

29-39 Pleasant Boulevard – Zoning Amendment Application – Final Report

Date: September 23, 2021

To: Toronto and East York Community Council or City Council

From: Director, Community Planning, Toronto and East York District

Ward: Toronto-St. Pauls - Ward 12

Planning Application Number: 19 263740 STE 12 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit a 32-storey (101.7 metres, plus 8.5 metre mechanical penthouse) residential building, a new public park, and a Privately Owned Publicly-Accessible Space (POPS).

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with the Growth Plan for the Greater Golden Horseshoe (2020), conforms with the relevant policies of the Official Plan and the Yonge-St. Clair Secondary Plan, and is consistent with the Tall Building Guidelines. This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at 29-39 Pleasant Boulevard substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 29-39 Pleasant Boulevard substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, the owner be required to enter into an Agreement pursuant to Section 37 of the Planning Act, and any other necessary agreement(s), satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, with such Agreement to be registered on title to the

lands at 29-39 Pleasant Boulevard in a manner satisfactory to the City Solicitor to secure the following community benefits at the owner's expense, including:

a) a financial contribution in the amount of \$3,643,000.00 payable to the City prior to issuance of the first above-grade building permit, with such amount indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported by Statistics Canada in the Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the execution of the Section 37 Agreement, or any other necessary agreement, to the date of payment. The funds shall be directed at the discretion of the Chief Planner and Executive Director, City Planning Division in consultation with the Ward Councillor for the following:

i. capital improvements for new or existing cultural and/or community space within the vicinity of the application site, affordable housing, local area park improvement, and/or streetscape improvements.

b) in the event the cash contribution referred to in Recommendation 5 a. above has not been used for the intended purpose within three (3) years of the implementing Zoning By-law Amendment coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the ward Councillor, provided that the purposes are identified in Toronto's Official Plan and will benefit the local community;

c) The following matters of convenience are also recommended to be secured in the Section 37 Agreement:

i. A privately-owned publicly-accessible open space (POPS) of not less than 140 square metres;

ii. A 1.7-metre wide publicly-accessible pedestrian walkway on the east side of the site; and

iii. The owner shall pay for and construct any improvements to the municipal infrastructure in connection with the site servicing report, should it be determined that upgrades to such infrastructure are required to support this development.

iv. Prior to the issuance of Site Plan Approval, a Construction Management Plan and Neighbourhood Communication Strategy to the satisfaction of the Chief Planner and Executive Director, City Planning Division in consultation with the Executive Director, Engineering and Construction Services and the ward Councillor;

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

a) Submit the following materials to the City for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services:

- i. Functional Servicing and Stormwater Management Report;
- ii. Hydrological Report;
- iii. Servicing Report Groundwater Summary Form; and
- iv. Hydrological Review Summary Form.

6. City Council require that the conditions related to the conveyance of the required parkland dedication, having an area of 149 square metres, be satisfied prior to the issuance of the first above grade building permit for the lands, to the satisfaction of the General Manager, Parks, Forestry and Recreation, the Director, Real Estate Services and the City Solicitor.

7. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

8. City Council direct the City Solicitor to secure such matters as outlined in the memorandum from Parks, Forestry and Recreation dated August 20, 2021, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

9. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

The 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

The application was submitted and deemed complete on December 20, 2019. A Preliminary Report on the application was adopted by Toronto and East York Community Council on July 16, 2020 authorizing staff to conduct a community consultation meeting.

SITE AND SURROUNDING AREA

The site is located on the south side of Pleasant Boulevard, east of Yonge Street and south of St. Clair Avenue East. The rectangular-shaped site is 1,490 square metres in size, has a frontage of 44 metres along Pleasant Boulevard, and a depth of approximately 35 metres. A portion of the site is currently vacant (29 and 31 Pleasant Boulevard), the remainder of the site is occupied by a 2-storey houseform mixed-use building (33 Pleasant Boulevard), and a 4-storey commercial building (39 Pleasant Boulevard).

An L-shaped public lane runs along the west (side) and south (rear) lot lines and currently services only the properties that make up the subject site. The north-south portion of the lane to the west of the site has a width of 3.66 metres and the east-west portion of the lane to the south of the site has a width ranging from 3.64 to 4.25 metres.

Land uses surrounding the site include:

North: On the north side of Pleasant Boulevard are two 32-storey residential towers linked by a 6-storey base building (40 and 60 Pleasant Boulevard), and the south entrance to the St. Clair subway station, including the bus and streetcar loop. Further north are office buildings that front onto St. Clair Avenue East.

West: A public lane, a 6-storey Toronto Parking Authority parking garage, and a 1-storey commercial building. Further west, fronting onto Yonge Street are 2 and 3-storey commercial buildings and an approved 17-storey building (1375 Yonge Street).

South: A public lane, and a 15-storey residential apartment building fronting onto Rosehill Avenue (40 Rosehill Avenue). Further south is an apartment complex with two existing residential apartment buildings at 24 and 28-storeys, and approval for a third 29-storey residential apartment building (44 Jackes Avenue). Southeast of the site is David A. Balfour Park.

East: A series of 3-storey stacked townhouses, and a number of residential apartment buildings ranging in height from 9 to 22 storeys.

THE APPLICATION

Proposal

The proposal is for a 32-storey (101.7 metres, plus 8.5 metre mechanical penthouse) residential building containing 281 residential units. The proposed density is 12.81 times the area of the lot.

A new 149 square metre public park is proposed along the west side of the site, adjacent to the existing public laneway, having a frontage of 4.6 metres on Pleasant Boulevard and a depth of 35 metres. The applicant proposes that the existing L-shaped laneway to the east and south of the site would be converted to parkland and combined with the proposed parkland dedication.

A new 140 square metre POPS is proposed east of the public park, between the new public park and the proposed building, having a width of 5.0 metres. A 1.7 metre wide publicly accessible pedestrian walkway is proposed on the east side of the site.

The ground floor is setback 3.0 metres from the north property line, 9.6 metres from the west, 0.0 metres from the south, and 1.7 metres from the east. The second floor cantilevers to the north and west, resulting in a 2.5 metre setback to the north property line, and an 8.6 metre setback to the west. The sidewalk on Pleasant Boulevard will be widened to 8.4 metres.

The tower is setback 4.0 metres from the north, 10.6 metres from the west, 9.5 metres from the south, and 2.9 metres from the east. The tower has a floor plate of 614 square metres. Balconies are proposed to project 1.5 metres from the sides of the tower.

The residential lobby is located on the west side of the building fronting onto Pleasant Boulevard. The loading area and below-grade garage ramp area is accessed from Pleasant Boulevard.

A total of 71 vehicle parking spaces, and 338 bicycle parking spaces are proposed in a 3-level parking garage.

Reasons for Application

The proposal for a 32-storey (101.7 metres, plus 10.1 metre mechanical penthouse) residential building requires amendments to Zoning By-laws 569-2013 and 438-86 to vary performance standards, including: the increase in overall height, density and reduction in building setbacks.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application was submitted on August 20, 2021 and is currently under review.

