



Staff Report for Council Meeting

Date of Meeting: February 22, 2023

Report Number: SRPI.23.013

Department: Planning and Infrastructure

Division: Development Planning

Subject: **SRPI.23.013 – Request for Direction – Official Plan and Zoning By-law Amendment Applications – Hillcrest Holdings Inc. and Montez Hillcrest Inc. – 9350 Yonge Street – City Files D01-20009 and D02-20018 (Related File D06-21055)**

Owner:

Hillcrest Holdings Inc. and Montez Hillcrest Inc.

100 Adelaide Street West, Suite 2100

Toronto, Ontario

M5H 0E2

Agent:

MHBC Planning

442 Brant Street, Suite 204

Burlington, Ontario

L7R 2G4

Location:

Legal Description: Block N, Plan M-1436

Municipal Address: 9350 Yonge Street

Purpose:

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

Recommendations:

a) That Staff Report SRPI.23.013 be received for information purposes;

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- b) That the Ontario Land Tribunal be advised that Council supports the revised Official Plan and Zoning By-law Amendment applications submitted by Hillcrest Holdings Inc. and Montez Hillcrest Inc. for the lands known as Block N on Plan M-1436 (Municipal Address: 9350 Yonge Street), City Files D01-20009 and D02-20018 for the principle reasons outlined in SRPI.23.013, subject to the following:
- (i) that the Official Plan Amendment be approved in principal in accordance with Appendix “B” to Staff Report SRPI.23.013; and,
 - (ii) that prior to final approval of the implementing Zoning By-law to rezone portions of the lands from “District Commercial (DC) Zone” to “Key Development Area Mixed Use One (KDA1) Zone” under Zoning By-law 39-71, as amended, as described in Staff Report SRPI.23.013, the applicant substantially complete the related Site Plan application (D06-21055) to the satisfaction of the Commissioner of Planning and Infrastructure.
- c) That upon the recommendation of the Commissioner of Planning and Infrastructure, the Mayor and City Clerk be authorized to enter into Minutes of Settlement and any further agreements or documentation as necessary to implement the applicant’s revised development proposal; and,
- d) That appropriate City staff be directed to appear at the Ontario Land Tribunal in support of Council’s position concerning the subject applications.

Contact Person:

Kaitlyn Graham, Senior Planner – Site Plans, phone number 905-771-5563 and/or
Sandra DeMaria, Manager of Development – Site Plans, phone number 905-771-6312

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

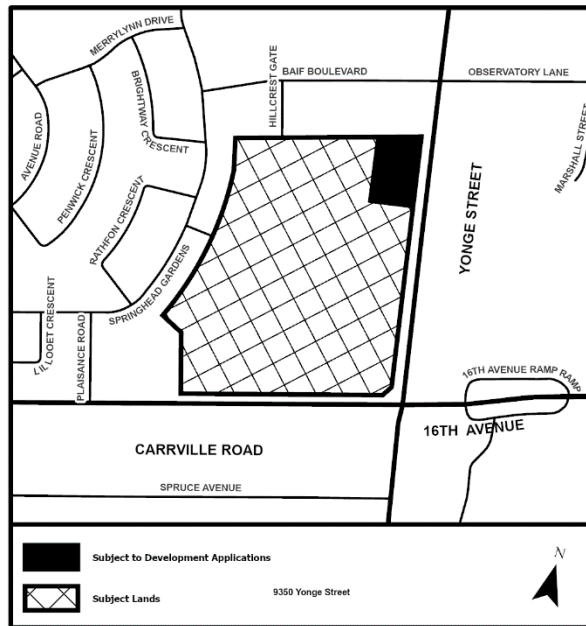
Approved by: Darlene Joslin, City Manager

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 “Contact Person” above.

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Background:

The subject Official Plan and Zoning By-law Amendment applications were initially submitted to the City and deemed complete on August 13, 2020. The development applications submitted by the applicant sought approval of a high density mixed use residential/commercial development to be comprised of two rental apartment buildings with heights of 26 and 29 storeys connected by a seven storey podium with commercial space at grade and 584 dwelling units, including apartment units, townhouse units and live-work units.

The subject applications were considered at a Residents Information Meeting hosted by the Ward 5 Councillor on November 11, 2020 and at a statutory Council Public Meeting held on November 18, 2020 wherein Council received Staff Report SRPI.20.012 for information purposes and directed that all comments be referred back to staff (refer to Appendix “A”). Concerns with the applicant’s development proposal were raised at the Council Public Meeting which are addressed in subsequent sections of this report.

