



Staff Report for Council Meeting

Date of Meeting: September 14, 2022

Report Number: SRPI.22.101

Department: Planning and Infrastructure

Division: Development Planning

Subject: **SRPI.22.101 – Request for Approval – Official Plan and Zoning By-law Amendment Applications – 2705785 Ontario Ltd. c/o Dilawri Real Estate Group Inc. – City Files D01-18003 and D02-18013**

Owner:

2705785 Ontario Ltd. c/o Dilawri Real Estate Group Inc.
87 Front Street East, Suite 300
Toronto, ON M5E 1B8

Agent:

Malone Given Parsons Ltd.
140 Renfrew Drive, Suite 201
Markham, ON L3R 6B3

Location:

Legal Description: Part of Lots 1, 2 and 3, Registered Plan 2260
Municipal Addresses: 9675, 9697 and 9699 Yonge Street

Purpose:

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

Recommendations:

- a) **That the revised Official Plan and Zoning By-law Amendment applications submitted by 2705785 Ontario Ltd. c/o Dilawri Real Estate Group Inc. for lands known as Part of Lots 1, 2 and 3, Registered Plan 2260 (Municipal Addresses: 9675, 9697 and 9699 Yonge Street), City Files D01-18003 and D02-18013, be approved in principle, subject to the following:**

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- (i) that the Official Plan be amended to include site-specific policies as outlined in Staff Report SRPI.22.101;
- (ii) that the draft Official Plan Amendment attached hereto as Appendix “C” be finalized and brought to a future Council meeting for consideration and adoption;
- (iii) that the subject lands be rezoned from General Commercial One (GC1) Zone under By-law 2325-68, as amended, to Residential Tenth Density (RM10-XX) Zone under By-law 2325-68, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.22.101;
- (iv) that prior to the final amending Zoning By-law being brought forward to Council for consideration and enactment, the following take place:
 - a) that a Site Plan application be submitted and substantially completed to the satisfaction of the Commissioner of Planning and Infrastructure;
 - b) that the draft Zoning By-law attached hereto as Appendix “D” be finalized and updated to address the comments in Staff Report SRPI.22.101 to the satisfaction of the Commissioner of Planning and Infrastructure; and,
- (v) that pursuant to Section 34(17) of the *Planning Act*, Council deem that no further notice be required with respect to any necessary modifications to the draft amending Zoning By-law to implement the proposed development on the subject lands.

Contact Person:

Leigh Ann Penner, Senior Planner – Subdivisions, phone number 905-771-2462 and/or Sandra DeMaria, Manager of Development, Site Plans, phone number 905-771-6312

Report Approval:

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

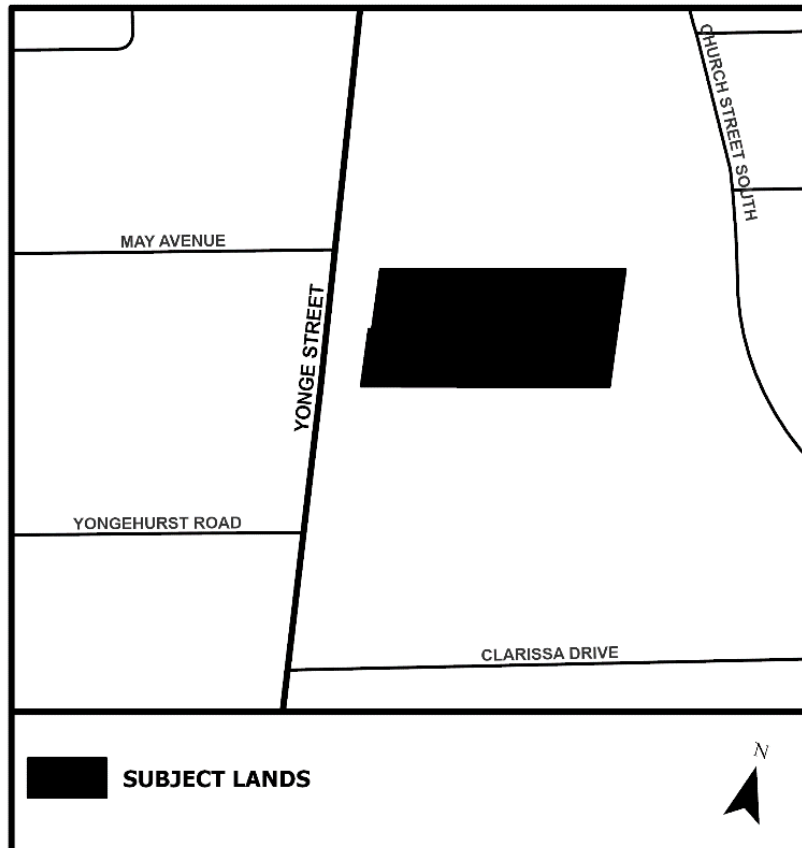
Approved by: Darlene Joslin, Interim City Manager

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.

