



STAFF REPORT ACTION REQUIRED

801 York Mills Road and 1855 Leslie Street - Zoning By-law Amendment Application - Request for Direction Report

Date: June 6, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

Planning Application Number: 19 244758 NNY 16 OZ

Current Use(s) on Site: One-storey stand-alone restaurant, three-storey office building with retail on the ground floor, and a vacant lot (previously one-storey veterinary clinic).

SUMMARY

On November 4, 2019, a Zoning By-law Amendment application was submitted at 801 York Mills Road and 1855 Leslie Street to permit two, 21-storey towers (69 metres each), and a 9-storey apartment building (31.9 metres).

On April 25, 2022, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal (the "OLT"). The appeal was made to a revised proposal from the original and citing Council's failure to make a decision on the application within the timeframe prescribed by the Planning Act. The current application proposes two, 16-storey towers (52.06 metres each) joined by an 8-storey base building (height of 27 metres) along York Mills Road, that includes 10-storey (34.2) and 8-storey (28.3 metres) wings at the south end of the site, and a 5-storey townhouse building (15 metres).

This report recommends that the City Solicitor with the appropriate City staff attend the OLT 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 Ontario Land Tribunal in opposition to the current Application regarding the Zoning By-law Amendment appeal for the lands at 801 York Mills Road and

1855 Leslie Street and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request the Ontario Land Tribunal to withhold the issuance of any final Order(s) until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:
 - (a) the final form and content of the draft Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
 - (b) where applicable, community benefits and other matters in support of the development, including but not limited to parkland conveyances and pedestrian and vehicular access easements for public use, are to be secured in a Section 37, or other 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;
 - (c) the owner has addressed all outstanding issues identified in the Engineering and Construction Services memorandum dated January 17, 2020 or as may be updated in response to further submissions filed by the Applicant, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
 - (d) the owner has submitted a Travel Demand Management plan (the "TDM") to the satisfaction of the Chief Planner and Executive Director, City Planning and that such matters arising from the accepted TDM, be secured if required.
3. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry & Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
4. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

The Application for Zoning By-law Amendment was determined to meet the complete application submission requirements of the Planning Act and the Toronto Official Plan as of November 4, 2019.

A Preliminary Report was adopted by North York Community Council on March 1, 2021, directing staff to conduct a community consultation meeting with an expanded notification area. The decision of the North York Community Council can be found here:

[Agenda Item History - 2020.NY13.7 \(toronto.ca\)](#)

SITE AND SURROUNDING AREA

The subject site is located on the southeast quadrant of York Mills Road and Leslie Street but does not include the property at the corner of the intersection (799 York Mills Road). The subject lands have a 118.4 metre frontage on York Mills Road and a 25.9 metre frontage on Leslie Street. See Attachment 1 for a location map of the subject lands. The site is not within 800 metres of a higher order transit station.

Existing Use:

One-storey stand-alone restaurant, three-storey office building with retail on the ground floor, and a vacant lot (previously a one-storey veterinary clinic).

Surrounding uses include:

North: A fuel station and York Mills Gardens shopping mall is on the north side of York Mills Road.

East: Scarsdale Road is to the immediate east of the site. A self-storage facility is on the east side of Scarsdale Road.

South: The rear yards of detached dwellings on Hurlingham Crescent.

West: Residential apartment buildings with heights of 18-storeys are on the west side of Leslie Street.

The Application

The application proposes two, 16-storey towers, and a 5-storey townhouse building. The proposal includes 492 residential units, 1,364 square metres of non-residential gross floor area on the ground floor, and 516 parking spaces. The proposed development would have a total gross floor area of 42,729.9 square metres, a resulting floor space index of 3.9 times the area of the lot, and a building coverage of 40%. The 5-storey townhouse building contains residential gross floor area only.

The proposed height of the two 16-storey towers is 52 metres (plus 5 metre mechanical penthouse) and the 5-storey townhouse building is 15 metres (plus 3.1 metre mechanical penthouse). The two 16-storey towers are joined by an 8-storey base building (height of 27 metres) along York Mills Road and include 10-storey (34.2) and 8-storey (28.3 metres) wings at the south end of the site. The proposed setbacks to the base building are as follows: York Mills Road - 3.0 metres, Scarsdale Road - 2.3 metres, and a rear yard setback to the south - 15.2 metres. The 5-storey townhouse building is oriented east/west with frontage onto Leslie Street. The proposed setback to Leslie Street is 1.4 metres and the setback to the residential neighbourhood is 12.2 metres. The proposed development includes a four-storey underground parking structure. See Attachments 3 and 4 for three dimensional representations of the project in context.

The proposed development includes a 994 square metre public park fronting on Scarsdale Road. Vehicular access is off York Mills Road and Scarsdale Road with a 6 metre wide L shaped private driveway. The private driveway will have a 1 metre landscape buffer on the west side and a 5 metre landscape buffer on the east side. A total of 516 underground parking spaces are proposed for the development. Each of the three proposed buildings will have separate solid waste storage areas but loading will be shared between a large type G loading area and a smaller type B loading area behind Tower A. See Attachment 5 for a site plan of the proposed development. The table below highlights some of the key development standards between the original November 2019 proposal and the April 2022 revision:

	Original Submission – November 2019	Revised Submission – April 2022
Number of residential units	636	492
Non-residential GFA	2,015.6 square metres	1,364.4 square metres
Total GFA	51,745.8 square metres	43,729.9 square metres
Density (FSI)	4.62	3.9
Lot coverage	32%	40%
Height of Towers	21-storeys (69 metres) each	16-storeys (52 metres) each
Height of Apartment building fronting Leslie Street	9-storeys (31.9 metres)	5-storey (15 metres)
Front yard setback (York Mills Road)	3.0 metres	3.0 metres
South (Neighbourhoods)	8.6 metres	12.2 metres
East (Scarsdale Road)	2.3 metres	2.3 metres
West (Leslie Street)	2.0 metres	1.4 metres
Parking	652 parking spaces	516 parking spaces

Additional Information

See Attachments 1 to 5 of this report for a location map, Application Data sheet, 3D Model of Proposal 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.

