

1544 Dundas Street West – Zoning Amendment Application – Final Report

Date:	April 22, 2013
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 18 – Davenport
Reference Number:	12 160061 STE 18 OZ

SUMMARY

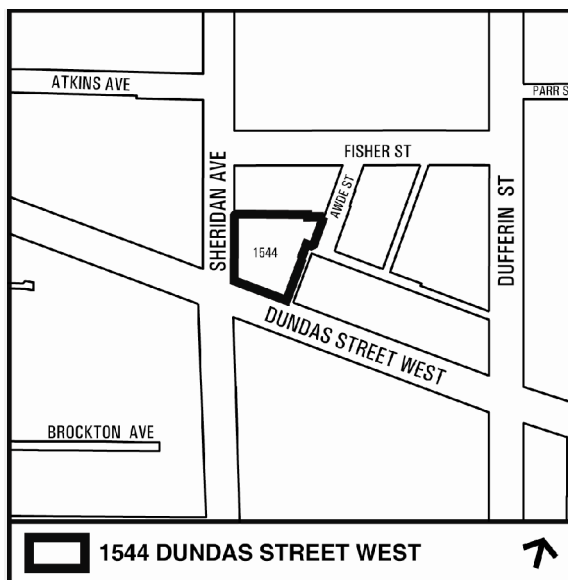
This application proposes an 8-storey, mixed-use building at 1544 Dundas Street West. The property is designated *Mixed Use Areas* and is shown as an *Avenue* on Map 2 in the Official Plan. The total proposed gross floor area is 6,872 square metres, with 606 square metres of non-residential space and 6,266 square metres of residential gross floor area. The total density is 3.85 times the area of the lot. Ninety-five residential units are proposed including 6 studios, 66 one-bedroom units and 23 two-bedroom units. Parking is located below grade with access from Sheridan Avenue and Awde Street to the rear of the building. Sixty-one spaces, including 6 for visitors, are included in the 2 levels of parking.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, as amended, for the lands at 1544 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to the



report from the Director Community Planning, Toronto and East York District dated April 22, 2013.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to draft Zoning By-law Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Toronto and East York Community Council adopted the Preliminary Report for this application September 11, 2013. That report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE18.41>

ISSUE BACKGROUND

Proposal

This application proposes an 8-storey mixed-use building with a total gross floor area of 6,872 square metres and a total density of 3.85 times the area of the lot. The overall height of the building is 25 metres, inclusive of all mechanical equipment and elevators.

The ground floor contains 546 square metres of non-residential space at-grade facing Dundas Street West and a small portion of Sheridan Avenue. Further north on Sheridan Avenue are 3, at-grade, residential units with access from the street, and north of these units is the vehicular access to the site. A 7.5 metre wide driveway running from Sheridan Avenue to Awde Street along the north end of the site provides access to the underground parking garage and the loading space as well as the garages north of the subject property belonging to the houses fronting on Fisher Street.

Two levels of underground parking provide 61 vehicle parking spaces including 6 for residential visitors. Ninety-seven bicycle parking spaces including 19 for visitors, have been provided on the site.

The proposal includes 95 residential units with the following unit breakdown: 6 studios, 45 1-bedrooms, 21 1-bedroom plus dens, 21 2-bedrooms and 2 2-bedrooms plus dens. Indoor amenity space is located on the ground and eighth floors and the outdoor amenity space is on the eighth floor.

Please see Attachment No.'s 1-5 for drawings of the proposal and Attachment No. 8 for the Application Data Sheet.

Site and Surrounding Area

The 1,786 square metre site is located on the northeast corner of Dundas Street West and Sheridan Avenue. In the past this site has been used for automobile related uses but the site is currently vacant.

North: to the north of the site is a residential neighbourhood designated *Neighbourhoods* in the Official Plan. Immediately adjacent to the site are residential dwellings whose garages are accessed via a private right-of-way that is located on the northern part of the subject site.

East: to the east side of the site, along the north side of Dundas Street West, is a 4 metre wide public lane and 2-3 storey mixed-use buildings. On the east side of the north end of the site is Awde Street which runs north from the laneway that runs behind the mixed-use buildings on Dundas Street West, to Fisher Street. On the east side of Awde Street are residential dwellings.

South: to the south of the site is Dundas Street West, and on the south side of the street are three-storey mixed-use buildings and a six-storey apartment building.

West: to the west of the site is Sheridan Avenue. On the west side of Sheridan Avenue are one-storey commercial buildings, and further north is a seven-storey apartment building. Further west on Dundas Street West are 2-storey mixed-use buildings.

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 by the Planning Act, to conform, or not conflict, 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;

- 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 Healthy Neighbourhoods Section of the Official Plan (Section 2.3.1) identifies that the intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The plan also states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density and maintain adequate light and privacy for residents in those *Neighbourhoods*.

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, Section 3.1.2 of the Official Plan contains Built Form Policies. This section of the Plan identifies that our enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These qualities are largely influenced by the built form of adjacent buildings. The Built Form section of the Plan also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate. These areas include the *Downtown*, *Centres*, and along *Avenues*.

The Plan identifies that developments must be conceived not only in terms of the individual building site, but how that site, building and facades fit within the existing and/or planned context of the neighbourhood and the City. Policy 3.1.2.3 (a) states that new development will be massed to fit harmoniously within its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, and open spaces by massing buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions. In addition, Policy 4 identifies that new development will be massed to define the edges of streets, parks, and open spaces at good proportion.

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.

Section 2.2.3 *Avenues: Reurbanizing Arterial Corridors* (Policy 3.a) states that development may be permitted on the *Avenues* prior to an *Avenue* Study and will be considered on the basis of all of the policies of this Plan. Development applications on the *Avenues* prior to an *Avenue* Study are required to be accompanied by an *Avenue* Segment Study, which discusses the implications for the portion of the *Avenue* resulting from the proposed development and whether the proposed development would be setting a positive precedent for future development of the remainder of the *Avenue*.

This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

Mid-rise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled *Avenues and Mid-Rise Buildings Study and Action Plan*, with modifications. The main objective of this City-wide Study was to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The *Avenues and Mid-rise Buildings Study* identifies a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhood* policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

Zoning

The site is split zoned. The majority of the site is zoned Mixed Use (MCR T2.5 C1.0 R2.0) with a height limit of 16 metres. The northeast corner of the site is zoned Residential (R4 Z1.0) with a height limit of 10 metres. Please see Attachment 7 for a map showing the current zoning of the site.

