

1134-1140 Yonge Street – Official Plan and Zoning By-law Amendment Application – Request for Direction Report

Date: April 30, 2021

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 11 - University-Rosedale

Planning Application Number: 20 189124 STE 11 OZ

SUMMARY

On September 2, 2020, an Official Plan and Zoning By-law Amendment application was submitted to permit a 13-storey mixed-use building at 1134-1140 Yonge Street. The property at 1140 Yonge Street is currently listed on the Toronto Heritage Register. The property at 1134 Yonge Street is not currently listed, however, Heritage Planning will be pursuing a designation as part of this application. Both buildings are proposed to be altered and incorporated as part of the development.

On January 6, 2021, the applicant appealed the application to the Local Planning Appeal Tribunal ("LPAT") due to Council not making a decision within the 90-day time frame in the *Planning Act*.

This report recommends that the City Solicitor with the appropriate City staff attend the LPAT hearing to oppose the application in its current form and to continue discussions with the Applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Local Planning Appeal Tribunal in opposition to the current Application regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 1134-1140 Yonge Street and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

2. In the event that the Local Planning Appeal Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

a. the final form and content of the draft Official Plan and Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;

b. the owner has addressed all outstanding issues raised by Engineering and Construction Services as they relate to the Official Plan and Zoning By-law Amendment application, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

c. the owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Official Plan and Zoning By-law Amendment application, to the satisfaction of the Supervisor, Tree Protection and Plan Review;

d. the owner has submitted an updated Revised Heritage Impact Assessment that includes a conservation strategy for the on-site significant heritage resources to the satisfaction of the Senior Manager, Heritage Planning.

e. the properties at 1134 and 1140 Yonge Street are designated under Part IV, Section 29 of the *Ontario Heritage Act*;

f. the owner has entered into a Heritage Easement Agreement with the City for the properties at 1134 and 1140 Yonge Street, to the satisfaction of the Senior Manager, Heritage Planning including execution and registration of such agreement to the satisfaction of the City Solicitor; and

g. the owner provides a detailed Conservation Plan, prepared by a qualified heritage consultant that is substantially in accordance with the conservation strategy set out in the Revised Heritage Impact Assessment required by condition d, to the satisfaction of the Senior Manager, Heritage Planning;

h. community benefits and other matters in support of the development are secured in a Section 37 Agreement executed by the owner and registered on title to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

3. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

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

A Preliminary Report was adopted by Toronto and East York Community Council on November 10, 2020 authorizing staff to conduct a community consultation meeting with an expanded notification area. The decision of the Toronto and East York Community Council can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE20.19>

SITE AND SURROUNDING AREA

The subject site is located on the southwest corner of Yonge Street and Marlborough Avenue. The rectangular-shaped site is 2,869.7 square metres in size, has a frontage of 41.1 metres on Yonge Street and a frontage of 74.24 metres along Marlborough Avenue.

The property at 1140 Yonge Street contains a 1-storey retail building currently occupied by Staples Business Depot with a surface parking lot and loading area to the rear of the building, accessed from Marlborough Avenue. The building, known as the Pierce-Arrow Automobile Showroom, was constructed in 1930 and subsequently used for many years by the Canadian Broadcast Company ("CBC"). The property was listed on the City's Heritage Register on September 25, 1978.

The property at 1134 Yonge Street contains a 3-storey commercial/retail building. The building was constructed circa 1894 and represents a good example of a late nineteenth century commercial main street building. 1134 Yonge Street is not currently on the Heritage Register, however, Heritage Planning will be pursuing a designation as part of this application.

Surrounding uses include:

North: mixed-use buildings ranging in height from 1 to 4 storeys along the west side of Yonge Street and 3-storey low-rise residential buildings along the north side of Marlborough Avenue, west of Yonge Street. Farther north is the C.P.R. rail embankment.

East: 1-storey commercial building currently occupied by Sleep Country Canada and The Running Room (1091 Yonge Street). Northeast of the site are the Shops of Summerhill (1095-1107 Yonge Street), an approved but not constructed building of 8 and 21 storeys (5 Scrivener Square, 4-10 & 10R Price Street & a portion of 1107 Yonge Street) (File no. 17 168095 STE 27 OZ), and the historic North Toronto Station and clock tower currently occupied by the L.C.B.O. (1121 Yonge Street).

South: 2- and 3-storey commercial/retail buildings (1130-1132 Yonge Street and a 5-storey commercial/retail building (1128 Yonge Street).

West: 2- and 3-storey low-rise residential buildings.

THE APPLICATION

Description

The application proposes a 13-storey (52 metres plus a 5-metre mechanical penthouse) mixed-use building containing 66 dwelling units (11 one-bedroom units (17%), 43 two-bedroom units (65%) and 12 three-bedroom units (18%)), 1,520.4 square metres of non-residential floor area, 106 resident parking spaces, 6 visitor parking spaces, and 14 commercial parking spaces. The development involves retention and alteration of the 1-storey commercial building located at 1140 Yonge Street, which is currently listed on Toronto's Heritage Register, and the 3-storey mixed-use building at 1134 Yonge Street.

The building has been designed in two portions, the 13-storey portion located on lands designated Mixed Use Areas to the east and the 4-storey portion located on lands designated Neighbourhoods to the west. The building gradually steps down in height from east to west, with the westernmost portion of the building being 4 storeys (14.5 metres) in height and containing three grade-related townhouse units. The floor space index ("FSI") for the development is 6.1 times the area of the lot.

The 13-storey portion of the building is proposed to be located 0 metres from both the Yonge Street and Marlborough Avenue lot lines as a result of the retention of the existing heritage resources at 1134 and 1140 Yonge Street. The new portions of the building along the Marlborough Avenue frontage are proposed to have a setback ranging between 0 and 1.2 metres.

At floors 3 to 7 the building is proposed to step back 1.2 metres from the Yonge Street lot line above the heritage resource at 1140 Yonge Street, 6.1 metres from the Yonge Street lot line above the heritage resource at 1134 Yonge Street, 1.2 to 3.6 metres from the Marlborough Avenue lot line, and 0.9 metres from the south lot line. The western façade of this middle portion of the building is proposed to be located 0 metres from the *Neighbourhoods* designation to the west.

At floors 8 and 9 the building is proposed to step back an additional 0.5 to 2.3 metres from the Yonge Street facade, 0.5 to 2.4 metres from the Marlborough Avenue facade, 1.8 to 5.2 metres from the south facade, and 3.3 to 5.2 metres from the west façade.

At floor 10 portions of the building are proposed to step back an additional 1.8 metres from the Yonge Street facade, 1.4 metres from the Marlborough Avenue facade, and 3.4 metres from the south façade.

At floors 11, 12 and 13 additional stepbacks are proposed at each floor gradually reducing the size of the floorplate.

The 4-storey portion of the building is proposed to be setback a minimum of 1.6 metres, measured to bay window projections, with portions set back 2.6 metres from the Marlborough Avenue lot line and 1.0 metre from the west lot line.

Access to the garage, loading spaces, and pick-up/drop-off area would be from Marlborough Avenue.

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1-5 of this report for a location map, Application Data Sheet, three dimensional representations of the project in context and a site plan of the proposal. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

Reasons for Application

The combined Official Plan and Zoning By-law application proposes to amend Zoning By-laws 438-86 and 569-2013 to vary performance standards including: building height, gross floor area, and building setbacks. The draft amendment to the Official Plan, as proposed, is to permit a portion of the below ground garage within the lands designated *Neighbourhoods*.

Site Plan Control

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

POLICY CONSIDERATIONS

The site is located in the Downtown and Central Waterfront on Map 2 and is covered by two designations, *Mixed Use Areas* and *Neighbourhoods*, on Land Use Map 17 of the Official Plan. The Downtown Secondary Plan designates the eastern portion of the site as *Mixed Use Areas 3 - Main Street*. The site is subject to Site and Area Specific Policy (SASP) 211 and is located north of the Yonge Street 'Height Ridge'. The eastern portion of the site is also located within the Yonge St. Corridor north of the Ramsden Park 'Area of Special Identity'.

The property at 1140 Yonge Street was listed on the City's Heritage Register on September 25, 1978. The property at 1134 Yonge Street is not currently on the Heritage Register, however, was constructed circa 1894 and is a good example of a late nineteenth century commercial main street building.

The site is split between two zoning categories, Commercial Residential along Yonge Street to the east and Residential to the west, with maximum heights ranging from 12 to 14 metres.

Additional information on applicable policy documents can be found in Attachment 6.

