



## **Staff Report for Council Public Meeting**

**Date of Meeting:** February 2, 2022

**Report Number:** SRPI.22.013

**Department:** Planning and Infrastructure

**Division:** Development Planning

**Subject:** **SRPI.22.013 – Request for Comments – Official Plan and Zoning By-law Amendment Applications – 1246652 B.C. Ltd. – City Files D01-21007 and D02-21014**

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### **Owner:**

1246652 B.C. Ltd.  
4609 Kingsway  
Burnaby, BC V5H 4L3

### **Agent:**

B+H Architects  
320 Bay Street, Suite 200  
Toronto, ON M5H 4A6

### **Location:**

Legal Description: Part of Lots 3, 4 and 5, Registered Plan 2260  
Municipal Address: 9651 Yonge Street

### **Purpose:**

A request for comments concerning proposed Official Plan and Zoning By-law Amendment applications to permit a high density mixed use residential/commercial development on the subject lands.

### **Recommendation:**

- a) **That Staff Report SRPI.22.013 with respect to the Official Plan and Zoning By-law Amendment applications submitted by 1246652 B.C. Ltd. for lands known as Part of Lots 3, 4 and 5, Registered Plan 2260 (Municipal Address: 9651 Yonge Street), City Files D01-21007 and D02-21014, be received for information purposes only and that all comments be referred back to staff.**

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### Contact Person:

Leigh Ann Penner, Senior Planner – Subdivisions, phone number 905-771-2462 and/or Deborah Giannetta, Manager of Development, Site Plans, phone number 905-771-5542

### Report Approval:

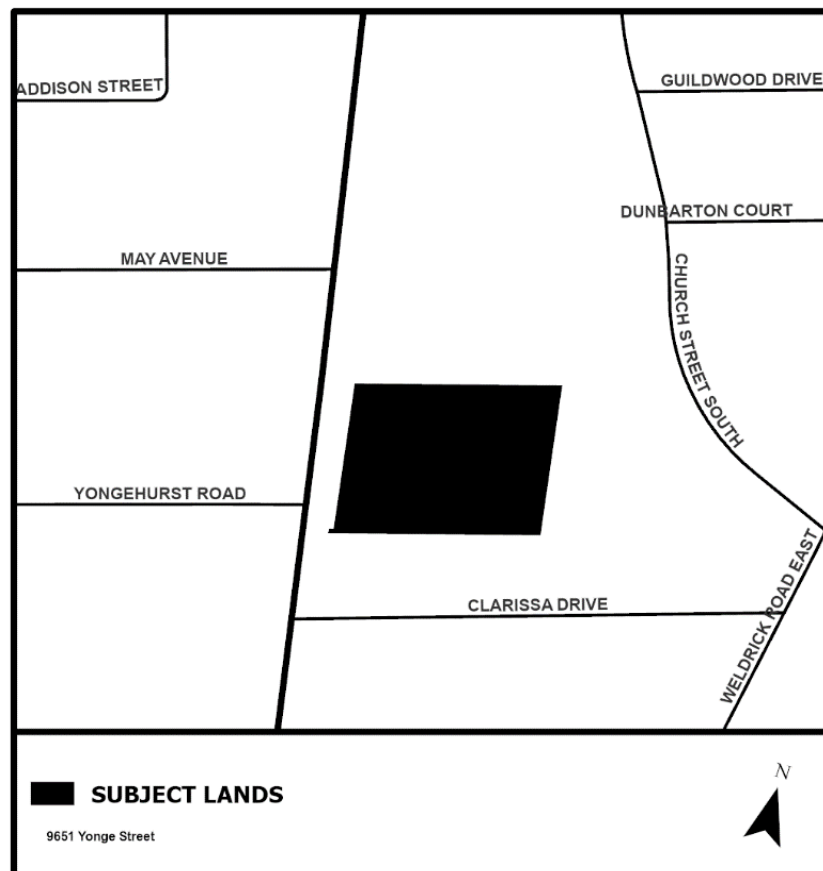
**Submitted by:** Kelvin Kwan, Commissioner, Planning and Infrastructure Department

**Approved by:** Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

### Location Map:

Below is a map displaying the property location. Should you require an alternative format call person listed under the “Contact Person” above.