Site Plan Control

Site Plan approval is required for this site, but no application has been submitted to date.

Reasons for Application

A Zoning Amendment application is required to permit the scale and density proposed by the application.

Community Consultation

A community consultation meeting was held on October 18, 2012 at St. Helen's School. The local Councillor, planning staff, the applicant and approximately 30 members of the public attended. Presentations were made by planning staff and the applicant and then the floor was opened up for questions, comments and discussion. The community raised a number of concerns about the proposal including the following:

- Type and size of units – the community indicated that they would like to see family size units (2+ bedrooms) as well as having some units set aside for seniors housing.
- Height – concerns were expressed about the overall height of the building and how it would fit into the existing character of Dundas Street West.
- Size of the retail units – the community would prefer to see a number of smaller retail spaces on the ground floor, rather than one larger business.
- Parking and Access – although the applicant is providing the zoning by-law required amount of parking, concerns were expressed about residents of the proposed building, and their visitors, parking on the neighbourhood streets surrounding the site. An increase in traffic on Awde Street was also raised as a concern.
- Infrastructure and Construction – given the planned intensification along Dundas Street West, in keeping with the policies of the Official Plan, the community is concerned about the available hard and soft infrastructure and whether it can handle an increase in usage. The impact of construction on the adjacent properties was also raised as a concern.
- Materiality and Design – questions were raised about the aesthetic design of the building, including the amount of glass proposed and the minimal use of brick.

These items are discussed in the Comments section of the report.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the proposal and determined that it is consistent with the Provincial Policy Statement, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The Official Plan identifies that lands designated as *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*.

The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, institutional uses that reduce automobile dependency while meeting the needs of the local community. The development has non-residential space at grade along Dundas Street West which is in keeping with the commercial character of the *Avenue*, as further discussed below, and residential units above.

Staff have determined that the proposed mid-rise development is appropriate for this site and complies with *Mixed Use Areas* policies contained within the Official Plan.

Avenue Segment Study

In December of 2010 the Dundas West Business Improvement Area (BIA) released the "Dundas West BIA Urban Design Study," by Sweeny Sterling Finlayson & Co Architects Inc. It is a comprehensive document that looks at the area along Dundas Street West generally from Rusholme Road in the east, to Lansdowne Avenue in the west. Contents include a survey of existing conditions, a review of the policy context, a discussion of future opportunities, presentation of storefront design guidelines and key recommendations. The study, which was the result of community consultation, contains much of the information that would be required in an *Avenue Study*, as described in the Official Plan.

The applicant suggested to staff that rather than submit a complete *Avenue Segment Study*, that the "Dundas West BIA Urban Design Study" be used as a base document, and other specific information such as a discussion of soft sites in the vicinity of the subject site be discussed in an additional document that was submitted as part of the zoning amendment application. Planning staff agreed that this was reasonable, and as part of the application the applicant submitted an "Avenue Segment Study – Planning and Urban Design Opinion", prepared by Armstrong Hunter & Associates, which built upon the work that the BIA had completed.

The BIA study looked specifically at the property at 1544 Dundas Street West as a potential development site, and anticipated a 6-storey, 19.5 metres plus mechanical, mixed-use building. However, the study also states that if the site were to be developed

in compliance with the Midrise Guidelines, and the *Avenue* policies of the Official Plan, that a density of 4.1 times the area of the lot with a total gross floor area of 7,817 square metres could be achieved. The subject proposal is for a density of 3.85 times the area of the lot with a total gross floor area of 6,872 square metres. Therefore, the proposal is in keeping with what was anticipated in the BIA study.

Staff also asked the applicant to look at 2 specific "soft sites" in close proximity to the subject site. The first is 646 Dufferin Street which is the parking lot linked the funeral home located at 1498 Dundas Street West. The site is designated as *Mixed Use Areas* in the Official Plan, but is flanked immediately on its west and north sides by *Neighbourhoods*. Any redevelopment of this site would need to ensure that there was minimal negative impact on the properties designated *Neighbourhoods*. A taller portion of the building (up to 6 storeys) could be accommodated on the south edge of the site, along Dufferin Street, but the building would have to be terraced substantially to the west and to the north. Approximately 50 units could be built on the site.

The second site was 1653 Dundas Street West. Currently the irregularly shaped site is occupied by a church, and has frontage on both Dundas Street West and Hickson Street. The site is designated *Mixed Use Areas* on the portion fronting Dundas Street West, and *Neighbourhoods* for the portion fronting Hickson Street. The irregular shape of the lot, and the split designation will make it a difficult site to develop, and will create the need for a relatively shallow building once the required angular planes are applied. Approximately 60 units could be built on the site.

These 2 sites were the only sites considered "soft sites" in the immediate vicinity of the site. Other larger sites are constrained due to heritage buildings or the amount of rental housing, and the more common, narrow, smaller sites along Dundas Street West would need to be consolidated to create a site which could be developed more intensely.

If these two soft sites redeveloped as anticipated it would add approximately 110 more residential units to Dundas Street West between St. Claren's and Gladstone Avenue. Based on the consultant's analysis and planning rationale, it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods*. The soft-site analysis demonstrates a level of reurbanization that is in keeping with the Official Plan policies for *Avenues*. In addition, any future development applications submitted in the area covered by this *Avenue* Segment Study would be evaluated on their own merit based on a detailed submission.

Staff did not require the applicant to provide a community facilities and services study, as one is being completed for this area by City staff for the ongoing Ward 18 local area study.

Height

Performance Standard 1 of the Mid-rise and Avenues Study identifies that the maximum allowable height of the *Avenues* will be no taller than the width of the *Avenue* right-of-way. On Dundas Street West, which has a right-of-way width of 20 metres at this

location, a mid-rise building consisting of commercial uses at grade and residential dwelling units above, can be 20-metres in height, or 6 storeys. The study also recognizes that building height is only one aspect of regulating building design. Performance Standard 13 – Roofs and Roofscapes, identifies that mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the angular plane. Therefore, a 20 metre building with a mechanical penthouse of 5 metres, for a total of 25 metres is recognized.

It is this planned context that staff considered when reviewing the proposal. As many of the people attending the community meeting stated, an 8-storey building is quite a bit taller than the existing context of Dundas Street West which consists of 2- and 3-storey buildings. However, the planned context anticipates a taller built form fabric. The existing zoning on the site permits a building up to 16 metres in height, with a 5 metre mechanical above which is the equivalent of a 7-storey building.

