



Staff Report for Committee of the Whole Meeting

Date of Meeting: May 1, 2024

Report Number: SRPBS.24.041

Department: Planning and Building Services

Division: Development Planning

Subject: SRPBS.24.041 – Request for Approval – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – Elm 9700 Yonge LP – City Files OPA-22-0006, ZBLA-22-0020 and SUB-22-0010

Owner:

Elm 9700 Yonge LP
1931 Highway 7
Vaughan, ON
L4K 1V5

Agent:

Bousfields Inc.
3 Church Street
Toronto, ON
M5E 1M2

Location:

Legal Description: Part of Lots 11 to 15, Registered Plan 1923
Municipal Address: 9700 Yonge Street

Purpose:

A request for approval concerning Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications to permit a high density mixed use residential/commercial development to be comprised of two rental apartment buildings on the subject lands.

Recommendations:

- a) That the Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications submitted by Elm 9700 Yonge LP for lands known as Part of Lots 11 to 15, Plan 1923 (Municipal Address: 9700 Yonge

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Street, City Files OPA-22-0006, ZBLA-22-0020 and SUB-22-0010, be approved, subject to the following:

- (i) that the Official Plan be amended to include site specific policies related to height and density on the subject lands as outlined in Staff Report SRPBS.24.041, and that the draft Official Plan Amendment attached as Appendix “B” be finalized and forwarded to a future meeting of Council for consideration and adoption;**
 - (ii) that the subject lands be rezoned from Service Station (SS) Zone and General Commercial (GC1) Zone under By-law 2523, as amended, to Multiple Residential Ten (RM10) Zone and Open Space (OS) Zone under By-law 2523, as amended, with site specific development standards as outlined in Staff Report SRPBS.24.041;**
 - (iii) that the amending Zoning By-law be brought forward to Council for consideration and enactment subject to the following:**
 - (a) that the draft Zoning By-law attached as Appendix “C” be finalized and updated to address the comments in Staff Report SRPBS.24.041 to the satisfaction of the Commissioner of Planning and Building Services;**
 - (b) that a Site Plan application be submitted and substantially completed to the satisfaction of the Commissioner of Planning and Building Services;**
 - (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 Zoning By-law to implement the proposed development on the subject lands;**
 - (v) that the draft Plan of Subdivision as depicted on Map 5 to Staff Report SRPBS.24.041 be draft approved subject to the conditions set out in Appendix “D” to this report;**
 - (vi) that prior to draft approval being granted, the applicant pay the applicable processing fee in accordance with the City’s Tariff of Fees By-law 20-24; and,**
- b) That the authority to assign servicing allocation to the proposed development 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**

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Contact Person:

Jeff Healey, Senior Planner – Subdivisions, phone number 905-771-2479 and/or
Sandra DeMaria, Manager of Development – Site Plans, phone number 905-741-6312
Deborah Giannetta, Acting Director of Development Planning, phone number 905-771-5542

Report Approval:

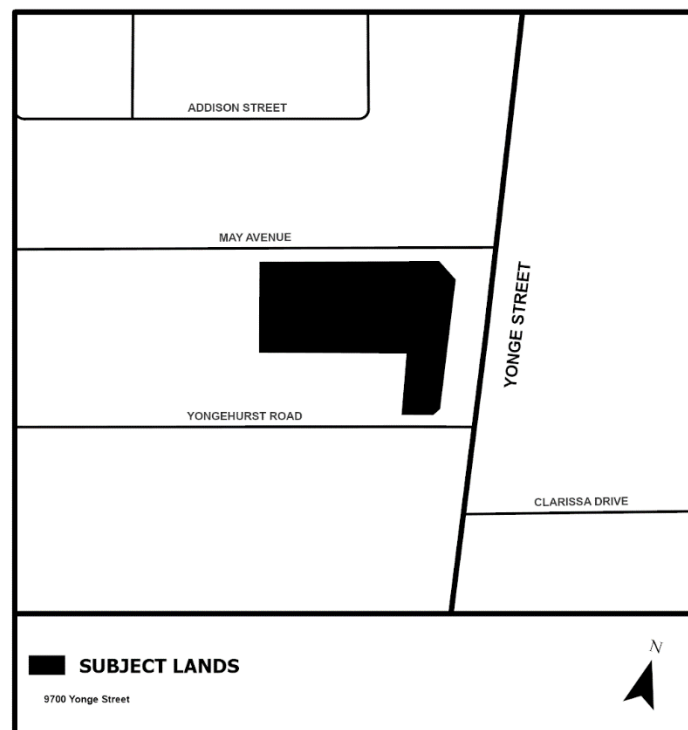
Submitted by: Gus Galanis, Acting Commissioner of Planning and Building Services

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.

