



STAFF REPORT ACTION REQUIRED

4155 Yonge Street - Official Plan and Zoning Amendment Applications - Preliminary Report

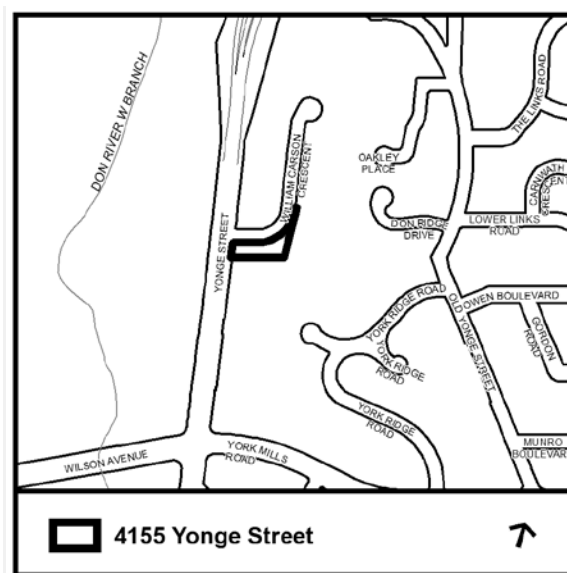
Date:	December 11, 2017
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 25 – Don Valley West
Reference Number:	17 245489 NNY 25 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit the development of a 14-storey residential building containing 64 dwelling units at 4155 Yonge Street. The proposal includes 82 vehicle parking spaces in a two and a half level underground parking garage and 49 bicycle parking spaces. The total gross floor area is 10,312.5 square metres and the density is 3.2 times the area of the lot.

This report provides preliminary information on the above-noted applications and seeks Community Council's directions on further processing of the applications and on the community consultation process.

A final report and public meeting under the Planning Act will be scheduled following the community consultation process and the resolution of outstanding issues, provided the applicant provides all required information in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 4155 Yonge Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 1989 and 1990 the Council of the former City of North York approved By-laws 30952 and 31095 to permit the construction of a 5,812 square metre office building with a maximum height of approximately 20 metres (5 storeys) on the portion of the site zoned C1 (General Commercial) (see Attachment 5b).

A number of temporary use by-laws to permit a commercial parking lot on the site were also passed, the latest of which expired on April 14, 2006. A rezoning application to permit a permanent commercial parking lot on the subject site was approved by City Council in December 2007. The implementing zoning by-law was to be passed by City Council once the owner entered into a Site Plan Agreement with the City. As the previous owner did not pursue the site plan application for the commercial parking lot, the implementing zoning by-law to permit the commercial parking lot on a permanent basis was never enacted. The link to City Council's decision can be found here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2007.NY11.34>

In 2011, the previous owner applied for an amendment to the Official Plan and to the zoning by-law to construct a twelve-storey, mixed-use building with retail/commercial space on the ground floor and 172 residential units. The proposed building had a density of 4.5 times the area of the lot, a lot coverage ratio of 42% and an overall height of 37 metres (12 storeys). The proposed building footprint was located on lands zoned C1 (General Commercial) and G (Greenbelt), which are located within the City's Natural Heritage System (see Attachment 3b). The proposed building did not propose to build over the TTC Yonge Line Subway tunnel located along the Yonge Street frontage. The applicant appealed the applications to the Ontario Municipal Board due to Council's failure to make a decision on the application within the timeframe prescribed by the *Planning Act*.

On October 2, 2012 City Council considered a Request for Direction report that recommended the City oppose the applications as the proposal was found to not conform

to Official Plan policies related to protecting the natural environment and requiring development to reflect the existing context of an area. City Council authorized the City Solicitor, together with City Planning staff to oppose the applicant's appeal and to attend any Ontario Municipal Board hearings in opposition to the appeals. The link to City Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.NY18.33>

An Ontario Municipal Board hearing was held on the applications. The hearing considered a revised proposal which lowered the height of the proposed mixed-use building from 12-storeys to ten-storeys. In a decision dated June 7, 2013 the Ontario Municipal Board dismissed the appeals and refused the applications. The basis for the Board's decision included that the amendments do not have regard to the policies of the Official Plan related to Parks and Open Space areas, the Natural Environment, and the Green Space System as the applications proposed to remove a portion of the natural landform without providing a setback. The link to the Ontario Municipal Board's decision can be found here:

<http://www.omb.gov.on.ca/e-decisions/pl120694-Jun-07-2013.pdf>

Pre-Application Consultation

Two pre-application consultation meetings were held on January 26, 2017 and July 21, 2017 with the applicant and staff from the City, TRCA, and the TTC to discuss the proposal and complete application submission requirements. Concerns were expressed about the height and massing of the proposed building as well as the impact to the natural, wooded, sloped portion of the lands.

ISSUE BACKGROUND

Proposal

The application proposes to develop the subject site with a 14-storey residential building containing 64 dwelling units, ranging from one to three bedroom units. In contrast to the previous proposal, the building is proposed to be built over the subway tunnel along the Yonge Street frontage and does not propose to build within the valley slope, although it is only set back 1.0 metre from the valley's toe-of-slope. A summary of the key site statistics are noted in the table below.

Vehicular access to the building is proposed via a circular driveway located on the ground floor of the building, with two access points from William Carson Crescent. The driveway also provides access to the underground parking garage. Also located on the ground floor is the residential lobby, with pedestrian entrance from the private driveway as well as from Yonge Street. A 1.44 metre road widening along the William Carson Crescent property line is required which the applicant is proposing to provide.

The building is generally rectangular in shape, and the overall height of the building is 44.85 metres (49.20 metres to the top of the mechanical penthouse parapet). The building steps back 1.0 metre from the sixth floor to the tenth floor on the north, south and west facades, but does not step back at the rear facing the sloped area. Storeys 11 to 14 are stepped back a further 1.6 metres on all four facades; however this step back is occupied

by outdoor terraces. The units on floors two to ten include private balconies that are recessed and flush with the building wall.

A total of 82 parking spaces are provided, comprised of 69 resident parking spaces and 13 residential visitor spaces. The residential parking spaces are provided in the form of double parking stackers, for a total of 33 parking stackers. The visitor parking spaces are provided on the first level of the underground parking garage and are not proposed as parking stackers.

A total of 49 bicycle parking spaces are proposed, including 5 short term bicycle parking spaces and 44 long-term bicycle parking spaces. The bicycle parking spaces are provided for in the underground parking garage, with 22 bicycle parking spaces located in bicycle lockers on each of the first and second levels of underground parking. The five short term bicycle parking spaces are located on the ground floor, adjacent to the loading area.

