

## **8-16 Locust Street and 15 Oxford Drive – Official Plan and Zoning By-Law Amendment – Request for Directions Report**

Date: August 23, 2021

To: Etobicoke York Community Council

From: Acting Director, Community Planning, Etobicoke York District

Ward: 5 – York South-Weston

**Planning Application Number:** 20 113215 WET 05 OZ

### **SUMMARY**

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On May 8, 2020, Official Plan and Zoning By-law Amendment applications were submitted to permit a 35-storey residential building containing 372 dwelling units. The application includes the severance of a 1,217 m<sup>2</sup> portion of 15 Oxford Drive and the reconfiguration of the terminus of Locust Street into a new cul-de-sac.

On May 17, 2021, the applicant appealed the Official Plan and Zoning By-Law Amendment to the Ontario Land Tribunal (OLT) (formerly Local Planning Appeal Tribunal) citing City Council's failure to make a decision on the application within the time period prescribed under the Planning Act. A Case Management Conference was held on June 23, 2021. The Tribunal has set a 10-day hearing commencing on Monday, June 13, 2022.

This report recommends that City Council direct the City Solicitor, together with appropriate City staff, to oppose the current proposal at the OLT and continue discussions with the Applicant to resolve outstanding issues.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) in opposition to the current Application regarding the Official Plan Amendment and Zoning By-law Amendment appeals for the lands at 8-16 Locust Street and 15 Oxford Drive

and to continue discussions with the Applicant in an attempt to resolve outstanding issues and report back on outcomes.

2. In the event that the Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

a.the final form and content of the Official Plan and Zoning By-law Amendments are satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;

b.The owner has provided a revised Transportation Impact Study including a revised Parking Justification, satisfactory to the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning;

c.The owner has provided accessible parking spaces in accordance with the supply and dimensional requirements in Section No. 200.15 of City of Toronto Zoning By-law 569-2013 as amended by By-law No. 579-2017 to the satisfaction of the General Manager, Transportation Services;

d.The owner has provided all regular parking spaces, accessible parking spaces, and a minimum of one (1) Type 'G' loading space for the project in accordance with the dimensional requirements noted in Zoning By-law 569-2013 to the satisfaction of the General Manager, Transportation Services;

e.The owner has submitted revised drawings illustrating the conveyance of lands required for the cul-de-sac satisfactory to the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning.

f.The owner has submitted a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

g.The owner has made satisfactory arrangements with Engineering and Construction Services and entered into the appropriate agreement with the City for the design and construction of the cul-de-sac and any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development,

according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

h. The owner has provided space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 68-10, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

i. The owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Official Plan and Zoning By-law Amendment applications, to the satisfaction of the Supervisor, Tree Protection and Plan Review;

j. The owner has submitted a revised Landscape Plan and/or Tree Inventory and Preservation Plan Report and that Tree Preservation matters are resolved to the satisfaction of the General Manager, Parks, Forestry and Recreation;

k. The submitted Noise and Vibration Feasibility Study, has been peer reviewed by a third-party Noise and Vibration Consultant retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;

l. The submitted revised Rail Safety Assessment, has been peer reviewed by a third-party retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.

m. The submitted Rail Safety Assessment has been reviewed to the satisfaction of Metrolinx.

n. The owner has provided a revised Pedestrian Level Wind Study, including wind tunnel test, to the satisfaction of the Chief Planner and Executive Director, City Planning.

o. The owner has provided information regarding the current number and type of rental units on the land and, if required, has addressed all rental replacement requirements in accordance with the Official Plan and City standards to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

p. Community benefits and other matters in support of the development have been secured in a Section 37 Agreement executed by the owner and

registered on title to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

3. In the event the Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) allows the appeal in whole or in part, City Council authorize the City Solicitor to enter into an agreement pursuant to Section 37 of the *Planning Act* securing the following as matters required to support the development:

a. The owner shall enter into an agreement to convey lands required for the cul-de-sac to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and the City Solicitor;

b. 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 Management 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 Management Committee, and as may be further amended by City Council from time to time; and

c. The owner shall satisfy the requirements of the Toronto District School Board and the Toronto Catholic District School Board regarding warning clauses and signage with respect to school accommodation issues.

4. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement the foregoing.

## **FINANCIAL IMPACT**

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City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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A Preliminary Report on the application dated June 22, 2020 was considered by Etobicoke Community Council on July 14, 2020 authorizing staff to conduct a community consultation meeting with an expanded notification area and to bring forward the Final Report for the applications following the completion of the Mount Dennis Planning Framework Study. Community consultation is summarized in the Comments section of this Report. The Preliminary Report can be found at:

<https://www.toronto.ca/legdocs/mmis/2020/ey/bgrd/backgroundfile-148296.pdf>

## **City-Initiated Mount Dennis Planning Framework Study (Picture Mount Dennis Study)**

On March 10, 2016, City Council directed City Planning staff to undertake a review of the current planning framework for the Mount Dennis area including: built form; density; building heights; and public realm for the properties in Mount Dennis. City Council directed staff to consult with the community, landowners and stakeholder groups, and to report back on the findings of the review and to provide recommendations for changes, if necessary, to the planning framework for the study area.

On July 23, 2018, City Council considered a Status Report from City Planning and directed City Planning to undertake a review and update of the planning framework for the Mount Dennis area generally along Weston Road between Jane Street and Humber Boulevard/Black Creek Drive, including those lands between Weston Road and Black Creek Drive fronting Eglinton Avenue West, and including those lands subject to Official Plan Site and Area Specific Policy Nos. 39, 40, 41, 42, 43, 53 and 320.

City Planning staff have retained and are currently working with a consultant team led by Perkins and Will in facilitating an inter-divisional comprehensive review of the existing planning policy framework for the Mount Dennis area. The study will include the creation of an area wide vision and the development of goals, objectives and priorities for the area pertaining to land use, transportation, servicing infrastructure, community facility and social service needs requirements. The purpose of the study is to develop a renewed planning policy framework, guidelines and other legislative tools that will assist in effectively managing growth and change in the area. The study area is generally bounded by the Humber River, Clouston Avenue, the CN rail line, Trethewey Drive, Keesledale Park, Humber Boulevard, Rockcliffe Boulevard, Lambton Avenue, Jane Street and Eglinton Avenue West.

The study team being led by Perkins and Will, was retained on December 18, 2019. The team consists of Nelson/Nygaard, GM Blue Plan, Canadian Urban Institute, Centre for Connected Communities, Sean Hertel, Common Bond Collective, LGL Limited, Timmins Martelle and NBLC. The study work, being led by City Planning, commenced on January 13, 2020 and is approaching the final phase of the study.

At the time of the writing of this report, the study team is in the process of developing and testing framework concepts and presenting them to the community for feedback. Recommendations and directions for growth to help guide new development are anticipated soon with the study completion targeted for Q4 2021.

## SITE AND SURROUNDING AREA

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Weston Road is oriented northwest to southeast, at approximately a 45 degree angle to the rest of the street grid of the City. However, for the purposes of this report, Weston Road will be described as being oriented west to east.

The subject site is located on the west side of Locust Street, northwest of the Eglinton Avenue West and Weston Road intersection, in the Mount Dennis neighbourhood (see Attachment 1: Location Map). The site is rectangular in shape and is approximately 2,675 m<sup>2</sup> in size.

The subject site is a consolidation of 6 parcels occupied by the following: two detached dwellings; three semi-detached dwellings; and existing open space to be severed from 15 Oxford Drive. The existing detached and semi-detached dwellings front Locust Street and contain 9 dwelling units, including 3 rental units. The existing open space is located on the northeastern portion of 15 Oxford Drive and serves the existing 10-storey apartment building containing 175 dwelling units.

The site is within 500 metres of the future Mount Dennis Eglinton Crosstown Light Rail Transit (LRT) and GO/UP Express Mount Dennis Station.

Surrounding uses include:

**North:** Immediately adjacent to the subject site is a 4.0 m wide parcel running parallel to the rail corridor and constituting a part of 30 Denarda Street to the west. Beyond the 4.0 m parcel is the Metrolinx/GO Transit Rail Corridor and north of the rail corridor are lands previously known as Kodak Heights, the current location of the Mount Dennis LRT Station and mobility hub, with planned all-day, two-way service on the GO Transit Kitchener Line, UP Express and an off-street TTC Bus Terminal.

**West:** Adjacent to the west of the subject site is the 10-storey apartment building at 15 Oxford Drive. Further west is a 15-storey apartment building at 30 Denarda Street. Along Oxford Drive and Denarda Street are semi-detached dwellings and single detached dwellings on properties designated *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods* in the City of Toronto Official Plan.

**East:** On the east side of Locust Street are single detached and semi-detached dwellings designated *Mixed Use Areas* in the City of Toronto Official Plan. Further east on Hollis Street are single-detached dwellings on properties also designated *Mixed Use Areas*.

**South:** Directly south of the subject site are semi-detached homes that are designated *Mixed Use Areas* in the in the City of Toronto Official Plan. Further south is a mix of low-rise residential dwelling types and commercial uses along Locust Street and Weston Road on properties designated *Mixed Use Areas* in the City of Toronto Official Plan.

## THE APPLICATION

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### Description

The Official Plan and Zoning By-law amendment application proposes to amend Official Plan Site and Site and Area Specific Policy No. 39 (SASP 39), Official Plan Land Use Map 14, the former City of York Zoning By-law 1-83 and City-wide Zoning By-law 569-2013 for the lands at 8-16 Locust Street and 15 Oxford Drive to permit a 35-storey residential building containing 372 residential units. The application proposes a total gross floor area of 25,291 m<sup>2</sup>, resulting in a Floor Space Index of 9.45 times the area of the lot. The height of the proposed building is 116.6 metres, including mechanical penthouse.

An associated application for Rental Housing Demolition seeks approval to demolish 3 rental dwelling units at 12 Locust Street and replace them with 3 rental dwelling units in the proposed development. The submitted materials state there are 9 existing dwelling units on the subject site, 3 of which are currently vacant and 3 are owner occupied. No changes are proposed to the existing 10-storey apartment building on 15 Oxford Drive as part of this application.

The application proposes the severance of 1,217 m<sup>2</sup> of existing open space from 15 Oxford Drive that would be consolidated with the properties at 8-16 Locust Street to facilitate the proposed 35-storey residential building. The application proposes to provide adjoining shared outdoor amenity space that would be located between the existing 10-storey apartment building at 15 Oxford Drive and the proposed 35-storey residential building. No changes are proposed to the existing 10-storey apartment building to be retained at 15 Oxford Drive.

The proposed 35-storey residential building would be comprised of a 2-storey podium with a 33-storey tower above. The podium would be 10.4 metres in height and would step back above the 1<sup>st</sup> storey along the north side of the building. The proposed podium would be setback 3.0 m from the east, 6.2 m from the south, 7.0 m from the west and between 4.8 m to 10.5 m from the north lot line, resulting in an 8.8 m to 14.5 m setback to the rail corridor to the north. A 38.7 metre long crash wall measuring 2.14 metres in height is proposed along the site's north lot line.

Three townhouse units are proposed within podium on the east side of the building fronting onto Locust Street. The existing 2-storey (7.6 metres in height) semi-detached dwelling at 8 Locust Street located along the southern property line is proposed to be retained and would have a separation distance of 0.6 metres from the proposed podium to the north. The existing 2-storey building has a gross floor area of 138 m<sup>2</sup>. Combined with the gross floor area of the proposed tower, a total Floor Space Index of 9.51 times the area of the lot is proposed.

