

6200 Yonge Street & 11 - 15 Moore Park Avenue – Official Plan and Zoning By-law Amendment Application – Request for Direction Report

Date: November 9, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 18 - Willowdale

Planning Application Number: 21 252332 NNY 18 OZ

Related Application: 21 252331 NNY 18 SA

SUMMARY

On December 31, 2021, an application to amend the Official Plan, the former City of North York Zoning By-law No. 7625, and City-wide Zoning By-law 569-2013 were submitted to permit a 25-storey (76.3 metre) mixed-use building at 6200 Yonge Street & 11-15 Moore Park Avenue. The applicant also submitted an application for Site Plan Approval on December 31, 2021 in support of the Official Plan and Zoning By-law Amendment applications.

The proposal would provide 347 residential units, including 8 grade-level units facing Moore Park Avenue. A private day nursery is proposed on the ground level facing Yonge Street with an adjacent outdoor play area. Indoor and outdoor amenity space is proposed on the eighth storey and mechanical penthouse for the residential units. A driveway is proposed from the northwest end of the site which would lead to a three-level underground parking garage providing 174 vehicular parking spaces. A total of 261 bicycle parking spaces are proposed as part of the development.

On July 14, 2022, the applicant appealed the Official Plan and Zoning By-law Amendment applications to the Ontario Land Tribunal, citing Council's failure to make a decision within the prescribed time frames in the *Planning Act*. A Case Management Conference is scheduled for November 9, 2022. The application for Site Plan Control has not been appealed.

As detailed in this report, the proposed overall development is not consistent with the Provincial Policy Statement (2020) and does not conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal does not conform to the Official Plan. It is also inconsistent with Council's vision for the area as outlined in the Council-adopted, but under appeal, Yonge Street North Secondary Plan.

This report recommends that City Council instruct the City Solicitor with the appropriate City staff to attend the Ontario Land Tribunal hearing to oppose the application in its

current form and to continue discussions with the applicant to resolve the outstanding issues raised in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with appropriate staff, to attend the Ontario Land Tribunal in opposition to the application to amend the Official Plan and zoning by-laws (File No. 21 252332 NNY 18 OZ) for the lands at 6200 Yonge Street and 11-15 Moore Park Avenue.

2. In the event 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 its 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 Official Plan and Zoning By-law amendments are satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;

b) The Owner has addressed all outstanding issues raised by Engineering and Construction Services as they relate to the Official Plan and Zoning By-law amendments as set out in their memo dated March 25, 2022, or as may be updated, in response to further submissions filed by the Owner, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

c) In the event the updated Functional Servicing Report, Groundwater Report, Stormwater Management Report, and/or Hydrogeological Report identify any required upgrades to existing municipal infrastructure to support the development, the Owner has entered into a financially secured agreement(s) with the City requiring the Owner to design, financially secure, construct and make operational prior to the issuance of any above grade building permit, any upgrade or required improvements, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and

d) The Owner has submitted a revised Travel Demand Management Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services and that such matters arising from such study be secured if required.

a. 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.

3. City Council authorize the City Solicitor and appropriate City Staff to continue discussions with the applicant in an attempt to resolve the issues outlined in this report.

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

FINANCIAL IMPACT

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

DECISION HISTORY

The application was submitted on December 31, 2021. A Preliminary Report on the application was adopted by North York Community Council on April 20, 2022 authorizing staff to conduct a community consultation meeting. The Community Council decision and a copy of the report can be found here:

[Preliminary Report - Zoning By-law Amendment Application - 6200 Yonge Street & 11-15 Moore Park Avenue](#)

SITE AND SURROUNDING AREA

Site Description

The site is located at 6200 Yonge Street and 11-15 Moore Park Avenue. The lands at 6200 Yonge Street has a one-storey commercial building. The properties on Moore Park Avenue are occupied by two existing detached dwellings.

The subject lands have a frontage of 40.5 metres and a depth of 88.5 metres for an overall site area of 3,472 square metres.

Surrounding Uses Include

North: Directly north of the subject lands is Moore Park Avenue and a seven-storey apartment building.

South: The addresses between 6180 to 6174 Yonge Street and a separate one-storey commercial building at 6166 Yonge Street.

West: Low-rise detached dwellings in a low-rise neighbourhood.

East: Located east of the subject lands is an existing car dealership on Yonge Street. An Official Plan and Zoning By-law Amendment application has been submitted for

6167 Yonge Street & 9 Madawaska Avenue and 10 Newton Drive to permit two 14-storey mixed-use buildings with 549 residential units (File No. 22 108032 NNY 18 OZ). This application remains under review.

THE APPLICATION

Description

Height

A 25-storey mixed-use building with a height of 76.3 metres, plus mechanical penthouse.

Gross Floor Area ("GFA")

Total GFA: 25,092 square metres

Residential GFA: 24,332 square metres

Day Nursery GFA: 760 square metres

Density

7.2 times the area of the lot.

Unit Count

347 dwelling units, including 195 one-bedroom units (56%), 114 two-bedroom units (33%), and 38 (11%) three-bedroom units.

Vehicular Parking Spaces

174 parking spaces (138 residential, 34 visitor, and 2 commercial parking spaces).

Bicycle Parking Spaces

261 bicycle parking spaces (136 long-term and 25 short-term).

Additional Information

See Attachments 1, 2, 3a, 3b, and 4 of this report for the Application Data sheet, Location Map, application drawings, including North Elevation, East Elevation, and Site Plan.

Detailed project information, including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

[6200 Yonge Street & 11-15 Moore Park Avenue - Application Information Centre](#)

Reasons for Application

The proposal requires an amendment to the Official Plan to redesignate the properties fronting Moore Park Avenue to from Neighbourhoods to *Mixed Use Areas* and requires

amendments to the former City of North York Zoning By-law No. 7625 and City-wide Zoning By-law 569-2013 to implement site-specific development standards to regulate provisions for use, gross floor area, setbacks, height, density, parking, among others.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application is currently under review (File No. 21 252331 NNY 18 SA).

