

## **15, 19 and 21 Holmes Avenue – Official Plan and Zoning By-law Amendment and Rental Housing Demolition Applications– Final Report**

Date: February 7, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 18

**Planning Application Number:** 18 147351 NNY 23 OZ and 18 180970 NNY 23 RH

### **SUMMARY**

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This application proposes to amend the Official Plan and Zoning By-law to permit a 33-storey residential building with a height of 105.80 metres plus mechanical penthouse, containing 367 units with vehicle access taken from the existing public laneway on the west side of the site. The overall gross floor area is 24,845 m<sup>2</sup> resulting in a Floor Space Index of 4.99 times the lot area at 15, 19 and 21 Holmes Avenue. The application proposes to demolish fourteen existing dwelling units, of which 12 are condominium townhouses that are currently rented and two are house form rental dwelling units. A total of 125 parking spaces will be provided within a 3-level underground garage and 367 bicycle parking spaces will be provided on the mezzanine level (208 spaces) and underground garage (159 spaces).

A public laneway is located on the west perimeter of the site that runs the full length of the subject block from Holmes Avenue to the north and Byng Avenue to the south. The public laneway provides access to parking and site servicing at the rear of the two-storey retail buildings fronting Yonge Street. Through the redevelopment of this site, the existing public laneway will be widened to six metres for the portion that abuts the subject site.

The proposal provides for appropriate residential intensification within the North York Centre consistent with the key objectives of the North York Centre Secondary Plan. The proposed development reinforces the existing and planned built form context for the area and provides improved multi-modal infrastructure to promote active transportation uses.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017) as the proposal promotes an efficient use of land and infrastructure that maximizes the number of transit users within walking distances of a subway station (Finch Subway Station).

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law and the processing of the Rental Housing Demolition application.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 15, 19 and 21 Holmes Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to this report, as follows:
  - i) provide a maximum building height of 105.80 metres excluding the mechanical penthouse.
  - ii) permit a residential development of 100 dwelling units or greater be required to provide a minimum of 1.46 square metres per dwelling unit of private outdoor recreational space.
  - iii) permit the private outdoor recreational space to be provided above- grade and on the fourth floor.
  - iv) permit a bicycle parking room on the mezzanine level.
2. City Council amend the Zoning By-law No. 7625, for the lands at 15, 19, 21 Holmes Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:
  - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
    - i) an indoor bicycle parking room with a minimum area of 199 m<sup>2</sup> containing 208 bicycle parking spaces and a bicycle repair area located on the mezzanine level and directly accessible to the outdoors via a bicycle ramp.
    - ii) a minimum of 1.5 square metres per dwelling unit of indoor recreational amenity space.
    - iii) the owner shall provide a monetary contribution by way of certified cheque in a form that is satisfactory to the City to fund up to 5,967 square metres of proposed gross floor area to be used by the City in its sole discretion toward the provision of public recreation centres and social facilities and/or toward the cost of constructing and furnishing such facilities and/or toward the cost of the City acquiring lands necessary for the completion of planned service roads and associated road network and buffer areas in the North York Centre

including any improvements thereto for the purposes of pedestrian enhancing measures. Such contribution shall be provided to the City prior to the issuance of the first building permit. Such contribution shall be indexed upwardly to the Toronto Real Estate Board Market Watch Index from the date of execution of the Section 37 Agreement. For further clarity, funds from the monetary contribution will also be used for and subtracted from the amount of the monetary contribution as follows:

- 1) Pedestrian, road and bicycle infrastructure improvements to Holmes Avenue as well as intersection improvements to Holmes Avenue and Doris Avenue, with a detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services.
  - 2) Above base pedestrian improvements to the common outdoor space (mid-block connection) including enhanced pedestrian signage, lighting and enhanced hard and soft landscaping. A detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning.
- b. The following matters are also recommended to be secured in the Section 37 Agreement to support development but are not eligible for additional gross floor area incentives:
- i) A common outdoor space (mid-block connection) to be located adjacent to the building connecting the public park to the public lane and shall be designed in accordance with the conditions of site plan approval for the project including providing a public access easement and any supporting easements, in favour of the City, to the satisfaction of the City Solicitor.
  - ii) Transportation demand measures including the provision of a real time transit display, electric car charging stations and the provision of two car share spaces.
  - iii) The owner shall provide tenant relocation assistance to all eligible tenants to the satisfaction of the Chief Planner and Executive Director, City Planning.
  - iv) 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, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to Time.

5. City Council authorize the Chief Planner and Executive Director, City Planning Division, to issue the Preliminary Approval for the application made under Municipal Code Chapter 667 for the demolition of the 2 rental dwelling units at 19-21 Holmes

Avenue after all of the following have occurred:

- a. The Chief Planner and Executive Director, City Planning has approved the application to demolish the existing rental units.
  - b. The issuance of excavation and shoring permits for the approved development of the site.
  - c. The issuance of the Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning Division, or their designate, pursuant to Section 114 of the *City of Toronto Act, 2006*.
6. City Council authorize the Chief Building Official to issue a Section 111 permit under Municipal Code Chapter 667 after the Chief Planner and Executive Director, City Planning Division, has given preliminary approval referred to in Recommendation 5.
  7. City Council authorize the Chief Building Official to issue a demolition permit under Section 33 of the *Planning Act* no earlier than the issuance of the first building permit for excavation and shoring of the development, and after the Chief Planner and Executive Director, City Planning Division, has given Preliminary Approval referred to in Recommendation 5, such permit may be included in the demolition permit for Chapter 667 under 363-11.1, of the Municipal Code, on condition that:
    - a. The owner erects a residential building on site no later than 3 years from the day demolition of the buildings is commenced; and
    - b. Should the owner fail to complete the new building within the time specified in condition (a) above, the City Clerk shall be entitled to enter on the collector's roll, to be collected in a like manner as municipal taxes, the sum of \$20,000.00 for each dwelling unit for which a demolition permit is issued, and that each sum shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.
  8. City Council approve a development charge credit against the Parks and Recreation component of the development charges for the design and construction by the owner of the above base park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost of the owner of designing and constructing the above base park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of the development charges payable for the development in accordance with the City's development charges by-law, as may be amended from time to time.
  9. Before introducing the necessary bills to City Council for enactment, outstanding engineering issues outlined in the memo dated June 14, 2018 from Engineering and Construction Services as they relate to the zoning by-law amendment to be addressed to the satisfaction of Director, Community Planning, North York District in consultation with the Executive Director and Chief Engineer, Engineering and Construction Services.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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A pre-application meeting was held on March 2, 2018. The current application was submitted on April 23, 2018 and deemed complete on May 11, 2018. A Preliminary Report on the application was adopted by North York Community Council on July 4, 2018, authorizing staff to conduct a community consultation meeting.

The Preliminary Report is available on the City's website at:

<https://www.toronto.ca/legdocs/mmis/2018/ny/bgrd/backgroundfile-117447.pdf>

## **ISSUE BACKGROUND**

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### **Proposal**

The application proposes a 33-storey residential building with a height of 105.80 metres plus mechanical penthouse containing 367 residential units. The application proposes to demolish fourteen existing dwelling units, of which 12 are condominium townhouses that are currently rented and two are house form rental dwelling units. The building consists of a 2-3 storey base building with a 30-storey tower component located on the north-east end of the base building. The base building will have a height of 13.5 metres and will be setback 3 to 3.4 metres aligning with the angled orientation of Holmes Avenue. From the east elevation that fronts the public park, the building will be setback 5 metres and 4.5 metres from the south elevation that faces the new mid-block pedestrian walkway. The tower setback is proposed at approximately 37 metres from the south property line, between 19.8 metres from the west property line, between 3 and 6.4 metres along the north property line adjacent Holmes Avenue and 5.3 to 8.5 metres from the east property line. The total proposed gross floor area is 24,845 m<sup>2</sup> (FSI 4.99 times the lot area). The building envelope and tower stepbacks are identified on the Draft Zoning Bylaw Attachment No. 6.

The proposed ground floor will contain indoor amenity space that will wrap around the Holmes Avenue and east frontage of the base building with four at-grade 2-storey townhouses on the south elevation fronting the POPS. The existing townhouses and detached dwellings will be demolished. Refer to Attachment 1: Application Data sheet.

To accommodate the development, a rental housing demolition application proposes to demolish fourteen existing dwelling units, of which 12 are condominium townhouses that are currently rented and two are house form rental dwelling units. A tenant community consultation meeting will be scheduled in the near future.

The subject site abuts a public laneway to the west. A 0.72-metre wide strip of land along the laneway and a 5 metre radius corner rounding at the northwest corner of the

site, intersecting the public laneway on Holmes Avenue will be conveyed to the City for road widening purposes to bring the existing public laneway up to the 6-metre wide public laneway standard. The proposed vehicular access will be from the existing public laneway for access to the circular drop off area, underground parking garage, indoor bicycle parking and site servicing located on the west side of the proposed building.

The proposed residential amenity space includes 551 m<sup>2</sup> within the ground floor and fourth floor contiguous with the outdoor amenity space and an outdoor amenity space of 537 m<sup>2</sup> adjacent the north and east elevation and atop the third floor of the base building, contiguous with the indoor amenity space as mentioned above. Each dwelling unit will also have direct access to a private outdoor balcony and/or terrace. A 10 percent on-site parkland dedication will be provided on the east side of the proposed building adjacent to the existing city open space.

A total of 125 vehicular parking spaces are proposed in the 3-levels of underground parking. A total of 367 bicycle parking spaces will be provided, of which 208 bicycle parking spaces are proposed on the mezzanine level with direct access to the outdoors via a bicycle ramp. The remainder of the bicycle parking will be provided within the underground parking area. A Type "G" loading space will be provided within the interior of the building, on the west frontage.

The application proposes 367 dwelling units comprised of 237, one bedroom units, 93 two bedroom units and 37 three bedroom units. 10% of the total units represent "larger units" which is recommended in the Growing Up: Planning for Children in New Vertical Communities guidelines.

### **Site and Surrounding Area**

The subject site is comprised of three separate parcels municipally known as 15, 19 and 21 Holmes Avenue with an overall site area of approximately 4,982 m<sup>2</sup> with a frontage of 71 metres on Holmes Avenue and a lot depth of 72 metres along the westerly boundary and 45 metres along the easterly boundary. The site is currently developed with three blocks of 2-storey townhouses (12 condominium townhouses total) and 2 detached dwellings, one of which is a defined rental unit.

Surrounding uses and buildings near the site include:

North: Immediately to the north consists of a 28-storey residential building (19-23, 27-39 Olive Avenue and 18-32 Holmes Avenue) on the Holmes Avenue frontage, connected to a block of 2-storey townhouses with grade related access from Doris Avenue, and two 4-storey stacked townhouse buildings with grade related access from Olive Avenue. Also to the immediate north is the Willowdale Baptist Church (12 Holmes Avenue and 15 Olive Avenue) with main entrances on two frontages and a large surface parking area encompassing the remainder of the site. West of Willowdale Baptist Church, the properties between 5505 and 5545 Yonge Street are generally comprised of one to three storey mixed-use buildings containing grade-related retail uses with either commercial office or residential dwelling units above.

South: Immediately south is a 14-storey residential building located at 28 Byng Avenue, and a 28-storey residential tower at 60 Byng Avenue, on the east side of Doris Avenue. On the south side of Byng Avenue is a mixed-use development consisting of a 31- storey L-shaped mixed use building at 5409 Yonge Street at the corner of Yonge Street and Byng Avenue, consisting of a 3-storey base building with commercial, office and retail uses and a 28-storey tower above. The base building extends southward to the southwest corner of the block and connects to an 8-storey residential building. On the southeast corner of Doris Avenue and Northtown way is a 30-storey mixed-use building known as Grand Triumph Phase 1 with retail units fronting onto Northtown way. Further south, is a small TTC service building as well as the historic Willowdale Cemetery and a Metro supermarket. North of the cemetery and supermarket is the Northtown complex, which includes two 26-storey residential buildings at 5 Northtown Way and 15 Northtown Way.