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Location Map:

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



Background:

The subject Official Plan Amendment and Zoning By-law Amendment applications which were originally submitted by NYX Capital Corp. were received and deemed complete by the City on May 14, 2018. The applications sought approval of a high density, mixed use residential/commercial development to be comprised of two 15 storey residential buildings with ground floor retail/commercial uses having a density of 3.97 (FSI). NYX Capital Corp. subsequently revised its proposal by increasing the height of the buildings to 18 and 16 storeys respectively, resulting in an increase in density from 3.97 to 3.99 FSI.

A statutory Council Public Meeting was held on March 20, 2019 related to the revised proposal wherein Council received Staff Report SRPRS.19.045 for information purposes and referred all comments back to staff for consideration (refer to Appendix “A”). The Council Public Meeting was preceded by a Residents Meeting hosted by the local Ward Councillor on March 7, 2019 and was attended by approximately 40 residents.

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Ownership of the subject lands changed to 2705785 Ontario Ltd. in August 2019 and the current owner formally submitted re-applications for Official Plan and Zoning By-law Amendments on December 21, 2020. These revised applications were deemed complete on March 9, 2021 and a statutory Council Public Meeting was held on May 19, 2021 wherein Council received Staff Report SRPI.21.057 for information purposes and directed that all comments be referred back to staff for consideration (refer to Appendix “B”). At the meeting, a number of comments and concerns were raised and written correspondence was received related to the increased building heights, overall site density, traffic congestion, parking, vehicular and pedestrian connectivity, privacy and shadowing impacts, the appropriateness of the proposed car dealership use, lack of visual and physical openness to the site and lack of green space, which are discussed in detail in the later sections of this report.

The applicant has satisfactorily addressed the comments and technical requirements related to its development proposal and all remaining technical matters will be addressed as part of the finalization of the revised Zoning By-law Amendment and through a future Site Plan approval process. A more detailed discussion of these matters is contained in the later sections of this report. Accordingly, the purpose of this report is to seek Council’s approval of the applicant’s revised Official Plan and Zoning By-law Amendment applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the east side of Yonge Street, north of Clarissa Drive having a total combined lot area of approximately 0.74 hectares (1.83 acres) and a lot frontage of approximately 62 metres (203.41 feet) along Yonge Street (refer to Maps 1 to 3). The lands are comprised of three contiguous parcels of land which presently support an existing automobile service centre and motor vehicle repair establishment that are to be demolished to facilitate the proposed development.

The lands abut a neighbourhood shopping centre to the north (Richmond Centre), a 15 storey residential condominium building to the east (22 Clarissa Drive), Yonge Street to the west and retail/commercial uses to the south (refer to Maps 2 and 4). Uses beyond the subject lands include existing high and medium density residential uses to the north, existing retail/commercial uses to the south, existing high and low density residential uses to the east and beyond Yonge Street, retail/commercial and low density residential uses to the west.

It is noted that the lands to the south (9651 Yonge Street) are subject to Official Plan and Zoning By-law Amendment applications to permit a high density mixed use residential/commercial development to be comprised of 610 dwelling units and 909 square metres (9,784.71 square feet) of retail/commercial gross floor area (City Files D01-21007 and D02-21014).

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Revised Development Proposal

The applicant is seeking Council's approval of its revised Official Plan and Zoning By-law Amendment applications to permit the construction of a high density mixed use residential/commercial development which is to be comprised of 19 and 16 storey residential apartment buildings connected by a six storey podium, at-grade townhouse dwelling units, and a four storey retail/commercial podium along the Yonge Street frontage and is intended to contain an Audi automobile sales dealership and related uses (refer to Maps 7 to 13).

Primary vehicular access to the site is proposed by way of a right-in/right-out driveway from Yonge Street (refer to Map 7). Secondary access is proposed from a future private driveway connection to the abutting property to the north and a connection via the property to the south of the subject lands.

The applicant has revised their proposal in response to comments provided by City departments and external agencies. In this regard, the applicant's original Site Plan and Ground Floor Plan are appended as Maps 5 and 6 hereto, respectively, while the revised Site Plan and Ground Floor Plan are appended as Maps 7 and 8, respectively. The revised development proposal maintains the same general overall design and layout as the original development proposal presented to Council in May 2021, but contains several revisions, as follows:

- a covered pedestrian walkway through the six storey interior podium to facilitate visual and physical permeability and connectivity through the site;
- an increase in the total number of dwelling units from 352 to 355;
- a decrease in the total number of 3-bedroom dwelling units from 90 to 57;
- an increase in the gross floor area from 33,043.40 square metres to 34,748.8 square metres, and more specifically an increase in the retail/commercial gross floor area from 2,666.20 square metres to 4,962.5 square metres;
- an increase in the density from 4.35 FSI to 4.69 FSI;
- an increase in underground parking from 3 levels to 4 levels;
- the addition of a 12 car stacking system within level 4 of the underground parking area to provide a total of 24 parking spaces for the exclusive use of the proposed car dealership for the storage of new vehicle inventory;
- a reduction in the total number of parking spaces from 566 to 535; and,
- an increase in the total number of bicycle parking spaces from 216 to 226.