POLICY CONSIDERATIONS

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 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 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 4.6 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. 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 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 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 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 Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

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 (2020) 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 plan for the prescribed densities

Official Plan

The City's Official Plan designates the subject site as Apartment Neighbourhoods, as shown on Map 17 - Land Use Plan, and is located within the Yonge-St. Clair Secondary Plan.

The Apartment Neighbourhood designation in the Official Plan is made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail.

Yonge-St. Clair Secondary Plan

The site is located within the Yonge-St. Clair Secondary Plan area, which is generally bound by Avenue Road to the west, Mount Pleasant Cemetery/Kay Gardiner Beltline to the north, the Moore Park Ravine/Beltline Trail to the east and the CP rail corridor to the south.

The purpose of the Secondary Plan is to:

- Protect, promote and enhance the existing type and quality of Neighbourhoods and Apartment Neighbourhoods and maintain their stability;
- Require that redevelopment in Mixed Use Areas on Yonge Street and St. Clair Avenue is compatible with the maintenance of adjacent Neighbourhoods and Apartment Neighbourhoods and improves Yonge Street and St. Clair Avenue as public spaces;
- Retain, protect and enhance the special physical character and public spaces of the Yonge-St. Clair Secondary Plan area; and
- Ensure that new development meets high urban design standards which contribute to achieving public areas which are attractive, inviting, comfortable and safe.

Yonge-St. Clair Planning Framework & Apartment Neighbourhoods

City Council endorsed the Yonge-St. Clair Planning Framework at its meeting on January 29, 2020. The Planning Framework generally applies to properties within the Mixed Use Areas 'A' and 'B' in the Yonge-St. Clair Secondary Plan near the intersection

of Yonge Street and St. Clair Avenue. The Framework provides direction on how to accommodate changes to the existing built form while maintaining and creating new important public realm areas that support the livability of this mixed-use neighbourhood.

City Council has directed City Planning to build on the Yonge-St. Clair Planning Framework and conduct a study of the Apartment Neighbourhoods designated lands to the northwest and southeast of the Yonge-St. Clair intersection. The subject site falls within the new study area.

Zoning

The site is zoned R4A Z2.0 under Zoning By-law 438-86, as amended, and R (d2.0)(x944) under Zoning By-law 569-2013. These zones permit a range of residential building types including detached houses, semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartments. The site has a maximum permitted height of 16.0 metres and a maximum permitted density of 2.0 times the area of the lot.

Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of 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.

Growing Up Urban Design Guidelines

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines ("Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

COMMUNITY CONSULTATION

A community meeting was held on March 5, 2020 and attended by 60 members of the public. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the original 34-storey proposal. Following the presentations, City staff led a town hall format question and answer period.

The attendees asked questions and commented on the proposal, including:

- too dense and does not fit within the context of the Apartment Neighbourhood southeast of the Yonge-St. Clair intersection;
- too tall;
- site is too small to accommodate a tower of this scale;

- will result in adverse shadow impacts on adjacent properties including the low-rise townhouses to the east;
- building should be set back further from the front lot line to be in keeping with the pattern of setbacks along Pleasant Boulevard and to allow more opportunities for trees and landscaping;
- inadequate transition between the proposed tall building and the low-rise townhouses to the east;
- insufficient setback between the base building and the residential building to the south;
- loss of sky view;
- park encumbered by an underground garage is not desirable;
- parkland dedication of 311 square metres is too small and will create an unsafe space;
- who will be responsible for maintenance of the small park;
- the existing dead-end east-west portion of the public lane is not safe;
- school capacity;
- on-site dog facilities should be included in the proposal;
- construction vehicles coming/leaving the site and lane closures during construction will disrupt traffic flow and interfere with bus movement;
- construction will result in adverse noise, dust and vibration impacts;
- a detailed construction management plan should be prepared and reviewed by the community and should include details on: lane and sidewalk closures, a construction liaison committee, a construction issue hot line, and construction vehicle access and schedules;
- proposed density is appropriate given the site's proximity to transit;
- proposed building represents a high quality of architecture and design; and
- proposed park is an improvement to the narrow and pedestrian unfriendly lane.

Statutory Public Meeting

Comments In making their decision with regard to this application, Council members have been given the opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Policies and Plans Consistency/Conformity

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Provincial Policy Statement, 2020

The proposal is consistent with the PPS (2020). The proposed intensification and redevelopment can be accommodated, subject to the recommendations in this report in securing the appropriate upgrades/improvements, as necessary, to public infrastructure

and securing appropriate community benefits to accommodate the increased density on the site.

The PPS requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. The proposal provides a mix of residential dwelling units which will contribute to the long-term housing needs in the area.

Growth Plan for the Greater Golden Horseshoe, 2020

This proposal conforms with the Growth Plan (2020). The proposal provides healthy, livable and safe communities that make a contribution to the parks and open space system of the area. The Growth Plan states that a guiding principle of the plan is to support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.

The proposal provides a new park which connects to and expands an existing and planned midblock pedestrian connection. In regard to efficient use of infrastructure and transportation systems, the proposal is located in close proximity to the St. Clair subway station entrance. It promotes a land use pattern through the inclusion of a new POPS and public park that provides for increased pedestrian connectivity supporting the use of transit and active transportation.

The Growth Plan states that applying the policies of the Growth Plan will support the achievement of complete communities through, among other matters, providing a diverse mix of land uses, providing a more compact built form and a vibrant public realm, including public open spaces. The proposed development provides a compact built form with new public open spaces supporting the achievement of complete communities.

The Growth Plan (2020) states that lands adjacent to or near frequent transit should be planned to be transit-supportive and supportive of active transportation. The proposal expands and enhances a mid-block connection, comprised of the POPS and new park along the west property line, and the existing laneway, connecting Pleasant Boulevard to Rosehill Avenue. The pedestrian connection expands convenient access to the south entrance of the St. Clair Subway station and supports active transportation and transit use.

Site Organization

The site organization is acceptable. The proposal is appropriately massed and situated within the Yong-St. Clair area to fit within the existing and planned context, while minimizing potential impacts and improving pedestrian access and comfort.

The proposed tower is located on the east side of the site, and the parking garage and loading area are accessed directly from Pleasant Boulevard. The location of the tower and vehicle access allow for the potential conversion of the existing public laneway to the west and south of the site to public parkland. The north-south portion of the laneway is currently used primarily as part of a midblock pedestrian connection between

Pleasant Boulevard and Rosehill Avenue, and is not required for vehicular access to any of the adjacent properties. A new public park and POPS are proposed adjacent to the existing public laneway expanding and enhancing the midblock pedestrian connection.

Height

The height of the proposal is acceptable as the proposal fits within the existing and planned context while minimizing the impacts relating to height, and conforms with the policies of the Official Plan.

The Healthy Neighbourhood Policies of the Official Plan direct that Apartment Neighbourhoods are residential areas with taller buildings and higher density than Neighbourhoods. The Official Plan Built Form policies require that new development will be located and organized to fit with its existing and planned context. The Apartment Neighbourhood policies state that new development will contribute to the quality of life by locating and massing new buildings to provide a transition between areas of different development intensity and scale.