East: Immediately east is the linear park owned by the city fronting Doris Avenue. On the east side of Doris Ave there are single family detached dwellings on the south side and north side of Holmes Avenue and an application for an Official Plan and Zoning By- law amendment for the properties comprised of 35, 37 and 39 Holmes for an 18-storey residential building. At 420-442 Kenneth Avenue there are four three and a half-storey condominium townhouses and the eastern boundary of the North York Centre Secondary Plan.

West: Immediately west is a public laneway and a series of 2-storey mixed-use buildings (5437-5467 Yonge Street) with active retail uses at grade and commercial or residential uses above. West of Yonge Street is a 17-storey mixed-use building (5460 Yonge Street) known as Dynasty Tower with commercial and retail uses on the first two levels and residential units above. To the north of Dynasty Tower are two mixed-use towers, 27-storeys in height with retail at grade connected by a one-storey podium at 5500 and 5508 Yonge Street.

See Attachment No. 2: Location Map.

### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement, 2014 and the Growth Plan for the Greater Golden Horseshoe (2017), along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;

- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.



The Growth Plan identifies a number of areas in the province as urban growth centres, one of which is North York Centre. Urban growth centres are regional focal points for accommodating population and employment growth. The Growth Plan states that "revitalization of these areas as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit-supportive communities is particularly important.

As a focal area for investment and growth, the Growth Plan includes minimum density targets for urban growth centres, in the case of North York Centre a minimum of 400 residents and jobs combined per hectare.

Section 2.2.2.4 of the Growth Plan directs municipalities to develop a strategy to achieve the minimum intensification target which will:

- a) encourage intensification generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

In accordance with Section 3 of the Planning Act all decisions of Council that affect a planning matter shall conform with the Growth Plan and the PPS.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

### **Toronto Official Plan**

This application is being reviewed against the policies of the City of Toronto Official Plan and the North York Centre Secondary Plan, as follows:

The subject site is designated a Centre on Map 2 – Urban structure in the Official Plan. The City's Official Plan sets out a broad strategy for managing future growth by identifying an urban structure of areas where development is appropriate and areas where little physical change is expected to occur. The Land Use, Map 16 in the Official Plan identifies the subject site as Mixed Use Areas.

The Official Plan outlines how growth is to be directed towards areas with supporting infrastructure and how development is to provide a transition in scale and density that protects stable neighbourhood areas from the effects of nearby development. The Official Plan directs growth to the Downtown, the Centres, Avenues, and Employment Districts.

Each Centre will have a Secondary Plan that will set out the location, mix and intensity of land uses that support transit-based growth and meet certain objectives that will, amongst other matters:

- a) achieve a minimum combined gross density target of 400 jobs and residents per hectare for each Centre which delineates the boundaries of the urban growth centres for the purposes of the Growth Plan;
- b) set out local goals and a development framework consistent with this Plan;
- c) establish policies for managing change and creating vibrant transit-based mixed use Centres tailored to the individual circumstances of each location, taking into account the Centre's relationship to Downtown and the rest of the City;
- d) set out the location, mix and intensity of land uses within the Centre; and
- e) support the potential growth within the Centre and protect adjacent Neighbourhoods from encroachment of larger scale development by:
  - i. establishing firm boundaries for the development area and ensuring an appropriate transition in scale and intensity of activity from within the Centre to surrounding Neighbourhoods; and
  - ii. connecting the Centre with the surrounding City fabric through parks, trails, bikeways, roads and transit routes.

## Chapter 2 - Shaping the City

**Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation:**  
The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Growth areas in the City are locations where good transit access can be provided along bus and rapid transit routes. Areas that can best accommodate this growth are shown on Map 2 of the Official Plan.

The role of the Secondary Plan is to provide a more detailed planning framework to help implement these policy directions and other Official Plan objectives.

Mixed Use Areas are intended to include a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Not all Mixed Uses Areas will experience the same scale or intensity of development. The highest buildings and greatest intensity will typically occur

Downtown, particularly in the financial district. The Centres will develop at differing scales and densities, set out in their respective Secondary Plans and zoning bylaw.

Development in Mixed Use Areas is required to:

- create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependence and meets the needs of the local community;
- be located and massed to provide a transition between areas of different development intensity and scale;
- frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open space;
- provide attractive and safe pedestrian environments and take advantage of nearby transit services;
- have access to schools, parks, community centres, libraries, and child care;
- take advantage of nearby transit services
- provide good site access and circulation and an adequate supply of parking for both residents and visitors;
- locate and screen service areas, ramps, and garbage storage in developments to minimize the impact on adjacent streets and residents; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential building.

Official Plan Built Form policies 3.1.2 states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, provide for adequate light and privacy, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility. In addition to the policies identified above, tall buildings will be located to ensure access to sky views for the proposed and future uses. New development will provide public amenity and adequate amenity for its residents of the new development, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

The Official Plan contains policies addressing the need to preserve and increase the City's supply of rental and affordable housing. Policy 3.2.1 of the Official Plan includes housing policies that encourage the provision of a full range of housing in terms of form, tenure and affordability. The Plan states that the existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with the overall policies of the Official Plan.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **North York Centre Secondary Plan**

The subject site is also subject to the North York Centre Secondary Plan. Located in the North York Centre North portion of the Secondary Plan, the lands are designated 'Mixed Use Area G' which permits commercial uses, institutional uses that are not predominantly offices, residential uses, public parks, and recreational uses.

The maximum permitted height on the site is 87 metres. Site-specific increases in height limits are discouraged by the Secondary Plan, however are possible where: an improved built form is provided; there are no appreciable impacts on stable residential areas; and where the proposal meets the urban design objectives of the North York Centre Secondary Plan.

In accordance with the density policies, a maximum density of 3.75 times the lot area is permitted as-of-right, plus, any available density incentives up to an additional 33% of the total gross floor area or a total maximum potential density of 4.99 times the lot area.

The North York Centre Secondary Plan also contains built form and urban design policies for development along the service road (Policy 5.3.4) that require:

- i) buildings along service roads will not exceed a height of 12 metres at the street frontage; and
- ii) above the 12 metre height, taller buildings will be set back a minimum of 3 metres from the street frontage.

The secondary plan identifies on Map 8-9a North York Centre North Conceptual Parks and Open Space Plan that the subject site is located within an area that is "under consideration by the City for additional parks and treed side streets and pedestrian links" along Holmes Avenue and along Doris Avenue. The overall goal of park and open space in the Plan is to provide streetscape improvements and publicly accessible privately owned parkettes in locations that can form a continuous open space system.

Policy 1.4 states, that the population of the North York Centre is dependent on fulfillment of the policies of this Secondary Plan and the provision of the necessary infrastructure required to support development.

The North York Centre Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/8fe9-cp-official-plan-SP-8-North-York-Centre.pdf>

This application was reviewed against the Official Plan policies and the North York Centre Secondary Plan as described above as well as the policies of the Toronto Official Plan as a whole.

The outcome of staff analysis and review of relevant Official Plan policies and the Secondary Plan are summarized in the Comments section of the Report.

## **Zoning By-law 7625**

The portion of the site municipally known as 15 Holmes Avenue is zoned RM1 – Multiple-Family Dwellings First Density Zone and is subject to site-specific Bylaw No. 28177, which permits the existing townhouse development. The RM1 zone permits multiple attached dwellings, single family dwellings and any other use permitted in the R4 Zone. The RM1 zone contains permitted gross floor area of 74 m<sup>2</sup> per dwelling unit, a maximum building height of 9.2 metres or three storeys above grade and lot coverage maximum of 25%.

The portion of the site municipally known as 19 and 21 Holmes Avenue is zone R4, One-Family Detached Dwelling Fourth Density Zone and permits one-family detached dwellings and accessory buildings incidental thereto as well as certain home occupations, recreation uses and a range of institutional uses. The maximum building height is 8.8 metres or two storeys with maximum lot coverage of 30%. The subject site is exempted from the City of Toronto Zoning By-law 569-2013.

## **Tall Building Design Guidelines**

The application will be reviewed by staff against the City-Wide Tall Building Guidelines.

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure that they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, in the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Official Plan related to the design and development of tall buildings in Toronto.

In considering whether to permit a tall building on a site-by-site basis, many other planning issues must first be taken into account, including, but not limited to, the site context and availability of adequate infrastructure, public transit, parks, community and cultural services and facilities, schools, and child care facilities. If it is determined that a tall building is supportable, and represents "good planning," these Guidelines will then apply.

## **Draft Growing Up Urban Design Guidelines**

In July 2017, Toronto City Council adopted the Draft Growing Up Urban Design Guidelines and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The Final Report - 15-21 Holmes Ave

objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The draft Guidelines are available at:

<https://www.toronto.ca/city-government/planning-development/planning-studiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities>

## **Rental Housing Demolition and Conversion By-law**

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, implements Section 111. The By-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or the Chief Planner.

In the case of approval by the Chief Planner, he may approve the demolition with conditions that must be satisfied before a demolition permit is issued. These conditions implement the City's Official Plan policies protecting rental housing. Council approval of demolition under Section 33 of the Planning Act may also be required where six or more residential units are proposed for demolition before the Chief Building Official can issue a permit for demolition under the Building Code Act.

Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion, City Council typically considers both applications at the same time. In this instance, as a tenant consultation meeting is outstanding, the Chief Planner will consider the application. A report on the rental demolition is forthcoming to the Chief Planner.

On June 19, 2018, the applicant made an application for a Rental Demolition permit pursuant to Chapter 667 of the City of Toronto Municipal Code. As there are affected tenants as part of the application, as per Chapter 667-14, a tenant consultation meeting will be held to review the impact of the proposal on tenants of the residential rental property.

## **Site Plan Control**

This proposal is subject to the Site Plan Control By-law. An application for Site Plan Control Approval has been filed and is currently under review. See Attachment No. 7: Site Plan.

## **Reasons for Application**

An amendment to the Official Plan is required to permit the proposed height of 105.80 metres plus mechanical penthouse of 5.75 metres and a reduction of outdoor amenity space from the minimum of 1.5 m<sup>2</sup> per unit to 1.46 m<sup>2</sup> per unit. In addition, the location of the above-grade bicycle parking on the mezzanine level and a portion of the outdoor

private amenity space above grade on the fourth floor require amendments in the North York Centre Secondary Plan on a site specific basis.

An amendment to the Zoning By-law 7625 is required to permit: the use of a residential apartment building, permissions for the proposed height, density, setbacks and to develop appropriate development standards for the proposed development and to secure appropriate Section 37 public benefits.

An application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code for the demolition of the existing rental housing unit is required, as the subject lands contain six or more residential units, of which at least one is rental.

### **Complete Application Submission**

A Notification of Complete Application was issued to the applicant indicating that the application met the complete application submission requirements of the Planning Act and the Official Plan on April 23, 2018. A Notification of Complete Application was issued on May 22, 2018.

The following reports/studies were submitted in support of the application:

- Planning Rationale
- Public Consultation Plan
- Landscape Plans
- Sun and Shadow Study
- Pedestrian Level Wind Study
- 3-D Massing Model
- Arborist Report and Tree Preservation Plan
- Toronto Green Standard Checklist
- Energy Efficiency Report
- Traffic Operation Assessment
- Functional and Stormwater Management Report
- Geotechnical Investigation
- Hydrogeological Assessment
- Draft Official Plan and Zoning By-law Amendments

All reports/studies for the application are available at the Application Information Centre (AIC) <https://www.toronto.ca/city-government/planning-development/application-information-centre>.

### **Agency Circulation**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

## **Community Consultation**

City Planning staff, in consultation with the Ward Councillor hosted a community consultation meeting on June 20, 2018 at the Willowdale Baptist Church located at 15 Olive Avenue to discuss the original proposal for a 29-storey residential building plus a mechanical penthouse (6.51 metres) with the retention of six of the existing townhouses and the addition of two townhouses units. The proposed height was 88.5 metres not including the mechanical penthouse with a proposed FSI of 4.99 times the lot area. Planning staff presented the policy framework and an overview of the application and the applicant's consultant presented the project details. Approximately 108 residents attended the meeting.

