



Staff Report for Committee of the Whole Meeting

Date of Meeting: March 27, 2024

Report Number: SRPBS.24.036

Department: Planning and Building Services

Division: Development Planning

Subject: SRPBS.24.036 – Request for Direction – Official Plan and Zoning By-law Amendment Applications – 9218 Yonge Street Inc. – City Files D01-21010 and D02-21020

Owner:

9218 Yonge Street Inc.
47 Harlandale Avenue
Toronto, Ontario
M2N 1R5

Agent:

MPLAN Inc.
23 Foxwood Road
Thornhill, Ontario
L4J 9C4

Location:

Legal Description: Part of Lots 283, 284, 285 and 286, Plan 1960
Municipal Address: 9218 Yonge Street

Purpose:

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

Recommendations:

- a) That Staff Report SRPBS.24.036 be received for information purposes;
- b) That the Ontario Land Tribunal (OLT) be advised that Council supports the revised development proposal dated March, 2024 submitted by 9218 Yonge Street Inc. for lands known as 9218 Yonge Street (City Files D01-21010 and D02-21020), for the primary reasons outlined in Staff Report SRPBS.24.036, subject to the following:

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- i) that the OLT be requested to approve the implementing Official Plan Amendment substantially in accordance with the document contained in Appendix “B” to Staff Report SRPBS.24.036, to the satisfaction of the Commissioner of Planning and Building Services;
 - ii) that the OLT be requested to withhold the issuance of its Final Order with respect to the related Zoning By-law Amendment until such time as the City advises the Tribunal that the implementing Zoning By-law Amendment has been finalized to the satisfaction of the Commissioner of Planning and Building Services.
- c) That upon the recommendation of the Commissioner of Planning and Building Services, the Mayor and City Clerk be authorized to enter into Minutes of Settlement and any further agreements or documentation;
- d) That the authority to assign servicing allocation to the proposed development on the subject lands be delegated to the Commissioner of Planning and Building Services subject to the criteria in the City’s Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with the provisions of By-law 109-11, as amended; and,
- e) That appropriate City staff be directed to appear at the Ontario Land Tribunal as necessary in support of Council’s position concerning the subject applications.

Contact Person:

Katherine Faria, Senior Planner, phone number 905-771-5543 and/or
Sandra DeMaria, Manager of Development, phone number 905-771-6312
Deborah Giannetta, Acting Director of Development Planning, phone number 905-771-5542

Report Approval:

Submitted by: Gus Galanis, Acting Commissioner of Planning and Building Services

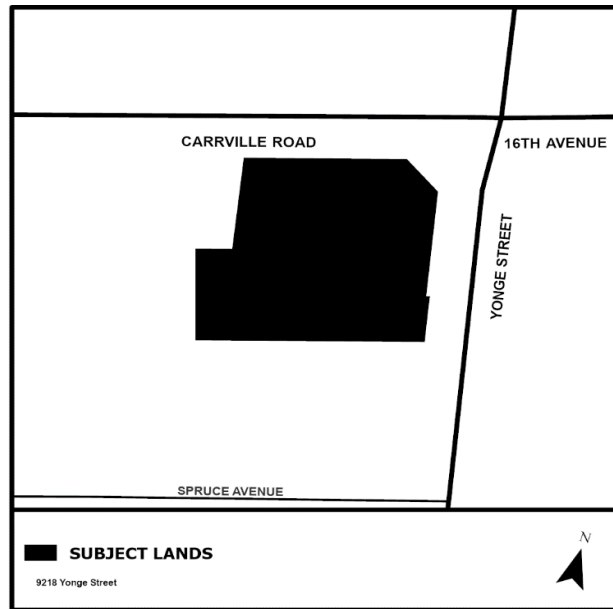
Approved by: Darlene Joslin, City Manager

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.

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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:

In April 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 on the applications within the statutory timeframes prescribed under the *Planning Act*. Following a series of Case Management Conferences, a twelve (12) day OLT hearing has been scheduled to commence on April 22, 2024.