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on November 17, 2020. Approximately 105 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following issues were raised:

- proposal disregards the planning policies for the area;
- appropriateness of the proposed height, density and massing;
- compatibility and fit with adjacent residential areas, including building type, transition, setbacks, built form and streetscape;
- building is not contextually appropriate for the area;
- insufficient transition to the adjacent low-rise residential area;
- insufficient setbacks, step backs, angular planes, etc.;
- insufficient heritage resource preservation/conservation;
- potential overlook and privacy issues with adjacent properties;
- proposed unit count, size and mix;
- shadowing on adjacent low-rise residential areas;
- wind impacts;
- impact on transit capacity;
- traffic generated as a result of the proposed development; and
- construction impacts.

Comments in support of the Application included:

- excellent architecture;
- development in close proximity to high order transit should be supported; and
- the proposal fills the need for additional housing units in the city.

COMMENTS

As detailed in the preliminary report adopted by Toronto East York Community Council on November 10, 2020, the application in its current form:

- is too tall;
- is not compatible with and does not fit the existing and planned context;
- does not provide appropriate transition to adjacent low-rise areas;
- does not adequately limit shadow on adjacent *Neighbourhoods* and the public realm; and
- does not adequately conserve heritage resources.

Planning Act

Planning Staff have reviewed the application having regard for the relevant matters of provincial interest set out under Section 2 of the *Planning Act*. The application does not have sufficient regard to Section 2(d), which speaks to the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. Provincial interests are further articulated through the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). The proposal is not consistent with the PPS and does not conform with the Growth Plan.

Provincial Policy Statement (2020)

Planning Staff have reviewed the application against the policies of the PPS and find that the proposal in its current form is not consistent with the PPS as it relates to matters of heritage conservation.

The PPS directs that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Properties included on the City's Heritage Register are considered to be significant in this context. "Conserved" is defined in the PPS as the identification, protection, use and/or management of built heritage resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*.

The PPS directs that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage properties except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. The proposed development does not appropriately conserve the heritage resources on the site.

A decision by City Council to oppose the current proposal given the inconsistency with heritage conservation policies and non-conformity with Official Plan policies, as described below, will be consistent with the PPS.

Growth Plan (2020)

Planning Staff have reviewed the application against the policies of the Growth Plan and find that the proposal in its current form does not conform with the Growth Plan as it relates to matters of heritage conservation.

The Growth Plan indicates cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. The proposed development does not appropriately conserve the on-site heritage resources. As such the development does not conform to the Growth Plan.

A decision by City Council to oppose the current proposal given the non-conformity with heritage conservation policies and non-conformity with Official Plan policies, as described below, will conform with the Growth Plan.

Land Use

The Official Plan split designates the site as both *Mixed Use Areas* and *Neighbourhoods*. The front portion of the site along Yonge Street is designated *Mixed Use Areas* and the rear portion of the site fronting Marlborough Avenue is designated *Neighbourhoods*.

The application has been reviewed against the policies of the Toronto Official Plan as a whole, SASP 211 and the Downtown Plan. The proposed commercial uses are permitted within the *Mixed Use Areas* designation of the Official Plan and in the CR zone of both Zoning By-laws. The proposed residential uses are permitted within both the *Mixed Use Areas* and *Neighbourhoods* designations of the Official Plan and in both the CR and R zones of both Zoning By-laws. The underground garage serving the mixed-use building will be located partially in the area designated as *Neighbourhoods* and is the reason for the Official Plan Amendment.

The residential and non-residential uses proposed within *Mixed Use Areas* and grade-related townhouse form buildings along Marlborough Avenue do not conflict with the uses along Yonge Street and the existing residential homes along Marlborough Avenue. The parking garage will be located underground and landscaping is proposed in the front yards of the proposed townhomes.

Given the existing and the planned context for the subject property and the surrounding area, the proposed mix of residential and non-residential uses are appropriate for the site.

Built Form

Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan, the Downtown Plan and SASP 211, as well as relevant design guidelines.

Height

The proposed 13-storey building, located on lands designated *Mixed Use Areas*, is too tall in its current form. The Official Plan states that development in *Mixed Use Areas* be massed to fit harmoniously into its existing and/or planned context by framing adjacent streets and open spaces in a way that respects the street proportion.

SASP 211 and the Bloor-Yorkville/North Midtown Urban Design Guidelines specify that the lowest heights in the Bloor-Yorkville/Midtown Area are in the *Neighbourhoods* and portions of 'Areas of Special Identity' shown as 'low rise areas' on Map 2. The *Mixed Use Areas* portion of the site is located within the Yonge Street Corridor north of Ramsden Park 'Area of Special Identity'. Development in this Area will respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at street level and will be strictly controlled to respect and reinforce that character. New development will be contextually appropriate to the Area's individual settings and development patterns through building height, massing, setbacks, rooflines and profile architectural expression as well as vehicle access and loading.

The Downtown Plan designates the *Mixed Use Areas* portion of the site, where the 13-storey portion of the building is located, as *Mixed Use Areas 3 - Main Street*. The policies of the Downtown Plan state that development in *Mixed Use Areas 3* will be in the form of midrise buildings, with some low-rise and tall buildings permitted based on compatibility. The Downtown Plan states that mid-rise development will be informed by the design objectives of having heights that reasonably define and enclose the right-of-way that it fronts onto and providing for adequate access to sunlight and sky-view from the public realm.

The Mid-Rise Guidelines state that the maximum allowable height will be no taller than the width of the Avenue right-of-way, excluding a mechanical penthouse. Yonge Street represents an Avenue with a right-of-way width of 20 metres for the purposes of applying the mid-rise guidelines. The proposed height is 52 metres, excluding the mechanical penthouse.

The proposal in its current form does not conform with the policies of the Official Plan, the Downtown Plan or SASP 211 as they relate to height and fit within the existing and planned context, and does not meet the intent of the Mid-Rise Guidelines.

Transition

In its current form the proposed building does not provide adequate transition to the low-rise Ramsden Park *Neighbourhood* adjacent to and part of the subject site.

The Official Plan states that development in *Mixed Use Areas* will locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the plan, through means such as

providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*. The Plan also states that at the boundary points between *Neighbourhoods* and *Mixed Use Areas*, development in the *Mixed Use Area* is required to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of the adjacent residential area are not adversely affected.

SASP 211 also states that development in *Mixed Use Areas* adjacent to *Neighbourhoods* or portions of Areas of Special Identity shown as 'Low Rise Areas' on Map 2, should be of a lesser scale, and contextually appropriate and compatible with the adjacent low-rise areas. The policies further state that development will be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm.

The Downtown Plan provides further direction on transition between areas of different scale. The Plan states that development may be required to incorporate transition in scale to achieve built form compatibility when it is: of a greater intensity and scale than the adjacent and surrounding planned context; adjacent and nearby to *Neighbourhoods*; adjacent to a heritage designated property or Heritage Conservation District; and/or adjacent to existing or planned parks and open spaces.

To the south, west and north of the site is the low-rise Ramsden Park *Neighbourhood*. The 13-storey building steps down to a 7-storey element at the line where the *Mixed Use Areas* designation meets the *Neighbourhoods* designation. Overall, the proposed building does not adequately transition to the adjacent Ramsden Park *Neighbourhood*.

Heritage

The applicant has submitted a Heritage Impact Assessment ("HIA") in support of the application. Heritage Planning staff have reviewed the HIA and architectural plans and raise no objections to the principle of constructing a new building on the site but are concerned about the proposed conservation strategy and the impact of the massing of the new construction on the heritage values and attributes of the existing buildings at 1140 and 1134 Yonge Street.

The property at 1140 Yonge Street contains the former Pierce-Arrow Automobile showroom. It was built in 1929 in a Byzantine/Renaissance Revival style and designed by architects Sparling, Martin and Forbes. Its highly decorated façade includes sculptural details by the artist Merle Foster. The building at 1134 Yonge Street was constructed circa 1894 and is a good example of a late nineteenth century commercial main street building. Heritage Planning agree with the conclusions of the HIA that both 1134 and 1140 Yonge Street are of cultural heritage value and as such they should be conserved as part of the proposed development. In line with the City's policies staff will be seeking their designation under S.29 of the *Ontario Heritage Act*. In addition, as part of any development approval on this site staff will require the owner of the subject site to enter into a Heritage Easement Agreement to ensure the long term conservation of these significant heritage resources.