POLICY CONSIDERATIONS

Official Plan Designation

The properties fronting Yonge Street are designated *Mixed Use Areas* and the properties fronting Moore Park Avenue are designated *Neighbourhoods* on Land Use Map 16 (see Attachment 5 to this report). The properties fronting Yonge Street are identified as *Avenues* on Map 2 of the Official Plan (see Attachment 6 to this report).

Zoning

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

The properties fronting Yonge Street are zoned C1 - General Commercial Zone. The C1 zone permits a range of uses, including restaurant, retail stores, business and professional offices, and day nurseries. The zone permits a maximum lot coverage of 33.3 percent, maximum building height of 9.2 metres, and a maximum of 3 storeys (see Attachment 8 to this report for Zoning By-law No. 7625 Map).

The lands at 11-15 Moore Park Avenue are zoned R4 - One-Family Dwelling Fourth Density Zone under the former City of North York Zoning By-law No. 7625. The R4 zone permits detached dwellings and accessory buildings. This zone permits a maximum lot coverage of 30 percent and a maximum height of 8.0 metres for a flat roof, and 8.8 metres for any other roof type, and up to 2 storeys in height.

Zoning By-law 569-2013

The lot fronting Yonge Street is zoned CR 1.0 (c1.0; r1.0) SS3 (x2565) under Zoning By-law 569-2013. The zone permits residential and commercial uses. The CR 1.0 (c1.0; r1.0) zone permits a maximum density of 1.0 times the lot area. The exception in the By-law regulates the parking ratio for the lands, requiring that parking spaces must be provided for each dwelling unit at a minimum rate of 1.5 parking spaces of which 0.25 parking spaces for each dwelling unit must be for visitor parking.

The lots fronting on Moore Park Avenue are zoned RD (f15.0; a610(x5)) and allow for residential uses. The By-law requires a minimum lot frontage of 15.0 metres and lot area of 610 square metres. The building requirements of this RD zone permits a maximum height of 10.0 metres, side yard setbacks of 1.8 metres, and a maximum lot coverage of 30%, among other performance standards (see Attachment 7 to this report for Zoning By-law 569-2013 Map).

Yonge Street North Secondary Plan

The Yonge Street North Secondary Plan ("YNSNP") was adopted at the City Council meeting on July 19, 2022 through [By-law 1016-2022](#) (Official Plan Amendment 615). The YNSNP establishes a new planning framework for the area generally bounded by Steeles Avenue to the north, Cummer and Drewry Avenues to the south, Willowdale Avenue to the east, and Lariviere Road to the west. The Secondary Plan includes policies to guide growth and to develop a complete community, including but not limited to, policies related to the area structure, public realm, parks and open spaces, transportation and mobility, housing, community services and facilities, built form, and implementation. The site is located within the YNSNP and is designated *Mixed Use Areas* within the Yonge Main Street and Mid-Rise West Character Areas. The Yonge Main Street and Mid-Rise West Character Area are envisioned to have a mid-rise built form.

The YNSNP was completed alongside the Yonge Street North Transportation Master Plan ("TMP") to inform the creation of a new policy framework for the area. The TMP recommended new street networks, pedestrian and cycling infrastructure, and shared mobility facilities, like car-share and bike-share to support future growth of the area. Although By-law 1016-2022 (Official Plan Amendment 615) is currently under appeal, it is relevant as it represents Council's latest vision for the area. The owner of the lands has appealed Official Plan Amendment 615. It is acknowledged however that the proposed applications were submitted before the adoption of the YNSNP.

COMMENTS

The proposal has been reviewed against the policies of the *Planning Act*, the Provincial Policy Statement, 2020 ("PPS"), A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 ("Growth Plan"), and Official Plan policies, planning studies, and design guidelines.

Staff have identified a number of issues with the development application and have tried to summarize them below. Additional issues may be identified in the course of preparing for a contested hearing before the Ontario Land Tribunal ("OLT").

Planning Act

The review of this application has had regard for relevant matters of provincial interest set out under Section 2 of the *Planning Act*.

Provincial Policy Statement (2020)

City Planning staff have reviewed the current proposal against the policies of the PPS, as described in the Policy Considerations Section and Attachment 9 in this report. The Official Plan and Zoning By-law amendments are generally consistent with the PPS. A

City Council decision to oppose the proposal is also consistent with the PPS given the non-conformity with the Official Plan as discussed below.

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

City Planning staff have reviewed the current proposal against the policies of the Growth Plan, as described in the Policy Considerations Section and Attachment 9 in this report. The Official Plan and Zoning By-law amendment generally conform with the Growth Plan. A City Council decision to oppose the proposal is also consistent with the Growth Plan given the non-conformity with the Official Plan as discussed below.

Land Use

Currently part of the lands are designated *Neighbourhoods*. The *Neighbourhoods* designation requires that development in established *Neighbourhoods* will respect and reinforce the existing physical character of each geographic neighbourhood and provides for several development criteria to direct new development.

The application proposes a redesignation of the properties on Moore Park Avenue to *Mixed Use Areas* that would be consistent with the land use redesignation as outlined in the under-appeal YSNSP. However, the application proposes a built form that would not be consistent with the vision contemplated in the YSNSP nor the in-force *Neighbourhoods* policies of the Official Plan.

Height and Built Form

The application proposes a 25-storey tall building development (76.3 metres, not including the 6.0 metre mechanical penthouse) with a gross floor area of 24,332 square metres. The base building is 7-storeys, measuring 22.2 metres in height.

The subject site is located on an *Avenue* on Map 2 of the Official Plan. For this section of Yonge Street, the Mid-Rise Building Performance Standards also provides direction as to the type of built form that is to be contemplated. The midrise typology is considered appropriate for the property along Yonge while the properties along Moore Park are to remain for a use that is permitted within the Neighbourhood designation based on the policies in the current in effect official plan.