On November 1, 2023, Council considered Staff Report SRPBS.23.031 concerning a request for direction regarding the applicant's development proposal wherein staff recommended that Council deny the applicant's Official Plan and Zoning By-law Amendment applications on the basis that a number of issues remained to be resolved with respect to policy conformity and technical feasibility matters identified by staff. Council approved the recommendations of Staff Report SRPBS.23.031 and directed staff to appear at the OLT in support of Council's position and to continue discussions with the applicant towards the resolution of the outstanding appeals (refer to Appendix "A").

In accordance with Council's direction, City staff have continued to work closely with the applicant to resolve the outstanding issues. Based on the revised submission and materials submitted to the City, which are outlined in this report, staff advises that the concerns identified within Staff Report SRPBS.23.031 have now been satisfactorily addressed as it relates to the applicant's Official Plan and Zoning By-law Amendment applications. Accordingly, the purpose of this report is to seek Council's direction with

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respect to the applicant's revised development proposal and to direct appropriate City staff to appear at the OLT in support of Council's position concerning the subject applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the southwest corner of Yonge Street and Carrville Road and have a total lot area of approximately 0.74 hectares (1.82 acres). The lands have frontage and vehicular accesses on both Yonge Street and Carrville Road and support two existing one-storey commercial buildings. Existing land uses in the vicinity of the subject lands include predominantly commercial uses to the north, east and south as well as various residential uses to the west (refer to Map 1).

Revised Development Proposal

The applicant is seeking Council's support with respect to its Official Plan and Zoning By-law Amendment applications to permit a high-density, mixed-use residential/commercial development to be comprised of two towers, 36 and 42 storeys in height, connected by a six-storey podium on its land holdings (refer to Maps 6 to 10). The following is a summary table outlining the relevant statistics of the applicant's previous (2023) and revised development proposal based on the plans and drawings submitted to the City:

| Statistic | 2023 Proposal, as considered in Staff Report SRPBS.23.031 | Revised Development Proposal |
|---|---|--|
| Number of Units | 796 | 796 |
| Building Heights | 42 and 36 storeys | 42 and 36 storeys |
| Podium Height | 6 storeys | 6 storeys |
| Floor Space Index | 8.34 | 8.34 |
| Total Gross Floor Area | 61,577.90 sq. metres (662,819 sq. feet) | 61,596.10 sq. metres (663,014.9 sq. feet) |
| Retail/Commercial Area | 781.0 sq. metres (8,406.61 sq. feet) | 781.0 sq. metres (8,406.61 sq. feet) |
| Underground Parking Levels | 4 levels | 4 levels |
| Parking Spaces (Visitor and Commercial) | 135 | 138 |
| Parking Spaces (Residential) | 537 | 528 |
| Parking Spaces (Car-Share) | 5 | 5 |
| Parking Spaces (Total) | 677 | 671 |
| Bike Parking Spaces | 505 | 618 |
| Outdoor Amenity Space | 1,592.0 sq. metres (17,136.15 sq. feet) (2.0 sq. metres per unit) | 1,592.0 sq. metres (17,136.15 sq. feet) (2.0 sq. metre per unit) |

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As previously noted, the applicant provided revised submissions to address the technical concerns raised in Staff Report SRPBS.23.031. There are no principal changes to the proposed built form (refer to Maps 4, 5, and 6); however, there were a number of technical modifications to the proposed development that are summarized as follows:

- the addition of a pedestrian walkway to be located to the north of the proposed east-west vehicular interconnection in order to facilitate pedestrian connectivity from Yonge Street to the proposed development immediately to the west of the subject lands, municipally known as 39-97 Carrville Road (the “Goldenville applications”);
- the inclusion of a future connection between the proposed east-west vehicular interconnection located on the subject lands to the lands located immediately to the south, municipally known as 9212 Yonge Street;
- modifications to the proposed parking allocation, including an increased number of vehicle parking spaces dedicated to visitors and commercial uses and a reduced number of vehicle parking spaces to be dedicated to the residential units;
- an increased number of bicycle parking spaces, including additional at-grade bicycle parking facilities;
- increased curb radii at the Carrville Road and Yonge Street accesses, to facilitate appropriate ingress and egress for waste collection vehicles; and,
- the inclusion of “work from home space” on the proposed ground floor.

