

**5415, 5421-5429, 5453, 5475, 5481, 5485 and 5487
Dundas Street West and 15 and 25 Shorncliffe Road –
Zoning Amendment and Removal of an “H” (Holding
Symbol) Applications – Final Report**

Date:	October 17, 2011
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	10 272799 WET 05 OZ, 11 107405 WET 05 OZ , 11 288365 WET 05 OZ

SUMMARY

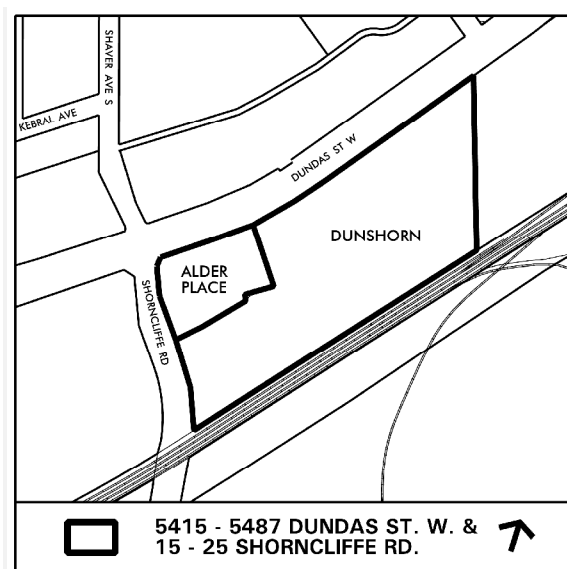
This report reviews and makes recommendations on applications for zoning by-law amendments for two separate but abutting sites at the south-east corner of Dundas Street West and Shorncliffe Road. (Attachment 1) The proposals are similar and they have been processed concurrently. Most of the issues and aspects discussed in the report apply to both. Where appropriate, separate recommendations and commentary have been provided.

Due to the number of addresses involved in these applications the sites are referred in the report as follows:

Dunshorn Holdings Inc.:

5415, 5421-5429, 5453, 5475 and 5481
Dundas Street West and 15 and 25
Shorncliffe Road – File Nos. 10 272799
WET 05 OZ and
11 288365 WET 05 OZ (Removal of the
“H” (Holding Symbol))

Alder Place: 5485 and 5487 Dundas Street
West – File No. 11 107405 WET 05 OZ



These applications propose to demolish all the existing buildings on the properties at 5415, 5421-5429, 5453, 5475, 5481, 5485 and 5487 Dundas Street West and 15 and 25 Shorncliffe Road and replace them with six condominium apartment buildings containing 8 high-rise towers ranging in height from 20 to 30 storeys, a 0.4 hectare. public park and a new publicly-accessible, private road network. The three buildings (with five towers) on the south portion of the sites would be residential only. The three buildings fronting on Dundas Street West would have an 8 storey base section, with commercial uses on the first floor facing Dundas Street West. The second and third floor of two of these buildings would be used for office space. The remaining floors in these buildings would be residential.

The proposed development advances the Official Plan and Provincial policies of intensification in the Centres and provincial Growth Centres and Mobility Hubs. The point tower and podium design will significantly improve the public realm and streetscape along Dundas Street West and allow the intensification to occur without undue negative impacts on the surrounding neighbourhoods. The public park and private open space included in the project will provide benefits to both new and existing residents of the area.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Etobicoke Zoning Code for the lands at 5415, 5421-5429, 5453, 5475, 5481 and 15 and 25 Shorncliffe Road (Dunshorn Holdings) substantially in accordance with the draft Zoning By-law Amendment as described in the report dated October 17, 2011.
2. City Council amend the Etobicoke Zoning Code for the lands at 5485 and 5487 Dundas Street West (Alder Place) substantially in accordance with the draft Zoning By-law Amendment as described in the report dated October 17, 2011.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the Owners to enter into individual Agreements pursuant to Section 37 of the Planning Act as follows:
 - a. The community benefits recommended to be secured in the Section 37 Agreements are as follows:

- i. \$1,250,000 from the Owner of Dunshorn to be used for improvements, above base condition as established by Parks, Forestry and Recreation, to the new park to be created on the Dunshorn site and/or for improvements to Cloverdale Park, paid prior to the issuance of an above grade building permit, and indexed upwardly in accordance with the Non-Residential Construction Price Index for Toronto from the date of execution of the Section 37 agreement to the date of payment.
 - ii. \$250,000 from the Owner of Alder Place to be used for improvements, above base condition as established by Parks, Forestry and Recreation, to the new park to be created on the Dunshorn site and/or for improvements to Cloverdale Park, paid prior to the issuance of an above grade building permit, and indexed upwardly in accordance with the Non-Residential Construction Price Index for Toronto from the date of execution of the Section 37 agreement to the date of payment.
- b. The following matters are also recommended to be secured in the Section 37 Agreements as a legal convenience to support development:
 - i. The provision of easements in favour of the City as required for the transit reserve and the private roads at the time of Site Plan Approval;
 - ii. Details of an arrangement among Dunshorn, Alder Place and the City regarding financing and construction of required infrastructure improvements, including sewer, water supply, storm water management, traffic and road facilities, and transit priority signalling satisfactory to the Executive Director of Technical Services and the Director, Community Planning, Etobicoke York District;
 - iii. Arrangements to secure a 3.44 metre wide land dedication for road purposes along the east side of Shorncliffe Road from the owner of Alder Place at the time of Site Plan Approval;
 - iv. Arrangements to ensure an agreement is reached between the owners of Dunshorn and Alder Place regarding access to, construction and maintenance of the private roads prior to Site Plan Approval; and
 - v. The Owners shall construct and maintain the developments in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee.

5. Before introducing the necessary Bills to City Council for enactment, require

- a. the Owners of the Dunshorn property to:
 - i. finalize the Functional Servicing Report to the satisfaction of the Executive Director of Technical Services;
 - ii. finalize the Traffic Impact Study to the satisfaction of the Director, Transportation Services and the Director, Transportation Planning, City Planning Division; and
 - iii. fulfill the following conditions related to the Air Quality Assessment (AQA) to the satisfaction of the Director, Community Planning, Etobicoke York District:
 - a) the AQA prepared by Dunshorn has been completed;
 - b) a third-party Peer Review of the AQA for the City, at Dunshorn's expense, has been satisfactorily completed; and,
 - c) written confirmation has been received from Dunshorn's consulting engineer that the off-site mitigation measures recommended to support the development proposal, if any, have been completed, are operational and have been demonstrated to mitigate air quality and odour impacts to acceptable Ministry of the Environment requirements and/or other arrangements to achieve the outcome noted herein, including financial and implementation arrangements between the odour-emitting industry(s) impacting the development and Dunshorn have been made, all to the satisfaction of the Director, Community Planning, Etobicoke York District.
- b. the Owners of the Alder Place property to:
 - i. finalize the Functional Servicing Report to the satisfaction of the Executive Director of Technical Services;
 - ii. finalize the Traffic Impact Study to the satisfaction of the Director, Transportation Services and the Director, Transportation Planning, City Planning Division; and
 - iii. provide a Revised Pedestrian Wind Study, to the satisfaction of the Director, Community Planning, Etobicoke York District.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

The proposals consist of six high-rise condominium apartment buildings, five on the Dunshorn site and one on the Alder Place site. The buildings have eight towers among them. (Attachment 3)

The Dunshorn site is composed of five buildings: three buildings at the rear of the Dunshorn site have five towers with heights, from east to west, of 20, 28, 30, 28 and 22 storeys. These buildings would have podia of 4 and 5 storeys containing townhouse-style units with separate entrances to the roads and 2 to 2.5 metre deep front yards. The other two buildings front on Dundas Street West. Each of these has a base building of 8 storeys with a residential tower rising 25 storeys in total.

The buildings would contain 1,957 residential units. All unit sizes from bachelor to 3-bedroom are included. The Dundas Street West frontage of the ground floors would be used for 2,355 square metres of retail/commercial uses. In both of the buildings fronting on Dundas Street West the 2nd and 3rd floors would be used for a total of 6,000 square metres of office/commercial space. A portion of the ground floor at the sides and rear of these Dundas Street West buildings would have townhouse-style units. The FSI of this project is 4.2.

2,110 underground vehicle parking spots would be provided for residents, visitors and business use. Bicycle parking spaces are provided for residents at the rate of 0.8 spaces per unit and for residential visitors at the rate of 0.2 spaces per unit for a total of 1.0 space per unit or 1,957 spaces. For the commercial uses bike parking spaces for occupants and visitors are required at the rate of 0.5 spaces for each 100 square metres of GFA. These ratios result in 42 spaces for the commercial component.

The Alder Place project is made up of one building at the corner of Dundas Street West and Shorncliffe Road. It has a base building of 8 storeys with a residential tower rising 26 storeys in total. The ground floor frontage along Dundas Street West would contain 1,325 square metres of retail uses and parts of the rest of the ground floor would have townhouse-style units. The project contains 354 units, again with a range of sizes. The FSI of this project is 4.2.

346 underground vehicle parking spaces would be provided for residents, visitors and business use. Bicycle parking spaces are provided for residents at the rate of 0.8 spaces per unit and for visitors at the rate of 0.2 spaces per unit for a total of 1.0 space per unit or 354 spaces. 9 spaces are to be provided for commercial occupants and visitors.

A 0.4 hectare public park would be located on Dundas Street West at the corner of the new entrance road on the Dunshorn site. (Attachment 3) In addition, indoor and outdoor amenity areas would be provided on the sites at the rate of 2 square metres per unit of

each. Some of the Dunshorn outdoor amenity space is located in the 30 metre Canadian Pacific Railway setback, an area at the rear of the Dunshorn site which is, or will be, subject to a sub-surface subway/sewer easement (see below).

Private, publicly accessible roads (designed to look and function like public city streets) would run through the site. The main road is parallel to Dundas Street West and would run from the private, publicly accessible road which is part of the approved development on the 5365 Dundas Street West property to the east (presently Canadian Tire) to Shorncliffe Road. The intersection at Shorncliffe Road would be right-in, right-out only.