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### Background Information:

The subject Official Plan and Zoning By-law Amendment applications were received by the City and deemed complete on September 17, 2021. The applications and supporting materials were subsequently circulated to relevant City departments and external agencies for review and comment.

The purpose of this report is to seek comments from Council and the public with respect to the applicant's development proposal pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

### Summary Analysis:

#### Site Location and Adjacent Uses

The subject lands are located on the east side of Yonge Street, north of Clarissa Drive and west of Church Street South (refer to Map 1). The lands have a total lot area of approximately 1.05 hectares (2.60 acres) and a frontage of approximately 90.31 metres (296.29 feet) along Yonge Street. The lands are rectangular in shape and presently support a single storey commercial building (Shoppers Drug Mart and medical clinic) with surface parking area that is to be demolished to facilitate the proposed development.

The subject lands are located approximately 300 metres walking distance from the newly constructed Weldrick Bus Rapid Transit (BRT) Station at the intersection of Yonge Street and Weldrick Road. Abutting the lands to north is an automobile service centre and motor vehicle repair establishment (Mr. Transmission) which is subject to a development proposal to permit a high density mixed use residential/commercial development to contain an automobile sales dealership and related uses (City Files D01-18003 and D02-18013). To the east, is a 15 storey residential condominium building (22 Clarissa Drive), and to the west is Yonge Street and to the south are retail/commercial uses (Clarissa Square) (refer to Map 2).

#### Development Proposal

The applicant is seeking Council's approval of its Official Plan and Zoning By-law Amendment applications to facilitate the construction of a high density mixed use residential/commercial development on its land holdings (refer to Maps 5 to 15). The development is to be comprised of three residential apartment buildings, 20 storeys (Tower 1), 18 storeys (Tower 2) and 18 storeys (Tower 3), with a total of 610 dwelling units. Indoor amenity space is to be provided at the first (Tower 3) and seventh floors (Towers 1, 2 and 3), including an outdoor amenity area with green roof features atop both six storey podiums. A total of 750 parking spaces are to be provided with limited surface parking and the majority of parking provided within three levels of underground parking.

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Primary vehicular access to the site is proposed via a right-in/right-out driveway onto Yonge Street (refer to Map 5). A secondary access is proposed from the private driveway abutting the northern boundary of the subject lands and a connection via the properties to the north and south of the lands. It is noted that a driveway connection to Clarissa Drive is currently provided through the property to the south of the subject lands (refer to Map 5). The following is a summary table outlining the relevant statistics of the applicant's development proposal based on the plans and drawings submitted to the City in support of the applications (refer to Maps 5 to 15):

- **Total Lot Area:** 1.05 hectares (2.60 acres)
- **Number of Buildings:** 3
- **Number of Dwelling Units:** 610
  - 1 Bedroom Units: 269
  - 1 Bedroom, Plus Den: 162
  - 2 Bedroom Units: 142
  - 3 Bedroom Units: 23
  - Townhouse Units (3 bdrm): 14
- **Building Heights:** 67.5 metres (221.46 feet) to 73.5 metres (241.14 feet)
  - Tower 1: 20 (1)
  - Tower 2: 18 (1)
  - Tower 3: 18 (1)
- **Podium Heights:** 6 storeys (1) / 23.5 metres (77.10 feet)
- **Gross Floor Area (GFA):** 52,977 square metres (570,258.34 square feet)
  - Residential: 52,068 square metres (560,473.62 square feet)
  - Retail/Commercial: 909 square metres (9,784.71 square feet)
- **Lot Coverage:** 35%
- **Floor Space Index (FSI):** 5.0
- **Total Amenity Area:** 2,419 square metres (26,038.75 square feet)
  - Indoor: 1,059 square metres (11,399.35 square feet)
  - Outdoor: 1,360 square metres (14,639.40 square feet)
- **Total Parking Spaces:** 750 (13 at grade and within 3 levels of underground)
  - Residential: 632
  - Visitor: 86
  - Retail/Commercial: 32
  - Barrier Free: 26
- **Bicycle Parking Spaces:** 396
  - Residential: 368
  - Visitor: 28
- **Loading Spaces:** 3
  - Residential: 2
  - Retail/Commercial: 1

- (1) The total number of storeys reported in the applicant's development do not include the mezzanine for the ground floor retail/commercial units or the second storey level for the at-grade residential units. In this regard, the submission materials and planning instruments must be revised to reflect the total number of storeys, inclusive of the aforementioned mezzanine and second storey areas when calculating the overall height of the development proposal.

