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July 7, 2022
File No.: 148848.1001

By E-mail
nycc@toronto.ca

North York Community Council
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Ms. Julie Amaroso, Committee
Secretariat

Dear Sirs/Mesdames,

**Re: NY34.5 – Yonge Street North Planning Study – City-Initiated Official Plan
Amendment – Final Report
Letter of Concern – Longevity Properties Limited
6979-6991 Yonge Street, Toronto**

We are counsel to Longevity Properties Limited, the owner of the lands municipally known as 6979 – 6991 Yonge Street, Toronto (the “**Property**”). The Property is located at the southeast quadrant of Yonge Street and Steeles Avenue West, within the area of the proposed Yonge Street North Secondary Plan, as outlined in what is anticipated to be Official Plan Amendment No. 615 (the “**Draft Secondary Plan**”).

By this letter, we hereby request that Community Council defer consideration of the Draft Secondary Plan until staff have conducted meaningful consultation with affected landowners, including our client.

We are deeply troubled by the lack of consultation and the extremely short notice provided for public review of the Draft Secondary Plan.

As informed by City Planning staff, we understand the Draft Secondary Plan was made available for public review for the first time on June 21, 2022—merely 4 business days before the staff-imposed commenting deadline of June 27, 2022. A copy of this email correspondence from City Planning staff is attached to this letter.

Our client and its consultant team have remained engaged throughout the planning process for the Yonge Street North area, including attending at meetings held by the City on May 10, 2021 and April 20, 2022 and submitting commenting letters to Planning staff, dated May 5, 2022 and June 24, 2022, copies of which are attached to this letter for reference (the “**Commenting Letters**”).

The Draft Secondary Plan fails to meaningfully address any of the concerns raised in the submissions made by our client through its planning consultants, and to date, we have received no substantive response from staff in respect of this matter.

Upon our preliminary review, the Draft Secondary Plan fails to address our client’s serious concerns, including those raised in the Commenting Letters, some of which are summarized below:

1. Maps 49-3, 49-4, and 49-11 of the Draft Secondary Plan identify the retention of the laneway located adjacent and to the east of the Property, which conflicts with the Yonge Street North Transportation Master Plan, dated April 2022, which recommends the deletion of this laneway, as identified in Figure 6-4: Preferred Solution – Yonge and Steeles Node;
2. Map 49-5 of the Draft Secondary Plan designates the Property as “Mid-rise buildings on Yonge”, which is in conflict with Provincial policy direction for this critical intersection at Yonge Street and Steeles Avenue, and as recognized in the Report for Action, prepared by the Director, Community Planning, North York District, dated June 27, 2022, which notes:

“Provincial policy documents guide growth to built up areas, with intensification directed to areas surrounding higher order transit stations. The Secondary Plan policies respond to this objective by directing the tallest and most dense development to the Steeles Transit Station Area and the Yonge and Cummer/Drewry Node” [underline added].

[...]

The Secondary Plan provides built form direction for a mix of building [sic] types, a variation of building heights, and provides for a transition in scale from the highest heights and intensity at the future Yonge-Steeles subway station and in the Drewry/Cummer Node, down to different heights and intensity in the Plan area and to the boundaries of the Plan” [underline added].

3. Policy 8.19 of the Draft Secondary Plan requires a minimum 10 metre tower setback from the base building façade along Yonge Street and a minimum 5 metre tower setback from the base building façade along Steeles Avenue. The tower setbacks contemplated in this draft policy are far in excess of what is recommended in the City’s Tall Building Design Guidelines and the City of Vaughan’s proposed Yonge-Steeles Corridor Secondary Plan—both of which contemplate a tower setback of 3 metres. For this reason, draft Policy 8.19 is drastically out of step with the planned and emerging context for this vital intersection for higher order transit and undermines the strong Provincial policy direction for mixed-use intensification and efficient development at transit-supportive densities.
4. Policies 3.26 and 3.7 of the Draft Secondary Plan introduce an unnecessarily restrictive prohibition on cantilevering of buildings into the setback area. Such a restriction imposes an inflexible and prescriptive standard that fails to account for the unique attributes of the Property and any eventual development scheme, inhibiting the potential for creative responses to address matters of architectural expression, urban design, density, weather protection, and mitigation measures for pedestrians at grade.
5. Policy 3.21 of the Draft Secondary Plan introduces an unnecessarily prescriptive requirement for street-related retail to front at least 75% of the building’s street frontage. The broader objective of this policy should be to encourage a range of active uses at grade, and accordingly, the language of this policy should be revised to provide additional flexibility to include “active non-residential” uses.