On March 23, 2022, the applicant appealed its Official Plan and Zoning By-law Amendment applications to the Ontario Land Tribunal (OLT) pursuant to sections 22(7) and 34(11) of the *Planning Act* on the basis that Council did not make a decision with respect to the applications within the statutory timeframes as set out by the *Planning Act*. A Case Management Conference (CMC) was held on August 31, 2022 with respect to the subject applications wherein the OLT directed that a second CMC be scheduled for March 6, 2023 in order to allow the applicant time to provide a resubmission to the City and for staff to report back to Council on this matter.

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The applicant provided a resubmission to the City in December 2022 with additional revised materials in January 2023. Accordingly, the purpose of this report is to seek Council's direction with respect to the applicant's revised development proposal and to direct City staff to appear at the March 6, 2023 CMC in support of Council's position concerning the subject applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the northwest corner of Yonge Street and Carrville Road. The lands have a total lot area of 18.44 hectares (45.57 acres) with frontage on Yonge Street to the east and on Carrville Road to the south. Generally, the portion of the lands proposed to be developed are located in the northeast corner of the applicant's larger land holdings and have a lot area of approximately 1.07 hectares (2.63 acres) with frontage on Yonge Street.

The larger land holdings presently support Hillcrest Mall which is comprised of the retail mall and multiple stand-alone retail/commercial buildings surrounded by associated surface parking areas. The lands abut high density residential uses to the north, Yonge Street to the east beyond which are existing retail and commercial uses, low density residential uses to the west and Carrville Road to the south beyond which are existing commercial and low density residential uses (refer to Maps 1 and 2). It should be noted that several of the surrounding properties to the east and south are subject to active Official Plan Amendment, Zoning By-law Amendment and Site Plan applications to permit high density mixed use development.

Revised Development Proposal

The applicant is seeking approval of its revised development proposal to permit the construction of a high density mixed use residential/commercial development to be comprised of two rental apartment buildings with heights of 26 and 30 storeys connected by a six storey podium. The proposed development is to contain two levels of underground parking, at-grade parking, and three levels of above-grade structured parking along with 1,002 square metres (10,785.44 square feet) of non-residential space and 588 dwelling units including apartment units, at grade townhouse units and live-work units.

The applicant has also proposed 1,793 square metres (19,299.70 square feet) of Privately Owned and Publicly Accessible Space (POPS) along the Carrville Road frontage of its larger landholdings on an interim basis until such time as a larger public park is conveyed to the City through future development on the site as part of an overall master open space strategy.

The following is a summary outlining the pertinent statistics of the applicant's development proposal that was presented at the Council Public Meeting and the current revised proposal based on the plans and drawings submitted to the City (refer to Maps 5, 6 and 7):

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Development Statistic	Original Development Proposal (2020)	Revised Development Proposal (2022)
Proposed Area of Lands to be Developed (not including POPS)	11,197 square metres (120,523.50 square feet)	10,660.51 square metres (114,748.77 square feet)
Total GFA (excluding above-grade structured parking)	52,325.8 square metres (563,230.22 square feet)	51,051 square metres (549,508.39 square feet)
Residential GFA (excluding above-grade structured parking)	51,469.3 square metres (554,010.93 square feet)	50,049 square metres (538,722.95 square feet)
Non-Residential GFA	856.5 square metres (9,219.29 square feet)	1,002 square metres (10,785.44 square feet)
Floor Space Index (excluding above-grade structured parking)	4.67	4.79
Residential Units	584	588
• Apartment Units	576	579
• Townhouse Units	5	5
• Live-work Units	3	4
Building Height	26 and 29 storeys (including 7 storey podium) 98.45 metres (322.99 feet)	26 and 30 storeys (including 6 storey podium) 103.90 metres (340.88 feet)
Tower Floor Plate Size	830.4 square metres (8,938.35 square feet)	812 square metres (8,740.29 square feet)
Total Parking Spaces	575	497
• Residential	488	389
• Visitor/Commercial	87	108
Bicycle Spaces	372	495

Key differences between the applicant's original development proposal presented at the November 18, 2020 Council Public Meeting and the current revised proposal are as follows:

- a decrease in the area of the larger landholdings proposed to be subject to the development from 11,197 square metres (120,523.50 square feet) to 10,660.51 square metres (114,748.77 square feet);
- a decrease in the total Gross Floor Area (excluding the structured parking areas) from 52,325.8 square metres (563,230.22 square feet) to 51,051 square metres (549,508.39 square feet);
- an increase in Floor Space Index (FSI) from 4.67 to 4.79;
- an increase in the total number of units from 584 to 588;
- an increase in the overall building height from 29 to 30 storeys and 98.45 metres (322.99 feet) to 103.90 metres (340.88 feet);
- a reduction in the height of the podium from seven to six storeys; and,
- a reduction in the proposed parking rate with a parking supply of 497 parking spaces.

It is noted that the revised development proposal includes an overall increase of one storey or 5.45 metres (17.88 feet) in height for the south tower and an increase of 0.12 FSI from the development proposal that was presented at the Council Public Meeting. The applicant has reduced the height of the podium and reduced the size of the tower floorplates proposed,

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which has resulted in a reduction in the overall size of the proposed development of 1,274.8 square metres (13,721.83 square feet) of GFA. Furthermore, it should be noted that the applicant has also reduced the area of the larger landholdings subject to the development applications by 526.49 square metres (5,774.73 square feet) which has impacted the calculation of density for the subject proposal. Accordingly, staff are of the opinion that these revisions are substantially in accordance with the development proposal previously presented.

In order to facilitate the development proposal, the applicant is proposing a site specific exception under **Chapter 6** of the City's Official Plan to permit the following:

- an increase in the maximum permitted density from 3.0 to 4.80 FSI based on a site area of 10,660.51 square metres; and,
- an increase to the maximum permitted building height from 20 storeys to 26 and 30 storeys.

Additionally, the applicant is seeking approval to rezone the lands from "**District Commercial (DC) Zone**" to "**Key Development Area Mixed Use One (KDA1) Zone**" under Zoning By-law 39-71, as amended, with site specific provisions in order to permit the proposed residential and non-residential uses and development standards. It should be noted that the applicant has submitted a related Site Plan application to facilitate its development proposal (File D06-21055). The Site Plan application remains under review at this time.

Policy and Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicant's development proposal based on the policy framework contained within the *Provincial Policy Statement* ("PPS", 2020), the *Growth Plan for the Greater Golden Horseshoe* ("Growth Plan", 2020), the Regional Official Plan ("ROP") and the City's Official Plan ("Plan"). Staff notes that the City's in-force Plan which was approved in 2010 is consistent with the PPS, and conforms with the Growth Plan and the ROP that were in-force at the time of approval. Since the Plan's approval, both the PPS and the Growth Plan were updated in 2020. The Region of York has also completed an update to the ROP and introduced the new York Region Official Plan, 2022 ("ROP", 2022), which was adopted by Regional Council on June 30, 2022 and approved as modified by the Ministry of Municipal Affairs and Housing on November 4, 2022. It is further noted that the City is currently undertaking a Municipal Comprehensive Review (MCR) to update the Plan as necessary in order to align with more recent Provincial and Regional planning direction.

Planning staff can advise that the applicant's development proposal is consistent with the PPS, and conforms with the Growth Plan; however, as identified in the PPS, Official Plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. In this regard, Official Plans shall identify Provincial interests and set out appropriate land use designations and policies. Below is a more detailed outline and analysis of the proposed development relative to the current ROP and the Plan.

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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** support a wide range and mix of uses and are intended to accommodate a significant portion of planned growth within the Region. **Regional Corridors** are identified as diverse places that support a range and mix of activities that enrich the character and meet the needs of communities located along the corridors.

The ROP sets out a vision for these areas to develop as attractive and vibrant urban areas that link **Regional Centres**, functioning as urban main streets that have a compact, mixed use, well-designed, pedestrian-friendly and transit-oriented built form. It is noted that the subject lands are also located within the boundary of the 16th-Carrville Bus Rapid Transit Major Transit Station Area (MTSA), which has a minimum density target of 300 people and jobs per hectare. In accordance with the intensification hierarchy set out in the ROP, strategic growth areas which include MTSA's and **Regional Corridors**, are directed to be the primary locations for concentrations of high density and mixed use development.

