



Staff Report for Committee of the Whole Meeting

Date of Meeting: November 6, 2024

Report Number: SRPBS.24.108

Department: Planning and Building Services

Division: Development Planning

Subject: **SRPBS.24.108 - Request for Approval - Official Plan Amendment and Zoning By-law Amendment Applications - 9750 Yonge Limited - City Files D01-21003 and D02-21005 - Related File D06-21017**

Purpose:

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

Recommendations:

- a) **That the Official Plan and Zoning By-law Amendment applications submitted by 9750 Yonge Limited for lands known as Part of Block 39, Registered Plan 65M-2079 and Part of Block 3, Registered Plan 65M-2368 (Municipal Addresses: 9750 and 9760 Yonge Street, City Files D01-21003 and D02-21005, 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.24.108, and that the draft Official Plan Amendment attached as Appendix "B" be approved;**
 - (ii) **that the Residential Office Complex (RO) Zone under by-law 181-81, as amended be revised with site specific development standards as outlined in Staff Report SRPBS.24.108;**
 - (iii) **that the amending Zoning By-law be brought forward to Council for consideration and enactment subject to the following:**
 - I. **that the draft Zoning By-law attached as Appendix "C" be finalized and forwarded to a future meeting of Council for adoption;**
 - II. **that pursuant to Section 34(17) of the *Planning Act*, Council**

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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;

- 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**

Contact Persons:

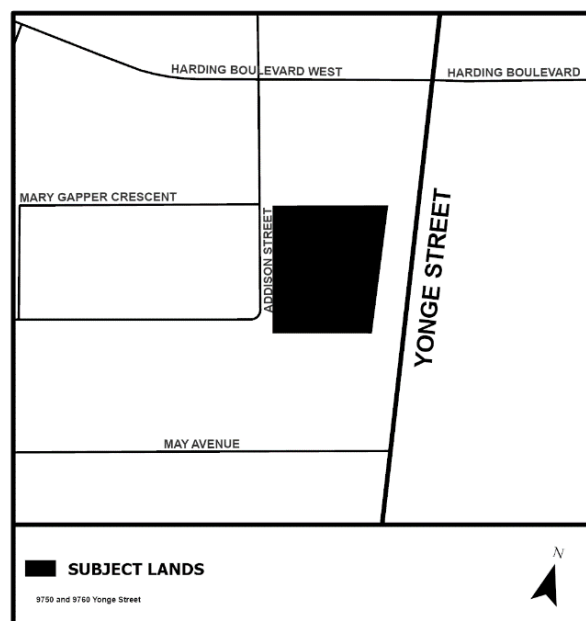
- Jeff Healey, Senior Planner, 905-747-6452
- Sandra DeMaria, Manager of Development, 905-741-6312
- Deborah Giannetta, Director of Development Planning, 905-771-5542
- Gus Galanis, Commissioner of Planning and Building Services, 905-771-2465

Report Approval:

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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Key Messages:

- the subject Official Plan and Zoning By-law Amendment applications propose to facilitate the construction of a high-rise, high density residential development to be comprised of 470 apartment dwelling units, 18 townhouse dwelling units and ground related commercial units;
- the proposed development is consistent with the PPS, the ROP and the Plan and represents good planning; and notwithstanding the proposed height and density of the development proposal exceed the current permissions of the Plan, the proposal is considered appropriate on the basis of the location of the site, the proposed siting of the buildings and transition to the existing residential neighbourhood to the west; and,
- the applicant has satisfactorily addressed the City's comments and technical requirements at this stage of the approval process and therefore, staff recommends that Council support the development proposal as outlined in SRPBS.24.108.

Background:

The subject Official Plan and Zoning By-law Amendment applications, were considered at a statutory Council Public Meeting held on June 16, 2021 wherein Council received Staff Report SRPI.21.069 for information purposes and directed that all comments be referred back to staff (refer to Appendix "A"). A number of comments and concerns were raised at the Council Public Meeting and through correspondence with respect to the proposed density of the development and compatibility to the existing neighbourhood to the west, design, traffic and shadow impacts all of which are discussed in more detail in later sections of this report.