The tower stepback from the podium would be 3.5 m from the east, 9.1 m from the south, 3.3 m from the west and between 6.5 and approximately 14.4 m from the north. The total tower setbacks would be 6.5 m from the Locust Street to the east; 14.8 m from the south; 10.5 m from the west, resulting in a separation distance of 25.6 m from the existing apartment building at 15 Oxford Drive; and 16.8 m from the north. The application proposes a tower floor plate approximately 782 m<sup>2</sup> in size.

A total of 372 residential units are proposed including 369 new units and 3 rental replacement units, comprised of the following mix of units: 17 studio units (5%); 182 one-bedroom units (49%); 134 two-bedroom units (36%); 36 three-bedroom units (10%); and 3 townhouse units (0.8%). It is not clear in the submission materials how many bedrooms would be provided within the townhouse units.

Vehicular access to the site would be provided from Locust Street at the southeast corner of the site. The development would include a total of 146 parking spaces including 111 resident parking spaces and 35 visitor parking spaces that would be provided within a three level underground parking garage. The parking garage would extend below the majority of the site, including the proposed cul-de-sac, but would not extend beneath the existing semi-detached house at 8 Locust Street. The development would provide a total of 372 bicycle parking spaces consisting of 335 long term spaces and 37 short term spaces located on level 1 of the parking garage and at-grade.

The application proposes to reconfigure the terminus of Locust Street into a new partial cul-de-sac which would encroach onto the northeast corner of the subject site. The full cul-de-sac would be completed with the redevelopment of the properties on the east side of Locust Street if and when an application is submitted for those lands.

The application is proposing a total of 744 m<sup>2</sup> of outdoor amenity space (2.0 m<sup>2</sup> per unit) and 744 m<sup>2</sup> of indoor amenity space (2.0 m<sup>2</sup> per unit). Rooftop outdoor amenity space is proposed above the northern section of the 1<sup>st</sup> floor and at-grade outdoor amenity space is proposed at the rear (west side) of the building. The at-grade outdoor amenity space would connect to 530 m<sup>2</sup> of proposed enhanced outdoor amenity space to be shared with the existing 10-storey apartment building at 15 Oxford Drive. Indoor amenity space is proposed throughout the first two floors of the building connected to the outdoor amenity spaces at-grade and on the 1<sup>st</sup> floor rooftop.

A Privately-Owned Publically Accessible Space (POPS) is proposed along a walkway located parallel to the north property line connecting Locust Street to the shared outdoor amenity space to the west.

Detailed project information can be found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>



See Attachment 1 of this report, for the project data information.

### **Reasons for Application**

Amendments to the Official Plan, former City of York Zoning By-law 1-83 and City-wide Zoning By-law 569-2013 are required to redesignate and change the permitted land use on part of the site from *Apartment Neighbourhoods* to *Mixed Use Areas*, amend the other site and area specific policies and create site specific zoning provisions to permit the proposed building type, density, building height, setbacks, lot coverage and other development standards as necessary to accommodate the proposal on these properties.

### **Site Plan Control**

The application is subject to Site Plan Control. A Site Plan application was submitted on June 4, 2021 and notification was provided on July 2, 2021 that the application was deemed complete under the *Planning Act*.

## **POLICY CONSIDERATIONS**

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The subject site is within a major transit station area (MTSA) generally defined by The Growth Plan (2020) as the area within an approximately 500 to 800 metre radius of a transit station. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries. At the time of the writing of this report there are no established MTSA's in the City of Toronto.

The subject site is split between two Official Plan land use designations. The lands at 8 to 16 Locust Street are designated *Mixed Use Areas* while the portion of the lands to be severed from 15 Oxford Drive are designated *Apartment Neighbourhoods*. The site is also subject to Site and Area Specific Policy No. 39 (SASP 39) and Site and Area Specific Policy No. 53 (SASP 53). SASP 39 applies to lands between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive, and Oxford Drive and Locust Street (see Attachment 4: Local SASPs). SASP 53 applies to the Mount Dennis Area defined as being bounded by Rutherford Avenue in the north, the rail corridor to the east, Bushey Avenue to the south and Fergy Brown Park to the west (see Attachment 4: Local SASPs). Staff note that the Mount Dennis Area defined by SASP 53 does not correspond directly to the study area defined by the Picture Mount Dennis Study, which covers a larger area.

The lands directly to the south along Locust Street and the lands on the east side of Locust Street are all designated *Mixed Use Areas* while the remaining portion of 15 Oxford Drive is designated *Apartment Neighbourhoods*.

Under City-wide Zoning By-law 569-2013, 15 Oxford Drive and 16 Locust Street are zoned Residential Apartment Commercial Zone (RAC) (u428)(x140) and the lands at 8-14 Locust Street are zoned Commercial Residential (CR) (c2.0; r2.0) (SS2).

The Mount Dennis Urban Design Guidelines are applied to the lands corresponding to SASP 39 and 53, among others.

Other Guidelines that are relevant in the consideration of the proposal include: the City-Wide Tall Building Design Guidelines; Growing Up: Planning for Children in New Vertical Communities; Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; Best Practices for Bird-Friendly Glass; Best Practices for Effective Lighting; and the Draft Design Guidelines for Privately Owned Publicly-Accessibly Space.

Although the Picture Mount Dennis Study aims to create a renewed planning framework for the Mount Dennis area, including the subject site, at the time of the writing of this report, recommendations or directions for growth are still evolving and not yet available to help guide new development at this time.

Information on applicable policy documents can be found in Attachment 6.

## **COMMUNITY CONSULTATION**

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A Virtual Community Consultation Meeting was hosted by City staff on November 17, 2020. Approximately 31 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following issues for the proposed development were raised by community members:

- traffic impacts on Weston Road and the intersection of Weston Road and Locust Street;
- traffic impacts on the larger transportation network from St. Clair Avenue to Black Creek Drive to Eglinton Avenue West;
- impact on capacity and availability of programs from new residents using the already busy Mount Dennis recreation centre;
- appropriateness of the proposed parking standard;
- appropriateness of proposed tower height;
- compatibility with the character of the Kodak lands to the north and the low-rise scale of the dwellings on Locust Street, Oxford Drive and Hollis Street
- transition between the proposed building and the adjacent apartment;
- compatibility with the adjacent rail corridor and mitigation of potential impacts;
- clarification of the tenure of the proposal (rental vs. condo) and potential for affordable housing;
- clarification of the use of 8 Locust Street (the retained semi-detached dwelling);

- impact of construction on the street network;
- impact of shadows and wind on the site and surrounding areas; and
- relationship between the proposed development and the Mount Dennis Economic Development Study.

In addition to the Community Consultation Virtual Meeting, Planning staff received emails from community members, the concerns of which are reflected in the above list of issues.

## **COMMENTS**

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The proposal has been reviewed against the *Planning Act*, PPS, Growth Plan, Official Plan, Secondary Plan policies and design guidelines as outlined in the Policy Considerations section and Attachment 6 of this report.

### ***Planning Act***

Section 2 of the *Planning Act* requires municipalities to have regard for matters of provincial interest, including, amongst other matters: (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and (r) the promotion of built form that, (i) is well designed, (ii) encourages a sense of place and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant. These provincial interests are further articulated through the PPS and the Growth Plan.

### **Provincial Policy Statement (2020) (PPS)**

The City is a development area and infill is encouraged under these policies. However, the direction of both the PPS and the Growth Plan is that planning authorities are responsible for identifying appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs. While the PPS encourages intensification and efficient development, it recognizes the existing local context is important and that well-designed built form contributes to overall long-term economic prosperity.

The PPS contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, and that planning authorities identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account, among other things, the existing building stock and surrounding areas.

While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long-term economic prosperity. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment. Policy 4.8 states that zoning and development permit by-laws are important for implementation of the PPS and that planning authorities shall keep their zoning and development permit by-laws up-to-date with their Official Plan and the PPS.

Through its Official Plan, the City has identified appropriate locations and opportunities for intensification. Although growth is intended to occur on this site as the south portion of the subject site is designated *Mixed Use Areas*, the built form and massing of the current proposal is not in conformity with the *Mixed Use Areas* and Built Form policies of the Official Plan.

The current proposal does not conform with the municipally established policies, and therefore is not consistent with the PPS to the extent that it does not comply with the municipal direction for growth. A decision by City Council to oppose the current proposal given the inconsistency with long term economic prosperity policies and non-conformity with Official Plan policies, as described below, will be consistent with the PPS.

### **The Growth Plan (2020)**

The Growth Plan (2020) states that applying the policies of the plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses; provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; and provide for a more compact built form and a vibrant public realm.

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

The subject site is located along a priority transit corridor associated with the UP Express and Kitchener GO Line and the Eglinton Crosstown LRT. The Mount Dennis Transit Hub is located within 200 m of the subject site. MTSAs relating to higher-order transit stations have not yet been delineated in the Toronto Official Plan.

Although growth is intended to occur on this site, the proposal in its current form does not conform to the policy direction for growth established through the City's Official Plan.

The proposed development, particularly with respect to building setbacks, podium massing and built form does not fit within the existing and planned context of the area. The proposal does not conform to the Growth Plan as it does not comply with the municipal direction for location and form of growth.

## **Land Use**

The lands are designated *Mixed Use Areas* and *Apartment Neighbourhoods* in the City of Toronto Official Plan. The current proposal requires an Official Plan Amendment as the application proposes to redesignate the portion of the subject lands that is designated *Apartment Neighbourhoods* to *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Official Plan Policy 4.5.2 requires development to locate and mass new buildings provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, to locate and mass new buildings to frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Official Plan policy 2.3.1.4 directs that, where significant intensification of land adjacent to an *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study. City Council determined that an area based study is required in this area through their direction March 10, 2016. The Mount Dennis Planning Framework process was initiated in July 2018, the consultants retained and study work began in December 2019. The applicant was advised of the study process through the pre-application process and the application for this site was submitted in May 2020, well after the study process was underway. The current proposal is not in keeping with the existing planned context of the area. Until a new planned context is determined through the planning framework study as directed by City Council, a final determination for this site is premature.

## **Existing and Planned Context of the Mount Dennis Area**

The Built Form policies of the Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or planned buildings. Further, development in *Mixed Use Areas* will locate and mass new buildings to provide appropriate transition towards areas of different intensity and scale.

The subject site is located in proximity to buildings with varying heights which include: a 10-storey apartment building (15 Oxford Drive); 15-storey apartment building (30 Denarda Street); and 1 to 2-storey single detached dwellings and semi-detached dwellings on Oxford Drive, Locust Street, and Hollis Street. Weston Road is a major

street within proximity of the site and consists of a mix of 1-storey retail buildings, 2-storey and 3-storey mixed use buildings. The 2-storey mixed-use buildings in particular create a main street rhythm along Weston Road.

With the exception of the lands addressed as 15 Oxford Drive, the properties fronting both the east and west sides of Locust Street are designated *Mixed Use Areas* in the Official Plan. The northern portion of the site and the remaining lands addressed as 15 Oxford Drive to the west are designated *Apartment Neighbourhoods*.

Site and Area Specific Policy No. 53 applies to the entirety of the lands and surrounding lands to the west, east and south. SASP 53 requires the submission of a development concept plan for a property assembly of a portion of a block. The assembly will be comprehensive enough to allow for a distribution of density, uses and massing that is both internally functional and externally compatible, and does not preclude workable and compatible redevelopment of the rest of the block or block face intended for redevelopment. A development concept plan or block context plan has not been submitted in support of this application.

SASP 39 applies to lands between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive, and Oxford Drive and Locust Street, which includes the southern portion of the subject site, having addresses on Locust Street. SASP 39 envisions a built form consisting of low to medium-rise residential buildings. The draft Official Plan Amendment submitted with this application includes an amendment to SASP 39 to permit a tall building.

