

**2376 Dundas Street West, Zoning Amendment
Application - Preliminary Report**

Date:	February 17, 2012
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	11 317575 STE 14 OZ

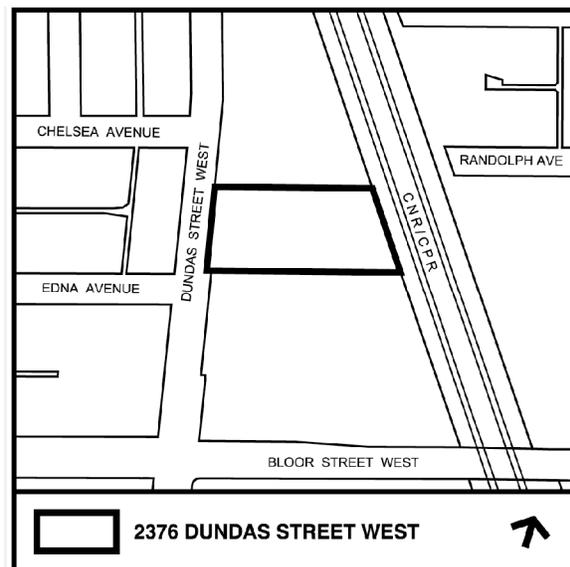
SUMMARY

This application proposes to amend the former City of Toronto Zoning By-law 438-86 to permit the construction of a new 9-storey mixed-use building fronting on Dundas Street West, a three storey podium building extending to the east from this building and a 26-storey tower on the east side of the site adjacent the rail corridor. The proposed development would include a total of 389 residential units and two levels of below-grade parking with 240 parking spaces. Two hundred and ninety-nine bicycle parking spaces are proposed. Vehicular access will be provided from a driveway off Dundas Street West along the northern boundary of the site.

The proposal also includes a pedestrian walkway at the southern edge of the site to provide a connection to the Bloor GO Transit / Air Link Station.

The application in its current form is not supportable. Of considerable concern to staff is the appropriateness of the proposed tall building.

The further processing of the application and public consultation process are recommended in order to give the applicant the opportunity to work with City staff, the community and the Ward Councillor to



address these and other issues that may arise through further review of the application.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 2376 Dundas Street West together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations under the *Planning Act*.

DECISION HISTORY

The subject site was included within the boundary of the Bloor-Dundas Avenue Study, which was completed in September, 2009. The Study and the implementing Avenue By-law were the result of a three year consultation process with the area residents and City Planning staff. Council adopted the Avenue By-law at its meeting on Nov. 30, Dec. 1, 2, 4 and 7, 2009.

Zoning By-law No. 1222-2009 (the "Avenues By-law") which implements the recommendations of the Avenue Study provided for heights of up to 20 metres on the western portion of the site (approximately 6 storeys) and 23 metres (approximately 7 storeys) on the eastern portion of the property. The Zoning provided a density formula of MCR T4.0 C1.5 R3.0. The above noted Zoning By-law amendment is currently under appeal as a result of an appeal filed regarding a development proposal on a nearby site (1540 Bloor Street West).

The site of the proposed development was also the subject of an Ontario Municipal Board hearing in 1997 which resulted in an OMB decision which determined that the proposed development of a 5-storey building on Dundas Street West and an 11-storey building on the eastern portion of the property would be appropriate. The Board member determined that the 5-storey and 11-storey proposal was appropriate in part because the 11-storey building represented an appropriate transition from the 29-storey Crossways building to the south of the site to the lower scale building forms on the west side of Dundas Street West. The Board didn't issue a final order in the case and the resulting Official Plan amendment and Zoning By-law amendment were not implemented. Since then, the above noted Avenues Study has been conducted and implementing Avenue By-law passed by City Council.

Pre-Application Consultation

Pre-application consultation meetings were held on September 21, 2010 and June 21, 2011. A community meeting hosted by the local Councillor and attended by the applicant and their consultants was held on October 20, 2011. At the community meeting the applicant presented a proposal for a 9-storey building on Dundas Street West and a 29-storey building on the eastern portion of the property adjacent the railway track. The proposal also included a vehicular pick-up/drop-off area for the GO Transit Station to serve the proposed Air Link. The public was critical of the proposed height of the 29 storey building and also raised concerns regarding the increased traffic resulting from the development and the pick-up/drop-off associated with the GO Transit station. The development proposal as submitted reduced the height of the taller building from 29 to 26-storeys and removed the proposed vehicular access and pick-up/drop-off area for the GO Transit Station.