Heritage Planning staff support the proposed conservation of the primary façade of the heritage building at 1134 Yonge Street. The proposed third floor step back of over 6 metres is also considered appropriate. Although full conservation details will be included in a subsequent Conservation Plan further details of the conservation strategy for this property are required as part of the HIA. This should include details of the approach to windows, entrance door, shop front and paint removal/brick restoration and it should confirm that the conservation approach will be based on the forms, material and detailing of the original building based on archival records and good conservation practice.

Heritage Planning support the conservation of the heritage values and attributes of the former Pierce-Arrow Automobile showroom at 1140 Yonge Street in line with the policies in the Official Plan. However, the proposed 1.2 metre step back above this building is not sufficient given the size and scale of the new building. This step back needs to be increased to ensure the new construction is physically and visually differentiated from the historic building and so that it does not undermine the scale, form and massing of the original building.

Sun/Shadow, Wind

The Official Plan requires that development in *Mixed Use Areas* locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes, and maintain sunlight for pedestrians on adjacent streets, parks and open spaces. The Plan also states that development will locate and mass new buildings to frame the edges of streets with good proportion and maintain sunlight for pedestrians on adjacent streets.

Further, SASP 211 states that development in *Mixed Use Areas* adjacent or near to 'Low Rise Areas', such as the Ramsden Park *Neighbourhood*, will be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow impacts upon nearby residences and the public realm.

The Downtown Plan also includes policies for adequately limiting shadows on sidewalks as necessary to preserve their utility and states that development will address microclimatic conditions for people on adjacent streets and sidewalks by reducing the overall height and scale of buildings and re-orienting, reducing the size of and/or setting back tall building elements on the site.

The applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer and winter solstices. Planning staff has reviewed the shadow study and find that the shadow impacts resulting from the proposal are not acceptable.

The study shows that the proposal in its current form will cast shadows on the Ramsden Park *Neighbourhood* from 9:18 am to 11:18 pm during March 21st and September 21st. The proposal in its current form does not adequately limit the shadow impacts upon nearby residences and on the public realm.

The proposed building has not been designed to sufficiently minimize shadow impacts on the nearby shadow sensitive areas. Reducing the height of the building, improving transition to the west and north, and strategically sculpting the building mass can help to reduce the overall shadow impact for the surrounding sensitive land uses.

The applicant has also submitted a Pedestrian Level Wind Study in support of the application. The study finds that the wind conditions at all areas on and around the proposed development are acceptable.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The site is less than a 300 metre walk away from Marlborough Place Parkette, a 1,442 square metre green space. The site is also an approximately 400 metre walk away from Ramsden Park, a 55,552 square metre park which contains a tennis court area, baseball diamond, trails and paths, drinking fountain, Zamboni garage, washroom building, parking, playgrounds, off leash area, sports pad and wading pool.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential component of this proposal is subject to a 2% parkland dedication while the residential component is subject to a cap of 10% parkland dedication.

Given the current rise in dog-owning population, the applicant should provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on existing parks.

Tree Preservation

The applicant has submitted an Arborist Report and Tree Inventory and Preservation Plan in support of the application. The applicant proposes to remove 19 trees in total: seven City-owned trees regulated by the Street Tree By-law, seven privately-owned trees regulated by the Private Tree By-law, and five privately-owned trees on adjacent properties or on shared boundary lines.

Urban Forestry has reviewed the application and has concerns with the proposal including: the proposed number of replacement trees on private land; the proposed number of trees along the Marlborough Avenue and Yonge Street frontages; and the proposed soil depths and volumes. Revisions and further information has been requested as outlined in the Memorandum from Urban Forestry dated October 26, 2020.

Road Widening

There is no additional land required for Yonge Street. The requirement of a 20 metre wide right-of-way has been satisfied. Furthermore, there is no additional land required for Marlborough Avenue. This road is not identified in the Official Plan as a road to be widened.

As per the Official Plan, a 1.67 metre lane widening is required along the western limit of 1134 Yonge Street to satisfy the requirement of a 6.0 metre wide lane right-of-way. The lane has an approximate width of 3.66 metres. As such, the application must be revised to show the required 1.67 metre widening, to be provided free and clear of any obstructions and encumbrances, and conveyed to the City for a nominal sum.

Traffic Impact

The applicant submitted an Urban Transportation Considerations Report in support of the application. The report estimates that the proposed development will generate 15 and 40 two-way vehicular trips during AM and PM peak hours, respectively. In the report, the consultant estimates that the proposed mixed-use development will generate approximately 40 and 45 fewer two-way trips than the existing retail use during AM and PM peak hours, respectively.

Furthermore, the report includes a review of the future signalization of the Yonge Street/Marlborough Avenue/Price Street intersection as planned and approved by the City. The report concludes that new trips generated by the proposed development can be accommodated by the existing transportation network without the need for improvements. Transportation Services staff accept the methodology and conclusions of the submitted report.

Driveway Access and Site Circulation

Vehicular access to the site is proposed to be provided via a driveway on Marlborough Avenue. The proposed vehicular access is generally acceptable, however, the driveway width must be reduced from 7.0 to 6.0 metres. The submitted vehicle manoeuvring diagrams indicate that such a revision will be possible.

The proposed ramp design must be revised in accordance with the City's guidelines. This includes a maximum covered slope grade of 15%. The maximum slope grade shown for the subject site is 14%, which requires transition areas of 7.0% with a minimum length of 3.0 metres. The current ramp provisions on the P1 level do not meet these requirements and must be revised.

Parking

The applicant proposes to provide a total of 126 parking spaces (106 residential and 20 visitor and retail-related uses). The proposed parking supply satisfies the minimum requirements of Zoning By-law 569-2013 and does not exceed the maximum parking allowed for the site. In general, Transportation Services accepts the proposed parking configuration.

Loading

Zoning By-law 569-2013 requires a minimum of one Type G loading space to serve the residential component of the building and one Type B loading space to serve the retail portion of the building.

As part of the Urban Transportation Considerations Study report, a loading justification was included. The consultant applied the shared loading provision in the Zoning By-law for the mixed-use buildings. The proposal will have access to 8 shared loading spaces within the block, including: 1 Type G loading space; 5 Type C loading spaces; and 2 reserved parking spaces for small sized loading vehicles.

Transportation Services staff has reviewed this arrangement and the manoeuvring diagrams and have determined that it meets the loading requirements of Zoning By-law 569-2013 and is acceptable.

Fire Services

Fire Services will review the proposal through the review of the Site Plan Control Application, when submitted.

Solid Waste

Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to the multi-residential component of the development. Collection of waste materials from this component will be in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.

The City of Toronto does not provide service to large non-residential, industrial, commercial and institutional components of development. Therefore this portion of the development is ineligible for City of Toronto waste collection services, and all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable bylaws and legislation, including Chapter 841 of the Municipal Code.

Servicing and Stormwater Management

The applicant has submitted a Functional Servicing and Stormwater Management Report in support of the application. Engineering and Construction Services staff have reviewed the submitted materials and require revisions to the Functional Servicing and Stormwater Management Report as outlined in the memorandum from Engineering and Construction Services dated March 4, 2021. The applicant must also provide a Hydrological Review Summary Form and Servicing Report Groundwater Summary to be reviewed and accepted.

In the event that the LPAT allows the Official Plan and Zoning By-law Amendment application appeal in whole or in part, the final Order should be withheld pending the confirmation the Functional Servicing and Stormwater Management Report has been revised to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services and it is demonstrated that the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.

Family-Sized Units

The City's Growing Up Guidelines indicate that a building should provide a minimum of 25% large units: 10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units. These performance standards emphasize the need to accommodate the growing demand for family housing in vertical communities.

The proposed development includes 66 residential units with a proposed unit breakdown including 11 one-bedroom units (17%), 43 two-bedroom units (65%) and 12 three-bedroom units (18%). The proposal exceeds the requirements for minimum number of family-sized dwelling units.

Indoor/Outdoor Amenity Space

Zoning By-law 438-86 requires a minimum of 2.0 square metres per unit each of indoor and outdoor amenity space, and By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit.

The applicant is proposing a total of 321.2 square metres (3.7 square metres per unit) of indoor amenity space on the ground and third floors consisting of a lobby lounge and concierge, pet spa, and third floor party room. 199.4 square metres (3.0 square metres per unit) of outdoor amenity space is proposed on the third floor accessible from the indoor amenity space and at ground level behind the townhouse units. The total amenity space proposed is 520.5 square metres (7.9 square metres per unit). The proposed amenity space complies with the Zoning By-law, however, the lobby lounge and concierge station will not count towards the indoor amenity area. The area of indoor amenity space will be reduced by 110.3 square metres to 210.9 square metres (3.2 square metres per unit) with a revised total amenity space area of 410.2 square metres (6.2 square metres per unit).

