

6212-6600 Yonge Street – Official Plan Amendment Application – Appeal Report

Date: August 15, 2023

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 18 - Willowdale

Planning Application Number: 21 246686 NNY 18 OZ

SUMMARY

On December 9, 2021, an application to amend the Official Plan was submitted to facilitate the redevelopment of the site with buildings ranging in height from 4 - 50 storeys in height with a residential gross floor area of 635,766 square metres and 29,514 square metres of non-residential gross floor area on the Centerpoint Mall lands. The mall would be demolished incrementally over several years. A network of new public and private streets and development blocks containing a mix of residential, retail, office, a central public park, and privately-owned publicly accessible spaces are proposed.

On February 2, 2023, the Applicant appealed the Official Plan Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 120-day time frame specified in the *Planning Act*. A Case Management Conference has yet to be scheduled.

This report recommends that City Council instruct the City Solicitor and the appropriate Staff to attend the OLT to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Official Plan Amendment appeal for the lands at 6212 - 6600 Yonge Street and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

- a) the final form and content of the draft Official Plan is to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning.

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

FINANCIAL IMPACT

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

DECISION HISTORY

The application was submitted on December 9, 2021. Staff conducted a Community Consultation Meeting virtually on February 15, 2022.

A Preliminary Report on the application was adopted by North York Community Council on April 20, 2022, authorizing staff to continue to work with the applicant to revise the proposal until such time that the development can be supported by City Staff. The Community Council decision and a copy of the report can be found here: [6212 to 6600 Yonge Street - Official Plan Amendment Application - Preliminary Report](#)

On March 25, 2022, Planning and Housing Committee adopted a Report containing draft delineations of 57 Protected Major Transit Station Areas and 40 Major Transit Station Areas (2022.PH32.7). The subject lands are located within the Yonge-Steeles Protected Major Transit Station Area (SASP 760) as identified in the report. A copy of the report and decision can be found at the following link: [Our Plan Toronto: Draft Major Transit Station Area Delineations - 57 Protected Major Transit Station Areas and 40 Major Transit Station Areas](#)

SASP 760 has not yet been approved by the Minister of Municipal Affairs and Housing.

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). City Council's decision and a copy of the report can be found at the following link: [Yonge Street North Planning Study - City-Initiated Official Plan Amendment - Final Report](#)

The YSNSP was subsequently appealed to the Ontario Land Tribunal by a number of landowners, including the landowners of 6212 - 6600 Yonge Street. The first Case Management Conference was held on January 31, 2023. The status of the appeal may be found at the following link: [OPA 615 - Yonge Street North Secondary Plan](#)

The Yonge Street North Transportation Master Plan ("TMP") was adopted at the City Council meeting on July 19, 2022. City Council directed staff to use the TMP to advance mobility initiatives in the Secondary Plan Area. City Council's decision and a copy of the TMP report can be found at the following link: [Yonge Street North Planning Study - City-Initiated Official Plan Amendment - Final Report](#)

The first Case Management Conference ("CMC") for this Appeal was held before the Tribunal on June 29, 2023, with the appellant and other interested Parties. At this first CMC, the applicant raised the intention of consolidating the Appeal of this application with the Appeal of OPA 615, due to the applicant being a Party in the OPA 615 Appeal. A CMC for the Appeal of OPA 615 is scheduled for January 9, 2024.

A second CMC for this Appeal is intended to be scheduled for some time after the OPA 615 appeal's CMC, at which second CMC procedural matters, if any, would be dealt with after the matter of consolidation has been addressed.

At this time, the Tribunal Ordered for a second CMC to be scheduled on January 22, 2024, for this Appeal and that Procedural Order and Issues List be provided to the Tribunal by January 15, 2024.

In February 2009, notice of the completion of the Environmental Project Report ("EPR") was provided under the Provincial Transit Project Assessment Process, for the northerly extension of the Yonge subway line (TTC Line 1) into York Region. On April 27, 2022, the Minister of Environment, Conservation and Parks approved an addendum to the EPR. The latest information with regards to the subway extension project is available on the Metrolinx website: <https://www.metrolinx.com/en/greaterregion/projects/yongesubway-extension.aspx>

THE SITE

Description

The site is rectangular in shape and located at the southwest corner of Yonge Street and Steeles Avenue West. The site is framed by public streets with frontages of approximately 382 metres on Yonge Street and approximately 372 metres on Steeles Avenue West. To the west of the site is the Newtonbrook Secondary School and apartment neighbourhoods. To the south, the site abuts an existing low-rise neighbourhood. The site area is 146,430 square metres.