In the case of this proposal, the total height of the building is 25 metres, with no projections above that height. The tallest part of the building is located towards Dundas Street West, away from the residential properties to the north of the site. The portion of the building that reaches 25 metres of height is 21 metres from the north property line, and 36 metres from the closest residential dwelling. This is partly due to the fact that the site is irregularly shaped, and has a unique relationship with residential neighbourhood to the north. The subject site backs onto the garages of the adjacent residential properties, so the rear lot lines abut each other. An overall, inclusive, height of 25 metres is consistent with other recently approved midrise buildings on Dundas Street West and College Street, and is appropriate given the consistency with other performance standards.

Built Form

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development within the *Mixed Use Areas* designation. All new development within *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights, between areas of different development intensity and scale, and by locating and massing of new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The proposed building is stepped back on the south, east and north facades to provide an appropriate pedestrian scale on Dundas Street West and Sheridan Avenue, and provide a transition to the *Neighbourhoods* to the north of the site. These step backs mean that the floorplate of each floor gets smaller and smaller towards the upper floors, and that the taller part of the building is located closer to Dundas Street West.

The second and third floors of the building contain 1,256 square metres of gross floor area, while the seventh and eighth floors contain 526 and 156 square metres respectively. In addition, while the second and third floors are located 7.5 metres from the north property line, the seventh floor is approximately 18.5 metres from the north property line and the eighth floor is 21 metres from the property line. Please see Attachment 5 which shows the stepping of the building on its north side.

Along Dundas Street West the building rises 16 metres on the south property line (80% of the total width of the right-of-way), and then terraces back at a 45 degree angle. This results in the sixth, seventh and eighth floors being setback 2.5, 5.5 and 8 metres respectively from the south property line.

Along Sheridan Avenue the building rises 16 metres at the west property line, then the sixth and seventh floors are setback 2 metres and the eighth floor is setback 3 metres. The building does project into the angular plane required by the Midrise Guidelines on the Sheridan Avenue flankage, but staff have looked at the impact of this protrusion and believe that there is minimal negative impact of allowing these penetrations given the built form context on the west side of Sheridan Avenue.

The east side of the building is adjacent to a public lane. As part of the application the owner of the site is conveying approximately 1.3 metres of their site which will be added to the width of the laneway. Floors 1-5 are setback 3 metres from the centre of the public lane, and Floors 6-8 are setback 5.5 metres from the centre of the laneway which complies with the Avenues and Mid-Rise Buildings Study. The draft by-law also includes a requirement that living room windows must be setback 5.5 metres from the centre of the laneway to ensure appropriate facing distances from the building at 1532 Dundas Street West, and to address privacy concerns.

Staff believe that the overall massing of the building is appropriate and that the minor protrusions into the angular planes do not have a negative impact on the surrounding properties.

Midrise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size,

shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the Avenues and Mid-Rise Buildings Study. The applicant has been able to satisfy a majority of the 36 performance standards contained within the study and where they do not meet a specific performance standard it is minor, and there is no adverse impact on the surrounding properties.

Unit Breakdown and Type

The proposal includes 90 units, 6 studios, 66 one-bedroom and 23 two-bedroom. One of the comments at the community meeting was the desire to have units suitable for families. Although there are no three-bedroom units proposed, 24% of the units are 2 bedroom (or 2 bedroom plus den). Staff will secure in the zoning by-law that a minimum number of units have at least 2 bedrooms which are counted as family sized units.

Another issue raised at the community meeting was the desire of the neighbours to have some of the units dedicated for seniors housing. This is not a requirement that the City can impose on the applicant. The applicant has indicated that this will be a rental building, and there are a variety of types and sizes of units proposed which may be appropriate for seniors.

Privacy and Overlook

Staff have reviewed the drawings with respect to potential privacy and overlook concerns from the new building to the houses fronting on Fisher Street. The proposed building terraces away from the residential properties as it gets taller. This means that the distance between the units in the new building, and the existing residential dwellings on Fisher Street, and the backyards associated with these dwellings, is increased as you move up the new building. In addition, through Site Plan Approval, the city will require screening on balconies and terraces to help prevent overlook.

Sun and Shadow

The applicant was required to submit a sun/shadow study for the months of March and September for city staff to review. The study shows that the shadow impacts of the proposal are minimal, falling mostly on the subject site itself, and mixed-use buildings to the east. There is no shadow impact on the backyards of the houses to the north of the site, although shadow will fall on the garages of these properties from the morning, until 2:00 pm. Having reviewed the study staff believe that there is minimal negative shadow impact as a result of the proposal.

Access, Parking and Loading

The primary vehicular access for the site is off Sheridan Avenue, with secondary access off Awde Street. Staff agree with the proposed access as it is located off side streets so there is no conflict with the streetcar on Dundas Street West, and so that the Dundas

Street West façade of the building can contain commercial uses, thereby maintaining the character of the street and an uninterrupted sidewalk.

The application proposes 61 vehicle parking spaces in 2 levels of underground parking. The entrance to parking is located at the rear of the site, off the driveway that runs from Sheridan Avenue to Awde Street. The parking spaces include 6 for visitors and 55 for residents. The provision of 61 spaces, along with the associated traffic impacts as outlined in the submitted Transportation Impact Study, has been reviewed by Transportation Services and Transportation Planning staff and has been found to be appropriate.

A Type "G" loading space is provided within the driveway along the rear of the site. When the truck is in the space, the entrance to the underground parking garage and the garages to the north of the site are still accessible and the truck has immediate access to the garbage/recycling room and the loading/moving room.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. The applicant proposes to provide a minimum of 76 occupant bicycle parking spaces, and 19 visitor bicycle parking spaces. The proposed bicycle parking is satisfactory to the City and will be secured as a performance standard within the Zoning By-law Amendment.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes 95 residential units and 606m² of non residential uses on a site with a net area of 1,786m². At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.12 hectares or 67% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 166m².

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement of 166m² would not be of a useable size and the site would be encumbered with below grade parking.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Infrastructure

As part of the application the applicant submitted a Functional Servicing and Stormwater Management Report which was reviewed and accepted by City staff which indicates that there is sufficient infrastructure to service the proposed building.