	Project Statistics	RM5 zone Standards for Apartment House (By-law 7625)
Site Area	3,224 m ²	
Residential GFA (By-law 569-2013 / By-law 7625)	10,312 m ² / 11,954 m ²	3,224 m ²
FSI* – Total Lot Area (By-law 569-2013 / By-law 7625)	3.2 / 3.71	n/a
Lot Coverage*	20.2%	35%
Height Height (Top of Mechanical Penthouse Parapet)	44.85 m (14 storeys) 49.20 m	11.5 m
Residential Units 1 bedroom 2 bedroom 3 bedroom Total	8 (13%) 31 (48%) 25 (39%) 64	n/a
Indoor Amenity Area Ground Floor Second Floor Total Indoor Amenity Area per Unit	101.2 m ² 84.2 m ² 2.90/unit	n/a
Outdoor Amenity Area Ground Floor Second Floor Total Outdoor Amenity Area Per Unit	89.1 m ² 65 m ² 2.55/ unit	n/a
Parking Spaces Resident Visitor Total	69 13 82 (in double stackers)	(By-law 569-2013) 69 13 82

	Project Statistics	RM5 zone Standards for Apartment House (By-law 7625)
Bicycle Parking Spaces		(By-law 569-2013)
Long Term	44	44
Short Term	5	5
Total	49	49
Building Setbacks		
Front Yard Setback (Yonge Street)	2.40 m	7.5 m
Side Yard (William Carson Cres.)	Varies 1.78 m – 2.34 m	4.7m
Side Yard (South)	3.50 m	4.7 m
Rear	1.00 m (to toe-of slope) 42 m (to rear lot line)	7.5 m (to lot line)
Building Stepbacks		n/a
Floors 6 – 10	1.0 m from ground floor setback	
Floors 11 - 14	2.6 m from ground floor setback	

*Based on the total lot area. If the valley lands are excluded, the FSI is 7.23 and the Lot Coverage is 45.6%

With respect to amenity space, there is a 101 square metre amenity space proposed on the ground floor, connected to an 89 square metre outdoor amenity space on the south side of the building, which is approximately 3 metres deep. A second outdoor amenity space is provided to the rear of the building, near the wooded sloped portion of the lands. The second floor also includes an 84 square metre amenity space on the second floor with an associated outdoor balcony area.

See site plan, renderings, elevations and project data sheet attached to this report as Attachments 1, 2, 3, and 6.

Site and Surrounding Area

The subject site is approximately 3,224 square metres in size and is located at the south east corner of William Carson Crescent and Yonge Street. William Carson Crescent intersects with Yonge Street and then turns northward and ends in a cul-de-sac, providing address to four residential condominium buildings. The York Mills subway station is located approximately 300 metres to the south of the subject site at Yonge Street and York Mills Road.

The subject site is rectangular in shape with the exception of a strip of land at the eastern boundary which curves north in alignment with the curve on William Carson Crescent towards the north. The subject site includes a 2.74 metre wide strip of land on the south side of the 4155 Yonge Street property that was a former lane for the St. John's Anglican Church. The subject site has a frontage of approximately 26 metres on Yonge Street and

approximately 138 metres on William Carson Crescent. The rear of the subject site contains a sloped, wooded area that is part of the Don Valley Ravine and is regulated by the City's Ravine and Natural Feature Protection By-law and is under the jurisdiction of the Toronto and Region Conservation Authority.

The flat, rectangular portion of the subject site along Yonge Street is currently paved with asphalt and is occupied with a commercial surface parking lot, although the temporary use by-law permitting the parking lot has expired. The parking lot has been in operation on the site since at least the 1990's, although there have been periods of time when it was not in operation (see Decision History for further information). There are no existing buildings on site. A portion of the property is subject to a sub-surface easement for the TTC subway which runs below the site along Yonge Street.

The surrounding uses are as follows:

North: Directly opposite the subject site, on the north side of William Carson Crescent is a five-storey commercial office building (165.5 metres above sea level (masl)) fronting onto Yonge Street but with access from William Carson Crescent. To the north of the office building is a Toronto Fire Station, fronting onto William Carson Crescent. Further north along the William Carson Crescent cul-de-sac are four mid-rise apartment condominium buildings, ranging in heights from six to eight storeys (167 – 168.8 masl).

South: To the south of the subject site is a four-storey (164 masl) commercial office building fronting onto Yonge Street. Beyond this property is a two-storey single detached dwelling (the C. W. Jeffery's House) designated under the Ontario Heritage Act. To the south of the heritage property is a stairway that leads up to the top of the slope to the Saint John's Anglican Church and Cemetery. To the south of this walkway is a seven storey (161 masl) office building, located on the northeast corner of Yonge Street and York Mills Road. Located within this office building is access to the York Mills TTC subway station and bus terminal.

East: To the east of the subject site is a valley slope that forms a part of the Don Valley ravine system and goes up to the higher tableland portion of this slope. At the top of the valley slope, on the tablelands, is the Saint John's Anglican Church and Cemetery. Surrounding the Church property is a low rise residential neighbourhood comprised of large, single detached dwellings on large lots.

West: On the west side of Yonge Street, opposite the subject site, is a one-storey building which is designated under the Ontario Heritage Act and is occupied by the restaurant Auberge du Pommier. This restaurant is accessed by a private driveway which also leads to a cluster of three, six-storey office (165.5 – 168 masl) buildings set back from Yonge Street. Also on the west side of Yonge Street, is the two-storey Evangel Temple place of worship.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

With respect to Natural Heritage, the PPS includes a number of policies to protect natural features for the long term. Development and site alteration is not permitted in areas such as significant woodlands and significant valleylands unless it has been demonstrated that there will be no negative impacts on natural features or their ecological function. Furthermore, the PPS also states that development or site alteration shall not be permitted on adjacent lands to natural heritage features and areas unless the ecological function of the adjacent lands will not be negatively impacted. Furthermore, in order to protect public health and safety and prevent property damage, development and site alteration shall generally be directed to areas outside of flooding hazards, erosion hazards and other hazardous lands and sites.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe (GGH) region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan also requires that any new development or site alteration must demonstrate that there are no negative impacts on the natural heritage features, and that the natural heritage systems identified in official plans are to be protected in accordance with the policies of the relevant official plan.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Land Use Designations

The City of Toronto Official Plan designates the west portion of the subject site as *Mixed Use Areas* and the east portion as *Natural Areas*, as shown on the Land Use Plan, Map 16 (see Attachment 4b). As outlined in Policy 4.5.1, *Mixed Use Areas* are made up of a broad range of residential, commercial, and institutional uses, in single or mixed use buildings, as well as parks and open spaces and utilities.