SASP 43 applies to lands on the east side of Locust Street and includes directions on property assembly and redevelopment and the provision of a new public street connecting Locust Street and Hollis Avenue.

The Mount Dennis Urban Design Guidelines, corresponding to the Mount Dennis Area of SASP 53 provides direction on built form and massing including requiring all new buildings to be limited to a maximum height in the range of 6 to 8-storeys.

The *Mixed Use Areas* designation, SASPs 39, 43 and 53, and the Mount Dennis Urban Design Guidelines all envision the redevelopment of the existing 1 to 2-storey single detached and semi-detached dwelling stock. Additionally, while *Apartment Neighbourhoods* are considered stable areas of the City where significant growth is not anticipated, opportunities may exist for additional townhouses or apartments on underutilized sites. However, the redevelopment envisioned by the SASPs and Mount Dennis Urban Design Guidelines for the area is limited to a maximum mid-rise scale. Additionally, the tallest existing buildings in the area are no greater than 15-storeys. The proposed 35-storey tower is more than double the height of any existing building within the Mount Dennis Area defined by SASP 53.

## Built Form

SASPs 39, 43 and 53 and the Mount Dennis Urban Design Guidelines provide valuable context for the existing and planned context of the Mount Dennis Area, defined by SASP 53.

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Considerations Section of this report and Attachment 6. The proposed height and density differs significantly from the character of the surrounding area. Given the existing and planned context for the subject property and the surrounding area, the proposed built form in its current form does not conform to the policies and does not meet the intent of the guidelines and, as such, cannot be supported by staff.

### Height and Transition

The existing character of the area between Weston Road and the rail corridor is that of 1 to 2-storey single detached dwellings and semi-detached dwellings fronting Hollis Street, Locust Street and Oxford Drive and the 10 and 15-storey apartment buildings on Oxford Drive and Denarda Street. The SASPs and Mount Dennis Urban Design Guidelines envision redevelopment with a low to mid-rise built form.

The Mount Dennis Urban Design Guidelines state that redevelopment proposals will be massed to achieve a height/setback relationship with a maximum angular plane of 45 degrees and that this angular plane restriction implies that the maximum height of any building element within a given development will not exceed the horizontal distance to the nearest property line of the nearest neighbourhood area residential property.

The City-Wide Tall Building Design Guidelines apply only to the extent they supplement and do not override the intent of the existing SASPs and the Mount Dennis Urban Design Guidelines. The City-Wide Tall Building Guidelines states that tall buildings should respect the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use and lower-scale built form.

The City-Wide Tall Building Design Guidelines illustrate an example of transition where a 45 degree angular plane supports tall building transition down to a lower-scale existing built-form also within *Mixed use Areas*. The application proposed no angular plane from the lower-scale existing dwellings to the east and south. The guidelines also illustrate a tower height limit in relation to adjacent *Apartment Neighbourhoods* in which the height of the new building is the same height as the adjacent existing *Apartment Neighbourhood* context and a 25 m minimum separation distance is provided. In accordance with the guidelines, the proposed building should be limited to a height of 10-storeys in keeping with the adjacent apartment building at 15 Oxford Drive.

Further, while a 25 m separation distance is provided in accordance with the City-Wide Tall Building Design Guidelines, a minimum tower setback from the western property line of 12.5 m is required in order to ensure the redevelopment potential of adjacent properties is protected in the long term. A tower setback of 10.5 m is proposed from the west lot line. Although the timing of redevelopment of any adjacent property is presently unknown, development potential must be protected for the long-term. "First-to-the-post" development, where the development potential on adjacent properties is negatively impacted or limited due to a proposal failing to provide adequate setbacks, separation distances or other such built form requirements on-site to meet City standards, does not represent good planning.

Official Plan Built Form Policy 3.1.2.3 directs growth to be massed to fit harmoniously into its existing and/or planned context, create appropriate transition in scale to neighbouring existing and/or planned context, and in particular to locate and mass new buildings to provide a transition between areas of different development intensity and scale. Further, *Mixed Use Areas* Policy 4.5.2 requires development to locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights

With a lack of appropriate transition, a total proposed building height of 35-storeys that substantially exceeds the existing or planned context of the Mount Dennis Area. The proposal does not provide appropriate transition between areas of different development intensity and scale, does not fit harmoniously into its existing and/or planned context and does not provide appropriate setbacks and/or stepping down of heights. Given the existing and planned context for the subject property and the surrounding area, the proposed density, height and massing proposed in its current form cannot be supported by staff.

Staff note that the purpose of the Picture Mount Dennis Study is to facilitate a comprehensive review of the existing planning policy framework for the Mount Dennis Area. The study looks to create a renewed planning policy framework and guidelines to effectively manage growth and change in the area. The Picture Mount Dennis Study may result in changes to the existing land use designations, SASPs, design guidelines and/or zoning, which could impact permitted heights, as well as transition and other built form requirements for the subject site. The resulting final recommendation report from the study is expected to be available by Q4 2021. Staff recommend that the issues raised in this Request for Directions report be revisited once further direction is provided by the Picture Mount Dennis Study.

### **Sun, Shadow, Wind**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Consideration Section of this report.



The proposed outdoor and shared amenity space is proposed on the west side of the site located between the existing apartment at 15 Oxford Drive and the proposed tower. Staff have concerns that the proposed built form will create adverse shadow impacts on the proposed outdoor amenity space on the west side of the proposed building and the proposed shared amenity space with the *Apartment Neighbourhoods* building to the west.

The pedestrian wind study indicates that adverse wind impacts would be experienced on the townhouse frontages along Locust Street, the proposed POPS area, and the majority of the rooftop outdoor amenity space. Amenity and POPS spaces should have a comfortable sitting condition especially in summer. Wind mitigation features are shown on some plans but need to be incorporated into the landscape plans and have design details provided.

Given the existing and planned context for the subject property and the surrounding area, staff have concerns regarding the built form impacts, including the sun, shadow and wind impacts.

A revised wind assessment and shadow impact study would be required should the design of the building be altered from the proposal in its current form.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the owner has provided a revised Pedestrian Level Wind Study, including wind tunnel test, to the satisfaction of the Chief Planner and Executive Director, City Planning.

## **Site Layout and Organization**

### Amenity Areas

Outdoor amenity spaces should be located in comfortable and safe spaces on the site and protected from the adverse impacts of wind and shadow, they should provide play areas for future residents including children. Indoor and outdoor pet amenity areas are also to be provided in keeping with Pet Friendly Guidelines.

The size of the proposed indoor and outdoor amenity spaces are acceptable. However, the proposed location of the at-grade outdoor amenity space is expected to receive adverse shadow impacts. Consideration should be given to mitigating shadowing impact on the proposed private and shared amenity area through architecture and massing.

The existing building formerly used as a semi-detached dwelling located at 8 Locust Street is proposed to be retained, however it is unclear what the use of the building would be. The applicant indicated in the public meeting that there was consideration of using the space as additional amenity space, a gallery space or a community space to

be rented out. If a use such as a gallery is proposed for the site it should be considered through the Zoning By-law Amendment application. Staff request further information on the use of the retained building.

### Bicycle Parking and Storage

The proposed total supply of 372 bicycle spaces is acceptable. The bicycle spaces would be provided within level 1 of the underground parking garage and at-grade outdoors. During the Site Plan application review process, staff will confirm the final location and infrastructure used for bicycle parking.

### Road Conveyance

Although no road widening is required, the applicant has been required to reconfigure the terminus of Locust Street into a new partial cul-de-sac, partially located on the northeast corner of the site. The lands required for the cul-de-sac are required to be conveyed to the City with this application. The applicant is required to revise their plans to show the conveyance and the impact it may have on the underground parking garage. Additionally, Transportation Services staff have requested revisions to the proposed sidewalk around the cul-de-sac turning circle.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the applicant has submitted revised drawings illustrating the conveyance of lands required for the cul-de-sac satisfactory to the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning.

### Public Realm and Streetscape

The Public Realm policies of the Official Plan (Section 3.1.1) as well as OPA 479 recognize that a well-designed public realm is developed by creating comfortable, inviting, safe and accessible streets, parks and open spaces, which are vital elements in creating a vibrant city. The Streetscape Manual User Guide requires a minimum boulevard width of 4.8 m curb to building face, which includes room for tree plantings, street furniture and a minimum sidewalk width of 2.1 m.

The existing streetscape includes a 1.5 m sidewalk and there are no street trees along the Locust Street right-of-way. The proposal would result in a boulevard width of approximately 8.2 m along Locust Street. Three new street trees are proposed along with a 2.1 m wide sidewalk and bicycle parking spaces.

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

The Growing Up Guidelines state that at least 10% of units should be three-bedroom units and 15% should be two-bedroom units. The proposed 134 two-bedroom units

(36%) and 36 three-bedroom units (10%) supports the unit mix objectives of the Growing Up Guidelines. These guidelines also recommend ideal unit sizes for two-bedroom units (90 m<sup>2</sup>) and three-bedroom units (106 m<sup>2</sup>). The applicant has not provided sufficient information to assess whether the unit sizes meet the unit size objectives of the Growing Up Guidelines.

## **Noise and Vibration**

The applicant submitted a Noise and Vibration Impact Study prepared by J.E. Coulter Associates Limited, dated February 5, 2020 to determine potential noise and vibration impacts on the proposed development and compliance with provincial regulations and guidelines. City staff will retain a third party consultant to undertake a peer review of this study, at the cost of the applicant. The review may be undertaken later in the review process once the design of the building and site are further evolved.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the submitted Noise and Vibration Feasibility Study, has been peer reviewed by a third-party consultant retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.

## **Derailment Protection**

The subject lands are located adjacent to the Metrolinx Rail Corridor to the north. Metrolinx and other rail companies have established a set of criteria for new development adjacent to rail corridors, including minimum building setbacks and the requirement for safety barriers. Generally, new development in proximity to a rail corridor must be set back a minimum of 30 metres from the rail corridor and protected by an earthen berm. This standard is recognized in the Federation of Canadian Municipalities (FMC) and the Railway Association of Canada's (RAC) Proximity Guidelines.

The applicant submitted a Rail Safety Assessment prepared by Stantec Consulting Ltd., dated January 24, 2020, to assess the derailment protection measures required for the proposed residential development and how the proposed development can provide the required protection.

The City of Toronto retained WSP Group to undertake a peer review of the study. The peer review identified a number of issues and outstanding requirements with the first submission of the application. The applicant has since made a second submission to address the peer review comments but they have not been peer reviewed as of the writing of this report.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its

order until the submitted revised Rail Safety Assessment, has been peer reviewed by a third-party retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.

## **Metrolinx**

The application was circulated to Metrolinx staff who provided comments on the first submission. Metrolinx staff note that a Level 2 Technical Review is required through a separate process with Crosslinx Transit Solutions (CTS). Metrolinx also noted that a rail safety setback of 30 m is required unless a setback reduction is granted through consultation with Metrolinx. The applicant submitted a Rail Safety Assessment with their second submission, however as of the writing of this report Metrolinx staff have not provided comments.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the submitted Rail Safety Assessment has been reviewed to the satisfaction of Metrolinx.

## **Housing**

A Housing Issues Report is required for Official Plan Amendments, Zoning By-law Amendments and Plans of Condominium where these applications seek to demolish existing rental properties, intensify existing rental sites, convert existing rental housing to condominiums or that propose residential development in excess of five hectares.

The applicant submitted a Housing Issues Report prepared by Bousfields Inc., dated February 2020 and a Rental Housing Declaration of Use and Screening Form in support of the applications. The submitted materials state there are 9 existing dwelling units on the subject site, 3 of which are currently vacant and 3 are owner occupied.

