

## **47 Stadacona Drive and 22, 24, 26 and 28 Richelieu Road – Zoning By-law Amendment – Decision Report – Approval**

Date: June 16, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

**Planning Application Number:** 22 213129 NNY 06 OZ

**Related Planning Application Number:** 23 134234 NNY 06 RH

### **SUMMARY**

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This Report recommends approval of the application to amend the Zoning By-law with a holding provision to permit a 12-storey mixed use building with 190 units and 550 square metres of commercial gross floor area at 47 Stadacona Drive and 22, 24, 26 and 28 Richelieu Road. The proposed development includes 13 rental replacement units.

### **RECOMMENDATIONS**

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The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 47 Stadacona Drive and 22, 24, 26 and 28 Richelieu Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills for enactment, City Council has approved the Rental Housing Demolition Application 23 134234 NNY 06 RH under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006, to permit the demolition of 11 existing rental dwelling units.

### **FINANCIAL IMPACT**

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The Development Review 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.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## **DECISION HISTORY**

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A pre-application consultation meeting was held on April 19, 2022. The subject application was received on October 4, 2022, and was deemed complete on November 7, 2022.

Staff conducted a Community Consultation Meeting for this application on March 23, 2023. Community consultation is summarized in the Comments section of this Report.

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The site is located east of Stadacona Drive and north of Richelieu Road. It is generally rectangular in shape, with an approximate frontage of 38 metres on Stadacona Drive and an approximate frontage of 88 metres on Richelieu Road. The site currently consists of five consecutive properties with a total area of approximately 2,746 square metres. The land is relatively flat. The assembly of these five properties creates a corner parcel at Stadacona Drive and Richelieu Road.

There is an existing single-storey detached dwelling on each of the five properties to be assembled.

See Attachment 2 for the Location Map.

### **Surrounding Uses**

North: Three detached dwellings fronting on Stadacona Drive and three commercial buildings fronting on Wilson Avenue and ranging in height from three storeys to six storeys. Each of the commercial buildings has rear surface parking.

South: Highway 401.

East: A vacant two-storey commercial building, a Tim Hortons, and a vacant gas station. On February 6 and 7, 2024, City Council approved a mixed use development on these lands (3736, 3742, 3748 & 3750 Bathurst Street and 11 & 15 Richelieu Road). The development includes a 10-storey mid-rise building fronting onto Wilson Avenue and a 32-storey tower connected by a six- to eight-storey base building (Planning Application Number 22 212546 NNY 06 OZ).

West: Six detached dwellings fronting on Stadacona Drive.

## **THE APPLICATION**

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### **Description**

The application proposes to permit the redevelopment of the site with a new 12-storey mixed use building measuring 47.45 metres in height, including the mechanical penthouse. The total gross floor area (GFA) is 14,600 square metres, 14,050 square metres of which is residential GFA and 550 square metres of which is commercial GFA.

### **Density**

The proposal has a net density of 5.34 times the area of the lot.

## **Residential Component**

The proposal includes 190 dwelling units, including 104 one-bedroom units (55%), 67 two-bedroom units (35%), and 19 units three-bedroom units (10%). The proposed development includes 13 rental replacement units.

## **Non-Residential Component**

The proposal includes 550 square metres of commercial space to be used for retail. The retail space is located on the ground floor along the Stadacona Drive frontage and the western portion of the Richelieu Road frontage.

## **Access, Parking and Loading**

Vehicular access to the site is proposed via a driveway off Richelieu Road towards the east side of the site. The proposed driveway will provide two-way access to an underground parking garage, a Type G loading space, and two surface pick-up/drop-off spaces. The proposal includes a total of 82 vehicular parking spaces, including 5 commercial spaces, 11 residential visitor spaces, and 66 residential spaces. The proposal also includes 130 long-term bike parking spaces (below ground) and 24 short-term bike parking spaces (at surface level).

## **Revisions**

Since the original submission of a complete application on November 7, 2022, the applicant has made several revisions to the proposal. Key updates include:

- An increase in height from 10 storeys to 12 storeys;
- An increase in the east side yard setback from 0 metres to 3 metres to facilitate a mid-block connection; and
- A change in the rear yard setback from 9.5 metres and 0.2 metres to a consistent 6 metres.

## **Additional Information**

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), site plan (Attachment 6), elevations (Attachment 7), and 3D massing views of the proposal (Attachment 8). Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [www.toronto.ca/47StadaconaDr](http://www.toronto.ca/47StadaconaDr).

## **Reasons for Application**

An amendment to the Zoning By-law is required to permit the proposed building form, height, density, building setbacks, and other site-specific development standards.

## **APPLICATION BACKGROUND**

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A pre-application consultation (PAC) meeting was held on April 19, 2022. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on October 4, 2022, and deemed complete on November 7, 2022, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at: [www.toronto.ca/47StadaconaDr](http://www.toronto.ca/47StadaconaDr).

## Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate an appropriate Zoning By-law amendment.

## POLICY & REGULATION CONSIDERATIONS

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### Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans.

### Official Plan

The Official Plan designates the site as *Mixed Use Areas* as per Map 16. See Attachment 3 of this Report for the Land Use Map. Policy 4.5.1 of the Official Plan states that *Mixed Use Areas* are made up of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Policy 4.5.2 of the Official Plan provides development criteria in *Mixed Use Areas*.