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/>

Reasons for Application

The Zoning By-law Amendment Application proposes to amend Zoning By-laws 7625 and 569-2013 to vary performance standards including: building height; building setbacks; floor space index; and parking space requirements. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

Site Plan Control

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

POLICY CONSIDERATIONS

Official Plan Designation: The site is designated *Mixed Use Areas*.

Zoning: The development site is subject to two Zoning By-laws. Under former City of North York Zoning By-law 7625, the subject lands are zoned both Local Shopping Centres C2 and C2(2). See Attachment 8 for the Zoning Map for Zoning By-law 7625.

Under the City-wide Zoning By-law 569-2013, the subject lands are zoned Commercial Residential CR 1.0(c1.0; r0.0) SS3. See Attachment 9 for the Zoning Map for Zoning By-law 569-2013.

The following is the link to the City-wide Zoning By-law 569-2013:

https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter1.htm

Additional information:

See Attachment 6 for applicable policy documents.

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on November 12, 2020. Approximately 89 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- Concerns were raised with the height of the proposed buildings and effect on the existing skyline. Some attendees noted that the maximum permitted height in the current zoning by-law of 11 metres should not be exceeded.
- Concerns were raised with the scale of the proposed development. Some attendees noted that the existing permitted density of 0 for residential should not be exceeded.
- Concerns were raised with privacy and overlook onto the abutting residential neighbourhood to the south.
- Concerns were identified with increased traffic and pedestrian safety arising from the proposed development.
- Concerns were raised regarding the public schools' ability to absorb the new residents.
- Question as to who will pay for the new infrastructure required to permit the proposed development.
- Questions were raised about the type of retail uses proposed.
- Comment that the proposed public park would be of no benefit to the existing community.
- Concerns with stormwater run-off and potential flooding of adjacent properties to the south.
- Concerns with the preservation of existing trees adjacent to the residential neighbourhood to the south.
- Concerns regarding the impact of construction on adjacent properties including the Longo's plaza on the north side of York Mills Road.

Additional working group feedback is also contained in Attachment 10.

COMMENTS

Provincial Framework

Staff's review of this application has had 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 (2020), and conformity with the Growth Plan (2020). 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 existing site has entirely non-residential land uses. The applicant proposes to provide residential and non-residential uses which complies with the Mixed Use Areas designation in the Official Plan. Staff are supportive of the non-residential uses at-grade as they will animate York Mills Road and contribute to the public driveway and the commercial feeling of the intersection. The current proposal at 1,364.4 square metres shows a reduced amount of non-residential GFA from the original proposal which was 2,015.6 square metres. Staff are reviewing the amount of non-residential GFA in the current proposal to determine if this is appropriate.

Built Form

Planning staff have reviewed the proposed built form, including height, massing and transition, and site organization, against the policies of the Official Plan as well as relevant design guidelines particularly the Tall Building Design Guidelines.

The setback between the 5-storey townhouse building and 799 York Mills Road is not appropriate. A block plan is required showing possible massing and access for a planned development at 799 York Mills Road illustrating the relationship to the subject development.

The proposed tall buildings do not provide appropriate transition to the adjacent *Neighbourhoods* to the south and the floor plates for both 16-storey towers exceed 750 square metres as outlined in the Tall Building Design Guidelines. The 16-storey towers are too bulky, the design of the base building should respect the scale and proportion of adjacent streets, parks, and public or private open space. The base building and respective street wall along York Mills Road requires further design changes to ensure impact on the public realm is limited. As designed, the proposed building represents an overdevelopment of the site.

Sun, Shadow, and Wind

The shadow impacts resulting from the proposal create shadow impacts on the York Mills Road public realm. This can be addressed through application of the Tall Building policies in section 3.1.3 of the Official Plan and the Tall Building Design Guidelines to ensure an adequately scaled base building condition, and further redesign of the articulation of the tall building components to limit impacts on the public realm.

The submitted Pedestrian Wind Study dated April 8, 2022 also indicates uncomfortable conditions along the York Mills Road public realm, particularly at the northwest corner of the west tower. The built form will need to address this negative impact on the public realm and further design mitigation measures are required.

Growing Up: Planning for Children in New Vertical Communities

The intent of the Growing Up Guidelines is to ensure that a range of unit types and sizes are provided as part of a new development, including larger family sized units. The Guidelines recommend that a minimum of twenty-five percent of a building's units are large units: ten percent as three-bedroom units and fifteen percent as two bedroom units. The proposal includes thirty-five percent of the units as two-bedroom and fifteen percent as three-bedrooms. While the unit breakdown meets the intent of the Guidelines staff are unable to confirm that the large units are of the recommended sizes, which is an important objective of the Growing Up Guidelines to accommodate a broad range of households, including families with children within new development. In the event the OLT approves the proposed development, the minimum unit sizes as outlined in the Growing Up Guidelines should be included in the implementing Zoning By-law.

Traffic Impact

The applicant's traffic engineering consultant BA Group submitted a revised Urban Transportation Considerations Report (UTCR) dated March 28, 2022 in support of the revised proposal. The report estimates that the proposed development will generate in the order of 100 and 135 net new two-way person trips during the weekday morning and weekday afternoon peak hours, respectively. A component of these trips are dedicated to the transit mode where there is a public transit bus stop directly adjacent to the site. The UTCR concluded that the generated site traffic would be accommodated through the adjacent road network.