Given that the Draft Secondary Plan was made available to the public only on June 21, 2022, it is essential that a deferral be granted in order to allow the public a meaningful opportunity to review and comment on this new document advanced by staff, and to provide staff the time needed to respond to the comments received.

For these reasons, we strongly urge Community Council to:

1. Defer consideration of the Draft Secondary Plan;
2. Direct City Planning staff to conduct further consultation as it relates to the Draft Secondary Plan; and
3. Direct City Planning staff to report to Community Council with any further recommendations, such report to be made available to the public as required under the *Planning Act* and related regulations.

We welcome the opportunity to discuss these and other concerns with City staff. If you have any questions or require additional information, please contact the undersigned.

Please provide us with notice of all upcoming meetings of Council and Committees of Council at which this matter will be considered, and we ask to be provided with notice of the Community Council's and Council's decision with respect to this and any related item.

Thank you for your attention to this matter.

Yours truly,



Jonathan S. Cheng

JSC/

cc. Andrew Ferancik & Erik Retz, *WND Associates*
Client

From: Guy Matthew <Guy.Matthew@toronto.ca>
Sent: Tuesday, June 21, 2022 3:32 PM
To: Guy Matthew <Guy.Matthew@toronto.ca>
Subject: Yonge Street North Draft Policies

Good afternoon,

You are receiving this email because you attended the last Community Consultation Meeting for the Yonge Street North Planning study or have expressed an interest in getting a copy of the draft policies.

The draft Secondary Plan is now posted on the [Study's webpage](#) for your review. Please feel free to reach out with any comments, questions or feedback you may have.

Regards,
Guy

Guy Matthew MCIP, RPP
Manager, Community Planning
North York District (Central Section)
[City of Toronto](#)

T: (416) 395-7102



While it suits me to email now, I do not expect a response or action outside of your own working hours.



PLANNING AND URBAN DESIGN

24 June 2022

North York Community Council
6100 Yonge Street
Toronto, ON
M2N 5V7

Attention: ! Mr. Guy Matthew

Dear Mr. Matthew,

RE: ! 6979-6991 Yonge Street !
Yonge Street North Secondary Plan (Draft) !
File No. 19.518

We are the planning consultant for Longevity Properties Limited (the “Owner”), who is the owner of the lands municipally known as 6979-6991 Yonge Street (“Subject Site”). WND Associates has been following advancements related to the Yonge Street North Planning Study over the past several years. It is our understanding the draft Yonge Street North Secondary Plan—which was only released for public consultation on June 22, 2022—will be brought forward for consideration at the July 8th, 2022, North York Community Council meeting and anticipated adoption by City Council at the upcoming meeting on July 19th, 2022, with staff requesting comments to be provided by June 27, 2022 (less than a week following its release, and just a little over a week before its consideration by Community Council).

In our view, more time should be provided to stakeholders to carefully review this critical planning document, which has significant implications for hundreds of properties in the area, as well as for the City to meaningfully consider comments from stakeholders and make potential revisions to the document; accordingly we ask that this item be deferred to the next North York Community Council meeting (which we understand will be in early 2023). Such a deferral will provide the appropriate and sufficient amount of time needed to refine the document in consultation with the public and stakeholders.

That being said, and notwithstanding the limited time provided for review, WND Associates have conducted a preliminary review of the draft Yonge Street North Secondary Plan, and we wish to provide the following initial comments:

Area Structure – Steeles Transit Station Area

Section 2.6 – *“The Steeles Transit Station Area will redevelop with tall, mid-rise and low-rise buildings, with the greatest heights and densities at the intersection of Yonge Street and Steeles Avenue. Heights and densities will generally step down as development moves further away from the intersection and transition in scale both to the south, east and west to areas of different heights and intensity in the Plan area. Heights and densities along the furthest edges of the Plan area will be compatible with the heights outside the Plan area.”*

Comments

In our opinion the objectives of Section 2.6 are grounded in sound planning principles and we strongly support the policy, as drafted. That being said, Map X-5 conflicts with this policy given that it identifies the block at the southeast corner of Yonge and Steeles as “3 - Mid-Rise buildings on Yonge”. This block should be relabeled as “1 – Mix of tall buildings and midrise buildings at Steeles Transit Station Area (max 50-storeys)” to bring it into harmony with the objective of Section 2.6 which appropriately identifies it as the most appropriate location for “the greatest heights and densities”.