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 Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications were considered at a statutory Council Public Meeting held on February 15, 2023 wherein Council received Staff Report SRPI.23.015 for information purposes and directed that all comments be referred back to staff for consideration (refer to Appendix “A”). A Resident’s Information Meeting was hosted by the local Ward Councillor on February 8, 2023 which approximately 8 people attended. A number of comments and concerns were raised at the Council Public Meeting, the Resident’s Information Meeting and through correspondence received with respect to the applicant’s development proposal. These concerns were related to the proposed height and density as it relates to compatibility and transition, traffic congestion, parking and the future Addison Road extension, which are addressed in the later sections of this report.

In response to the concerns raised by Council and members of the public, the applicant has revised its development proposal to address various planning, design and technical matters. Staff have worked collaboratively with the applicant and can advise that the applicant has 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 the future Site Plan approval process. Accordingly, the purpose of this report is to seek Council’s approval of the applicant’s Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the west side of Yonge Street, between May Avenue and Yongehurst Road and have a total lot area of 1.28 hectares (3.16 acres) (refer to Map 1). The southerly portion of the lands fronting onto Yonge Street support an existing gas station (Petro Canada) which will be removed to facilitate the proposed development. The remaining lands are vacant and contain an unevaluated watercourse feature which traverses the western portion of the site.

Abutting uses include May Avenue to the north, beyond which is an existing restaurant, subject to a proposed 24 storey mixed use residential/commercial building (City Files: OPA-23-0004 and ZBLA-23-0005), Yonge Street to the east beyond which is an existing one storey commercial plaza, an approved nine (9) storey residential building (City Files D02-17043 and D06 -19035), Yongehurst Road and single detached dwellings to the immediate south, and existing single detached dwellings to the west.

Development Proposal

The applicant is seeking Council’s approval of its revised development proposal to permit a high density mixed use residential/commercial development to be comprised of

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598 rental apartment dwelling units, a park block and a future 20 metre public right-of-way (future Addison Road extension) on the subject lands (refer to Maps 5, 7, 8 and 9):

The following is a summary table outlining the relevant statistics of the applicant's revised development proposal based on the plans and drawings submitted to the City:

Statistics	Original Proposal (February 2023)	Current Proposal (April 2024)
Total Lot Area:	1.28 ha (3.16 ac)	1.28 ha (3.16 ac)
- Mixed Use Block(s)	0.82 ha (2.03 ac)	0.81 ha (2.89 ac)
- 20.0 metre Public Road	0.17 ha (0.42 ac)	0.17 ha (0.42 ac)
- Future Development Block	0.29 ha (0.72 ac)	Not Applicable
- Park Block	Not Applicable	0.3 ha (0.43 ac)
Number of Buildings:	2	2
Total Gross Floor Area:	47,083.6 sq. m. (506,803.65 sq. ft.)	44,178.9 sq.m. 475,528 sq. ft.)
- Residential Floor Area:	45,688.9 sq. m. (491,791.22 sq. ft.)	43,044.8 sq. m. (463,330.4 sq. ft.)
- Commercial Floor Area:	1,394.7 sq. m. (15,012.43 sq. ft.)	1,134.1 sq. m. (13,459.3 sq. ft.)
Total Amenity Space	2,468.1 sq. m. (26,566.41 sq. ft.)	2,167.7 sq. m. (23,332.93 sq. ft.)
- Indoor Amenity Space:	822.3 sq. m. (8,851.16 sq. ft.)	709.9 sq. m. (7,641.3 sq. ft.)
- Outdoor Amenity Space:	1,645.8 sq. m. (17,715.24 sq. ft.)	1,457.8 sq. m. (15,691.63 sq. ft.)
Total Dwelling Units:	658	598
- Building A:	210	184
- Building B:	448	414
Net Density:	4.2	4.5
Building Heights:	18 and 24 storeys	19 and 28 storeys
Total Parking	520	517
- Residential:	N/A	397
- Retail:	N/A	28
- Visitor:	N/A	92
Bicycle Parking	400	391
Loading Spaces	3	5

Key changes between the applicant's original development proposals are summarized below:

- minor modifications to the alignment of the future Addison Street Extension as required by the City's Infrastructure Planning and Development Engineering Division;
- an increase in the building height of Building B from 24 storeys to 28 storeys;

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- an increase in the building height of Building A from 18 storeys to 19 storeys;
- a decrease in the building podium of Building B from 8 storeys to 6 storeys;
- a decrease in the number of dwelling units from 658 to 598;
- an increase in density from 4.2 to 4.6 FSI;
- the provision of a public park on the western portion of the lands (shown on the revised draft Plan of Subdivision as Block 3) (refer to Map 5) whereas this portion of the landholding were previously identified as “*additional lands owned by the applicant*” (refer to Map 4); and,
- refinements to the internal road network of the site to relocate the northern entrance of the building from May Avenue to the future Addison Street Extension to the west.

As of the time of writing of this report, a CAP Phase 2 submission for a Site Plan has been received but has not been deemed complete by staff.

Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicant’s revised development proposal based on the policy framework contained in the *Provincial Policy Statement 2020* (“PPS”), the *Growth Plan for the Greater Golden Horseshoe 2020* (“Growth Plan”), the *Regional Official Plan 2010* (“ROP”) and the City’s *Official Plan* (“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 approval.

Since the 2010 Plan’s approval, the PPS and the Growth Plan were updated in 2020. Furthermore, the Province approved the Region of York’s 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 Official 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 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** and are located along a **Regional Corridor** in accordance with Map 1 - Regional Structure of York Region’s 2010 Official

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Plan (ROP), being the in-force ROP at the time the subject applications were submitted to the City. Subsequently, the 2022 ROP was approved and implements and is aligned with the most recent updates to the PPS and Growth Plan and serves to guide land use planning and development within 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 approach to accommodating growth and intensification. In this regard, within the 2022 ROP the subject lands are identified as being located within an **Urban Area** and within a **Regional Corridor** in accordance with Map 1 (Regional Structure).

The lands are designated **Community Area** on Map 1A (Land Use Designations). Similar to the 2010 ROP, the 2022 ROP identifies the **Urban Area** as areas intended to support a wide range and mix of uses which will accommodate a significant portion of planned growth within the Region. The **Community Areas** are envisioned as the areas which will supply the majority of housing, personal services, retail, institutional, cultural and recreational services. Further, the **Community Areas** shall contain a wide range and mix of housing types, sizes and tenures that include options that are affordable. **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.

Furthermore, the lands are located on a portion of Yonge Street that is identified as a **Rapid Transit Corridor** in accordance with Map 10 (Rapid Transit Network). In this regard, the subject lands are located within the Weldrick BRT Station Major Transit Station Area 51 (MTSA 51), which has a minimum density target of 200 people and jobs per hectare. In accordance with the intensification hierarchy set out in the 2022 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 conforms with the policy direction of the **Urban Area** and more specifically, the **Regional Corridor** as set out in the ROP and contributes to the minimum density targets identified for the protected MTSA in this area.

City of Richmond Hill Official Plan

The subject lands are designated **Regional Mixed Use Corridor** and **Neighbourhood** in accordance with Schedule A2 – Land Use of the City's Official Plan (the "Plan") (refer to Map 3). The majority of the lands are designated **Regional Mixed Use Corridor** which supports a broad range and mix of land uses and activities in a compact, pedestrian-friendly and transit-oriented built form. Accordingly, development within the **Regional Mixed Use Corridor** is encouraged to provide a mix of uses within the same building or separate buildings integrated on the same site.

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The Plan currently permits a maximum density of 2.5 FSI, a maximum building height of 15 storeys and a maximum base building height of 4 storeys in this section of the **Regional Mixed Use Corridor**. High-rise buildings such as those being proposed, are also subject to specific design criteria as set out under **Section 3.4.1** of the Plan, which requires development within the centres and corridors to provide a 45-degree angular view plane from adjacent low or medium density residential uses and to maintain a sufficient building separation distance of approximately 25 metres between towers in order to maintain appropriate light, view and privacy conditions. The policy also requires the provision of slender floorplates of approximately 750 square metres to limit shadow and wind impacts and the loss of sky view and the provision of stepbacks above the base building in order to create a discernable podium and street wall.

