



REPORT FOR ACTION

1450 and 1500 O'Connor Drive Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications – Decision Report – Approval

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 19 - Beaches-East York

Planning Application Number: 25 187723 STE 19 OZ

Related Planning Application Number: 25 188183 STE 19 SB

SUMMARY

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to permit the construction of three mixed use and one residential building with heights ranging from 14 to 28 storeys. The proposed development includes a new public street, a new public park along O'Connor Drive and two publicly accessible open spaces.

The proposed development would provide 863 residential dwelling units and a total gross floor area (GFA) of approximately 71,500 square metres including a minimum of 2,260 square metres of non-residential space. The non-residential space includes a daycare provided in Building D and retail/commercial uses on the ground floor of Buildings A, B and D. There are 513 vehicle parking spaces proposed in three underground levels and 966 bicycle parking spaces at the ground and mezzanine floors.

This report recommends that City Council classify the lands at 1450 and 1500 O'Connor Drive as a Class 4 Noise Area under NPC-300 noise guidelines administered by the Ministry of Environment, Conservation and Parks (MECP). This report also advises that the Executive Director, Development Review, acting under delegated authority, intends to approve the Draft Plan of Subdivision necessary to advance the comprehensive development of the site.

The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. The Draft Plan of Subdivision application has regard for the criteria in Section 51(24) of the Planning Act.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 1450 and 1500 O'Connor Drive substantially in accordance with the draft Official Plan Amendment included as Attachment 6 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 1450 and 1500 O'Connor Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council classify the lands municipally known as 1450 and 1500 O'Connor Drive as a Class 4 Noise Area pursuant to Ministry of Environment, Conservation and Parks Environmental Noise Guidelines - Stationary and Transportation Sources - Approval and Planning Publication NPC-300, August 2013.
5. City Council forward a copy of the Item to the Ministry of Environment, Conservation and Parks.
6. In accordance with the delegated approval under Section 415-16 of the Toronto Municipal Code, as amended, City Council be advised that the Executive Director, Development Review intends to approve the Draft Plan of Subdivision for 1450 and 1500 O'Connor Drive as generally illustrated in Attachment 11 to this report, subject to:
 - a. draft approval conditions as generally listed in Attachment 8 which, except as otherwise noted, must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration;
 - b. resolution of outstanding matters arising from the technical review of the application, as set out in this report to the satisfaction of the City; and
 - c. any revisions to the proposed subdivision plan or any additional modified conditions as the Executive Director, Development Review may deem to be appropriate to address matters arising from the on-going technical review of this development.
7. City Council approve that, in accordance with Section 42 of the Planning Act, prior to the issuance to the first above grade building permit, the Owner shall convey to the City an on-site parkland dedication, having a minimum size of 1,155 square metres, to the satisfaction of the Executive Director, Development Review and the City Solicitor.

8. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; the owner may propose the exception of encumbrances of tie-backs, where such an encumbrance is deemed acceptable by the Executive Director, Development Review, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the Executive Director, Development Review, and the Executive Director, Corporate Real Estate Management.

9. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting on November 27, 2012, City Council adopted the O'Connor Drive Avenue Study, which included the portion of O'Connor Drive between Victoria Park Avenue and St. Clair Avenue East and Sandra Road. The decision document can be found here:

[Agenda Item History - 2012.PG19.2](#)

On July 19, 2023, City Council adopted Item PH5.3 Our Plan Toronto: Recommendations on Seventy Employment Area Conversion Requests and Chapter 7 Site and Area Specific Policy Review - Final Report. This decision approved the conversion of lands at 1450 and 1500 O'Connor Drive through Official Plan Amendment 653, from General Employment Areas to Neighbourhoods. The decision document can be found here: [Agenda Item History - 2023.PH5.3](#)

On January 27, 2025 the Ministry of Municipal Affairs and Housing (MMAH) issued the decision to approve Official Plan Amendment 653 with modifications pursuant to Sections 17 and 26 of the Planning Act. The decision converted the Official Plan land

use designation for 1450 and 1500 O'Connor Drive from General Employment Areas to Neighbourhoods. The Minister's decision can be found here: [Official Plan Review – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

Description

The site is located on the east side of O'Connor Drive, north of Bermondsey Road. It is irregular in shape, approximately 14,688 square metres in size, with a frontage along O'Connor Drive of approximately 96 metres and a depth of 175.37 metres.

See Attachment 2 for the Location Map.

Existing Use

The site is occupied by a single storey plaza with non residential uses such as retail, medical offices, small scale industrial uses and a daycare, with surface parking facing O'Connor Drive.

Surrounding Uses

North: a single storey institutional centre (the Scott Mission) with associated surface parking. Further north is the Willis Blair Parkette and three storey townhomes.

South: a commercial site with single storey retail, restaurant and employment uses and surface parking. Across the street on the south side of Bermondsey Road, west of O'Connor Drive, is the Mondelez Canada Inc. East York industrial bakery.

East: across the street on the east side of O'Connor Drive is a four storey residential building and a seven story mixed use building. To the north of Amsterdam Avenue is a two storey mixed use plaza.

West: industrial uses including auto repair shops, Ipex Inc. (an injection moulding facility), a GFL vehicle storage and maintenance facility; and a police services property.

THE APPLICATIONS

Description

The proposal is for four buildings ranging in height from 14 to 28 storeys (Buildings A, B, C, and D) containing 863 purpose built rental dwelling units. A total gross floor area of approximately 71,500 square metres is proposed, including 2,260 square metres of non-residential space. A daycare is planned in Building D and retail uses on the ground

floor of Buildings A, B and D facing O'Connor Drive and the new public street. The site would also be bisected by a new public street and deliver a new public park fronting onto O'Connor Drive, with new publicly accessible open spaces. See Attachment 9 for a Site Plan. 513 vehicle parking spaces are proposed in three underground levels, and 966 bicycle parking spaces on the ground floor and mezzanine levels.

The Draft Plan of Subdivision application proposes to create two development blocks, one park block and a new public street with a width of 18.5 metres bisecting the site ending in a cul de sac. The chart below describes the use and area for each block. The Draft Plan of Subdivision can be found in Attachment 12 to this report:

Table 1 - Subdivision Blocks

Block Number	Use	Area (ha)
1	Mixed Use	0.31
2	Mixed Use	0.73
3	Park	0.14
4	Road Widening	0.01
N/A	Public Road: Street A	0.28

Density

The proposal has a density of 6.87 times the area of the lot.

Residential Component

The proposal includes 863 dwelling units, 448 one-bedroom (52%), 312 two-bedroom (36%), and 103 three-bedroom units (12%).

Non-Residential Component

The proposal includes 2,260 square metres of non-residential uses: a daycare in Building D and ground floor retail in buildings A, B and D.

Publicly accessible open space

The proposal includes approximately 415 square metres of publicly accessible open space provided in two areas, each just over 200 square metres: one between the proposed park and the east of Building D, and the other abutting O'Connor Drive on the east side of Building A.

Access, Parking and Loading

Pedestrian access to the site is proposed from O'Connor Drive and from a new public street, extending from O'Connor Drive through the centre of the site. Vehicle access to the site is proposed from three driveway accesses from the new 18.5 metre wide public street extending from O'Connor Drive.

The proposal includes 513 vehicular parking spaces: 448 spaces for residents, 59 spaces shared for residential and non-residential visitors, and six car-share spaces in three underground levels. 966 bike parking spaces include 790 long term and 176 short term spaces on the ground and mezzanine floors.

One Type G loading space is proposed within each of the buildings for a total of four spaces. The loading spaces would be located within the buildings on the ground floor, accessed by internal driveways.

Land Conveyances

As per the City's Official Plan, a 0.40 metre road widening is required along the O'Connor Drive frontage of the site to satisfy the requirement for a 27 metre right of way.

An on-site parkland dedication of 1,442 square metres along the O'Connor Drive frontage is being provided.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information can be found on the City's Application Information Centre at:

www.toronto.ca/1450OConnorDr

Reasons for Applications

The application seeks to amend the Official Plan and SASP 146, to redesignate the site from Neighborhoods to Mixed Use Areas and Parks to permit the proposed development.

The Zoning By-law Amendment is required to bring the lands into Zoning By-law 569-2013, and to establish appropriate performance standards to permit the proposed height, building setbacks, and density.