ISSUE BACKGROUND

Proposal

The subject is located on the east side of Dundas Street West north of Bloor Street West. The site is immediately north of the Crossways apartment buildings on the north-east corner of Bloor Street West and Dundas Street West. The applicant proposes to construct a 9-storey mid-rise form, mixed-use building with commercial uses at grade on the Dundas Street West frontage of the property. The applicant is proposing a 26-storey tower on the eastern portion of the property closer to the CN/GO Transit rail corridor which form the eastern boundary of the site. The proposed 9-storey building and 26-storey tower would be connected by a 3-storey link building which will act as a podium for the tower building.

The project would include 389 residential units and retail uses at grade on Dundas Street West. The proposed buildings would have a gross floor area of approximately 27,014 square metres, of which 357 square metres would be allocated to retail uses at grade. The height of the 9-storey building is approximately 30 metres, with an additional 5.0 metres for the mechanical penthouse for an overall height of approximately 35.0 metres. The proposed 26-storey building would be approximately 82 metres in height with an additional 5.0 metres for the mechanical penthouse for an overall height of approximately 87.0 metres. The proposed density would be 4.6 times the lot area.

The applicant proposes to provide 240 parking spaces to serve this development, all of which would be provided below-grade in a two-level parking garage, with the exception of 2 disabled parking spaces which would be provided at grade. The proposal includes 299 bicycle parking spaces (all visitor spaces and 5% of occupant spaces to be provided at-grade). Proposed indoor and outdoor amenity space would meet the By-law requirement of 2 square metres per unit.

Site and Surrounding Area

The subject site is located on the east side of Dundas Street West north of Bloor Street West. The site is immediately north of the Crossways apartment buildings on the north-east corner of Bloor Street West and Dundas Street West. The site is rectangular in shape with a frontage of approximately 53 metres on Dundas Street West and an irregular depth of approximately 100 to 122 metres. The site has an area of approximately 5,860 square metres. The western half of the property was most recently occupied by a used car dealership. The dealership has recently ceased operation and that portion of the site is currently vacant. The eastern portion of the property has been vacant for several years.

The site is surrounded by the following uses:

North: The site is bounded by the north by a retail plaza and associated parking. Further north are warehouse buildings of 2-5 storeys.

South: To the south of the site are two 29-storey apartment buildings known as “The Crossways” (2340-2360 Dundas Street West, approximately 81 metres in height). The two buildings are connected at their base by an indoor mall within a two-storey podium. Beyond this building is Bloor Street West and a variety of commercial, institutional and residential uses.

West: To the west the site is bounded by Dundas Street West. On the west side of Dundas Street are residential and main-street commercial buildings of 2-3 storeys. Many of the residential units on Dundas Street West are grade-related units. The TTC Dundas West Subway Station which has streetcar, bus and pedestrian entrances is located just south of the subject site.

East: The eastern edge of the site is defined by the CN/GO Transit rail corridor.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council’s planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council’s planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is designated “*Mixed Use Areas*” in the City of Toronto Official Plan. This designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in “*Mixed Use Areas*” include, but are not limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto’s growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The site is located on an Avenue, as shown on Map 2 – Urban Structure of the Official Plan.

Avenues are “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”, according to Section 2.2.3 of the Plan.

The Avenues will be transformed incrementally. They will change building-by-building over a number of years. 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. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards.

Staff will be evaluating the proposed development based upon the City’s Avenues and Mid-Rise Buildings Study design criteria. These include a review of the proposed development based on standards for height, setbacks, stepbacks, angular plane relationships and relationships to adjacent streets. These criteria are designed to address issues such as shadowing, overlook and appropriate massing.

Section 3.1.3 contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings. The background text in Section 3.1.3, which provides context for the policies, is clear in stating that tall buildings do not belong everywhere. Tall buildings are generally limited to areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, or site specific zoning. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Official Plan.

Bloor Visioning and Bloor-Dundas Avenue Study

Bloor Visioning Initiative

In response to community and development interest, City Planning staff with the Ward Councillor began the Bloor Visioning initiative in October 2007. The intent of the visioning initiative was to inform and engage the community to assist City Planning staff by examining the larger context and the implications of development within the Avenue Segment in the absence of an Avenue Study. The Bloor Visioning initiative produced seven guiding principles that are intended to promote responsible intensification, to foster and support a compact, complete community that is well designed and offers transportation choices. These principles include:

1. Encourage community vitality through a mix of uses that includes retail/commercial at-grade;
2. Enhance the pedestrian and cyclist experience along Bloor Street West.
3. Encourage opportunities to green the public and private realms;
4. Improve and integrate transit services and facilities;
5. Encourage development at an appropriate scale and density that is compatible with the existing built form, street width and neighbourhood context;
6. Encourage high quality architecture that builds upon the positive attributes of the area; and
7. Protect existing Neighbourhoods from negative impacts.