The members of the public were concerned about density and its impact on traffic, parking and social services. The public expressed concerns that the area's development outstripped the supply of sufficient infrastructure and school capacity. Currently, the local school is overcapacity; therefore, children living in the residential buildings are bused to school despite living within walking distance of a public school. The busing and driving to/from school contribute to the traffic congestion on the local road network, especially on Doris Avenue. Often vehicle speed on Doris Avenue creates an unsafe pedestrian environment for families and children waiting for school busses. The traffic generated by this project would also exacerbate the existing limited street parking and green space in the area. The length and impacts of construction activity was also a concern.

The architecture and building design was well received by the community. Public members also expressed concern about the shadow impact on their properties, to the north, east and south of the proposal. These issues were reviewed in detail through the application process and a response to community comments are in the below Comments Section.

## **Design Review Panel**

The previous iteration of the proposal was considered by the City's Design Review Panel (DRP) on October 4, 2018. The panel reviewed the original application for a 29-storey residential building with the retention of six townhouses on the south portion of the site with the addition of two new townhouses. The Panel suggested improvements to the exterior material and the articulation of the existing townhouses to better incorporate the existing townhouse into the rest of the project. The panel recommended reorientation of the children's amenity area to face the future park and that this re-orientation would alleviate the pressure to put a fence on the north side of the building. The members thought the tower was too bulky at 800 square metres and that the mechanical penthouse should create a lighter presence. The panel noted that the interesting aesthetic of solid forms and voids in the tower created a "distinctive sinuous language" that should be further developed throughout the proposal including the base building.

The Panel complimented the design team on their intention to integrate the POPS on the site and that this was a good opportunity for the triangular linear park to be well used. The panel would like to see the POPS incorporate high quality materiality, quality



pavement and unique lighting elements as well as provide a creative way of identifying the POPS entrance for public use. Overall the Panel appreciated the thoughtful site design and the family-oriented living space that was sensitive to the existing and future context beyond the site's boundaries.

## **COMMENTS**

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During the review of the application, the applicant revised the proposal, in response to feedback by staff, the Ward Councillor and the community. The principle revisions made to the proposal were increased building setbacks, a re-orientation of the amenity space to the park, reprogramming the amenity space to be family friendly, the demolition of all the townhouse units on site and a redeployment of that density to the tower, and the provision of a new mid-block pedestrian connection to be landscaped and secured as a POPS. Furthermore, Holmes Avenue will be reconstructed in order to narrow the paved surface and make modifications to the curb to slow down traffic turning onto Doris Avenue. Details are described below.

### **Provincial Policy Statement and Provincial Plans**

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. Policy 1.1.1 states that healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit.

Growth Plan Policy 2.2.2 (4) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification through delineated built-up areas, which will, among other things, encourage intensification generally to achieve the desired urban structure, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, and identify the appropriate type and scale of development and transition of built form to adjacent areas.

The subject site is within an urban growth centre and is approximately 300 metres from the Finch Subway Station and approximately 550 metres from the GO Transit Terminal. The proposed development will be transit supportive and includes Transportation Demand Management Measures such as a real time transit display, road improvements to Holmes Avenue that will normalize the intersection with Doris Avenue and improve pedestrian safety and additional on-street parking. The provision of electrical vehicle charging stations and car share spaces as well as substantive bicycle parking are also provided.

This proposal is consistent with the PPS and conforms to the Growth Plan for the Greater Golden Horseshoe as it promotes residential intensification through the efficient use of land to meet the long-term housing needs of a Urban Growth Centre. The proposal provides healthy, livable and safe communities.

### **Density, Height, Massing**

North York Centre is intended to have a variety of density, with the highest densities served by subways. The site is located approximately 300 metres from the Finch Subway Station and approximately 550 metres from the Finch GO Bus Terminal. The proposed building exceeds the height permissions in the North York Centre Secondary Plan, with a proposed tower of 33 storeys or 105.80 metres where 87 metres are permitted. Modest increases in the height permissions have occasionally been granted in the NYCSP. Buildings in the immediate context range in height from 31-storeys at Byng and Yonge, 28 Storeys at Doris and Byng, 28 Storeys at Doris and Holmes and 27 storeys at Yonge and Holmes. The proposed tower height responds appropriately to its planned and built context. The floor plate of the tower is proposed at 800 square metres. Although larger than that permitted in the Tall Building Guidelines, there is a context in the North York Centre with minimum tower separations with larger floor plates. The proposed tower meets or exceeds the building separation requirements in the tall building guidelines.

The proposed density complies with the maximum density limits of the NYCSP. The North York Centre Secondary Plan permits a maximum gross floor area of 24,845 m<sup>2</sup> resulting in a density of 4.99 times with density incentives. The proposed density incentives include the following:

- A minimum area of 199 m<sup>2</sup> of indoor bicycle parking common room containing 208 bicycle parking spaces and a bicycle repair area located on the mezzanine level.
- A minimum of 1.5 square metres per dwelling unit of indoor recreational amenity space.

The indoor bicycle parking common room amendment is a slight modification of the existing policy which requires ground floor bicycle parking. A density incentive is not currently contained for the provision of bicycle infrastructure located on the mezzanine level. However, due to the accessibility of the bicycle parking directly connected to the outdoors via a bicycle ramp, the NYCSP policy intent to create accessible parking is maintained. The remainder of the gross floor area included in the density incentive will be provided through a monetary contribution minus the cost of constructing the Holmes Avenue and Doris Avenue road improvements and upgrades to the mid-block connection.

The North York Centre Secondary Plan stipulates that, in considering site specific amendments to height limits, the City will be satisfied that the height increase: a) is necessary to provide for desirable flexibility in built form b) would have no appreciable impact on the residential amenity of properties within the stable residential area defined

in Section 1.17 and c) meets the urban design objectives of Section 5, whereupon the provisions of Section 1.14 will be deemed to be satisfied.

A shadow study has been submitted by the applicant that reflects the current proposal, illustrating the incremental shadows resulting from the proposed residential building. Planning staff are satisfied that the shadows from the proposed building are minor in nature and local in scope. During the spring and fall equinoxes, incremental shadow would cast during a limited extent of time from 5:18 to 6:18 p.m. on the north and south side of Holmes Avenue east of Doris Avenue which are stable residential areas. A wind study was also submitted to the city that concluded no negative impact as a result of the new building. Staff have reviewed and accepted the study's conclusions. Further review of the shadow and wind conditions will be under taken as part of the Site Plan review.

During the public consultation, the community raised concerns regarding the density and height of the project and its impact on shadow, wind and infrastructure. The site in question is identified as a tall building site in the North York Centre Secondary Plan, the proposed density does not exceed the maximum available FSI including incentives. Although the height exceeds the permissions in the North York Centre Secondary Plan, modest height additions have been granted in the past, providing there are minimal impacts. The proposed height increase would have limited shadow on the low-rise residential areas or the proposed new parkland. Those impacts do not greatly exceed the as-of-right permissions. Views from existing buildings would not be ameliorated by reducing the height to 87 metres. Staff have analyzed the tower layout and explored reorienting it to see if better mitigation could be achieved, the conclusion of staff was that the tower was optimally placed in its current configuration.

In response to the Urban Design Review Panel and staff comments, improvements were made to the building design and how it addressed the public realm. The proposed base building provides an appropriate street proportion that will frame and activate the adjacent street, laneway and open spaces. The base building setbacks were further increased to a minimum of 3 metres to 3.4 metres from Holmes Avenue to comply with the NYCSP; a 5 metre setback increase from the park (east elevation) and a 4.5 metre setback increase from the POPS walkway (south elevation). On the south elevation, the proposed four townhouses will frame the POPS area with a 3 metre private residential amenity area. The POPS will provide a further 1.5 metres landscape buffer from the private amenity area and a minimum of a 4-metre wide pedestrian walkway that acts as a mid-block connection. When the block to the west redevelops, there will be an opportunity to extend the mid-block connection to Yonge Street. The proposed 2-storey street wall and outdoor amenity space will frame Holmes Avenue and provide a transition from private space to the public space. Along Holmes Avenue there will be improved streetscape elements such as a widened 2.1 metre public sidewalk, landscaped boulevards with trees plantings as well as street parking for vehicles and bicycles.

## **Traffic Volumes, Access, Parking, Safety and Road Widening**

The subject site abuts Holmes Avenue which has a 20 metre right of way width and an existing public laneway. A 3-level underground parking garage with 125 parking spaces is proposed, including 108 spaces for residents and 17 spaces for visitors. There are 367 bicycle parking spaces proposed, 208 spaces on the mezzanine level and 159 spaces provided in the underground garage. 331 bicycle parking will be for residents and 36 spaces for visitors.

A Traffic and Parking study was submitted and reviewed by staff to assess the impact of the development on traffic and parking in the area. North York Centre promotes development that increases the use of transit, cycling and walking, and reduces the use of low-occupancy automobiles for trips within the North York Centre. To reduce overall traffic and parking demand in the centre, the proposal recommends the implementation of pedestrian and cycling improvements and improvements to the public right of way infrastructure to encourage active transportation and improve pedestrian safety. Currently, Holmes Avenue does not meet the City's new lane width, corner radii and other complete streets design principles. The subject site abuts a public laneway that extends north-south from Holmes Avenue to the north and Byng Avenue to the south. The existing public laneway is deficient in width size. In order to satisfy the Official Plan requirement of a 6 metre right-of-way for this segment of the public laneway, the laneway will be widened by 0.72 metres along the westerly portion of the property to be conveyed to the city to satisfy the 6 metre lane right-of-way. In addition, a 5 metre corner rounding at the northwest corner, intersecting the Holmes Avenue property line with the laneway will be conveyed to the City. No encroachments will be permitted within the corner rounding area including the below-grade parking area.

In response to the community's concern regarding density and its impact on traffic congestion and the area's parking supply, the applicant has agreed to provide on-street parking on Holmes Avenue to increase the convenience parking in the area by five spaces. In response to the concerns about traffic safety and volumes in the surrounding neighbourhood, a number of measures have been taken. The overall parking supply in the tower is limited. This will limit the peak time vehicle volumes coming from the project. A substantial amount of bicycle parking will be provided. Car share spaces have also been added to the proposal to reduce car ownership. To respond to safety concerns on Doris Avenue, through this redevelopment, the applicant has agreed to provide for infrastructure investments to be provided at the intersection at Holmes Avenue and Doris Avenue through the addition of a landscaped corner and curb modification that will narrow the intersection to improve pedestrian safety and reduce incidents of aggressive driving associated with the oversized intersection.

In response to the ward Councillor's concern regarding residential and commercial vehicle conflicts along the public lane, the applicant has provided an on-site physical obstruction from the garage outbound lane to discourage travelling southbound on the public laneway. Further, the applicant has agreed to work with Real Estate and Transportation Services staff to establish a legal agreement to specify the future terms of the private use of the public laneway, and its on-going maintenance and upgrades.

## Servicing

The residential building will provide bulk lift compacted garbage, recycling and organic collection services, in accordance with the City of Toronto requirement for garbage, recycling, organic Collection Services for New Development and Re-developments" and Chapter 844 Solid Waste of the Municipal Code

The applicant submitted a Functional Servicing Report and Stormwater Management Report dated December 20, 2018 and Geotechnical Investigation Report dated December 2018 and Site Servicing Report. Engineering and Construction Services Staff have reviewed the report and advised that the owner is required to submit revised Functional Servicing Report and Stormwater report prior to the approval of the proposed Official plan Amendment and Zoning By-law Amendment.

## Growing Up: Planning for Children in New Vertical Communities

Council-adopted guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments.

The proposed bedroom unit breakdown is as follows:

	<b>Bachelor</b>	<b>1 bedroom</b>	<b>2 bedroom</b>	<b>3 bedroom</b>	<b>Total</b>
Number of units	0	237	93	37	367
Percentage of units	0	65%	25%	10%	100%

The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

At the unit scale, and through the site plan process, the applicant will provide minimum unit sizes in accordance with the guidelines as follows: two-bedroom units should range in size from 66 to 80 m<sup>2</sup>; and three-bedroom units should range in size from 81 to 140 m<sup>2</sup>. At the neighbourhood scale, the applicant has provided for convenient at-grade indoor and outdoor family and child amenity space that directly connects to the future park. This co-location provides safe routes to child-friendly destinations and limits the need for families to cross intersections to access the park.

