

4155 Yonge Street – Official Plan and Zoning By-law Amendment Application – Request for Direction Report

Date: March 22, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 15 – Don Valley West

Planning Application Number: 17 245489 NNY 25 OZ

SUMMARY

On October 10, 2017 an Official Plan and Zoning By-law Amendment application was submitted to permit the development of a 14-storey residential building containing 64 dwelling units at 4155 Yonge Street. The proposal included 82 vehicle parking spaces in a two and a half level underground parking garage and 49 bicycle parking spaces. The total proposed gross floor area was 10,312.5 square metres and the density was 3.2 times the area of the lot. A 1 metre building setback from the valley toe of slope was proposed.

On February 9, 2018, the applicant appealed the Zoning By-law Amendment application to the Local Planning Appeal Tribunal ("LPAT") due to Council not making a decision within the prescribed time frames set out in the Planning Act. On September 23, 2021, the applicant also appealed the Official Plan Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the prescribed time frames set out in the Planning Act.

The first Case Management Conference ("CMC") was heard by the OLT on October 26, 2021, and a second CMC has been scheduled for May 4, 2022. If issues remain unresolved amongst the interested parties, the applications will proceed to a five (5) day hearing that has been scheduled from September 19 to September 23, 2022.

A with prejudice public settlement offer was received by the City on October 14, 2021. The revised proposal now includes a reduced height of 11 storeys (37.5 metres without mechanical penthouse), a reduced unit count of 30 dwelling units, reduced gross floor area of 7,130 square metres and density of 2.21 times the area of the lot, 48 vehicle

parking spaces and 25 bicycle parking spaces, and an increased setback of 3 metres to the valley toe of slope, among other matters.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to support the application in its current form.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in support of a settlement to the current Application regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 4155 Yonge Street.
2. In the event that the Ontario Land 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; and,
 - b) the owner has submitted revised technical reports and plans including a revised Functional Servicing Report, a revised Stormwater Management Report, a revised Hydrogeological Report, and any other reports or documents deemed necessary in support of the development to the City for review and acceptance by and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
3. City Council authorizes 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

Two pre-application consultation meetings were held on January 26, 2017 and on July 21, 2017. The current applications were submitted on October 10, 2017 and deemed complete on November 8, 2017. A Preliminary Report on the applications was adopted by North York Community Council on January 16, 2018 authorizing staff to conduct a community consultation meeting with an expanded notification area. Community consultation is summarized in the Comments section of this Report.

The decision of the North York Community Council can be found here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY27.10>

On February 9, 2018 the applicant appealed the Zoning By-law Amendment application to the LPAT due to City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. As a result of the Province's transition regulations associated with the introduction of Bill 139, the zoning by-law amendment application appeal is considered a "legacy" appeal and is subject to the Local Planning Appeal Tribunal's practices and procedures for applications appealed prior to April 3, 2018. On September 23, 2021, the Applicant also appealed the Official Plan Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the prescribed time frames set out in the Planning Act.

The first Case Management Conference ("CMC") was heard by the OLT on October 26, 2021, and a second CMC has been scheduled for May 4, 2022. If issues remain unresolved amongst the interested parties, the applications will proceed to a five (5) day hearing that has been scheduled from September 19 to September 23, 2022.

Previous Development Proposals

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

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

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

On October 2, 2012 City Council considered a Request for Direction report that recommended the City oppose the applications as the proposal was found to not conform to Official Plan policies related to protecting the natural environment and requiring development to reflect the existing context of an area. City Council authorized the City Solicitor, together with City Planning staff to oppose the applicant's appeal and to attend any LPAT hearings in opposition to the appeals. The link to City Council's decision can be found here:

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

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

<https://olt.gov.on.ca/tribunals/lpat/e-status/>

SITE AND SURROUNDING AREA

Site Description and Dimensions: The site is located at the southeast corner of William Carson Crescent and Yonge Street. The 3,224 square metre site is rectangular in shape with the exception of a strip of land at the eastern boundary which curves north in alignment with the curve on William Carson Crescent towards the north. The site includes a 2.74 metre wide strip of land on the south side of the 4155 Yonge Street property that was a former lane for the St. John's Anglican Church and has a frontage of approximately 26 metres on Yonge Street and approximately 138 metres on William Carson Crescent.

Existing Use: The flat, rectangular portion of the site along Yonge Street is paved with asphalt and was occupied with a commercial surface parking lot, although the temporary use by-law permitting the parking lot has expired. The parking lot had previously been in operation on the site since at least the 1990's, although there have been periods of time when it was not in operation. There are no existing buildings on the site and it is no longer being used as a parking lot. A portion of the property is subject to a sub-surface easement for the TTC subway which runs below the site along Yonge Street. There is a TTC and GO Transit bus stop and TTC shelter within the Yonge Street boulevard in front of the site.

Surrounding uses include:

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

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

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

West: On the west side of Yonge Street, opposite the site, is a one-storey building which is listed in the City's Heritage Register and is occupied by the restaurant Auberge du Pommier. This restaurant is accessed by a private driveway which also leads to a cluster of three, six-storey office buildings set back from Yonge Street. Also on the west side of Yonge Street, is the two-storey Evangel Temple place of worship. Meanwhile on the northwest corner of Yonge Street and Wilson Avenue is a proposal for two tall buildings. The associated Official Plan and Zoning By-law Amendment applications and Site Plan application were appealed to the LPAT citing Council's failure to make a decision within the time period prescribed under the Planning Act. At its meeting on December 15, 16, and 17, City Council adopted a decision to accept the owners' offer to

settle, which now proposes a 28 storey residential building and a 14 storey mixed use building including retail, office, and residential uses.

THE APPLICATION

Description

Height: 11-storey (37.50 metres, plus 5.0 metre mechanical penthouse) residential building fronting on to the corner of Yonge Street and William Carson Crescent.

Density (Floor Space Index): 2.21 times the area of the lot.

Unit count: 30 dwelling units (29 two-bedroom units (96.7%) and 1 three-bedroom units (3.3%)).

Parking: The development would include two levels of underground parking with a total of 48 vehicular parking spaces (42 resident and 6 visitor) and 25 bicycle parking spaces.

Amenity: The applicant is proposing a total of 321.5 square metres of amenity space: 63.5 square metres of outdoor amenity space and 258 square metres of indoor amenity space.

Additional Information

See Attachments 1-9 of this report for a location map, Application Data sheet, three dimensional representations of the project in context, as well as a site plan, elevation drawings, and building section drawings of the proposed development. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

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/>

Summary of Revisions

The following table provides a summary of the revisions made since the initial application.

	Original Proposal (October 10, 2017)	Current Proposal (March 24, 2022)
Gross Floor Area	10,313 square metres	7,130 square metres
Density	3.2 FSI	2.21 FSI
Height	14 storeys 44.85 metres 49.2 metres (including mechanical penthouse)	11 storeys 37.50 metres 42.50 metres (including mechanical penthouse)
# of Units	64	30
Vehicular Parking	69 (resident) 13 (visitor) <u>82 total</u>	42 (resident) 6 (visitor) <u>48 total</u>
Bicycle Parking	44 (long term) 5 (short term) <u>49 total</u>	22 (long term) 3 (short term) <u>25 total</u>
Setbacks:		
Front (Yonge St)	2.4 metres	3 metres
Side (William Carson St)	1.78 metres	2 metres
Side (South)	3.50 metres	1 metre
Rear (to Toe of Slope)	1 metre (to toe of slope)	3 metres (to toe of slope)
Amenity Space:		
Indoor	187.4 square metres	258 square metres
Outdoor	154.1 square metres	63.5 square metres

Reasons for Application

The Official Plan Amendment Application is proposed to permit the proposed building to be set back 3.0 metre from the toe-of-slope instead of the 10 metres setback from the toe-of-slope required by Official Plan policy 3.4.8.

The Zoning By-law Amendment Application proposes to amend Zoning By-laws 7625 and 569-2013 to permit the proposed residential use and to vary performance standards including: building height; building setbacks; lot coverage; floor space index; maximum gross floor area; maximum number of dwelling units; landscaping; vehicular and bicycle parking spaces; and amenity space, among other items.

Site Plan Control

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

POLICY CONSIDERATIONS

Official Plan Designation: The Official Plan designates the west portion of the site as *Mixed Use Areas* and the east portion as *Natural Areas*, as shown on the Land Use Plan, Map 16 (refer to Attachment 11).

Zoning: The majority of the subject site is exempted from City of Toronto Zoning By-law 569-2013 with the exception of the 2.74 metre wide strip of land which was the former lane for the St. John's Anglican Church that was added to the site. This strip of land is zoned RD (Residential Detached) in Zoning By-law 569-2013. Please see Attachment 13 for the Zoning By-law Map for By-law 569-2013.

The site is subject to the former City of North York Zoning By-law 7625 and is subject to two zones. The western portion of the site is zoned C1 (General Commercial) subject to site-specific Zoning By-law 30952. The eastern portion of the site is zoned G (Greenbelt), please see Attachment 12 for the existing Zoning By-law Map for By-law 7625.

