

11, 13, 15, 17, 19, 21 and 23 Hollis Street – Official Plan Amendment and Zoning By-law Amendment Applications – Request for Direction Report

Date: January 4, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 21 177934 WET 05 OZ

SUMMARY

On October 13, 2021, an Official Plan and Zoning By-law Amendments application were submitted to permit a residential development at 15, 17, 19, 21 and 23 Hollis Street. On May 18, 2022, revised Official Plan and Zoning By-law Amendments application was submitted which expanded the site to include 11 and 13 Hollis Street and altered the proposal to a 45-storey residential building containing 596 dwelling units. The application includes the reconfiguration of the terminus of Hollis Street into a new cul-de-sac.

On August 18, 2022, the applicant appealed the Official Plan and Zoning By-law Amendments to the Ontario Land Tribunal (OLT) citing City Council's failure to make a decision on the application within the time period prescribed under the *Planning Act*. A Case Management Conference was held on November 23, 2022 (OLT Case No. OLT-22-004314). A five-day hearing has been scheduled to start on June 5, 2023.

This report recommends that the City Solicitor, together with appropriate City staff, attend the OLT hearing to oppose the proposal in its current form and continue discussions with the applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan Amendment and Zoning By-law Amendment appeals for the lands at 11, 13, 15, 17, 19, 21 and 23 Hollis Street and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeal, in whole or in part, City Council authorize the City Solicitor to request that the Ontario Land Tribunal withhold the issuance of any final Order(s) until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

- a. The form and content of the Official Plan and Zoning By-law Amendments are satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;
- b. The owner has provided a revised Pedestrian Wind Study, such report to be reviewed with recommendations implemented as part of the amending Official Plan policies and Zoning By-laws and/or secured in a development agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- c. The owner has submitted revised drawings illustrating the conveyance of lands required for the cul-de-sac satisfactory to the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning;
- d. The submitted Noise and Vibration Feasibility Study, has been peer reviewed by a third-party Noise and Vibration Consultant retained by the City at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- e. The submitted revised Rail Safety Assessment, has been peer reviewed by a third-party retained by the City at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- f. The owner has submitted additional information requested and has addressed all outstanding issues raised by Metrolinx as they relate to the Official Plan and Zoning By-law Amendments application, to the satisfaction of Metrolinx;
- g. The owner has submitted a revised Transportation Impact Study including a revised Parking Justification, provision of all regular and accessible parking spaces and provision of the Type 'G' loading space in accordance with the supply and dimensional requirements of Zoning By-law 569-2013 to the satisfaction of the General Manager, Transportation Services;
- h. The owner has submitted a revised Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services;
- i. The owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Official Plan and Zoning By-law Amendments application, to the satisfaction of the General Manager of Parks, Forestry and Recreation.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

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

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 Picture Mount Dennis Planning Framework Study and Mount Dennis Secondary Plan

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

On January 5, 2022, Etobicoke York Community Council considered a Status Report on the Picture Mount Dennis Planning Framework Study which included the findings, policy recommendations and input received through a comprehensive consultation process of the three phases of the Picture Mount Dennis Study, which was set out in the consultant's final report. The purpose of the status report was to provide an overview of

the study process to that date, summarize community and Indigenous engagement input, and make recommendations on the next steps required to bring forward an area-based Official Plan Amendment. Community Council requested, among other matters, that staff make best efforts to bring forward a proposed Official Plan Amendment for the Mount Dennis study area by June of 2022, continue to consult with the community as necessary in the development of the policy framework, and advance for 2023 the supporting implementation tools including a draft zoning by-law amendment and draft urban design guidelines. The decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY29.2>

On July 19, 2022, City Council adopted Official Plan Amendment (OPA) 571 including the Mount Dennis Secondary Plan. City Council directed staff to use the Mount Dennis Secondary Plan in the evaluation of all current and new development proposals within its boundaries and authorized that development may proceed by site-specific Zoning By-law Amendments that conform to the Mount Dennis Secondary Plan. City Council adopted OPA 571 through By-law No. 975-2022 and requested staff, through a next phase of work, to prepare a zoning by-law amendment, urban design guidelines, and a Community for All Action Plan (including an anti-displacement strategy), and to carry out related community engagement. The decision and By-law No. 975-2022 can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY33.11>

Between August 9 and August 18, 2022, Official Plan Amendment 571 was appealed to the OLT by multiple parties including the applicant for the subject application citing concerns with the built form policies of the Mount Dennis Secondary Plan. A Case Management Conference was held on December 8, 2022 (OLT Case No. OLT-22-004277). A further CMC has been scheduled for June 2023.

Subject Application

A Pre-Application Consultation meeting was held on April 26, 2021. The current application was submitted and deemed complete on October 13, 2021. A Preliminary Report on the application was adopted by Etobicoke York Community Council on January 5, 2022. The Preliminary Report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY29.4>

THE SITE

Description

The site is approximately 2,300 square metres in size and is rectangular in shape with a lot frontage of 48.8 metres on Hollis Street and a lot depth of between 42.6 metres to 57.5 metres (see Attachment 2: Location Map).

Existing Use

The site is currently occupied by seven two-storey detached dwellings constructed between 1920-1921. The subject buildings are representative of early 20th century of workers housing. The buildings were considered for heritage potential in the Picture

Mount Dennis Study but were deemed to have low heritage potential and are not listed or designated.

THE APPLICATION

Proposed Use

The site is designated *Mixed Use Areas* and the application proposes one new residential building.

Height

The proposed building would be 45 storeys (146.6 metres, including mechanical penthouse) inclusive of a three-storey podium (16 metres).

Density (Floor Space Index)

The development would have a density of 16.1 times of the area of the lot.

Unit Breakdown

There would be 596 dwelling units, of which 82 would be studio units (14 percent); 297 would be one-bedroom units (50 percent); 158 would be two-bedroom units (27 percent); and 59 would be three-bedroom units (10 percent).

Parking

The development would include 163 parking spaces including 151 resident parking spaces and 12 visitor parking spaces that would be provided within a three level underground parking garage.

The development would provide 661 bicycle parking spaces consisting of 597 long-term spaces and 64 short-term spaces located in parking garage and at-grade.

Loading

The proposal includes one Type G loading space to be access from Hollis Street at the northwest corner of the site.

Amenity Space

The proposal would include 642 square metres of outdoor amenity space (1.08 square metres per unit) and 1,184 square metres of indoor amenity space (1.98 square metres per unit).

Additional Information

See Attachments 1-7 of this report, for a location map, project data information, three dimensional representations of the project in context and a site plan of the proposal.

