

## **25 Old York Mills Road - Official Plan Amendment and Zoning By-Law Amendment - Appeal Report**

Date: February 28, 2023

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 15 - Don Valley West

**Planning Application Number: 22 179213 NNY 15 OZ**

*Related Application Number: 22 179212 NNY 15 SA*

### **SUMMARY**

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On July 19, 2022, an application to amend the Official Plan and Zoning By-law was submitted to permit a 12-storey (38.05 metres, plus 4.5 metres for the mechanical penthouse) mixed-use building at 25 Old York Mills. The building includes residential uses, a place of worship with multifunction space, a commercial community space, and a child care centre.

On January 6, 2023, the applicant appealed the Official Plan and Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the time frame prescribed in the Planning Act.

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

### **RECOMMENDATIONS**

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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 Official Plan and Zoning By-law Amendment appeal for the land at 25 Old York Mills Road 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 that the issuance of any final Order be withheld until such time as the City Solicitor advises that:

- a) the final form and content of the Official Plan and Zoning By-law is to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
  - b) the owner has satisfactorily addressed the Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated September 14, 2022, or as may be updated during the course of the application review, all to the satisfaction of the Chief Engineer;
  - c) 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 Plan be secured as required;
  - d) the owner has satisfactorily addressed the Urban Forestry Ravine & Natural Feature Protection matters in the Parks, Forestry & Recreation Memorandum dated October 6, 2022, or as may be updated, during the course of the application review, all to the satisfaction of Parks, Forestry & Recreation General Manager; and
  - e) the owner has satisfactorily addressed the Toronto Region Conservation Authority matters in the Toronto Region Conservation Authority memo dated October 12, 2022, or as may be updated during the course of the application review.
3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City, for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.
  4. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant to address outstanding issues, including but not limited to those outlined in this report.
  5. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

## FINANCIAL IMPACT

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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.

## SITE AND SURROUNDING AREA

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**Description:** The site is generally square shaped and has an approximate area of 3530 square metres, with a frontage of 57.9 metres on Old York Mills Road to the north, and 57.9 metres on Campbell Crescent to the east.

**Existing Uses:** The site is currently occupied by a 2-storey church on the northwest corner of the site, with a surface parking area to the south and east of the building. Access to the site is provided by two existing driveways from Campbell Crescent.

### Surrounding Uses:

**North:** Immediately north of the site is Old York Mills Road. Across the road is a 8-storey apartment building. Further north includes a 7-storey office building (4023 Yonge Street) at the northeast corner of Yonge Street and York Mills Road, known as York Mills Centre.

**South:** Immediately and further south of the site is a low-rise residential neighbourhood that extends along Campbell Crescent.

**West:** Immediately west of the site is York Mills Valley Park, a flood plain owned and regulated by the Toronto and Region Conservation Authority (TRCA). Further west is the York Mills TTC station for passenger pick-up.

**East:** Immediately east of the site is Campbell Crescent, with a low-rise residential neighbourhood across the street. The neighbourhood consists of townhouses fronting onto York Mills Road, and single detached dwellings along Campbell Crescent.

## APPLICATION

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**Description:** The proposal is for a 12 storey (38.05 metres, plus 4.5metres for the mechanical penthouse) mixed-use building, which would include residential uses, a church (place of worship) with multifunction space, a commercial community space, and a child care. The development will include a total of 98 residential units, with 86 parking spaces in two levels of underground parking. The proposed development includes a 7.0 metre buffer to a floodline west of the site. The buffer is proposed to be dedicated to the TRCA, thus creating a new lot line.

**Height:** 12-storey (38.05 metres to top of roof, 42.55 metres to the top of the mechanical penthouse). The development is proposing a 45 degree angular plane from the adjacent low rise residential uses, resulting in a height of 2-storeys on the south side of the building terracing up to 12-storeys at the north end of the site.

**Gross Floor Area:** a total gross floor area (GFA) of 9,547 square metres, including 7,657 square metres of residential use, 915 square metres of commercial community space, 409 square metres child care uses, and 566 square metres of church and multifunctional space.

**Density (Floor Space Index):** 2.7 times the area of the lot.

**Dwelling Units:** The proposed 98 dwelling units include 1 studio unit, 65 one-bedroom (66.3%), 22 two-bedroom (22.4%), and 10 three-bedroom (10.2%) units.

