

1-11 Vinci Cres - Official Plan Amendment and Zoning Amendment Applications – Decision Report – Approval

Date: June 17, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 25 216777 NNY 06 OZ

Related Planning Application Number: 26 153470 NNY 06 RH

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit the development of a 14-storey residential building at 1-11 Vinci Cres. The proposed total gross floor area is 23,373.34 square metres with 299 residential units, resulting in a density of 7.03 times the lot area. A total of 126 vehicular parking spaces and 225 bicycle parking spaces are proposed. The official plan amendment is required to redesignate the lands from Neighbourhoods to Apartment Neighbourhoods.

This report reviews and recommends approval of the application to amend the Official Plan Amendment and Zoning By-law Amendment application subject to a Holding provision. This Holding provision is to remain in place and restrict development on the site until such time as the owner has addressed servicing and stormwater management, land use compatibility, air quality, noise and vibration matters to the satisfaction of the City. The proposal with the inclusion of the holding provision is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan.

A related Rental Housing Demolition application has also been submitted as the proposal includes the demolition of seven residential dwelling units, two of which are rental. Should City Council approve the Official Plan and Zoning By-law Amendment application, approval of the Rental Housing Demolition application will be advanced to the Chief Planner or their designate under delegated authority, as less than six rental units are proposed to be demolished. A Tenant Assistance Plan will be secured to lessen hardship for existing tenants.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 1-11 Vinci Crescent substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 1-11 Vinci Crescent substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the as may be required.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

THE SITE AND SURROUNDING LANDS

Description

The subject site is located at the southeast corner of Vinci Crescent and Faywood Boulevard. The site is comprised of six residential lots and is generally rectangular in shape, with an area of approximately 3,345 square metres in area and frontage of approximately 87 metres along Vinci Crescent and 35 metres along Faywood Boulevard. See attachment 2 for the Location Map.

Existing Use

The subject site is currently developed with six single-detached dwellings, each with direct vehicular and pedestrian access from Vinci Crescent. The dwelling at 11 Vinci Cres contains two rental dwelling units.

Surrounding Uses

North: Immediately north of the subject site is Vinci Crescent, beyond which are 4-storey apartment buildings located along the east side of Faywood Boulevard. These lands are designated *Apartment Neighbourhoods*.

South: Immediately south of the subject site is a City owned laneway and further south are lands fronting Wilson Avenue, which currently support a 12-storey residential apartment development.

East: Immediately east of the subject site are low-rise residential lands, predominantly consisting of single-detached dwellings, forming an established residential neighbourhood designated *Neighbourhoods*.

West: Immediately west of the subject site is Faywood Boulevard and further west is a three-storey residential building. The broader area to the west includes higher-density mixed-use developments currently under construction on the former Wilson Subway Station parking lot.

THE APPLICATIONS

Description

The application proposes a 14-storey (43.36 metres excluding mechanical penthouse) residential building with a total gross floor area of 23,373.34 square metres. The existing buildings are proposed to be demolished.

Revisions to the original proposal have been made as a result of feedback from staff and residents at the Community Consultation Meeting held on October 27, 2025, including concerns related to traffic and neighbourhood transition. These revisions include relocating the main vehicle access from the public laneway (Lane Total N Wilson E Faywood) to Vinci Crescent to reduce potential traffic conflicts and improve safety conditions, as well as introducing additional setbacks and stepbacks to the east and north to improve transition to the surrounding neighbourhood and reduce potential impacts related to sun/shadowing and wind.

Density

The proposal has a total gross floor area (GFA) of 23,373.34 square metres with a floor space index (FSI) of 7.03.

Residential Component

The proposal includes 299 dwelling units comprised of 67 one-bedroom (22%), 202 two-bedroom (67%), and 30 three-bedroom units (10%).

Amenity Space

A total of 1,196 square metres of amenity space is proposed equating to 4.0 square metres per unit, consisting of 598 square metres of indoor amenity, and 598 square metres of outdoor amenity.

Access, Parking and Loading

The proposal includes a total of 126 vehicular parking spaces, comprising 112 resident spaces and 14 visitor spaces, located within a two-level underground parking garage. The development also provides 225 bicycle parking spaces, along with one loading space. The proposal also includes one pick-up/drop-off space (PUDO). Vehicular access to the site is proposed from Vinci Crescent via full-moves access.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, a site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/1VinciCres.

Reasons for Application

The application proposes to redesignate the subject lands from *Neighbourhoods* to *Apartment Neighbourhoods*. An amendment to the Official Plan is required to permit a more intensive residential development at the proposed height and density.

A Zoning By-law Amendment to the City of Toronto Zoning By-law 569-2013 is required as the site's current Residential Detached (RD) zoning does not permit this form of residential development. Amendments are also required to establish appropriate development standards including but not limited to height, parking, setbacks and built form for this type of building at this location.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on November 16, 2023.

The current application was submitted and deemed complete on September 16, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre: www.toronto.ca/1VinciCres.

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.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The subject site is designated *Neighbourhoods* on Land Use Map 17 of the Official Plan. See Attachment 2 of this Report for the Land Use Map.

Neighbourhoods are considered physically stable areas and are made up of low-scale residential uses along with parks, schools and local institutions. Development in *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these

areas. Policy 4.1.5 states that development in *Neighbourhoods* is expected to “respect and reinforce” the existing physical character of the neighbourhood.

The Official Plan contains policies in Section 2.3.1 with regards to Healthy Neighbourhoods and how development which is adjacent or close to *Neighbourhoods* should be undertaken. Intensification of land which is adjacent to *Neighbourhoods* should be carefully controlled so that *Neighbourhoods* are protected from negative impact.

The *Neighbourhoods* designation is intended to maintain the stability of low-rise residential areas while accommodating limited, incremental change that respects existing and planned physical character. While *Neighbourhoods* may be located in proximity to areas planned for growth, the Official Plan relies on transition in scale and built form, rather than site-specific land use re-designation, to manage these interfaces.

Chapter 3, Building a Successful City, contains Built Form policies in Section 3.1.3 that relate to ensuring that new development can fit harmoniously within the existing and planned context. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its façades fit within the existing and planned context of the *Neighbourhoods* and the City. This includes providing appropriate transition to the existing surrounding area to ensure that the new development will fit within the existing and planned context. Development should be massed with good proportions to fit within the existing and planned context and to ensure sunlight and sky view from adjacent streets. Transition in scale may be achieved with many "geometric relationships and design methods in different combinations" including angular planes, stepping of heights, location and orientation of the building and the use of setback and stepbacks of building mass.

