



Staff Report for Committee of the Whole Meeting

Date of Meeting: April 17, 2024

Report Number: SRPBS.24.048

Department: Planning and Building Services

Division: Development Planning

Subject: **SRPBS.24.048 – Request for Approval – Revised Official Plan and Zoning By-law Amendment Applications – The Acorn Development Corporation, Acorn Major Mack Inc. and Woodcreek Development Corporation – City Files D01-20014 and D02-20028**

Owners:

The Acorn Development Corporation, Acorn Major Mack Inc. and Woodcreek Development Corporation
3500 Pharmacy Avenue
Toronto, ON
M1W 2T6

Agent:

Goldberg Group
2098 Avenue Road
Toronto, ON
M5M 4A8

Location:

Legal Description: Part of Lot 46, Concession 1, W.Y.S.
Municipal Addresses: 190, 210 and 230 Major Mackenzie Drive West and 129, 133, 137, 141, 143 and 147 Arnold Crescent

Purpose:

A request to approve revised Official Plan and Zoning By-law Amendment applications to permit the construction of a high density mid-rise residential development to be comprised of 518 dwelling units on the subject lands.

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Recommendations:

- a) That the revised Official Plan and Zoning By-law Amendment applications submitted by The Acorn Development Corporation, Acorn Major Mack Inc. and Woodcreek Development Corporation for lands known as Part of Lot 46, Concession 1, W.Y.S. (Municipal Addresses: 190, 210 and 230 Major Mackenzie Drive West and 129, 133, 137, 141, 143 and 147 Arnold Crescent), City Files D01-20014 and D02-20028, be approved, subject to the following:
- (i) that the Official Plan be amended to include site specific policies as outlined in Staff Report SRPBS.24.048;
 - (ii) that the draft Official Plan Amendment attached hereto as Appendix “B” be finalized to the satisfaction of the Commissioner of Planning and Building Services and brought to a future Council meeting for consideration and adoption;
 - (iii) that the draft Zoning By-law Amendment attached hereto as Appendix “C” be finalized to address the comments in Staff Report SRPBS.24.048 to the satisfaction of the Commissioner of Planning and Building Services and brought to a future Council meeting for consideration and enactment;
 - (iv) 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; and,
 - (v) that the authority to assign servicing allocation for the proposed development to be constructed 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 By-law 109-11, as amended.

Contact Person:

Leigh Ann Penner, Senior Planner, phone number 905-771-2462 and/or

Kaitlyn Graham, Acting Manager of Development Planning, phone number 905-771-5563 and/or

Deborah Giannetta, Acting Director of Development Planning, phone number 905-771-5542

Report Approval:

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

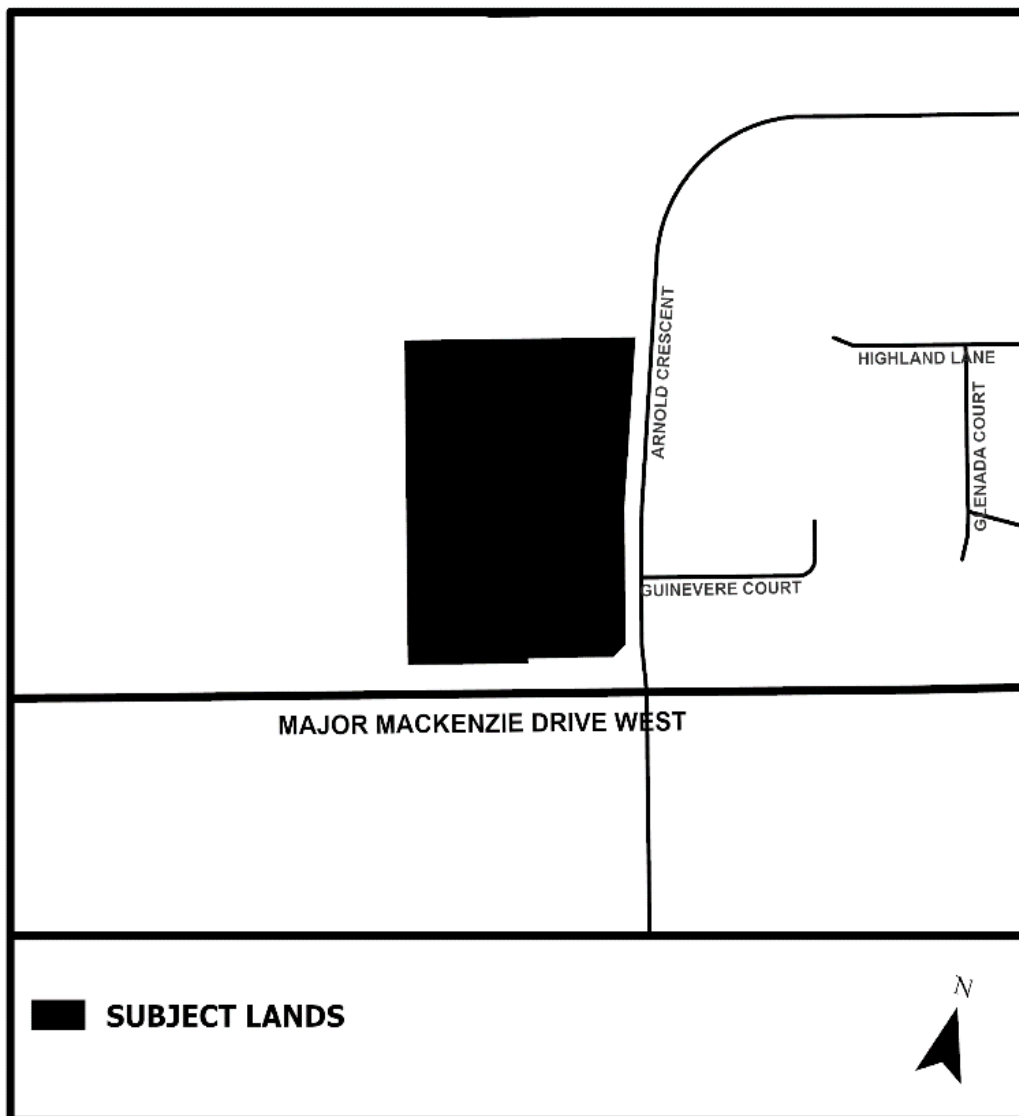
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Approved by: Darlene Joslin, City Manager