Existing uses

The site contains the existing Centerpoint Mall which houses commercial and service uses and is surrounded by surface parking. The site also has a separate one-storey commercial building.

THE APPLICATION

Proposal Description: The application proposes a redevelopment of the lands with a mix of residential, retail and service use, offices, community services and facilities and parks and open spaces. A network of public and private streets is proposed. A centrally located park with a size of approximately 17,300 square metres is proposed.

Density: The application proposes a maximum gross floor area ("GFA") of 670,000 square metres.

The proposed density would be 4.57 times the area of the lot. This density includes the gross site area.

Dwelling Units: A total of 8,324 residential units, with 45% one-bedroom, 45% two-bedroom, and 10% three-bedroom units proposed.

Additional Information: See Attachments 1, 2, 3, and 4 of this report for the Application Data Sheet, the Location Map, Official Plan Land Use Map, and 3D Model of the Proposal. 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: www.toronto.ca/6212-6600YongeStreet.

Reason for the Application: An amendment to the Official Plan is required to establish a Site and Area Specific Policy ("SASP") to guide future development on the site. The OPA identifies a Phasing Strategy and Implementation Plan which outlines the requirement to identify a residential unit count and number of bedrooms, non-residential floor area, and infrastructure improvements and community services and facilities to be provided prior to the completion of any phase to support that phase of development.

This phasing will be implemented through a Plan of Subdivision, Zoning By-law Amendment and Site Plan Control applications.

POLICY CONSIDERATIONS

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 *Mixed Use Areas*. See Attachment 3 of this report for the Official Plan Land Use Map. The Official Plan directs 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.

Yonge Street North Secondary Plan (the "YNSNP", or the "Secondary Plan"): 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 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 subject site is located within the Steeles Transit Station Character Area of the YNSNP. The Steeles Transit Station Area is the primary area for intensification and will have the greatest heights and most intense built form within the Secondary Plan.

The YNSNP was completed alongside the Yonge Street North Transportation Master Plan to inform the creation of a new policy framework for the area. The TMP recommends new public street networks, pedestrian and cycling infrastructure, and shared mobility facilities, like car-share and bike-share to support the future growth of the area.

The Secondary Plan was adopted by City Council at its meeting on July 19, 2022, as Official Plan Amendment 615 ([By-law 1016-2022](#)). The Secondary Plan was appealed by numerous landowners, including the applicant. Although By-law 1016-2022 is currently under appeal, it is relevant as it represents City Council's latest vision for the site and surrounding area.

Zoning: The site is zoned Commercial Residential (c1.0; r0.0) SS3 (x249) by City-wide Zoning By-law 569-2013. The zone permits a range of commercial and residential uses. The total maximum permitted density is 1.0 times the lot area for commercial uses and 0 for residential uses. Exception 249 in Zoning By-law 569-2013 contains a site-specific provision which requires parking spaces 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 City's Zoning By-law 569-2013 may be found here: [Zoning By-law 569-2013 – City of Toronto](#)

The provisions in the site specific exception may be found here: [Exceptions for Commercial Residential Zone](#)

The site is zoned District Shopping Centre - C3(6) under the former City of North York Zoning By-law No. 7625, as amended. This zone permits restaurants, retail stores, personal service shops, and theatres, among other uses; residential uses are not

permitted. The exception in the By-law prescribes a minimum number of parking spaces per leasable area and business or professional offices.

Design Guidelines: The following design guidelines have been used in the evaluation of this application, including but not limited to:

- Tall Building Design Guidelines;
- Mid-Rise Building Performance Standards;
- Townhouse & Low-rise Apartment Guidelines;
- Growing Up Guidelines Planning for Children in New Vertical Communities;
- Mall Redevelopment Guide;
- Retail Design Manual;
- Privately-Owned Publicly Accessible Spaces (POPS); and
- Transit Design Guide.

The City's Design Guidelines can be found here: [Design Guidelines – City of Toronto](#)

Toronto Green Standard: The Toronto Green Standard ("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: [Toronto Green Standard – City of Toronto](#)

Housing Policy: Official Plan policy 3.2.1.9 requires that the development of large sites (sites greater than 5 hectares) where an increase in height and/or density is sought provide a minimum of 30% of new housing units in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings, and for the provision of a 20% of the additional residential units as affordable housing.

