

6080 Yonge Street and 11 Homewood Avenue – Official Plan Amendment, Zoning Amendment Applications – Request for Direction Report

Date: March 24, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Wards: Ward 18 - Willowdale

Planning Application Number: 20 158233 NNY 18 OZ

SUMMARY

The application proposes to amend the Official Plan and Zoning By-law (the "application") to permit a 20-storey mixed use building with 808 square metres of ground floor retail and 262 residential units at 6080 Yonge Street and 11 Homewood Avenue (the "subject site").

The applicant has appealed the application to the Local Planning Appeal Tribunal (the "LPAT") due to Council's failure to make a decision on the application within the time prescribed by the *Planning Act*. A case management conference at the LPAT is scheduled for April 22, 2021. No hearing dates have been set.

This report recommends that the City Solicitor, together with City Planning staff and other appropriate City staff, attend the LPAT hearing in opposition of the application. It also recommends that staff continue to have discussions with the applicant in an effort to resolve the issues outlined in this report and to report back to City Council on the outcome as appropriate.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with appropriate City staff, to attend the Local Planning Appeal Tribunal hearing to oppose the Official Plan and Zoning By-law amendment application for 6080 Yonge Street and 11 Homewood Avenue in its current form.

2. Should the Local Planning Appeal Tribunal approve the Official Plan and/or Zoning By-law amendment application, City Council authorize the City Solicitor to request that the Local Planning Appeal Tribunal withhold its Order(s) approving the application until such time as:
 - a. The Local Planning Appeal Tribunal has been advised by the City Solicitor that the form and content of the proposed Official Plan and Zoning By-law amendments are satisfactory to the City;
 - b. The City Solicitor confirms the satisfactory execution and registration of a Section 37 Agreement satisfactory to the Chief Planner and Executive Director, City Planning to secure appropriate community benefits;
 - c. The City Solicitor confirms that the owner has addressed the outstanding comments identified in the memorandum dated August 28, 2020 from the Manager, Development Engineering, Engineering and Construction Services, including an updated Functional Servicing and Stormwater Management Report that addresses staff's concerns; and
 - d. The City Solicitor confirms that the owner has designed and provided financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report and Hydrogeological Assessment to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements or upgrades are required to support the development, according to the Functional Servicing and Stormwater Management Report and Hydrogeological Assessment, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services.
3. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant, in consultation with the Ward Councillor, to address the issues outlined in the report dated March 24, 2021 from the Acting Director, Community Planning, North York District, and to report back to City Council on the outcomes of those discussions, including proposed Section 37 contributions relating to any revised proposal, as appropriate.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

In June of 2011, North York Community Council adopted a report summarizing and initiating the 'Yonge Street North Planning Study' (the "Study") in the context of increasing development pressures and the appropriateness of current and potential future amendments to Official Plan policies and designations. The subject site is within the study area for the Study. In November of 2013, City Council received for information the consultant's final report on the Study and directed Planning staff to undertake further work. This work included consulting with the community on an implementation plan for the study area. Planning staff have relaunched the Study following Council's decision on the 2013 implementation plan and have held community consultation meetings to further consult with the community and other stakeholders. Additional information on the study and the draft implementation plan can be found on the study website:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yonge-street-north-planning-study/>

To date, a final implementation plan for the Study has not yet been prepared for Community Council's consideration.

On June 19, 2020, the applicant submitted the subject application to amend the Official Plan and Zoning By-laws (Application No. 20 158233 NNY 18 OZ) to permit a 20-storey mixed use building at 6080 Yonge Street and 11 Homewood Avenue. The application was deemed complete on July 19, 2020. A Preliminary Report on the subject application was adopted by North York Community Council (Item NY17.8) on September 10, 2020 directing staff to conduct a community consultation meeting. A virtual community consultation meeting was held on October 15, 2020 where the applicant and Planning staff presented members of the public with details of the subject application. The Preliminary Report and Community Council's direction can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.NY17.8>

At its meeting on June 29, 2020, City Council considered a report from the Chief Planner and Executive Director, City Planning on Growth Plan conformity and the Municipal Comprehensive Review ("MCR") Work Plan. City Council adopted staff's recommendations, including the recommended approach to the work, including the recommended phased Major Transit Station Area ("MTSA") Prioritization Approach. The staff report and City Council's direction can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

ISSUE BACKGROUND

Application Description

The subject application has not changed from that described in the Preliminary Report from the Acting Director, City Planning dated August 24, 2020. The subject application continues to propose to amend the Official Plan and Zoning By-laws for the property at 6080 Yonge Street and 11 Homewood Avenue to permit a 20-storey (72.6 metres, inclusive of the mechanical penthouse) mixed use building with 808 square metres of ground floor retail and 262 residential units (19,879 square metres of residential Gross

Floor Area). The proposed Gross Floor Area ("GFA") equates to a Floor Space Index ("FSI") of 6.0 times the lot area. A summary of the application's statistics can be found below:

Site Frontage	Yonge St: 43.2 metres Homewood Ave: 81.5 metres
Site Area	3,375 square metres
Proposed Gross Floor Area (GFA)	Residential: 19,879 square metres Commercial: 808 square metres
Proposed Floor Space Index (FSI)	6.0 (City of Toronto By-law 569-2013)
Proposed Number of Residential Units	262 units
Proposed Height	20-storeys (72.6 metres)
Proposed Building Setbacks	North: 3.0 metres to 4.5 metres South: 0 metre to 7.4 metres East: 4.5 metres West: 11.5 metres
Proposed Parking Supply	Retail: 8 spaces Resident: 225 spaces Visitor: 39 spaces Total: 272 spaces
Proposed Bicycle Parking Supply	Long-Term: 179 spaces Short-Term: 19 spaces Total: 198 spaces
Proposed Indoor Amenity Area	422.5 square metres
Proposed Outdoor Amenity Area	521.4 square metres

The proposed building would be comprised of an 'L' shape base building with the 20-storey tower located at the northeast corner of the site and would be setback 9.5 metres from the Yonge Street property line. The tower would step down westwards, along Homewood Avenue, to a seven and three-storey base building. The tower would also step down southwards, along Yonge Street, to a five and seven-storey base building (see Attachment 3). The interior of the site would contain a one and two-storey base-building which would contain servicing elements, including the loading space, garbage room, long-term bicycle parking, pet washing station and lounge.

The retail component of the proposed building primarily fronts Yonge Street with a portion wrapping the corner and fronting Homewood Avenue. The residential lobby entrance would front onto Homewood Avenue and be located west of the retail portion that wraps the corner. The ground floor of the three and seven-storey base-buildings on Homewood Avenue would contain seven townhouse units, six of which would directly front onto Homewood Avenue. The seventh townhouse unit would front onto the proposed driveway that would be located adjacent to the western property line.

Vehicular access to the site is proposed via a 7.0 metre wide driveway off Homewood Avenue, along the western limit of the site and continues towards the southern limit of the site where the driveway would terminate. The proposed driveway would provide access to a Type 'G' loading space and ramp to the underground garage which would contain four levels of parking.