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 the “Contact Person” above.



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Background:

The subject Official Plan and Zoning By-law Amendment applications were considered at a statutory Council Public Meeting held on March 24, 2021 wherein Council received Staff Report SRPI.21.029 for information purposes and directed that all comments be referred back to staff (refer to Appendix “A”). A Residents Information Meeting was subsequently hosted by the local Ward Councillor on May 31, 2021 which was attended by approximately 70 residents. A number of comments and concerns were raised at the Council Public Meeting, the Residents Information Meeting and through correspondence received related to the applicants’ development proposal. These concerns were with respect to the proposed building height and density of the development as it relates to compatibility and transition, traffic congestion, parking, access, pedestrian connectivity, privacy and shadowing impacts, and the preservation of a tributary, which are discussed in more detail in the later sections of this report.

In response to the concerns raised by Council and members of the public and to address various planning, design and technical matters, the applicants revised their development proposal as outlined in their November 2023 submission. Staff have worked collaboratively with the applicant as well as the residents in the area and can advise that the applicants have satisfactorily addressed the comments and technical requirements related to the development proposal at this stage of the approval process. All remaining technical matters will be addressed through a future Site Plan approval process. Accordingly, the purpose of this report is to seek Council’s approval of the applicants’ revised Official Plan and Zoning By-law Amendment applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the northwest corner of Major Mackenzie Drive West and Arnold Crescent and have a total combined lot area of 2.68 hectares (6.64 acres), and lot frontages of approximately 130 metres (426.51 feet) along Major Mackenzie Drive and approximately 180 metres (590.55 feet) along Arnold Crescent (refer to Map 1). The lands are comprised of nine (9) contiguous parcels, each of which are either vacant or presently support single detached dwellings that are to be demolished to facilitate the proposed development. A tributary of the East Don River predominately bisects the lands in a north-south direction and the topography of the lands is varied with a grade differential of approximately 6 metres (19.69 feet) between the highest elevation at the northwest corner and the southwest corner of the site. A culvert is located at the southwest corner of the site and traverses under Major Mackenzie Drive.

Existing land uses in the vicinity of the subject lands include low density residential and open space uses to the north, Arnold Crescent to the east beyond which are low density residential uses, institutional uses to the west (Alexander Mackenzie High School and Mackenzie Richmond Hill Hospital), and Major Mackenzie Drive West to the south beyond which are a range of uses including low and medium density residential, institutional, and an approved (not yet constructed) high density mixed-use residential

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development. York Region Transit (YRT) bus stops are presently located on the north and south sides of Major Mackenzie Drive at Arnold Crescent, and the lands are located approximately 660 metres (2,165.35 feet) walking distance from the Major Mackenzie Bus Rapid Transit (BRT) Station at the intersection of Yonge Street and Hopkins Street/Elmwood Avenue.

Revised Development Proposal

The applicants are seeking Council’s support with respect to their revised development proposal to permit the construction of a high density mid-rise residential development to contain 518 dwelling units on their land holding (refer to Maps 5 to 17). The proposal is to be a multi-phased development comprised of six (6) storey mid-rise buildings, four (4) storey stacked townhouses and three (3) storey street townhouses (Phase 1), and an eight (8) storey apartment building (Phase 2). The development proposal also includes indoor and outdoor amenity space, a green roof atop the eight (8) storey building, 339 square metres (3,649.09 square feet) of commercial space at-grade, one (1) level of underground parking, at-grade visitor parking, at grade/below grade bicycle parking areas, and vehicular access by way of a right-in/right-out private lane onto Major Mackenzie Drive and Arnold Crescent.