Staff have worked collaboratively with the applicant and the applicant has satisfactorily addressed the comments and technical requirements related to its revised development proposal at this stage of the approval process. All remaining technical matters will be addressed through the detailed design stage of the associated Site Plan application. Accordingly, the purpose of this report is to seek Council's approval of the applicant's Official Plan and Zoning By-law Amendment applications.

Discussion:

Site Location and Adjacent Uses

The subject lands are located on the west side of Yonge Street, between May Avenue and Harding Boulevard West and have a total lot area of 0.85 hectares (2.10 acres) (refer to Maps 1 and 4). The lands are currently vacant and have frontages along both Yonge Street and Addison Street. The southern limit of the property contains an existing 11 metre (36.09 feet) easement for a trunk storm sewer.

The lands abut an existing retirement residence (Sunrise of Richmond Hill) to the north; Addison Street to the west beyond which are existing two storey single detached and townhouse dwellings; existing restaurants (The Three Crowns Pub and Mr. Congee) to

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the south; and, Yonge Street to the east, beyond which is an existing one storey commercial plaza and a 14 storey apartment building (refer to Map 1)

It is also noted that the subject lands are located within MTSA 48 (Major Mackenzie BRT), which is the VIVA Bus Rapid Transit station located at the intersection of Yonge Street and Elmwood Avenue.

Development Proposal

The applicant is seeking Council's approval of its development proposal to permit the construction of a high rise, high density residential development on its land holdings (refer to Maps 6 to 11). The proposal is comprised of two high-rise towers, 22 and 18 storeys connected by a five (5) storey podium, two (2) blocks of back-to-back townhouse dwellings and a new east-west public street, which will connect Yonge Street with Addison Street. Access to the site is proposed from the future east-west public street. 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:

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Statistics	Original Proposal (June 2021)	Current Proposal (October 2024)
Total Lot Area:	0.85 ha (2.1 ac)	0.85 ha (2.1 ac)
- Addison Street Extension (11.0 metre ROW)	Not Specified	0.09 ha (0.22 ac)
- Yonge Street Road Widening	Not Applicable	0.04 ha (0.1 ac)
Number of Buildings:	2	2
Total Gross Floor Area:	41,576 sq. m. (447,535 sq. ft.)	36,703 sq.m. (396,067 sq. ft.)
- Residential Floor Area:	40,729 sq. m. (438,418 sq. ft.)	35,435 sq. m. (381,419 sq. ft.)
- Commercial Floor Area:	847 sq. m. (9,117 sq. ft.)	773 sq. m. (8,320 sq. ft.)
Total Dwelling Units:	540	438
- Apartment Dwellings:	522	420
- Townhouses:	18	18
Density:	4.9	4.3
Building Heights:		
- Apartment Buildings:	18 and 22 storeys	18 and 22 storeys
- Townhouses:	3 storeys	3 storeys
Total Parking	643	554
- Residential:	561	450
- Commercial/Visitor	82	104
Bicycle Parking	136	282
Loading Spaces	2	2
Total Amenity Space	1,364 sq. m. (14,681.9 sq. ft.)	2,679 sq. m. (28,836.5 sq. ft.)
- Indoor Amenity Space:	701 sq. m. (7,542 sq. ft.)	495 sq. m. (5,328 sq. ft.)
Outdoor Amenity Space:	663 sq. m. (7,139 sq. ft.)	2,184 sq. m (23,508.38 sq. ft.)

