

## **175 Wynford Drive – Zoning By-law Amendment Application – Request for Direction Report**

Date: June 7, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

**Planning Application Number: 20 198704 NNY 16 OZ**

### **SUMMARY**

---

On September 25, 2020, a Zoning By-law Amendment application was submitted to permit the redevelopment of the lands with four residential and mixed-use buildings ranging from 45 to 54 storeys in height, containing 2,750 dwelling units, 10,082 square metres of non-residential floorspace for a hotel, retail uses and a daycare centre. A total of 1,558 parking spaces were proposed to be accommodated within 6 levels of underground parking.

On June 20, 2021 the applicant submitted a revised proposal to permit the redevelopment of the lands with three residential and mixed-use buildings with heights of 55, 59 and 65 storeys. The proposal includes a total of 2,500 dwelling units, 1,791 square metres of retail space, hotel and a daycare centre. The proposal has an overall proposed density of 12.4 times the area of the lot.

On July 30, 2021, the Applicant appealed the revised Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 120-day time frame in the Planning Act (OLT Case No: OLT-21-001257).

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing 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 Zoning By-law Amendment appeal for the lands at 175 Wynford Drive 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 Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
- b) Where applicable, community benefits and other matters in support of the development are secured in a Section 37 Agreement executed by the Owner and registered on title to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
- c) The Applicant provides confirmation that the building envelope is outside of the required top-of-bank setback from the ravine to the north of the site, to the satisfaction of the TRCA;
- d) The Applicant has submitted a revised Arborist report and detailed landscape plans and addressed the outstanding issues from the Urban Forestry memo dated August 10, 2021, and the Urban Forestry- Ravine and Natural Feature Protection memo dated July 28, 2021, to the satisfaction of the General Manager, Parks Forestry and Recreation;
- e) The Applicant has addressed all outstanding issues raised by Engineering and Construction Services as they relate to the Zoning By-law Amendment application as set out in their memorandum dated August 11, 2021 or as may be updated in response to further submission(s) filed by the Applicant, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and,
- f) The Applicant has submitted a revised Travel Demand Management Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services.

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

---

On April 24, 2007, City Council enacted Zoning By-law No. 365-2007, a site specific By-law amendment to North York Zoning By-law 7625 on the lands previously known as 1250 Eglinton Avenue East. This site-specific Zoning By-law permits a 34- storey, 328 unit apartment building at the northwest corner of the site and a 6-storey seniors' residence at the Eglinton Avenue East frontage of the site. The 34-storey apartment building and 6-storey seniors' residence were constructed in 2008 - 2009. The seniors' residence contains 120 living units.

The Staff Report on Zoning By-law 365-2007 is available on the City's website at: <http://www.toronto.ca/legdocs/2006/agendas/committees/ny/ny060509/it040.pdf>

On February 4, 2016, City Council enacted a further site-specific amendment (By-law 112-2016) to North York Zoning By-law 7625, as amended by By-law 365-2007, with respect to the lands at 175 Wynford Drive, 181 Wynford Drive (Accolade condominium) and 187 Wynford Drive (Delmanor retirement residence). By-law 112-2016 permits two new residential buildings at 30 and 36 storeys in height, with 54,350 square metres of gross floor area. The partial conversion of the hotel to apartment dwelling units or retirement residence units is also permitted. This proposal was never constructed.

The Staff Report is available on the City's website at: <https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85245.pdf>

A Preliminary Report for 175 Wynford Drive was adopted by North York Community Council on January 13, 2021 authorizing staff to conduct a community consultation meeting with an expanded notification area. The decision of the North York Community Council can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY21.6>

A Preliminary Report for the nearby development application at 1-3 Concorde Gate and 10-12 Concorde Place was adopted by North York Community Council on September 13, 2022. The report recommended that City Planning 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, and review the applications concurrently and within the context of the Focused Area Study.

The decision of the North York Community Council can be found here:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY26.10>

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

On March 25, 2022, the Planning and Housing Committee approved for consultation 97 MTSA/PMTSAs, of which Wynford Station was identified as a MTSA with a proposed minimum density target of 200 people and jobs per hectare. The report can be found at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH32.7>

## **SITE AND SURROUNDING AREA**

---

**Site Description and Dimensions:** The site is located at 175 Wynford Drive and is currently occupied by the Don Valley Hotel and Conference Centre, which has two accesses; one access directly from Wynford Drive and one via a private driveway off Wynford Drive which also serves the adjacent Accolade condominium building and the Delmanor retirement residence. The site is 14,624 square metres (1.46 hectares) in size and has a frontage of approximately 93 metres on Wynford Drive. There is a significant grade difference between the existing site and the adjacent properties and Wynford Drive, as the site is elevated with a steep inclined driveway and is supported by an extensive retaining wall along the eastern and southern perimeter. The site is located approximately 130 metres from the Wynford LRT station.

**Existing Use:** Hotel and Conference Centre

### **Surrounding uses include:**

North: Immediately north is the East Don River tributary ravine which is identified as part of the City's Natural Heritage System. The ravine is also a feature regulated by the Toronto and Region Conservation Authority (TRCA). Further north of the ravine is the Noor Cultural Centre at 123 Wynford Drive, which is listed on the City's Heritage Register.

East: Wynford Drive, and beyond that is an area of open space, and residential apartment buildings at 35 and 45 Wynford Heights Crescent. Further east is the Don River and Charles Sauriol Conservation Area. This area is also within the TRCA regulation limit.

South: 187 Wynford Drive (6-storey Delmanor retirement residence). Further south is Eglinton Avenue East and the future Wynford LRT stop.

West: A private driveway which provides access to the site as well as to 181 Wynford Drive known as Accolade (34-storey residential condominium building). Further west is the DVP highway and access road/on-ramp from Eglinton Avenue East.

## THE APPLICATION

---

### Description

**Height:** 3 residential and mixed-use buildings, having heights of 55, 59 and 65 storeys (178.35 metres, 193.2 and 208.7 metres, including mechanical penthouses and rooftop amenity levels).

**Gross Floor Area (GFA):**

**Total GFA:** 181,332 square metres

Residential GFA: 170,291 square metres (93.8% of total GFA)

Retail GFA: 1,791 square metres (0.98% of total GFA)

Hotel GFA: 9,250 square metres (5% of total GFA)

Daycare centre GFA: 250 square metres (0.13% of total GFA)

**Density (Floor Space Index):** 12.4 times the area of the lot (excluding the TRCA regulated ravine lands).

**Unit count:** 2,500 dwelling units (126 studio units (5%), 1,699 one-bedroom units (68%), 425 two-bedroom units (17%) and 250 three-bedroom units (10%)) and 125 hotel units.

**Vehicular Parking Spaces:** 1,126 (703 resident, 250 residential/retail visitors, 172 hotel, and 1 daycare space)

**Bicycle Parking Spaces:** 2,515 (2,250 resident, 250 residential visitors, 5 long-term retail and 10 short-term retail)

**Phasing:** Development to occur in phases. A phasing plan has not been provided.

### Additional Information:

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

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at:  
<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

### **Reasons for Application**

A Zoning By-law amendment is required in order to permit an increased height and density than what is permitted in the site-specific Zoning By-laws, to permit additional uses on site including the daycare centre, and to establish new development standards related to, amongst other things: parking, landscaping and building setbacks/stepbacks.