The following is a summary outlining the relevant statistics of the applicants’ original November 2020 development proposal and its current (2023) revised development proposal (refer to Maps 4 and 5):

Development Statistic	Original Proposal (November 2020)	Revised Proposal (November 2023)
Total Lot Area	2.68 ha (6.64 ac)	2.68 ha (6.64 ac)
Total Dwelling Units	790	518
Total Number of Storeys	4 to 19	3 to 8
Total Gross Floor Areas (GFA)	63,102 sq. metres (679,246.50 sq. feet)	44,107 sq. metres (474,779.33 sq. feet)
<ul style="list-style-type: none"> • Residential 	63,102 sq. metres (679,246.50 sq. feet)	43,768 sq. metres (471,130.24 sq. feet)
<ul style="list-style-type: none"> • Non-Residential 	0.00 sq. metres (0.00 sq. feet)	339 sq. metres (3,649.09 sq. feet)
Floor Space Index	2.35	1.65
Total Amenity Area	2,563 sq. metres (27,588.81 sq. feet)	2,237 sq. metres (24,079.66 sq. feet)
<ul style="list-style-type: none"> • Indoor 	1,251 sq. metres (13,466.09 sq. feet)	1,062 sq. metres (11,431.65 sq. feet)
<ul style="list-style-type: none"> • Outdoor 	1,312 sq. metres (14,122.71 sq. feet)	1,175 sq. metres (12,648.01 sq. feet)
Parking Spaces	838 (3 levels of u/g)	575 (1 level of u/g)
<ul style="list-style-type: none"> • Residential 	712	497
<ul style="list-style-type: none"> • Barrier Free 	0	5
<ul style="list-style-type: none"> • Visitor 	126	73
Bicycle Parking Spaces	514	340
<ul style="list-style-type: none"> • Residential 	474	312
<ul style="list-style-type: none"> • Visitor 	40	28

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As previously noted, the applicants' revised development proposal reflects a number of modifications relative to its original November 2020 development proposal. Key differences between the original 2020 development proposal and the current 2023 revised development proposal are summarized below:

- the realignment of the tributary through a below-grade enclosure and the addition of a bioswale along the westerly limits of the subject lands;
- the addition of a multi-use path along the westerly limits of the site to facilitate a pedestrian connection to adjacent lands;
- the redesign of the Phase 2 lands fronting onto Major Mackenzie Drive from towers of 19 and 12 storeys to an eight (8) storey mid-rise building;
- the reconfiguration of the central block to permit three (3) six (6) storey mid-rise buildings;
- a reduction in the total gross floor area from 63,102 square metres (679,246.50 square feet) to 44,107 square metres (474,779.33 square feet);
- an increase in the total non-residential gross floor area from 0 square metres (0 square feet) to 339 square metres (3,649.09 square feet);
- a reduction in density from 2.35 FSI to 1.64 FSI;
- a reduction in the total number of dwelling units from 790 to 518;
- a reduction in the total amenity area from 2,563 square metres (27,588.81 square feet) to 2,237 square metres (24,079.66 square feet);
- a decrease in total parking spaces from 838 to 575; and,
- a decrease in the total number of bicycle parking spaces from 514 to 340.

Official Plan and Zoning By-law Amendment Applications

The applicants have revised their proposed Official Plan and Zoning By-law Amendments to facilitate and implement the subject revised development proposal as outlined in this report (refer to Appendices "B" and "C"). In this regard, the applicants are proposing a site specific exception to the City's Official Plan to permit the following (refer to Map 2 and Appendix "B"):

- the redesignation of a portion of the subject lands from **Neighbourhood** and **Natural Core** to **Natural Linkage** and a portion of the subject lands from **Natural Core** to **Neighbourhood** to accommodate the realignment of the existing tributary generally along the western boundary of the subject lands;
- the addition of high density residential uses as a permitted use on the subject lands;
- a maximum building height of eight (8) storeys;
- that only street townhouse dwelling units be permitted to front onto Arnold Crescent;
- a maximum density of 1.65 FSI based on a lot area of 26,850 square metres (289,010.99 square feet); and,
- a maximum gross floor area of 44,110 square metres (474,796.09 square feet).

With respect to zoning, the applicants' revised Zoning By-law Amendment application seeks to rezone their land holdings from **Residential First Density (R1) Zone** under By-law 66-71, as amended, and **First Density Residential (R1) Zone** under By-law

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2523, as amended, to **Multiple Residential Ten (RM10) Zone** and **Open Space (O) Zone** under By-law 66-71, as amended, with site specific provisions in order to permit the proposed development (refer to Map 3 and Appendix “C”). Staff note the proposed **Open Space (O) Zone** corresponds with the proposed **Natural Linkage** designation sought through the applicants’ Official Plan Amendment application. It is also noted that there are no general development standards for the **RM10 Zone** under By-laws 66-71 and 2523. As such, the establishment of site specific development standards for the proposed development will be required. In this regard, outlined below is a summary of the development standards proposed by the applicants:

Development Standard	Proposed Standard, RM10 Zone under By-law 66-71, as amended, and By-law 2523, as amended
Maximum Gross Floor Area	44,110 square metres (474,811.62 square feet)
Maximum Floor Area Ratio	1.65
Maximum Lot Coverage	35%
Minimum Amenity Space	2.0 square metres (21.53 square feet) per dwelling unit
Minimum Front Yard (Major Mackenzie Drive)	7.0 metres (22.97 feet)
Minimum Interior Side Yard (West)	12.0 metres (39.37 feet)
Minimum Exterior Side Yard (East)	3.0 metres (9.84 feet)
Minimum Rear Yard (North)	14.0 metres (45.93 feet)
Maximum Building Height	8 storeys / 30 metres (98.43 feet)
Maximum Coverage of Mechanical Penthouse	75% of roof surface
Minimum Setback to Daylight Triangle	2.0 metres (6.56 feet)
Minimum Parking Spaces	
<ul style="list-style-type: none"> • 1 Bedroom: • 2 Bedroom: • 3 Bedroom: • Visitor: • Accessible: 	0.90 parking spaces per dwelling unit 1.0 parking spaces per dwelling unit 1.1 parking spaces per dwelling unit 0.15 parking spaces per dwelling unit 5 parking spaces
Minimum Bicycle Parking Spaces	
<ul style="list-style-type: none"> • Residential: • Visitor: 	0.6 bicycle parking spaces per dwelling unit 5% of the minimum required bicycle spaces for residential use
Minimum Loading Spaces	
<ul style="list-style-type: none"> • Phase 1: • Phase 2: 	1 space 2 spaces

In addition to the above, the applicants’ revised Zoning By-law Amendment application also contemplates the following site specific development standards:

- limit permitted uses to Apartment Dwelling, Townhouse Dwelling and Commercial Uses;

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- prohibit above-grade parking between buildings and Major Mackenzie Drive West and Arnold Crescent;
- prohibit loading or service areas from being located along Major Mackenzie Drive West or Arnold Crescent;
- permit reduced minimum required vehicular and bicycle parking spaces; and,
- permit a 0 metre (0 feet) setback to below-grade parking structures.

Staff will continue to work with the applicants to finalize the form and content of the amending by-law to be forwarded to Council for enactment in accordance with the recommendations outlined in this report.

Policy and Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicants' revised development proposal based on the policy framework contained within the *Provincial Policy Statement* (the "2020 PPS"), the *Growth Plan for the Greater Golden Horseshoe* (the "2020 Growth Plan"), the Regional Official Plan (the "2010 ROP") and the City's Official Plan (the "2010 Plan"). Staff notes that the City's in force Plan is consistent with the PPS and conforms with the Growth Plan and the ROP that were in force at the time of its approval.

Since the 2010 Plan's approval, the PPS and the Growth Plan were updated in 2020. Furthermore, York Region Council received approval of its new Official Plan in November 2022 (the "2022 ROP"). 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 applicants' 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 ROP and the Plan are outlined in the sections below.

York Region Official Plan

The subject lands are designated **Urban Area** in accordance with Map 1 (Regional Structure) of the 2010 ROP, being the in force ROP at the time the subject applications were submitted to the City. Lands designated **Urban Area** support a wide range and mix of uses which are intended to accommodate a significant portion of planned growth within the Region. The lands are located on a Regional arterial street (Major Mackenzie

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Drive) in accordance with Map 12 (Street Network), which is also identified as a **Regional Rapid Transit Corridor** on Map 11 (Transit Network) of the 2010 ROP. In accordance with the ROP transit policies, medium and high density urban development is directed to rapid transit corridors (**Policy 7.2.25**). According to the intensification hierarchy set out in the 2010 ROP strategic growth areas, which include MTSAs, these areas are directed to be the primary locations for concentrations of high density development.

The 2022 ROP implements and is aligned with the most recent updates to the PPS and Growth Plan and serves to guide land use planning and development with York Region to 2051. The 2022 ROP is not fundamentally different in terms of the applicable policy framework within this area of the City and effectively reconfirms the status of the subject lands in the context of a comprehensive and coordinated approval to accommodating growth and intensification. The proposal remains consistent with the **Urban Area** and **Community Areas** designations, which are intended to support a wide range and mix of uses to accommodate a significant portion of planned growth within the Region and contain a wide range and mix of housing types, sizes and tenures that include options that are affordable, among other uses.

Pursuant to the 2022 ROP, the subject lands are located approximately 660 metres (2,165.35 feet) walking distance from the “Major Mackenzie BRT Station Protected Major Transit Station Area (“PMTSA”)” in accordance with Map 1B (Urban System Overlays) and Appendix 2 (York Region Major Transit Station Areas), which is planned to accommodate a minimum density target of 160 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.

On the basis of the preceding, the applicants’ revised development proposal conforms with the policy direction for the **Urban Area** as outlined within the 2010 ROP, the 2022 ROP, and will contribute to the minimum density targets identified for the PMTSA in this area of the City.