The applicant's current development proposal reflects a number of modifications relative to its original June 2021 development which are summarized below (refer to Maps 5 to 6):

- minor modifications to the alignment of the proposed east-west road;
- a reduction of Gross Floor Area from 41,576 square metres (447,520.3 square feet) to 35,435 square metres (381,419.2 square feet);
- a reduction in the total number of proposed dwelling units from 540 to 438 and a corresponding decrease to the proposed density from 4.9 FSI to 4.3 FSI;
- a decrease in proposed parking spaces from 643 to 554;
- an increase in proposed bicycle parking spaces from 136 to 282; and,
- the provision of a 3.0 metre (9.84 feet) public access easement for a proposed sidewalk along the south side of the building.

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A related Site Plan Application was submitted and deemed complete on April 19, 2021 and remains under review. An application for draft Plan of Condominium, will be required to facilitate the proposed development.

Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicant's revised development proposal based on the policy framework contained within the *Provincial Policy Statement (2024)* (the "PPS"), , the Regional Official Plan (2022) (the "2022 ROP") and the City's Official Plan (2010) (the "Plan"). Staff notes that the City's in-force Plan is consistent with the PPS and conforms with the ROP that were in force at the time of approval. The following paragraphs provide an overview of the review of the proposal relative to the ROP and the Plan.

Provincial Policy Regime

On October 20, 2024 the PPS was updated, which resulted in the consolidation of the PPS and the *Growth Plan for the Greater Golden Horseshoe*. The applicant's development proposal is consistent with the policy direction as outlined within the PPS, including but not limited to objectives such as increasing the supply and mix of housing options by addressing the full range of housing affordability needs, by providing a sufficient supply with the necessary mix of housing options and prioritizing compact and transit-supportive design where locally appropriate. 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. 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

On June 6, 2024, Bill 185, *Cutting Red Tape to Build More Homes Act*, received Royal Assent bringing into effect a series of changes to the *Planning Act* among which included the removal of planning responsibilities from the Regional Municipality of York. Effective July 1, 2024, York Region no longer has planning responsibilities under the *Planning Act* and is no longer the approval authority of local municipal Official Plans. To that end, the York Region Official Plan 2022 ("ROP") is now deemed to be an Official Plan of the City of Richmond Hill.

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 Plan (ROP), being the in-force ROP at the time the subject applications were submitted to the City. Subsequently, the 2022 ROP was approved. 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 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.

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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 MTSA 48, which has a minimum density target of 160 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 2010 ROP and the 2022 ROP and contributes to the minimum density targets identified for the MTSA in this area.

City of Richmond Hill Official Plan

The subject lands are designated **Regional Mixed Use Corridor** in accordance with Schedule A2 – Land Use of the City's Official Plan (the "Plan") (refer to Map 3). The **Regional Mixed Use Corridor** 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. 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 four (4) storeys in this section of the **Regional Mixed Use Corridor**. Further, high-rise buildings as proposed, are also subject to specific urban design criteria as set out under **Section 3.4.1** of the Plan.

The proposed development includes building heights of 18 and 22 storeys, a density of 4.3 FSI and a maximum base building height of five (5) storeys (refer to Appendix B). While the proposed height and density of the development proposal exceeds the current permissions of the Plan, consideration in the evaluation of the appropriateness of the increased height and density has been given to factors including but not limited to, the proposed siting of the buildings and transition to the existing residential neighbourhood to the west. In this regard, the high rise buildings have been intentionally located along

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the Yonge Street frontage with the proposed three (3) storey townhouse units located along the Addison Street frontage to provide an appropriate transition to the existing low density residential uses to the west. Furthermore, Addison Street provides for an additional buffer between the proposed townhouses and existing single detached and townhouse dwelling units to the west.

In terms of density, 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. Accordingly, **Regional Mixed Use 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 subject lands are located within MTSA 48 which is intended to accommodate additional density along corridors to support higher-order transit services. Accordingly, staff is of the opinion that the proposed density is considered appropriate.