The parent C1 zone allows for a range of residential, commercial and institutional uses, however site-specific Zoning By-law 30952 limits the permitted uses to offices and a number of retail and service commercial type uses. Zoning By-law 30952, as amended by Zoning By-law 31095, allows the height of the office building to be a maximum of 164 m above sea level, which would be approximately 20 metres, as well as a maximum lot coverage of 71%. Various amending by-laws including Zoning By-law 32483, Zoning By-law 404-1998, and Zoning By-law 285-2003 were enacted allowing a parking lot to be permitted on a temporary basis, all of which has since expired. The G zone permits recreational uses as well as one-family detached dwellings. The maximum building height is 11 metres.

Additional information:

See Attachment 10 for applicable policy documents.

COMMUNITY CONSULTATION

A Community Consultation Meeting was hosted by City staff on February 13, 2018. Approximately 90 members of the public participated, as well as the Ward Councillor. Following a presentation by City staff and the applicant, the following comments and issues were raised:

- the proposed building height is too tall;
- shadow impact of the proposed height and massing of the building on the naturalized vegetation;
- impacts to slope of the valley, including impacts to the natural environment on the valley slope including trees, vegetation and wildlife, due to the proximity of the proposed building;
- safety issues and impacts related to erosion potential of the valley slope;
- impact on views to and from the St. John's Anglican Church on the top of the slope;
- negative relationship to the St. John's Anglican Church property;
- lack of fit with existing built context;
- appropriateness of the massing, front yard, rear yard, and side yard setbacks;
- concerns about vibration and impact to the TTC's Yonge-University-Spadina subway system that runs located under the site;
- impacts on local stormwater capacity;
- increased traffic congestion;
- the proposed developments potential to exacerbate queuing and traffic matters at William Carson Crescent and Yonge Street;
- impact of additional traffic to Toronto Fire Station ability to access street network;
- flooding and potential storm runoff from the top of the slope;
- impacts related to the construction of the proposed building; and
- need for improved sidewalk connections along William Carson Crescent.

COMMENTS

Provincial Framework

Staff have reviewed this application and its regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement, and conformity with the Growth Plan. The proposal for a residential building along a major street within 300 metres of York Mills TTC subway station is an appropriate form and location for development utilizing existing infrastructure. Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan. 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 to provincial plans.

Land Use

The portion of the site fronting onto Yonge Street is designated *Mixed Use Areas* and the eastern portion of the site is designated *Natural Areas* in the Official Plan. The proposed building is limited to the portion of the site designated Mixed Use Areas. As

per the Official Plan, *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The proposed residential building is permitted by the land use policies of the Official Plan.

Lands designated as *Natural Areas* "will be maintained primarily in a natural state, while allowing for: compatible recreational, cultural, and educational uses and facilities that minimize adverse impacts on natural features and functions". As discussed further below in this Report, it has been sufficiently demonstrated that potential adverse impacts have been minimized.

This application has been reviewed against the Official Plan policies described in the Policy Considerations Section of the Report (see Attachment 10) as well as the policies of the Toronto Official Plan as a whole. Given the existing and the planned context for the subject property and the surrounding area, the proposed building fits within the *Mixed Use Areas* designation portion of the site and the proposed buffer width to the valleyland portion of the site is sufficiently justified. No development is proposed within the *Natural Areas* designation. As such the proposed land use and building location is supported by staff.

Built Form

Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan as well as relevant design guidelines, including the Avenues and Mid-rise Buildings Study ("the Mid-rise Guidelines") and addendum.

The built form policies of the Official Plan identify the importance of the existing and planned context and requires development to be located, organized, massed, and the exterior façade designed to "fit within its existing and /or planned context".

Given the *Mixed Use Areas* land use designation of the site on which the proposed development will be located, the site being located on a major street, its close proximity to the York Mills TTC subway station and GO Bus Terminal, and the mix of low and mid-rise office and residential buildings in the nearby vicinity along this stretch of Yonge Street, a mid-rise residential building is considered an appropriate building typology within the anticipated context for the subject lands. The Official Plan notes that Mid-rise buildings are a transit-supportive form of development that provide a good transition in scale that has predictable impacts on adjacent low-scale uses.

The current iteration of the proposed building is 11-storeys in height, a reduction from the 14-storeys as originally proposed, thus generally meeting the maximum height for mid-rise buildings as per the Official Plan and the Mid-rise Guidelines. While the proposed height of 37.5 metres (not including the penthouse) exceeds the 36 metre width of the adjacent Yonge Street right-of-way as per the Mid-rise Guidelines, staff

considers the additional height to be minor within the context of this site and is an appropriate height for a mid-rise building at the location.

In addition to having an appropriate height, the proposal has been massed to provide an appropriate transition in scale to neighbouring properties and the public realm. The building massing is stepped back to fall beneath a 45 degree angular plane as taken from a height of 80% of the right-of-way width of Yonge Street. This wraps around William Carson Crescent with the exception of minor penetrations relating to the corner of the stairwell of the mechanical penthouse, the corner of the elevator shaft, and architectural features. The building has also been massed to fit within a 45 degree angular plane taken from the neighbouring *Neighbourhoods* on the east, providing good transition in scale. An additional pedestrian perception step-back has also been provided above the fifth storey facing Yonge Street and William Carson Crescent, as per the Mid-rise Guidelines, creating a street wall height that is harmonious with the nearby buildings along Yonge Street ranging from 4-7 storeys (see Attachments 6-9).

With regards to building setbacks, a 3 metre setback is provided from the westerly property line along Yonge Street, an increase from the 2.4 metres previously provided in the original proposal. It is noted that while most existing development along this section of Yonge Street provide generous setbacks with soft landscaping, Planning staff are of the opinion that the proposed setback is appropriate given the relatively constrained development envelope on the subject site and the need to provide a more generous setback to the valley toe of slope on the eastern portion of the side. It is noted that the applicant has proposed soft landscaping including shrubs and tree plantings along Yonge Street which will enhance the character of the public realm. Furthermore, the proposed 3 metre setback combined with the over 3 metre public boulevard space meets the minimum sidewalk zones as per the Mid-rise Guidelines. With regards to the northerly setback, a 2 metre setback is provided to the new property line after a proposed 1.44 metre road widening . After the road widening the public boulevard will be 5.4 metres and combined with the 2 metre setback, enough space will be provided for landscaping and tree plantings, fitting within the valley setting. Finally, while the building is setback 1 metre from the southerly property line, it is noted that it only applies to the part of the building used to internalize the ramp to the underground garage, and that above the second storey where residential units and amenity are located, a 5.5 metre setback is provided. The easterly rear yard setback will be discussed in the Natural Heritage and Ravine Protection section of this report. Staff is therefore of the opinion that the proposed setbacks are appropriate.

As such, staff is of the opinion that the proposed height, massing, setbacks, and stepbacks of the proposed development is in conformity with the Official Plan policies and are appropriate for the site.

Sun, Shadow, Wind

The Official Plan requires new development to be designed to limit its impact on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas. Specifically, the development criteria for *Mixed Use Areas* requires that new buildings be located and massed so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes as well as 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.

The applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer solstice. Staff have reviewed the shadow study and finds the shadow impacts to be minimal and appropriate. In particular, Staff notes that at no point in the year does the proposed building cast a shadow resulting in less than five hours of sunlight on Yonge Street. Overall, staff considers the shadow impacts resulting from the proposal to be generally acceptable.

With regards to the wind impacts, the applicant has provided a pedestrian level wind study. The consultants found conditions in the tested areas to be suitable for sitting, standing and/or strolling in the Spring, Autumn, and Winter, with the conditions being suitable for sitting and/or standing in the Summer. At no point would the conditions be considered uncomfortable. As such, staff is of the opinion that the wind impacts resulting from the proposal are acceptable and meets the policies for the Official Plan.

Unit Mix and Size

The proposal includes 29 two-bedroom units (96.7% of units proposed) and 1 three-bedroom unit (3.3% of units proposed). In accordance with the City's Growing Up: Planning for Children in New Vertical Communities guidelines, which states that a minimum of 15% units are two-bedroom units and 10% of units shall be three-bedroom units. However, staff notes that the proposed two-bedroom units range from 150-234 square metres in size, which is larger than the recommended 87-90 square metres for 2-bedroom units and 100-106 square metres for 3-bedroom units. As such, staff is satisfied that the general intent of the guidelines are met in that larger units are being provided for larger households, and that the proposed unit size and mix are appropriate.

Natural Heritage and Ravine Protection

The entirety of the site is located within the Ravine and Natural Feature Protection - Municipal Code Chapter 658 regulated area. The protection applies to all existing trees and vegetation, regardless of size and changes in grade. A permit under City of Toronto Municipal Code, Chapter 658 will be required to remove or injure any trees on the site.

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

The eastern portion of the site as well as the southerly strip of land that was previously owned by the St. John's Anglican Church and referred to as the Church Lane lands is located within the Natural Heritage System, as identified on Map 9 of the Official Plan.

