

1-3 Concorde Gate and 10-12 Concorde Place – Zoning By-law Amendment and Plan of Subdivision Applications – Request for Direction Report

Date: June 8, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

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

SUMMARY

On July 15, 2021, a Zoning By-law Amendment application was submitted to permit the redevelopment of the lands with five residential buildings consisting of nine towers ranging in height from 40 to 52 storeys. A total of 4,086 dwelling units are proposed. The proposal also includes some non-residential uses at grade. Two public parks and 437 square metres of community space are also proposed as part of the development. The proposal has an overall density of 9.95 for the lands.

On July 15, 2021, a Plan of Subdivision application was submitted in order to create the development blocks and the new public infrastructure, including 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, and a new L-shaped public street that is proposed to bisect the 10-12 Concorde Place property in a north-south direction.

On January 28, 2022, the Applicant appealed both the Zoning By-law Amendment and Plan of Subdivision applications to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 120-day time frame in the Planning Act (OLT Lead Case No: OLT-22-002185).

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 and the Draft Plan of Subdivision Approval appeal for the lands at 1-3 Concorde Gate and 10-12 Concorde Place 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 to be 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 City has advised that any building envelope changes to address the findings of the wind tunnel study have been made to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
 - d) the City has confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law Amendment; and
 - e) the Conditions of Draft Plan Approval respecting the proposed Plan of Subdivision are in a form and content acceptable to the Chief Planner and Executive Director, City Planning, prepared in consultation with the City Solicitor and appropriate City Divisions.
3. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

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

DECISION HISTORY

The Application for Zoning By-law Amendment was determined to meet the complete application submission requirements of the *Planning Act* and the Toronto Official Plan as of July 12, 2021.

A Preliminary Report was adopted by North York Community Council on September 13, 2022 authorizing staff to conduct a community consultation meeting with an expanded notification area. The report also 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: The site is comprised of two sites located at 1-3 Concorde Gate and 10-12 Concorde Place. The site forms part of the office development known as the Concorde Corporate Centre. The irregularly shaped site is 30,996 square metres (3.1 hectares) in size, has a frontage on Concorde Place and Concorde Gate.

Existing Use: Office buildings ranging in height from 4-12 storeys.

Surrounding uses include:

North: Immediately north of the subject site is the Canadian Pacific Railway (CPR) line. The area further north is an open space area that is adjacent to the Don Valley Parkway (DVP) and is part of the Moccasin Trail (Don River Trail).

East: Located at 16 Concorde Place is an existing 9- storey L-shaped residential building with surface parking. Further east at 18 Concorde Place is a 10 to 12-storey L-shaped residential building with an associated above grade parking structure. Two 37-storey residential buildings with below grade parking are located at 5 and 7 Concorde Place.

South: Immediately south of the subject site, at 1 McDonalds Place is a 6-storey office building. Further south on Wynford Drive are a number of residential buildings, including 22 and 25-storey residential buildings at 133-135 Wynford Drive and a 34-storey residential building at 181 Wynford Drive.

West: Immediately west of the site is the DVP North access road/on-ramp and the DVP.

THE APPLICATION

Description

Height: 5 residential buildings, with 9 towers in total, ranging in height from 40-storeys to 52-storeys (136 metres to 172 metres, including mechanical penthouse).

Gross Floor Area: 307,004 square metres of residential gross floor area, 841 square metres non-residential gross floor area, and 437 square metres gross floor area for community space.

Density (Floor Space Index): 9.95 times the area of the lot.

Unit count: 4,086 dwelling units (408 studio units (10%), 1,779 one-bedroom units (43.5%), 1,445 two-bedroom units (35.4%) and 454 three-bedroom units (11.1%)).

Vehicular Parking Spaces: 2,246 (1,839 resident, 407 visitor).

Bicycle Parking Spaces: 4,093 (3,678 resident, 415 visitor).

Phasing: Development to occur over three Phases.