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on February 15, 2022. Approximately 150 people participated, as well as the Ward Councillor. Following presentations by City staff and the applicant, the following comments and concerns were raised:

- The overall height, density and massing proposed on the site and surrounding area;
- Concerns over the loss of existing amenities, in particular services in the mall and the grocery store;
- The adequate provision of community services and facilities and school capacity;
- The amount of tree canopy and green space;
- Traffic generated from the future development; and

- Mix of unit types, tenure, and affordability.

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

COMMENTS

Provincial Framework

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement, and conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan").

The Growth Plan provides policy direction to manage growth to support the achievement of complete communities by mixing land uses, including residential and employment uses and public service facilities, improving social equity and overall quality of life, mix of housing options, convenient access to transit, and an appropriate supply of publicly accessible open spaces and parks, among other elements.

The PPS provides policies for healthy, liveable, and safe communities which are sustained by accommodating a mix of housing types and tenures with parks and open spaces, among other uses to meet long-term needs. Other policies in the PPS direct for the integration of land use planning and transit-supportive development to minimize land consumption and servicing costs, and to ensure infrastructure and public service facilities are available to meet current and projected needs.

The PPS also directs for planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities with consideration of the housing related policies of the PPS. This policy direction in the PPS supports a coordinated approach to ensure growth and development are integrated with infrastructure planning. The Official Plan is identified as the most important vehicle for implementation of the PPS.

The proposed SASP currently does not contain provisions that would address phasing for the coordination of infrastructure planning, including transit integration with new development, employment, parks and open spaces, community services & facilities, among other elements that would facilitate the creation of a complete community, as directed by the Growth Plan and healthy, liveable, and safe communities, as directed by the PPS.

The Council-adopted Secondary Plan contains provisions for the creation of a complete community. The proposed SASP in its current form does not adequately achieve the

Secondary Plan's policy direction for the creation of a complete community. Although under appeal, Staff are of the opinion that the proposal in its current form does not conform with policy direction of the Yonge Street North Secondary Plan, which represents Council's vision for this area of the city.

Vision and Major Objectives

The vision of the Yonge Street North Secondary Plan is transit-supportive and provides direction for development to support the creation of complete communities. The Secondary Plan prioritizes the creation of an integrated, enhanced, expanded, and vibrant public realm network focused on the Yonge Street Promenade with new and improved streets, mid-block connections and parks and open spaces. Other elements of the Secondary Plan's vision include a diverse range and mix of housing options and affordability, designing for climate adaptation and resilience, and response to climate change by applying innovative approaches to sustainable design.

The proposed Site and Area Specific Policy ("SASP") contains provisions that would focus on the redevelopment potential of the lands through the incorporation of a mix of land uses, including retail and service facilities, office uses, community services and facilities, open space and parkland, and a street network for vehicles, pedestrians, and cyclists. The proposed SASP identifies the lands as suitable for intensification due to the size, location, and planned higher order transit.

The proposed SASP does not adequately address the vision for the Yonge North area, as contemplated in the Secondary Plan. The proposed SASP focuses Yonge Street as an important major arterial road for intensification, however, inadequately addresses the vision for the public realm network and public realm functions for the Yonge Street Promenade identified in the Secondary Plan and inadequately addresses the public realm functions of Steeles Avenue and the streets proposed for the site. The proposed SASP inadequately addresses the site's integration as part of a complete community in the Yonge North area.

Further refinement of the vision for the site is required to ensure appropriate alignment with the vision of the YSNP, including provisions to ensure the proposed SASP aligns with the Secondary Plan's vision as transit supportive and the creation of a complete community.

Redevelopment Concept

The Secondary Plan identifies five character areas intended to guide development based on context-specific criteria, including its location and distance from higher order transit stations that each have a unique set of policies to guide growth in the character areas. The site is located within both the Steeles Transit Station Area and Yonge Main Street Character Area.

The Secondary Plan envisions the Centerpoint Mall site within the Steeles Transit Station Area as having the greatest non-residential uses in the Secondary Plan, including office and large-format retail in the base of buildings. The Secondary Plan envisions the site as having a street network that would support connectivity and the creation of smaller development blocks. The connectivity would support a vibrant public realm and provide opportunities for Privately Owned Public Spaces, mid-block connections and below-grade connections to the subway. New development would be designed and massed to frame a large centrally located public park and minimize shadow and wind impacts on the park and public realm. The Yonge Main Street Character Area envisions development with a mid-rise built form framing the Yonge Street Promenade.