The report on the Bloor Visioning initiative recommended that City Council forward the results of the initiative to the retained consultant to inform the *Avenue* Study for the Bloor Street West and Dundas Street West area. A copy of the Bloor Visioning report is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-14044.pdf>

Bloor Dundas Avenue Study

At its March 2008 meeting, City Council approved an *Avenue* Study for the portion of Bloor Street West between Keele Street and Dundas Street West and for Dundas Street West between Glenlake Avenue and Boustead Avenue.

City Planning staff and the consulting team established and consulted with a Local Advisory Committee (LAC). The LAC was comprised of local stakeholders including residents, business owners and property owners. The role of the LAC was to advise City

Planning staff and the consulting team of issues and opportunities within the area and to provide feedback throughout the study process. The LAC met on four occasions between June 2008 and March 2009 to discuss issues specific to the development of the *Avenue* Study and to review and comment on the evolving built form recommendations.

The *Avenue* Study provides a long-term plan for the area that integrates a community vision. It also creates an updated and defensible policy framework for assessing future development applications.

The final report on the Bloor Dundas *Avenue* Study is available on the City's website at:

<http://www.toronto.ca/planning/bloordundas.htm>

Zoning

Zoning By-law No. 1222-2009 (the "Avenues By-law"), which implements the recommendations of the Avenues Study provides for heights of up to 20 metres on the western portion of the site (approximately 6 storeys) and 23 metres (approximately 7 storeys) on the eastern portion of the property. The Zoning provided a density formula of MCR T4.0 C1.5 R3.0. The above noted Zoning By-law amendment is currently under appeal as a result of an appeal filed on a development proposal at a nearby site (1540 Bloor Street West). The zoning currently in force on the property (I1 D2 Zone) provides permissions for a ranges of non-residential uses with a density of 2.0 times the area of the lot.

Site Plan Control

The proposed development is subject to site plan approval. No site plan submission has been made to date.

Reasons for the Application

The applicant has submitted a Zoning By-law Amendment application to permit a building that exceeds the permitted maximum building height of 20 metres on the western portion of the property and 23 metres for the eastern portion of the property by approximately 15 metres and 54 metres respectively. In addition, the proposed building does not comply with other restrictions that are in effect on the lands.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale Report;
- Shadow Study;
- Pedestrian Level Wind Study;
- 3-D Building Massing Model;
- Boundary Plan of Survey;

- Architectural Plans;
- Concept Landscape Plan and Tree Planting Plan;
- Context Plan;
- Underground Garage Plans;
- Functional Servicing and Stormwater Management Report;
- Traffic Impact and Parking Study;
- Environmental Assessment Reports;
- Noise and Vibration Impact Study;
- Green Standards Checklist; and
- Energy Modelling Report.

A Notification of Complete Application was issued on January 10, 2012.

Issues to be Resolved

The application, as currently proposed, is not supportable by Staff as the proposed tall building is not consistent with the conclusions of the Bloor-Dundas Avenue Study.

Issues to be addressed include, but are not necessarily limited to:

1. Ensuring that the development of the site conforms with the Bloor-Dundas Avenues Study and Urban Design Guidelines.
2. Conformity with the Mixed Uses Areas policies of the Official Plan, including the requirement that development result in a height built form and massing which provides for a transition to areas of different development intensity and scale.
3. Consideration of the Avenues and Mid-Rise Buildings Study design criteria with regard to the proposed mid-rise building on Dundas Street West.
4. Compliance with the Design Criteria for Review of Tall Building Proposals for the proposed tall building on the eastern portion of the property, if this is determined to be an appropriate site for a tall building.
5. Traffic, parking, site servicing, and impacts on the pedestrian realm that may result from the intensity and scale of the proposed development.
6. The opportunity to provide improved connections to the GO Transit Station and the proposed Air/Rail Link.
7. Identification and securing of community benefits under Section 37 of the *Planning Act*, should the proposed development, or some version thereof advance.