A Plan of Subdivision application has also been submitted in order to facilitate the proposal and create the development blocks and new public infrastructure, which includes a new public park and public street off Wynford Drive. The plan of subdivision has not been appealed.

### **Site Plan Control**

The proposal is subject to Site Plan Control. A Site Plan Control application has not been submitted.

## **POLICY CONSIDERATIONS**

---

**Official Plan Designation:** The site is designated *Mixed Use Areas* on Map 20 of the Official Plan and the northerly edge of the site is designated *Natural Areas and Other Open Space Areas*.

**Zoning:** The site is subject to both North York Zoning By-law 7625 and Toronto Zoning By-law 569-2013.

Under Zoning By-law 7625, as amended by site-specific By-law 365-2007 and By-law 112-2016, the site is zoned RM6 (163)(H) with the exception of the ravine lands on the north edge of the site, which are zoned O1 (36).

Under Zoning By-law 569-2013, as amended by site-specific By-law 111-2016, the site is zoned Residential Apartment RA(7), with the exception of the ravine lands which are zoned ON.

**Additional information:** See Attachment 6 for applicable policy documents.

## COMMUNITY CONSULTATION

---

A Virtual Community Consultation Meeting was hosted by City staff on March 4, 2021. Approximately 116 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- Concerns with the height, density and massing proposed.
- Concerns with increased traffic resulting from this proposal.
- Questions regarding a lack of non-residential uses on site.
- Concerns with the lack of community services and facilities in the area.
- Questions regarding timing of approvals and construction commencement.
- Concerns with timing of when traffic data was collected as submitted with Transportation Impact Study.
- Concerns regarding the provision of new schools in the area to accommodate the increased density.
- Concerns with the lack of public green space being proposed.
- Questions about bike lanes being provided along Wynford Drive.
- Support for increasing the number of family sized units.
- Questions regarding the cumulative impact of development proposals in the area.
- Questions regarding tenure of units, and affordable housing provision.

## 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 the Growth Plan.

The proposal is not consistent with PPS policies concerning appropriate development standards and the protection of the natural heritage systems. The proposal does not conform to Growth Plan policies relating to complete communities, natural heritage and the implementation of appropriate development standards through the Official Plan and other supporting documents.

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

### Land Use

The site is designated *Mixed Use Areas* in the City's Official Plan. It is also located adjacent to the future Wynford LRT stop which forms part of the Crosstown higher order transit corridor. In order to fully achieve the objectives of this designation, support the

higher order transit and contribute to achieving a complete community as per Official Plan policies, non-residential uses at grade should be provided to animate and frame the public streets, parks and open spaces and other pedestrian focused areas. A greater amount of non-residential gross floor area is required in order to ensure the proposal contributes to creating a complete community.

### **Site Organization**

The Official Plan contains policies regarding building new neighbourhoods. 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 Official Plan also identifies that interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of public streets, parks and open spaces as the main place for civic life and pedestrian activity. They should be designed for users of all ages and abilities and be comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within.

A functional public street system through the site is required to provide the appropriate infrastructure to support the proposed development in context of the anticipated increase in population. Securing a public street network is a priority for the City. In addition, dedicated on-site pick-up/drop-off locations for all uses need to be provided.

Planning staff have reviewed the proposal against the policies of the Official Plan. Staff have concerns with elements of the site organization including the configuration of the new public road and how it intersects at Wynford Drive; location of the buildings; servicing locations; the size, location and configuration of the park; relationship to the LRT connection across the private driveway; relationship with the northern ravine lands; relationship and interfaces with the existing Accolade and Delmanor buildings.

A phasing plan is also required to be submitted that accurately defines the various stages of development. The phasing plan should indicate the appropriate infrastructure and community services and facilities to serve each phase of the development and to ensure that each phase of the development can function on its own.

### **Built Form, Height, Massing and Density**

The built form policies of the Official Plan speak to the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure that each new building promotes and achieves the overall objectives of the Official Plan. Planning staff have reviewed the proposed built form against the policies of the Official Plan, and relevant design



guidelines including the Tall Building Design Guidelines. Planning staff have concerns with the proposed built form in relation to the site as well as surrounding context.

The existing context of the Wynford-Concorde area is that of a tall buildings community with a mix of both residential and non-residential uses, in the form of hotels, offices, and cultural centres. The existing residential building heights in the area range in height from 21-storeys to 37-storeys, with two mid-rise buildings having heights of 6-storeys and 9-storeys. The applicant's proposal of three towers with heights ranging from 55-storeys to 65-storeys is greater than the existing heights in the area. Staff recognize that the existing context is that of a tall building community, but the heights as currently proposed require reduction.

The existing residential towers in the area are of an older building stock, which predate the City's Tall Building Design Guidelines. Existing towers in the neighbourhood context typically have larger floorplates. However the buildings are set back and surrounded by generous landscaped areas. Staff have concerns with the proposed massing of the towers and large base buildings, including the tower floorplate sizes and the building setbacks as currently proposed.

Base building heights should be reduced to more of a pedestrian scale, greater building setbacks and tower stepbacks are required to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The density proposed by the application is 12.4 times the lot area. The proposed density is greater than recent approvals in the area and the densities of the existing buildings in the community. The proposal does not meet many of the City's built form design guidelines and as a result is reflected in the density. Planning staff do not support the proposed density.

The proposed height, massing and density represents significant intensification of the site. The proposal lacks the supporting infrastructure and a robust public realm framework that is required for development of this scale and in the interests of building a complete community.

## **Sun and Shadow**

The shadow studies demonstrate that the heights and large floorplates proposed by this development shadow the Natural Heritage System to the north, and have impacts on surrounding and proposed public realm, including the proposed new park. The shadow impacts resulting from the proposal are not considered acceptable and revisions are required to the built form to mitigate this impact.

## **Wind Impacts**

A wind confirmation of service memo was submitted on June 18, 2021 by Gradient Wind consultants to conduct a pedestrian level wind study for the site. Based on

significant changes from the original PLW wind analysis submitted for the previous proposal in August 28, 2020, the wind analysis for the present proposal was on-going and expected to be distributed to the development and design teams in mid-July 2021. The pedestrian level wind study is still required to be submitted for review by City Planning staff.

### **Natural Heritage Protection and Ravine By-law**

The East Don River tributary ravine is located within the northern portion of the subject site and is identified as part of the City's Natural Heritage System shown on Map 9 of the Official Plan and is within the City of Toronto Ravine and Natural Feature Protection By-law. The purpose of the By-law is to promote the management, protection and conservation of ravines and associated natural and woodland areas and to prohibit and regulate the injury and destruction of trees, filling and dumping.

The ravine is also a feature regulated by the Toronto and Region Conservation Authority (TRCA). A permit is required from the TRCA prior to any of the following works: straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland or any proposed development, if in the opinion of the authority, the control of flooding, erosion or pollution or the conservation of land may be affected by the development.