The application identifies a redevelopment concept with five principles supported by Map 2 - Structure and Map 4 - Pedestrian Network contained in the proposed SASP. The proposed SASP's redevelopment concept inadequately addresses how the site would respond to each character area, including building types and built form, how the public streets and private streets function with the public realm and POPS, and the provision of non-residential uses and its location on the site. The POPS shown on Map 2 - Structure and pedestrian network identified in the Redevelopment Concept are not consistent with the street and public realm network identified in the Secondary Plan.

Public Realm

The Secondary Plan contains a vision for the public realm within the Yonge North area which would see the public realm as all areas which the public have access, and includes an integrated network of streets, sidewalks and pedestrian mid-block connections, parks and open spaces, and POPS. The Secondary Plan intends to design the public realm as a connected network for all residents and visitors and to improve mobility and access to and from the surrounding areas. Other features of the public realm network include the provision of retail and active uses at-grade, POPS, and public art. The Secondary Plan identifies Yonge Street as the most important civic space within the Yonge Street North area and a primary focus being the creation of the Yonge Street Promenade. The Secondary Plan also states that the boulevard space along Steeles Avenue will be designed to accommodate tree planting and furniture zone and edge zone along the curb and facilitate pedestrians and cyclist movement.

The proposed SASP does not adequately address the public realm network for the site and Yonge Street Promenade, including the locations of the POPS and public art, as well as mid-block connections. The proposed SASP inadequately addresses how each new public street or private street will be designed to incorporate public realm features, including retail, mid-block connections, soil volumes and tree plantings, weather protection, location of public utilities, vehicle access and drop-off and loading areas, and pedestrian and cyclist access into the site and surrounding areas. It does not provide adequate provisions to ensure building setbacks, building façades, and entrances to support the public realm vision. The proposed SASP does not address how

development will limit shadowing on the central public park and the public realm. The proposed SASP does not contain provisions that would respond to the sustainability and climate resilience policies of the Secondary Plan.

The proposed SASP contains provisions that would not require street-related retail or community-related uses at grade for a building that includes a transit terminal and/or infrastructure, or transit access. Staff have concerns that this provision contained in the proposed SASP does not protect for the vision for the Yonge Street Promenade.

Built Form

The Secondary Plan envisions that growth and intensification will be provided in a variety of building types and scales which are appropriate to the existing and planned context of the character areas while enhancing liveability of the surroundings and the spaces within the development. This objective of the YSNP is directed by policies which envision the greatest heights and densities closest to the Yonge Street and Steeles Avenue West intersection within the Steeles Transit Station Area with a visible transition away from the intersection. Policies in the Secondary Plan provide performance measures to regulate built form, including tower and podium setbacks, tower floorplate, limitation on cantilevering of buildings within the setback area, and heights in relation to the adjacent right-of-way width.

The proposed SASP directs for the greatest heights at the intersection and steps down in height away from the intersection, like the Secondary Plan. However, the proposed built form of high-rise and low-rise within the Yonge Main Street Character Area, which includes the lands along Yonge Street to the south of Street 'A' is not consistent with the vision and policies of the YSNP.

The proposed SASP contains provisions for building heights, base building heights, building setbacks, tower setbacks along Yonge Street and Steeles Avenue, and cantilevering of buildings within the setback area that are not consistent with the Secondary Plan policies. The proposed SASP does not include provisions for the tower setbacks facing other public streets and parks, setbacks for mid-rise buildings, the grade relationship of main building entrances and public realm, as well as amenity spaces that are required in the Secondary Plan. The proposed SASP also does not contain the requirements with regards to the cumulative impacts of shadow, wind, and open views of the sky from the public realm on public streets, and parks and open space.

Housing

The subject site has an overall size of 14.6 hectares, which constitutes a large site per Official Plan Policy 3.2.1.9. This policy requires that the first priority community benefit be the provision of 20 per cent of the additional residential units as affordable housing.

The applicant has submitted a Housing Issues Report proposing that affordable housing will be provided per the City's Inclusionary Zoning Official Plan policies. The proposed SASP does not include housing-related provisions that aligns with the City's Inclusionary Zoning policies. While Inclusionary Zoning policies are in force and effect, they are not able to be implemented until the Minister of Municipal Affairs and Housing approves Council-adopted Protected Major Transit Station Areas. Policy 3.2.1.9 currently applies to the application and an affordable housing strategy addressing an affordable housing delivery approach and phasing is outstanding and needs to be addressed as part of the SASP.