Additional issues may be identified through the further review, circulation to City Divisions and the community consultation process.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry. The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

CONTACT

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SIGNATURE

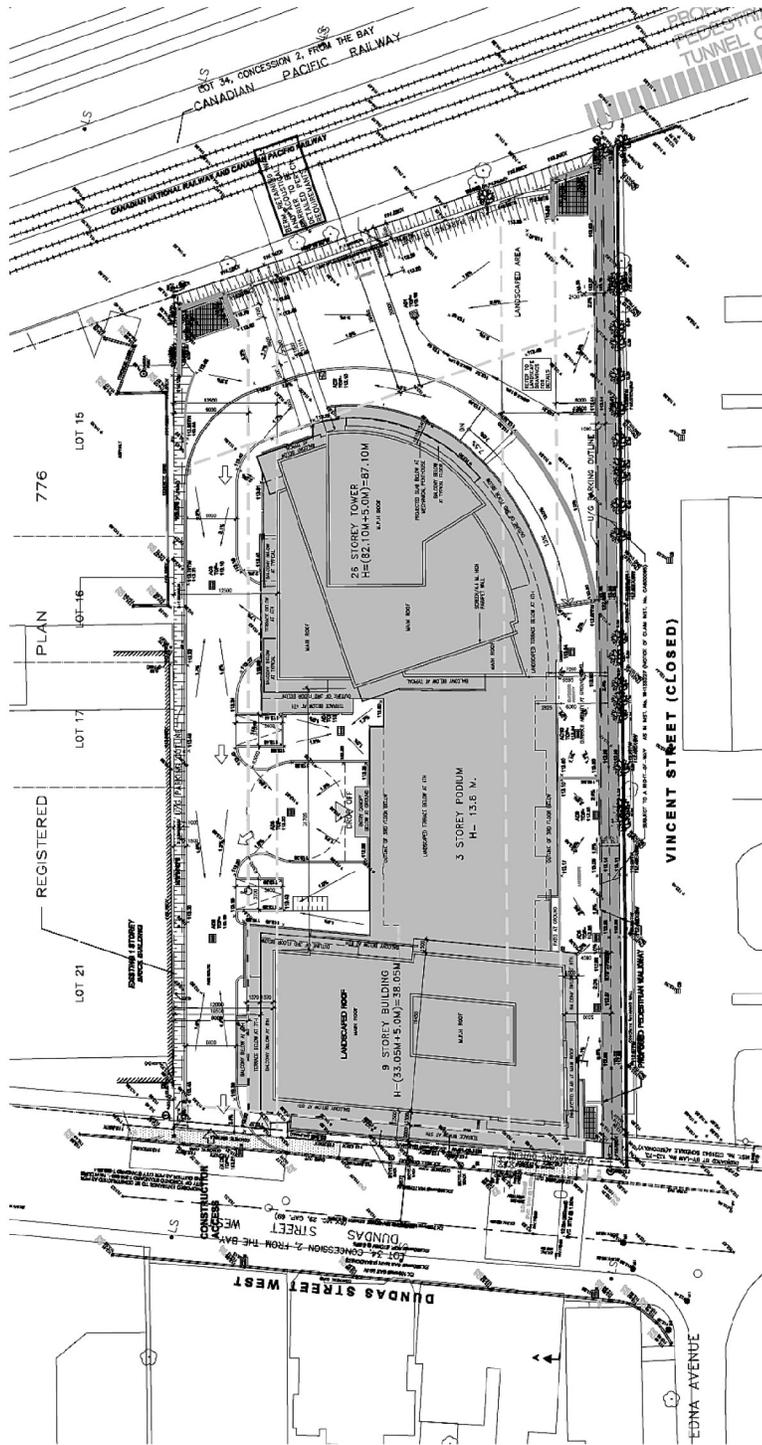
Gregg Lintern, Director, MCIP, RPP
Community Planning, Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: North Elevation
Attachment 3: East and West Elevations
Attachment 4: South Elevation
Attachment 5: Zoning
Attachment 6: Application Data Sheet