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Applications for Site Plan approval and draft Plan of Condominium (if required) will be required to facilitate the development proposal. At the time of preparation of this report, the aforementioned applications had not been submitted to the City.

### Supporting Documentation/Reports

The applicant has submitted the following documents/information to the City in support of the proposed development:

- Planning Justification Report;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Sustainability Metrics Tool;
- Site Survey;
- Context Plan;
- Concept Plan;
- Project Statistics;
- Site Plan;
- GFA Plans;
- Underground Parking Level Plans;
- Floor Plans;
- Elevation Plans;
- Building Section Plans;
- Renderings;
- Shadow Studies;
- Urban Design Brief;
- Pedestrian Level Wind Study;
- Structural Commentary Report;
- Mechanical Design Brief;
- Electrical Design Brief;
- Preliminary Waste Projections Report;
- Arborist Report and Tree Protection Plan;
- Functional Servicing and Stormwater Management Report;
- Preliminary Geotechnical Investigation Report;
- Preliminary Hydrogeological Assessment;
- Phase 1 Environmental Site Assessment;
- Roadway Traffic Noise Feasibility Assessment; and,
- Transportation Mobility Plan, Traffic Impact Study, Site Circulation, Access Review, Parking and TDM Study Report.

### Official Plan and Zoning By-law Amendment Applications

The applicant has submitted an Official Plan Amendment application that seeks approval of the following in order to facilitate the proposed high density mixed use residential/commercial development on its land holdings:

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- an increase in the permitted density from 2.5 FSI to 5.0 FSI;
- an increase in the permitted building height from 15 storeys to 20 storeys;
- an increase in the permitted podium height from 4 storeys to 6 storeys; and,
- a reduction in the minimum tower separation from 25 metres to 20 metres.

The associated Zoning By-law Amendment application proposes to amend the existing **General Commercial One (GC1) Zone** under Zoning By-law 2325-68, as amended, (refer to Map 4) to establish site specific provisions and development standards to implement the subject proposal. In this regard, the proposed Zoning By-law Amendment application seeks the following:

- to add *high rise residential uses* as an additional permitted use under the **GC1 Zone** in By-law 2325-68, as amended; and,
- to implement site specific **GC1 Zone** development standards that allow for flexibility in design related to minimum front yard, maximum building height, maximum density, minimum landscape strip, minimum buffering to a residential zone and minimum parking and loading space requirements.

Outlined below is a summary of the requested site specific development standards relative to the existing zoning provisions proposed by the applicant:

Development Standard	By-law 2325-68, as amended (GC1 Zone)	Proposed Standard (GC1 Zone)
<b>Minimum Lot Frontage</b>	30 metres (98.43 feet)	Complies
<b>Minimum Lot Area</b>	0.4 hectares (0.99 acres)	Complies
<b>Minimum Front Yard</b>	15 metres (49.21 feet)	<b>0.0 metres (0.0 feet)</b>
<b>Minimum Side Yard</b>	6 metres (19.69 feet)	Complies 12 metres (39.37 feet)
<b>Minimum Rear Yard</b>	12 metres (39.37 feet)	Complies 12 metres (39.37 feet)
<b>Maximum Building Height</b>	7.6 metres (24.93 feet)	<b>Tower 1: 75 metres (246.06 feet)</b> <b>Tower 2: 69 metres (226.38 feet)</b> <b>Tower 3: 69 metres (226.38 feet)</b>
<b>Maximum Lot Coverage</b>	50%	Complies 35%
<b>Maximum Density</b>	75% FAR	<b>5.0 FSI</b>
<b>Minimum Setback to a Residential Zone</b>	15 metres (49.21 feet)	<b>12 metres (39.37 feet)</b>
<b>Parking Standards</b>	Medical Offices: 5.4 spaces per 100 square metres of floor area  Shopping Centre: 4.3 spaces per 100 square metres GLFA	<b>0.96 spaces per unit (1 bedroom)</b> <b>0.96 spaces per 1 bedroom, plus den</b> <b>1.15 spaces per unit (2 bedroom)</b> <b>1.43 spaces per unit (3 bedroom)</b> <b>1.43 spaces per unit (townhouse)</b> <b>0.14 spaces per unit (visitor)</b> <b>4.3 spaces per 100 square metres of non-residential uses</b>
<b>Loading Space Standards</b>	1 space for every 1,850 square metres or fraction thereof of GFA area in excess of 300 square metres of such area	Complies 3 spaces