Chapter 3 also contains policy direction with respect to the public realm and built form. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users through coordinated tree planting and landscape improvements in setbacks, and direct pedestrian routes.

Section 5.3.1.3 of the Official Plan provides that amendments to the Official Plan that are not consistent with its general intent will be discouraged.

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.

Major Transit Station Area

The site is within a delineated Major Transit Station Area. It is within 500 metres of the centre point of the delineated Wilson Station associated with SASP 712 in Chapter 8 of the Official Plan.

The area is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that

have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

The lands are presently designated *Neighbourhoods*, and multiplexes and apartment buildings with heights up to four storeys are permitted.

This application proposes to redesignate the lands to *Apartment Neighbourhoods*. Chapter 8 states that lands designated *Apartment Neighbourhoods* located between 200 and 500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 6.0 or more. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

Zoning

The subject site is zoned Residential Detached Zone (RD) (f15.0; a550) (x5) under City-wide Zoning By-law 569-2013 which permits single detached dwellings and other low scale residential uses. The Residential Detached zoning category permits the residential uses of single detached houses, duplexes, triplexes and fourplexes.

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 Growing Up Guidelines for Children in Vertical Communities
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

A Virtual Community Consultation Meeting was hosted by Community Planning staff on October 21, 2025.

Approximately 39 members of the public attended the virtual meeting, as well as, the local Ward Councillor, applicant team and staff. The following comments and concerns were raised by members of the public at the meeting as well as through written correspondence:

- Impacts on local infrastructure, including community services and facilities and local schools;
- Increased traffic from the proposed development and broader area;
- Construction management, including safety concerns;
- Building height and density;
- Lack of transition to the low-rise areas surrounding the site;
- Noise from the proposed development and construction;
- Loss of sunlight and shadow impacts; and,
- Compatibility with the character and scale of the area.

On January 29, 2026, an in-person open house consultation meeting was held by City staff to provide opportunity for the public to engage with City staff and the applicant team and provide feedback.

The issues raised through the community consultation process and written comments received 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

Provincial Planning Statement and Provincial Plans

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 Planning Statement (2024).

The site is within the Wilson Station MTSA, which has a minimum planned density of 200 people and jobs combined per hectare. The proposed development is transit-supportive and adds to the range of housing options in proximity to transit, including new housing units.

Section 2 of the *Planning Act* details matters of Provincial interest. The proposal has regard for matters of provincial interest as detailed in the Act, notably:

- Policy 2.4.1.3: “Planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas,”
- Policy 2.4.2.3: “Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate,”
- Policy 2.4.3.1: “Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors where appropriate,”

Section 3.5 prescribes policies related to sensitive land uses in proximity to major facilities. Given the lands proximity to the William Allen Road and Highway 401, the provision of a holding symbol in the Zoning By-law Amendment is appropriate. Further, Section 3.6 directs that growth should be accommodated in a manner that promotes the efficient use and optimization of existing municipal sewage services and that servicing and land use considerations are integrated throughout all stages of the planning process. Similarly, a ‘Holding’ symbol is recommended to be implemented in the Zoning By-law Amendment. The details of the ‘Holding’ provisions will be discussed further below in this report.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Council-adopted policy and design guidelines described in the Policy and Regulation Considerations Section of this Report. The analysis of these policies, studies, and guidelines is discussed further below in this report.

Land Use

The proposed Official Plan Amendment would redesignate the lands from *Neighbourhoods* to *Apartment Neighbourhoods* to permit a mid-rise form of residential development.

The subject site is in a unique location within the surrounding planned and built context. While much of Vinci Crescent is adjacent to *Neighbourhoods* designated lands, the site is situated between lands designated *Mixed Use Areas* to the south and *Apartment Neighbourhoods* to the north. These land use designations would permit more intensified forms of development and a broader range of building forms as prescribed in the Chapter 8 policies.

Apartment Neighbourhoods are distinguished from low-rise *Neighbourhoods* because they permit a greater scale of residential buildings, including apartment buildings, and contain policies that guide development to ensure compatibility with surrounding areas. Development in *Apartment Neighbourhoods* is directed to locate and mass new buildings to provide a transition between areas of different development intensity, to scale and locate and mass new buildings to frame the edge of streets and parks with

good proportion, and to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Staff are of the opinion that the proposed redesignation is appropriate given the site's location between *Mixed Use Areas* and *Apartment Neighbourhoods* designations where a greater intensification is also permitted. In addition, these properties are also within 500 metres of the Wilson Station MTSA where greater densities are also envisioned. The proposed building has also been designed to provide appropriate transition in scale and massing towards the lower-scale *Neighbourhoods* to the east in order to provide adequate transition to those existing properties while contributing to the planned intensification framework for lands in proximity to higher-order transit.

Land Use Compatibility (Air Quality)

A Land Use Compatibility Study (Air Quality) dated February 12, 2025, and an addendum response dated May 27 2026, prepared by RWDI AIR Inc., were submitted in support of the application due to the subject site's proximity to Highway 401 and major transportation corridors identified under the City of Toronto Official Plan Policy 2.2.4(5).

The City's peer reviewer has identified the need for additional information and clarification, including recommended air quality mitigation measures, as well as further assessments regarding air and noise matters. In this regard, Community Planning staff recommends a Holding provision be placed on the lands. Details of this recommendation are noted in the Holding Provision section of this report.

Housing, Rental Housing and Tenant Assistance

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 299 dwelling units, including 67% that are two-bedroom and 10% that are three-bedroom units. The proposed unit mix meets the policy direction of the Official Plan and meets the intent of the unit mix objectives of the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines by providing a range of two- and three-bedroom units. Staff will continue to work with the applicant through the Site Plan Control process to meet other design objectives of the Growing Up Guidelines.

This application includes the demolition of seven dwelling units, of which two are rental dwelling units. Replacement of the demolished rental units is not required and approval of the Rental Housing Demolition application is delegated to the Chief Planner, or their designate, because the proposed redevelopment will result in the demolition of less than six rental units.

In accordance with Official Plan policy 3.2.1.12, the applicant has agreed to provide a Tenant Assistance Plan to lessen hardship for existing tenants. The Tenant Assistance Plan is consistent with the City's current practices and will support tenants to access alternative accommodation within the neighbourhood. Approval of the Rental Housing Demolition application by the Chief Planner or their designate will be conditional on the

owner entering into a Section 111 agreement to secure the Tenant Assistance Plan before the rental housing demolition permit is issued.