- Phase 1 – Building No. 1 and Building No.2
- Phase 2 – Building No. 3, the north-south public street, and the north public park
- Phase 3 – Building No. 4 and Building No. 5, and the south public park.

Plan of Subdivision: Plan of Subdivision proposed as follows:

- Block 1: Residential Development Block (area 0.372 hectares)
- Block 2: Residential Development Block (area 0.399 hectares)
- Block 3: Residential Development Block (area 0.627 hectares)
- Block 4: Public Park Block (area 0.234 hectares)
- Block 5: Reserve Block (area 0.032 hectares)
- Block 6: Residential Development Block (area 0.242 hectares)

- Block 7: Residential Development Block (area 0.618 hectares)
- Block 8: Public Park Block (area 0.153 hectares)
- Street A: 18.5 metre wide Public Street

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 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.

Both the Zoning By-law Amendment and the Plan of Subdivision applications have been appealed to the Ontario Land Tribunal (OLT).

Site Plan Control

The proposal is subject to Site Plan Control. Site Plan Control applications have not yet been submitted.

POLICY CONSIDERATIONS

Official Plan Designation: The site is designated Mixed Use Areas on Map 20 of the Official Plan.

Zoning: 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.

Additional information: See Attachment 6 for applicable policy documents.

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on May 3, 2022. Approximately 165 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 height and density proposed.
- Concerns with increased traffic resulting from this proposal.
- Concerns with lack of community services and facilities in the area.
- Questions regarding timing of approvals and construction commencement.
- Questions regarding Ontario Land Tribunal appeal and process.
- Questions about bike lanes being provided along Wynford Drive and Concorde Place.
- Questions if more family sized units could be provided as part of the development.
- Questions regarding the demolition of the existing office buildings on the site.
- Concerns with rail safety and evacuation during possible train derailment.
- Concerns with wind impacts on the public realm and adjacent properties.
- Questions regarding tenure of units.

A Councillor hosted Community Information Session was held on May 26, 2022. Community Planning Staff were in attendance and provided an overview of the planning process and the Ontario Land Tribunal process, and briefly outlined the applicant's proposal. Staff were available to answer questions. Approximately 90 members of the public were in attendance. Questions and comments included:

- Questions regarding the planning process and the Ontario Land Tribunal process.
- Questions regarding the amount and Section 37 benefits.
- Inquiry about cycling in the area and the extension of cycling routes in the neighbourhood.
- Question regarding why the Tall Buildings Guidelines are being used to review the proposal.
- Concerns with density proposed.
- Question regarding office replacement and why the applicant is not proposing to replace the existing office uses.
- Concerns with increased traffic in the area.

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. Staff find the proposal to not be consistent with the PPS and does not conform to the Growth Plan as the proposal in its current form does not contribute to creating a complete community. 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 subject site currently contains three office buildings with a combined non-residential gross floor area of approximately 49,400 square metres. The application as proposed is predominantly residential with less than 1% of new gross floor area allocated for non-residential uses. The gross floor area of the existing office buildings should be replaced as part of this proposal.

In order to achieve a complete community, 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, in addition to the office replacement, should be provided in each of the proposed buildings 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.

Planning staff have reviewed the proposal against the policies of the Official Plan. Staff have concerns with elements of the site organization including the location of the buildings, including setbacks, the location of non-residential uses and servicing locations, the locations of the parks, as well as how the public realm elements fit within the broader area and a future public realm framework for the focus study area.

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. Planning staff have concerns with the proposed built form in relation the site as well as the surrounding context.

The existing context of the Wynford-Concorde area is that of a tall building community with non-residential uses, in the form of hotels, offices, and cultural centres, located adjacent to the Don Valley Parkway on-ramp, west of Wynford Drive/Concorde Place, and residential buildings in the interior of the neighbourhood. 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 9-

towers with heights ranging from 40-storeys to 52-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 cannot be supported and should be reduced to be more in keeping with the existing heights of the surrounding properties.