Another road would connect this internal road to Dundas Street West between the existing Shaver Avenue/Shorncliffe Road and Wilmar Road intersections. This new intersection would be signalized. A driveway on the east side of the Alder Place site would also connect the internal road with Dundas Street West. This access would be right-in, right-out at Dundas Street West.

All vehicular access to the buildings and their underground garages would be from the private roads. Underground parking will be located across the sites, including under the private, publicly accessible roads, but not under the public park.

A 9.2 metre wide strip of land running the full length of the Dunshorn site adjacent to the railway tracks contains an easement in favour of the City for sewer purposes. In addition, a further 24.6 metre wide strip adjacent to the sewer easement is reserved for a possible extension of the Bloor-Danforth subway line west of Kipling Station, as shown on Map 4 - Higher Order Transit Corridors of the Official Plan. The proposed subway extension would traverse the rear portion of the Dunshorn property in a tunnel, according to an approved Environmental Assessment for this infrastructure. Most of the sewer easement area and the area reserved for the subway extension are located in the 30 metre CPR setback requirement.

The current plan provides for these subway/sewer easement areas to be landscaped for active and passive uses and to contribute to the outdoor amenity area for the Dunshorn project. Access roads are also planned for this area, to allow passenger and goods pick-up and drop-off on both sides of the three rear buildings and to provide for pedestrian access to the outdoor recreation area. These roads will provide a means to better integrate this outdoor amenity area into the project. (Attachment 3)

Site and Surrounding Area

Combined, the sites include all of the property bounded by Dundas Street West, Shorncliffe Road, the CP railway and the commercial property/gas bar at 5365 Dundas Street West. They total 5.1 hectares in size (Dunshorn 4.3 hectares and Alder Place 0.8 hectares) and are generally rectangular. They have approximately 356 metres of frontage on Dundas Street West and 173 metres on Shorncliffe Road. The sites slope down approximately 5 metres from Dundas Street West to the tracks and to a lesser extent to Shorncliffe Road. (Attachment 1 and 2)

The sites comprise 7 separate properties with 6 different property owners. Some of the properties are irregular in shape. The owners of six of the properties are parties to an agreement to jointly apply to the city for development approval. This group owns the Dunshorn Holdings site. The remaining property on the corner of Dundas Street West and Shorncliffe Road is the Alder Place site.

Currently, the properties fronting on Dundas Street West are a mix of auto-oriented, single-storey strip malls and stand-alone buildings. The two properties fronting on Shorncliffe Road are industrial operations. There are no residential units on the site.

The surrounding uses are as follows (Attachments 1 and 2):

North: Across Dundas Street West are additional small to medium sized properties containing auto-oriented, low-rise commercial uses, including car dealerships, retail shops, and a 4-storey office building. Behind these are Cloverdale Park and low-rise, low density residential neighbourhoods.

South: The site is bordered on the south by a major Canadian Pacific and GO Transit rail corridor. South of the tracks is a high-tension hydro tower corridor and industrial lands.

East: Abutting the site on the east is commercial development (currently a Canadian Tire store with associated gas station). This site is zoned for a residential condominium development consisting of 4 buildings up to 25 storeys in height and a density of 4.3 FSI. Further east along Dundas Street West are an office building and a high-rise apartment building (25 storeys in height). The pedestrian entrance to the Kipling Subway Station is an approximately 700 metre walk from the east end of the subject site.

West: Across Shorncliffe Road is an industrial/commercial area and Honeydale Mall. This area is not part of the Etobicoke Centre.

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 lands are located in a *Centre* on Map 2, the City's Urban Structure Map.

The sites are part of the Etobicoke Centre Secondary Plan (ECSP) area and are designated *Mixed Use Area A*. High-rise, high-density residential and mixed use development of the type proposed is permitted under the *Mixed Use Area A* designation. No Official Plan Amendment is required for these proposals.

The Official Plan contains criteria for redeveloping lands in *Mixed Use Areas*. Proposals should create high quality developments; minimize negative impacts on adjacent neighbourhoods and industrial areas; enhance nearby public streets, parks and open spaces; provide attractive, comfortable and safe pedestrian environments and reduce automobile dependency. The ECSP supplements these criteria with a requirement for a range of uses within the *Mixed Use Areas*. It also requires development to be designed to take advantage of nearby transit services.

Zoning

The sites are zoned EC2 (Etobicoke Centre 2). (Attachment 8) The EC2 zone permits a wide range of commercial, service, retail, food-service, educational, religious and office uses and residential uses. The maximum density permitted on the sites is 3.5 FSI. The maximum permitted height is 24 metres (approximately 8 storeys) along the Dundas Street West frontage to a depth of 50 metres from Dundas Street West and 60 metres (approximately 20 storeys) at the rear of the site.

The maximum front yard setback is 3.0 metres and buildings in the EC2 zone are required to "build-to" the lot line for at least 60% of the frontage of the lot. The EC2 zone imposes floor plate restrictions of 825 square metres for the portion of a building above 36 metres (approximately 12 storeys) and 750 square metres above 60 metres (approximately 20 storeys).

The eastern portion of the Dunshorn site is covered by an "H" (Holding Symbol) which was imposed to prevent development until the issue of roads to create appropriate development blocks on the site was resolved.

Site Plan Control

The sites are subject to Site Plan Control. No applications have been submitted.

Reasons for Application

The proposed developments do not meet the existing EC Zoning By-law 1088-2002 in a number of ways. The density on both sites exceeds the maximum permitted of 3.5 FSI by 0.7 FSI. The buildings exceed height restrictions by up to 32.1 metres at the rear of the

site (Dunshorn) and 52.6 metres at the front (Dunshorn and Alder Place). None of the buildings will fully meet the 12 metre setback from the building wall at grade required on all faces for buildings over 60 metres high.

The requirement to access the site from Shorncliffe Road only would not be met. The existing by-law requires 2,227 vehicle parking spaces for the Dunshorn project, 2,110 are proposed. For the Alder Place proposal the by-law requires 399 spaces and 346 are proposed.

In addition, development cannot proceed on the eastern portion of the Dunshorn property until the “H” (Holding Symbol) has been removed.

Community Consultation

A joint Community Consultation Meeting was held for both proposals on March 10, 2011 at a local school. Over 4,500 notices were mailed.

Approximately 120 members of the public attended the meeting. Twelve written communications were received from the public after the meeting.

Concerns were raised, at the meeting and afterward, about:

- The impact of the increased population and additional traffic signals on traffic congestion on Dundas Street West and overcrowding on the Bloor-Danforth subway at rush hours.
- Possible infiltration of traffic into the residential neighbourhood to the north
- Proposed height and density. Some felt these were excessive, could set a precedent and should not be permitted to exceed the existing limits set by the Etobicoke Centre Zoning By-law.
- The ability of local shopping facilities and institutions and City infrastructure to handle the new residents. A number of residents expressed the need for a supermarket in the area.
- Whether there would be any benefit to the local community.

In response to the concerns raised about present and future traffic conditions on Dundas Street West as a result of these proposals and potential new development on the Dundas/427 lands to the west of the sites, the local Councillor held a subsequent community meeting on June 7, 2011 at a local school. Those attending heard presentations about expected traffic conditions from City Planning and consultants.

All the issues identified by interested parties are addressed in the Comments section of this report.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposals are consistent with the PPS. As infill projects they support the policy objectives of focusing growth in existing settlement areas (intensification). The development promotes efficient land use, reduces land consumption and utilizes existing services and infrastructure.

The proposals conform to and do not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposals' compact and efficient form helps to optimize the utilization of existing services and infrastructure and to reduce the need to convert rural land to urban uses. In addition, the sites are within the Etobicoke Centre, which is a designated Urban Growth Centre in the Growth Plan for the Greater Golden Horseshoe.

The Province's regional transportation agency, Metrolinx, has also designated the Etobicoke Centre as a Mobility Hub in its Regional Transportation Plan.

Land Use

The sites are designated *Mixed Use Area* on Map 15 in the Official Plan and the Etobicoke Centre Secondary Plan (ECSP). The ECSP calls for a mix of employment and housing uses which will present opportunities for residents to walk or use public transit to get to work, thereby reducing auto dependency. This area currently exhibits fewer urban qualities than other parts of the Centre. The Plan intends that this area should intensify to provide a greater urban character, including a well-defined street wall. Developments such as Dunshorn and Alder Place will contribute to the achievement of these goals.

The sites are in an EC2 zone, which permits all the uses included in the application.

The high-rise residential and commercial uses of these lands is appropriate as it conforms generally with the land uses contemplated in the ECSP and Zoning By-law and is compatible with existing and proposed surrounding land uses and buildings.

Density, Height, Massing

City Planning has reviewed and evaluated the proposal for consistency with Official Plan and Etobicoke Centre Secondary Plan policies, the Design Criteria for Mid-Rise Building Guidelines and the Tall Building Guidelines. Factors to be considered include light, shadows, views, privacy, wind, traffic, parking, among other matters and how they affect future residents of the proposed development and neighbours.

In addition, the proposals were considered by the Design Review Panel twice, first on February 15, 2011 and again on September 27, 2011.

Tall Building Guidelines

The Council-approved Design Criteria for Review of Tall Building Proposals (Tall Building Guidelines) reiterate the Official Plan requirements that tall buildings be composed of base, shaft and top. The tower elements proposed for these developments all exhibit this form (Attachments 6 and 7). The proposed towers all have floor plates consistent with the maximum suggested by the Tall Building Guidelines.

The separation distances between the towers and between the proposed buildings and neighbouring buildings are greater than the minimums called for in the Guidelines. The tapering, balconies and other articulation of the massing and architectural details of the building will provide interesting views in and out of the property. In particular, the grouping of six of the eight towers around the proposed public park provides for the intensification of the sites while giving future residents light, views and a feeling of openness and providing a focus for the developments.

Height

The sites are separated from low-rise, low-density residential areas to the north by Dundas Street West and the commercial development on the north side of that street, and from the industrial area to the south by major rail and hydro corridors.

