

## **1 to 3 Concorde Gate and 10 to 12 Concorde Place – Zoning By-law Amendment and Plan of Subdivision Applications – Preliminary Report**

Date: August 20, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward: 16 - Don Valley East

**Planning Application Number:** 21 179555 NNY 16 OZ and 21 179556 NNY 16 SB

**Current Use(s) on Site:** Office buildings and surface parking lots

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the applications located at 1 to 3 Concorde Gate and 10 to 12 Concorde Place.

The Rezoning Application and associated Plan of Subdivision application propose to demolish the existing office buildings on the lands at 1 to 3 Concorde Gate and 10 to 12 Concorde Place. The applications propose to redevelop the lands with five residential and mixed-use buildings consisting of nine towers ranging in height from 40 to 52 storeys. Overall, the application proposes a total of 4,086 dwelling units, 307,004 square metres of residential space, 841 square metres of retail space, and 437 square metres of community space. The overall gross floor area proposed is 308,284 square metres, which results in an overall density of 9.95 for the lands.

A Plan of Subdivision application has been submitted as the proposal includes two new public parks located at the north and south ends of the site, fronting onto Concorde Place, which will have a combined area of 3,690 square metres. Additionally, a new L-shaped public street is proposed to bisect the 10-12 Concorde Place property in a north-south direction.

Staff recommend that a Focused Area Study be undertaken for the area bounded by the Don Valley Parkway to the west, the CPR rail to the north, Eglinton Avenue East to the south, and the Charles Sauriol Conservation Area to the east, as a result of the significant scale of development proposals in the area. The local area study would develop a planning framework, including a set of policies to guide development for a complete community, which supports the Mixed Use Areas, Apartment Neighbourhoods and Natural Areas designations.

Staff are currently reviewing the applications. The applications have been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a virtual community consultation meeting for the applications in consultation with the Ward Councillor.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. Staff schedule a virtual community consultation meeting for the applications located at 1 to 3 Concorde Gate, and 10 to 12 Concorde Place together with the Ward Councillor.
2. Notice for the virtual community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. Staff undertake a Focused Area Study of the area bound by the Don Valley Parkway to the west, the CPR rail to the north, Eglinton Avenue East to the south, and the Charles Sauriol Conservation Area to the east.
4. Direct staff to review the applications concurrently and within the context of the Focused Area Study.

## **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.

## **DECISION HISTORY**

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An application to amend the Zoning By-law for the lands at 10-12 Concorde Place was filed with the City in 2018 (File No. 18 136737 NNY 26 OZ). The 2018 proposal was for a 39-storey mixed use residential building containing 579 dwelling units, retail and community uses at grade and three levels of underground parking. A Preliminary Report was before North York Community Council on July 4, 2018 (Item NY32.24) and a Community Consultation Meeting was held on April 30, 2019. The Preliminary Report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2018/ny/bgrd/backgroundfile-116843.pdf>

Following the Community Consultation Meeting a series of Working Group Meetings were held with local community members on the original application commenced in the fall of 2019. The Working Group sessions were broken into themes which focused on

Mobility, Connections, Parks and Open Space; and Built Form and Community Services and Facilities. A wrap-up session was held as the last Working Group Meeting. The application did not proceed to a Final Report or a Statutory Public Meeting.

The application was withdrawn in July 2021 and File No. 18 136737 NNY 26 OZ has been closed.

## ISSUE BACKGROUND

### Application Description

This application proposes to amend the former City of North York Zoning By-law 7625, as amended for the properties at 1-3 Concorde Gate and 10-12 Concorde Place to permit the redevelopment of the lands with five new mixed use buildings with a total of nine new residential towers ranging in height from 40 to 52-storeys. Overall, the application proposes a total of 4,086 dwelling units, 307,004 square metres of residential space, 841 square metres of retail space, and 437 square metres of community space. The overall gross floor area proposed is 308,284 square metres, which results in a gross density of 9.95 times the lot area.

The table below provides the development statistics for the overall proposal:

<b>Overall Development Statistics (all Blocks Combined)</b>	
Lot Area - Gross (square metres)	30,996 square metres (3.1ha)
Lot Area - Net (excludes proposed public Street A)-(square metres)	26,788 square metres (2.7 ha)
Residential Gross Floor Area	307,004 square metres (99.5%)
Non-Residential Gross Floor Area	841 square metres (0.27%)
Community Space - Gross Floor Area	437 square metres (0.14%)
Total Gross Floor Area	308,384 square metres
Floor Space Index	9.95
Total Number of dwelling units	4,086 dwelling units
Studio	408 dwelling units (10%)
1-bedroom	1,779 dwelling units (43.5%)
2-bedroom	1,445 dwelling units (35.4%)

<b>Overall Development Statistics (all Blocks Combined)</b>	
3-bedroom	454 dwelling units (11.1%)
Total Number of Vehicular Parking Spaces (resident: visitor: non-residential)	2,143 (1734:409:0)
Total Number of Bicycle Parking Spaces (resident: visitor)	4,093 bicycle parking spaces (3678:415)

The applicant proposes to redevelop the lands in three Phases. The Subdivision Plan is contained within Attachment 3, and identifies the Block numbers and each block area, as well as the location of the future public street and public parks. Attachment 6 - Site Plan, identifies the three Phases of development.

Phase 1 proposes to develop Blocks 1 and 2 (see Attachment 3), and build part of Street A which would operate in an interim condition as a private driveway extending north from Concorde Gate, and terminating part-way through the site. Phase 1 would occur on the lands at 10-12 Concorde Place that are currently operating as a surface parking lot. As part of Phase 1, the existing office buildings at 10-12 Concord Place and 1-3 Concorde Gate would continue to operate.

Phase 2 proposes the development of Blocks 3, Block 4 which is proposed to be the location of a future 2,335.95 square metre public park, and Block 5. The existing office building at 10-12 Concorde Place would be demolished as Phase 2 of development. Street A is proposed to be extended as part of Phase 2 and would be dedicated as a public road. The office buildings at 1-3 Concorde Gate would continue to operate as part of Phase 2.

Phase 3 involves the lands located at 1-3 Concorde Gate. This phase of development involves the development of Blocks 6 and 7, as well as Block 8 which is proposed to be the location of a future 1,534.46 square metres public park. The existing office buildings at 1-3 Concorde Gate would be demolished as part of this phase of development.

Overall, once all three phases of development are complete, all office buildings containing approximately 49,400 square metres of gross floor area would be demolished.

The development for each Block of the application is as proposed:

### **Block 1:**

Block 1 is located at 10-12 Concorde Place, and is currently used as a surface parking lot for the adjacent office building at 10-12 Concorde Place. Block 1 is the eastern half of an existing surface parking lot and has an overall area of 0.372 hectares.

The applicant proposes to develop Block 1 with one building, which is comprised of 2 residential towers connected by a 6-storey podium. The towers are proposed to have heights of 52-storeys and 48 storeys (172 metres and 160 metres) and contain a total of 960 dwelling units. The applicant proposed to provide 471 square metres of retail and 437 square metres of community space on the ground level. The community space is to be located adjacent to the future public park which would be constructed as part of Phase 2.

Block 1 proposes to provide six levels of underground parking which would consist of 446 vehicular parking spaces, 864 long-term bicycle parking spaces, and 96 short-term bicycle parking spaces. Access to the underground parking levels is currently proposed to be taken from Concorde Place.

<b>Block 1- Development Statistics</b>		
Site Area	3,723.22 square metres	0.372 hectares
Building Height	Storeys	Metres (top of mechanical)
Block 1- Tower 1A	52-storeys	172 metres
Block 1- Tower 1B	48-storeys	160 metres
Dwelling Units	Number	Percentage
Studio	100	10.4%
1-bedroom	441	45.94%
2-bedroom	305	31.77%
3-bedroom	114	11.88%
Total Number Units	960	100%
Vehicular Parking Spaces Total (Residential: Visitor: Retail: Car Share)	446 (350: 96: 0: 21)	
Bicycle Parking- Total (Residents: Visitor)	960 (864: 96)	
Amenity Space- Indoor	1,444 m2	1.5 m2/unit
Amenity Space- Outdoor	1,253.17 m2	1.31 m2/unit

## Block 2

Block 2 is located at 10-12 Concorde Place, and is currently used as a surface parking lot for the adjacent office building at 10-12 Concorde Place. Block 2 is the western half of the existing surface parking lot, adjacent to the DVP on-ramp. Block 2 has an overall area of 0.399 hectares.

The applicant proposes to develop Block 2 with one building containing 2 towers connected by a 6-storey podium. The towers are proposed to have heights of 40 and 42-storeys (142 metres and 135.7 metres), containing a total of 805 residential dwelling units. This block would be entirely residential with no retail space proposed at grade.

Block 2 proposes to provide six levels of underground parking, containing a total of 435 vehicular parking spaces, 725 long-term bicycle parking spaces, and 81 short-term bicycle parking spaces. Access to the underground is proposed from the interim driveway that intersects with Concorde Gate, and would eventually form part of Street A, a 20-metre wide public right-of-way.

<b>Block 2- Development Statistics</b>		
Overall Area	3,994.21 square metres	0.399 hectares
Building Height	Storeys	Metres (top of mechanical)
Block 2- Tower 2A	40-storeys	136 metres
Block 2- Tower 2B	42-storeys	143 metres
Dwelling Units	Number	Percentage
Studio	64	7.95%
1-bedroom	334	41.49%
2-bedroom	322	40%
3-bedroom	85	10.56%
Total Number Units	805	100%
Vehicular Parking Spaces Total (Residential: Visitor: Retail: Car Share)	435 (355:80:0:2)	
Bicycle Parking- Total (Residents: Visitor)	806 (725: 81)	

<b>Block 2- Development Statistics</b>		
Amenity Space- Indoor	1,466.83 m2	1.82 m2/unit
Amenity Space- Outdoor	1,210.47 m2	1.50 m2/unit

Blocks 1 and 2 form part of Phase 1 of the applicant's development proposal.

### **Block 3**

Block 3 is located at 12 Concorde Place and currently contains a 10-storey office building and above grade parking structure which would be demolished. Block 3 has an overall area of 0.627 hectares. The applicant proposes to develop this block with one building containing 2 towers connected by a 6-storey podium. The applicant proposes tower heights of 48-storeys and 45-storeys (160 metres and 151 metres) with a total of 940 dwelling units proposed for this Block. The application does not propose any non-residential gross floor area as part of Block 3.

Block 3 proposes to provide a total of 517 vehicular parking spaces within six levels of underground parking. In addition, 846 long-term and 94 short-term bicycle parking spaces would be provided as part of this Block.

<b>Block 3- Development Statistics</b>		
Site Area	6,271.79 square metres	0.627 hectares
Building Height	Storeys	Metres (top of mechanical)
Block 3- Tower 3A	45	151
Block 3- Tower 3B	48	160
Dwelling Units	Number	Percentage
Studio	104	11.06%
1-bedroom	395	42.02%
2-bedroom	343	36.49%
3-bedroom	98	10.43%
Total Number Units	940	100%

<b>Block 3- Development Statistics</b>		
Vehicular Parking Spaces Total (Residential: Visitor: Retail: Car Share)	517 (423: 94: 0: 0)	
Bicycle Parking- Total (Residents: Visitor)	940 (846: 94)	
Amenity Space- Indoor	1,364.13 m2	1.45 m2/unit
Amenity Space- Outdoor	1,418.34 m2	1.51 m2/unit

Block 3 would take its frontage and the buildings principle address from the new public Street A.

#### **Block 4**

Block 4 is located at 10-12 Concorde Place and is currently occupied by the same 10-storey existing office building and associated parking structure as Block 3. Block 4 has an overall area of 0.233 hectares. This Block is proposed to contain a 2,335.95 square metre public park which will have frontage on two public rights-of-ways - Concorde Place and future public road Street A.

#### **Block 5**

Block 5 is located at 10-12 Concorde Place, and would be located to the north of Street A. The lands that form Block 5 are currently occupied by a pedestrian walkway and amenity area which is used by the adjacent property at 16 Concorde Place, and is subject to an easement. Block 5 would continue to function as a pedestrian walkway and amenity area.

Blocks 3, 4, and 5, and Street A form Phase 2 of the proposal. The existing office building at 10-12 Concorde Place and associated parking structure would be demolished as part of this Phase of development and the development of the three above mentioned Blocks.

#### **Block 6**

Block 6 is located at 1-3 Concorde Gate, and is currently the location of a 4-storey office building and surface parking lot. Block 6 has an overall area of 0.242 hectares. The applicant proposes to develop this Block with a building consisting of a single tower, with a height of 48-storeys (160 metres) atop a 6-storey podium. Block 6 is proposed to contain a total of 495 dwelling units, and 370 square metres of retail space on the first floor.



A total of 258 vehicular parking spaces are proposed within six levels of underground parking. A total of 445 long term bicycle parking spaces and 50 short term bicycle parking spaces are proposed as part of this Block.

The existing 4-storey office building would be demolished as part of the development of this Block. The building proposed for Block 6 would be served by a private driveway which intersects with Concorde Gate, and would be shared between Blocks 6 and 7.

<b>Block 6- Development Statistics</b>		
Site Area	2,424.55 square metres	0.242 hectares
Building Height	48 storeys	160 metres (top of mechanical)
Dwelling Units	Number	Percentage
Studio	53	10.71%
1-bedroom	217	43.84%
2-bedroom	170	34.34%
3-bedroom	55	11.11%
Total Number Units	495	100%
Vehicular Parking Spaces Total (Residential: Visitor: Retail: Car Share)	258 (208: 50: 0: 4)	
Bicycle Parking- Total (Residents: Visitor)	495 (445: 50)	
Amenity Space- Indoor	650.20 m2	1.31 m2/unit
Amenity Space- Outdoor	930.33 m2	1.88 m2/unit

## **Block 7**

Block 7 is the westerly portion of 1-3 Concorde Gate and is currently occupied by a 12-storey office building. Block 7 has an overall area of 0.618 hectares. The existing office building on the site would be demolished as part of the development of this Block.

The applicant proposes to develop this block with a building consisting of two residential towers connected by a 6-storey podium. The tower heights proposed for Block 7 are 45

and 41-storeys (151.5 metres and 139.5 metres). A total of 886 residential dwelling units are proposed as part of this Block.