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found on the City's website at: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### Zoning

The subject site is zoned Residential Detached (f15.0; a550) (x5) under Zoning By-law 569-2013. The Residential Detached zoning category permits a range of residential building types, including detached house, duplex, triplex, and fourplex. See Attachment 4 of this Report for the existing Zoning By-law Map.

### Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Mid-Rise Building Design Guidelines
- Bird-Friendly Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Wilson Avenue Revitalization Study Urban Design Guidelines

The Wilson Avenue Revitalization Study Urban Design Guidelines provide a framework for development within the Wilson Avenue Revitalization Area (approximately 4.25 kilometres of Wilson Avenue from Keele Street to Bathurst Street). These guidelines note that intensification will be encouraged at the Wilson Avenue / Bathurst Street intersection, and that larger scale buildings are appropriate in this area. Furthermore, these guidelines note that the design guidelines for Mixed Use areas will apply, except that buildings may be permitted to have a maximum height of 12 storeys adjacent to the

Wilson Avenue and/or Bathurst Street frontages, subject to appropriate integration with the adjacent low density housing.

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

### **Toronto Green Standard**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

On March 23, 2023, a community consultation meeting took place. The meeting was attended by the local Councillor's office staff, City staff, the applicant and their consultant team, and approximately ten members of the public. Following presentations by City staff and the applicant, the following concerns were raised by the public:

- the appropriateness of retail uses proposed in the development;
- the amount of parking provided in the development;
- impacts of the development on neighbouring properties; and
- development plans for the remainder of the block.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Provincial Planning Statement**

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 PPS (2024). Staff find the proposal consistent with the PPS (2024).

The proposed development facilitates an appropriate level of intensification while contributing to a mix of housing types and densities necessary to meet projected requirements of current and future residents. The proposed development also supports the achievement of complete communities by providing both residential and commercial uses.

The proposed zoning by-law includes a Holding (H) provision to ensure that the existing infrastructure can adequately support the development or that any required municipal infrastructure upgrades are implemented, in accordance with Policy 3.6.1(d), and to ensure that an appropriate transportation demand management plan is provided, in accordance with Policy 3.2.2.

### **Official Plan Policies and Design Guidelines**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

### **Land Use**

The proposed land use is appropriate subject to addressing the balance of the comments of this Report. The proposed mid-rise, mixed use building is in keeping with the Official Plan directions for the *Mixed Use Areas* designation. As per Official Plan Policy 4.5.2, *Mixed Use Areas* create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community. By proposing a mixed use building with both residential and retail space, the proposed development meets the objectives of this policy, allowing future residents to meet some of their shopping needs locally and reduce vehicle trips.

The lands are subject to the Wilson Avenue Revitalization Study Urban Design Guidelines which sets out a vision for lands predominately located along Wilson Avenue. These guidelines note that intensification will be encouraged at the Wilson Avenue / Bathurst Street intersection, and that larger scale buildings are appropriate in this area. Specifically, the site falls within an area identified as a "location with intensification opportunities". Furthermore, these guidelines note that the design guidelines for Mixed Use areas will apply, except that buildings may be permitted to have a maximum height of 12 storeys adjacent to the Wilson Avenue and/or Bathurst Street frontages, subject to appropriate integration with the adjacent low density housing. It should be noted that these guidelines were published in 2004, and the design guidelines for mid-rise buildings were introduced after the Wilson Avenue Guidelines, and have also gone through a recent update in 2024.

The proposal generally aligns with the Wilson Avenue Revitalization Study Urban Design Guidelines. The proposed 12-storey building represents an intensification of the existing land with appropriate uses. While the development does not front Wilson Avenue or Bathurst Street, the proposed 12-storey height is still deemed appropriate given the site's location across from Highway 401, the proposed development's compatibility with the planned context of the surrounding area, including the recently approved 32-storey tall building at 3736, 3742, 3748 & 3750 Bathurst Street and 11 & 15 Richelieu Road, and the *Mixed Use Areas* designation of all properties south of Wilson Avenue between the Highway 401 off-ramp to the west and Bathurst Street.

### **Housing**

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a mid-rise, 190-unit building, with a unit mix that meets the

Growing Up Guidelines. The unit mix will be secured in the proposed Zoning By-law Amendment. The proposal also includes 13 rental replacement units.

### **Rental Housing Demolition and Replacement**

A related Rental Housing Demolition application will be considered at the July 3, 2025, North York Community Council meeting. This report recommends approval of a Rental Housing Demolition application which proposes to demolish 11 rental dwelling units located at 47 Stadacona Drive and 22, 24, 26 and 28 Richelieu Road. The 11 rental units are proposed to be replaced as 13 units as part of the new development on the site. The proposal includes a Tenant Assistance Plan that addresses the right of existing tenants to return to replacement rental units at similar rents and provides financial compensation to mitigate hardship.

### **Density, Height, Massing**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report. The Built Form policies of the Official Plan provide that new development should fit within its existing and planned contexts, and limit its impact on neighbourhood streets, parks, open spaces and nearby properties.