Official Plan Policy 3.2.1.5 (a) requires the securing of existing rental units that have affordable and mid-range rents. Official Plan Policy 3.2.1.5 (b) requires the identification and securing of needed improvements to the existing rental housing, without pass through of costs to tenants. Official Plan Policy 3.2.1.6 (b) requires at least the same number, size and type of rental housing units to be secured with similar rents for at least 10 years and an acceptable tenant relocation and assistance plan is provided if a development would result in the loss of six or more rental housing units. The submitted Housing Issues Report does not address Official Plan Policy 3.2.1.5, 3.2.1.6 or the existing apartment building at 15 Oxford Drive with respect to the rental intensification policies of the Plan.

Further, as the Planning Rationale and Housing Issues Report do not address Official Plan Policy 3.2.1.5 (a) and (b) or 3.2.1.6 (b) and do not identify the existing rents, number of rental dwelling units or existing amenities, the applicant will be required to

provide additional information through a revised report and/or an addendum to address these matters.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the owner has provided information regarding the current number and type of rental units on the land and, if required, has addressed all rental replacement requirements in accordance with the Official Plan and City standards to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

### **Traffic Impact, Access and Parking**

A Transportation Impact Study was submitted in support of the proposal. Based on the projected vehicular traffic volume, the applicant's traffic engineering consultant concludes that the proposed redevelopment will have negligible impacts on the boundary road network and that site traffic can be easily accommodated on the boundary roadways. Transportation Services staff have accepted the consultant's findings.

Vehicular access to the site is proposed via a driveway to run perpendicular to Locust Street at the southeast corner of the property. The applicant proposes to reconfigure the terminus of Locust Street into a new partial cul-de-sac, part of which would be located on the northeast corner of the subject site. The full cul-de-sac would be completed with the redevelopment of the properties on the east side of Locust Street if/when an application is submitted. Transportation Services staff accept the proposed partial cul-de-sac, but note that the site plan needs to be revised to show the land required for the cul-de-sac being conveyed to the City.

A Type 'G' loading space would be located at-grade enclosed within the south end of the building, which would satisfy the minimum loading requirements according to Zoning By-law 569-2013.

A total of 146 parking spaces including 111 resident parking spaces and 35 visitor parking spaces. Transportation Services staff note that the underground parking plans must be revised to illustrate the conveyance of the lands required for the cul-de-sac. Transportation Services staff identified other issues and outstanding requirements with the parking justification and information submitted. Transportation Services staff have identified other conditions required to ensure the proposal meets City standards.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until the owner satisfies the following conditions to the satisfaction of staff:

- a. Submits a revised Transportation Impact Study including a revised Parking Justification;

b. Provides accessible parking spaces in accordance with the supply and dimensional requirements in Section No. 200.15 of City of Toronto Zoning By-law 569-2013 as amended by By-law No. 579-2017; and

c. Provides all regular parking spaces, accessible parking spaces, and a minimum of one (1) Type 'G' loading space for the project in accordance with the dimensional requirements noted in Zoning By-law 569-2013.

## **Servicing**

City staff have identified further information required to the submitted Functional Servicing Report. All revisions must be made to the satisfaction of the Executive Director of Engineering and Construction Services.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until

- The owner has submitted a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- The owner has made satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of the cul-de-sac and any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Chief Engineer and Executive Director of Engineering and Construction Services; and
- The owner has provided space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 68-10, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

## **Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Should the application be approved, Parks staff are recommending that the parkland dedication requirement be satisfied through cash-in-lieu of an on-site parkland dedication.

## **Tree Preservation**

City of Toronto By-laws provide for the protection of trees situated on both private and City property. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The application indicates that there are no existing trees located on the subject site.

Urban Forestry staff have identified numerous revisions required to the submitted Arborist Report, Landscape Plans and Planting Details and requests the submission of a Soil Volume Plan to adequately demonstrate the soil volume proposed is suitable to support plant growth on site. Further Urban Forestry staff do not support the proposed removal of a significant number of healthy trees protected under Private Tree By-laws and do not support the development that limits and restricts tree planting opportunities on the site to compensate for the loss of the existing tree canopy. Urban Forestry also advises that since there is a consultation process for application for tree removal and for the reasons with regards to limitation for tree planting on the site, Urban Forestry is not in the position to support the proposed Zoning By-law Amendment application at this time.

In principal, Urban Forestry does not object to the development of the subject lands; however, Urban Forestry is not in the position to support the proposed application at this time until the revised Arborist Report and Tree Preservation Plan are submitted and the required tree removal/injury application is submitted and processed. In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that OLT withhold its order until:

- The owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Official Plan and Zoning By-law Amendment applications, to the satisfaction of the Supervisor, Tree Protection and Plan Review; and
- The owner has submitted a revised Landscape Plan and/or Tree Inventory and Preservation Plan Report and that Tree Preservation matters are resolved to the satisfaction of the General Manager, Parks, Forestry and Recreation.

## **Energy Strategy**

The applicant is encouraged to coordinate with the Energy Efficiency Division staff as they progress through design development with any further analysis, including:

- Compliance with the Toronto Green Standard Version 3, especially if targeting Tier 2 or higher levels of performance;
- District energy-ready design;
- Integration of low-carbon energy solutions; and

- Back-up power for resilience during grid disruptions.

### **Toronto Green Standard**

City 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, Draft Plans of Subdivision and Site Plan Control 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 and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

### **School Boards**

The Toronto District School Board (TDSB) advised that projected accommodation levels at local schools warrant the use of a warning clause in all offers of purchase and sale/lease/rental/tenancy agreements. The TDSB requested the warning clause be placed into site plan agreement as a condition of pre-approval.

The Toronto Catholic District School Board (TCDSB) advised that while sufficient space exists within local secondary schools to accommodate additional students, the local elementary school is operating at capacity and cannot accommodate additional students from the development as proposed.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. The proposal in its current form would be subject to Section 37 contributions under the *Planning Act*. Planning staff has not met with the Applicant regarding Section 37 contributions because the application in its current form is not acceptable.

Should the OLT approve the application, Section 37 contributions would need to be secured. City planning staff, recommends staff be authorized to negotiate an appropriate agreement for Section 37 benefits with the applicant, in consultation with the Ward Councillor.

### **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of



programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The Mount Dennis Planning Framework Study (Picture Mount Dennis) includes a CS&F component which may be used to inform the review and evaluation of community facility needs and opportunities for this application. The Picture Mount Dennis Study is targeted for completion in September 2021. Staff recommend that a final list of potential CS&F contributions to be considered as part of any Section 37 Agreement be developed pending the outcome of the Picture Mount Dennis Study.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan, the Mount Dennis Urban Design Guidelines, the City-Wide Tall Building Design Guidelines and other city-wide guidelines. The current proposal is not consistent with the PPS (2020), does not conform with the Growth Plan (2020) and does not conform with the Toronto Official Plan, particularly as it relates to Land Use and Built Form. In addition, the proposal in its current form also is not consistent with the direction provided by implementing area specific and city wide guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the Application in its current form and to continue discussions with the Applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

Development on this site could be supported, should it provide appropriate height and density and transition as directed in the Official Plan, the Mount Dennis Urban Design Guidelines, and the City-Wide Tall Building Design Guidelines.

It is therefore recommended that City Council direct the City Solicitor and other appropriate City staff to attend the OLT hearing to oppose the appeal of the Official Plan and Zoning By-law Amendment application in its current form. It is also recommended that City staff continue discussions with the applicant to develop a revised proposal that addresses the issues set out in this report.

## **CONTACT**

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Tel.. (416) 394-5683  
E-mail: [Rory.McNeil@toronto.ca](mailto:Rory.McNeil@toronto.ca)

## **SIGNATURE**

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Sarah Henstock, MCIP, RPP  
Acting Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

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

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Local SASPs
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Policy Considerations

### **Applicant Submitted Drawings**

- Attachment 7: Site Plan
- Attachment 8: Elevations

## APPLICATION DATA SHEET

**Municipal Address:** 8 LOCUST ST                      **Date Received:** February 6, 2020

**Application Number:** 20 113215 WET 05 OZ

**Application Type:** OPA / Rezoning, OPA & Rezoning

**Project Description:** An Official Plan Amendment and Zoning By-law Amendment application to permit a 35-storey residential building containing 372 dwelling units. The application includes the severance of a 1,217 m<sup>2</sup> portion of 15 Oxford Drive and the reconfiguration of the terminus of Locust Street into a new cul-de-sac.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
KUOKKEI HONG			STANCHESTER CHARITABLE FOUNDATION

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Site and Area Specific Nos. 39 & 53 (SASP 39 & SASP 53)
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Zoning:	(RAC) (u428)(x140)	Heritage Designation:	No
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Height Limit (m):	Site Plan Control Area: Yes
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### PROJECT INFORMATION

Site Area (sq m):	2,675	Frontage (m):	67	Depth (m):	38
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			525	525
Residential GFA (sq m):	414	138	25,291	25,429
Non-Residential GFA (sq m):				
<b>Total GFA (sq m):</b>	<b>414</b>	<b>138</b>	<b>25,291</b>	<b>25,429</b>
Height - Storeys:	2		35	35
Height - Metres:	6		116.6	116.6

Lot Coverage Ratio (%): 19.63

Floor Space Index: 9.51

**Floor Area Breakdown**      **Above Grade** (sq m)      **Below Grade** (sq m)

Residential GFA: 25,429

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:	6	3		3
Freehold:				
Condominium:			369	369
Other:				
<b>Total Units:</b>	<b>6</b>	<b>3</b>	<b>369</b>	<b>372</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					3
Proposed:		17	182	134	36
<b>Total Units:</b>		<b>17</b>	<b>182</b>	<b>134</b>	<b>39</b>