The Yonge-St. Clair Secondary Plan directs that the Mixed Use Area around the Yonge-St. Clair intersection will be a node of higher density and scale. The Yonge-St. Clair Planning Framework requires future development in the Mixed Use Areas fit within the planned context of both the local area and the Yonge Street corridor which links two Growth Centres, the Downtown and Yonge-Eglinton Centres, each with their own Secondary Plan. The Framework outlines an Urban Structure centred around higher order transit that allows for growth, while seeing sensitive transition between areas of differing intensities, scales and heights, and states that the tallest buildings will be located within the 'Height Peak'.

This site is in the Apartment Neighbourhood to the southeast of the 'Height Peak' and is directly across from the south entrance to the St. Clair subway station. The tower provides a clear decrease in height from the taller buildings in the Mixed Use Area 'Height Peak', including the recently approved development at 1417-1431 Yonge Street (128 metres, including mechanical penthouse), to the Apartment Neighbourhood.

The proposed 32-storey (101.7 metres, plus 8.5 metre mechanical penthouse) tower fits with the existing context of the Apartment Neighbourhood and is similar in height to the two existing 32-storey buildings at 40 and 60 Pleasant Boulevard to the north, and the recently approved 29-storey (99 metres) building at 44 Jackes Avenue to the south.

Massing

Base Building

Planning staff are satisfied with the massing and design of the base building portion of the proposed building. The Official Plan states that base buildings will respect and reinforce good street proportion and pedestrian scale, and be lined with active grade-related uses.

The 6-storey base building and 4-storey streetwall on Pleasant Boulevard are scaled to appropriately respond to the surrounding context along Pleasant Boulevard and the new POPS and public park to the west. It helps define the edges of the street, POPS and park with good proportion.

The base building is setback 3.0 metres on the ground floor on Pleasant Boulevard, resulting in a curb to building face distance of 8.4 metres. The setback to Pleasant Boulevard and resulting public realm are appropriate and is in keeping with the character for this portion of Pleasant Boulevard. The main entrance to the residential lobby, and entrances to three townhouse-style units will be located on the Pleasant Boulevard frontage. Indoor amenity space will be located on the ground floor on the west side of the building facing the new POPS and park. The proposed ground floor uses line the surrounding public realm with active uses.

The base building fits into the context of the Apartment Neighbourhood, creates a comfortable scale for pedestrians. The design of the base building will be further reviewed through the Site Plan process to ensure that it mitigates impacts on the public realm and focuses on providing a high-quality public realm along Pleasant Boulevard and the new POPS and park.

Tower

Planning staff are satisfied with the massing and design of the tower portion of the proposed building. The Official Plan states that the design, floor plate size, and shape of the tower shall have appropriate dimensions for the site, and will provide appropriate separation distances to property lines and other towers.

The proposed tower has been located and massed to respect the streetwall character on Pleasant Boulevard, to mitigate privacy impacts, and minimize the massing and bulk of the tower.

The Tall Building Design Guidelines states that the tower floor plate should be limited to 750 square metres, including all built area within the building but excluding balconies. The tower has a floor plate of 614 square metres.

The tower has been located to provide appropriate separation distances to neighbouring towers and generally meets the 25-metre tower separation distance requirement specified by the Tall Building Design Guidelines.

The tower provides 25 metre separation distance to the 15-storey residential building to the south (40 Rosehill Avenue), and to the 22-storey residential building to the southeast (50 Rosehill Avenue). The tower is setback 12.5 metres from the centreline of the laneway to the west. To the north the tower is setback approximately 14.4 metres from the centreline of Pleasant Boulevard, resulting in a 22.5 metre separation distance to the 32-storey residential building to the north (40 Pleasant Boulevard). The setback to the north is acceptable in this instance as it provides more than the required 12.5 metre setback to the centreline of Pleasant Boulevard. To the east the tower is setback 2.9 metres from the property line. The setback to the east is acceptable in this instance as it provides appropriate separation to existing tall buildings, and the site directly to the east does not have sufficient space to accommodate a tall building.

The proposed tower has been located and massed with appropriate dimensions for the site, meets the policies of the Official Plan and the intent of the Tall Building Design Guidelines.

Tower Top

Planning staff are satisfied with the top portion of the proposed tower. An appropriate design for the top of a tall building is influenced by many factors, which may include location, height, built form composition, architectural expression, and overall 'fit' within the existing context.

The top of the proposed tower is appropriate. The proposed top of the tower is a simple design, which suits the overall architecture of the tower and fits within the local context. The mechanical penthouse design will be further reviewed and secured through the Site Plan Application process.

Public Realm

The proposed development advances the Official Plan's public realm and Built Form policy objectives in a number of ways including a new park, POPS, wider sidewalks and pedestrian connections.

The Built Form policies of the Official Plan require that new development will support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and where appropriate provide accessible open space. The Yonge-St. Clair Secondary Plan requires that development will provide high quality landscaped spaces for the use of visitors, residents and workers in the Secondary Plan area.

Public Park

A new 149 square metre park is proposed along the west side of the site, adjacent to the existing public laneway, having a frontage of 4.6 metres on Pleasant Boulevard and a depth of 35 metres. The applicant proposes that the existing L-shaped laneway to the east and south of the site be converted to parkland and combined with the proposed parkland dedication.

The new park and conversion of the existing laneway to parkland would improve the public realm by formalizing and expanding the existing midblock pedestrian connection between Pleasant Boulevard and Rosehill Avenue. Planning staff will work with Parks and Transportation staff on the future conversion of the existing laneway to parkland.

Privately Owned Publicly-Accessible Open Space (POPS)

A new 140 square metre POPS is proposed east of the public park, between the new public park and the proposed building, having a width of 5.0 metres. The POPS will be designed to integrate with the new park and midblock pedestrian connection. The proposed POPS is a positive element of the proposal. Staff recommend that the POPS be secured through the Section 37 Agreement, and its final design be secured through the Site Plan Control process.

Pedestrian Walkway

A 1.7 metre wide publicly accessible pedestrian walkway is proposed on the east side of the site. The new walkway will connect the east end of the L-shaped public laneway with Pleasant Boulevard. Staff recommend that the walkway be secured through the Section 37 Agreement.

Streetscape

The Official Plan states that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians. The Yonge-St. Clair Secondary Plan requires that development in Apartment Neighbourhoods is setback to facilitate the planting of large shade trees at regular intervals.

The proposed building is setback 3.0 metres from the north property line, resulting in an 8.4 metre wide public realm on Pleasant Boulevard. The setback is in line with the townhouse dwellings to the east, and is sufficient for the planting of large growing shade trees. The proposed pedestrian realm is in keeping with the character of this portion of Pleasant Boulevard, is an improvement from the existing condition, and allows for the planting of large shade growing trees.

Planning staff are satisfied with the proposed interface with the public realm, including the new public park, POPS and mid-block connection, widened sidewalks and pedestrian walkway. The proposed public realm addresses the policies of the Official Plan.