Toronto Green Standard

The Applicant is required to meet Tier 1 of the TGS. The Applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Some performance measures for the Tier 1 development features are secured in the site-specific zoning by-law and others through the Site Plan Control application.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*.

Section 37 benefits were not discussed in the absence of an agreement on the proposal's density and height. Should this proposal be approved in some form by the LPAT, City Planning staff recommends staff be authorized to negotiate an appropriate agreement for Section 37 benefits with the applicant, in consultation with the Ward Councillor.

Conclusion

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, including SASP 211 and the Downtown Plan, and applicable City guidelines intended to implement official plan policies. As currently proposed, the application is not consistent with the PPS (2020), does not conform to the Growth Plan (2020), and does not conform to the Official Plan and Guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the LPAT in opposition to the Application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions of materials submitted in support of the proposal and through deputation made by members of the public to Community Council. In addition, Planning staff may be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, in addition to the issues specifically addressed

above, Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Planning staff may report back to City Council as necessary.

CONTACT

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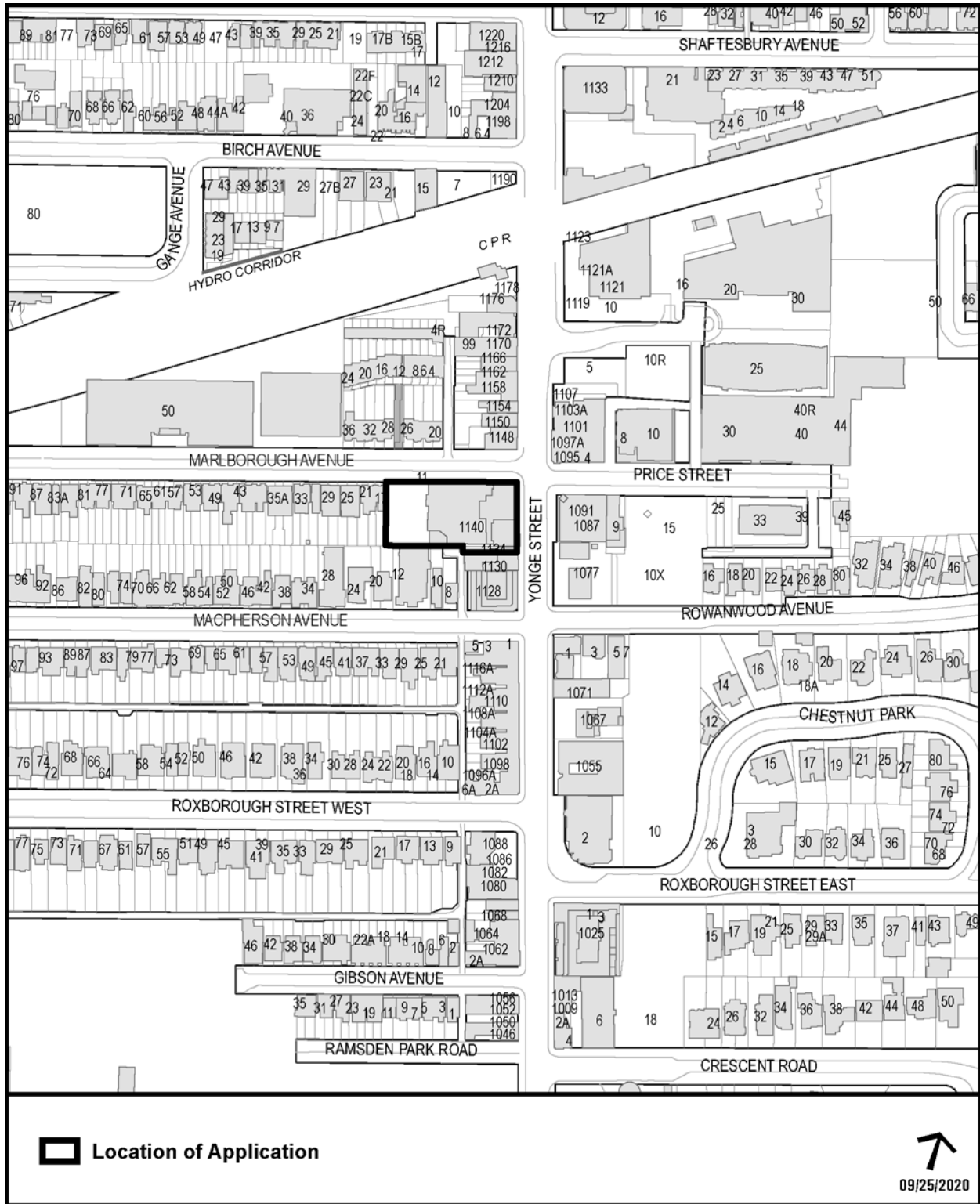
SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context Looking Southwest
Attachment 4: 3D Model of Proposal in Context Looking Northeast
Attachment 5: Site Plan
Attachment 6: Policy Considerations
Attachment 7: Official Plan Land Use Map
Attachment 8: Official Plan - Site and Area Specific Policy 211 (Map 2)
Attachment 9: Downtown Plan Mixed Use Areas Map
Attachment 10: Zoning By-law Map

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 1134-1140 Yonge St **Date Received:** September 2, 2020

Application Number: 20 189124 STE 11 OZ

Application Type: OPA / Rezoning

Project Description: 13-storey mixed-use building

Applicant	Agent	Architect	Owner
Devron Developments	Devron Developments	Audax Architects	1140 Yonge Inc

Existing Planning Controls

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 211

Zoning: CR2.5 (c2.0; r2.0) SS2 (x1796) Heritage Designation: Y

Height Limit (m): 14, 12 Site Plan Control Area: Y

Project Information

Site Area (sq m): 2,870 Frontage (m): 41 Depth (m): 74

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,860		1,732	1,732
Residential GFA (sq m):			15,985	15,985
Non-Residential GFA (sq m):	1,978		1,520	1,520
Total GFA (sq m):	1,978		17,506	17,506
Height - Storeys:	3		13	13
Height - Metres:	11		52	52

Lot Coverage Ratio (%): 60.36 Floor Space Index: 6.1

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	15,513	472
Retail GFA:	1,481	40
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			66	66
Other:				
Total Units:			66	66

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			11	43	12
Total Units:			11	43	12

Parking and Loading

Parking Spaces: 126 Bicycle Parking Spaces: 78 Loading Docks: 1

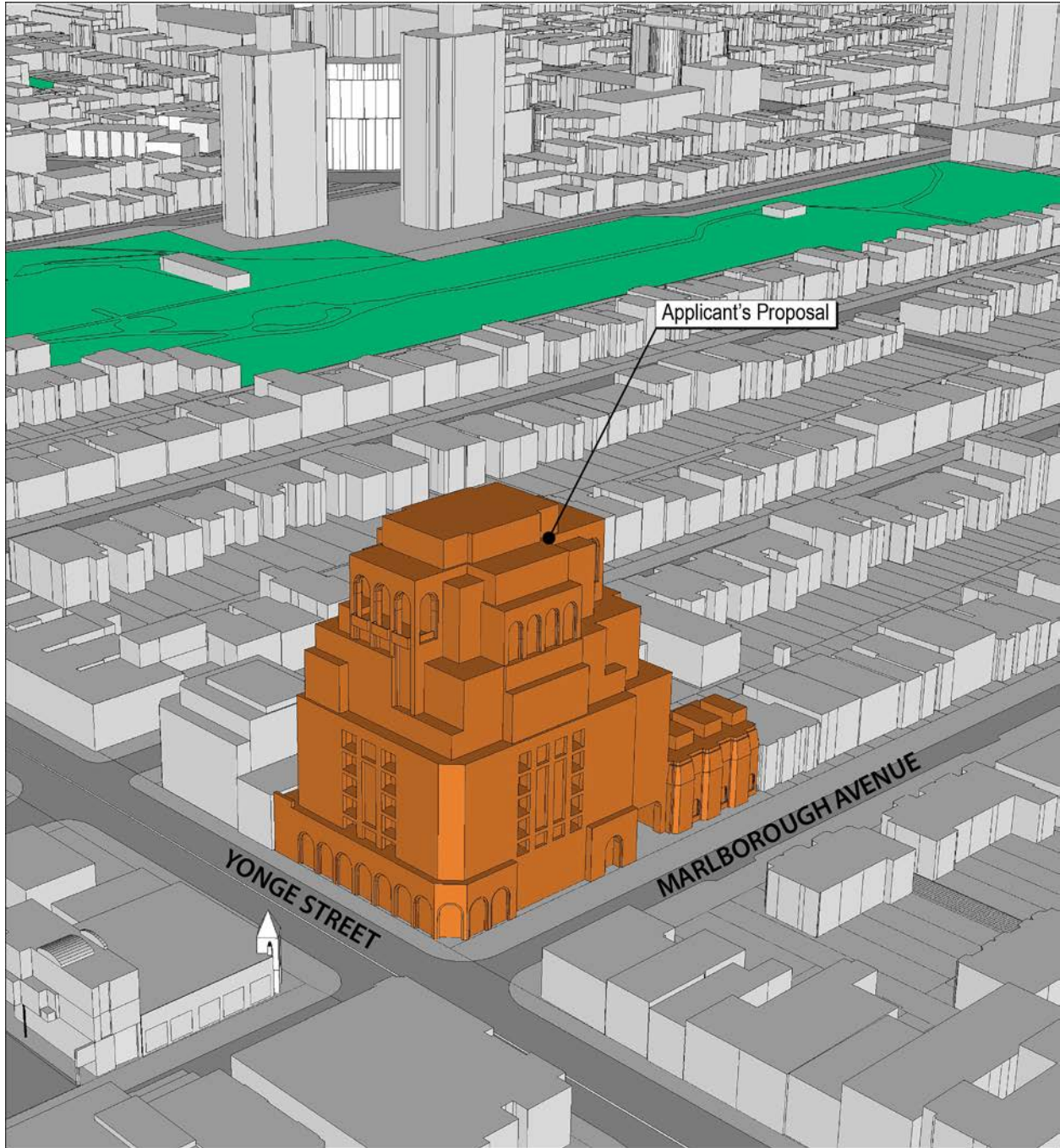
Contact:

Kevin Friedrich, Senior Planner

(416) 338-5740

Kevin.Friedrich@toronto.ca

Attachment 3: 3D Model of Proposal in Context Looking Southwest

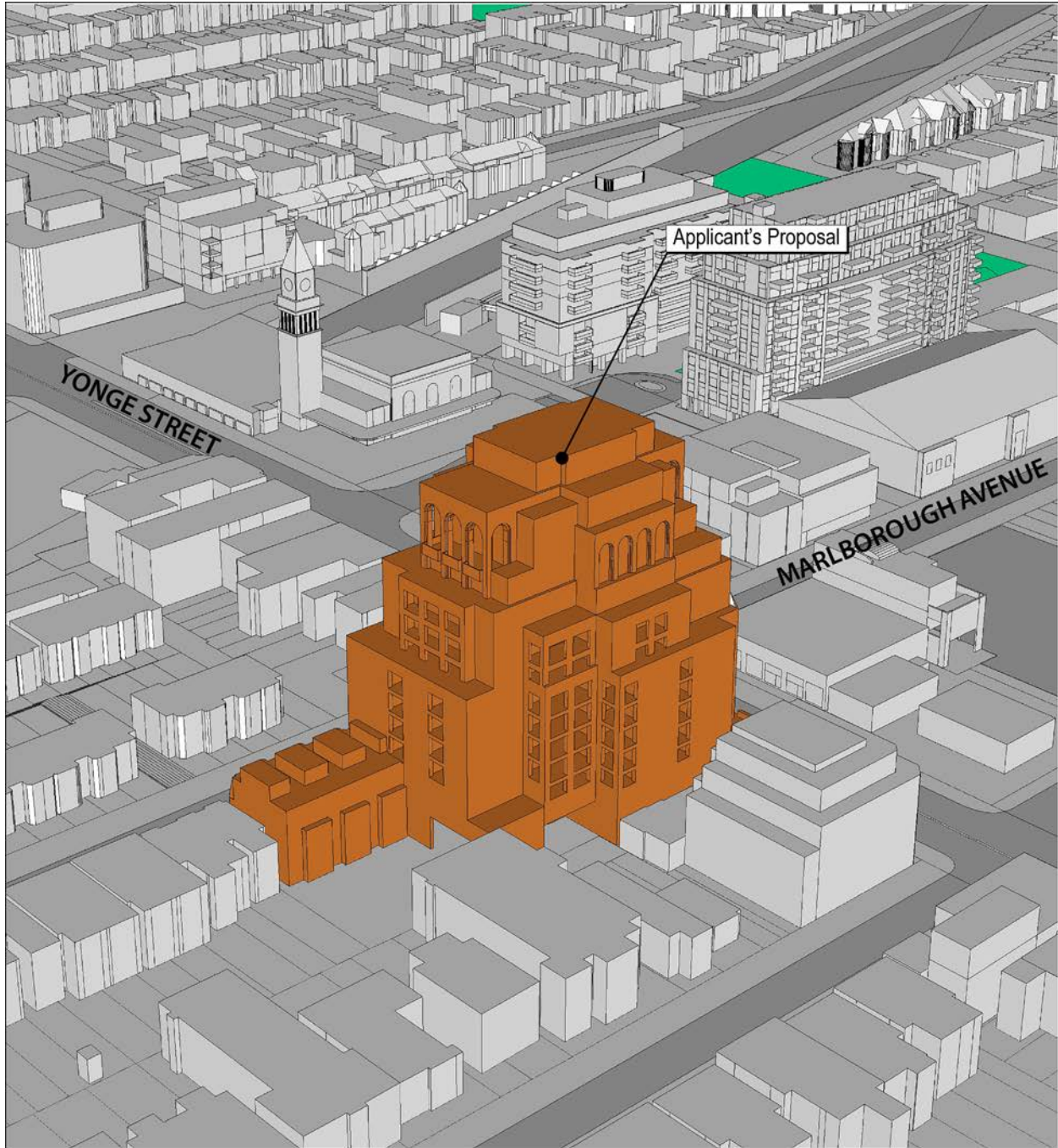


View of Applicant's Proposal Looking Southwest



10/02/2020

Attachment 4: 3D Model of Proposal in Context Looking Northeast

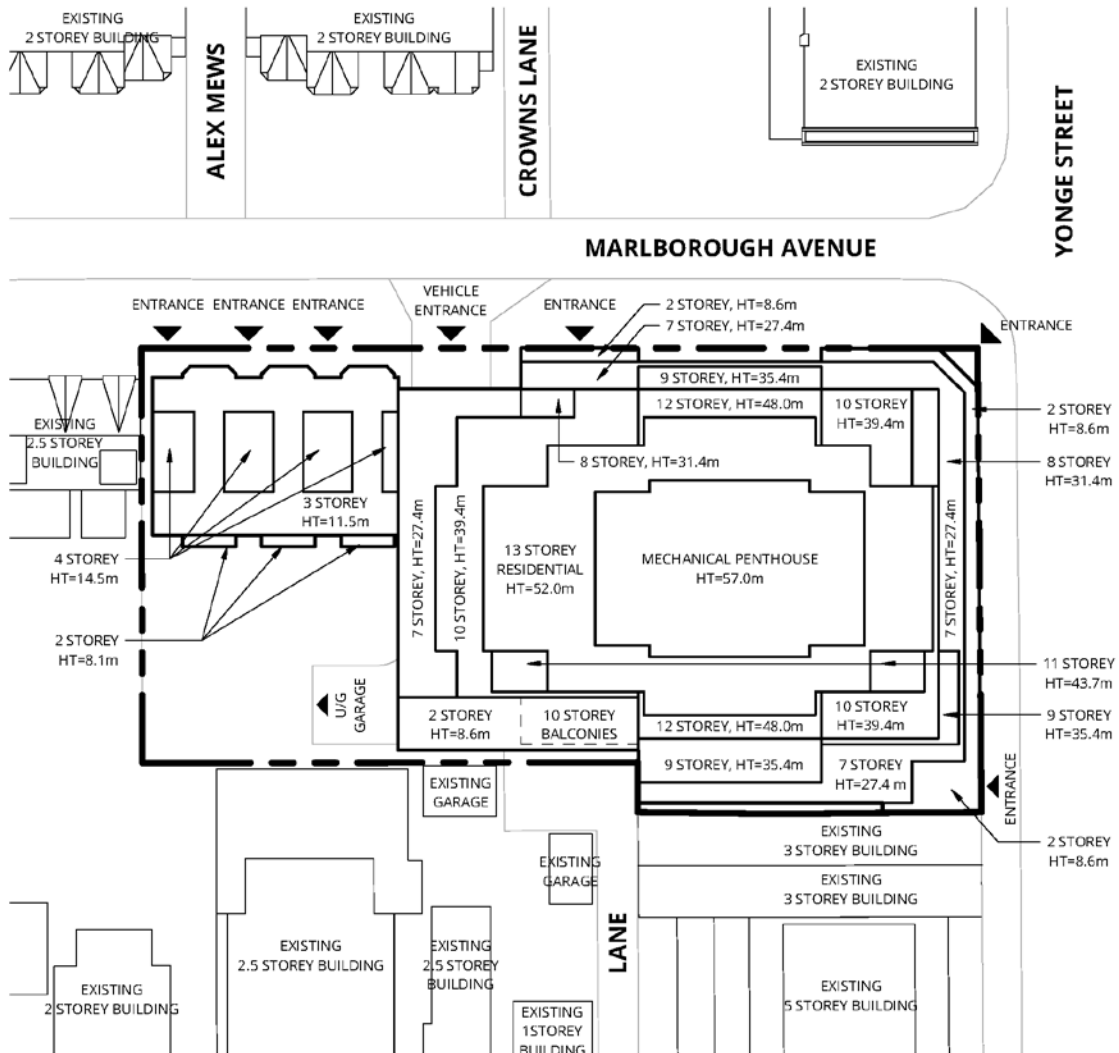


View of Applicant's Proposal Looking Northeast



10/02/2020

Attachment 5: Site Plan



Site Plan



Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site 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:

- encouraging a sense of place, by promoting well-designed built form;
- 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 recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 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."

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.

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. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region (the "GGH"), of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), 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;
- Conserve cultural heritage resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas;
- 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 MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Toronto Official Plan

The City of Toronto Official Plan (the "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.

The Official Plan contains policies related to building complete communities, heritage preservation, community services, transportation, and environmental stewardship. The Official Plan also 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 of community benefits in the form of capital facilities.

The site is located on lands shown as Downtown and Central Waterfront on Map 2 of the Official Plan. The front portion of the site along Yonge Street is designated *Mixed Use Areas* and the rear portion is designated *Neighbourhoods* as shown on Land Use Map 17. See Attachment 7 of this report for the Official Plan Land Use Map.

Site and Area Specific Policy 211

Site and Area Specific Policy ("SASP") 211, in the City of Toronto's Official Plan, recognizes that the Bloor-Yorkville/North Midtown Area comprises a broad mix of districts with differing intensities, scales and heights in a diversity of building forms. The area forms the north edge of the Downtown and includes *Neighbourhoods*, *Apartment Neighbourhoods*, *Areas of Special Identity*, *Mixed Use Areas*, and open space provided by parks and ravines. It forms the north edge of the Downtown and provides for transition in density and scale.

Map 2 of SASP 211 provides a height structure plan for the area, comprising of a 'Height Peak', 'Height Ridges', and 'Low-Rise Areas'. The policy states that the tallest buildings in the Bloor-Yorkville/North Midtown area will be located in the 'Height Peak', generally located in the vicinity of the intersection of Yonge Street and Bloor Street, with height and density permissions generally diminishing further from Bloor Street. Further, development along the 'Height Ridges' will be at a lesser height and physical scale than the Bloor/Yonge 'Height Peak', and in a form compatible with adjacent areas.

The 'Height Ridges' extend from the 'Height Peak' east along Bloor Street East, west along Bloor Street West, and north along Yonge Street, a small portion of Bay Street, and Avenue Road. The Yonge Street 'Height Ridge' ends at the north side of Belmont

Street on the west side of the Yonge Street and on the north side of Aylmer Avenue on the east side of the Yonge Street. The policy states that the northern portions of Avenue Road, Yonge Street and Davenport Road not shown as 'Height Ridges' are intended to have lower heights than areas within the 'Height Ridges'. The site is located north of the Yonge Street 'Height Ridge'.

The lowest heights in the Bloor-Yorkville/Midtown Area are in the *Neighbourhoods* and portions of 'Areas of Special Identity' shown as 'low rise areas' on Map 2. The *Mixed Use Areas* portion of the site is located within the Yonge St. Corridor north of Ramsden Park 'Area of Special Identity'. Development in this Area will respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at street level and will be strictly controlled to respect and reinforce that character. New development will be contextually appropriate to the Area's individual settings and development patterns through building height, massing, setbacks, rooflines and profile architectural expression as well as vehicle access and loading. Heritage buildings and features will be conserved and enhanced.

The *Neighbourhoods* portion of the site is located within the Ramsden Park *Neighbourhood*. New development in the Ramsden Park *Neighbourhood* will respect and reinforce the stability and the established low-rise character of these areas containing tree-lined streets and houses of two and three storey height, consistently setback from the street line. All new development will be contextually similar and appropriate to the individual settings, patterns of development, unique features, architectural and landscape character, and heritage significance within these areas.