A permit from the TRCA is also required for any work proposed within the 10 metre setback area. The lands below the top of bank in the ravine on the north side of the site have been recognized through the site specific zoning for this property (By-law 365-2007) which includes an Open Space Zone (O1), with a special exception prohibiting any structures. As part of this application, the TRCA requires that the land located below the long term stable top-of-slope (LTSTOS) and 10 metres setback from the LTSTOS and dripline be rezoned to Open Space- Natural Areas in the site-specific Zoning By-law. As part of the associated draft plan of subdivision application, the lands located below the LTSTOS and 10 metres setback from the LTSTOS and dripline will be conveyed into public ownership. Furthermore, as part of the site plan application, a Ravine Stewardship Plan is required to be submitted for review, to the satisfaction of the General Manager, Parks Forestry and Recreation.

The applicant has submitted a Natural Heritage Impact Study and a Slope Stability Study which delineated the long term stable top of bank, as part of the application. The limits of development for the subject property are generally defined by the long-term stable top of bank line plus a 10 metre setback and the dripline of the ravine plus a 10 metre setback. The submitted plans and study indicate that the proposed development (and grading) would encroach within the 10 m setback area to accommodate the underground garage, an emergency access road, outdoor amenity areas, and temporary work zones for the proposed building demolition and construction of the proposed buildings.

In its current form, TRCA staff do not support the proposal and require the provision of appropriate buffers and setbacks to the natural heritage features.

### **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. The Arborist report inventoried a total of 140 trees including three on-site tableland trees, 103 on-site ravine trees and 34 neighbouring ravine trees. The report concludes that as part of the development proposal, a total of 68 on-site ravine trees and one neighbouring ravine tree would be removed, and 14 on-site ravine trees and 11 neighbouring trees would be injured as defined by municipal tree by-laws, due to the anticipated construction impacts.

A Ravine Stewardship Plan for the north side of the subject site is required as part of the application review. In addition, revisions are required to the Arborist Report and landscape plans. Furthermore, Urban Forestry requires the applicant modify their proposal to provide for appropriate soil depths for tree planting for the site as a deficiency has been identified, and this requirement will result in a reduced building footprint on site.

Urban Forestry staff do not currently support the application due to insufficient soil volumes being proposed, thereby not complying with Tier 1 of the Toronto Green Standards.

### **Parkland**

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28 + square metres of parkland per person, which is comparable to the city-wide average provision of 28 square metres of parkland per person (2016). Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

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. In total, the parkland dedication requirement is 1,765 square metres. The applicant is required to satisfy the parkland dedication requirement through an on-site dedication.

The parkland dedication must be of a usable shape and topography, with the grading and drainage of the adjacent development blocks compatible with the grades of the parkland. As currently proposed, staff have concerns with the orientation, usability and grades of the park. The parkland location and configuration will be determined based on future discussions between the applicant and the Parks, Forestry & Recreation staff, and will be required to comply with Policy 3.2.3.8 of the Toronto Official Plan.

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

Zoning By-law 569-2013 requires a combined indoor and outdoor amenity space of 4.0 square metres per unit. The application is proposing a total of 7,502 square metres of amenity space which equates to 3,751 square metres for indoor and outdoor amenity space each, and a ratio of 1.5 square metres per unit (a total of 3 square metres per unit for both indoor and outdoor space). The amount of both indoor and outdoor amenity space must be increased in order to meet the minimum standards set out in the Zoning By-law.

### **Proposed Childcare Centre**

The proposed development includes a 250 square metre daycare centre located within the base building of Tower 3. Toronto Children's Services support the location of a childcare centre within the proposed development. However, at the proposed size of 250 sq.m., the proposed centre is considered too small. A minimum of 800 sq.m. of interior space for a five-room centre is required, plus playgrounds for the children. The childcare centre would need a dedicated entrance and dedicated playgrounds for the children adjacent to their playrooms. The proposal indicates one parking spot for the childcare, however an additional 4-6 drop off and pickup spots are required.

Revisions are required to the proposed childcare centre in order to be a viable location for a City-run centre.

### **Servicing and Infrastructure**

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

At the time of writing this report, the City's Engineering and Construction Services Division (ECS) has reviewed the submitted plans and reports and require revisions to confirm accuracy and appropriateness. These may be issues that will be identified through the OLT process. In the event the OLT approves this application, the recommendations contained in this report includes satisfying any outstanding issues

indicated in the memorandum from ECS and any necessary securities required to implement the recommendations.

## **Traffic**

A Transportation Impact Study (TIS) report, dated September 2020 by LEA Consulting, was submitted in support of the original development.

A TIS Addendum report, dated June 17, 2021 was also submitted in support of the latest development proposal. A new traffic signal is proposed by the consultant at the intersection of Wynford Drive and the proposed new public street. The proposed intersection is approximately 75 metres north of the existing signalized intersection at Wynford Drive/private driveway/Eglinton Avenue East westbound on/off ramps. Transportation Services has concerns with the proposed traffic signal given its close proximity to the adjacent signal. In order to fully assess the traffic impacts, the applicant is required to conduct a signal warrant analysis at this intersection which is to be submitted and reviewed by Transportation Services staff.

Furthermore, revisions are required to the TIS report in order to address several outstanding issues including the uses of more recent traffic data from within the last 5 years; a further capacity analysis; updated travel demand assumptions and methodologies; including the active development application at 1-3 Concorde Gate and 10-12 Concorde Gate as a background development as this application is forecasted to introduce notable traffic volume to Wynford Drive.

## **Parking and Loading**

Transportation Services have indicated that Policy Area 3 (PA3) parking rates can be considered for the site given the Eglinton LRT station, the availability of public transit, and the implementation of Travel Demand Management (TDM) measures. Based on the PA3, a minimum of 3,007 parking spaces are required for the proposed development.

According to the site statistics, a total of 1,126 spaces will be provided at full build-out consisting of 703 residential spaces, 250 visitor and retail shared spaces, 1 daycare spaces, within the 7-level below-grade parking garage, accessed from Wynford Drive. Also proposed are 172 hotel spaces to be located on the adjacent Accolade lands based on the current agreement in place between landowners. As currently proposed, there is a total deficiency of 1,881 parking spaces. At this time, it is recommended that the applicant provide parking in accordance with the PA3 rates.

There are eight type-G loading spaces are proposed, whereas ten loading spaces are required for the proposed development. Two additional loading spaces are required to be provided.

A large number of bicycle parking spaces (2,515 bicycle spaces) have been proposed to be incorporated within the development. However there is a lack of provision or expansion of a bicycle network and/or multi-modal connectivity plan that extends beyond the site, and this need to be addressed through additional facilities and bicycle trails within and around the site.

### **Travel Demand Management (TDM)**

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

Transportation Planning staff have requested a revised Travel Demand Management ("TDM") Plan with appropriate measures to reduce single occupancy automobile vehicle trips generated by the proposed development, support the proposed parking reduction, and address the site related vehicular traffic issues.

### **Focused Area Study**

North York Community Council directed staff to undertake a Focused Area Study City 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, and review the applications concurrently and within the context of the Focused Area Study.

The Focused Area Study is anticipated to commence in the Fall of 2022. With the Ontario Land Tribunal appeal, staff are of the opinion that the application will be used to inform the Focused Area Study, and the study will be used to inform the OLT moving forward, but most likely the application would not be subject to the final findings of the Study.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. Section 37 benefits have not been discussed with the applicant at this stage of the application.