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Reasons for Application

Amendments to the Official Plan, former City of York Zoning By-law 1-83 and city-wide Zoning By-law 569-2013 are required to exempt the lands from Site and Area Specific Policy No. 43, establish site specific policies to address the proposed scale of development, and create site specific zoning provisions to permit the proposed building type, density, building height, setbacks, lot coverage and other development standards as necessary to accommodate the proposal.

Site Plan Control

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

POLICY CONSIDERATIONS

Provincial Land-Use Policies

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

Official Plan and Secondary Plan

The Official Plan designates the subject site as *Mixed Use Areas*, which are meant to accommodate most of the anticipated increase in retail, office and service employment, and much of the new housing.

The site is located in the Mount Dennis Secondary Plan Area. The Mount Dennis Secondary Plan was adopted by City Council on July 19, 2022 and provides a framework for the area to grow as an inclusive complete community that is shaped through diversity, affordability and cultural heritage. The Secondary Plan sets the policy framework to assist in the implementation of the urban structure and growth management objectives of the City. Secondary Plan Map 2 – Districts Plan identifies the subject site within District 5: Mixed-Use Growth which will accommodate the majority of new growth in the Plan Area. Priorities for new development will include the provision of new public spaces, residential density to support the Weston Road commercial main street, and may hold potential as a possible location for a post-secondary campus or satellite facility.

Staff note that although the Mount Dennis Secondary Plan has been appealed to the OLT, staff have been directed by City Council to use the Mount Dennis Secondary Plan in the evaluation of all current and new development proposals within its boundaries

and Council has authorized that development may proceed by site-specific Zoning By-law Amendments that conform to the Mount Dennis Secondary Plan.

The site is within a major transit station area (MTSA) generally defined by The Growth Plan (2020) as the area within an approximately 500 to 800-metre radius of a transit station. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries. The Secondary Plan is centred on the under-construction Mount Dennis Station with access from Eglinton Avenue West near Weston Road. Following on a City Council motion recommending inclusion of the area around Mount Dennis Station as a PMTSA, City Planning staff are undertaking additional market analysis in the area through the City's Inclusionary Zoning Policy Study.

The site is subject to Site and Area Specific Policy No. 43 (SASP 43) and Site and Area Specific Policy No. 53 (SASP 53). SASP 43 applies to lands bounded by Eglinton Avenue West, Weston Road, Locust Street and the rail corridor (see Attachment 4: Local SASPs). SASP 53 applies to the Mount Dennis Area defined as being bounded by Rutherford Avenue in the north, the rail corridor to the east, Bushey Avenue to the south and Fergy Brown Park to the west (see Attachment 4: Local SASPs). Staff note that the Mount Dennis Area defined by SASP 53 does not correspond directly to the Mount Dennis Secondary Plan, which covers a larger area.

Zoning

The site is zoned MCR (Mixed Commercial Zone) under the former City of York Zoning By-law 1-83 and zoned Commercial Residential (CR) (c2.0; r2.0) SS2 (x2572) under the city-wide Zoning By-law 569-2013. The CR zone permits a height limit of 24 metres and eight 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.

Design Guidelines

The following design guidelines are relevant in the consideration of the proposal: Tall Building Design Guidelines; Growing Up: Planning for Children in New Vertical Communities; Privately Owned Publicly-Accessible Spaces (POPS) Urban Design Guidelines; and Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. Design guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Toronto Green Standard

The Toronto Green Standard (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. The TGS can be found here:

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on March 8, 2022. Approximately 28 people participated, as well as the Ward Councillor. Following a presentation by City staff and the applicant, the following issues for the proposed development were raised by community members:

- potential for other land uses on the site beyond residential;
- potential for other community uses and community benefits;
- strong desire to see sustainability built into the development and other green initiatives;
- appropriateness of the proposed parking standard;
- appropriateness of proposed tower height;
- compatibility with the adjacent rail corridor and mitigation of potential impacts;
- clarification of the tenure of the proposal (rental versus condominium) and potential for affordable housing;
- concerns about the impact of gentrification on the community.

The issues raised through the community consultation have been considered through the review of the application.

COMMENTS

Provincial Framework

Review of this application has regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan. Staff do not find the proposal to be consistent with the PPS and does not conform with the Growth Plan.

Land Use

The Official Plan identifies *Mixed Use Areas* as being made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Official Plan Policy 4.5.2 requires development to locate and mass new buildings provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, to locate and mass new buildings to frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Secondary Plan policies encourage development to support the economic function of Mount Dennis by achieving a balance of residential and job growth. District 5: Mixed-Use Growth is identified as the district which will accommodate the majority of new growth in the Secondary Plan area and will include the provision of new public spaces

and residential density. Although residential uses are a priority for District 5, offices are also strongly encouraged within development that is within walking distance (500 to 800 metres) of Mount Dennis Station within *Mixed Use Areas*. Staff strongly encourage the applicant to include office uses in the building.

Existing and Planned Context of the Mount Dennis Area

The Built Form policies of the Official Plan direct 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 Mount Dennis Secondary Plan identifies District 5: Mixed-Use Growth as accommodating buildings up to 45 storeys with a height peak near Mount Dennis Station. Priorities for new development will include the provision of new public spaces and residential density to support the Weston Road main street.

The existing built form in District 5: Mixed-Use Growth, north of Eglinton Avenue West includes buildings with varying heights including: a 35-storey apartment building recently approved by the OLT and currently being reviewed through the Site Plan Control approval process (8-16 Locust Street and 15 Oxford Drive), a 10-storey apartment building (15 Oxford Drive); 15-storey apartment building (30 Denarda Street); one to two-storey single detached dwellings and semi-detached dwellings on Hollis Street, Locust Street and Oxford Drive; a building associated with access to Mount Dennis Station along Eglinton Avenue West, adjacent to the east of the subject site; and a one-storey commercial building (Scotiabank) and associated open space to the south of the subject site. Weston Road is a major commercial main street in proximity of the site and is identified with District 4: Mixed-Use Main Street in the Secondary Plan.

The detached and semi-detached dwellings and the Metrolinx lands along Eglinton Avenue West are designated *Mixed Use Areas* while the Scotiabank lands are designated Parks. The Official Plan *Mixed Use Areas* designation and the Mount Dennis Secondary Plan envision the redevelopment and significant intensification of the existing one to two-storey detached and semi-detached dwelling stock within District 5 with mid-rise and tall building redevelopment. Given that the Scotiabank property is designated *Parks*, it is not contemplated that the Scotiabank property would be redeveloped into a tower.

