

15, 17, 19, 21, and 23 Hollis Street – Official Plan Amendment and Zoning Amendment Applications – Preliminary Report

Date: November 26, 2021

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 5 - York South-Weston

Planning Application Number: 21 177934 WET 05 OZ

Notice of Complete Application Issued: October 13, 2021

Current Uses on Site: The five parcels comprising the subject lands are occupied by five two-storey detached dwellings.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the Official Plan, the former City of York Zoning By-law 1-83, as amended, and city-wide Zoning By-law 569-2013, as amended, for the lands municipally known as 15, 17, 19, 21, and 23 Hollis Street. The application proposes to demolish five detached dwellings and construct a 34-storey (117.05 metres including mechanical penthouse) residential building, comprised of a 5-storey base building with a 29-storey tower. The application proposes 365 residential dwelling units and a total gross floor area (GFA) of 23,305 square metres, resulting in a density of 13 times the area of the lot. A total of 134 vehicular parking spaces are proposed within three levels of underground parking. A total of 365 bicycle parking spaces are proposed within the underground parking and podium.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 15, 17, 19, 21, and 23 Hollis Street together with the Ward Councillor.

2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

3. The Final Report for the application located 15, 17, 19, 21, and 23 Hollis Street be brought forward following the completion of the Mount Dennis Planning Framework Study.

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

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

On March 10, 2016, (EY12.30), 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. The motion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY12.30>

On July 23, 2018, City Council considered a Status Report from City Planning (EY32.21) 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. The motion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY32.21>

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, and 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 now in the final phase of the study process.

At the time of the writing of this report, the study team is preparing the Planning Framework Study report and concluding the final stages of community consultation. Recommendations and directions for growth to help guide new development are anticipated to be available in December 2021. A Status Report from City Planning is anticipated to go to Etobicoke York Community Council in Q1 2022.

ISSUES BACKGROUND

Pre Application Consultation

A pre-application consultation meeting was held on April 26, 2021 between City Planning staff and the applicant to discuss complete application submission requirements and to identify issues with the proposal. The applicant proposed a 35-storey mixed-use building, including a 5-storey podium with commercial/office within the podium and residential above. Staff expressed concern with the massing, separation distance, setbacks, and the relationship of the proposal to the context of the area.

On June 30, 2021, the applicant submitted the subject application for a 34-storey residential building, including a 5-storey podium.

Application Description

This application proposes to amend the Official Plan, the former City of York Zoning By-law 1-83, as amended, and city-wide Zoning By-law 569-2013, as amended, for the properties at 15, 17, 19, 21, and 23 Hollis Street to permit a 34-storey (117.05 metres in height, including the 6-metre mechanical penthouse) residential building, including a 5-storey podium. The building would have a total gross floor area (GFA) of 23,305 square metres, resulting in a density of 13 times the area of the lot. The proposed tower floor plate is 800 square metres.

The shape of the lot and proposed configuration of the base and the tower provide varied setbacks of each element from the lot lines. The ground floor of the base building would be set back 3 metres to 6.58 metres fronting Hollis Street; 6 metres from the property line adjacent the rail corridor; 5.1 metres to 7.77 metres along the rear (south east) property line and 5.5 metres on the side yard (south west) property line. The ground floor would have a proposed height of 8 metres and treated with transparent glazed windows and masonry treatment along the frontages.

Levels two to five would be off-set from the base, with the same front yard and south west side yards. The north side yard setback, adjacent the rail corridor would increase to 7 metres and the rear yard setback would increase to 8.5 to 12 metres. The interior of these levels would be configured with the residential units on the south west side only ranging from three to five units per floor. The remainder of these levels would include indoor amenity space and enclosed bicycle parking areas.

The tower portion of the building is proposed to be offset again from the lower levels, pulled back from the front of the site and cantilevered at the rear. The face of the tower (levels six to 34) would be setback from: the front property line 5.4 to 8.74 metres; the side yard (south west) 8 metres; the rear yard 4 to 7.25 metres; and adjacent the rail corridor (north side) 6.17 metres. Balconies are proposed to protrude from each side by 1.5 metres. Each floor would consist of 12 residential units.

The application proposes a total of 365 dwelling units consisting of: 29 studio units (8%); 211 one-bedroom units (58%); 90 two-bedroom units (25%); and 35 three-bedroom units (10%).

The proposed development would have three levels of underground parking for 134 vehicular parking spaces (98 residential use and 36 visitor use). There is one Type G loading space proposed at grade with access along the north side yard adjacent the rail corridor. The 365 bicycle spaces (329 residential and 36 visitor) would be located both in the below grade parking and in levels two to five as described above. The proposed access to the underground garage is by the 6-metre wide two-way garage ramp off the east side of Hollis Street.

A total of 1,460 square metres of amenity space is proposed including 1,172 square metres of indoor amenity space consisting of 165 square metres on the first floor and areas ranging approximately from 250.5 to 251.5 square metres on each of levels two through five, located on the north side of the podium, adjacent to the rail corridor. A total of 288 square metres of outdoor amenity space is proposed on the ground floor in the south side yard and rear yard. In this regard, a total of 3.21 square metres per unit of indoor amenity space per unit and 0.79 square metres of outdoor amenity space per unit is proposed.

Detailed project information is 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 a three dimensional representation of the project in context.

Site and Surrounding Area

The subject site is located on the east side of Hollis Street and is northwest of the Eglinton Avenue West and Weston Road intersection, in the Mount Dennis neighbourhood (see Attachment 3: Location Map). The site is rectangular in shape and

approximately 1,793 square metres in size. The subject site is a consolidation of five parcels occupied by five single-detached dwellings.

Surrounding land uses include:

North: Adjacent to the subject site is the Metrolinx/GO Transit Rail Corridor. 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.

East: Immediately adjacent to the site is part of both the Metrolinx/GO Transit Rail Corridor and the future Mount Dennis LRT Station. Eglinton Avenue West runs east/west and there are *Neighbourhoods* on the opposite side to Eglinton Avenue West designated in the City of Toronto Official Plan.

South: Two additional single-detached 2-storey dwellings. Further south are commercial uses and a green space at the corner of Weston Road and Eglinton Avenue West. Lands to the south are designated *Mixed Use Areas* and *Parks and Open Space*.

West: Adjacent to the subject site are *Mixed Use Areas* which have an active Official Plan Amendment and Zoning by-law Amendment application for the lands of 8 – 16 Locust Street and 15 Oxford Drive (20 113215 WET 05 OZ). Further west is a 15-storey apartment building at 30 Denarda Street. The surrounding land uses west of the site are *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods*.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous 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).

The Growth Plan (2020) as amended 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 are planned for the prescribed densities.

The Mount Dennis Eglinton Crosstown LRT Station area is included in Phase 3 of the MTSAs implementation. The Minister has set July 1, 2022 as the deadline for the MCR to be completed. The Mount Dennis Station will also include access to TTC buses, the UP Express and Go Transit's Kitchener line.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities,

including heritage preservation and environmental stewardship may be applicable to any application.

The current application is located on lands shown as *Mixed Use Areas* on Map 14 of the Toronto Official Plan (see Attachment 5: Toronto Official Plan Land Use Map). *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. 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 application is subject to Site and Area Specific Policy (SASP) No. 43 East Side of Weston Road between Locust Street and Eglinton Avenue and SASP No. 53 Mount Dennis Area.