City of Richmond Hill Official Plan

The City is undertaking an update to its Plan and at the time of writing of this report, various amendments to the Plan have received Council approval. In this regard, on September 9, 2022, Council approved Official Plan Amendment 18.3 (City Vision and City Structure) (“OPA 18.3”), which updated the City Structure in the Plan, and Official Plan Amendment 18.4 (Neighbourhoods) (“OPA 18.4”), which updated the **Neighbourhood** land use policies to foster more complete communities.

The subject lands are designated **Neighbourhood** and **Natural Core** and in accordance with Schedule A2 (Land Use) of the Plan (refer to Map 2). Furthermore, the lands are located at the intersection of an arterial street (Major Mackenzie Drive) and a local street (Arnold Crescent) as shown on Schedule A8 (Street Classification), with

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Major Mackenzie Drive being identified as a **Local Corridor** on Schedule A1 (City Structure) and a **Future Rapid Transit Corridor** on Appendix 5 (Public Rapid Transit) to the Plan. Lastly, at their closest point, the subject lands are located approximately 530 metres (1,738.85 feet) west of Yonge Street, being a **Regional Corridor** as shown on Schedule A1 (City Structure) and a **Regional Rapid Transit Corridor** on Appendix 5 (Public Rapid Transit) of the Plan.

The **Neighbourhood** designation applies to the majority of the lands and is intended to accommodate limited intensification through small-scale infill and redevelopment in a low-rise, low density built form (**Section 4.9**). Permitted uses within the **Neighbourhood** designation include low density residential uses such as single detached, semi-detached and duplex dwellings, in addition to medium density residential uses such as townhouses and walk-up apartments, subject to specific policy criteria as defined in **Chapter 4** of the Plan. Development within the **Neighbourhood** designation shall have building heights of up to three (3) storeys on local and collector streets and up to four (4) storeys on arterial streets (**Policy 4.9.1.4**), with medium density residential development having a maximum site density of 50 units per hectare (**Policy 4.9.1.2.3**). The revised development proposal seeks to add high density residential land uses and increased height and density permissions in the **Neighbourhood** designation. Accordingly, the applicants are requesting a site specific exception to permit the additional use and increased height and density to facilitate the proposed development.

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 to ensure built form compatibility and transition of building heights. Specifically, **Policy 3.4.1.55** states that development within the centres and corridors must adhere to the principle of providing for a 45 degree angular plane measured from adjacent low density residential areas in the **Neighbourhood** designation. The subject lands abut low density residential uses to the north and east (refer to Map 2). In this regard, the revised development proposal provides for three (3) storey street townhouse dwellings fronting onto Arnold Crescent and four (4) storey stacked townhouses set back 34 metres (111.55 feet) from the northern lot line to accommodate a multi-use path where immediately abutting adjacent low density residential uses. Further south, six (6) storey mid-rise buildings are proposed to be centrally located within the subject lands, and an eight (8) storey mid-rise apartment building is proposed at the southernmost portion of the site fronting onto Major Mackenzie Drive. The applicants have submitted an Angular Plane Analysis and Sun and Shadow Study Report in support of their development proposal, which have been reviewed and found satisfactory by City staff. This demonstrates that the revised development proposal meets the 45 degree angular plane requirements and provides for built form compatibility and appropriate height transition across the site through the stepping of building heights and densities to achieve suitable skyview, light and building separation.

Permitted uses within the **Natural Core** designation include fish, wildlife and forest management, conservation projects, flood and erosion control projects, essential infrastructure, low-intensity recreational uses, unserviced parks and accessory uses

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(Policy 4.10.5.1). The portion of the lands designated **Natural Core** contain a tributary which is proposed to be realigned to accommodate the subject development proposal. In this regard, the applicant has submitted a Natural Heritage Evaluation (“NHE”) which has assessed the tributary and concluded that it is a conveyance feature with limited ecological function. The submitted NHE has been reviewed and accepted by City staff and the Toronto and Region Conservation Authority (the “TRCA”). On this basis, staff are supportive of the realignment of the conveyance feature, the addition of stormwater management works (bioswale and stormwater conveyance pipe) and a multi-use path in this location, and the redesignation of the subject lands accordingly. Pursuant to the Plan, the lands containing the realigned conveyance feature, stormwater management works, and multi-use path are proposed to be redesignated to **Natural Linkage** which supports the establishment of connections to improve or restore regional scale open space linkages and connect urban open spaces located within the **Settlement Area** to the larger **Greenway System (Section 4.10.6)**. The Plan policies further provide for the establishment of **Natural Linkage** areas among stormwater management works (i.e. the proposed stormwater conveyance pipe and bioswale) and other open space features (i.e. the City-owned woodland to the north).

Section 3.1.5 of the Plan contains policies related to housing. Specifically, **Policy 3.1.5.3** of the Plan provides that a minimum of 25% of new housing units within the Settlement Area shall be affordable across the City. A portion of these units should also be designed to be accessible, and affordable housing units should include a mix and range of unit sizes, among other variables. In November 2021, Council endorsed an Affordable Housing Strategy for the City to work with the building and development sector to create affordable housing. At this time, the City is undertaking consultation on a proposed Community Improvement Plan for Affordable Housing and Sustainable Design (CIP), which is one of the tools that will be available to assist with the implementation of the housing policies of the Plan.