Built Form

Base Building Massing and Streetwall

The Mount Dennis Secondary Plan requires tall buildings to include a base building that is generally no higher than four storeys and includes a tower stepback of approximately five metres or greater. An additional building stepback above the second storey along Weston Road is identified where there is a priority to give reference to the historic streetwall.

The Mount Dennis Cultural Heritage Resource Assessment, conducted through the Picture Mount Dennis Study, identified the existing stock of two-storey detached dwellings along Hollis Street as being representative of an era of post-war workers' housing which plays a role in defining the character of Mount Dennis' residential streets. Additionally, the detached dwellings on the west side of Hollis are not subject to any current applications and may remain in place for an indeterminate amount of time. A streetwall and podium massing that respects the existing scale and character of the area and conforms to the provisions of the Mount Dennis Secondary Plan is required.

Additionally, the Tall Buildings Design Guidelines identify parameters for building placement within an existing and planned context, including the direction to maintain the character of existing soft landscaped streetscapes by providing generous setbacks for trees and plantings, as well as high-quality, grade-related landscaped open space for at least 25 percent of total site area. The Mount Dennis Secondary Plan contains numerous policies that emphasize development set with a landscape of open spaces that are interconnected from block to block to support mature tree planting, environmental sustainability and continuous pedestrian movements throughout the community.

The application proposes a base building of three storeys in height, however, the a tower element overhangs the base building by approximately 1.3 metres to the southwest, along Hollis Street, and approximately 3.4 metres to the north east. The base building is proposed to have a rear yard setback of 2.3 metres. In its current form the base building does not fit harmoniously with the existing or planned context of Hollis Street, does not conform with the policies of the Official Plan, the Council-adopted Mount Dennis Secondary Plan and does not follow the direction of the Tall Building Design Guidelines.

Tower Height and Massing

City Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan, including Mount Dennis Secondary Plan; Urban Design Guidelines; as well as other relevant guidelines.

The proposed height of 45 storeys is consistent with the direction of the Mount Dennis Secondary Plan to accommodate buildings with a maximum height of approximately 45 storeys surrounding Mount Dennis Station and the rail corridor.

While the overall building height is in keeping with the planned context, the proposed building setbacks, tower setbacks and separation distances are not sufficient to accommodate a tall building.

Official Plan policies within Section 3.1.3 – Building Types require the limiting and shaping of tower floor plates above base buildings in order to fit within existing and planned context, allow for design criteria set out in policy to be met as relate to the liveability of the public realm, and to provide access to daylight and protect privacy of interior spaces. The Mount Dennis Secondary Plan requires development to incorporate good transition in scale to the existing and planned context. The Metrolinx lands to the east, designated *Mixed Use Areas* within District 5: Mixed-Use Growth, hold potential

for development of a tall building. The Mount Dennis Secondary Plan identifies tall to tall built form transition as being achieved through the application of separation distance, orientation of the tower portions of the buildings and building setbacks. The Plan identifies a minimum tower separation distance of between 25 metres to 30 metres, requiring minimum tower setbacks of between 12.5 metres to 15 metres. The application proposes tower setbacks between 2.5 metres to 6.5 metres to the east.

Although the timing of redevelopment of any adjacent property is presently unknown, development potential must be protected for the long-term. "First-to-the-post" development, where the development potential on adjacent properties is negatively impacted or limited due to a proposal failing to provide adequate setbacks, separation distances or other such built form requirements on-site to meet City standards, does not represent good planning.

The proposed tower massing is also of concern. Both the Tall Building Design Guidelines and the Mount Dennis Secondary Plan directs tower floor plates to generally not exceed 750 square metres except in the case of buildings for predominantly employment uses. The proposed tower would have a floor plate size of 890 square metres. Combined with the insufficient setbacks and separation distances, the floor plate size of 890 square metres does not comply with the Mount Dennis Secondary Plan or the directions of the Tall Building Design Guidelines and results in a building massing that negatively impacts neighbouring properties, the public realm and is out of scale with its site and surroundings. The tower floor plate size must be limited to achieve the required setbacks, stepbacks and separation distances up to a maximum of 750 square metres in order to ensure that the proposal's impact on surrounding streets, parks, public and private open space, as well as existing or future buildings on adjacent sites is minimized. A reduced tower floor plate could also assist in providing appropriate tower stepbacks to achieve good streetwall proportion with the base building and mitigate pedestrian level. The tower element is also proposed to include wrap around balconies, which further compound the negative impacts of the oversized floor plate and are not consistent with the direction of the Tall Building Design Guidelines.

Sun, Shadow, Wind

This application has been reviewed against the Official Plan policies, including Mount Dennis Secondary Plan, and design guidelines described in the Policy Consideration Section of this report. The Official Plan also states that the tower portion of a building should be designed to limit shadow impacts on the public realm and surrounding properties. The proposed bulky tower form is generating more extensive shadow impact than an appropriately sized and articulated built form that meets the policy and guideline directions outlined above.

The pedestrian wind study indicates that adverse wind impacts would be experienced on the sidewalks of Hollis Street and at the northwest and southeast corners of the Building. Additional measures must be taken to improve the overall pedestrian-level comfort around the building and at the amenity level.

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

Unit Mix and Housing

The City Council-adopted Growing Up: Planning for Children in New Vertical Communities urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments. The Mount Dennis Secondary Plan also require developments which contain more than 80 new residential units to provide a minimum of 40 percent of the total number of new units to be two- and three-bedroom units, including a minimum of 15 percent of the total number of units to be two-bedroom units and a minimum of 10 percent of the total number of units to be three or more bedroom units.

Staff have reviewed the applicant's proposal and note the provision of 158 two-bedroom units (27 percent) and 59 three-bedroom units (10 percent) does not meet the Mount Dennis Secondary Plan requirement that a minimum 40 percent of units be two- and three-bedroom units. The provision of more two or three-bedroom units contributes to accommodating a broad range of households, including families with children, and City Planning seeks a higher proportion of such larger units.

The Growing Up Guidelines also recommend ideal unit sizes for two-bedroom units (90 square metres) and three-bedroom units (106 square metres). The Mount Dennis Secondary Plan provides direction for residential units to include, where appropriate: storage space; operable windows; bedrooms that contain closets and an operable window on an exterior wall; and the provision of balconies or terraces.

The applicant has not provided sufficient information to assess whether the unit sizes meet the unit size objectives of the Growing Up Guidelines.

Amenity Areas and POPS

The size of the proposed indoor and outdoor amenity spaces are deficient from the minimum 2.0 square metres per unit required by Zoning By-law 569-2013. Official Plan policy 3.1.2.11 encourages amenity areas to be provided to consider the needs of all ages and abilities over time and throughout the year. Indoor and outdoor pet amenity areas are also to be provided in keeping with Pet Friendly Guidelines.