The proposed density and height of the development is appropriate given the size and organization of the site. The proposed height of 12 storeys fits within the planned context given the site's location across from Highway 401 and the *Mixed Use Area* land use designation assigned to the remainder of the block.

The minimum setbacks of the proposed development as per the site-specific zoning by-law are as shown in the following table.

	North (rear yard) minimum setback	East (side yard) minimum setback	South (front yard) minimum setback	West (side yard) minimum setback
Ground Floor	6.0 m	3.0 m - 8.0 m	3.0 m - 5.0 m	3.0 m
Floors 2 - 6	6.0 m - 9.5 m	8.0 m	3.0 m - 5.0 m	3.0 m
Floors 7 - 10	9.0 m - 11.0 m	10.0 m	5.0 m	6.0 m
Floors 11 -12	10.5 m - 12.5 m	11.5 m	6.5 m	7.5 m

The development is situated closer to the front lot line, allowing for a minimum 6.0-metre ground-floor setback at the rear where the site abuts existing detached dwellings to the north. Staff have assessed the development potential of the properties to the north and are satisfied that sufficient separation is provided between this proposed development and potential future development on the properties to the north, while maintaining an appropriate transition to the existing built context. Additionally, the proposed Zoning By-law Amendment restricts balconies from extending into the 6-metre rear yard setback to reduce overlook into the neighbouring yards. Further details around

the interface between the subject site and the properties to the north will be examined through the future Site Plan Control application.

Taken together, the proposed setbacks are appropriate and context sensitive. The minimum 3.0-metre ground-floor setbacks along Richelieu Road and Stadacona Drive allow for a wide boulevard in front of the retail and residential entrances, providing sufficient room for street furniture, tree planting, and pedestrian infrastructure. Furthermore, the proposed development's six-storey base along the Stadacona Drive and Richelieu Road frontages creates an appropriate streetwall scale, facilitating a comfortable pedestrian experience. The upper-storey setbacks help reduce the visual impact of the massing and reduce shadowing impacts on surrounding properties. The proposed development also respects the required 14-metre setback from Highway 401, which runs south of the site.

### **Public Realm**

This proposal enables redevelopment of the right-of-way along Stadacona Drive and Richelieu Road into a comfortable, attractive, and vibrant area. The plans include adequate space for wide planting beds and pedestrian walkways 2.1 metres in width. The retail units along Stadacona Drive and Richelieu Road will encourage pedestrian activity in the area.

New street trees with appropriate soil volumes are proposed to be planted along both frontages. The owner must restore those sections of the municipal boulevard where existing driveways will be closed. These streetscape improvements and the final landscape plan will be secured through the Site Plan Control approval process.

In accordance with the Official Plan, Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. A 3-metre-wide POPS is being proposed along the property line shared with 333 Wilson Avenue to the east. The POPS will provide mid-block access into the larger block area. It is anticipated that as redevelopment occurs within this larger block area, that the mid-block connection will be further extended. Staff consider the proposed POPS to be a positive element of the proposal as it will provide opportunity for public realm enhancements and increased connectivity. Staff will address and secure the POPS, including its final design, through the Site Plan Control approval process.

### **Shadow Impact**

Shadow impacts affect the thermal comfort and enjoyment of being outside as well as the provision of adequate sun access, particularly for the public realm. Shadows are impacted by the building mass, heights, placement and building setbacks and stepbacks, as well as the time of year and angle of the sun. The Official Plan contains a number of policies that address appropriate sun and shadow impacts and that direct the adequate provision of light and adequately limiting shadows on streets, properties, and open spaces.

The applicant submitted an updated Sun and Shadow Study dated June 14, 2024, to evaluate the shadow impact of the proposed development. The proposed building casts limited and acceptable new shadows on the public realm along adjacent streets. During



Spring, Summer and Fall, more than five hours of sun access is provided on the sidewalks. The study shows that there is net new shadowing on the properties surrounding the site from about 9:18 a.m. to 6:18 p.m. during the spring, summer, and fall equinoxes. However, as the shadow moves from morning to afternoon, the adjacent properties still have access to more than five hours without new shadow impact. In summary, the proposed building casts limited and acceptable new shadows on properties in the adjacent *Mixed Use Areas* and the public realm along adjacent streets.

### **Wind Impact**

A Pedestrian Level Wind Study Addendum dated June 3, 2024, was submitted in support of the revised application and concluded that wind comfort conditions on-site — including the nearby public sidewalks, walkways, the outdoor amenity areas, and the areas around building access points — were considered acceptable. The addendum letter notes that slightly windier conditions may be expected along the north elevation following revisions to the built form since 2022, however proposed landscaping elements at grade, including vegetation in raised planters in combination with privacy fences, would be expected to somewhat mitigate these changes. Mitigation measures to improve wind comfort conditions will be explored and secured through the Site Plan Control approval process.

### **Amenity Space**

The Built Form policies of the Official Plan state that new indoor and outdoor amenity spaces are to be provided as part of multi-unit residential developments and are to consider the needs of residents of all ages and abilities over time and through the year. The development proposes 395 square metres of indoor amenity space (2.1 square metres per unit) and 380 square metres of outdoor amenity space (2.0 square metres per unit), which meets the requirements of Zoning By-law 569- 2013.