The Secondary Plan requires that for developments containing more than 80 new residential units, a minimum of 40 percent of the total number of new units are required as a combination of two- and three-bedroom units, including a minimum 15% as two-bedroom units, 10% as three-bedroom units, and an additional 15% of the total number of units being a combination of two- and three-bedroom units. Residential developments are required to include a range of tenures, unit types, sizes, and affordability levels to accommodate variety of household and achieve a balanced mix of housing.

The proposed SASP includes housing provisions for developments to generally include a minimum of 25% two- and three-bedroom units for development containing more than 80 new residential units. Additional provisions in the proposed SASP would permit for a reduced minimum requirement of larger units when social housing, or other publicly funded housing, or specialized housing is provided.

These provisions in the proposed SASP do not align with the housing-related policies of the Secondary Plan as it relates to the amount of larger size units required for development containing 80, or more units. The proposed SASP also contains policies that would permit the requirement for larger units to be reduced where redevelopment includes social, or other-publicly funded housing, and specialized housing. The YSNSP does not contain policies that would align with this provision in the proposed SASP.

Transportation Network

The Yonge Street North Secondary Plan identifies a new public street network on Map 49-4, including public streets and secondary streets. Secondary streets provide additional connectivity to the street network and support development access, loading, and servicing functions. It is intended that secondary streets will be public, where appropriate, or be publicly accessible and connected to the street network. In addition, Maps 49-3 Public Realm and 49-8 Pedestrian Connections of the YSNSP identify pedestrian mid-block connections and enhanced streetscape along Yonge Street and Steeles Avenue West. Map 49-9 Cycling Connections of the YSNSP identify the new cycling infrastructure for existing and new public streets. The location, width and overall design of the public street network and pedestrian and cyclist connections were informed by Figure 6-1 and Figure 6-2 of the Council-adopted TMP.

The proposed SASP identifies a network of public and private streets and mid-block connections. The network generally aligns with the Secondary Plan, however, there are several private streets that currently do not align with the Plan's secondary streets. The proposed SASP also does not identify a mid-block connection that is proposed in the Secondary Plan that would run diagonally southwest from the Yonge/Steeles intersection.

The proposed SASP, under the implementation section, generally identifies that the provision of the public streets, transportation infrastructure, and municipal infrastructure will occur incrementally in phases over time in an integrated manner. However, there are no specific thresholds contained in the proposed SASP that would coordinate the development of these elements with certain development blocks, or buildings.

Staff will continue to evaluate the proposed SASP and subsequent material to ensure the street and pedestrian network as well as the streetscape align with the vision of the YSNSP and the recommendations of the TMP.

Local and Regional Transit Improvements

The subject lands are being assessed by Metrolinx and the City for its feasibility to host transit facilities to support the Steeles Station, which is part of the Yonge North Subway Extension.

In accordance with the Official Plan Map 3, Right-of-Way Widths Associated with Existing Major Streets, which is amended by YSNSP (OPA 615), the planned right-of-way width for Steeles Avenue between Willowdale Avenue and Hilda Avenue is designated as 45 metres and over.

As part of the review of a future by-law amendment application staff will evaluate whether a widening to Steeles Avenue West is required to satisfy the requirements of Map 3.

Community Services and Facilities

The Secondary Plan identifies that community services and facilities contribute to social, economic, and cultural well-being of the City. The lack of childcare in the area is a high priority (only 20% to 29% of children 0-4 years old in the area can currently be serviced by licensed childcare) in the neighbourhood. As well, provision of community agency space is also identified as a priority for the area. Community and human service providers along the Yonge Street corridor benefit from the supply of affordable office space and transportation connections and represent an important service node in this area of the city.

The proposed SASP identifies that new and/or expanded community services and facilities will be required to support the site and surrounding area but does not identify

the specific services or facilities that would be provided, their location or other important attributes, other than the potential to include school facilities, should the need be required. The timing, or thresholds for when these community services and facilities would be provided has not been included in the proposed SASP.

Parkland

The YSNSP contains policies that are intended to manage the impact of future development on the proposed public park to maximize sunlight, minimize wind impacts and ensure safe, accessible, and comfortable connections from adjacent development and the future transit facilities.

The location of the proposed park generally aligns with the park identified in Map 49-7 of the YSNSP. The exact size, location, and configuration of the required parkland dedication will be determined at the rezoning stage. The proposed SASP includes the provision of a centrally located public park with a size of 17,300 square metres. The SASP also identifies a cap of 15% parkland dedication of the development site, net any public road conveyances. The proposed SASP includes a provision to consider POPS as parkland dedication.

