

4195 and 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: August 30, 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 April 21, 2023, revised With Prejudice architectural drawings, which excluded a City-owned Emergency Medical Services building at 4219 Dundas Street West, were submitted by the applicant. The revised drawings altered the proposal to include mixed-use buildings containing two 14-storey towers on a six-storey base building, two nine-storey mid-rise residential buildings, and 19 townhouse units within three townhouse blocks. A total of 660 residential units are proposed.

The rezoning component of the applications was appealed to the Ontario Land Tribunal (OLT) on May 13, 2022, and the Official Plan Amendment component of the applications was appealed to the OLT on September 26, 2022. Both appeals cited City Council's failure to make a decision on the applications within the time period prescribed under the *Planning Act*. Case Management Conferences were held on October 3, 2022 and April 21, 2023 (OLT Case No. OLT-22-003838 and OLT-22-004571). The next Case Management Conference is scheduled for October 24, 2023.

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

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal to oppose the current applications regarding the Official Plan Amendment

and Zoning By-law Amendment applications appeals for 4195 and 4221 Dundas Street West and 556, 558, 560, 562 and 564 Prince Edward Drive North, and to continue discussions with the applicant 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;
- 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 information to provide adequate room to operate the accessible ramp and ensure that there is adequate space for a full-size bus shelter on Dundas Street West at Prince Edward Drive North is located on the frontage of the site and makes required revisions to the satisfaction of the Manager, Technical Review, Toronto Transit Commission;
- f. The owner has submitted a revised Transportation Impact Study including Transportation Demand Management (TDM) and all requested revisions to the study to the satisfaction of the General Manager, Transportation Services;
- g. The owner has submitted a revised Hydrological Review Report, Hydrological Review Summary Form, Servicing Report Groundwater Summary Form and Foundation Drainage Summary Form including all requested revisions to these studies to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- h. 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, Engineering and Construction Services;

i. 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 municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Functional Servicing Report and Traffic Impact Study accepted Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services;

j. The owner has addressed all the outstanding issues related to tree protection, injury and removals, tree planting and Toronto Green Standard raised by Urban Forestry, Tree Protection and Plan Review, to the satisfaction of the General Manager, Parks, Forestry and Recreation;

k. The owner has provided an on-site parkland dedication in a size, location and configuration that is to the satisfaction of the General Manager, Parks, Forestry and Recreation;

l. 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 (Stage 3-4) to the satisfaction of the Chief Planner and Executive Director, City Planning; and

m. The owner has satisfied the requirements of the Toronto District School Board and the Toronto Catholic District School Board regarding signage and warning clauses related to enrollment capacity.

3. Should it be determined that upgrades are required to 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 be included in the final form of the site-specific Zoning By-law Amendment, and the holding provision not to be lifted until such a 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 municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

FINANCIAL IMPACT

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

DECISION HISTORY

On March 29, 2023, an Appeal Report was considered by the City Council on the May 16, 2022 resubmission. A link to the Appeal Report can be found [here](#).

THE SITE

Description

The site is located on the southwest corner of Dundas Street West and Prince Edward Drive North. The site is approximately 13,108 square metres in size with a lot frontage of approximately 146 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 at 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 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 revised application proposes to permit two 14-storey mixed-use towers, two nine-storey mid-rise residential buildings, three townhouse blocks (a total of 19 dwelling units) and a new 1100 square metre park. A total of 2206 square metres of retail space is proposed along Dundas Street West.

Site Organization

The proposed two 14-storey mixed-use towers will be located along Dundas Street West. Immediately behind the towers are two nine-storey mid-rise residential buildings, one building facing Prince Edward Drive North and the second building is proposed on an east-west private driveway. 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 south of the site facing south property line. Access to residential units is proposed from Prince Edward Drive North.

Height

The proposed two mixed-use towers are 14-storeys (48.7 metres excluding the mechanical penthouse which is approximately 4.8 metres in height) inclusive of a six-storey base building (22.1 metres). The proposed ground floor height is five metres. The proposed two mid-rise buildings are nine storeys (31.9 metres excluding the mechanical penthouse). The proposed three townhouse blocks are four storeys (12.8 metres, excluding a mechanical penthouse of approximately 2.4 metres).

Density (Floor Space Index)

The development would have a density of 4.35 times of the area of the lot.