The development criteria for lands in the *Mixed Use Areas* are listed in Policy 4.5.2 and include the following:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces dependence on the automobile and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population;
- locating and massing new buildings to: provide a transition between areas of different development intensity and scale; adequately limit shadow impacts on adjacent *Neighbourhoods*; and frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable, and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;

- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit development; and
- providing opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

With respect to the east portion of the subject site designated *Natural Areas*, policy 4.3.1 notes that the *Parks and Open Space Areas* are the parks, open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses, and cemeteries that comprise the City's *Green Space System*. These lands are designated as *Natural Areas*, *Parks*, and *Other Open Space Areas* on the Land Use Plan. Policy 4.3.2 notes that development is generally prohibited, with the exception of recreational and cultural facilities, conservation projects, cemetery facilities, and public works and utilities, where supported by appropriate assessment.

As noted in policy 4.3.3, lands designated *Natural Areas* shall be maintained primarily in a natural state while allowing for compatible recreational, cultural, and educational uses that minimize adverse impacts on the natural features within the zone. Any development provided for in *Parks and Open Space Areas* will protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features.

Public Realm

The public realm policies in section 3.1.1 acknowledge the importance of the public realm and quality urban design in creating great communities and a great city. Among other matters, the policies aim to promote quality architectural, landscape and urban design; preserve harmonious views and vistas from valleys and ravines; improve physical and visual access from public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Built Form

The Built Form policies in section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; locating and organizing vehicle parking, vehicular access, service areas and utilities to minimize their impact on property and surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces; massing new development to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion, providing for amenity for adjacent streets and open spaces, and providing indoor and outdoor amenity space for residents of the new development.

Policy 3.1.2.1 directs new development to be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to

improve the safety, pedestrian interest and casual views to these spaces from the development by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- d) preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Section 3.1.3 includes Built Form policies for tall buildings, recognizing that tall buildings come with larger civic responsibilities and obligations than other buildings.

Public Realm and Amenity Space

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a) improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) weather protection such as canopies, and awnings;
- d) landscaped open space within the development site; and
- g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

Transportation

Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. The Official Plan also requires subway stations and underground light rail transit stations to be integrated into new multi-storey developments where feasible.

Housing

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure, and affordability across the City and within neighbourhoods to be provided and maintained to meet the current and future needs of residents. The existing housing stock is to be maintained and replenished, and new housing supply is encouraged through intensification and infill that is consistent with the policies of the Official Plan.

The Green Space System and Natural Environment

The east portion of the subject site is located within the City's *Green Space System* on Map 2 of the Official Plan. The Green Space System is comprised of lands within the *Parks and Open Space Areas* land use designations which are large, have significant natural heritage or recreational value and which are connected. They should be protected, improved and added to where feasible. As noted in Policy 2.3.2.1, actions will be undertaken to improve, preserve, and enhance the Green Space System by:

- improving public access and enjoyment of lands under public ownership;
- maintaining and increasing public access to privately owned lands, where appropriate;
- restoring, creating and protecting a variety of landscapes, and
- creating partnerships in the stewardship of lands and water.

The Green Space System will be expanded by linking additional parks and open spaces by acquiring such linkages, where feasible (policy 2.3.2.3a).

The subject site is also within the City's Natural Heritage System as identified on Map 9 of the Official Plan (see Attachment 4a). Development within the Natural Heritage System is generally not permitted and where the underlying land use designation provides for development in or near the natural heritage system, such development must comply with a number of policies to minimize adverse impacts and ensure the natural heritage system is maintained, restored and enhanced.

Policy 3.4.8 requires that development be set back by at least 10 metres or more if warranted by the severity of the existing or potential natural hazard from the top-of-bank and toe-of-slope of valleys, ravines and bluffs, and other locations where slope instability, erosion, flooding or other physical conditions present a significant risk to life or property. The alteration of the existing slope of a valley, ravine or bluff or the shoreline for the purpose of accommodating new development will not be permitted.

The applicant has staked the toe-of-slope and the drip line of the existing vegetation, in consultation with the TRCA. A Natural Heritage Impact Study has been submitted to identify any impacts that the proposed development may have on the Natural Heritage System. This study is currently under review by Ravine and Natural Feature Protection and TRCA staff.

Section 37

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies of the Plan. The community benefits to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development. Section 37 may be used for developments with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted

density by at least 1,500 square metres and/or significantly increases the permitted height. The proposal is in excess of 10,000 square metres (10,312.50 m², as calculated under By-law 569-2013), exceeds the permitted density by more than 1,500 square metres and is seeking an increase in the permitted height. As such, should City Council decide to approve this application then Section 37 policies would apply.

Site and Area Specific Policy 90 (SASP 90)

There is a Site and Area Specific Policy (SASP 90) that applies to the lands at the northwest corner of Wilson Avenue and Yonge Street, and the southeast corner of York Mills Road and Yonge Street which restricts the density of the lands to 2.0 times the area of the lot and restricts the height of any building to 163 metres above sea level, provided the building height does not obstruct sight lines across the valley, from top-of-bank to top-of-bank.

This policy originates from the former North York Official Plan's York Mills Office Centre Secondary Plan which restricted the densities and heights of lands within this portion of lands adjacent to Yonge Street and the Yonge/York Mills intersection in the Don Valley. The intent was to ensure that sight lines across the valley from top-of-bank to top-of-bank were not obstructed and to preserve the amenity of adjacent residential development. This policy intent is reflected in the existing context of heights in the area, as the sight lines between the top of banks of the valley are not obstructed by buildings. This policy has been brought forward on the few remaining developable sites in this area as the other lands are developed with office buildings, or in the case of the subject site, has an approval for a five storey office building.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The majority of subject site is exempted from harmonized City of Toronto Zoning By-law 569-2013 with the exception of the 2.74 metre wide strip of land which was the former Church Lane that was added to the subject site. This strip of land is zoned RD (Residential Detached) in Zoning By-law 569-2013. Detached dwellings and limited other residential uses such as a Group Home and Seniors Community House are permitted in this zone, subject to meeting a number of conditions. The maximum building height is 10 metres and two storeys, and the maximum permitted lot coverage is 35%.

The site is subject to the former City of North York Zoning By-law 7625 and is subject to two zones. The western portion of the subject site is zoned C1 (General Commercial) subject to site-specific Zoning By-law 30952. The eastern portion of the subject site is zoned G (Greenbelt).