In response to the Urban Design Review Panel comments, the proposal reoriented the amenity space to face the public park. This will provide views and a connection to the park, in addition to allowing for more sunlight into the amenity space. The convenience of this co-location maximizes the use of space that encourages healthy lifestyles and social interactions for families living in vertical communities as promoted in the Growing Up guidelines. The contiguous indoor and outdoor amenity space allows for flexibility and synergies of activities for children and youth age groups.

Residential development of 100 dwelling units or greater will be required to provide a minimum of 1.5 square metres per dwelling unit of private outdoor recreational space. The proposed outdoor amenity space is 1.46 square metres per dwelling unit for a total of 537 m<sup>2</sup> located at-grade and on the fourth floor. The proposed area deficiency is minor and the portion of the outdoor amenity space located on the fourth floor is acceptable to staff.

### **Rental Housing Demolition and Conversion By-law**

The proposal includes the demolition of two existing single-detached rental dwelling units located on 19 and 21 Holmes Avenue, as well as 12 condominium townhouses. Replacement of the rental units is not required as only two of the fourteen dwelling units to be demolished are considered residential rental units (condominium rental units do not meet the definition of rental housing).

A tenant consultation meeting is to be scheduled to ensure appropriate notification and relocation information and assistance is provided to all tenants on the site. The applicant has agreed to provide tenant relocation assistance, over and above what is required under the Residential Tenancies Act, for the one remaining rental household occupying the detached house at 21 Holmes, and the tenants of the 12 condominium-registered townhouses.

Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion, City Council typically considers both applications at the same time. In this instance, as a tenant consultation meeting is outstanding, the Chief Planner will consider the application. A report on the rental demolition is forthcoming to the Chief Planner.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of 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 Chapter 415, Article III, of the Toronto Municipal Code.

This application is for a 33-storey residential building on a site totalling 4,981.70 m<sup>2</sup> with 24,845 m<sup>2</sup> of residential gross floor area. At the alternative rate of 0.4 hectares of 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 4,520 m<sup>2</sup>. However, for sites that are less than 1 hectares in size, a cap of 10% of the development site is applied to the residential use. In total, the parkland dedication requirement is 498.17 m<sup>2</sup>.

The revised compact built form provides a more efficient use of land that contributes to the North York Centre's parkland and open space system, in an area that has the lowest quintile of current provision of parkland and is within a parkland acquisition priority area. The opportunity to add to the park and open system within the North York Centre will

aid in serving the growing residential and employment population that is expected in an urban growth area.

The applicant has provided an on-site parkland dedication on the east portion of the site, adjacent to the city-owned open space along Doris Avenue. The Plans prepared by IBI group Architects Inc. dated by the architect on April 19, 2018 proposes an on-site parkland dedication of 498.90 m<sup>2</sup> on the eastern portion of the site. This on-site parkland dedication is of an appropriate size, location and configuration and is acceptable to staff. The land to be conveyed should meet the requirement set out in Policy 8 of Section 3.2.3 of the Official Plan.

Park, Forestry and Recreation staff are interested in securing the design and construction, by the owner of Above Base Park improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings, zoning by-law amendments, and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Tier 1 TGS measures include the provision of bicycle parking, electrical charging stations for automobiles, green roof requirements and energy efficiency. Performance measures for the Tier 1 development features will be secured through the Site Plan Agreement and zoning by-law as appropriate.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), the Official Plan and North York Centre Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2017). Furthermore, the proposal is in keeping with the intent of the Official Plan and North York Centre Secondary Plan that meets the residential intensification expectations for a growth centre. The proposal promotes the efficient use of land, resources, infrastructure and public services, and supports the use of public transit.

Staff has worked with the applicant to provide a high-quality built form with significant public realm and multi-modal infrastructure contributions that respond to the existing and future planned context. In addition, the incorporation of family-size units considers larger families' current and future housing needs for the local community. Staff recommend that Council support approval of the application.

## **CONTACT**

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Jenny Choi, Planner, Tel. No. 416-395-0108, Fax No. 416-395-7155  
E-mail: Jenny.Choi@toronto.ca

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North District

## **ATTACHMENTS**

### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 7: Site Plan
- Attachment 8: North Elevation
- Attachment 9: East Elevation



## Attachment 1: Application Data Sheet

Municipal Address: 15-21 HOLMES AVE    Date Received: April 23, 2018

Application Number: 18 147351 NNY 23 OZ

Application Type: Official Plan and Rezoning, and Rental Demolition

Project Description: The proposal is for a 33-storey residential building (105.8 metres, plus the mechanical penthouse) containing 367 units. The existing 12 townhouses and two detached dwellings will be demolished to accommodate the proposal. A total of 125 parking spaces will be provided in the 3-levels of underground garage via a widened public laneway. A total gross floor area of 24,845 m<sup>2</sup> and a FSI of 4.99 x lot area is proposed.

Applicant	Agent	Architect	Owner
15 TO 21 HOLMES DEVELOPMENT INC	TYLER GRINYER		15 TO 21 HOLMES DEVELOPMENT INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	RM1 & R4	Heritage Designation: N
Height Limit (m):	87	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 4,982                      Frontage (m): 71                      Depth (m): 72

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,190	0	1580	1580
Residential GFA (sq m):	4,840	0	24,845	24,845
Non-Residential GFA (sq m):				
Total GFA (sq m):		0	24,845	24,845
Height - Storeys:	2		33	33
Height - Metres:			105.8	105.8

Lot Coverage Ratio (%)	32	Floor Space Index: 4.99
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	24,845	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	2			
Condominium:	12	0	367	367
Other:				
Total Units:	14	0	367	367

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			237	93	37
Total Units:			237	93	37

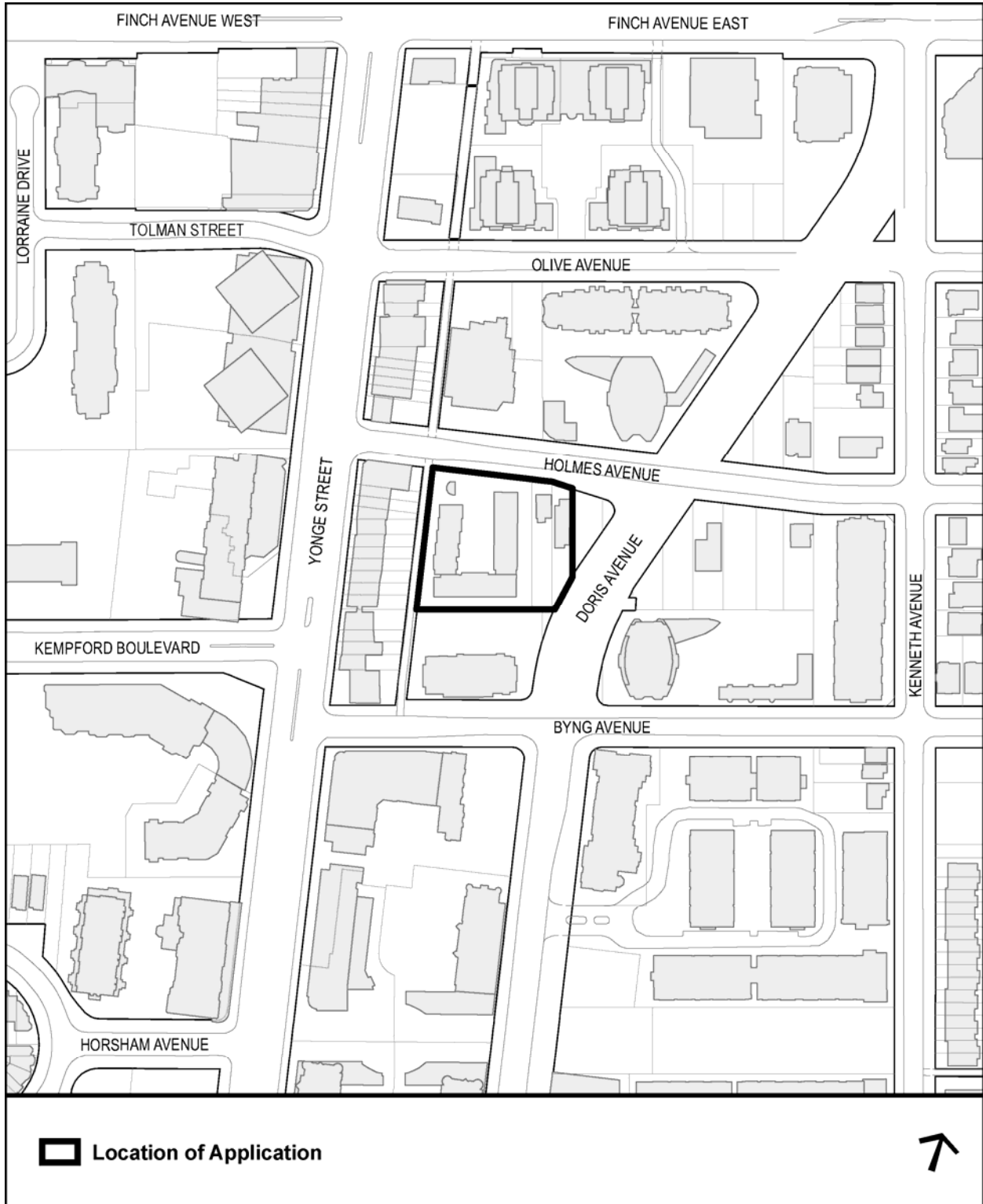
Parking and Loading

Parking Spaces:	125	Bicycle Parking Spaces:	367	Loading Docks:	1
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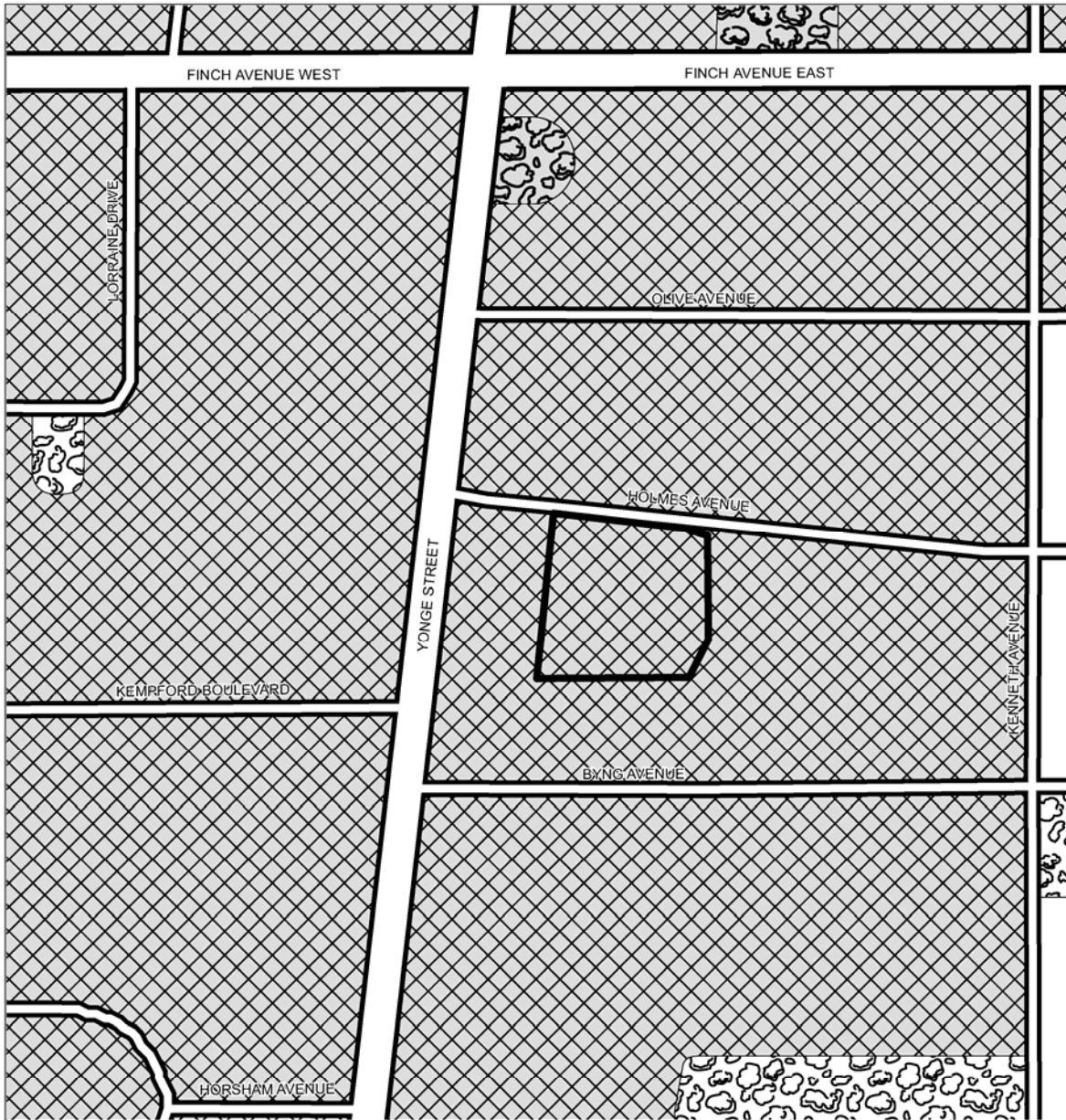
CONTACT:

Jenny Choi, Planner  
(416) 395-0108  
Jenny.Choi@toronto.ca

## Attachment 2: Location Map





Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

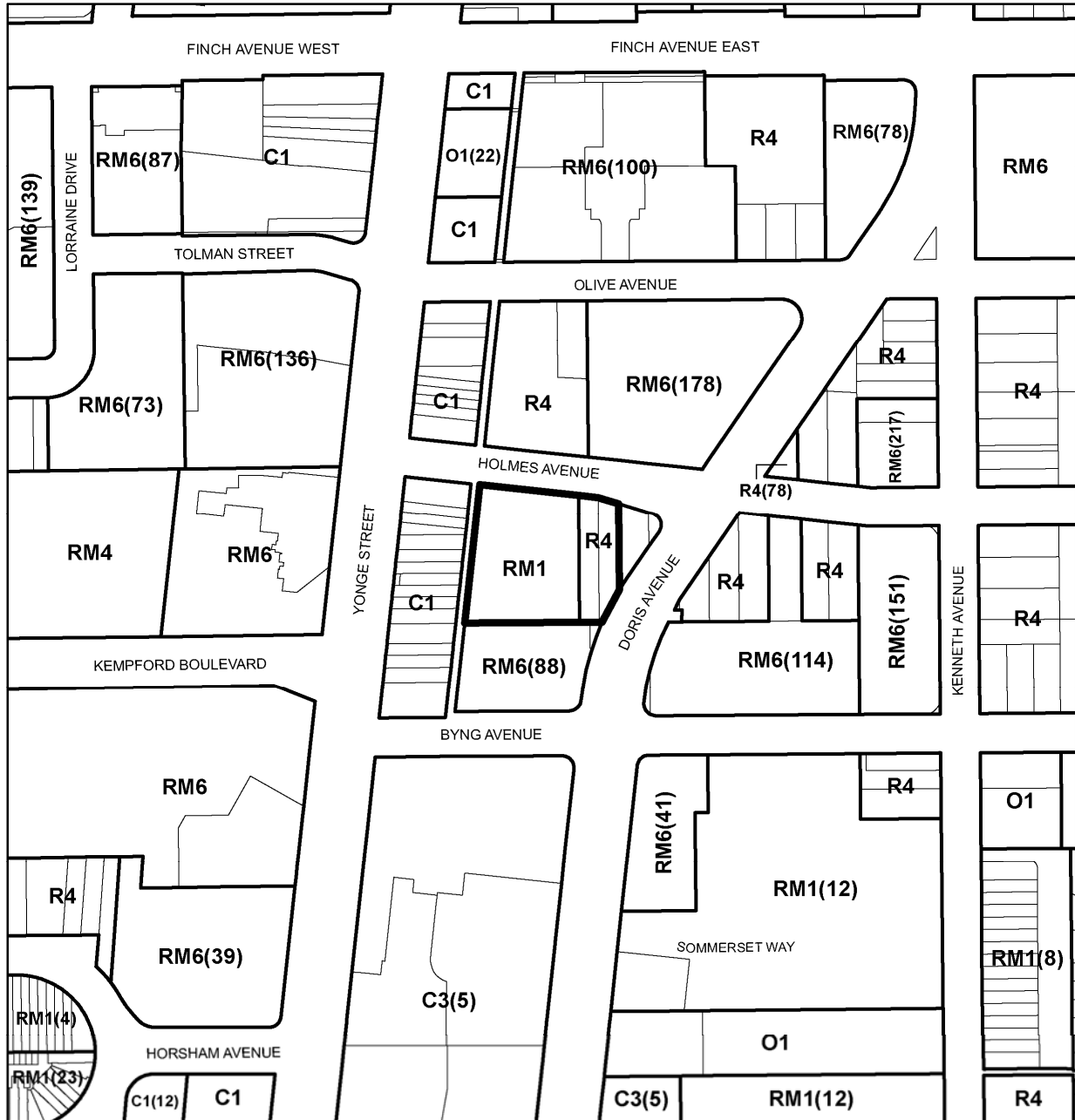
15-21 Holmes Avenue

File # 18 147351 NNY 23 0Z

	Location of Application		Parks & Open Space Areas
	Neighbourhoods		Parks
	Mixed Use Areas		Other Open Space Areas

↑  
Not to Scale  
05/17/2018

Attachment 4: Existing Zoning By-law 7925 Map



Zoning By-law 7625

15-21 Holmes Avenue

File # 18 147351 NNY 23 0Z

 Location of Application

- R4** One-Family Detached Dwelling Fourth Density Zone
- RM1** Multiple-Family Dwellings First Density Zone
- RM2** Multiple-Family Dwellings Second Density Zone
- RM4** Multiple-Family Dwellings Fourth Density Zone

- RM6** Multiple-Family Dwellings Sixth Density Zone
- C1** General Commercial Zone
- C3** District Shopping Centre Zone
- O1** Open Space Zone



Not to Scale  
Extracted: 05/17/2018

Attachment 5: Draft Official Plan Amendment

CITY OF TORONTO

BY-LAW No. ~-20~

To adopt Amendment No. 442 to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2018 as 15, 19 and 21 Holmes Avenue

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c.P.13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. The attached Amendment No.442 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on ~, 20~

John Tory  
Mayor

Ulli S. Watkiss,  
City Clerk

(Seal of the City)

**AMENDMENT NO. 442 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2018 AS**  
**15, 19 and 21 Holmes Avenue**

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The Official Plan of the City of Toronto is amended as follows:

**Clause 1**

Chapter Six, Section 8 (North York Centre Secondary Plan) is amended by modifying Section 13, North York Centre North Site Specific Policies, by adding the following Site Specific Policy No. 16:

**16. 15, 19 and 21 Holmes Avenue.**

(a) This Site Specific Policy 16 applies to the lands identified in heavy outline and amends Map 8-13 attached to this By-law (the "Lands") identified as Schedule 1

(b) Pursuant to Section 5.4.2 of this Secondary Plan, a maximum building height of 105.80 metres excluding the mechanical penthouse, is permitted on the Lands

(c) Despite Section 6.7 of this Secondary Plan, the Private Outdoor Recreational Space requirements for the Residential Development on the lands shall be as follows:

- (i) Residential development of 100 dwelling units or greater will be required to provide a minimum of 1.46 square metres per dwelling unit of private outdoor recreational space.
  - (ii) The private outdoor recreational space may be located above-grade on the fourth floor
- (d) For the purpose of this exception, under Section 3.3 of this Secondary Plan, bicycle parking will be provided on the mezzanine level.

**Clause 2**

Chapter Six, Section 8 (North York Centre Secondary Plan) entitled "Maximum Height Limits", is amended with respect to the Lands shown in heavy outline and amends Map 8-8b as attached to this By-law and identified as Schedule 2.

# Schedule 1



## North York Centre Secondary Plan

MAP 8-13 North York Centre North Site Specific Policies

-  Location of Application
-  Secondary Plan Boundary
-  Site Specific Policy Areas\*

\* The shaded areas on this map are subject to the specific policies set out in the North York Centre Secondary Plan, Section 13.

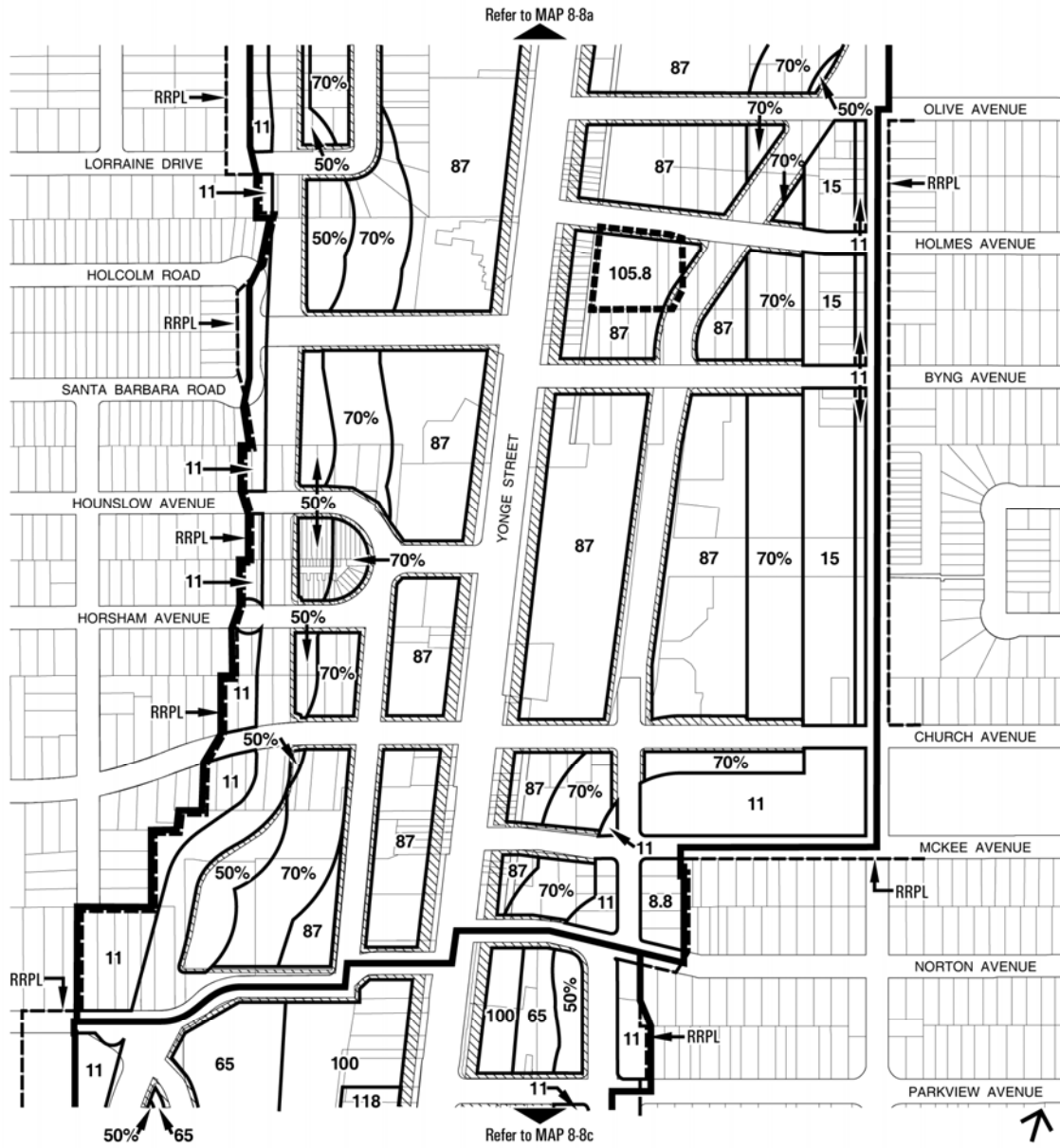
This map forms part of the Official Plan and should be interpreted in conjunction with the written text.