The development proposes 943.9 square metres of amenity area, which would include 521.4 square metres of outdoor amenity area and 422.5 square metres of indoor amenity area and equate to 3.6 square metres of amenity area per residential unit. A portion of the outdoor amenity area would be located at-grade, along the southern limit of the site and is currently proposed to be used as a dog run. The remaining outdoor amenity area is proposed on the roof of the one-storey base-building located within the interior of the site and on the roof of the five-storey base-building which would front onto Yonge Street. A portion of the indoor amenity area would be located on the ground floor and is proposed to be used as a pet washing station and lounge. The remaining indoor amenity area would be located on floors two and six and is currently proposed to be used as a guest suite, fitness studio, and library. The plan for a portion of the proposed amenity area on the second floor does not indicate how it will be programmed.

Detailed project information can be found on the City's Application Information Centre at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

POLICY CONSIDERATIONS

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") 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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan amends and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe (the "GGH") region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review, which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review ("MCR"), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

Toronto Official Plan and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. The City of Toronto Official Plan can be found at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The subject application has been reviewed against the policies of the Official Plan, including the following:

Chapter 2 Shaping the City

Chapter 2 of the Official Plan contains policies for steering growth and change to some parts of the City, while protecting the City's neighbourhoods and green spaces from development pressures.

Section 2.2 Structuring Growth in the City, states that "future growth within Toronto will be steered to areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential." The Official Plan describes the growth areas generally as "locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations."

Map 2 Urban Structure of the Official Plan identifies the Yonge Street portion of the subject site as *Avenues*. Section 2.2.3 *Avenues*, recognizes that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities. "Such reurbanization is subject to other policies of the Official Plan, including in particular, the neighbourhood protection policies." According to the Official Plan, there is no 'one size fits all' program for reurbanizing the *Avenues* and a framework for change will be tailored to the situation of each *Avenue* through a local *Avenue* study.

Section 2.3.1 Healthy Neighbourhoods, recognizes the City's *Neighbourhoods* to be stable but not static. The Healthy Neighbourhoods policies require development in *Mixed Use Areas*, among other land use designations, that are adjacent to or close to *Neighbourhoods* to be compatible with those *Neighbourhoods*. Development must provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards those *Neighbourhoods*. New development in *Mixed Use Areas* should attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as to not significantly diminish the residential amenity of those *Neighbourhoods*.

Section 2.4 Bringing the City Together, states the Official Plan "integrates transportation and land use planning at both the local and regional scales. Within the City, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the City where little physical change is foreseen." The transportation policies, maps, and schedules of the Plan make provision for the protection and development of the City's road, rapid transit, and inter-regional rail networks.

Chapter 3 Building a Successful City

Chapter 3 of the Official Plan contains policies to guide growth by integrating social, economic, and environmental perspectives in the decision-making process to create an attractive Toronto with a strong economy and complete communities. The policies focus on the built environment, the human and natural environments, economic health, and new neighbourhoods. Chapter 3 complements the policies in Chapter Two and Chapter Four by providing direction to matters that can improve everyday lives.

Section 3.1.1 The Public Realm contains policies with respect to the public realm and recognizes the importance of good design in creating a great city. The policies encourage excellence in architecture, landscape, and urban design while recognizing city streets are significant public open spaces which connect people and places as well as supporting the development of sustainable, economically vibrant, and complete communities.

Section 3.1.2 Built Form relates to ensuring that new development in the City can fit harmoniously within the existing area. The policies recognize that buildings have a civic responsibility to meet the needs of the people who live and work in the area and who will encounter the building in their daily lives, in addition to the future users of the building. Policies provide direction on how to ensure that buildings and their facades fit within their existing and/or planned context and requires that each new building should promote and achieve the overall objectives of the Official Plan.

This includes providing appropriate transition to the existing surrounding area and massing development with good proportions to fit within the existing and planned context and to ensure sunlight and sky view from adjacent streets. Transition in scale may be achieved with many "geometric relationships and design methods in different combinations" including angular planes, stepping of heights, location and orientation of the buildings, and the use of setbacks and stepbacks of building mass.

Further, Section 3.1.3 Built Form- Tall Buildings contains policies that guide the design of tall buildings by focusing on three separate elements: the base, middle, and top. These buildings "come with larger civic responsibilities and obligations than other buildings" and as a result it is important that tall buildings fit within their existing and/or planned context and limit local impacts.

Official Plan Amendments ("OPA") 479 (Public Realm) and 480 (Built Form) were adopted as part of the Five-Year Official Plan Review pursuant to Section 26 and Subsection 17(34) of the *Planning Act*. On September 11, 2020 the Minister of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form, and built form types. The policies reflect the continuous evolution of the application of urban design principles to achieve critical city building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design. While not in force at the time the application was submitted, understanding this continuing evolution of urban design principles relevant to the review of the application.

Chapter 4 Land Use Designations

Map 16 of the Official Plan designates the eastern portion of the subject site *Mixed Use Areas* and designates the western portion *Neighbourhoods*.

Toronto's *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings as well as parks, low scale local institutions, home occupations, cultural and recreational facilities, and small-scale retail, service, and office uses. "Physical changes to the established *Neighbourhoods* must be sensitive, gradual, and 'fit' the existing physical character. A key objective of the Official Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*." The development criteria for development in established *Neighbourhoods* will respect and reinforce the existing physical character, including in particular:

- Prevailing heights, massing, scale, density, and dwelling type of nearby residential properties;
- Prevailing building type(s);
- Prevailing setbacks of buildings from the street or streets; and
- Prevailing patterns of rear and side yard setbacks and landscape open space.

The Official Plan goes on to state that "no changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the overall physical character of the entire *Neighbourhood*."

Mixed Use Areas provide opportunities for increased jobs and/or population and underutilized lots within *Mixed Use Areas* have the potential to absorb much of the new growth expected in Toronto over the coming decades. While the *Mixed Use Area* designation encourages intensification, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

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 Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or planned buildings. Further, development in *Mixed Use Areas* will locate and mass new buildings to provide appropriate transition towards areas of different intensity and scale.

Similarly to the development criteria established for development in *Neighbourhoods*, the Official Plan also establishes criteria to guide development in *Mixed Use Areas*. In *Mixed Use Areas*, development will:

- Create a balance of high quality commercial, residential, institutional, and open space uses that reduces automobile dependency and meets the needs of the local community;
- Provide new jobs and homes for Toronto's growing population on underutilized lands in areas designated *Mixed Use Areas*;
- Locate and mass new buildings to provide a transition between areas of different development intensity and scale to achieve objectives of this Plan, through means such as providing setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- Locate and mass new buildings to 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;
- Provide an attractive, comfortable, and safe pedestrian environment;
- Take advantage of nearby transit services;
- Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- Locate and screen service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and
- Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 Implementation: Making Things Happen

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure the provision of community benefits in return for an increase in height and/or density of a development. The City may require the owner to enter into an agreement to secure these matters.

Section 37 of the *Planning Act* provides a means for the City to enter into an agreement with an applicant to grant a height and/or density increase for a project that is greater than the zoning by-law would otherwise permit in return for community benefits. Policy 5.1.1 and City Council's approved Section 37 protocol require that the proposed development represents good planning and meets a minimum size requirement of 10,000 square metres and an increase in density of at least 1,500 square metres from the base zoning permissions. Details of a Section 37 Agreement between the City and the applicant are determined together with the Ward Councillor, if the project is ultimately considered to be good planning and is recommended for approval.