### **Servicing**

The applicant has provided site servicing plans and Functional Servicing, Stormwater Management and Hydrogeological reports. Engineering and Construction Services staff have reviewed the submitted materials and have identified outstanding items for review. Staff are recommending that the Zoning By-law be subject to a holding provision pending the revision, review and acceptance of the Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

### **Traffic Impact**

The applicant submitted a Transportation Impact Study dated September 2022, two Transportation Impact Study Updates dated October 2023 and June 2024, and a response to comments letter dated January 27, 2025. The Study indicates that the proposed development is expected to generate 41 and 65 new two-way trips in the weekday morning and afternoon peak hours, respectively. The applicant concludes that the anticipated site trips from this location are expected to have minimal impact on traffic flow at the nearby intersection of Wilson Avenue and Bathurst Street, but has recommended signal optimization.

Transportation Review Staff generally agree with the conclusions in the Transportation Impact Study. Given the recommendation of signal optimization, further review from the City of Toronto Signals Group is required. Once approved by the City, the applicant will

be required to submit a payment for signal timing modifications as part of the future Site Plan Control application.

A series of transportation demand management (TDM) strategies have been proposed to reduce the number of single-vehicle occupancy trips generated by the proposed development. Staff is recommending that a holding provision be included in the Zoning By-law, which among other matters, will include the review and acceptance of an updated TDM plan. The elements within the TDM plan will be secured as part of the future Site Plan Control application.

### **Access, Vehicular and Bicycle Parking and Loading**

Vehicular access to the site is proposed via a driveway off Richelieu Road towards the east side of the site. The proposed driveway will provide two-way access to an underground parking garage, a loading space, and two surface pick-up/drop-off spaces. Transportation Review Staff have reviewed the proposed access and have indicated no objections at this time. Further comments on detailed design will be provided at the time of the future Site Plan Control application.

The development proposes 82 parking spaces (including 66 resident parking spaces, 11 residential visitor spaces, and 5 commercial parking spaces). This meets the requirements of the proposed Zoning By-law Amendment, which secures a residential parking rate of 0.34 parking spaces per dwelling unit as well as residential visitor parking in line with the requirements of By-law 89-2022. Nine accessible parking spaces are proposed, which meets the requirements of Zoning By-law 89-2022. Two pick-up/drop-off parking spaces are located at surface level.

The proposal also includes 154 bike spaces, including 130 long-term bike spaces (located in the below ground parking levels) and 24 short-term bike spaces (at ground level).

One loading space would be provided for use by both the building's residential and retail components. This meets the requirements for buildings in Commercial Residential zones as per Zoning By-law 569-2013.

### **Road Widening**

A 5.0 metre corner rounding is required at the southwest corner of the site adjacent to the intersection of Stadacona Drive and Richelieu Road. This is demonstrated on the site plan and will be conveyed through the Site Plan Control process.

### **Parkland**

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

### **Tree Preservation**

The applicant submitted an Arborist Report and Tree Preservation Plan in support of the application. 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). Twelve City-owned street trees and ten by-law regulated privately-owned trees are proposed for injury/removal to accommodate the proposed development (twenty removals and two injuries).

Through a future Site Plan Control application, the applicant is to submit a tree planting deposit to ensure the planting and survival of ten new City trees. In addition, Staff require the planting of 30 new trees to replace the 10 private trees proposed for removal. At this time, the applicant is proposing four new trees on-site; the outstanding tree planting requirement will be satisfied through cash-in-lieu.

### **Noise Mitigation**

A Noise Feasibility Assessment dated September 16, 2022, and revised June 25, 2024 and January 7, 2025, was submitted in support of the application. In order to mitigate transportation noise sources and meet the applicable Ministry of Environment, Conservation and Parks (MECP) noise guideline limits, the following mitigation measures are proposed:

- Careful detailing of exterior walls and commercially available windows;
- Installation of central air conditioning;
- Noise barriers at the terrace on Level 7; and
- A Type D Warning Clause in all Lease, Purchase and Sale Agreements.

The City retained a third-party professional consultant to peer review the applicant's study, with the cost borne by the applicant. The peer reviewer has agreed with the conclusions in the applicant's report. A more detailed review of noise impacts will be conducted as part of the future Site Plan Control application. Staff recommends that prior to Site Plan Approval, a further revised Noise Impact Study be submitted and further peer reviewed, to the satisfaction of Executive Director, Development Review. The final design and mitigation measures would be secured through the Site Plan Control approval process.

### **Holding Provision**

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- (i) the owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and

- (ii) if the Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
  - (a) the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; or,
  - (b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and
- (iii) all necessary approvals or permits arising from (ii)(a) or (ii)(b) above are obtained, where required all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and
- (iv) the owner or applicant, at their sole cost and expense has submitted a revised Transportation Demand Management Plan, to the satisfaction of the Chief Planner and Executive Director, City Planning and the Executive Director, Development Review.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. TGS performance measures will be secured through the Site Plan Approval process.