Amenity Space

The proposal includes 2 metres of outdoor residential amenity space per unit which is located on a terrace outside the eighth floor of the building. The indoor residential amenity space is located on the ground level and on the eighth floor and amounts to 1.3 metres per unit. These requirements are secured in the draft zoning by-law.

Design and Materiality

One of the questions raised at the community meeting was about the materials proposed for the building, and the overall design of the proposal. This Zoning Amendment application is recommending a built form envelope including an overall height, required setbacks and stepbacks, parking ratios, loading, overall gross floor area and unit type requirements. As part of a future Site Plan Approval application staff will be asking for detailed information on the proposed materials and we can secure the accepted materials as part of the Site Plan agreement.

Streetscape

The proposed commercial uses at-grade on Dundas Street West will animate the street and will continue the pattern and character that already exists along Dundas Street West. The total area of the ground floor retail space is 330 square metres, which will be more appropriate for a small scale retailer rather than being leased by a larger commercial operator. The rhythm of the frontage, will be secured through Site Plan Approval to ensure that the character of smaller retail frontages will be maintained on the site.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and the Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures, including Bird Friendly Design, will be secured through the Site Plan Approval process.

Conclusion

Staff recommend that this proposal for an eight-storey mixed-use building at Dundas Street West be approved. The building as proposed complies with the Official Plan by intensifying a vacant site on an *Avenue*, providing transition from the taller portions of the building on the south side of the site to the *Neighbourhoods* to the north, maintaining the non-residential at-grade character of Dundas Street West, and by providing sufficient parking and amenity space on site.

CONTACT

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SIGNATURE

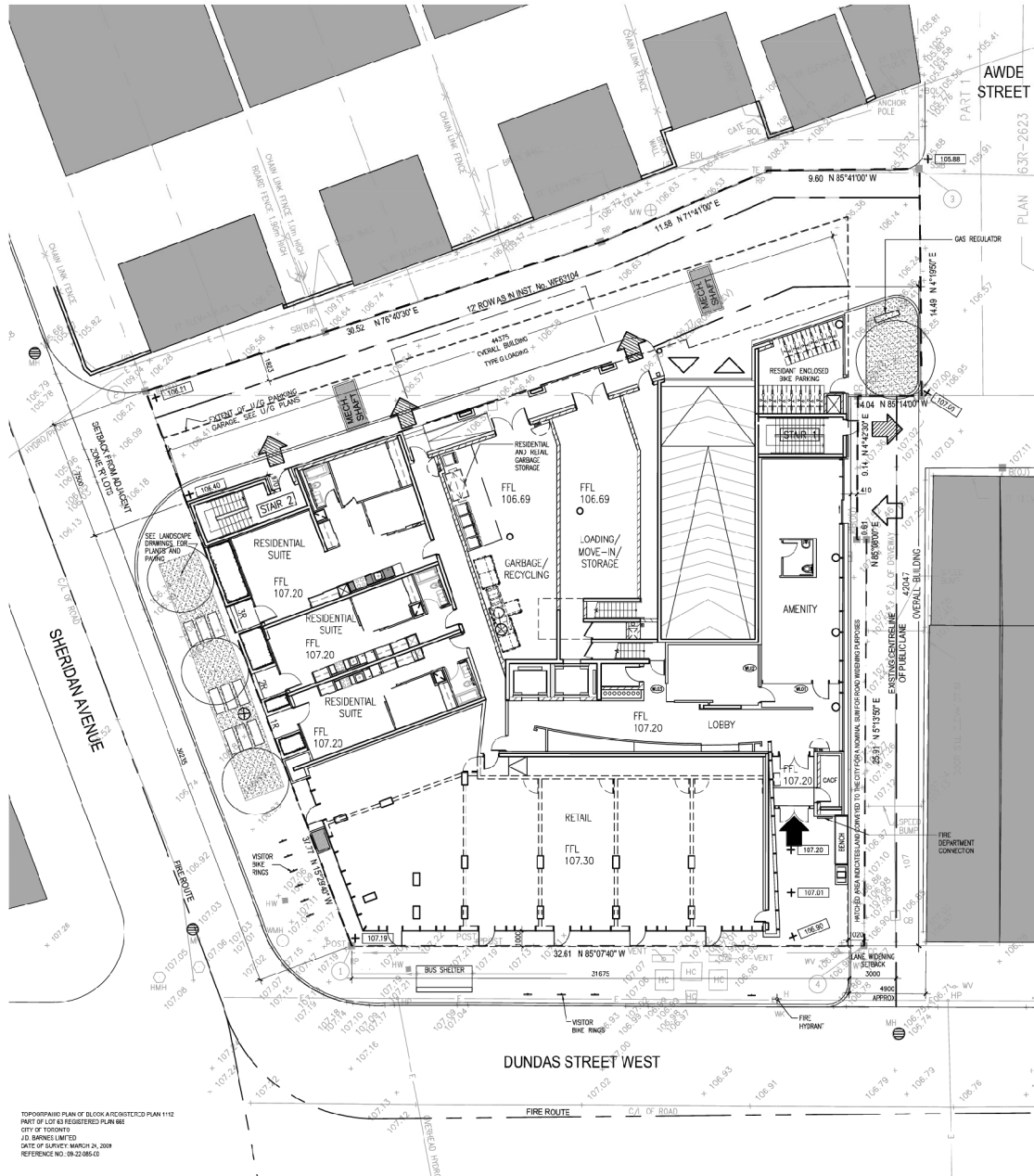
Gregg Lintern, MCIP, RPP
Director, Community Planning,
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan/Ground Floor Plan
Attachment 2: North Elevation
Attachment 3: East Elevation
Attachment 4: South Elevation
Attachment 5: West Elevation
Attachment 6: Official Plan
Attachment 7: Zoning By-law
Attachment 8: Application Data Sheet
Attachment 9: Draft Zoning By-law Amendment

Attachment 1: Site Plan/Ground Floor Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
05/11/2013