The subject parkland conveyance is to be free and clear, above and below grade, of all physical obstructions, easements, encumbrances, and encroachments, including surface and subsurface easements. No encumbered land or privately owned spaces will be considered as a component or fulfillment of the on-site parkland dedication requirement.

The proposed SASP identifies that the provision of the parkland will occur incrementally in phases over time in an integrated manner. However, the phasing plan does not identify the specific timing for the delivery of the public park and the thresholds for when the park will be conveyed to the City.

Staff will also continue to engage the applicant through the OLT to evaluate the impact of future development on the proposed public park to maximize sunlight, minimize wind impacts and ensure safe, accessible, and comfortable connections from adjacent development, and the future transit facilities.

Maps

Map 2 - Structure

The Secondary Plan proposes to have secondary streets extending to Yonge Street and directly opposite the public streets (Nipigon Avenue and Otonabee Avenue) on the east side of Yonge Street. The proposed private roads in Map 2 do not extend to Yonge Street as shown in the Secondary Plan. Map 2 in the proposed SASP also identifies a looping private road at the south end of the site to service low-rise built form. This

private road network does not align with the Secondary Plan's street network and built form. Map 2 also proposes locations for POPS and public art that does not align with the conceptual locations identified in the Secondary Plan.

Map 3 - Built Form

The Secondary Plan envisions a mix of tall and mid-rise buildings on the site and mid-rise buildings fronting Yonge Street up to the first development block on the eastern side of the site. There are concerns with the proposed heights proposed for the southeastern side of the site where 31- and 26-storey buildings are proposed in an area identified for mid-rise building and one- to four-storey buildings are proposed where the Plan identifies the lands for tall and mid-rise buildings.

Map 4 - Pedestrian Network

The Secondary Plan identifies a mid-block connection that runs diagonally southwest from the Yonge/Steeles intersection, several pedestrian crossings, and a secondary street located at the south end of the site that extends to Yonge Street. Several of these elements are not consistent in the proposed SASP, including the removal of the diagonal mid-block connection, location of pedestrian crossings, and the private road network at the southern end of the site.

Phasing

The proposed SASP contains provisions to regulate the phasing of development. The Centerpoint Mall is anticipated to remain under operation, or in partial operation, throughout the phased redevelopment of the site. The phasing plan includes provisions for a phasing strategy to identify residential unit count, including the provision of units by number of bedrooms and non-residential floor area. The housing unit count and phasing plan currently do not include these details.

The proposed SASP also includes provisions to identify physical and infrastructure improvements and community services and facilities to be implemented prior to completion of any phase of development to support each phase. The phasing plan currently does not identify these improvements or community services and facilities to be implemented to support each phase and does not identify the timing for the conveyance of public parks. The applicant proposes that the phasing plan is to be implemented through zoning by-law amendments and plans of subdivision and secured through appropriate legal agreements, including public easements, where required. These agreements are currently not in place for the proposed SASP.

Public comments during the virtual community consultation meeting outlined concerns regarding the closure of the mall and potential for limited access to community services and amenities that are frequented in the mall. The phasing plan does not identify the timing for the provision of community benefits through the development of the lands.

Additional provisions for the proposed SASP to support the redevelopment of the lands may be contemplated through the OLT and discussions with the applicant.

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, City 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

Michael Romero, MCIP, RPP, Planner
Tel. No. 416-395-6747
E-mail: Michael.Romero@toronto.ca

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 3: Official Plan Land Use Map #16

Applicant Submitted Drawings

Attachment 4: 3D Model of Proposal in Context

Attachment 1: Application Data Sheet

Project Description: To propose an Official Plan Amendment to facilitate the redevelopment of the site with buildings ranging from 4-50 storeys in height and having a proposed non-residential gross floor area of 29,514 square metres, and a residential gross floor area of 635,766.00 square metres at the Center Point Mall located at 6212 - 6600 Yonge Street. The mall would be demolished over several years. A network of new public and private streets and development blocks containing a mix of uses including residential, retail, office, a central public park, and privately-owned publicly accessible spaces are also proposed. This application is partly intended to inform the City of Toronto's Yonge Street North Planning Study.