Unit Breakdown

There would be 660 dwelling units, of which 361 would be one-bedroom units (54.7 percent); 251 would be two-bedroom units (38 percent); and 29 would be three-bedroom units (4.4 percent), in addition to 19 three-bedroom townhouses units (2.9 percent).

Parking

The applicant has not provided information on parking.

Loading

The proposal includes two Type B and two Type C loading spaces.

Public Parkland

The proposal includes 1100 square metres of proposed parkland on the south side of the site, which is not accessible by a public street. The park would be accessed by a private drive from Prince Edward Drive North.

Amenity Space

The proposal would include 1320 square metres of outdoor amenity space (two square metres per unit) and 1320 square metres of indoor amenity space (two square metres per unit). The applicant has not provided any further details related to the indoor or outdoor amenity spaces.

Additional Information

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 [here](#).

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 types, 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 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 for 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 re-urbanization are intended to occur.

The site is subject to Site and Area Specific Policy No. 277 (SASP 277) where a portion of the site is designated as *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 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 this holding provision 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 detached 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 Road 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. While the DSWUDG contemplate increased heights on certain sites on the north side of Dundas Street 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 Design Guidelines; Mid-rise Building 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](#).

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](#).

COMMUNITY CONSULTATION

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

A second virtual Community Consultation Meeting was hosted by City staff on January 17, 2023. Approximately 124 people including the Ward Councillor participated. Issues raised at the meeting were discussed in the Appeal Report considered by the City Council on March 29, 2023.

Staff have received emails from the public and met with community representatives in a Without Prejudice meeting to hear their concerns with the latest With Prejudice submission ahead of the OLT hearing.

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 to 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 to 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, and 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 with different 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 two 14-storey towers at a height of 48.75 metres along the 27-metre wide *Avenue* does not fit into the current and envisioned mid-rise corridor framed by six to 10-storey buildings and does not maintain good street proportion at this location. The proposed heights will result in negative visual and shadow impacts on the public realm and set a negative precedent for future development along the *Avenue*.

Separation Distances

Two nine-storey (31.9 metres in height, excluding mechanical penthouse) mid-rise residential building are proposed, immediately south of two 14-storey tower block along Dundas Street West. The distance between the 14-storey and nine-storey buildings is about 12 metres and 13.5 metres, which are insufficient to address privacy and daylight concerns or allow for proper access to sunlight and sky view, especially since many units have primary windows facing each other. Similarly, the separation distance between the nine-storey buildings and townhouse block D is not sufficient to mitigate the overlook and privacy concerns. Moreover, to improve the sunlight access to the north side of Dundas Street West, a greater setback and separation distance is recommended for the upper floors above the sixth storey or 80% of the right-of-way.

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 two-metre setbacks of the Block E from the south property lines are inadequate, do not fit with the existing and planned context and raises concerns about sufficient daylight and privacy.

Moreover, the lack of municipal address is also of concern for Block E , which has no public street or park frontage. Block C and D are located next to the proposed parkland with proposed setbacks from the parkland being about two metres and zero, respectively. However, both setbacks fail to meet the five-metre setback requirement.

Sun, Shadow and Wind

The applicant has not provided a revised sun shadow and wind study for the current proposal. The revised studies are required to evaluate any revisions to the plans. Since the proposed 14-storey heights exceed the allowable maximum height based on the right-of-way width and fails to comply with the front angular plane, staff advise that the proposed massing will not achieve a minimum of five hours of sunlight on the north side sidewalk of Dundas Street West.

Amenity Space

The proposal would require 1320 square metres of outdoor amenity space (two square metres per unit) and 1320 square metres of indoor amenity space (two square metres per unit). The applicant has not provided details of indoor or outdoor amenity spaces.

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 should be subject to conditions requiring the submission of a Stage 2 archaeological resource assessment.

Transportation Impact

An updated Transportation Impact Study was not submitted with the revised with prejudice drawings. Transportation Services staff had previously identified several concerns, issues and required additional information with the previous version of the proposal. All items noted in the previous appeal report continue to be outstanding.

The architectural plans submitted do not include any underground parking plans nor any landscape plans for the revised proposal. The applicant would be required to meet both minimum accessible and visitor parking zoning requirements, and bicycle parking requirements.

The application proposed two site accesses from Prince Edward Drive North. There are several issues that need to be addressed regarding consolidating site access, minimizing impact and improving safety and attractiveness of the public realm.