The Mount Dennis Secondary Plan requires development in District 5: Mixed-Use Growth to provide open space at grade, taking the form of forecourts, urban gardens, plazas, or courtyards. The applicant is providing outdoor amenity space at grade, however staff are seeking additional space and consideration of enhanced connections to Mount Dennis Station in partnership with Metrolinx.

Given the site's proximity to Mount Dennis Station and the public access to the Station provided via Hollis Street, staff are of the opinion that there is an opportunity to better connect the site, allowing for permeability and providing a Privately-Owned Publicly Accessible Space (POPS) space at its interface with the station. Staff note that POPS is in addition to the total 2.0 square metres per unit of outdoor amenity space required by Zoning By-law 569-2013.

The proposal in its current form does not provide appropriate indoor and outdoor amenity space.

Traffic Impact, Access, Parking

A Transportation Impact Study was submitted in support of the proposal. Based on the projected vehicular traffic volume, the applicant's traffic engineering consultant concludes that the proposed redevelopment will have minimal impacts on the boundary road network. Transportation Services staff have requested additional information and revisions prior to accepting the findings of the applicant's traffic engineering consultant.

Vehicular access to the site is proposed via a driveway to run perpendicular to Hollis Street at the northwest corner of the property. The applicant proposes to reconfigure the terminus of Hollis Street into a new partial cul-de-sac, part of which would be located on the northwest corner of the subject site. The full cul-de-sac would be completed with the redevelopment of the properties on the east side of Hollis Street if/when an application is submitted. Transportation Services staff requested additional information and revisions to the proposed cul-de-sac.

A Type 'G' loading space would be located at-grade enclosed within the north end of the building, which would satisfy the minimum loading requirements according to Zoning By-law 569-2013. However, Solid Waste Management staff have requested additional information and revisions to the proposed Type 'G' loading space prior to accepting the proposal.

A total of 163 parking spaces, including 151 resident parking spaces and 12 visitor parking spaces, would be provided within a three level underground parking garage. Transportation Services staff identified several issues and outstanding requirements with the parking justification and information submitted. Transportation Services staff have identified other conditions required to ensure the proposal meets City standards.

The proposed total supply of 661 bicycle spaces is acceptable. The bicycle spaces would be provided within levels 1 to 3 of the underground parking garage and at-grade indoors. During the Site Plan Control application review process, staff will confirm the final location and infrastructure used for bicycle parking.

Road Conveyance

Although no road widening is required, the applicant has been required to reconfigure the terminus of Hollis Street into a new partial cul-de-sac, partially located on the northwest corner of the site. The lands required for the cul-de-sac are required to be conveyed to the City with this application. The applicant is required to revise their plans to show the conveyance. Additionally, Transportation Services staff have requested revisions to the proposed sidewalk and cul-de-sac design.

Public Realm and Streetscape

The Public Realm policies of the Official Plan and the Mount Dennis Secondary Plan recognize that a well-designed public realm is developed by creating comfortable,

inviting, safe and accessible streets, parks and open spaces, which are vital elements in creating a vibrant city. The Tall Building Design Guidelines require a minimum boulevard width of a 6.0 metres measured from the curb to building face, which includes space for tree planting, street furniture and a minimum sidewalk width of 2.1 to 3.0 metres.

The existing streetscape includes a 1.5-metre sidewalk and five street trees along the Hollis Street right-of-way which are proposed to be removed. The proposal would result in a boulevard width of approximately 11.1 metres along Hollis Street at the widest point, but is constrained to less than 6.0 metres adjacent to the cul-de-sac area. Two new street trees are proposed along with a 2.1-metre wide sidewalk. Additional opportunities for street tree planting are sought to achieve Toronto Green Standard requirements through increased building setbacks.

Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering, dated April 13, 2022, and associated plans were submitted in support of the proposal. Engineering and Construction Services staff reviewed these materials and have noted several required revisions through the development review process.

A revised Functional Servicing and Stormwater Management Report is required to be submitted to Engineering and Construction Services for review and acceptance, to determine the storm water runoff, sanitary flow, and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposal. Further, the applicant would also be required to make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure to support the development in accordance with an accepted Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

Noise and Vibration

The applicant submitted an Environmental Noise and Vibration Assessment to determine potential noise and vibration impacts on the proposed development and compliance with provincial regulations and guidelines. City staff will retain a third-party consultant to undertake a peer review of this study, at the cost of the applicant. The review may be undertaken later in the review process once the design of the building and site are further evolved.

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 Derailment Protection Report 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. The review may be undertaken later in the review process, however, required mitigation measures may require additional revisions to the design of the building and site organization.

Metrolinx

The application was circulated to Metrolinx staff. Metrolinx provided comments dated August 27, 2021. Metrolinx staff have noted a number of potential impacts on the adjacent Eglinton Crosstown LRT (ECLRT) lands and have requested additional information to be submitted to their satisfaction.

Open Space/Parkland

The subject lands are in an area with well below average provision of parkland per person. Parks staff have identified that in accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant would be required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The residential nature of this proposal means that the site would be subject to a cap of 10 percent parkland dedication. The value of the cash-in-lieu of parkland dedication is to be appraised through Real Estate Services and payment would be required prior to the issuance of the first above grade building permit.

Tree Preservation

A Tree Inventory and Preservation Plan Report were submitted in support of the application. The applicant is proposing the removal of five protected privately-owned trees and five City-owned mature trees fronting onto Hollis Street. Urban Forestry reviewed the report and requested revisions and additional information.

The Tree Protection and Plan Review requires the applicant to meet the City's Toronto Green Standard (TGS) ecology requirements and replanting requirements under the City of Toronto's Tree By-laws. Urban Forestry has identified a number of concerns and additional information required prior to approval of the Zoning By-law Amendment application.

Toronto Green Standard

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

School Boards

The Toronto Catholic District School Board (TCDSB) notes that the local elementary school is operating at capacity and may not be able to accommodate additional students from the development but sufficient space exists within local secondary schools.

The Toronto Lands Corporation in consultation with the Toronto District School Board (TDSB) notes that sufficient capacity at the local schools is anticipated and has no concerns with the further processing of the application.

Further Issues

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions and materials submitted in response to the proposal. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, City Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

CONCLUSION

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, the Mount Dennis Secondary Plan (OPA 571), the Tall Building Design Guidelines and other city-wide guidelines. The proposal in its current form is not supportable until issues related to the various technical matters, tall building placement, size and massing, unit mix, and tree planting as directed in the Official Plan, including the Mount Dennis Secondary Plan, Toronto Green Standard and Tall Building Design Guidelines are resolved.