An application for a Plan of Subdivision is required under Section 51 of the Planning Act to create the new public street, new public park, and development blocks that will accommodate the redevelopment.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on February 8, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current applications were submitted on July 4, 2025 and deemed complete on October 24, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of the applications are available on the Application Information Centre: www.toronto.ca/1450OConnorDr

Agency Circulation Outcomes

The applications have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate Official Plan and Zoning By-law amendments and the Draft Plan of Subdivision conditions of approval.

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.

Provincial Noise Guidelines

The Ministry of Environment, Conservation and Parks (MECP) has published guidelines that address noise issues as they relate to land use planning and permitted requirements. These requirements form part of an Environmental Compliance Approval for industrial and institutional establishments, transportation facilities and noise emissions from stationary noise sources located in proximity to sensitive land uses, including residential uses.

In 2013, the Ministry of Environment and Climate Change (now MECP) released "Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning (Publication NPC-300)". NPC-300 classifies noise-sensitive receptors by area. The four classes of receptors are as follows: Class 1 - Urban Areas; Class 2 Suburban/Semi-Rural Areas; Class 3 - Rural Areas; and Class 4 - Infill Areas.

Depending on the receptor area classification, different guidelines for sound limits apply. The Class 4 Area classification was introduced by the Ministry in 2013. It is intended to allow for residential infill and redevelopment in proximity to existing stationary sources of noise, while still protecting residences from undue noise. A Class 4 Area

classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to noise sensitive land uses such as residential dwellings and associated outdoor living areas. Class 4 Areas require formal classification by the land use planning authority. City Council is the relevant land use planning authority.

Official Plan

The [Official Plan](#) designates the site as Neighbourhoods. On July 19, 2023 City Council approved the conversion of lands at 1450 and 1500 O'Connor Drive from General Employment Areas to Neighbourhoods through Official Plan Amendment (OPA) 653, recognizing the long standing residential permissions on the site granted through Site and Area Specific Policy (SASP) 146. On January 27, 2025 the Ministry of Municipal Affairs issued their decision to approve OPA 653 with modifications. See Attachment 3 of this report for the Land Use Map. The Official Plan 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.

Protected/Major Transit Station Area

The site is not within a delineated Protected Major Transit Station Area or a Major Transit Station Area.

Site and Area Specific Policy (SASP) 146 and 400

SASP 146 and 400 apply to the site. SASP 146 permits residential uses on the site to a depth of 90 or 140 metres from O'Connor Drive to a maximum height of four stories, provided land use compatibility is maintained. Development criteria include ensuring residential uses meet Ministry Environment Guidelines for Land Use Compatibility and adequate measures to protect residents from the noise, vibration and odour impacts of industrial uses are taken. SASP 146 promotes a high level of urban design through the design of new residential buildings to create a vibrant streetscape.

SASP 400 provides direction for properties that face O'Connor Drive between Victoria Park Avenue and St Clair Avenue East and Sandra Road. It identifies objectives for new development including supporting a range of uses, enhancing/improving the public realm, requiring high quality design and architecture and appropriate relationships between buildings and with the public realm. The site is located within the Main Street Area on Schedule 2 of SASP 400. Policies within the SASP direct that future development is to contribute to the revitalization of the area and be sensitive to its context. See Attachment 4 for the SASP 400 Schedule 2.

The Official Plan, including SASPs 146 and 400, should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Zoning

The site is in two categories in the former East York By-law No. 6752, as amended by 89-2003: 1450 O'Connor Drive is zoned Mixed Use Commercial Industrial Zone (MCI) (e) (H); and 1500 O'Connor Drive is zoned (MCI) (b) (e) (H). The MCI zoning category permits a variety of industrial, commercial and institutional uses. Buildings over seven storeys are subject to a holding provision until sufficient traffic and parking capacity has been demonstrated. See Attachment 5 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:

- O'Connor Drive Urban Design Guidelines
- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Retail Design Manual
- Toronto Accessibility Design Guidelines

O'Connor Drive Urban Design Guidelines

SASP 400 states that the O'Connor Drive Urban Design Guidelines will be used to provide direction when reviewing development applications to achieve the objectives for new development identified in the SASP.

The vision for O'Connor Drive is that it becomes a vibrant urban corridor providing opportunities for people to live, work and shop. The Guidelines balance the function of O'Connor Drive as a route to downtown with its transformation into an active, pedestrian friendly main street. Development criteria for the entire area includes direction to secure streetscape improvements as part of any development proposal.

The site is located within the Main Street Area on Figure 3: Schematic District Structure Plan within the Guidelines. Development is encouraged to incorporate publicly accessible open space along O'Connor Drive, considering the shortage of parkland in the area. Parking and servicing is to be located at the rear of the property, and vehicle access from O'Connor drive is to be limited with consolidated driveways.

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

Draft Plan of Subdivision

A Draft Plan of Subdivision application has been submitted. The Executive Director, Development Review has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code, as amended. Section 51(24) of the Planning Act outlines the criteria for determining whether a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed blocks, and the adequacy of utilities and municipal services.

PUBLIC ENGAGEMENT

Community Consultation

On November 25, 2025, a virtual community consultation meeting took place with approximately twenty-seven people, the Ward Councillor, City staff and the applicant team in attendance. At the meeting, City staff and the applicant team gave presentations on the site and surrounding areas, the existing planning framework and the proposed development. Following presentations, City staff led a question and answer format discussion. Comments and questions provided by the meeting attendees included:

- Concerns about the loss of existing uses on the site such as the daycare and medical offices;
- Concerns about the height of the proposal not being in keeping with the character of the area;
- Concerns about the impact of the proposed development on the volume of traffic in the area;
- Questions regarding bicycle infrastructure, including bike lanes in the area; and
- Concerns about pedestrian safety in the area and the need for a safe pedestrian crossing in the area surrounding the proposed development.

The issues raised through the community consultation process have been considered through the review of the applications.

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 Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement (PPS) 2024 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 PPS (2024). Staff find the proposal consistent with the PPS (2024).

Official Plan Policies, Design Guidelines and Land Use

This application has been reviewed against the Official Plan policies, SASPs, and design guidelines described in the Policy and Regulation Considerations Section of this report. The proposal advances the objectives of SASP 146 and SASP 400 by providing a mixed use development while ensuring compatibility with the surrounding uses. The proposal includes a mix of uses including non-residential uses facing the new public street, new public park and publicly accessible open spaces along O'Connor Drive, and a proposed daycare use. The public realm is improved with a new public sidewalk, landscaping, a public park and POPS space along O'Connor Drive. The proposed development provides appropriate relationships between buildings and the public realm.

Staff are satisfied that the proposed land uses are appropriate and consistent with the relevant Official Plan policies, as well as the objectives of SASP 146 and SASP 400.

Land Use Compatibility

The site at 1450 and 1500 O'Connor Drive is located in proximity to long-established industrial operations. The proposed development would introduce a residential population adjacent to these existing industrial uses. Of primary concern in reviewing this application is the ability for the development to proceed while maintaining operations for the facilities in the area of employment adjacent to the site, minimizing and mitigating any adverse impacts on the viability of the employment area and the uses within, pursuant to the PPS (2024).

The City and its Peer Reviewer have reviewed Noise and Vibration and Air Quality Studies submitted in support of the application and agree with the conclusion that the proposed development can be compatible with the existing surrounding development providing the recommended mitigation measures such as acoustical barriers, warning clauses, upgraded ventilation and building materials are provided.

The Noise and Vibration Study recommends that a Class 4 Noise Area classification be approved by City Council along with warning clauses about noise; mandatory air conditioning units and upgraded exterior wall and window materials and sound barriers for common outdoor amenity areas. This re-classification is appropriate to support the proposed development while ensuring long-term compatibility between new sensitive land uses and existing industrial activities.

Draft Plan of Subdivision

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 and adjacent plans of subdivision, the dimensions and shapes of the proposed blocks, and the adequacy of utilities and municipal services. The Executive Director, Development Review has delegated authority for Plans of Subdivision under By-law 1112-2024 as amended.

The Draft Plan of Subdivision has been reviewed against the relevant matters listed in Section 51(24) of the Planning Act, including, but not limited to:

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (i) the adequacy of utilities and municipal services; and
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.

The PPS directs planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, such as child care centres, parks and open spaces, a range of housing options. The PPS requires municipalities to promote a mix of densities to efficiently use land, resources, and infrastructure. The PPS states that infrastructure and public service facilities shall be provided in an efficient manner and shall be coordinated and integrated with land use planning and are available to meet current and projected needs.