The parent C1 zone allows for a range of residential, commercial and institutional uses, however site-specific Zoning By-law 30952 limits the permitted uses to offices and a number of retail and service commercial type uses. In the parent C1 zone, apartment house dwellings are permitted to a maximum gross floor area of one times the area of the lot and to a maximum height of 11.5 metres. A maximum lot coverage of 35% applies to an

apartment house dwelling. The G zone permits recreational uses as well as one-family detached dwellings. The maximum building height is 11 metres.

Site Plan Control

The proposal is subject to Site Plan Control. An application for Site Plan Control has not been submitted.

Mid-Rise Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identify a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

Mid-Rise Building Performance Standards Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. In addition to criteria for the site layout, organization, stepbacks, and built form components of tall buildings, the guidelines also consider amenity space, open space and pedestrian realm issues such as weather protection, wind impacts and streetscape / landscape design. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Ravine Control / Tree Preservation and Tree Regulation

The entirety of the subject site is located within the Ravine and Natural Feature Protection By-law regulated area. The protection applies to all existing trees and vegetation,

regardless of size and changes in grade. A permit under City of Toronto Municipal Code, Chapter 658 will be required to remove or injure any trees on the subject site.

The applicant has submitted a Natural Heritage Impact Study and an Arborist Report / Tree Preservation Plan with recommendations regarding the trees affected by the construction of the proposal. Two private trees and two City-owned trees are proposed for removal, while eight trees are proposed to be injured. The application has been circulated to the TRCA and Urban Forestry, Ravine Protection for comments.

The subject site is located within the TRCA regulated area. A permit under Regulation 166/06 will be required for any alterations to grade or placement of fill within this area.

Reasons for the Application

An Official Plan amendment is required as the proposed building is proposed to be set back 1.0 metre from the toe-of-slope instead of the 10 metres setback from the toe-of-slope required by Official Plan policy 4.3.8.

The amendment to the Zoning By-law is required to permit the proposed 14-storey (44.85 metres) residential building whereas the permitted height is 9.2 metres, and to establish appropriate performance standards such as density, setbacks, and parking requirements, for the proposed development.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale
- Draft Official Plan and Zoning By-law Amendments
- Community Services and Facilities Study
- Public Consultation Plan
- Sun Shadow Study
- Pedestrian Wind Study
- Slope Stability Analysis
- Natural Heritage Impact Study
- Arborist Inspection Report
- Toronto Green Standards Checklist
- Stage 1 Archaeological Assessment
- Stage 2 Archaeological Assessment
- Functional Servicing Report
- Stormwater Management Report
- Geotechnical Report
- Preliminary Geohydrology Assessment
- Traffic Impact and Parking Study, and
- Noise and Vibration Feasibility Study.

A Notification of Complete Application was issued on November 8, 2017.

Issues to be Resolved

The following issues have been identified on a preliminary basis:

- adherence to Official Plan policies;
- appropriateness of a 1 metre setback from the toe-of-slope of the valley and the impact of such a setback on the integrity of the natural heritage feature and implications for building maintenance;
- adequacy of proposed restoration and enhancement measures to the natural heritage area;
- appropriateness of the proposed height;
- appropriateness of the proposed level of intensification on the site;
- appropriateness of ground floor residential uses along Yonge Street;
- appropriateness of the built form / massing including adequacy of building setbacks and angular plane setbacks;
- appropriateness of proposed building overtop of the subway tunnels;
- adequacy of proposed landscaping, streetscaping, public realm improvements and site grading;
- determination of appropriate continuous weather protection along Yonge Street;
- determination of appropriate indoor and outdoor amenity space;
- adequacy of pedestrian network and sidewalks in the immediate vicinity and opportunity for streetscape improvements;
- impacts on traffic and parking in the area;
- adequacy of proposed site organization including drop-off / pick-up and loading space location and design;
- appropriateness of the proposed amount of vehicle and bicycle parking spaces and configuration;
- assessment of site servicing, stormwater management, and hydrogeology to support the proposed development;
- assessment of the impact on the TTC Yonge Line subway tunnel that is located underneath the western part of the subject site;
- provision of a building design that is supportive of families; and
- provision of community benefits pursuant to Section 37 of the *Planning Act*.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2a: Applicant's Perspective Rendering – Pedestrian View Looking Northeast

Attachment 2b: Applicant's Perspective Rendering – Pedestrian View Looking Southwest

Attachment 3a: West Elevation

Attachment 3b: North Elevation

Attachment 3c: East Elevation

Attachment 3d: South Elevation

Attachment 4a: Official Plan – Natural Heritage System Overlay

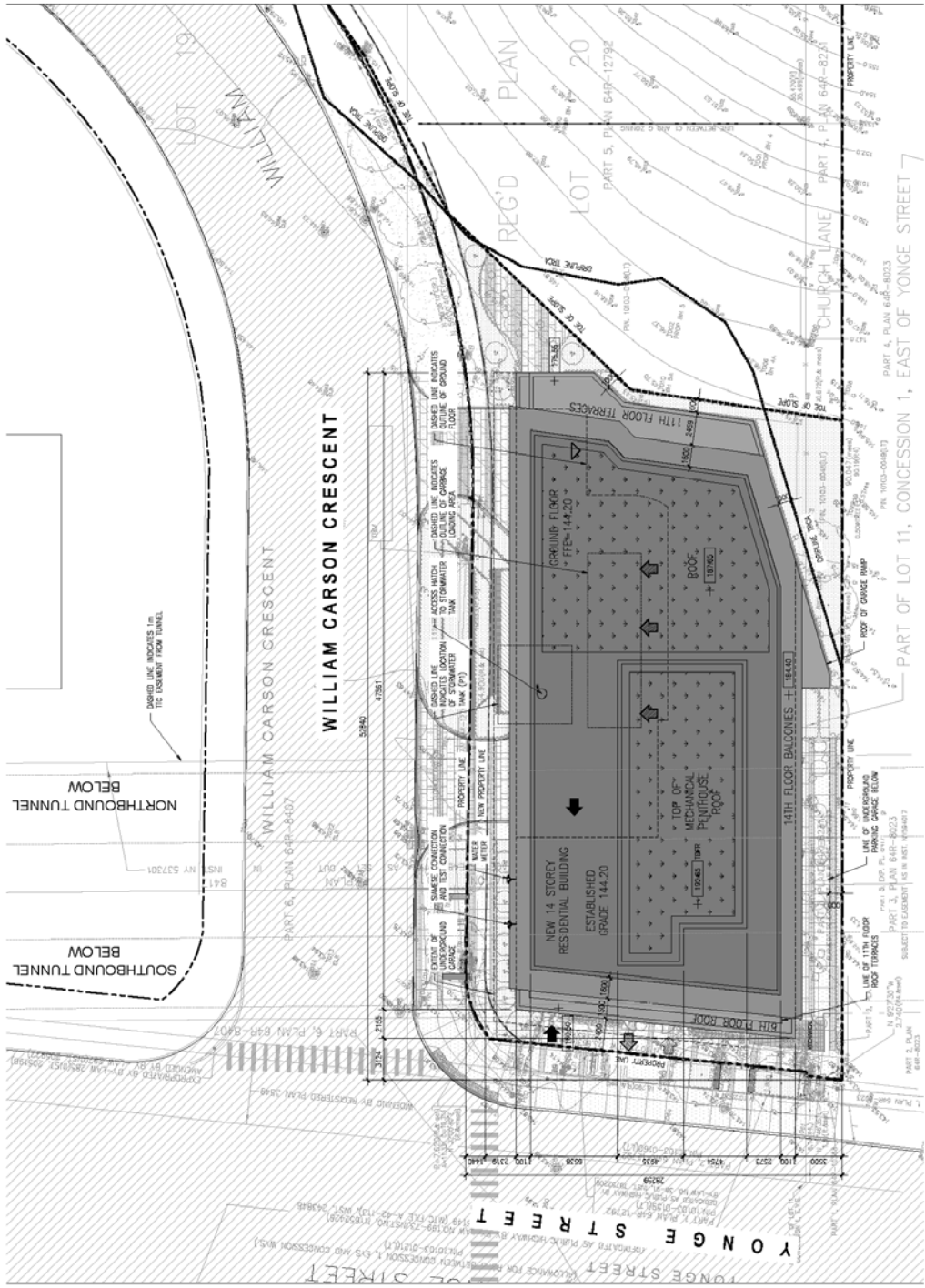
Attachment 4b: Official Plan – Land Use Designation