The applicant's development proposal generally conforms with the policy direction for the **Urban Area** and more specifically, the **Regional Corridor** as set out in the ROP and contributes to the minimum density identified for the protected MTSA in this area. The subject development applications were circulated to York Region for review and comment. The Region has reviewed the revised submission and has advised that they support the proposed purpose-built rental development and defer matters relating to site specific heights and densities to the local municipality. A summary of the Region's comments are provided in subsequent sections of this report.

City of Richmond Hill Official Plan

The subject lands are designated **Key Development Area (KDA)** in accordance with Schedule A2 (Land Use Plan) of the Plan and are located on a **Regional Corridor** as identified in the City's Urban Structure – Schedule A1 (refer to Map 3). In accordance with **Section 4.4** of the Plan, permitted uses in the **KDAs** include a broad range of residential, commercial, and community uses. The Plan directs that Secondary Plans be prepared to guide redevelopment in these areas in accordance with **Section 5.1** of the Plan.

In the absence of an approved Secondary Plan, **Policy 4.4.1.6(a)** permits the density of a development block within a **KDA** to be a minimum of 2.5 FSI up to a maximum density of 3.0 FSI. Further, in accordance with **Policy 4.4.1.8**, development within the Yonge and 16th **KDA** is to have a minimum building height of three storeys up to a maximum building height of 20 storeys, with a maximum base building height of six storeys with the tallest buildings directed towards the intersection of Yonge Street and Carrville Road/16th Avenue.

In accordance with **Policy 4.4.1.7**, applications for development submitted prior to Council approval of a Secondary Plan in a **KDA** are required to submit a Concept Plan to demonstrate how the development meets the land use and design policies of the Plan. In this regard, the applicant has submitted a conceptual master plan that adequately demonstrates how the

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overall development of the entire land holding can be developed in keeping with the land use and design policies of the Plan.

In addition to the height and density permissions for the **KDA**, the policies set out under **Section 3.4.1** of the Plan require high-rise development within the centres and corridors to provide a 45 degree angular view plane measured from the adjacent low density residential or medium density residential property line in the **Neighbourhood** designation. This policy ensures the built form compatibility and transition of building heights, a sufficient separation distance of approximately 25 metres between towers to maintain appropriate light, view and privacy conditions as well as the provision of slender floor plates of approximately 750 square metres to limit shadow and wind impacts and loss of sky view. High-rise buildings are also required to introduce stepbacks above the base building to create a discernable podium and street wall.

The applicant's development proposal is a high density, mixed use residential/commercial development that provides for setbacks that allow for tower separation distances of approximately 25 metres (269.10 feet) and tower floorplates of 812 square metres (8,740.29 square feet). With respect to transition, it is noted that the development proposal achieves a 45 degree angular view plane from the lot line of the adjacent low density residential property in the **Neighbourhood** designation to the west in accordance with **Policy 3.4.1.55** of the Plan as amended by Official Plan Amendment 18.3.

In recognizing that adequate, affordable and suitable housing is a fundamental aspect of a complete community, development within the **KDAs** is also required to address the City's affordable housing targets. In accordance with the policies under **Section 3.1.5** of the Plan, a minimum of 35% of new housing units within the **KDAs** are to be affordable and offer a range of affordability for low and moderate income households of varying sizes, including the provision of family sized units. In this regard, the applicant is proposing a purpose-built rental development which is to be comprised of 588 residential units, and has committed to assist York Region and the City in achieving the affordable housing policies of the **KDA** through the approval of the related Site Plan application in coordination with purpose-built rental incentive programs offered by York Region and the City. In addition, it is noted that at this time, 29 units are proposed to be three bedrooms or larger.

Staff has evaluated the applicant's development proposal in relation to the land use, design and compatibility policies of the Plan and is satisfied that the proposal has regard for, and is compatible with existing and planned development in the area. Based on the preceding, staff is of the opinion that the applicant's development proposal conforms with the applicable policies of the Plan.

Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report

The Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report (the Report) was endorsed by Council on January 30, 2017. The Report outlines the vision, principles and key directions to guide the long-term evolution of the

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Yonge Street and Carrville/16th Avenue area, and includes a preferred land use and design scenario that aligns with the Plan. Council has directed staff to utilize the Report in the review and evaluation of development applications within this area until such time as Council adopts a Secondary Plan for the Yonge and 16th KDA.