The Official Plan requires that development be set back from the following locations by at least 10 metres to the toe of slope of valleys, ravines and bluffs. The Official Plan also states that all proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system.

The initial proposal proposed a setback of 1 metre from the valley toe of slope whereas the Official Plan requires a minimum setback of 10 metres from the toe of the slope as previously mentioned. The toe of slope and the drip line of the existing vegetation were staked, in consultation with the Toronto and Region Conservation Authority ("TRCA"). A Natural Heritage Impact Study was submitted and was reviewed by Ravine and Natural Feature Protection staff ("RNFP") and the TRCA.

The TRCA and RNFP staff had expressed concerns with the 1 metre setback that was proposed. Both RNFP and TRCA staff requested further information related to building maintenance given the small setback, slope stability, stormwater management and run-off mitigation, restoration and stewardship strategies, among other items.

The proposal has since been revised to now include an increased 3 metre setback from the toe of slope. A resubmission was provided along with various revised reports including a revised Natural Heritage Impact Study and Stewardship Plan, Slope Stability Analysis, Hydrogeological Investigation, Geotechnical Report, Arborist Report, Landscape Concept, and Tree Inventory Plan, among other items.

RNFP and TRCA staff have reviewed the resubmission and is now satisfied that the 3 metre setback is appropriate. They have expressed no objection to the Official Plan Amendment and Zoning By-law Amendment applications in principle, subject to further technical comments being addressed via the Site Plan Application. RNFP staff has requested that lands east of the toe of slope shall be designated *Natural Areas* in the Official Plan and G (Greenbelt) in the site specific amending Zoning By-law.

As such, Community Planning staff is of the opinion that the proposed development has demonstrated that the buffer area is of a sufficient width to function as a buffer to limit the negative impacts on the natural heritage feature.

Streetscape

There is an existing sidewalk along the Yonge Street frontage of the site however there is no existing sidewalk along the William Carson Crescent frontage. The pedestrian sidewalk along the Yonge Street frontage is proposed to extend through the corner of Yonge Street and William Carson Crescent and continue along William Carson Crescent until the driveway access.

Four street trees are proposed along the William Carson Crescent frontage while three private trees are proposed along the Yonge Street frontage. Transportation Services has requested a 2.1 metre wide sidewalk along William Carson Crescent.

The existing Yonge Street frontage includes a TTC/GO Bus stop shelter. TTC is recommending the relocation of the existing bus shelter closer to the corner of Yonge Street and William Carson Crescent, and that a level concrete platform that is at least 16 metres in length and 2.4 metres in width from the curb be provided. Tree plantings and bus shelter relocation details would be secured as part of the Site Plan Approval.

Road Widening

In order to satisfy the Official Plan requirement of a 23 metre right-of-way for this segment of William Carson Crescent, a 1.44 metre road widening dedication along the William Carson Crescent frontage of the site is required and is proposed to be conveyed to the City with this application. Should the Official Plan and Zoning By-law amendment applications be approved, the required road widening would be secured at the time of a future Site Plan Approval.

Servicing

The applicant has submitted a Functional Servicing Report, Stormwater Management Report, Geotechnical Report, and Hydrology Report in support of the applications. Engineering and Construction Services staff have reviewed these reports and have identified a number of outstanding requirements and issues to be resolved. These include but are not limited a revised Functional Servicing and Stormwater Management Report, Construction Management and Erosion & Sediment Control Plan.

In the event that the OLT allows the Official Plan Amendment and Zoning By-law Amendment appeal in whole or in part, the final Order should be withheld pending the confirmation of water, sanitary and stormwater issues being resolved to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law amendment.

Transportation

Driveway Access and Site Circulation

Vehicular access to the site is proposed to be provided via a two-way driveway connection onto William Carson Crescent. This driveway leads to the internalized drop-off area as well as a ramp to the underground parking garage. The proposed type and location of the driveway is generally acceptable, where further design refinement will be made during the Site Plan application process

Traffic Impact

In support of the application a Transportation Impact Study Addendum prepared by TMIG dated December 14, 2021 has been submitted. The report estimates that the project will generate approximately 11 and 14 two-way trips during the a.m. and p.m. peak hours, respectively. The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for intersection improvements. As such, the site generated traffic is not expected to adversely impact the local road network within the study area. In this regard, the City's Transportation Services staff has reviewed the Transportation Impact Study and is in agreement with its findings.

Parking and Loading

A total of 48 vehicle parking spaces are proposed in a 2-level below-grade parking garage including 42 resident spaces and 6 visitor spaces, accessed from William Carson Crescent. While the site is subject to the former City of North York Zoning By-law 7625, City of Toronto Zoning By-law 569-2013 is used to determine an appropriate amount of parking is provided as per current parking standards. In this regard, the proposed development would require 36 parking spaces including 30 residential spaces and 6 visitor spaces. As such, the proposed parking meets the minimum parking spaces required.

A type-G loading space is not provided and Transportation Services staff is satisfied that one is not required for the proposed 30 dwelling units.

Transportation Demand Management

Transportation Demand Management strategies have been proposed including the provision of bicycle repair tools and education, funding for bike share facilities, information packages related to active transportation and transit facilities, a digital real time transit information screen, pre-loaded PRESTO cards, and Electric Vehicle Charging Stations/Spaces. Transportation Planning staff finds the strategies acceptable and the City will secure these strategies through the Site Plan Approval.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Archaeological Assessment

The site is in an area that may have archaeological potential, as identified on the City's searchable database of properties that may have archaeological resource potential. The searchable database TO Map can be accessed here:

http://www.map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2

The applicant has submitted both a Stage 1 and a Stage 2 Archaeological Assessment in support of the application, which has been reviewed by City Planning's Heritage Planning staff. The latest Stage 2 Archaeological Assessment report (AS&G 2021) has determined that there are no further archaeological concerns regarding the subject property. Heritage Planning staff concurs with this determination, and considers the archaeological conditions for this application to have been met.

Tree Preservation

An Arborist Report and Tree Inventory and Preservation Plan were submitted by the Applicant. Urban Forestry staff has reviewed the Arborist Report, Tree Inventory and Preservation Plan, Landscape Concept, and Stewardship Plan, among other submission items, and provided comments to be addressed through the Site Plan Application.

Indoor/Outdoor Amenity Space

Zoning By-law 7625 requires a minimum of 2.0 square metres per unit each of indoor and outdoor amenity space, and Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit in which at least 2.0 square metres per unit is indoor amenity space. As 30 units are proposed, a total of 60 square metres each of indoor and amenity space is required as per Zoning By-law 7625, while 120 square metres of combined amenity space is required as per Zoning By-law 569-2013.

The application is proposing a total of 321.48 square metres of amenity space including 63.5 square metres of outdoor amenity space and 257.98 square metres of indoor amenity space. As such, the indoor/outdoor amenity space requirements are met.

School Boards

The Toronto District School Board has advised that there is insufficient space at the local schools to accommodate students anticipated from this proposed development and others in the area. The status of the local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from this new development will not displace existing students at local schools. The Toronto District School Board has requested that the applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that sufficient accommodation may not be available for all students in local schools. Students may be accommodated in schools outside this area until space in local schools becomes available. The Toronto Catholic District School Board has advised that sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. Additionally, the construction of a 798 pupil place replacement school for St. Joseph Morrow Park Secondary School was completed at 3338 Bayview Avenue as of January 2021. There were no comments provided from the other school boards operating in Toronto.

Toronto Transit Commission (TTC)

The TTC has advised that the site is located within the Development Review Zone of the Yonge-University-Spadina subway line north of York Mills Station. The subway tunnels run directly below the western portion of the proposed development. The TTC has requested that a site-specific zoning standard be included in any site specific Zoning By-law that requires a minimum distance between the building, including all below grade structures, to all TTC Infrastructure of 3.0 metres. City staff will finalize the minimum distance provision to include in the final site specific Zoning By-law together with TTC staff through their Technical Review process.

The TTC has also provided technical comments that will be addressed through the TTC Technical Review and Site Plan Application processes.

Noise and Vibration

The applicant has submitted a noise and vibration feasibility study as part of its application. The study notes that vibration from the TTC's Yonge-University subway line may be perceptible and provides recommendations on minimizing the vibrations. Noise impacts on the surrounding environment and on itself is expected to be minor. The mitigation measures, including but not limited to specific glazing and façade material,

the use of central air conditioning, and isolation measures in the design of the building foundations, will be secured as part of the Site Plan Application process and/or building permit process.

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. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

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. Performance measures for the Tier 1 development features will be secured through the site specific Zoning By-law, should this application be appealed and approved by the OLT.

Conclusion

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal conforms to the Official Plan and meets the intent of the Mid-rise Guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in support of the application in its current form. This recommendation is consistent with the PPS and conforms with the Growth Plan.