Attachment 5a: Zoning By-law 569-2013

Attachment 5b: Zoning By-law No. 7625

Attachment 6: Application Data Sheet

Attachment 1: Site Plan



4155 Yonge Street

File # 17 245489 NNY 25 02

Site Plan
Applicant's Submitted Drawing
Not to Scale
11/08/2017

Attachment 2a: Applicant's Perspective Rendering – Pedestrian View Looking Northeast



Rendering - pedestrian view looking NE

Applicant's Submitted Drawing

Not to Scale
11/29/2017

4155 Yonge Street

File # 17 245489 NNY 25 0Z

Attachment 2b: Applicant's Perspective Rendering - Pedestrian View Looking Southwest



Rendering - pedestrian view looking SW

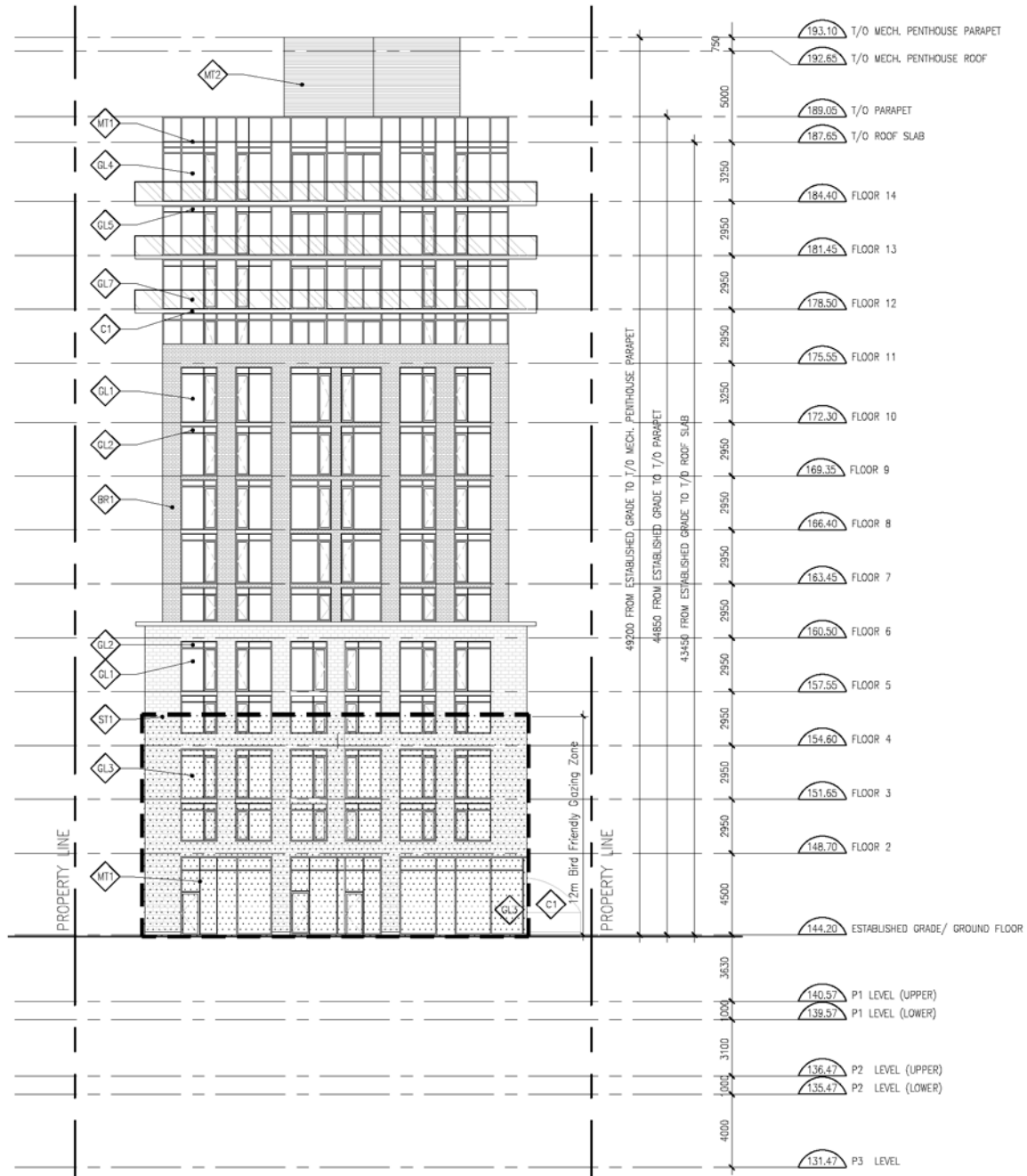
4155 Yonge Street

Applicant's Submitted Drawing

Not to Scale
11/29/2017

File # 17 245489 NNY 25 0Z

Attachment 3a: West Elevation



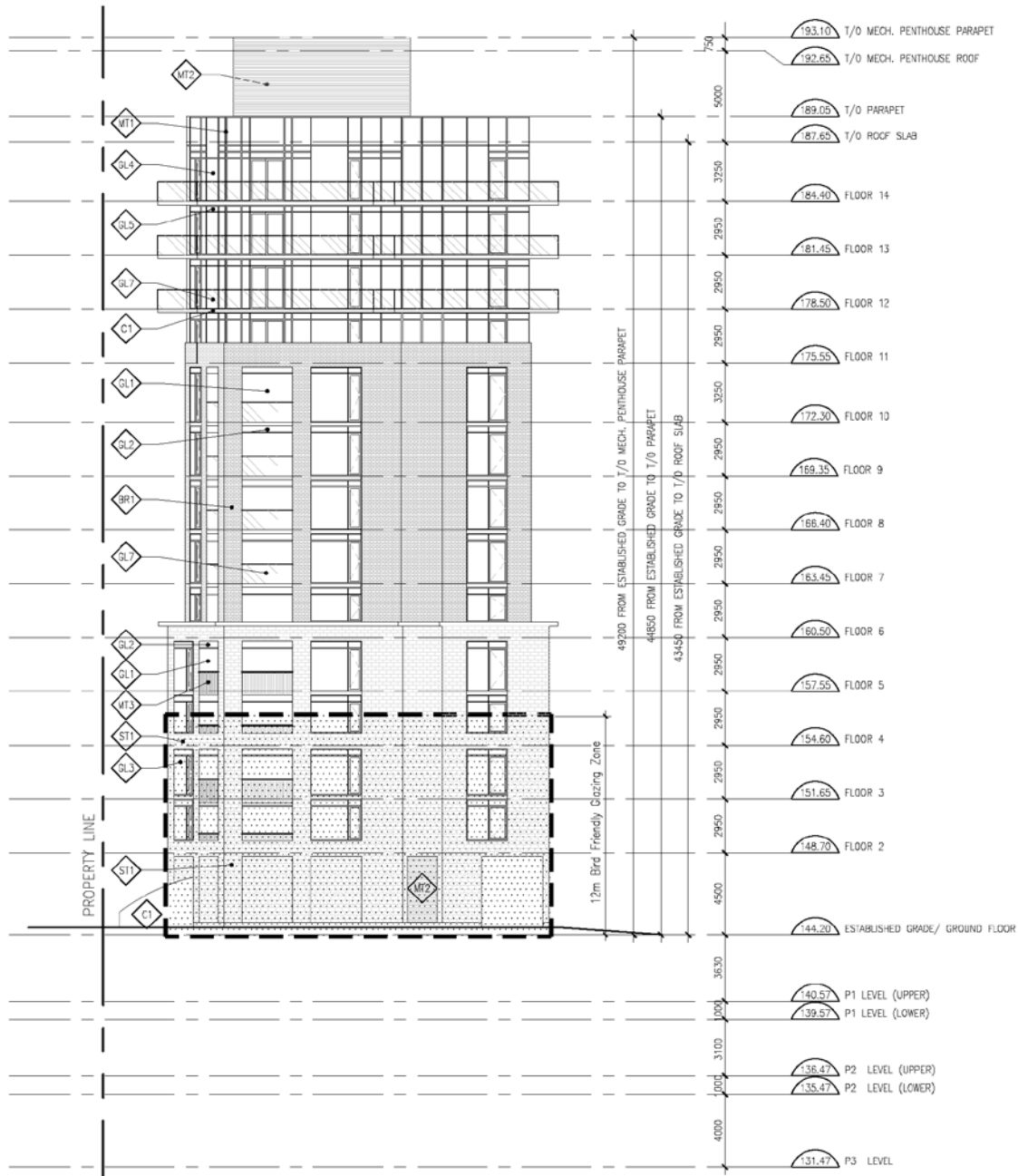
[illegible]

4155 Yonge Street

Not to Scale
11/08/2017

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Attachment 3c: East Elevation