Block 7 would provide 487 vehicular parking spaces, 798 long-term bicycle parking spaces and 88-short term bicycle parking spaces within four levels of underground parking.

<b>Block 7 - Development Statistics</b>		
Site Area	6,183.17 square metres	0.618 hectares
Building Height	Storeys	Metres (top of mechanical)
Block 3- Tower 3A	45	151
Block 3- Tower 3B	48	139.5
Dwelling Units	Number	Percentage
Studio	87	9.82%
1-bedroom	392	44.24%
2-bedroom	305	34.42%
3-bedroom	102	11.51%
Total Number Units	886	100%
Vehicular Parking Spaces Total (Residential: Visitor: Retail: Car Share)	487 (398: 89: 0: 0)	
Bicycle Parking- Total (Residents: Visitor)	886 (798: 88)	
Amenity Space- Indoor	1,220.95 m2	1.38 m2/unit
Amenity Space- Outdoor	1,313.04 m2	1.48 m2/unit

## **Block 8**

Block 8 is located at the southern limits of 1-3 Concorde Gate. The block has an overall area of 1,534.46 square metres and would front onto Concorde Place. The applicant proposes to convey Block 8 as a public park with frontage on Concorde Place.

Blocks 6, 7, and 8 form part of Phase 3 of the overall development of the lands.

## **Plan of Subdivision**

A Plan of Subdivision application has been submitted as the proposal includes two new public parks located at the north and south ends of the site, fronting onto Concorde Place, which will have a combined area of 3,690 square metres. Additionally, a new L-shaped public street is proposed to bisect the 10-12 Concorde Place property in a general north-south direction.

Detailed project information is found on the City's Application Information Centre at:

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

See Attachment 1a and 1b of this report for a three dimensional representation of the project in context. Attachment 3 contains the Draft Plan of Subdivision, and Attachment 6 for Site Plan. The building elevation drawings can be found in Attachments 7 through 26 attached to this report.

## **Provincial Policy Statement and Provincial Plans**

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

## **Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

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

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;

- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; 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).

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 municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

On June 29, 2020, City Council approved a work plan for the Growth Plan (2020) Conformity and Municipal Comprehensive Review of the Toronto Official Plan and established August 4, 2020 as the commencement of the City's current Municipal Comprehensive Review (MCR).

The decision history can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

## **Toronto Official Plan**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

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

The subject site is designated Mixed Use Areas on Map 20 of the Official Plan. The Official Plan identifies that Mixed Use Areas are made up of a broad range of commercial, residential, institutional, parks and open space uses and utilities. The Plan contains development criteria for Mixed Use Areas to ensure, among other matters, that the location and massing for new buildings achieves transition between areas of different development intensity and scale, frames the edges of streets and parks with good proportion and maintains sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

On September 21, 2020, Official Plan Amendments 479 (Public Realm) and 480 (Built Form) came into force. These OPAs introduced new or revised policies regarding building types, building design and massing, parks, POPs (privately owned, publicly accessible spaces), and trees and natural areas, among other policies. OPA No. 479 also introduced the Block Context Plan requirement for some applications that shows how the physical form of the proposed development fits within the existing and planned context.

The Official Plan also contains policies regarding Healthy Neighbourhoods, Built Form and Public Realm, Parks and Open Spaces, and creating a Strong and Diverse Economy that will be used in the evaluation of these applications.

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

In July 2020, Toronto City Council adopted the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals of 20 or more residential units. The objective of the Growing Up Guidelines is to consider the needs of children and youth in the design and planning of vertical neighbourhoods which in turn, will enhance the range and provision of housing for households across Toronto. Implementation of the Guidelines also presents the opportunity to address housing needs for other groups, including roommates forming non-family households, multi-generational households and seniors who wish to age-in-place. This will increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The Report from the Chief Planner on the Growing Up Guidelines can be found here: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

The Growing Up Guidelines (2020) are available at: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

### **Zoning By-laws**

The lands are zoned MO(1)(Industrial-Office Business Park Zone) in the former City of North York Zoning By-law 7625, as amended. The MO(1) zone generally permits a range of non-residential uses, including office, hotels, financial, restaurants, and accessory retail uses. Residential Uses are not permitted in the MO(1) Zone.

The lands are not subject to City-wide Zoning By-law 569-2013.

## **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Tall Buildings Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Bird-Friendly Guidelines
- Percent for Public Art
- Complete Streets

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

## **Site Plan Control**

The application is subject to Site Plan Control. Each Block will require a Site Plan Control Application. Site Plan Control applications have not been submitted.

## **COMMENTS**

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### **Reasons for the Application**

A Zoning By-law amendment is required in order to permit the proposed residential uses, an increased height and density, and to establish new development standards related to, amongst other things: parking, landscaping and building setbacks/stepbacks.

A Plan of Subdivision application has been submitted in order to create the development blocks and the new public infrastructure. This includes the two new public parks located at the north and south ends of the site fronting onto Concorde Place, which will have a combined area of 3,690 square metres. Additionally, the new L-shaped public street that is proposed to bisect the 10-12 Concorde Place property in a north-south direction.

### **ISSUES TO BE RESOLVED**

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

### **Provincial Policies and Plans Consistency/Conformity**

The PPS and the Growth Plan encourage intensification and redevelopment in urban areas and direct planning authorities to identify appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs.

The Growth Plan identifies that municipalities are obligated to undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan which provides

direction for urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact urban form. The guiding principles of the Growth Plan, supports the achievement of complete communities that are designed to support healthy and active living and meet people's daily needs throughout an entire lifetime.

The Growth Plan identifies that complete communities feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate people at all stages of life; to accommodate the needs of all household sizes and incomes; and ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. Compact built forms within complete communities can be achieved at different densities, heights, and building typologies that take the planned local context into account. The Growth Plan identifies that complete communities provide a diverse range and mix of housing options to accommodate households of all sizes and incomes, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Staff will evaluate this application against the PPS and the applicable Provincial Plans to establish the application's consistency with the PPS and conformity with the Growth Plan (2020) as amended.

### **Official Plan Conformity**

The subject lands are designated Mixed Use Areas. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The application proposes to redevelop the lands with predominantly residential uses, with some buildings containing non-residential and community spaces at grade.

A large amount of the City's existing employment is in offices and maintaining and increasing the supply of office space in the City is of key importance. Section 3.5.1 of the Official Plan contains policies about creating a strong and diverse economy. The Official Plan policies recognize the importance of locating offices close to rapid transit because of the limited capacity of the regional road network to support office growth and because of the significant public investment in rapid transit. The proposal in its current form does not propose to replace the gross floor area of the three existing office building within any of the new Blocks or buildings. The proposed non-residential uses, the proposed retail and community space, represent less than 1% of the overall gross floor area proposed.

Staff will review the proposal against the policies of the Official Plan and will evaluate this planning application to determine its conformity with the Official Plan, including the application's conformity with the policies for Mixed Use Areas, Built Form and Public Realm, and the office replacement policies.

## **Focused Area Study**

The Official Plan contains policies regarding intensification, ensuring development can be accommodated by the City's infrastructure, and undertaking area based studies.

The Official Plan Healthy Neighbourhoods Policies, Policy 2.3.1.4 states "Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a Neighbourhood or Apartment Neighbourhood is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study". In addition, the Plan also contains policy 5.3.1.4 which states "In considering development proposals under this Plan, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure, as improved from time to time".

Staff recommend that a Focused Area Study be undertaken as a result of the significant scale of development proposals in the area, including the subject development proposal as well as the proposal for redevelopment at 175 Wynford Drive, which have a combined unit count of 6,586 dwelling units. The impacts of the level of intensification proposed will be analyzed through the Focused Area Study. Staff recommend the boundaries for the review are: the Don Valley Parkway to the west, the CPR rail to the north, Eglinton Avenue East to the south, and the Charles Sauriol Conservation Area to the east. The Focused Area Study would ensure that sufficient capacity exists from a transportation, servicing, and community services and facilities perspective, while ensuring that appropriate built form, public realm, parks and open spaces, a mix of uses, and a range of housing forms and tenures are provided in order to achieve a complete community. The transportation and servicing area of review may encompass a larger geography in order to evaluate network requirements.

The local area study would develop a planning framework, including a set of policies to guide development for a complete community, which supports the Mixed Use Areas, Apartment Neighbourhoods and Natural Areas designations.

Staff recommend that this development application be reviewed concurrently with and within the context of the focused area study.

## **Site Organization**

The Official Plan contains policies regarding building new neighbourhoods. The Plan states that once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets, parks and local services to support new development and connect it with the surrounding fabric of the City. They must also function as communities, not just housing.

The policies of the Plan state that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context.



The policies go on to identify that new neighbourhoods will be carefully integrated into the surrounding fabric of the City, and will have: a) good access to transit and good connections to the surrounding streets and open spaces; b) uses and building scales that are compatible with surrounding development; c) community services and parks that fit within the wider system; and d) a housing mix that contributes to the full range of housing.

The Public Realm policies of the Official Plan identify that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. Additional infrastructure is required for the building of new communities, and requires that it is laid out and organized to reinforce the importance of public streets and open spaces as the structural framework that supports high quality city living.

In order to ensure the future development of a site into a compact, complete community, the site must be reviewed and planned comprehensively. Staff will review the proposed site organization, the location of the proposed new public street, the location of the buildings and uses, as well as the locations of the two public parks comprehensively, as well as how these public realm elements fit within the broader area and a future public realm framework for the focus study area.

### **Built Form, Planned and Built Context**

Staff will evaluate whether the proposal conforms to the Official Plan built form policies in Section 3.1.3 of the Official Plan. The Plan identifies that tall buildings play a role in achieving residential and office growth ambitions in parts of the Downtown and Central Waterfront and the Centres, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 4.5.2 provides development criteria for Mixed Use Areas to ensure, among other matters, that the location and massing for new buildings achieves transitions between areas of different development and scale, frames the edges of streets and parks with good proportion and maintains sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Development in Mixed Use Areas should also provide attractive, comfortable and safe pedestrian environments and have access to schools, parks, community centres, libraries and childcare. It should also take advantage of nearby transit services and provide good site access and circulation, as well as an adequate supply of both visitor and resident parking. In addition, service areas should be located to minimize impacts on adjacent streets.

The applicant has submitted a conceptual Block Plan to demonstrate the potential road network connections, future parkland opportunities, and connections to the adjacent property, as well as connections to the surrounding area. Staff will assess the proposal and the proposed public realm framework to ensure it addresses the context as it relates to circulation, organization and layout, as well as providing public access and

address for buildings and open spaces. Development of this scale should enhance and extend, where appropriate, a high quality public realm and support the creation of complete communities.

The proposal will be assessed against the Tall Buildings Guidelines to ensure the proposal has appropriate regard for: the scale of the base buildings, tower stepbacks, tower floorplate size, setbacks from lot lines and proposed public parks, as well as the compatibility and relationship with the surrounding context.

In addition to architectural and landscape drawings, the applicant has also submitted a sun/shadow study, a noise study, and a qualitative pedestrian windy study. Staff will review the shadow and wind impacts of the proposed towers on the site itself, but also on the surrounding properties and public realm, given the scale and placement of the proposed tall buildings.

On a preliminary basis, staff have concerns with the proposed development. The proposed height and density represents significant intensification of the site. Staff will evaluate the proposal to determine if the proposal fits within the surrounding context, and its impacts on the supporting infrastructure and public realm, in order to ensure that a development of this scale contributes to the building of a complete community. City Planning staff will continue to assess this proposal in the context of all applicable Provincial and City policies and guidelines and will review the existing and planned context for this area.

## **Heritage**

The subject property contains three existing office buildings. Although the buildings are not on the City's Heritage Inventory registry at this time, Heritage Preservation Services Staff will review the site for potential cultural heritage value as part of the application review process.

## **Natural Heritage Protection**

The subject lands are near a Natural Heritage Area as identified on Map 9 of the Official Plan. The applicant has submitted a Natural Heritage Impact Study, Arborist report and tree protection plan which will be reviewed by Ravine and Natural Feature Protection (RNFP) staff to ensure the appropriate buffers and setbacks to the natural heritage features have been provided.

## **Tree Preservation**

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 applicant has submitted an Arborist Report and Tree Inventory and Preservation Plan which are currently under review by City staff.

A total of 140 trees were mapped and assessed as part of the tree inventory. The Arborist Report identifies that 32 trees are recommended for preservation and 108 trees are recommended for removal due to the anticipated construction impacts.

Staff will assess the appropriateness of the applicant's proposal and tree protection and replacement measures.

## **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.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the residential nature of this proposal is subject to a parkland dedication, however, for sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. The applicant will be required to satisfy the full parkland dedication requirement through an on-site dedication as part of this development application. The park must be free and clear of any encumbrances, have ample frontage on a public street and comply with Policy 3.2.3.8 of the City's Official Plan.

The applicant proposes to provide two on-site public parkland dedications. One park will be located in the northern portion of the site, on the lands municipally known as 10-12 Concorde Place, having frontage on both Concorde Place and the new public street Street A. This park is identified as Block 4 of the plans, and is proposed to have an overall size of 2,335.95 square metres.

The second park is proposed to be located at 1-3 Concorde Gate and is proposed to front onto Concorde Place. The park is identified on the Plan of Subdivision (Attachment 3) as Block 8 and is proposed to have an area of 1,534.46 square metres.

The combined parkland dedication proposed for this development is 3,870.41 square metres. Staff will review the proposed location and sizes of public parks as part of the application. Staff will also evaluate whether the provision of one large public park is more appropriate than the provision of two smaller parks.

## **Housing**

The City's Official Plan contains policies that state that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

The subject site is approximately 3 hectares in size, and located in close proximity to the Wynford station on the Eglinton Light Rail Transit (LRT) line. As such, there is opportunity for the proposal to address the need for affordable housing in line with the Growth Plan for the Greater Golden Horseshoe as well as the City's Official Plan policies. The proposed development creates a new community, and as such, should have a comprehensive planning framework that reflects the Plan's city-wide goals of providing a full range of housing in terms of form, tenure, and affordability. The provision of some affordable housing on the site would be appropriate due to the subject sites large size, the number of buildings being proposed, and the sites proximity to higher order transit.