Official Plan and Zoning By-law Amendment Applications

The applicant has revised its proposed draft Official Plan and Zoning By-law Amendments to implement the revised development proposal as outlined in this report (refer to Appendices “B” and “C”). In this regard, the applicant is proposing to amend the Plan, including the site specific policies and permissions applicable to the subject lands established under **Section 6.22** to permit the following:

- an increase in the maximum permitted GFA of all buildings on the subject lands from 39,900 square metres to 61,650 square metres (663,014.9 sq. feet);
- a maximum permitted FSI of 8.35, whereas a maximum FSI was not stipulated;
- a maximum building height of 42 and 36 storeys for the residential buildings proposed on the subject lands, whereas a maximum height (in storeys) was not stipulated; and,
- that no buildings or structures above grade be permitted within eight metres of the southerly property limits and that this area be enhanced for pedestrian and vehicular purposes above grade to provide for an interconnection to the properties to the south and west of the subject lands. The required interconnections are to be secured by way of public pedestrian access and private reciprocal access easements through the development approval process.

Further to the above, with respect to zoning, the subject lands are currently zoned **Key Development Area One (KDA1) Zone** in accordance with By-law 2523, as amended by By-law 94-17, as approved by the then Local Planning Appeal Tribunal in 2018 (refer

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to Map 3). By-law 94-17 permits a wide range of commercial uses and other land uses, in addition to establishing a permission for apartment dwellings in a high-density, mixed-use built form. The applicant is requesting to further amend By-law 2523, as amended, to implement site specific zoning provisions with respect to the subject development proposal, inclusive of greater heights and densities beyond the permissions of the previously approved planning instruments.

The following table provides a general summary of the applicable development standards within the **KDA1** Zone under By-law 2523, as amended, including site-specific exceptions proposed by the applicant as part of the subject applications:

| Development Standard | KDA1 Zone Standard (By-law 94-17) | Proposed Development Standards |
|---|--|---|
| Minimum Lot Frontage (Corner Lot) | 30 metres (98.43 feet) | 30 metres (98.43 feet) |
| Minimum Lot Area | N/A | N/A |
| Maximum GFA | 39,900 sq. metres (429,480.03 sq. feet) | 61,650 sq. metres (663,014.9 sq. feet) |
| Maximum FSI | N/A | 8.35 |
| Minimum GFA for Non-Residential Uses | N/A | 781 sq. metres (8,406.61 sq. feet) |
| Maximum Number of Dwelling Units | 500 | 796 |
| Minimum Front Yard Setback | 3.0 metres (9.84 feet) | 3.0 metres (9.84 feet) |
| Minimum Side Yard Setback | 12.5 metres (41.01 feet) | 12.5 metres (41.01 feet) |
| Minimum Flankage Setback | 3.0 metres (9.84 feet) | 3.0 feet (9.84 feet) |
| Minimum Rear Yard Setback | 12.0 metres (39.37 feet) | 12.5 feet (41.01 feet) |
| Minimum Setback to the Daylight Triangle | 3.0 metres (9.84 feet) | 8.0 metres (26.25 feet) |
| Maximum Building Height | To be determined by a 45 degree angular plane measured from the northeast corner of 22 Spruce Avenue, subject to additional criteria | 42 storeys |
| Maximum Podium Height | 6 storeys | 6 storeys |
| Minimum Tower Separation | 25 metres (82.02 feet) | 25 metres (82.02 feet) |
| Maximum Tower Floor Plate | 750 sq. metres (8,072.93 sq. feet) | 750 sq. metres (8,072.93 sq. feet) |
| Minimum Percentage of Three-Bedroom Units | N/A | 9% |

In addition to the provisions described above, the applicant's revised draft Zoning By-law Amendment contemplates updated and/or additional definitions as well as refining the non-residential uses to be permitted for the subject lands. Furthermore, the applicant is requesting site-specific provisions with regard to the first storey height, projections, mechanical equipment and penthouses, landscaping, parking areas, as well

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as vehicle parking, bicycle parking and loading standards, among other provisions in support of its revised development proposal.