The western third of the lands are designated **Neighbourhood** which permits low density residential uses, parks and urban open spaces that are to be compatible with the physical context and character of the surrounding area. The high density mixed-use development proposed on the easterly portion of the landholding (identified as Blocks 1 and 2) does not encroach onto the portion of the lands designated **Neighbourhood** and is entirely located within the lands designated **Regional Mixed Use Corridor**. This portion of the subject lands is to be conveyed to the to the City for future parks purposes and to accommodate the extension of a local public road (Addison Road extension).

The proposed development includes a maximum building height of 28 storeys, a density of 4.6 FSI and a maximum base building height of 6 storeys (refer to Appendix B). While the proposed height and density of the development proposal exceed the current permissions of the Plan, consideration of the appropriateness of the increased height and density has been given to a number of key elements of the subject proposal including the provision of a park block, the future Addison Street extension and the site organization which mitigates the increased height and density of the proposal away from the existing residential neighbourhood to the west. In this regard, the proposed siting of the buildings has been intentionally directed with the tallest building (Building B at 28 storeys) to be located along the Yonge Street frontage and the second building (Building A at 19 storeys) is to abut the future Addison Street Extension beyond which is the future park which serves to provide an appropriate transition to the existing low density residential uses to the west.

Further to the above and in accordance with **Section 3.4.1** of the Plan, the towers of the proposed buildings shall provide for a separation distance of 25 metres (82.02 feet) and also provide for a minimum distance separation of 12.7 metres (41.66 feet) to the adjacent lot to the south thereby providing a sufficient setback and opportunity for future development on said lands. Additionally, the applicant has demonstrated compliance with the 45 degree angular view plane policies for both buildings and the proposed floor plates for same are generally in accordance with the City's tower floorplate policies of 750 square metres (8,072.93 square feet), which shall serve to maximize sky views, minimize shadow or overlook impacts and reduce the overall massing of the development.

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In terms of overall density, the Floor Space Index has been calculated on the basis of the developable area of the lands that are designated **Regional Mixed Use Corridor** and does not include the western portion of the lands which are designated **Neighbourhood** in accordance with the Plan. Accordingly, the developable area of the site of approximately 0.98 hectares (2.43 acres) provides for an appropriate area that can accommodate two high-rise residential towers. In accordance with **Section 3.1.3.6** of the Plan, development in the centres and corridors shall accommodate the highest densities within the City and shall be provided at an appropriate scale and intensity.

Furthermore, Regional Corridors are anticipated to accommodate intensification while acting as key connections between centres. While the density proposed is greater than the current permissions of the Plan, the unique configuration of the site allows for the accommodation of additional density while providing appropriate transition to adjacent uses. As previously noted, the subject lands are located within MTSA 51, which is intended to accommodate additional density along corridors to support higher-order transit services. Furthermore, the lands designated **Neighbourhood** with an area of approximately 0.296 hectares (0.73 acres), are intended to be conveyed to the City for a Neighbourhood Park and to accommodate a portion of the future Addison Road extension. Accordingly, staff is of the opinion that the proposed density is considered appropriate. In consideration of the preceding, the proposed development is considered to be consistent with the **Regional Mixed Use Corridor** policies which support a broad range and mix of land uses and activities in a compact, pedestrian-friendly and transit-oriented built form.

In terms of affordable housing and the provision of diversified housing types, **Section 3.1.5.3** of the Plan directs that a minimum of 25% of new housing units shall be affordable and that a portion of these units should be designed to be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes, functions and tenures to provide opportunity for all household types across the City. As defined in **Section 7.2** of the Plan, Affordable means:

“in the case of rental housing, the least expensive of:

- a. a unit for which the rent does not exceed 30% of gross annual household income for low- and moderate-income households; or***
- b. a unit for which the rent is at or below the average market rent of a unit in the regional market area.”***

In terms of rental housing, ***“low and moderate-income households”*** is defined to include ***households with incomes in the lowest 60% of the income distribution for rental households for the regional market area.*** The applicant has provided an affordability housing chart, which demonstrates that 153 units or 25% of the units within the proposed development are considered to be affordable rental units. Additionally, **Section 3.1.5.6** of the Plan requires that a minimum of 5% of units shall contain 3 or more bedrooms. A total of 30 three-bedroom units are to be provided which accounts for 5% of the total dwelling units in the proposed development.

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On the basis of the preceding, staff is of the opinion that the applicant's Official Plan Amendment application is consistent with the PPS, and conforms with the Growth Plan, the ROP and represents good planning.