SASP 211 also states that development in *Mixed Use Areas* adjacent to *Neighbourhoods* or portions of Areas of Special Identity shown as 'Low Rise Areas' on Map 2, should be of a lesser scale, and contextually appropriate and compatible with the adjacent low-rise areas. Development will be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm.

See Attachment 8 of this report for the Official Plan - Site and Area Specific Policy 211 (Map 2).

Downtown Plan

Official Plan Amendment 406 ("OPA 406" or the "Downtown Plan") is now in force and effect. OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Secondary Plan. It applies to all applications deemed complete after June 5, 2019. The Plan – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm, and community services and facilities – provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. It provides the City with a blueprint to align growth management with the provision of infrastructure, sustain liveability, achieve complete communities and ensure there is space for the economy to grow. The Plan area is generally bounded by Lake Ontario to

the south, Bathurst Street to the west, the midtown rail corridor and Rosedale Valley Road to the north and the Don River to the east.

Map 41-3-C designates the eastern portion of the site as *Mixed Use Areas 3 - Main Street*. Development within *Mixed Use Areas 3* will be in the form of midrise buildings, with some low-rise and tall buildings permitted based on compatibility. The assessment of proposals for mid-rise buildings will be informed by the Mid-Rise Buildings policies in section 9 of the Downtown Plan. The western portion of the site is designated *Neighbourhoods* under the parent Official Plan.

The Downtown Plan identifies Yonge Street as both a Great Street and a Priority Retail Street. The site is also located within the Ramsden Park - Yorkville Park District.

The in-force Downtown Plan may be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

See Attachment 9 for the site's Downtown Plan *Mixed Use Area* designation.

Heritage

The property at 1140 Yonge Street, known as the Pierce-Arrow Automobile Showroom, was constructed in 1930 and, subsequently used for many years by the Canadian Broadcast Company ("CBC"). The property was listed on the City's Heritage Register on September 25, 1978.

The building at 1134 Yonge Street was constructed circa 1894 and is a good example of a late nineteenth century commercial main street.

The Toronto Heritage Register may be found at: <https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>

The Official Plan contains policies to identify, evaluate and conserve cultural heritage resources: individual heritage properties, heritage conservation districts, cultural heritage landscapes, archaeological sites and important views to landmark buildings, the lake and rivers, and the skyline.

The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) is the official document guiding planning, stewardship and the conservation approach for all listed and designated heritage resources within the City of Toronto.

Zoning By-laws

The site is split between two zoning categories. The eastern portion of the site, along Yonge Street, is zoned CR T2.5 C2.0 R2.0 under Zoning By-law 438-86, as amended, and CR 2.5 (c2.0; r2.0) SS2 (x1796) under Zoning By-law 569-2013. The CR zone permits a range of commercial and residential uses. This portion of the site has a maximum permitted height of 14 metres and a maximum permitted density of 2.5 times the area of the lot.

The western portion of the site, within the *Neighbourhoods* designation, is zoned R2 Z0.6 under Zoning By-law 438-86, as amended, and R (f5.0; d0.6) (x128) under Zoning By-law 569-2013. This zone permits a range of residential building types including detached houses, semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartments. This portion of the site has a maximum permitted height of 12 metres and a maximum permitted density of 0.6 times the area of the lot.

See Attachment 5 of this report for the Zoning By-law Map.

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

Urban Forest/Ravines/Environment

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

Bloor-Yorkville/North Midtown Urban Design Guidelines

The Bloor-Yorkville/North Midtown Urban Design Guidelines (BYNM Guidelines) give guidance to improve the physical quality of the area and ensure that its special character is respected in terms of new development. The main planning objectives of the BYNM Guidelines include:

- enhancement of Areas of Special Identity and historic buildings;
- protection of residential areas from adverse impacts of commercial and/or higher density development;
- improvement of the public realm and publicly accessible areas; and
- excellence in urban design, architecture, and landscape.