Policy 5.3.2.1 of the Official Plan states that design guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Applicable design guidelines are discussed further in this report.

Policy 5.6.5 of the Official Plan states that boundaries of the land use designations are general except where delimited by a defined Secondary Plan or area specific policy. In other instances, the boundaries of the land use designations will be determined by a review of existing zoning by-laws, prevailing lot depths, orientation of lot frontages, lot patterns, and land use patterns.

Yonge Street North Planning Study

The City initiated the Yonge Street North Planning Study in June of 2011 and the subject site is located within the study area. On November 13, 2013, City Council referred the study back to staff for further review and requested Planning staff consult with residents on a draft implementation plan for the area of Yonge Street North. A draft implementation plan was released for consultation with the community in 2014. The Secondary Plan and the draft implementation plan currently have no legislative status. Staff held a community consultation meeting on May 22, 2019 to re-launch the study given the gap in time since the previous consultation and obtain feedback from the community on the work undertaken for the study. The draft implementation plan considered alternative densities for sites within the study area, including the subject site which have not been reported to City Council for consideration. Staff are working on the study and will be presenting a final report and draft Official Plan Policies to City Council.

The draft policies contemplated in 2014 draft implementation plan proposed to designate 6080 Yonge Street as 'Mixed Use Area B- Avenue and Transit Station Transition Areas' which has an associated maximum FSI of 3.0 times the area of the lot and a maximum height of the lesser of 33 metres or 11-storeys. The draft policies designate 11 Homewood Avenue as 'Mixed Use Area C- Grade Related Transition Areas' which has an associated maximum FSI of 1.5 times the area of the lot and a maximum height of the lesser of 11 metres or 4-storeys.

The draft implementation plan has not been adopted by City Council and therefore has no formal status. More information on the Yonge Street North Planning Study is available at the following link: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yonge-street-north-planning-study/>.

Zoning By-laws

The Yonge Street and Homewood Avenue properties which comprise the subject site have several zoning designations in both the former City of North York Zoning By-law 7625 and the City of Toronto Zoning By-law 569-2013. The 6080 Yonge Street property is zoned General Commercial Zone (C1), Exception 5 in the former City of North York Zoning By-law 7625 which permits a range of commercial and institutional issues as well as residential uses which are permitted in the R5 and RM5 zones, including apartment house dwellings provided that they meet the requirements of that zone. In addition to the uses permitted in the C1 zone, Exception 5 permits a motor vehicle dealership and motor vehicle body repair shop as an accessory to a motor vehicle dealership.

The property at 9 Homewood Avenue which directly abuts 6080 Yonge Street and forms part of the site is zoned One-Family Detached Dwelling Fourth Density Zone (R4) and is exempt from certain provisions of the R4 zone through Site Specific By-law 30905. The Site Specific By-law permits a parking station associated with the commercial use of the abutting lands to the east.

The property at 11 Homewood Avenue is zoned One-Family Detached Dwelling Fourth Density Zone (R4) in the former City of North York Zoning By-law 7625 which only permits detached dwellings and some institutional uses.

The property at 6080 Yonge Street is zoned Commercial Residential: CR 1.0(c1.0; r1.0) SS3 (x87) in the City of Toronto Zoning By-law 569-2013 which permits a maximum residential and/or commercial FSI of 1.0 times the lot area. Exception 87 permits a vehicle dealership in addition to the uses permitted in the Commercial Residential zone.

The property at 9 Homewood Avenue is zoned Residential Detached: RD (f15.0; a550) (x71) in the City of Toronto Zoning By-law 569-2013 which permits a parking station on the site, in addition to the uses permitted in the zone, subject to certain criteria which includes the provision of opaque fencing, a minimum 1.8 metre side yard setback, and no vehicles are permitted to park within 2.0 metres of the north, south, and west lot lines of the site.

The property at 11 Homewood Avenue is zoned Residential Detached: RD (f15.0; a550) (x5) in the City of Toronto Zoning By-law 569-2013 which only permits detached dwellings and some institutional uses. Exception 5 requires minimum side yard setbacks of 1.8 metres.

The City of Toronto's Zoning By-law 569-2013 can be found at the following link: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guidelines were used in the evaluation of this application and can be found at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>.

Tall Building Design Guidelines

City Council has adopted the Tall Building Design Guidelines which are to be used in the evaluation of tall buildings to help ensure that tall buildings, where they are permitted, fit within their context and minimize their local impacts.

Avenues and Mid-Rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-Rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Growing Up: Planning for Children in New Vertical Communities

In July of 2020, City Council adopted the Growing Up Guidelines and directed they be applied in the evaluation of new and under review multi-unit residential development proposals with greater than 20 residential units and future City-wide and area based planning frameworks. The objective of the Growing Up Guidelines is to ensure that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building, and unit scale.

Pet-Friendly Guidelines

The objective of the Pet Friendly Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden of the public realms, and provide needed pet amenities for high density residential communities. The Guidelines support all residents, pet owners, and non-pet owners alike by encouraging design in new developments that demonstrates a consideration for pets, as well as impacts that they have on our parks, open spaces, and the environment.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not yet been submitted.

Reasons for the Application

The application to amend the Official Plan is required for the portion of the proposed building located within the *Neighbourhoods* designation, which includes the site driveway, a portion of the building's base and tower component, and the underground parking. The application to amend the Zoning By-laws is required to allow the height and density proposed as well as to amend other performance standards.

Community Consultation

Further to Nork York Community Council's direction, Planning staff held a virtual community consultation meeting on October 15, 2020. In addition to City staff, the meeting was attended by the Ward Councillor, the applicant, and approximately 25 members of the public. Comments and questions raised at the meeting included the following concerns:

- The scale of the proposed development, including the proposed height and density;
- Shadow impacts on lands designated *Neighbourhoods*;
- Site access, particularly related to the site driveway proposed off Homewood Avenue and the increase of traffic infiltration through the neighbourhood;
- The incorporation of land designated *Neighbourhoods* forming part of the subject site;
- The projection of the upper levels into the setbacks along Yonge Street and Homewood Avenue; and
- Impacts on existing parks and recreational facilities.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS and Growth Plan are both high-level and broad reaching policy documents. The City is a development area and infill is encouraged under these policies, however, both the PPS and Growth Plan recognize that planning authorities are responsible for identifying appropriate locations for growth. According to the PPS, planning authorities are to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, taking into account existing building stock or areas and the availability of suitable and existing or planned infrastructure and public service facilities required to accommodate projected needs.

The PPS and Growth Plan identify official plans as the tool to best implement the broad policy goals of building complete communities, identify the appropriate and efficient mix of uses, and development patterns to support sustainability by promoting strong, livable, healthy, and resilient communities. Section 4 of the PPS addresses how the objectives of the PPS are to be implemented and interpreted.

Policy 4.6 specifically states the "official plans are the most important vehicle for the implementation of this Provincial Policy Statement." Comprehensive, integrated, and long-term planning is best achieved through official plans. The preamble of the PPS further identifies that official plans shall provide clear, reasonable, and attainable policies to protect provincial interests and direct development to suitable areas.