The proposal includes two Type B loading spaces and two Type C loading spaces. Transportation Services Division remains 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 require the transportation consultant to address how such operations are to be accommodated on-site.

A revised Transportation Demand Management (TDM) report will be required. Transportation Planning staff request information as to how the applicant proposes to secure TDM measures items at no cost to the City. Revised drawings illustrating the direct shared pedestrian and cycling connections are required.

Should the appeal be allowed by the OLT, Transportation Services recommends a holding provision subject to the submission of a transportation impact study, prepared to the satisfaction of Transportation Services.

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

An updated Functional Servicing and Stormwater Management Report was not submitted with the revised proposal.

A Functional Servicing and Stormwater Management Report and associated plans were submitted in support of the previous proposal. Engineering and Construction Services staff had not accepted the findings of those reports. A revised Functional Servicing and Stormwater Management Report would be required for this revised proposal.

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, Hydrological Review Report, Hydrological Review Summary Form, Servicing Report Groundwater Summary Form and Foundation Drainage Summary Form to the satisfaction of the Chief Engineer and Executive Director, 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.

Noise and Vibration

A revised Environmental Noise and Vibration Assessment would be required 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

An 1100 square metre parkland dedication is proposed in the southern portion of the site on a private driveway. There are several issues that need to be addressed regarding the size, location and configuration of the proposed park.

The park is not sufficiently visible and accessible from an adjacent public street and does not comply with Policy 3.2.3.8 of the Official Plan. The owner is required to provide the full dedication on-site of 1272 square metres.

Tree Preservation

Updated Arborist Report and Tree Protection Plan were not submitted with the revised proposal. An Arborist Report and Tree Protection Plan were previously submitted in support of the previous version of the applications, and revisions would be required to reflect the latest proposal. Furthermore, the applicant would be required to meet the City's Toronto Green Standard (TGS) ecology requirements and replanting requirements under the Tree By-laws. Urban Forestry had previously identified several concerns and requires additional information prior to approval of the Zoning By-law Amendment application with the previous version of the application. These concerns remain.

Toronto Green Standard

No details on how the proposal is meeting the Toronto Green Standard. 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 District School Board (TDSB) notes that the proposed development is near Lambton-Kingsway Junior Middle School, municipally located at 525 Prince Edward Drive North. The TDSB requests that applicant/developer take all precautions to ensure that there are no risks to the health and safety of students or staff because of construction/demolition activity.

Toronto Transit Commission (TTC)

The TTC notes that the nearby eastbound bus stop, #5023, on Dundas Street West at Prince Edward Drive North is located on the frontage of the site. 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 comments from City divisions based on the materials submitted in response to the revised proposal. City Planning staff will 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 identify further issues or supplement the reasons provided in this report.

CONCLUSION

The current proposal is not appropriate as the proposed development does not provide an acceptable public realm and proposes 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 and urban design guidelines and recently built and approved developments. The proposed building heights, massing, setbacks and separation distances are not appropriate and do not maintain sufficient daylight, privacy and sky view. The proposal does not represent good planning and is not in the public interest in its current form.