The policy also notes *“Heights and densities will generally step down as development moves further away from the intersection and transition in scale **both** to the south, east and west to areas of different heights and intensity in the Plan area.* Since the policy references three directions, we suggest that the reference to “both” should be deleted.

Moreover, the policy notes that *“Heights and densities along the furthest edges of the Plan area will be compatible with the heights outside the Plan area.”* In our opinion midrise buildings on the southeast corner of Yonge and Steeles would be drastically out of scale relative to the planned heights and densities in the City of Vaughan and Markham which are planned at up to approximately 60 storeys, and underscores our comment above with regard to relabeling the block as “1 – Mix of tall buildings and midrise buildings at Steeles Transit Station Area (max 50-storeys)”.

Built Form Character by Area – Steeles Transit Station Area

Section 8.17 – *“the tallest building within the Steeles Transit Station Area will be 50 storeys, located at the intersection. Tall buildings will step down in height by an approximate 5 storey difference away from the intersection to provide a visible distinction in height.”*

Comments

Similar to our comments above relative to Section 2.6, Map X-5 conflicts with this policy as the properties fronting Yonge Street and Steeles Avenue, including the Subject Site, are identified as mid-rise sites, while the area to the east contemplates tall buildings. Midrise buildings at the intersection would not facilitate

a step down in height away from the intersection and would not allow for the tallest building of 50 storeys in height to be located at the intersection where it would be most appropriate, in particular at this important northern gateway into the City of Toronto.

Section 8.19 – *“Along Yonge Street, the tower portion of a building which is taller than the base building will be set back a minimum of 10 metres from the base building façade.”*

Comments

This policy should be revised to facilitate tower setbacks of no more than a minimum of 3 metres, consistent with the Tall Building Guidelines, and to facilitate the development of towers “at the intersection” in line with Sections 2.6 and 8.19.

Moreover, Section 3.1.10 of the City of Vaughan’s proposed Yonge Steeles Corridor Secondary Plan provides that towers be set back from the base element by 3 metres and, in our opinion, it would be appropriate to have similar development standards in this regard both north and south of Steeles Avenue.

Summary

We strongly support the overall vision for the Secondary Plan area and applaud the City’s efforts in bringing this document forward. The Secondary Plan will bring much needed reinvestment to this area and has the promise of bringing the planning policy framework for this area in line with the existing and emerging Secondary Plans to the north in Vaughan and Markham, as well as North York Centre to the south.

That being said, we ask that the City carefully consider the requested modifications to Map X-5, as discussed above. In its current form, the Secondary Plan would in our opinion contain inconsistencies between its vision and objectives to have the highest heights and densities at the intersection of Steeles and Yonge where major new transit is being built, and the policy shown on Map X-5 as it relates to the southeast corner, which currently only provides for midrise buildings.

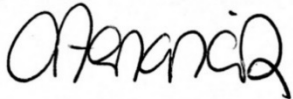
We also ask that the City reconsider its policy to require 10 metre setbacks for towers as this would be inconsistent with the policies in effect or emerging in surrounding Secondary Plan Areas including Vaughan and Markham to the north, and North York Centre to the south, and also would conflict with the Tall Building Design Guidelines.

We also reiterate our serious concern with respect to the extremely truncated timing afforded to stakeholders to review the draft Secondary Plan prior to it being brought forward for adoption; accordingly, we reiterate our request for this matter to be deferred to the next North York Community Council meeting, which we understand would be early 2023 to allow sufficient time for meaningful public consultation and to engage the many stakeholders in the area, including our client.

We look forward to working with you to deliver a Secondary Plan that optimizes the development potential of this future transit hub in a manner that reflects its significance as the northern gateway into the City of Toronto. Our client's site is uniquely positioned to play a significant role in establishing an appropriate urban form for this node, and we hope the City will consider the revisions to the Secondary Plan to support this condition. We would be pleased to meet with City staff to discuss these matters in further detail, and should you have any questions, please do not hesitate to contact the undersigned or Erik Retz from our office.

Yours very truly,

WND associates
planning + urban design

A handwritten signature in black ink, appearing to read "A Ferancik". The signature is fluid and cursive, with a large initial "A" and a stylized "F".