CONTACT

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Tel. No. (416) 396-5574
E-mail: Philip.Liu@toronto.ca

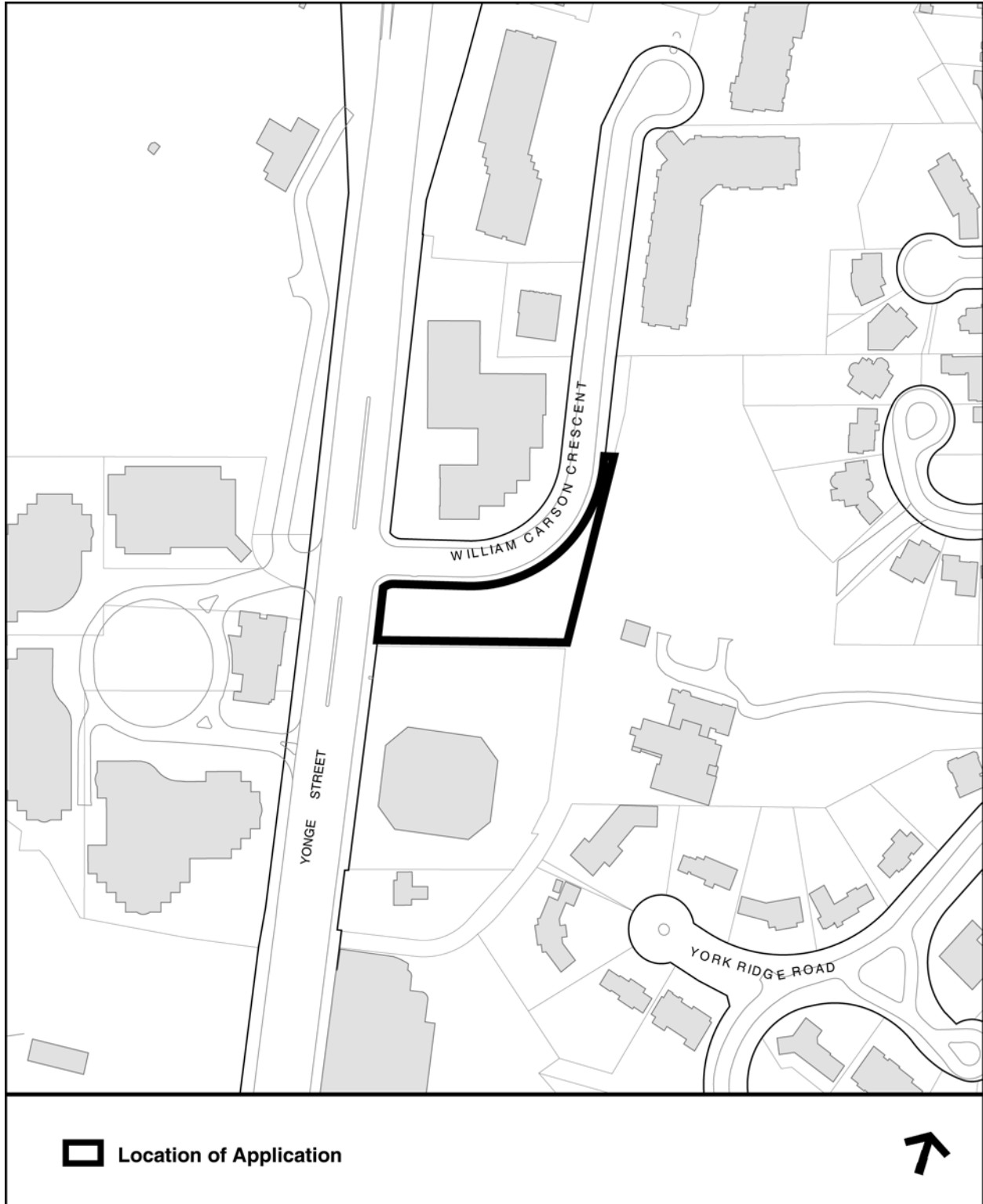
SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context Looking Northeast
Attachment 4: 3D Model of Proposal in Context Looking Southwest
Attachment 5: Site Plan
Attachment 6: Front and Rear Elevation
Attachment 7: Side (North) Elevation
Attachment 8: Side (South) Elevation
Attachment 9: Building Sections and Angular Planes
Attachment 10: Policy Considerations
Attachment 11: Official Plan Land Use Map
Attachment 12: Former North York Zoning By-law 7625 Map
Attachment 13: City of Toronto Zoning By-law 596-2013 Map

Attachment 1: Location Map



APPLICATION DATA SHEET**Municipal Address:** 4155 YONGE ST **Date Received:** October 10, 2017**Application Number:** 17 245489 NNY 25 OZ**Application Type:** OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan Amendment and Zoning By Law amendment for an 11 storey residential building on the western portion of the subject site. The proposed building would be constructed over the existing TTC subway tunnel and be setback 3.0 metres from the toe-of-slope of the valley feature. The proposed building includes a total of 30 units and a total gross floor area of 7,130.17 sq. m. The overall density proposed for the subject site is 2.21 Floor Space Index (FSI).

Applicant	Agent	Architect	Owner
2519371 ONTARIO INC. 37 Wilket Road Toronto ON M2L 1N9	MHBC 7050 Weston Road, Suite 230, Woodbridge ON L4L 8G7	RICHARD WENGLE ARCHITECT INC. 102 Avenue Road, Toronto ON, M5R 2H3	2519371 ONTARIO INC. 37 Wilket Road Toronto ON M2L 1N9

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas/Natural Areas	Site Specific Provision:
Zoning:	C1 / G	Heritage Designation:
Height Limit (m):	9.2	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m):	3,224	Frontage (m):	27	Depth (m):	138
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			385.13	385.13
Residential GFA (sq m):			7,130.17	7,130.17
Non-Residential GFA (sq m):				
Total GFA (sq m):			7,130.17	7,130.17
Height - Storeys:			11	11
Height - Metres:			37.5	37.5

Lot Coverage Ratio (%): 29.02

Floor Space Index: 2.23

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 7,130.17

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:			30	30
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Other:

Total Units:			30	30
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:				29	1
Total Units:				29	1

Parking and Loading

Parking Spaces: 48 Bicycle Parking Spaces: 25 Loading Docks:

CONTACT:

Philip Liu, Planner, Community Planning

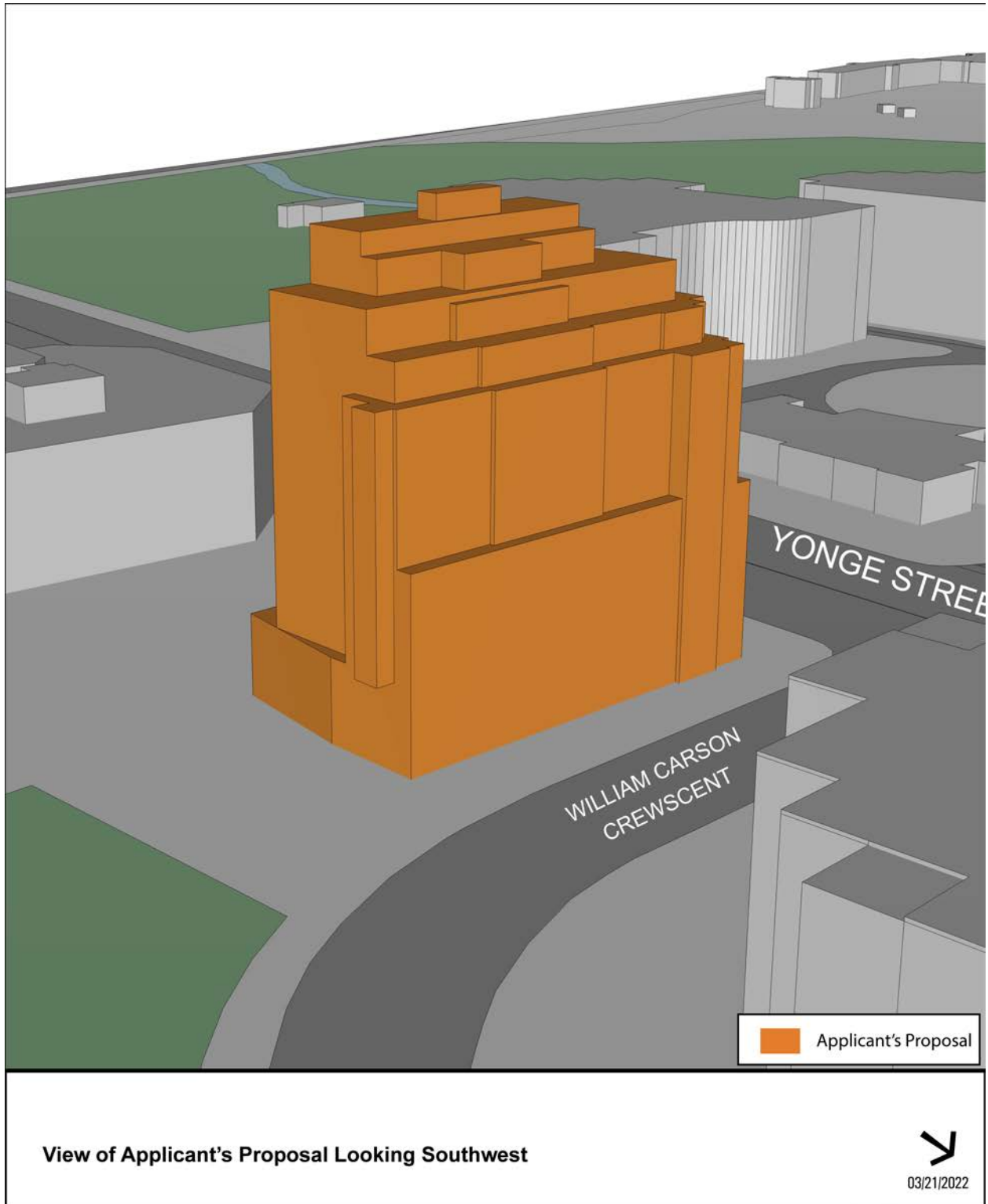
(416) 396-5574

Philip.Liu@toronto.ca

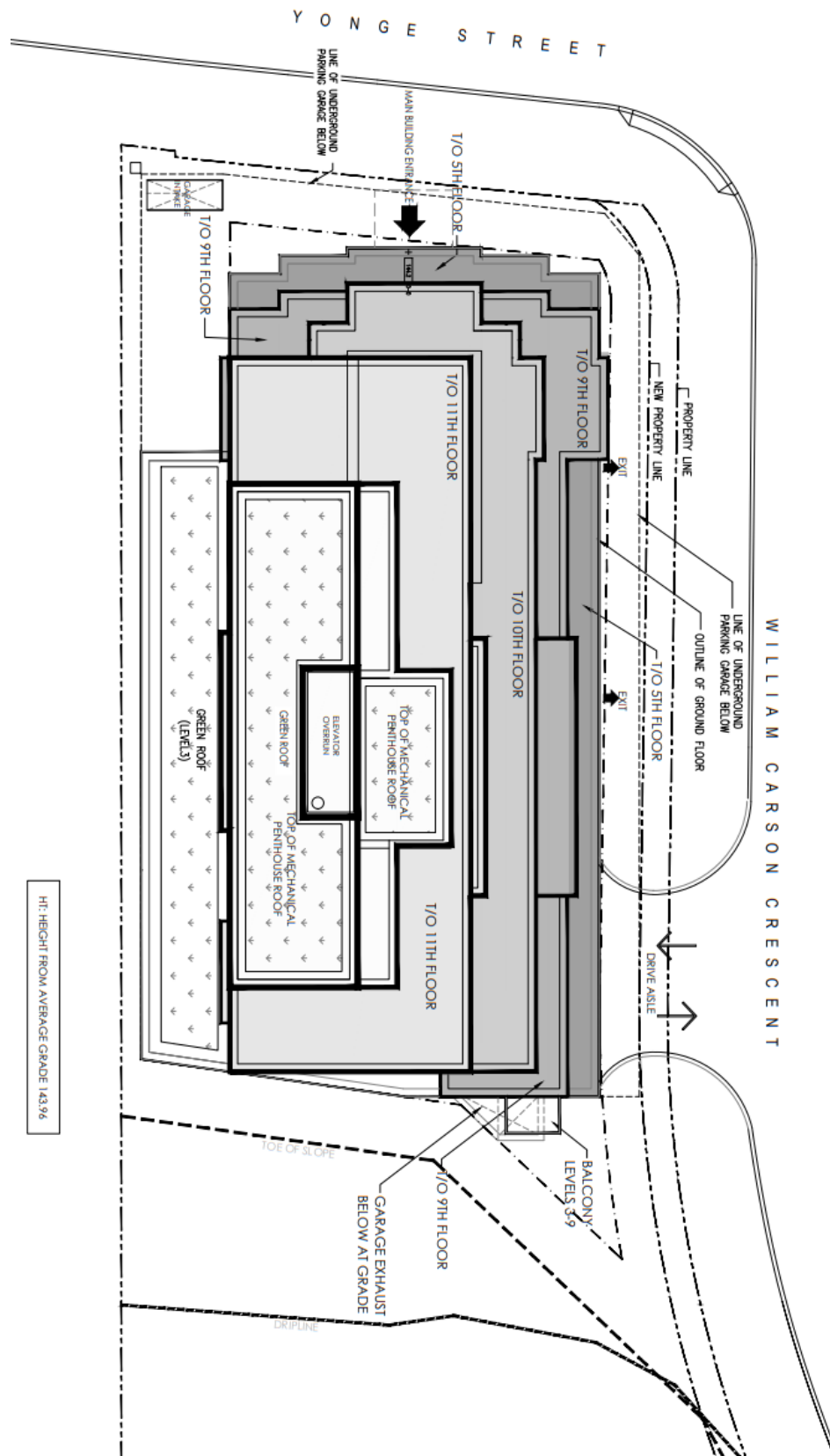
Attachment 3: 3D Model of Proposal in Context Looking Northeast



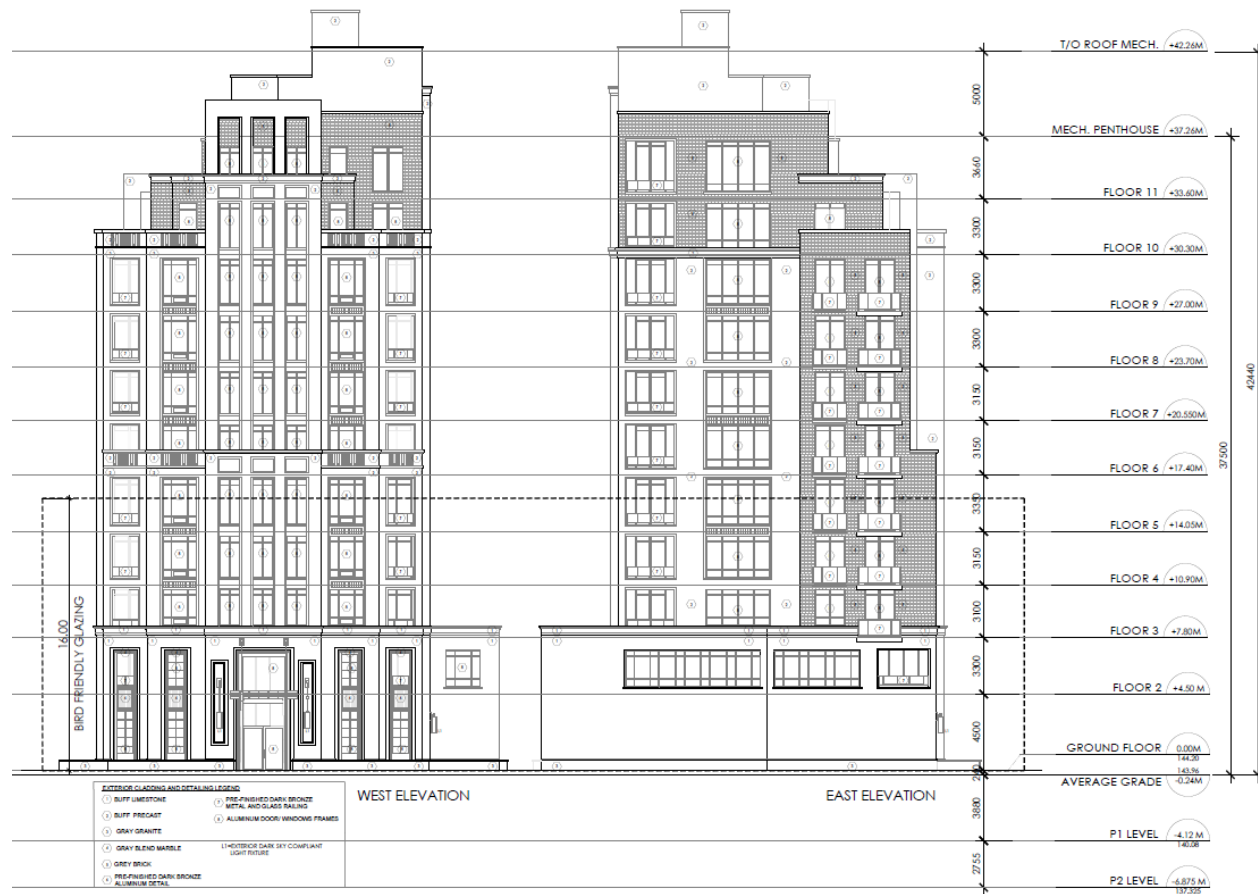
Attachment 4: 3D Model of Proposal in Context Looking Southwest