At the time of writing this report the City's Transportation Services staff have yet to review the revised UTCR to confirm accuracy and acceptability. In the event the OLT approves this application the recommendations contained in this report includes addressing outstanding issues indicated in the memorandum from Engineering and Construction Services (which include Transportation Services Division) and any necessary securities required to implement the recommendations. The owner is also required to submit a Travel Demand Management plan (the "TDM") to the satisfaction of the Chief Planner and Executive Director, City Planning and that such matters arising from the accepted TDM, be secured if required.

Access

Vehicular access to the site is proposed from both York Mills Road and Scarsdale Road from a 6 metre wide L shaped private driveway. Like the subject lands, the abutting property at 799 York Mills Road is designated *Mixed Use Areas*. In order to allow connectivity through the site to the proposed park, to adjacent streets and to consolidate access points should the abutting property redevelop in the future, the City requires that an agreement be secured for future access to the private L shaped driveway. In the event the OLT approves the proposed development the City requests that the final order be withheld pending confirmation of an access arrangement to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Vehicular access to the below-grade parking garage is via an internal ramp on the ground-floor that is covered by the building mass. Access to the ramp and the loading areas is from the new private driveway at the south end of the site. The internal loading and ramp area includes a pedestrian drop off area and ten vehicular parking spaces. At the time of writing this report the City's Transportation Services staff have yet to review the revised UCR to confirm accuracy and acceptability. These may be issues that will be identified through the hearing process or alternatively, in the event the OLT approves this application the recommendations contained in this report includes addressing outstanding issues indicated in the memorandum from Engineering and Construction Services (which include Transportation Services Division) and any necessary securities required to implement the recommendations.

Parking and Loading

The parking requirements for the project are governed by the applicable parking provisions contained in both the former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013. As a result, Transportation Services staff have indicated that parking for this project shall be provided in accordance with Zoning By-law 569-2013 for "Policy Area 4".

A total of 515 parking spaces, including 428 for resident, 73 for visitor, 13 for retail and 1 car share parking space are provided within a four-level underground parking garage with 10 of the proposed parking spaces located above ground. The proposed parking supply satisfies the City of Toronto Parking Policy Area 4 parking standards. One Type-G and one Type-B loading space are proposed on the first floor with access from the north-south portion of the private driveway. Transportation accepts the proposed Type B in place of the Type C loading space.

The proposal will have bicycle parking at street level and on the P1 and P2 levels of the underground parking facility. A total of 508 bicycle parking spaces (50 short-term and 458 long-term) are proposed to meet the bicycle parking needs of

the development. Access to the long-term parking supply will be via the vehicular ramp on the east side of the site.

At the time of writing this report the applicant has yet to provide a satisfactory Transportation Demand Management plan (TDM) that meets Toronto Green Standard requirements and Transportation Planning standards. These may be issues that will be identified through the hearing process or alternatively, in the event the OLT approves this application the recommendations contained in this report includes satisfying outstanding issues indicated in the memorandum from ECS, the provision of a satisfactory TDM plan, and any necessary securities required to implement the recommendations.

Servicing

At the time of writing this report the City's Engineering and Construction Services Division (ECS) had yet to review the revised Site Servicing Plans, Functional Servicing and Stormwater Management Report to confirm accuracy and appropriateness. These may be issues that will be identified through the hearing process or alternatively, in the event the OLT approves this application the recommendations contained in this report includes satisfying any outstanding issues indicated in the memorandum from ECS and any necessary securities required to implement the recommendations.

Parkland

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28 + m² of parkland per person, which is comparable to the city-wide average provision of 28 m² of parkland per person (2016). Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 1,635 square metres. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication which complies with Policy 3.2.3.8 of the Toronto Official Plan.

The development proposal demonstrates that the applicant has proposed a 994 square metre on-site parkland dedication in the south east corner of the site, with frontage on Scarsdale Road. Further discussion with the Owner and Community

Planning is required to determine if the entire parkland dedication requirement can be provided on-site in a manner which complies with Policy 3.2.3.8 of the Toronto Official Plan.

The parkland is to be conveyed to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition.

In the event that the Ontario Land Tribunal approves this application Parks, Forestry and Recreation's requirements are to be secured in a Section 37 agreement, or other 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. Additionally, should the Owner choose to design and construct the park to above base park improvements, City Council approve a development charge credit against the Parks and Recreation component of the Development Charges.

Tree Preservation

The applicant submitted a revised Arborist Report with their latest submission. The current proposal is to injure/remove twenty nine (29) privately owned trees, as well as nineteen (19) city owned trees. Additionally, the application proposes to injure four (4) privately owned neighbouring trees. Urban Forestry staff advise that the proposed tree removal does not meet the intent of the Official Plan and Council's objectives with respect to tree canopy cover. The applicant is encouraged to explore ways to save more of the existing trees, in particular the trees along the southern property line abutting the existing backyards of the homes fronting Hurlingham Crescent. Changes to the underground parking structure may be required to achieve this objective.

Amenity Space

The Official Plan states new indoor and outdoor amenity spaces provided as part of multi-unit residential buildings are encouraged to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Zoning by-law 569-2013 requires a combined indoor and outdoor common amenity space of four square metres per unit.