The Growing Up guidelines states that a building should provide a minimum of 25% large residential units (10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units). The guidelines also identify that the ideal unit size for large residential units, based on the sum of the unit elements, is 90 square metres for 2-bedroom units and 106 square metres for 3-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing a diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

The proposed development includes 4,086 dwelling units which are comprised of 408 (10%) studio units, 1,779 (43.5%) one-bedroom units, 1,445 (35.4%) two-bedroom units, and 454 (11.1%) three-bedroom units. The tenure of the units has not yet been confirmed by the applicant. Staff are evaluating the proposal against the Growing Up Guidelines and Council direction, with respect to a full range of housing types, the proposed size of units to allow for a broad range of households, including families with children and the proposed location and suitability of the outdoor and indoor amenity space.

### **Amenity Space**

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents. In addition, By-law 569-2013 requires that a minimum of 2 square metres per dwelling unit of indoor and outdoor amenity space be provided.

The applicant is proposing that each building will have indoor and outdoor amenity space. As currently proposed, the applicant is not satisfying the minimum requirement of 2 square metres per dwelling unit of indoor and outdoor amenity space within each building. Staff will review the amount and location of the proposed indoor and outdoor amenity spaces and ensure that sufficient amenity space is provided in each proposed residential building as part of the proposal to serve future residents.

### **Community Services and Facilities**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The applicant proposes to provide two public parks and 437 square metres of community space within Block 1 as part of this proposal. The suitability, size, location and use of the proposed community space will be reviewed by staff, in addition to the Community Services and Facilities study that was submitted with the application.

### **Infrastructure/Servicing Capacity and Transportation**

The applicant has submitted a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Report. These reports will allow City staff to evaluate the effects of the development on the City's municipal servicing infrastructure. They will also identify 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. These reports are currently under review by staff.

A Transportation Impact Study was submitted by the applicant to evaluate the effects of the development on the transportation system, and to suggest any transportation improvements, if deemed necessary, to accommodate the travel demands and impacts generated by the development. The study is currently under review by staff.

The Focused Area Study will further inform the servicing and transportation improvements needed to support growth in the area.

### **School Boards**

The application was circulated to the both the Toronto Catholic District School Board (TCDSB) and the Toronto District School Board (TDSB).

The TCDSB and TDSB will evaluate the impact of the proposed development within the context of local development activity on area schools, including assessment of existing school capacity to support the amount of potential students proposed by this application.

### **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. Tier 1 performance

measures are secured in Zoning By-laws, on-site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

## **Railway**

The subject site is located adjacent to the Canadian Pacific Railway Company railway line. Since this is a railway mainline, generally a setback of 30 metres is required of buildings to the property line. A reduced setback may be considered if a combination of horizontal and vertical setback is provided to satisfy the Guidelines for New Development in Proximity to Railway Operations Criteria. Typically this involves the provision of a protection feature, such as an earth berm or crash wall, to satisfy the vertical requirement, and a reduced horizontal setback limit.

The proposal proposes to provide a 2.135 metre tall crash wall for the buildings located on Block 3 (Attachment 3), as well as a minimum setback of 21.2 metres from the property line to any residential dwelling units.

The applicant submitted a Noise Impact Study, and a Derailment Protection Report as part of the application. The studies are currently under review by the City, Metrolinx, and Canadian Pacific Railway Company.

## **Section 37 Community Benefits**

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal will be subject to Section 37 contributions under the Planning Act. The application is at the preliminary stages of review, and as such, Section 37 benefits have not yet been discussed. Should the proposal be approved in some form, City staff will apply Section 37 provisions of the Planning Act. In the event the applicant provides in-kind benefits pursuant to Section 37 of the Planning Act, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

## **Other Matters**

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

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E-mail: [Marian.Prejel@toronto.ca](mailto:Marian.Prejel@toronto.ca)

## **SIGNATURE**

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John Andreevski, Acting Director  
Community Planning, North York District

## **ATTACHMENTS**

### **City of Toronto Drawings**

Attachment 1a: 3D Model of Proposal in Context - Looking Southwest  
Attachment 1b: 3D Model of Proposal in Context - Looking Northeast  
Attachment 2: Location Map  
Attachment 3: Draft Plan of Subdivision  
Attachment 4: Official Plan Map  
Attachment 5a: Zoning By-law 7625  
Attachment 5b: Zoning By-law 569-2013  
Attachment 6: Site Plan  
Attachment 7: Block 1 (Building 1) - East Elevation  
Attachment 8: Block 1 (Building 1) - North Elevation  
Attachment 9: Block 1 (Building 1) - South Elevation  
Attachment 10: Block 1 (Building 1) - West Elevation  
Attachment 11: Block 2 (Building 2) - East Elevation  
Attachment 12: Block 2 (Building 2) - North Elevation  
Attachment 13: Block 2 (Building 2) - South Elevation  
Attachment 14: Block 2 (Building 2) - West Elevation  
Attachment 15: Block 3 (Building 3) - East Elevation  
Attachment 16: Block 3 (Building 3) - North Elevation  
Attachment 17: Block 3 (Building 3) - South Elevation  
Attachment 18: Block 3 (Building 3) - West Elevation  
Attachment 19: Block 6 (Building 4) - East Elevation  
Attachment 20: Block 6 (Building 4) - North Elevation  
Attachment 21: Block 6 (Building 4) - South Elevation  
Attachment 22: Block 6 (Building 4) - West Elevation

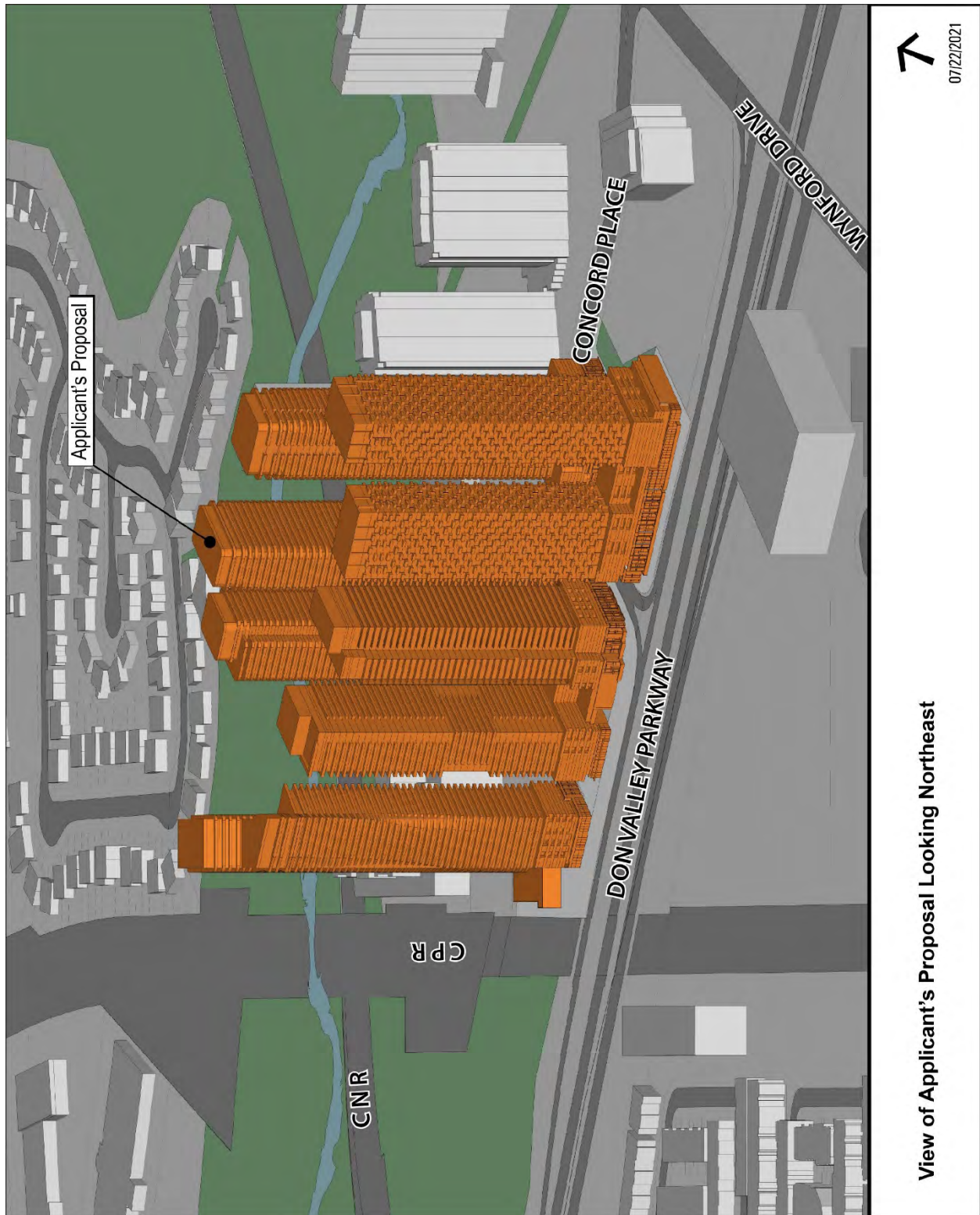
Attachment 23: Block 7 (Building 5) - East Elevation  
Attachment 24: Block 7 (Building 5) - North Elevation  
Attachment 25: Block 7 (Building 5) - South Elevation  
Attachment 26: Block 7 (Building 5) - West Elevation



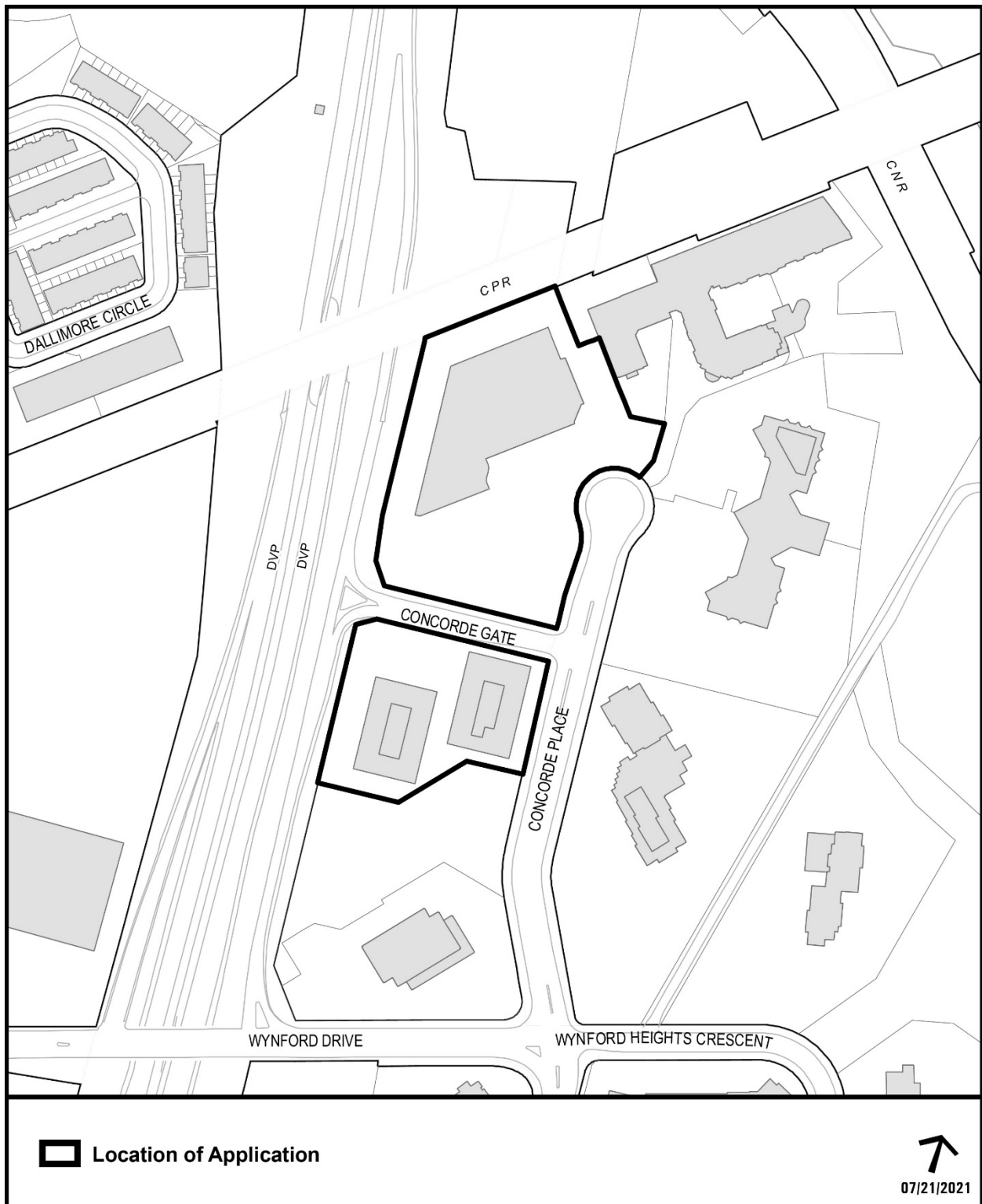
Attachment 1a: 3D Model of Proposal in Context - Looking Southwest