Should the proposal be approved in some form by the OLT, it is recommended that City Council authorize City staff to negotiate an appropriate agreement for community benefits with the applicant, as applicable, in consultation with the Ward Councillor

## **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 deputation made by members of the public to Community Council. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

## **Conclusion**

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

## **CONTACT**

---

Kathryn Moore, Senior Planner, Community Planning  
Email: [Kathryn.Moore@toronto.ca](mailto:Kathryn.Moore@toronto.ca)

## **SIGNATURE**

---

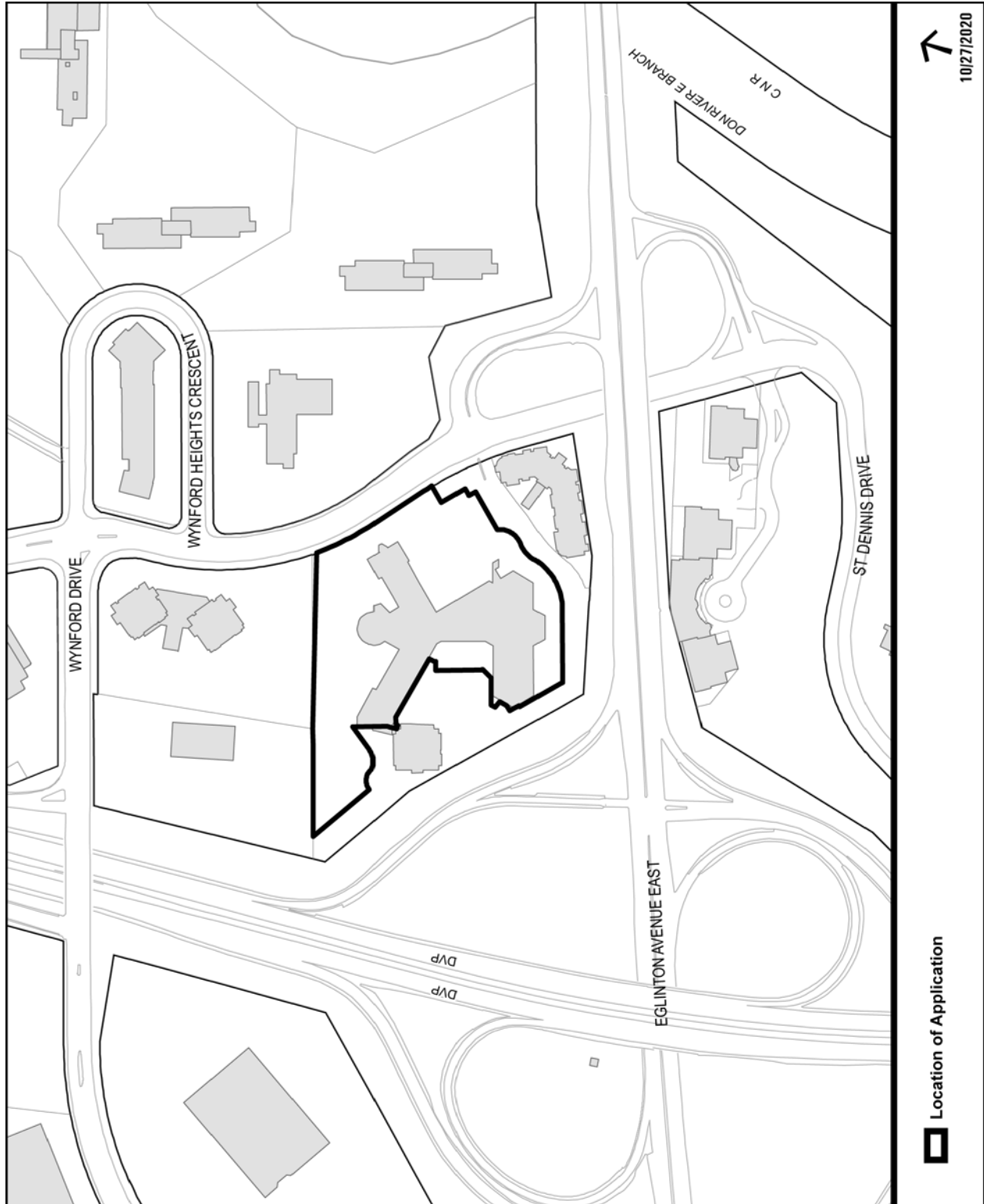
David Sit, MCIP RPP, Director  
Community Planning, North York District

## **ATTACHMENTS**

---

Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: 3D Model of Proposal in Context Looking Northwest  
Attachment 4: 3D Model of Proposal in Context Looking Southeast  
Attachment 5: Site Plan  
Attachment 6: Policy Considerations  
Attachment 7: Official Plan Land Use Map  
Attachment 8: Zoning By-law 7625 Map  
Attachment 9: Zoning By-law 569-2013 Map

## Attachment 1: Location Map





## APPLICATION DATA SHEET

**Municipal Address:** 175 WYNFORD DRIVE  
**Date Received:** September 25, 2020  
**Application Number:** 20 198704 NNY 16 OZ  
**Application Type:** OPA / Rezoning, Rezoning  
**Project Description:** A revised Zoning By-law Amendment application consisting of 3 towers of 55, 59 and 65 storeys in height. The gross floor area is 181,332 square metres with 2,500 dwelling units, 9,250 square metres of hotel GFA, 1,791 square metres of retail space and a 250 square metre daycare centre. The proposed density is 12.4 FSI. 1,003 parking spaces are proposed within 7 levels of underground. A new public street and 1,799 square metre public park are proposed.<sup>3</sup>

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
FREED DEVELOPMENTS 552 Wellington St W, Toronto, ON M5V 2V5	BOUSFIELDS 3 Church Street, Suite 200 Toronto, ON, Canada M5E 1M2	AS + GG Canada Partnership, 30 West Monroe St, Suite 400, Chicago, IL 60603	2731481 ONTARIO INC 552 Wellington St W, Suite 1500, Toronto, ON M5V 2V5

## EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas    Site Specific Provision:  
Zoning: RA (x7)    Heritage Designation:  
Height Limit (m):    Site Plan Control Area:

## PROJECT INFORMATION

Site Area (sq m): 21,905    Frontage (m): 195    Depth (m): 177

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	6,386		6,174	<b>6,174</b>
Residential GFA (sq m):			170,291	<b>170,291</b>
Non-Residential GFA (sq m):	22,113		11,041	<b>11,041</b>
<b>Total GFA (sq m):</b>	<b>22,113</b>		<b>181,332</b>	<b>181,332</b>
Height - Storeys:	6		65	<b>65</b>
Height - Metres:	19		209	<b>209</b>

Lot Coverage Ratio (%): 28.19

Floor Space Index: 8.28

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	170,291	
Retail GFA:	1,791	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	9,250	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			2,500	<b>2,500</b>
Other:				
<b>Total Units:</b>			<b>2,500</b>	<b>2,500</b>