CONTACT

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E-mail: Rory.McNeil@toronto.ca

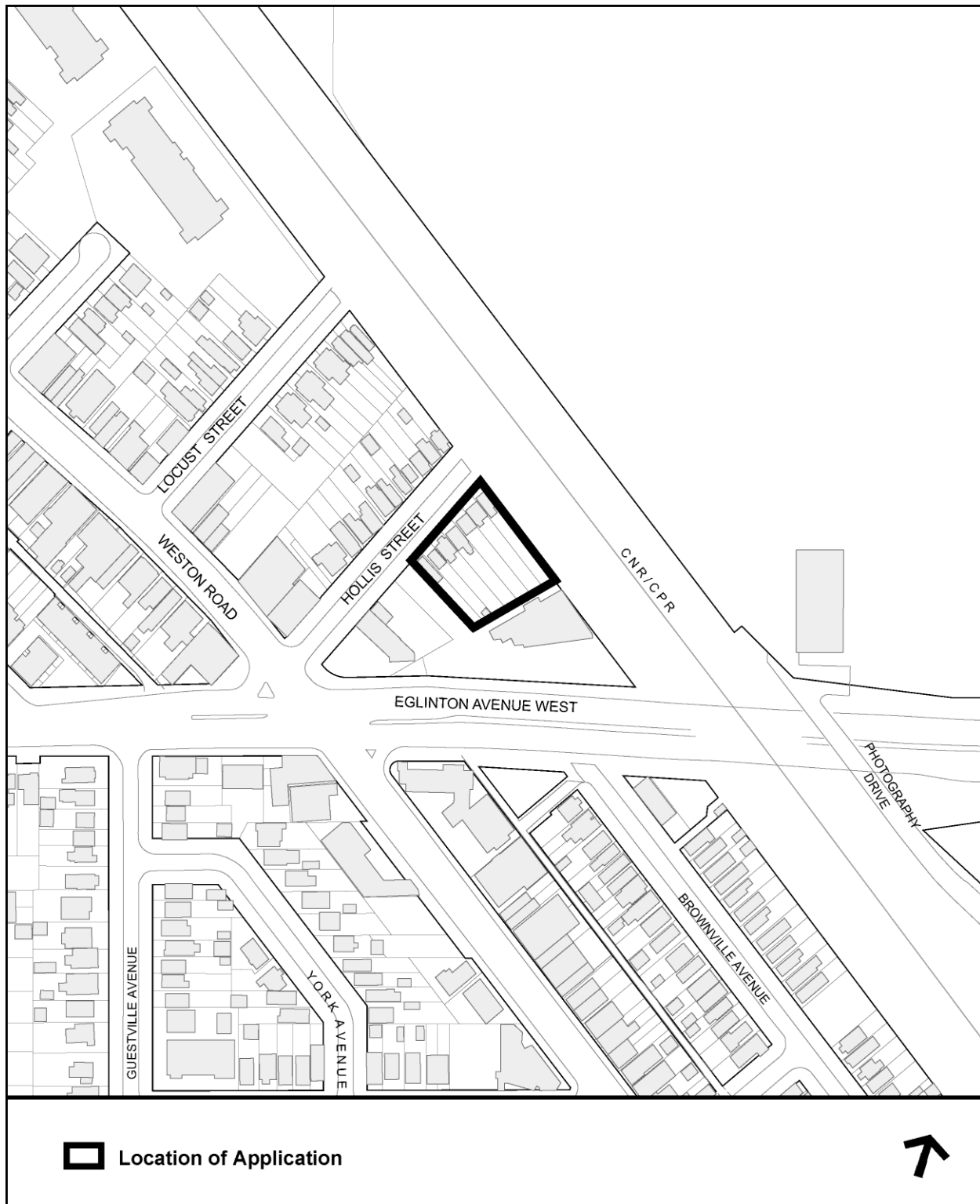
SIGNATURE

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

ATTACHMENTS

- Attachment 1: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: 3D Model of Proposal in Context Looking South
- Attachment 4: 3D Model of Proposal in Context Looking North
- Attachment 5: Site Plan
- Attachment 6: Official Plan Land Use Map
- Attachment 7: Existing Zoning By-law Map

Attachment 1: Location Map



Attachment 2: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 11, 13, 15, 17, 19, 21 and 23 HOLLIS ST **Date Received:** June 30, 2021

Application Number: 21 177934 WET 05 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Proposed 45-storey residential building (146.4 m including mechanical penthouse), comprising of a 4-storey base building with a 41-storey tower. The building will include a total of 596 dwelling units, 163 car parking spaces in three levels of underground parking, 661 bicycle parking spaces and a gross floor area (GFA) of 37,006 square metres, resulting in a density of 16.09 FSI.

Applicant	Agent	Architect	Owner
GAIRLOCH DEVELOPMENTS			2830381 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Mixed Use Areas</i>	Site Specific Provision:	SASP 43 and 53 and Mount Dennis Secondary Plan
Zoning:	Cr 2.5 (c2.5;r2.5)SS2(x 2572)	Heritage Designation:	No
Height Limit (m):		Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m): 2,300 Frontage (m): 48.8 Depth (m): 57.5

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	320		733	733
Residential GFA (sq m):	570		37,006	37,006
Non-Residential GFA (sq m):				
Total GFA (sq m):	570		37,006	37,006
Height - Storeys:	2		45	45
Height - Metres:	7		146.6	146.6

Lot Coverage Ratio
(%):

Floor Space Index: 16.09

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

Residential GFA: 37,006

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
----------------------------------------	-----------------	-----------------	-----------------	--------------

Rental:

Freehold: 7

Condominium: 596 596

Other:

Total Units: 7 596 596

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	82	297	158	59	
Total Units:	82	297	158	59	