Attachment 1b: 3D Model of Proposal in Context - Looking Northeast



## Attachment 2: Location Map

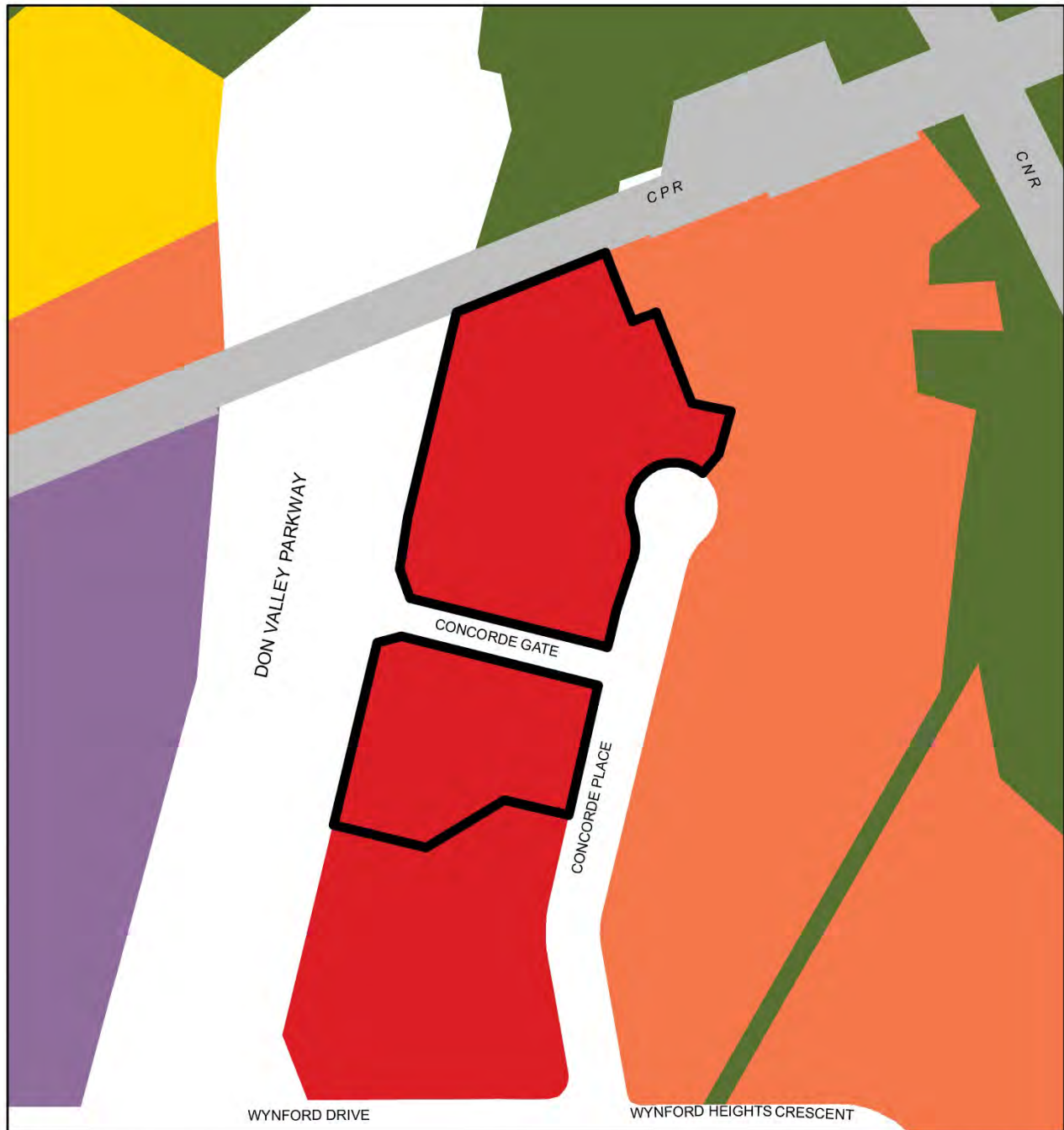




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





## Attachment 4: Official Plan Map



Official Plan Land Use Map #20

1-3 Concorde Gate and 10-12 Concorde Place

File # 21 179555 NNY 16 OZ & File # 21 179556 NNY 16 SB

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



Not to Scale  
07/21/2021

# Attachment 5a: Zoning By-law 7625



## Zoning By-law 7625

## 1-3 Concorde Gate and 10-12 Concorde Place

File # 21 179555 NNY 16 OZ & File # 21 179556 NNY 16 SB



Location of Application

RM1  
RM6  
C1

Multiple-Family Dwellings First Density Zone  
Multiple-Family Dwellings Sixth Density Zone  
General Commercial Zone

MO  
O1  
G

Industrial-Office Business Park Zone  
Open Space Zone  
Greenbelt Zone



Not to Scale  
Extracted: 07/21/2021



# Zoning By-law 569-2013

## 1-3 Concorde Gate and 10-12 Concorde Place

File # 21 179555 NNY 16 OZ & File # 21 179556 NNY 16 SB



Location of Application

**RT** Residential Townhouse  
**RA** Residential Apartment

**CR** Commercial Residential  
**ON** Open Space Natural  
**UT** Utility and Transportation



See Former City of North York By-law No. 7625  
**RM6** Multiple-Family Dwellings Sixth Density Zone  
**MO** Industrial-Office Business Park Zone



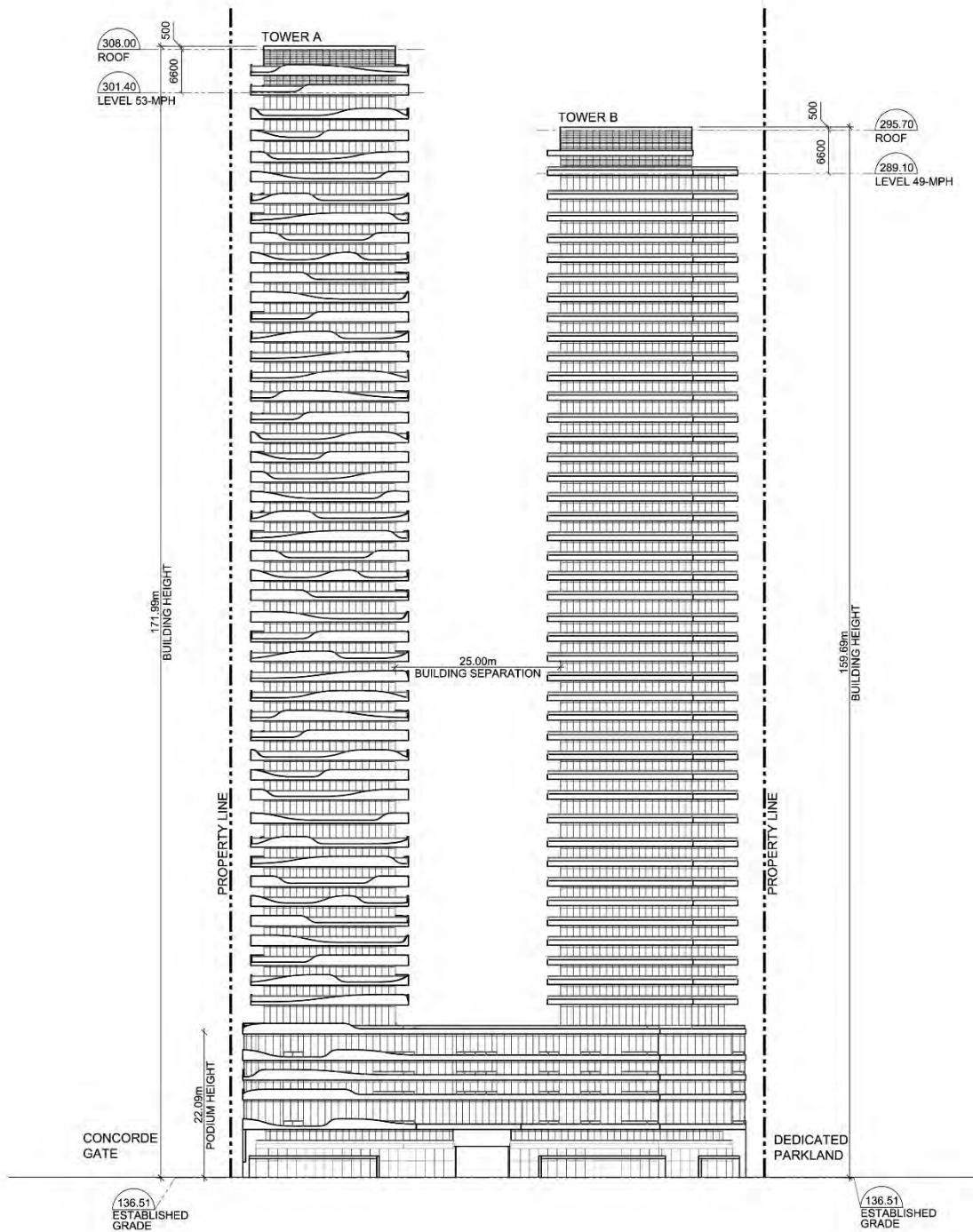
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Extracted: 07/21/2021

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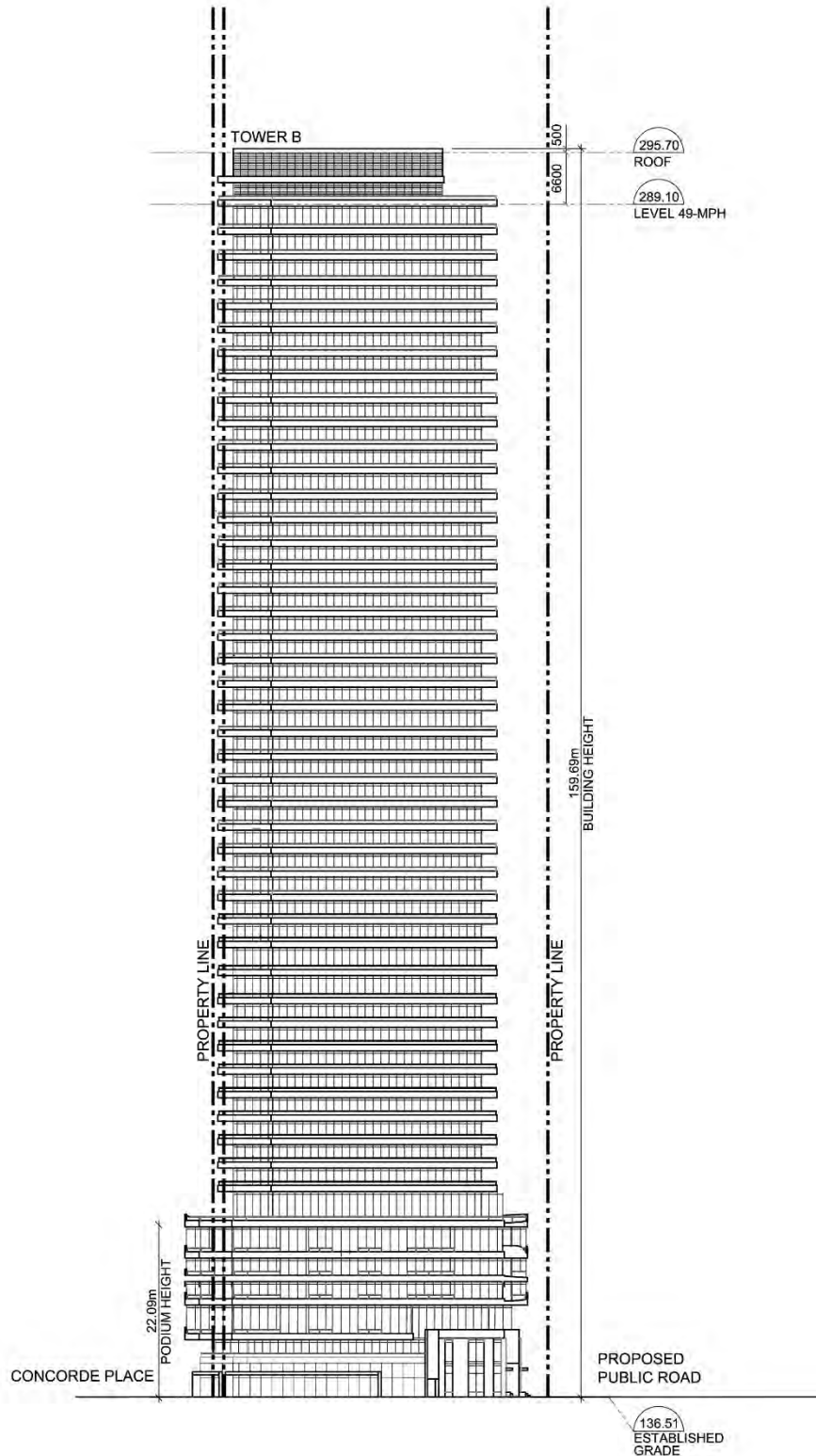