SASP No. 43 speaks to improving public street connections between Locust Street and Hollis Street where possible. Alternatively, SASP No. 43 considers the closing of the Hollis Street right-of-way and its incorporation into a comprehensive redevelopment on the abutting lands. (See Attachment 6: SASP 43)

SASP No. 53 speaks to applications providing development concept plans where appropriate. 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. (See Attachment 7: SASP 53.)

The proposal will be evaluated against these policies. Toronto Official Plan policies can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Mount Dennis Mobility Hub Study

In August 2013, Metrolinx in collaboration with the City of Toronto released the Mount Dennis Mobility Hub Study. The study "established a long-term vision for the Mount Dennis Station and surrounding lands of a higher-density, mixed use environment connected by an expanded pedestrian and cycling network."

The Mount Dennis Mobility Hub Study focuses on the lands within an 800-metre radius of the new station. The study presents options for how the new station can best serve the Mount Dennis community and provide seamless, easy connections between LRT, regional rail, local bus services and the surrounding area.

The site is located within the Mount Dennis Mobility Hub Study boundary. The study will be considered in evaluating the proposal. The final study can be found here: [Mount Dennis Mobility Hub Study](#).

Eglinton Connects Planning Study

Eglinton Connects Planning study comprehensively examined the land use planning framework, built form, public realm and road configuration on Eglinton Avenue, and a vision for the intensification of Eglinton Avenue was developed. The Eglinton Connects Planning Study ('Volume 1: Background and Analysis' and 'Volume 2: The Plan – Recommendations and Implementation Strategies') was approved by City Council on May 6, 2014. The Eglinton Connects Phase 1 (Part 1 and 2) Implementation Reports were adopted by Council on July 8, 2014 and August 25, 2014, respectively, resulting in amendments to the Official Plan (OPA 253) and resolutions to implement the Streetscape Plan and to adopt the Eglinton Avenue Urban Design Guidelines. The decision can be found here: [Eglinton Connects Study Council Decision](#).

The site is located within the Mount Dennis Mobility Hub focus Area, one of two Mobility Hub Areas identified in the Study. Guiding principles and planning objectives for each Mobility Hub Area were developed as part of the Study, along with demonstration plans to illustrate possible planning approaches to accommodate growth.

Zoning By-laws

The site is zoned MCR (Mixed Commercial Zone) under the former City of York Zoning By-law No. 1-83.

The site is also zoned Commercial Residential (CR) (c2.0; r2.0) SS2 (x2572) under city-wide Zoning By-law No. 569-2013. The zoning for permits a height limit of 24 metres and 8 storeys, a maximum residential density of 2.5 times the area of the lot (r2.5), a non-residential density of 2.5 times the area of the lot (c2.5), and is subject to Development Standard Set 2 (SS2). The CR zone permits apartment buildings, mixed use buildings and townhouses, with conditions.
(See Attachment 8: Zoning Map)

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

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- City-wide Tall Buildings Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Bird Friendly Development Guidelines;
- Pet Friendly Design Guidelines for High Density Communities;
- Percent for Public Art Program;
- Toronto Green Standard; and
- Streetscape Manual.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application was submitted on November 1, 2021.

COMMENTS

Reasons for the Application

An Official Plan amendment is required as the applicant seeks an exemption to Site and Area Specific Policy No. 43, which identifies a potential new public street connecting Hollis Street and Locust Street and also to establish site specific policies to address the proposed scale of the development.

A Zoning By-law amendment is required as the application proposes to exceed the maximum building height and density permitted by the existing Zoning By-laws, as amended, and to establish new development standards related to, amongst other things: parking, loading and building setbacks. Through the review of the application, staff may identify additional areas of non-compliance with the Zoning By-laws.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Planning staff will evaluate the application to determine its consistency with the PPS (2020) and conformity with the Growth Plan (2020), especially with regard to ensuring that the development recognizes the local context in terms of appropriate intensification, the promotion of well-designed built form, housing options and whether the proposal complies with the municipal direction for growth.

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant matters of provincial interest are: (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 is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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 area.

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.

The Growth Plan (2020) emphasizes the importance of complete communities where a range of housing options are to be provided, and that new development should provide high quality compact built form and an attractive and vibrant public realm. The Growth Plan (2020) provides municipalities the authority to define the location and nature of growth that will occur in intensification areas in a flexible manner suitable to the local context, while still meeting the overriding objectives of the Growth Plan.

Through its Official Plan, the City has identified appropriate locations and opportunities for intensification. Although growth is intended to occur on this particular site given its land use designation, the level of intensification of this site must reflect the existing and planned context as established by the implementing zoning by-laws and Official Plan policies.

The application will be evaluated against the policies and objectives of the *Planning Act*, Provincial Policy Statement and Growth Plan (2020), especially in regards to the promotion of well-designed built form, providing for a range of housing options and whether the proposal complies with the municipal direction for growth.

Official Plan Conformity

Planning Staff will evaluate the application to determine its conformity with the Official Plan, particularly given the location of the lands within the study area of the Mount Dennis Planning Framework Study. This includes conformity with policies for *Mixed Use Areas* designated lands, Site and Area Specific Policies No. 43 and 53, Built Form and Public Realm policies.

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. Development along the Avenues will generally be at a much lower scale than in the Downtown and most often at a lower scale than in the Centres.

Avenues are identified as areas of growth and reurbanization in the Official Plan. However, each Avenue is different in terms of the level of anticipated growth with respect to lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. As such, the Official Plan requires a vision and implementation plan for *Avenues* to be established through an Avenue Study.

City Council determined that an area based study is required in this area through their direction dated March 10, 2016 (EY12.30). The Mount Dennis Planning Framework process was initiated in July 2018, the consultants retained and study work began in January 2020. The applicant was advised of the study process through the pre-

application process and the application for this site was submitted in July 2021, well after the study process was underway. With emerging direction from the Picture Mount Dennis study, expected to be publicly available in December 2021, staff will continue to work with the applicant to achieve a proposal that is in keeping with the recommended study direction for this location.

One of the key objectives of the Official Plan is for new development to provide built form transition and minimize shadow impacts from areas designated *Mixed Use Areas* to areas with different development intensity and scale. Other development criteria for *Mixed Use Areas* establish that new development should provide good site access, circulation and parking as well as provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 3 - Building a Successful City contains principles to guide growth by integrating social, economic and environmental perspectives in decision making to create complete communities. The Official Plan contains policies which promote quality architecture, landscape and urban design and construction that ensure that new development enhances the quality of the public realm. The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. The Official Plan states that current and future residents must be able to access and maintain adequate, affordable and appropriate housing as well as have adequate and equitable access to community services and local institutions and encourages the inclusion of community service facilities as part of private development. Further, Toronto's system of streets, parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. The City's network of public streets preserve access, provide mobility options for residents, and connect to essential public services. Private streets, where they are deemed to be appropriate, will be designed to integrate into the broader public streets network.

Chapter 4 - Land Use Designations contains development criteria for each of the land uses. The Official Plan designates the site as *Mixed Use Areas*. *Mixed Use Areas* are meant to absorb most of the anticipated increase in retail, office and service employment, and much of the new housing. Although growth is intended to occur on this particular site given its land use designation, the level of intensification of this site must reflect the existing and planned context as established by the Zoning By-law, Official Plan policies and coming recommendations of the Picture Mount Dennis Study. Staff will continue working with the applicant to achieve a redevelopment proposal that meets the intent of City policies of the Official Plan.