Sun, Shadow

The shadow impact resulting from the proposal is acceptable. The Official Plan Built Form policies state that development will be designed to limit shadow impacts on the public realm and surrounding properties. The Apartment Neighbourhood policies require development to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods.

The Tall Building Design Guidelines state that every effort will be made to design and orient tall buildings to minimize their shadow impact on all publicly-accessible parks, open spaces, natural areas and other shadow sensitive areas.

The shadow studies demonstrate that the proposal has no impact on any low-rise residential Neighbourhoods during the spring/fall equinox. The proposal will start to shadow the ravine lands to the east starting at approximately 5:18 pm during the spring/fall equinox.

Planning staff have assessed the proposed development in terms of the incremental impact resulting from the proposed 32-storey tower and are satisfied that it adequately limits shadow impacts on shadow sensitive areas, parks, publicly-accessible open spaces, and natural areas.

Wind

Planning staff are satisfied with the wind conditions resulting from the proposed development, subject to further assessment during the Site Plan Control process for additional mitigation strategies.

The applicant submitted a Pedestrian Level Wind Study and an addendum, dated December 18, 2019 and July 5, 2021, prepared by RWDI, based on wind tunnel testing. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort and safety at key areas within and surrounding the development site. Grade-level pedestrian areas considered in this study include surrounding sidewalks, walkways, and building access points.

Based on the wind tunnel test results, and experience with similar development, the study finds the wind conditions within and surrounding the site will be acceptable for the intended pedestrian uses on a seasonal basis. The study finds the wind comfort in the new public park to the west will be suitable for the intended usage throughout the year.

Traffic Impact Assessment

The applicant submitted a Transportation Impact Study and an addendum, dated September, 2018 and August 2, 2019, prepared by BA Group, in support of their application. Given the level of estimated trip generation, the consultant concludes that the proposal can be appropriately accommodated on the area road network.

Based on a review of the documentation provided by the consultant, Transportation Services staff agree with the above-noted conclusion.

Parking

The proposal includes a total of 71 vehicle parking spaces, consisting of 62 resident parking spaces, 8 visitor spaces, and 1 car share space, which are located in within a 3-level below grade parking garage.

The applicant submitted a revised parking study, dated July 15, 2021. The study provides a rationale for the proposed parking rates and concludes that the proposed parking supply will meet the resident and visitor demand for the site.

A total of 338 bicycle parking spaces are proposed, including 304 long term bicycle parking spaces and 34 short term bicycle parking spaces.

Transportation Services staff has reviewed the submitted studies and accept the proposed parking supply.

Servicing

The applicant has submitted a Functional Servicing Report, prepared by Odan Detech Consulting Engineers, dated December 10, 2019 and revised on July 29, 2021, and a Hydrogeological Review Report, prepared by Terraprobe, dated July 14, 2021, all in

support of the proposal. Engineering and Construction Services and Toronto Water are reviewing the revised materials. Prior to the enactment of Bills, revised materials are required to be submitted to the satisfaction of Engineering and Construction Services.

The provision of any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development, will be at the cost of the applicant. Detailed functional servicing and stormwater management plans, and agreements, as necessary, will be entered into as part of the Site Plan Control application.

Parkland

The application proposes a 149 square metre on-site park in a location and configuration that is acceptable to Parks, Forestry and Recreation.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 12 - 28 square metres of parkland per person, which is less than the city-wide average provision of 28 square metres of parkland per person in 2016. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

The total site area is 1,490 square metres. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 3,747 square metres or 251% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. Thus, the parkland dedication requirement for this application is 149 square metres.

Planning staff will work with Parks, Forestry and Recreation staff and Transportation staff on the future conversion of the existing laneway, to the west of the site, to parkland.

Unit Mix

The Growing Up Guidelines indicate that a building should provide a minimum of 25% large units of which 10% should be 3-bedroom units, and 15% should be 2-bedroom units. The proposed development exceeds these requirements with the provision of 281 residential dwelling units, of which 71 are two-bedroom units (25.3%) and 32 are three-bedroom units (11.4%). Planning staff are satisfied the proposed unit mix meets the intent of the Growing Up Guidelines.

Indoor/Outdoor Amenity Space

Zoning By-law 438-86 requires a minimum of 2.0 square metres per unit each of indoor and outdoor amenity space, and Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit.

The applicant is proposing a total of 562 square metres (2.0 square metres per unit) of indoor amenity space, and 389 square metres (1.38 square metres per unit) of outdoor amenity space is proposed on the roof of the base building, accessible from the indoor amenity space. The total amenity space proposed is 951 square metres (3.38 square metres per unit). In this instance, the provision the POPS and parks restricts the ability to provide outdoor amenity space, as such Planning staff are satisfied with the amount and location of amenity space proposed.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. An Arborist Report, Tree Protection and Removal Plan, and Tree Planting and Soil Volume Plan were submitted by the applicant.

The applicant proposes to remove two City-owned trees regulated by the Street Tree Bylaw and two privately-owned trees regulated by the Private Tree By-law.

The applicant will be required to provide a minimum of 2 new trees on the City road allowance and 2 new trees on private property. The Tree Planting and Soil Volume Plan indicates the planting of 4 new trees within the adjacent road allowances, which satisfies the compensation planting requirements for City-owned street trees to be removed. The plans do not currently provide for the replacement of the two privately-owned trees. Urban Forestry will require the payment of cash-in-lieu for the required privately-owned trees not being planted on the subject site due to space constraints.

The final number and location of replacement street trees will be determined as part of the Site Plan Control process to the satisfaction of the General Manager of Parks, Forestry and Recreation. Planning and Urban Forestry staff will work with the applicant to explore options for incorporating the privately-owned replacement trees in the proposed POPS.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, 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.

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. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. \$3,643,000.00 cash contribution towards capital improvements for new or existing cultural and/or community space within the vicinity of the application site, affordable housing, local area park improvement, and/or streetscape improvements to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor.

The following matters of convenience are also recommended to be secured in the Section 37 Agreement:

1. A privately-owned publicly-accessible open space (POPS) of not less than 140 square metres;
2. A 1.7 metre wide publicly-accessible pedestrian walkway on the east side of the site; and,
3. The owner shall pay for and construct any improvements to the municipal infrastructure in connection with the site servicing report, should it be determined that upgrades to such infrastructure are required to support this development.
4. Prior to the issuance of Site Plan Approval, a Construction Management Plan and Neighbourhood Communication Strategy to the satisfaction of the Chief Planner and Executive Director, City Planning Division in consultation with the Executive Director, Engineering and Construction Services and the ward Councillor;

Conclusion

Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020), the Official Plan and the Yonge-St. Clair Secondary Plan. Furthermore, the proposal meets the intent of the Tall Building Design

Guidelines. Staff find that the proposal fits in with the existing and planned context and that the proposal is appropriate. City Planning recommends that Council approve the Zoning By-law Amendment application.