Should City Council approve the Zoning By-law amendment application, approval of the Rental Housing Demolition application will be advanced to the Chief Planner.

Density, Height, Massing

The proposal represents an appropriate form of intensification within the Wilson MTSA. The proposed height and density are consistent with the planned and built context of the area, which anticipates mid-rise and taller buildings in proximity to higher-order transit, while ensuring compatibility with neighboring lower-scale residential areas.

The proposed 14-storey height is appropriate in this location given the subject site's location between *Mixed Use Areas* and *Apartment Neighbourhoods* designated lands. Its proximity to Wilson station and the surrounding planned context anticipates greater intensity along Wilson Avenue. The proposed massing is designed to minimize the perceived and physical impacts of the building's height and scale on the surrounding context through articulation, setbacks, and proportional transitions. By shaping and organizing the built form, the design reduces shadow, overlook, and visual impacts while creating a more compatible relationship with adjacent properties and the public realm.

Staff are satisfied that the proposed development appropriately mitigated impacts on the *Neighbourhoods* and the public realm by incorporating additional setbacks and stepbacks to achieve a more compatible transition to the adjacent *Neighbourhoods*-designated lands to the east and the public realm to the north. The increased setbacks and stepbacks at-grade and on upper levels improves the relationship between the development, its surrounding context and better aligns with the intent of the City's Mid-Rise Building Design Guidelines and the Official Plan as described below.

Along the east property line, the building maintains an increased setback of 10.80 metres up to the 11th storey adjacent to existing low-rise residential dwellings. This setback increases to 20 metres starting from the 12th to the 14th storey. The increased setbacks, and stepping provide a transition to the *Neighborhoods* lands and reduce the physical presence of the building.

Along Vinci Crescent to the north, the proposal provides a ground-level setback of 3.2 metres from the property line. The proposed built form incorporates a 2.5 metre stepback on the 5th floor establishing a four storey streetwall and providing an appropriate pedestrian-scale relationship along Vinci Crescent. An additional stepback is provided at the 11th storey to maintain street proportion.

To the south, facing the 12-storey development at 470 Wilson Avenue, the proposed building provides a setback of 3.2 metres from the south property line. Measured from the centreline of the public laneway (Lane Total N Wilson E Faywood), the building is setback 5.6 metres. Given the width of the public laneway, the total setback from the proposed building to the laneway is 8.69 metres. This results in a separation distance of

12.42 metres from grade to the 5th floor, inclusive of the existing public laneway, between the proposed development and the approved mid-rise building.

Above the 5th floor, the proposed building incorporates an additional stepback of 1.8 metres, increasing the separation distance between the buildings to 14.22 metres. The taller portion of the building at 470 Wilson is located further south, resulting in greater separation distances between the upper storeys of the two buildings. This arrangement provides appropriate spacing between the development, improves access to sunlight, and reduces potential overlook between facing units of these developments.

Along Faywood Boulevard to the west, the proposal provides a 3.5 metre setback from the property line. An additional stepback of 1.78 metres is provided above 5th floor to maintain a pedestrian scale massing along the street.

Staff find that the proposed massing, setbacks, and stepbacks have appropriately implemented the built form policies of the Official Plan, particularly Policy 3.1.3, which requires development to provide a transition in scale between areas of differing intensity. The proposal also addresses the policy objective 3.1.4 by fitting within the existing and planned context and limiting impacts on the public realm, including shadow, wind, and sky view conditions.

Public Realm and Streetscape

The proposal conforms with the applicable public realm policies of the Official Plan.

The proposal responds to these objectives by improving the streetscape conditions along both Vinci Crescent and Faywood Boulevard. The primary building entrance fronts onto Vinci Crescent Street with a walkway directly accessing the sidewalk. The secondary entrance along Faywood Boulevard creates an arrival experience and provides additional opportunities for animation on the street.

Vinci Crescent is characterized by a low-rise residential streetscape with landscaped front yards. The proposal provides a 5.7 metre setback from the Vinci Crescent property line at-grade, accommodating private patios and soft landscaping along the street frontage. A 2.1 metre-wide pedestrian sidewalk is also proposed within the public boulevard and is complemented by a row of street trees along Vinci Crescent. Together, these elements contribute to an enhanced public realm and provide transition between the public sidewalk and the ground-floor residential units, reinforcing the existing residential character of the street.

Vehicular access to the site is proposed off Vinci Crescent and will be located along the east side of the property between the subject lands and 15 Vinci Crescent. This access will lead to the underground parking and loading area. Locating vehicular access away from the primary street frontages minimizes potential conflicts between vehicles and pedestrians along Vinci Crescent and Faywood Boulevard, supporting a safer and more comfortable pedestrian environment. The access configuration also creates additional separation from the adjacent low-rise residential properties to the east. A 3.34 metre

landscaping strip and buffer planting will be provided along this edge to mitigate potential impacts and reinforce the transition to the neighboring residential properties.

Along Faywood Boulevard, the proposal includes soft landscaping, a secondary entrance to the residential lobby and a widened sidewalk, forming a landscape entry plaza that is approximately 56 square metres. These elements will contribute to an improved pedestrian environment and align with the park interface associated with the adjacent development at 470 Wilson Avenue. Landscaping along the street frontage will further enhance streetscape and integrate the site with the surrounding public realm. The final location and details of planting and landscaping will be secured through the Site Plan Control application. Staff are satisfied that the proposal conforms with the public realm policies of the Official Plan.

Shadow Impact

The Official Plan requires that development in *Apartment Neighbourhoods* locate and mass new buildings to frame the street-edge with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. The Official Plan also states that the building should be designed to limit shadow impacts on the public realm and surrounding properties.

In the original submission, the applicant provided a Sun/Shadow Study dated February 2025, evaluating shadow impacts during the spring and fall equinoxes (March 21 and September 21) at hourly intervals between 9:18am and 6:18pm. The study indicates that the majority of incremental shadow generated by the proposal falls onto adjacent streets and nearby low-rise residential properties for limited periods throughout the day, particularly on 15 Vinci Crescent between 3:18pm and 6:18pm during the spring and fall equinoxes. In the morning hours, shadows extend primarily westward toward Faywood Boulevard, while afternoon shadows shift westward across Vinci Crescent.