**Parking and Loading**

Parking Spaces: 146      Bicycle Parking Spaces: 372      Loading Docks: 1

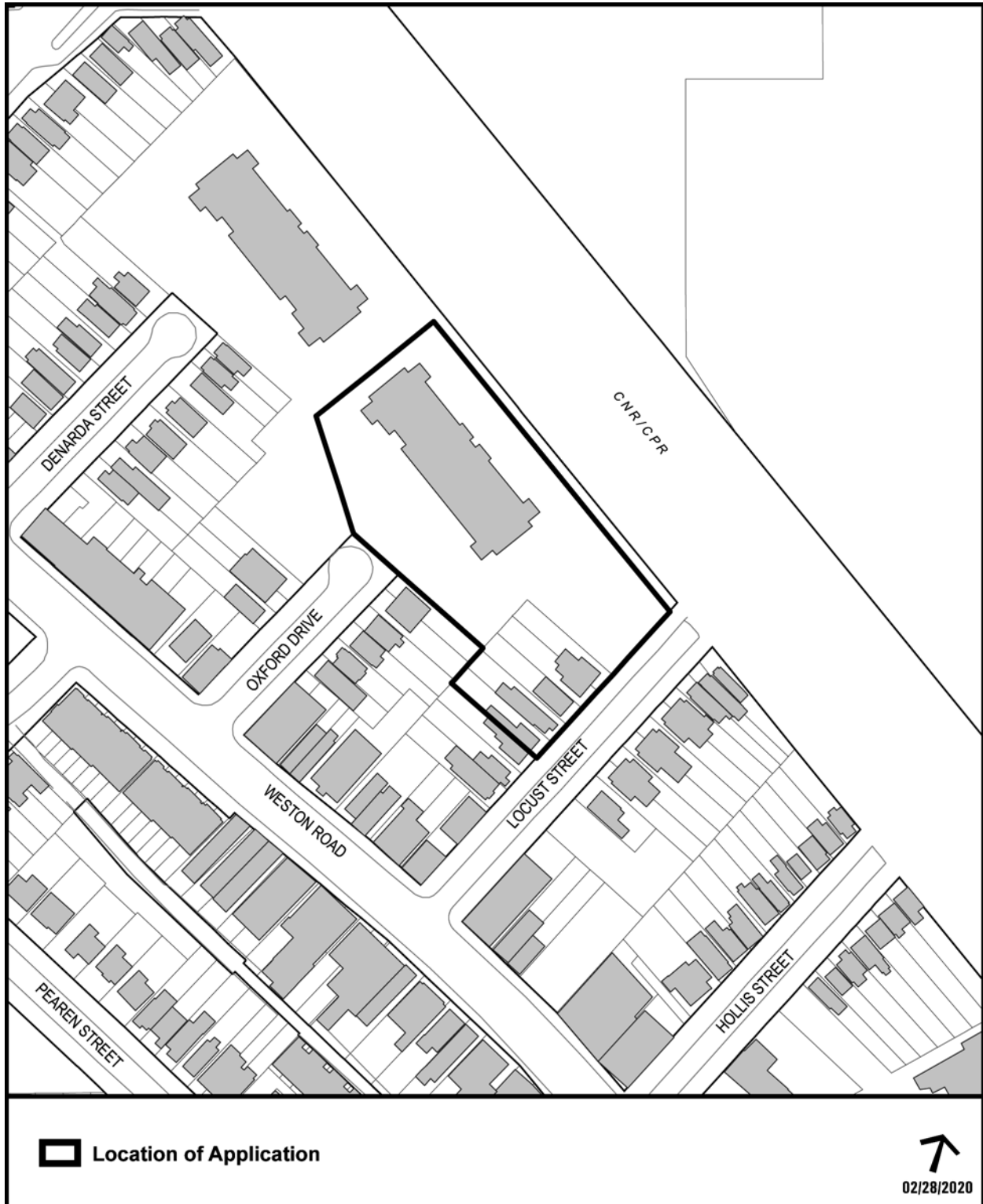
**CONTACT:**

Rory McNeil, Planner

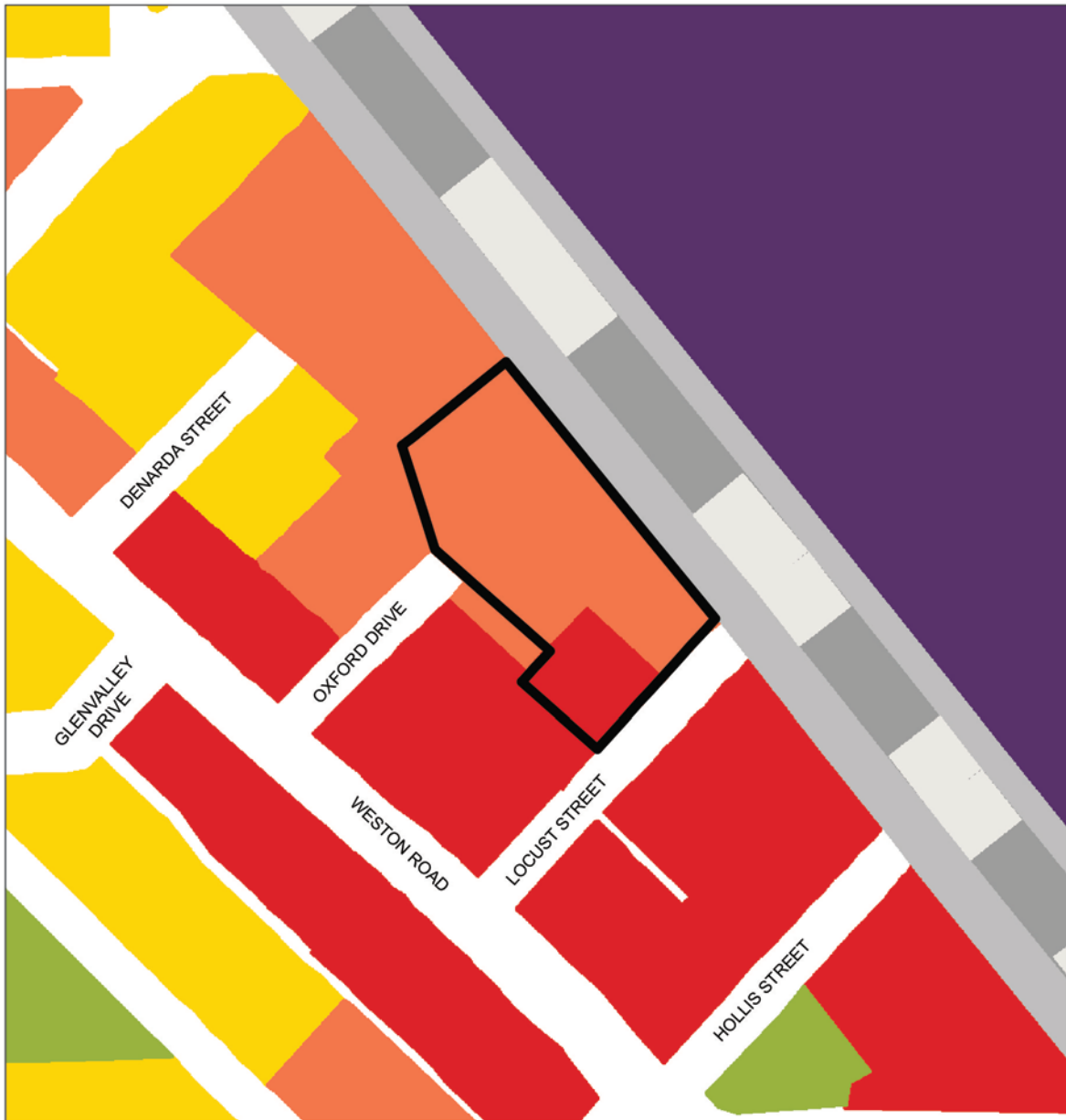
(416) 394-5683

Rory.McNeil@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



8 -16 Locust Street and 15 Oxford Drive

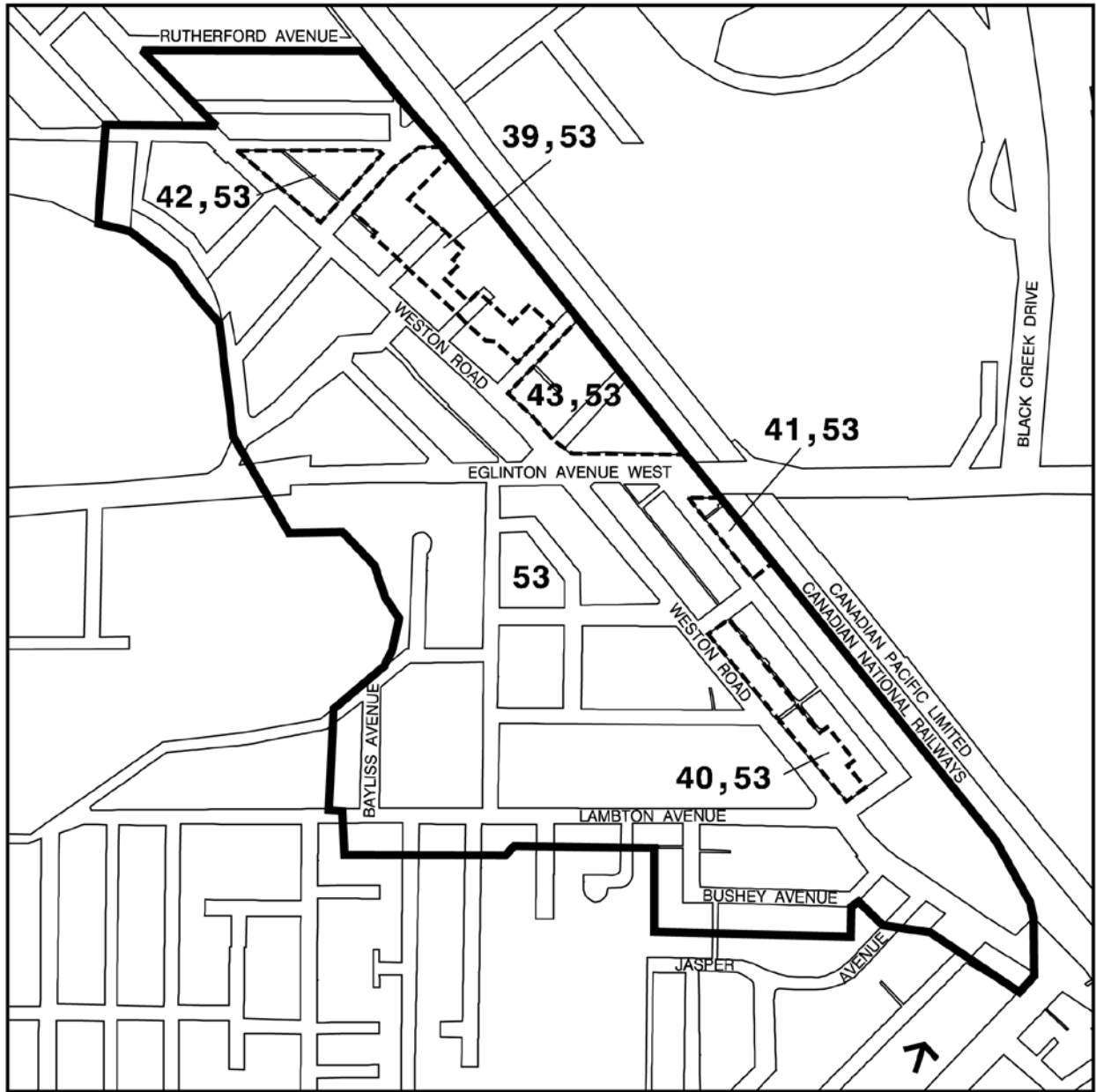
Official Plan Land Use Map #14

File # 20 123215 WET 05 0Z

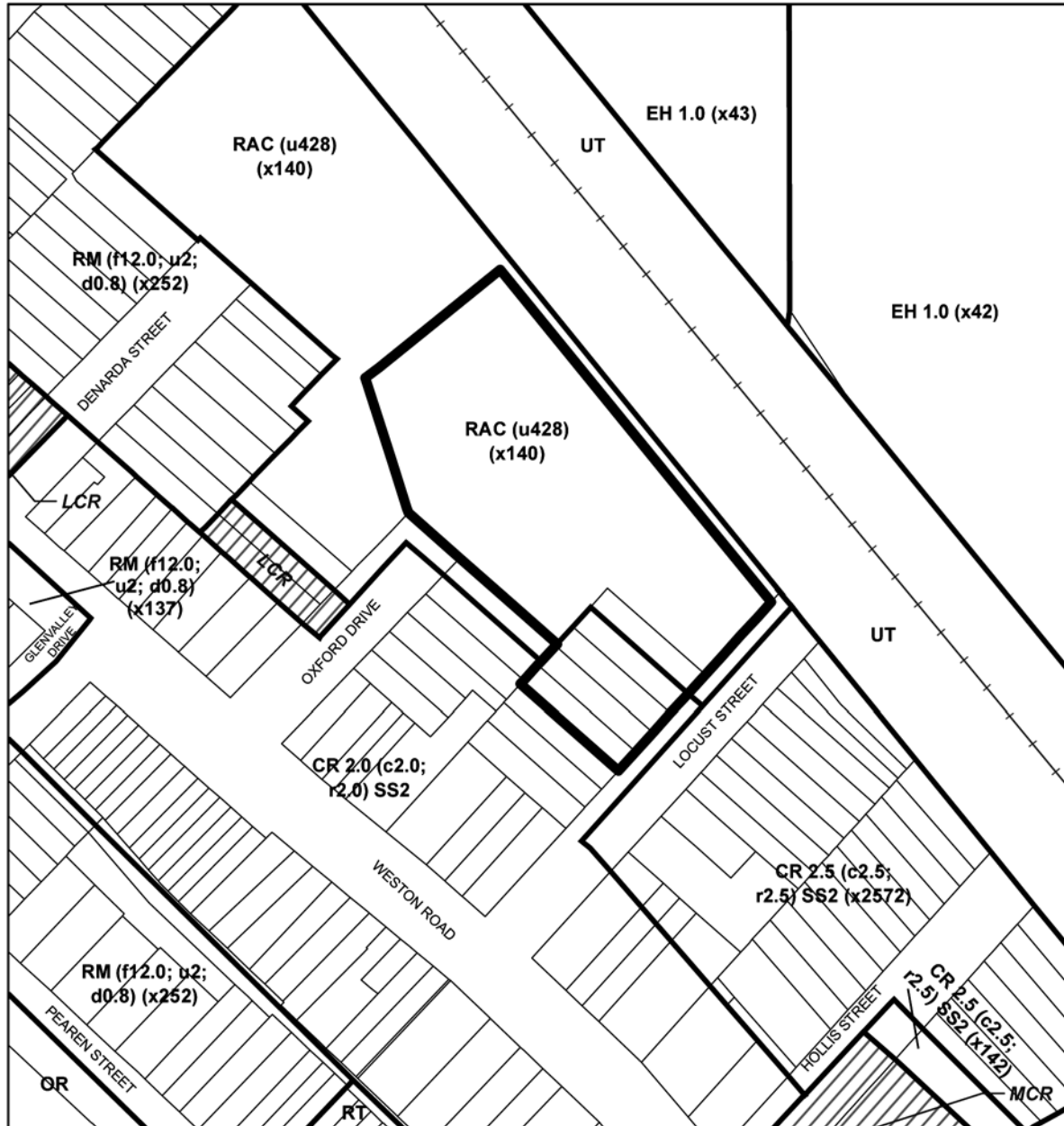
- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Utility Corridors
- Core Employment Areas

Not to Scale  
02/28/2020

Attachment 4: Local SASPs



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

8 -16 Locust Street and 15 Oxford Drive

File # 20 123215 WET 05 OZ

Location of Application

**RT** Residential Townhouse  
**RM** Residential Multiple  
**RAC** Residential Apartment Commercial

**CR** Commercial Residential  
**EH** Employment Heavy Industrial  
**OR** Open Space Recreation  
**UT** Utility and Transportation

See Former City of York By-law No. 1-83  
**LCR** Local Commercial Residential Zone  
**MCR** Mixed Commercial Residential Zone

Not to Scale  
 Extracted: 02/28/2020



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

Provincial Policy Statements and geographically specific Provincial Plans, 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 (2020)**

The Provincial Policy Statement (2020) (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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 is issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

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."

### **Provincial Plans**

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. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2020), 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 (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority

transit corridors or subway lines. MTSA's are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's achieve appropriate densities.

The subject site is located along a priority transit corridor associated with the UP Express and Kitchener GO Line. The Mount Dennis Transit Hub is located within 500 m of the subject site. MTSA's relating to higher-order transit stations have not yet been delineated in the Toronto Official Plan.

The Growth Plan requires that, at the time of the next Municipal Comprehensive Review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned to achieve appropriate densities. On June 29, 2020, City Council approved a work plan (Item PH14.4) for the Growth Plan Conformity and MCR of the Toronto Official Plan and established August 4, 2020 as the commencement of the City's MCR. Regarding MTSA's, the MCR work plan includes a three-phased implementation approach to delineate and set density targets for the 180+ MTSA's in Toronto.

As such, there are no established MTSA's in the City of Toronto, therefore the MTSA policies of the Growth Plan should not be used to justify greater building heights and densities. Not all properties within a 500 to 800 metres of a transit station will necessarily be delineated within an MTSA boundary, so it is premature to rely on those policies as a basis to support additional height and densities. The site is suitable for appropriate redevelopment and intensification as identified by the Official Plan, but any support for additional height and density should be based on good planning given the local context and the in-force policies.

### **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan and Site and Area Specific Policy No. 51.

Key policies include:

#### Chapter 2 - Shaping the City

Official Plan policy 2.3.1.4 directs that, where significant intensification of land adjacent to an *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study.

Map 4 - Higher Order Transit Corridors of the Official Plan identifies the existing GO Rail Line adjacent to the site and the location the Mount Dennis Transit Hub

## Chapter 3 - Building a Successful City

Official Plan Amendments ("OPA") 479 (Public Realm) and 480 (Built Form) were adopted as part of the Five-Year Official Plan Review. On September 21, 2020 the Minister of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form, and built form types. While not in force at the time the application was submitted, understanding this continuing evolution of urban design principles is relevant to the review of the application.

### *The Public Realm*

Section 3.1.1, The Public Realm, states that the public realm is the fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Policy 3.1.1.1 identifies that the public realm is comprised of all public and private spaces to which the public has access including streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into. 3.1.1.2 requires the public realm to provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; provide opportunities for passive and active recreation; be functional and fit within a larger network; and contribute to the City's climate resilience. Policy 3.1.1.3 provides that the City, together with its partners, will seek opportunities to expand and enhance the public realm.

Policy 3.1.1.13 requires sidewalks to be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities. Further, Policy 3.1.1.14 requires that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1.16 states the preservation, long-term growth and increase in the amount of healthy trees will be a priority for all development. Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved. Policy 3.1.1.17 requires access and enjoyment of the natural features of the City, such as ravines and valley lands, will be enhanced and protected by: improving physical and visual access from adjacent public streets, parks and open spaces and designing these into a comprehensive public realm network; ensuring that adjacent development, including new streets, parks and open spaces, building location, height, massing and organization, will preserve and enhance access, views and vistas between these natural features and the public realm; providing for public access along, into and through these natural open spaces, where appropriate; and minimizing shadows on natural features to preserve their utility and ecological health.

### *Built Form*

Section 3.1.2, Built Form, is based on principles on key relationships of the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.1 requires development be located and organized to fit with its existing and planned context. Development is to frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development. Policy 3.1.2.3 requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2.4 requires that development locate and organize vehicle parking and vehicular access, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties.

Policy 3.1.2.5 requires development to be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building foot prints above the streetwall height.