CONTACT

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E-mail: David.Driedger@toronto.ca

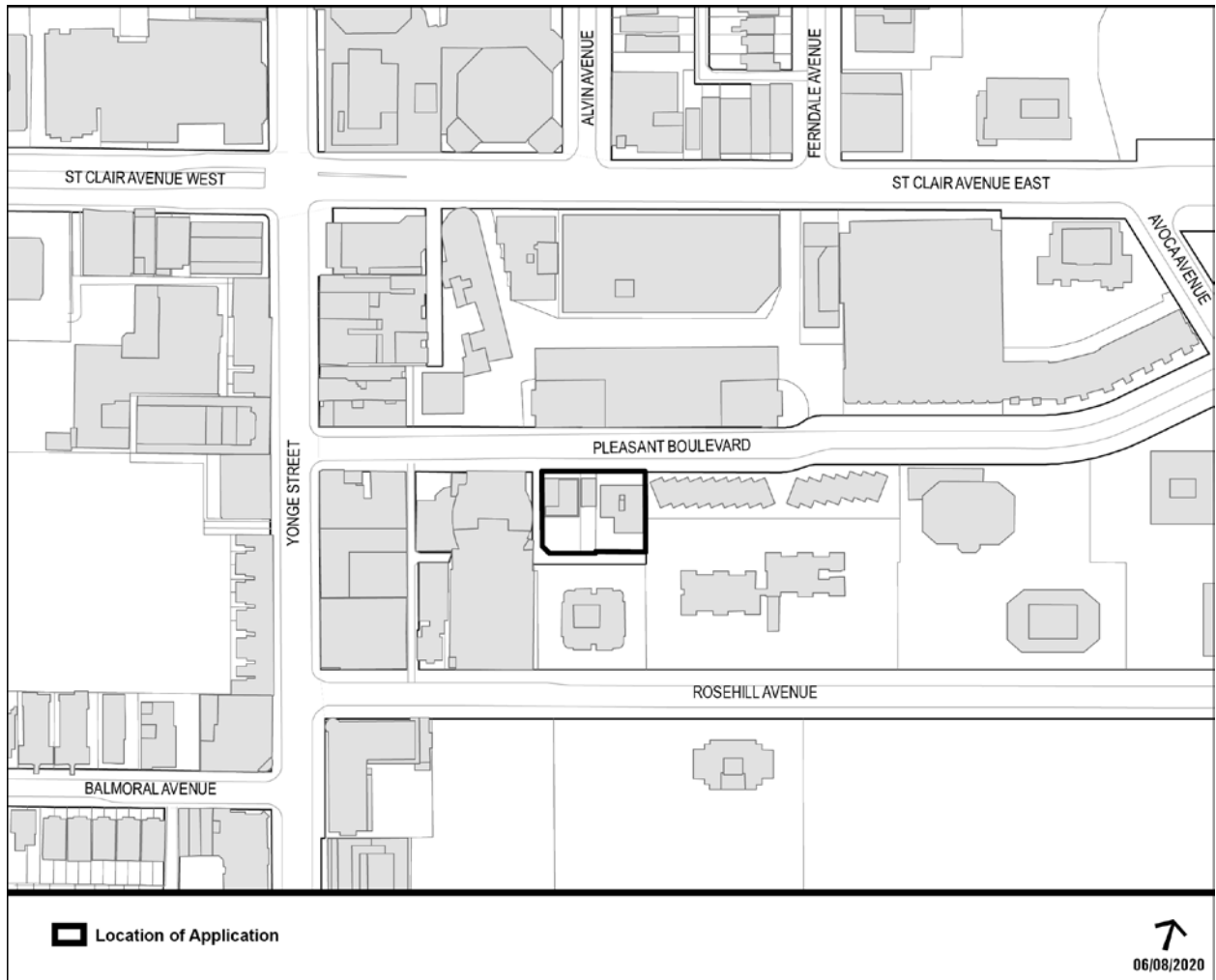
SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning, Toronto and East York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Zoning By-law Amendment (438-86)
Attachment 6: Draft Zoning By-law Amendment (569-2013)
Attachment 7: Site Plan
Attachment 8: North Elevation
Attachment 9: West Elevation
Attachment 10: South Elevation
Attachment 10: East Elevation

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 29-39 PLEASANT BLVD Date Received: December 20, 2019

Application Number: 19 263740 STE 12 OZ

Application Type: Rezoning

Project Description: a 32-storey (101.7 metres, plus mechanical penthouse) residential building.

Applicant	Agent	Architect	Owner
2695256 Ontario Inc.	Bousfields Inc.	Giannone Petricone Associates	2695256 Ontario Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:
Zoning:	R (d2.0) (x944)	Heritage Designation:
Height Limit (m):	10	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 1,490 Frontage (m): 44 Depth (m): 35

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	374		954	954
Residential GFA (sq m):			19,244	19,244
Non-Residential GFA (sq m):	1,307			
Total GFA (sq m):	1,307		19,244	19,244
Height - Storeys:	4		32	32
Height - Metres:			102	102

Lot Coverage Ratio (%): 64.01 Floor Space Index: 12.91

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	19,244	
Retail GFA:		
Office GFA:		
Industrial GFA:		

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	1			
Freehold:				
Condominium:			281	281
Other:				
Total Units:	1		281	281

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			178	71	32
Total Units:			178	71	32