The existing residential buildings in the area are of an older building stock with larger floorplates, but are well set back from the public realm with generous landscaped areas around the buildings. Staff have concerns with the massing and building setbacks as currently proposed. Further setbacks should be provided in order to be consistent with the existing context and the landscape character of the area, as well as preserve some existing trees. In addition, greater building setbacks should be provided to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The density proposed by the application is 9.95 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 proposed density is reflected in the lack of landscaping, insufficient setback/stepbacks and massing. The density as currently proposed cannot be supported.

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.

Housing

Official Plan policies state that a full range of housing will be provided and maintained to meet the needs of current and future residents, including affordable housing. The Growth Plan also contains policies to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

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 in particular affordability.

Sun and Shadow

The shadow studies demonstrate that the heights proposed by this development shadow the Neighbourhoods to the north and northwest, and the Natural Heritage System to the north and east, and has impacts on the proposed public streets, open spaces, and the proposed public parks. The shadow impacts resulting from the proposal are not acceptable.

Wind

The pedestrian level wind study concludes that uncomfortable wind conditions for walking and sitting are expected between some of the proposed buildings in Phase 2 and along Concorde Gate. Wind levels that exceed comfort occur in Phase 2, occur within the north public park, and at a number of the above-grade outdoor amenity spaces, and at Concorde Gate and the DVP ramp. The wind impacts resulting from the proposal are not acceptable and do not meet the policies of the Official Plan.

Public Realm

In accordance with the Public Realm and Built Form policies of the Official Plan, appropriate building setbacks and active uses at grade should be provided along Concorde Gate, Concorde Place, and the new public street within the site. Staff have concerns with the public realm as currently proposed and recommend that greater setbacks be provided at grade to be more in keeping with the existing public realm context of the area.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

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 in 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. The anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

The applicant is required to satisfy the parkland dedication requirement through on-site parkland dedication. The combined parkland dedication proposed for this development is 3,870.41 square metres. The park location and configuration will be determined based on future discussions between the applicant and the Parks Development Section, and will be required to comply with Policy 3.2.3.8 of the Toronto Official Plan.

Tree Preservation

The Application is subject to the provisions of the City of Toronto Municipal Code. An Arborist Report and Tree Inventory and Preservation Plan were submitted by the Applicant. The Applicant proposes to preserve 32 trees and remove 108 trees due to the anticipated construction impacts.

Urban Forestry Services does not support the application due to aspects of the overall plan being inconsistent with the City's Official Plan, and the City's Tree Canopy Strategy by increasing coverage. In addition, the proposal does not comply with Tier 1 of the Toronto Green Standards.

Indoor/Outdoor Amenity Space

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit. As per the Zoning By-law, 8,172 square metres each of indoor and outdoor amenity space is required for the overall development. The applicant is proposing to provide 6,146.44 square metres of indoor amenity space and 6,125.35 square metres of outdoor amenity space. The proposal does not meet the minimum indoor and outdoor amenity space requirement as it relates to indoor and outdoor amenity space for each building. Staff are of the opinion that each building should provide the minimum amount of indoor and outdoor amenity space as per Zoning By-law 569-2013.

Servicing and Infrastructure

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 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. The applicants Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Reports have been reviewed, and revisions to the reports are required prior to acceptance by the Chief Engineer and Executive Director, Engineering and Construction Services.

In the event that the OLT allows the Zoning By-law Amendment appeal in whole or in part, the final Order should be withheld pending the confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services or the determination of whether holding provisions are required in the Zoning By-law amendment.

Plan of Subdivision and Phasing

The Plan of Subdivision is necessary to establish blocks to facilitate the orderly development of the site. Section 51(24) of the Planning Act outlines the criteria for determining whether or not a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan, the appropriateness of the proposed land use, the dimensions and shapes of new proposed blocks, and the adequacy of utilities and municipal services.

Each Phase of development will be required to provide the appropriate services and infrastructure to support the development and each phase of the development should be able to function on its own.

A functional public street system is required to provide the appropriate infrastructure to support the proposed development in context of the anticipated increase in population.