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

CONTACT

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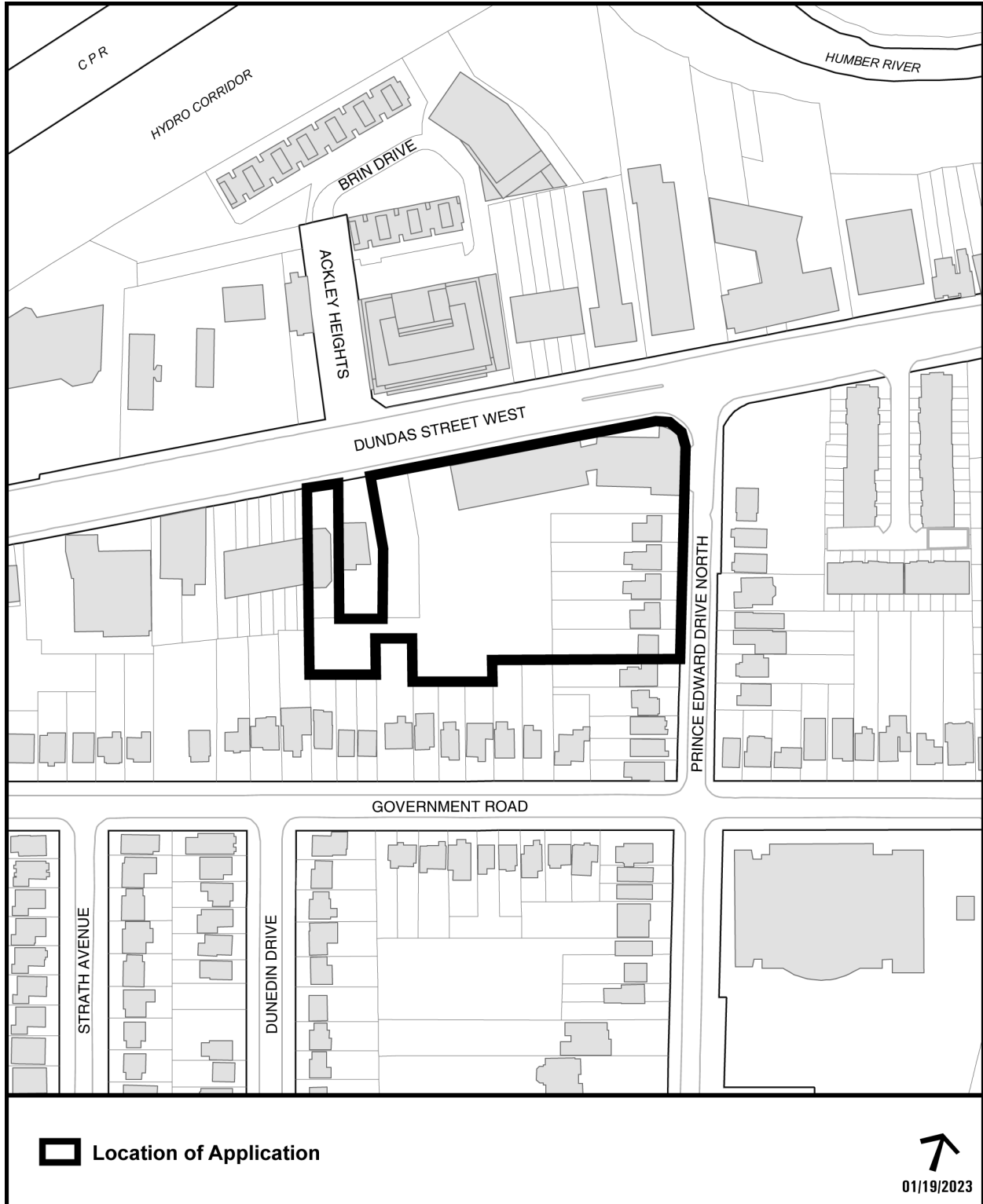
SIGNATURE