October 2009



# Schedule 2



## North York Centre Secondary Plan

### MAP 8-8b Maximum Height Limits

- Secondary Plan Boundary
- 8.8 The Lesser of 8.8m or 2 Storeys
- 11 The Lesser of 11m or 3 Storeys
- 15 The Lesser of 15m or 4 Storeys
- 65 Maximum 65m Above Grade
- 87 Maximum 87m Above Grade
- 100 Maximum 100m Above Grade
- 50% Maximum 50% Horizontal Distance from RRPL
- 70% Maximum 70% Horizontal Distance from RRPL
- Street Facade Limit as per Section 5.3 of this Secondary Plan
- Relevant Residential Property Line (RRPL)
- Location of Application



November 2015

## Attachment 6: Draft Zoning By-law Amendment

CITY OF TORONTO BY-LAW No. XXX-2019

To amend former City of North York Zoning By-law No. 7625, as amended, with respect to lands municipally known as 15, 19 and 21 Holmes Avenue

WHEREAS the Council of the City of Toronto has been requested to amend Zoning By-law No. 7625 of the former City of North York, as amended, 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 2019 as 15, 19 and 21 Holmes Avenue;

AND WHEREAS the Council of the City of Toronto conducted a public meeting under Section 34 of the Planning Act regarding the proposed Zoning By-law amendment;

AND WHEREAS the Council of the City of Toronto, at its meeting on \_\_\_\_\_, determined to amend Zoning By-law No. 7625 of the former City of North York, as amended;

NOW THEREFORE the Council of the City of Toronto HEREBY ENACTS as follows:

Schedules “B” and “C” of By-law No. 7625 of the former City of North York, as amended, are amended in accordance with Schedule 1 and Schedule 2 attached to this By-law.

Within the lands shown in heavy outline on Schedule 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with.

Section 64.16-1 of By-law No. 7625, as amended, is further amended by addition of the following subsection:

“64.16-1 (XXX)      RM1(114)

### DEFINITIONS

#### BICYCLE PARKING

For the purpose of this exception, “bicycle room” shall mean an indoor space that is designed and equipped for the purpose of parking and securing bicycles.

For the purpose of this exception, “bicycle parking space” shall mean an area that is equipped with a bicycle rack or locker for the purpose of parking and securing bicycles and:

- (i) where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.6 metres by 1.8 metres;
- (ii) where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres by 1.2 metres; and

(iii) where bicycles are to be parked in a bicycle rack or in a stacked manner, bicycles may be parked in a secured room or area, in bicycle lockers or on a rack/hook on a wall associated with a vehicle parking space on any parking level so long as such rack/hook does not encroach into a vehicle parking space and in all such cases the dimensions in 3(b)(i) and (ii) shall not apply.

#### ESTABLISHED GRADE

For the purpose of this exception, “established grade” shall mean the geodetic elevation of 191.13 metres.

#### GROSS FLOOR AREA

For the purpose of this exception, “gross floor area” shall mean the aggregate of the areas of each floor, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, but excluding:

- (i) Any part of the building used for mechanical floor area;
- (ii) Any space in a parking garage below grade and access thereto including loading areas;
- (iii) The floor area of unenclosed residential balconies.

#### INDOOR RECREATIONAL AMENITY AREA

For the purpose of this exception, “indoor recreational amenity area” shall mean an area set aside for social and/or recreational purposes such as exercise rooms, children’s play area, lounges, meeting or party rooms, dog care facilities, guest suites and other similar uses, which is common to all residents in the building.

#### MECHANICAL FLOOR AREA

For the purpose of this exception, “mechanical floor area” shall mean floor area within a building or structure used exclusively for the accommodation of mechanical equipment necessary to physically operate the building, including but not limited to heating, ventilation, air conditioning, electrical, plumbing, fire protection, telephone, telecommunication, cable and elevator equipment, garbage chutes and compactors, stormwater management and irrigation facilities.

#### LANDSCAPING

For the purpose of this exception, “landscaping” shall mean trees, shrubs, grass, flowers and other vegetation, decorative stonework, walkways, patios, screening or other horticultural or landscape architectural elements, or any combination of these, but not driveways or parking areas and directly associated elements such as curbs or retaining walls.

## OUTDOOR RECREATIONAL AMENITY AREA

For the purpose of this exception, “outdoor recreational amenity area” shall mean an area(s) set aside for social and/or recreational purposes such as playgrounds, outdoor swimming pools and seating areas, which is common to all residents of the building.

## COMMON OUTDOOR SPACE:

For the purpose of this exception, "common outdoor space" shall mean unenclosed, exterior, publicly accessible areas of the site that are adjacent to the building, adjoining a public lane and public park and consist of hard or soft landscaping. "Common outdoor space" may include pedestrian facilities, appropriate lighting and public art.

## SALES OFFICE

For the purpose of this exception, “sales office” shall mean an office located on the lands in a temporary or existing building, structure, facility or trailer satisfactory to the City’s Chief Planner used exclusively for the purpose of selling or leasing the residential dwelling units or the non-residential gross floor area to be erected within the site.

## PERMITTED USES

i. the only permitted uses on the lands are:

### RESIDENTIAL

i. apartment house dwellings and accessory uses thereto including private recreational amenity areas; and

ii. guest suites

## EXCEPTION REGULATIONS

### MAXIMUM GROSS FLOOR AREA

The maximum residential gross floor area permitted on the site shall not exceed 24,845 square metres.

### NUMBER OF DWELLING UNITS

The maximum number of dwelling units shall be 367.

### BUILDING ENVELOPE

No portion of any building or structure erected and used above established grade shall be located otherwise than wholly within the building envelope identified on Schedule RM1(114) except for projections permitted in Section 6(9) of the By-law as well as canopies, lights, stairs, and other architectural features which may project beyond the building envelope up to a maximum of 2.1 metres.

## BUILDING HEIGHT

The building height, measured from established grade, shall not exceed the maximum height of 105.80 metres also shown on Schedule RM1(114) excluding mechanical penthouses to a maximum height of 5.75 metres, parapets and other architectural features, mechanical equipment and other elements necessary for the functional operation of the building and stairwells to access the roof.

## NUMBER OF STOREYS

The number of storeys shall not exceed the maximum shown on Schedule RM1(114) excluding mechanical penthouses, parapets and other architectural features, mechanical equipment and other elements necessary for the functional operation of the building, and stairwells to access the roof.

## MOTOR VEHICLE PARKING

Motor vehicle parking spaces shall be provided within the site in accordance with the following requirements:

- (i) 108 resident parking spaces.
- (ii) 17 visitor parking spaces.

## BICYCLE PARKING

Bicycle parking spaces shall be within the site in accordance with the following requirements:

- (i) 330 resident bicycle parking spaces; and
- (ii) 37 visitor bicycle parking spaces.

## LOADING

A minimum of one (1) Type 'G' loading space shall be provided for the building.

## INDOOR RECREATIONAL AMENITY AREA

A minimum of 1.5 square metres per dwelling unit of indoor recreational amenity area shall be provided on the site.

## OUTDOOR RECREATIONAL AMENITY AREA

A minimum of 1.46 square metres per dwelling unit of outdoor recreational amenity area shall be provided on the site at or above grade, in addition to the Privately-Owned Publicly Accessible Open Space provided at grade.

## COMMON OUTDOOR SPACE (Mid-block connection)

A Privately-Owned Publicly Accessible Open Space with a minimum area of 364 square metres shall be provided as shown on Schedule RM1 (114).

## YARD SETBACKS

The minimum yard setbacks shall be as shown on Schedule RM1(114).

## PROVISIONS NOT APPLICABLE

The provisions of Sections 6A(2), 6A(16)(d)(iv), 6(9)(a), 15.8, and 16.2.2 16.2.4, 16.2.5 16.2.6 and 16.3.2 do not apply.

## SECTION 37 COMMUNITY BENEFITS

Pursuant to Section 37 of the Planning Act, the density of development permitted in this By-law is permitted subject to compliance with all of the conditions set out in this By-law including the provision by the owner of the facilities, services or matters referred to herein at the owner's sole expense. In this regard, the owner of the subject lands shall enter into one or more agreements with the City of Toronto pursuant to Section 37 of the Planning Act to secure the facilities, services and matters referred to herein, which agreement(s) may be registered against title to the lands. In the event such agreement(s) require the provision of a facility, service or matter as a precondition to the issuance of a building permit, the owner may not erect or use such building until the owner has satisfied the said requirements:

- i) Bicycle room(s) containing a minimum of 208 bicycle parking spaces at the mezzanine level accessible from the outside and having a minimum area of 199 square metres.
- ii) a minimum of 1.5 square metres per dwelling unit of indoor recreational amenity space.
- iii) the owner shall provide a monetary contribution by way of certified cheque in a form that is satisfactory to the City to fund up to 5,967 square metres of proposed gross floor area to be used by the City in its sole discretion toward the provision of public recreation centres and social facilities and/or toward the cost of constructing and furnishing such facilities and/or toward the cost of the City acquiring lands necessary for the completion of planned service roads and associated road network and buffer areas in the North York Centre including any improvements thereto for the purposes of Pedestrian Enhancing Measures. Such contribution shall be provided to the City prior to the issuance of the first building permit. Such contribution shall be indexed upwardly to the Toronto Real Estate Board Market Watch Index from the date of execution of the Section 37 Agreement. For further clarity, funds from the monetary contribution will also be used for and subtracted from the monetary contribution as follows:

- 1) Pedestrian, Road and Bicycle infrastructure improvements to Holmes Avenue as well as intersection improvements to Holmes Avenue and Doris Avenue, with a detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services; and
- 2) Above base pedestrian improvements to the Common Outdoor Space (mid-block connection) including enhanced pedestrian signage, lighting and enhanced hard and soft landscaping. A detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning.

The following are also to be secured but are not eligible for additional Gross Floor Area incentives:

- iv) A common outdoor space (mid-block connection) to be located adjacent to the building connecting the public park to the public lane.
- v) Transportation demand measures including the provision of a real time transit display, electric car charging stations and the provision of two car share spaces.
- vi) The owner shall provide tenant relocation assistance to all eligible tenants to the satisfaction of the Chief Planner and Executive Director, City Planning.
- vii) 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, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

#### ADDITIONAL GROSS FLOOR AREA (INCENTIVE GFA)

Notwithstanding the maximum gross floor area of 18,679 square metres which is the base density in the secondary plan, additional gross floor area up to a maximum of 6,166 square metres (33 percent additional GFA) shall be permitted on the net site. However, the total gross floor area of all buildings permitted on the lands shall not exceed 24,845 square metres. In addition, the allocation of additional gross floor area is limited as follows:

- i) a maximum of 1.5 square metres per dwelling unit of indoor recreational amenity area.
- ii) a maximum of 199 square metres for the provision of above grade bicycle room containing a total of 208 bicycles.
- ii) a density incentive of a maximum of 5,967 square metres for a monetary contribution by way of certified cheque in a form that is satisfactory to the City to be used by the City in its sole discretion toward the provision of public recreation centres and social facilities and/or toward the cost of constructing and furnishing such facilities and/or toward the

cost of the City acquiring lands necessary for the completion of planned service roads associated road network and buffer areas in the North York Centre including any improvements thereto for the purposes of Pedestrian Enhancing Measures. For further clarity, funds from the monetary contribution will be used for and subtracted from the amount of the monetary contribution as follows:

1) Pedestrian, Road and Bicycle infrastructure improvements to Holmes Avenue as well as intersection improvements to Holmes Avenue and Doris Avenue, with a detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services; and

2) Above base pedestrian improvements to the Common Outdoor Space including enhanced pedestrian signage, lighting and enhanced hard and soft landscaping. A detailed cost estimate to be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning.

#### SEVERANCE

Notwithstanding any past or future severance, partition or division of the net site shown on Schedule RM1 (114), the provisions of this By-law shall apply to the whole of the net site as if no severance, partition or division occurred.”

Section 64.37 of By-law No. 7625 of the former City of North York is amended by adding Schedule "O1(XXX)" attached to this By-law.

Where any provision or Schedule of By-law No. 7625 of the former City of North York, as amended, conflicts with this By-law, this By-law shall prevail.