The Official Plan also has policies regarding mid-rise buildings that they are generally to have heights no greater than the width of the right-of-way that it fronts onto. Recent developments in the vicinity have been approved with a height that would correspond to a more mid-rise built form along Yonge Street. The subject site is also directly south from an existing 7-storey apartment building at the northwest corner of Yonge Street and Moore Park Avenue. There is an existing 20-storey apartment building south of the site across from Patricia Avenue, however, a building of this height along the *Avenue* between Yonge Street/Steeles Avenue and Drewry/Cummer Avenues is not representative of the overall existing and planned context.

In addition to the in effect official plan policies, City Council's approved vision for Yonge Street in the YSNSP is for a main street built form that is mid-rise. The lands west of

Yonge Street are also envisioned for mid-rise built form. The proposed height and built form does not meet the vision contemplated along the *Avenue*, within the Neighbourhood designation, nor does it conform with the Mid-Rise West Character Area (of the YSNP) and would not fit harmoniously with the existing and planned context per Official Plan policy.

Building Massing

City Planning staff have reviewed the proposed built form, including massing and transition, against the policies of the Official Plan, urban design guidelines, as well as other relevant guidelines.

The proposed building mass, including the tower height, base building height, and tower to base building stepbacks, are not appropriate and does not achieve the policies of the Official Plan, and does not meet the intent of the applicable urban design guidelines. To conform with the Official Plan policies and meet the intent of the Guidelines, a redesign to a building with a mid-rise built form would better achieve the direction of the Official Plan, vision for the area in the YSNP, meet the intent of the applicable Guidelines and provide a built form that reduces visual and physical impact that would contribute to a vibrant public realm.

Sun and Shadow

The Official Plan requires that development in *Mixed Use Areas* locate and mass new buildings to frame the street edge and provide good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. The Official Plan states that the development will be massed to define and frame the edges of the public realm with good street proportion and ensure access to direct sunlight and daylight on the public realm.

The applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes. The shadow study identifies consistent shadowing throughout the day along Moore Park Avenue with shadowing along Yonge Street beginning at 1:18 pm. The proposed built form has shadow impact and limits access to sunlight along the sidewalk on Moore Park Avenue and Yonge Street less than the recommended 5 hours of sunlight.

Wind

The applicant has also submitted a Pedestrian Level Wind Study in support of the application. The study finds that the wind conditions are acceptable with exceptions of the northwest lobby entrance, transit stop and portion of sidewalk along the north side of Moore Park Avenue.

Unit Mix and Size

The Council-adopted Growing Up: Planning for Children in New Vertical Communities Guidelines provide guidance on the proportion and size of larger units in new multi-unit developments.

Staff have reviewed the applicant's proposal and note the provision of 114 (33%) two-bedroom units and 38 (11%) three-bedroom units generally support the unit mix objectives of the Growing Up Guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies. The provision of these unit mixes within new development accommodates a broad range of households, including families with children.

The applicant has not provided sufficient information to determine if the proposed units are of an appropriate size as indicated in the Guidelines.

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 12 - 28 square metres of parkland person, which is less than the city-wide average provision of 28 square metres of parkland per person (2016). Given the future expected growth, both on the development site itself and the 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 or expansion of an existing park, to serve the future population.

For sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 339 square metres. Parks, Forestry and Recreation staff would accept a conveyance of lands off-site that would create a new park or expand an existing park (including, but not limited to, the expansion of Goulding Park) as the required parkland dedication.

Proposed Daycare Facility

The proposed development includes a 760 square metres daycare facility on the ground floor with an adjoining outdoor play space of 262 square metres. The applicant's submission estimates that demand for approximately 15 childcare spaces will be generated by the proposed development. The proposed childcare centre does not meet the City's standards for new childcare facilities and would not be considered a City

facility. Further discussions are required to ensure the proposed daycare facility proposes adequate interior and exterior useable space, and sufficient parking.

Servicing and Infrastructure

The applicant has submitted a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Report. These reports allow City staff to evaluate the effects of the development on the City's municipal servicing infrastructure and provide the rationale for whether the City requires the applicant to provide new infrastructure and/or upgrades to the existing infrastructure in order to facilitate this development.

At the time of writing this report, the City's Engineering and Construction Services Division ("ECS") has reviewed the submitted plans and reports and require revisions to the Functional Servicing and Stormwater Management Report, Sanitary Capacity Analysis, and Hydrogeological Assessment. In the event the OLT approves this application in some form, 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, prior to the issuance of the final Order(s) of the OLT.

Yonge Street North Transportation Master Plan

The Yonge Street North Transportation Master Plan was developed through an analysis of available infrastructure. The applicant has not undertaken an analysis to demonstrate the cumulative impact the proposed density would have on servicing and transportation infrastructure in the YSNSP area. This analysis should evaluate the infrastructure impact should similar applications be proposed within the YSNSP area.

Transportation Impact Study

In support of the application, an Urban Transportation Consideration report, prepared by BA Group, dated December 2021, has been submitted. The consultant concludes that the proposal will generate approximately 90 and 95 two-way trips during the weekday morning and afternoon peak hour periods, respectively. The estimated vehicular site trips were generated by the consultant based on four methodologies. Staff have determined several issues in the report: (1) Study Area Intersection, (2) Trip Generation, (3) Capacity Analysis Tables, (4) Vehicular Queues, (5) Pick-Up/Drop-off Activity, (6) Digital Synchro File, and (7) Multi-Modal Analysis and Transportation Demand Management.

Staff have also identified that the development is deficient in several requirements of the TGS Version 3.0 Tier 1, including:

- AQ 1.1 - Single Occupancy Auto Vehicle Trips
- AQ 1.2 - LEV and Sustainable Mobility Spaces
- AQ 1.3 Electric Vehicle Infrastructure
- AQ 3.2 Sidewalk Space

Corner Rounding

A 6.0 metre corner rounding at the intersection of Yonge Street and Moore Park Avenue is required. The application needs to provide a revised site plan and landscape plans to show this corner rounding. A road conveyance would be secured through the Site Plan Control process. No road widening is required on Yonge Street.