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

ATTACHMENTS

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

Attachment 1: Location Map










Attachment 2: Official Plan Land Use Map



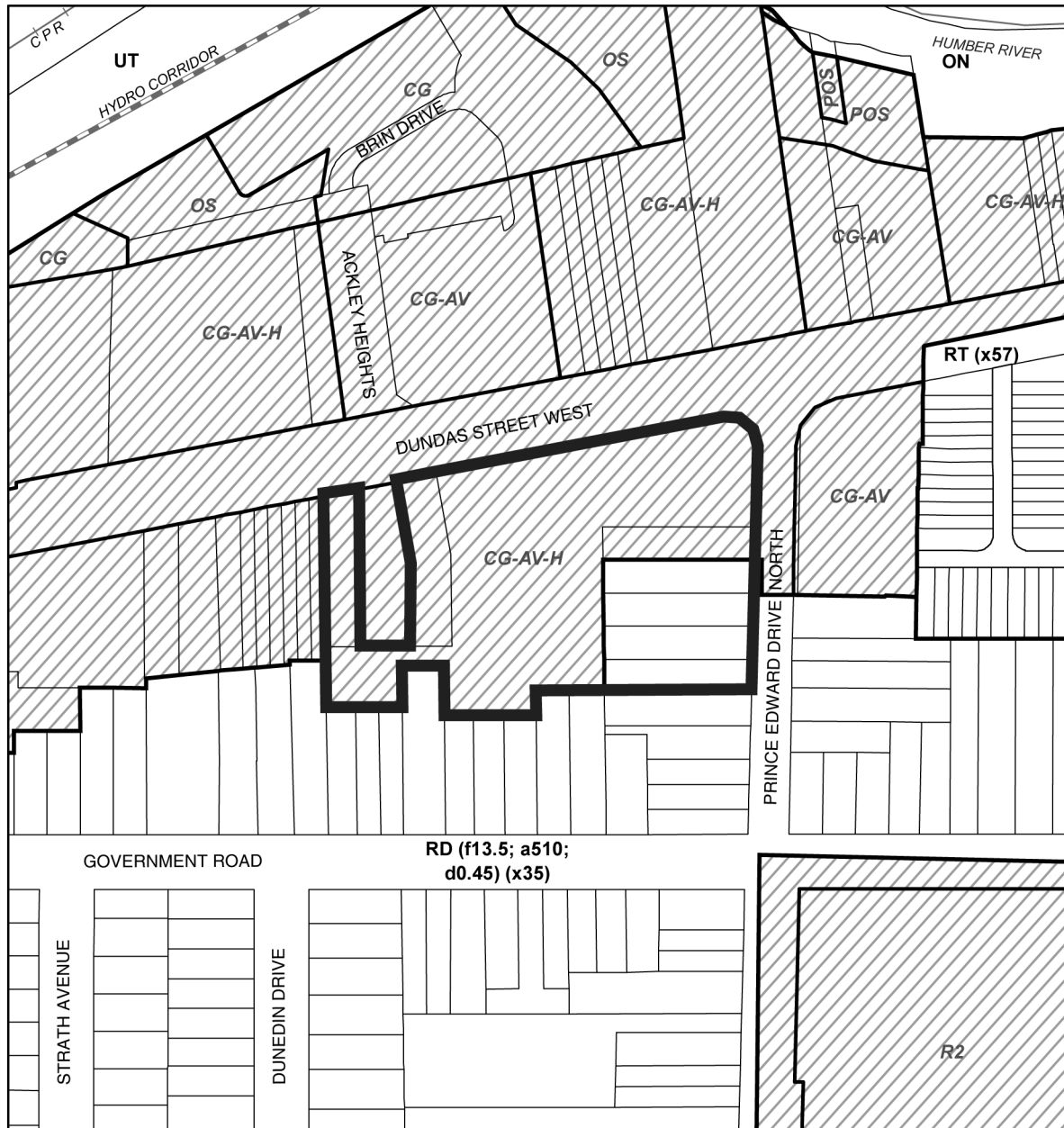
Official Plan Land Use Map #14

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 3: 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

Attachment 4: Application Data Sheet

Municipal Address: 4195 and 4221 Dundas Street West and 554, 556, 558, 560, 562 and 564 Prince Edward Drive North

Date Received: March 17, 2016
May 19, 2022
April 21, 2023

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

Application Type: OPA / Rezoning, Rezoning

Project Description: Revised proposal consists of two 14-storey towers in a mixed use building with a six-storey base building, two nine storey mid-rise residential buildings, and three blocks of 19 townhouse units. A total of 660 residential units, with a gross floor area of 57,033 square metres.

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):	13,108	Frontage (m):	146	Depth (m):	100
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):				
Residential GFA (sq. m):			54,827	54,827
Non-Residential GFA (sq. m):			2,206	2,206
Total GFA (sq. m):			57,033	57,033

Height - Storeys: 3 14 14
 Height - Metres: 48.75 48.75

Lot Coverage Ratio (%) 4.35
 Floor Space Index: 4.35

Floor Area Breakdown Above Grade (sq. m) Below Grade (sq. m)
 Residential GFA: 54,827
 Retail GFA: 2,206
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			660	660
Other:				
Total Units:			660	660

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			361	251	48
Total Units:			361	251	48