## Attachment 7: Block 1 (Building 1) - East Elevation



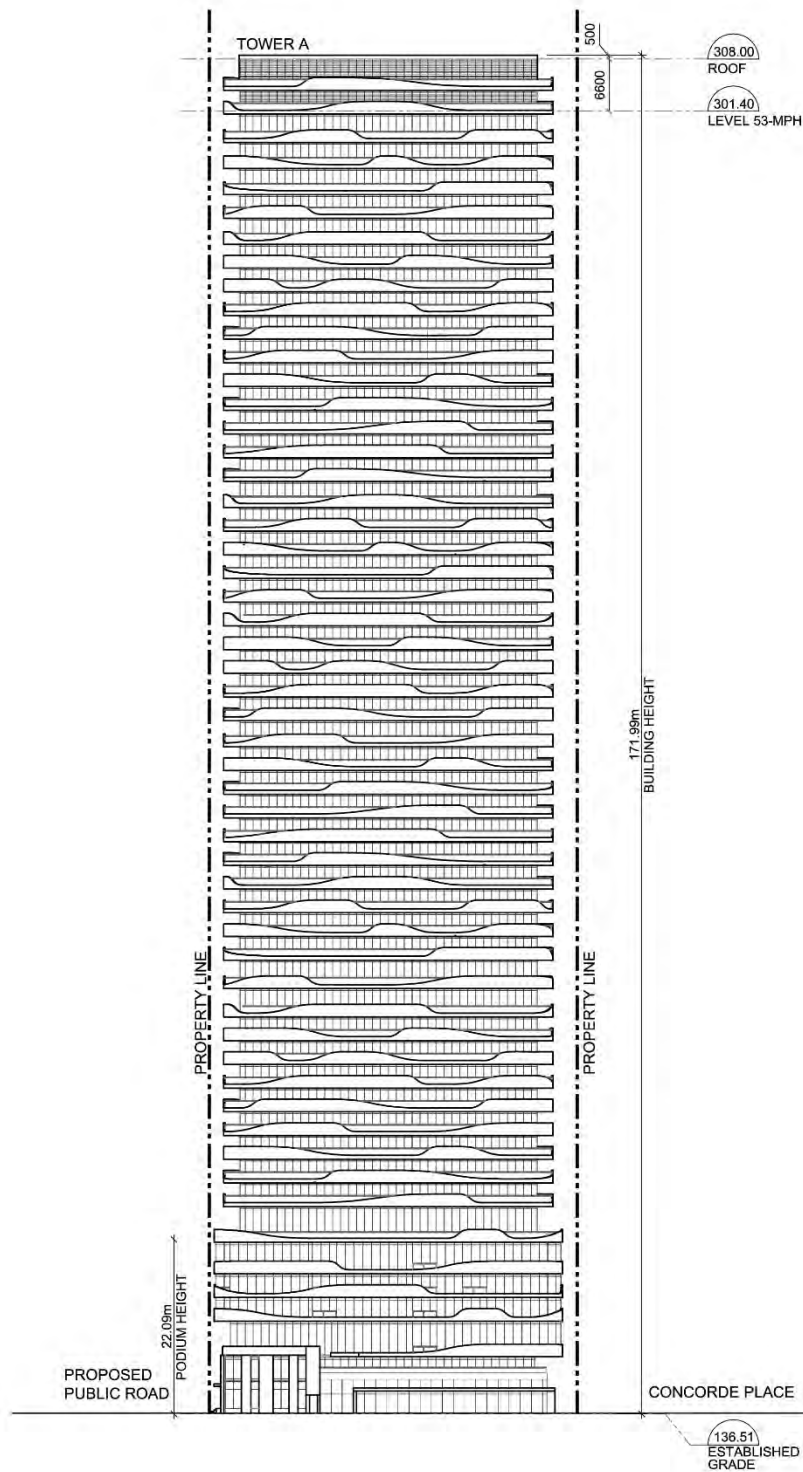
Building 1 - East Elevation

## Attachment 8- Block 1 (Building 1) - North Elevation



**Building 1 - North Elevation**

## Attachment 9 - Building 1 (Block 1) - South Elevation



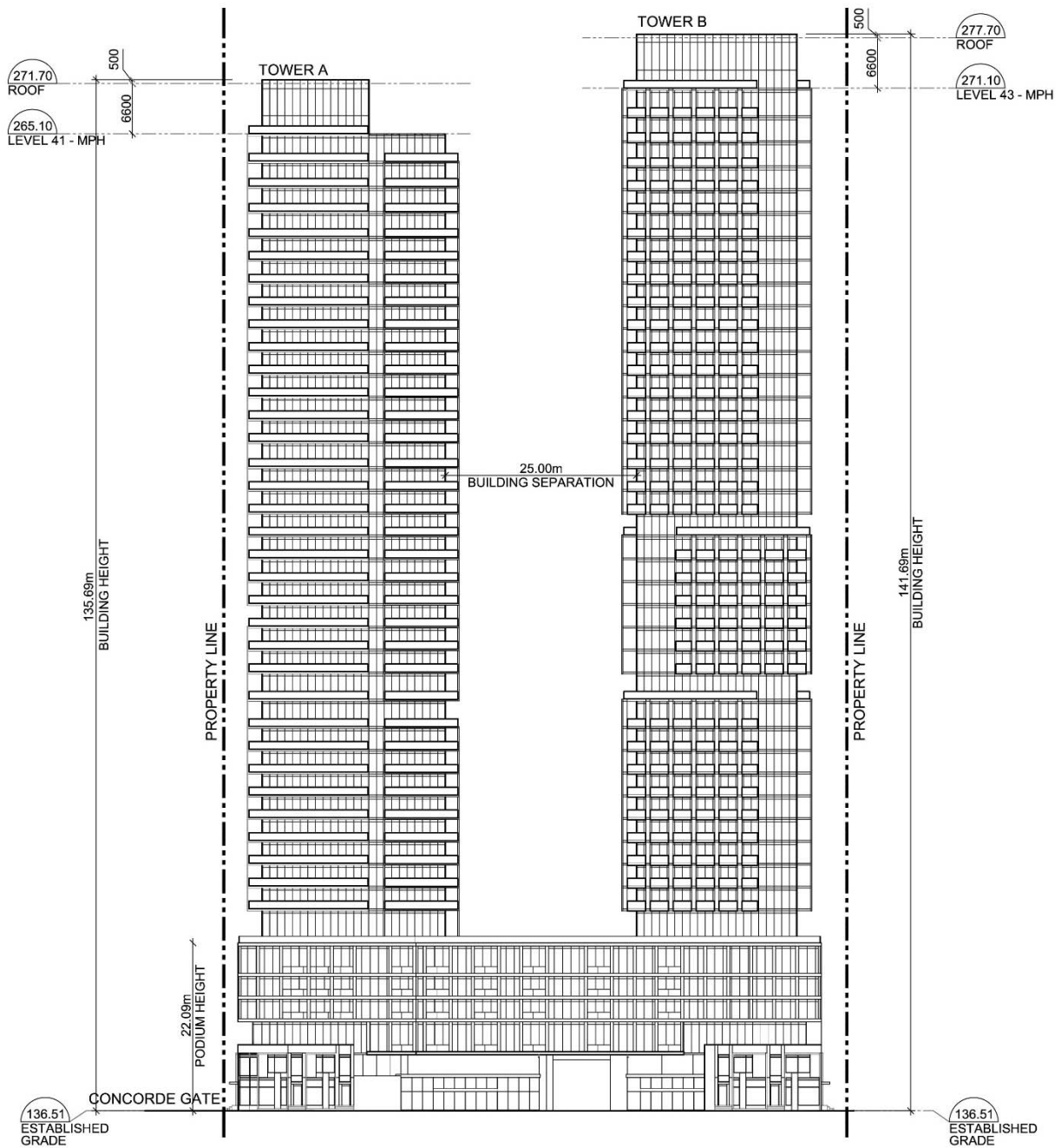
**Building 1 - South Elevation**

## Attachment 10 - Building 1 (Block 1) - West Elevation



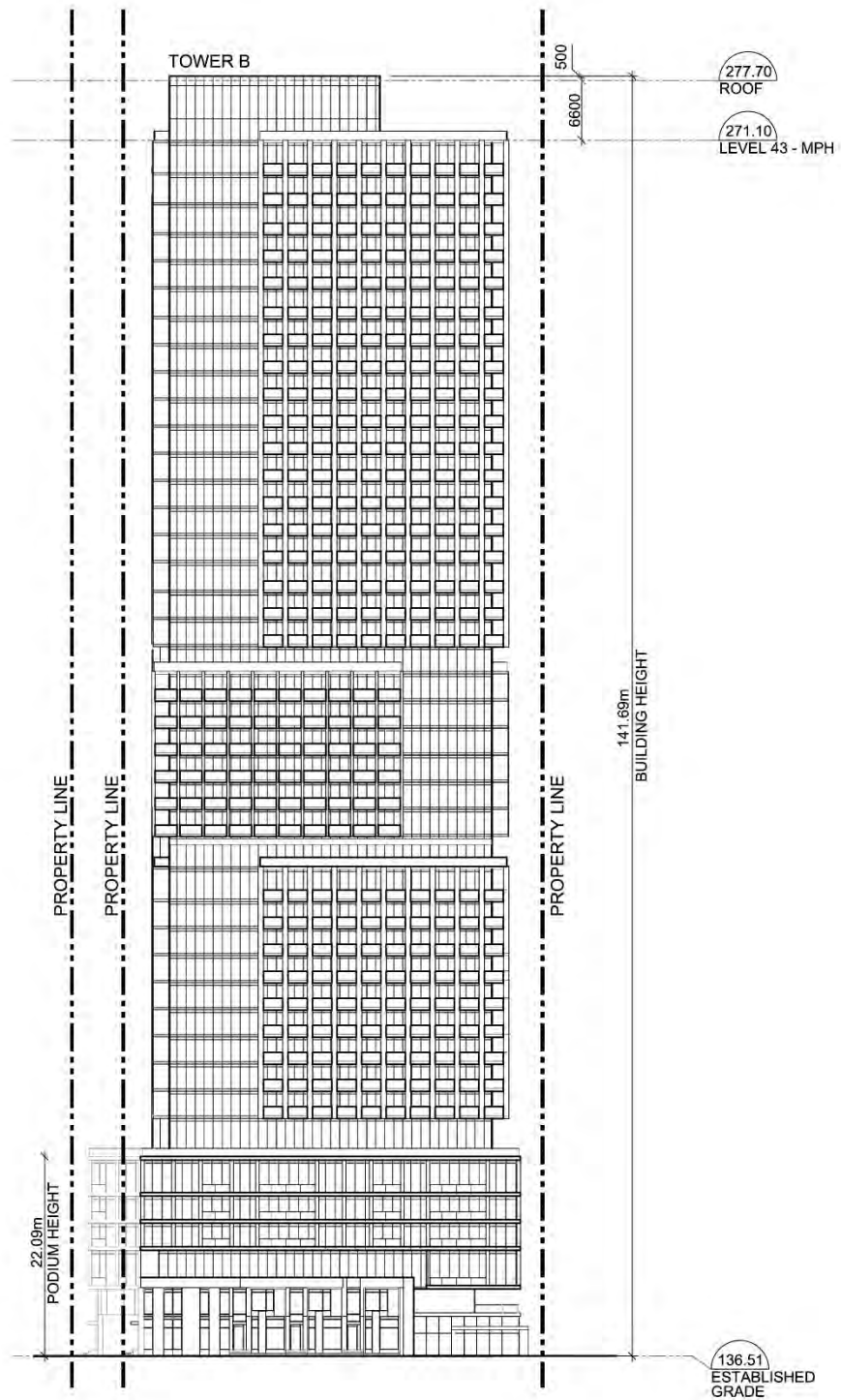