Parking and Loading

The site is located within Policy Area 4 ("PA4") in Zoning By-law No. 569-2013. Based on PA4, a minimum of 490 parking spaces are required for the proposed development.

According to the site statistics, a total of 174 parking spaces will be provided, including 138 residential spaces, 34 visitor spaces and 2 commercial spaces, within the three-level below-grade parking garage, accessed from Moore Park Avenue. Transportation Servicing does not find the proposed parking supply acceptable. The proposal is proposing 7 accessible parking spaces, whereas 13 spaces are required. Bicycle Zone 2 applies to the site and requires a total of 261 bicycle parking spaces. A total of 236 long-term and 25 short-term spaces are proposed which meets the requirements of the Zoning By-law and TGS Tier 1. One Type-G loading space is proposed which Transportation Services finds acceptable.

Travel Demand Management

Travel Demand Management ("TDM") measures are aimed at encouraging people to take fewer and shorter single occupancy vehicle trips to reduce congestion, energy consumption and pollution. Typical TDM policies and programs include, but are not limited to: parking supply management strategies (such as reduced parking provision) in combination with car sharing/bike sharing; school/trip planning; development-related transit initiatives; and cycling programs and expansion of the city-wide cycling networks.

Appropriate TDM measures have not been proposed for this development based on the Yonge Street North Secondary Plan/Transportation Master Plan and Toronto Green Standard v3 requirements.

Further Issues

Planning staff may be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, 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.

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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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3a: North Elevation
- Attachment 3b: East Elevation
- Attachment 4: Site Plan
- Attachment 5: Official Plan Land Use Map #16
- Attachment 6: Urban Structure Map
- Attachment 7: Zoning By-law 569-2013
- Attachment 8: Zoning By-law No. 7625
- Attachment 9: Policy Considerations

Attachment 1: Application Data Sheet

Municipal Address: 6200 Yonge Street & 11 - 15 Moore Park Avenue Date Received: December 31, 2021
Application Number: 21 252332 NNY 18 OZ
Application Type: OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendment application to facilitate the redevelopment of the site for a 25-storey mixed-use building having a non-residential gross floor area of 760 square metres, and a residential gross floor area of 24,332 square metres. A total of 347 residential dwelling units are proposed.

Applicant	Agent	Architect	Owner
MALONE GIVEN PARSONS LTD		Z01	6200 YONGE GP INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas & Neighbourhoods	Site Specific Provision:	
Zoning:	CR 1.0 (c1.0; r1.0) SS3 (x2565); RD (f15.0; a610) (x5) and R4	Heritage Designation:	N
Height Limit (m):	CR: 11 RD: 10 R4: 8.8	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,472 **Frontage (m):** 41 **Depth (m):** 88

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):		0	964	964
Residential GFA (sq m):		0	24,332	24,332
Non-Residential GFA (sq m):		0	760	760
Total GFA (sq m):		0	25,026	25,026
Height - Storeys:			25	25
Height - Metres:			76	76

Lot Coverage Ratio (%):	27.76	Floor Space Index:	7.23
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
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Residential GFA:	24,332	88
Retail GFA:	0	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	760	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	2	0	0	0
Condominium:			347	347
Other:				
Total Units:	2	0	347	347

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		0			
Proposed:		0	195 (56%)	114 (33%)	38 (11%)
Total Units:			195	114	38

Parking and Loading

Parking Spaces:	174	Bicycle Parking Spaces:	261	Loading Docks:	1
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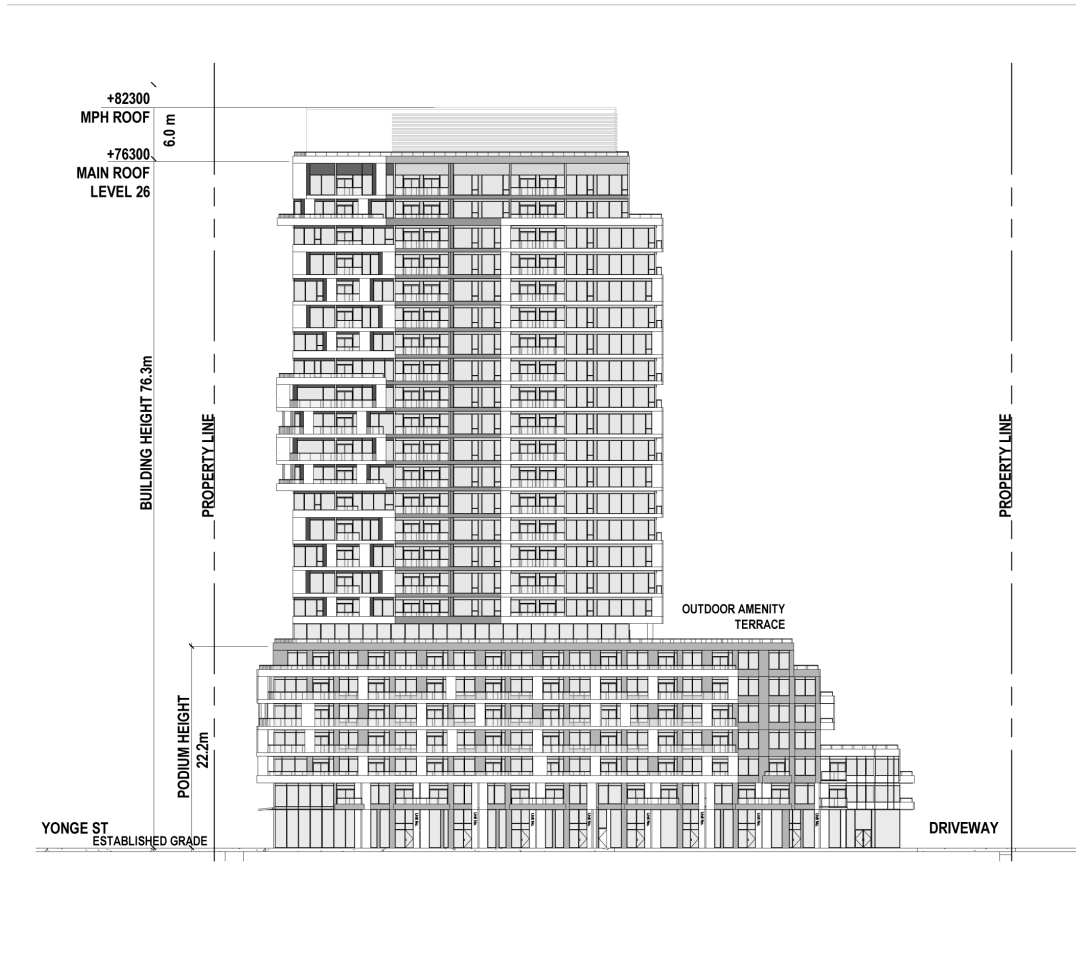
CONTACT:

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416-395-6747
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Attachment 2: Location Map

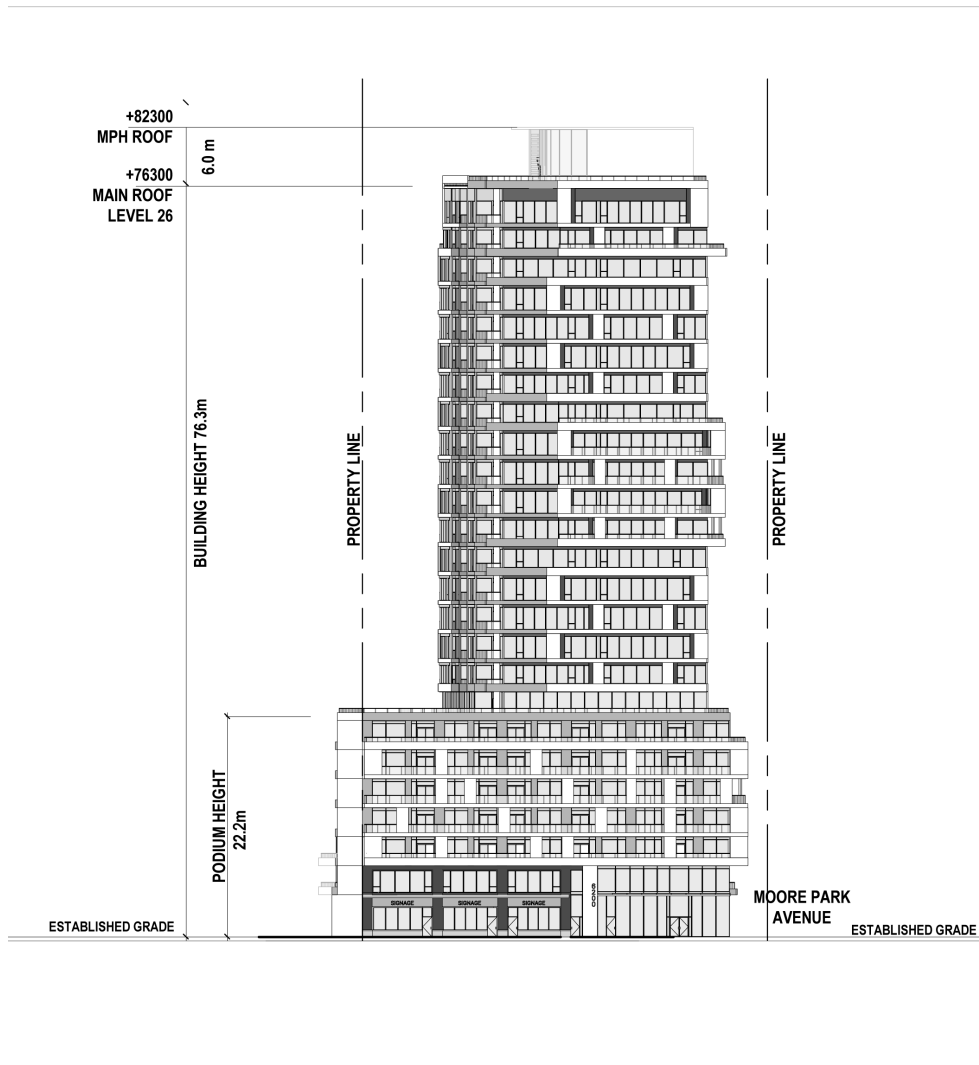


Attachment 3a: North Elevation



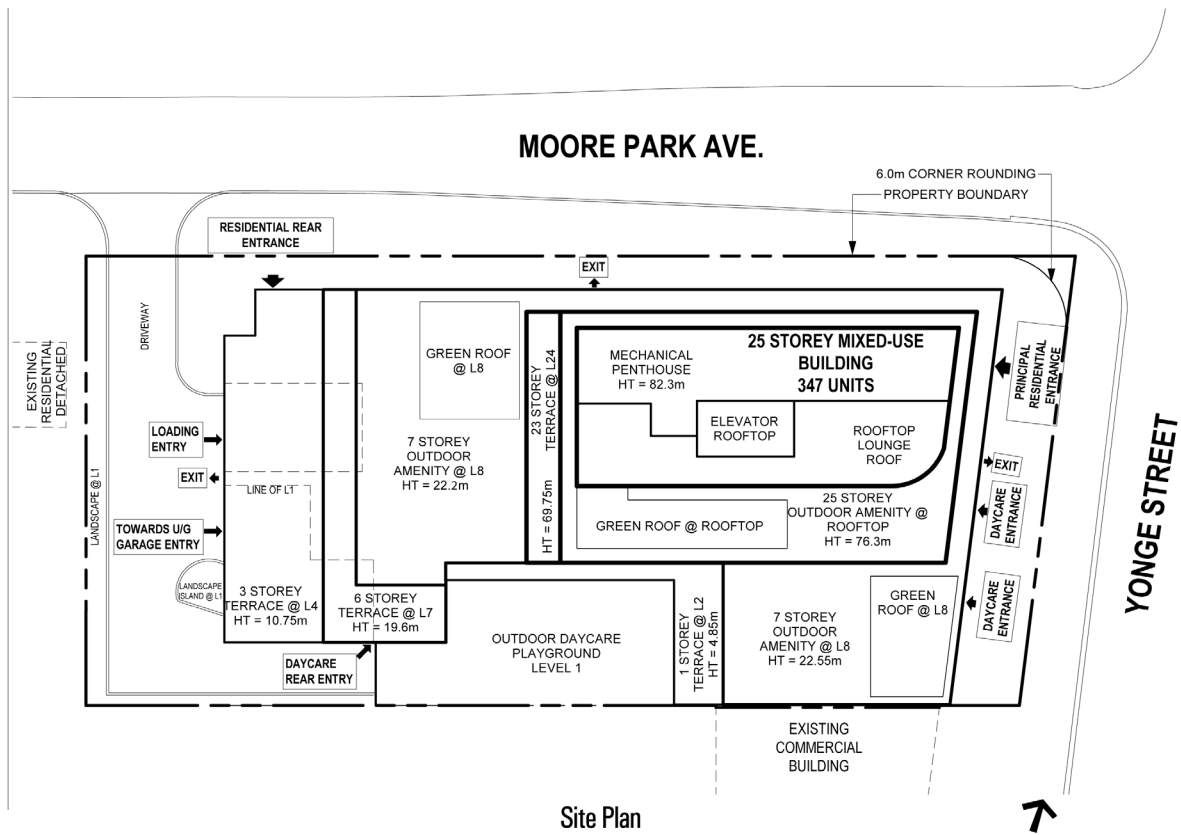
North Elevation

Attachment 3b: East Elevation



East Elevation

Attachment 4: Site Plan



Attachment 5: Official Plan Land Use Map #16



Official Plan Land Use Map #16

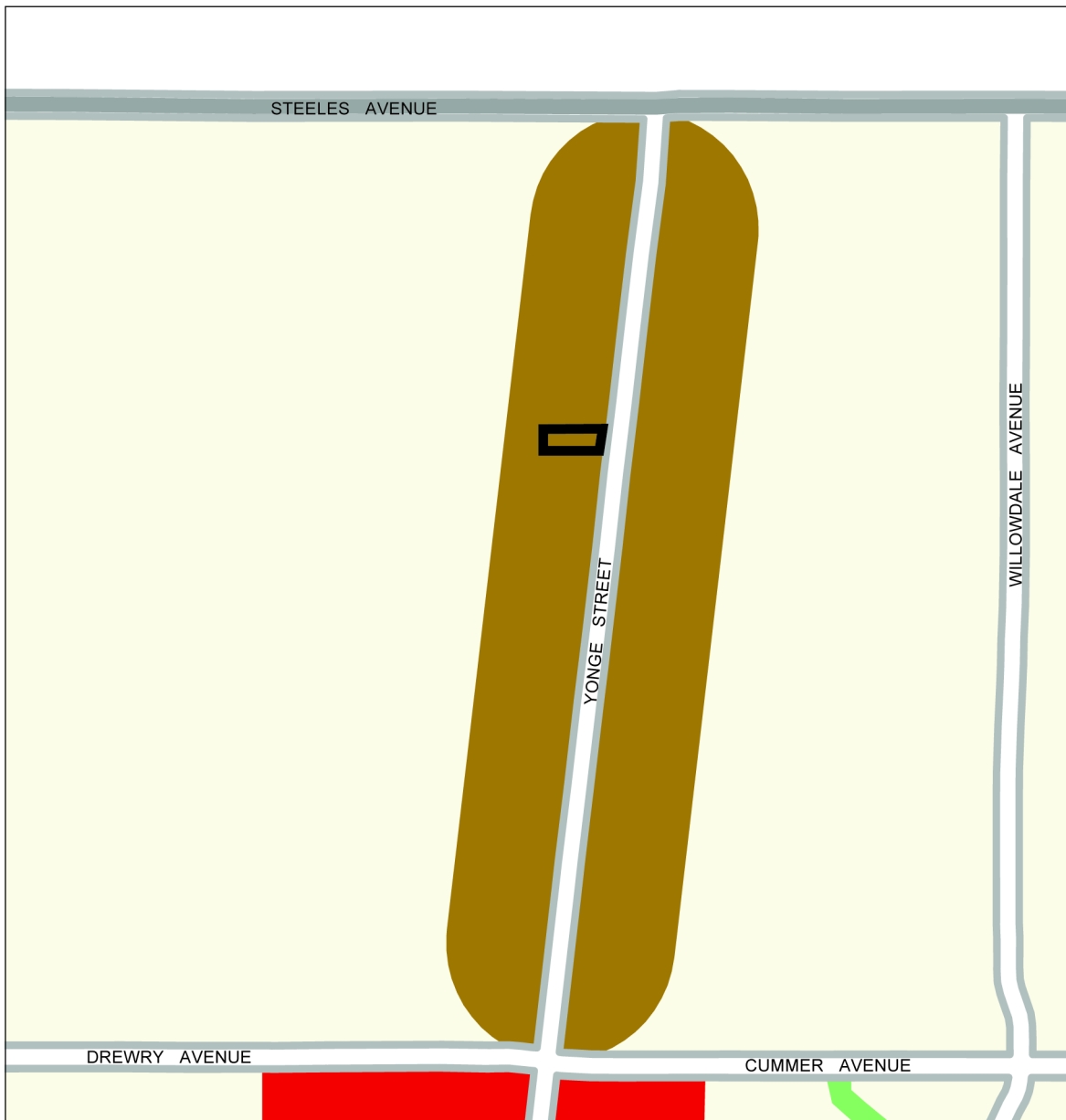
6200 Yonge St & 11-15 Moore Park Avenue

File # 21 252332 NNY 18 0Z

- Location of Application
- Neighbourhoods
- Mixed Use Areas
- Parks

Not to Scale
 Extracted: 01/04/2022

Attachment 6: Urban Structure Map



62000 Yonge Street

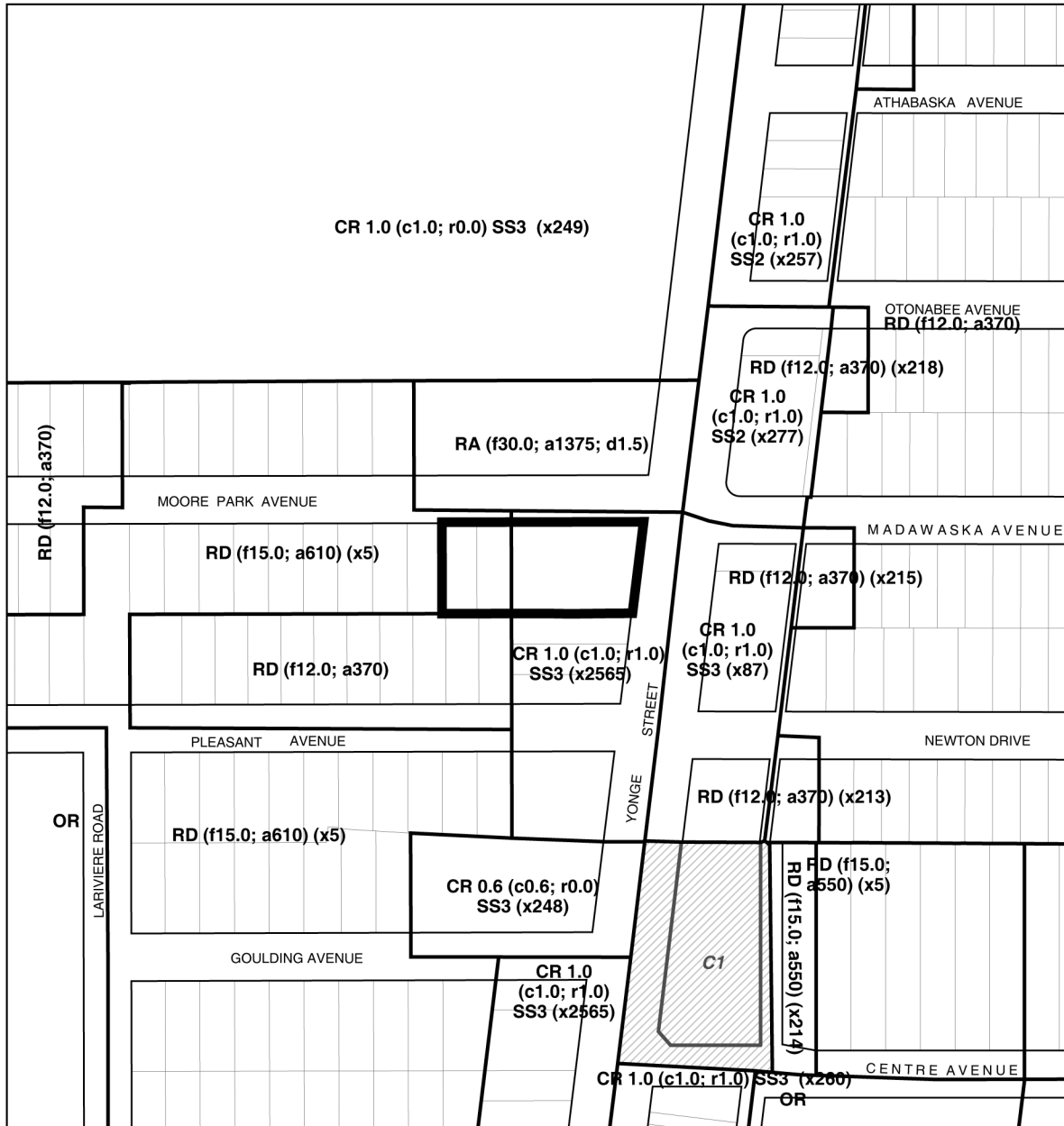
Urban Structure Map

File # 21 252332 NNY 18 0Z

-  Location of Application
-  Avenues
-  Centres

↑
Not to Scale
09/15/2021

Attachment 7: Zoning By-law 569-2013




6200 Yonge St & 11-15 Moore Park Avenue

Zoning By-law 569-2013