The proposals fit well with the emerging high-rise built form context of the Dundas Street West corridor within the ECSP. The multi-building residential condominium development at the Kipling Subway Station (Viking Road) has a maximum building height of 35 storeys. (Attachment 1) Existing or approved developments between the subway station and the sites are at 25 storeys. The range of heights proposed in the developments (20-30 storeys) provides visual interest and continues the general height pattern.

The 8-storey base buildings along Dundas Street West have been designed to provide complimentary façades (height, stepbacks) along Dundas Street West, even though they are part of different developments. They create a strong built-form edge, providing visual and pedestrian interest. They also provide a transition to the existing low-rise commercial buildings on the north side of the street.

The proposed building heights, together with the slender shape of the towers, do not create any undue negative impacts on existing low-rise development to the north.

Density

The proposed density of these developments, at 4.2 FSI on each property, conforms to the principle of lowering the permitted density as distance from the subway increases. The Viking Road condominium development at the subway station has a density of 5.0 FSI. The approved development at 5365 Dundas Street West, immediately east of the sites, has a density of 4.3 FSI.

Open Space

The public park will offer an appealing environment for local residents and pedestrians and allow for views of the Dunshorn development from Dundas Street West. Section 37 funds for both developments will be used to improve this park above Parks, Forestry and Recreation's required base condition.

The CP rail setback area will be landscaped and will form part of the outdoor amenity space for the Dunshorn development. It is expected that residents will use this space for passive and active recreation. (Attachment 3)

Land devoted to vehicles and vehicle traffic in the development has been minimized by providing only six entrances to the underground parking, one for each building. These entrances are grouped on access roads close to the main east-west road.

In summary, the proposed developments meet the requirements of the Official Plan and Tall Building Guidelines. As part of the Site Plan Approval review, a high quality building design will be secured, particularly with respect to visibility from the public park, roof lines and materials.

Sun and Shadow

The applicants have provided sun/shadow studies. The illustrations show the position of the shadows every hour from morning to early evening on March 21 and September 21. Between March and September the shadows will be shorter and between September and March the shadows will be longer.

Shadow impacts are minimal on the proposed new public park and almost non-existent on Cloverdale Park. City Planning is of the opinion that the shadow impacts of these projects on neighbouring private properties are reasonable. Where shadows are cast, the point tower profile of the tower elements will ensure that the shadows move quickly.

Wind

The original wind studies submitted by the applicants showed unacceptable wind conditions in many parts of the developments. After the redesign of the Dunshorn proposal, another wind test was conducted. Wind conditions have improved but further mitigation measures are needed and will be addressed through the Site Plan Approval and park design processes.

The Alder Place proposal has not yet undergone retesting after the redesign of the Dunshorn development to determine what the effect of that redesign might be. City Planning recommends that the Bills enacting the zoning by-law for Alder Place not be introduced until the site has been re-evaluated.

Mitigation measures, in addition to the landscaping and podiums shown in the plans, will be required to ensure comfortable conditions through the sites. These additional measures, such as additional landscaping, canopies and building surface roughening, will be addressed through the Site Plan Approval process.

Streetscape

A top quality streetscape and public realm treatment is fundamental to achieving the urban, pedestrian-friendly environment contemplated by the ECSP for this area.

The City Planning Division recently completed the Etobicoke Centre Public Space and Streetscape Plan.

(<http://www.toronto.ca/legdocs/mmis/2010/ey/bgrd/backgroundfile-29922.pdf>)

This Plan identifies streetscaping measures designed to provide a consistent approach to streetscaping throughout the Centre. Its provisions will be applied to these developments, including the public park frontage.

The developments provide for a minimum 3 metre setback from the Dundas Street West property line to allow sufficient room for tree planting and an appropriate pedestrian realm. In addition, the first level of underground parking will allow for 1.5 metres additional depth of soil at Dundas Street West to allow for sustainable landscape planting..

The internal private, publicly-accessible streets will be designed to look and function like City streets. The guidelines developed in the study noted above will be applied to these streets as well.

Townhouse-style dwellings will face significant sections of the internal streets. These units will be accessed from the street, with landscaped front yards. This will contribute to street activity, safety and provide a better pedestrian environment.

Noise, Rail Safety and Vibration

The applicants have submitted Noise Impact Feasibility Studies. The major sources of noise affecting these sites are the surrounding roads and the CPR main line. Noise control measures are required (air conditioning, special windows, and warning clauses) which will be re-evaluated and secured at the Site Plan Approval stage and in the Section 37 Agreement, as a legal mechanism.

Dunshorn also submitted a vibration study assessing vibration from passing trains. The impact was found to be within acceptable levels. No special measures to protect the buildings from vibration are required.

The 30 metre railway setback/subway/sewer easement will contain an earthen berm 2.5 metres in height as a derailment barrier which will also provide some protection from noise but may require additional features such as noise attenuation fence on top of the berm. This will be determined at Site Plan Approval.

Traffic Impact, Access, Parking

Traffic Impact

The applicants have submitted co-ordinated Traffic Impact Studies (TIS) which are under review by Transportation Services and Transportation Planning. Transportation Services

indicates that, although they have concerns about the ability of the surrounding road networks to accommodate the traffic that will be generated by these developments and other future developments in the area, they note that the existing mixed-use (EC2) zoning on the site would permit office development. If office development was to be built at the density already permitted, significantly more traffic would be generated than would be expected from the proposed residential development.

Transportation Services indicates that negative impacts from increased traffic can be mitigated provided certain improvements are made. The nature of these improvements is still under review. The owners will be required to provide funding for any such identified measures. This funding will be secured through the Section 37 Agreement.

City Planning recommends that the Bills not be introduced for enactment of the proposed site-specific zoning by-laws until the TISs have been finalized to the satisfaction of City Planning and Transportation Services and any required mitigation measures have been identified and secured in the Section 37 Agreement.

Transit

The Kipling Subway Station and GO Train Station are a 700 metre walk from the eastern edge of the Dunshorn property. This is considered to be within the distance that transit users are willing to walk. In addition, the site is served by very frequent TTC and Mississauga Transit bus service along Dundas Street West which terminates at the Kipling Subway Station.

The Toronto Transit Commission requests that transit signal priority be installed on the new signals at the proposed access road and Dundas Street West. The cost of this work is \$50,000, to be paid by the developers. Should this intersection prove to be unsuitable for this system for technical reasons, another nearby intersection will be chosen by the TTC. The funding for this system will be secured in the Section 37 Agreement as a legal mechanism.

Auto and Bicycle Parking

Transportation Services advises that parking is to be provided for both developments at the following rates:

Unit Type	Minimum per unit	Maximum per unit
Bachelor	0.6 space	0.9 space
1 Bedroom	0.7 space	1.05 space
2 Bedrooms	0.9 space	1.35 spaces
3 Bedrooms	1.0 space	1.5 spaces
Visitors (may be same spaces as Commercial/Retail)	0.1 space	
Commercial/Retail	3 spaces per 93 m ²	
Total for Dunshorn	1823	2599
Total for Alder Place	327	467

These ratios will be included in the zoning by-law, which will also permit the visitor parking and commercial/retail parking to use the same spaces. There will be no surface parking on the sites.

Dunshorn proposes to provide 2,110 vehicle parking spaces which is above the minimum and below the maximum requirement Alder Place proposes to provide 346 spaces which is also above the minimum and below the maximum.

The amount and location of bicycle parking proposed in both developments conforms to the Toronto Green Standard and exceeds the requirement of the EC Zoning By-law.

Road Dedication

Transportation Services has advised that, as a condition of Site Plan Approval, a 3.44 metre road widening land dedication from the owner of Alder Place will be required along the east side of Shorncliffe Road south from Dundas Street West, as shown on Map 3 of the Official Plan.

Private Roads

All of the access roads are on the Dunshorn property and Dunshorn has proposed that these roads be private, primarily to accommodate underground parking below the private road lanes. The Dunshorn roads will connect with the private, publicly accessible road previously approved by City Council on the property to the east, at 5365 Dundas Street East.

To ensure that these roads look and function like public streets, City Planning recommends that Dunshorn be required to provide a perpetual public access easement over the private roads. The owner has agreed to this condition, which will be secured in the Section 37 Agreement.

Since the Alder Place project will be required to take access from one of the private roads on the Dunshorn property, a condition of Site Plan Approval for both will be that they negotiate an agreement on access and cost sharing for the construction and maintenance of these facilities. This condition will also be secured in the Section 37 Agreement.

Servicing

The applicants have submitted Functional Servicing Reports (FSRs) which include material on Stormwater Management. Development Engineering has confirmed that there is sufficient water pressure and sewage capacity at the treatment plant to support the proposed developments. However, some improvements to the existing sanitary sewer infrastructure on Shorncliffe Road and North Queen Street downstream from the sites have been identified as necessary to handle the sewage flow that will be generated by these two developments and the approved 5365 Dundas Street West site. As well, watermain improvements are required to provide sufficient water supply to the Dunshorn and 5365 Dundas Street West properties.

The owners of Dunshorn and Alder Place are in discussion with Toronto Water and Technical Services regarding arrangements to pay for and construct these necessary improvements. City Planning recommends that the Bills not be introduced for enactment of the zoning by-laws until an arrangement for cost-sharing, construction and any other relevant matters is reached among the developers and the City. This arrangement will be secured in the Section 37 Agreement as a legal convenience.

Private utility operators (Bell, Rogers Cable, Enbridge Gas and Toronto Hydro) have indicated that they are able to provide service to these developments. Solid Waste Management and Fire Services will finalize their requirements at the Site Plan Approval stage.

Phasing

The sites may be developed in up to three phases (Alder Place and two phases on the Dunshorn site). Both developments are stand-alone projects that could be developed independently of each other.

Dunshorn's Phase One would include the three buildings west of the park. Phase Two would include the park and the two buildings on the eastern side of the property. (Attachment 5). Dunshorn may also request that the order of construction of the phases be reversed for marketing or technical reasons. However the phasing is structured, City Planning will ensure that plans take into account implications for access, parkland, utilities, streetscape, landscaping, and compatibility with remaining land uses.