The following page contains a summary outlining the pertinent statistics of the applicant's revised development proposal based on the plans and drawings submitted to the City (refer to Maps 7 to 13):

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STATISTICS	ORIGINAL PROPOSAL (NOVEMBER 2020)	CURRENT PROPOSAL (MARCH 2022)
• Total Lot Area:	0.74 hectares (1.83 acres)	0.74 hectares (1.83 acres)
• Number of Buildings:	2	2
• Number of Dwelling Units:	352 dwelling units	355
○ 1 Bedroom Units:	203 dwelling units	217 dwelling units
○ 2 Bedroom Units (incl. townhouse units):	59 dwelling units	81 dwelling units
○ 3 Bedroom Units:	90 dwelling units	57 dwelling units
• Building Height:		
○ Tower A:	19 storeys or 62.80 metres (206.04 feet)	No Change
○ Tower B:	16 storeys or 53.80 metres (176.51 feet)	No Change
• Podium Height:		
○ Interior Podium:	6 storeys / 18.80 metres (61.68 feet)	6 storeys / 19.20 metres (62.99 feet)
○ Yonge Street/Retail Podium:	4 storeys / 12.60 metres (41.33 feet)	4 storeys / 12.60 metres (41.33 feet)
• Total Gross Floor Area:	33,043.40 square metres (355,687.83 square feet)	34,748.8 square metres (374,045.20 square feet)
○ Residential:	29,584.20 square metres (318,452.09 square feet)	28,900.9 square metres (311,096.87 square feet)
○ Retail/Commercial:	2,666.20 square metres (28,699.68 square feet)	4,962.5 square metres (53,417.65 square feet)
• Floor Space Index (FSI):	4.35	4.69
• Building Coverage:	55.1%	52.9%
• Total Amenity Area:	1,620.0 square metres (17,438.11 square feet)	1,612.0 square metres (17,351.99 square feet)
○ Indoor:	793.0 square metres (8,536.06 square feet)	885.4 square metres (9,530.68 square feet)
○ Outdoor:	827.0 square metres (8,902.05 square feet)	726.6 square metres (7,821.31 square feet)
• Total Parking Spaces:	566	535
○ Residential:	389 (residential parking rate of 1.11 spaces per unit)	340 (residential parking rate of 0.96 spaces per unit)
○ Visitor:	52 (visitor parking rate of 0.15 spaces per unit)	52 (visitor parking rate of 0.15 spaces per unit)
○ Automobile Sales Dealership:	125 (parking rate of 4.69 spaces/100 square metres)	143 (parking rate of 2.88 spaces/100 square metres)
○ Accessible:	13 (10 visitor spaces, 3 retail spaces)	16 (12 visitor spaces, 4 retail spaces)
• Bicycle Parking Spaces:	216	226
○ Residential:	202	213
○ Non-Residential:	14	13

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The approval of a Site Plan application and a draft Plan of Condominium application (if required) will be required to facilitate the intended form of development and to implement condominium tenure.

Planning Analysis:

City staff has undertaken a comprehensive review and evaluation of the applicant's revised development proposal based on the policy framework as outlined within the *Provincial Policy Statement* ("PPS") (2020), the *Growth Plan for the Greater Golden Horseshoe* ("Growth Plan") (2020), the York Region Official Plan ("ROP") (2010) and the City's Official Plan ("Plan") (2010). Staff notes that the City's in-force Plan is consistent with the PPS and conforms to the Growth Plan and the ROP that were in-force at the time of approval. Since the Plan's approval, the PPS and the Growth Plan were both updated in 2020. At the time of writing of this report, both York Region ("Region") and the City are undertaking a mandatory Municipal Comprehensive Review (MCR) and Official Plan update as necessary to align with more recent Provincial planning direction. Outlined below is a more detailed discussion of the applicant's revised development proposal relative to the relevant policies of the ROP and the City's Plan.

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. The **Urban Area** policies permit a full range and mix of urban uses, which would permit the applicant's high density, mixed use commercial/residential development. 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, connected by transit-supportive intensification. Additionally, Yonge Street is identified as a **Regional Rapid Transit Corridor**, in accordance with Map 11 (Transit Network) to the ROP, which directs medium and high density urban development to rapid transit corridors (**Section 7.2.25.d**).