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The draft Zoning By-law submitted in support of the development proposal is currently under review. The appropriateness of the proposed zone category, site specific zoning provisions as well as the need for additional standards will continue to be evaluated through the review of the submitted development applications with regard to policy conformity, land use compatibility, urban design and function.

### Planning Analysis:

Staff has undertaken a preliminary review and evaluation of the applicant's development proposal based on the policy framework contained within the *Provincial Policy Statement* (2020) (the "PPS"), the *Growth Plan for the Greater Golden Horseshoe* (2020) (the "Growth Plan"), the *Regional Official Plan* (2010) (the "ROP") and the City of Richmond Hill Official Plan (the "Plan"). Staff notes that the City's in-force Plan is consistent with the PPS and conforms with the *Growth Plan* and the ROP that were in-force at the time of its approval. Since the Plan's approval, the PPS and the *Growth Plan* were updated in 2020. In this regard, both York Region and the City are currently conducting Municipal Comprehensive Reviews (MCRs) to update their respective Official Plans as necessary to align with more recent Provincial planning direction. Below is a more detailed outline of the proposal relative to the current Regional and City Official Plans.

### York Region Official Plan

The subject lands are designated **Urban Area** and are located along a **Regional Corridor** in accordance with Map 1 (Regional Structure) of the ROP. Lands designated **Urban Area** are intended to support a full range and mix of urban uses which are intended to accommodate a significant portion of planned growth within the Region. In this regard, the **Urban Area** policies would permit a high density mixed use residential commercial development as proposed by the subject applications.

Growth within York Region is to be accommodated within the **Urban Area** whereby **Regional Corridors** will serve as locations for the highest densities and mix of uses, as determined by the local municipality, with consideration for local community context and character. Development within **Regional Corridors** is to be urban in form and designed to be compact, mixed-use, oriented to the street, pedestrian and cyclist friendly, and transit supportive. The subject lands are also identified as being located on a **Regional Rapid Transit Corridor** or in accordance with Map 11 (Transit Network) of the ROP.

At its meeting of September 24, 2020, Regional Council adopted the recommendations, as amended, of a staff report entitled "Major Transit Station Areas Endorsement Report", thereby endorsing boundary delineations, minimum density targets and preliminary policy directions for each of the Region's identified Major Transit Station Areas (MTSA). These recommendations serve to guide the ROP update currently being undertaken through a Municipal Comprehensive Review (MCR) in order to implement the policies of the *Growth Plan*. In this regard, the MTSA located in proximity to the subject lands is centered at the newly constructed Bus Rapid Transit (BRT) Station at the intersection of Yonge Street and Weldrick Road, referred to as MTSA 39. In

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considering the appropriateness of the applicant's development proposal, it is important to recognize that the subject lands are located within the boundary of a MTSA as currently endorsed by Regional Council.

The subject applications have been circulated to York Region and remain under review at the time of writing this report. Among other matters, the Region will need to confirm whether the proposed Official Plan Amendment may be exempted from Regional approval and delegated to the City for final consideration. As a result, a more detailed review and evaluation of the proposed amendment in the context of the applicable policies in the ROP will form part of a future recommendation report to Council where deemed necessary.