Through the Official Plan, areas of the City that are intended for growth and areas that are intended to remain stable are identified. While a portion of the subject site is designated *Mixed Use Areas* and the Yonge Street portion of the property is shown on Map 2 of the Official Plan as an *Avenue*, this designation does not mean that transitional policies of the Plan and those other policies that might reasonably prescribe limits to height and density are not applicable. Particularly when the *Mixed Use Areas* designation directly abuts the *Neighbourhoods* designation where growth is not intended to be directed. Further, *Neighbourhoods* designated lands form part of the subject site and the *Neighbourhoods* policies, particularly the development criteria, contribute to the determination of the scale and level of intensity that is appropriate. Section 4.5 of the Official Plan specifically states that "not all *Mixed Use Areas* will experience the same scale or intensity of development" with the highest buildings and greatest intensity typically being located in the City's *Downtown* and *Centres*. "Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*."

While the *Mixed Use Area* portion of the subject site is appropriate for redevelopment and growth, the scale and intensity that is sought is not appropriate given the hierarchy of densities proposed in the Official Plan and the current in-force planned context, nor is it in keeping with the built context of the area. Further, the sites adjacency to the *Neighbourhoods* designation and the inclusion of *Neighbourhoods* designated land further limits the appropriate scale and intensity of a development on the subject site.

Development in *Neighbourhoods*

The Official Plan designates areas for intensification and growth within the *Mixed Use Areas* designation. This designation applies to the eastern portion of the property known municipally as 6080 Yonge Street. The remainder of the site, which is comprised of the western portion of 6080 Yonge Street, formerly known as 9 Homewood Avenue, and 11 Homewood Avenue, is designated *Neighbourhoods* which are recognized as physically stable areas.

As directed in Policy 5.6.5 of the Official Plan, the boundaries of all land use designations will be determined by a review of, among other things, the Zoning By-laws. The Yonge Street portion of the subject site falls under a general commercial (By-law 7625) or commercial residential zone (Zoning By-law 569-2013) which is consistent for properties designated *Mixed Use Areas* in the Official Plan. The two Homewood Avenue properties fall under the residential detached zones under both by-laws which is consistent for properties designated *Neighbourhoods* in the Official Plan. Although 9 Homewood Avenue contains a site-specific parking permission through an exception to both zoning by-laws, the property still falls under the restrictive residential detached zone and is not granted broader permissions found in commercial zones.

The draft Official Plan Amendment prepared by the applicant and submitted in support of the subject application proposes to apply a site and area specific policy ("SASP") to permit the servicing area and the underground garage for parking on 11 Homewood Avenue. Staff's assessment of the proposed development and land use designation found that, in addition to the proposed site driveway and underground garage, the one-storey, seven-storey and three-storey base building, as well as a small portion of the proposed 20-storey tower are within lands designated *Neighbourhoods*. The extent of the *Neighbourhoods* designation was incorrectly identified by the applicant and therefore, all the building components located within the *Neighbourhoods* designation are not accurately captured in the draft Official Plan Amendment. Attachment 5 of this report overlays, for illustrative purposes, the site plan on the land use designation map.

At one time, the former City of North York Official Plan re-designated the property at 9 Homewood Avenue to Commercial and also restricted the uses by applying a site and area specific policy that only permitted a detached house or parking for the adjacent auto dealer located at 6080 Yonge Street. SASP 60 of the City of Toronto's Official Plan was introduced to Chapter 7: Site and Area Specific Policies to continue the parking permission on the site, however, the lands were designated *Neighbourhoods*. There were no appeals of the City of Toronto Official Plan, for the subject property, and as a result, the SASP and *Neighbourhoods* designation came into force.

Policy 5.6.1.1 of the Official Plan states that the Plan is more than a set of individual policies and must be read as a whole and where more than one policy is applicable, they should all be considered. Development within the City's *Neighbourhoods* is to respect and reinforce the existing physical character of each geographic neighbourhood including in particular, prevailing heights, massing, scale, density, and dwelling type of nearby residential properties, prevailing building types, prevailing setbacks of buildings from the street or streets, and prevailing patterns of rear and side yard setbacks and landscaped open space.

The existing dwelling at 11 Homewood Avenue and the other dwellings found on both the north and south sides of Homewood Avenue reflect the prevailing character of the *Neighbourhood* as it relates to the building type, height, massing, scale, setback of buildings from the street, and landscaped open space. Homewood Avenue is characterized by one and two-storey detached dwellings with ample and well landscaped front yard setbacks. While some changes have occurred in the neighbourhood over time, the existing physical character has largely endured and the neighbourhood has remained a stable area.

As described above, the subject application proposes numerous building components within the *Neighbourhoods* designated lands. These components of the application do not respect and reinforce the existing physical character of the neighbourhood. While the seven and 20-storey portions of the building exceed the maximum height permissions of the *Neighbourhoods* designation, the one and three-storey base building does not reflect the prevailing building type, height, massing, or scale of the neighbourhood which is comprised of one and two-storey detached dwellings. The subject application proposes a setback of 3.0 metres along Homewood Avenue which is comprised entirely of hard surfacing.

This condition is not consistent with the existing setbacks of buildings from the street which is approximately 6.5 metres along Homewood Avenue or the patterns of landscape open space which consist of well landscaped front and side yards.

Policy 5.3.1.3 of the Official Plan states that amendments not consistent with the general intent of the Official Plan are to be discouraged, further, that Council will be satisfied that any development permitted under an amendment to this Plan is compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies of this Plan.

Policies 2.3.1.3 and 4.5.2 of the Official Plan state that development in *Mixed Use Areas* are to appropriately mitigate impact and transition to areas of varying intensity and scale, particularly to the *Neighbourhoods*. Rather than transition the proposed development within the extent of the *Mixed Use Areas* designation, the subject application uses lands designated *Neighbourhoods* to increase the developable area and to locate functional components, including the proposed site driveway and servicing area. While the building physically transitions through a westerly stepping down of heights which is consistent with Official Plan direction, the transition occurs within the *Neighbourhoods* designation which is inconsistent with Official Plan direction.

The application proposes an intensity and scale of development, including a small portion of the 20-storey tower in a *Neighbourhood*, which is in conflict with numerous fundamental policies of the Official Plan. The components of the application that are located within *Neighbourhoods* do not respect and reinforce the existing physical character and are not contextually appropriate. The consolidation of two *Neighbourhood* lots to facilitate the proposed development could set an inappropriate precedent for future development on Yonge Street within the surrounding area.

Built Form, Density, Height, and Massing

Through the review of the subject application staff have identified a number of issues related to the built form, massing, and transition to lands designated *Neighbourhoods* that form part of the subject property and located further to the west. The subject application does not conform to the Built Form and the Built Form- Tall Buildings policies of the Official Plan with regard to building height, transition, and massing.