Staff have reviewed the applicant's revised development proposal and conclude that the draft instruments, as proposed, generally implement the proposed development. Therefore, staff do not have any objections to the approval of the proposed draft planning instruments. Notwithstanding the foregoing, it is recommended that the final Order of the OLT be withheld with respect to the applicant's revised development proposal to allow for the revised draft Zoning By-law Amendment to be finalized to the satisfaction of the Commissioner of Planning and Building Services.

Policy and Planning Analysis:

Staff has reviewed the applicant's development proposal on the basis of the policy framework contained within the Provincial Policy Statement (2020) (the "PPS"), the Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan"), the Regional Official Plan (the "2010 ROP") (2010) and the Plan (2010). Staff notes that the Plan is consistent with the PPS, the Growth Plan and the 2010 ROP that were in force at the time of its approval.

Since the time of the Plan's approval, the PPS and the Growth Plan have been updated. Furthermore, York Region Council adopted a new Regional Official Plan in June, 2022 (the "2022 ROP") and the Minister of Municipal Affairs and Housing approved its new Official Plan in November, 2022. At the time of writing of this report, the City has initiated an update to its Plan in order to respond to emerging Provincial legislation and Regional policy updates and to align local planning policy with Provincial and Regional policy direction. Furthermore, it is also noted that the Province has initiated a review of the PPS and the Growth Plan.

Provincial Policy Regime

The applicant's revised development proposal is consistent with the policy direction as outlined within the PPS and the Growth Plan, including but not limited to objectives such as encouraging a mix of uses, intensification and promoting efficient land use patterns that focus growth in a manner that is compact and transit-supportive. However, as outlined in the PPS, Official Plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. As such, Official Plans shall identify Provincial interests and set out appropriate land use designations and policies. In this regard, a more detailed outline of the relevant policies of the 2010 ROP and the Plan are outlined in the sections below.

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 2010 ROP. In accordance with Map 11 (Transit Network) of the 2010 ROP, the subject lands are also located along an identified **Regional Rapid Transit Corridor** (Yonge Street). Growth within the Region is to be accommodated within the **Urban Area**, whereby **Regional Centres** and **Corridors**, as identified on Map 1 of the 2010 ROP serve as the focal

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points and primary locations accommodating the highest densities and greatest mix of uses within the Region. Development within the **Regional Centres** and **Corridors** is to be of an urban form and designed to be compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly and transit supportive. The proposed high-density, mixed-use residential/commercial development conforms with the general policy direction for lands located within the **Urban Area** and along a **Regional Corridor** as it relates to compact, transit-supportive forms of development and a mix of uses.

The policies of the 2010 ROP support the implementation of shared driveways and interconnected properties, among other initiatives in order to restrict vehicular accesses from development located adjacent to Regional streets. The applicant's revised development proposal contemplates a vehicular and pedestrian interconnection linking Yonge Street with adjacent lands, which supports the Region's objectives of connectivity and reducing the number of accesses on Regional roads.

Pursuant to the 2022 ROP, the subject lands are located within a Protected Major Transit Station Area ("MTSA") in accordance with Map 1B (Urban System Overlays) and Appendix 2 (York Region Major Transit Station Areas). More particularly, the subject lands are located within the boundaries of the "16th - Carrville BRT Station MTSA", which is planned to accommodate a minimum density target of 300 people and jobs per hectare. The 2022 ROP carries forward many of the overarching planning objectives established within the 2010 ROP to promote the development of complete communities, including mixed-use, pedestrian-friendly, and transit-oriented development that supports optimization of infrastructure. However, in accordance with **Policy 7.4.13** of the 2022 ROP, the 2010 ROP represents the determinative Regional policy regime applicable to the subject lands on the basis that the subject applications were deemed complete prior to approval of the 2022 ROP.

On the basis of the preceding, the applicant's revised development proposal conforms with the policy direction as outlined within the 2010 ROP for this area of the City.