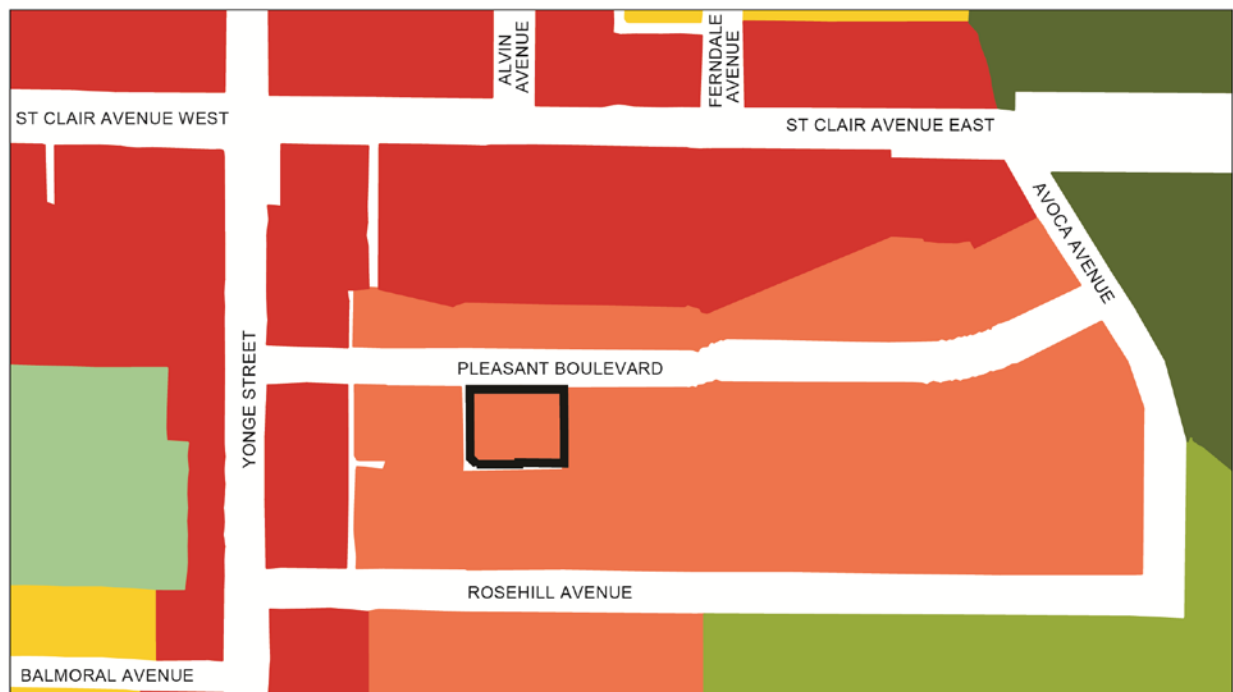
Parking and Loading

Parking Spaces:	71	Bicycle Parking Spaces:	338	Loading Docks:	1
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CONTACT:

David Driedger, Senior Planner
416-392-7613
David.Driedger@toronto.ca

Attachment 3: Official Plan Land Use Map



Toronto
Official Plan Land Use Map

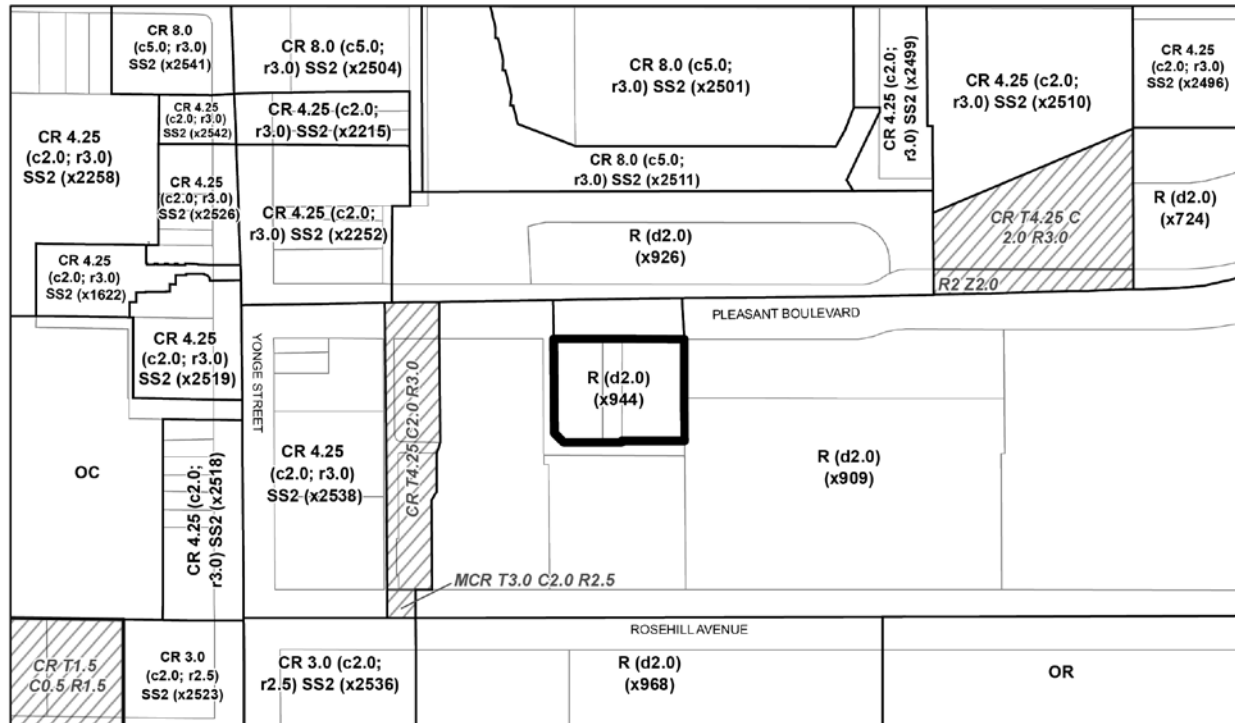
29-39 Pleasant Boulevard

File # 19 263740 STE 0Z



↑
Not to Scale
06/06/2020

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

29-39 Pleasant Boulevard

File # 20 263740 STE 12 OZ



Location of Application

R

Residential

CR

Commercial Residential

OR

Open Space Recreation

OC

Open Space Cemetery



See Former City of Toronto By-law No. 438-86

R2

Residential District

CR

Mixed-Use District

MCR

Mixed-Use District



Not to Scale
Extracted: 08/08/2020

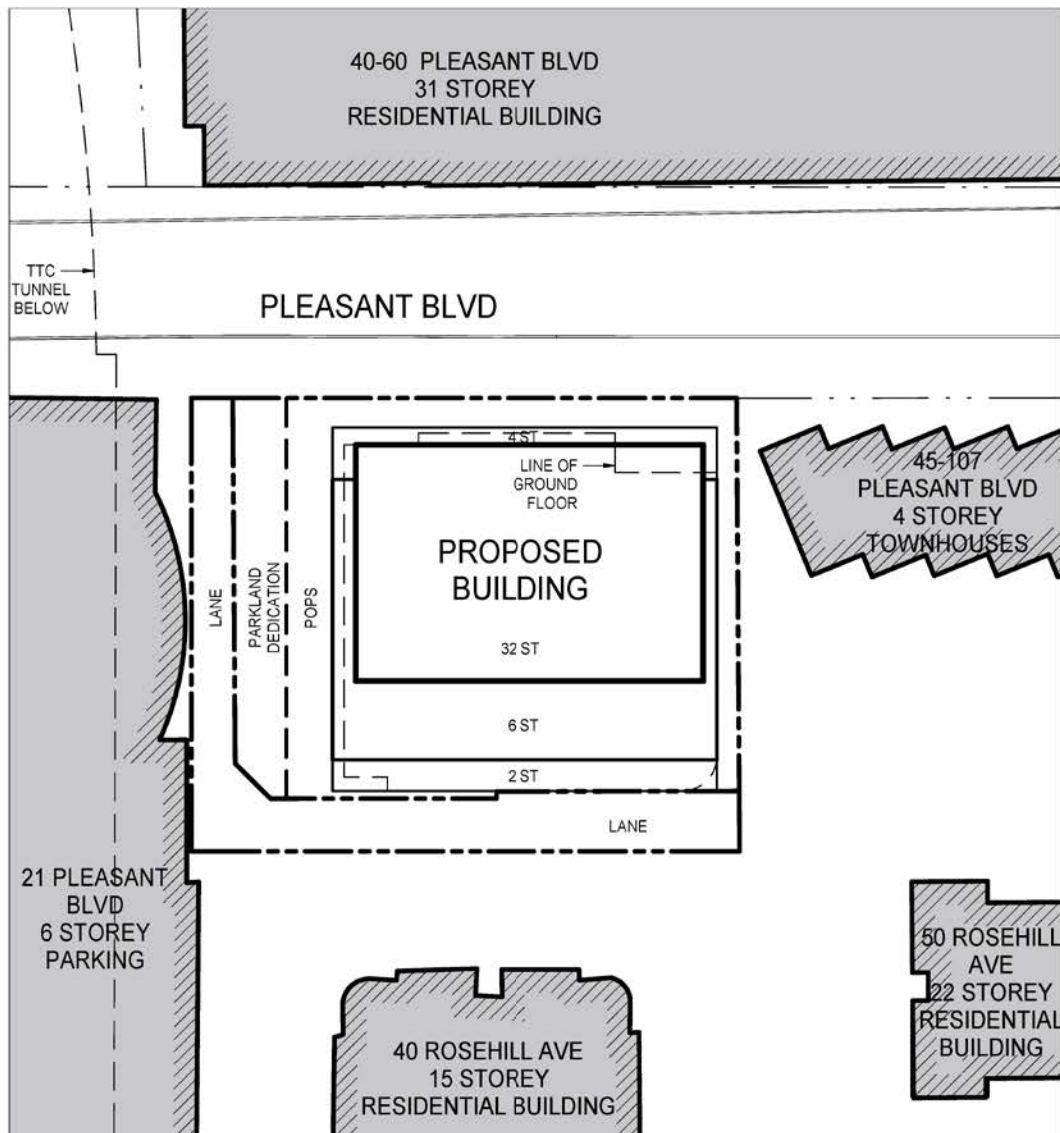
Attachment 5: Draft Zoning By-law Amendment (438-86)