In this regard, the applicant has provided an affordability housing chart, which demonstrates that 225 units or 43% of the units within the proposed development are considered to be affordable ownership units in accordance with the City’s policies. The applicants have also volunteered to participate in the consultation process to inform the creation of the CIP tool, which will contribute to advancing the affordable housing objectives of the City beyond the scope of the subject development proposal. Furthermore, it is noted that a range of unit sizes are proposed in the subject development including one (1) bedroom, two (2) bedroom and three (3) bedroom units. In accordance with **Policy 3.1.5.6** of the Plan, the subject development proposes 28 three (3) bedroom units, which meets the minimum requirement to provide 5% of units that contain three (3) or more bedrooms to accommodate a range of household sizes and types. In addition, the revised development proposal incorporates a total of 69 (13%) accessible/barrier free designed dwelling units, which satisfies the Plan’s requirement for accessible units. Based on the preceding, staff will work with the applicants to incorporate the necessary provisions in the draft Zoning By-law to ensure their implementation.

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Based on the preceding, staff is of the opinion that the applicants' revised development proposal provides for appropriate treatment of the realigned conveyance feature and is compatible with the physical context and character of the adjacent and surrounding area with respect to height, density, massing, and built form. In addition, staff are of the opinion that the applicants, through the subject development proposal, will contribute to the City's housing targets with respect to affordability and accessibility.

Further to the above, as part of the City's on-going Official Plan Update work, the City is aligning its policy framework with the 2022 ROP. In this regard, the subject lands are located in proximity to protected MTSA 48 – Major Mackenzie BRT Station at the intersection of Yonge Street and Hopkins Street/Elmwood Avenue. While the subject lands are not located within the 500 metre (1,640.42 feet) radius boundary of MTSA 48, the lands are within approximately 660 metres (2,165.35 feet) walking distance of the Major Mackenzie Bus Rapid Transit (BRT) Station. In accordance with the *Key Directions Report for the Official Plan Update 2021* (the "Key Directions Report") which was endorsed by Council on February 9, 2022, **Section 2.1.2.1.1** of the Key Directions Report directs for planning for more dense development to occur in the *Centres and Corridors* to ensure growth can be accommodated in an environmentally, socially and economically sustainable manner while maximizing the use of existing and planned infrastructure. **Section 2.3** of the Key Directions Report further supports the need to plan MTSA's in a transit-supportive manner through the achievement of minimum density targets as prescribed by Provincial policy and reflective of the type of transit that is planned to serve the MTSA.

Given the context of the surrounding area, the proximity to PMTSA 48, and the location of the subject lands along Major Mackenzie Drive, a **Local Corridor** that will be served by the Major Mackenzie BRT Station, staff find that the applicants' revised development proposal is an appropriate form of growth for this area. Accordingly, staff recommends that Council support the applicants' revised Official Plan and Zoning By-law Amendment applications in accordance with the recommendations outlined in the staff report.

Council and Public Comments:

The following is a summary of the main comments and areas of concern expressed by members of Council and the public at the Council Public Meeting held on March 24, 2021, the Residents Information Meeting held on May 31, 2021, and through written correspondence received by the City with respect to the applicants' development proposal:

Height, Density, Compatibility and Transition

Concerns were raised with respect to the proposed height and density of the development, particularly in relation to compatibility with the character of and transition to the existing low density neighbourhood to the north and east of the subject lands and associated impacts related to privacy and shadowing. In this regard, the applicants' revised development proposal has been redesigned and reconfigured to be more sensitive to the existing surrounding residential neighbourhood, including a significant reduction in the overall building heights, total residential unit count, and corresponding

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density for the proposal, and compliance with the 45 degree angular plane requirements to adjacent low density residential areas.

The development proposal supports the establishment of a pedestrian oriented, compact and human scaled built form along a **Regional Rapid Transit Corridor** that will be served by the Major Mackenzie BRT Station. Staff note that matters relating to specific design measures, including with respect to compatibility with the surrounding Village Core residential character and mitigation of privacy concerns through the provision of landscaping shall be reviewed and addressed through a future Site Plan application.

Traffic, Site Access and Parking

In support of the proposed development, the applicants will be required to widen a section of Arnold Crescent at the intersection of Major Mackenzie Drive West in order to introduce a left-turn lane onto Major Mackenzie Drive West. Furthermore, as Major Mackenzie Drive is a Regional Road, the Region has advised that the applicants will be required to provide a dedicated westbound right-turn lane at the right-in right-out driveway to reduce delay to through traffic on Major Mackenzie Drive West. The applicants will be required to address these matters to the Region's satisfaction through the required Site Plan application.

The City's Transportation Engineering staff advise that the proposed driveways to Arnold Crescent will be two-way stop controlled. Accordingly, stop signs are not required to be located on Arnold Crescent at either driveway location and traffic along Arnold Crescent will be free flowing. In terms of parking, staff has reviewed the submitted Urban Transportation Considerations Report and related materials submitted in support of the development proposal and advise that the proposed parking standards and rates are appropriate.