### **Conclusion**

The proposed application has been reviewed against the policies of the PPS (2024) and the City of Toronto's Official Plan. Staff are of the opinion that the application is consistent with the PPS (2024), subject to addressing the issues that are the subject to

the Holding provision. Furthermore, the proposal conforms to the Official Plan, particularly as it relates to development in *Mixed Use Areas*. The proposal represents an appropriate form of intensification on the subject site and retains rental housing units in the area. Staff recommend that Council support approval of the application.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

### **City of Toronto Information/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 6: Site Plan
- Attachment 7: Elevations
- Attachment 8: 3D Massing Model

## Attachment 1: Application Data Sheet

Municipal Address: 47 STADACONA DR Date Received: October 4, 2022  
and 22, 24, 26, and  
28 RICHELIEU RD

Application Number: 22 213129 NNY 06 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposal to demolish the existing 5 detached homes and redevelop the subject site with a 12-storey mixed use mid-rise building with 190 dwelling units, 14,050 m<sup>2</sup> of residential GFA and 550 m<sup>2</sup> of retail at grade with a gross FSI of 5.32. The proposal will provide 82 vehicular parking spaces and 154 bike parking spaces.

Applicant	Agent	Architect	Owner
ARCADIS PROFESSIONAL SERVICES (CANADA) INC			2672516 ONTARIO LIMITED

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	RD (f15.0; a550) (x5)	Heritage Designation:
Height Limit (m):	10	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m):	2,746	Frontage (m):	88	Depth (m):	38
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	535		1,968	1,968
Residential GFA (sq m):	1,011		14,050	14,050
Non-Residential GFA (sq m):			550	550
Total GFA (sq m):	1,011		14,600	14,600
Height - Storeys:	1		12	12
Height - Metres:			42	42

Lot Coverage Ratio (%)	71.67	Floor Space Index:	5.32
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	13,692	358
Retail GFA:	550	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	11		190	190
Freehold:				
Condominium:				
Other:				
Total Units:	11		190	190

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			104	67	19
Total Units:			104	67	19

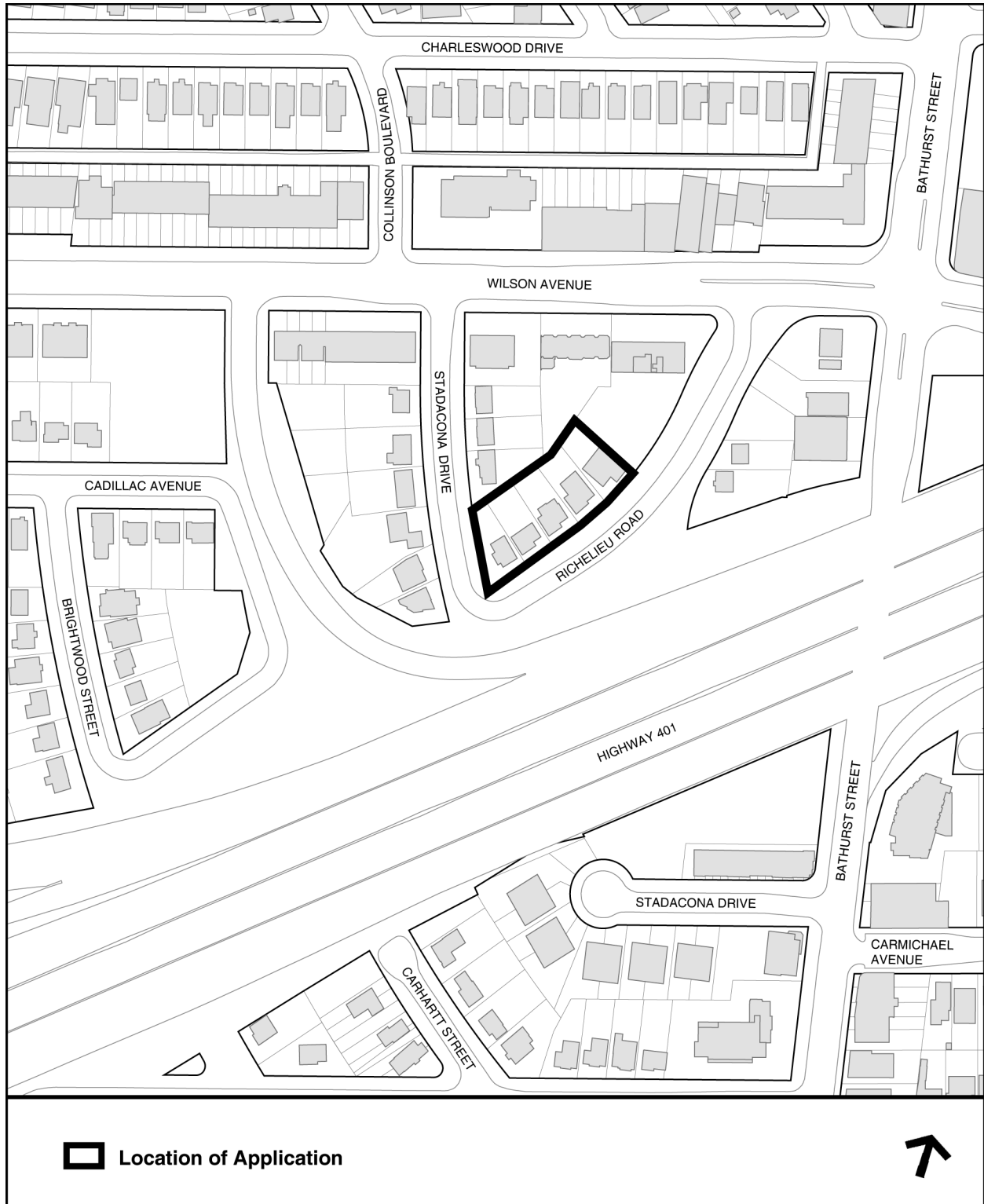
#### Parking and Loading

Parking Spaces:	82	Bicycle Parking Spaces:	154	Loading Docks:	1
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#### CONTACT:

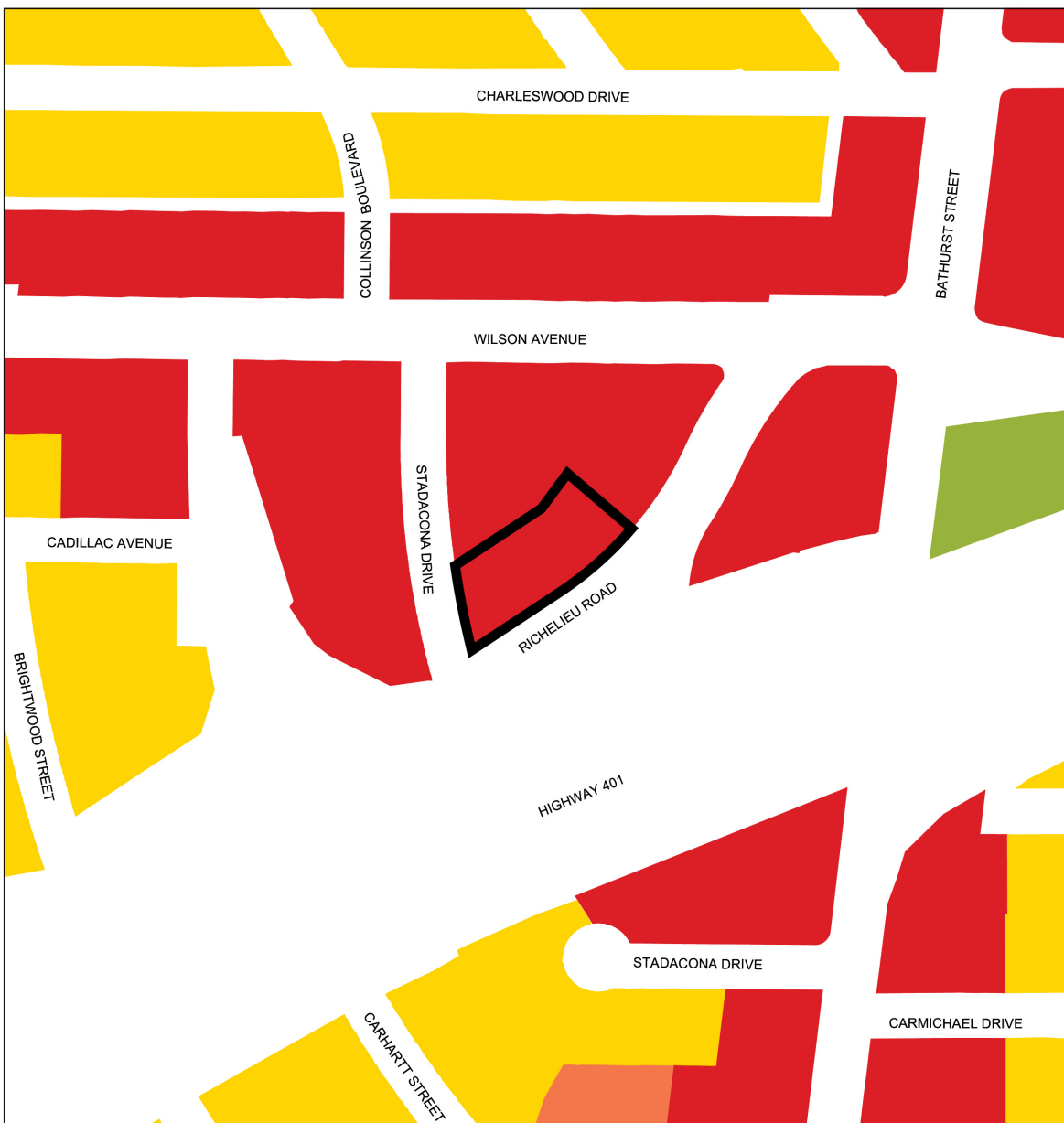
Jennifer Combs, Planner Community Planning  
416-392-2534  
jennifer.combs@toronto.ca