Building 1 - West Elevation

## Attachment 11- Block 2 (Building 2) - East Elevation



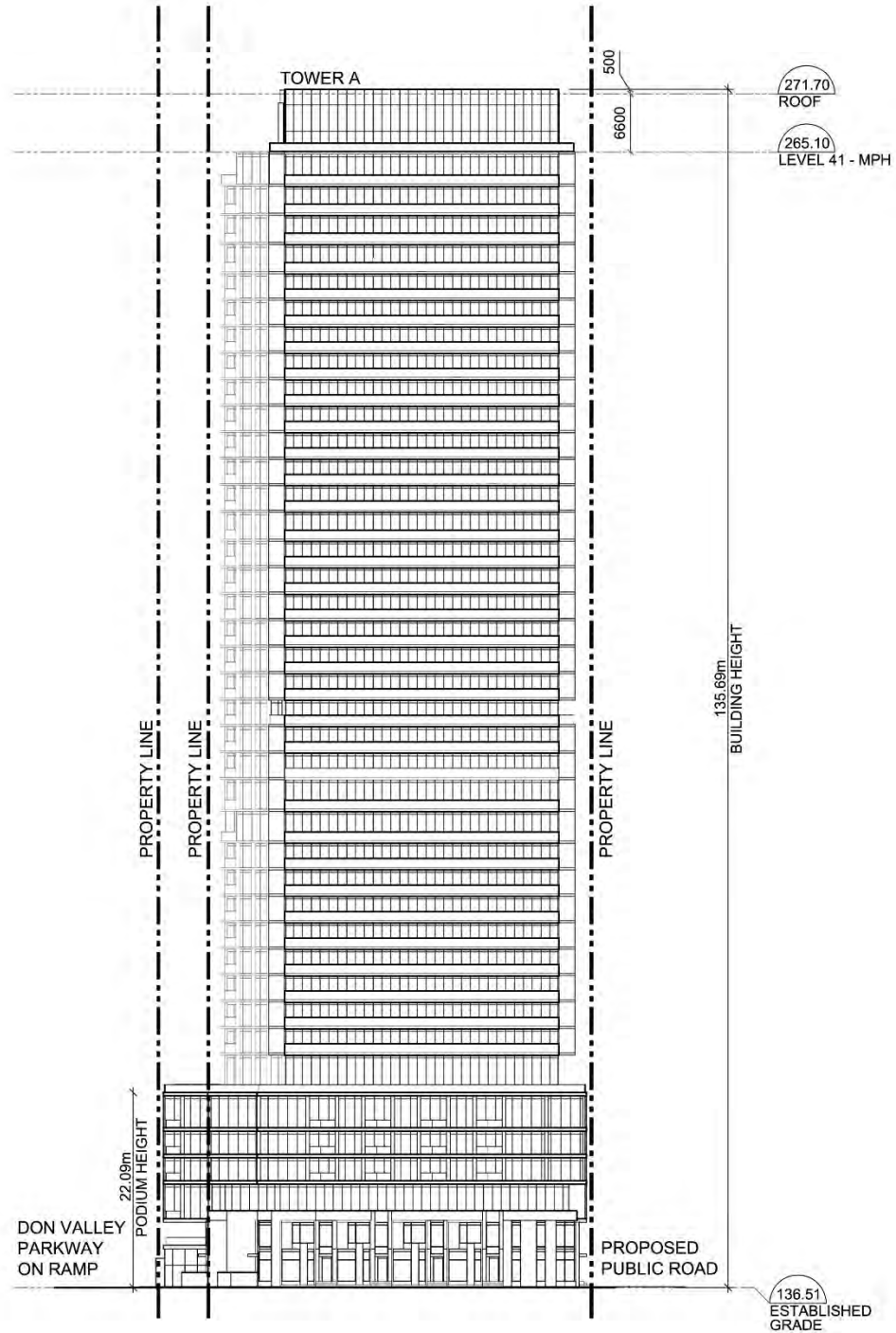
**Building 2 - East Elevation**

# Attachment 12- Block 2 (Building 2) - North Elevation



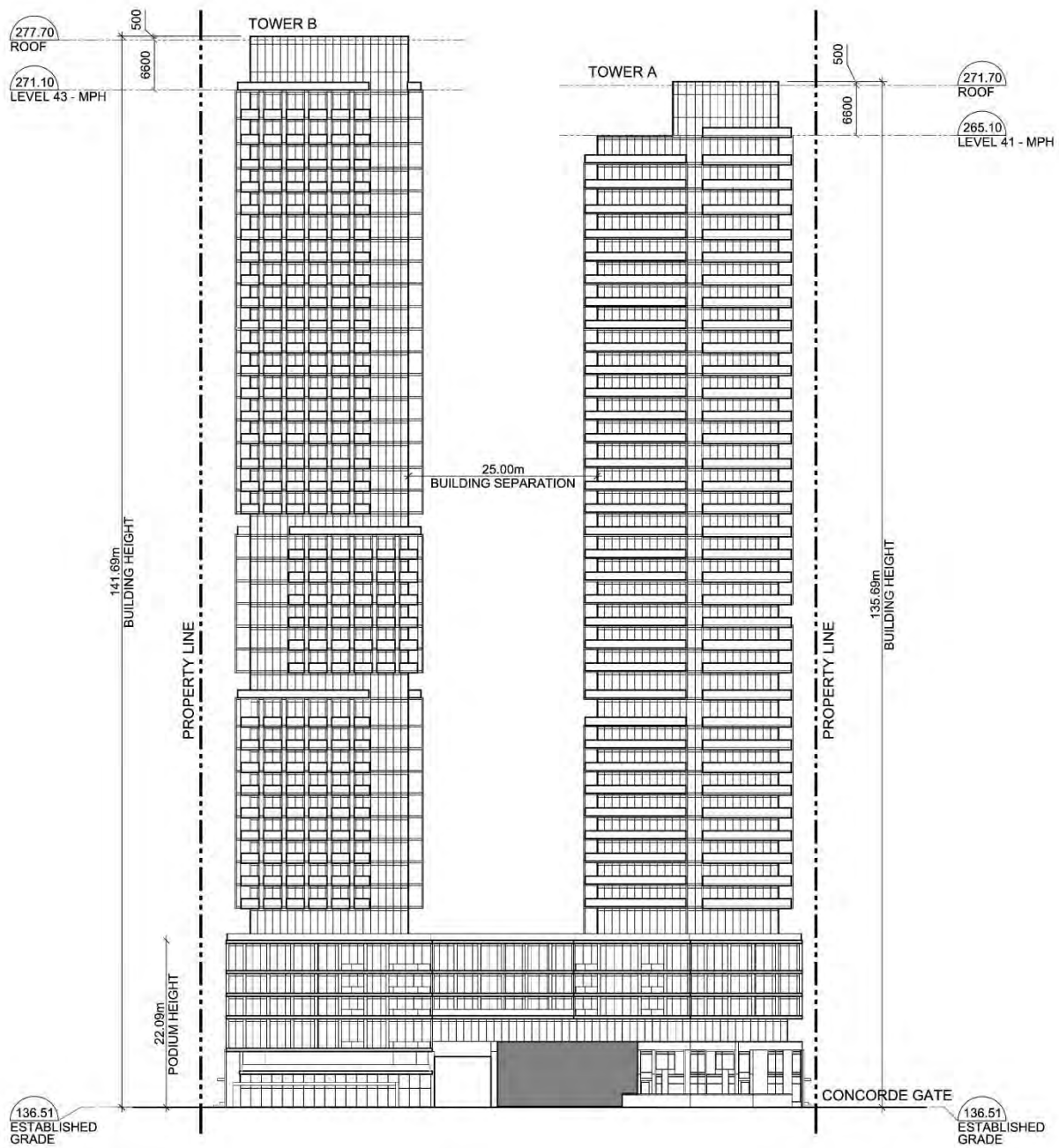
Building 2 - North Elevation

# Attachment 13 - Block 2 (Building 2) - South Elevation



Building 2 - South Elevation

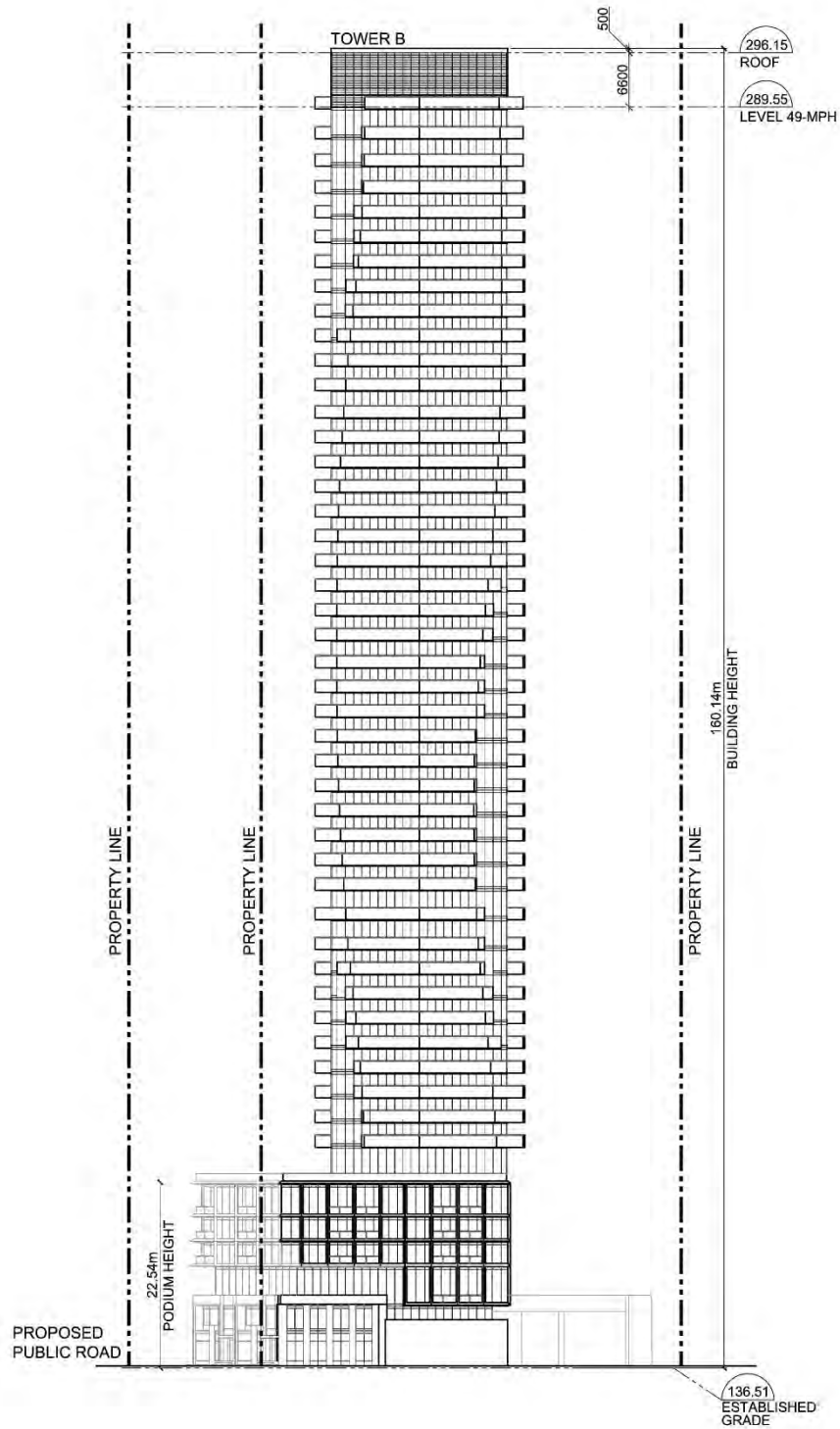
## Attachment 14- Block 2 (Building 2) - West Elevation