Parking and Loading

Parking Spaces: 163 Bicycle Parking Spaces: 661 Loading Docks: 1

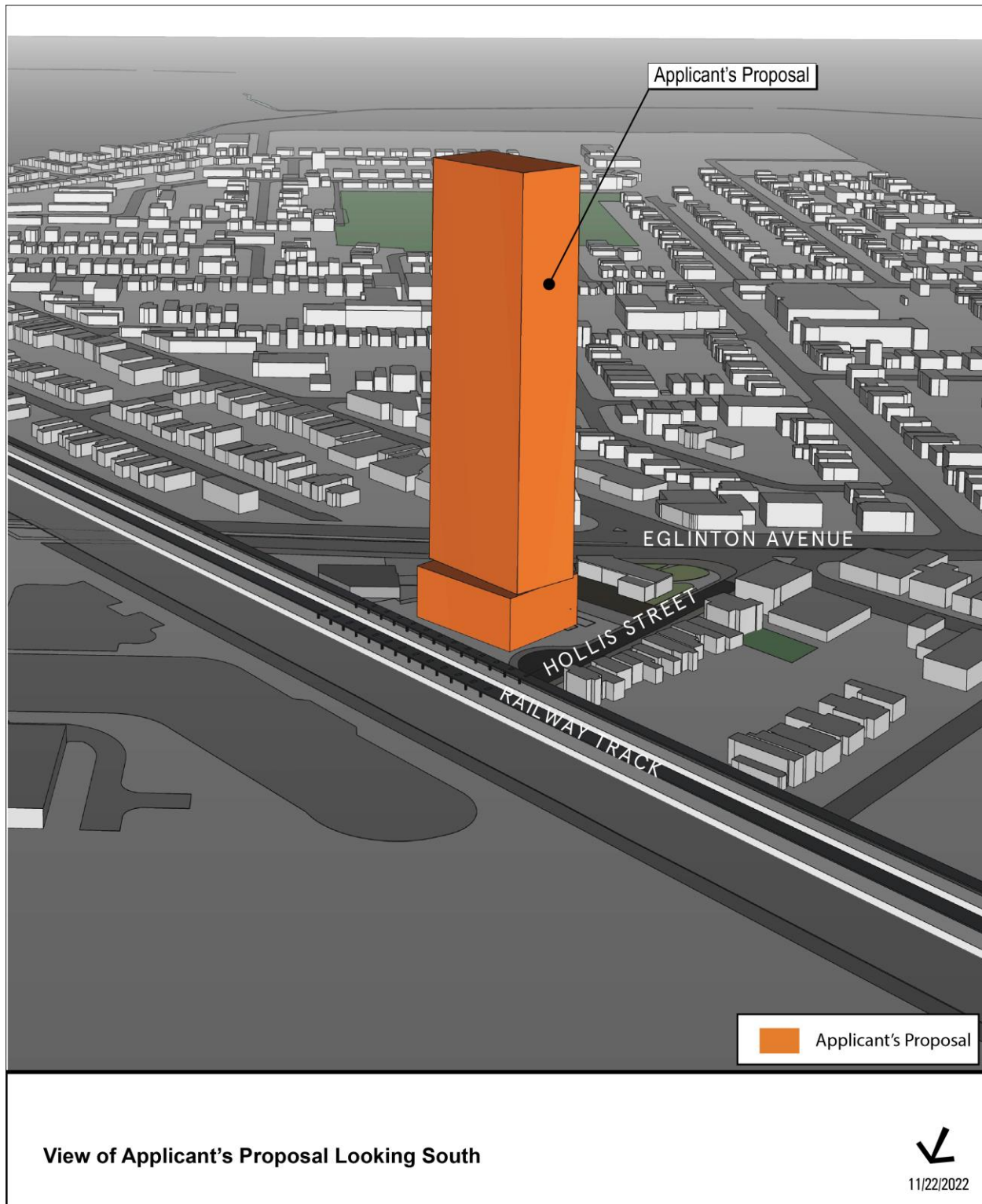
CONTACT:

Rory McNeil, Planner

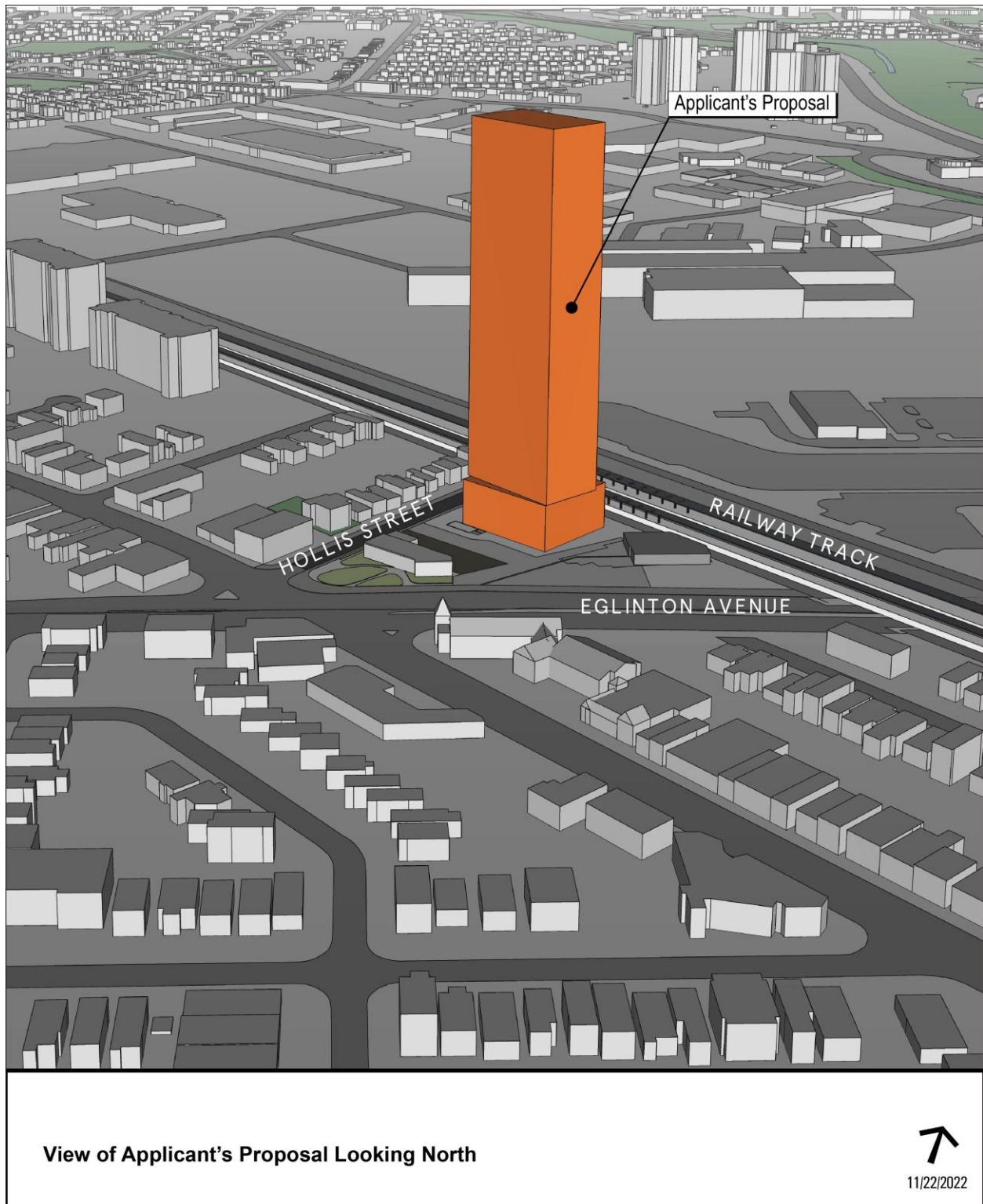
(416) 394-5683

Rory.McNeil@toronto.ca

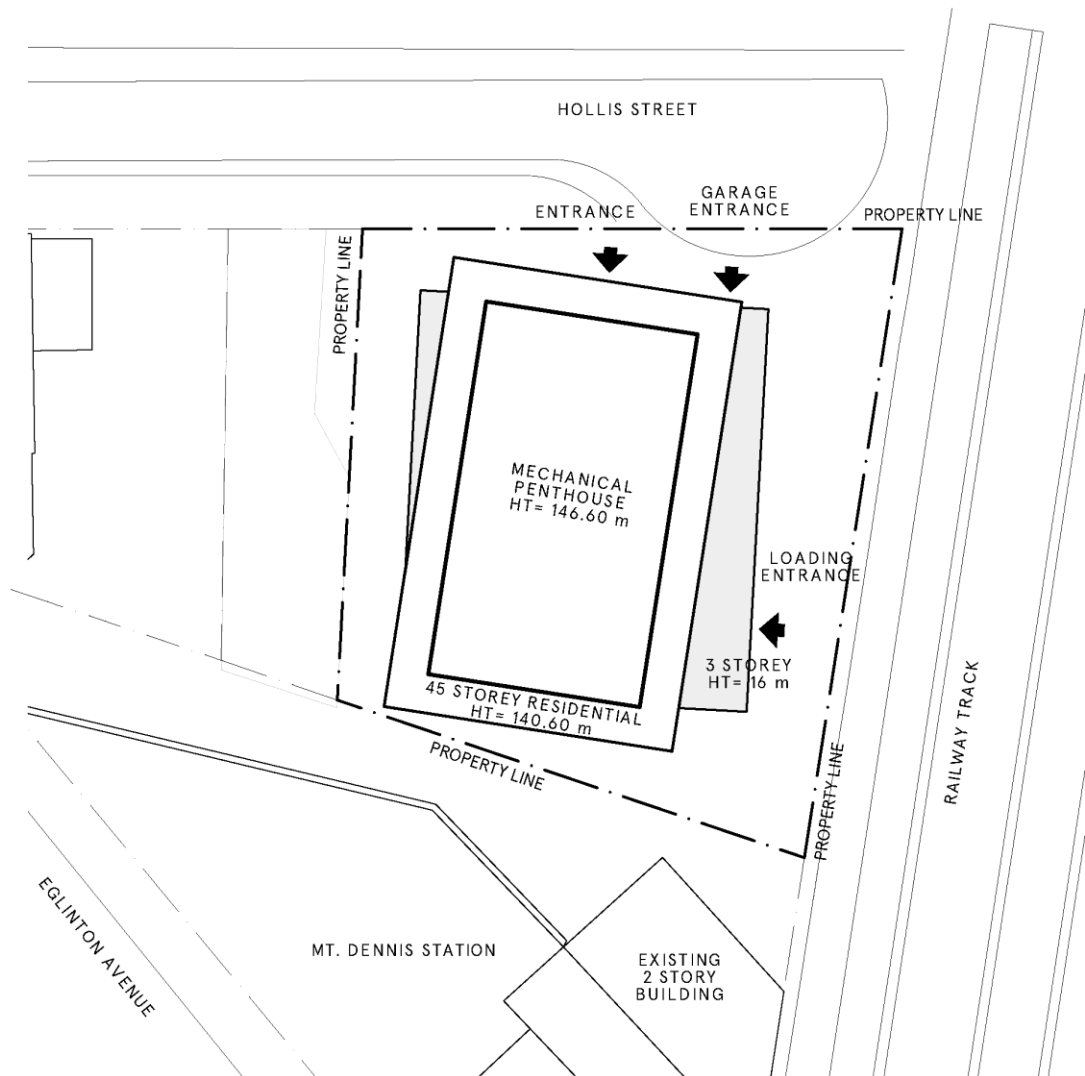
Attachment 3: 3D Model of Proposal in Context Looking South