Further to the above, the proposed development complies with the built form policies respecting high rise buildings. In accordance with **Section 3.4.1** of the Plan, the towers of the proposed buildings provide for a separation distance of 25 metres (82.02 feet) and also provide tower setbacks of 13.5 metres (42.2 feet) to the adjacent lot to the north and 14.2 metres to the adjacent lot to the south so as to ensure that future high rise development maintains minimum tower separation distances. Additionally, the applicant has demonstrated that the proposed high rise building complies with the 45 degree angular view plane policies of the Plan and generally meets the City's tower floorplate policies of 750 square metres (8,072.93 square feet), which all serve to maximize sky views, minimize shadow or overlook impacts and reduce the overall massing of the development.

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 as well as the built form policies applicable to high rise buildings.

In terms of affordable housing and the provision of diversified housing types, the proposed development complies with the applicable policies of the Plan. **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 should include a mix and range of housing 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 ownership housing, the least expensive of:

- a. housing for which the purchase price results in annual accommodation costs not exceeding 30% of gross annual household income for low- and moderate-income households; or***

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b. housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.”

The applicant has provided an affordability housing chart, which demonstrates that 122 units or 25% of the units within the proposed development would be considered affordable market units. Further, pursuant to **Section 3.1.5.6** of the Plan, a minimum of 5% of units shall contain 3 or more bedrooms. A total of 24 three-bedroom units are to be provided which accounts for 5% of the total dwelling units in the proposed development in accordance with the Plan.

On the basis of the preceding, staff is of the opinion that the proposed development is consistent with the PPS, and conforms with the Growth Plan, the ROP and represents good planning.

Zoning By-Law Amendment

The applicant’s proposed Zoning By-law Amendment seeks to update the site-specific zoning provisions of the **Residential Office Complex (RO) Zone** under amending By-law 75-13 to implement the proposed development (refer to Appendix “C”). In this regard, outlined below is a summary of the development standards proposed by the applicant:

Development Standard	RO Zone Standards under By-law 181-81, as amended by By-law 75-13	Proposed Site Specific Development Standards
Minimum Lot Frontage	N/A	74 metres (242 feet)
Minimum Front Yard Setback (Yonge Street)	3.0 metres (9.8 feet)	0 metres (at grade) 3.0 metres (9.8 feet) (above the first storey)
Minimum Side Yard Setback (North)	6.9 metres (22.6 feet)	1.5 metres (4.9 feet)
Minimum Side Yard Setback (South)	11.0 metres (36.1 feet)	3.0 metres (9.8 feet) (at grade) 0 metres (above the first storey)
Minimum Rear Yard Setback (Addison Street)	2.0 metres (6.6 feet)	3.0 metres (9.8 feet)
Building Height	15 storeys or 49 metres (160.8 feet) 13 storeys or 43 metres (141.1 feet) 4 storeys or 15.6 metres (51.2 feet)	22 storeys or 68 metres (223.1 feet)
Height of Podium	N/A	5 storeys or 18 metres (59.05 feet)
Density	3.12 FSI	4.33 FSI
Minimum Parking Standards <ul style="list-style-type: none"> • Residential • Visitor • Retail 	Apartment 0.9 to 1.0 spaces/ unit Independent Seniors Living Residence: 0.82 spaces/unit Visitors: 0.15 spaces/ unit Commercial Uses: 2.0 to 4.0 spaces/ 100 square metres of GFA Medical Laboratory: 5.0 spaces plus 1 space per employee	No Minimum Parking Standards as the lands are within MTSA 48 however 554 parking spaces are being provided along with 282 bicycle spaces.

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Further to the above, the applicant is proposing Apartment Dwellings, Back-to-Back Townhouse dwellings and Independent Seniors Living Residence as additional permitted uses. Although the owner is currently proposing a residential apartment building on the property, the applicant has requested the inclusion of Independent Seniors Living use so as to maintain flexibility to allow for the proposed building to be used as a retirement residence should the current or a future owner decide to do so. The applicant is also proposing a range of ground related commercial uses including clinics, financial institutions, convenience stores, restaurants, medical offices and laboratories, personal service and retail uses. Staff have reviewed the proposed development standards as well as the proposed additional uses and find them appropriate as they are in keeping with the general nature of mixed use residential/commercial uses currently existent along Yonge Street; the uses as proposed are contemplated in the **Regional Mixed Use Corridor** designation applicable to the lands; and, the proposed development will provide for services for the residents of the proposed development and the surrounding neighbourhood.