Attachment 1: Site Plan



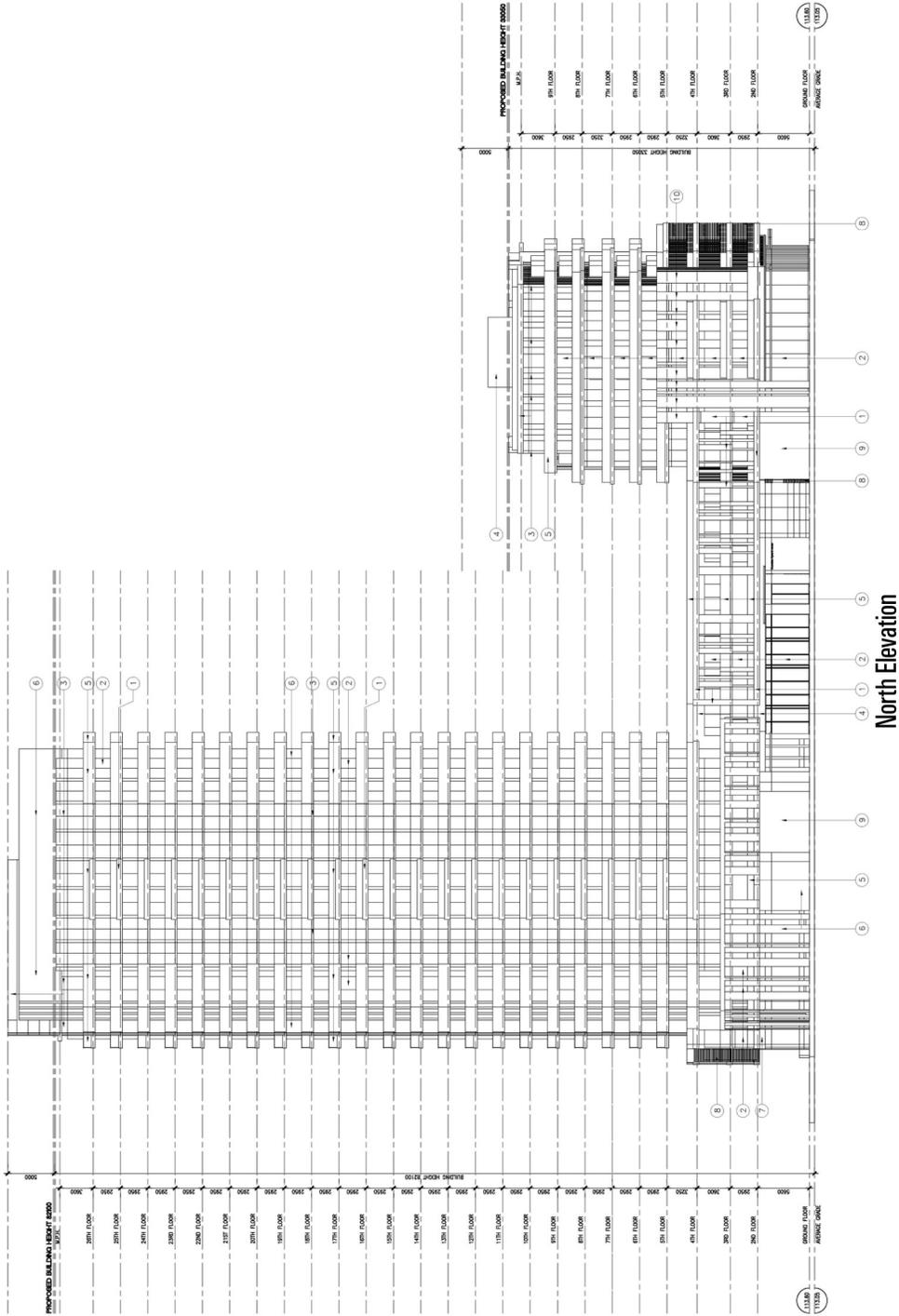
Site Plan
2376 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
 01/03/2012