File # 21 252332 NNY 18 0Z

-  Location of Application
- RD** Residential Detached
- RA** Residential Apartment
- CR** Commercial Residential
- OR** Open Space Recreation

-  See Former City of North York By-law No. 7625
- C1** General Commercial Zone


 Not to Scale
 Extracted: 01/04/2022

Attachment 8: Zoning By-law No. 7625



6200 Yonge St & 11-15 Moore Park Avenue

Zoning By-law 7625

File # 21 252332 NNY 18 0Z



Location of Application

- R4 *One-Family Detached Dwelling Fourth Density Zone*
- R6 *One-Family Detached Dwelling Sixth Density Zone*
- RM6 *Multiple-Family Dwellings Sixth Density Zone*
- C1 *General Commercial Zone*
- C3 *District Shopping Centre Zone*
- O1 *Open Space Zone*



Not to Scale
Extracted: 01/04/2022

Attachment 9: Policy Considerations

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest, including, but not limited to: the orderly development of safe and healthy communities; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, support public transit and oriented to pedestrians; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant

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 plan control.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ("PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

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

The provincial policy-led planning system recognizes and addresses the complex interrelationships 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 City 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 City 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."

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) ("Growth Plan") came into effect on August 28, 2020. 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 an MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe 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 City 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 City Council shall also conform with the Growth Plan.