Zoning By-law Amendment Application

The subject lands are currently zoned **Service Station (SS) Zone** and **General Commercial One (GC1) Zone** under By-law 2523, as amended. Permitted uses for the **Service Station (SS) Zone** include, automobile service stations and Gas Bars. Permitted uses under the **General Commercial One (GC1) Zone** include a variety of commercial uses, including but not limited to restaurants, offices, personal service shops, clinics and other health uses (refer to Map 3).

The applicant has submitted a revised Zoning By-law Amendment application to rezone the subject lands to **Multiple Residential Ten (RM10) Zone** and **Open Space (OS) Zone** under By-law 2523, as amended, to permit the proposed mixed use residential/commercial development on its landholdings (refer to Appendix "C"). Outlined below is a summary of the development standards proposed by the applicant in order to facilitate its development proposal:

Development Standard	Proposed Standard, RM10 Zone under By-law 2523, as amended
Minimum Lot Frontage	104.4 metres (342.52 feet)
Minimum Lot Area	0.814 hectares (2.01 acres)
Minimum Required Front Yard	0.9 metres (2.95 feet)
Minimum Required Side Yard	10.2 metres (33.46 feet) – Building A 0.8 metres (2.62 feet) – Building B
Minimum Required Flankage Yard	2.3 metres (7.55 feet) – May Avenue 0.9 metres (2.95 feet) – Yongehurst Road
Minimum Required Rear Yard	5.0 metres (16.4 feet) – May Avenue
Maximum Building Height	
• Building A	19 storeys or 60 metres (196.85 feet)
• Building B	28 storeys or 89.5 metres (293.64 feet)
Maximum Height of Podium	6 storeys or 23 metres (75.46 feet)
Maximum Density	4.6 FSI
Minimum Parking Standards	
• Apartment Dwelling -1 Bedroom	0.55 spaces/dwelling unit
• Apartment Dwelling -2 Bedroom	0.65 spaces/dwelling unit
• Apartment Dwelling -3 Bedroom	0.65 spaces/dwelling unit
• Visitor	0.15 spaces/dwelling unit
• Retail	2.5 spaces per 100 square metres of Gross Floor Area
Minimum Bicycle Parking Standards	
• Residential Use	0.6 spaces/ dwelling unit
• Residential Use - Visitor	5% of the required residential parking spaces
• Retail	0.13 spaces per 100 square metres of GFA
• Retail - Visitor	0.15 spaces per 100 square metres of GFA

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The following is an overview and evaluation of the key site specific development standards being sought by the applicant, including the identification of outstanding concerns that will need to be addressed as part of finalizing the Site Plan approval process and amending Zoning By-law:

- revised definitions of “*established grade*”, “*building height*” and “*podium*”. Staff will continue to review the appropriateness of this request as revised definitions may not be required to implement the applicant’s development proposal or will need to be revised in accordance with comparable other high-rise developments within Zoning by-law 2523, as amended, in order to maintain consistency in the implementation and interpretation of the Zoning By-law;
- the applicant has proposed a Schedule “B” to be included within the draft Zoning By-law Amendment, which is meant to further clarify the setbacks of each apartment building. Staff will determine the appropriateness of including a Schedule “B” within the amending by-law;
- the applicant is proposing the establishment of reduced parking rates of 0.55 spaces per unit for one bedroom units, 0.65 spaces per unit for two bedroom units, 0.65 spaces per unit for three bedroom units, 0.15 visitor parking spaces per unit and 2.5 spaces per 100 square metres of gross floor area unit for commercial/ retail parking within the proposed development. The current development proposal shall provide a total of 517 parking spaces (including 92 visitor parking spaces and 28 retail parking spaces); A number of Transportation Demand Management (TDM) measures in support of the proposed parking rates has been reviewed and accepted by the City’s Transportation Engineering Section and include, but are not limited to, a minimum 200 square metre (2,152.8 square feet) work from home amenity space for residents of the building, the provision of two (2) car share spaces which are accessible to the public, the provision of additional long term and short term bicycle parking spaces that exceeds the City’s minimum bicycle parking requirements, the inclusion of a bicycle repair station for the residents of the building, and provision of a minimum of six (6) public bicycle parking spaces; and,
- the owner is proposing the establishment of reduced bicycle parking spaces of 0.6 spaces per dwelling unit and a visitor bicycle parking rate of 5% of the residential requirement. The owner is also proposing 0.13 spaces per 100 square metres of gross floor area for commercial/retail uses and 0.15 spaces per 100 square metres of gross floor area for commercial visitor parking spaces.