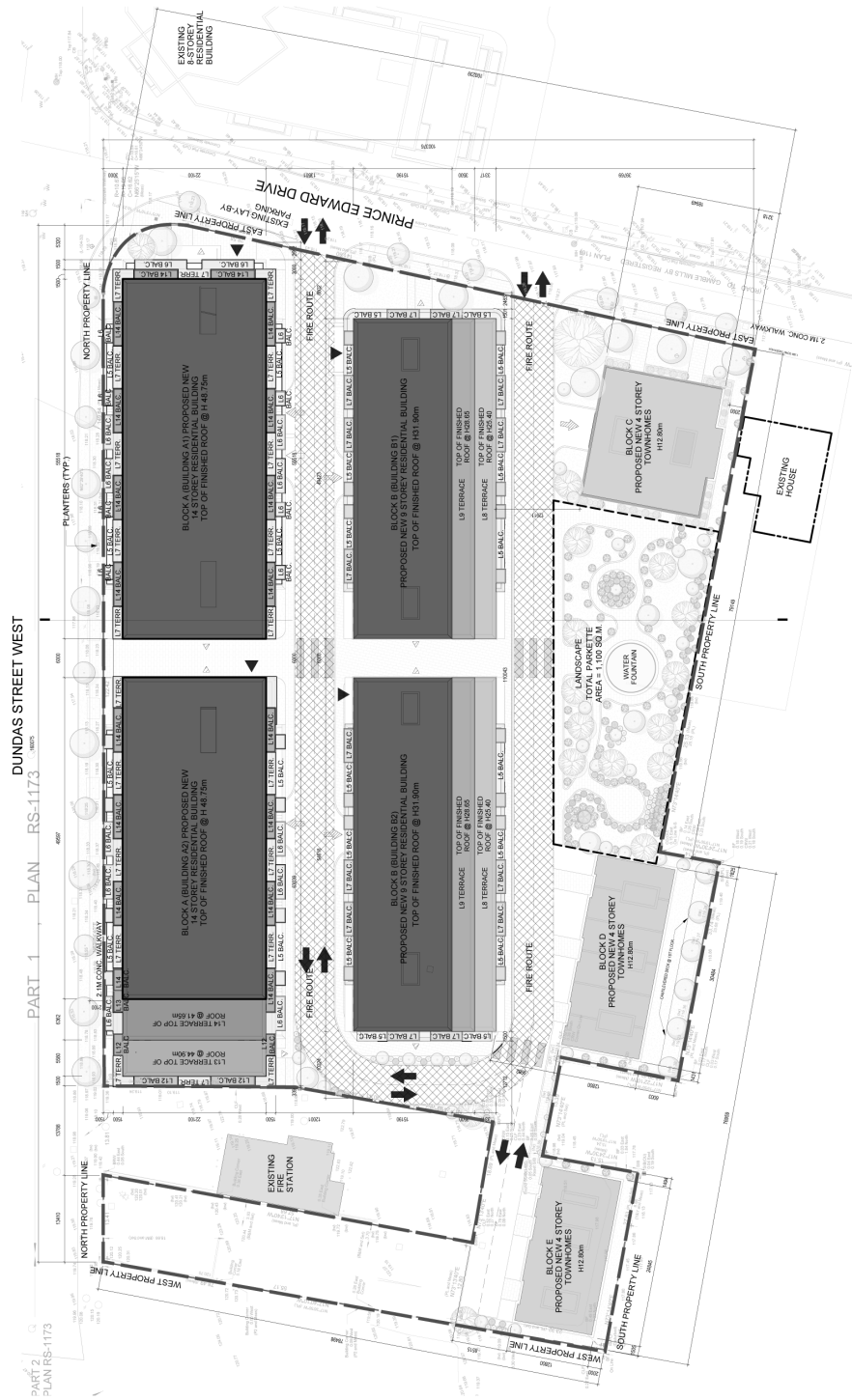
Parking and Loading

Parking Spaces: Bicycle Parking Spaces: Loading Docks: 4

CONTACT:

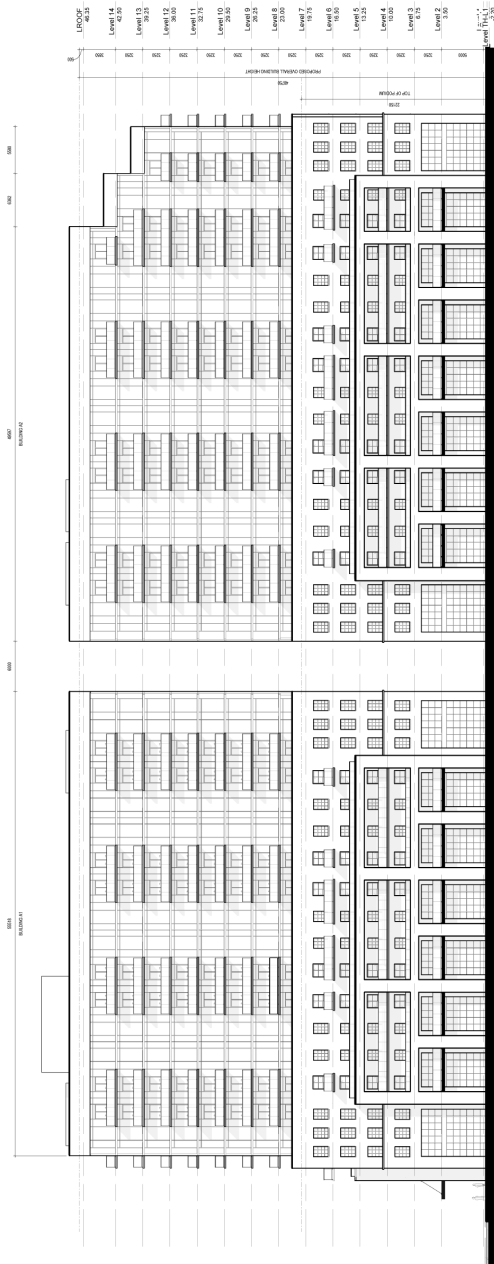
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Attachment 5: Site Plan