In the case that Alder Place is developed before the western phase of Dunshorn, Alder Place will be permitted to continue to use its existing access to Shorncliffe Road on a temporary basis, and the townhouse-style units planned for the southern part of the property will not be constructed (Attachment 4). Once the private road on the western part of the Dunshorn property is constructed Alder Place will be required to take its access from that road and its separate access to Shorncliffe Road will be eliminated. This will permit the construction of the planned townhouses fronting on the private road and continue to provide a single connection to Shorncliffe Road.

Economic Impact

Two operating industries and a number of retail and service businesses and offices, primarily on the Dunshorn site, would be displaced by these proposals. Approximately 300 people are employed on the site at this time. Concerns were identified that this loss of employment would only be partially replaced by the proposed retail/commercial space to be provided in the developments on the first floor of the Dundas Street West buildings. The extent of the commercial/retail space being proposed was not sufficient to address the mixed-use development envisioned by the ECSP.

To address this situation the Dunshorn proposal will provide 6,000 square metres of office space on the second and third floor of each of the two Dundas Street West buildings on the Dunshorn site. This space, combined with the retail space provided on the first floor will be approximately equal to the commercial floor space existing today.

Economic Development will assist the existing businesses to relocate in Toronto when the site is being readied for construction.

Environmental Issues

The Dunshorn applicant submitted an Air Quality Analysis (AQA). However, the study notes that some information necessary to finish the analysis of potential impacts of odours from industries operating south of the railway tracks has not been received.

The Official Plan requires that new “development adjacent to or nearby Employment Districts will be appropriately designed, buffered and/or separated from industries as necessary to mitigate adverse effects from noise, vibration, traffic, odour and other contaminants...”. If there are complaints from new residents about odours, the Ministry of the Environment may require the industry to rectify the situation.

To better understand the potential impact and implications of these odours City Planning recommends that the Bill not be introduced to Council for enactment until the following conditions have been fulfilled to the satisfaction of the Director, Community Planning, Etobicoke York District:

- i) the AQA prepared by Dunshorn has been completed;
- ii) a third-party Peer Review of the AQA for the City, paid for by the applicant, has been completed and submitted; and
- ii) written confirmation has been received from Dunshorn’s consulting engineer that the off-site mitigation measures recommended to support the development proposal, if any, have been completed, are operational and have been demonstrated to mitigate air quality and odour impacts to acceptable Ministry of the Environment requirements and/or other arrangements to achieve the outcome noted herein, including financial and implementation arrangements between the odour-emitting industry(s) impacting the development and the development proponent have been made, all to the satisfaction of the Director of Community Planning, Etobicoke York District.

Open Space/Parkland

The sites are in the second lowest quintile of current provision of parkland, as per Map 8B/C of the Official Plan. The sites are in a parkland priority area, as per Alternative Parkland Dedication Rate By-law 1420-2007. However, the alternative parkland dedication rate by-law does not apply because the sites are subject to the ECSP. In this case, the parkland dedication rate is 0.4 ha per 300 units to a maximum of 20% of the site.

The applications propose 2,311 units, therefore the maximum contribution (20% of the site) will be required of each owner. The applicants propose to satisfy the parkland dedication requirement by dedication of a 0.4 hectare public park with the balance as

cash-in-lieu (Dunshorn) and cash-in-lieu only (Alder Place). Parks, Forestry and Recreation is in agreement with this proposal.

Parks, Forestry and Recreation estimate that improvements to the new park above base level will cost at least \$1.25 million. These improvements will be financed from the Section 37 public benefits contributions received from the developments. They also advise that the portion of the parks dedication above the standard 5% will be devoted to improvements to Cloverdale Park.

Future Subway Easement

The Planning Act allows a municipality, at the site plan review stage, to require an owner to “convey part of the land...to the satisfaction of and at no expense to the municipality for a public transit right of way.” Accordingly, the City will secure a permanent sub-surface easement for the future subway extension at the time of Site Plan Approval. The Section 37 agreement will acknowledge the City’s entitlement to do this, thereby providing any future purchasers of the Dunshorn site with notice of this requirement.

As part of the site plan approval process, the development of the site must not preclude the future construction of the subway extension through the easement lands and the applicant will be required to satisfy TTC design requirements for any buildings/structures proposed on the site.

School Boards/Library

The Toronto District School Board advises that currently there is insufficient space at the local schools to accommodate students that are anticipated from this development and others in the area. The Catholic School Board has not provided comment but will be consulted at the time of Site Plan Application. Students will be accommodated but it may be necessary to bus students to other schools.

The TDSB have requested that signs be erected at the entrance to the site notifying prospective purchasers of the above. A similar “warning clause” is to be inserted into all offers of purchase and sale.

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 and Cycling Infrastructure.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Dunshorn has indicated they will pursue Tier 2 of the TGS which includes possible refunds against Development Charges payable for the development

Section 37

Dunshorn will provide cash in the amount of \$1,250,000 and Alder Place will provide cash in the amount of \$250,000 for improvements above base condition to the new park on the Dunshorn site and/or for improvements to Cloverdale Park. Community consultations organized by Parks, Forestry and Recreation would be held before any design is finalized for improvements to these parks.

The following matters are also recommended to be secured in the Section 37 agreement as a legal convenience to support development:

1. The provision of easements in favour of the City as required for the transit reserve and the private roads at the time of Site Plan Approval;
2. Arrangements among Dunshorn, Alder Place and the City regarding financing and construction of required infrastructure improvements, including sewer, water supply, storm water management, traffic and road facilities including transit priority signalling;
3. Arrangements to secure a 3.44 metre wide land dedication for road purposes along the east side of Shorncliffe Road from the owner of Alder Place at the time of Site Plan Approval;
4. Arrangements to ensure an agreement will be reached between the owners of Dunshorn and Alder Place regarding access to, construction and maintenance of the private roads prior to Site Plan Approval; and
5. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee.

The Section 37 Agreement will contain a provision whereby the value of these contributions increases in accordance with the Non-Residential Construction Price Index for Toronto from the time the Agreement is signed (before the introduction of Bills to Council) to the time the benefits are secured.

Tenure

The developments are proposed to be sold as condominiums. Dunshorn will likely be severed into five condominium corporations once the buildings are constructed. The private road would become the property of one or more of the condominiums. Applications for approval of a Plan of Condominium will be required.

Removal of the “H” (Holding Symbol)

An “H” (Holding Symbol) is currently applied to the east end of the Dunshorn site. It was applied pending resolution of the provisions of roads to the area. The Dunshorn plan addresses that issue and the Dunshorn applicant has applied to have the “H” (Holding Symbol) removed. City Planning recommends that Council remove the “H” (Holding Symbol) from the lands and this is included in the zoning by-law.

Development Charges

It is estimated that the development charges for these projects will be \$17,250,000. This is an estimate. The actual charge is assessed and collected upon issuance of the building permits.

CONTACT

Brian Gallagher, Senior Planner
Tel. No. (416) 394-8230
Fax No. (416) 394-6063
E-mail: bgallau@toronto.ca

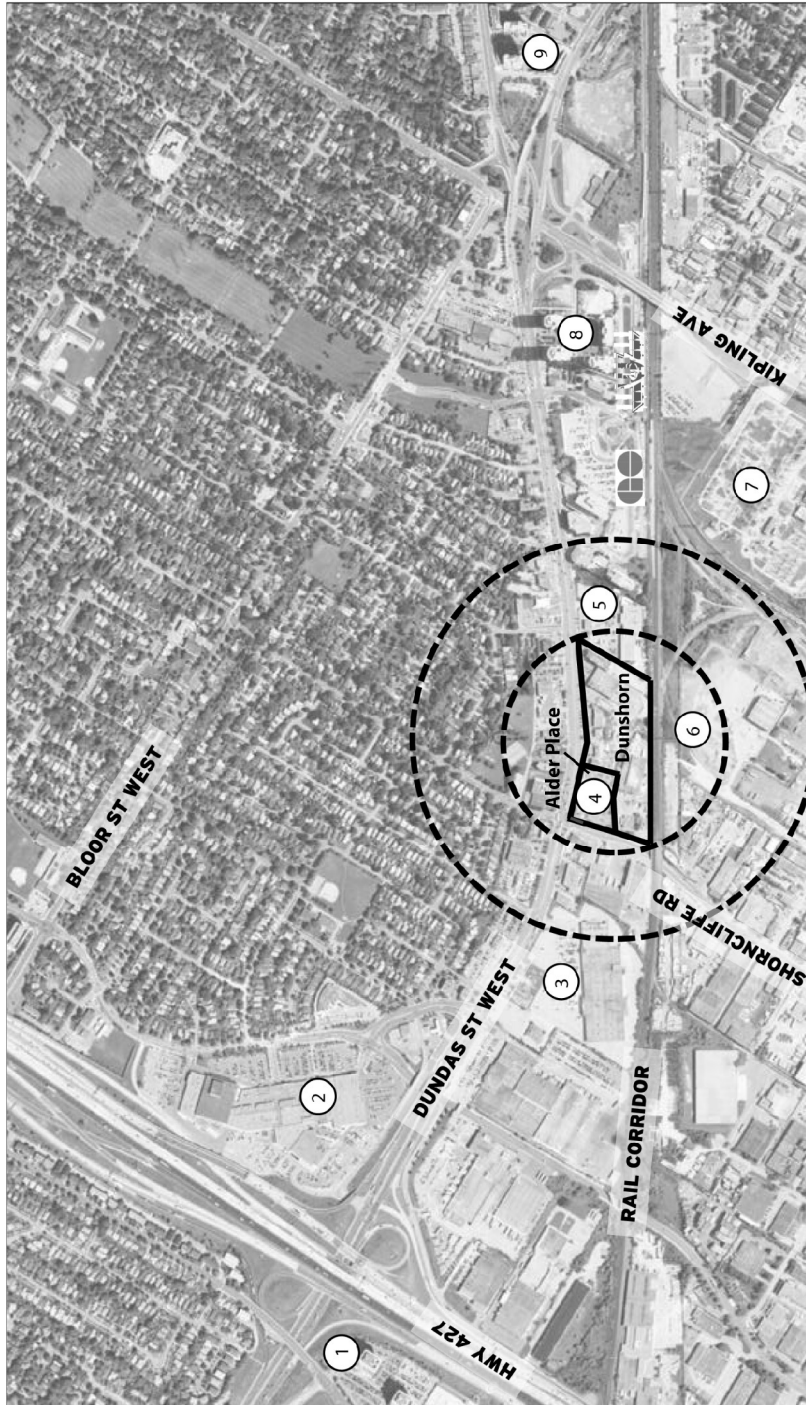
SIGNATURE

Thomas C. Keefe
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Context Plan
Attachment 2: Aerial View - Existing
Attachment 3: Site Plan
Attachment 4: Phasing Plan (Alder Place)
Attachment 5: Phasing Plans (Dunshorn Holdings)
Attachment 6A: Elevations (Dunshorn)
Attachment 6B: Elevations (Alder Place)
Attachment 7: Perspective (Wind Study Model)
Attachment 8: Zoning
Attachment 9A: Application Data Sheet – Dunshorn Holdings
Attachment 9B: Application Data Sheet – Alder Place