Tributary Realignment and Pedestrian Connectivity

The proposed realignment and redesignation of the existing tributary of the East Don River (conveyance feature) which is located generally along the western boundary of the subject lands has been reviewed and accepted by City staff and the TRCA, with technical comments to be addressed through the required Site Plan application. As previously noted, the lands proposed to contain the stormwater management works (bioswale and stormwater conveyance pipe) and multi-use path will be redesignated as **Natural Linkage** pursuant to the policies of the Plan.

The lands to contain the enclosed stormwater conveyance channel and the multi-use path are to remain in private ownership; however, the City will be taking ownership of the piped channel over private lands via a municipal easement for access and maintenance purposes. Additionally, the City will not be requesting conveyance of the multi-use path and the lands associated with it. The specifics concerning access related to the multi-use path will be confirmed as part of the future Site Plan application. Staff note that the applicants have demonstrated their commitment to the community use of the multi-use path through its design without fencing at this time. The City's Park and

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Natural Heritage Planning staff support the opportunity for a future connection between the multi-use path and the City-owned woodland to the north, which may be considered in the future at the time the lands to the north redevelop.

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 approval process. The following is a summary of the comments received from the City's Park and Natural Heritage Planning Section, Infrastructure Planning and Development Engineering Division, Heritage and Urban Design Section as well as the Region of York and Toronto and Region Conservation Authority based on the review of the revised development proposal and accompanying materials submitted to the City in support of same.

Park and Natural Heritage Planning Section

The City's Park and Natural Heritage Planning staff has reviewed the applicants' revised development proposal and do not object to approval of the Official Plan and Zoning By-law Amendment applications. Staff note that the applicants are required to address the remaining technical comments provided by TRCA staff regarding the stormwater conveyance pipe as part of the required Site Plan approval process. Additionally, staff have provided comments to be addressed as part of a future Site Plan application relating to tree planting and landscaping matters, inclusive of a bollard-swing gate to facilitate public access to the multi-use path.

Infrastructure Planning and Development Engineering Division

Infrastructure Planning and Development Engineering staff has reviewed the applicants' revised development proposal and do not object to approval of the subject development applications. Staff have no concerns related to the feasibility of the proposed development as it relates to functional servicing, stormwater management and hydrogeology matters at this stage. Staff have provided detailed technical comments with respect to the above matters that will be required to be addressed through the future Site Plan application. Furthermore, staff note that a municipal easement for access and maintenance in favour of the City will be required over the stormwater conveyance pipe.

With respect to transportation matters, Transportation Engineering staff has reviewed the applicants' revised development proposal, have advised of no concerns with the subject applications and have provided comments to be addressed as part of a future Site Plan application. Staff have requested the provision of a sidewalk with a minimum width of 1.5 metres along the west side of Arnold Crescent that will extend the length of the property boundary, Electric Vehicle (EV) charging station spaces and a related Energy Management System as part of implementation, as well as the submission of a Pavement Marking and Signage Plan and Construction Traffic Management Plan. Staff note that an updated Noise Study will also be required to specify the thickness of all unit windows and that noise mitigation measures must be reviewed and signed off by a

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certified professional acoustic consultant to ensure compliance with Provincial guidelines prior to the issuance of Building Permits and Occupancy Permits.

Heritage and Urban Design Section

Heritage and Urban Design staff has reviewed the applicants' revised development proposal and do not object to approval of the subject Official Plan and Zoning By-law Amendment applications. Staff has previously commented on the subject development applications and provided preliminary detailed design comments to be address as part of a future Site Plan application. In this regard, preliminary comments have been provided with respect to the proposed townhouse built form which include a request for the modification of the façade treatments to better complement the surrounding Village Core residential character.

Regional Municipality of York

The Region has indicated that the proposed Official Plan Amendment application generally conforms with the 2022 ROP and therefore has exempted the application from requiring Regional approval. The Region has provided technical comments to be addressed as part of a future Site Plan application relating to the provision of daylight triangles at the proposed right-in/right-out access onto Major Mackenzie Drive West and the requirement for a dedicated westbound right-turn lane at the proposed right-in/right-out access onto Major Mackenzie Drive.

Toronto and Region Conservation Authority

The TRCA has reviewed the applicants' revised development proposal, which includes the assessment and proposed realignment of the conveyance feature that bisects the subject lands to an enclosed conveyance channel due to the limited ecological function provided in its current state. In this regard, the TRCA has advised of no objections to the applicants' Official Plan and Zoning By-law Amendment applications and have provided technical comments related to aspects of the enclosure of the conveyance channel through the future Site Plan application process.