Subsequent to the original submission, the applicant revised the massing to introduce additional upper-storey stepbacks, including a 1.5 metre stepback for the 12th to 14th storeys. A solar access study dated on March 25, 2026, and an updated shadow impact analysis dated April 23, 2026, were submitted to support the revised built form. The updated analysis indicates that additional portions of the public realm, including the potential future sidewalk on the opposite side of Vinci Crescent, would receive five or more hours of sunlight and therefore, overall the shadow impacts are acceptable. These massing revisions to improve the shadow impacts have been incorporated into the proposal.

Wind Impact

The applicant submitted an updated Pedestrian Level Wind Study prepared by RWDI dated April 29, 2026, in support of the application. The study evaluates wind conditions using Computational Fluid Dynamics (CFD) modeling and accesses against the City of Toronto pedestrian wind comfort and safety criteria.

The study concludes that wind conditions are generally suitable for the intended pedestrian use. Localized areas of higher wind speeds have been identified including the northwest corner of the building, particularly during the winter months. Mitigation

measures including a wide architectural canopy and landscaping are proposed for this area. Outdoor amenity areas at-grade are expected to experience wind conditions suitable for their intended use. Wind screens are also proposed as mitigation measures for the above-grade amenity areas at the 11th floor which may experience stronger winds due to their elevation. Overall, the wind conditions and mitigation measures are considered acceptable and in keeping with applicable criteria.

Potential wind mitigation measures mentioned above will be further explored and secured through the Site Plan Control process to improve pedestrian wind comfort at the western corners of the building and within the outdoor amenity areas.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, prepared by Arcadis dated February 28, 2025. Development Engineering staff have reviewed the report and associated plans and recommend a Holding provision be placed on the lands. Details of this recommendation are noted in the Holding Provision section of this report.

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 provisions, 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 condition to be met prior to the removal of the proposed holding provisions in the proposed By-law is:

- 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, storm sewer system, and watermain system and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
- if the Functional Servicing and Stormwater Management Report accepted and satisfactory from above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
- 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 Director, Engineering Review, Development Review; or,
- 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 of the Director, Engineering Review, Development Review;

- the City has received and accepted a Land Use Compatibility study, that has been peer reviewed at the owner's expense, with recommendations resulting from this study to be implemented, to the satisfaction of the Executive Director, Development Review;
- the submission of an Air Quality Study, that has been peer reviewed at the owner's expense, with recommendations resulting from this study to be implemented, to the satisfaction of the Executive Director, Development Review; and,
- the submission of a Noise and Vibration Report, that has been peer reviewed at the owner's expense, with recommendations resulting from this study to be implemented, to the satisfaction of 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.

Traffic Impact

A Transportation Impact Study (TIS), prepared by LEA Consulting LTD., dated February 24, 2024, was submitted in support of the proposal. A Transportation Comment-Response Letter, dated April 29, 2026, was also submitted as part of the resubmission.

The report estimates that the proposed development will generate approximately 76 total new two-way vehicle trips (18 inbound and 59 outbound) during the weekday morning peak hour period and 67 total new vehicle two-way trips (39 inbound and 28 outbound) during the afternoon peak hour period. The applicant's consultant concludes that the traffic generated by the proposed development can be accommodated by the adjacent street system with some minor signal timing adjustments. Despite this conclusion, Transportation staff have identified that further analysis is required to determine whether signal timing is required as per the consultant's review.

An updated TIS is required through a future Site Plan Control application to address matters noted above.

Access, Vehicular and Bicycle Parking and Loading

The proposed pedestrian access to the main residential entrance is from Vinci Crescent via a 2.1 metre wide pedestrian walkway. Vehicular access is proposed from Vinci Crescent via a 6 metre wide, all-moves driveway access leading to a two-level underground parking facility. The driveway also provides access to one Type-G loading space and at-grade pick-up/drop-off parking spaces.

A total of 225 bicycle parking spaces are proposed, including 204 long-term spaces and 21 short-term spaces. Based on the applicable rates of 0.68 long-term spaces and 0.07 short-term spaces per dwelling unit under City of Toronto Zoning By-law 569-2013, the

proposed bicycle parking supply satisfies the minimum long-term and short-term bicycle parking requirements.

A total of 126 parking spaces are proposed, including 112 residential, 7 accessible, and 14 visitor spaces, all provided within 2 levels of underground parking. The Planning Act prohibits minimum parking requirements, with exception to accessible parking requirements in the Major Station Area. Any parking provided by the applicant is subject to zoning and accessibility standards for parking spaces as per Zoning By-law 223-2025.

The proposal provides one Type 'G' loading space, which also satisfies the minimum loading supply requirements in Zoning By-law 569-2013.

With respect to pick-up and drop-off (PUDO), staff support PUDO facilities in the underground parking garage to serve visitor pick-up and drop-off activity and short-term stopping associated with the development to minimize disruption to traffic flow along Vinci Cres. Dedicated on-site PUDO and delivery spaces with safe pedestrian connections will be further secured through Site Plan Control.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Faywood Boulevard, a 0.40 metre road widening dedication along the Faywood Boulevard frontage of the subject site is required and is proposed to be conveyed to the City as part of the Site Plan Control process. In addition, a public surface/sightline easement for the 6.0m corner rounding at the northwest corner of the site (southwest corner of Faywood Blvd and Vinci Crescent) is required.

Transportation Demand Management

A Transportation Demand Management (TDM) Plan was included in the TIS, which is intended to help reduce reliance on single-occupant vehicles. Some TDM measures include a travel information package and bicycle repair station. The extent of the application for other proposed measures (such as pre-loaded transit passes and monetary contributions for bike-share stations) has not yet been deemed acceptable to the City. However, staff and the applicant have agreed that this item can be coordinated through the Site Plan Control application.

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 application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Trees on City Streets) and III (Private Tree Protection) and Municipal Code Chapter 608 – Parks, Article VII (Trees).

An Arborist Report and Tree Preservation Plan were submitted in support of the application which was reviewed by Urban Forestry. The proposed development will result in the removal of 4 trees; of which 1 is City-owned and 3 are privately owned. To satisfy the conditions of the Tree by-law, the applicant is required to plant 1 large-growing shade tree along the municipal right-of-way and 9 large-growing shade trees on the subject site. Tree preservation and replacement details will be secured as part of the Site Plan Control application.

Based on the site area of 3,324.80 m², a minimum of 605 m³ of soil volume is required to support at-grade large-growing shade trees in accordance with Performance Measure EC 1.1 (Tree Planting Areas and Soil Volume) of Toronto Green Standard Version 4. The applicant has proposed 777 m³ of new and existing soil, which satisfies this requirement.