Given all of the above, staff supports the revised Zoning By-law Amendment application in principle, subject to the applicant satisfactorily addressing the identified comments and concerns as noted in this report. Staff will continue to work with the applicant to finalize the form and content of the amending by-law to be forwarded to Council for enactment at the appropriate stage of the associated Site Plan approval process.

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Draft Plan of Subdivision Application

The applicant is seeking approval of a draft Plan of Subdivision to facilitate the creation of two high density, high rise residential development blocks, a public park and a local public road on the subject lands (refer to Map 5). The following is an overview of the various components of the submitted draft Plan of Subdivision:

- Blocks 1 and 2 are intended to accommodate the apartment dwellings and interconnecting private driveways;
- Block 3 is proposed as a park block, which is to be conveyed to the City; and,
- Street “A” is a 20.0 metre right-of-way that is intended to accommodate a part of the future Addison Street extension, which is a future north south road to be conveyed to the City.

At the time of writing of this report, the final alignment of the Addison Street extension has yet to be finalized. The proposed road alignment for the subject lands is based on the preferred easternmost alignment of the Addison Street extension as identified in the Addison Extension Municipal Class Environmental Assessment. Should the final road alignment shift to the west, a minor red line revision to the draft Plan of Subdivision will be required to adjust the final road alignment and block configurations. At the same time, any road realignment would also impact the final size and location of the park block on the western portion of the subject lands.

Subject to the conditions of draft approval contained in Appendix “D” attached hereto, staff is of the opinion that the proposed draft Plan of Subdivision conforms with the applicable policies of the Plan and has appropriate regard for the criteria under Section 51(24) of the *Planning Act*.

Council Comments:

The following is an overview of and response to the main comments provided by the public in written submissions and at the Residents Meeting held on February 8, 2023 and by members of Council and the Council Public Meeting held on February 15, 2023:

- **Existing Drainage Area (Environmental Impacts)**

Concerns were raised with respect to an existing drainage area located in the centre of the subject lands running southwest towards Yongehurst Road. In this regard, the applicant was required to submit an Environmental Impact Study (EIS) and a scoped Addendum, as well as a Stormwater Management Report containing an Upstream Drainage Analysis to assess the drainage area and the potential environmental and drainage impacts of the proposed development on the subject lands.

These documents were comprehensively reviewed by City staff and the Toronto and Region Conservation Authority (TRCA) and it has been determined that the drainage area located on the property is not an environmental feature. Rather, the

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existing drainage feature captures drainage within the immediate area on an intermittent basis throughout the year and is not connected to a permanent waterbody. As such, no natural heritage feature or fish habitat has been identified. The EIS also provides a detailed review of the ecological function of the property with respect to the drainage feature, and notes that the drainage feature and associated mixed meadow does not have linkages with nearby natural heritage areas or riparian systems and therefore does not have any significant ecological function.

Finally, as it relates to the submitted Stormwater Management Report and the Upstream Drainage Analysis related to the drainage area of the property, City staff agree with the findings of the reports that appropriate drainage can be achieved at this location via new interim storm sewers that will extend through an existing municipal storm sewer easement and discharge to existing storm sewer infrastructure on Yongehurst Road. The applicant is working with the City to ensure that all existing drainage matters on the site are appropriately collected and satisfactorily addressed prior to finalization of the Site Plan approval process.

- **School Capacity**

A concern was raised with respect to the potential impact the development proposal could have on the school capacity for local public and secondary schools within the immediate area. The York Region District School Board and the York Catholic District School Board have reviewed the development proposal and have no objections or requested any additional services/school infrastructure as a result of this development proposal.

- **Lack of Greenspace**

A concern was raised with respect to the lack of greenspace within the proposed development. In this regard, the owner has revised the proposal to include a 0.296 hectare (0.73 acres) block to be dedicated as a future Neighbourhood Park. The City's Park and Natural Heritage Planning staff support the inclusion of a park at this location as the immediate neighbourhood is greater than 400 metres from an existing park and a future park has been identified within the immediate area as per the 2022 City Parks Plan. It is noted that the final size and location of the park is contingent upon the final alignment of the Addison Street Environmental Assessment.

- **Traffic and Parking**

Concerns were raised with respect to the increased volume of traffic and parking demands that would be generated by the proposed development and its impacts on the local road network serving the surrounding residential neighbourhood. In this regard, the City's Transportation Engineering section has reviewed the proposed unit count and gross commercial floor area and is satisfied that the trips and traffic being generated by this proposal can generally be accommodated on

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site and will not significantly impact the local or regional road networks. Furthermore, the site is situated adjacent to Yonge Street which has existing bus rapid transit services.