Attachment 1: Context Plan



- 1. West Metro Corporate Centre
- 2. Cloverdale Shopping Centre
- 3. Plaza Retail
- 4. Adjacent Development Site
- 5. Canadian Tire Development Site
- 6. Trucking Yard & Industrial
- 7. Transformer Station
- 8. The Essex Condos
- 9. Serrano Condos

Location and Context

5415 - 5487 Dundas St. W. & 15 - 25 Shorncliffe Rd.

Applicant's Submitted Drawing

Not to Scale
10/14/11

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 2: Aerial View - Existing



Aerial

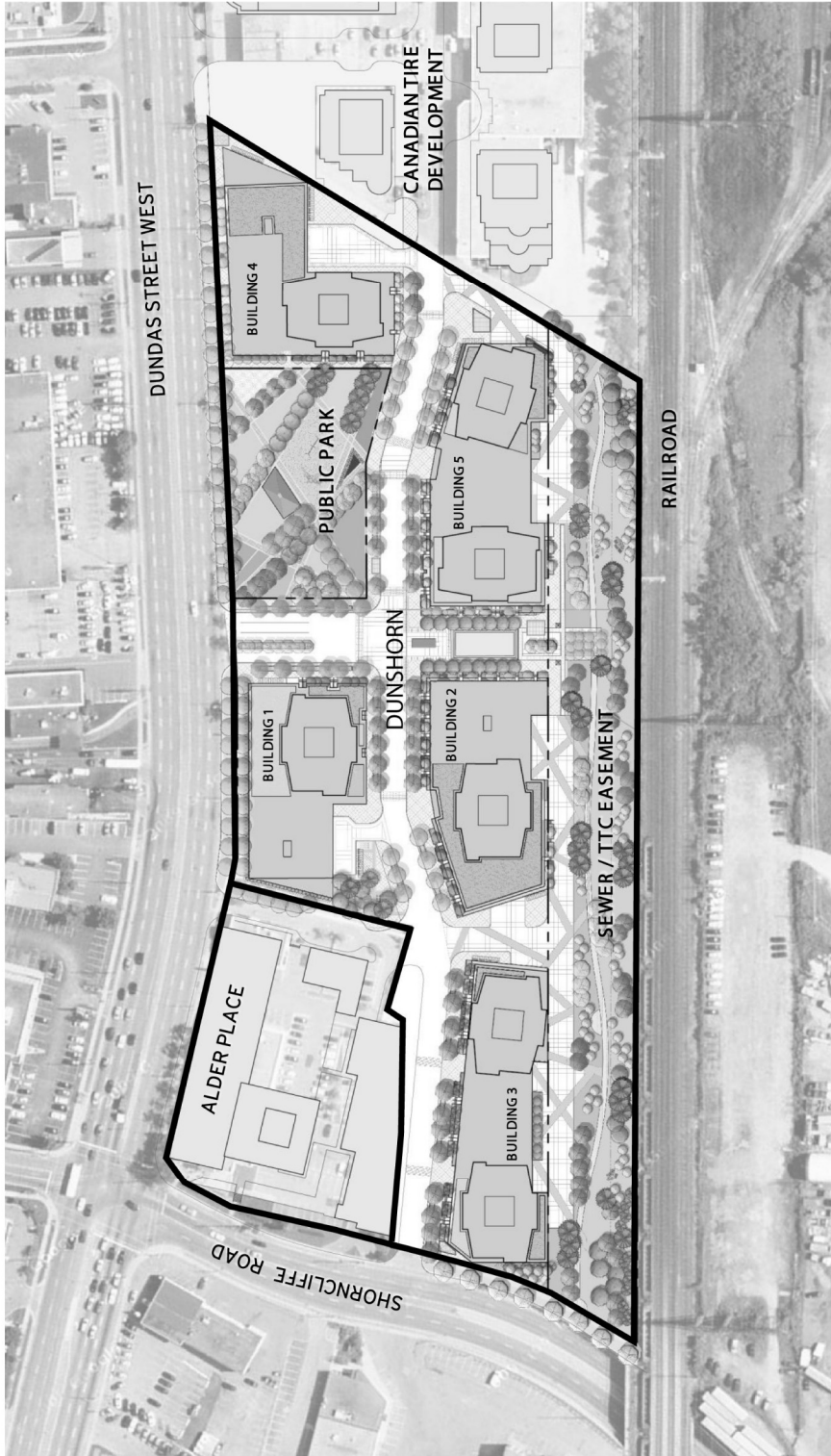
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 3: Site Plan



Site Plan - Dunshorn

Applicant's Submitted Drawing

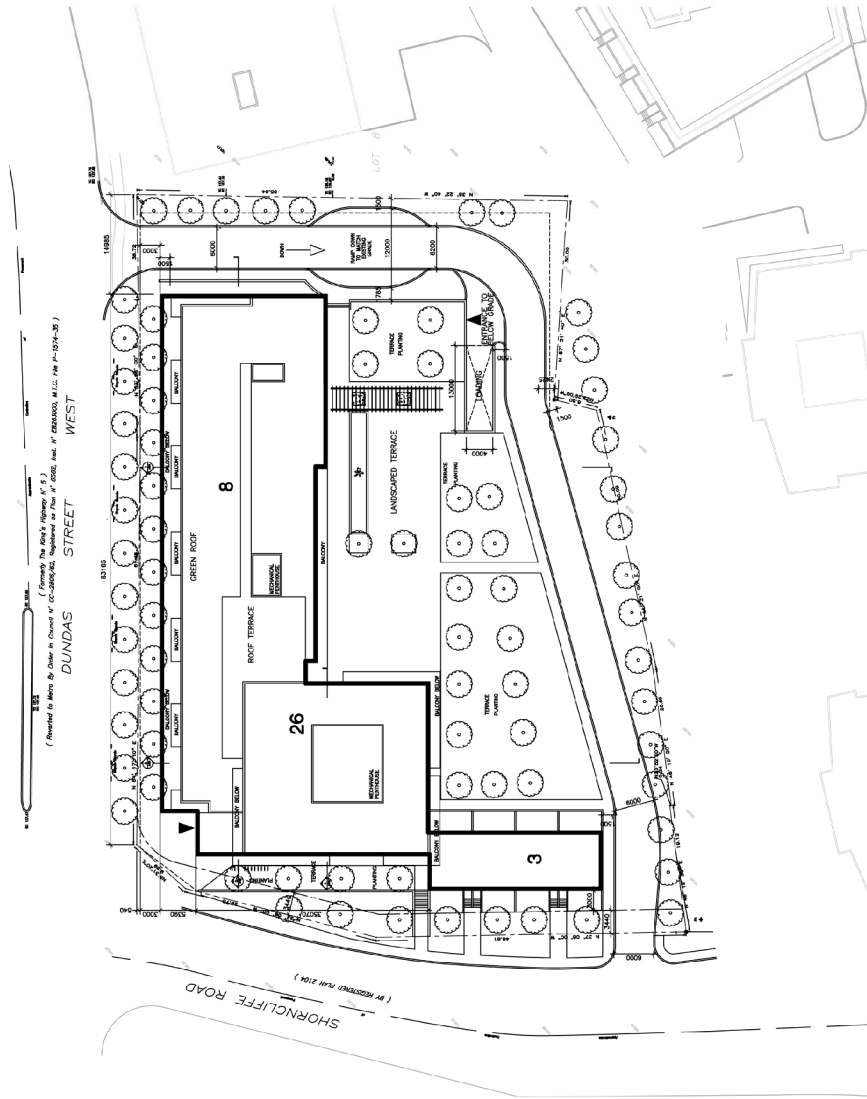
Not to Scale
10/14/11



5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 4: Phasing Plan (Alder Place)