Applicant Bousfields Inc	Agent Bousfields Inc	Architect Turner Fleischer	Owner Revenue Properties Company LTD
------------------------------------	--------------------------------	--------------------------------------	---

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR 1.0 (c1.0; r0.0) SS3 (x249)	Heritage Designation:
Height Limit (m):	11	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 146,430	Frontage (m): 400	Depth (m): 385
----------------------------------	--------------------------	-----------------------

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	54,680			
Residential GFA (sq m):			620,376	620,376
Non-Residential GFA (sq m):	54,680		29,514	29,514
Total GFA (sq m):	54,680		669,120	669,120
Height - Storeys:	2		4-50	4-50
Height - Metres:				

Lot Coverage Ratio (%)	Floor Space Index: 4.57
-------------------------------	--------------------------------

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	635,766	
Retail GFA:	29,514	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	3,840	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other:			8,324	8,324
Total Units:			8,324	8,324

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			3,746	3,746	832
Total Units:			3,746	3,746	832

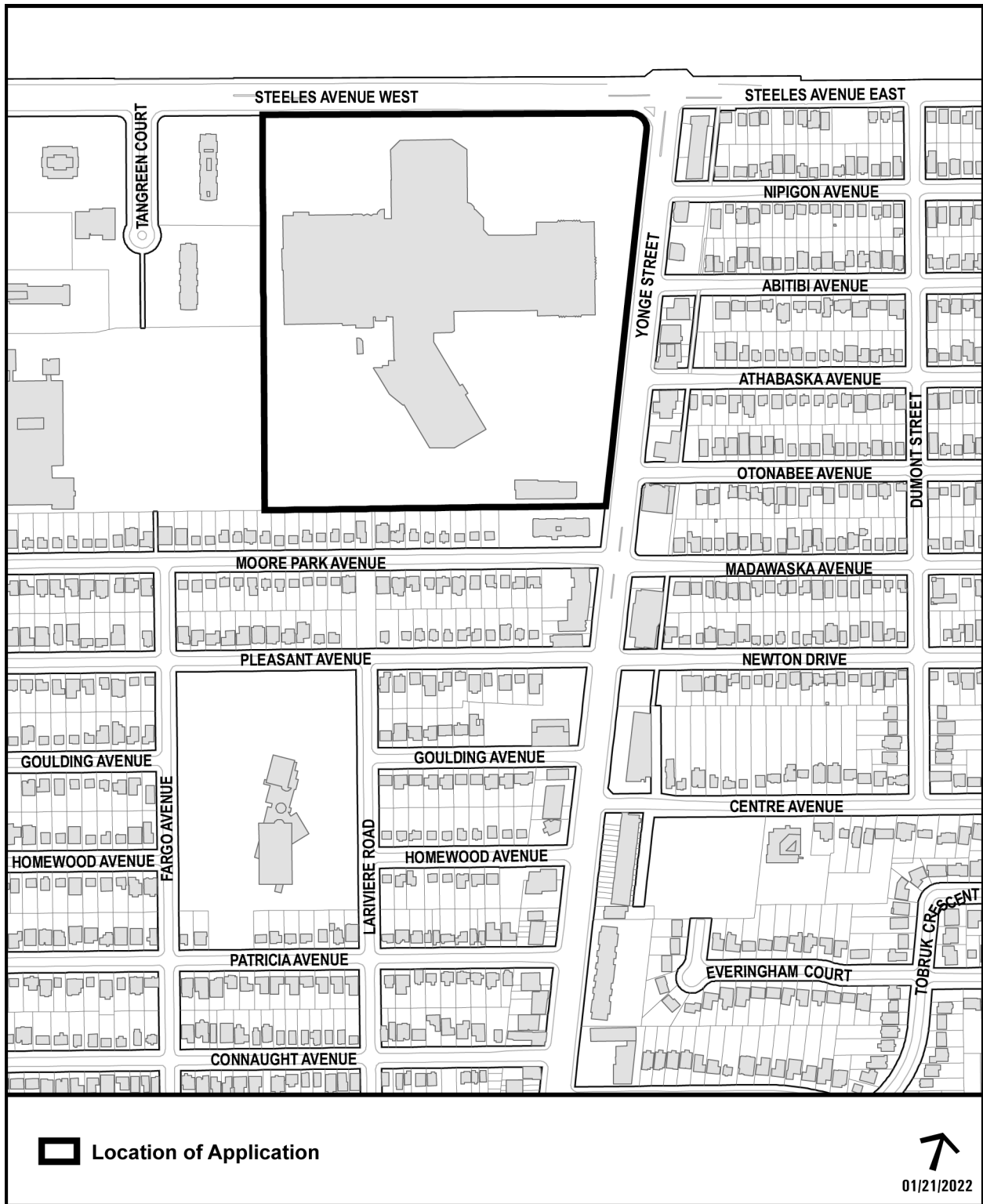
Parking and Loading

Parking Spaces:	7,486	Bicycle Parking Spaces:	Loading Docks:
--------------------	-------	-------------------------	----------------