### City of Richmond Hill Official Plan

The subject lands are designated **Regional Mixed Use Corridor** (refer to Map 3) and also identified as being located along a **Regional Rapid Transit Corridor** in accordance with Appendix A5 (Public Rapid Transit) of the Plan. The predominant land uses and activities within the **Regional Mixed Use Corridor** are to be mixed use, pedestrian friendly and transit oriented uses and therefore medium/high density residential uses as well a full range of commercial, retail and office uses are permitted within this designation. Furthermore, development within the **Regional Mixed Use Corridor** is encouraged to provide a mix of uses within the same building or separate buildings integrated on the same site (**Policy 4.6.1.4**).

With respect to density, **Policy 4.6.1.5** of the Plan establishes a maximum density within this portion of the **Regional Mixed Use Corridor** of 2.5 FSI. Furthermore, In accordance with **Policy 4.6.1.6**, the permitted building height for lands within this portion of the **Regional Mixed Use Corridor** is 15 storeys, with the tallest buildings to be directed to the Yonge Street frontage and a maximum base building height of four storeys.

Based on a preliminary review of the proposed development relative to the **Regional Mixed Use Corridor** policies, the subject development proposal is generally consistent with the land use permissions of this designation; however, the proposal does not conform with the applicable density and height provisions established in the Plan. A more detailed review and evaluation of the proposed amendments in the context of the applicable Plan policies will be completed following the receipt of comments from Council, the public, City departments and external agencies and will form part of the future recommendation report to Council.

### City Department and External Agency Comments:

The subject Official Plan and Zoning By-law Amendment applications, in addition to the associated background studies and reports submitted in support of same, have been circulated to various City departments and external agencies for their review and comments. It is noted that the applications remain under review by a number of City departments and external agencies.



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### **Urban Design Section**

The City's Urban Design Section has reviewed the applicant's development proposal in accordance with the City-wide Urban Design Guidelines and has provided comments with respect to the applicant's proposed site specific Official Plan policies, site organization and built form (refer to Appendix "A"). Specifically, Urban Design staff has provided comments with respect to the applicant providing a correct calculation of overall building height, concerns with the provision of reduced tower separation distance to protect for privacy and skyviews and concerns relating to the lack of a step back of the building that contributes to providing a pedestrian-friendly environment. Concerns from a built form perspective relating to the proposed increase in podium heights, the proposed 7 metre ground floor height for the retail/commercial uses fronting Yonge Street and adverse shadow impacts from Tower 1 on the site and from Tower 2 on the adjacent site to the north have also been identified.

Urban Design staff have also provided comments/recommendations regarding the treatment of the proposed private lane along the northern limit of the site and suggest it be treated as an extension of the public realm or utilized as at-grade amenity for the ground related units, with access for the loading bays provided from the internal vehicular court instead. Staff have also recommended the reconsideration of the location of the proposed underground parking ramp in the middle of the courtyard as it will create pedestrian-vehicle conflicts.

### **Park and Natural Heritage Planning Section**

The City's Park and Natural Heritage Planning Section has provided comments with respect to landscaping, water balance and environmental impact, and parkland and outdoor amenity (refer to Appendix "B"). Specifically, staff have requested additional meaningful landscaping to be provided to offset urban heat island impacts, to provide shade and improve the pedestrian experience on route to the closest parks. Staff also recommend relocating the proposed landscape strip to the west side of the eastern laneway to enable a better road and pedestrian connection to the lands to the north which are subject to active development applications (City Files D01-18003 and D02-18013).

Furthermore, the applicant is advised that additional information and plan details are required to demonstrate that water balance can be achieved for this site. Concerns with respect to the potential long term cumulative impacts on the natural environment due to the extensive dewatering proposed for this development with an underground component are also identified. Finally, comments relating to parkland and open space indicate that cash-in-lieu of parkland dedication will be requested and that a minimum of 2 square metres of outdoor amenity per residential unit is required.