1544 Dundas Street West

File # 12 160061 0Z

Staff report for action – Final Report – 1544 Dundas Street West
V.03/12

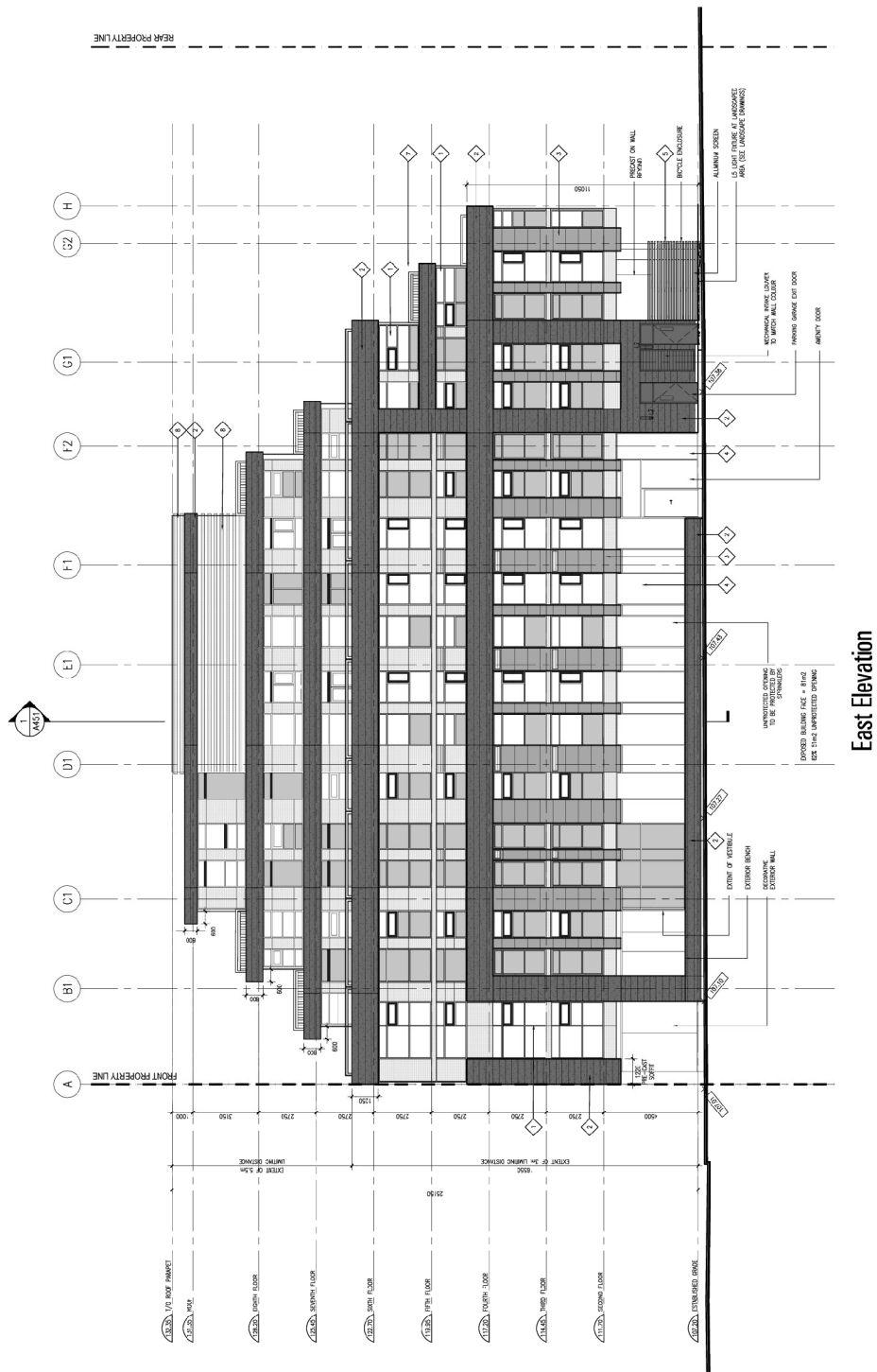


1544 Dundas Street West

Not to Scale
04/11/2013

File # 12 160061 0Z

Attachment 3: East Elevation



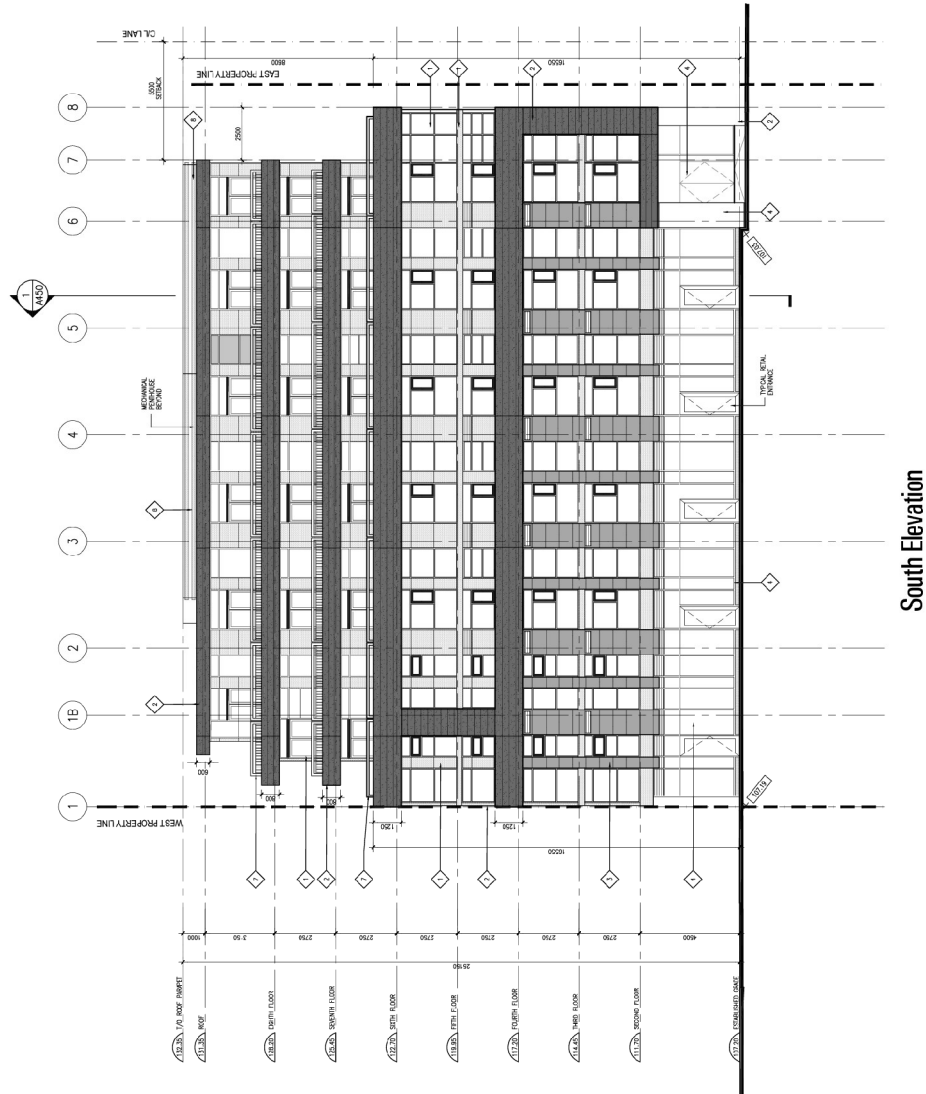
1544 Dundas Street West

Elevations
Applicant's Submitted Drawing

File # 12 160061 0Z

Not to Scale
04/11/2013