Policy 3.1.2.6 requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Policy 3.1.2.7 requires transition in scale to be provided within the development site(s) and measured from shared and adjacent property line(s).

Policies 3.1.2.9 and 3.1.2.10 require the design of new building facades visible from the public realm to consider the scale, proportion, materiality and rhythm of the façade and development to promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional.

Policies 3.1.2.11, 3.1.2.12 and 3.1.2.13 encourage new indoor and outdoor amenity spaces be provided in multi-unit residential development, and that it be high quality, well designed and consider the needs of all ages and abilities over time and throughout the year. Outdoor amenity spaces should be located above grade, have access to daylight, direct access to sunlight, provide comfortable wind, shadow and noise conditions, be located away from and physically separated from loading and servicing areas, have generous well designed landscaped areas to offer privacy and an interface with the public realm, accommodate mature trees and promote use in all seasons.

Section 3.1.3, Built Form - Building Types, states that there are three scales of building types. The built form relationships and design of these building types is informed by citywide urban design guidelines that help to ensure the appropriate form and fit with the existing and planned context. Tall Buildings are generally greater in height than the width of the adjacent right-of-way and should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.

Policy 3.1.3.9 states that the base portion of tall buildings should respect and reinforce good street proportion and pedestrian scale and be lined with active, grade related uses. Policy 3.1.3.10 states that the tower portion of a tall building should be designed to reduce the physical and visual impacts of the tower onto the public realm; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views of the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower. Policy 3.1.3.11 states that policy 3.1.3.10 should be achieved by stepping back the tower from the base building; generally aligning the tower with, and parallel to, the street; limiting and shaping the size of tower floorplates above base buildings; providing appropriate separation distances from side and rear lot lines as well as other towers; and locating and shaping balconies to limit shadow impacts. Policy 3.1.3.12 states that the top portion of tall buildings should be designed to integrate roof top mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Official Plan policy 3.4.21 states that major facilities such as transportation/rail infrastructure and sensitive land uses such as residential, will be appropriately designed, buffered and/or separated from each other.

#### Chapter 4 Land Use designations

Map 14 – Land Use Plan identifies the site as *Mixed Use Areas* (see Attachment 3: Official Plan Land Use Map) which are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

##### *Mixed Use Areas*

Section 4.5 of the Plan indicates that the *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, and provides criteria to direct the form and quality of development. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing." However, not all *Mixed Use Areas* will experience the same scale or intensity of development. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

Policy 4.5.2 includes criterion that directs the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to 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 spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

The subject site abuts lands designated *Apartment Neighbourhoods* to the west. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in Apartment Neighbourhoods. *Apartment Neighbourhoods* are considered stable areas of the City where significant growth is not anticipated, but where opportunities may exist for additional townhouses or apartments on underutilized sites or through redevelopment of underutilized or vacant sites. Further, policy 2.3.1.2 of the Healthy Neighbourhood policies indicate that compatible infill development may take place where there is sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by maintaining or substantially replacing and improving indoor and outdoor amenity space; improving landscaped open space; maintaining adequate sunlight and privacy for residential units; and adequately limiting shadowing on outdoor amenity space and landscaped open space.

## Chapter 5 -Implementation: Making Things Happen

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the *Planning Act*.

The Official Plan also includes policies for City-building that provide for more detailed oriented action plans, programs and strategies needed to implement the Plan and to

adapt to changing circumstances and challenges over the life of the Plan. Policy 5.3.2.1 states that "Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan." Though the policy goes on to acknowledge these plans, strategies and guidelines are not Official Plan policy unless added by amendment to the Plan, they do advance the vision, policies and objectives of the Plan. Urban design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas".

#### Site and Area Specific Policy 39

Low to medium-rise residential buildings are permitted subject to suitable land assembly.

#### Site and Area Specific Policy 43

Connecting Locust Street and Hollis Avenue by a public street will be considered in the redevelopment scheme for the lands. If the property assembly is sufficient to provide the street connection, density calculations for the affected blocks may include the area dedicated as public right-of-way. Alternatively, the closing of the Hollis Street right-of-way and its incorporation into a comprehensive redevelopment on the abutting lands may be considered.

#### Site and Area Specific Policy 53

- a. A development concept plan for an entire redevelopment block (or block face) may be required to assess comprehensive projects.
  
- b. A development concept plan may also be required for a property assembly of a portion of a block. The assembly will be comprehensive enough to allow for a distribution of density, uses and massing that is both internally functional and externally compatible, and does not preclude workable and compatible redevelopment of the rest of the block or block face intended for redevelopment. The development concept plan may include preliminary built-form envelopes, to show the distribution of proposed land uses and densities; on-site vehicular circulation, parking arrangements and external access; preliminary location and treatment of on-site amenity areas; pedestrian entrances and circulation, and linkages to public sidewalks; and, a preliminary architectural concept.

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

## Zoning

Under City-wide Zoning By-law 569-2013, 15 Oxford Drive and 16 Locust Street are zoned Residential Apartment Commercial Zone (RAC) (u428)(x140) and the lands at 8-14 Locust Street are zoned Commercial Residential (CR) (c2.0; r2.0) (SS2).