As it relates to height and transition, the Built Form policies of the Official Plan state that development should be massed to fit harmoniously into its existing and/or planned context and should provide appropriate transitions in scale to neighbouring existing and/or planned buildings. The proposed tall building does not provide an appropriate transition to the lands designated *Neighbourhoods* to the west, which is due in part to the proposed building height. The proposed building height does not appropriately respond to or reflect the planned and/or built context which is comprised largely of low-rise commercial plazas along Yonge Street and one and two-storey detached dwellings within the *Neighbourhoods* designation. While staff recognize an existing 20-storey apartment building is located to the southeast of the subject site, staff are of the opinion that the building does not wholly define the existing context.

The low-rise commercial uses presently dominate the existing context as they exist to the north and south of the subject site along Yonge Street. Through the Yonge Street North Planning Study, staff are studying and modelling appropriate levels of development along this segment of Yonge Street and the surrounding area. The built form context that is emerging from the study is mid-rise development on Yonge Street between the future subway station(s). Staff are of the opinion that the proposed development does not fit harmoniously into the existing and/or planned context.

The northern limit of the North York Centre is located approximately 430 metres to the south of the subject site at Drewry/Cummer Avenues. According to the Official Plan's hierarchy of where growth is to be directed, the *North York Centre*, through the policies of the North York Centre Secondary Plan (the "NYCSP"), should generally develop at a higher scale than development along the *Avenues*. Map 8-7 of the NYCSP identifies the density limits for *North York Centre North*. The density limits for sites at the northern limit of the Plan range between 2.0 and 3.0 times the area of the lot. The NYCSP also contains policies that allow for additional density through the form of density incentives of no more than 33 percent of the maximum permitted density subject to the provision of specific uses and facilities or monetary contributions. Inclusive of an additional 33 percent of density, the maximum permitted density towards the northern limit of the North York Centre would be between 2.66 and 4.0 times the area of the lot. The subject application, which proposes a FSI of 6.0 times the area of the lot as calculated under Zoning By-law 569-2013, exceeds the scale and intensity of development permitted in the *Centre* and of the current planned and built context.

As it relates to building setbacks and massing, the proposed seven-storey base building raises concerns related to how it frames and responds to the scale and proportion of Yonge Street and Homewood Avenue. While the subject application proposes a 10 metre pedestrian clearway on Yonge Street measured from the curb face to the wall of the ground floor, the balconies from the upper levels partially project into this area and further contributes to the concerns related to the scale and proportion of the building on Yonge Street. With approximately 50 percent of the subject site's Homewood Avenue frontage falling within the *Neighbourhoods* designation, staff are looking to respect and reinforce the existing setback patterns along Homewood Avenue. The proposed 3.0 metre setback along Homewood Avenue is not sufficient.

Ensuring tall buildings fit within the existing and/or planned context and provide an appropriate transition is further addressed in Section 1.3 of the Tall Building Design Guidelines which recommends applying an angular plane to transition down to lower-scale areas. The subject application does not propose any an angular plane, presumably because significant portions of the proposed building would project into the plane, and seems to rely entirely on the stepping down of the base building within lands designated *Neighbourhoods* to transition the proposed building.

The Tall Building Design Guidelines also encourage limiting the tower floor plate to 750 square metres or less to minimize shadow impact, minimize loss of sky view from the public realm, allow for passage of natural light into interior spaces, create architectural interest, and visually diminish the overall scale of the building mass. The proposed tower floor plate of approximately 770 square metres exceeds 750 square metres which may further contribute to the massing and scale issues of the proposed building.

In addition, balconies or an architectural element is proposed to wrap around the corners of the building creating additional mass to the building which is discouraged in the Guidelines.

As a corner site, the proposed development has a unique opportunity to treat the corner and give it prominence as directed in Policy 3.1.2.1 of the Official Plan. Although the application proposes a ground floor retail use at the corner, the application does not incorporate any design features, public art, landscape element, or architectural articulation or expression on the exterior of the building or within the public or private realms to give prominence to the corner on Yonge Street and Homewood Avenue.

The ground floor of the proposed development covers a significant portion of the subject site, leaving only a small outdoor amenity area and the site driveway, aside from the building setbacks, without any building massing at-grade. The extent of the ground floor and base building contributes to the massing and scale issues of the proposed development and limits opportunities for planting and an animated private realm to enhance and expand the public realm, particularly on Homewood Avenue. In addition, the wind study submitted in support of the subject application indicates "during the winter season, uncomfortable conditions are predicted to develop to the southeast of the proposed development, in particular along the sidewalk adjacent to 6075 Yonge Street." Staff are of the opinion that improvements are to be made to the private realm and building massing and scale in order to enhance and expand the public realm and create comfortable conditions for pedestrians by limiting any wind impacts.

TTC Line 1 Subway Extension

The 2009 Environmental Assessment (the "EA") for the Yonge Subway Extension (the "YSE"), describes the project as a 6.8 kilometre extension of TTC's existing Line 1 Yonge-University subway from Finch Station north to Richmond Hill. The EA identified six new proposed stations, including one approximately 430 metres south of the subject site at Drewry and Cummer Avenues.

Recent changes to the planned Yonge North Subway Extension announced by Metrolinx have resulted in a reduction to the number of stations. Metrolinx has announced three stations located at Steeles Avenue, Highway 7/Highway 407 corridor, and High Tech Road. A fourth station location is being assessed through the Preliminary Design Business Case.

The Planning and Urban Design Report prepared by the applicant in support of the subject application, dated June 17, 2020 identifies "the subject site is within a major transit station area, as defined, a strategic growth area, transit corridor, and an intensification corridor" due to the subject site's proximity to the future Drewry/Cummer station. The report goes on to state that "the proposed scale of development contemplated by the OPA and ZBA ("Zoning By-law Amendment") will implement fundamental policy direction to optimize intensification and related policies of the Growth Plan in this Major Transit Station Area."

With Metrolinx's review of the project scope and their recent announcement related to the reduction in the number of stations, the potential of Cummer Station forming part of the TTC's Line 1 Yonge-University subway remains uncertain. While the subject site may be located within 500 metres of a potential future transit station, the subject site is not located within a major transit station area ("MTSA") as an MTSA is something that may only be delineated by the City through a MCR and the City has not yet undertaken that delineation exercise. While it may be the case that when the City undertakes the delineation exercise that the subject site will be included in the future MTSA should Cummer Station form part of the TTC's Line 1 Yonge-University subway extension, the station can't be relied upon on to justify the site's intensification. As discussed in the Decision History section of this report, City Council has endorsed the Chief Planner's recommended work plan related to Growth Plan conformity, including work surrounding the identification of MTSAs.

Access, Parking, and Loading

The subject application proposes a 7.0 metre wide two-way driveway off Homewood Avenue, located towards the western limit of the site. The proposed site driveway provides access to both the loading space and underground garage.