East Elevation

Applicant's Submitted Drawing

Not to Scale
11/07/2017

4155 Yonge Street

File # 17 245489 NNY 25 0Z

4155 Yonge Street

Not to Scale
11/08/2017

File # 17 245489 NNY 25 0Z

Attachment 4a: Official Plan – Natural Heritage System Overlay



Extract from Official Plan Natural Heritage - Map 9

4155 Yonge Street

File # 17 245489 NNY 25 02



Site Location

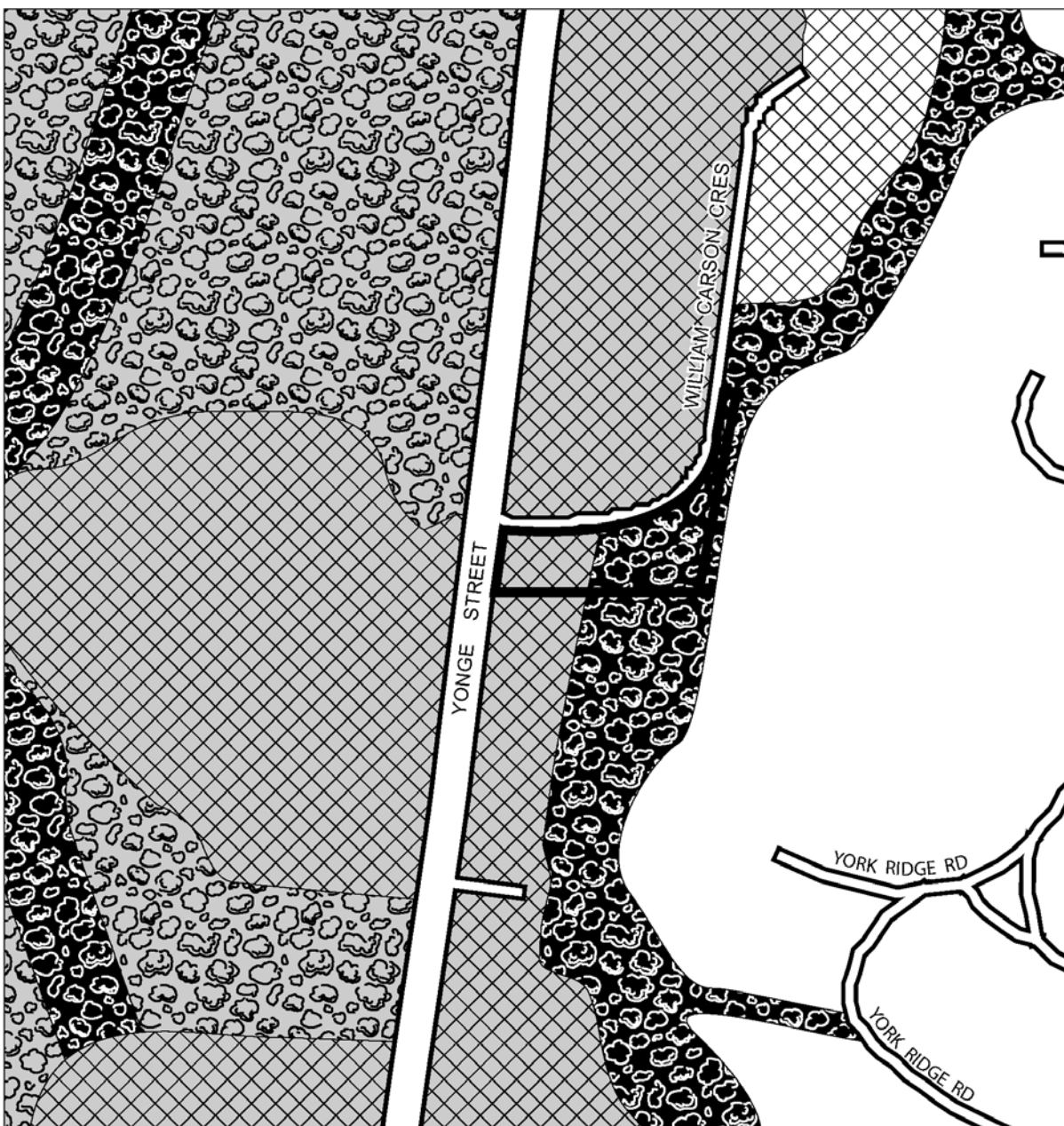


Natural Heritage System



Not to Scale
11/07/2017

Attachment 4b: Official Plan – Land Use Designation



Extract from Official Plan

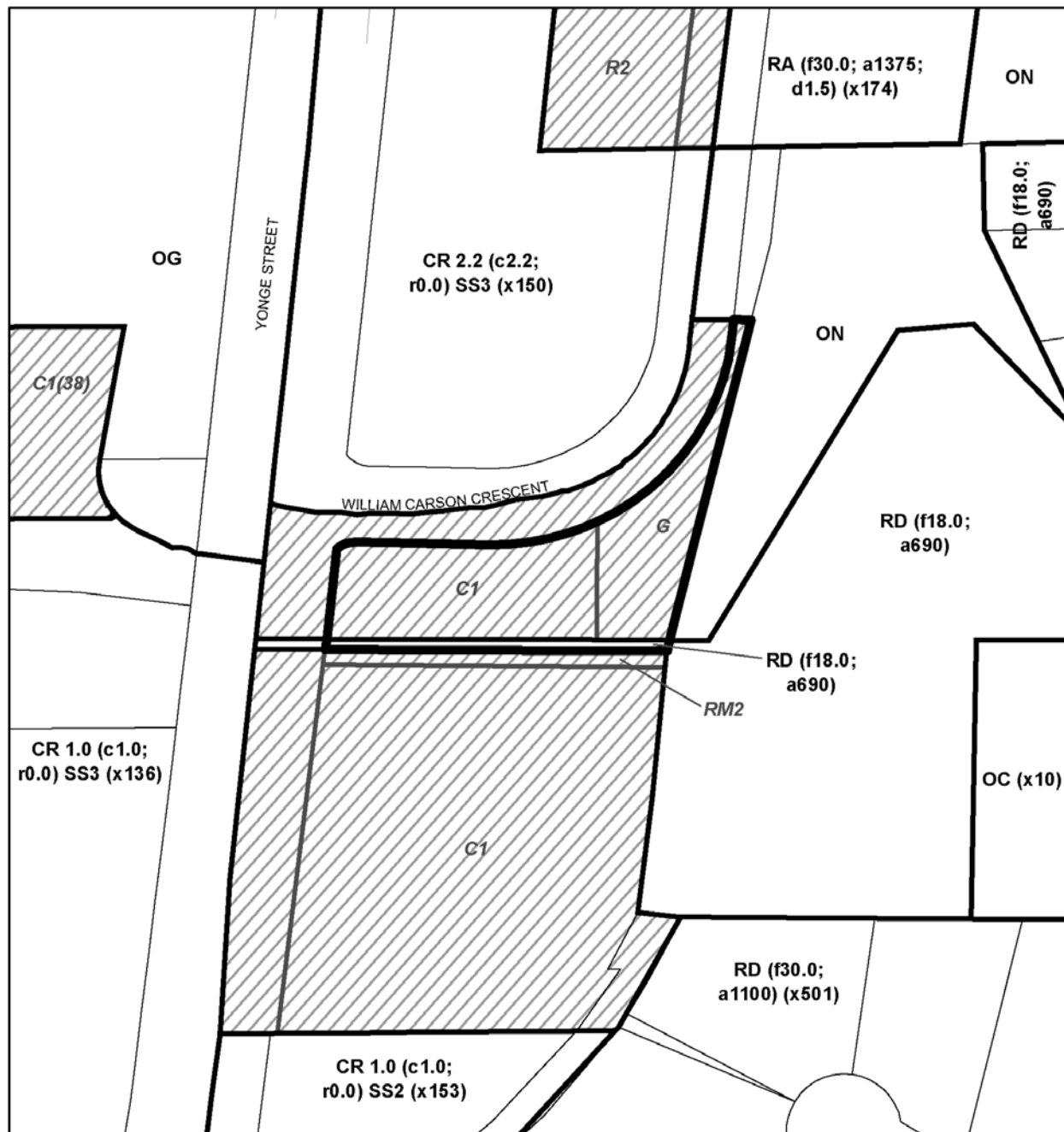
4155 Yonge Street

File # 17 245489 NNY 25 0Z

	Site Location		Natural Areas
	Neighbourhoods		Other Open Space Areas
	Apartment Neighbourhoods		
	Mixed Use Areas		