School Boards

The Toronto Catholic District School Board (TCDSB) has advised that the local catholic schools surrounding this development proposal remain consistent, including the potential for capital solutions in the area to address enrolment pressures. The Catholic schools serving this area are Dante Alighieri Academy and Marshall McLuhan Catholic Secondary School. The TCDSB has successfully been granted approval to construct a new Catholic elementary school on the site of the former Baycrest Public School to address accommodation pressures in the area.

The Toronto District School Board (TDSB) schools currently assigned to this development are Faywood Arts-Based Curriculum School and William Lyon Mackenzie Collegiate Institute. TDSB staff have determined that there is insufficient capacity at the local schools to accommodate students from new residential developments. To address accommodation challenges, the Board may need to use portables to accommodate students or engage in studies to explore options for creating additional school space. These options include changing school boundaries, moving programs, or bussing new students to another school, among others.

Conclusion

The application has been reviewed against the policies of the PPS (2024), the Official Plan, and applicable City guidelines intended to implement Official Plan policies. Staff are of the opinion that the proposal is consistent with the PPS (2024) and meets the intent of the Official Plan.

Outstanding items will be dealt with through the Site Plan Approval application and through the clearing of the holding provision. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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 Official Plan Amendment
Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan
Attachment 8: Elevations and/or Ground Floor Plan
Attachment 9: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1 VINCI CRES Date Received: August 27, 2025

Application Number: 25 216777 NNY 06 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: OPA & Rezoning Application to redevelop the site with a 14-storey residential building that contemplates 299 new units with a total proposed gross floor area of 23,373.34 square metres and a total proposed density of 7.03 times the area of the lot. The proposed unit mix will incorporate 67 one-bedroom units (22%), 202 two-bedroom units (67%), and 30 three-bedroom units (10%), for a total unit count of 299 dwelling units. A total of 1,196 square metres of amenity space will be provided and will consist of 598 square metres of indoor amenity space and 598 square metres of outdoor amenity space. The proposal includes a total of 126 vehicular parking spaces, comprising 112 resident spaces and 14 visitor spaces, located within a two-level underground parking garage. Future residents will have access to 225 bicycle parking spaces provided at-grade, with 21 short-term bicycle parking spaces for visitors and 204 long-term bicycle parking spaces for residents.

Applicant	Agent	Architect	Owner
MHBC PLANNING LIMITED			1-11 VINCI CRESCENT LTD

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	RD (f15.0; a550) (x5)	Heritage Designation:
Height Limit (m):	1	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	3,345	Frontage (m):	87	Depth (m):	35
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,370	2,370
Residential GFA (sq m):	739		23,373	23,373
Non-Residential GFA (sq m):				
Total GFA (sq m):	739		23,373	23,373
Height - Storeys:	1		14	14
Height - Metres:			43	43

Lot Coverage Ratio (%): 67.0 Floor Space Index: 7.03

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	23,258	115

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	2			
Freehold:	5			
Condominium:			299	299
Other:				
Total Units:	7		299	299

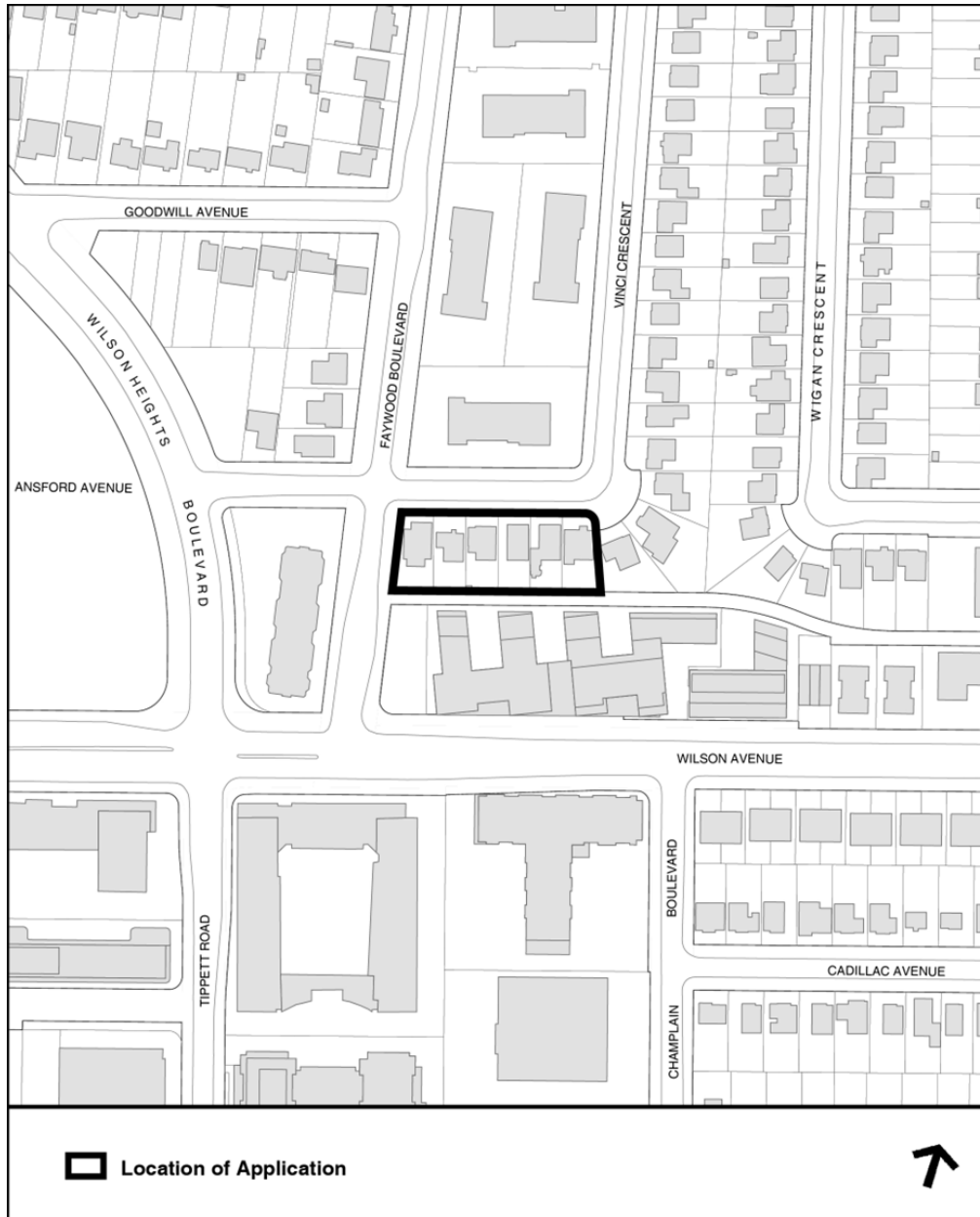
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			67	202	30
Total Units:			67	202	30