Policy 2.3.1.3 of the Official Plan requires that development in *Mixed Use Areas* locate and screen access to underground parking to minimize impacts on *Neighbourhoods* and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise, and odour impact, impacts upon adjacent land in those *Neighbourhoods*. In addition to requiring that service areas and located and screened to minimize impact, Policy 4.5.2 of the Official Plan states that transition is to be provided between areas of different intensity and scale, particularly towards lower scale *Neighbourhoods*. The Planning and Urban Design Report prepared by the applicant in support of the subject application, dated June 17, 2020 identifies that the incorporation of 11 Homewood Avenue within the development proposal allows for the generous west setback which assists in achieving the transition policies of the Official Plan. Within the west setback is the proposed site driveway and because the site driveway is located within the portion of the subject site designated *Neighbourhoods*, the subject application does not appropriately minimize impacts of the service and access areas on *Neighbourhoods*. If the servicing and access areas were internalized and located within the portion of the subject site designated *Mixed Use Area*, these areas would be appropriately located and screened to minimize the impacts on *Neighbourhoods*.

Transportation Services staff have indicated the width of the proposed driveway is to be narrowed to 6.0 metres and an internalized pick-up and drop-off must be provided within the subject site that can service ride sharing and food deliveries.

The subject application proposes a total vehicular parking supply of 272 spaces within four levels of underground parking. The proposed parking supply includes 225 spaces for residents, 39 spaces for visitors, and 8 spaces for the retail uses. While the proposed parking supply satisfies the parking requirements of Policy Area 4, as defined in Zoning By-law 569-2013, Transportation Services staff are of the opinion that Policy Area 3 rates be applied to the subject site, coupled with transportation demand management ("TDM") strategies and car-share service.

Parking rates for Policy Area 3, as defined in Zoning By-law 569-2013 would require a minimum of 244 parking spaces. The applicant is to provide additional information related to multi-modal analysis, TDM strategies, a car-share provider, as well as reduce the proposed parking supply.

The subject application proposes one Type G loading space which is to be shared amongst the residential and retail uses. According to the requirements of Zoning By-law 569-2013, one Type G and one Type B loading space is required. Transportation Services staff note that due to the scale of the retail component, separate loading facilities must be provided for the residential and retail uses. A residential building must have dedicated loading facilities for moving and delivery and garbage truck circulation. The vehicle manoeuvring diagrams submitted as part of the subject application show a heavy vehicle entering and exiting the site and loading space in a forward motion, however, these diagrams are to be revised once the access is revised and the additional Type B loading space is provided.

Growing Up: Planning for Children in New Vertical Communities Design Guidelines

The City's Growing Up: Planning for Children in New Vertical Communities Guidelines are rooted in the Official Plan's vision to create an attractive and safe city where people of all ages and abilities can enjoy a good quality of life. It recognizes that every new mid-rise and tall building is in itself a new community of residents that becomes integrated within an existing community. The design of new buildings needs to consider the needs of families in all stages to ensure residents can remain in their communities.

One element of ensuring that new buildings can become a complete community is by ensuring that they provide a range of unit types to address different needs of future residents. Providing a critical mass of large units can create a sense of community and address the needs of larger families. The subject application currently proposes the following range of unit types:

- Studio: 42 units (16.03%);
- One-bedroom: 74 units (28.24%);
- Two-bedroom: 113 units (43.13%); and
- Three-bedroom: 33 units (12.6%).

The Guidelines suggest that a building should provide a minimum of 25 percent larger units, with ten percent of the total number as three-bedroom units and fifteen percent as two-bedroom units. In addition to the range of two and three-bedroom units recommended in the Guidelines, the Guidelines recommend minimum unit sizes for two and three-bedroom units. While the number of proposed two and three-bedroom units exceeds the unit mix objectives of the Guidelines, the applicant has not yet provided unit size information.

Community Services and Facilities

Through Policy 2.3.1.7, the Official Plan identifies that community and neighbouring amenities will be enhanced where needed by improving and expanding facilities, creating new facilities, and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

Recent review of community services and facilities ("CS&F") within Willowdale show a variety of services and facilities are reporting demand. This demand is being monitored to ensure the number of services and facilities, particularly childcare facilities, keeps pace with growth.

Should the LPAT choose to approve the subject application in some form, it is recommended that the City Solicitor ask the LPAT to withhold its final Order until such time as appropriate community benefits are secured thorough Section 37 of the *Planning Act* as discussed further below.

Section 37 Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in a Section 37 Agreement which is then registered on title, when development thresholds established in the Official Plan are exceeded.

The subject application proposes more than 10,000 square metres of GFA and exceeds the density permissions of Zoning By-law by more than 1,500 square metres and is therefore subject to Section 37 of the *Planning Act*. Should the LPAT approve the subject application, it is critical to ensure that appropriate community benefits are secured to support the community in the long-term. Therefore, it is recommended that the City Solicitor ask the LPAT to withhold its final order until an appropriate Section 37 benefits package has been agreed upon.

Infrastructure and Servicing Capacity

Engineering reports and drawings were submitted in support of the subject application and were reviewed by Engineering and Construction Services staff. In their memo dated, August 28, 2020, Engineering staff identify the need for additional information and revisions to the Functional Servicing and Stormwater Management Report, among other comments.

The recommendations of this report recommends that should the LPAT approve the subject application, the City Solicitor request that the LPAT withhold its final Order until such time the owner has addressed the outstanding comments identified in the August 28, 2020 memo from Engineering and Construction Services and sufficient servicing be put in place to service the development.

Tree Preservation

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment.

Policy 3.4.1.1 of the Official Plan identifies that to support strong communities, a competitive economy and a high quality of life, public and private city-building, and changes to the built environment, including public works, will be environmentally friendly, based on preserving and enhancing the urban forest through providing suitable growing environments for trees, increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees, and regulating the injury and destruction of trees.

City Council has adopted the objective of increasing the existing 17 percent tree canopy coverage to between 30 and 40 percent. As a result, the planting of large growing shade trees on both public and private lands should be an important objective for all development projects.

According to the materials submitted in the support of the subject application, the removal of one City-owned tree located on Homewood Avenue and a minimum of seven privately-owned trees would be required to facilitate the proposed development. Policy 3.1.2 of the Official Plan indicates that new development will 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 preserving existing mature trees wherever possible and incorporating them into landscape designs. The materials submitted by the applicant do not adequately demonstrate compliance with the Toronto Green Standards, particularly related to the ecology section which pertains to existing and proposed trees. Therefore, Urban Forestry staff have indicated aspects of the proposal are inconsistent with the direction of the Official Plan and City Council's objectives related to tree canopy cover and do not support the subject application as a result.

Schools

The subject application was circulated to the four public school boards to review and comment. In a memo dated July 16, 2020, the Toronto Catholic District School Board (the "TCDSB") has indicated that the local elementary school is operating at capacity and cannot accommodate additional students from the proposed development, however, sufficient space does exist within the local secondary schools. While the TCDSB recently completed some capital projects in the Willowdale area that will increase capacities at the elementary and secondary levels, the Board has advised that they continue to experience significant enrollment pressure.

In a memo dated August 27, 2020, Toronto Lands Corporation ("TLC"), on behalf of the Toronto District School Board (the "TDSB"), provided language that is to be included in future site plan agreements that indicates despite the TDSB's efforts to accommodate students at local schools, sufficient accommodation may not be available for all students due to residential growth.

The memo also states that TLC and TDSB continue to monitor development in this community to understand the cumulative impact on local schools and to determine where prospective students will attend school. Comments were not received from the French or French Catholic School Boards.