The Bloor-Yorkville/North Midtown area is comprised of a number of precincts and corridors, each defined by its attributes in terms of function, built form and character. The *Mixed Use Areas* portion of the site is located in the Yonge Street Corridor and abuts the low-rise residential Ramsden Park Precinct. The *Neighbourhoods* portion of the site is located within the low-rise residential Ramsden Park Precinct.

The site is located within the Yonge Street Corridor Precinct, specifically the area North of Ramsden Park. The BYNM Guidelines describe this area as consisting mainly of three-storey brick rows built to the street line with frequent entrances and state that careful consideration should be given to the impact of development in *Mixed Use Areas* that are in close proximity to low-rise residential areas to the west. Specifically, development will:

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and stepping down of heights towards lower scale *Neighbourhoods*;

- locate and mass new buildings to minimize shadow impacts on adjacent *Neighbourhoods* during the spring and fall equinoxes;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide good site access and circulation and an adequate supply of parking for residents and visitors.

The BYNM Guidelines also include built form angular plane criteria for the Yonge Street North of Ramsden Park 'Area of Special Identity' consisting of a 13-metre tall streetwall with a 45 degree angular plane, a building height of 18 metres, a 7.5-metre rear lot line setback and a rear wall height of 10 metres with a 45 degree angular plane.

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 can be found at: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/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 can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The Townhouse and Low-Rise Apartment Guidelines can be found at: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>

Growing Up: Planning for Children in New Vertical Communities

On July 28, 2020, City Council adopted the final Growing Up Urban Design Guidelines ("Growing Up Guidelines") and directed City Planning staff to apply the guidelines in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children living in vertical communities, at the neighbourhood, building and unit scale. The Growing Up Guidelines can be found at:

<https://www.toronto.ca/city-government/planning-development/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities/>

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The purpose of the Pet Friendly Design 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 on the public realm, and provide pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found at:

<https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-Pet-FriendlyGuidelines.pdf>

Retail Design Manual

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual supports the objectives of complete communities and vibrant streets which are closely tied to the provision of successful, resilient and dynamic retail uses. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces by providing aspirational retail design best practices to inform, guide, inspire and educate those involved in the design and development of retail uses. The Retail Design Manual can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard ("TGS"). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Applications must use the documentation required for the version of the Toronto Green Standard in effect at the time of the initial application. TGS Version 3.0: new applications submitted on or after May 1, 2018. Visit <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/tier-1-planning-application-requirements/>.

Expanding Housing Options in Neighbourhoods

On July 16, 2019, City Council directed the Chief Planner and Executive Director, City Planning to report to the Planning and Housing Committee in the fourth quarter of 2019 on options and a timeline to increase housing options and planning permissions in areas of Toronto designated as *Neighbourhoods* in Toronto's Official Plan. The motion introduced at City Council specifically refers to expanding permissions for "The Missing Middle" in building types ranging from duplexes to walk-up apartments as a form of gentle growth within *Neighbourhoods*. Council's decision, including the associated staff reports and attachments, may be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH15.6>

Bloor-Yorkville/North Midtown: Planning Framework & Implementation Strategy

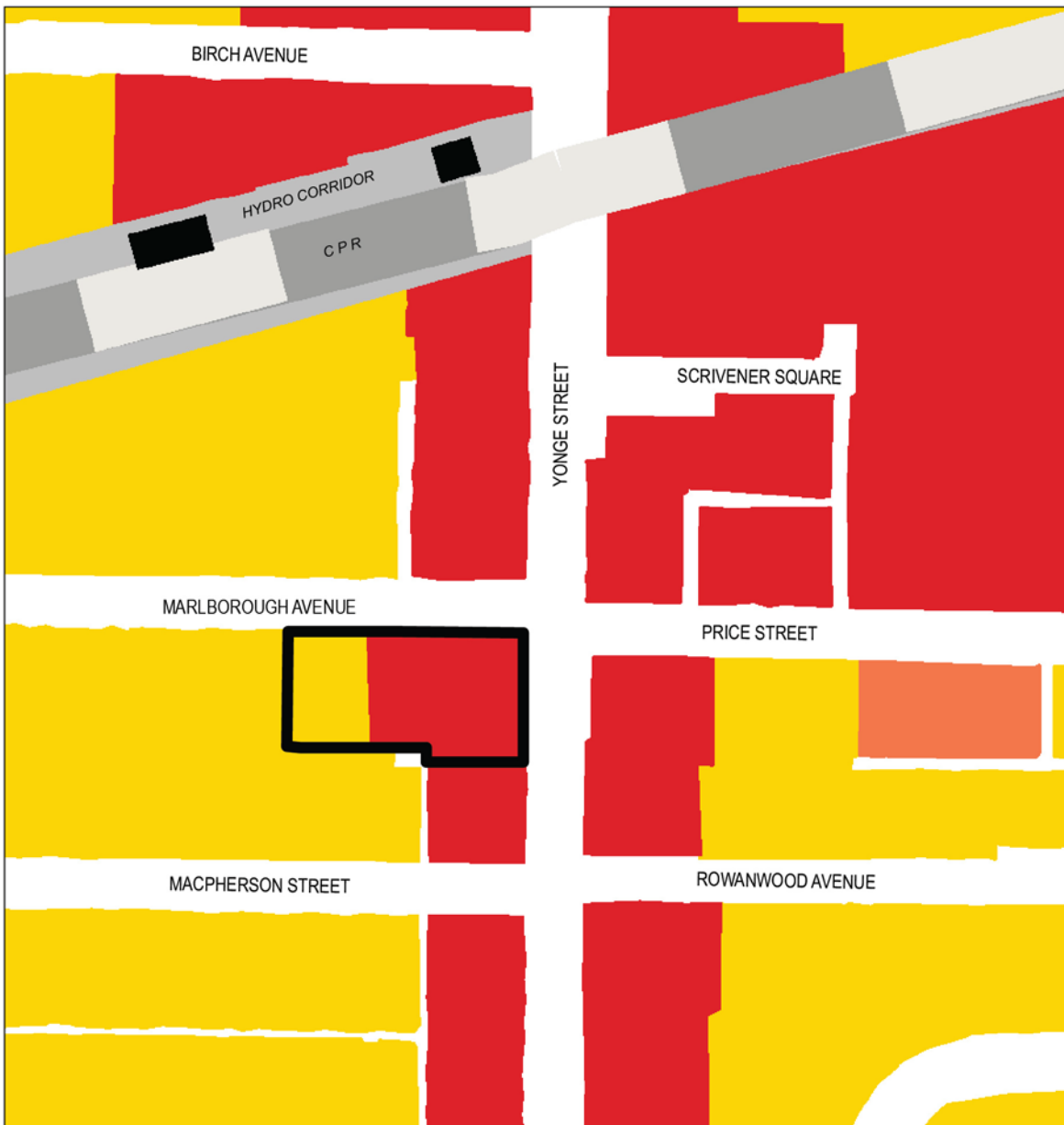
The Bloor-Yorkville/North Midtown: Planning Framework & Implementation Strategy report (August 2015) was prepared by The Planning Partnership, Greenberg Consultants Inc., ERA Architects., and Michael Spaziani Architect Inc., on behalf of the Bloor-Yorkville Business Improvement Association, ABC Residents Association, Greater Yorkville Residents Association, and Yonge Bay Bloor Business Association.

The objective of this community-led Planning Framework and Implementation Strategy is to address concerns over tall buildings and intensification. It outlines where development should and should not occur, the types of uses and built form that are appropriate, how future development applications will be analyzed, and the future planning approval processes that are required.

The report has two parts: an overview of the history, and current policy and development context; and, a policy framework and implementation strategies, and separate pedestrian realm network plan. The report organizes the Bloor-Yorkville/North Midtown area into 3 districts: the primary development districts; the corridor districts; and, the stable neighbourhood districts. Each district contains precincts, some of which are broken down into segments. Targeted planning policies are proposed for each district, precinct, and segment.

On October 13, 2016 Toronto and East York Community Council requested Planning staff to consider the Bloor-Yorkville/North Midtown Framework's strategies during the evaluation of current and future development applications and City projects in the Bloor Yorkville/North Midtown planning area prior to completion of a Secondary Plan.