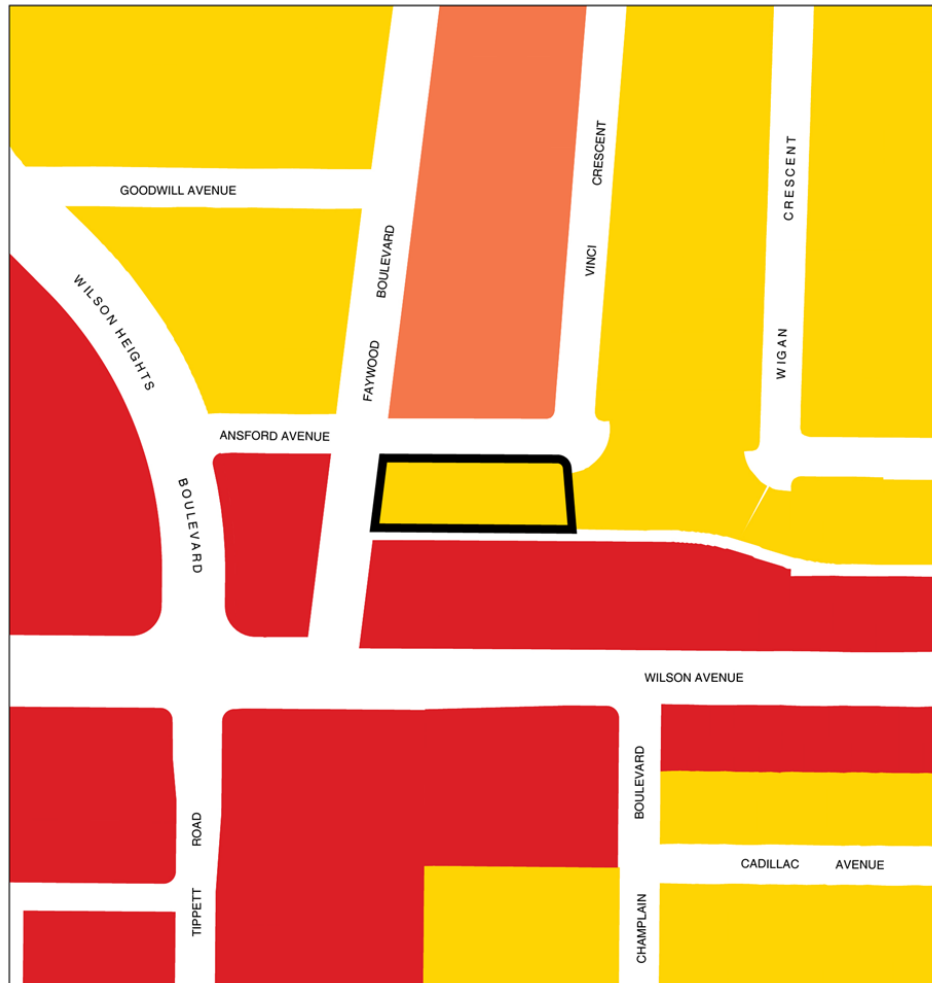
Parking and Loading

Parking Spaces:	126	Bicycle Parking Spaces:	225	Loading Docks:	1
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

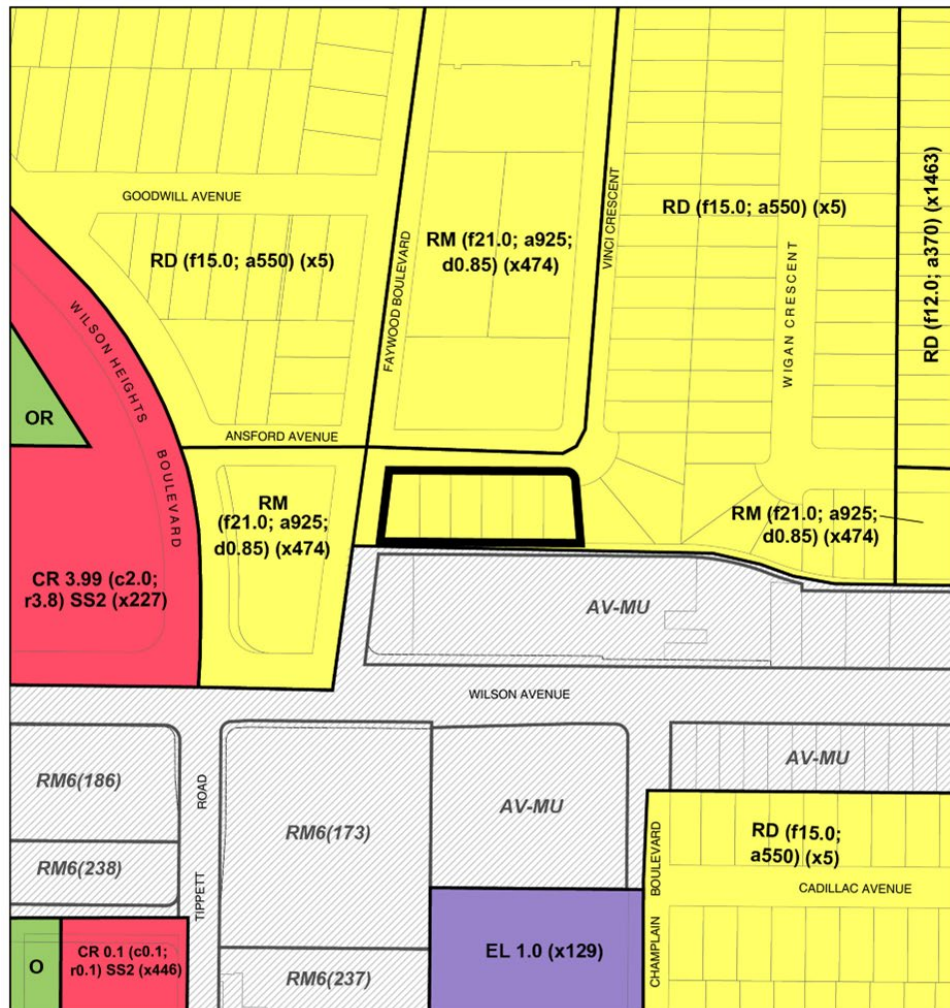
1-11 Vinci Crescent

File # 25 216777 NNY 06 02

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


Not to Scale
Extracted: 09/22/2025

Attachment 4: Existing Zoning By-law Map



TORONTO

Zoning By-law 569-2013

1-11 Vinci Crescent

File # 25 216777 NNY 06 02



Location of Application

- RD Residential Detached
- RM Residential Multiple
- CR Commercial Residential
- EL Employment Light Industrial