As part of the CS&F review of the North York Centre area, the TDSB advised that elementary schools located within the Willowdale area, are or will be, facing accommodation pressures through 2027. In its most recent Long Term and Accommodation Strategy 2019-2028, the TDSB's work plan includes a number of boundary change studies and a grade change study to be undertaken in the coming years to help balance enrollment in the area.

Parks

Parks are essential to making Toronto an attractive place to live, work, and visit. They offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature and with each other. Public parks and open spaces perform a variety of critical functions that improve and maintain our City's health including helping mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provides and residents and visitors alike.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 3,493.30 square metres or 101.17% of the site area, however, for sites less than 1 hectare in size, a cap of 10% of the subject site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 328.26 square metres.

Parks, Forestry and Recreation is interested in pursuing the conveyance of lands off-site as per the Toronto Municipal Code Chapter 415-26C. Lands off-site are to be within 800 metres of the subject site and would expand an existing park or create a new park as the required parkland dedication. The size and location of the off-site conveyance would be subject to the approval of the General Manager, Parks, Forestry and Recreation and would be subject to the Division's conditions for conveyance of parkland prior to the issuance of the first above grade building permit. If no suitable off-site dedication is agreed to by both the City and the applicant, cash-in-lieu of parkland will be required. Further discussions about parkland location(s) are required to be had with the applicant.

Conclusion

The application to amend the Official Plan and Zoning By-laws, in its current form, is not supportable. The proposal is not consistent with the Provincial Policy Statement and does not conform to the Growth Plan. The proposal does not meet policies of the Official Plan, particularly related to development within *Neighbourhoods*, and built form, with regard to transition, height, massing, and scale.

Staff have identified that the proposal does not have appropriate regard for the applicable design guidelines, including the Tall Building Design Guidelines. The subject application does not constitute good planning and is not in the public interest.

Staff recommend that Council direct the City Solicitor, together with the appropriate City staff, to attend the Local Planning Appeal Tribunal hearing in opposition of the applications. Staff also recommend City Council authorize the City Solicitor and appropriate staff to continue discussions with the applicant, in consultation with the Local Councillor, to address the issues outlined in this report.

CONTACT

Victoria Fusz, Senior Planner
Tel. No. 416-395-7172
E-mail: Victoria.Fusz@toronto.ca

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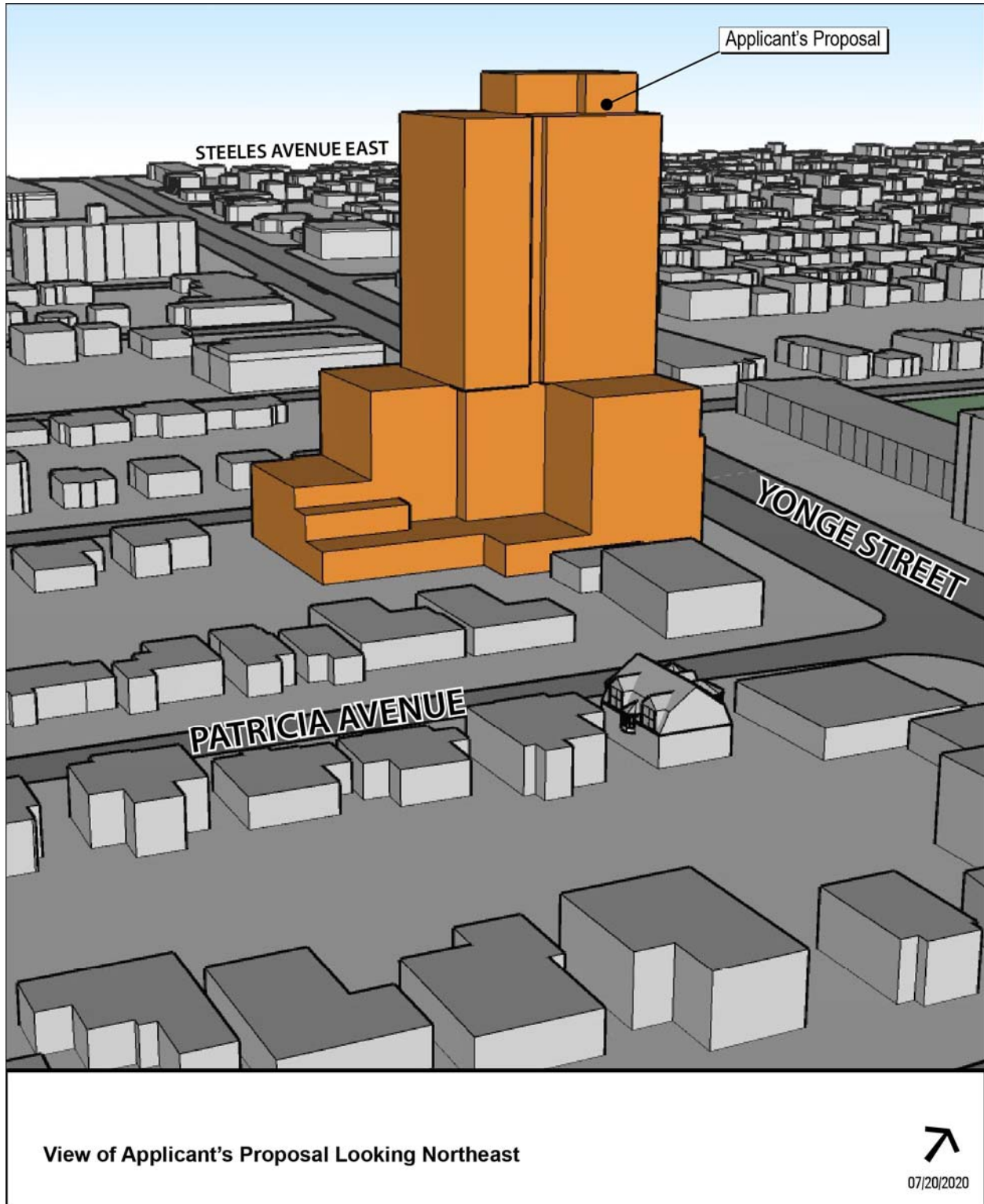
Giulio Cescato, MCIP, RPP,
Acting Director Community Planning,
North York District