**Access, Parking and Loading:** Entrance of the residential lobby is located at the northeast corner of the building facing the intersection of Old York Mills Road and Campbell Crescent. Vehicular access to the underground parking garage and for service vehicles to the loading area is provided from Campbell Crescent, at the south end of the proposed building. The entrance to the church is located on Campbell Crescent. A total of 82 parking spaces are provided in two levels of underground parking, with 30 spaces intended for the commercial, church and visitor uses, and 50 spaces for residents. One Type “G” loading space is proposed to be located on the ground floor, internal to the building.

### **Additional Information**

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

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

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

### **Reason for the Application**

The Official Plan Amendment Application is required to permit the proposed building to be setback 7.0 metres from the top-of-slope of the floodplain instead of the 10.0 metres setback as required by Official Plan policy 3.4.8. The applicant is also proposing to redesignate the subject site from the Neighbourhood designation to the Mixed Use designation to permit the proposed apartment building type and scale of development.

The application proposes to amend the Toronto Zoning By-Law and North York Zoning By-law 7625, to vary performance standards including but not limited to: gross floor area and floor space index; building height; building setbacks, and parking space rates. Additional amendments to the Zoning By-laws may be identified as part of the application review.

### **Site Plan Control**

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted (Application No. 22179212 NY 15 SA). The site plan application has not been appealed.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

### **Official Plan**

The site is designated Neighbourhoods on Map 16 of the Official Plan, and is directly east of a Natural Areas Designation. The entirety of the property is also within the Natural Heritage System as per Map 9 of the Official Plan.

On September 30, 2021, the Planning and Housing Committee approved Low Density Target Requests for 11 MTSA, which includes York Mills Station. It was subsequently adopted by Council. The York Mills station is proposed to have a minimum density target of 85 people and jobs per hectare. The Low Density Targets are currently under review by the Province.

### **Zoning**

Under Toronto Zoning By-law 569-2013, the subject site is zoned Residential Detached Zone (RD(f18.0; a690)(x875) with a height limit of 10 metres and 2 storeys. Under the former North York Zoning By-Law 7625, the site is zoned One-Family Detached Dwelling Third Density Zone (R3), which permits single detached dwellings.

### **Design Guidelines**

- Mid-rise Building Performance Standards and Addendum Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Best Practices for Bird-Friendly Glass;
- Best Practices for Effective Lighting; and

- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found here: <https://www.toronto.ca/citygovernment/planningdevelopment/officialplanguidelines/design-guidelines/>

### **Toronto Green Standard**

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. The TGS can be found here: <https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/>

## **COMMUNITY CONSULTATION**

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A Virtual Community Consultation Meeting was hosted by City staff on February 27 2023. Approximately 120 people participated, as well as the Ward Councillor at that time. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- Concerns for the massing, height, and scale of the development in a Neighbourhood designation
- Concerns for the lack of consultation with the community by the applicant
- Concerns for traffic on Campbell Crescent, the traffic on the TTC drop-off area, and how that traffic will spill over to the rest of the neighbourhood
- Concerns for the number of parking spaces provided is not enough and will cause overflow to Campbell Crescent. Additional concerns for the lack of visitor and employee parking
- Concerns of impact on Stormwater Management due to the floodplain in the area
- Concerns with the location of the access to the site and its proximity of the low-rise neighbourhood
- Concerns for privacy as a result of a mid-rise building being located in a low-rise neighbourhood

The issues raised through community consultation have been considered through the review of the application.

## **COMMENTS**

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### **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 have reviewed the current proposal for consistency with the Provincial Policy Statement and conformity with the Growth Plan. Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan.

## **Land Use**

The land uses proposed include residential, a church (place of worship) with a multifunctional space, a commercial community space, and a proposed child care centre. The applicant should provide a definition of the proposed multifunctional space and commercial community space to ensure that it meets the policies of the Official Plan and is appropriate.

The applicant has proposed to redesignated the site from Neighbourhoods to Mixed Use. The site is located on a local street within an established Neighbourhoods area. A redesignation to Mixed Use is not appropriate.

## **Site Organization**

To maintain the prevailing front yard setbacks and character of the neighbourhood, the building should be setback further to provide front yard soft landscaping. The location of the proposed child care centre lobby entrance on the south-east corner of the building is not desirable, as the entrance is recessed, hidden, and has potential conflict with the proposed driveway.