## Attachment 2: Location Map





## Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #16

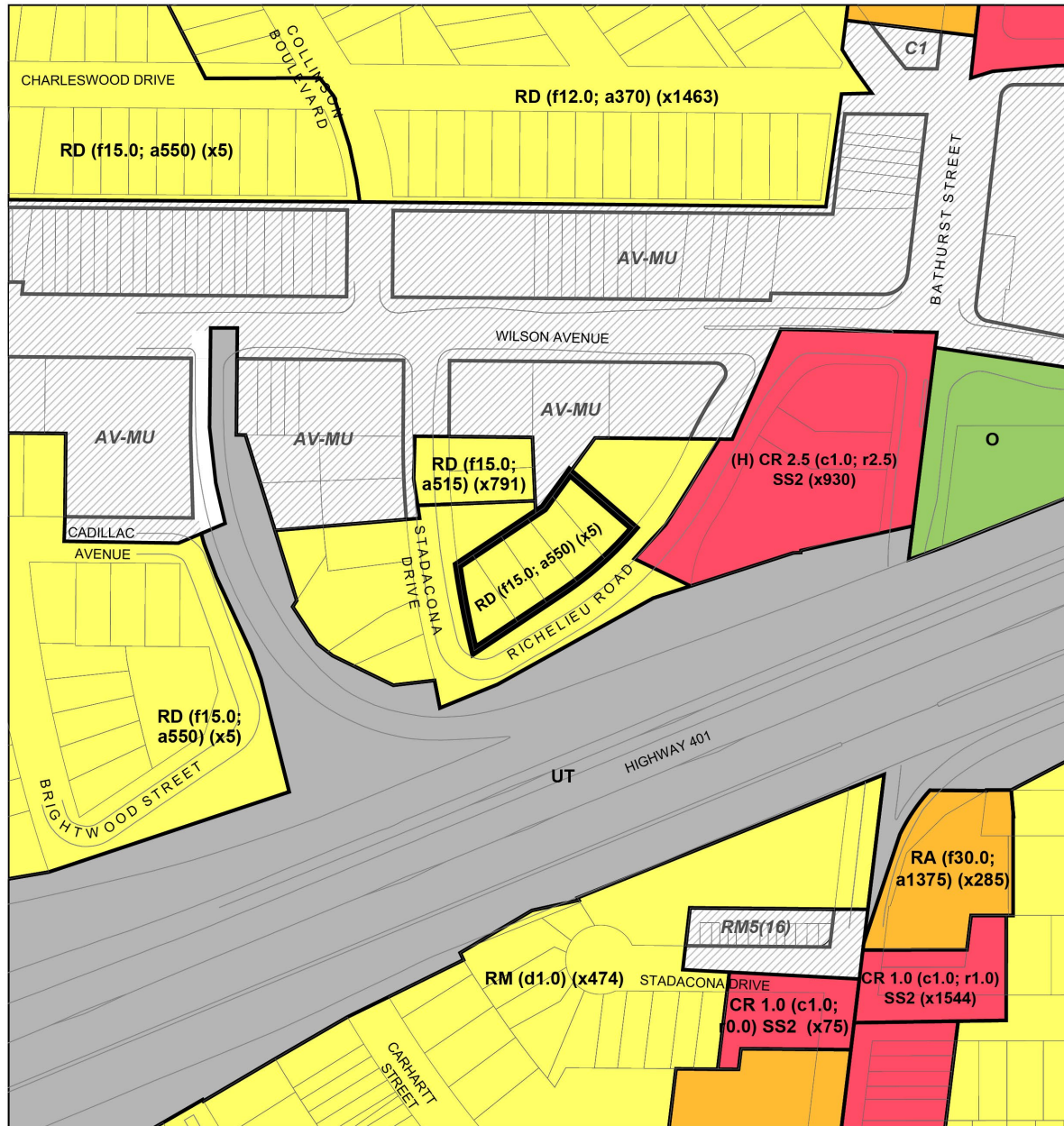
47 Stadacona Drive & 22-28 Richelieu Road