City of Richmond Hill Official Plan

The subject lands are designated **Key Development Area (KDA)** and are more particularly located within the Yonge and Carrville/16th Avenue KDA in accordance with Schedule A2 (Land Use) of the Plan (refer to Map 2). Furthermore, the lands are located adjacent to Yonge Street, which is identified as a **Regional Corridor** and a **Regional Rapid Transit Corridor** in accordance with Schedule A1 (City Structure) and Appendix 5 (Public Rapid Transit) of the Plan, respectively. As outlined within Staff Report SRPBS.23.031, the applicant's development proposal conforms with the land use policies for lands located within the KDA designation as set out within **Section 4.4** of the Plan. In addition, the applicant's revised development proposal meets the intent of the Plan with respect to the minimum percentage of units containing three or more bedrooms, minimum tower separation, compatibility and transition, and maximum building floorplate as well as architectural design features that enhance the public realm.

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Notwithstanding the above, it is important to note that as part of the City's update to its Plan, Council adopted OPA 18.5 at its meeting of November 29, 2023, which implements the Key Directions Report for the Richmond Hill Official Plan as it relates to the **Yonge and Carrville/16th Avenue KDA**, which was endorsed by Council in February of 2022. As OPA 18.5 is pending final approval by the Region, this section of the report will focus on the in-force policies of the Plan with consideration of the policy direction for this area as approved in OPA 18.5

As noted in the earlier sections of this report, the applicant has addressed a number of outstanding matters as outlined in Staff Report SRPBS.23.031 and has filed a revised development proposal in an effort to address the City's outstanding concerns. Staff has reviewed the applicant's revised development proposal and finds that the principal issues have been satisfactorily addressed. These matters are outlined in the sections below.

Height and Density

The heights and densities in the applicant's revised development proposal exceed the permitted scale of intensification as set out in **Section 6.22** of the Plan. However, the City has adopted OPA 18.5, which will update the policies of **Section 4.4** for the Yonge and Carrville/16th Avenue KDA and will complete the secondary planning process for this area of the City. As outlined in Staff Report SRPBS.23.031, the applicant's development proposal marginally exceeds the density of 8.0 FSI as set out within OPA 18.5 for the subject lands and generally maintains the intent of the policies. Accordingly, staff has no concerns with the heights of 36 and 42 storeys and density of 8.35 FSI contemplated within the applicant's revised development proposal.

Affordable Housing

Section 3.1.5 of the Plan outlines specific policies to support the provision of adequate, affordable and suitable housing within the City. In accordance with **Policy 3.1.5 (2)**, a minimum of 35% of new housing units within the City's KDAs shall be affordable.

As part of its revised development proposal, the applicant has provided a letter of understanding confirming their commitment to continuing to collaborate with the City through the future Site Plan application process for its development proposal, including continuing discussions with staff regarding the amount of affordable housing to be provided within the proposed development. Furthermore, the applicant has committed to participating in dialogue with the City with regard to exploring potential affordable housing measures and incentives to meet the City's affordable housing objectives.

On the basis of the preceding, staff will continue to work with the applicant through the review of the future Site Plan application to achieve an appropriate proportion of affordable units to be provided with respect to the applicant's development proposal in this key development area of the City.

Transportation and Parking

Section 4.4 of the Plan encourages the establishment of a fine grain street network to support connections both within the KDA and to adjacent neighbourhoods. As set out in

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Staff Report SRPBS.23.031, Transportation staff identified various requirements with respect to the applicant's Official Plan and Zoning By-law Amendment applications as they relate to pedestrian and vehicular interconnectivity with the lands to the west and south of the subject lands and the requirement to register public and private easements in order to support the required connections.

The applicant's revised development proposal includes an east/west vehicular and pedestrian interconnection which is to be located along the southern boundary of the subject lands in order to facilitate a future interconnection between Yonge Street, the subject lands and the lands to the south and west of the subject lands. In this regard, a public access easement will be required for the proposed walkway located to the north of the proposed private driveway, which provides a linkage from Yonge Street to the Goldenville applications. The requirements for establishing a pedestrian and vehicular interconnection within the subject lands are to be formalized as a policy exception as outlined within the applicant's revised draft Official Plan Amendment, which will have the effect of amending the respective in-force policy exception pursuant to **Section 6.22** of the Plan. The details pertaining to the precise alignment of the required interconnections are to be finalized as part of a future Site Plan application for the proposed development.