It should be noted in accordance with Bill 185 *Cutting Red Tape to Build More Homes Act (2024)*, minimum parking standards are no longer required for development within an MTSA. As the property is located within MTSA 48 (Major Mackenzie) minimum parking rates are not required.

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 in accordance with the recommendations outlined in this report.

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 and Zoning By-law Amendment applications. Technical comments pertaining to the proposed development will be addressed through the applicant's Site Plan application, including but not limited to the following:

- as the proposed east-west road intersects the connection between the existing and future Addison Street extension, the finalization of the Addison Street Environmental Assessment is required to inform the applicant's Site Plan application; and,

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- a new 1.5 metre (4.92 feet) sidewalk will provide a pedestrian connection between Yonge Street and Addison Street that will be designed and implemented through the related site plan application. The owner has provided a 3.0 metre public access pedestrian easement along the south side of the proposed building adjacent to the proposed east-west road to facilitate this connection which has been reviewed and accepted by the City's Transportation Engineering staff.

Council and Public Comments:

The following is a summary of the comments and areas of concern expressed by members of Council and the public at the Council Public Meeting held on June 16, 2021 and through written correspondence received by the City with respect to the applicant's development proposal:

Height and Density

Concerns were raised with respect to the proposed height and density of the development, particularly in relation to the compatibility with the character of, and transition to, the existing low density neighbourhood west of Addison Street. In this regard, the proposed density and height are considered to be appropriate as the development complies with the 45 degree angular view plane policy which is intended to provide suitable massing and design, in order to provide light and building separation; provides an appropriate transition through built form with the provision of back-to-back townhouses between the proposed high rise buildings and the adjacent to the existing low density residential neighbourhood; the proposed height and density is in keeping with the emerging building heights of nearby developments recently approved by Council in the area generally between Yonge Street and Elmwood Avenue/Hopkins Street to the north and Yonge Street and Clarissa Drive to the south; and, the subject lands are located along a rapid transit corridor where intensification is contemplated in order to maximize the use of the investment on public transportation infrastructure in the area.

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 neighbourhood. The applicant submitted a supporting Transportation Impact Study which has been reviewed and approved by the City's Transportation Engineering staff. Staff are satisfied that the proposed development does not require any transportation related improvements to support the proposed development and that the trips and traffic being generated by this proposal will not significantly impact the local or regional road networks. As previously noted, minimum parking requirements are no longer applicable within MTSA's however, the applicant is proposing three levels of underground parking to accommodate 554 parking spaces and 282 bicycle parking spaces

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Shadow Impact

Concerns were raised with respect to the shadow impacts from the proposed development. The applicant submitted a Shadow Impact study which was reviewed and accepted by the City's Urban Design Staff. The Shadow Impact Study concluded that the proposed development will have minimal shadow impacts to nearby existing residential dwellings/buildings to the north and west. Furthermore, the proposed buildings meet the City's tower floorplate size requirement of 750 square metres (8,072.93 square feet), which is also intended to minimize shadow impacts of high rise development on adjacent low rise residential uses.

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.*

As previously noted, a Site Plan application has been received for the proposed development, but remains in process at this time. In order to satisfy IGMS Criteria 5, the applicant 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 and approval of the Site Plan application to support the allocation of servicing capacity. In this regard, staff will continue to work with the applicant 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.