The recommended land use and design scenario included in the Report identifies the subject lands as located within the northwest quadrant of the **KDA**, in an area intended to accommodate high rise development of up to 15 storeys, new lane/access/pedestrian connections and new streets, as well as a new park/open space/plaza envisioned as a community square. It is noted that the development proposal is not consistent with the 2018 draft Secondary Plan; however, the City is currently in the process of undertaking an update to the City's Official Plan which is to include refinements to the 2018 draft Secondary Plan, as discussed in the section below.

Key Directions Report for the Official Plan Update

The Key Directions Report for the Official Plan Update (the Key Directions Report) was endorsed by Council on February 9, 2022. The Key Directions Report forms the foundation for future amendments to the Plan and guides the next phase of the City's Official Plan Update process while responding to Council's Strategic Priorities and supporting the City's commitment to address climate change. The Key Directions Report reinforces the need to maintain the City's existing Urban Structure with the acknowledgement that minor changes are required to align with the Regional MTSA density direction. In this regard, the Key Directions Report recognizes MTSA's within the intensification hierarchy and the need to direct context appropriate growth along the Yonge Street corridor, from Highway 7 to Bloomington Road.

With respect to the subject lands, the Key Directions Report provides area-specific key directions for the Yonge and 16th Avenue/Carville Road **KDA**, including but not limited to, building on and refining the 2018 draft Secondary Plan for this area, re-delineating the **KDA** boundary to include appropriate lands to realize the vision for this **KDA**, creating connections to the David Dunlap Observatory lands and the German Mills Creek, protecting lands that can support future Yonge Subway and/or GO Transit stations, and ensuring that the long-term build out of this area is neither precluded nor unnecessarily delayed by a potential temporary subway train storage and maintenance facility, if deemed necessary in this **KDA**.

The Key Directions Report also recognizes a number of changes that have occurred in the **KDA** since the 2010 Plan, including several Ontario Municipal Board (OMB) approvals for developments that exceed the height and density permissions set out in the Plan, consideration of a number of current development applications that propose to exceed these heights and densities, as well as the identification of the **KDA** as an MTSA and the potential need for the **KDA** to accommodate a future extension of the Yonge Subway Line.

At this time, the Official Plan Update remains ongoing; however, the subject development proposal remains in keeping with the general direction provided by the Key Directions Report by proposing intensification along the Yonge Street corridor within an MTSA that is consistent with the policies of the existing in force Plan. It is noted that any additional development

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contemplated for the applicant's larger land holdings will be subject to the ongoing comprehensive planning exercise for the overall **KDA**.

Council and Public Comments:

The following is an overview of and response to comments and/or concerns expressed by the public at the Council Public Meeting held on November 18, 2020 and through written correspondence received by the City with respect to the applicant's development proposal:

Height and Density

Concerns were raised with respect to the proposed height and density of the development, including concerns related to overdevelopment and ensuring appropriate transition to surrounding residential properties with respect to impacts on views, privacy and sunlight. In support of the revised development proposal, the applicant has submitted revised plans that include more slender tower floorplates and sufficient separation distances between the proposed buildings.

Furthermore, the revised plans demonstrate that the proposal meets the required 45 degree angular view plane and the revised Sun/Shadow Study submitted by the applicant has been approved by the City's Urban Design staff and confirms that adjacent neighbourhoods will not be negatively impacted. In this regard, the proposal provides for a high density mixed use residential/commercial development located on a transit corridor within a designated intensification area of the City that is consistent with the City's urban design policies for high-rise buildings. Staff note that specific matters related to the detailed design of the buildings and the provision of appropriate landscaping to mitigate concerns relating to views and privacy shall be reviewed and secured through the related Site Plan application.

Traffic and Parking

Concerns were raised with respect to the impacts of increased traffic that will be generated by the proposed development in contributing to congestion in the larger area as well as with respect to suitability of the number of parking spaces proposed. In support of its development proposal the applicant has submitted a Traffic Impact Study and Addendum material (TIS) to assess existing and future traffic conditions, site access and circulation, parking and loading requirements, and proposed Transportation Demand Management (TDM) measures.

The City's Transportation Engineering Section has reviewed the TIS and supporting documents, and found them to be acceptable, subject to the applicant addressing technical comments with respect to detailed design work being undertaken through the related Site Plan application. The conclusions of the TIS with respect to traffic impact indicate that site access and the proposed road network are adequate to support the proposed development. In addition, the TIS concludes that the proposed two loading spaces, 497 vehicle parking spaces, and 495 bicycle parking spaces are appropriate and sufficient to support the development proposal.