In addition, Transportation staff previously identified concerns with respect to the applicant's development proposal as they relate to the proposed vehicle parking rates, the provision of adequate bicycle parking, and transportation demand management measures ("TDM"), among other related technical matters. The following is an overview of the measures and provisions proposed relating to vehicle parking, bicycle parking and TDM:

- revised parking rates for residential units, commercial uses and visitors, which are summarized as follows:
 - a minimum of 0.55 parking spaces per dwelling unit to 0.85 parking spaces per dwelling unit for residential uses, according to unit type;
 - a minimum of 0.15 parking spaces per dwelling unit for visitors; and,
 - a minimum of 2.4 parking spaces per 100 square metres of gross floor area, for non-residential uses.
- revised bicycle parking rates for residential and non-residential uses, which are summarized as follows:
 - a minimum of 0.72 long-term bicycle spaces per dwelling unit and a minimum of 0.045 short-term bicycle spaces per dwelling unit; and,
 - a minimum of 0.195 long-term bicycle spaces per 100 square metres and a minimum of 0.225 short-term bicycle spaces per 100 square metres of gross floor area for non-residential uses.
- compact parking spaces, which may comprise a maximum of 10% of the total residential parking spaces provided;
- car-share parking spaces, which shall be managed by a car-share organization;
- parking spaces that are to be accessible and shared between the commercial uses and visitors of residential units;

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- short-term and long-term bicycle parking, where a minimum of 50% of the short-term bicycle spaces shall be located within a covered area;
- long-term bicycle parking located in secure rooms within the proposed building;
- the provision of shower and change rooms and bicycle maintenance facilities;
- a minimum of 6 public bicycle parking spaces, which are to be located within 5.0 metres of a public right-of-way; and,
- a “work from home” area located on the ground floor of the proposed development, for use by residents as an office and meeting space.

Transportation staff has reviewed the aforementioned measures and provisions as proposed by the applicant and has advised that their previous concerns have been satisfactorily addressed.

Development Engineering

As described in Staff Report SRPBS.23.031, Development Engineering staff identified concerns with respect to the proposed 0 metre setback to the underground parking structure and the potential impacts of same with regard to the location of required engineering infrastructure. The applicant has demonstrated through its revised development proposal that the future construction of required infrastructure and shoring system can be accommodated on site. Accordingly, Development Engineering staff has advised that its concerns with respect to the Official Plan and Zoning By-law Amendment applications have been addressed.

Community Services Department

As set out in Staff Report SRPBS.23.031, the City’s Community Services Department identified concerns and deficiencies with respect to ensuring the proper movement of waste collection vehicles as well as vertical clearances for access routes and loading space requirements. The applicant’s revised development proposal reflects modifications to the proposed architectural plans, including but not limited to increased curb radii at the Carrville Road and Yonge Street accesses and vertical clearance dimensions for loading areas in accordance with the City’s standards. Accordingly, Community Services staff has advised that their concerns have been satisfactorily addressed.

In addition to the foregoing, the City’s Park and Natural Heritage Planning Section had previously advised of a concern regarding the potential removal of boundary and privately-owned trees to facilitate the proposed development on the subject lands. Staff are satisfied that this concern can be adequately addressed through the related Site Plan approval process wherein the City will require the applicant to secure consent from the abutting landowner pursuant to the *Ontario Forestry Act* prior for the removal of any boundary and privately-owned trees.