Site and Area Specific Policy No. 43 – East Side of Weston Road between Locust Street and Eglinton Avenue and SASP No. 53 – Mount Dennis Area are applicable to the subject property and surrounding area.

SASP No. 43 speaks to improving public street connections between Locust Street and Hollis Street where possible. The subject application proposed the closing of the Hollis Street right-of-way with a partial cul-de-sac.

SASP No. 53 speaks to applications providing development concept plans where appropriate. 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.

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents.

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 proposed building height is 117.05 metres, inclusive of the mechanical penthouse, and exceeds the existing right-of-way width of Hollis Street.

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

Staff note that the proposed tower floor plate size of 800 square metres with proposed setbacks as outlined above, do not meet the requirements of the Tall Buildings Design Guidelines. The Tall Buildings Design Guidelines indicate that sites that cannot provide the minimum tower setbacks and step backs may not be appropriate for tall buildings.

The City-wide Tall Buildings Design Guidelines are available at:
<http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Built Form, Planned and Built Context

The suitability of the proposed height and massing or other built form issues will be assessed based on Section 2 (j), (p), (q) and (r) of the Planning Act; the PPS (2020) and the Growth Plan (2019). The built form will also be assessed based on the City's Official Plan policies and the City's Design Guidelines. An evaluation will be made to confirm whether the proposal is contextually appropriate and fits within its planned and built context. In particular, staff will be evaluating:

- Appropriateness of the proposed tower and podium heights;
- Appropriateness of the proposed building density;
- Appropriateness of the proposed building massing, separation distances between buildings, angular planes, setbacks and step backs;
- Appropriate transition in height towards buildings of different scale and intensity;
- Shadowing and wind impacts of the proposed development;
- Appropriateness of the proposed setback to the rail corridor and the proposed mitigation measures;
- The provision of adequate indoor and outdoor amenity space;
- The provision of a conveyed free and clear cul-de-sac; and
- Appropriate mix of dwelling units and the provision of affordable housing.

In addition to architectural and landscape drawings, the applicant has also submitted a sun/shadow study and a pedestrian level wind study. These drawings and studies are under review. These are initial considerations for the public realm and built form. Further concerns may be identified.

Growing Up: Planning for Children in New Vertical Communities

The City Council adopted Growing Up Urban Design Guidelines (2020) provide guidance on the proportion and size of larger units recommended in new multi-unit residential development proposals. The objective of these Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. These Guidelines will be considered in the review of this proposal.

A building should provide a minimum of 25% large units: 10% of the units should be three bedroom units and 15% of the units should be two bedroom units. As currently proposed, the unit breakdown contains: 29 (8%) studios, 211 (58%) one bedrooms, 90 (25%) two bedrooms, and 35 (10%) three bedrooms, for a total of 365 units. The proposed unit provision adequately supports the unit mix objectives of the guidelines.

The Growing Up Guidelines identify two-bedroom and three bedroom unit sizes within the ranges of 87 square metres and 100 square metres. The proposed unit sizes for two-bedroom units range from 62.25-66.75 square metres, respectively, and unit sizes for three-bedroom units range from 75.5-78.25 square metres, respectively.

Mount Dennis Mobility Hub Study

In August 2013, Metrolinx in collaboration with the City of Toronto released the Mount Dennis Mobility Hub Study. The study "established a long-term vision for the Mount Dennis Station and surrounding lands of a higher-density, mixed use environment connected by an expanded pedestrian and cycling network."

Section 3.3.1 of The Mount Dennis Mobility Hub Study identifies opportunities for intensification adjacent to the main entrance of the future Mount Dennis Station. One of the actionable items for this strategy is to ensure taller buildings are designed to transition in scale down to low-rise neighbourhoods through the use of angular planes and podiums.

The Mount Dennis Mobility Hub Study will be considered in evaluating the proposal. The final study can be found here: [Mount Dennis Mobility Hub Study](#).

The application was circulated to Metrolinx staff who provided comments dated August 27, 2021. Metrolinx staff have made comments in relation to construction management, traffic mitigation, setback distances, stormwater management and noise and vibration. The applicant has been provided these comments to address.

Eglinton Connects

The Eglinton Connects Plan is the result of a planning study conducted by the City of Toronto and Metrolinx between January 2012 and March 2014. The resulting plan delivered 21 findings and provides recommendations and implementation strategies to "guide the City's policies for the revitalization of Eglinton Avenue over time, in tandem with the development of Metrolinx's Crosstown LRT project." These recommendations will be considered in evaluating this proposal.

City Council adopted the recommendations from the report in May 2014. The decision can be found here: [Eglinton Connects Study Council Decision](#).

Parkland Dedication

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

According to the City of Toronto's Parkland Strategy methodology, the development site is currently in an area with 0 - 4 square metres of parkland per person, which is below the city-wide average provision of 28 square metres of parkland per person in 2016.

Amenity Space

Based on the application submitted, indoor amenity space is proposed at a rate of 3.21 square metres per dwelling unit and outdoor amenity space is proposed at a rate of 0.79 square metres per dwelling unit.

Both indoor and outdoor amenity is required to be provided at a minimum rate of 2 square metres per dwelling unit. The application is sufficient in indoor amenity space, but is under the outdoor amenity space requirement. Adjacent parks and private balconies do not count towards the calculation of outdoor amenity space.

Public Realm

The application currently proposes the reconfiguration of the terminus of Hollis Street into a new cul-de-sac. As part of the proposed cul-de-sac, the application proposes a portion of the public sidewalk to be located on the subject site (see Attachment 3: Site Plan). City staff are currently reviewing the proposal to determine the suitability and appropriateness of the cul-de-sac including the location, configuration and design standard proposed. City staff will work with the applicant to ensure any changes to the City's right-of-way are to City standards and mitigate any impacts to other properties on Hollis Street.

Tree Preservation

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).

Additionally, City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) of the Official Plan states that "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on: d) preserving and enhancing the urban forest by: i) providing suitable growing environments for trees; ii) increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and iii) regulating the injury and destruction of trees".

The applicant has submitted an Arborist Report, Tree Preservation Plan and Landscape plan which is currently under review by city staff. The applicant proposes the removal of five privately owned trees, three City owned trees, and to protect one City owned. Urban Forestry staff require an *Application to Injure or Destroy Trees* for the removal of trees.

Heritage Impact & Conservation

The applicant has submitted a Heritage Impact Assessment (HIA) completed by ERA Architects Inc., dated August 4, 2021. Staff are reviewing the assessment and evaluating whether the application will have an impact on cultural heritage resources and whether a conservation strategy will need to be implemented.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. 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.

As part of the City-initiated Mount Dennis Planning Framework Study, a Community Services and Facilities Study (CS&F Study) will be undertaken. The study area for the CS&F Study is bounded by Lawrence Avenue West to the north, the Humber River to the west, Lavender Creek/Terry Drive to the south and the Rail Corridor to the east. The CS&F Study is currently in progress and will be used to inform the review and evaluation of community facility needs and opportunities arising from this proposed development.

The following preliminary recommendations are suggested for consideration should Section 37 community benefits be considered as part of the evaluation of the subject application. These preliminary recommendations will need to be confirmed through the completion of the Mount Dennis Planning Framework Study.