Phasing Plan - Alder Place

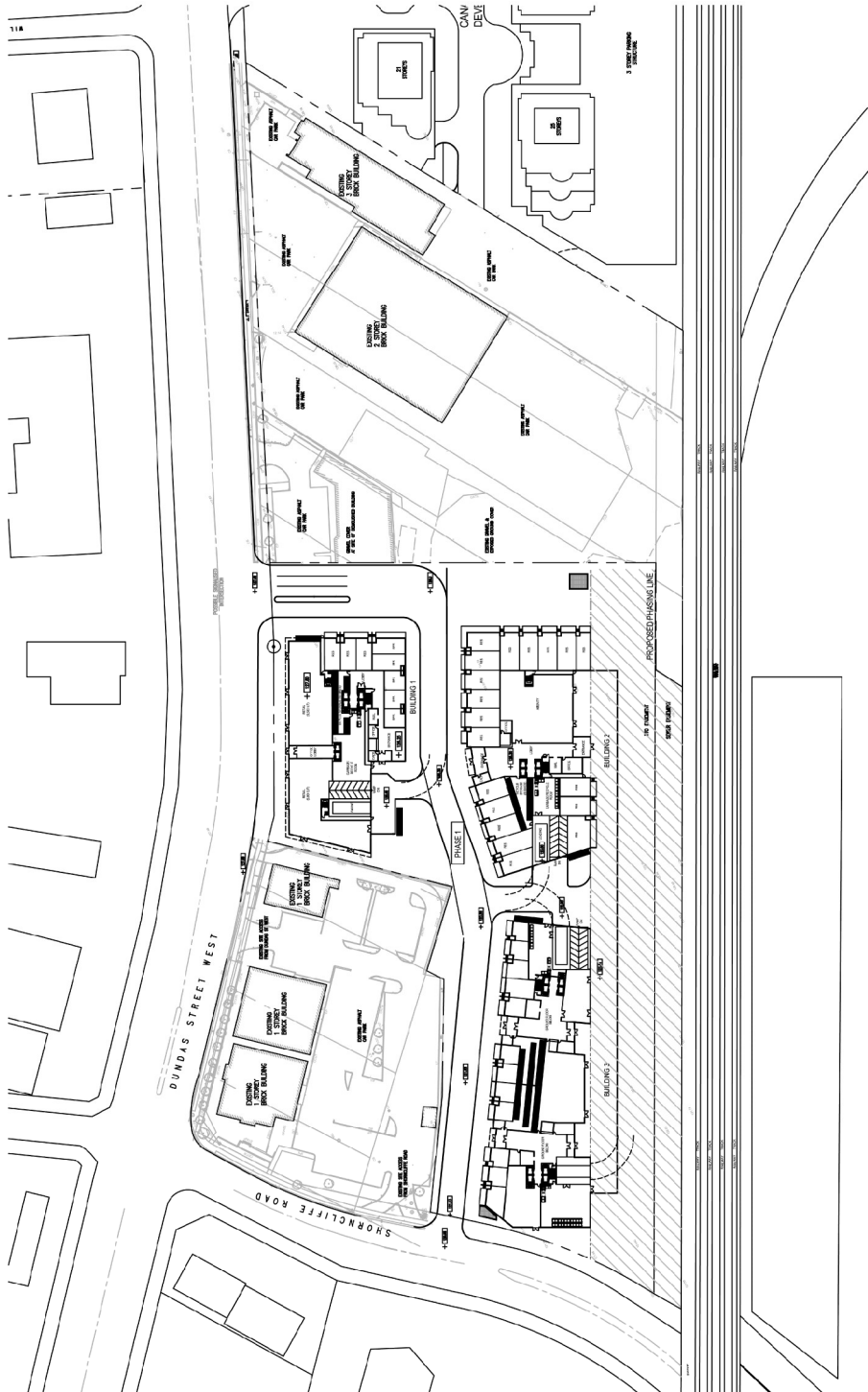
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shorncliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 5: Phasing Plan (Dunshorn)



Phase 1 Only Plan- Dunshorn

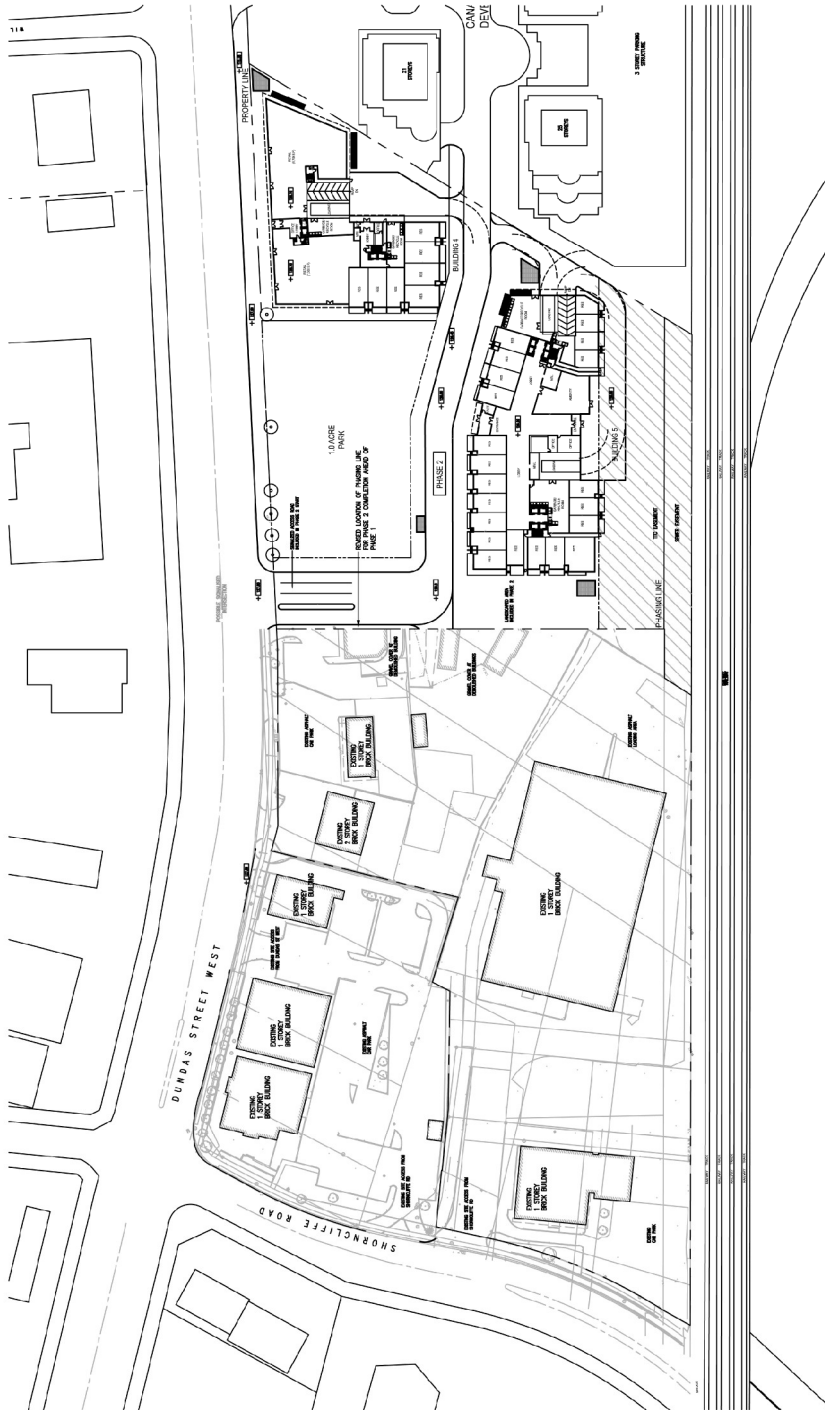
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Applicant's Submitted Drawing

Not to Scale
10/14/11

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 5: Phasing Plan (Dunshorn)



Phase 2 Only Plan- Dunshorn

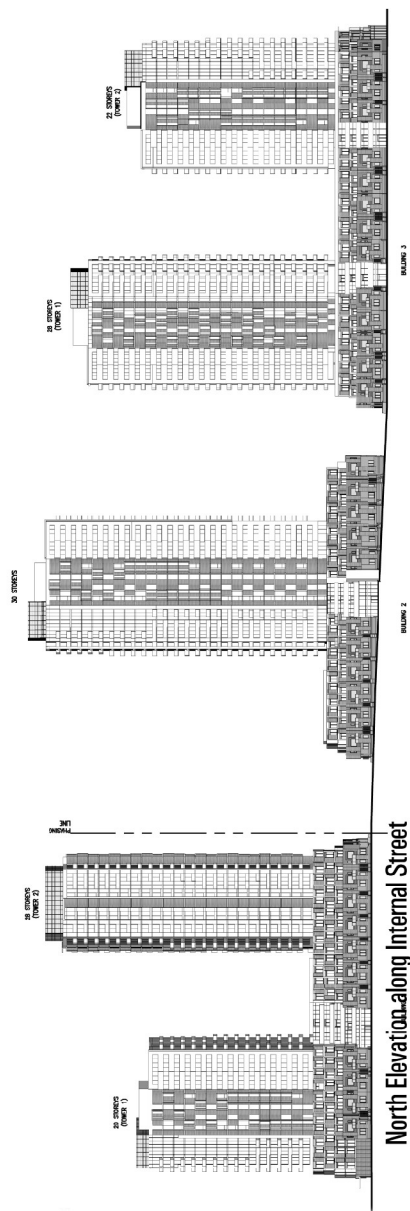
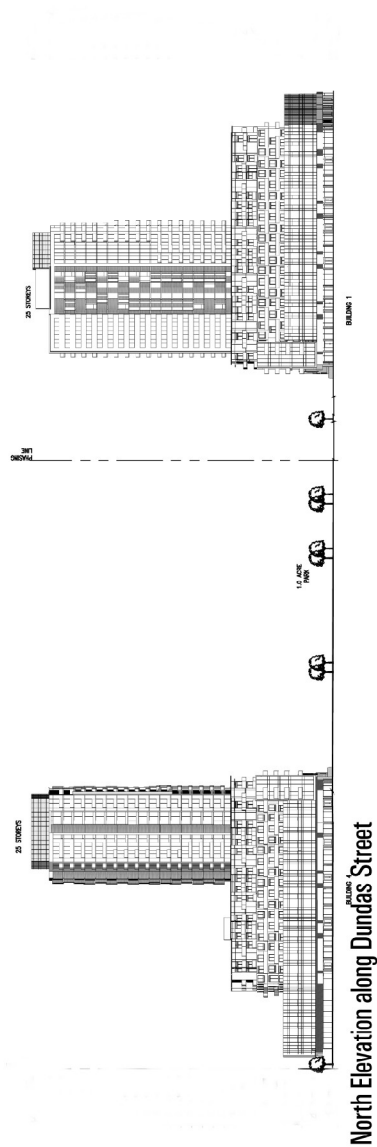
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 6A: Elevations (Dunshorn)