## **Built Form**

City Planning staff are of the opinion that the proposed height and massing is not consistent with the direction of relevant Neighbourhoods designation Official Plan policies. In established Neighbourhoods, infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation will have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property. The Official Plan calls for the height of mid-rise buildings to be informed by the width of the right-of-way onto which they front. Mid-rise buildings are to maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width, which is not being provided

Given the above, the proposal has not satisfactorily demonstrated that the proposed height and massing is appropriate given the land use designation, the width of the right-of-way, and the planned and built context. The proposed height and massing should be reduced to contextually fit into the planned and built contexts.

## **Shadow**

A Shadow Study prepared by IBI Group dated July 2022 shows shadowing on the abutting natural heritage features and public realm. The building mass and height can be modified to appropriately maintain sunlight on the existing park and open space on the west and minimize shadow impacts on streets and sidewalks.

## **Parkland**

The Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

## **Public Realm**

The existing church is a prominent building located where it is viewed as a neighbourhood landmark. The landmark should be maintained by utilizing the placemaking opportunity at the north-east corner of the site to create a Privately-Owned Publicly Accessible Space (POPS).

## **Natural Heritage, Ravine Protection, and Natural Hazards**

The proposed development is subject to provisions of the City of Toronto Municipal Code Chapter 658 – Ravine & Natural Feature Protection. The entirety of the property is also within the Natural Heritage System as shown on Map 9 of the Official Plan. Where development is proposed in or near the natural heritage system, the development is required to minimize adverse impacts and when possible, restore and enhance the natural heritage system. A Natural Heritage Impact Study and associated plans have been submitted and reviewed by the TRCA and the City's Urban Forestry Ravine & Natural Feature Protection staff. A number of revisions and additional information are required for the study.

York Mills Valley Park and a floodplain regulated by the TRCA is located on the west side of the property. Per policies of the Official Plan, development is required to be setback at least 10 metres from flooding conditions. The topographic survey submitted as part of this application confirms that the subject property is also partially located within the flood plain.

Per the Toronto and Region Conservation Authority (TRCA) memo dated October 12, 2022, the TRCA finds that the flooding condition could be remediated so that the proposed development would not be at risk of flooding. As such, TRCA has no objection to the reduced setback from the floodline. In addition, the TRCA will accept the land conveyance of the 7.0 metre buffer. City Staff and TRCA will also requires a 3 metre building maintenance setback on the development the site from the new lot line to avoid future disturbance to the floodplain. Prior to the issuance of the final OLT order, the owner is required to address matters raised in the Urban Forestry Ravine & Natural Feature Protection and TRCA memorandums.

## **Traffic Impact, Parking and Loading, and Access**

A Transportation Impact Study by IBI dated May 24, 2022 was submitted and reviewed by Transportation Staff. Transportation Services have reviewed the proposed development and requires several revisions and additional information for various studies and drawings. Reduced parking standards have been proposed and could be



considered provided that acceptable traffic demand management measures and documentation is submitted for review which justifies alternate parking standards. Prior to the issuance of the final OLT order, a revised Travel Demand Management Plan should be submitted to the satisfaction of the Chief Planner. For loading, the By-Law requires the proposed development to have 1 Type B loading space for the non-residential use and 1 Type G loading space for the residential use. A Type B loading space has not been provided on the site.

Comments related to site access arrangements, site circulation and layout, design of the proposed site entrance driveway, layout of the proposed parking supply, access to the parking spaces, and other site design matters will be provided through the Site Plan Control review process.

### **Servicing and Stormwater Management**

A Servicing and Stormwater Management Report and associated plans have been submitted and reviewed by Engineering and Construction Services staff. A number of revisions and additional information are required. In the event that the OLT allows the Zoning By-law Amendment appeal in whole or in part, the final Order should be withheld pending the confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law.

### **Indoor/Outdoor Amenity Space**

The applicant has indicated that the proposed development provides a minimum of 2 square metres for both indoor and outdoor amenity space. The 2 square metres of outdoor amenity space includes the child care play area which should be excluded from the outdoor amenity calculation as it's intended exclusively for the child care use. A revised calculation should be submitted to ensure a minimum of 2 square metres of outdoor amenity space has been provided for the proposed development. Per the Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings, the proposed development should allocate a new space or portion of the proposed amenity space for pets.