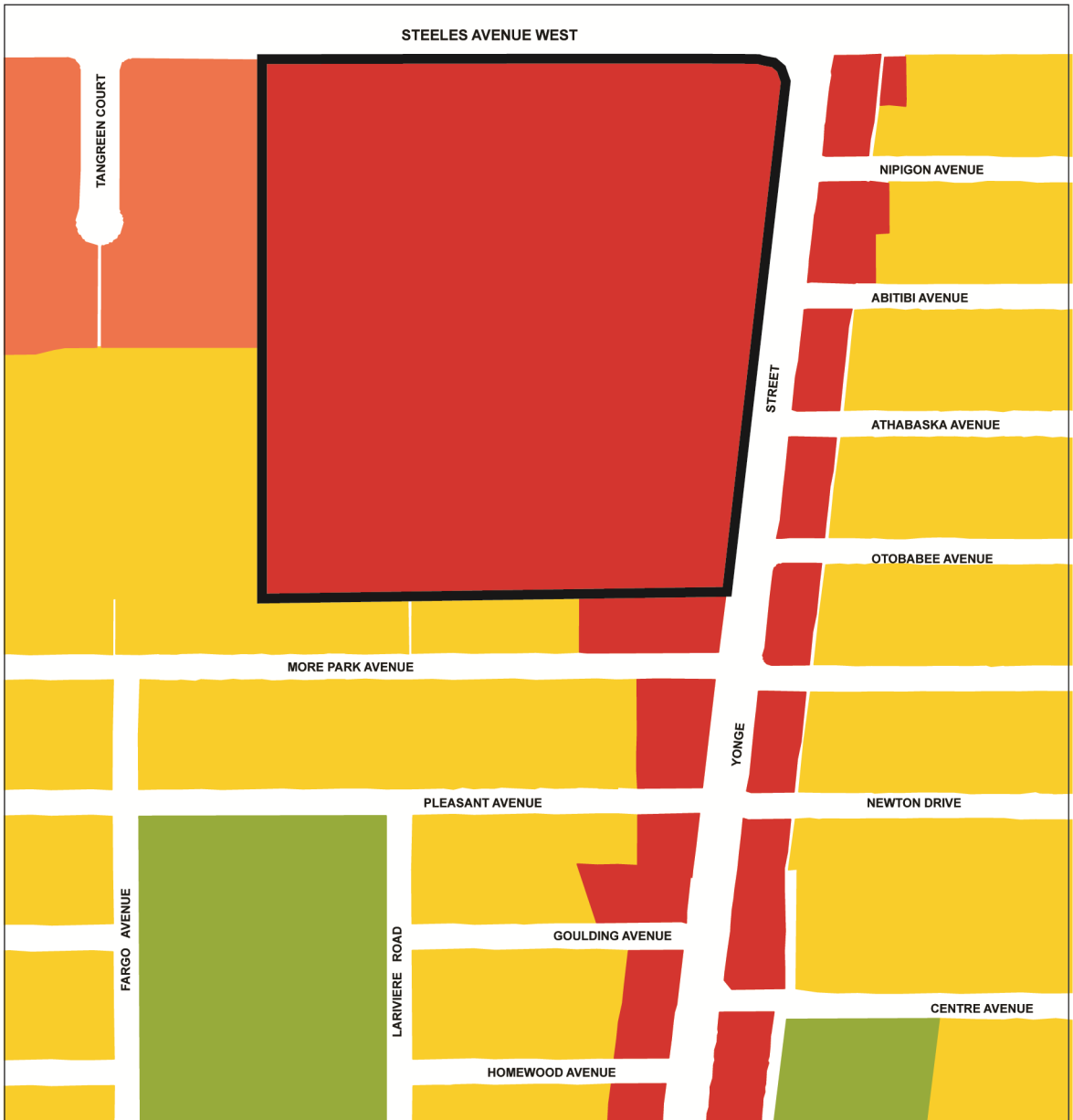
CONTACT:

Michael Romero, Planner
416-395-6747
Michael.Romero@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map #16



6212 - 6600 Yonge Street

Official Plan Land Use Map #16

File # 21 246686 NNY 18 0Z

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


Not to Scale
12/13/2021

Attachment 4: 3D Model of Proposal in Context