Andrew Ferancik, MCIP, RPP
Principal



PLANNING AND URBAN DESIGN

North York Community Council
6100 Yonge Street
Toronto, ON
M2N 5V7

Attention: ! Mr. Guy Matthew

Dear Mr. Matthew,

RE: ! 6979-6991 Yonge Street !
Yonge Street North Planning Study !
Notice of Future Application !
File No. 19.518

We are the planning consultant for Longevity Properties Limited (the “Owner”), who is the owner of the lands municipally known as 6979-6991 Yonge Street (“Subject Site”). This letter is provided in response to the Community Consultation Meeting for the Yonge Street North Planning Study that was held April 20th, 2022.

WND Associates has been following the advancements as it relates to the Yonge Street North Planning Study. As such, we were in attendance at the Community Consultation Meeting that was held April 20th, 2022. The revisions to the Preferred Transportation Solution, and subsequent revisions to the Land Use, Built Form and Massing, that were outlined in the presentation, negatively impact the developability of the Subject Site and block. The previous iteration of the Yonge Street North Community Consultation Presentation from May 2021 illustrated a tall building form on the Subject Site. By contrast, at the April 20th, 2022 Community Consultation Meeting, for the first time during this consultation process, a presentation was shown that contemplated a mid-rise building form on the Subject Site. The stated reasoning for this change to the planned built form of the Subject Site is based upon the revised Preferred Transportation Solution which would retain the north-south laneway that is located between 35 and 40 metres east of Yonge Street.

We are of the understanding that a widening of this laneway is also planned by the City, specifically extending the width of the laneway to 6 metres. The widening would also include an additional 2.1 metre pedestrian walkway along the laneway’s east side. If these changes to the proposed master plan were to be implemented, and if the widening of the laneway were to be taken equally (compounded by significant setbacks on Yonge Street) this initiative would create an unfair burden on the Subject Site and block that would essentially squeeze it at both ends, complicating the achievability of appropriate forms of development. The plan to retain this laneway also prevents any opportunity for a greater assembly of lands within the southeast quadrant of this major intersection.

As you are aware, the remaining three quadrants of the Yonge Street and Steeles Avenue intersection are subject to proposals for tall building forms with proposed building heights up to 65-storeys, in recognition of the significant investments in transit and infrastructure that are planned for the area, driven by the extension of the subway, which is consistent with Municipal and Provincial policy directives. Given this planned and emerging context, in our opinion, limiting the Subject Site and block to a midrise form of development would be drastically out of scale, and would be a significant missed opportunity to optimize intensification opportunities of the block.

Notwithstanding the proposed retention of the lane, in our opinion the Subject Site and block remains appropriate for a tall building form, in line with the May 2021 presentation, and our client intends to move forward with an application for the Subject Site in the near future. That being said, we urge staff to revisit its proposed policy directions for this block and broader area generally to ensure that it appropriately responds to this significant opportunity to provide an appropriate form of development at this key northern gateway to the City of Toronto, which will also have the potential to provide new housing and employment opportunities, in a transit-supportive manner that promotes active transportation and aids in achieving the City's climate change and sustainability goals.

In summary, while the optimal solution would be to continue to plan for the closure of the laneway to allow for consolidated forms of development, in the event that the City decides to support the continued existence of the laneway, we ask that the City continue to plan for tall buildings for the block (including the Subject Site specifically) which we have determined to be achievable even while maintaining the lane. In addition, to optimize the block fronting Yonge Street for tall building forms, and given the existing depth of the block, we would ask that the City consider including a policy that requires any laneway widening to be entirely taken from the east side of the existing laneway, where such a taking would not impact the ability of those blocks to accommodate appropriate forms of intensification. Such a policy would be appropriate given that the Yonge Street fronting block is contemplated to accommodate significant setbacks fronting Yonge Street to support a wider pedestrian realm, resulting in a "squeezing" effect on the block that, in our opinion, would be inappropriate, in this context.

We look forward to working with you throughout the Yonge Street North Planning Study process, as well as our forthcoming application submission. Please do not hesitate to contact the undersigned or Erik Retz from our office if you would like to discuss this matter in more detail.

Yours very truly,

WND associates
planning + urban design

A handwritten signature in black ink, appearing to read "A Ferancik". The signature is written in a cursive, somewhat stylized font.

Andrew Ferancik, MCIP, RPP
Principal