Securing the proposed public street is a desired outcome for the City. The proposal should examine options to extend the public street through the lands at 1-3 Concorde Gate.

Traffic

The applicant submitted a Transportation Impact Study with their submission. The report indicates that under existing conditions all signalized and signalized intersections are operating at an acceptable level of service during the weekday morning and afternoon peak hours. Under future (2031) conditions, the study has identified that most signalized and unsignalized intersections are expected to operate within capacity during peak hours.

The future traffic operations at the intersection of Wynford Drive/Concorde Place/Wynford Heights Crescent is not accepted by Transportation Services. The applicant is required to demonstrate that all movements operate acceptably under future total conditions. The Transportation Impact Study requires revisions to address horizon analysis, turning moving counts, volume balancing, queuing analysis, capacity analysis, signal timing, all way stop control, and multi-modal analysis prior to acceptance by Engineering and Construction Services.

Parking

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.

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 Transportation Demand Management (TDM) strategies. Based on the PA3, a minimum of 3,651 parking spaces are required for the proposed development. A total of 2,246 vehicle parking spaces are proposed at full build-out, consisting of 1,839 residential spaces, 407 visitor spaces, and no retail parking spaces. As currently proposed, there is a deficiency of 1,405 parking spaces.

At this time, it is recommended that the applicant provide parking in accordance with the PA3 rates.

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

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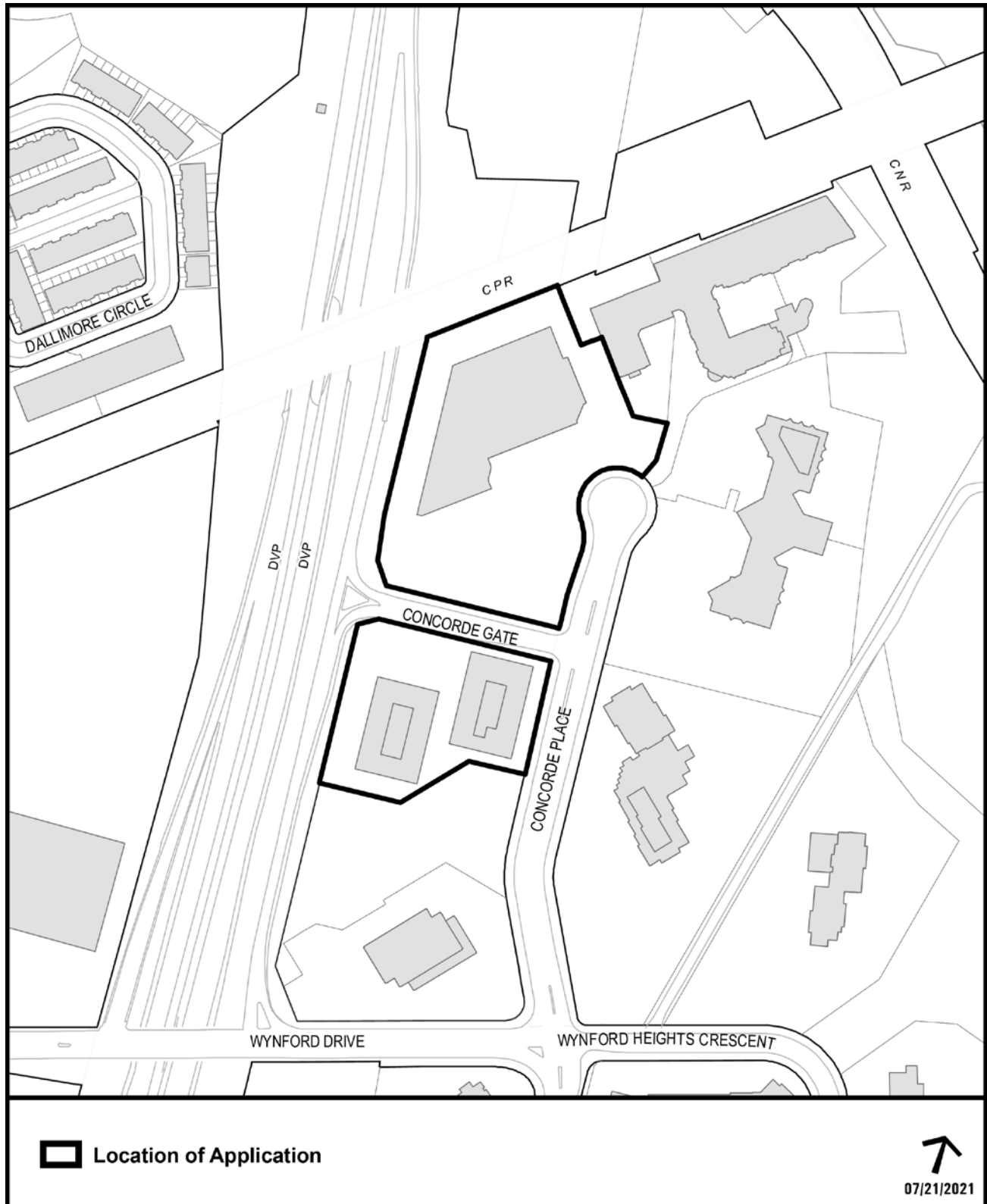
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David Sit, MCIP, RPP
Director, Community Planning
North York District