Elevations - Dunshorn

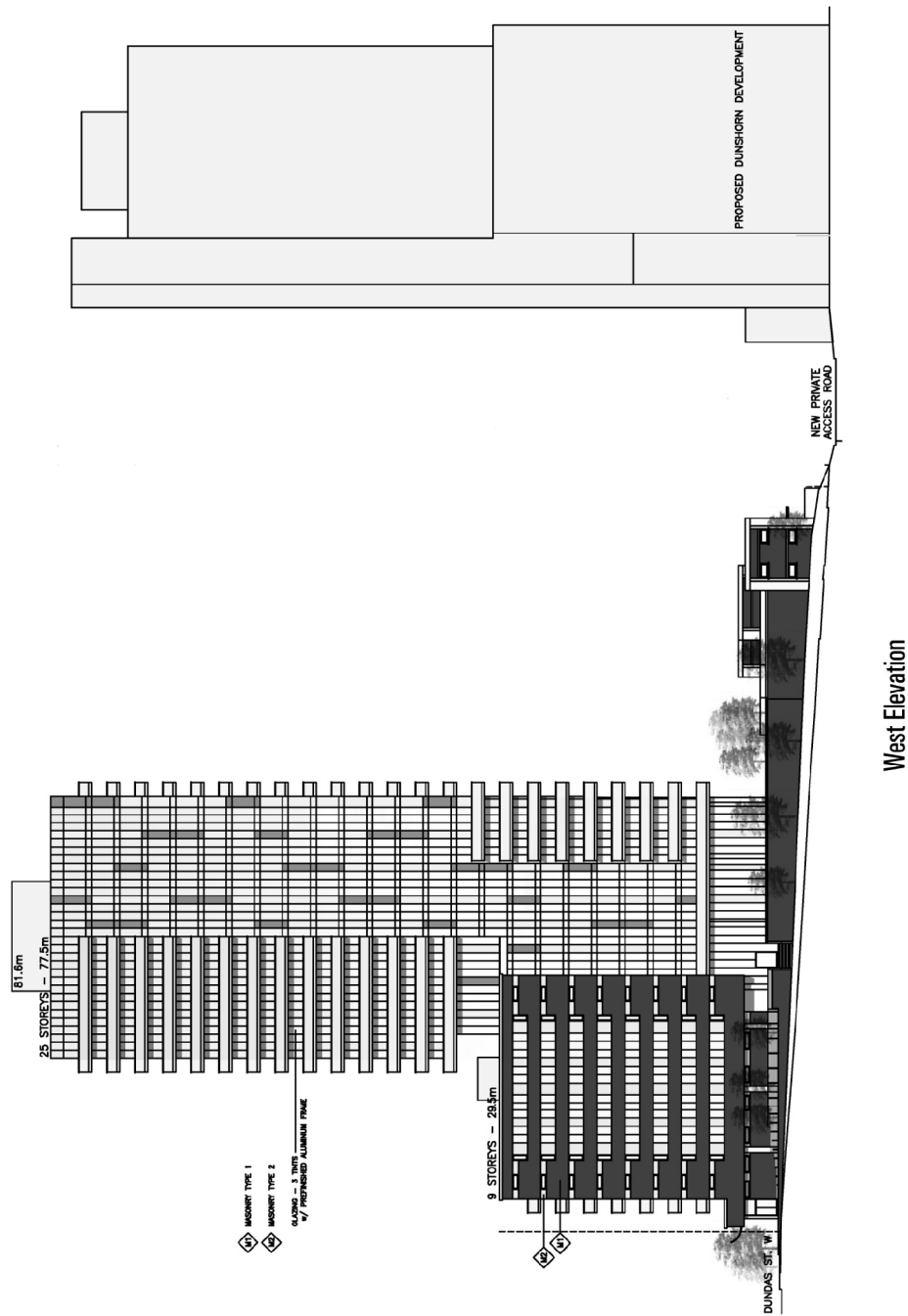
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shorncliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 6B: Elevations (Alder Place)



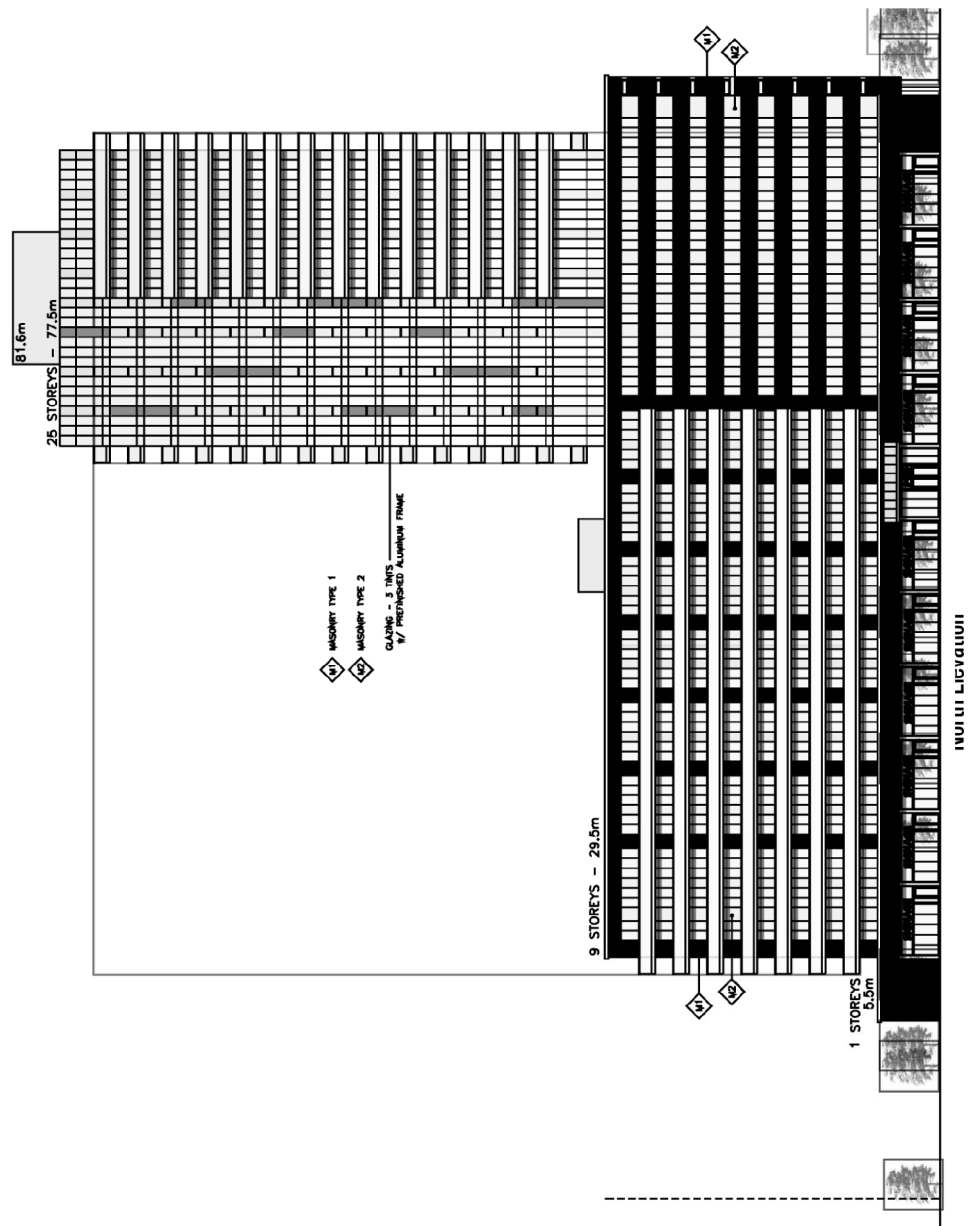
Elevations - Alder Place
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 6B: Elevations (Alder Place)



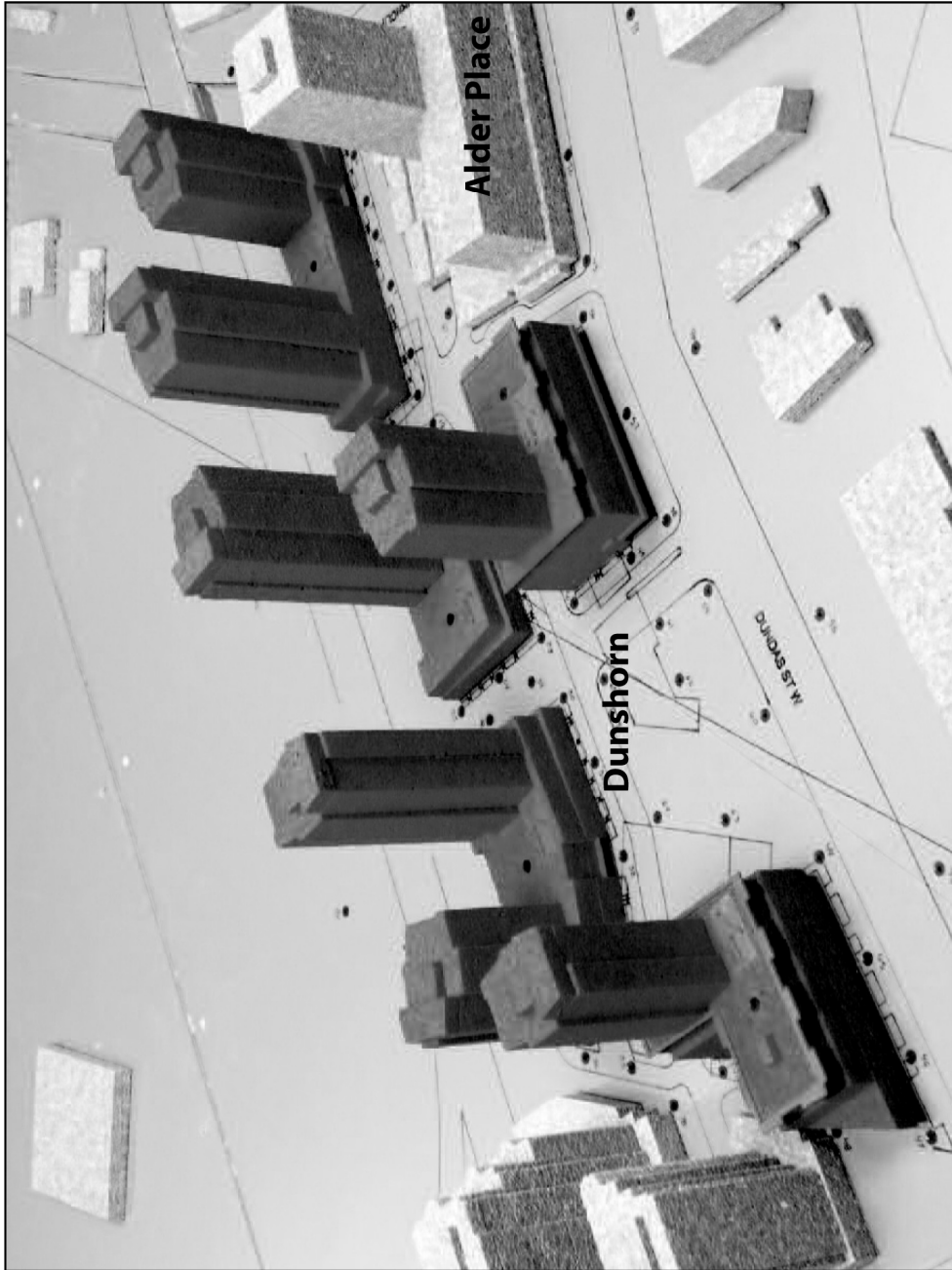
Elevations - Alder Place
Applicant's Submitted Drawing