On June 30, 2022, the ROP was adopted by Regional Council, wherein the subject lands are located within the boundaries of the "Weldrick BRT Station" Protected Major Transit Station Area (PMTSA), referred to PMTSA 51, in accordance with Map 1B (Urban System Overlays), Map 10 (Rapid Transit Network) and Appendix 2 of the adopted ROP. A density target of 200 people and jobs per hectare is contemplated within the ROP for this PMTSA. As set out within **Chapter 4.0** of the ROP, MTSA's represent a key component of the Region's intensification and growth management strategy and are intended to support higher density, mixed-use and transit-oriented development.

York Region has advised that they have no objections to the proposed development and in accordance with ROP **Policy 8.3.8**, the proposed Official Plan Amendment does not adversely affect Regional planning policies or interests. Accordingly, the Region has

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exempted the proposed Official Plan Amendment from Regional approval. Given all of the above, staff is of the opinion that the proposed Official Plan Amendment application conforms to the applicable policies of the ROP.

City of Richmond Hill Official Plan

The subject lands are designated **Regional Mixed Use Corridor** in accordance with Schedule A2 (Land Use) of the Plan (refer to Map 3) and are located along a **Regional Rapid Transit Corridor** in accordance with Appendix A5 (Public Rapid Transit) of the Plan. Uses permitted within the **Regional Mixed Use Corridor** are to be mixed use, pedestrian friendly and transit oriented. In this regard, high density residential uses as well as a full range of commercial, retail and office uses, as proposed 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**), which is also proposed by this development.

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 height requirements 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. The subject applications seek Council's approval to permit increases to the permitted building height from 15 storeys to 19 and 16 storeys, a maximum base building height from four storeys to six storeys for the interior podium, and density from 2.5 FSI to 4.7 FSI on the subject lands. The draft Official Plan Amendment is attached to this report as Appendix "C".

The proposed increase in the permitted height for the towers and interior podium is not expected to negatively impact any of the abutting land uses. Furthermore, the proposed increase in height of the interior podium is intended to accommodate second storey loft space for the ground floor residential units and is proposed within the interior of the site and not along the Yonge Street frontage.

In accordance with **Chapter 3** of the Plan and Council approved Official Plan Amendment (OPA) 18.3 (Vision and City Structure), **Regional Corridors**, such as Yonge Street, shall function as key connections between centres in York Region and are envisioned to accommodate intensification and transit supportive development. It is noted that OPA 18.3 was adopted by Council on June 27, 2022 and is currently awaiting Regional approval. The amendment further implements several key directions identified in the Key Directions Report for the Richmond Hill Official Plan Update endorsed by Council on February 9, 2022.

Section 3.1.5.3 of the Plan provides that a minimum of 25% of new housing units within the **Settlement Area** shall be affordable and should be coordinated across the City including in Secondary Plan and Tertiary Plan areas. A portion of these units should also be designed to be accessible, and affordable housing units should include a mix

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and range of unit sizes, among other variables. While the revised development proposal does not provide an affordable housing component, it does contemplate a range of unit sizes ranging from 1-bedroom to 3-bedroom units. The proposed 3-bedroom units will comprise approximately 16% of the total proposed number of units which would contribute to a diversified range of housing typologies and sizes within the City. Furthermore, the revised development proposal incorporates a total of 55 accessible/barrier free designed dwelling units which satisfies the Plan's requirement for accessible units.

Section 3.4.1 of the Plan sets out design criteria for all development which includes specific policies for development abutting low and medium-density residential areas. Specifically, **Section 3.4.1.55** states that development must adhere to the principle of a 45 degree angular plane measured from adjacent low density residential areas. It is noted that the subject lands abut the **Neighbourhood** designation to the east (refer to Map 3). The intent of the angular plane provisions are to ensure built form compatibility and transition of building heights from a higher density built form to an adjacent low or medium density built form.

It is noted that the adjacent property to the east presently supports a 15 storey building which does not qualify as a low or medium density built form. Furthermore, the building proposed to be closest to the shared easterly lot line (Tower B) is to be 16 storeys in height. In this regard, the adjacent 15 storey building is similar in height to the proposed Tower B building and maintains a sufficient distance in accordance with the Plan's design criteria, and therefore, the buildings are considered to be compatible in terms of built form. Based on the preceding, the transitional policies of the Plan are considered not to apply to the proposed development.

As noted previously, the **Regional Mixed Use Corridor** designation contemplates multi-unit apartment and commercial/retail land uses as proposed by the applicant. Contextually, the subject lands are appropriately located within a corridor that encourages this type of mixed use intensification and is located adjacent to an existing neighbourhood shopping centre to the north, lands subject to active development applications to facilitate a high density mixed use residential/commercial development to the south (City Files D01-21007 and D02-21014), and an existing 15 storey residential condominium building to the east (22 Clarissa Drive) (refer to Map 2).