Recommendation:

Staff has reviewed the applicants' revised Official Plan and Zoning By-law Amendment applications and advises that the concerns and issues that were previously identified have been satisfactorily addressed. In consideration of the foregoing, staff support the applicants' revised Official Plan and Zoning By-law Amendment applications for the following principle reasons:

- the proposed high density residential 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, while ensuring the protection of public health and safety;

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- the applicants' revised development proposal conforms with the policy direction for the **Urban Area** as outlined within the 2010 ROP and 2022 ROP;
- notwithstanding the **Neighbourhood** designation of the lands, the proposed height and density are considered appropriate given the location, context, design and built form of the development in demonstrating compatibility with the City's policies related to transition, massing, and separation distance, including meeting the 45 degree angular plane from adjacent low density residential development;
- the proposed redesignation of the conveyance feature lands from **Natural Core** to **Natural Linkage** has been evaluated and determined to be appropriate by City staff and the TRCA due to the limited ecological function of the channel in its current state;
- the proposed development contributes to achieving the City's housing objectives in providing for 225 units (43%) as affordable units and through applicant participation in creating the City's Affordable Housing and Sustainable Design CIP, as well as the provision of 28 three (3) bedroom units on site, and a total of 69 units proposed to be accessible/barrier free; and,
- the applicants have satisfactorily addressed the technical requirements previously identified by City departments and external agencies as outlined in this report. The remaining technical matters and design considerations will be required to be addressed through the review of a future Site Plan application which will inform the final form and content of the implementing Zoning By-law to be brought forward to a future meeting of Council for enactment.

On the basis of the preceding, staff supports the applicants' revised Official Plan and Zoning By-law Amendments and recommends approval, subject to recommendations outlined in this report.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight (8) growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The criteria are as follows:

1. *Providing community benefits and completion of required key infrastructure.*
2. *Developments that have a mix of uses to provide for live-work relationships.*
3. *Developments that enhance the vitality of the Downtown Core.*
4. *Higher-order transit supportive development.*
5. *Developments that represent sustainable and innovative community and building design.*
6. *Completion of communities.*
7. *Small scale infill development.*
8. *Opportunities to provide affordable housing.*

At the time of writing this report, a Site Plan application had not yet been submitted in support of the applicants' revised development proposal. In order to satisfy IGMS Criteria 5, the applicants will be required to submit a Sustainability Performance Metrics Tool (the "Metrics") in support of and for consideration by the City as part of its review

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and approval of a future Site Plan application to support the allocation of servicing capacity. In this regard, staff will continue to work with the applicants to achieve the City's minimum requirements applicable to the subject development in order to enable the consideration of servicing allocation assignment in the future.

In consideration of the above and in order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council delegate its authority to assign allocation to the Commissioner of Planning and Building Services, subject to compliance with the City's IGMS.

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** in facilitating a high density development along Major Mackenzie Drive, a Local Corridor and Future Rapid Transit Corridor, and within 530 metres (1,738.85 feet) of Yonge Street, a Regional Corridor and Regional Rapid Transit Corridor, in addition to providing a range of dwelling unit options within the City. The recommendations of this report are also aligned with **Getting Around the City** by focusing transit-oriented development along the Major Mackenzie Drive corridor and in supporting active transportation networks for cyclists and pedestrians in providing for connections to the adjacent lands.

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 660 metres (2,165.35 feet) walking distance from the Major Mackenzie BRT Station, a Protected Major Transit Station Area (PMTSA 48) 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, pedestrian walkways and interconnections, and a multi-use path, which further supports options for zero-emission modes of transportation and public transit usage. In addition, the revised development proposal incorporates a green roof. Notwithstanding the preceding, and as indicated in the earlier sections of this report, a more detailed evaluation of technical and design-related matters relating to sustainability will be undertaken as part of the review of a future Site Plan application.

Conclusion:

The applicants are seeking approval of their revised Official Plan Amendment and Zoning By-law Amendment applications in order to permit the construction of a high density mid-rise residential development on their land holdings. Staff has undertaken a comprehensive review and evaluation of the applicants' revised development proposal and is of the opinion that the submitted applications are appropriate and represent good

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planning. Staff will continue to work collaboratively with the applicants to address the technical matters outlined in this report as part of a future Site Plan application and approval process. Accordingly, staff recommends that Council approve the subject applications in accordance with the recommendations 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#13-21 held on March 24, 2021
- Appendix B, Draft Official Plan Amendment
- Appendix C, Applicants' Draft Zoning By-law Amendment
- Map 1, Aerial Photograph
- Map 2, Existing Official Plan Designation
- Map 3, Existing Zoning
- Map 4, Original Proposed Site Plan (2020)
- Map 5, Revised Proposed Site Plan (2023)
- Map 6, Proposed Elevations (Stacked Townhouses)
- Map 7, Proposed Elevations (Stacked Townhouses)
- Map 8, Proposed Elevations (Street Townhouses)
- Map 9, Proposed Elevations (Street Townhouses)
- Map 10, Proposed Elevations (Mid-Rise)
- Map 11, Proposed Elevations (Mid-Rise)
- Map 12, Proposed Elevations (Mid-Rise)
- Map 13, Proposed Elevations (Mid-Rise)
- Map 14, Proposed Aerial Views
- Map 15, Proposed Aerial Views
- Map 16, Proposed Landscape Plan
- Map 17, Proposed Landscape Roof Plan