### **Toronto and Region Conservation Authority**

The Toronto and Region Conservation Authority (TRCA) has reviewed the applicant's development proposal and provided comments with respect to matters including water balance and hydrogeology (refer to Appendix "C"). TRCA staff have advised of concern

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with the applicant's proposed use of a cistern with water reuse for irrigation which does not constitute "best efforts" and therefore, does not meet the requirements of Policy REC-1 of the CTC Source Protection Plan.

### Development Planning Division

Development Planning staff have undertaken a preliminary review of the applicant's development proposal, including plans and materials submitted in support of the proposed development. In consideration of the policies of the Plan, which are relevant to the evaluation of the proposed development, staff provides the following preliminary comments:

- York Region and the City have initiated MCR processes to update their respective Official Plans to align with the updated policy direction in the *Provincial Policy Statement (2020)* and the *Growth Plan (2020)*. In this regard, it is noted that the subject lands are located within the boundaries of a Major Transit Station Area (MTSA) as currently endorsed by Regional Council as part of their MCR process;
- in accordance with **Policy 4.6.1.1**, the proposed development is consistent with the **Regional Mixed Use Corridor** policies of the Plan with respect to land use, the provision of a mix of uses and development that is transit oriented;
- **Policy 3.1.5.1** of the Plan encourages a mix and range of housing types and affordability in order to meet the needs of the community. Staff acknowledge that the development proposal contemplates both apartment dwelling units and at-grade townhouse dwellings; however, only 6% or 37 of the proposed dwelling units are to be three bedroom units which is inconsistent and does not conform with **Policy 3.1.5.6** of the Plan that encourages the provision of family sized units within high density residential development. Further, based on the plans submitted in support of the proposed development, 44% (269 units), 27% (162 units) and 23% (142 units) of the total dwelling units proposed are to be one bedroom units, one bedroom plus den units and two bedroom units, respectively. In this regard, the applicants shall reconsider the proposed residential unit distribution to provide more dwelling units that are suitable for family households in accordance with the applicable policies of the Plan;
- **Policy 3.1.5.3** of the Plan requires a minimum of 25% of new housing units within the **Settlement Area** to be affordable. In this regard, the applicant will be required to demonstrate how this policy will be satisfied. Additionally, **Policy 3.1.5.3** requires a portion of the units to be accessible for people with disabilities. In this regard, the applicant's Planning Justification Report indicates that the proposed development will be designed in adherence with universally accessible standards in order to cater to people of all ages and those with disabilities. The design of the individual units will need to be addressed as part of a future Site Plan application that demonstrates accessibility and consistency with this policy;
- staff have concern with the reduced separation distances provided between the proposed towers. Towers 1 and 2 propose a distance of approximately 20.2 metres (66.27 feet) and Towers 2 and 3 propose a distance of approximately 20.3 metres (66.60 feet) which is inconsistent with **Policy 3.4.1.58** of the Plan wherein a

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minimum separation distance between high-rise towers of approximately 25 metres (82.02 feet) in order to maintain appropriate light, views and privacy;