OR Open Space Recreation



See Former City of North York By-law No. 7625
 RM6 Multiple-Family Dwellings Sixth Density Zone
 AV-MU Avenue Mixed Use Zone
 MC Industrial-Commercial Zone



Not to Scale
 Extracted: 09/22/2025

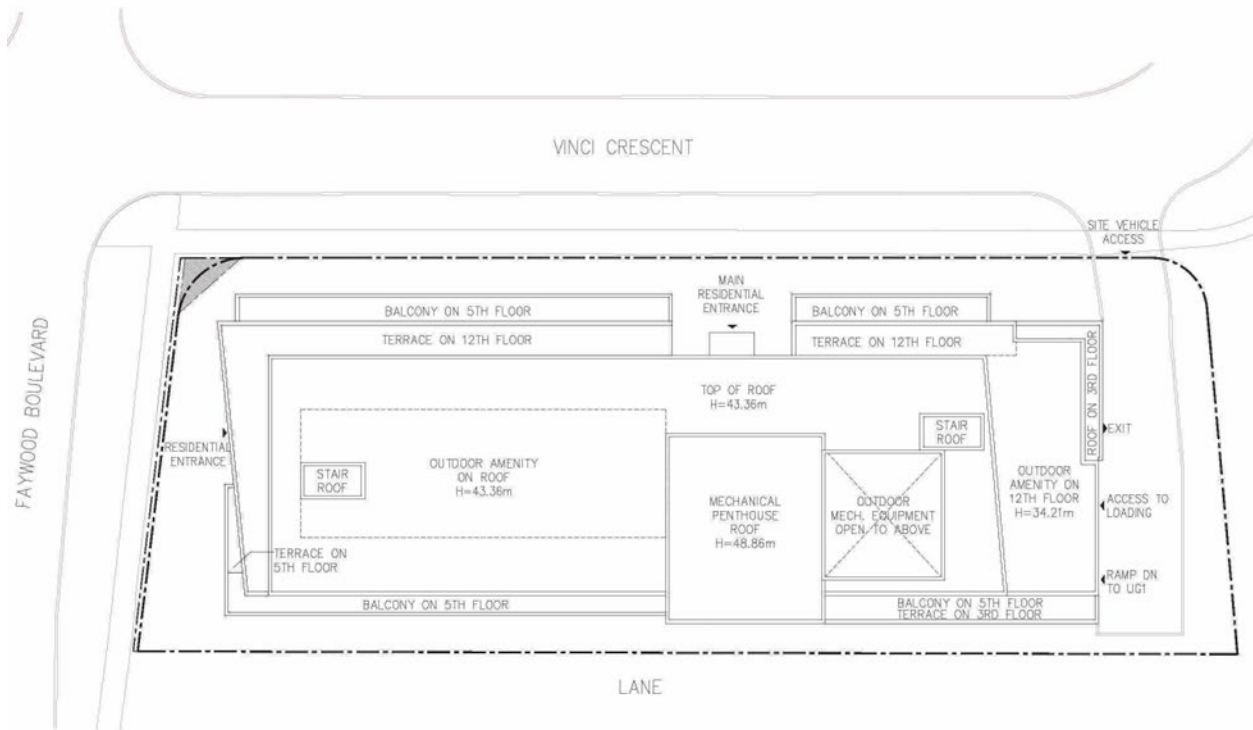
Attachment 5: Draft Official Plan Amendment

attached to this report under separate cover.

Attachment 6: Draft Zoning By-law Amendment

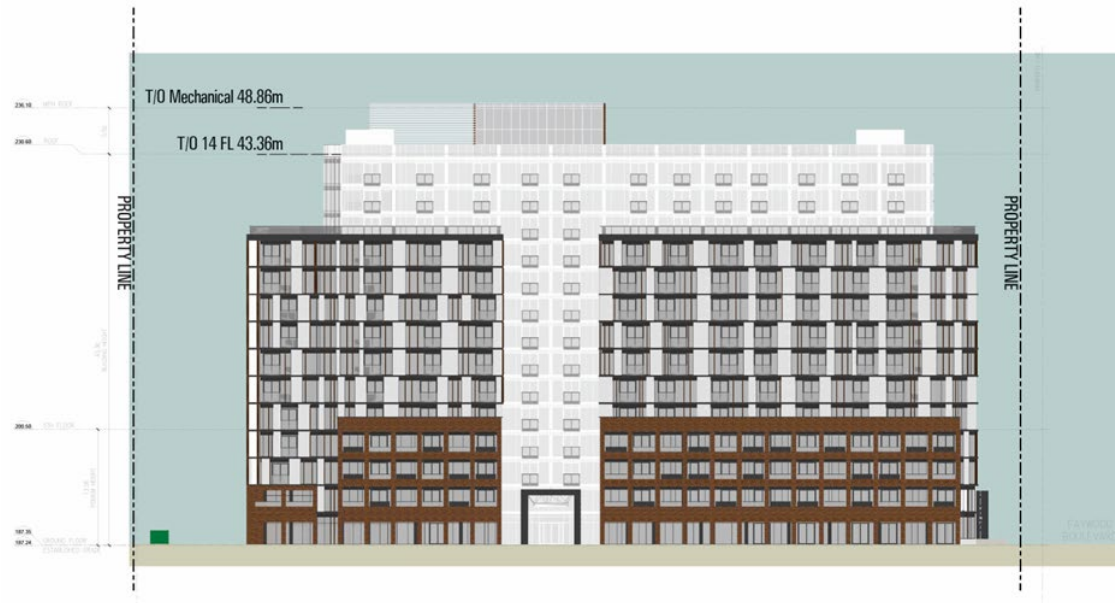
Attached to this report under separate cover.