### **Toronto Green Standard**

The applicant is required to meet Tier 1 of Version 3 of the Toronto Green Standard (TGS), given the Site Plan submission in December of 2021. TGS version 4 came into effect in May of 2022 and requires improved building performance. This development is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner.

## **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 deputations 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.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Application Data Sheet  
Attachment 2: Location Map  
Attachment 3: 3D Model of Proposal in Context Looking Northwest  
Attachment 4: 3D Model of Proposal in Context Looking Southeast  
Attachment 5: Site Plan  
Attachment 6: Policy Considerations  
Attachment 7: Official Plan Land Use Map  
Attachment 8: Zoning By-law No. 569-2013 Map  
Attachment 9: Zoning By-law No. 7625 Map

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 25 OLD YORK MILLS RD **Date Received:** July 19, 2022

**Application Number:** 22 179213 NNY 15 OZ

**Application Type:** OPA / Rezoning, OPA & Rezoning

**Project Description:** The proposal is for a 12 storey (38.05 metres) mixed-use building, which would include residential uses, a church (place of worship) with multifunction space, a commercial community space, and a child care. The development would include a total of 98 residential units, with 86 parking spaces in two levels of underground parking. The proposed development includes a 7.0 metre buffer to a floodline west of the site. The buffer is proposed to be dedicated to the TRCA, thus creating a new lot line.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
GOLDBERG GROUP	Goldberg Group	IBI GROUP	LUTHERAN CHURCH

### EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods Site Specific Provision: N/A

Zoning: RD (f18.0; a690) Heritage Designation: N/A

Height Limit (m): 10 Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 3,530 Frontage (m): 58 Depth (m): 58

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			1,375	<b>1,375</b>
Residential GFA (sq m):			7,657	<b>7,657</b>
Non-Residential GFA (sq m):	368		1,890	<b>1,890</b>
<b>Total GFA (sq m):</b>	<b>368</b>		<b>9,547</b>	<b>9,547</b>
Height - Storeys:			12	<b>12</b>
Height - Metres:			39	<b>39</b>

Lot Coverage Ratio (%): 38.95 Floor Space Index: 2.7

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	7,657	
Retail GFA:	915	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	975	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			98	<b>98</b>
Other:				
<b>Total Units:</b>			<b>98</b>	<b>98</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		1	65	22	10
<b>Total Units:</b>		<b>1</b>	<b>65</b>	<b>22</b>	<b>10</b>