- Financial contributions towards capital costs for a non-profit, licensed child care facility within the vicinity of the subject site; and/or
- Financial contributions towards local library improvements and/or expansions; and/or
- Financial contributions towards potential repurposing or revitalization of local community recreation facilities and/or capital improvements to parks-based amenities.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal at its current height and density will be subject to Section 37 contributions under the Planning Act.

Should the application be considered for approval, Section 37 contributions could be secured towards specific benefits for the surrounding local community, including: affordable housing or the securing of purpose-built rental housing at mid-range or affordable rent level categories; funding for new and existing child care facilities; contributions towards community space for non-profit human services and/or community agencies; contributions towards local library improvements; and improvements to local parks and facilities. Further priorities for Section 37 contributions will be identified through the recommendations of the Picture Mount Dennis Study.

Given the site's location near an existing major transit investment, there is a significant public interest in including affordable rental housing units within the proposed development. Other facilities and/or service needs may arise during the review of the application and in consultation with the Ward Councillor.

Infrastructure/Servicing Capacity

City staff and commenting agencies are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, Geotechnical report in support of the application. Staff will be reviewing the servicing reports to evaluate the effects of the development on the City's municipal servicing infrastructure, and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure necessary to adequately service the proposal.

The applicant also submitted a Transportation Impact Study with their application. The purpose is to evaluate the effects of the development on the transportation system, and to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

The site is located within 250 metres of the future Mount Dennis LRT Station and Mobility Hub and as such, the Transportation Impact Study prepared by WSP contains a review of traffic operations in the area under both existing conditions and future conditions. Staff are reviewing the Transportation Impact Study.

In addition, the proposed supply of 134 parking spaces is deficient with respect to the minimum parking space requirements of city-wide Zoning By-law 569-2013. The applicant provided a vehicle parking justification as part of the Transportation Impact Study which is under review by staff.

Preliminary comments from Staff state that the Transportation Impact Study does not provide enough detail to support the data presented. Therefore, the Transportation Impact Study must be revised to provide sufficient information.

Derailment Protection

The subject site is located adjacent to the Metrolinx/CP 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 setbacks and the requirement for safety barriers. The applicant submitted a Rail Safety Assessment Report prepared by Stanec Consulting Ltd, dated June 16, 2021, to demonstrate how the proposed development would provide protection to the residential component of the site. City staff will retain a third party consultant to undertake a peer review of this study, at the cost of the applicant, upon receiving a revised resubmission that addresses staff concerns related to built form.

Air Quality, Odour, Noise and Vibration

The applicant submitted an Air Quality, Dust, Odour, Noise and Vibration Assessment and Mitigation Study prepared by WSP, dated June 24, 2021, to determine potential air quality, dust, odour, noise and vibration impacts resulting from the proposal, and to ensure compliance with provincial regulations and guidelines. City staff will retain a third party consultant to undertake a peer review of these studies, at the cost of the applicant, upon receiving a revised resubmission that addresses staff concerns related to built form.

Wind Assessment

The applicant submitted a Pedestrian Wind Study prepared by SLR Consulting, dated October 13, 2021. The study indicates that wind conditions at the main entrance are expected to be suitable for the intended use year round. Wind control measures are suggested for the southwest corner of the outdoor amenity area during colder weather. Staff are reviewing the report and will determine if mitigation strategies are required.

School Boards

The application was circulated to the both the Toronto Catholic District School Board (TCDSB) and the Toronto District School Board (TDSB). The TCDSB and TDSB will evaluate the impact of the proposed development within the context of local development activity on area schools, including assessment of existing school capacity to support the amount of potential students proposed by this application.

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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision. Staff will review the application to ensure compliance with Tier 1 of the TGS.

The applicant submitted a Tier 1 TGS Checklist with this application and it is currently being reviewed by staff. The Picture Mount Dennis study will include recommendations on green infrastructure and sustainable design. Through the study process staff have identified a community priority to identify Mount Dennis as an "eco-neighbourhood". Staff strongly encourage the applicant to achieve at least a Tier 2 or higher level of performance.

Other Matters

Staff have identified the additional following issues:

- The tenure proposed in the current application is unclear. Staff will strongly encourage the applicant to provide purpose-built rental units at mid-range or affordable rent levels and/or affordable ownership units within this proposed development to support the City's and Growth Plan's housing policy objectives to provide for a full range of housing by tenure and affordability within new developments.
- Given the current increase in dog-owning populations, the applicant is strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations. This would alleviate pressure on neighbourhood parks.
- Relocate all short-term/visitor bicycle parking to accessible locations, preferably at the established grade, and no further than 30 metres from a pedestrian entrance.
- Provision of a bicycle repair station and indicate locations on the site, as well as pavement treatment on levels with bicycle parking indicating where cyclists will be expected.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context – Looking Northeast