With respect to parking, the applicant is proposing three levels of underground parking within the development to accommodate 517 parking spaces which has been accepted by the City. As previously mentioned, a number of Transportation Demand Management (TDM) measures in support of the proposed parking rates has been reviewed and accepted by the City's Transportation Engineering Section to support the reduced parking rates for the development.

City Department and External Agency Comments:

All circulated City Departments and external agencies have indicated that they have no further comments and/or no objections with respect to the applicant's Official Plan Amendment and Zoning By-law Amendment applications, and conditions of draft Plan of Subdivision approval have been received from the City's Development Engineering Division and Park and Natural Heritage Planning Section, in addition to the Regional Municipality of York. Technical comments pertaining to the proposed development will be addressed through a future Site Plan application, as outlined below.

Infrastructure Planning and Development Engineering:

Infrastructure Planning and Development Engineering staff requires the owner to enter into a Servicing Agreement to convey the road and the park blocks to the City. As part of the Servicing Agreement, the City will provide funding from the City-Wide Development Charges fund towards the construction of the Addison Street right-of-way and the watermain replacement on Yongehurst Road in accordance with the Urban Master Environmental Servicing Plan (UMESP). The maximum contribution for the municipal works will be calculated at the Servicing Agreement stage and is subject to Council approval. Furthermore, the owner will be required to revise the proposed temporary turnaround design and associated temporary stormwater management system as part of the detailed design of the development.

As previously mentioned in this report, the subject lands are included within the Addison Street Extension Municipal Class Environmental Assessment. The final alignment of the proposed municipal road (Street "A") has yet to be finalized but the easternmost alignment within the subject lands has been determined to follow along the road alignment as proposed by the applicant. Any change to the road alignment will be subject to a future redline revision for the applicant's draft Plan of Subdivision.

Community Services- Public Works Operations:

The City's Waste Management staff have identified that the loading spaces for Buildings "A" and "B" will need to be reconfigured in order to accommodate appropriate

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maneuvering into and out of the proposed loading spaces. Although the reconfiguration may result in a minor shifting of the buildings, it is not anticipated to result in the puncture of the angular plane.

Regional Municipality of York

The Regional Municipality of York has provided an approval exemption for the proposed Official Plan Amendment. Additionally, access to Yonge Street is to be restricted to right in/right out movements only. York Region will provide additional technical comments upon receipt of a future Site Plan Application for the lands

Development Planning Division

Development Planning staff has completed a review of the applicant's development proposal and recommends approval of the subject applications for the following principle 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 shall 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;
- high-rise residential uses proposed within this development are permitted within the **Urban Area** land use designation in accordance with the in-force ROP;
- the proposed increase in building height is appropriate in the context of this portion of the **Regional Mixed Use Corridor** and will not result in negative impacts to adjacent uses or the **Neighbourhood** lands to the west;
- the proposed increase in density is considered appropriate along this portion of the **Regional Mixed Use Corridor** as it is in keeping with the policies which support a broad range and mix of land uses and activities in a compact, pedestrian-friendly and transit-oriented built form and generally complies with the urban design policies for high-rise buildings in the Plan;
- the proposed development meets the applicable City policies related to 25 metre tower separation, the tower floorplate sizes of **approximately 750 square metres**, and meets the 45 degree angular plane from adjacent residential uses which is in keeping with **Section 3.4.1** of the Plan;
- the applicant proposes 30 three bedroom units within the proposed towers, which is in keeping with **Section 3.1.5(6)** of the Plan;
- the applicant proposes a rental tenure for the proposed development, which is a housing type that is in short supply in the City. Furthermore, the applicant has committed to the provision of 25% of the proposed rental apartment units as affordable units in accordance with the City's Affordable Housing Strategy;
- a new Neighbourhood Park is to be provided in accordance with 2022 Parks Plan and a portion of future extension of Addison Street;

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- the applicant has 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 following substantial completion of the Site Plan approval process; and,
- the remaining technical matters raised in the review of the subject applications by Infrastructure Planning and Development Engineering, and Community Services – Waste Division will be addressed in detail during the review of the future Site Plan application for the lands.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The 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.*

A Sustainability Performance Metrics Tool is anticipated to be submitted to the City as part of its review and approval of a future Site Plan application. A minimum “bronze” score will need to be achieved in order to obtain servicing allocation. A total of 1,124.24 persons equivalent of servicing allocation (598 apartment dwellings) will be needed to facilitate approvals and construction of the proposed development. In consideration of the preceding and in order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council delegate its authority to assign servicing allocation to the Commissioner of Planning and Building Services.