Within the proposed development, the applicant proposes to provide approximately 1,172.5 square metres of common residential indoor amenity space and 1,383.3 square metres of common outdoor amenity spaces for 492 residential dwelling units. The proposed amenity space equates to a ratio of 2.4 square metres of common indoor amenity space per unit and 2.8 square metres of common outdoor amenity space per unit. Indoor and outdoor amenity space are to be located on floors 1, 2, and 9 of the 16-storey towers. The amount of the proposed amenity space is appropriate but the location and design of the

amenity space requires further review and will be secured through the Site Plan Approval process.

Public Schools

The application was circulated to both the Toronto Catholic District School Board (TCDSB) and Toronto District School Board (TDSB). The TCDSB and the TDSB advise that their schools are at capacity or there is insufficient capacity to accommodate the students anticipated from development proposals in this area. Both the TCDSB and the TDSB have requested that warning clauses be included in agreements, and signs be posted advising that if the schools which serve this area are oversubscribed, students from the development may be accommodated in portable classrooms or redirected to a school located outside the area.

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. The applicant is required to meet Tier 1 of the TGS. In the event the OLT approves this application performance measures for the Tier 1 development features will be secured within the Site Specific Zoning By-law and through the Site Plan Approval process.

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 OLT, 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.

Further Issues

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

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 does not conform to the Official Plan or meet the intent of City Urban Design Guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT 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.

CONTACT

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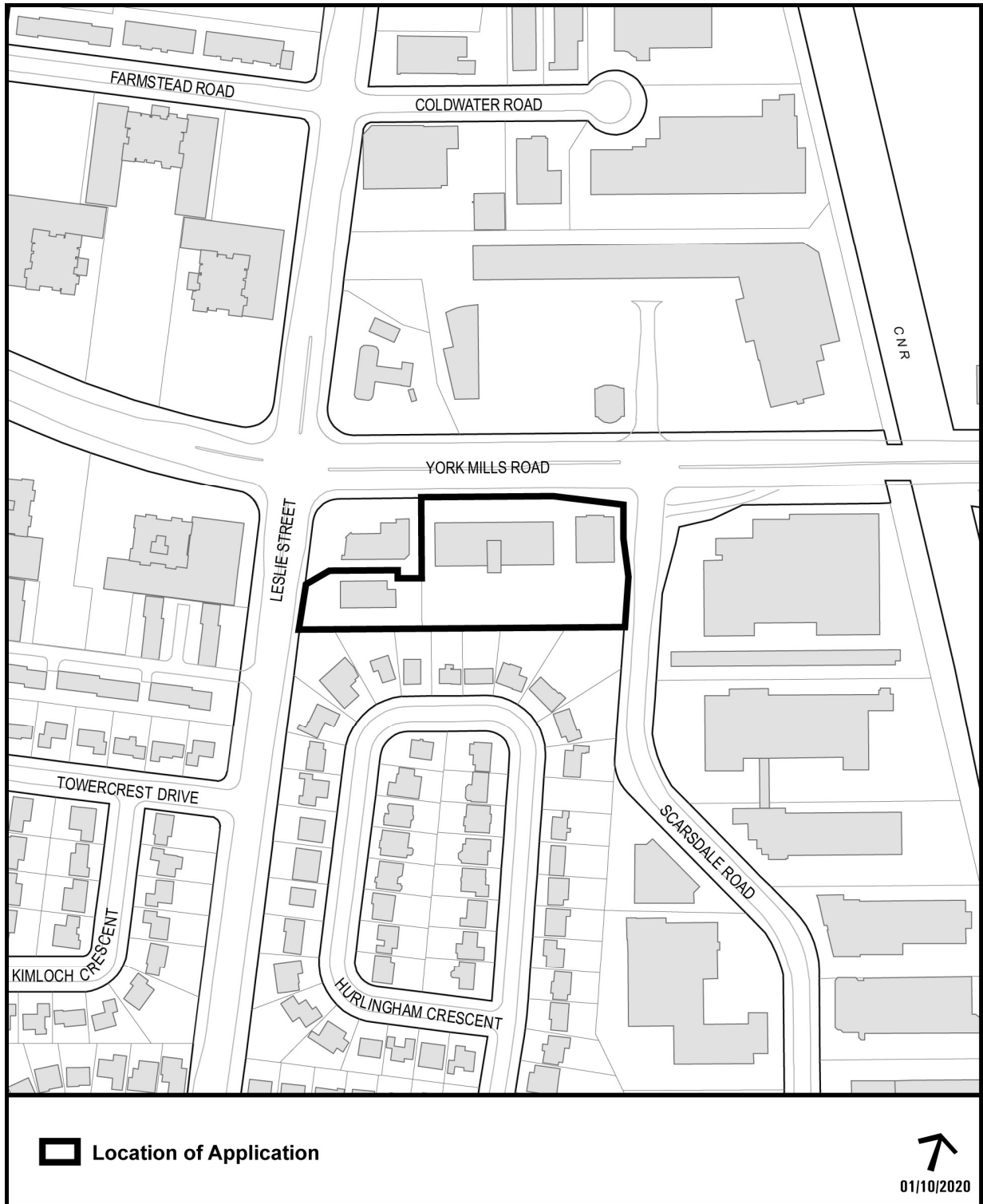
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David Sit, MCIP RPP, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context Looking Southeast
Attachment 4: 3D Model of Proposal in Context Looking Northwest
Attachment 5: Site Plan
Attachment 6: Policy Considerations
Attachment 7: Official Plan Land Use Map
Attachment 8: Zoning By-law Map 7625
Attachment 9: Zoning By-law Map 569-2013
Attachment 10: Working Group Summary

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 801 YORK MILLS RD **Date Received:** November 4, 2019