The draft By-law will be made available on or before the October 14, 2021 Toronto and East York Community Council Meeting.

Attachment 6: Draft Zoning By-law Amendment (569-2013)

The draft By-law will be made available on or before the October 14, 2021 Toronto and East York Community Council Meeting.

Attachment 7: Site Plan



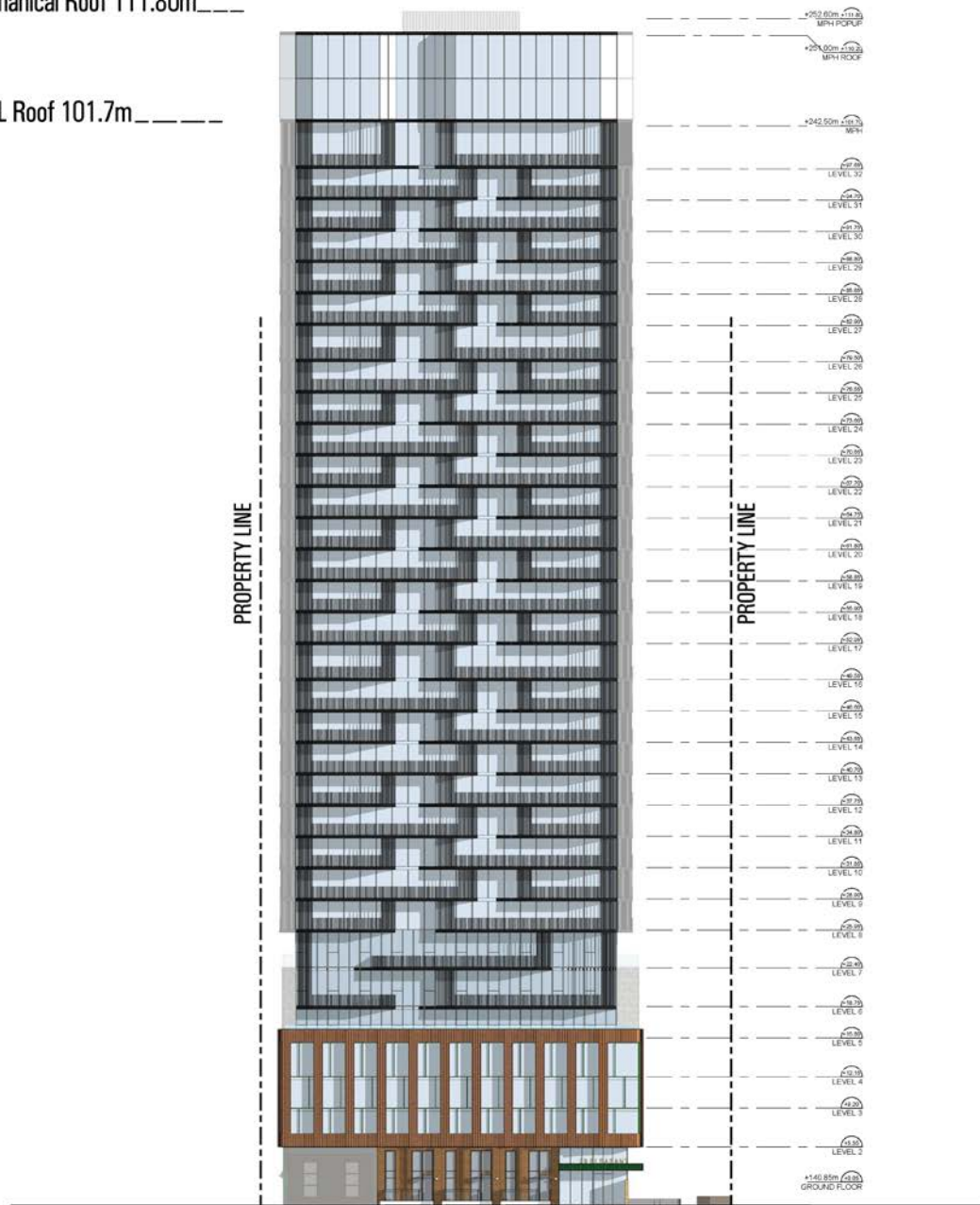
Site Plan



Attachment 8: North Elevation

TO Mechanical Roof 111.80m_____