- the proposed tower floorplates are approximately 755 square metres (8,127.02 square feet) which is consistent with **Section 3.4.1.59** of the Plan that “generally” requires a tower floorplate above the podium of 750 square metres (8,073.20 square feet). As such, the applicant’s request to increase the maximum tower floor plate size is not required;
- the subject applications propose an FSI of 5.0 which exceeds the maximum 2.5 FSI permitted within this portion of the **Regional Mixed Use Corridor**;
- in accordance with **Policy 4.6.1.6**, the proposed building heights of 20, 18 and 18 storeys exceeds the maximum building height of 15 storeys permitted within this portion of the **Regional Mixed Use Corridor**. In addition to the preceding, and as noted by Urban Design staff, the submitted plans appear to contemplate a mezzanine and second storey areas associated with the proposed ground floor retail and residential units for which additional information is required to confirm the accuracy of the building heights being proposed;
- in accordance with **Policy 4.6.1.6** of the Plan, the proposed podium heights of six storeys exceeds the maximum base building height of four storeys permitted within this portion of the **Regional Mixed Use Corridor**;
- the development proposal shall protect for and provide a future vehicular and pedestrian interconnection to the adjacent property to the north and maintain the existing vehicular and pedestrian interconnection to the property to the south of the subject site. In this regard, the applicant will be required to provide the appropriate access easements to facilitate this interconnection through the subject development proposal as may be required;
- staff strongly encourage the applicant to coordinate the development of its land holding with the lands to the north (City Files D01-18003 and D02-18013). This will enable more efficient use of both sites in addition to providing greater routing flexibility and access, improved built form and public realm opportunities, better pedestrian and vehicular circulation, coordinated service and loading areas, enhancements to landscape and streetscape opportunities, including provision for amenity from an urban design perspective. In this regard, the applicant is encouraged to discuss improvements to their plan and overall site development with the landowner to the north and the City’s Urban Design staff;
- the applicant has proposed reduced parking rates of 0.96 spaces per dwelling unit for one bedroom and one bedroom plus den units, 1.15 spaces per dwelling unit for two bedroom units, 1.43 spaces per dwelling unit for three bedroom and townhouse dwelling units, a visitor parking rate of 0.14 spaces per dwelling unit and a retail/commercial parking rate of 4.11 spaces per 100 square metres. A Parking Study and TDM Plan has been submitted in support of the proposed development and is currently under review by the City’s Transportation Engineering Division to determine the appropriateness of the proposed reduction from a functional and operational perspective;
- the applicant will be required to demonstrate conformity with the urban design policies of the Plan and the proposed development will be assessed on the basis of

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the City-wide Urban Design Guidelines as it relates to design, compatibility and acceptable transition within the public realm. It is noted that Urban Design staff comments have identified some areas of concern which shall also need to be satisfactorily addressed;

- comments from the City's Development Engineering Division are required to address matters related to servicing, hydrogeology, traffic impact, access operations, on-site circulation, parking and transportation demand management measures for the proposed development;
- comments from York Region are required to address matters related to Regional Official Plan policy implications and transportation considerations;
- the applicant must satisfactorily address any issues and requirements identified by City departments and external agencies that have been requested to review the subject development proposal;
- appropriate development standards will be required to accommodate landscaping, building separation and outdoor amenity space that reflects a high density development shall be provided;
- the applicant has submitted a Sustainability Performance Metrics Tool (the "Metrics") in support of its development proposal, demonstrating an overall sustainability score of 19 points. In this regard, the applicant's development proposal does not achieve the minimum performance level of 32 points for Site Plan applications to be considered for approval. The applicant will be required to submit an updated Sustainability Performance Metrics Tool in support of their proposal that satisfies the minimum threshold score for Site Plans through a future application for Site Plan approval. Staff will work with the applicant in meeting the City's minimum score requirements applicable to the subject development in order to enable the consideration of servicing allocation assignment in the future;
- applications for Site Plan approval and draft Plan of Condominium (as required) will be required to facilitate the proposed development; and,
- staff will continue to review the form, content and appropriateness of the proposed draft Official Plan and Zoning By-law Amendments with respect to height, density and built form, as well as the site specific development standards requested by the applicant such as building setbacks and parking.

A comprehensive review of the subject Official Plan and Zoning By-law Amendment applications will be conducted following the receipt of comments and feedback from City departments, external agencies, Council and the public. This detailed review will be completed in advance of and addressed as part of a recommendation report to be prepared for a future Council meeting.

### **Other City Department and External Agency Comments**

Comments have also been received from Alectra Utilities, Rogers Cable, Canada Post, Enbridge Gas, Hydro One and the York Catholic District School Board, in addition to the City's Fire and Emergency Services Division, Building Division – Zoning Section, Building Division – Building Section and Community Services – Public Works Operations. These City Departments and external agencies have no objections to the

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applications and/or have provided comments to be considered by the applicants during the more detailed implementation stage of the approval process.

As of the writing of this report, the subject applications remain under review by the City's Development Engineering Division and Financial Services Division, as well as the Regional Municipality of York, the York Region District School Board, Conseil Scolaire Viamonde and Bell Canada.

### **Financial/Staffing/Other Implications:**

The recommendation of this report does not have any financial, staffing or other implications.