Public Comments:

As outlined in Staff Report SRPBS.23.031, a number of concerns were raised at the Council Public Meeting held on March 30, 2022 and through written correspondence received by the City pertaining to the applicant’s original development proposal. The

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overarching concern raised at the Council Public Meeting focused on the cumulative impacts of substantial increases in density within the KDA in the absence of a comprehensive planning framework. Accordingly, it was identified that a comprehensive planning approach is needed to ensure the adequate supply of critical infrastructure and amenities to be commensurate with the planned level of intensification, including but not limited to transportation infrastructure, parks and open spaces and schools. In addition to the above, the following is an overview of additional comments and areas of concern identified by Council and members of the public:

- the appropriateness of the proposed height and density;
- the need to deliver affordable housing within the community;
- the importance of supporting a complete community;
- a lack of parking supply;
- traffic issues and inadequate transportation and transit infrastructure to support the development;
- a lack of coordinated network of parks and open spaces within the area;
- a lack of school facilities;
- ingress and egress to the site;
- pedestrian access and connectivity, including pedestrian access to the future subway planned for the east side of Yonge Street; and,
- the potential for a shared access to Yonge Street as part of the proposed development for the subject lands.

As noted in the earlier sections of this report, the City has adopted OPA 18.5 for the Yonge and Carrville/16th Avenue KDA. OPA 18.5 builds on existing policy direction and planning principles that have previously been established for this area of the City, while also implementing the secondary planning process for the KDA. In this regard, the secondary planning process addresses matters such as the provision of parks and open spaces, transportation networks and infrastructure requirements to support the planned growth for the KDA.

The applicant's revised development proposal has been reviewed by City staff with respect to technical matters, including but not limited to, parking supply, traffic and transportation infrastructure, ingress and egress, connectivity, pedestrian access and parks and open spaces. At the time of writing of this report, staff have no further comments or concerns as it relates to the subject Official Plan Amendment and Zoning By-law Amendment applications. Furthermore and with regard to the provision of school facilities, both the York Region District School Board and the Catholic District School Board have advised that they have no objections with respect to the applicant's development proposal.

As set out in Staff Report SRPBS.23.031, the proposed development does not puncture the angular plane, as directed in accordance with **Section 3.4.1** of the Plan in order to ensure built form compatibility and transition of building heights within the City's Centres and Corridors with respect to adjacent low density and medium density residential areas within the **Neighbourhood** designation. In addition, the density of the proposed mixed-

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use, high-density residential/commercial development is generally consistent with the policy direction set out within OPA 18.5 for this area of the City.

With regard to the provision of affordable housing, the applicant has committed to working with the City through the future Site Plan application process and to exploring options to assist the City in meeting our affordable housing objectives within the subject development proposal.

On the basis of the foregoing, staff is of the opinion that the comments and concerns identified by Council and members of the public with respect to the applicant's development proposal have been adequately addressed.

Recommendation:

Staff has reviewed the applicant's revised development proposal and advises that the concerns and issues that were previously identified have been satisfactorily addressed. In consideration of the foregoing, staff support the subject applications for the following principal reasons:

- a high-density, mixed-use residential/commercial development, including at-grade retail and commercial uses as proposed is permitted for lands within a **KDA** and is in keeping with the policy direction for the Yonge and Carrville/16th Avenue KDA as set out within the 2010 ROP and Plan as it contributes to the provision of a wide range of residential and non-residential land uses in a compact, pedestrian-friendly and transit-oriented built form along a **Regional Corridor**;
- the revised development proposal meets the intent of the Plan with respect to minimum tower separation, compatibility and transition, maximum building floorplate and the provision of the minimum percentage of units containing three or more bedrooms;
- the proposed development is generally in keeping with the policy direction set out in OPA 18.5 and therefore will contribute to the long-term vision for the area as set out within both the Regional and local planning frameworks;
- OPA 18.5 completes the secondary planning process for the Yonge and Carrville/16th Avenue KDA and contains area-specific policy direction regarding permitted land uses, the location of parks and open spaces, transportation networks and planned levels of intensification. Accordingly, OPA 18.5 addresses a number of issues raised at the Council Public Meeting regarding the need for coordinated planning of these elements for this area of the City;
- the applicant's draft Zoning By-law Amendment proposes land uses and development standards that implement the subject development proposal and are appropriate for the development of the lands;
- the public concerns and comments raised regarding the proposed development as well as the outstanding technical matters previously identified by City departments in Staff Report SRPBS.23.031 have been satisfactorily addressed as outlined in this report.