Staff has reviewed the applicant's revised development proposal and considers it to be an appropriate use of land that is compatible with the existing and planned land uses within the adjacent and surrounding area. Staff will continue to work with the applicant to further refine their plan to achieve the City's design objectives with respect to the built form to ensure appropriate building articulation and tower design through the submission and review of a detailed Site Plan application.

On the basis of the preceding, staff is of the opinion that the revised development proposal has appropriate regard for and is consistent with the Plan and represents good

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planning. Accordingly, staff recommends that Council approve the applicant's Official Plan Amendment application.

Zoning By-law Amendment

The applicant is seeking approval to rezone its land holding from **General Commercial One (GC1) Zone** under Zoning By-law 2325-68, as amended, to a site-specific "**Residential Tenth Density (RM10) Zone**" under Zoning By-law 2325-68, as amended, to permit a high density mixed use residential/commercial development and to establish site-specific development standards to facilitate its revised development proposal (refer to Map 5). As there are no general provisions associated with the **RM10 Zone** under By-law 2325-68, as amended, the development standards for the proposed development are to be established on a site-specific basis. The draft Zoning By-law Amendment is attached to this report as Appendix "D".

Outlined below is an overview and evaluation of the main site specific development standards being sought by the applicant, including the need for additional information and the identification of outstanding concerns that will need to be addressed as part of finalizing the amending Zoning By-law and as part of a future Site Plan application:

- a number of definitions including, but not limited to, gross floor area (GFA), established grade, apartment dwelling, amenity space, mechanical penthouse, height, storey, parking space, bicycle parking and parking stacker will need to be clarified for interpretation;
- the requested relief for a two storey mezzanine area and second storey loft space for the proposed ground floor residential units will need to be reviewed for their appropriateness prior to enactment of the final amending Zoning By-law;
- the provision of a minimum of 2 square metres (21.53 square feet) of amenity space per dwelling unit must be identified in the Zoning By-law to address the requirement for outdoor amenity space;
- the minimum required front and rear yard setbacks, as proposed, are appropriate as they are consistent with setbacks applicable to other commercial and residential developments within the City;
- with respect to parking, the applicant is proposing to adopt the **Downtown Local Centre (DLC)** vehicle parking rates in accordance with the 2010 draft Richmond Hill Parking Strategy. The development currently proposes 535 parking spaces comprised of 340 residential spaces, 52 residential visitor spaces and 143 automobile sales spaces. The City's Transportation Engineering Section has advised that a total of 547 parking spaces (to be comprised of 355 resident spaces, 53 resident visitor spaces and 139 spaces for the automobile sales dealership) are required in support of the revised development proposal. Staff request that the applicant assign 10 parking spaces currently allocated to the automobile sales dealership to the residential parking supply to satisfy the City's requirements. Staff will continue to work with the applicant to refine the parking rates in the amending Zoning By-law;

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- the site proposes a 12 car stacking system to accommodate a total of 24 parking spaces for the exclusive use of the proposed automobile dealership. While the City's Transportation Engineering Section has no objection to the proposed car stacking system, the applicant is advised that the upper 12 stacked parking spaces are considered tandem spaces and cannot be counted towards the parking supply for the car dealership due to the limited access to these spaces. The amending Zoning By-law shall include provisions which restrict the proposed car stacking system for the exclusive use of the car dealership and new vehicle inventory only; and,
- a minimum 0.6 metre setback is proposed for the below grade parking structure. In accordance with York Region's requirements, the applicant will be required to convey a 10 metre by 10 metre daylight triangle at the northwest corner of the site and that no above or below ground encroachments will be permitted within the triangle.

Staff note that the development standards will be confirmed and refined through finalization of a future Site Plan application. Based on the preceding, staff is of the opinion that the subject Zoning By-law Amendment application is appropriate, conforms with the applicable policies of the Plan and represents good planning. Staff will continue to work with the applicant to finalize the form of the amending by-law to be forwarded to Council for enactment at such time as the Site Plan approval for the proposed development is finalized.

Council and Public Comments:

As noted previously, comments from members of Council and the public were raised at the Residents Information Meeting held on March 7, 2019 and the Council Public Meetings held on March 20, 2019 and May 19, 2021. A summary of the comments received and staff responses are outlined in the sections below.

Height and Density

Concerns were raised with respect to the height and density of the proposed development. As noted previously, the permitted height requirements 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. The revised development proposal provides for a building height of 19 storeys for Tower A adjacent to Yonge Street and 16 storeys for Tower B. These heights are considered acceptable for lands located on **Regional Corridors**, such as Yonge Street since lands within the **Regional Mixed-Use Corridor** designation are intended to provide mixed use, pedestrian friendly and transit oriented uses through intensification and development. Furthermore, Council approved OPA 18.3 maintains the objective of the Plan to encourage and permit intensification within the **Regional Mixed Use Corridors**.