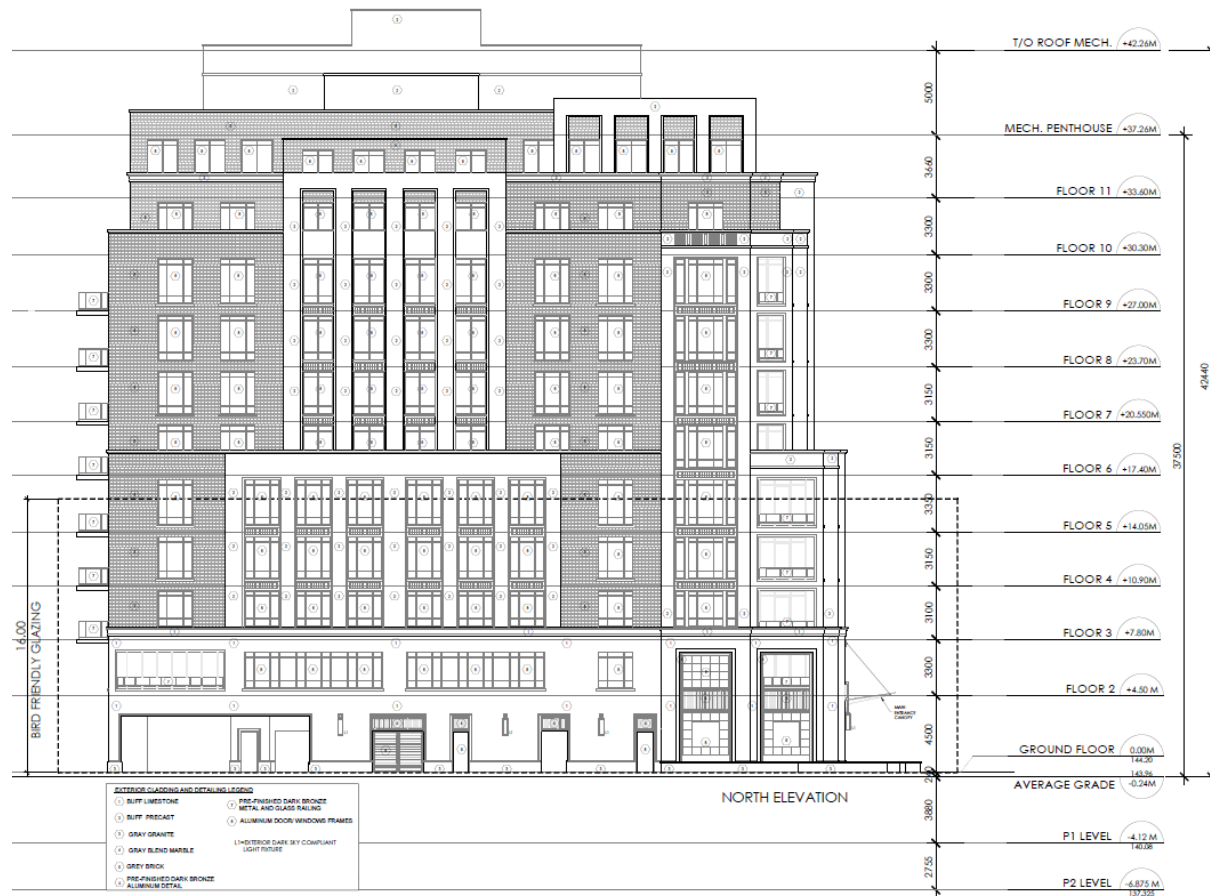
Attachment 5: Site Plan



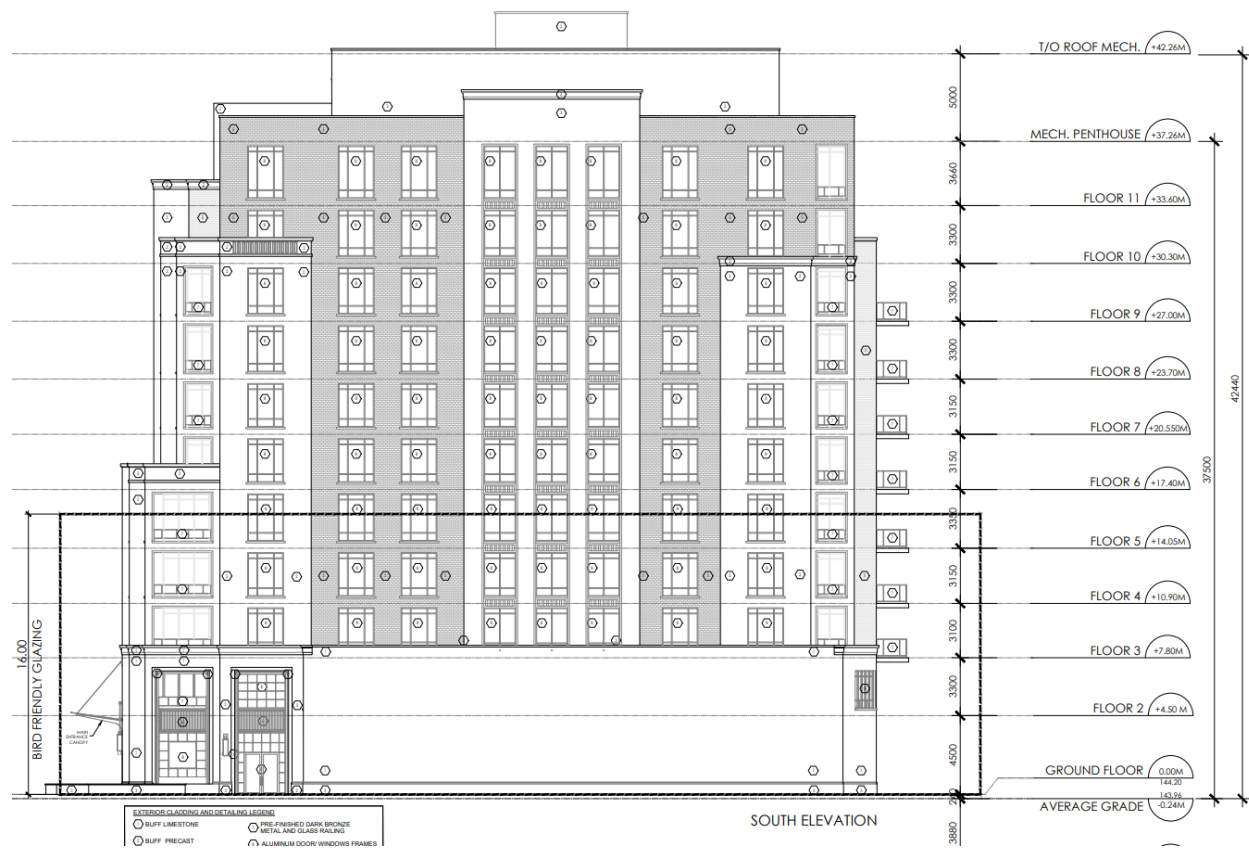
Attachment 6: Front and Rear Elevation



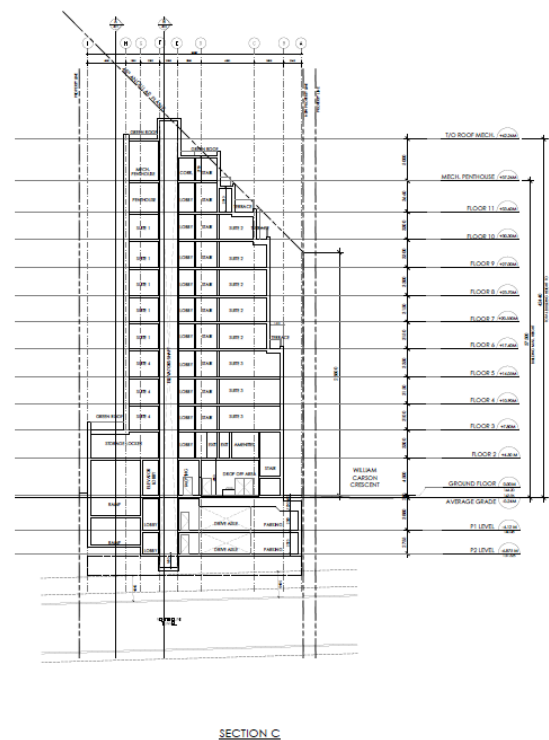
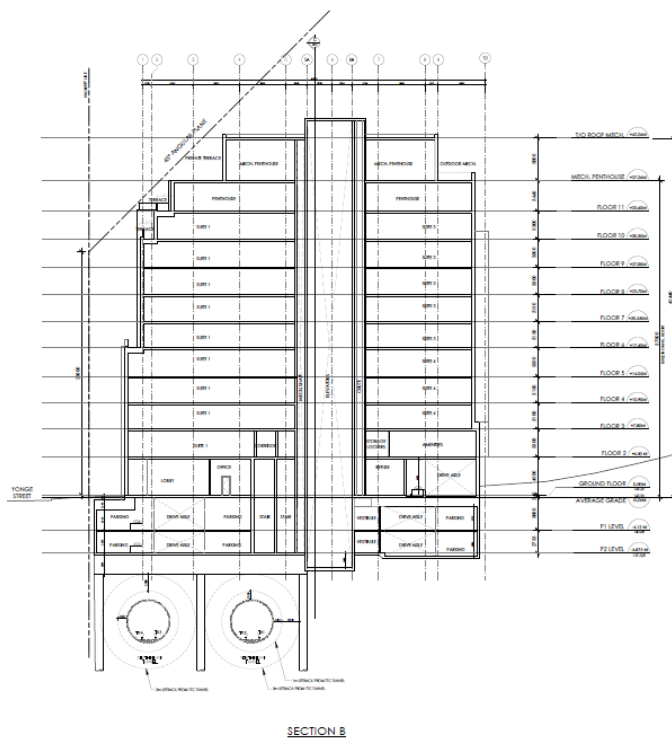
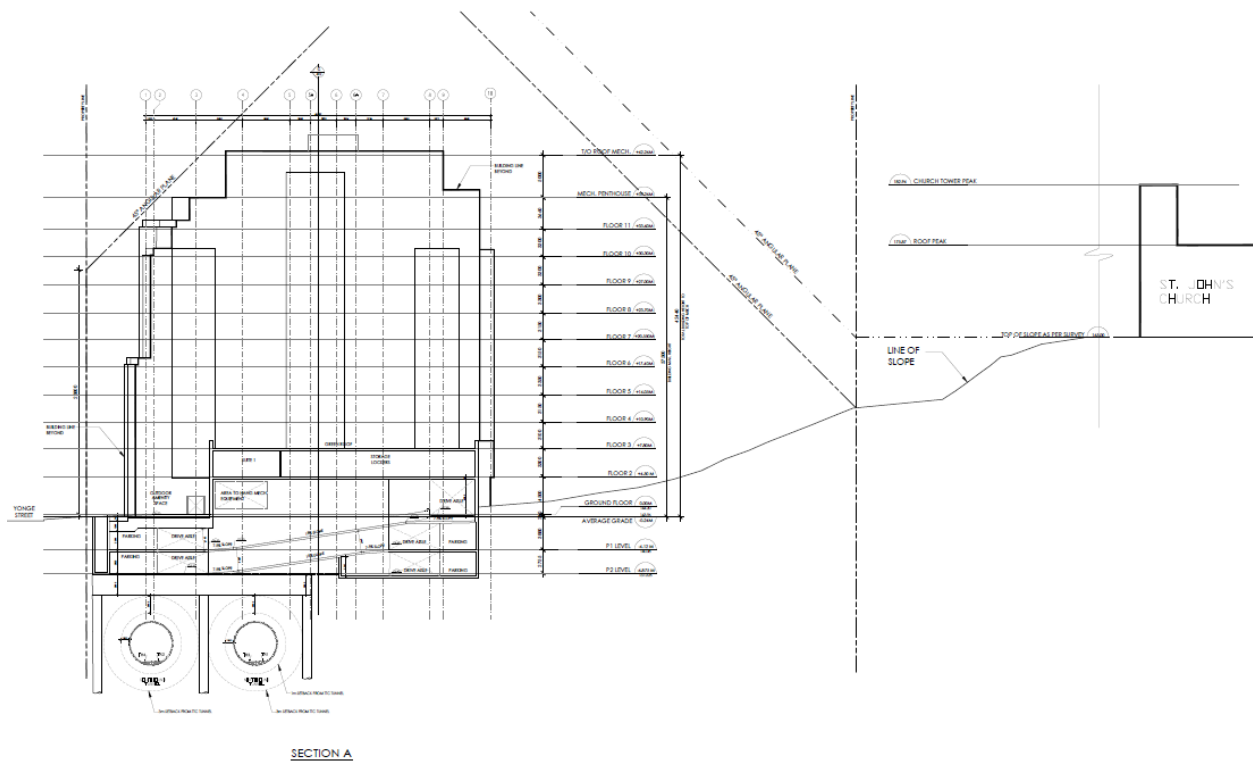
Attachment 7: Side (North) Elevation



Attachment 8: Side (South) Elevation



Attachment 9: Building Sections and Angular Planes



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;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources and significant heritage landscapes.

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 4.6 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."

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) came into effect on August 28, 2020 (the "Growth Plan"). This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 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;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving Cultural Heritage Resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Growth Plan, 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, 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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

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 plan for the prescribed densities.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

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 and the PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Land Use Designations

The Official Plan designates the west portion of the site as *Mixed Use Areas* on Map 19 of the Official Plan and the east portion as *Natural Areas*, as shown on the Land Use Plan, Map 16 (refer to Attachment 11).

The Official Plan states that the *Mixed Use Areas* will achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Development shall create a balance of high quality commercial, residential, institutional and open space uses that reduces dependence on the automobile and meets the needs of the local community. Buildings shall be located and massed to provide a transition between areas of different development intensity and scale; adequately limit shadow impacts on adjacent Neighbourhoods; and frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. Not all *Mixed Use Areas* will experience the same scale or intensity of development. Development along *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*. It is noted that the

subject site is not on a section of Yonge Street designated as an *Avenue*, *Centre*, or *Downtown*.

With respect to the east portion of the site designated *Natural Areas*, the Official Plan indicates that the Parks and Open Space Areas are the parks, open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses, and cemeteries that comprise the City's Green Space System. These lands are designated as Natural Areas, Parks, and Other Open Space Areas on the Land Use Plan. The Official Plan notes that development is generally prohibited, with the exception of recreational and cultural facilities, conservation projects, cemetery facilities, and public works and utilities, where supported by appropriate assessment. They shall also be maintained primarily in a natural state while allowing for compatible recreational, cultural, and educational uses and facilities that minimize adverse impacts on natural features and functions.

Public Realm

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

Built Form

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

The Official Plan directs that new development be massed and its exterior façade designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;

- adequately limiting the resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such area; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