Notwithstanding the foregoing, it is recommended that the OLT withhold its final Order with respect to the applicant's revised Zoning By-law Amendment until the City advises

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the Tribunal that it has been finalized to the satisfaction of the Commissioner of Planning and Building Services.

At the time of writing of this report, a Site Plan application had not been submitted to the City in conjunction with the applicant's development proposal. Should approval be granted with respect to the subject Official Plan and Zoning By-law Amendment applications, an application for Site Plan approval will be required to implement the proposed high-density, mixed-use development.

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. In this regard, the applicant will be required to submit a completed Sustainability Assessment Tool in conjunction with a future Site Plan application to facilitate the assignment of servicing allocation to the subject development. In this regard, staff recommends the authority to assign servicing allocation to the proposed development to the Commissioner of Planning and Building Services in accordance with By-law 109-11.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial, staffing or other implications. However, due to the fact that the subject applications have been appealed to the OLT, there will be a draw on financial resources for staff to attend the proceedings on the applications.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are aligned with **Strong Sense of Belonging** in facilitating high-density, mixed-use development within the Yonge and Carrville/16th Avenue KDA and providing a range of dwelling unit options within the City. The recommendations of this report are also aligned with **Getting Around the City** in supporting interconnectivity with adjacent lands within the KDA.

Climate Change Considerations:

The recommendations of this report are generally aligned within Council's Climate Change Considerations as the development proposal contemplates intensification within the boundaries of an MTSA and within the Yonge and Carrville/16th Avenue KDA, which is consistent with the vision for the KDA as a transit-oriented designation as set out in OPA 18.5.

Conclusion:

The applicant is seeking approval of its Official Plan Amendment and Zoning By-law Amendment applications in order to permit the construction of a high-density, mixed-use residential/commercial development on its land holdings. Staff has reviewed the applicant's revised development proposal and is of the opinion that it is in keeping with the overarching policy direction for this area of the City, conforms with the principles of

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the Plan, is appropriate in consideration of the emerging context of the KDA and represents good planning. Accordingly, staff recommends that Council support the applicant's Official Plan Amendment and Zoning By-law Amendment applications, subject to the recommendations outlined in this report, 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 Meeting C#39-23 held November 8, 2023
- Appendix B, Applicant's Draft Official Plan Amendment
- Appendix C, Applicant's Draft Zoning By-law Amendment
- Map 1, Aerial Photograph
- Map 2, Official Plan Designation
- Map 3, Existing Zoning
- Map 4, Original Site Plan
- Map 5, 2023 Site Plan
- Map 6, Revised Site Plan
- Map 7, Proposed Ground Floor Plan
- Map 8, Proposed Elevations (South and East)
- Map 9, Proposed Elevations (North and West)
- Map 10, Proposed Perspective View

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Report Approval Details

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| Document Title: | SRPBS.24.036 Request for Direction – City Files D01-21010 and D02-21020.docx |
| Attachments: | <ul style="list-style-type: none">- SRPBS.24.036 - Appendix A.pdf- SRPBS.24.036 - Appendix B.docx- SRPBS.24.036 - Appendix C.pdf- SRPBS.24.036 Map 1-Aerial Photograph AODA.docx- SRPBS.24.036 Map 2-Official Plan Designation AODA.docx- SRPBS.24.036 Map 3 -Existing Zoning AODA.docx- SRPBS.24.036 Map 4 - Original Site Plan AODA.docx- SRPBS.24.036 Map 5 - 2023 Site Plan AODA.docx- SRPBS.24.036 Map 6 - Revised Site Plan AODA.docx- SRPBS.24.036 Map 7 - Proposed Ground Floor Plan AODA.docx- SRPBS.24.036 Map 8 -Proposed Elevations (South and East) AODA.docx- SRPBS.24.036 Map 9 -Proposed Elevations (North and West) AODA.docx- SRPBS.24.036 Map 10 -Proposed Perspective View AODA.docx |
| Final Approval Date: | Mar 21, 2024 |

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

Deborah Giannetta - Mar 20, 2024 - 4:43 PM

Gus Galanis - Mar 20, 2024 - 6:08 PM

Darlene Joslin - Mar 21, 2024 - 8:32 AM