Attachment 4: South Elevation



Elevations

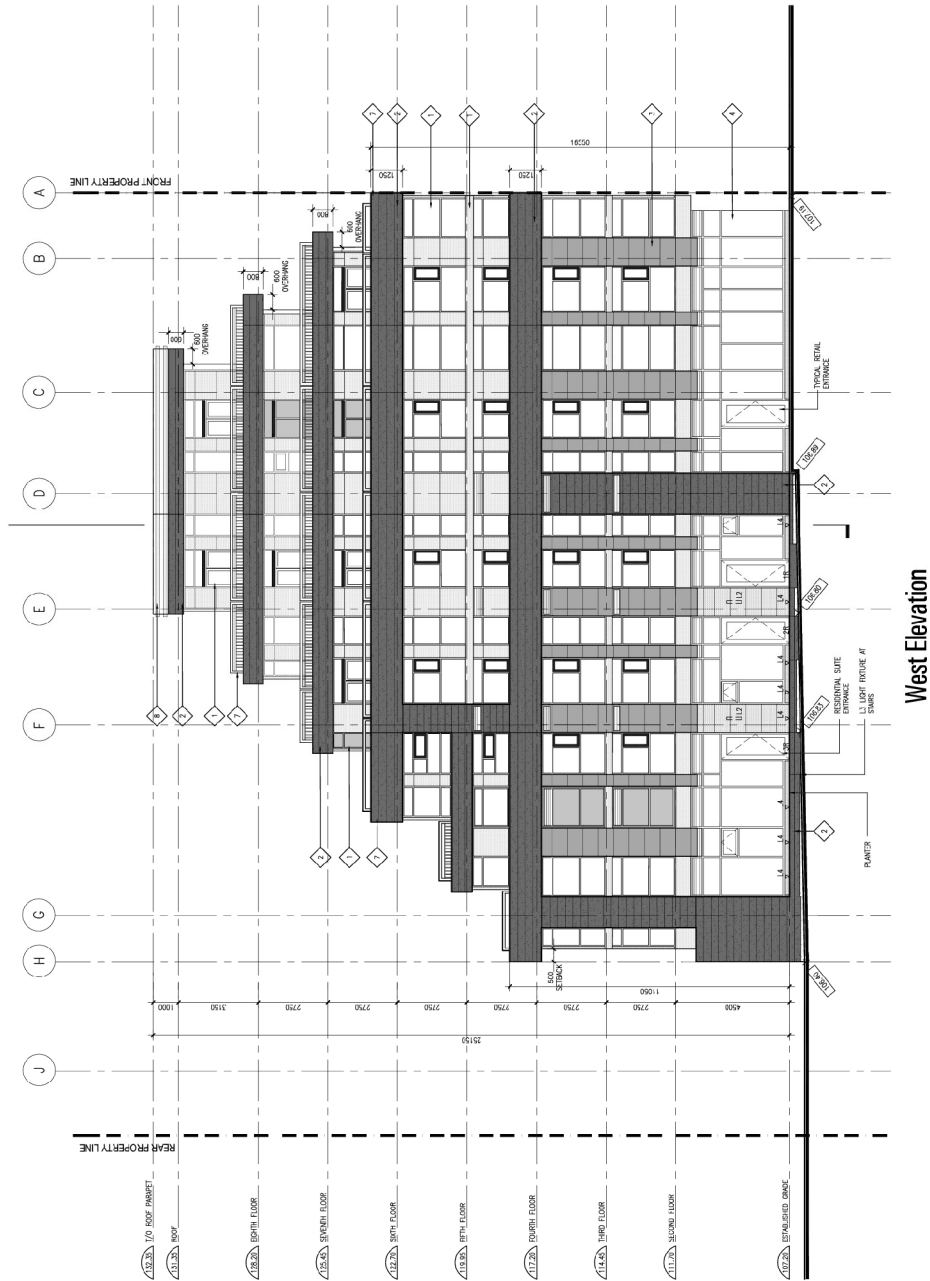
1544 Dundas Street West

Applicant's Submitted Drawing

Not to Scale
04/11/2013

File # 12 160061 0Z

Attachment 5: West Elevation



1544 Dundas Street West

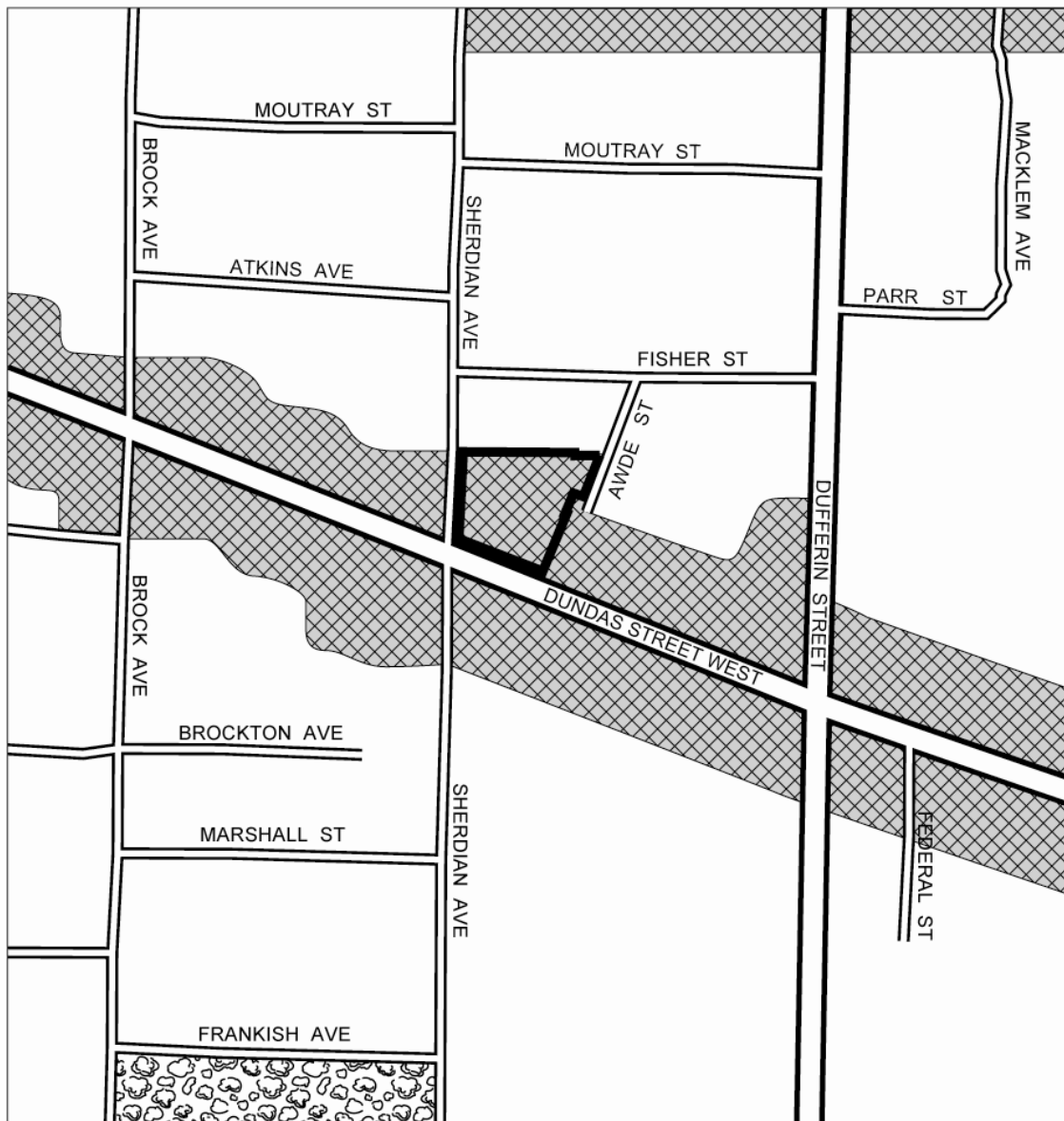
Elevations

Applicant's Submitted Drawing

Not to Scale
04/11/2013

File # 12 160061 0Z

Attachment 7: Official Plan