The Official Plan's Built Form policies includes a discussion on various forms of building types and provides policies on how these building types shall be designed. With regards to Mid-rise buildings, the Official Plan notes that they are a transit-supportive form of development between 4 and 11 storeys for residential uses, providing a level of intensification at a scale between low-rise and tall building forms. Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

The Green Space System and Natural Environment

The east portion of the site is located within the City's Green Space System on Map 2 of the Official Plan. The Green Space System is comprised of lands within the Parks and Open Space Areas land use designations which are large, have significant natural heritage or recreational value and which are connected. They should be protected, improved and added to where feasible.

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

Policy 3.4.8 requires that development be set back by at least 10 metres or more if warranted by the severity of the existing or potential natural hazard from the top-of-bank and toe-of-slope of valleys, ravines and bluffs, and other locations where slope instability, erosion, flooding or other physical conditions present a significant risk to life or property. As per policy 3.4.9, the alteration of the existing slope of a valley, ravine or bluff or the shoreline for the purpose of accommodating new development will not be permitted.

Zoning By-laws

The site is subject to the former City of North York Zoning By-law 7625 and is subject to two zones. The western portion of the site is zoned C1 (General Commercial) subject to site-specific Zoning By-law 30952. The eastern portion of the site is zoned G (Greenbelt), please see Attachment 12 for the existing Zoning By-law Map for By-law 7625.

The parent C1 zone allows for a range of residential, commercial and institutional uses, however site-specific Zoning By-law 30952 limits the permitted uses to offices and a number of retail and service commercial type uses. Zoning By-law 30952, as amended by Zoning By-law 31095, allows the height of the office building to be a maximum of 164 metres above sea level, which would be approximately 20 metres, as well as a maximum lot coverage of 71%. Various amending by-laws including Zoning By-law 32483, Zoning By-law 404-1998, and Zoning By-law 285-2003 were enacted allowing a parking lot to be permitted on a temporary basis, all of which has since expired. The G zone permits recreational uses as well as one-family detached dwellings. The maximum building height is 11 metres.

The majority of site is exempted from harmonized City of Toronto Zoning By-law 569-2013 with the exception of the 2.74 metre wide strip of land which was the former lane for the St. John's Anglican Church that was added to the site. This strip of land is zoned RD (Residential Detached) in Zoning By-law 569-2013. Detached dwellings and limited other residential uses such as a Group Home and Seniors Community House are permitted in this zone, subject to meeting a number of conditions. The maximum building height is 10 metres and two storeys, and the maximum permitted lot coverage is 35%. Please see Attachment 13 for the Zoning By-law Map for By-law 569-2013.

Urban Forestry/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).

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- Avenues and Mid-rise Buildings Study and Performance Standards and addendum;
- Bird Friendly Guidelines
- Growing Up Guidelines Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines.

The City's Design Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan/guidelines/design-guidelines/>

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-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 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 Guidelines: Planning for Children in New Vertical Communities

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

The link to the Growing Up Guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/planning-studiesinitiatives/growing-up-planning-forchildren-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 needed pet amenities for high density residential communities.