↑
Not to Scale
11/07/2017

Attachment 5a: Zoning By-law No. 569-2013



Zoning By-Law No. 569-2013

4155 Yonge Street

File # 17 245489 NNY 25 0Z



Location of Application

RD Residential Detached
RA Residential Apartment
CR Commercial Residential

ON Open Space Natural
OG Open Space Golf Course
OC Open Space Cemetery



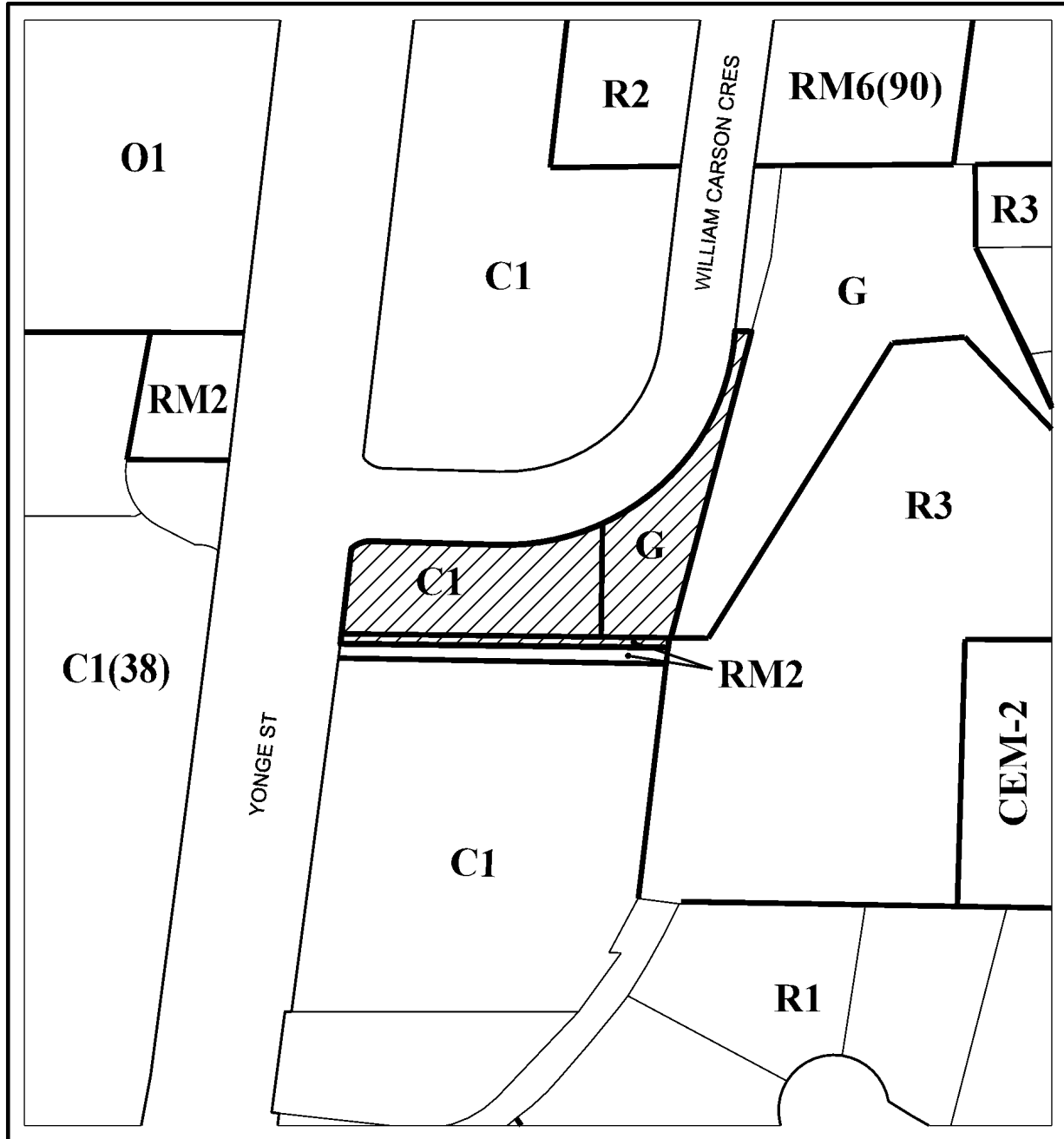
See Former City of North York By-Law No. 7625

R2 One-Family Detached Dwelling Second Density Zone
RM2 Multiple-Family Dwellings Second Density Zone
C1 General Commercial Zone
G Greenbelt Zone



Not to Scale
Extracted: 11/27/2017

Attachment 5b: Zoning By-law No. 7625



Zoning By-Law No. 7625

4155 Yonge Street

File # 17 245489 NNY 25 0Z



Location of Application

- R1 One-Family Detached Dwelling First Density Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R3 One-Family Detached Dwelling Third Density Zone

- RM2 Multiple-Family Dwellings Second Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone

- O1 Open Space Zone
- G Greenbelt Zone
- CEM-2 Restricted Cemetery Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale

Extracted 11/13/2017

Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 245489 NNY 25 OZ
Details	OPA & Rezoning, Standard	Application Date:	October 10, 2017

Municipal Address:	4155 YONGE ST
Location Description:	NORTH YORK CON 1 EYS PT LOT 11 PLAN 3549 PT LOTS 17 TO 20 RP 64R12792 PARTS 3 TO 6 AND RP 66R27082 PARTS 5 TO 8 **GRID N2501
Project Description:	Official Plan and Zoning By Law amendments to construct a 14 storey residential building on the western portion of the subject site. The proposed building would be constructed over the existing TTC subway tunnel and be setback 1.0 metre from the toe-of-slope of valley feature. The proposed building includes a total of 64 units and a gross floor area of 10,312.5 sq. m. The overall density proposed for the subject site is 3.20 Floor Space Index (FSI).

Applicant:	Agent:	Architect:	Owner:
GOLDBERG GROUP 2089 Avenue Road Toronto ON M5M 4A8		QUADRANGLE ARCHITECTS LIMITED 901 King Street West, Toronto ON M5V 3H5	2519371 ONTARIO INC. 37 Wilket Road Toronto ON M2L 1N9

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Yes
Zoning:	C1 / G	Historical Status:	No
Height Limit (m):	9.2 / 11	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	3224.2	Height:	Storeys:	14
Frontage (m):	26.6		Metres:	44.85
Depth (m):	138			
Total Ground Floor Area (sq. m):	650.82			Total
Total Residential GFA (sq. m):	10312.5		Parking Spaces:	82
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	10312.5			
Lot Coverage Ratio (%):	20.2			
Floor Space Index:	3.2			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	10312.5	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	8 (13%)	Office GFA (sq. m):	0	0
2 Bedroom:	31 (48 %)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	25 (39%)	Institutional/Other GFA (sq. m):	0	0
Total Units:	64			

CONTACT:	PLANNER NAME:	Valeria Maurizio, Planner
	PHONE / EMAIL:	416-395-7052 / valeria.maurizio@toronto.ca