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City staff continue to stress the need to protect for a public street network throughout the Hillcrest Mall site over the long term build-out in order to support accessibility, connectivity, and municipal servicing. Within the context of this application specifically, staff have requested that the proposed streets within the site are public or publicly accessible and that they allow for the installation and maintenance of public services and infrastructure.

From this perspective, the appropriate size, form, and ownership structure of these streets (public, stratified public, or private streets with public access easements) will be determined through later stages of the approval process for this site (i.e. Site Plan and/or Consent applications), and in accordance with Official Plan policies and City practices. The timing of delivery and conveyance of any lands/easements with respect to these streets, will also be determined at that time in order to align with other phases of buildout within the Hillcrest Mall site.

Community Services, Parks and Infrastructure

Concerns were raised with respect to the capacity of existing community services, parks and infrastructure to accommodate the proposed development. In this regard, staff notes that comments on the subject applications were received by both the York Catholic District School Board and the York Region District School Board indicating no concerns with respect to the capacity of surrounding schools to accommodate the subject development.

With respect to parkland, the applicant has proposed to design, build, and maintain a POPS of 1,793 square metres (19,299.70 square feet) to be located immediately south of Hillcrest Mall, fronting onto Carrville Road on the larger land holding (refer to Map 7). Parks staff have reviewed the size and location of the proposed POPS and are satisfied that it is within walking distance of the proposed development which would otherwise be underserved by parkland. The proposed POPS will be accepted on an interim basis until such time as a larger public park is conveyed to the City through future phases of development on the applicant's larger landholdings.

Regarding servicing and stormwater infrastructure, Development Engineering staff have reviewed the subject proposal and are satisfied that there is sufficient servicing and stormwater capacity to accommodate the proposed development, subject to the assignment of servicing allocation, and have identified that detailed technical comments specific to the functional servicing of the lands will be provided and required to be addressed through the related Site Plan application in coordination with the detailed design of the proposed road network.

Housing Affordability

Concerns were raised with respect to the number of affordable housing units and family sized units proposed within the subject development. In support of its revised submission, the applicant has expressed a commitment to working with the Region and the City to meet the intent of the affordable housing policies as set out in both the ROP and the Plan. In support of its policy direction, the Region has implemented a program that allows for the deferral of Regional Development Charges and Area Specific Development Charges for purpose built rental housing buildings that have a minimum height of four-storays above grade. The policy

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provides incentives for both purpose built rental buildings and those that provide affordable, purpose built rental units with incentives being greater for the latter.

Purpose built rental housing provides the community with a range of housing types and options, but are often listed at the Average Market Value (AMV) and therefore are not always attainable as affordable housing. Presently, the City is working to implement its Affordable Housing Strategy which includes the creation of a Community Improvement Plan intended to provide incentives for affordable housing. The strategy will afford the development industry an incentive for building and providing affordable housing units. Staff will continue to work with the applicant to determine an appropriate proportion of affordable units for the subject development through the finalization of the related Site Plan application and will report back to Council accordingly.

Community Benefits and Public Art

Concerns were raised with respect to the sufficiency of community benefits to be provided as part of the subject development, including a desire expressed to incorporate public art. Staff can advise that the development will be subject to the City's Community Benefits Charge in accordance with By-law 99-22 and that further opportunities to incorporate additional community benefits including public art either on the subject lands or within the proposed POPS and future public park may be explored through future applications on the applicant's larger landholdings.

Loss of Retail/Commercial Space

Concerns were raised with respect to the potential loss of retail/commercial space resulting from the subject development. It is noted that although the proposed development would result in the removal of an existing stand-alone retail building of approximately 422 square metres (4,540 square feet), the subject development proposes approximately 1,002 square meters (10,785.43 square feet) of non-residential space at-grade, including 675.63 square metres (7,272.42 square feet) of retail/commercial units.

Sustainability

Concerns were raised with respect to the environmental impact of the subject development and incorporation of sustainable design elements including electric vehicle charging spaces as part of the proposal. Staff note that Council has approved and implemented the Interim Growth Management Strategy (IGMS) comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation.

As part of satisfying the City's IGMS criteria, which include criteria related to sustainability and innovative community and building design, the applicant has submitted a Sustainability Performance Metrics Tool in support of and for consideration by the City as part of its review of the related Site Plan application and has expressed an interest to incorporate electric vehicle parking spaces within the development. In this regard, staff will continue to work with the applicant to achieve the City's requirements applicable to the subject development and will secure the applicant's sustainability commitments through a future Site Plan agreement.