The proposed Draft Plan of Subdivision application would create two new development blocks, a park block and a new right-of-way for a public street to facilitate the orderly development of a new mixed use community with a range of housing options, a mix of land uses, and public open space. As detailed above, the proposed land use is suitable, and the development would conform the Official Plan and SASP 146 add 400.

The new right-of-way is designed to meet the City's Standards. It would include an 6.6 metre wide roadway to accommodate two-way traffic operations, a 2.5 metre wide lay-by, and space on both sides of the street for a minimum 2.1 metre wide sidewalk and landscaping including street trees. The connection of the new public street to O'Connor Drive is appropriate in terms of location, layout, and geometry to facilitate safe traffic operations. The details of the design and timing of the delivery of the road will be continue to be reviewed through the subdivision process.

Development Engineering staff have reviewed the submitted materials and have requested further materials regarding hydraulic modelling and sanitary analysis to ensure the proposed subdivision can be appropriately serviced with existing municipal infrastructure, including water, sanitary, and stormwater services. These matters are captured through a holding provision proposed for the implementing zoning by-law.

Through Chapter 415-16, 18 and 18.1 of the Municipal Code, as amended, City Council has delegated authority to the Executive Director, Development Review to approve plans of subdivision and determine appropriate conditions of approval. Further to Staff's review, the Executive Director, Development Review intends to approve the Draft Plan of Subdivision as generally illustrated on Attachment 11, subject to the Draft Plan of Subdivision Conditions outlined in Attachment 7. Review of the proposed Draft Plan of Subdivision and preparation of associated conditions have considered the matters set out in Section 51(24) of the Planning Act.

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. The unit mix meets the Growing Up Guidelines. At present, the applicant has indicated that the proposed tenure would be rental for all 863 dwelling units.

Density, Height, Massing

The proposal conforms with the applicable policies in the Official Plan, SASP 146 and 400 and applicable urban design guidelines. The buildings would appropriately frame O'Connor Drive and the new public street, providing a pedestrian scale frontage along the two public streets.

Mid-rise building podium are proposed closer to O'Connor Drive, in accordance with SASP 400, with heights increasing towards the rear of the site. This is in keeping with recent developments across the street and mitigates impacts of the development on the public realm. Building stepbacks provide a four storey street-wall along O'Connor Drive and along the new street. The midrise portion of Building A facing O'Connor Drive provides a setback of approximately eight metres from the property line; multiple stepbacks position the 14 storey portion of the building setback approximately 23 metres from the property line along O'Connor Drive. The mid-rise portion of Building D facing O'Connor Drive provides an approximately 41 metre setback from the property line, including the park.

Non-residential uses and main building entrances on the ground floor of buildings facing the public park and the two public streets provide opportunities for activation within the public realm. Loading and servicing have been internalized, and vehicle parking, with the exception of pick-up and drop-off activities, is provided underground.

On the north block, adjacent to the new park, the 16 storey building provides stepbacks at the 5th and 14th storeys with the base building setback approximately five metres

from the park. An open space is proposed within this setback allowing for additional landscape and outdoor activity adjacent to the park.

Tall building elements within the site would have a minimum separation of 24 metres and a minimum setback of 12.5 metres from property lines, in keeping with Tall Building Design Guidelines.

Given the existing and planned context for the site and the surrounding area, the proposed density, height and massing is appropriate.

Streetscape and Public Realm

Staff are satisfied the proposal conforms with the applicable Official Plan, SASP and the O'Connor Drive Urban Design Guidelines.

The boulevard along O'Connor Drive accommodates a new public sidewalk with a width of 2.55 metres, and three planters with a width of approximately three metres. The proposal includes a public park along the east portion of the site, and two open spaces, one along the west portion of the public park and another on the southeast side of the site, next to O'Connor Drive. The public realm provided in the proposal is consistent with policy direction which encourages publicly accessible open space along O'Connor Drive.

The new street provides vehicle and loading access to the proposed buildings and limits driveway access on O'Connor Drive. There is a ground floor setback from curb to building face of approximately six metres on the north side and almost nine metres on the south side of the new internal road. This provides space for a public sidewalk with a width ranging from 2.1 to 3.2 metres and 15 new street trees. Details of the new street will be secured through the draft plan of subdivision detailed design.

Shadow Impact

The shadow impact from the proposal is acceptable. A detailed sun and shadow study submitted in support of the proposed development outlines shadows cast by the development in the months of March, June, September and December. In the Spring and Fall equinoxes new shadow cast by the proposed development reaches the south portion of the Willis Blair Parkette north of the site at 4:18 pm and passes by the parkette by 6:18pm; reaches O'Connor Drive at 4:18 pm, allowing for five hours of continuous sunlight along O'Connor Drive; and extends into the Neighbourhood designated area east of O'Connor Drive at 5:18pm.

Wind Impact

A Pedestrian Wind Study dated May 16, 2025 and an updated Study dated April 24, 2026 provides analysis of the resulting wind impacts from the proposed development. The wind conditions are predicted to meet safety criterion at all areas in the proposed

development and generally shows acceptable wind conditions on the public sidewalks, the public park building entry locations and the childcare play area.

Servicing

Development Engineering staff have reviewed the submitted materials and have requested further information regarding watermain and sanitary modelling. The applicant is continuing to work with Development Engineering staff to demonstrate that the proposal can be adequately serviced by existing or proposed storm, water, and sanitary infrastructure. Staff recommend that a holding provision be placed on the implementing zoning by-law ensure that the servicing reports have been revised to demonstrate sufficient capacity exists to accommodate the proposal. Should it be identified that upgrades or improvements to the existing municipal infrastructure, and/or new municipal services are required, those upgrades, improvements, and/or services be designed, financially secured and constructed by appropriate development agreements and be operational prior to the removal of the holding provision.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of O'Connor Drive, a 0.40 metre road widening dedication along the O'Connor Drive frontage of the site is required and is proposed to be conveyed to the City. The provision of the widening will be coordinated with the conveyance of the public street through the Plan of Subdivision.

Traffic Impact

A Transportation Impact Study was submitted in support of the application. The proposed development is projected to generate approximately 146 and 199 two way vehicle trips during the AM and PM peak hours respectively. Given this level of trip generation, the analysis of the study concludes the proposed development is expected to have an acceptable impact on road operations in the surrounding area with no modifications to existing intersections recommended. Based on the current traffic signal warrant analysis for the proposed intersection of O'Connor Drive and the new public street, the installation of a traffic signal is not warranted at this time and the intersection will operate with a stop control on the new public street. Future monitoring is proposed as development progresses or traffic conditions change, which may recommend future intersection traffic control measures, if appropriate.

Transportation Review has reviewed the Transportation Impact Study and given the reduced parking supply and site context, accepts the conclusions that the projected development traffic can be accommodated on the adjacent road network.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the site is proposed from the new east-west public right-of-way to O'Connor Drive. From the new public street, three new driveways are proposed: one

shared driveway for Buildings A and B, one for Building C, and one for Building D. Lay-by parking spaces are proposed on the new public street, the shared driveway between Buildings A and B and on the driveway leading to Building C.

The proposal includes 513 vehicular parking spaces including 59 residential and retail visitor spaces, 34 accessible spaces and six car-share spaces in two underground levels. The proposed parking complies with vehicle parking standards in Zoning By-law 569-2013 as amended by By-law 89-2022 and 223-2025.

A total of 966 bike parking spaces (790 long term and 176 short term) on the ground and mezzanine floors are proposed. The proposed bicycle spaces comply with minimum requirements in Zoning By-law 569-2013 as amended by By-law 223-2025. Four bicycle repair stations are required and have been shown on the plans.

Four Type G loading spaces, one provided in each building, are proposed. Loading is proposed to be internalized within each building. The proposed loading for the site is acceptable.

Parkland

In accordance with [Section 42 of the Planning Act](#), the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10% of the development site as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication. The owner's minimum parkland dedication requirement is 1,155 square metres based on statistics provided.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication. The proposed on-site parkland dedication is shown as to be 1,442 square metres, in a square-shape, on the north east corner of the development site. The park would have a frontage of approximately 35 metres on O'Connor Drive and approximately 36 metres on the proposed public street within the development site. The proposed location and shape of the on-site parkland dedication is acceptable to Parks Development and it complies with Policy 3.2.3.8 of the Official Plan.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). An arborist report and tree protection report were submitted and note a total of 42 trees on site. The applicant proposes the removal of nine City trees and six privately owned by-law regulated trees.