The Growth Plan contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas ("MTSA") along priority transit corridors or subway lines. MTSA's 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 requires that at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities. Protected Major Transit Station Areas ("PMTSA") will become a subset of the MTSA's in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSA's before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. While not approved by the Minister, the City has delineated the boundaries of the Steeles Station PMTSA and the site is located within these boundaries.

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

Toronto Official Plan

The Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. The Official Plan directs growth towards the Downtown, Centres, Avenues, and Employment Areas. The Official Plan is supplemented by urban design guidelines, which provide further guidance on development and design considerations. The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/>

Chapter 2 – Shaping the City

The site fronting Yonge Street is located along one of the City's *Avenues*, identified as growth areas shown on Map 2 of the Official Plan.

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

This section states the Plan protects the integrity of the City's transportation network, and steers future growth to areas that are well served by transit. The integration of transportation and land use planning is critical in achieving the overall aim of increasing accessibility throughout the City.

Section 2.3.1 Healthy Neighbourhoods

Policy 2.3.1.1 of the Healthy Neighbourhoods policies of the Official Plan state that *Neighbourhoods* are low rise and low density residential areas that are considered to be physical stable. Development in *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns.

Chapter 3 – Building a Successful City

Section 3.1.1 The Public Realm

This section provides direction on the importance of the public realm including streets, sidewalks, internal pedestrian connections, open space areas, parks and public buildings.

Section 3.1.3 Built Form

This section states that development must not only fit on its site, but also in terms of how the site, building and its street wall fit within the existing and/or planned context of the neighbourhood and the City. Each new development should promote and achieve the overall objectives of the Plan. Policies 3.1.3(5) to (7) states that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure

access to direct sunlight and daylight on the public realm by: a) providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and b) stepping back building mass and reducing building footprints above the streetwall height. Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm; and (7) transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).

Section 3.1.4 Built Form - Building Types

This section provides direction for three scales of building types - townhouse and lowrise apartments, mid-rise and tall buildings. The built form relationships and design of these building types is informed by urban design guidelines to ensure the proper form and fit with their context.

Chapter 4 – Land Use Designations

Section 4.1 Neighbourhoods

The lands fronting Moore Park Avenue are designated *Neighbourhoods* on Map 16 of the Official Plan. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institution, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Section 4.5 Mixed Use Areas

The lands abutting Yonge Street is designated *Mixed Use Areas* on Map 16 of the Official Plan. *Mixed Use Areas* are intended to provide a broad range of commercial, residential and institutional uses in a single-use or mixed use building.

Mixed Use Areas Section 4.5 of the Plan indicates that the *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, and provides criteria to direct the form and quality of development. The Official Plan states that "*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". However, not all *Mixed Use Areas* will experience the same scale or intensity of development. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

Policy 4.5.2 includes criterion that directs the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;

- e) 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;
- f) provide an attractive, comfortable and safe pedestrian environment;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development; and
- l) provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

See Attachment 5 for the subject site's Official Plan land use designation.

Chapter 5 - Implementation

Section 5.3.2 Implementation Plans and Strategies for City-building

This section indicates detailed action-oriented plans, programs and strategies will be needed to implement the Official Plan and to adapt to changing circumstances and challenges over the life of the Official Plan. Policy 5.3.2.1 states implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan.

Section 5.6 Interpretation

This section establishes how the policies are to be understood and interpreted. Policy 5.6.1 states that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Policy 5.6.1.1 states policies should not be read in isolation. When more than one policy is relevant, all appropriate policies are to be considered in each situation.

The City of Toronto Official Plan can be found here:

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

The outcome of staff analysis and review of relevant Official Plan policies and designations, applicable policies noted above are summarized in the Comments section of the report.

Yonge Street North Secondary Plan

The City Council-adopted Yonge Street North Secondary Plan ("YNSNP") has been considered as part of review of the application. The YNSNP establishes a framework for the development of a complete community around the future subway station at Steeles Avenue and levels of intensification around Cummer/Drewry Avenues. The YNSNP identifies 5 Character Areas: Steeles Transit Station Area, Yonge Drewry/Cummer Node, Yonge Main Street, Mid-Rise East and West, and Neighbourhoods.

The Yonge Main Street Character Area, between Athabaska and Connaught Avenues, is envisioned as the primary mid-rise and mixed-use main street with an enhanced streetscape with a generous and accessible pedestrian clearway. Mid-rise development are directed to deliver enhanced connections from Yonge Street to the nearby Goulding and Centre Parks.

The Mid-Rise East and West Character Areas are areas abutting lands designated *Neighbourhoods*, functioning as a transition area between lands within and outside the Secondary Plan area. The lands within these Character Areas are currently designated *Neighbourhoods* and were redesignated as *Mixed Use Areas* to permit a contextually appropriate built form of low- and mid-rise buildings. This Character Area plans for contextually appropriate mid-rise buildings that correspond with the adjacent right-of-way.

While currently under appeal, the YSNP is not determinative, and is instead informative of the overall vision contemplated by City Council.

Design Guidelines

Part III of the PPS 2020 under the section titled "Guidance Material" states that guidance material and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Plan. Policy 5.2.5.6 of the Growth Plan 2020 indicates supporting documents, such as design guidelines, will direct the development of a high quality public realm and compact built form in achieving minimum intensification and density targets of the Plan. Urban Design guidelines specifically are intended to provide a more detailed framework for built form and public realm improvements in growth areas. The following design guidelines were used in the evaluation of this application.

City-wide 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 can be found here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

Avenues and Mid-Rise Buildings 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 stepbacks, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/mid-rise-buildings/>.

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

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

Growing Up: Planning for Children in New Vertical Communities

On July 28, 2020, City Council adopted the Growing Up Urban Design Guidelines (Growing Up Guidelines) and directed City Planning staff to apply the Guidelines in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children living in vertical communities, at the neighbourhood, building, and unit scale. The guidelines indicate that a building should provide a minimum 25 percent large units of which 10 percent should be three-bedroom units, and 15 percent should be two-bedroom units. The guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

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 guidelines can be found here:

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