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Massing, Shadowing and Privacy

Concerns were raised regarding the proposed massing of the buildings and the resultant impact on privacy and shadowing on adjacent residential properties. As noted previously, the transition and angular plane policies outlined in **Section 3.4.1.55** of the Plan do not apply in relation to the abutting high density residential development to the east at 22 Clarissa Drive. However, to address the concerns raised, the applicant submitted Shadow Studies in support of its revised development proposal, which have been reviewed and found satisfactory by City staff. Notwithstanding the preceding, the applicant will be required to further refine their development proposal to achieve the City's design objectives with respect to built form in order to ensure appropriate building articulation, massing and tower design through the submission and review of a detailed Site Plan application and approval process. This will include, but is not limited to, incorporating step-backs for the exterior walls of the north and south building elevations.

Increased Traffic and Parking

Concerns were raised with respect to the increased volume of traffic and parking demands that would be generated by the proposed development. The Region and the City's Transportation Engineering Section have reviewed the applicant's revised development proposal, including the Mobility Plan/Traffic Impact Study and a further addendum to same submitted in support of the development proposal and have advised that the proposed parking ratios are acceptable given the proximity to the **Downtown Local Centre (DLC)** and since traffic generated by the proposal can be managed in accordance with the proposed Transportation Demand Management (TDM) strategies. Furthermore, staff are satisfied that based on the subject lands being located within a PMTSA area and in close proximity (approximately 400 metres walking distance) from the newly constructed Weldrick Bus Rapid Transit (BRT) Station at the intersection of Yonge Street and Weldrick Road, traffic will be manageable. Regional and City staff acknowledge the infrastructure investment along this segment of Yonge Street and are supportive of the height and density proposed by the revised development proposal.

Proposed Car Dealership Use

Comments were raised with respect to the appropriateness of the proposed car dealership use on the subject lands. Staff note that the Plan permits automotive sales on lands within the **Regional Mixed Use Corridor** designation. It is also noted that the applicable Zoning By-law for the subject lands permits an *Automobile Service Centre* use. Staff has reviewed the applicant's development proposal and considers that the proposed land use is appropriate and compatible with existing and planned land uses within the adjacent and surrounding area of the **Regional Corridor**.

Vehicular and Pedestrian Connections

Comments were received with respect to facilitating vehicular and pedestrian connections between the adjacent properties. In this regard, the design of the proposed development includes pedestrian walkways and interconnections within the site as well as a provision in the draft OPA that the subject development proposal protect for and

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provide a future vehicular and pedestrian interconnection to the adjacent properties to the north and south of the subject lands and access to the existing signalized intersection at May Avenue and Yonge Street and to Clarissa Drive to the south.

Comments were also received with respect to walkability given the location of the subject lands along the Yonge Street **Regional Corridor**. Staff will continue to work with the applicant to explore opportunities for safe and comfortable pedestrian connections both internal and external to the site through the future Site Plan application.

Visual and Physical Connectivity and Openness

Concerns were raised with respect to the lack of at-grade visual and physical openness to the site. The applicant's revised development proposal incorporates a break within the six storey interior podium that provides for a covered walkway through the site (refer to Maps 9 to 10). Staff will continue to work with the applicant to explore opportunities to provide greater at-grade connectivity and openness through the future Site Plan application.

Lack of Green Space

Comments were received with respect to the lack of green space. The City's standard requirement for communal outdoor amenity space is at a rate of 2.0 square metres (21.53 square feet) per dwelling unit and the amending Zoning By-law for the development will be required to include this minimum provision. The revised development proposal provides a total of 612.5 square metres (6,593.11 square feet) of communal outdoor amenity space located at the sixth floor above the interior podium and 114.1 square metres (1,228.20 square feet) of at-grade private outdoor amenity space, which combined, meets this standard requirement.

In terms of green space, staff acknowledge that the vast majority of the subject lands is proposed to be developed. The applicant's concept plan provides for the planting of trees in areas around the perimeter of the site. Furthermore, a green roof combined with the proposed outdoor amenity space forms part of the development and will be for the use of future residents. Staff will work with the applicant to explore opportunities to improve the public realm of the site and landscaping measures through the future Site Plan application.