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Construction

Concerns were raised with respect to potential impacts of the construction of the proposed development on surrounding properties, including but not limited to noise and dust. In this regard, the applicant will be required to submit a Construction Management Plan as well as Shoring and Excavation Plans and a Crane Swing Plan to demonstrate sufficient planning for and mitigation of construction impacts on adjacent lands through the related Site Plan application. The appropriate plans and materials will be reviewed and revised to the satisfaction of internal City Departments and external commenting agencies. Necessary provisions related to mitigating the impacts of construction on adjacent lands will be secured through the required Site Plan agreement.

City Department and External Agency Comments:

All circulated City departments and external agencies have either indicated no objections, or have provided comments to be addressed through the Site Plan review process. The following is a summary of comments received from the City's Urban Design and Heritage Section, Development Engineering Division, and Park and Natural Heritage Planning Section as well as the Regional Municipality of York.

Urban Design and Heritage Section

Urban Design and Heritage Section staff are satisfied that the revised development proposal generally conforms to the City's Urban Design policies for high rise buildings, including with respect to tower floor plate sizes, podium height, and tower separation. Staff have provided comments to be addressed through the related Site Plan application, including submission of a scoped Urban Design Brief and the provision of additional sidewalk space to enhance the pedestrian realm around the proposed development. Further, staff have requested additional details related to future phases of development for the larger landholdings to be addressed through future development applications.

Development Engineering Division

Development Engineering staff have reviewed the subject applications and have identified no concerns with the proposed Official Plan and Zoning By-law Amendment applications, provided that detailed technical comments are addressed through the related Site Plan application with respect to functional servicing and stormwater management, hydrogeology, noise, and transportation matters. As noted previously in this report, detailed design of the proposed public and private road network, including determination of appropriate widths and alignment of the roads will need to be coordinated with the long-term build out of the larger landholdings and the proposed servicing for the site. In this regard, staff will continue to work with the applicant and will report back to Council to secure any necessary public easements and TDM measures through the related Site Plan application.

Park and Natural Heritage Planning Section

The City's Park and Natural Heritage Planning Section has reviewed the subject Official Plan and Zoning By-law Amendment applications and have expressed no objections to the subject

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development proposal. Staff have reviewed and accepted the proposed POPS with an area of 1,793 square metres (19,299.70 square feet) identified along the Carrville Road frontage of the larger landholdings on an interim basis, to be designed, built and maintained by the applicant until such time as a larger public park is conveyed to the City through future phases of development on the larger landholdings (refer to Map “7”).

Staff have requested that the proposed POPS be rezoned to an appropriate parkland or open space zone category which will be accommodated through a future Zoning By-law Amendment application pertaining to the applicant’s larger land holdings, and have provided direction relating to the design and securement of public access over these lands through the Site Plan process. In addition, staff have advised that the implementing Zoning By-law incorporate requirements related to minimum outdoor amenity areas and have provided technical comments relating to the design of broader landscaping to be addressed through the related Site Plan application.

York Region

As noted previously in this report, Regional staff have reviewed and provided comments on the subject applications. The Region has indicated general support for the proposed purpose-built rental development as the applications appear to be aligned with city building related policies and objectives of the ROP and the City’s Plan, subject to the provision of an appropriate public road network within the larger landholdings to support additional population and job growth anticipated within this **KDA**.

Accordingly, the Region has provided information to the applicant relating to purpose-built rental incentives available at the Regional level and is of the opinion that the determination of appropriate heights and densities of site specific proposals is to be deferred to the local municipality. The Region has further identified that a comprehensive analysis will be required to determine the full buildout potential of the **KDA** and to ensure sufficient infrastructure including road networks and water and wastewater systems are available to accommodate future growth in this **KDA**.