Application Number: 19 244758 NNY 16 OZ

Application Type: Rezoning, Rezoning

Project Description: Zoning Bylaw Amendment application to permit two 16 storey towers, and a 5 storey mid rise building. A total of 492 residential units, 1364 sqm of grade related retail space fronting onto York Mills Road and 516 proposed parking spaces.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC 200-3 Church St. Toronto, ON M5E 1M2	BOUSFIELDS INC 200-3 Church St. Toronto, ON M5E 1M2	Turner Fleischer Architect 67 Lesmill Rd. Toronto, ON M3B 2T8	FIRST CAPITAL (801 YORK MILLS) 2201-4225 Kingston Rd, Toronto M1E 2P1

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR 1.0 (c1.0; r0.0) SS3	Heritage Designation: N
Height Limit (m):	11	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	11,202	Frontage (m):	118	Depth (m):	71
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,798		4,542.7	4,542.7
Residential GFA (sq m):			42.364.5	42.364.5
Non-Residential GFA (sq m):	5,200		1,364.4	1,364.4
Total GFA (sq m):	5,200		43,729.9	43,729.9
Height - Storeys:	3		16	16
Height - Metres:	13		56	56

Lot Coverage Ratio (%):	40	Floor Space Index:	3.9
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	42,364.5	347.6
Retail GFA:	1,364.4	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			492	492
Other:				
Total Units:			492	492

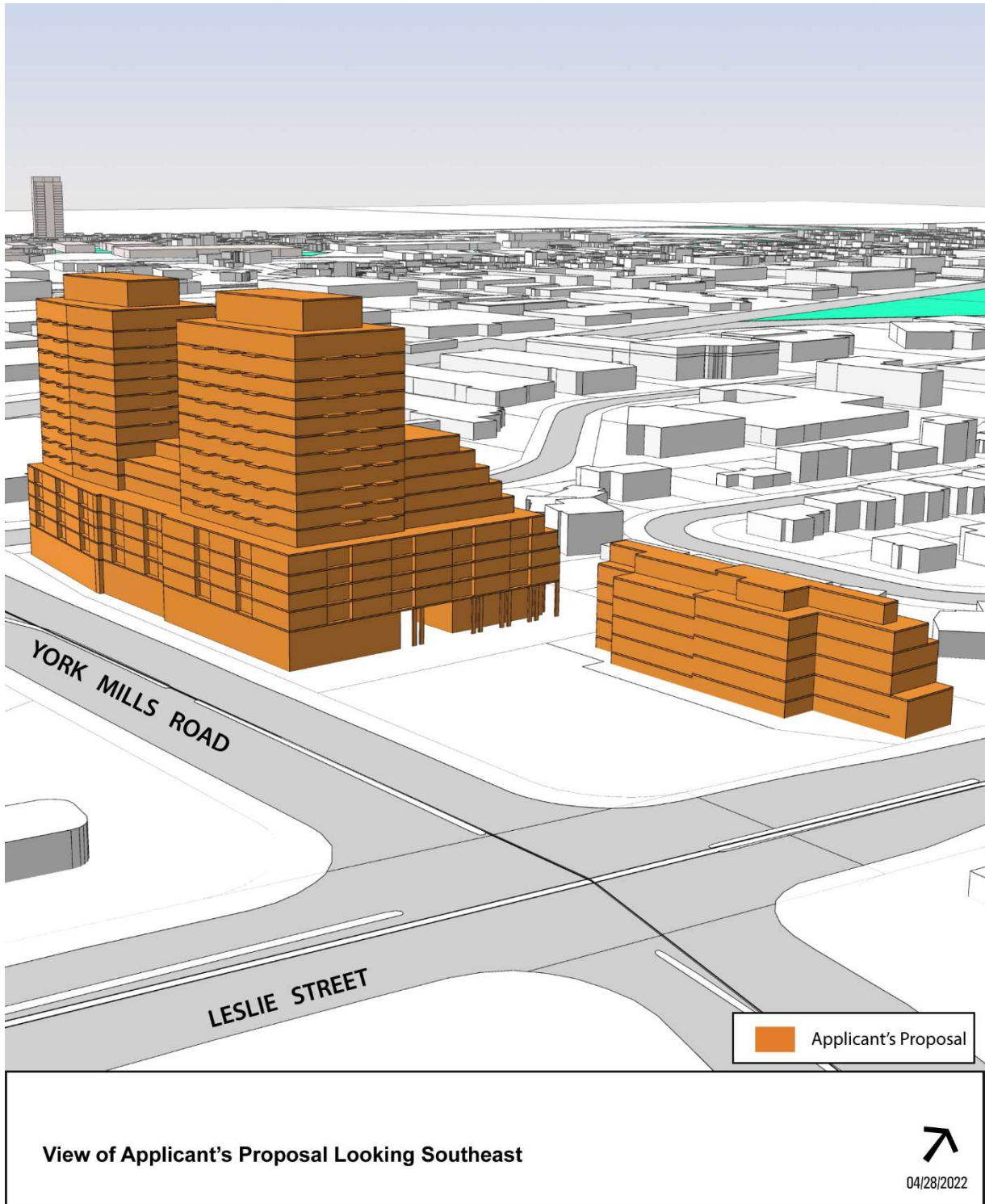
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		7	240	173	72
Total Units:		7	240	173	72