Recommendation:

Staff has reviewed the applicant's development proposal and advises that the comments and issues that were previously identified have been satisfactorily addressed. Accordingly, staff is of the opinion that the proposed development represents proper and orderly planning. In consideration of the foregoing, staff support

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the applicant's Official Plan and Zoning By-law Amendment applications for the following principle reasons:

- the proposed high density, mixed use residential/commercial development is consistent with the PPS, which directs that within **Settlement Areas**, municipalities shall support general intensification and redevelopment to support the achievement of complete communities, including planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities;
- high-rise, high density residential uses as proposed within this development are permitted within the **Urban Area** designation of the in-force ROP;
- the proposed increase in density is considered appropriate along this portion of the **Regional Mixed Use Corridor** as it is in keeping with the Plan policies which support a broad range and mix of land uses and activities in a compact, pedestrian-friendly and transit-oriented built form and meets other key policies of the Plan related to built form and transition;
- the proposed development meets the applicable high rise policies of the Plan related to the required 25 metre tower separation, tower floorplate size of approximately 750 square metres, and meets the 45 degree angular plane from adjacent low density residential uses to the west pursuant to **Section 3.4.1** of the Plan;
- the proposed development includes 24 three (3) bedroom units comprising 5% of the units which is in keeping with **Section 3.1.5(6)** of the Plan;
- the applicant has committed to the provision of 25% of the proposed units as affordable units in accordance with the Plan;
- the remaining technical matters and design considerations will be required to be addressed through the review of the applicant's Site Plan application; and,
- draft Plan of Condominium and Municipal Street Naming and Addressing applications will also be required to facilitate the development as proposed.

On the basis of the preceding, staff supports the applicant's Official Plan and Zoning By-law Amendment applications, subject to recommendations outlined in this report.

Financial Implications:

The recommendations of this report do not have any financial implications.

Relationship to Strategic Plan 2024-2027:

The recommendations of this report are aligned with **Pillar 1, Growing a Livable, Sustainable Community** as the proposed development promotes active and sustainable modes of travel as the proposed development is located adjacent to a rapid transit bus corridor and providing bicycle parking spaces for active transportation. Finally, the proposed development will update and build new municipal infrastructure to mitigate climate change impacts through the proposed east-west road construction and associated infrastructure improvements.

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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#31-21 held on June 16, 2021
- Appendix B, Draft Official Plan Amendment
- Appendix C, Applicant's Draft Zoning By-law Amendment
- Map 1, Aerial Photograph
- Map 2, Official Plan Schedule A2 - Land Use
- Map 3, Existing Zoning
- Map 4, Official Plan Designation
- Map 5, Original Site Plan
- Map 6, Revised Site Plan
- Map 7, North Elevation
- Map 8, South Elevation
- Map 9, East Elevation
- Map 10, West Elevation
- Map 11, Proposed Renderings

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Report Approval Details

Document Title:	SRPBS.24.108 - Request for Approval - OPA and ZBLA - 9750 and 9760 Yonge Street.docx
Attachments:	<ul style="list-style-type: none">- SRPBS.24.108 - Appendix A - Council Public Meeting - Extracts.pdf- SRPBS.24.108 - Appendix B- Draft Official Plan Amendment.docx- SRPBS.24.108 - Appendix C -Applicant's Draft Zoning By-law.doc- SRPBS.24.108 - Map 1 - Aerial Photograph.docx- SRPBS.24.108 - Map 2 - Neighbourhood Context.docx- SRPBS.24.108 - Map 3 - Existing Zoning.docx- SRPBS.24.108 - Map 4 - Official Plan Designation.docx- SRPBS.24.108 - Map 5 - Original Site Plan.docx- SRPBS.24.108 - Map 6 - Revised Site Plan.docx- SRPBS.24.108 - Map 7 - North Elevation.docx- SRPBS.24.108 - Map 8 - South Elevation.docx- SRPBS.24.108 - Map 9 - East Elevation.docx- SRPBS.24.108 - Map 10 - West Elevation.docx- SRPBS.24.108 - Map 11 - Proposed Renderings.docx
Final Approval Date:	Oct 17, 2024

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

Deborah Giannetta - Oct 17, 2024 - 3:24 PM

Gus Galanis - Oct 17, 2024 - 3:29 PM

Darlene Joslin - Oct 17, 2024 - 3:45 PM