File # 11 317575 0Z

Attachment 2: North Elevation

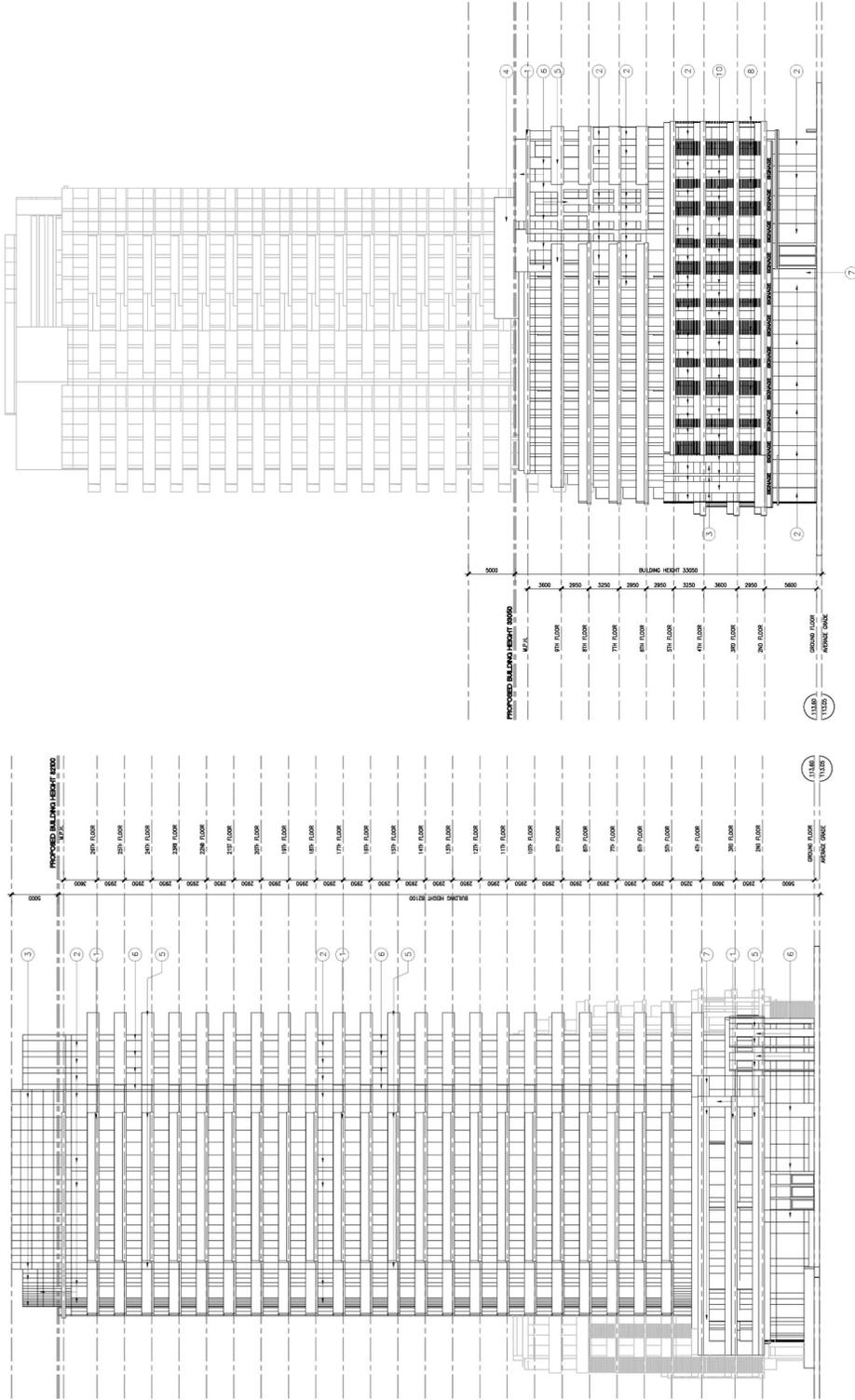


Elevation
 Applicant's Submitted Drawing
 Not to Scale
 01/03/2012

2376 Dundas Street West

File # 11 317575 0Z

Attachment 3: East and West Elevations



West Elevation

East Elevation

2376 Dundas Street West

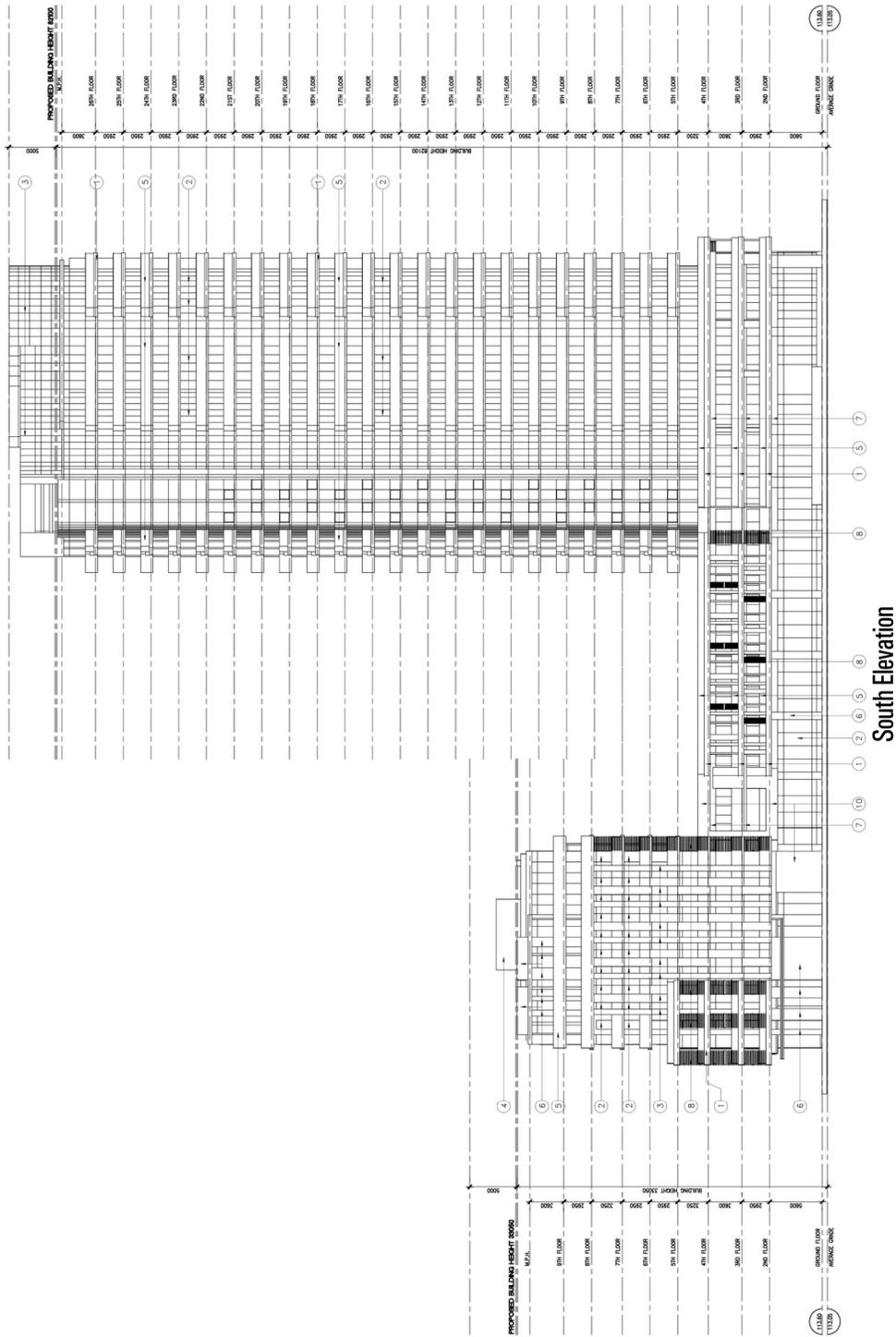
Elevation

Applicant's Submitted Drawing

Not to Scale
01/03/2012

File # 11 317575 0Z

Attachment 4: South Elevation



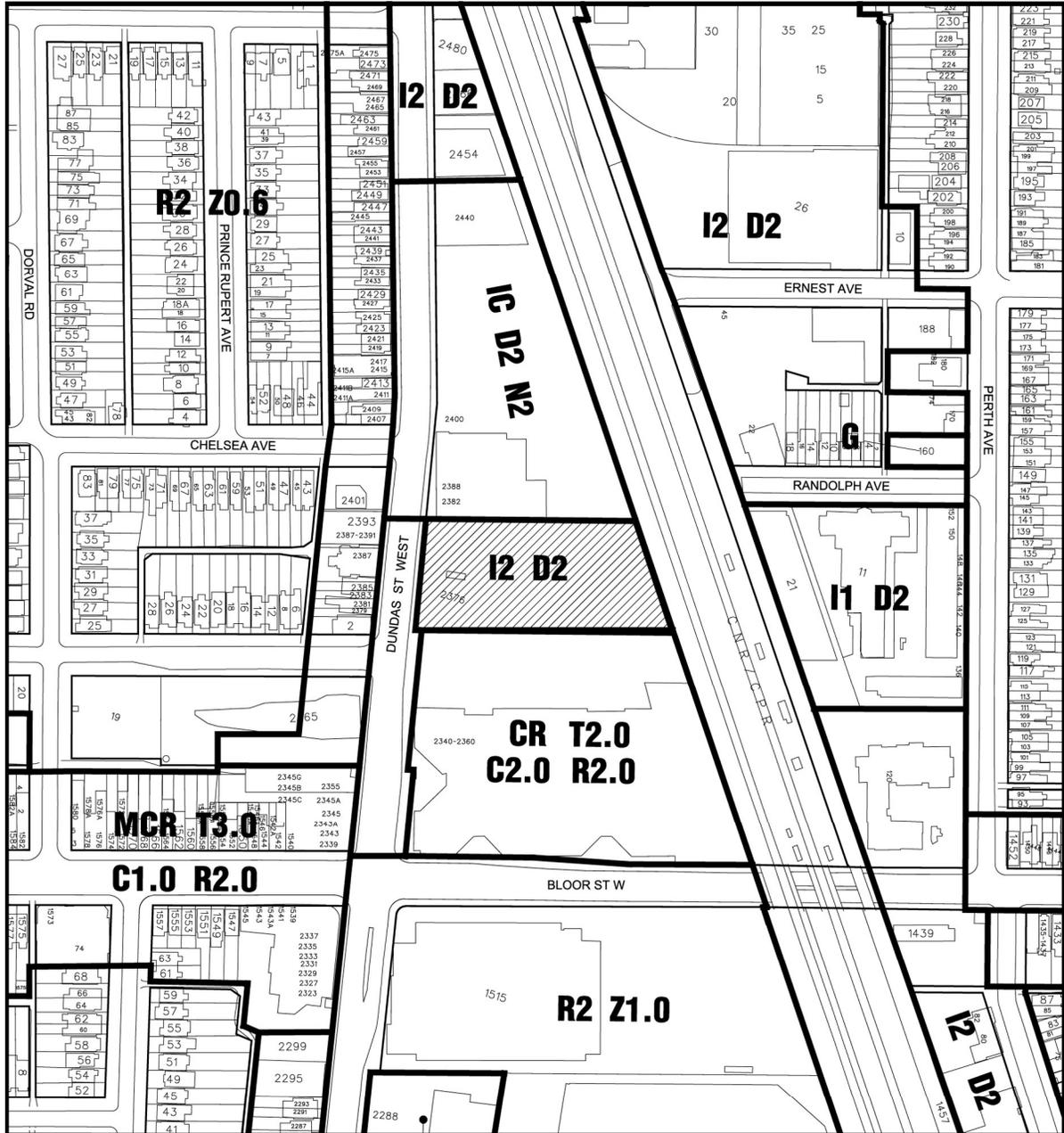
Elevation
2376 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
 01/03/2012

File # 11 317575 0Z

Attachment 5: Zoning



2376 Dundas Street West

File # 11 317575 0Z

- 11 Industrial District
- 12 Industrial District
- R2 Residential District
- G Parks District
- CR Mixed-Use District
- MCR Mixed-Use District



Not to Scale