One street tree within the O'Connor Drive right of way and 15 trees within the new public street right of way are proposed. There are 10 new trees proposed on private property within the site.

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:

- the owner at their sole cost and expense has obtained approval of a Draft Plan of Subdivision under subsections 51(31) or 51(56) of the *Planning Act* and entered into a Subdivision Agreement pursuant to subsections 51(25) or 51(26) of the planning Act, all satisfactory to the Executive Director, Development Review and the City Solicitor;
- the owner has submitted, at their sole cost and expense, a Servicing Report, a Stormwater Management Report, and a Hydrogeological Review, including Foundation Drainage Report or addendums and any required materials and analysis to address stormwater, sanitary and water capacity matters and infrastructure improvements and/or new municipal infrastructure, including the design of such infrastructure, determined to be required to support the development, a building, and or block to which the amending by-law to remove the "(H)" symbol applied ("Engineering Reports"), satisfactory and acceptable to the Director, Engineering Review and the General Manager Toronto Water;
- if, arising from the accepted and satisfactory Engineering Reports from above, new municipal infrastructure or upgrades to existing municipal infrastructure is required to support the development then either:
 - the owner or applicant, at their sole expense, 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 Engineering Reports, to support the development, in a financial secured agreement, including a Subdivision Agreement, all to the satisfaction of the Director, Engineering Review, and the General Manager Toronto Water; or
 - one or more of the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and

satisfactory Engineering Reports above are constructed and operational, all to the satisfaction to the Director, Engineering Review and the General Manager Toronto Water; and

- all necessary approvals or permits arising from required municipal improvements are obtained, where required, all to the satisfaction to the Director, Engineering Review and the General Manager, Toronto Water; and
- the owner or Applicant has submitted, at their sole cost and expense, a Compatibility/Mitigation Study or similar acceptable report, including a satisfactory peer review as may be required by the City, identifying detailed mitigation measures that are acceptable and satisfactory to the Executive Director, Development Review, as confirmed by a third party peer reviewer, and secured the implementation of any required mitigation measures in a manner satisfactory to the Executive Director, Development Review, in consultation with the City Solicitor.

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.

Conclusion

The proposed instruments are consistent with Provincial Planning Statement (2024). The proposed development conforms with the Official Plan, particularly as it relates to contributing to the revitalization of O'Connor Drive while being sensitive to the surrounding context.

The proposed development would provide a mixed use community, support and provide new public infrastructure (including a new public street and assorted municipal servicing), a new public park along side significant public realm improvements along O'Connor Drive. Staff recommend that Council approve the Official Plan and Zoning By-law Amendment application and the proposed Class 4 designation along with the noise mitigation measures proposed.

The proposed Draft Plan of Subdivision has been reviewed against the policies of the PPS (2024) and the criteria set out in Section 51(24) of the Planning Act. The Draft Plan of Subdivision will create new development blocks that will support new mixed-use development, develop a block for park uses and a new public street to enhance the urban transportation network and support the orderly development of the site. The Executive Director, Development Review, intends to approve the Draft Plan of Subdivision, as generally illustrated in Attachment 12 to this report, subject to conditions in Attachment 8.

CONTACT

Seanna Kerr, Senior Planner, Community Planning, Tel. No. 416-395-7053, E-mail: Seanna.Kerr@toronto.ca

SIGNATURE

A handwritten signature in black ink, appearing to read 'Carly R', followed by a long horizontal flourish.

Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East 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: SASP 400, Schedule 2
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment
- Attachment 8: Draft Plan of Subdivision Conditions

Applicant Submitted Drawings

- Attachment 9: Site Plan
- Attachment 10: 3D Massing Model: Southwest view
- Attachment 11: 3D Massing Model: Northeast view
- Attachment 12: Draft Plan of Subdivision

Attachment 1: Application Data Sheet

Municipal Address: 1450 and 1500 O'CONNOR DRIVE Date Received: July 3, 2025

Application Number: 25 187723 STE 19 OZ

Application Type: OPA, Rezoning and Draft Plan of Subdivision

Project Description: Combined Official Plan and Zoning By-law Amendment and draft plan of subdivision application to permit four mixed-use buildings with building heights that would range from 14 to 28 storeys with retail and commercial uses on the ground floor. There would be 863 residential dwelling units, 513 vehicle and 996 bicycle parking spaces. A daycare, new public park of approximately 1,442 square metres and a new public street is proposed. The application also seeks approval by the City of a request that part of the Subject Site be classified as a Class 4 Receptor Area pursuant to the Ministry of the Environment's Noise Guideline to address noise from nearby industrial development. Please also see application # 25 188183 STE 19 SB.

Applicant	Agent	Architect	Owner
ROBERT DRAGICEVIC			1000920447 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	SASP 146 and 400
Zoning:	MCI in By-law 6752	Heritage Designation:	N
Height Limit (m):4 storeys		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	14,684	Frontage (m):	96	Depth (m):	175
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	5,824		5,872	5,872
Residential GFA (sq m):			69,245	69,245

Non-Residential GFA (sq m):	7,219	2,260	2,260
Total GFA (sq m):	7,219	71,505	71,505
Height - Storeys:	3	29	29
Height - Metres:	12	91	91

Lot Coverage Ratio (%) : 39.99 Floor Space Index: 4.87

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	69,245	
Retail GFA:	1,273	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	987	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			863	863
Freehold:				
Condominium:				
Other:				
Total Units:			863	863

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			448	312	103
Total Units:			448	312	103