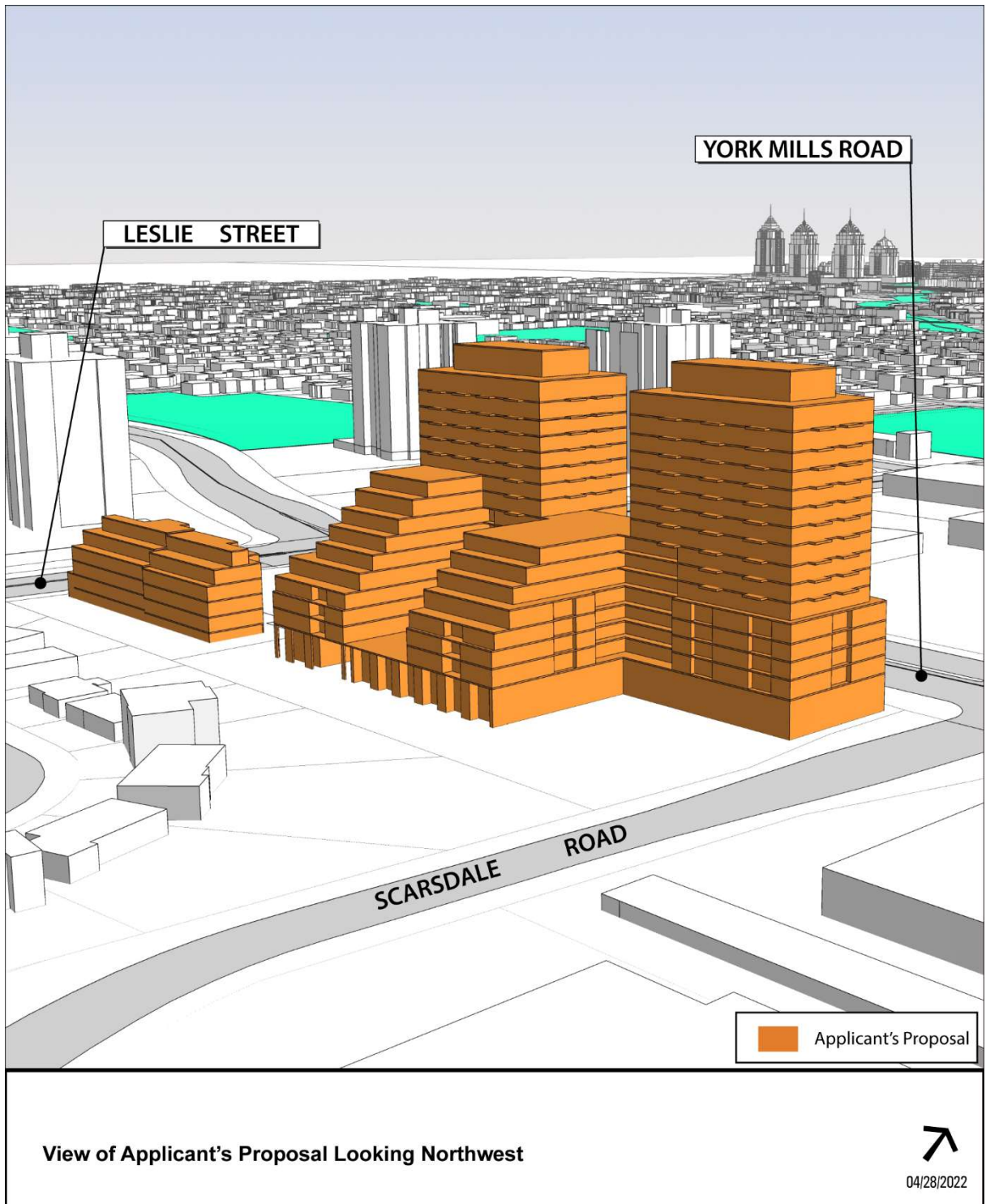
Parking and Loading

Parking Spaces: 516 Bicycle Parking Spaces: 508 Loading Docks: 2

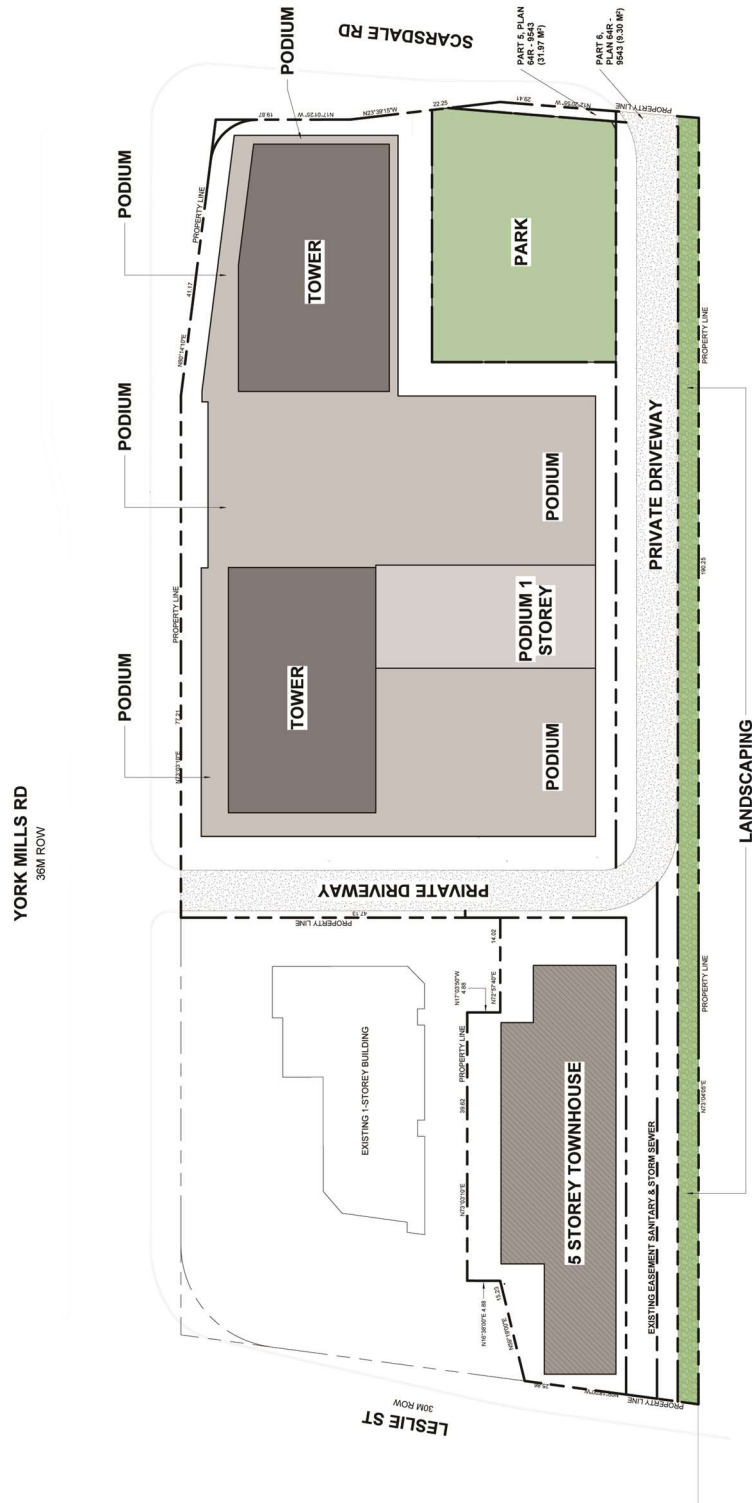
Attachment 3: 3D Model of Proposal in Context Looking Southeast