Site Plan

Attachment 6: North Elevation



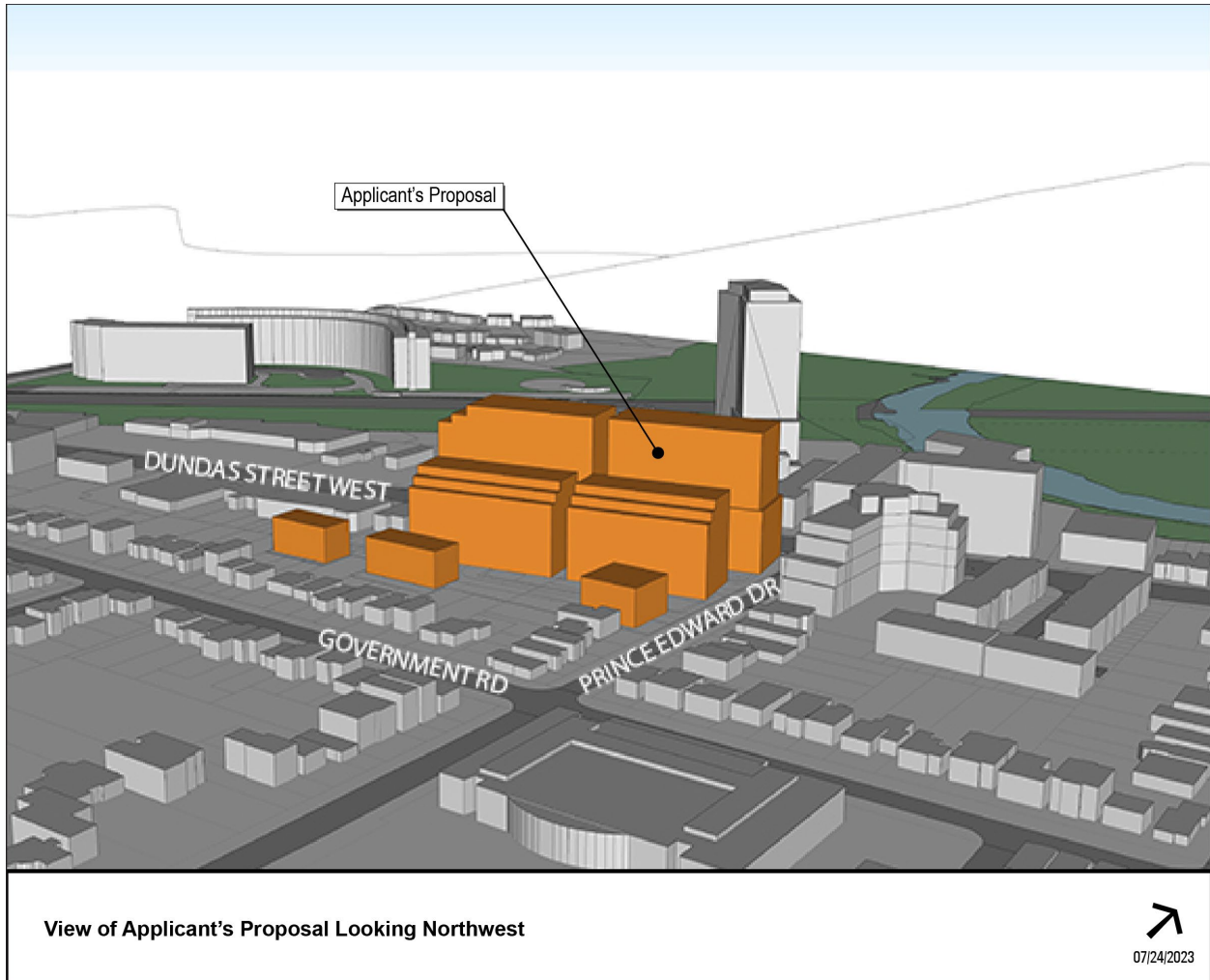
Block A North Elevation

Attachment 7: South Elevation

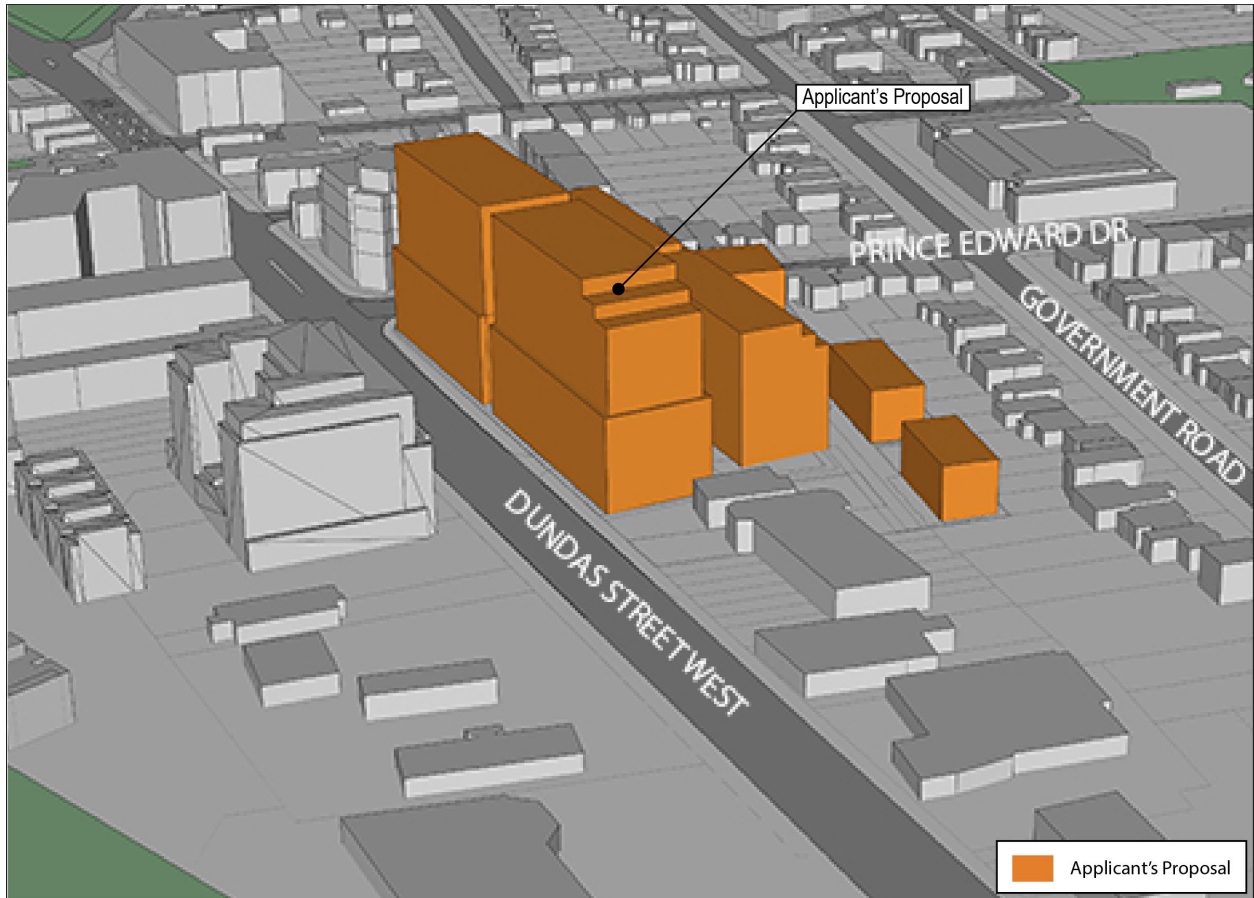


Block A South Elevation

Attachment 8: 3D Model of Proposal in Context Looking Northwest



Attachment 9: 3D Model of Proposal in Context Looking Southeast



View of Applicant's Proposal Looking Southeast

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07/24/2023