Attachment 2: 3D Model of Proposal in Context – Looking Southeast

Attachment 3: Location Map

Attachment 4: Site Plan

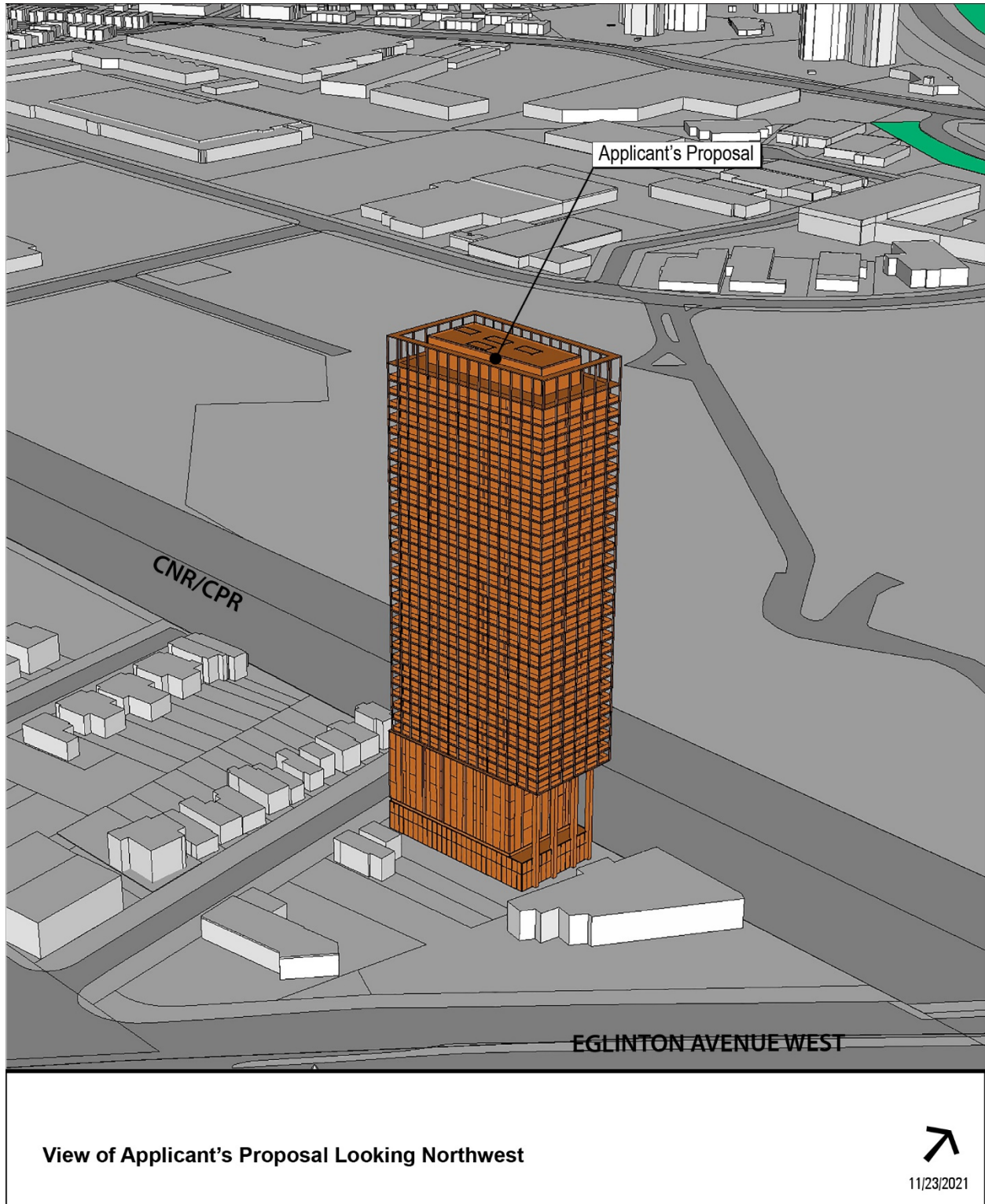
Attachment 5: Official Plan Map

Attachment 6: Site and Area Specific Policy No. 43

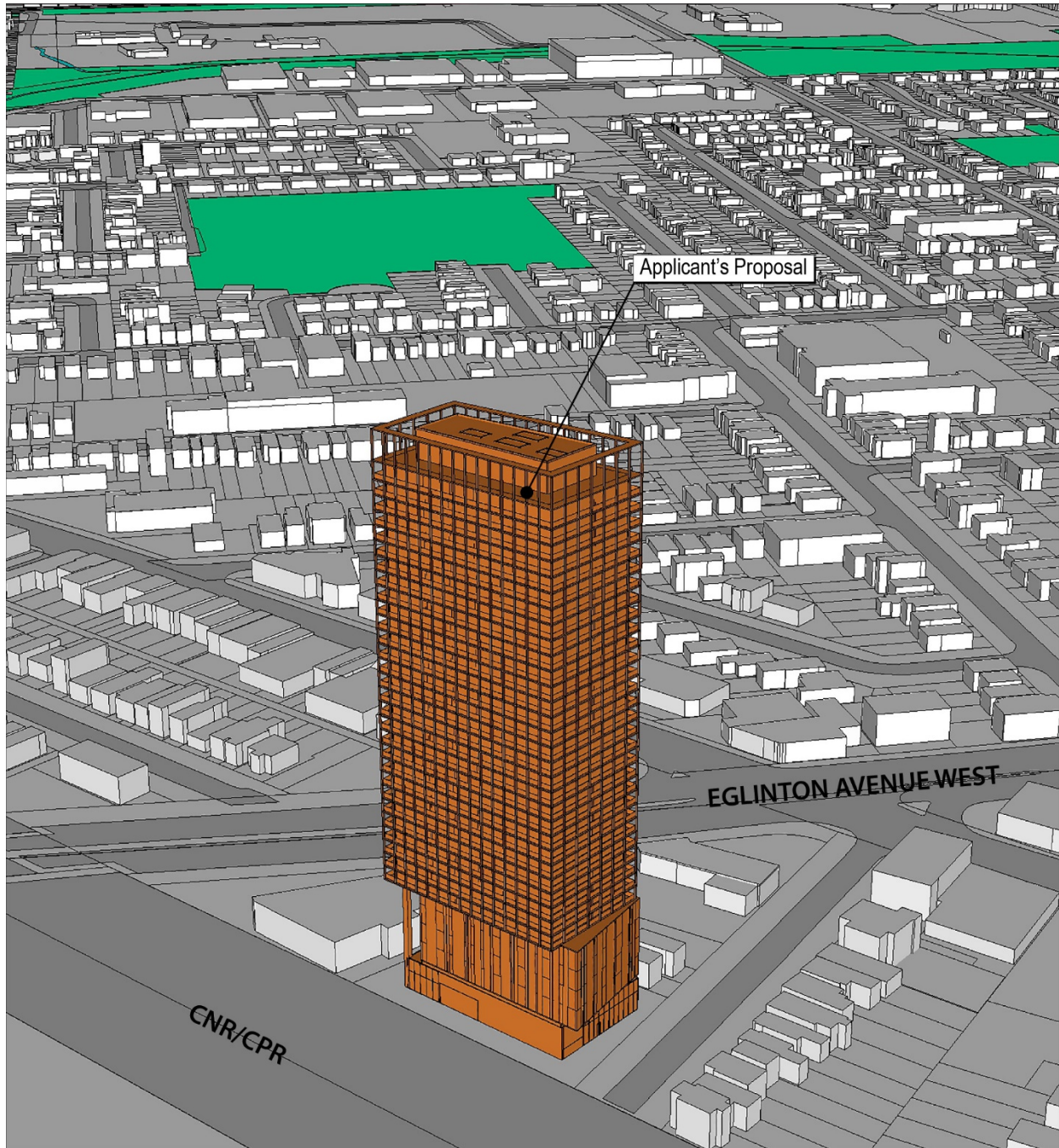
Attachment 7: Site and Area Specific Policy No. 53