Attachment 7: Site Plan

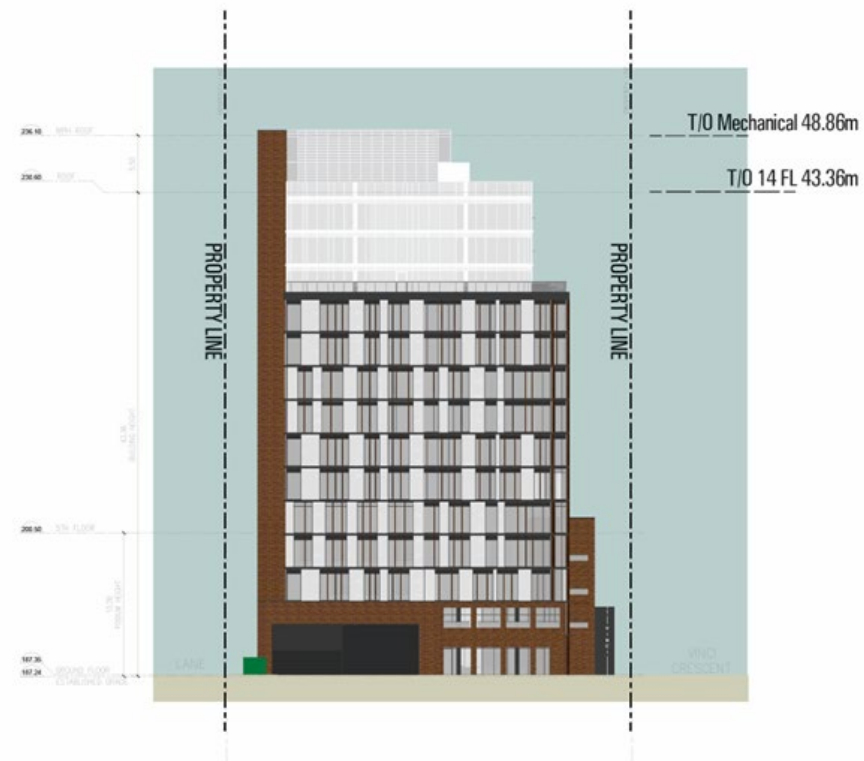


Site Plan 

Attachment 8: Elevations



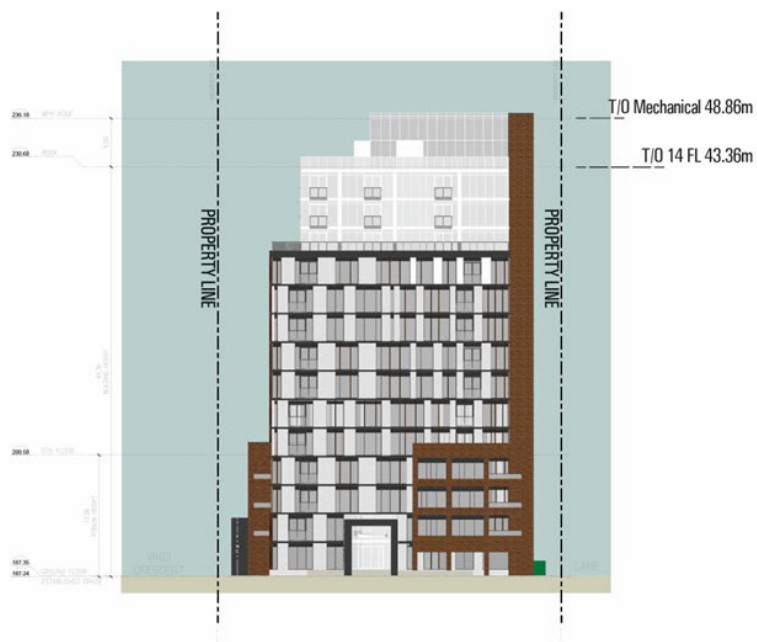
North Elevation



East Elevation

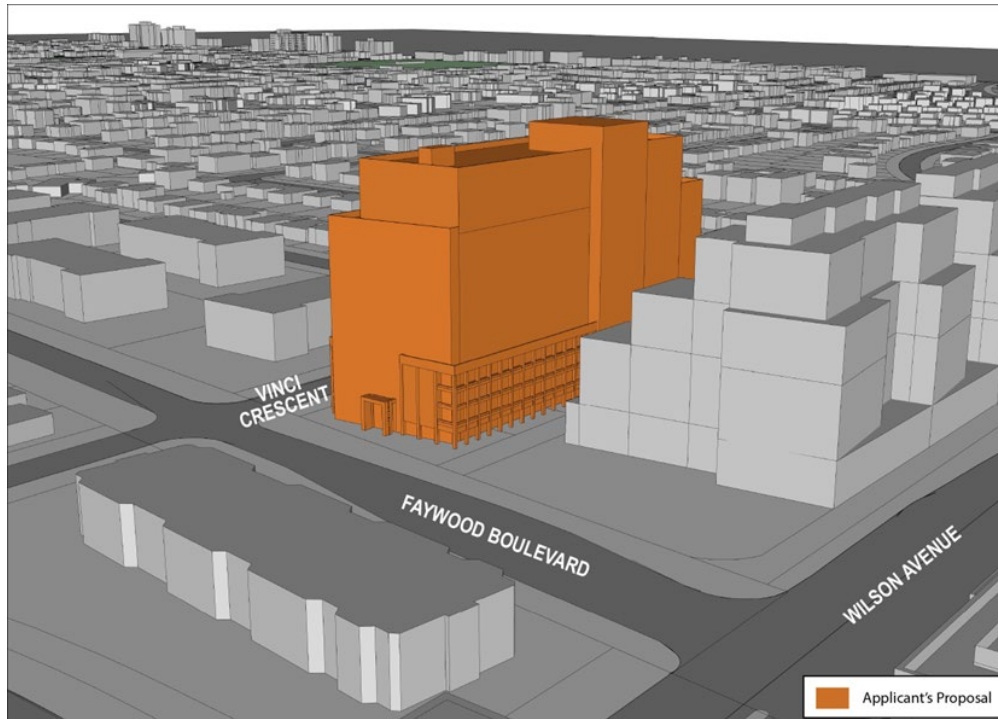


South Elevation



West Elevation

Attachment 9: 3D Massing Model



View of Applicant's Proposal Looking Northeast



View of Applicant's Proposal Looking Southwest