### **Relationship to Council's Strategic Priorities 2020-2022:**

The recommendation of this report does not have any direct implications with respect to Council's Strategic Priorities. An overview of how the subject applications are aligned with Council's Strategic Priorities will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicant's development proposal.

### **Climate Change Considerations:**

The recommendations of this report do not have any direct implications with respect to Council's Climate Change Considerations at this time. An overview of how the subject applications support Council's climate change mitigation and/or adaptation measures to reduce carbon emissions will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicant's development proposal.

### **Conclusion:**

The applicant is seeking Council's approval of its Official Plan and Zoning By-law Amendment applications to permit a high density mixed use residential/commercial development on its land holdings. The purpose of this report is to provide Council and the public with an overview of the development proposal and to discuss the regulatory regime governing the evaluation of these planning applications. This report has been structured for information purposes only, with a recommendation that all comments be referred back to staff for consideration.

### **Appendix Contents and Maps:**

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Appendix "A" - Memo from the City's Urban Design Section dated November 9, 2021

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- Appendix “B” - Memo from the City’s Park and Natural Heritage Planning Section dated December 8, 2021
- Appendix “C” - Letter from the Toronto and Region Conservation Authority dated November 9, 2021
- Map 1, Aerial Photograph
- Map 2, Neighbourhood Context
- Map 3, Official Plan Schedule A2 – Land Use
- Map 4, Existing Zoning
- Map 5, Proposed Site Plan
- Map 6, Proposed Ground Floor Plan
- Map 7, Proposed North Building Elevation
- Map 8, Proposed South Building Elevation
- Map 9, Proposed Podium A Building Elevation
- Map 10, Proposed Podium B Building Elevation
- Map 11, Proposed Building Section
- Map 12, Proposed Building Section
- Map 13, Proposed Renderings
- Map 14, Proposed Renderings
- Map 15, Proposed Concept Plan

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### Report Approval Details

Document Title:	SRPI.22.013 - Request for Comments - 9651 Yonge Street - D01-21007 and D02-21014.docx
Attachments:	<ul style="list-style-type: none"><li>- Appendix A - Comments from Urban Design Section AODA.pdf</li><li>- Appendix B - Comments from Park and Natural Heritage Planning Section AODA.pdf</li><li>- Appendix C - Comments from Toronto and Region Conservation Authority AODA.pdf</li><li>- SRPI.22.013 - Map 1 - Aerial Photograph AODA.docx</li><li>- SRPI.22.013 - Map 2 - Neighbourhood Context AODA.docx</li><li>- SRPI.22.013 - Map 3 - Official Plan Schedule A2 - Land Use AODA.docx</li><li>- SRPI.22.013 - Map 4 - Existing Zoning AODA.docx</li><li>- SRPI.22.013 - Map 5 - Proposed Site Plan AODA.docx</li><li>- SRPI.22.013 - Map 6 - Proposed Ground Floor Plan AODA.docx</li><li>- SRPI.22.013 - Map 7 - Proposed North Building Elevation AODA.docx</li><li>- SRPI.22.013 - Map 8 - Proposed South Building Elevation AODA.docx</li><li>- SRPI.22.013 - Map 9 - Proposed Podium A Building Elevation AODA.docx</li><li>- SRPI.22.013 - Map 10 - Proposed Podium B Building Elevation AODA.docx</li><li>- SRPI.22.013 - Map 11 - Proposed Building Section AODA.docx</li><li>- SRPI.22.013 - Map 12 - Proposed Building Section AODA.docx</li><li>- SRPI.22.013 - Map 13 - Proposed Renderings AODA.docx</li><li>- SRPI.22.013 - Map 14 - Proposed Renderings AODA.docx</li><li>- SRPI.22.013 - Map 15 - Proposed Concept Plan AODA.docx</li></ul>
Final Approval Date:	Jan 17, 2022

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This report and all of its attachments were approved and signed as outlined below:

Gus Galanis- Jan 17, 2022 – 10:42 AM

Kelvin Kwan – Jan 17, 2022 – 12:16 PM

MaryAnne Dempster – Jan 17, 2022 – 12:57 PM