TO 32 FL Roof 101.7m_____

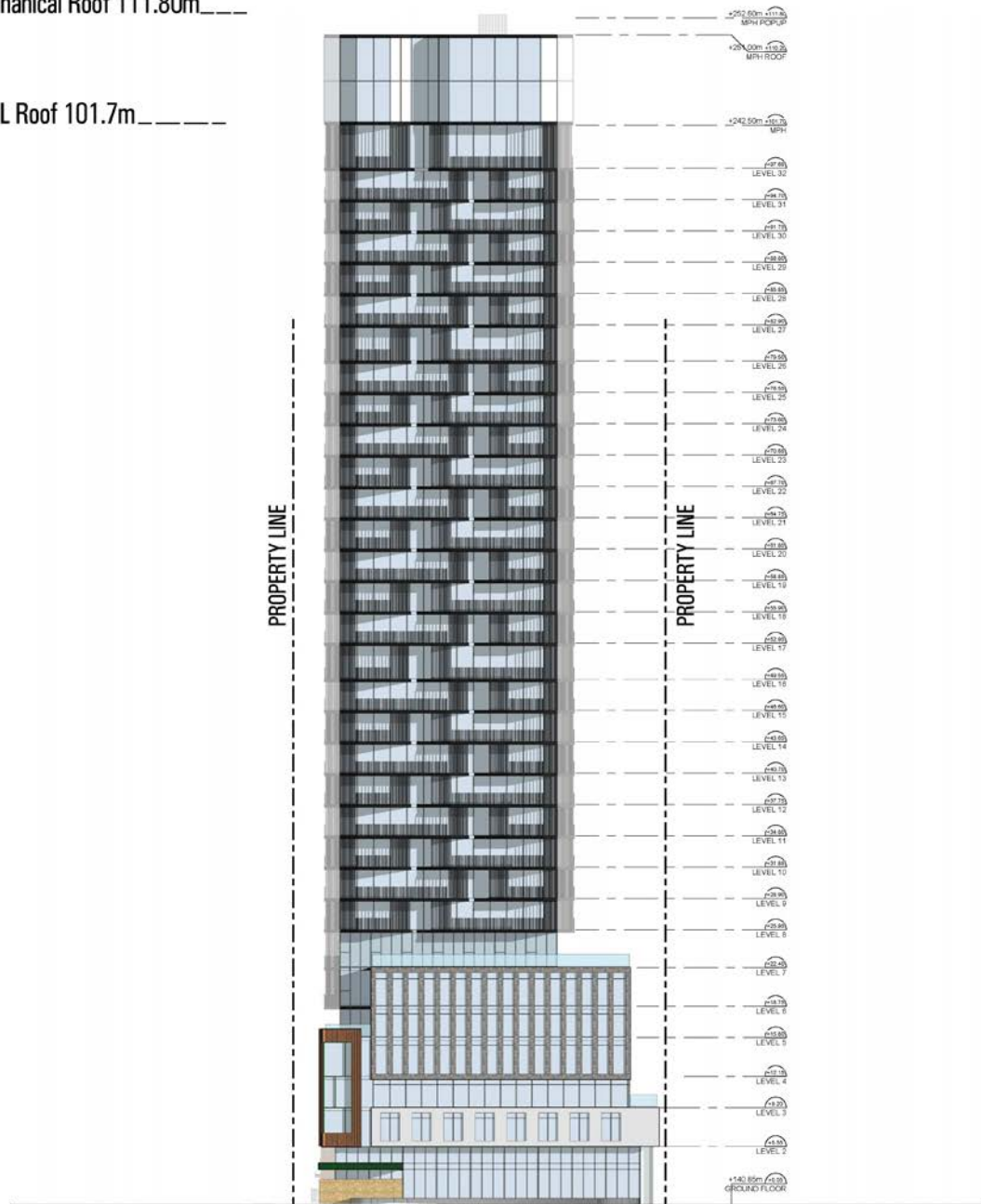


North Elevation

Attachment 9: West Elevation

TO Mechanical Roof 111.80m_____

TO 32 FL Roof 101.7m_____



West Elevation

Attachment 10: South Elevation

TO Mechanical Roof 111.80m_____

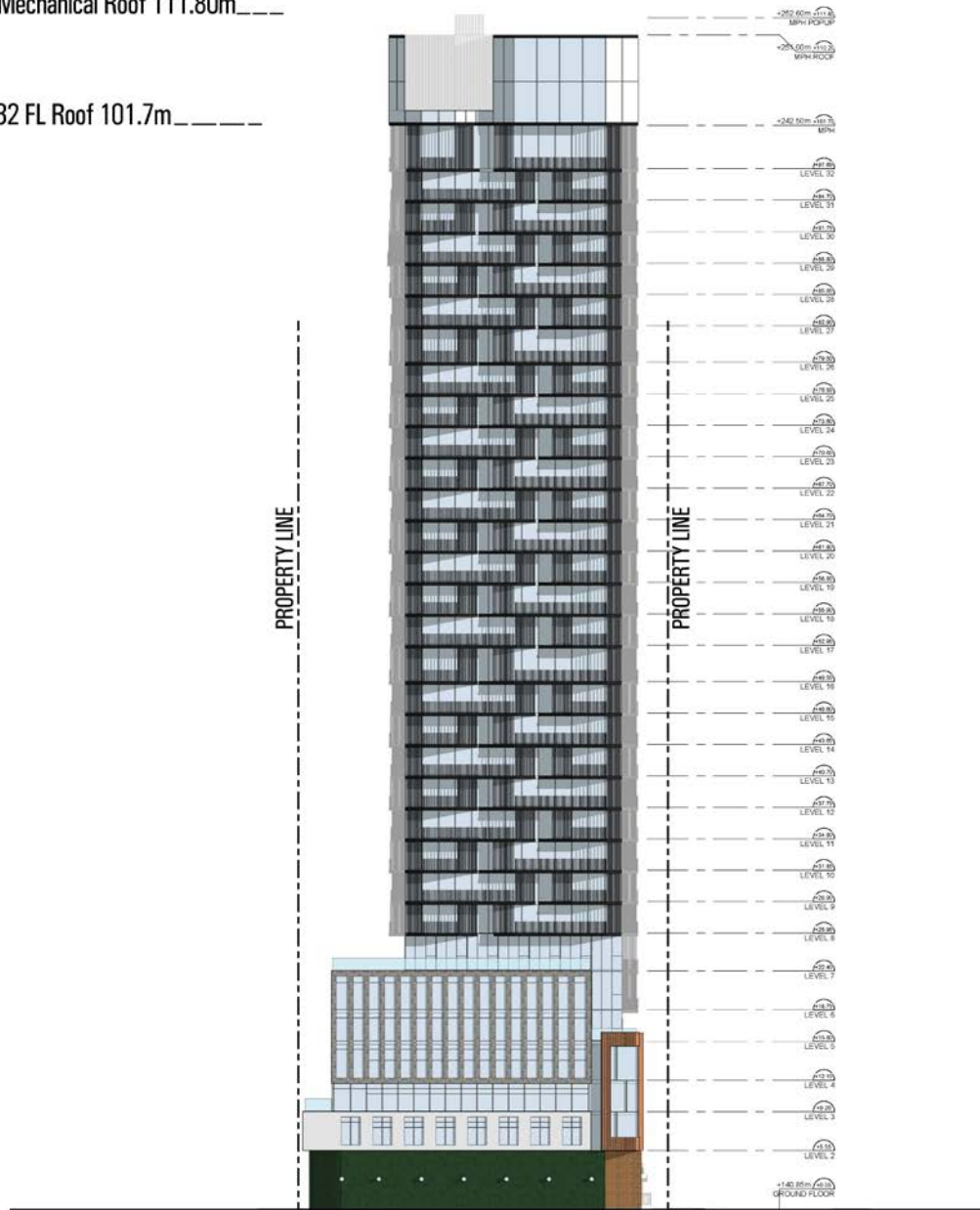
TO 32 FL Roof 101.7m_____



South Elevation

TO Mechanical Roof 111.80m_____

TO 32 FL Roof 101.7m_____



East Elevation