Recommendation:

Planning staff has undertaken a comprehensive review and evaluation of the applicant's revised Official Plan and Zoning By-law Amendment applications and are in support of same, for the following principle reasons:

- the high-density mixed use residential/commercial development, as proposed, is permitted within the **Urban Area** land use designation in accordance with the in-force 2010 ROP and the **Community Area** land use designation in accordance

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with the adopted 2022 ROP, and is located within a PMTSA as endorsed by Regional Council;

- the lands are located along Yonge Street, a **Regional Corridor** where 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, support rapid transit investments and accommodate an appropriate scale of development based on the assigned minimum density targets and local municipal intensification strategies;
- the proposed automotive sales dealership use is permitted in accordance with the **Regional Corridor** policies applicable to the lands;
- in consideration of the directions outlined within the Key Directions Report as endorsed by City Council, the development proposal is consistent with the emerging policy direction for this area of the City;
- the proposed development meets the intent of creating a mixed use node in accordance with the **Regional Mixed Use Corridor** policies;
- the subject proposal facilitates a mixed use residential/commercial development. This integration of uses will contribute to the development of complete communities and supports the efficient use of land, infrastructure and public transit, particularly along Yonge Street, where mixed use developments contribute to the animation of **Regional Corridors**;
- the proposed increase in building height and density is considered appropriate in the context of the subject lands being within a **Regional Mixed Use Corridor** and a **Rapid Transit Corridor** and will not have a negative impact on adjacent uses or future development;
- the development proposal contemplates a range of unit sizes, including 3 bedroom units which shall contribute to a diversified range of housing typologies and sizes within the City;
- the applicant will be required to submit a Site Plan application to address all remaining technical matters and comments such as urban design comments related to the built form of the building, including building articulation, tower design, street level treatments for grade related uses, principle entrances, walkability and connectivity. Additionally, the applicant will be required to explore opportunities to provide greater at-grade visual and physical connectivity and openness to the site as part of the Site Plan approval process;
- the development proposal protects for and provides a future vehicular and pedestrian interconnection to the adjacent properties to the north and south of the subject site in order to facilitate future access to the existing signalized intersection at May Avenue and Yonge Street and to Clarissa Drive to the south. Access easements to facilitate this connection will be required. In this regard, the applicant will be required to implement an access easement in favour of the owners to the north and south of the subject lands prior to the execution of a Site Plan Agreement for the proposed development; and,
- the applicant has satisfactorily addressed all City Department and external agency comments as it relates to the Official Plan and Zoning By-law Amendment

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applications. The remaining technical and urban design matters will be required to be addressed as part of a future Site Plan approval process to the satisfaction of the City and relevant external agencies.

On the basis of the preceding, it is recommended that the proposed Official Plan Amendment and Zoning By-law Amendment applications be approved in principle.

City Department and External Agency Comments:

The following sections provide a summary of the comments received from circulated City departments and external agencies at the time of writing of this report that are required to be addressed as part of the detailed design review of the applicant's revised development proposal.

Development Engineering Division

As part of the review of the applicant's Official Plan and Zoning By-law Amendment applications, technical comments with respect to functional servicing and hydrogeological requirements, among other matters, are required to be addressed by the applicant as part of a future Site Plan application and approval process. Similarly, Transportation Engineering staff have also provided technical comments to be addressed at the detailed design stage with respect to connectivity and vehicular interconnection, among other matters. In this regard, staff have confirmed that the City is protecting for a future private road right-of-way to the adjacent lands to the north and south of the subject site for vehicular and pedestrian connectivity and access to the existing signalized intersection at May Avenue and Yonge Street and to Clarissa Drive. Staff acknowledge that access to the site will be provided from Yonge Street as right-in and right-out only movements as an interim condition until the interconnection to the adjacent properties has been secured.

Further to the preceding, staff require the applicant to work cooperatively with the landowners to the south (9651 and 9631 Yonge Street) to secure a reciprocal easement access agreement for the purposes of facilitating a pedestrian and vehicular interconnection to access Clarissa Drive. In this regard, the applicant will be required to prepare a Sensitivity Analysis of the impact of site traffic travelling to/from the south using Clarissa Drive/Weldrick Road East.

Urban Design Section

The City's Urban Design Section has provided comments with respect to the applicant's Official Plan and Zoning By-law Amendment applications. The applicant will be required to further refine the proposed built form by incorporating elements such as terracing and step backs into the design of the buildings as well as provide enhancements to the buildings elevations. The applicant will be required to demonstrate this through the submission of a future Site Plan application to the satisfaction of Urban Design staff. A detailed review of the subject development proposal from a design perspective is to be finalized as part of a future Site Plan application and approval process.

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Toronto and Region Conservation Authority

The TRCA has provided technical comments related to such matters as water balance, hydrogeological requirements and contaminant assessment/mitigation process in accordance with Ontario Regulation 153/04 as described in the Phase 2 Environmental Site Assessment Report, among other comments to be addressed by the applicant as part of a future Site Plan application.

Regional Municipality of York

The Region of York has provided comments on technical matters to be addressed as part of the future Site Plan application with respect to functional servicing, stormwater management and planned dewatering activities, including the conveyance of lands fronting onto Yonge Street for road widening and daylighting triangle purposes. Regional staff have also advised that additional information with respect to functional servicing, stormwater management and planned dewatering activities will be required as part of a future Site Plan application.