The link to the guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/pet-friendly-designguidelines-for-high-density-communities/>

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 TGS. 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. Applications must use the documentation required for the version of the TGS 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/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/tier-1-planning-application-requirements/>

Staff Report for Action - Request for Direction Report - 4155 Yonge Street

To support the application of the TGS standards related to Bird Collision Deterrence and Light Pollution, the City also relies on the Bird-Friendly Guidelines, through the Bird-Friendly Glass and Best Practices for Effective Lighting documents. The link to these documents may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/bird-friendly-guidelines/>

Attachment 11: Official Plan Land Use Map




Official Plan Land Use Map #16

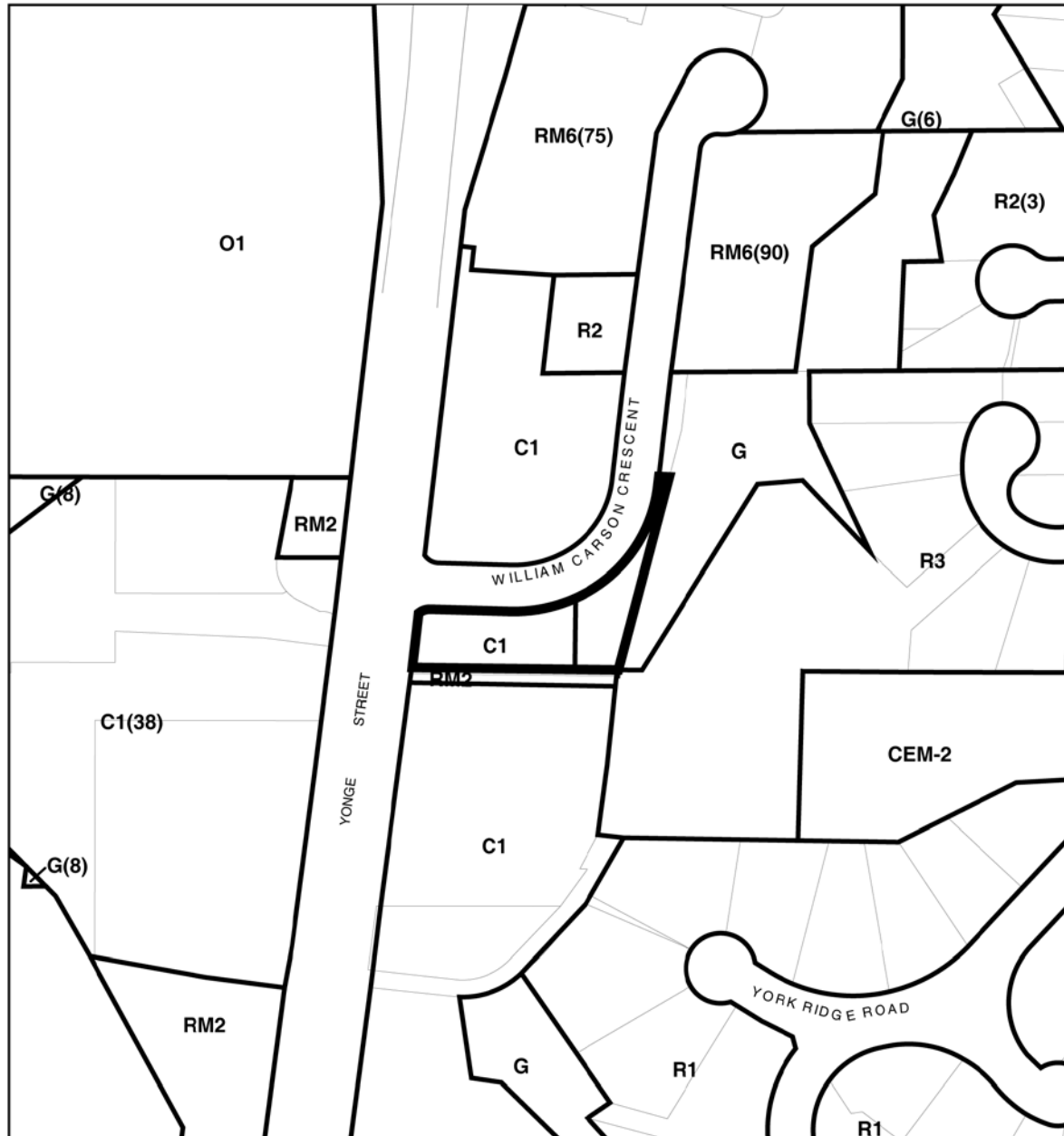
4155 Yonge Street

File # 17 245489 NNY 25 02




Not to Scale
Extracted: 03/21/2022

Attachment 12: Former North York Zoning By-law 7625 Map



Zoning By-law 7625

4155 Yonge Street

File # 17 245489 NNY 25 02



Location of Application

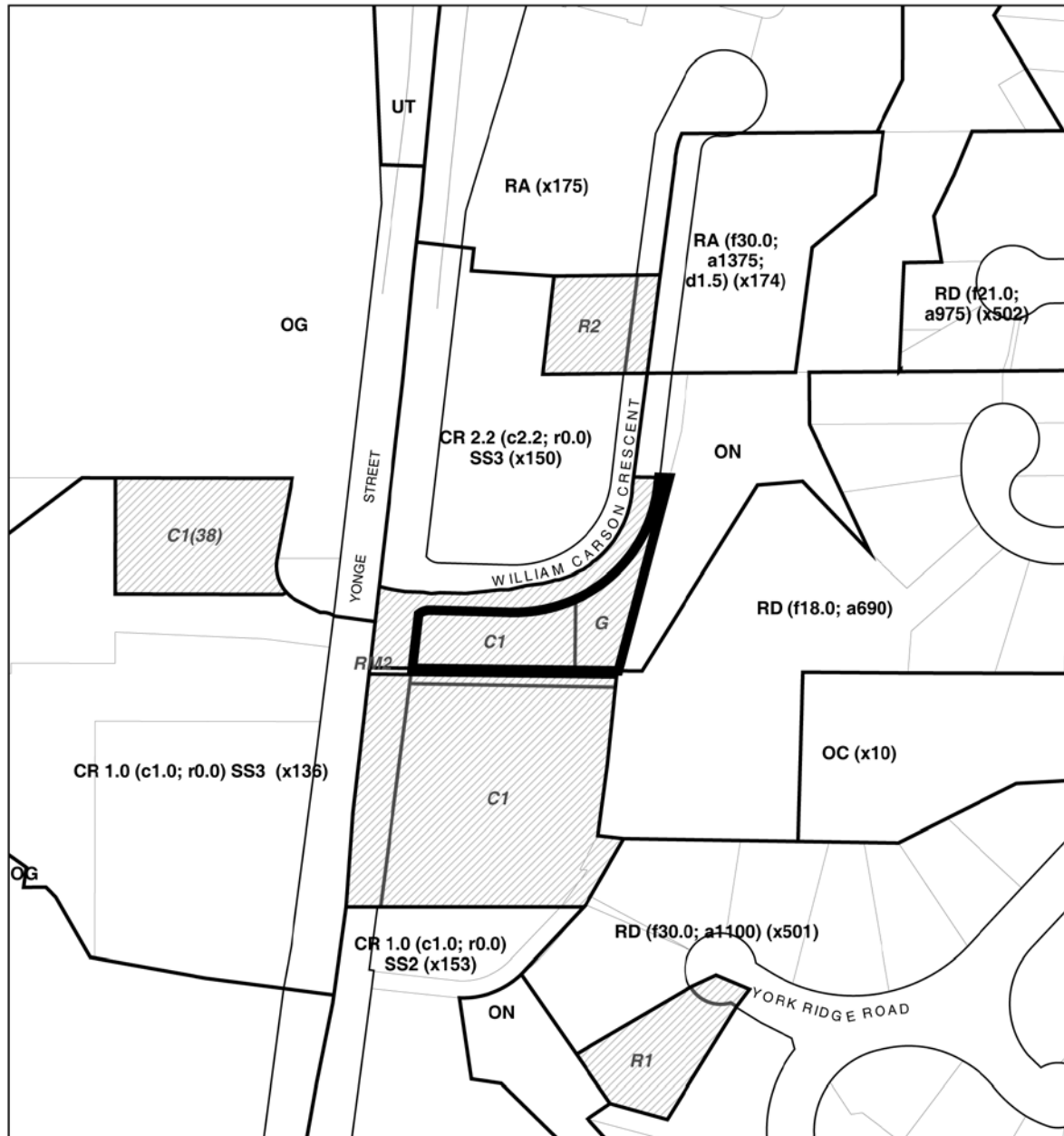
R1 One-Family Detached Dwelling First Density Zone
 R2 One-Family Detached Dwelling Second Density Zone
 R3 One-Family Detached Dwelling Third Density Zone
 RM2 Multiple-Family Dwellings Second Density Zone
 RM6 Multiple-Family Dwellings Sixth Density Zone
 C1 General Commercial Zone

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



Not to Scale
 Extracted: 03/21/2022

Attachment 13: City of Toronto Zoning By-law 596-2013 Map



Zoning By-law 569-2013

4155 Yonge Street

File # 17 245489 NNY 25 02



Location of Application

RD Residential Detached
RA Residential Apartment
CR Commercial Residential
ON Open Space Natural
OG Open Space Golf Course
OC Open Space Cemetery

UT Utility and Transportation



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

R1 One-Family Detached Dwelling First Density Zone
R2 One-Family Detached Dwelling Second Density Zone
RM2 Multiple-Family Dwellings Second Density Zone
C1 General Commercial Zone
G Greenbelt Zone



Not to Scale
 Extracted: 03/21/2022