ATTACHMENTS

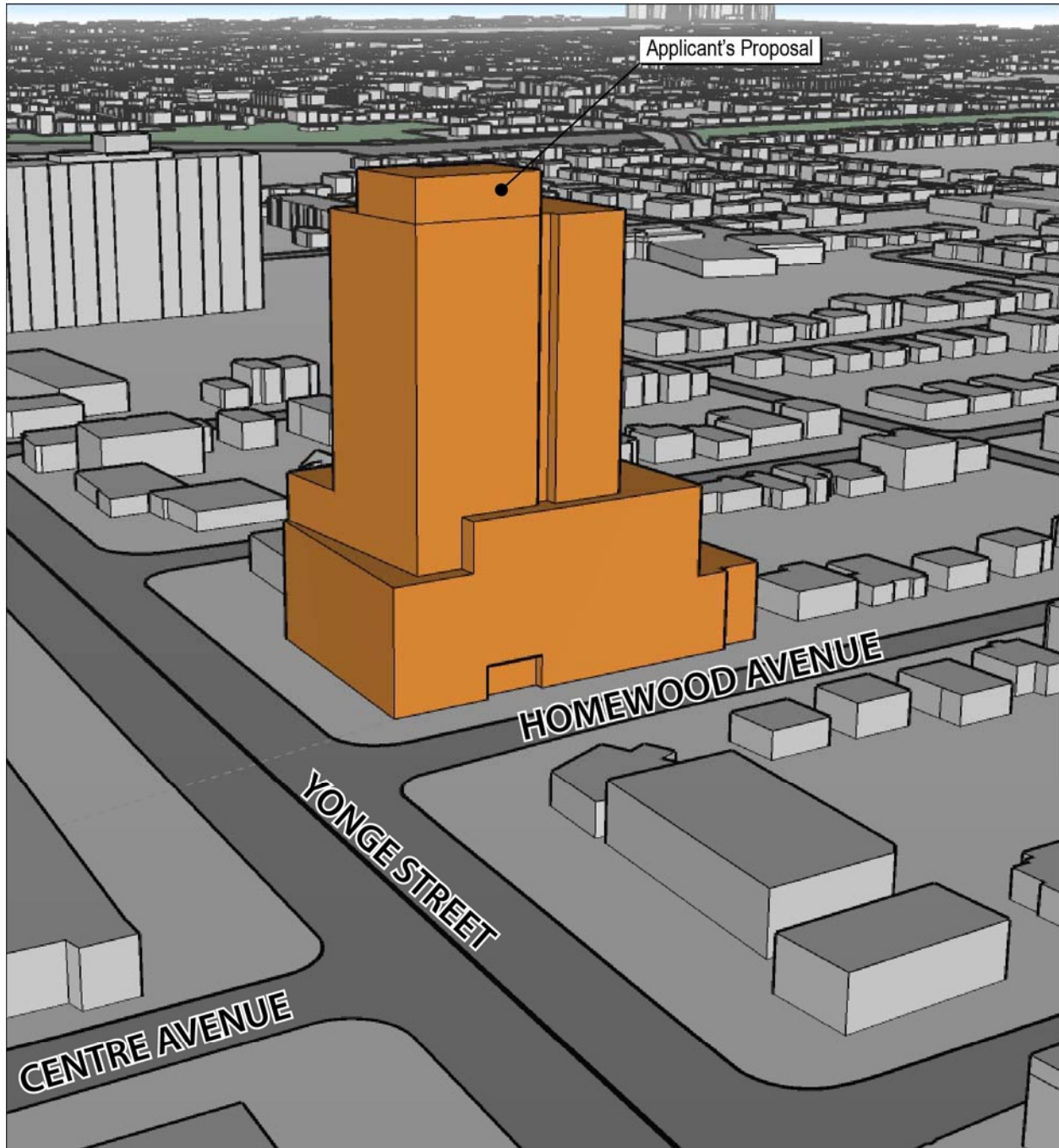
City of Toronto Drawings

Attachment 1a: 3D Model of the Proposal in Context- Looking Northeast
Attachment 1b: 3D Model of the Proposal in Context- Looking Southwest
Attachment 2: Location Map
Attachment 3: Site Plan
Attachment 4: Official Plan Land Use Map
Attachment 5: Site Plan and Land Use Map Overlay

Attachment 1a: 3D Model of the Proposal in Context- Looking Northeast



Attachment 1b: 3D Model of the Proposal in Context- Looking Southwest



View of Applicant's Proposal Looking Southwest

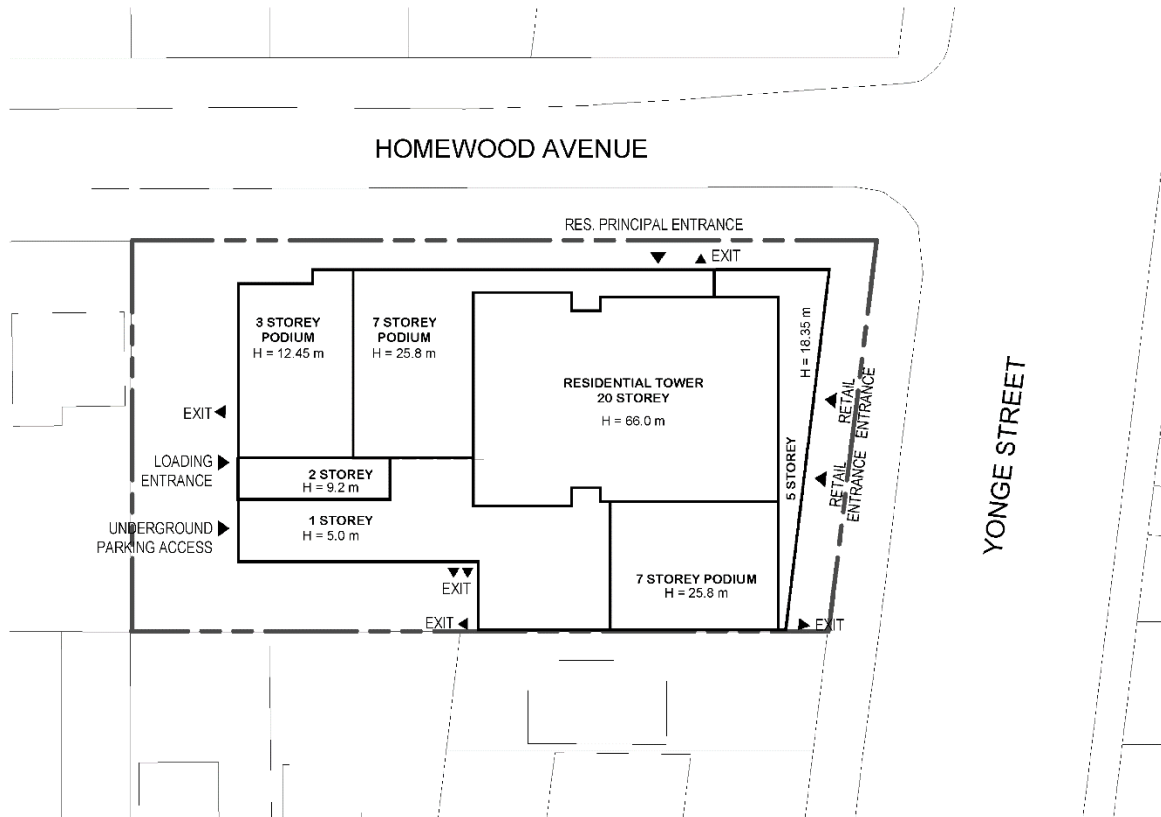


07/20/2020

Attachment 2: Location Map



Attachment 3: Site Plan



Site Plan



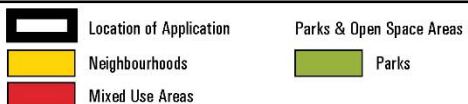
Attachment 4: Official Plan Land Use Map




Official Plan Land Use Map #16

6080 Yonge Street & 11 Homewood Avenue

File # 20 158233 NNY 18 0Z




 Not to Scale
 Extracted: 07/14/2020

Attachment 5: Site Plan and Land Use Map Overlay

