



STAFF REPORT
Committee of Adjustment Application

Date:	December 20, 2024
To:	Chair and Committee Members of the Committee of Adjustment, Toronto and East York District Sabrina Salatino, Manager & Deputy Secretary-Treasurer, Toronto and East York District
From:	Lukasz Pawlowski, P. Eng., Manager, Transportation Review, Toronto and East York South District, Development Review Division
Ward:	10 – Spadina-Fort York
Reference:	File No. A0984/23TEY Address: 2 Tecumseth Street Application to be heard: December 4, 2024, at 2:00 p.m. or shortly thereafter

APPLICATION

To alter the development standards (as approved under Site Specific Zoning By-law 1336-2023), for the 33-storey (Building A) and 26-storey (Building C) mixed-use buildings, by increasing the height, gross floor area, and maximum permitted projections of equipment and structures. Also, to reduce the minimum required parking spaces, loading spaces, building setbacks, and separation distances. There will be a total of 1,224 residential dwelling units (including 28 residential affordable rental units) on this lot.

RECOMMENDATION

Transportation Review staff recommend variance Nos. 3 and 6 be amended as follows:

3. Chapter 900.12.10 (813)(O)(ii), By-law 569-2013

A minimum of 227 parking spaces for residential dwelling units, and no visitor parking spaces must be provided on this lot.
In this case, a minimum of 0 residential occupant parking spaces and a minimum of 2 plus 0.05 residential visitor parking spaces, which may be shared with non-residential parking on a non-exclusive basis, will be provided on-site.

6. Chapter 900.12.10 (813)(W)(ii), By-law 569-2013

Loading spaces must be provided within Area B of the lot as follows:

- i. 2 “Type B” loading spaces;
- ii. 2 “Type C” loading spaces; and
- iii. 1 “Type G” loading space.

In this case, loading spaces will be provided within Area B of the lot as follows:

- i. 2 “Type C” loading spaces; and
- ii. 2 “Type G” loading spaces.

COMMENTS

This is in reference to the application by WND Associates Limited on behalf of the landowners of the above-noted site. The purpose of this application is to permit certain variances from the Ontario Land Tribunal-approved Site Specific Zoning By-law 1336-2023(OLT).

This site is also subject to Site Plan Control application No. 21 239771 STE 10 SA.

Through the subject Minor Variance application, the following transportation-related variances are under consideration:

3. Chapter 900.12.10 (813)(O)(ii), By-law 569-2013

A minimum of 227 parking spaces for residential dwelling units, and no visitor parking spaces must be provided on this lot.

In this case, a minimum of 0 parking spaces will be provided for residential dwelling units.

4. Chapter 900.12.10 (813)(O)(iii), By-law 569-2013

A minimum of 130 parking spaces are required for non-residential uses.

In this case, a minimum of 0 parking spaces will be provided for non-residential uses.

6. Chapter 900.12.10 (813)(W)(ii), By-law 569-2013

Loading spaces must be provided within Area B of the lot as follows:

- i. 2 “Type B” loading spaces;
- ii. 2 “Type C” loading spaces; and
- iii. 1 “Type G” loading space.

In this case, loading spaces will be provided within Area B of the lot as follows:

- i. 2 “Type B/G” loading spaces; and
- ii. 2 “Type C” loading spaces.

It is noted that the above parking variances (Nos. 3 and 4) would permit a minimum of zero (0) parking spaces for the site. However, the submitted plans show a proposed total of 406 parking spaces for the overall site, consisting of 326 residential and 80 non-residential parking spaces.

As noted in the applicant’s submission materials for the related Site Plan Control application, the proposed parking supply generally complies with the modern City-wide requirements of Zoning By-law No. 569-2013, as amended by By-law No. 89-2022. Transportation Review was, and is, supportive of updating the subject site’s parking requirements in line with current City-wide requirements.

Accordingly, Transportation Review recommends variance No. 3 be revised as noted above, to retain a minimum requirement of 2 plus 0.05 spaces per unit for the purposes of visitor parking, consistent with the requirements of By-law 89-2022, which may be shared with non-residential uses.

For the proposed development of 1,224 units, the recommended minimum visitor parking rate will result in a minimum requirement of 63 visitor parking spaces. This will provides significant flexibility compared to the existing Site Specific parking requirements, and is satisfied on the submitted plans for this application.

The recommended change to variance No. 6 is technical in nature and does not substantively change the requirement. A Type B/G loading spaces is not a defined loading space size, and a Type G loading space is larger in all dimensions than a Type B loading space. Therefore, the variance has been clarified to refer only to those loading space types defined in Zoning By-law 569-2013. This proposed loading supply was reviewed and accepted by Transportation Review as part of the latest Site Plan Control submission.

A copy of your Committee's decision on this matter would be appreciated.

CONTACT

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SIGNED FOR

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