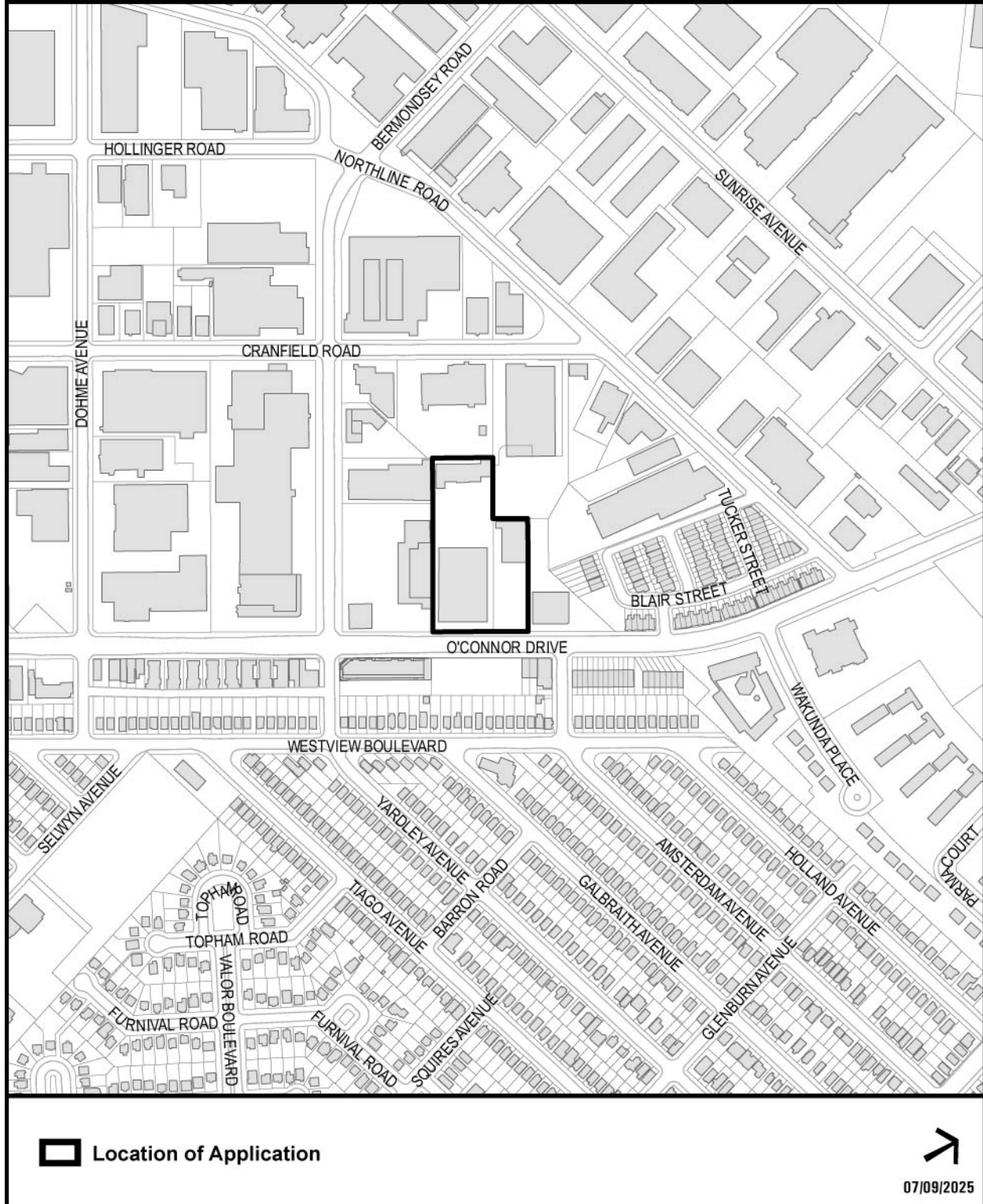
Parking and Loading

Parking Spaces:	513	Bicycle Parking Spaces:	966	Loading Docks:	4
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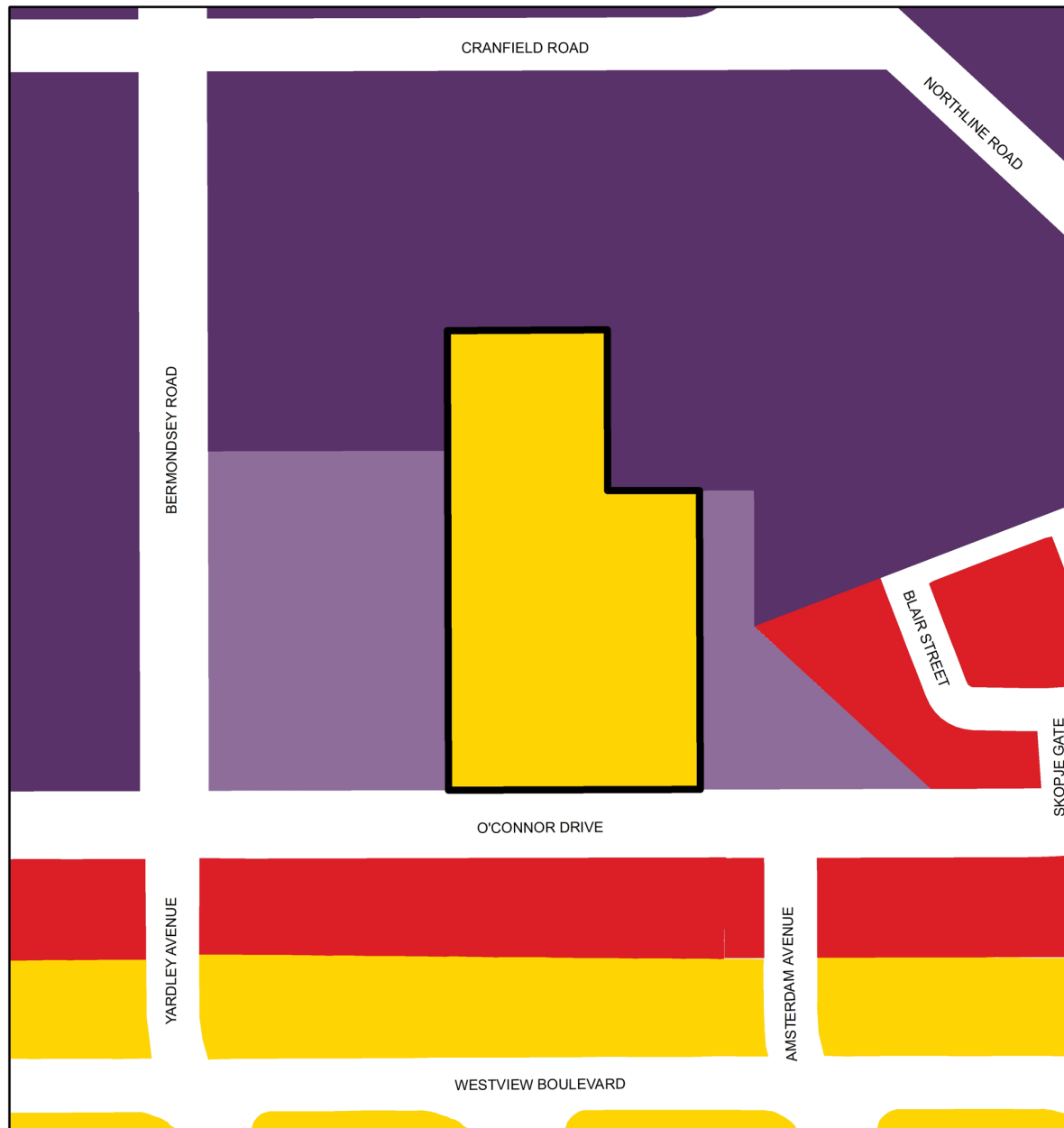
CONTACT:

Seanna Kerr, Senior Planner, Community Planning
416-395-7053
Seanna.Kerr@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

1450 & 1500 O'Connor Drive

File # 25 188128 STE 19 02



Location of Application



Neighbourhoods



General Employment Areas

Mixed Use Areas

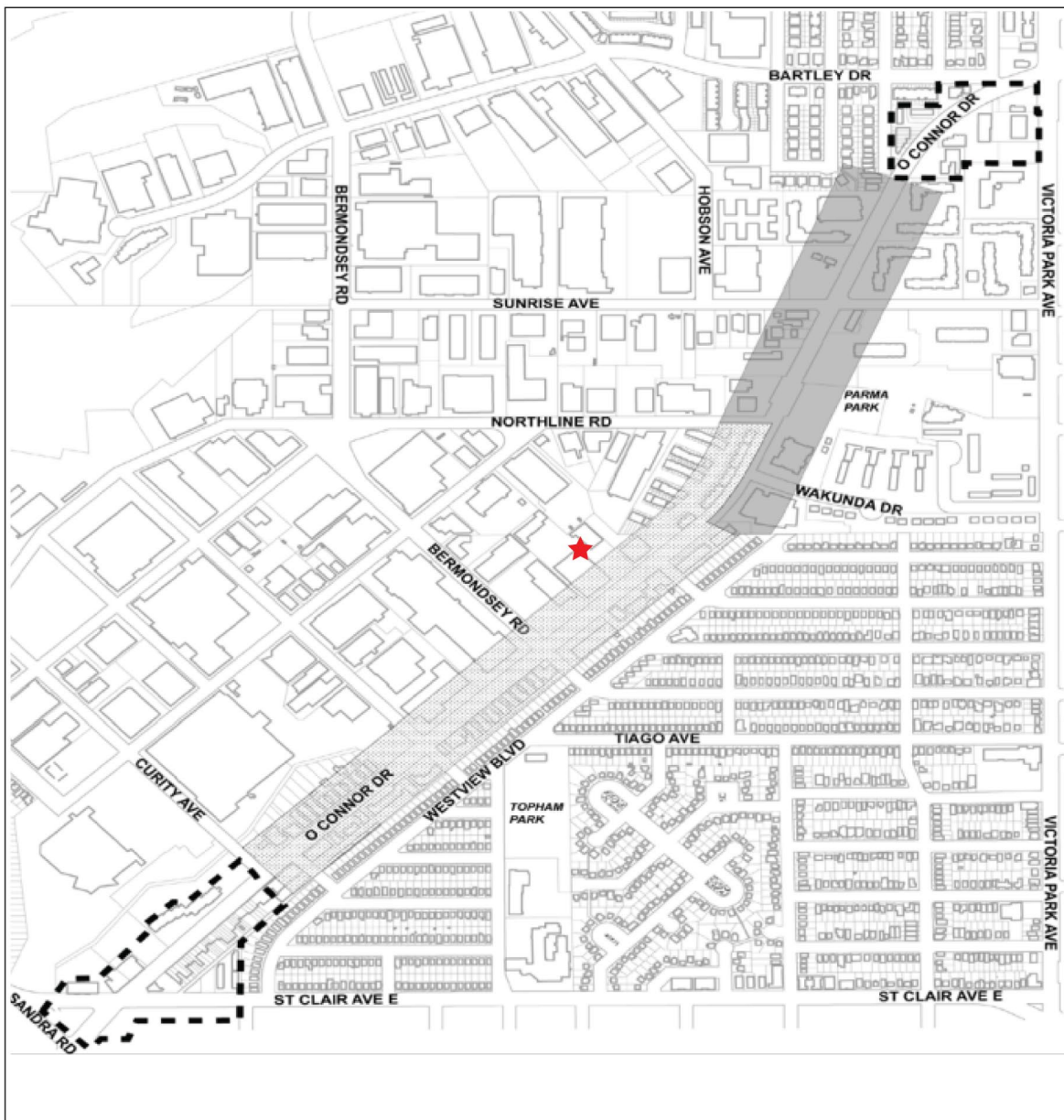


Core Employment Areas



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Attachment 4: SASP 400, Schedule 2