File # 22 213129 NNY 06 0Z



  
 Not to Scale  
 Extracted: 06/12/2025

## Attachment 4: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**47 Stadacona Drive & 22-28 Richelieu Road**

File # 22 213129 NNY 06 0Z

Location of Application

RD Residential Detached

RM Residential Multiple

RA Residential Apartment

CR Commercial Residential

O Open Space

UT Utility and Transportation



See Former City of North York By-law No. 7625

**RM5** Multiple-Family Dwellings Fifth Density Zone

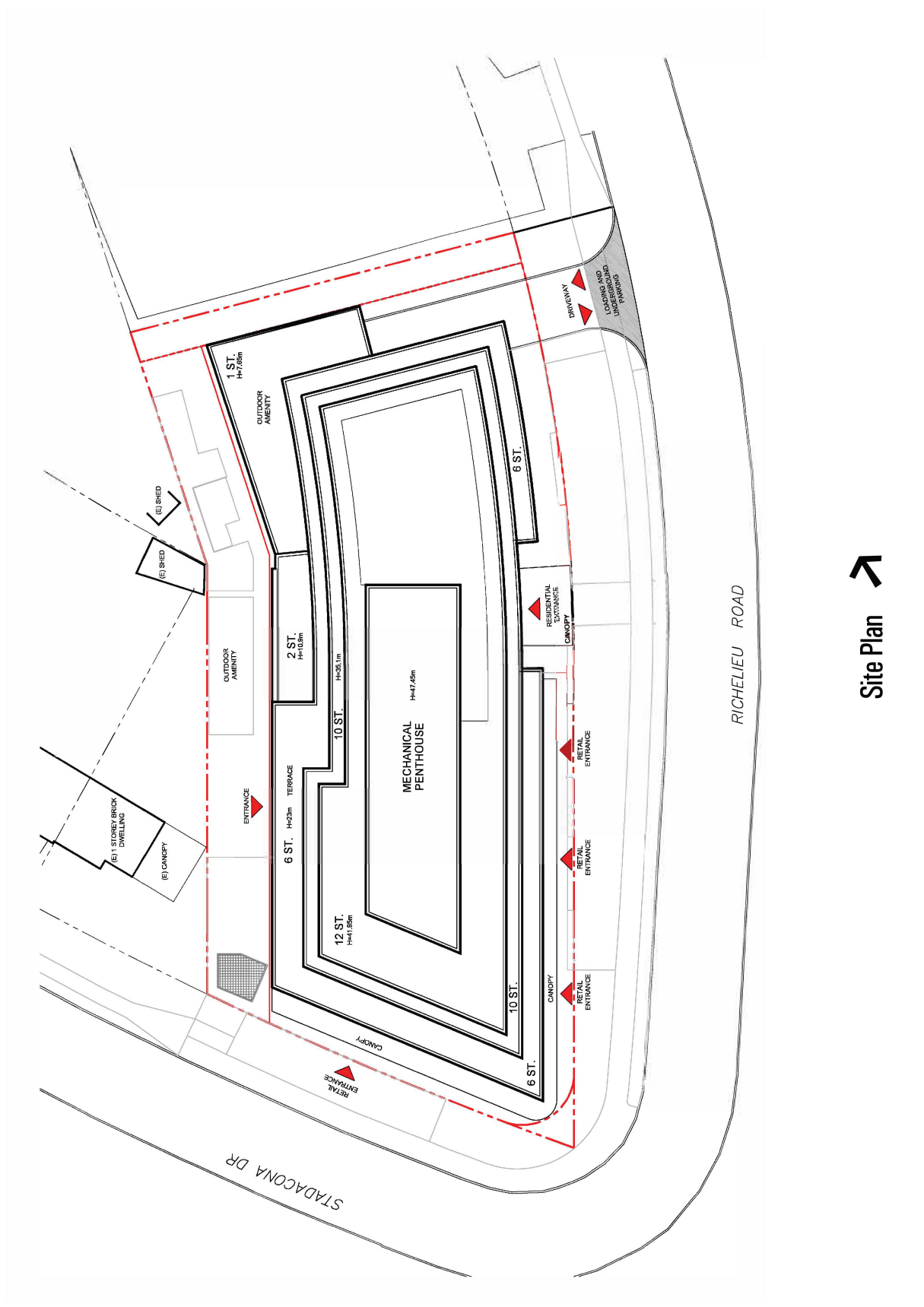
**AV-MU** Avenue Mixed Use Zone



Not to Scale  
Extracted: 06/12/2025

## Attachment 5: Draft Zoning By-law Amendment

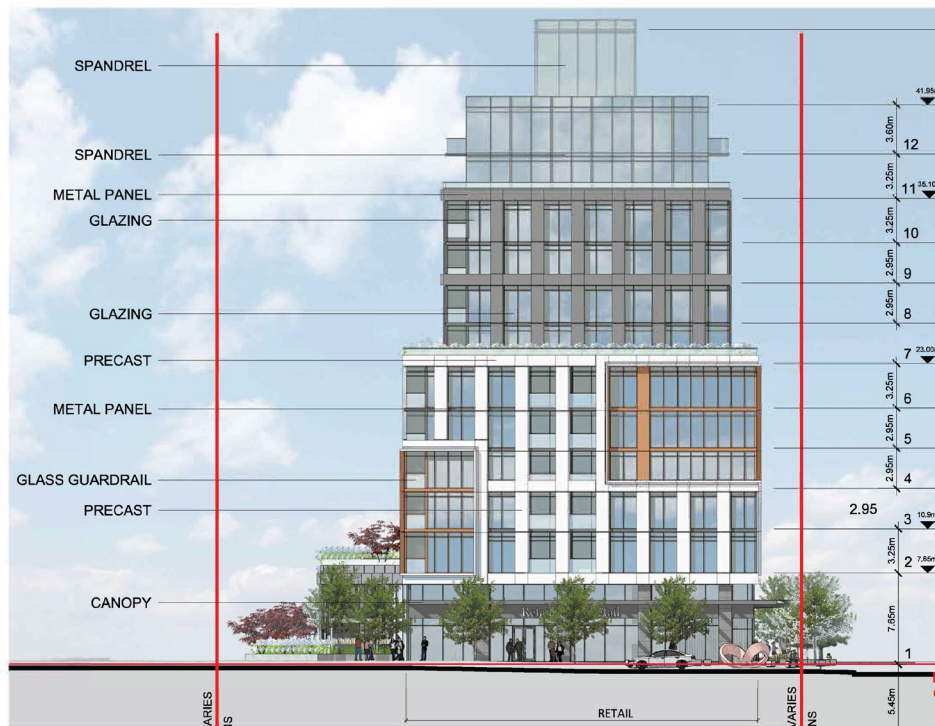
Under separate cover





## Decision Report - Approval - 47 Stadacona Drive and 22, 24, 26 and 28 Richelieu Road Page 21 of 24





West Elevation



East Elevation

## Attachment 8: 3D Massing Model