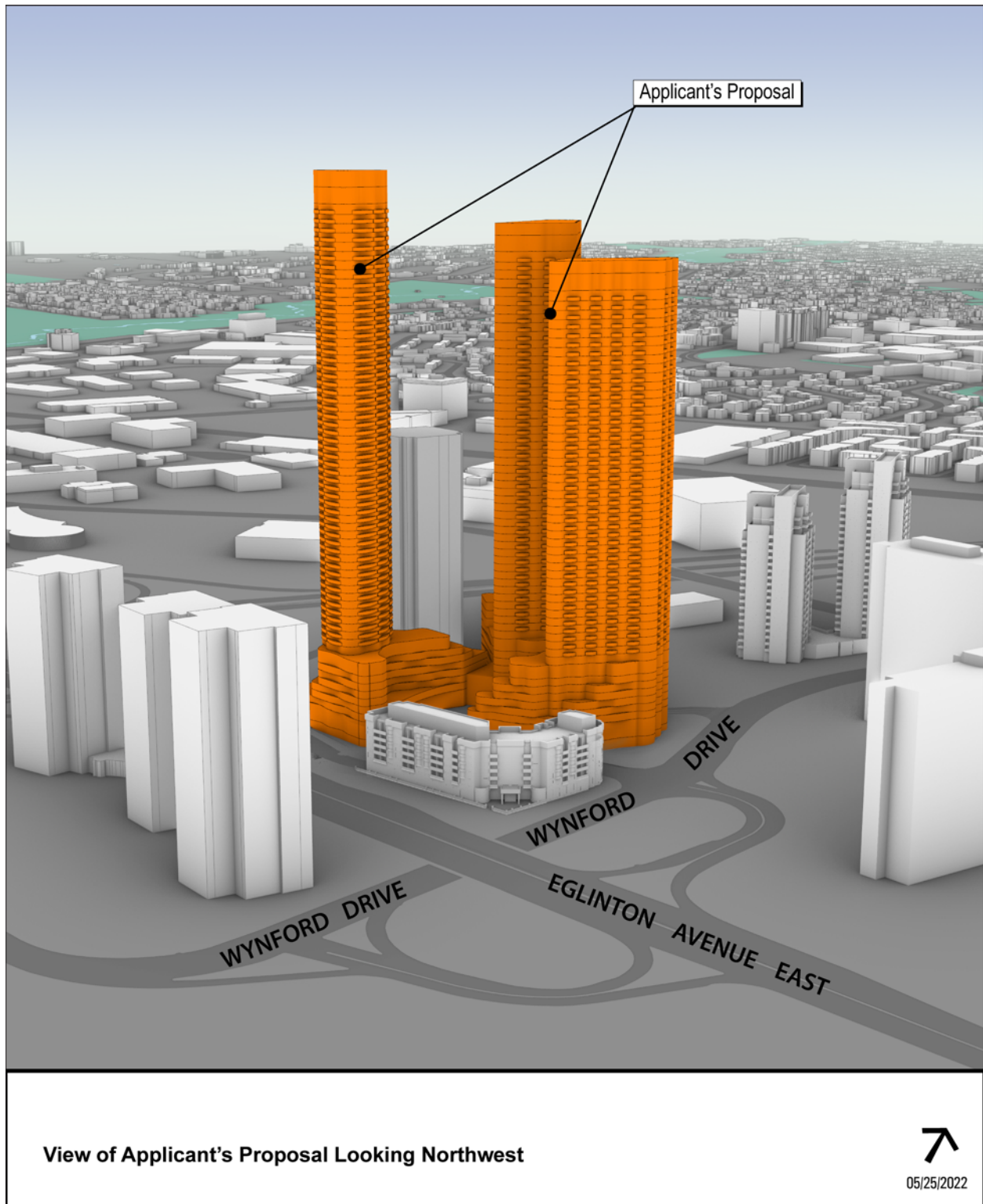
#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		126	1,699	425	250
<b>Total Units:</b>		<b>126</b>	<b>1,699</b>	<b>425</b>	<b>250</b>