Attachment 7: Official Plan Land Use Map



1134-1140 Yonge Street

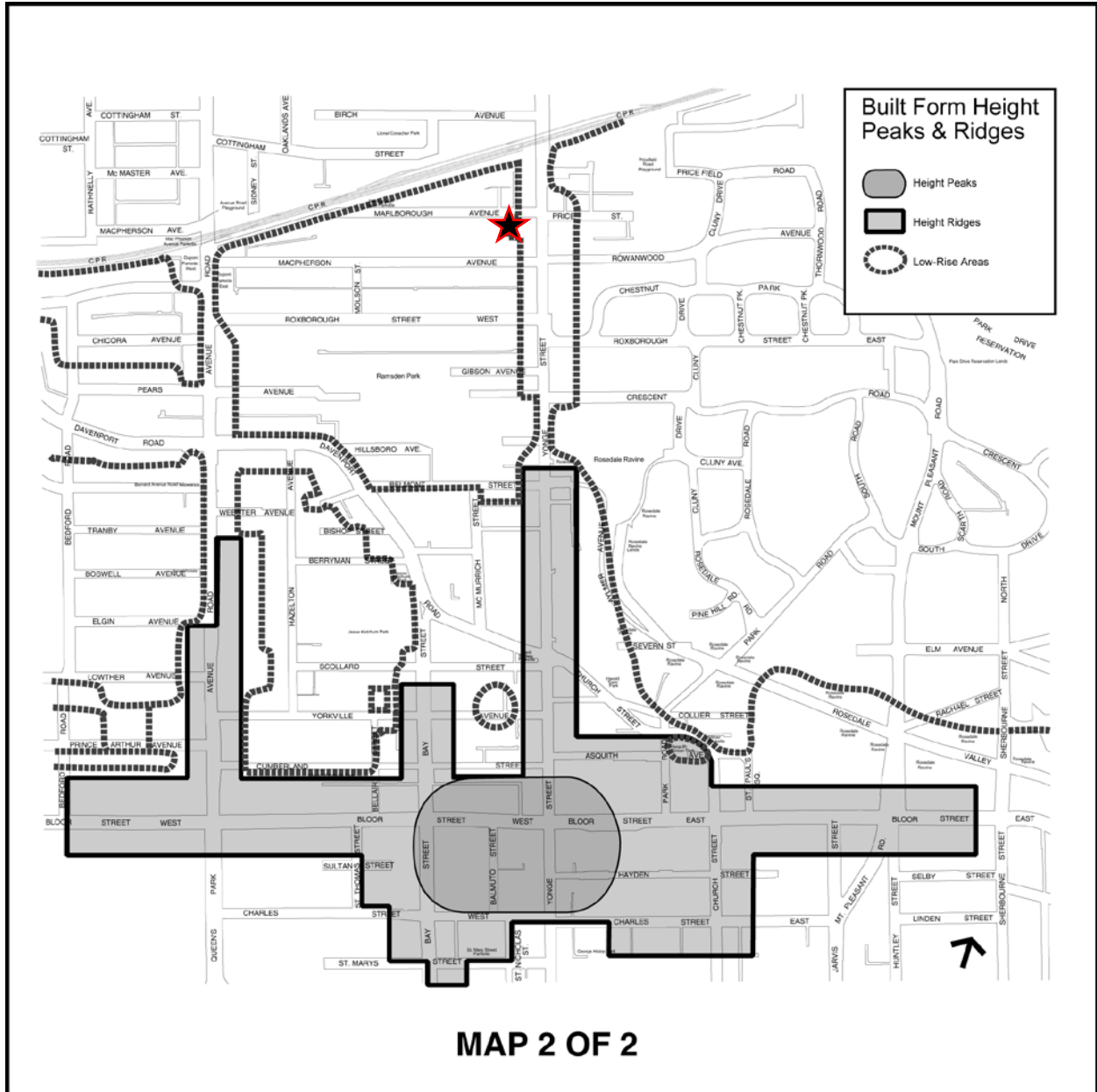
Official Plan Land Use Map #17

File # 20 189124 STE 11 OZ

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Utility Corridors

↑
Not to Scale
09/28/2020

Attachment 8: Official Plan - Site and Area Specific Policy 211 (Map 2)



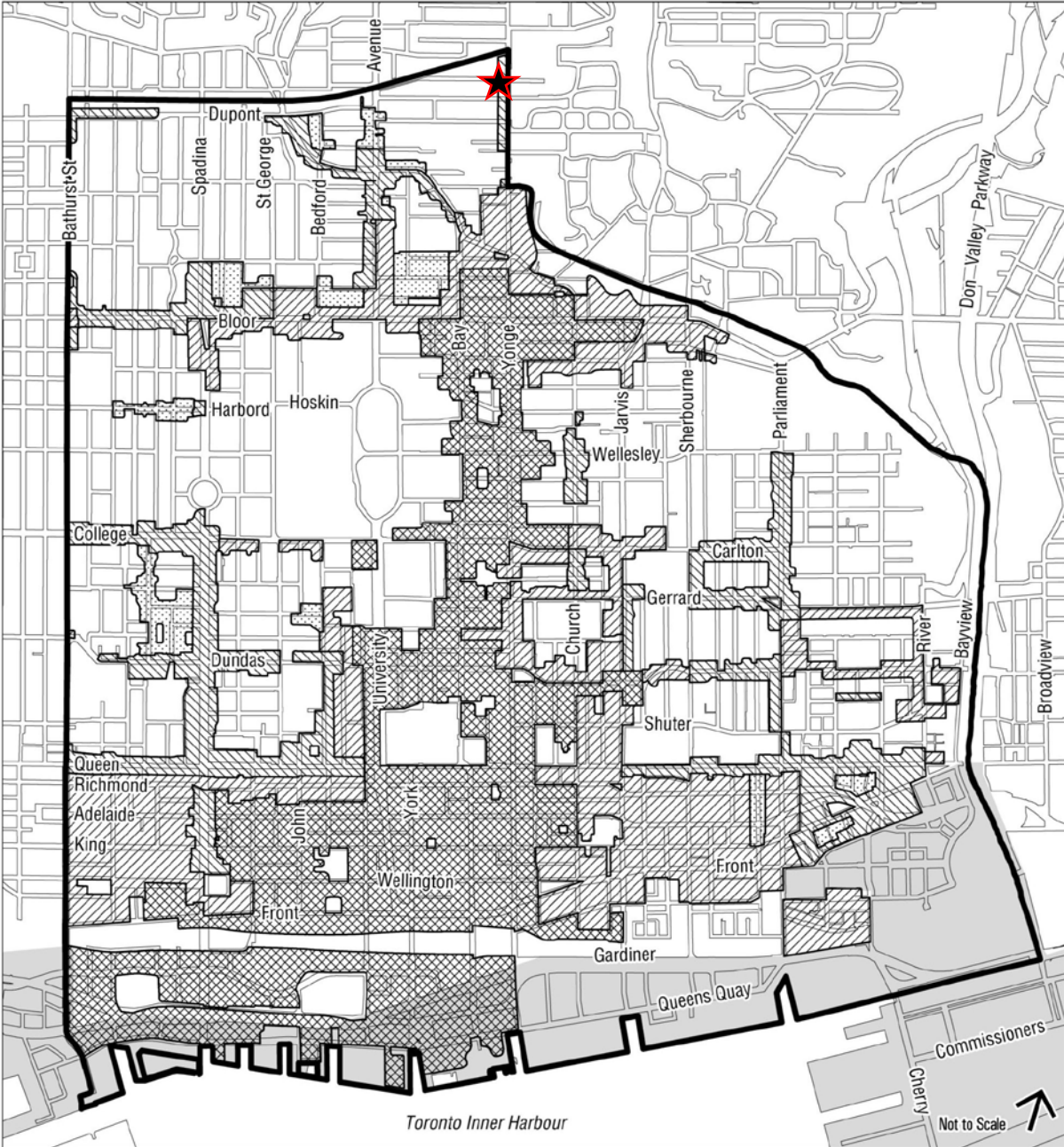
1134-1140 Yonge Street

Official Plan Site and Area Specific Policy 211 Map #2

File # 20 189124 STE 11 0Z



Attachment 9: Downtown Plan Mixed Use Areas Map



1134-1140 Yonge Street

Downtown Plan Map 41-3 Mixed Use Areas

File # 20 189124 STE 11 0Z

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Mixed Use Areas 1 - Growth
-  Subject Site
-  Mixed Use Areas 2 - Intermediate
-  Mixed Use Areas 3 - Main Street
-  Mixed Use Areas 4 - Local