Recommendation:

Planning staff has undertaken a comprehensive review of the applicant’s revised development proposal and are in support of same for the following reasons:

- the proposed high density mixed use residential/commercial development is consistent with the PPS and the Growth Plan, which direct that within Settlement Areas, municipalities plan for and promote transit-supportive development, and accommodate a range of housing options through intensification and redevelopment to create more sustainable communities and to use land and infrastructure more efficiently;
- the proposed high density mixed use residential/commercial development is permitted and encouraged from a land use perspective along the Yonge Street **Regional Corridor** within the protected 16th-Carrville BRT MTSA, which has a proposed minimum density of 300 people and jobs per hectare in the **Urban Area** of the ROP and within the **Key Development Area** designation of the Plan;

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- the proposed height and density are considered appropriate given the location, context, design and form of the proposal in achieving the City's high-rise building urban design policies related to tower separation distance and tower floor plate size as well as providing for an appropriate 45 degree angular view plane from the adjacent low density residential **Neighbourhood** to the west of the subject lands;
- the applicant has committed to working with the Region and the City to contribute to the affordable housing policies as set out in the ROP and the Plan for the **KDA** alongside the implementation of purpose-built rental incentives through the related Site Plan application. At this time, the applicant is proposing 29 residential units having three bedrooms or more to accommodate a range of household sizes and types;
- the development proposal shall contribute to the City's Greenway System by providing for 1,793 square metres (19,299.70 square feet) of an interim POPS and future public park on site which is to be secured through a related Site Plan application in an area of the City which is otherwise underserved by parkland; and,
- the applicant has satisfactorily addressed City Department and external agency comments as they relate to its Official Plan and Zoning By-law Amendment applications, as well as comments received from Council and members of the public. The remaining technical matters and design considerations will be required to be addressed through the review of the related Site Plan application.

On the basis of the preceding, staff supports the revised development proposal and recommends that prior to finalizing the form and content of the implementing Zoning By-law, the applicant substantially complete the related Site Plan application to ensure coordination of the implementing standards and provisions.

Financial/Staffing/Other Implications:

As these applications have been appealed to the OLT, there will be further draw on staff and financial resources. These will be accommodated within existing budgets.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are aligned with **Balancing Growth and Green** in providing for infill development along a Regional Corridor in support of the City's Urban Structure framework and contributing to the City's Greenway System, as well as creating a **Strong Sense of Belonging** and promoting **Getting Around the City** in providing for a mix and range of housing in a transit-supportive manner along the Yonge Street Bus Rapid Transit Line.

Climate Change Considerations:

The recommendations of this report are aligned with Council's climate change considerations in facilitating a high density development along a Regional Corridor, thereby utilizing land more efficiently and supporting the City's transit infrastructure. It is noted that the development proposal will be subject to the minimum thresholds of the City's Sustainability Metrics through the submission of the related Site Plan application and that the sustainability commitments relating to site and building design will be secured through a future Site Plan agreement.

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Conclusion:

The applicant is seeking 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. Staff has completed a comprehensive review and evaluation of the applicant's development proposal and is of the opinion that based on the principle reasons outlined in this report that the submitted applications conform with the overarching principles of the Plan, are appropriate in the emerging context of this area and represent good planning. Accordingly, staff recommends that Council supports the applicant's Official Plan and Zoning By-law Amendment applications, and direct that appropriate staff appear at the OLT in support of Council's position on this matter.

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#48-20 held November 18, 2020
- Appendix "B", Draft Official Plan Amendment
- Map 1, Aerial Photograph
- Map 2, Neighbourhood Context
- Map 3, Existing Official Plan – Land Use
- Map 4, Existing Zoning
- Map 5, Proposed Site Plan
- Map 6, Proposed Elevations
- Map 7, Phase 1 Concept Plan

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Report Approval Details

Document Title:	SRPI.23.013 - Request for Direction - Official Plan and Zoning By-law Amendment Applications - 9350 Yonge Street.docx
Attachments:	<ul style="list-style-type: none">- SRPI.23.013 Map 1 Aerial Photograph.docx- SRPI.23.013 Map 2 Neighbourhood Context.docx- SRPI.23.013 Map 3 Official Plan Designation.docx- SRPI.23.013 Map 4 Existing Zoning.docx- SRPI.23.013 Map 5 Proposed Site Plan.docx- SRPI.23.013 Map 6 Proposed Elevations.docx- SRPI.23.013 Map 7 Phase 1 Concept Plan.docx- SRPI.23.013 - Appendix A - Council Public Meeting Extract AODA.pdf- SRPI.23.013 - Appendix B - Draft Official Plan Amendment.docx
Final Approval Date:	Feb 14, 2023

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

Gus Galanis - Feb 13, 2023 - 10:40 AM

Kelvin Kwan - Feb 13, 2023 - 2:49 PM

Darlene Joslin - Feb 14, 2023 - 12:07 PM