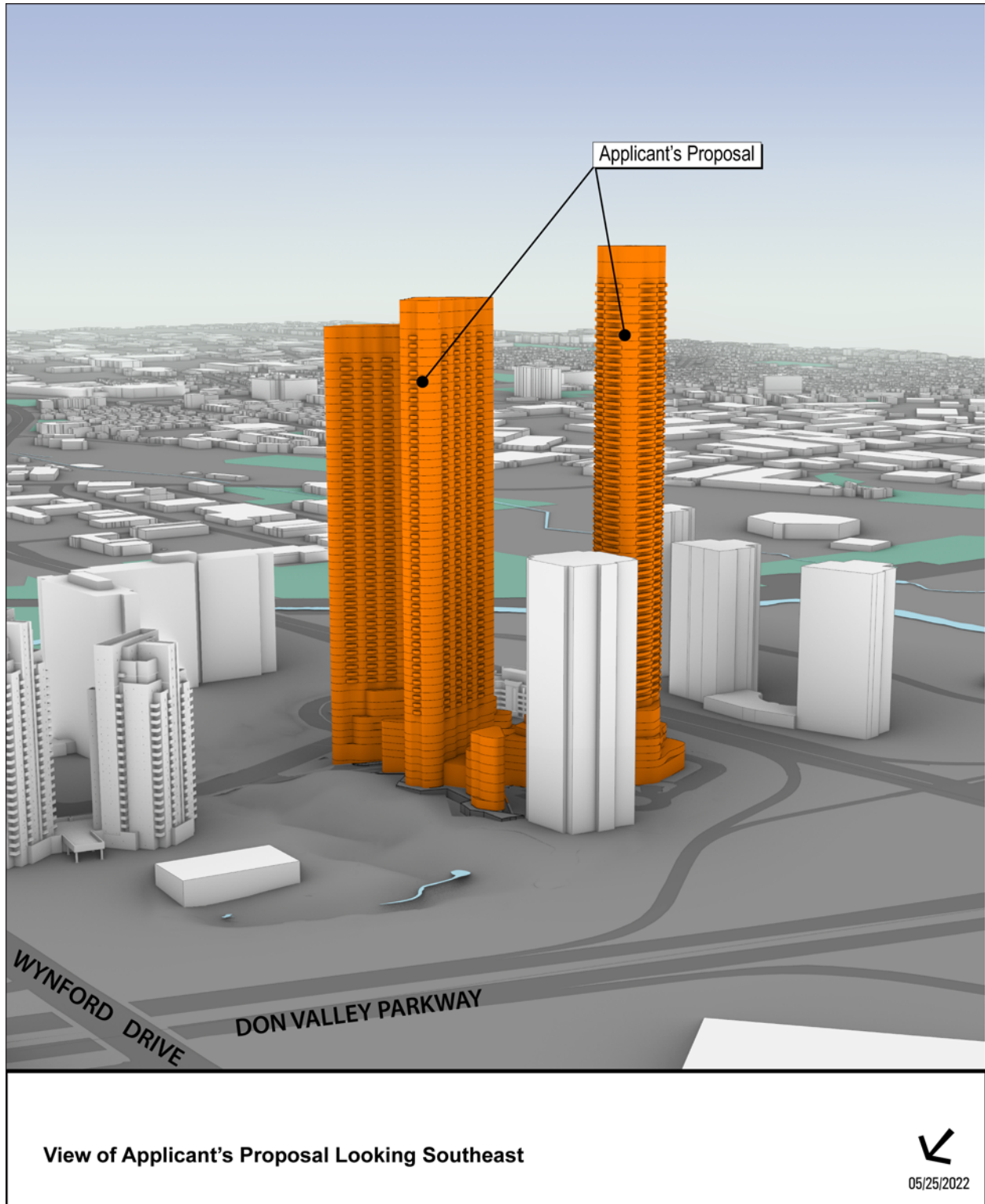
#### **Parking and Loading**

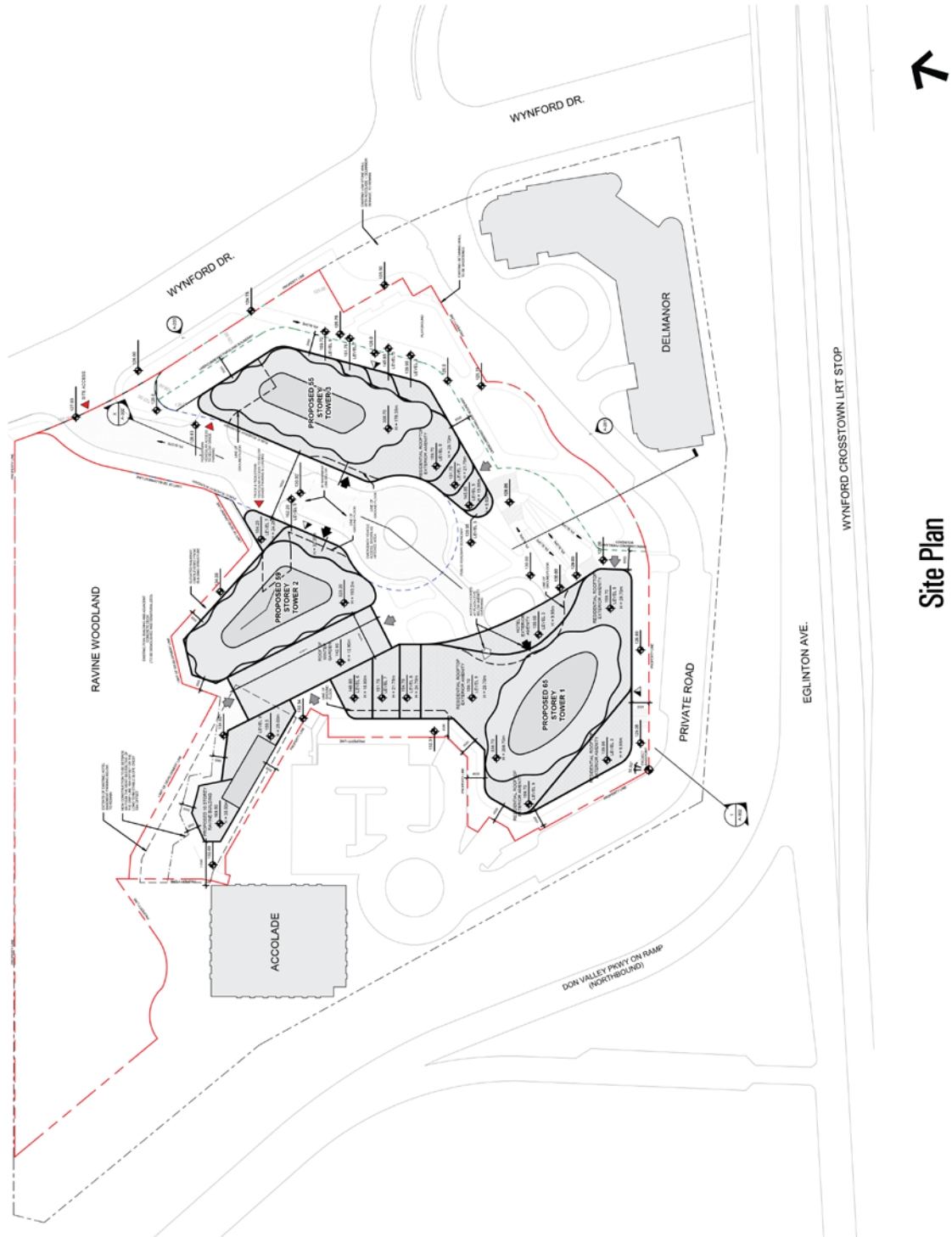
Parking Spaces: 1,126      Bicycle Parking Spaces:  $\frac{2,515}{5}$       Loading Docks: 8

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



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





Site Plan

## Attachment 6: Policy Considerations

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

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

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

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

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through official plans."

### **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 was an amendment to the 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.

### **Toronto Official Plan Policies**

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/>

## **Chapter 2 - Shaping the City**

Chapter 2 describes how the City will manage growth and sets out policies for building a more liveable urban region and integrating land use and transportation. Toronto will strive to provide a full range of housing types in terms of form, tenure and affordability and encourage the construction of rental housing. The Official Plan's transportation policies make provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. The policies of the Plan reflect the importance of mutually supportive transportation and land use policies that combine mechanisms of mobility and proximity to maximize accessibility. Transportation Section of the Official Plan speaks to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. Policies also require that: streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. These are policies to ensure that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure.

## **Chapter 3 - Building a Successful City**

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces. Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.



The Official Plan also provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings. It states that tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm.

The Official Plan identifies that new neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities. The Housing Section of the Plan identifies that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate Housing. It states that adequate and affordable housing is a basic requirement for everyone. The Official Plan states 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. Production of affordable housing is addressed in the Housing section and identifies that where appropriate, assistance will be provided to encourage the production of affordable housing. In the case of affordable rental housing, and in order to achieve a range of affordability, municipal assistance may include: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.

The Community Services and Facilities policies in the Official Plan state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

The Parks and Open Spaces policies in the Official Plan promote the expansion of the city's parks and open space system. The measures for maintaining, enhancing and expanding the system including adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks and designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world.

The East Don River tributary ravine is located within the northern portion of the subject site and is identified as part of the City's Natural Heritage System. The Natural Heritage System is made up of areas where protecting, restoring and enhancing the natural features and function should have high priority in city-building decisions. The Official Plan provides for the conservation of Toronto's urban forest, ravines and river valleys in policies protecting the Natural Heritage System contained in Section 3.4 and Map 9 of the Plan.

## **Chapter 4 - Land Use Designations**

Chapter 4 of the Official Plan, Land Use Designations, functions as a key implementation tool for achieving the strategy of directing growth to specific areas of the City, and away from other others. This chapter establishes the general uses that are permitted in each land use designation, leaving it to the zoning by-laws to prescribe precise numerical provisions.

## **Chapter 5- Implementation**

Chapter 5 of the Official Plan outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and also policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan's objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

## **Zoning By-laws**

The site is subject to both North York Zoning By-law 7625 and Toronto Zoning By-law 569-2013.

Under Zoning By-law 7625, as amended by site-specific By-law 365-2007 and By-law 112-2016, the site is zoned RM6 (163)(H) with the exception of the ravine lands on the north edge of the site, which are zoned O1 (36). The RM6 (163)(H) provisions were amended by By-law 112-2016, which retained certain provisions from the previous site-specific By-law 365-2007 that apply to all three sites (175, 181 and 187 Wynford Drive) and introduced new provisions that apply solely to the subject site. Permitted uses include apartment house dwellings, a retirement residence and a hotel, and two residential buildings at 30 and 36 storeys in height are permitted. The O1 (36) zone stipulates that no buildings or structures are permitted, and that landscaped open space is the only permitted use.