Attachment 8: Zoning Map

Attachment 1: 3D Model of Proposal in Context – Looking Northwest



Attachment 2: 3D Model of Proposal in Context – Looking Southeast

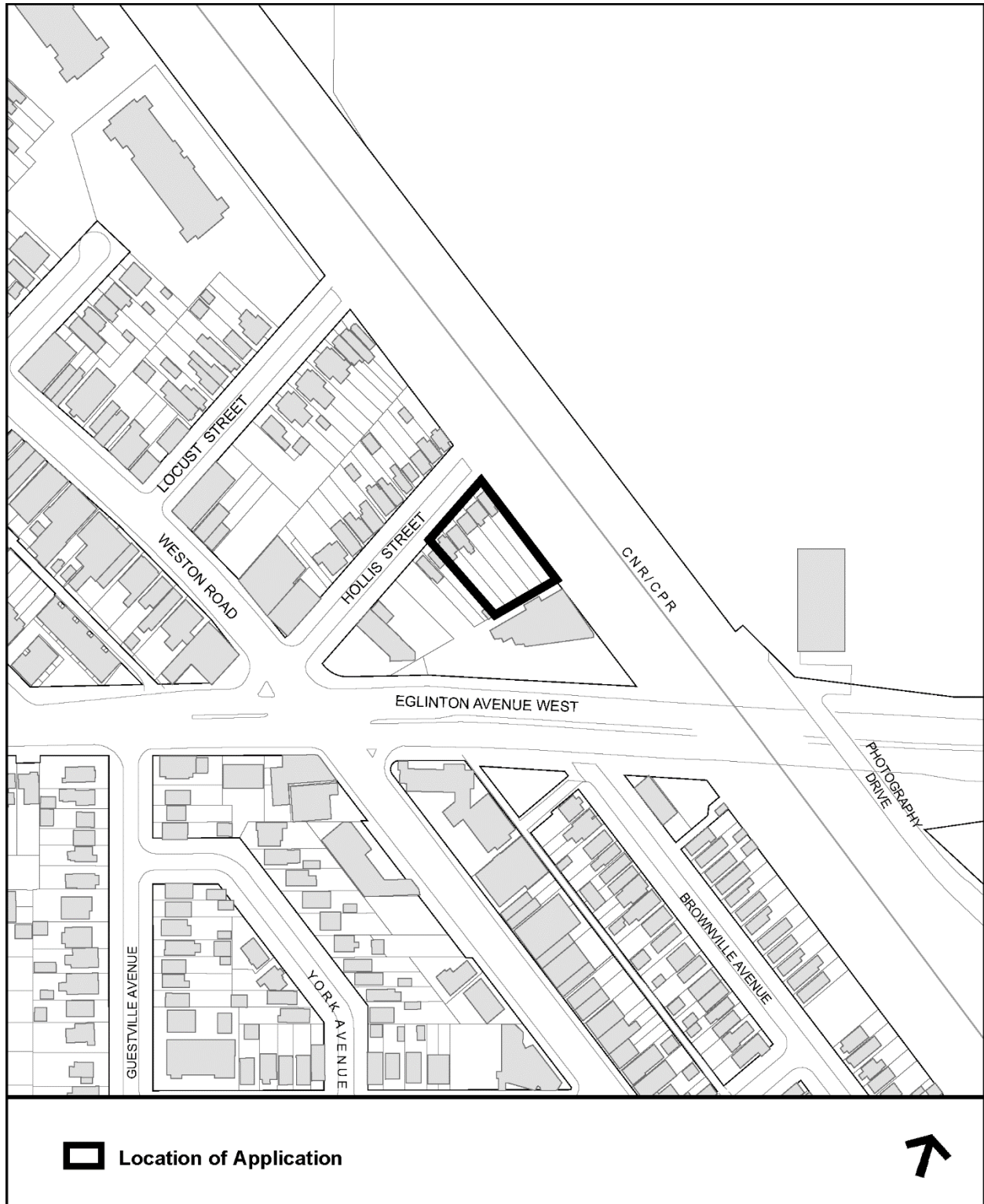


View of Applicant's Proposal Looking Southeast

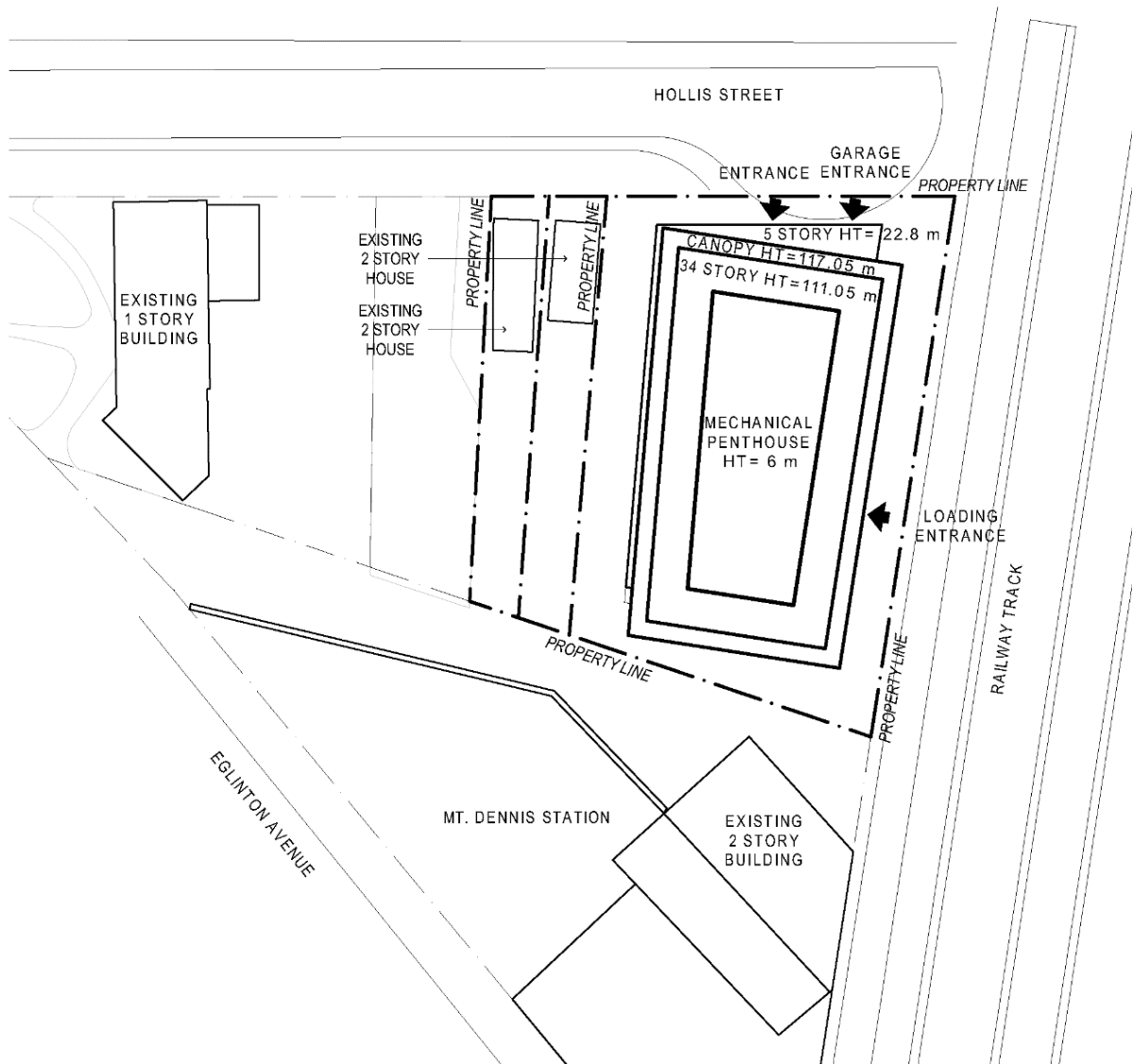


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Attachment 3: Location Map



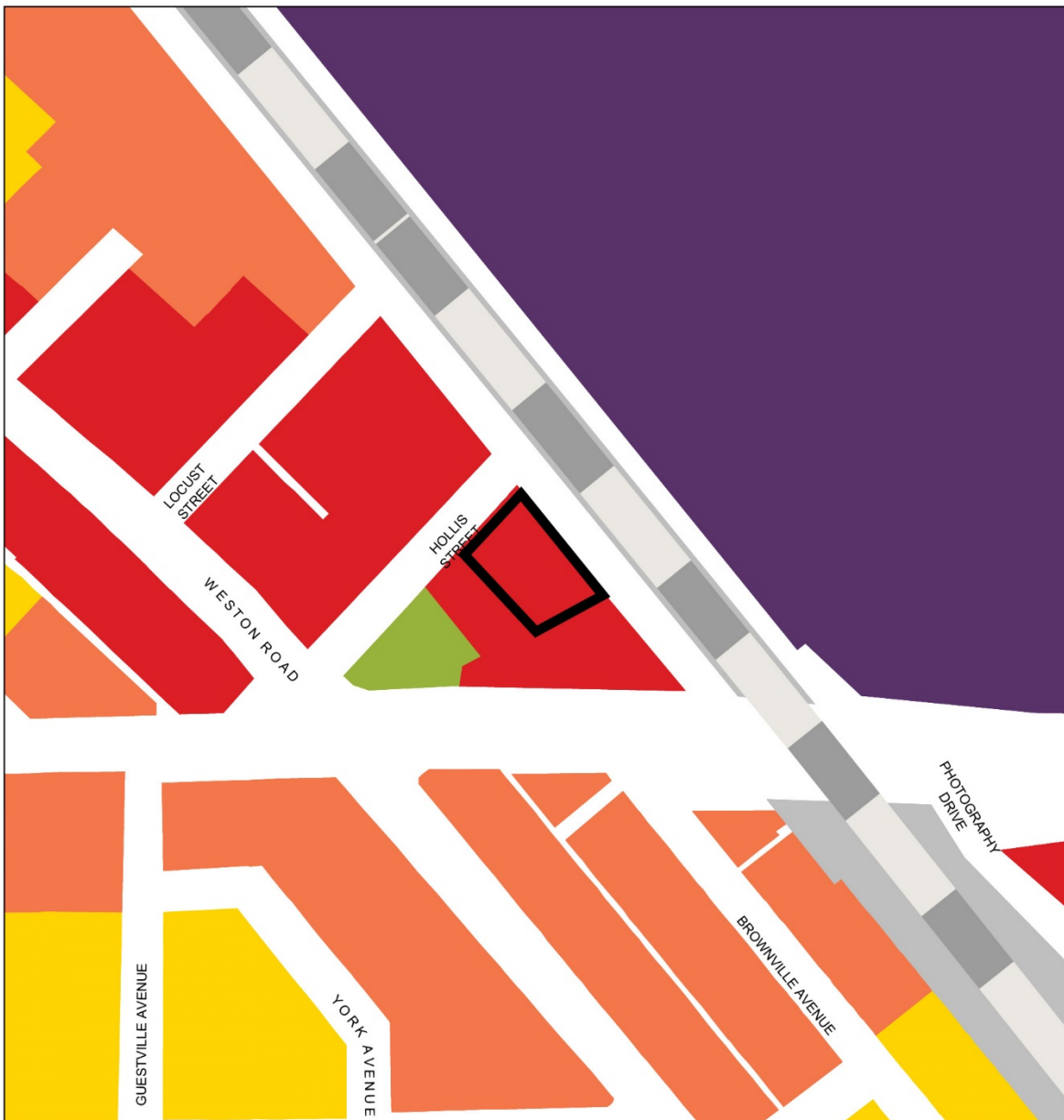
Attachment 4: Site Plan



Site Plan



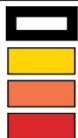