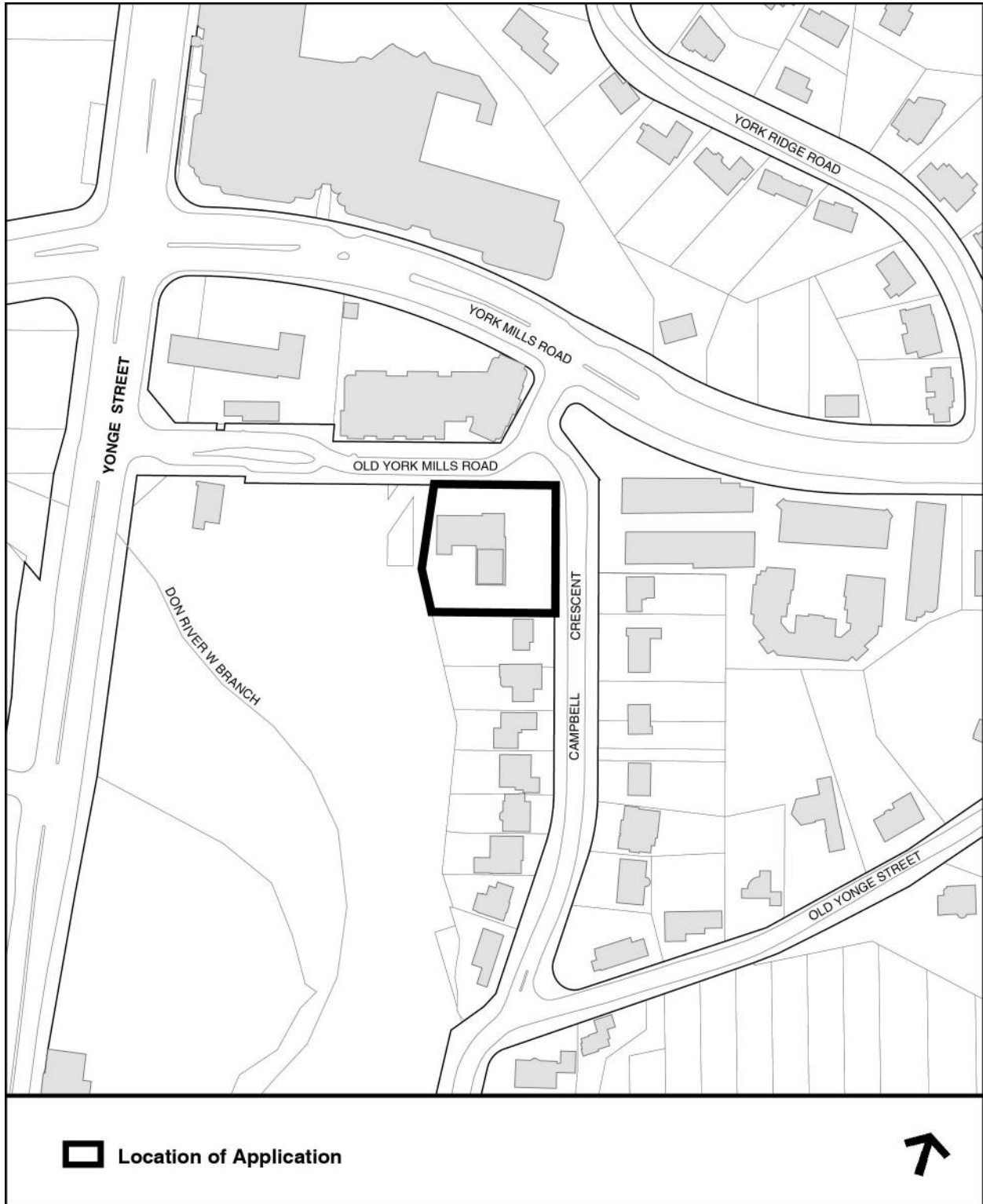
**Parking and Loading**

Parking Spaces: 82      Bicycle Parking Spaces: 80      Loading Docks: 1

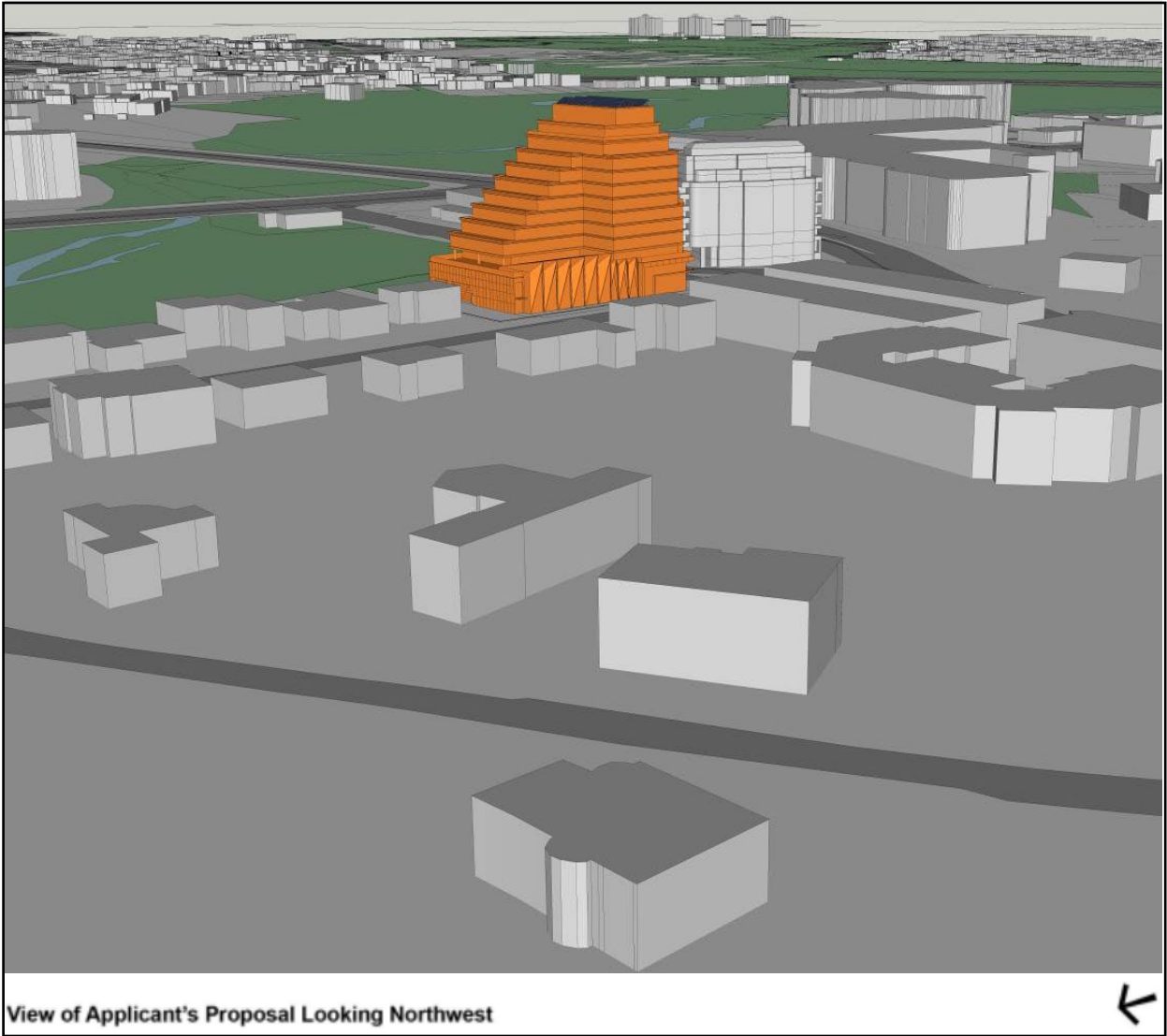