Under Zoning By-law 569-2013, as amended by site-specific By-law 111-2016, the site is zoned Residential Apartment RA(7), with the exception of the ravine lands which are zoned ON. Exception RA (7) states that the prevailing By-law is 111-2016. There is a holding symbol (H) on the site, which requires the submission of satisfactory groundwater management arrangements on site, and the submission of a complete site plan application.

See Attachments 8 and 9 of this report for the existing Zoning By-law Map.

## **Design Guidelines**

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

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;

- Pet Friendly Design Guidelines;
- Best Practices for Bird-friendly Glass; and
- Toronto Accessibility Design Guidelines.

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

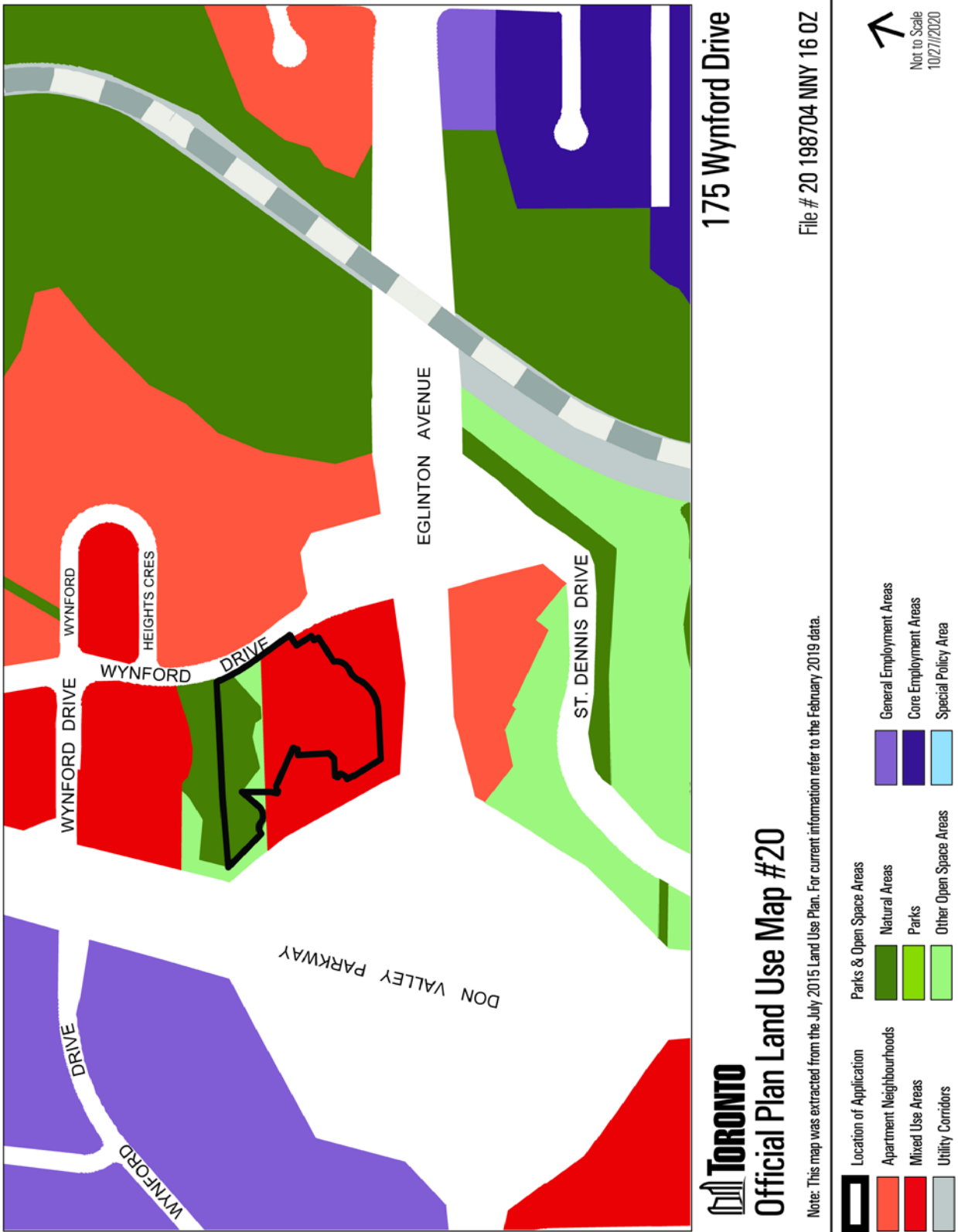
### **Toronto Green Standard (Climate Mitigation and Resilience)**

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2040 or sooner. In 2021, an updated TransformTO Net Zero Strategy will be presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

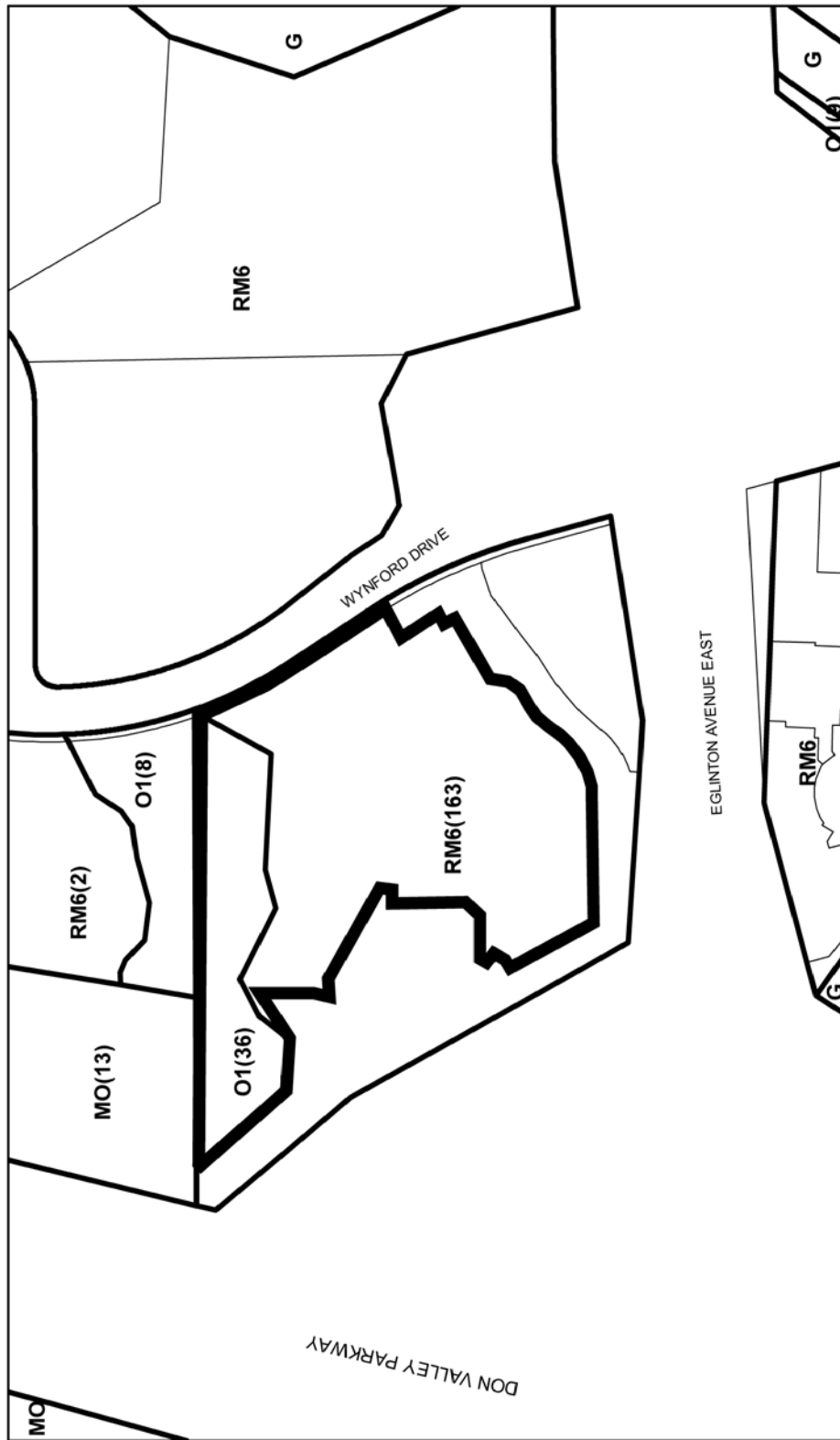
The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate mitigation and resilience. The TGS is a critical component of the City's efforts to achieve zero emissions buildings by 2030, to meet 2040 citywide greenhouse gas reduction targets, and to build a more resilient city. The TGS also supports other City-wide strategies related to environmental sustainability, including TransformTO, the Resilience Strategy, Ravine Strategy and Biodiversity Strategy.

