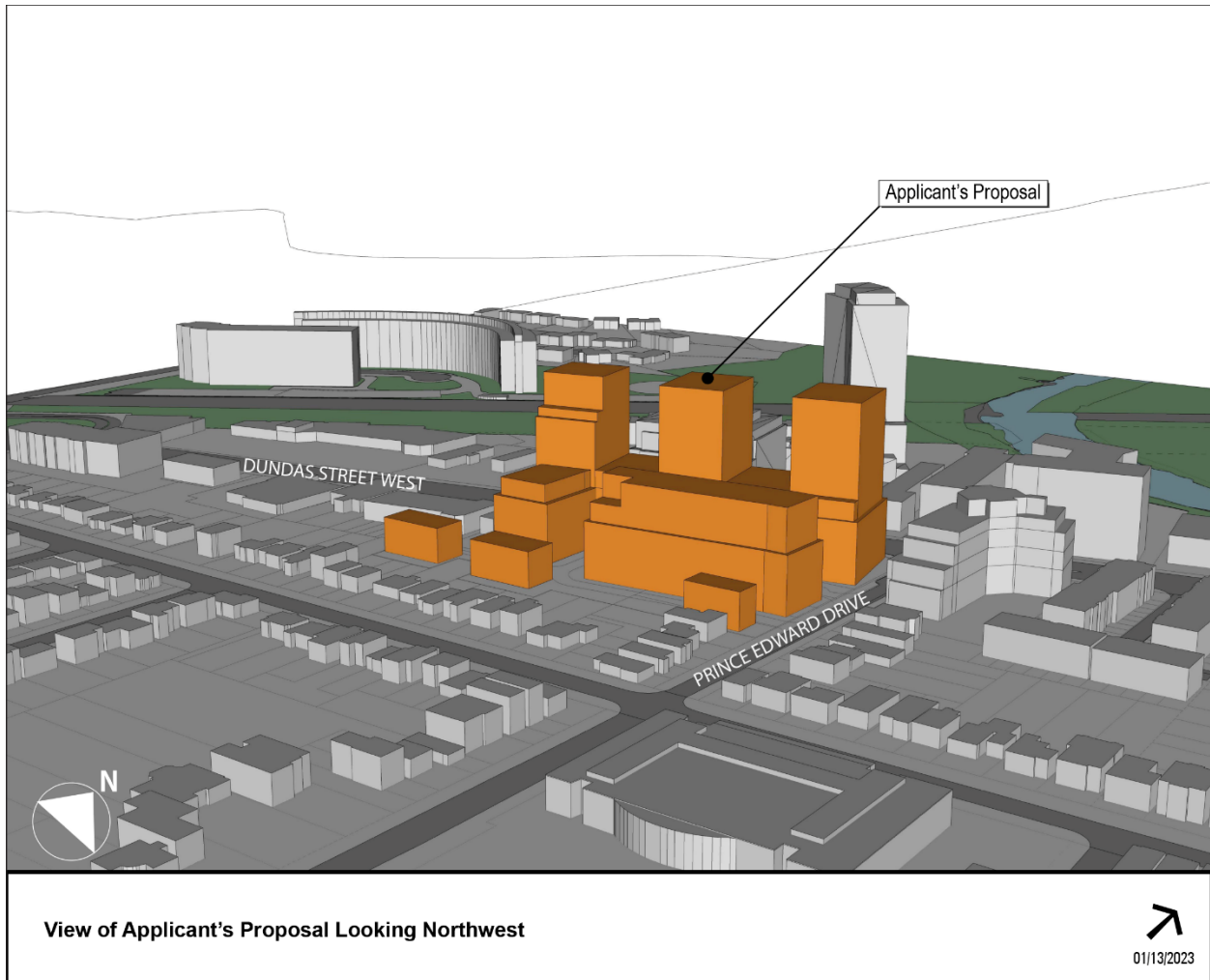
North Elevation

Attachment 5: East Elevation

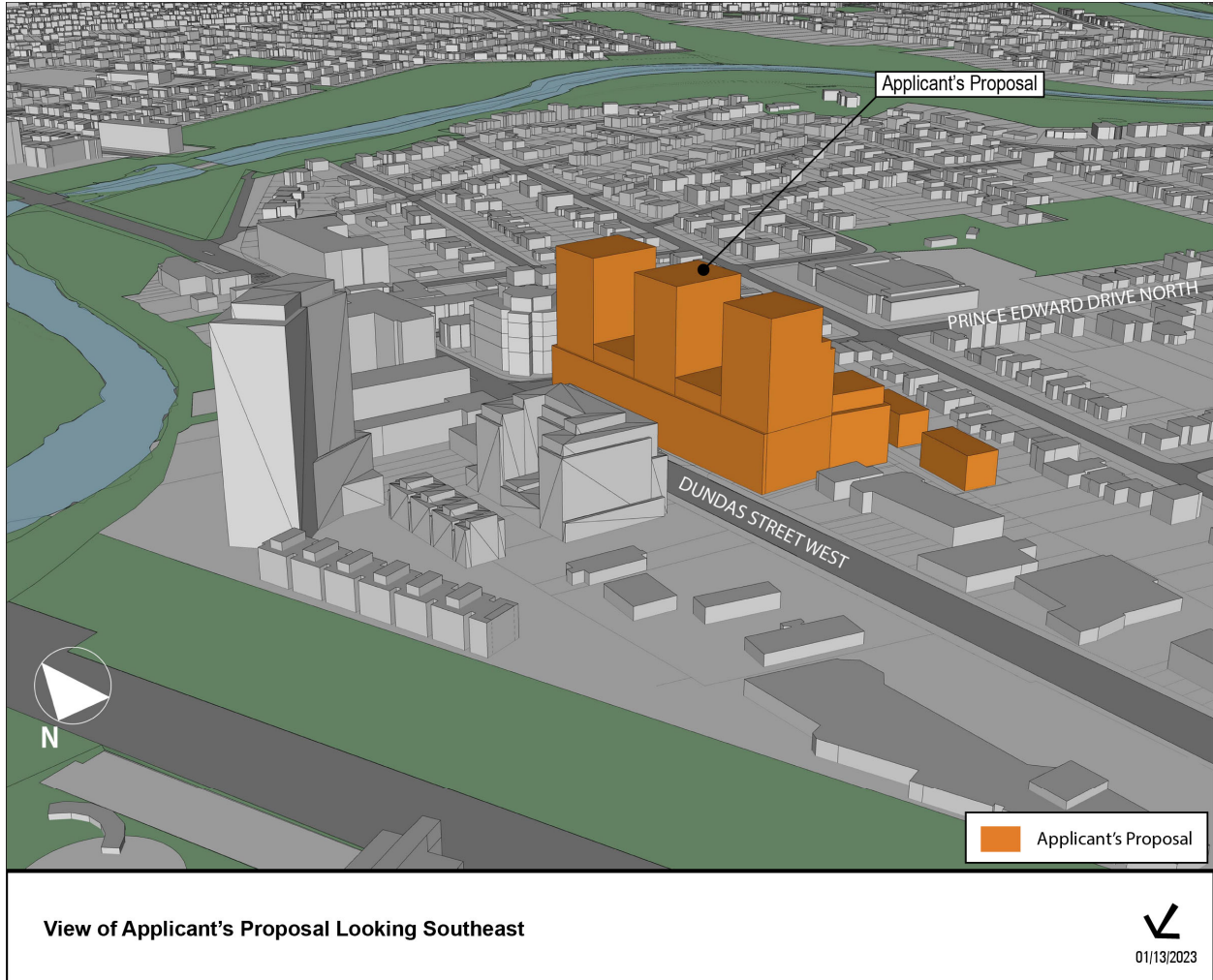


East Elevation

Attachment 6: 3D Model of Proposal in Context Looking North West



# Attachment 7: 3D Model of Proposal in Context Looking South East





Attachment 8: Official Plan Land Use Map



Official Plan Land Use Map #14

4195-4221 Dundas Street West  
 And 556-564 Prince Edward Drive North  
 File # 16 129328 WET 05 0Z

- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Utility Corridors



Not to Scale  
 01/20/2023

Attachment 9: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**4195-4221 Dundas Street West  
And 556-564 Prince Edward Drive North  
File # 16 129328 WET 05 0Z**

Location of Application

**RD** Residential Detached    **ON** Open Space Natural  
**RT** Residential Townhouse    **UT** Utility and Transportation



See Former City of Etobicoke By-law No. 11,737

**R2** Second Density Residential Zone  
**OS** Public Open Space Zone  
**POS** Private Open Space Zone  
**CG-AV** General Commercial-Avenues Zone  
**CG** General Commercial Zone



Not to Scale  
Extracted: 01/20/2023