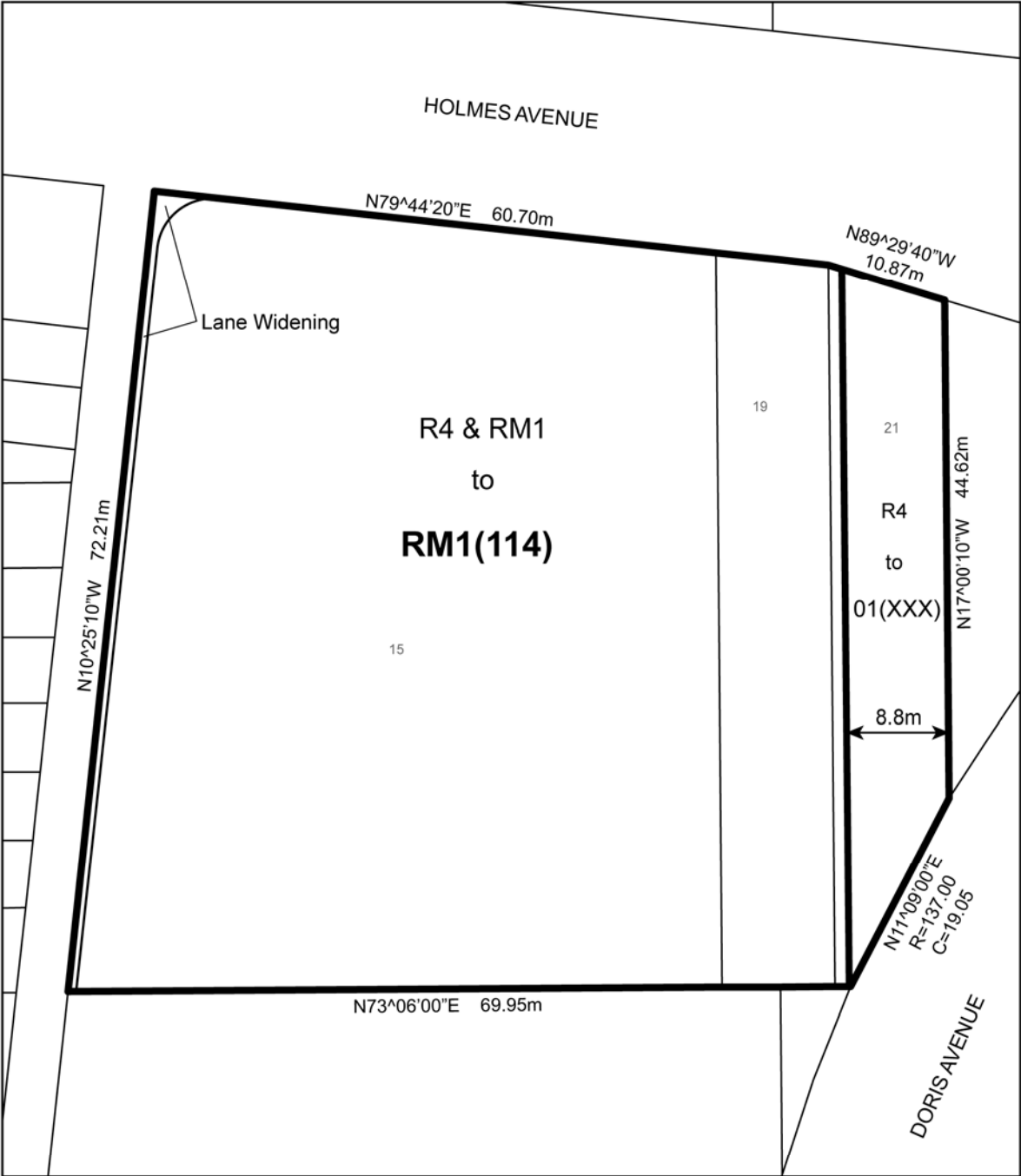
ENACTED AND PASSED this ~ day of ~, A.D. 2019.

John Tory  
Mayor

Ulli S. Watkiss  
City Clerk

(Seal of the City)