The RAC zone permits apartment buildings and a range of small scale commercial and community uses with conditions. The zoning for 15 Oxford Drive and 16 Locust Street



permits a maximum of 428 dwelling units (u428). Site Specific Exception 140 (x140) of this by-law refers to the Section 16(237) of the prevailing former City of York Zoning By-law 1-83, which provides site specific exceptions to permit the two existing apartment buildings at 15 Oxford Drive and 30 Denarda Street with conditions, such as maximum building heights, maximum number of apartment units and maximum floor space index.

The CR zone permits apartment buildings, mixed use buildings and townhouses, with conditions. The zoning further permits a range of institutional uses and commercial uses with conditions. The zoning for 8-14 Locust Street permits a maximum residential density of 2.0 times the area of the lot (r2.0), non-residential density of 2.0 times the area of the lot (c2.0) and is subject to Development Standard Set 2 (SS2).

City-wide Zoning By-law 569-2013 can be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>.

### **Mount Dennis Urban Design Guidelines**

The Mount Dennis Urban Design Guidelines apply to new development in the Mount Dennis Area identified through Site and Area Specific Policy No. 53.

The guidelines include direction on public realm to achieve a distinctive village identity, a harmonious visual environment, and to maximize pedestrian amenity. Key built form and massing requirements include the following:

- New redevelopment will not overpower the existing built-form character of the area. Development will be at a “human scale” and grade related. All new buildings will be limited to maximum heights in the range of 6 to 8 storeys.
- The tallest and most massive building elements within a given redevelopment project will be adjacent to the major arterial on which the site is located (i.e. Weston Road and/or Eglinton Avenue).

The link to the Guidelines is here: <https://www.toronto.ca/wp-content/uploads/2017/08/9531-Toronto-Urban-Design-Guidelines-Mount-Dennis.pdf>

### **City-Wide Tall Buildings Design Guidelines**

In May 2013, Toronto City Council adopted the updated City-wide Tall Buildings 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 they fit within their context and minimize their local impacts.

Tall buildings are defined as buildings having a height that is greater than the width of the adjacent street right-of-way.

The Tall Buildings Design Guidelines identify separation distances, setbacks and floor plate size as key factors affecting sky view, privacy, wind and the amount of sunlight

and shadows that reach the public realm and neighbouring properties. Towers must be built to minimize impact on surrounding streets, parks, public and private open space, as well as existing or future buildings on adjacent sites.

The Guidelines direct tower floor plates to be limited to 750 m<sup>2</sup> or less, and provides flexibility for non-residential or very tall buildings, where adequate tower separation, setbacks and stepbacks are achieved. The Guidelines direct towers to be setback a minimum of 12.5 m from side and rear property lines. One of the goals of this requirement is to ensure that a minimum separation distance of 25 m is established between tall buildings on different properties. This ensures that new development does not restrict adjacent sites from developing in a similar manner.

The City-wide Tall Buildings Design Guidelines are available at:

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

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

In July 2020, Toronto City Council adopted updated 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 greater than 20 residential units and future city-wide and area-based planning frameworks. The objective of the Growing Up Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Guidelines are available at:

<https://www.toronto.ca/citygovernment/planningdevelopment/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities>.

### **Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

The objective of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities.

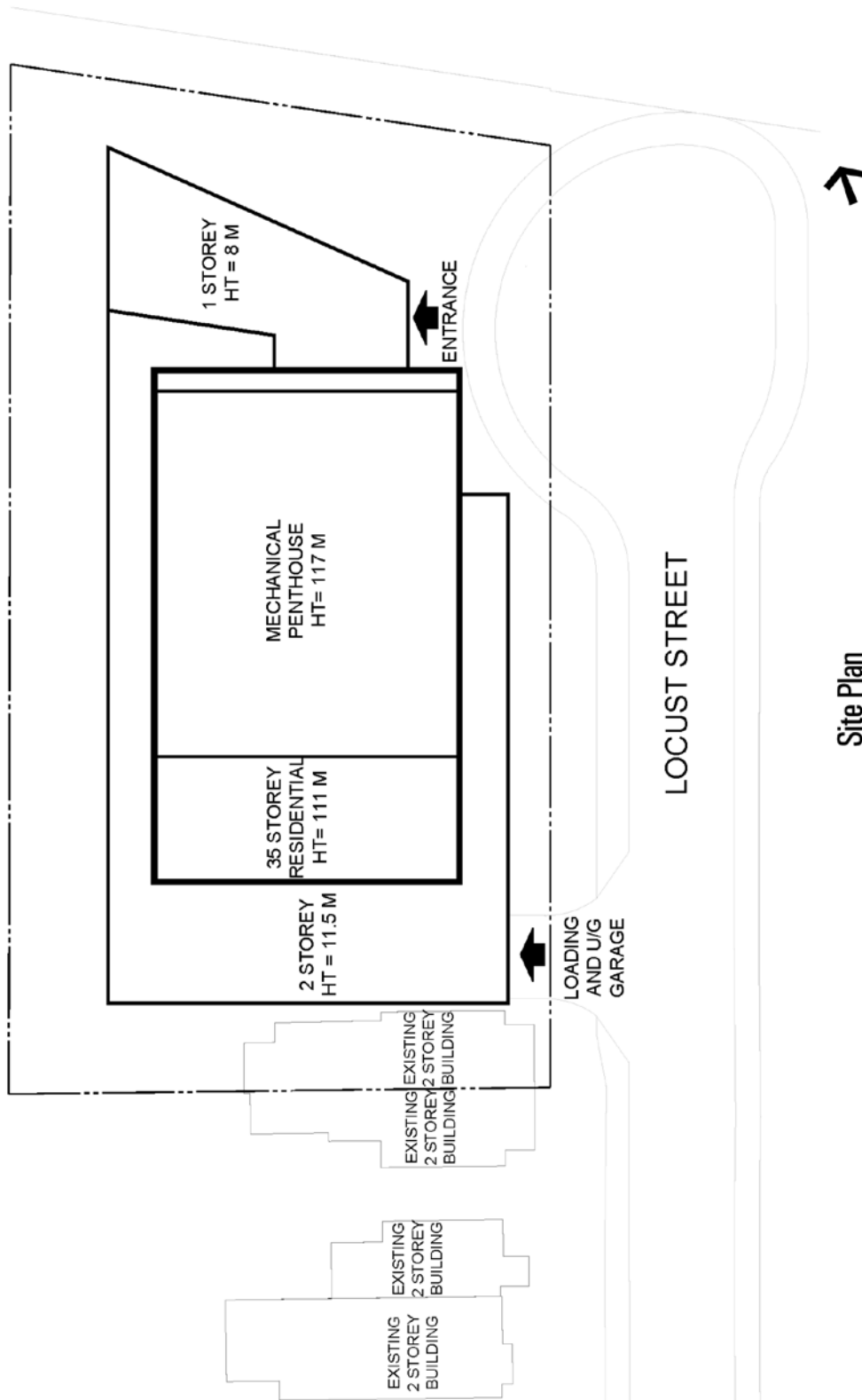
The Guidelines support all residents, pet-owners and non-pet-owners alike, by encouraging the design of new development to demonstrate a consideration for pets, as well as the impacts that they have on our parks, open space and the environment. The Guidelines are available at: <https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

The Etobicoke Centre Urban Design Guidelines, Bloor-Kingsway Urban Design Guidelines, Etobicoke Centre Public Space and Streetscape Plan, Avenues and Mid-rise Buildings Study and Performance Standards, Growing Up Guidelines, Retail Design Manual and Pet Friendly Design Guidelines and Best Practices for new Multi-Unit Buildings have been used to inform the review of this application.

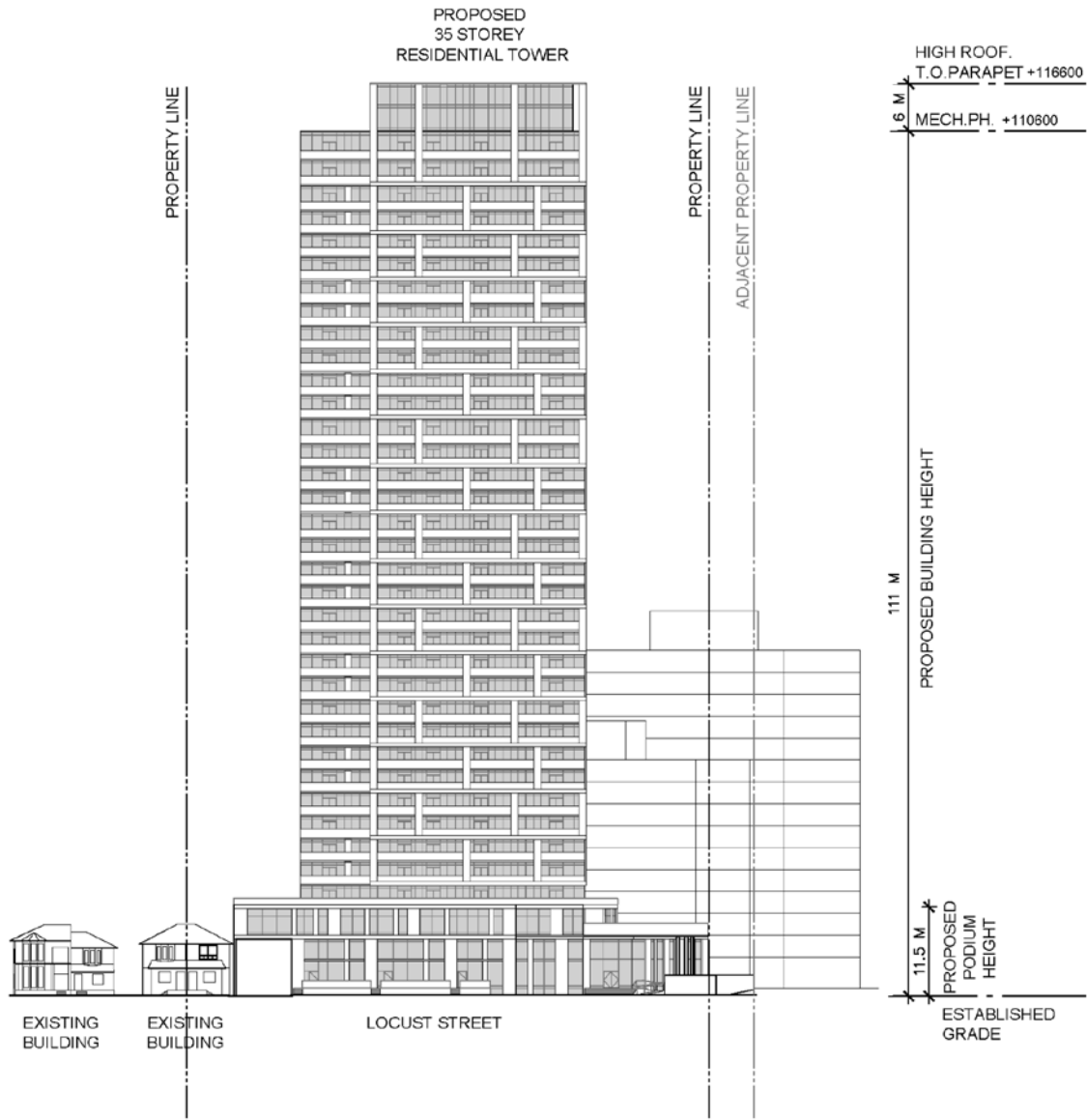
### **Best Practices for Bird-Friendly Glass and Best Practices for Effective Lighting**

These performance measures are required as part of Tier 1 of the Toronto Green Standard for Bird Collision Deterrence and Light Pollution.