Regional staff also require that the implementing Official Plan Amendment include a policy in accordance with ROP **Policy 7.2.53** to protect for a future vehicular and pedestrian interconnection to the lands located to the immediate north and south of the subject lands. The draft Official Plan Amendment includes this required policy.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The applicant will be required to submit a Sustainability Metrics Tool (the “Metrics”) in support of its Site Plan application to demonstrate that the proposal meets the threshold score for Site Plan applications with respect to the feasibility and appropriateness of the proposed sustainability measures. At the time of writing of this report, a Site Plan application has not been submitted.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial, staffing or other implications.

Relationship to Council’s Strategic Priorities 2020-2022:

The recommendations of this report are aligned with Strong Sense of Belonging on the basis that the subject development proposal supports a diversified range of dwelling unit sizes within the City.

Climate Change Considerations:

The recommendations of this report are generally aligned with Council’s climate change considerations as the revised development proposal contemplates intensification within

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the boundaries of a Protected Major Transit Station Area (PMTSA) as endorsed by Regional Council, which supports the long-term objectives of achieving transit-oriented development. The design of the proposed development includes bicycle parking and pedestrian walkways and interconnections, which support options for zero-emission modes of transportation and public transit usage. In addition, the revised development proposal incorporates green roofs.

Notwithstanding the above and as indicated in the earlier sections of this report, a more detailed evaluation of technical and design-related matters will be undertaken as part of the review of a future Site Plan application.

Conclusion:

The applicant is seeking Council's approval of its revised Official Plan and Zoning By-law Amendment applications to permit the construction of a high density mixed use residential/commercial development on its land holdings. Staff has completed a comprehensive review and evaluation of the applicant's development proposal and is of the opinion that it is consistent with the PPS, conforms with the Growth Plan and the ROP, is consistent with the principles and broader policy direction of the Plan, is appropriate in the context of the emerging vision for the area and represents good planning. Staff will continue to work collaboratively with the applicant to address the technical matters outlined in this report as part of a future Site Plan application and approval process. On the basis of the preceding, staff recommends that Council approve the subject applications in principle, in accordance with the conditions and direction outlined in this report.

Attachments:

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", Extract from Council Public Meeting C#12-19 held March 20, 2019
- Appendix "B", Extract from Council Public Meeting C#26-21 held May 19, 2021
- Appendix "C", Draft Official Plan Amendment
- Appendix "D", Draft Zoning By-law
- Map 1, Aerial Photograph
- Map 2, Neighbourhood Context
- Map 3, Official Plan Schedule A2 – Land Use
- Map 4, Existing Zoning
- Map 5, Original Proposed Site Plan/Roof Plan
- Map 6, Original Proposed Ground Floor Plan
- Map 7, Revised Proposed Site Plan/Roof Plan
- Map 8, Revised Proposed Ground Floor Plan
- Map 9, Proposed Building Elevations
- Map 10, Proposed Building Elevations

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- Map 11, Proposed Building Elevations
- Map 12, Proposed 3D Perspectives
- Map 13, Proposed 3D Perspectives

Report Approval Details

Document Title:	SRPI.22.101 - Request for Approval - Dilawri - D01-18003 and D02-18013.docx
Attachments:	<ul style="list-style-type: none"> - Appendix A - Extract from Council Public Meeting C12-19.pdf - Appendix B - Extract from Council Public Meeting C26-21.pdf - Appendix C - Draft Official Plan Amendment.docx - Appendix D - Draft Zoning By-law.docx - Appendix D - Draft Zoning By-law Schedule A AODA.docx - SRPI.22.101 - Map 1 - Aerial Photograph AODA.docx - SRPI.22.101 - Map 2 - Neighbourhood Context AODA.docx - SRPI.22.101 - Map 3 - Official Plan Designation AODA.docx - SRPI.22.101 - Map 4 - Existing Zoning AODA.docx - SRPI.22.101 - Map 5 - Original Proposed Site Plan-Roof Plan AODA.docx - SRPI.22.101 - Map 6 - Original Proposed Ground Floor Plan AODA.docx - SRPI.22.101 - Map 7 - Revised Proposed Site Plan-Roof Plan AODA.docx - SRPI.22.101 - Map 8 - Revised Proposed Ground Floor Plan AODA.docx - SRPI.22.101 - Map 9 - Proposed Building Elevations AODA.docx - SRPI.22.101 - Map 10 - Proposed Building Elevations AODA.docx - SRPI.22.101 - Map 11 - Proposed Building Elevations AODA.docx - SRPI.22.101 - Map 12 - Proposed 3D Perspectives AODA.docx - SRPI.22.101 - Map 13 - Proposed 3D Perspectives AODA.docx
Final Approval Date:	Aug 24, 2022

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

Gus Galanis - Aug 24, 2022 - 10:05 AM

Kelvin Kwan - Aug 24, 2022 - 10:45 AM

Darlene Joslin - Aug 24, 2022 - 11:17 AM