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



Attachment 5: Site Plan



Site Plan

Attachment 6: Policy Considerations

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) (the "Growth Plan (2020)") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, 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;
- 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 (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).

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. 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.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Chapter 4 - Land Use Designations

Chapter 4 of the Official Plan, Land Use Designations, functions as a key implementation tool for achieving the strategy of directing growth to specific areas of the City, and away from other others. This chapter establishes the general uses that are permitted in each land use designation, leaving it to the zoning by-laws to prescribe precise numerical provisions.

The site is designated *Mixed Use Areas* as shown on Land Use Map 19. See Attachment 7 of this report for the Official Land Use Map. *Mixed Use Areas* 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. *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.

Zoning By-laws

Former City of North York Zoning By-law 7625

Under former City of North York Zoning By-law 7625, the subject lands are zoned both Local Shopping Centres C2 and C2(2). The C2 zone is generally where the podium for the two 16-storey towers are proposed and permits all commercial uses and Shopping Centres. The C2(2) zone is generally located where the five storey townhouse building is proposed and permits all commercial uses as well as a veterinary hospital. Both zones have a maximum density of 100% and a maximum lot coverage of 50% of the lot area. See Attachment 8 for the Zoning Map for Zoning By-law 7625.

Toronto Zoning By-law 569-2013

Under the City-wide Zoning By-law 569-2013, the subject lands are zoned Commercial Residential CR 1.0(c1.0; r0.0) SS3. The CR zone permits a variety of commercial and residential uses with a maximum height restriction of 11 metres and a maximum lot coverage of 50% of the lot area. Commercial uses have a maximum floor space index of up to 1.0 times the area of the lot and residential uses have a maximum floor space index of 0 times the area of the lot. See Attachment 9 for the Zoning Map for Zoning 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:

- Tall Building Design Guidelines;
- Streetscape Manual;
- Growing Up Guidelines Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; and,
- Bird-Friendly Guidelines.

The City's Design Guidelines can be found here:

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

Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development Applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines may be found here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Streetscape Manual

City Council has adopted Streetscape Manual and directed Planning staff to use these Guidelines as the standard in the design and reconstruction of City Streets. The Manual is a reference tool developed to guide the design, construction and maintenance of sidewalk and boulevard improvements on Toronto's arterial road network and emphasizes design quality and amenity in the pedestrian realm and provides specifications for paving, trees, medians, lighting and street furniture. The link to the manual may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/streetscape-manual/>

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 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.

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/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/tier-1- planning-application-requirements/>

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 7: Official Plan Land Use Map



801 York Mills Road & 1855 Leslie Street

Official Plan Land Use Map #19

File # 19 244758 NNY 16 0Z

	Location of Application		General Employment Areas
	Neighbourhoods		Utility Corridors
	Apartment Neighbourhoods		
	Mixed Use Areas		