Attachment 5: Official Plan Map



Official Plan Land Use Map #14

15-23 Hollis Street

File # 21 177934 WET 05 0Z



Location of Application

Neighbourhoods

Apartment Neighbourhoods

Mixed Use Areas



Parks



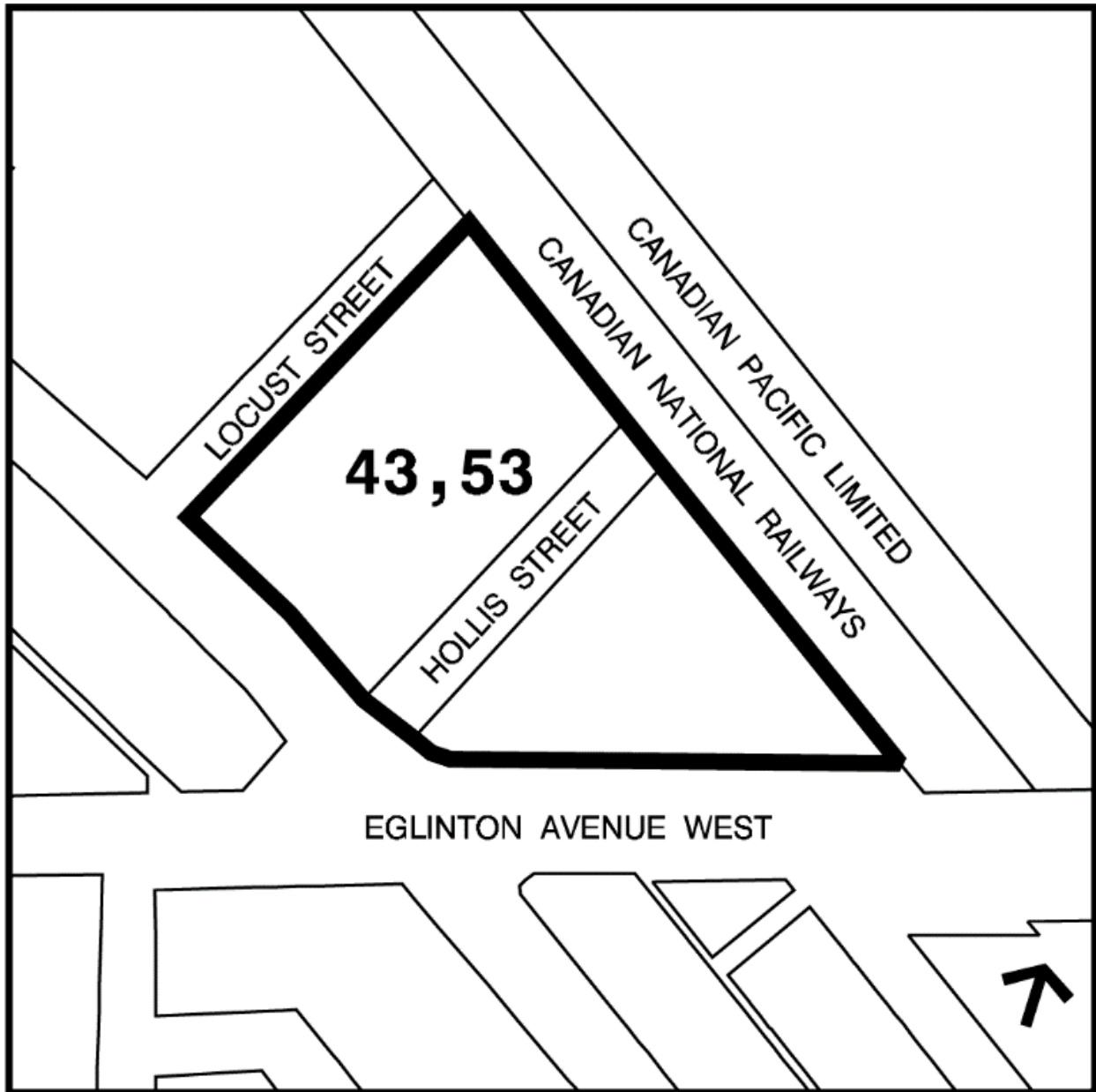
Utility Corridors



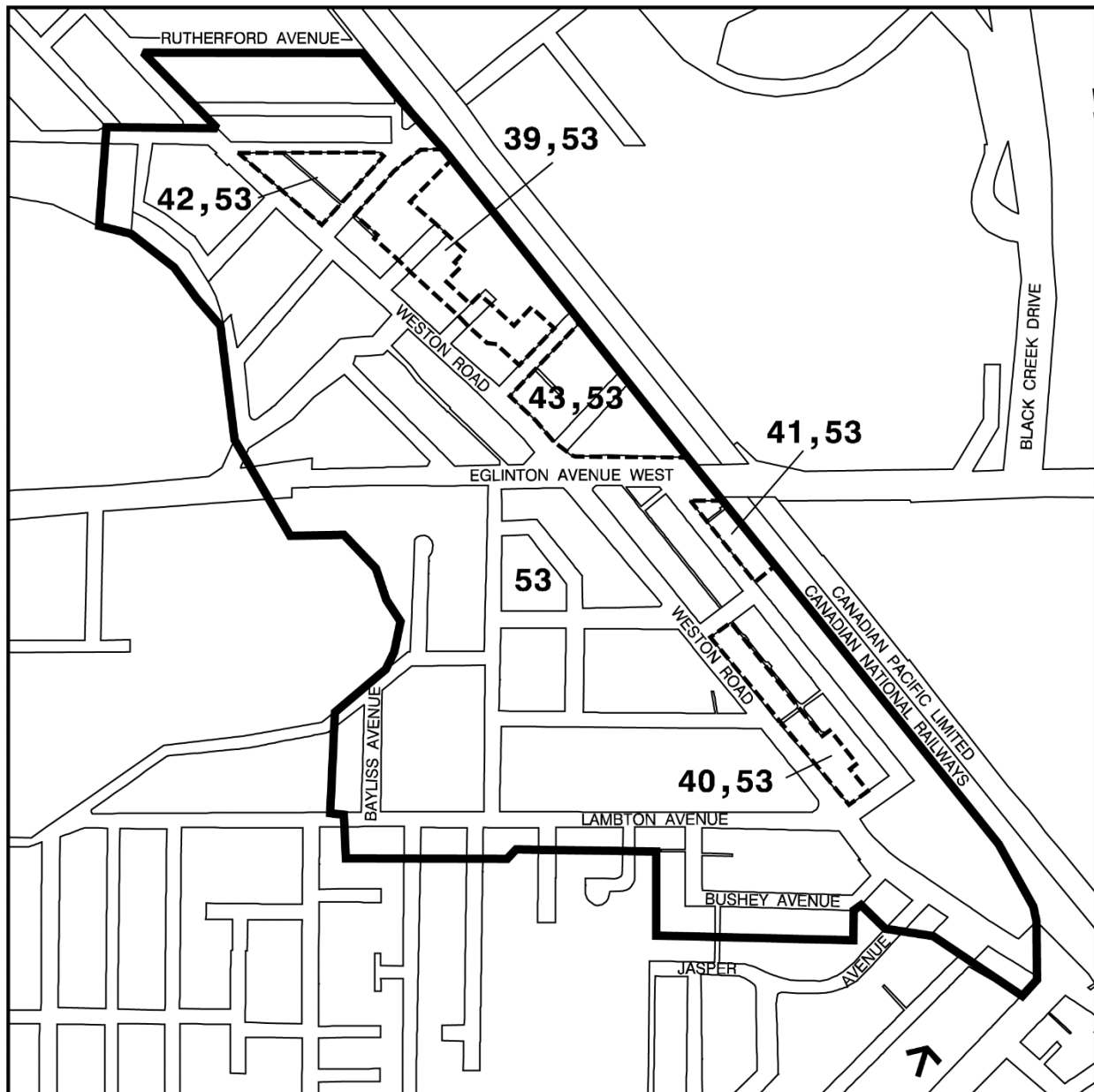
Core Employment Areas



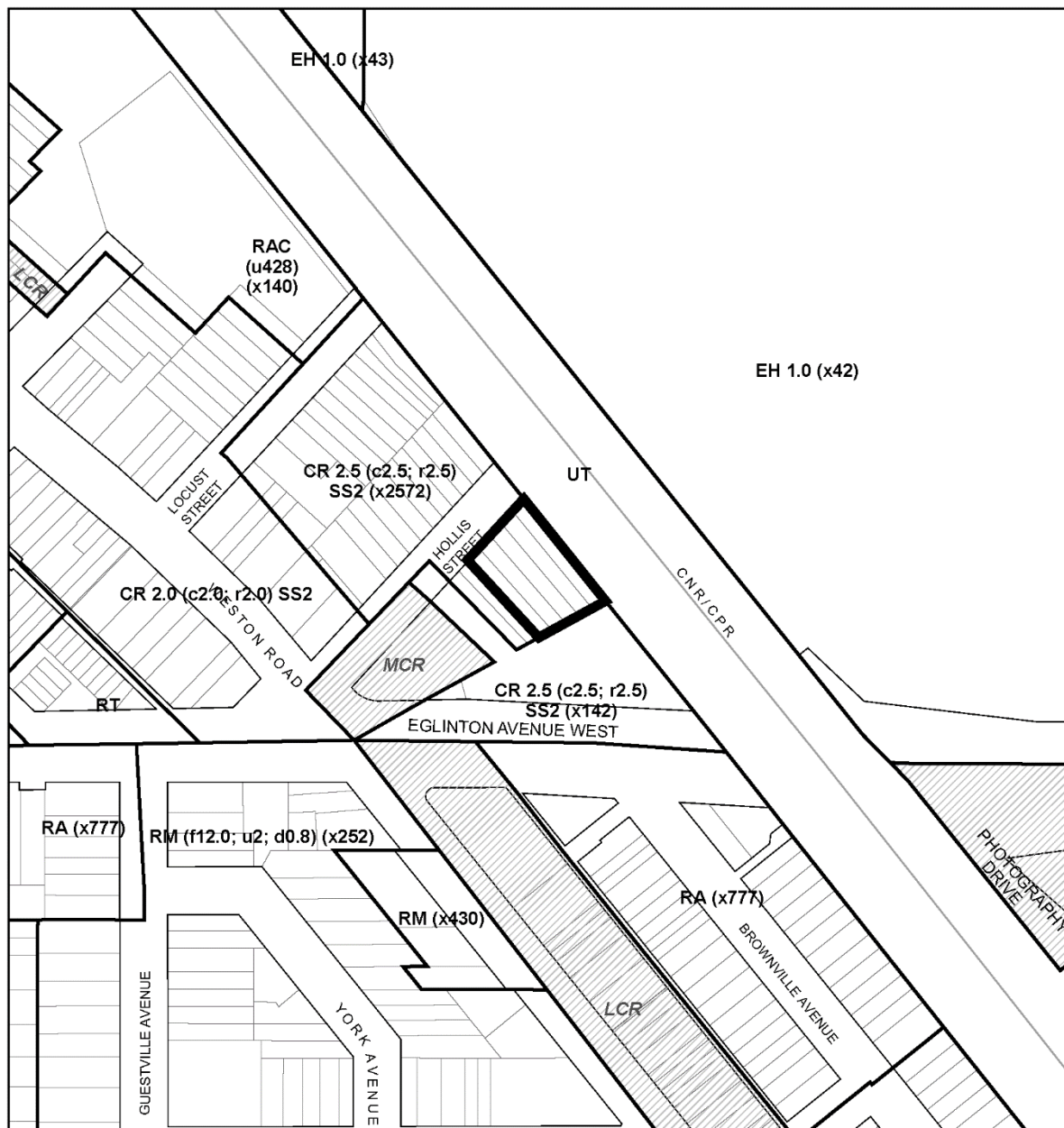
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Attachment 7: Site and Area Specific Policy No. 53



Attachment 8: Zoning Map



Zoning By-law 569-2013

15-23 Hollis Street

File # 21 177934 WET 05 0Z



Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
RAC Residential Apartment Commercial
CR Commercial Residential

EH Employment Heavy Industrial
UT Utility and Transportation



See Former City of York By-law No. 1-83
LCR Local Commercial Residential
MCR Mixed Commercial Residential
CCM City Centre Mixed Use District Zone



Not to Scale
 Extracted: 07/05/2021