1450 and 1500 O'Connor Drive

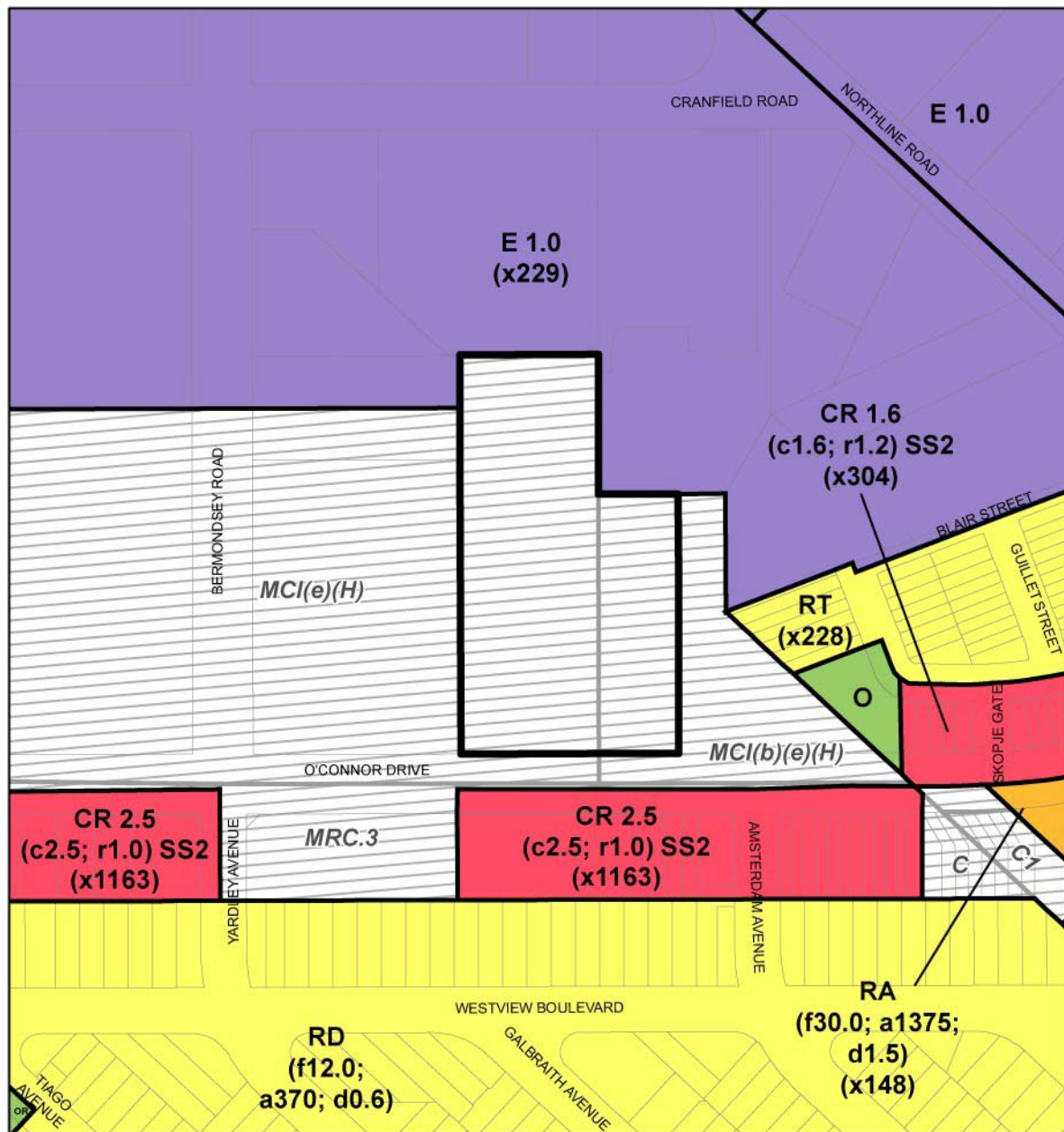
SASP 400 - Schedule 2

File # 25 187723 STE 19 0Z

- | | |
|---|--|
|  Key Intersections |  Emerging Main Street Areas |
|  Subject Site |  Main Street Area |


Not to Scale
05/20/2026

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

1450 & 1500 O'Connor Drive

File # 25 187723 STE 19 02

Location of Application

- | | | | |
|----|------------------------|----|-----------------------------|
| RD | Residential Detached | E | Employment Industrial |
| RT | Residential Townhouse | EH | Employment Heavy Industrial |
| RA | Residential Apartment | O | Open Space |
| CR | Commercial Residential | OR | Open Space Recreation |

See Former City of North York By-law No. 7625
C1 General Commercial Zone

See Former Borough of East York By-law No. 6752

- | | |
|-----|-----------------------------------|
| C | Commercial |
| MRC | Commercial Residential |
| MCI | Commercial Residential Employment |



Not to Scale
Extracted: 07/09/2025

Attachment 6: Draft Official Plan Amendment

Authority: Toronto and East York Community Council
Item TEXX, as adopted by City of Toronto Council on
[DATE], 2026

CITY OF TORONTO

Bill ~

BY-LAW -2026

To adopt Amendment 922 to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2025 as 1450 O'Connor Drive and 1500 O'Connor Drive.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 922 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on [DATE] , 2026.

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

AMENDMENT 922 TO THE OFFICIAL PLAN LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS 1450 O'CONNOR DRIVE AND 1500 O'CONNOR DRIVE

The Official Plan of the City of Toronto is amended as follows:

1. Map 2, Urban Structure, is amended by adding the lands fronting O'Connor Drive and known municipally in the year 2025 as 1450 O'Connor Drive and 1500 O'Connor Drive to Avenues.
2. Map 20, Land Use Plan, is amended by re-designating the lands known municipally in the year 2025 as 1450 and 1500 O'Connor Drive from "Neighbourhoods" to "Mixed Use Areas and "Parks" as shown on the attached Appendix "A".
3. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new planned but unbuilt road:

Street Name	From	To
New Street A*	O'Connor Drive	Terminating as a cul-de-sac north-west of the New Street A intersection with O'Connor Drive

*Refer to Chapter 7, Site and Area Specific Policy 146, for the general location of the planned, but unbuilt new road.

4. Chapter 7, Site and Area Specific Policies, is amended by deleting and replacing Site and Area Specific Policy 146, as follows:

41"146. 1450 and 1500 O'Connor Drive

a) Within Mixed Use Areas, mixed-use development is permitted provided that:

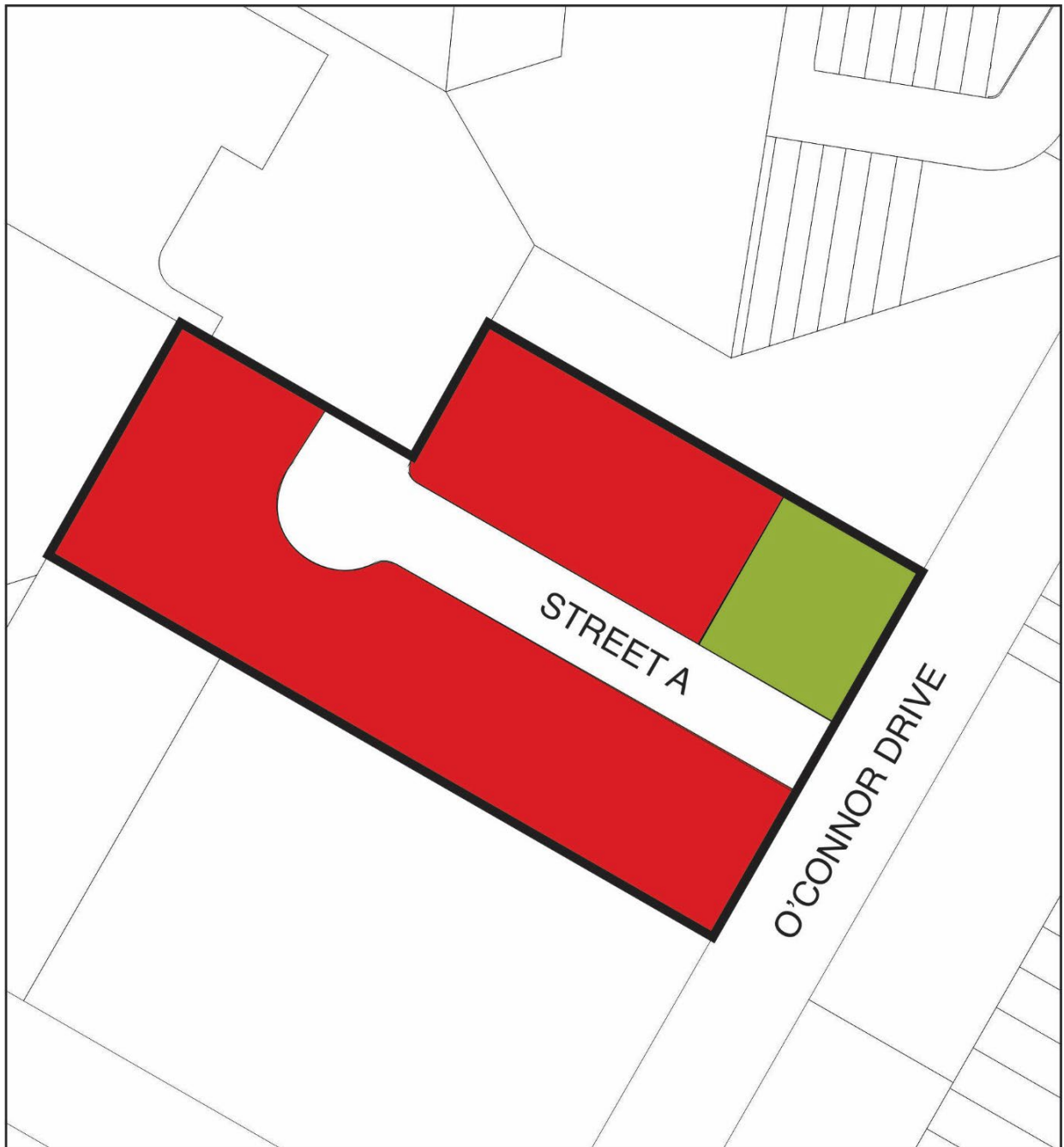
- i) A new public park along a portion of the O'Connor Drive frontage is conveyed to the City;
- ii) A new public street is provided and conveyed to the City, as described in Schedule 2 and generally shown as "Street A" on Appendix B;
- iii) The maximum building heights will transition with taller buildings at the rear of the site and lower building heights as you approach and along O'Connor Drive;

iv) Buildings will be designed with a high level of urban design and be oriented towards the new public street and existing public streets;



- v) Retail uses on the ground floor are encouraged in new development;
- vi) Development will enhance the public realm, including through the provision of privately owned public space and a public park along the O'Connor Drive frontage;
- vii) Each building within the new development blocks will incorporate landscaping and outdoor amenity space, and provide adequate separation distance between building walls; and
- viii) Any transportation impacts arising from residential uses or mixed-use development on the lands do not conflict with the operations of existing and planned employment uses of the broader area, including goods movement.

Appendix "A"



-  Subject Site
-  Mixed Use Areas
-  Parks

Appendix “B”



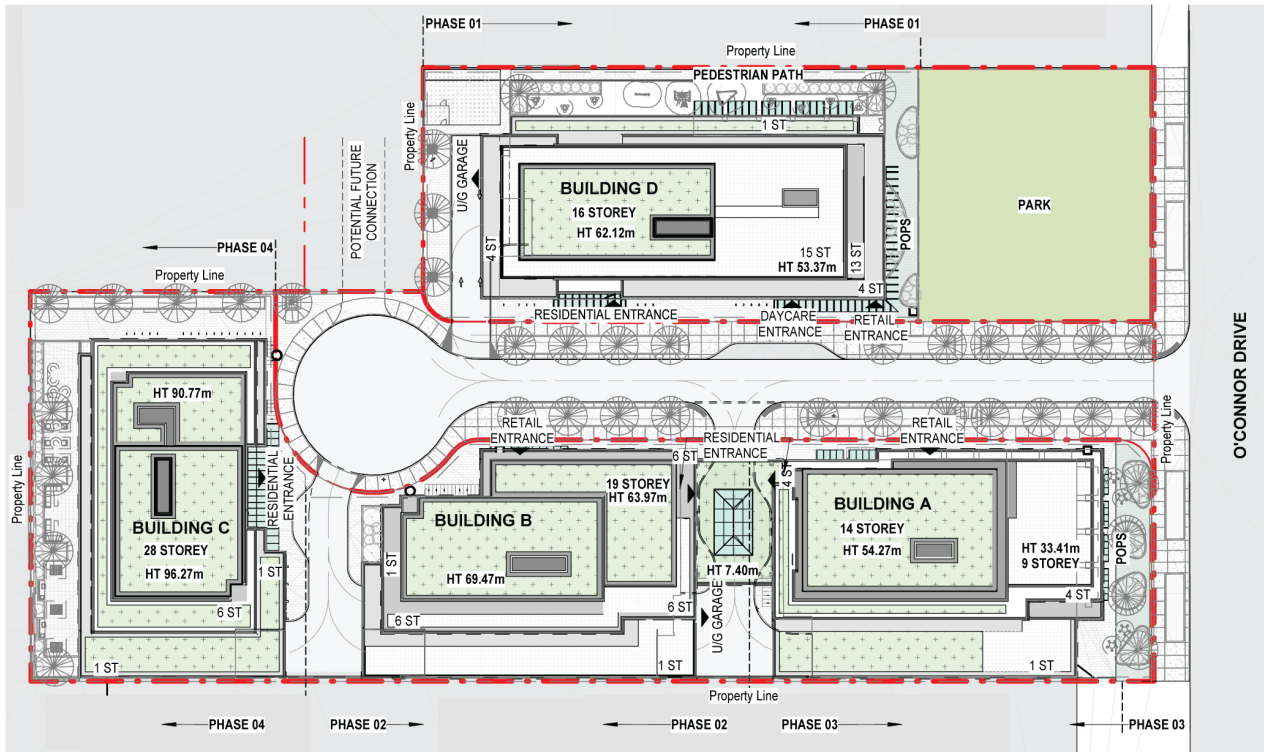
Attachment 7: Draft Zoning By-law Amendment

Attached separately to this report as a PDF.