Not to Scale
01/10/2020

Attachment 8: Zoning By-law Map 7625



Zoning By-law 7625

801 Leslie Street

File # 19 244759 NNY 16 02

 Location of Application

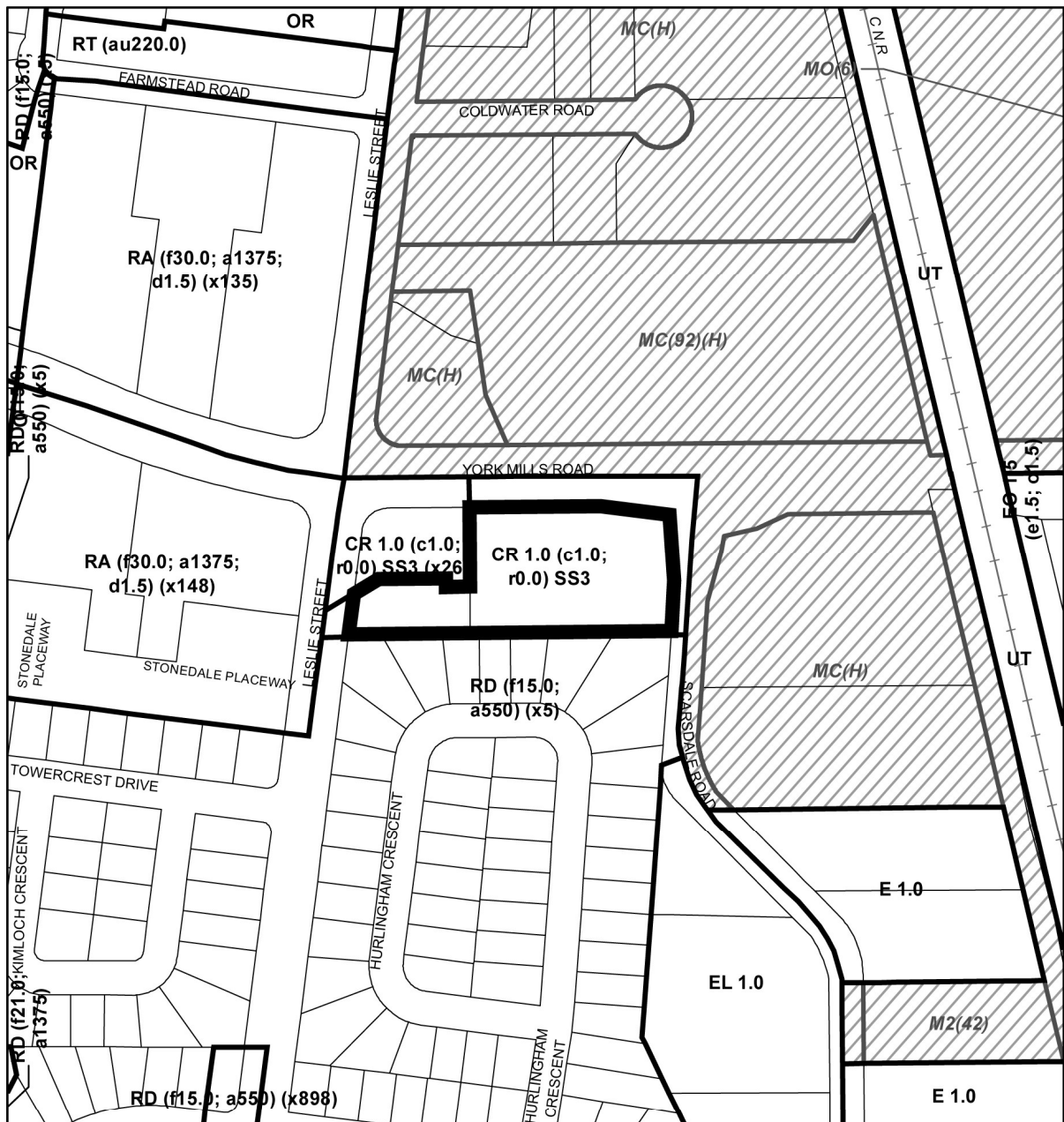
R3 One-Family Detached Dwelling Third Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM1 Multiple-Family Dwellings First Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C2 Local Shopping Centre Zone

M1 Industrial Zone One
M2 Industrial Zone Two
MC Industrial-Commercial Zone
MO Industrial-Office Business Park Zone
O1 Open Space Zone



Not to Scale
 Extracted: 05/20/2022

Attachment 9: Zoning By-law Map 569-2013



Zoning By-law 569-2013

801 York Mills Road & 1855 Leslie Street

File # 19 244758 NNY 16 02



Location of Application

RD Residential Detached
RT Residential Townhouse
RA Residential Apartment
CR Commercial Residential
EL Employment Light Industrial

E Employment Industrial
EO Employment Industrial Office
O Open Space
OR Open Space Recreation
UT Utility and Transportation



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

M2 Industrial Zone Two
MC Industrial-Commercial Zone
MO Industrial-Office Business Park Zone



Not to Scale
Extracted: 11/06/2020

Attachment 10: Working Group Summary

In addition to the November 12, 2020 community meeting, three working group sessions were organized to discuss the application. The following are the dates of the working groups and the topics/issues that were discussed in the session:

Working Group 1: Site Organization and Transportation - February 18, 2021

- Residents were concerned that the proposed development fit the context of the existing neighbourhood.
- Residents asked why trees at the south end of property cannot be saved.
- Residents said the proposed public park is too small. Location of new park will be of limited value to existing community and not accessible. Looks more like a private park. The City was interested in a public road as oppose to the proposed private road. This would provide more flexibility with respect to the location of the park.
- Residents questioned the viability of bicycles as a safe means of transportation at this location.
- Residents asked where bicycle parking would be provided.
- Residents were concerned about traffic impacts and being negatively impacted by 600+ cars.
- Residents felt that the subway station is not close by and the bus routes are already at or overcapacity, especially during rush hour.
- Residents felt that the examples used in the traffic impact study do not seem like true and accurate comparables.

Working Group 2: Built Form, and Community Services and Facilities – March 16, 2021

- Residents were concerned over the proposed density
- Residents wanted to see retail on Leslie Street.
- Residents commented that rooftop amenities would pose privacy issues to the residents on Hurlingham Crescent.
- Residents ask why a 9-storey building on Leslie Street was being proposed and not townhouses.
- The 3 Loading Docks located by the entrance of the building seem like an opportunity for congestion.
- Residents commented that height of the proposed 21-storey towers are an issue. The transition to the existing residential neighbourhood is abrupt. The 9-storey building clearly doesn't work when it comes to angular plane.

Working Group 3 – March 24, 2022

- The applicant's team reported back to the rest of the Working Group on the revisions that were made to the proposal. These revisions are reflected in the current April 2022 submission. There was recognition that improvements were made to the proposal but residents, staff, and the Councillor still had concerns.