**CONTACT:**

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## Attachment 2: Location Map



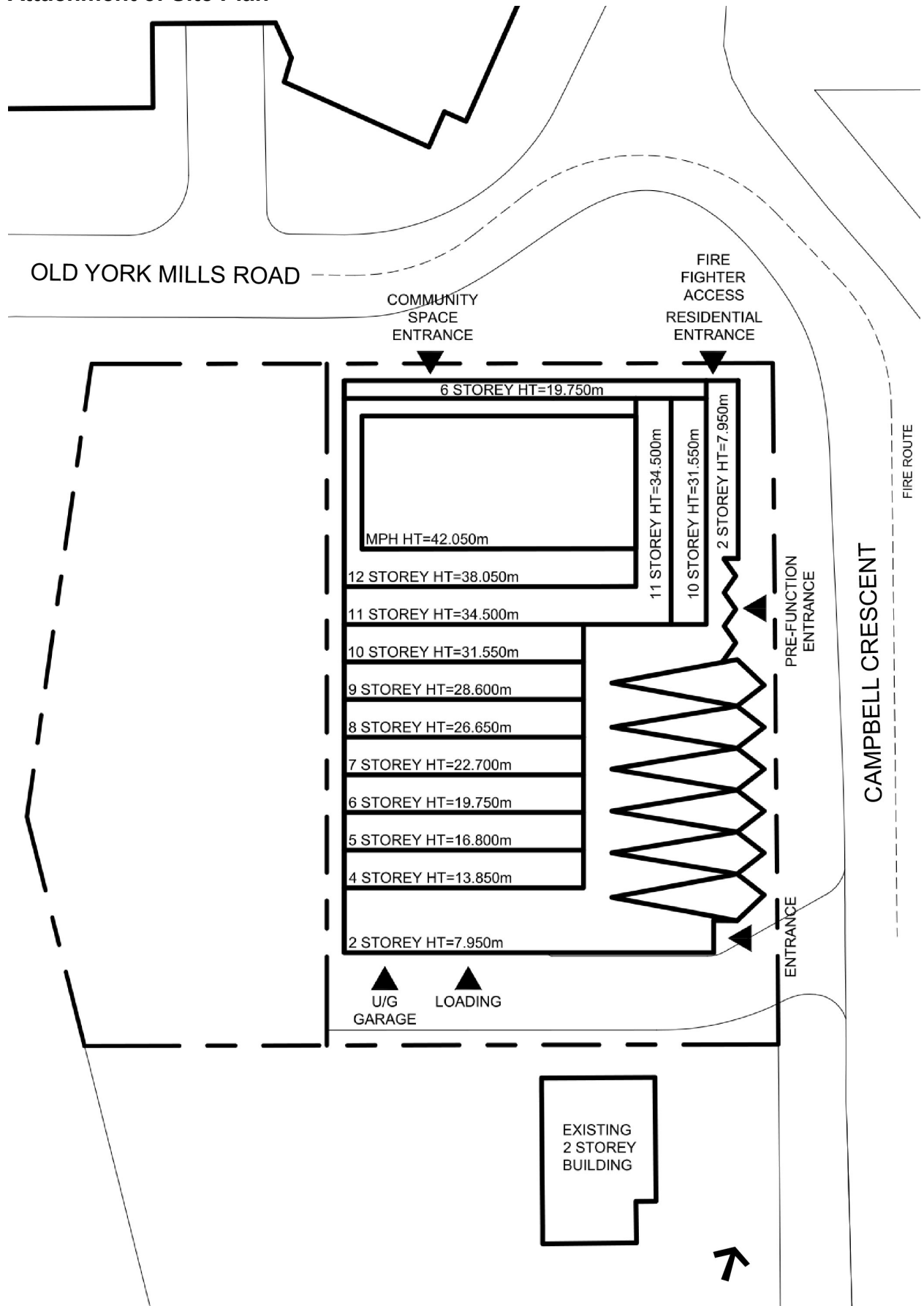
**Attachment 3: 3D Model of Proposal in Context Looking Northwest**