Attachment 8: Draft Plan of Subdivision Conditions

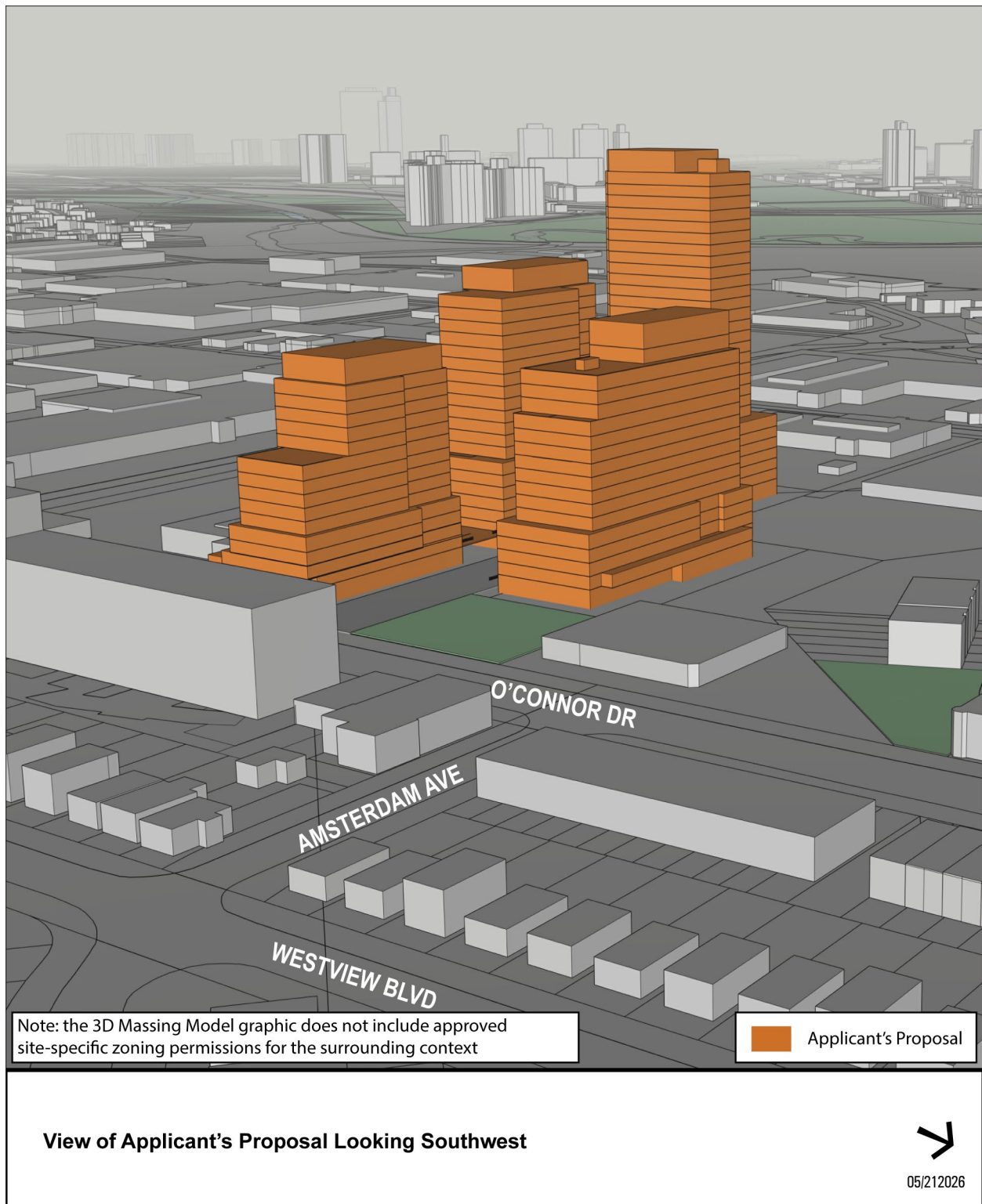
Attached separately to this report as a PDF.

Attachment 9: Site Plan

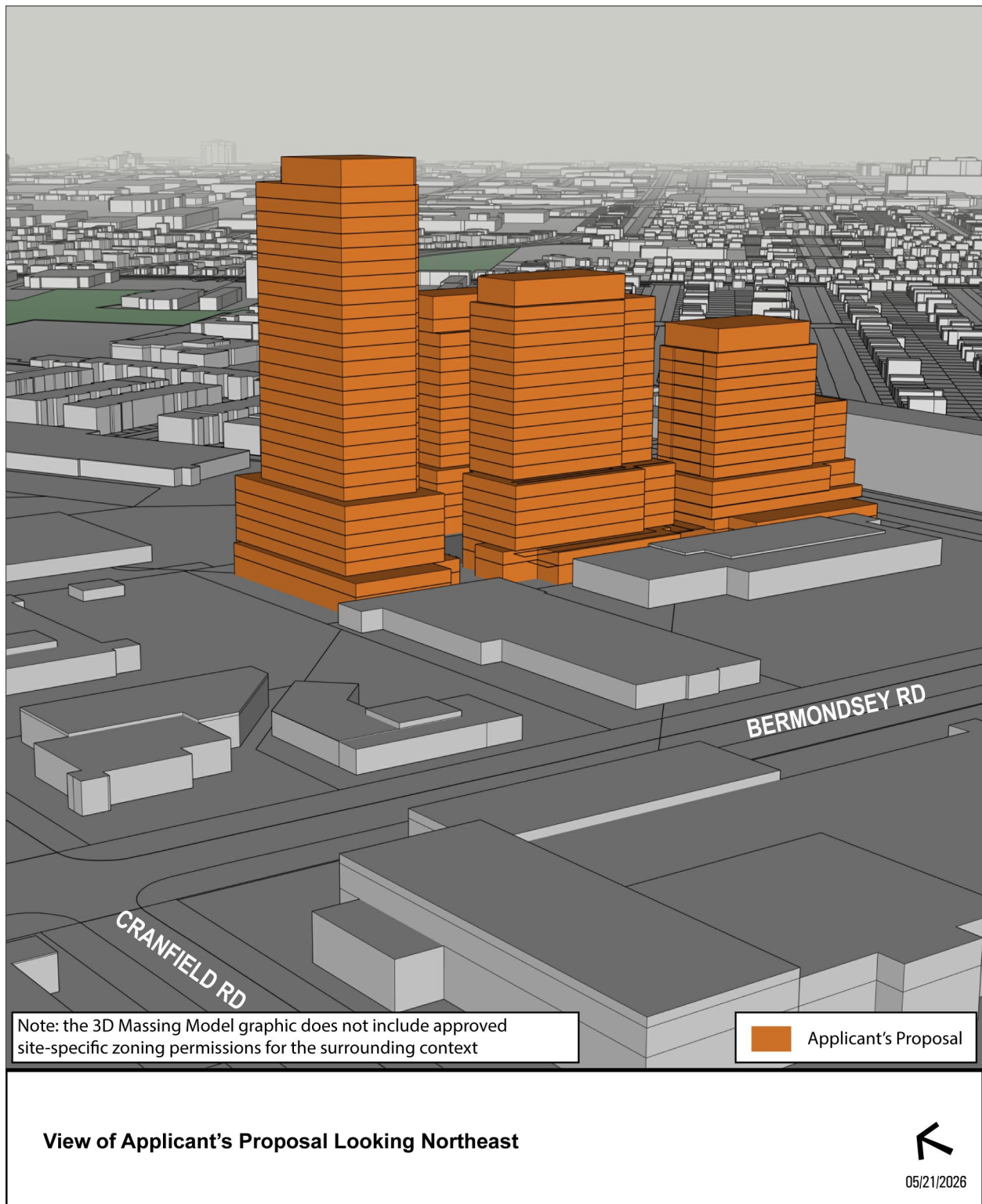


Site Plan ↖

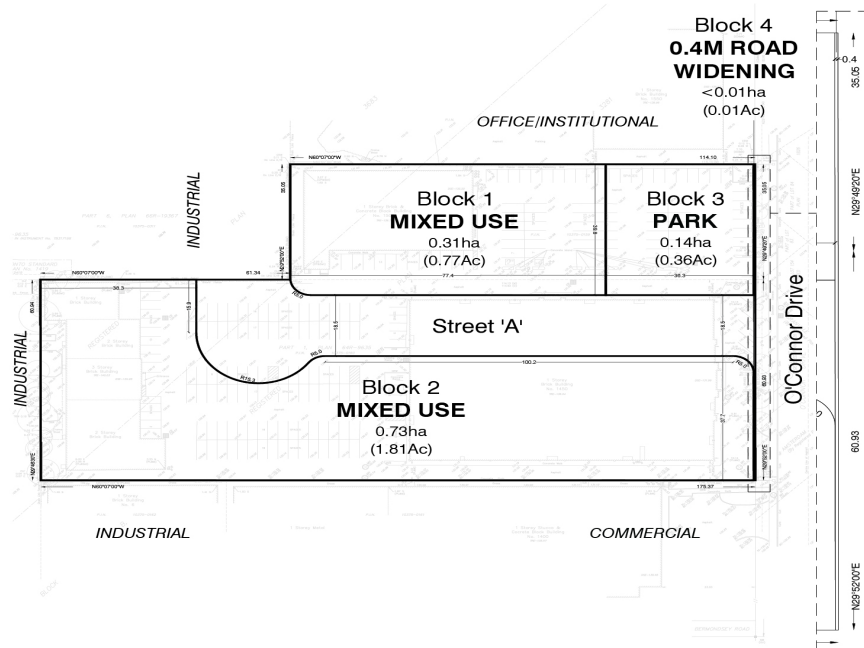
Attachment 10: 3D Massing Model: Southwest view



Attachment 11: 3D Massing Model: Northeast view



Attachment 12: Draft Plan of Subdivision



Draft Plan of Subdivision ↖