Not to Scale
10/14/11

5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 7: Perspective (Wind Study Model)



Wind Tunnel Study Model

Applicant's Submitted Drawing

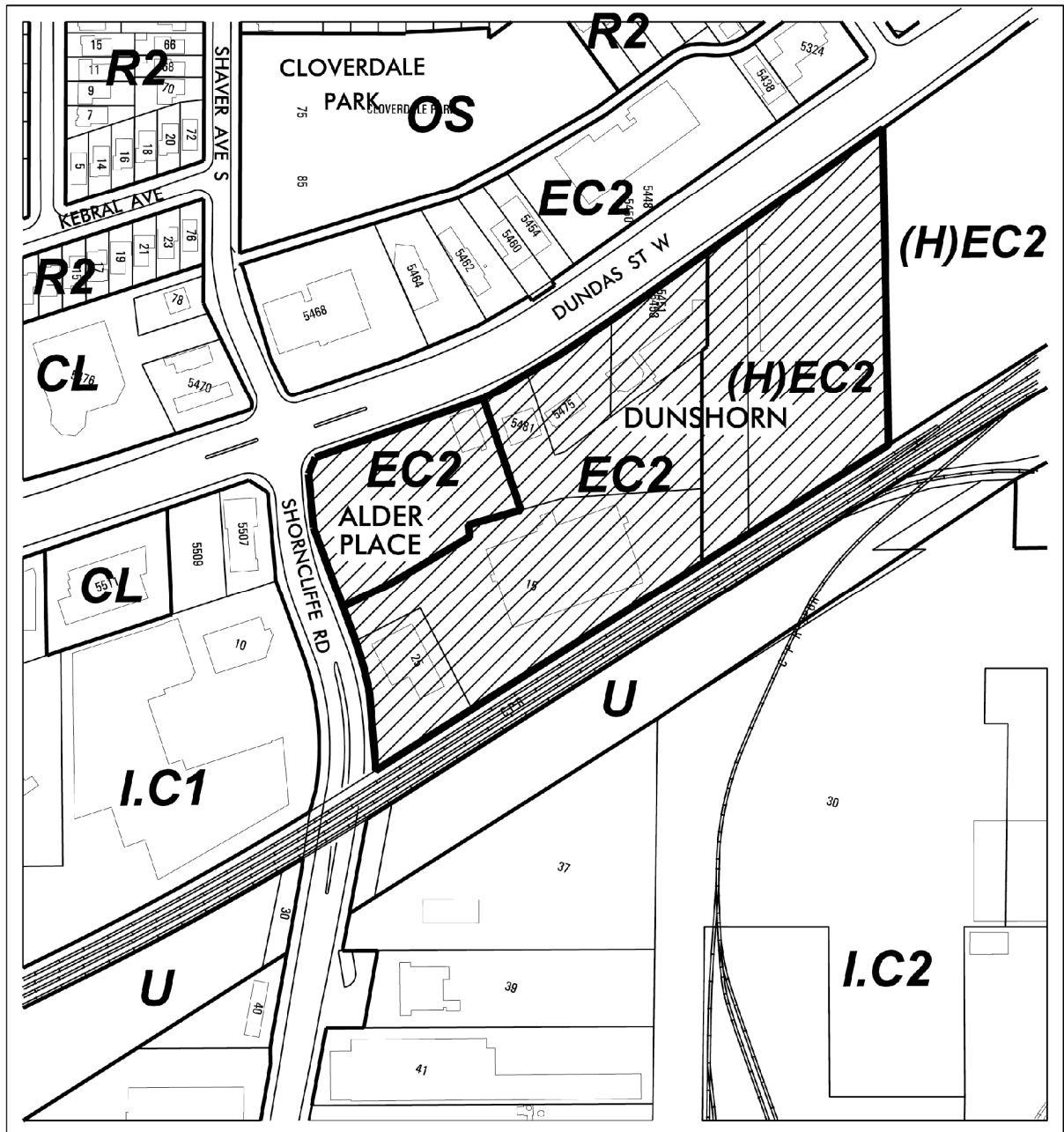
Not to Scale
10/14/11



5415 - 5487 Dundas St. W. & 15 - 25 Shornecliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

Attachment 8: Zoning



Toronto City Planning
Zoning

5415 - 5487 Dundas St. W. & 15 - 25 Shorncliffe Rd.

File # 10 272799 WET 05 0Z, 11 107405 WET 05 0Z, 11 288365 WET 05 0Z

R2 Residential Second Density
I.C2 Industrial Class 2
I.C1 Industrial Class 1

OS Public Open Space
EC2 Etobicoke Centre Two
CL Commercial Limited

EC2 Etobicoke Centre Two (Holding)



Not to Scale
Zoning By-law 11,737 as amended
Extracted 11/23/10

Attachment 9A: Application Data Sheet – Dunshorn Holdings

Application Type	Rezoning	Application Number:	10 272799 WET 05 OZ
Details	Rezoning, Standard	Application Date:	October 6, 2010

Municipal Address: 5415-5481 DUNDAS ST W and 15-25 SHORNCLIFFE ROAD

Location Description: PLAN 2104 PT LOT 1 **GRID W0504

Project Description: Demolition of all existing buildings and redevelopment of the site with 5 condominium apartment buildings containing 7 towers up to 30 storeys high. Two of the buildings have adjoining mixed-use, 8 storey sections with ground floor, street-related commercial uses and 2nd and 3rd floor office space fronting on Dundas Street West.

Applicant:	Agent:	Architect:	Owner:
MICHAEL GOLDBERG GOLDBERG GROUP		QUADRANGLE BRIAN CURTNER	DUNSHORN HOLDINGS INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas A	Site Specific Provision:	No
Zoning:	EC2 and (H)EC2	Historical Status:	No
Height Limit (m):	24 and 60 metres	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	43455	Height:	Storeys:	Up to 30
Frontage (m):	0		Metres:	Up to 92.1 m
Depth (m):	0			
Total Ground Floor Area (sq. m):	11020			Total
Total Residential GFA (sq. m):	174145		Parking Spaces:	2161
Total Non-Residential GFA (sq. m):	8355		Loading Docks	5
Total GFA (sq. m):	182500			
Lot Coverage Ratio (%):	25.3			
Floor Space Index:	4.2			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	174145	0
Bachelor:	49	Retail GFA (sq. m):	2355	0
1 Bedroom:	1026	Office GFA (sq. m):	6000	0
2 Bedroom:	784	Industrial GFA (sq. m):	0	0
3 + Bedroom:	98	Institutional/Other GFA (sq. m):	0	0
Total Units:	1957			

CONTACT:	PLANNER NAME:	Brian Gallagher, Senior Planner
	TELEPHONE:	(416) 394-8230

Attachment 9B: Application Data Sheet – Alder Place

Application Type	Rezoning	Application Number:	11 107405 WET 05 OZ
Details	Rezoning, Standard	Application Date:	January 14, 2011

Municipal Address:	5485-5487 DUNDAS ST W
Location Description:	PLAN 2104 PT LOTS 8-12 AND 20 RP 66R18286 PARTS 1,6 AND 7 **GRID W0504
Project Description:	Proposal to develop 26 storey residential apartment building with 8 storey section facing Dundas Street West, including a one-storey commercial podium and eleven (11) two storey residential townhouses.

Applicant:	Agent:	Architect:	Owner:
WESTON CONSULTING GROUP INC. KURT FRANKLIN		SMV ARCHITECTS DAN COWLING	2019876 ONTARIO INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas 'A'	Site Specific Provision:	No
Zoning:	EC 2	Historical Status:	No
Height Limit (m):	24 and 60 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	7963	Height:	Storeys:	26
Frontage (m):	98.1		Metres:	86.6 m
Depth (m):	83			
Total Ground Floor Area (sq. m):	3103			Total
Total Residential GFA (sq. m):	32009		Parking Spaces:	346
Total Non-Residential GFA (sq. m):	1479		Loading Docks	2
Total GFA (sq. m):	33488			
Lot Coverage Ratio (%):	38.9			
Floor Space Index:	4.2			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	32009	0
Bachelor:	0	Retail GFA (sq. m):	1479	0
1 Bedroom:	228	Office GFA (sq. m):	0	0
2 Bedroom:	115	Industrial GFA (sq. m):	0	0
3 + Bedroom:	11	Institutional/Other GFA (sq. m):	0	0
Total Units:	393			

CONTACT:	PLANNER NAME:	Brian Gallagher, Senior Planner
	TELEPHONE:	(416) 394-8230