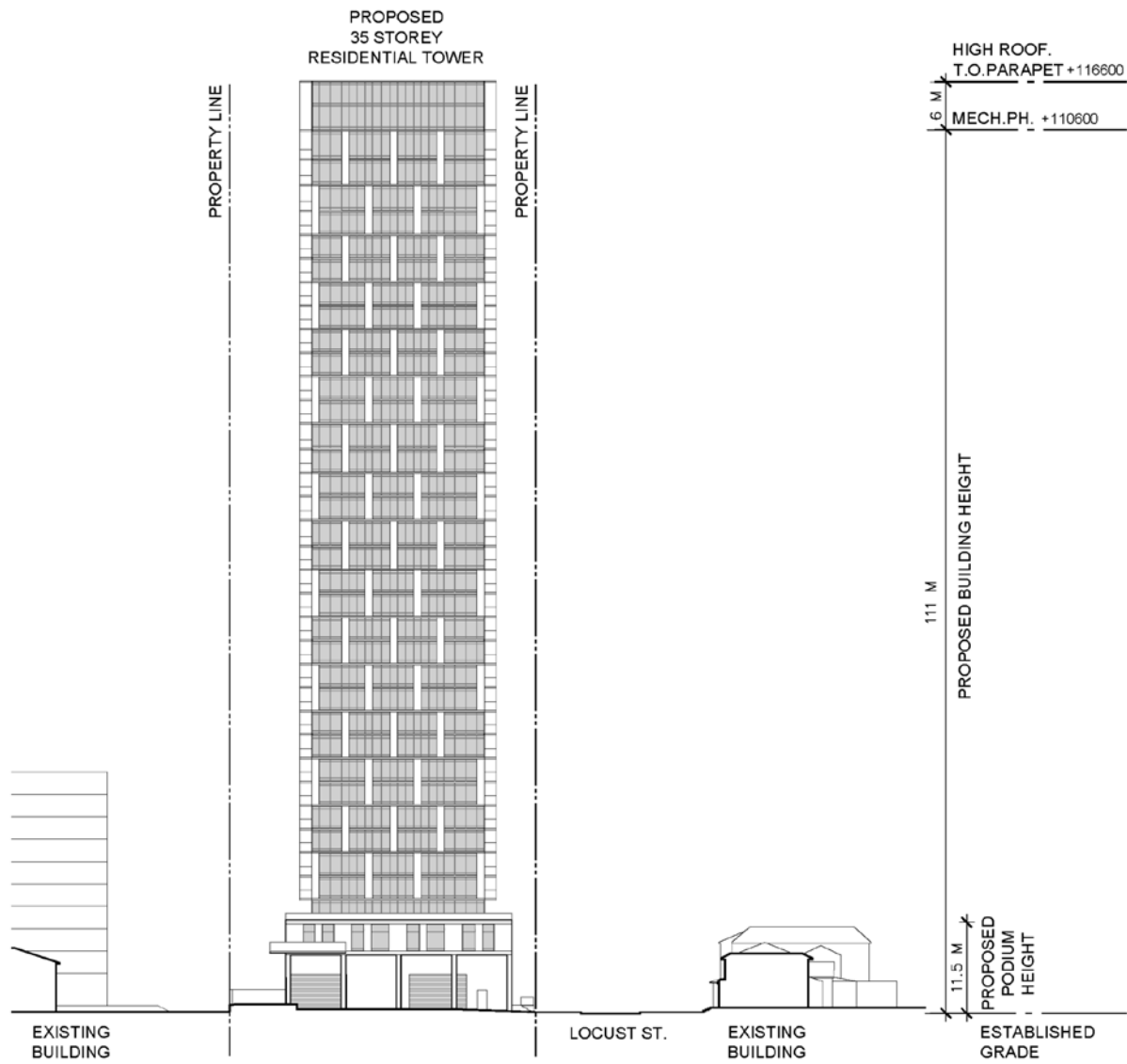
Attachment 7: Site Plan



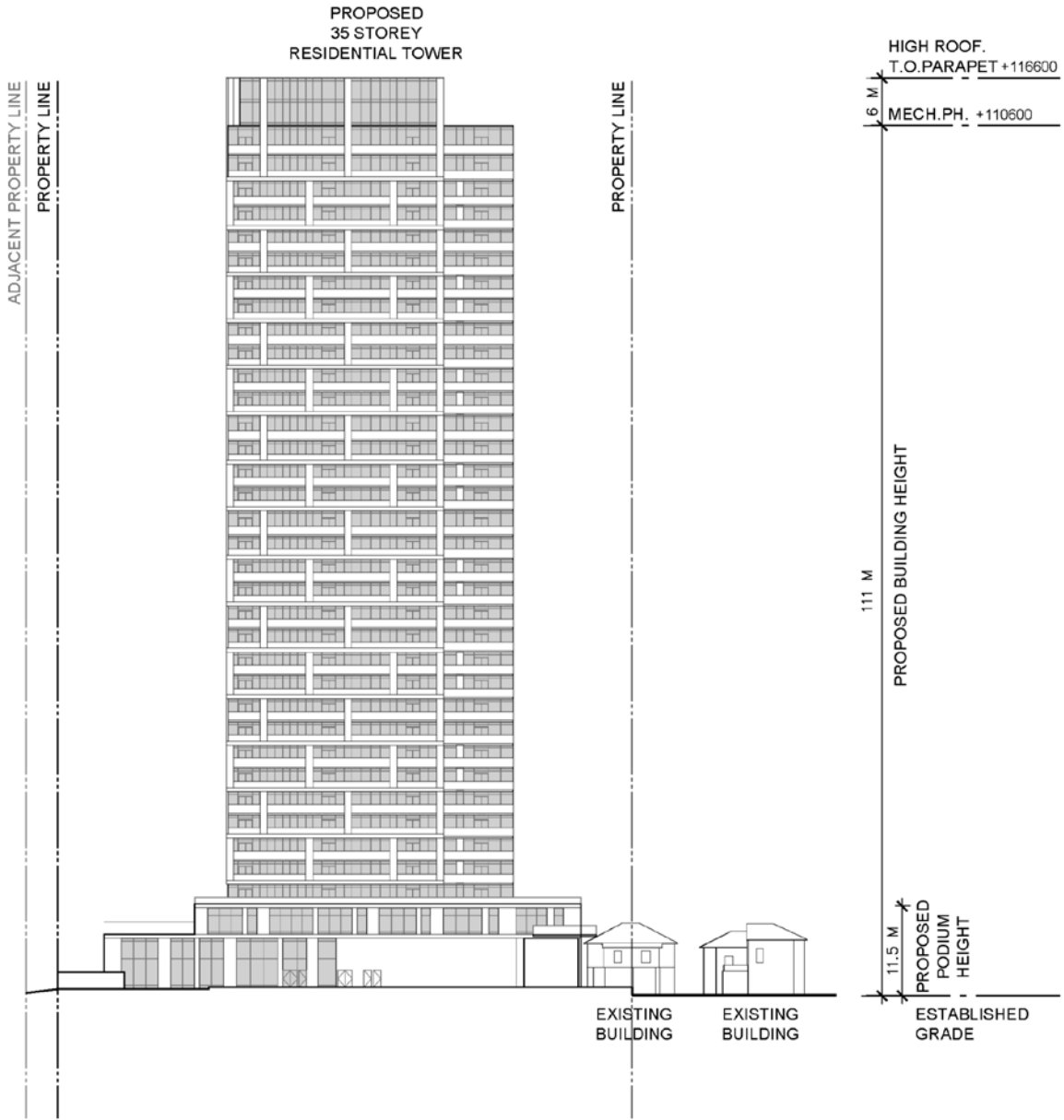
# Attachment 8: Elevations



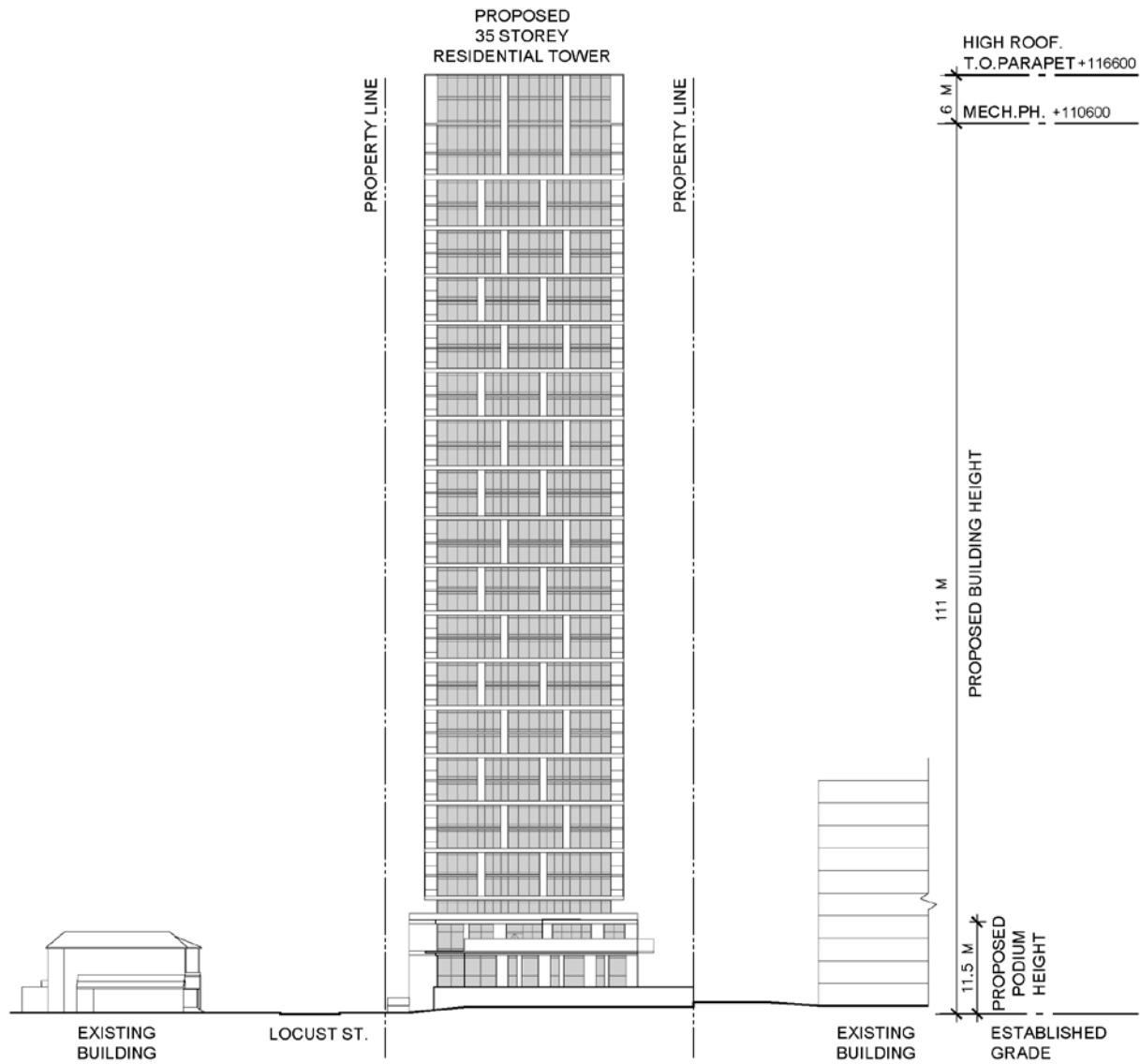
## East Elevation



### South Elevation



## West Elevation



## North Elevation