Attachment 4: 3D Model of Proposal in Context Looking North



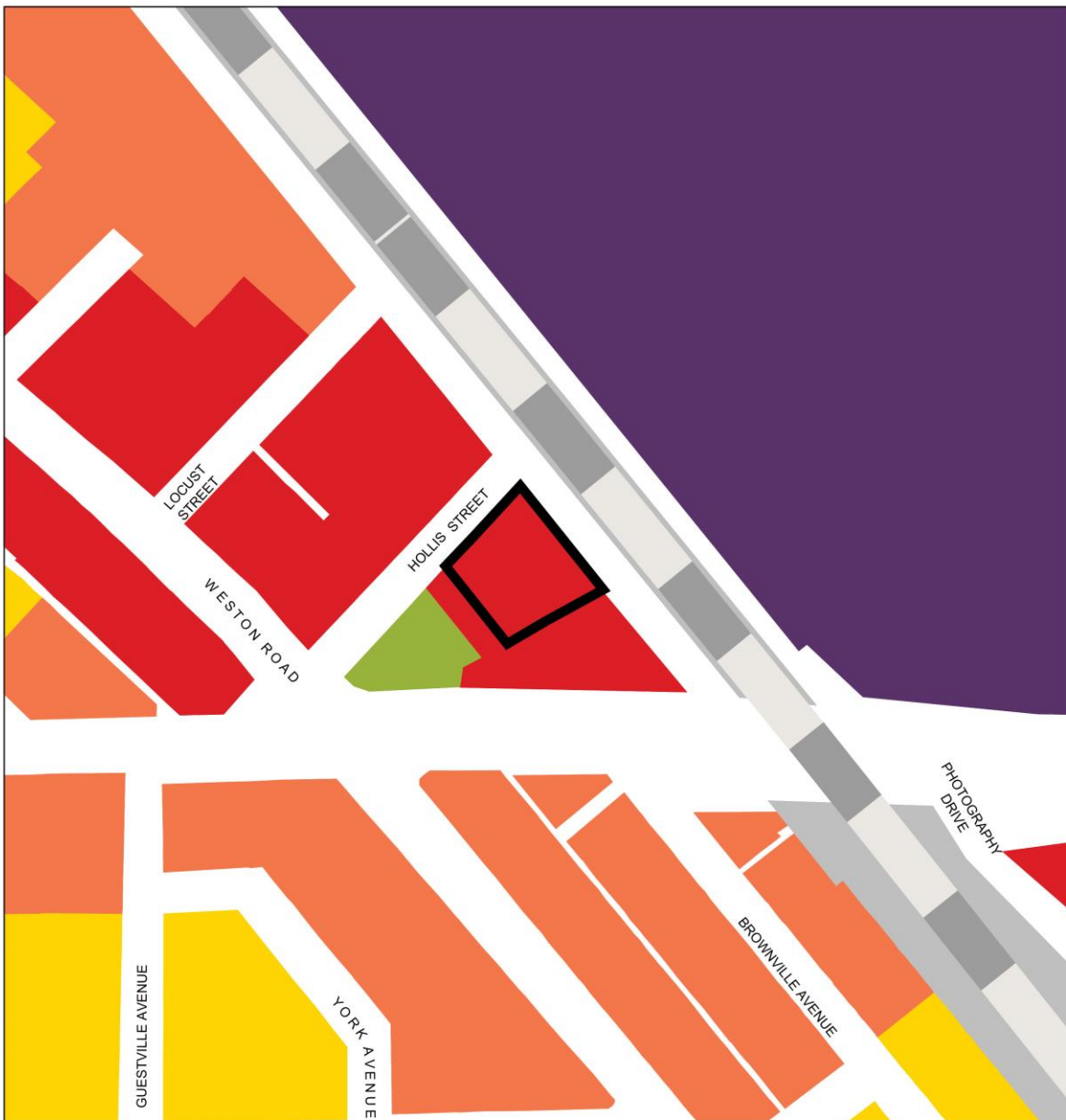
Attachment 5: Site Plan



Site Plan



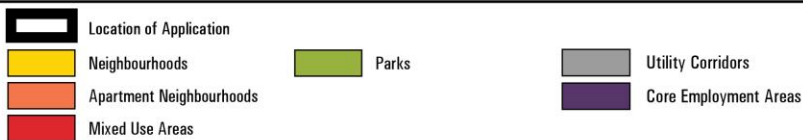
Attachment 6: Official Plan Land Use Map



Official Plan Land Use Map #14

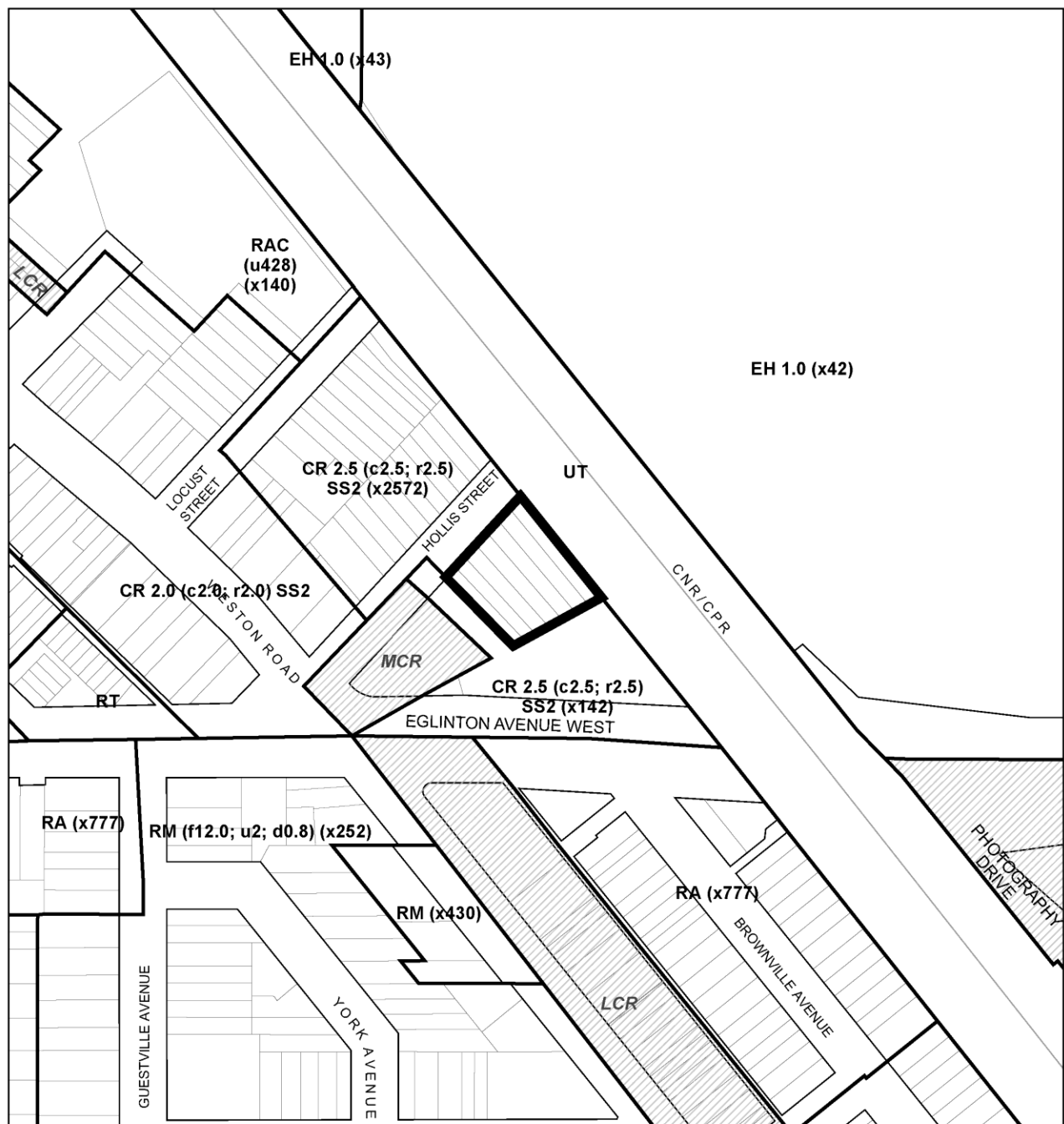
11-23 Hollis Street

File # 21 177934 WET 05 0Z



↑
Not to Scale
Extracted: 07/05/2021

Attachment 7: Existing Zoning By-law Map



Zoning By-law 569-2013

11-23 Hollis Street

File # 21 177934 WET 05 02



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