**Attachment 4: 3D Model of Proposal in Context Looking Southeast**



**Attachment 5: Site Plan**





## **Attachment 6: Policy Considerations**

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.

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.

### **The Provincial Policy Statement (2020)**

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

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region (the "GGH"), of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

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

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

### **Planning for Major Transit Station Areas**

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next MCR, the

City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities.

In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review ("MCR"), which includes the delineation of approximately 180 potential Major Transit Station Areas (MTSAs) to meet Provincial minimum intensification requirements. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where the Council-approved inclusionary zoning policy framework can be implemented. The report can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

On September 30, 2021, the Planning and Housing Committee approved Low Density Target Requests for 11 MTSA, which includes York Mills Station. The York Mills station is proposed to have a minimum density target of 85 people and jobs per hectare. The Low Density Targets are currently under review by the Province. The report can be found at the following link: <https://toronto.ca/legdocs/mmis/2021/ph/bgrd/backgroundfile-171495.pdf>

## **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/>

The site is designated Neighbourhoods on Map 16 of the Official Plan, and is directly east of Natural Areas. The entirety of the property is also within the Natural Heritage System as per Map 9 of the Official Plan.

The Official Plan requires development to be set back a minimum of 10.0 metres from flooding conditions. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system.

## **Urban Forestry**

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). The application is also subject to provisions of the City of Toronto Municipal Code Chapter 658 – Ravine & Natural Feature Protection, commonly referred to as the "RNFP by-law".

## **Mid-Rise Building Design Guidelines**

City Council has adopted city-wide Mid-Rise Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of mid-rise building development applications. The Guidelines establish a unified set of performance measures for the evaluation of mid-rise building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/wp-content/uploads/2017/08/960c-Performance-Standards-for-Mid-Rise-Buildings.pdf>

## **Growing Up: Planning for Children in New Vertical Communities**

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

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

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

The purpose of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found at:

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

## **Retail Design Manual**

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

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

## **Toronto Green Standard**

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

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







# Attachment 7: Official Plan Land Use Map




Official Plan Land Use Map #16

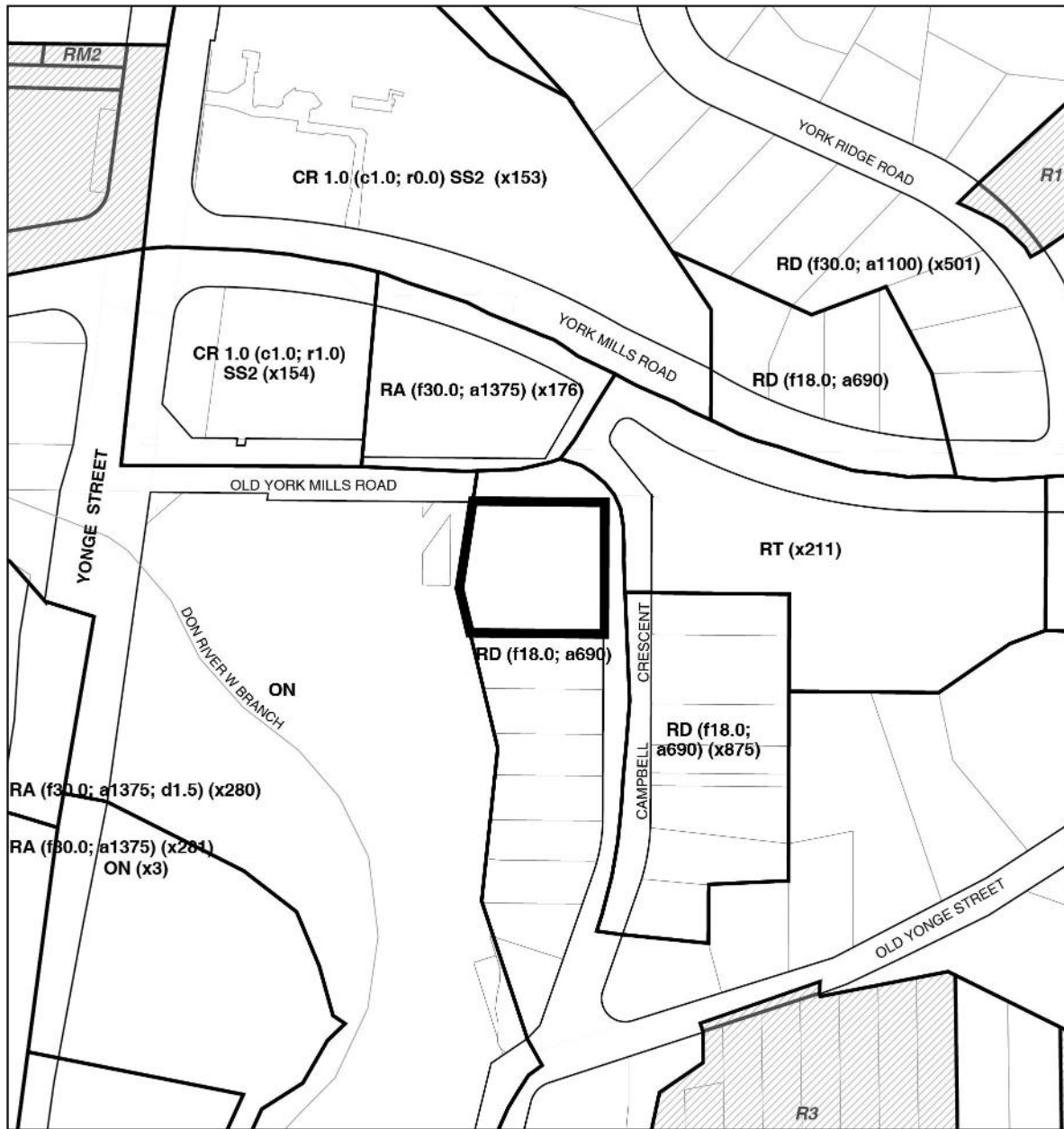
25 Old York Mills Road

File # 22 179213 NNY 15 0Z

- |   |                          |   |                        |
|---|--------------------------|---|------------------------|
|  | Location of Application  |  | Natural Areas          |
|  | Neighbourhoods           |  | Other Open Space Areas |
|  | Apartment Neighbourhoods |   |                        |
|  | Mixed Use Areas          |   |                        |

  
 Not to Scale  
 Extracted: 07/25/2022

# Attachment 8: Zoning By-law No. 569-2013 Map




Zoning By-law 569-2013

25 Old York Mills Road

File # 22 179213 NNY 15 0Z

-  Location of Application
- RD** Residential Detached
- RT** Residential Townhouse
- RA** Residential Apartment
- CR** Commercial Residential
- ON** Open Space Natural
- OG** Open Space Golf Course

-  See Former City of North York By-law No. 7625
- R1** One-Family Detached Dwelling First Density Zone
- R3** One-Family Detached Dwelling Third Density Zone
- C6** Special Commercial Area Zone
- O1** Open Space Zone

  
Not to Scale  
Extracted: 07/25/2022

# Attachment 9: Zoning By-law No. 7625 Map



Zoning By-law 7625

25 Old York Mills Road

File # 22 179213 NNY 15 0Z



Location of Application

- R1 One-Family Detached Dwelling First Density Zone
- R3 One-Family Detached Dwelling Third Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone

- C6 Special Commercial Area Zone
- O1 Open Space Zone
- G Greenbelt Zone



Not to Scale  
Extracted: 07/25/2022