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 TGS. Tier 1 performance measures are secured on site plan drawings and through a site plan agreement or registered plan of subdivision. Tiers 2+ are voluntary higher levels of performance with financial incentives (post-construction development charge refunds) intended to facilitate the foregoing objectives. Applicants are strongly encouraged to pursue higher tiers of the TGS wherever possible. Applications must use the documentation required for the version of the TGS in effect at the time of the initial site plan application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. TGS Version 4.0 will apply to all new applications submitted on or after May 1, 2022.

The Toronto Green Standard can be found at the following link:  
<https://www.toronto.ca/city-government/planning-development/officialplan guidelines/toronto-green-standard/>



# Attachment 8: Zoning By-law 7625 Map



**Zoning By-law 7625**

**175 Wynford Drive**

**File # 20 198704 NNY 16 0Z**

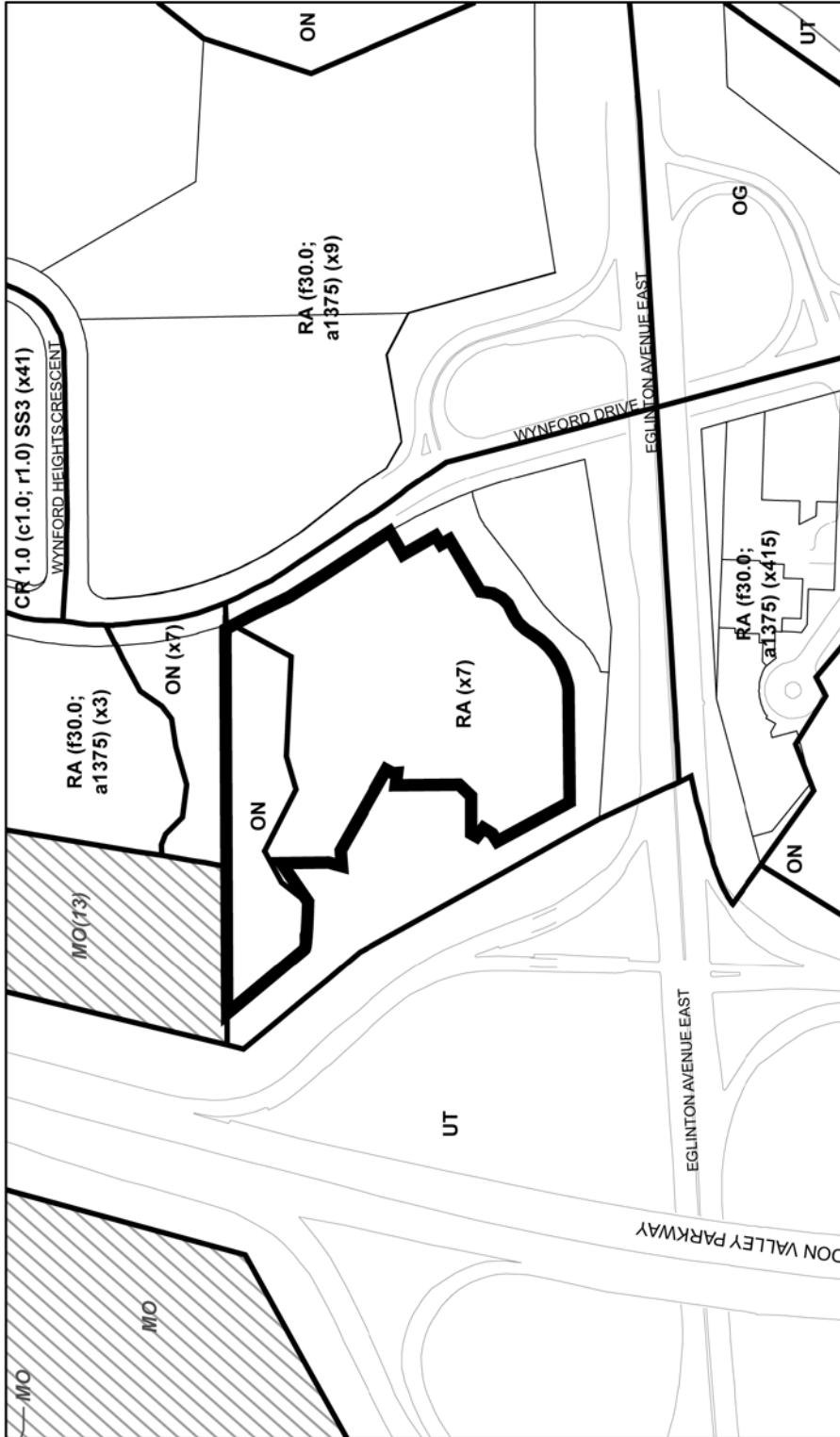


**RM6** Multiple-Family Dwellings Sixth Density Zone    **MO** Industrial-Office Business Park Zone    **O1** Open Space Zone    **G** Greenbelt Zone



Not to Scale  
Extracted: 03/02/2021

# Attachment 9: Zoning By-law 569-2013 Map



**Zoning By-law 569-2013**

Location of Application

RA Residential Apartment  
CR Commercial Residential

ON Open Space Natural  
OG Open Space Golf Course  
UT Utility and Transportation



See Former City of North York By-law No. 7625  
MO Industrial-Office Business Park Zone

**175 Wynford Drive**

**File # 20 198704 NNY 16 02**



Not to Scale  
Extracted: 03/02/2021