Building 2 - West Elevation

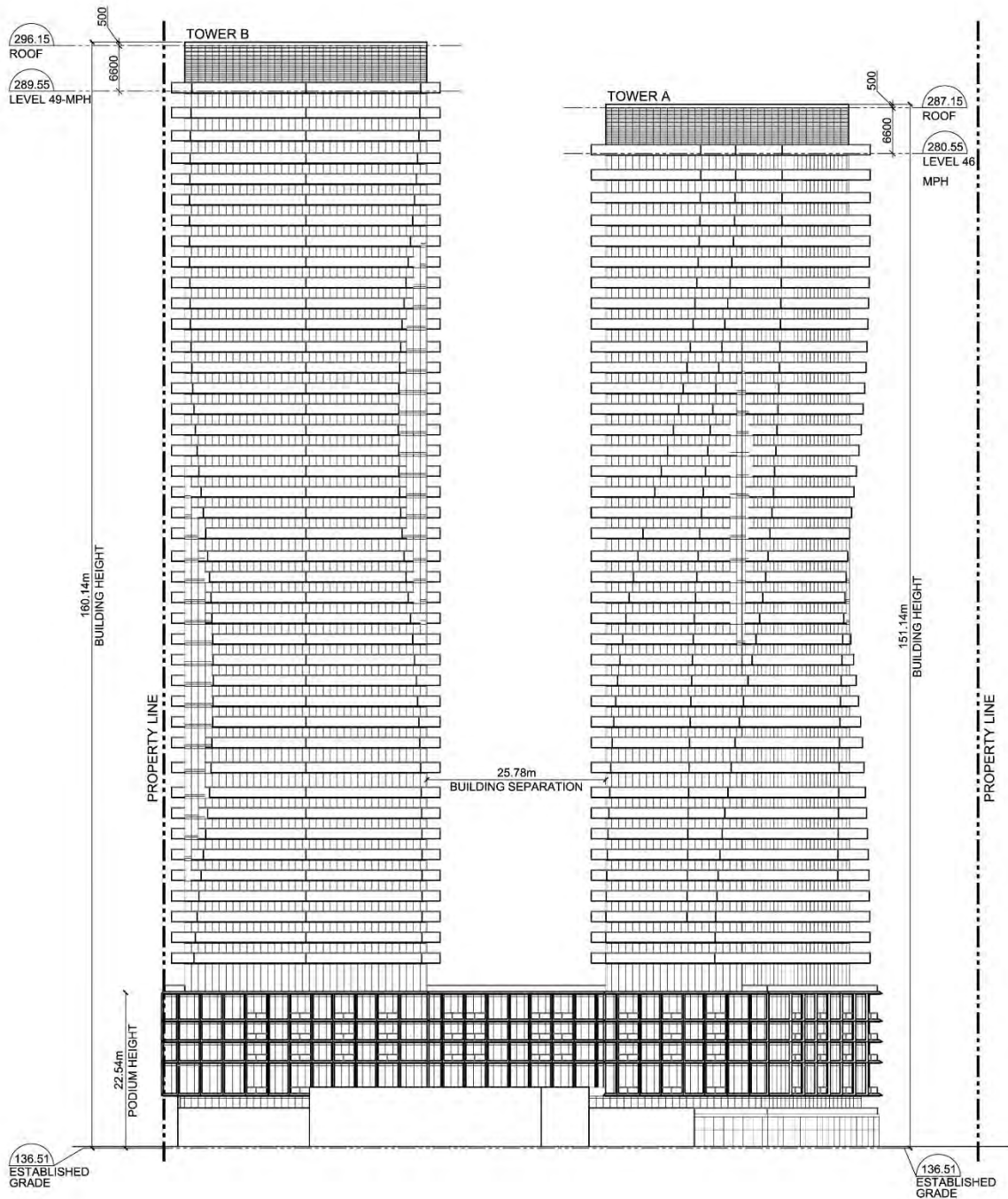


## Attachment 15 - Block 3 (Building 3) - East Elevation



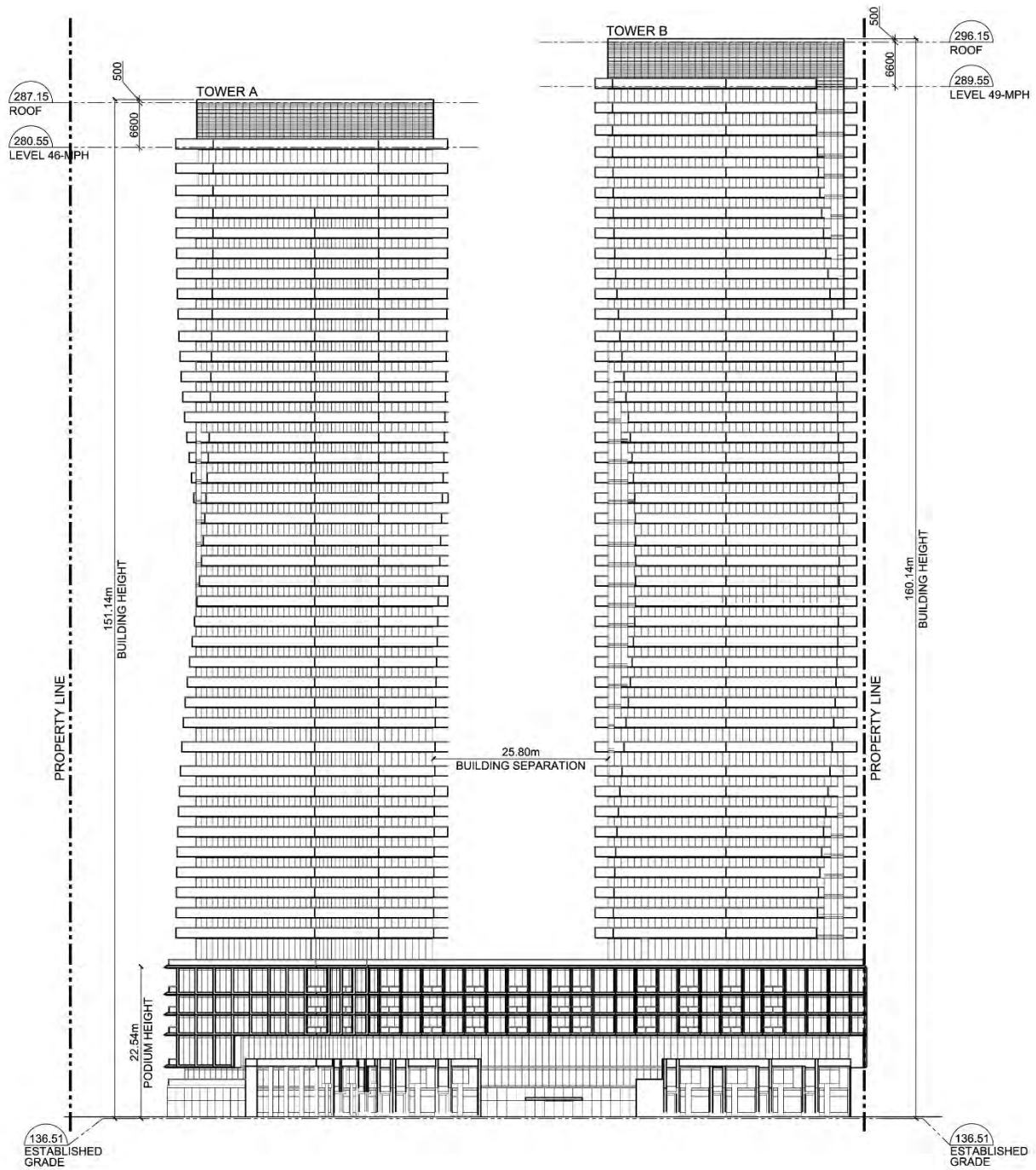
**Building 3 - East Elevation**

## Attachment 16 - Block 3 (Building 3) - North Elevation



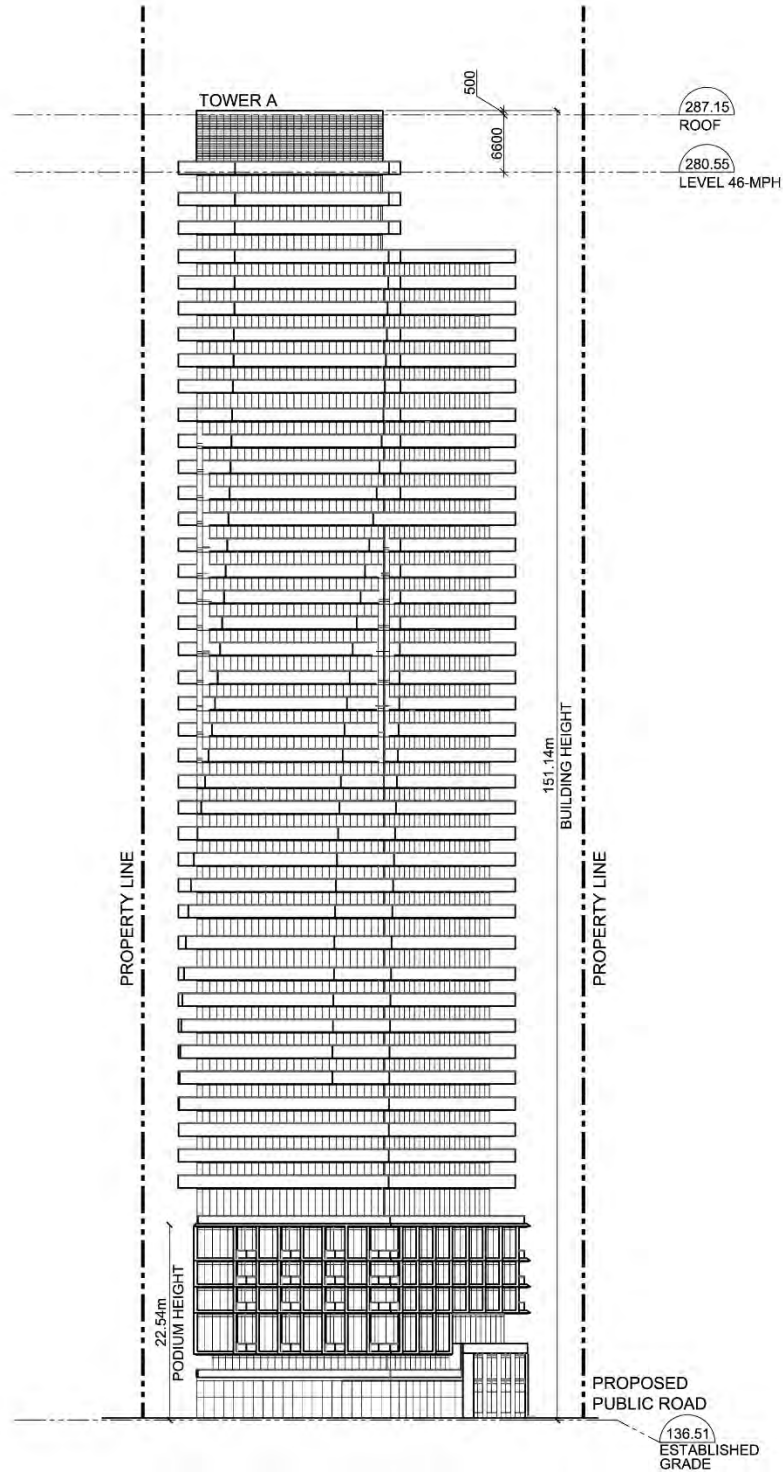
Building 3 - North Elevation

## Attachment 17 - Block 3 (Building 3) - South Elevation



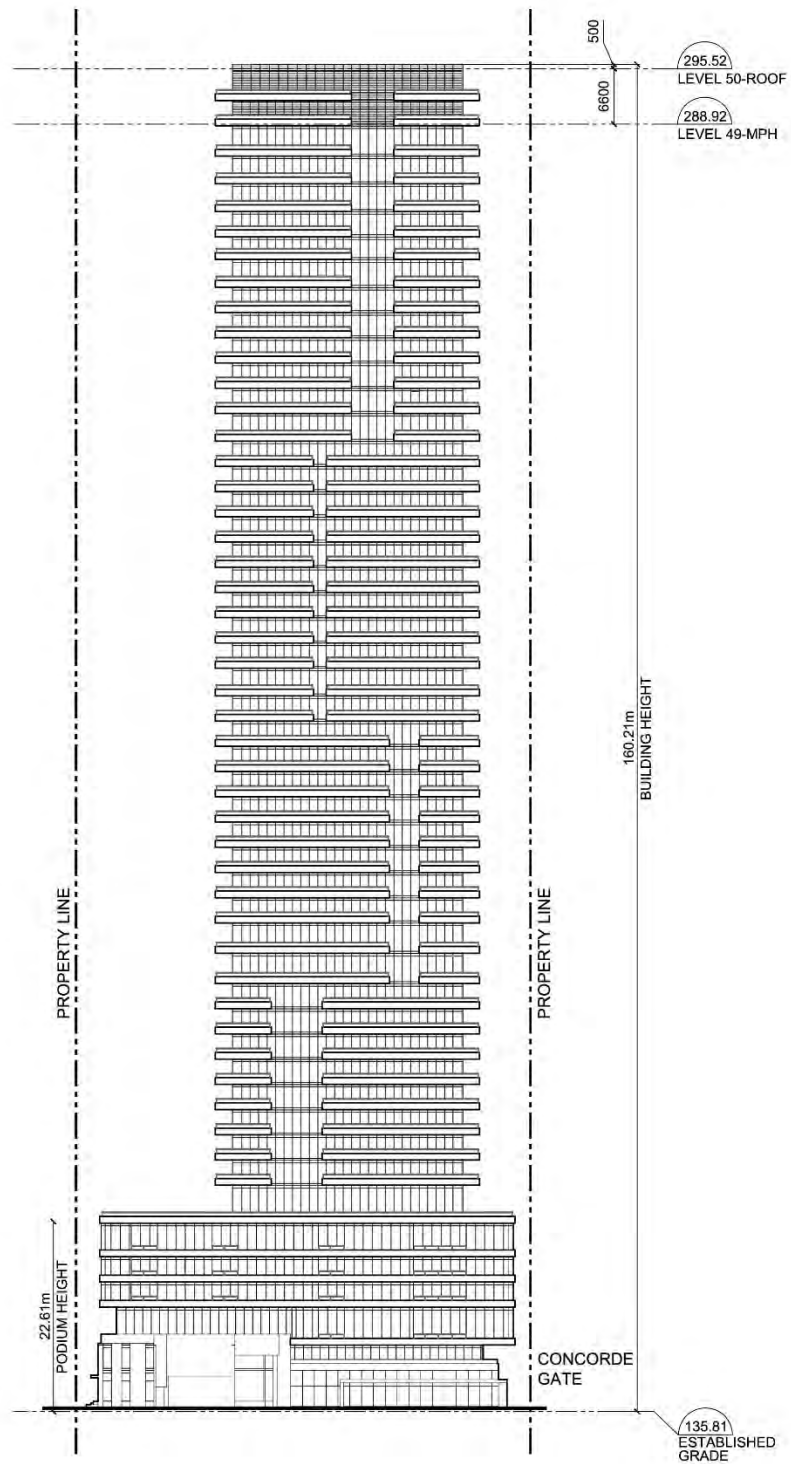
Building 3 - South Elevation

## Attachment 18 - Block 3 (Building 3) - West Elevation



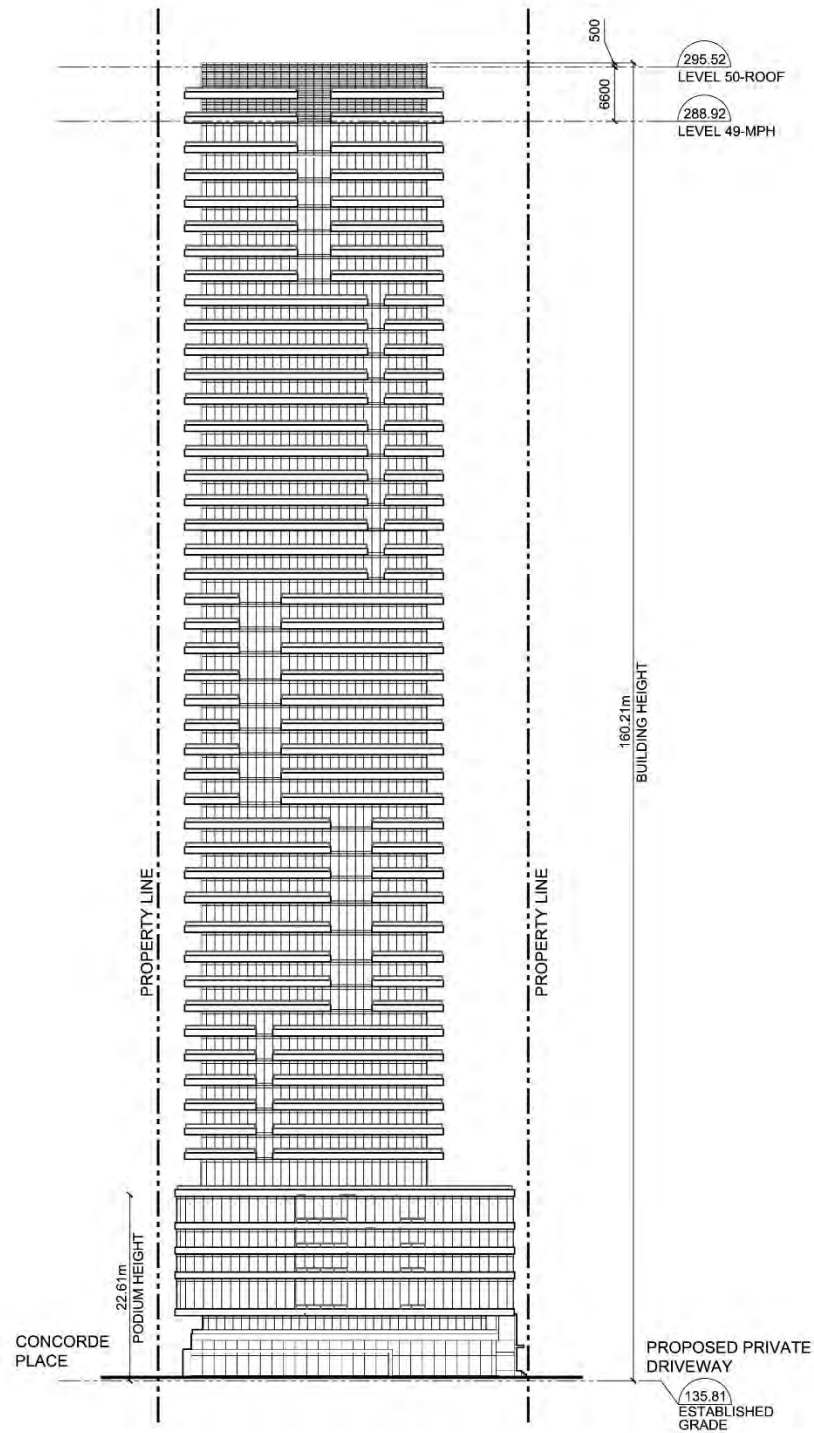
Building 3 - West Elevation

## Attachment 19 - Block 6 (Building 4) - East Elevation



**Building 4 - East Elevation**

## Attachment 20 - Block 6 (Building 4) - North Elevation



Building 4 - North Elevation