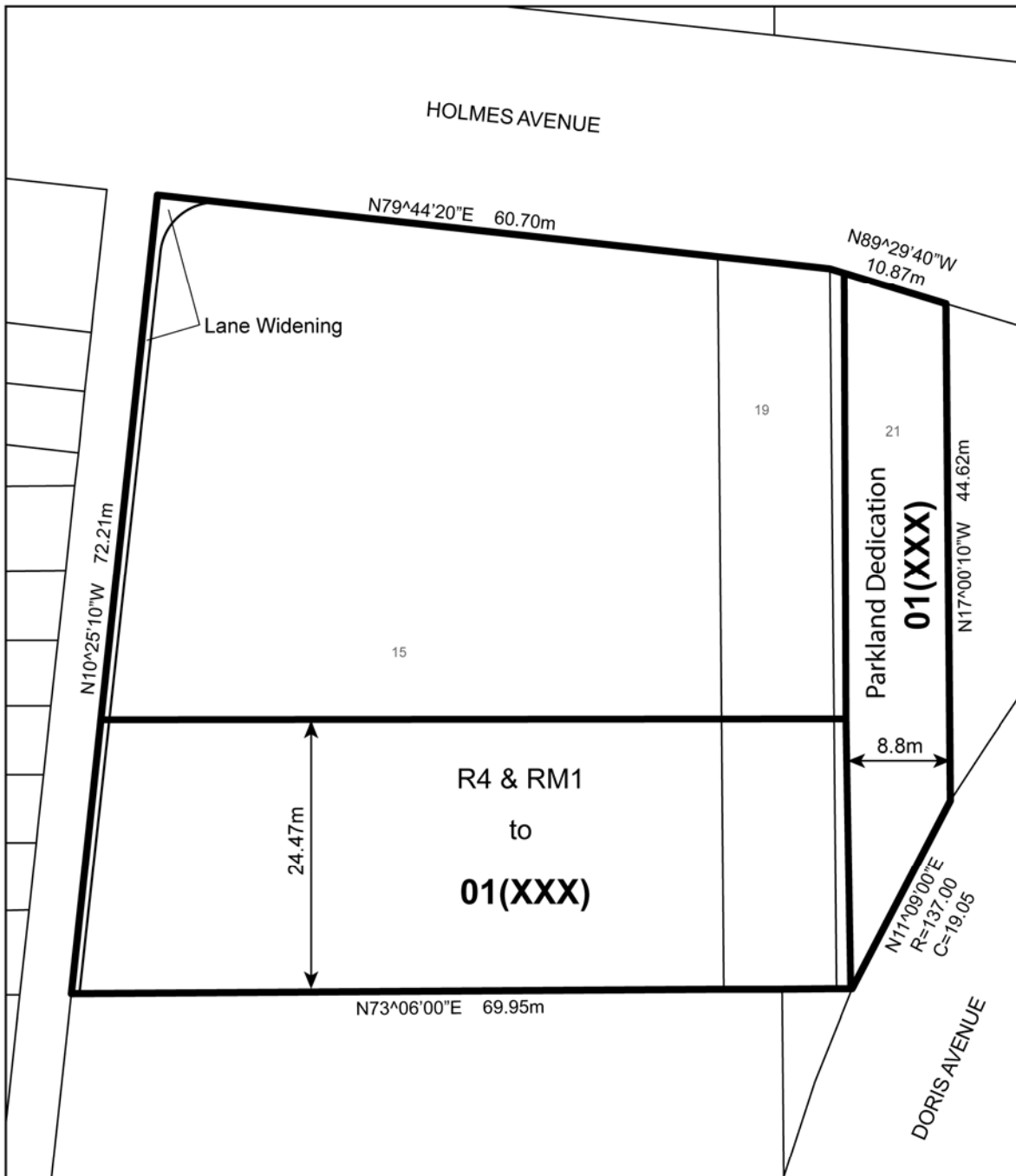


 **TORONTO**  
Schedule 1

15-21 Holmes Avenue

File # 18 147351 NNY 23 0Z

  
Former North York By-law 7625  
Not to Scale  
02/05/2019

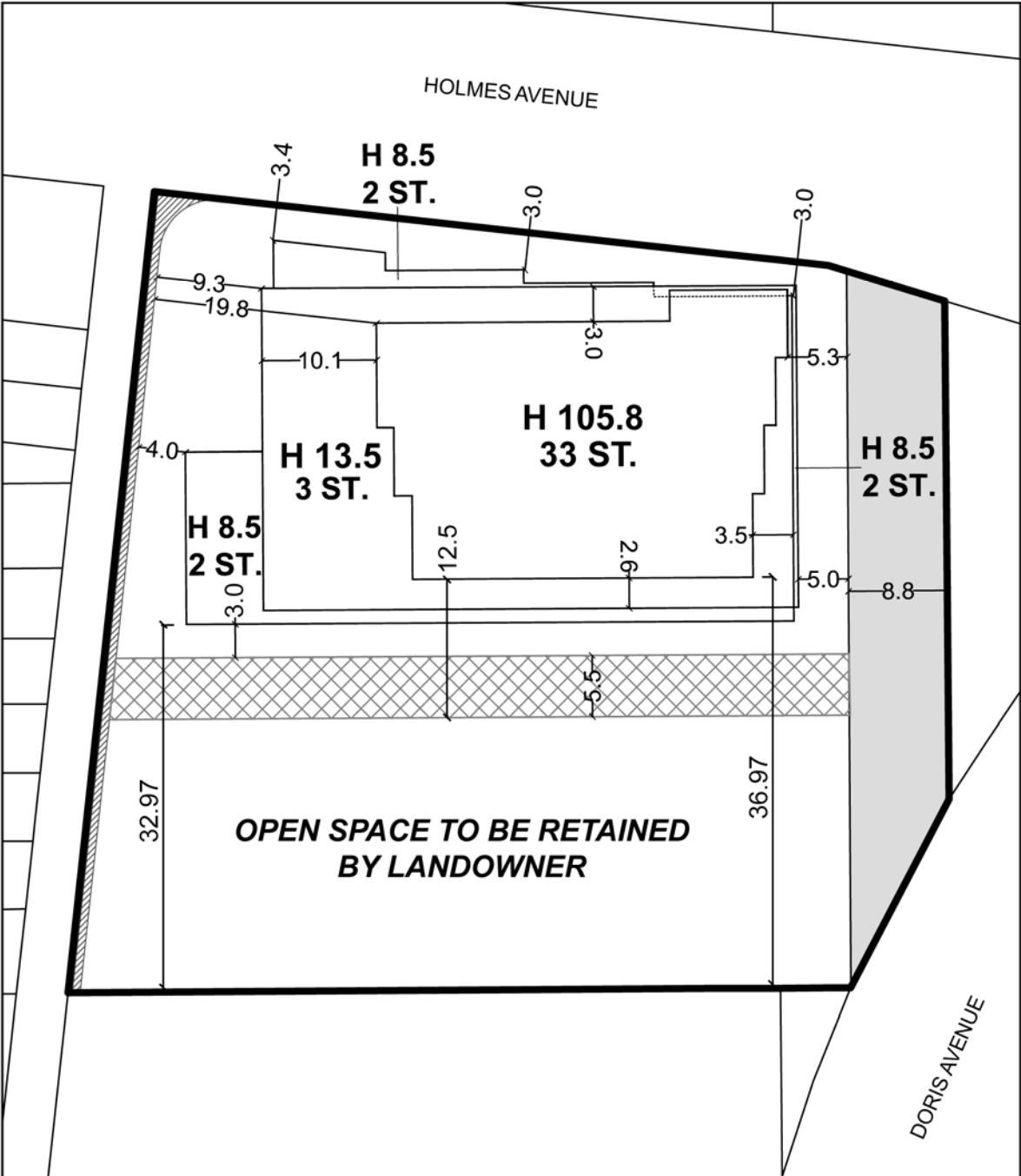


 **TORONTO**  
Schedule 2

**15-21 Holmes Avenue**

File # 18 147351 NNY 23 02

↑  
Former North York By-law 7625  
Not to Scale  
02/05/2019



**Toronto**  
Schedule RM1(114)

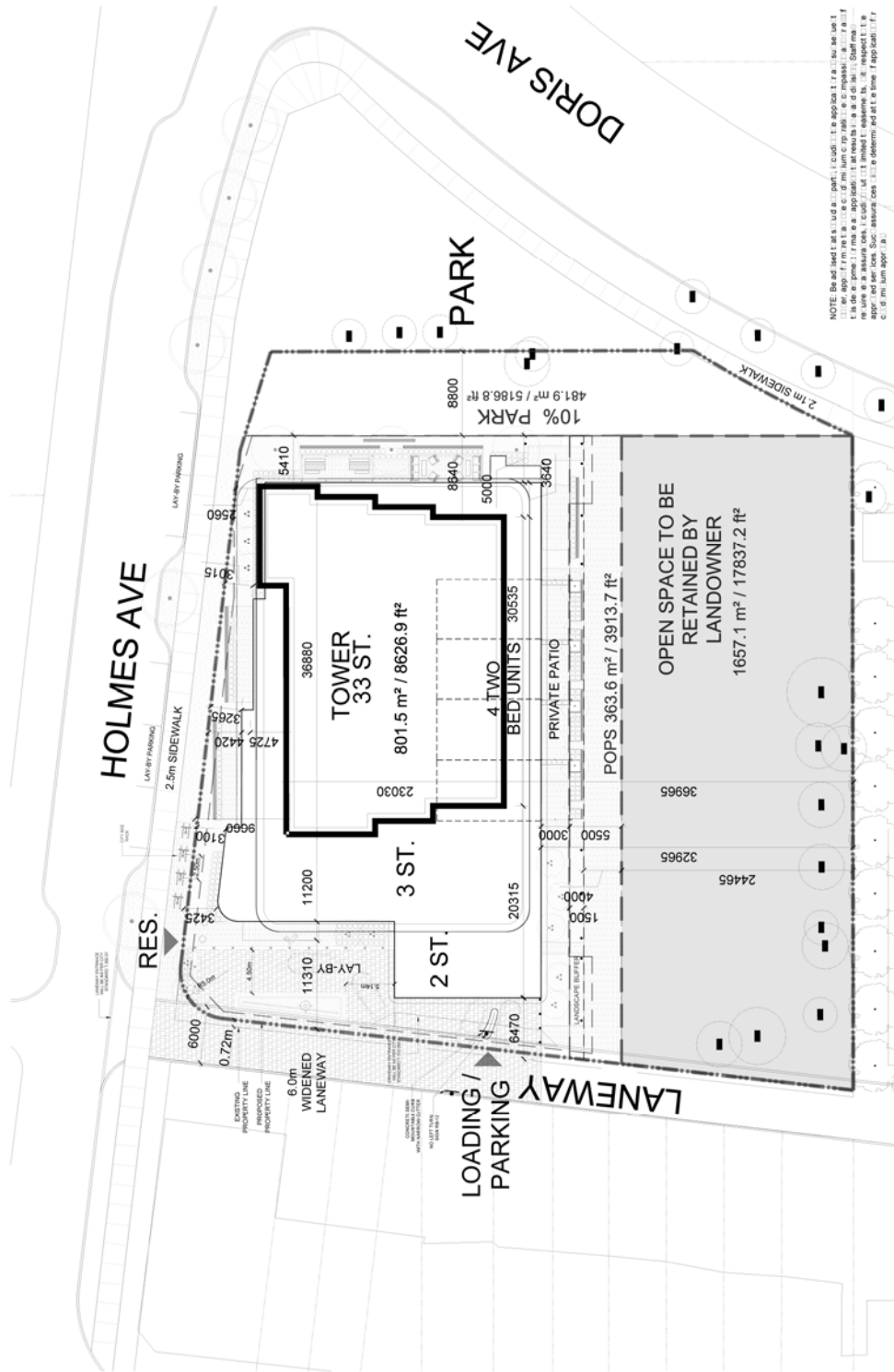
15-21 Holmes Avenue

File # 18 147351 NNY 23 0Z

- Parkland dedication
- Lane widening
- Privately-Owned Publicly Accessible Open Space

Former North York By-law 7625  
 Not to Scale  
 02/05/2019

Attachment 7: Site Plan



15-21 Holmes Avenue

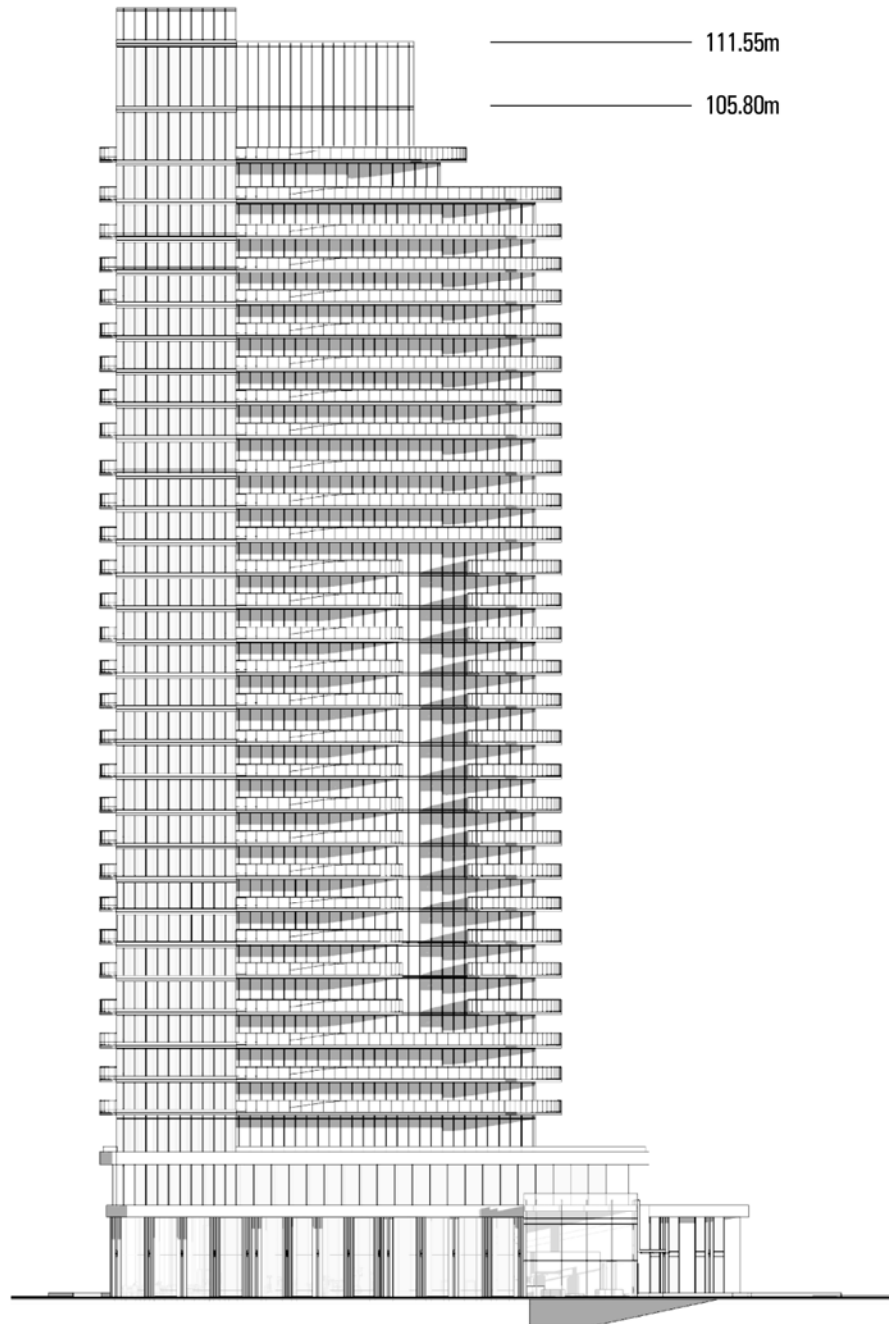
File # 18 147351 NMY 23 0Z

Site Plan

Applicant's Submitted Drawing

Not to Scale  
02/05/2019

# Attachment 8: North Elevation



**North Elevation**

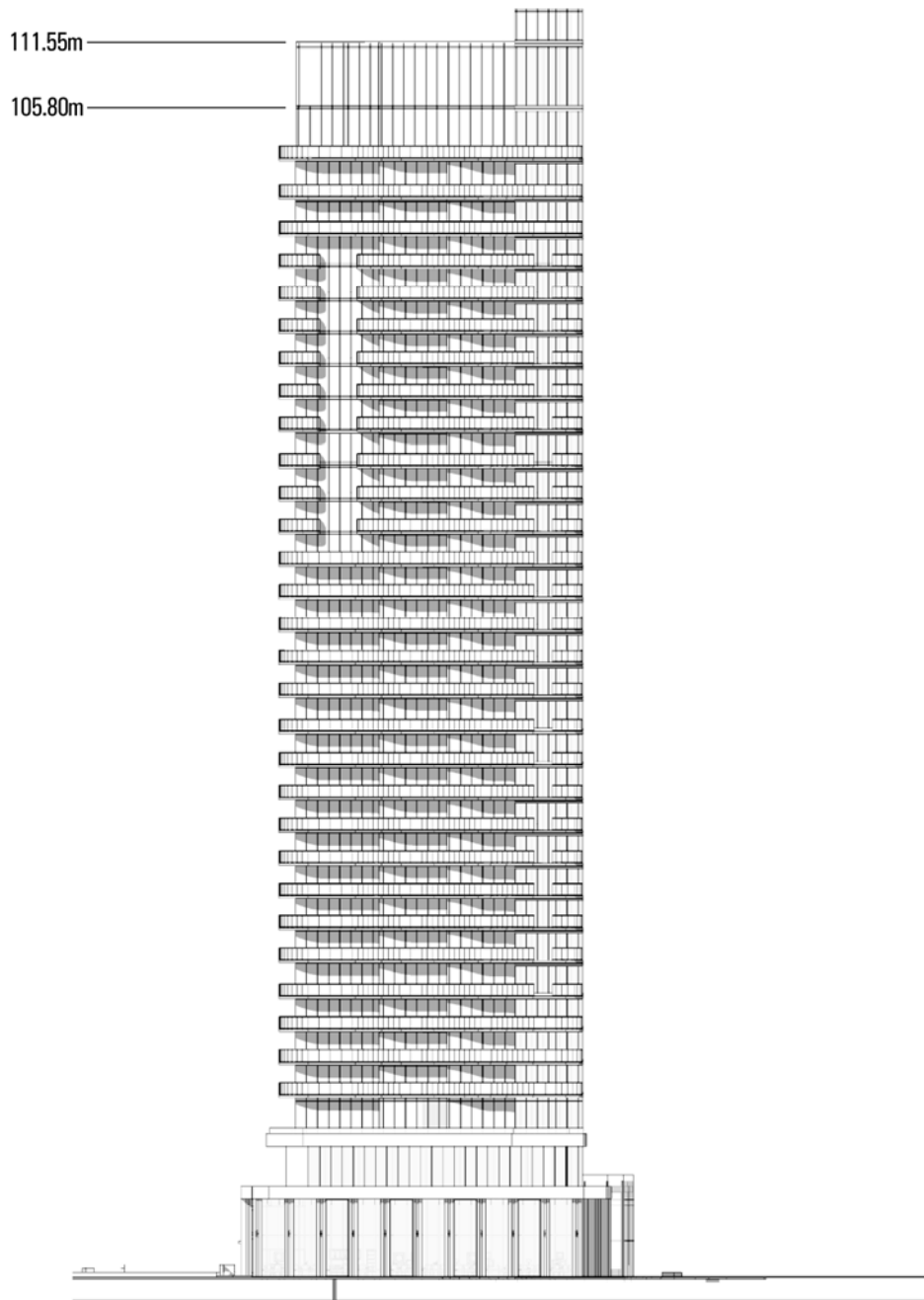
**15-21 Holmes Avenue**

Applicant's Submitted Drawing

Not to Scale  
02/05/2019

File # 18 147351 NNY 23 0Z

## Attachment 9: East Elevation



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**East Elevation**

**15-21 Holmes Avenue**

Applicant's Submitted Drawing

Not to Scale  
02/05/2019

File # 18 147351 NNY 23 0Z