Financial/Staffing/Other Implications:

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

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Relationship to Strategic Plan:

The recommendations of this report are aligned with **Pillar 1, Growing a Livable, Sustainable Community** as the proposed development will provide for both market and affordable rental housing to Richmond Hill in accordance with the City's Affordable Housing Strategy. Furthermore, the proposed development will also provide for a new public park, which will further support the quality of life, community connection and resiliency of the surrounding community. The proposed development promotes active and sustainable modes of travel as the proposed development is located adjacent to a rapid transit bus corridor and by providing TDM measures to support bicycle use for the proposed development. Finally, the proposed development will update and build new municipal infrastructure to mitigate climate change impacts through the proposed Addison Street extension and associated infrastructure improvements.

Climate Change Considerations:

The recommendations of this report are generally aligned with the City's Climate Change Considerations in that the applicant's revised development proposal will incorporate a more efficient use of land within a **Settlement Area**. It is noted that the development proposal will be subject to the minimum thresholds of the City's Sustainability Metrics through the submission of a future Site Plan application and that the sustainability commitments relating to site and building design will be secured through a future Site Plan Agreement.

Conclusion:

The applicant is seeking Council's approval of its Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications to permit a high density, mixed use residential/commercial development to be comprised of 598 rental apartment dwelling units on its land holdings. Staff is of the opinion that the proposed development is consistent with the PPS, conforms with the Growth Plan and the York Region Official Plan, is consistent with the principles and broader policy direction for this area in the Plan, and represents good planning. Furthermore, the associated draft Plan of Subdivision has appropriate regard for the criteria described under Subsection 51(24) of the *Planning Act*. On the basis of the preceding, staff recommends that Council approves the subject applications in accordance with the conditions and directions 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#08-23 held February 15, 2023
- Appendix "B", Applicant's Draft Official Plan Amendment
- Appendix "C", Applicant's Draft Zoning By-law Amendment

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- Appendix “D”, Schedule of Draft Plan of Subdivision Conditions
- Map 1, Aerial Photograph
- Map 2, Official Plan Designation
- Map 3, Existing Zoning
- Map 4, Original Draft Plan of Subdivision (2022)
- Map 5, Revised Draft Plan of Subdivision (2024)
- Map 6, Original Site Plan (2022)
- Map 7, Revised Site Plan (2024)
- Map 8, Proposed Elevations – Building A
- Map 9, Proposed Elevations – Building B
- Map 10, Proposed 3D Renderings

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Report Approval Details

Document Title:	SRPBS.24.041 - Request for Approval, OPA ZBLA and Draft Plan of Subdivision - 9700 Yonge Street.docx
Attachments:	<ul style="list-style-type: none">- SRPBS.24.041 - Appendix A - Council Public Meeting Extracts.docx- SRPBS.24.041 - Appendix B - Draft Official Plan Amendment.docx- SRPBS.24.041 - Appendix C - Draft Zoning By-law Amendment.pdf- SRPBS.24.041 - Appendix D - Draft Plan Conditions of Approval.docx- SRPBS.24.041 - Map 1 - Aerial Photograph.docx- SRPBS.24.041 - Map 2 - Official Plan Designation.docx- SRPBS.24.041 - Map 3 - Existing Zoning.docx- SRPBS.24.041 - Map 4 - Original Draft Plan of Subdivision (2022).docx- SRPBS.24.041 - Map 5 - Revised Draft Plan of Subdivision (2024).docx- SRPBS.24.041 - Map 6 - Original Site Plan (2022).docx- SRPBS.24.041 - Map 7 - Revised Site Plan (2024).docx- SRPBS.24.041 - Map 8 - Proposed Elevations Building A.docx- SRPBS.24.041 - Map 9 - Proposed Elevations Building B.docx- SRPBS.24.041 - Map 10 - Proposed 3D Rendering.docx
Final Approval Date:	Apr 11, 2024

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

Deborah Giannetta - Apr 10, 2024 - 5:14 PM

Gus Galanis - Apr 10, 2024 - 6:02 PM

Darlene Joslin - Apr 11, 2024 - 8:11 AM