ATTACHMENTS

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

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 1 CONCORDE GT **Date Received:** July 5, 2021

Application Number: 21 179555 NNY 16 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By Law Amendment Application for 1-3 Concorde Gate and 10-12 Concorde Place. The Rezoning Application and associated Draft Plan of Subdivision application proposes to demolish the existing office buildings on the lands at 1-3 Concorde Gate and 10-12 Concorde Place. Application proposes to redevelop the lands with five residential and mixed-use buildings comprised of nine towers ranging from 40 to 52 storeys. The proposed development also includes two new public parks located at the north and south ends of the site, which comprise a total of 3,690 square metres in size, in addition to a new public street which will bisect the 10-12 Concorde Place property in a general north-south direction. Overall the application proposes 4,086 dwelling units and 307,004 square metres of residential space, 841 square metres of retail and 437 square metres of community space at grade. The overall gross floor area proposed is 308,284 square metres, resulting in a gross density of 9.95 FSI. The existing office buildings would be demolished. See 21 179556 NNY 16 SB for the associated Draft Plan of Subdivision file

Applicant

BOUSFIELDS INC
3 Church Street
Toronto, ON

Agent

Architect

CORE ARCHITECTS
130 Queens Quay E
Toronto, ON

Owner

FENGATE CCC
HOLDINGS GP INC
77 King Street West
Toronto, ON

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Y

Zoning: MO(1) Heritage Designation: N

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

PROJECT INFORMATION

Site Area (sq m): 30,996 Frontage (m): 384 Depth (m): 196

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			15,374	15,374
Residential GFA (sq m):			307,004	307,004
Non-Residential GFA (sq m):	49,401		1,278	1,278
Total GFA (sq m):	49,401		308,282	308,282
Height - Storeys:	12		52	52
Height - Metres:			165	165

Lot Coverage Ratio (%): 49.6 Floor Space Index: 9.95

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	305,340	1,664
Retail GFA:	841	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	437	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other: TBD			4,086	4,086
Total Units:			4,086	4,086

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		408	1,779	1,445	454
Total Units:		408	1,779	1,445	454