Toronto City Planning
Official Plan

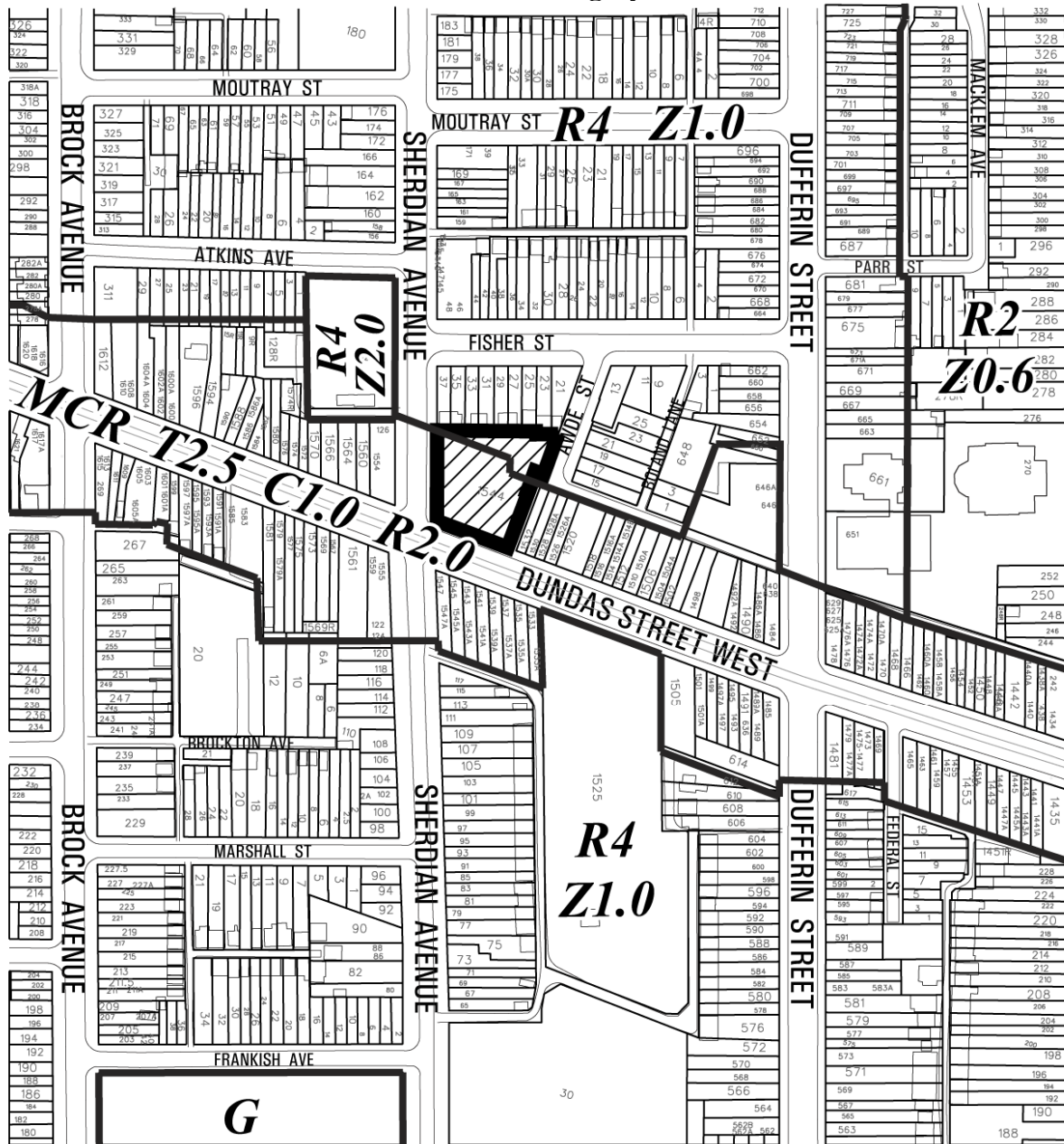
1544 Dundas Street West

File # 12_160061



↑
Not to Scale
07/20/2012

Attachment 8: Zoning By-law



Zoning City of Toronto By-law 438-86

1544 Dundas Street West

File # 12_160061_0Z

- G Parks District
- R2 Residential District
- R4 Residential District
- MCR Mixed Use District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 07/17/2012

Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	12 160061 STE 18 OZ
Details	Rezoning, Standard	Application Date:	April 24, 2012
Municipal Address:	1544 DUNDAS ST W		
Location Description:	PLAN 1112 BLK A PT LOT 6 **GRID S1804		
Project Description:	Proposed redevelopment of the existing vacant site for the purposes of a 8 storey mixed use building containing ground floor retail uses and 95 dwelling units. Included in the proposal is 61 vehicular parking spaces in 2 below grade levels to serve the development.		

Applicant:	Agent:	Architect:	Owner:
KEVIN WASSERMUHL Edenshaw Developments		Quadrangle Architects Inc.	6965083 CANADA INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	MCR T2.5 C1.0 R2.0 R4 Z1.0	Historical Status:
Height Limit (m):	16m and 10m	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	1786	Height:	Storeys:	8
Frontage (m):	33		Metres:	25.15
Depth (m):	37.8			
Total Ground Floor Area (sq. m):	745			Total
Total Residential GFA (sq. m):	6266		Parking Spaces:	61
Total Non-Residential GFA (sq. m):	606		Loading Docks	0
Total GFA (sq. m):	6872			
Lot Coverage Ratio (%):	41.7			
Floor Space Index:	3.74			

DWELLING UNITS

Tenure Type:	Rental
Rooms:	0
Bachelor:	6
1 Bedroom:	66
2 Bedroom:	23
3 + Bedroom:	0
Total Units:	95

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	6266	0
Retail GFA (sq. m):	400	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	219	0

CONTACT:	PLANNER NAME:	Sarah Phipps, Senior Planner
	TELEPHONE:	(416) 392-7622

Attachment 10: Draft Zoning By-law Amendment

Authority: Toronto and East York Community Council Item _____
as adopted by the City of Toronto Council on _____ 2013

Enacted by Council: _____

CITY OF TORONTO

BY-LAW No. _____ - 2013

To amend the General Zoning By-law No. 438-86, as amended, of the former City of Toronto with respect to the lands municipally known as 1544 Dundas Street West.

WHEREAS the Council of the City of Toronto has been requested to amend Zoning By-law No. 438-86 pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, with respect to lands known municipally in the year 2013 as 1544 Dundas Street West; and

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has conducted at least one public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

The Council of the City of Toronto HEREBY ENACTS as follows:

By-law No. 438-86, the General Zoning By-law of the former City of Toronto, as amended, is further amended as follows:

1. None of the provisions of Sections 4(2), 4(3), 4(4), 4(12), all of Section 6, 8(3) Part I (1 to 3a), 8(3) Part II (1) and (4), and 8(3) Part XI (1) of By-law No. 438-86 of the former City of Toronto, being “A By-law to regulate the use of land and erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and erection and use of certain buildings and structures in various areas of the City of Toronto” as amended, shall apply to prevent the erection and use of a *mixed-use building* on the *lot*, provided that:
 - (1) the *lot* is comprised of at least those lands shown outlined by heavy lines on Map 1 attached to and forming part of this By-law;
 - (2) the total combined *residential gross floor area* and *non-residential gross floor area* on the *lot* does not exceed 6,900 square metres, provided:
 - (i) the *residential gross floor area* shall not exceed 6,450 square metres; and

- (ii) the *non-residential gross floor area* shall not exceed 450 square metres.
- (3) not more than 95 *dwelling units* shall be provided on the *lot*;
- (4) a minimum of 24% of the *dwelling units* on the *lot* shall have at least 2 bedrooms;
- (5) the *mixed-use building*, including all mechanical equipment, stair enclosures and elevator overruns, is located wholly within the areas delineated by heavy lines and the *height* limits specified by numbers following the symbol “H” as shown on Map 2, attached and forming part of this By-law, with the following exceptions:
 - i. the maximum height for balcony guards, elements of a green roof and insulation and roof surface materials, planters, railings, parapets, window washing equipment, ornamental architectural features, chimney stacks and structures used for safety or wind protection shall be 1.5 and applicable height limit shown on Map 2;
- (6) Parking shall be provided on the *lot* in accordance with the following minimum ratios:

i.	Bachelor Units	0.5 spaces per unit
ii.	1 Bedroom Units	0.5 spaces per unit
iii.	2+ Bedroom Units	0.75 spaces per unit
iv.	Visitors	0.06 spaces per unit
- (7) a minimum of 1.3 square metres of indoor *residential amenity space* shall be provided for each *dwelling unit*, contained in no more than 2 rooms, one of which shall contain a kitchenette and a washroom;
- (8) a minimum of 1.4 square metres of outdoor *residential amenity space* shall be provided for each dwelling unit, and it shall be located adjacent to a portion of the indoor *residential amenity space*;
- (9) all indoor and outdoor *residential amenity space* will be located above *grade*; and
- (10) any *primary windows* for any *dwelling unit* in the building facing east must be a minimum of 5.5 metres from the centre of the public lane to the east of the property.

2. For the purposes of this By-law, each word or expression that is italicized in the By-law shall have the same meaning as each such word or expression as defined in By-law No. 38-86, as amended with the exception of the following terms:
 - (i) “*lot*” means at least the lands delineated by heavy lines shown on Map 1;
 - (ii) “*grade*” shall mean 107.2 metres Canadian Geodetic Datum;
 - (iii) “*height*” shall mean the vertical distance between *grade* and the highest point of the building or structure on the *lot*; and
 - (iv) “*primary window*” shall mean a window located in a living room within a *dwelling unit*.
3. Except otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the *lot*.
4. No person shall use any land or erect or use any building or structure on the *lot* unless the following municipal services are provided to the *lot* line and the following provisions are complied with:
 - (i) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
 - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this _____ day of _____ A.D. 2013

Speaker
City Clerk