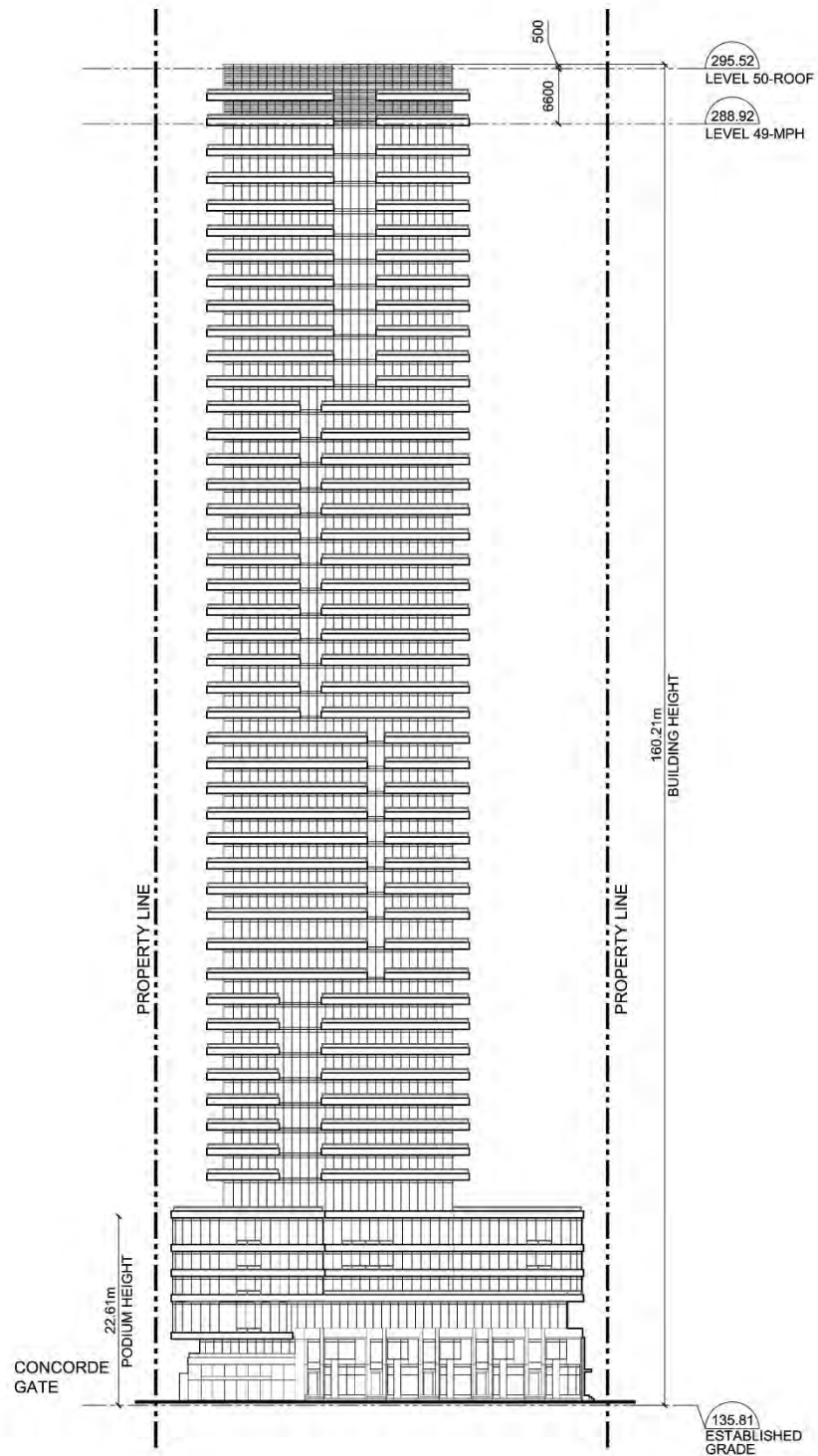
## Attachment 21 - Block 6 (Building 4) - South Elevation



**Building 4 - South Elevation**



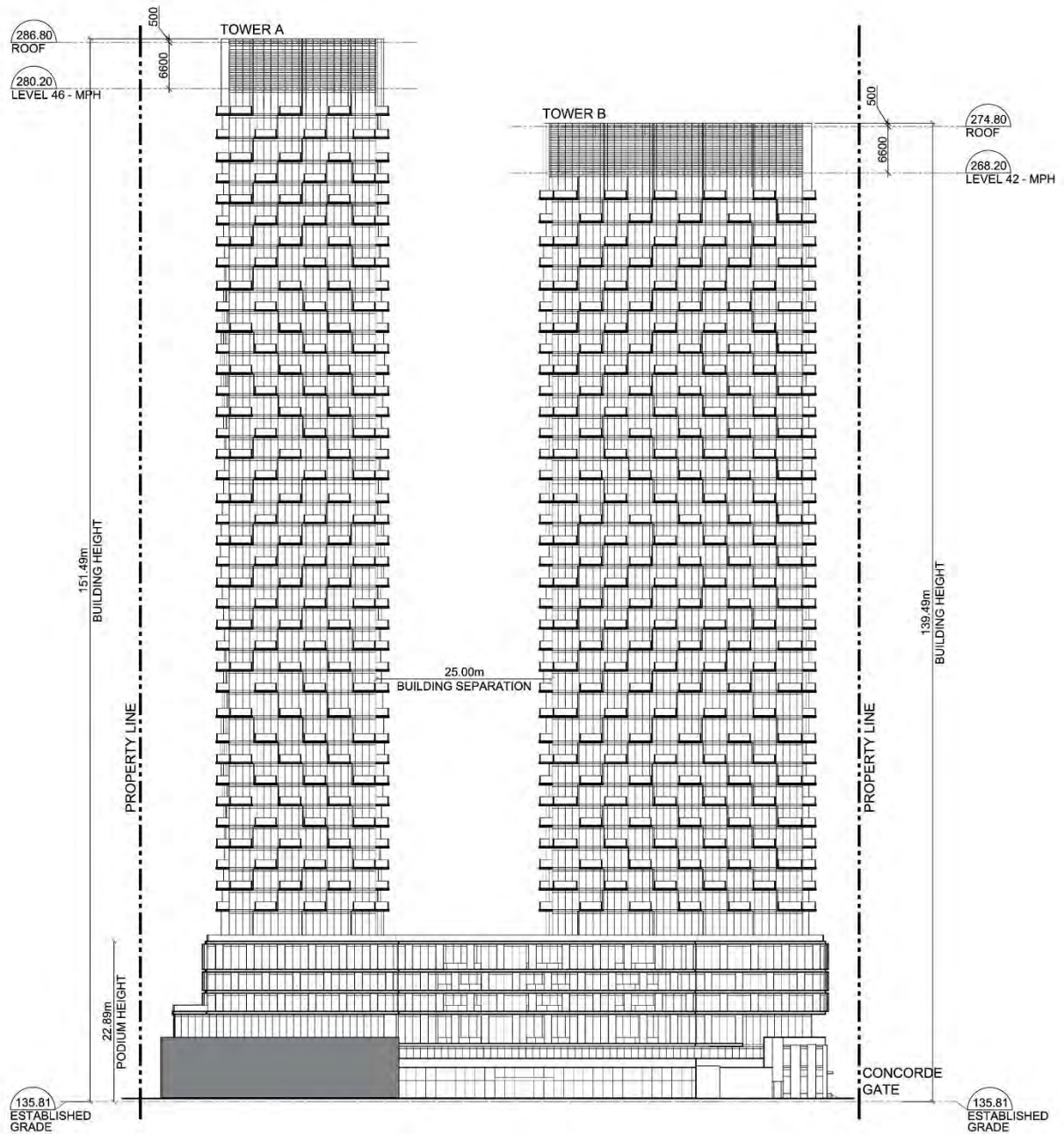
## Attachment 22- Block 6 (Building 4) - West Elevation



**Building 4 - West Elevation**

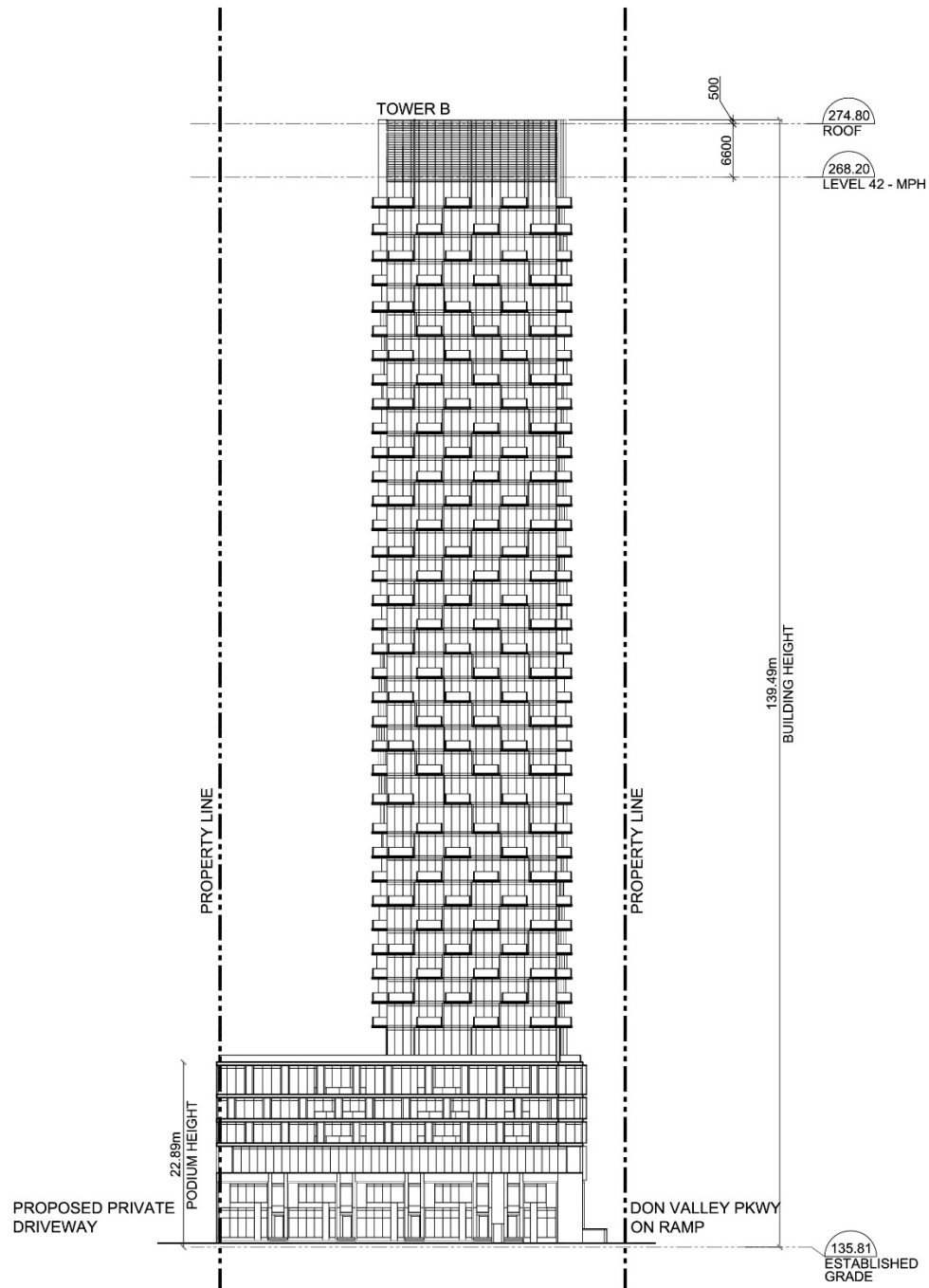


## Attachment 23 - Block 7 (Building 5) - East Elevation



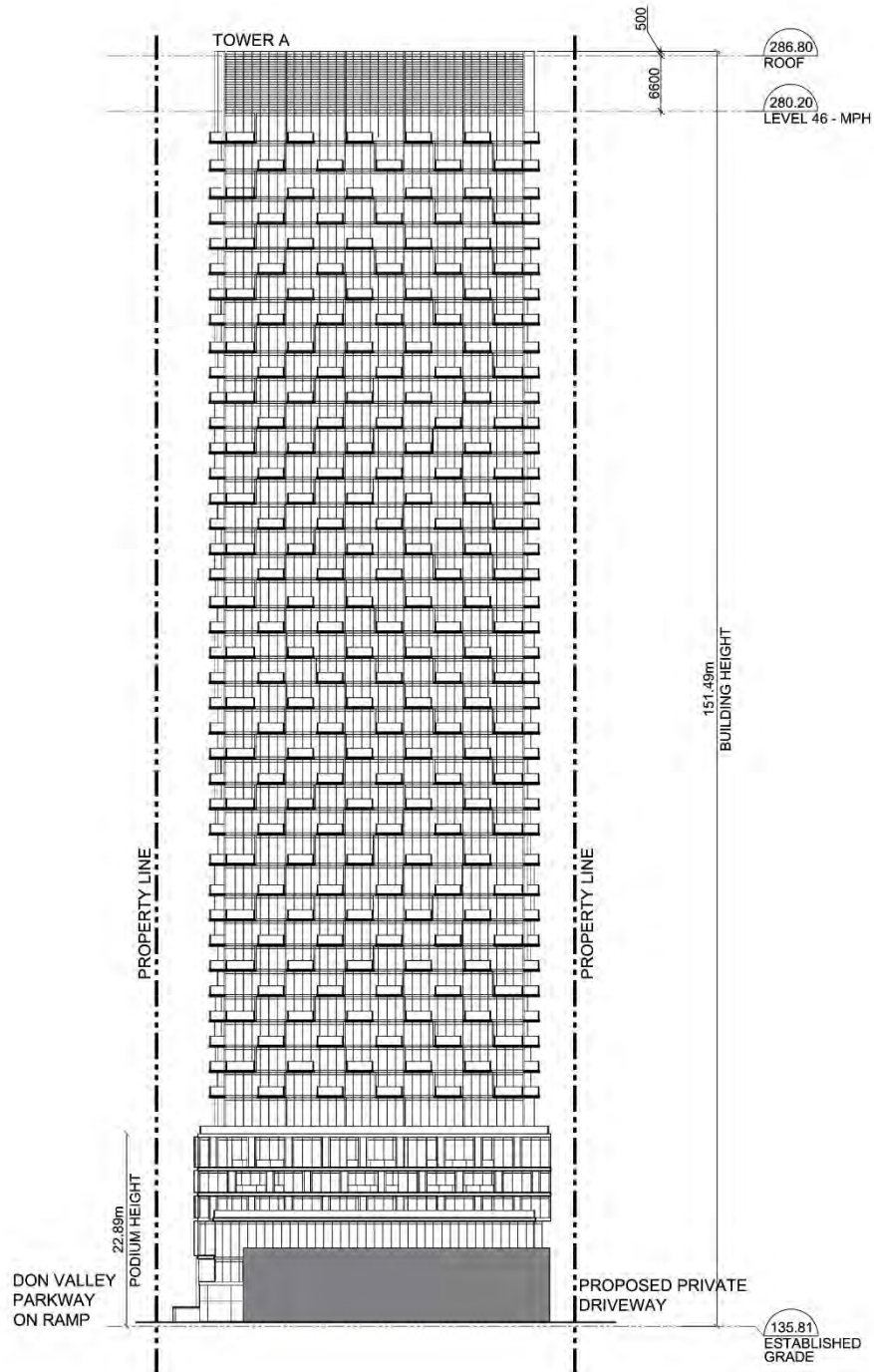
Building 5 - East Elevation

## Attachment 24 - Block 7 (Building 5) - North Elevation



**Building 5 - North Elevation**

## Attachment 25 - Block 7 (Building 5) - South Elevation



**Building 5 - South Elevation**

# Attachment 26 - Block 7 (Building 5) - West Elevation