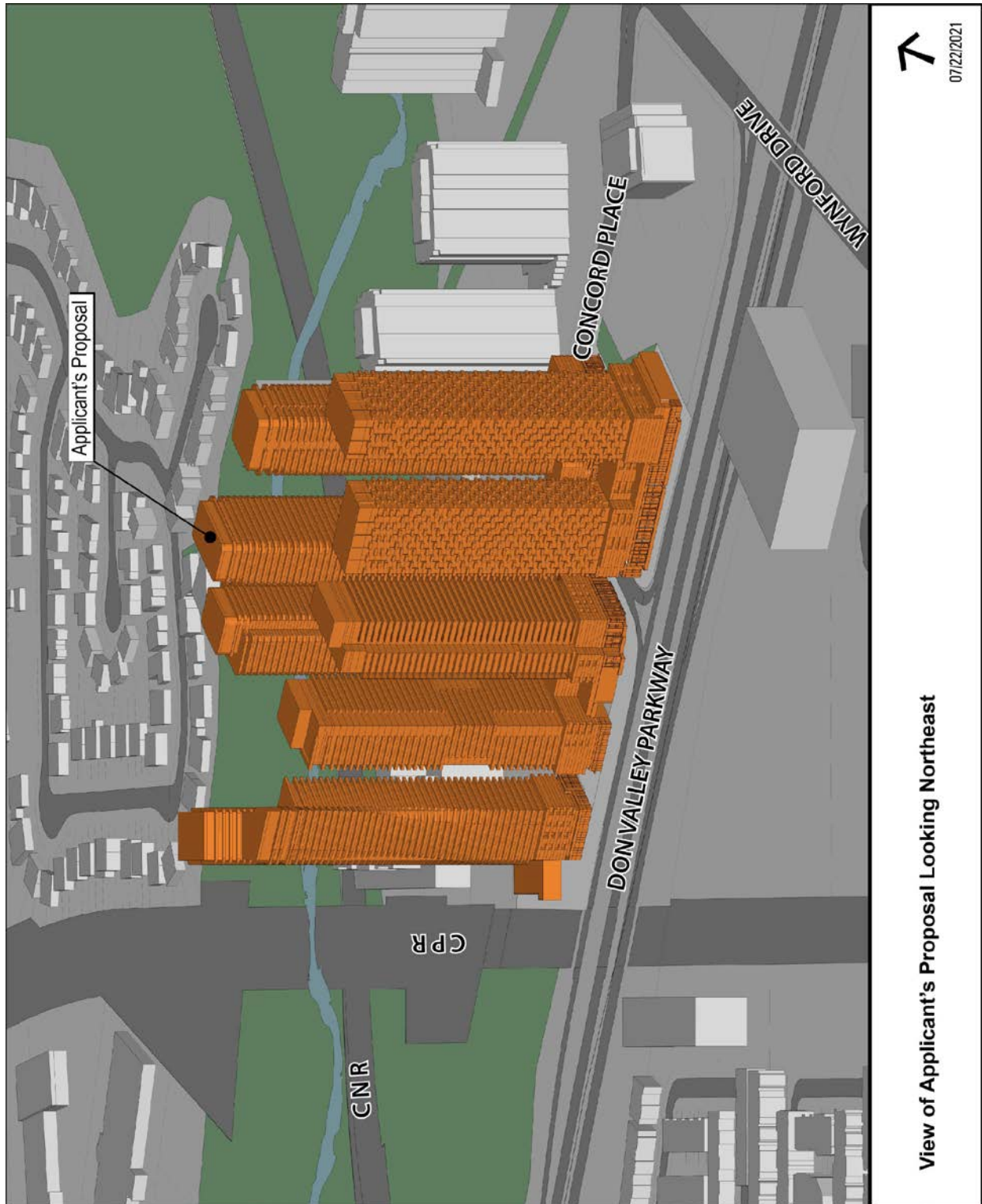
Parking and Loading

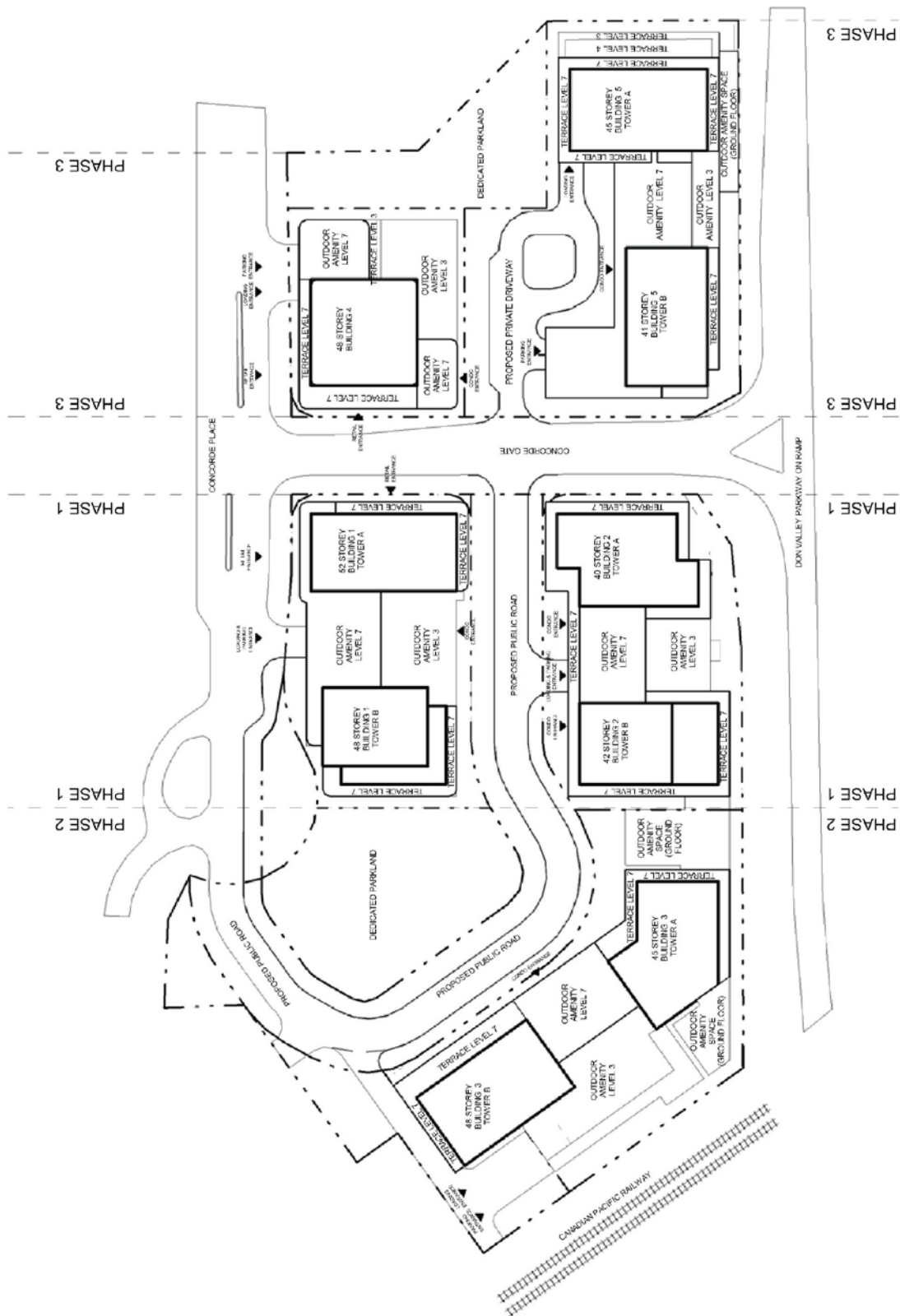
Parking Spaces: 2,143	Bicycle Parking Spaces: 4,093	Loading Docks: 10
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Attachment 3: 3D Model of Proposal in Context Looking Southwest



Attachment 4: 3D Model of Proposal in Context Looking Northeast





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.

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 subject site is 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:

- Avenues and Mid-rise Guidelines;
- 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/officialplanguidelines/toronto-green-standard/>

Attachment 7: Official Plan Land Use 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



↑
Not to Scale
07/21/2021

Attachment 8: Zoning By-law Map



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 Multiple-Family Dwellings First Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone

MO Industrial-Office Business Park Zone
O1 Open Space Zone
G Greenbelt Zone



Not to Scale
 Extracted: 07/21/2021