Zoning By-law 438-86 (as amended)
Extracted 01/04/2012

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	11 317575 STE 14 OZ
Details	Rezoning, Standard	Application Date:	November 29, 2011
Municipal Address:	2376 DUNDAS ST W		
Location Description:	CON 2 FB PT LOT 34 **GRID S1401		
Project Description:	Redevelopment of the existing site for a new mixed use development containing a 9 storey and 26 storey tower connected by a three storey podium complete with 389 dwelling units, ground floor retail and 240 parking spaces, 2 of which would be located at surface level. Included in the proposal is the erection of a pedestrian walkway for connection to a new Bloor GO/Air link and TTC subway entrance (Dundas West Station)		

Applicant:	Agent:	Architect:	Owner:
Urban Strategies		E.I. Richmond Architects Ltd.	

Planning Controls

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	I2 D2	Historical Status:	
Height Limit (m):	23	Site Plan Control Area:	Y

Project Information

Site Area (sq. m):	5860.4	Height:	Storeys:	26
Frontage (m):	55		Metres:	82.1 (excluding mech. Penthouse)
Depth (m):	125			
Total Ground Floor Area (sq. m):	2783.5			Total
Total Residential GFA (sq. m):	26657		Parking Spaces:	240
Total Non-Residential GFA (sq. m):	357		Loading Docks	2
Total GFA (sq. m):	270140			
Lot Coverage Ratio (%):	47.5			
Floor Space Index:	4.61			

Dwelling Units

Floor Area Breakdown (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	26657
Bachelor:	0	Retail GFA (sq. m):	357
1 Bedroom:	298	Office GFA (sq. m):	0
2 Bedroom:	91	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	389		

Contact:	Planner Name:	Dan Nicholson, Planner
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