

## **150 The Donway West and 4 Overland Drive – Zoning Amendment – Decision Report – Approval**

Date: March 17, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 16 - Don Valley East

**Planning Application Number:** 22 233150 NNY 16 OZ

**Related Planning Application:** 22 234840 NNY 16 RH

### **SUMMARY**

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This Zoning By-law Amendment application seeks to amend Zoning By-law 569-2013 to permit two new additional residential rental buildings on the lands municipally known as 150 The Donway West and 4 Overland Drive. The proposed new buildings include a 15-storey (50.8 metre) building (referred to as "Building A") and a nine-storey (39.1 metre) building (referred to as "Building B"), together providing 230 new rental dwelling units. The total proposed residential gross floor area (GFA) is approximately 17,500 square metres and a proposed floor space index (FSI) of 1.86 for the new building additions. The total residential gross floor area is 28,108 square metres and floor space index is 2.99.

A total of 199 parking spaces, comprising of 177 residential parking spaces, 19 visitor parking spaces and three pick-up and drop-off spaces, would be provided in a three-level underground parking garage. A total of 385 bicycle parking spaces would be provided, including 316 long-term bicycle parking spaces and 69 short-term bicycle parking spaces. The existing six-storey (referred to as "Building C") and four-storey (referred to as "Building D") residential buildings would be retained as rental buildings on the subject site.

The proposed development is consistent with the Provincial Planning Statement (2024), and conforms to the City's Official Plan, including Central Don Mills Secondary Plan.

This report reviews and recommends approval of the application to amend the Zoning By-law. The draft Zoning By-law includes a Holding (H) provision on the subject site to ensure that the identified infrastructure matters are addressed. The proposed buildings represent an appropriate level of intensification on the subject site while maintaining the existing residential rental buildings and will provide an appropriate transition to the surrounding neighbourhoods.

A related Rental Housing Demolition application (22 234840 NNY 16 RH) has also been submitted as the proposed development includes the conversion of 10 two-bedroom rental dwelling units into one-bedroom units and full replacement of the 10 two-bedroom

rental dwelling units and a Tenant Assistance Plan that addresses the right for eligible tenants to return to replacement rental dwelling units at similar rents and financial assistance to lessen hardship. An approval report for the Rental Housing Demolition application has been advanced concurrently with this Zoning By-law Amendment approval report.

## **RECOMMENDATIONS**

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The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 150 The Donway West and 4 Overland Drive, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 7 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council approve that in accordance with Section 42 of the Planning Act, prior to the first above grade building permit, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 770 square metres, to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor.
4. City Council authorize that the remaining 31.3 square metres of the parkland dedication requirement, pursuant to Section 42 of the Planning Act, shall be satisfied through a cash-in-lieu of parkland payment, which shall be made prior to the issuance of the first above grade building permit on-site.
5. City Council approve the acceptance of on-site parkland dedication set out in Recommendation 3 above, 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 General Manager, Parks and Recreation and the City Solicitor.
6. 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, if applicable. 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 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.
7. City Council direct the Executive Director, Development Review, in consultation with the local Ward Councillor and the City Solicitor, to continue to work with the applicant to explore an in-kind community benefit package pursuant to 37(6) of the Planning Act and to report back to City Council for further instruction on any offer of in-kind community benefits made by the applicant.

8. City Council be advised that the Executive Director, Development Review will secure through Section 111 of the City of Toronto Act, 2006, the owner's obligation to:

a. Continue to provide and maintain the existing one hundred thirteen (113) rental dwelling units at 150 The Donway West and 4 Overland Drive as rental housing for a period of at least 20 years commencing from the date the Zoning By-law Amendment comes into force and effect, with no application for demolition or conversion from residential rental use during the 20-year period, all to the satisfaction of the City Solicitor and the Executive Director, Development Review; and,

b. Undertake agreed upon accessibility and common area improvements to the existing rental buildings, at its sole expense and at no cost to tenants, at 150 The Donway West and 4 Overland Drive, as these improvements do not constitute community benefits under Section 37 of the Planning Act.

9. Prior to Site Plan Approval for the development, City Council require the owner to develop a Construction Mitigation Strategy, including an Interim Parking Strategy, and Tenant Communication Plan to mitigate the impacts of construction on the tenants of the existing rental buildings, all to the satisfaction of the Executive Director, Development Review.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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### **Site History**

On December 14, 2009, a Zoning By-law Amendment application (File Number: 09 196460 NNY 25 OZ) was submitted to amend the former City of North York Zoning By-law 7625 for the properties municipally addressed as 150 The Donway West and 4 Overland Drive, to permit five freehold townhouse units. A portion of 4 Overland Drive and 150 The Donway West were proposed to be severed to provide for the proposed development, while the existing Building C and D were proposed to be retained on the subject site.

The application was approved by City Council on May 19, 2011. However it was never built. The Final Report is available at:

<https://www.toronto.ca/legdocs/mmis/2011/ny/bgrd/backgroundfile-37073.pdf>, and the

Site Specific Zoning By-law 1479-2013 is available at:

<https://www.toronto.ca/legdocs/bylaws/2013/law1479.pdf>.

## **Application History**

A pre-application consultation meeting (PAC) was held on March 23, 2022 and the Planning Application Checklist was provided to the applicant on March 25, 2022. The current application was submitted on November 25, 2022 and deemed complete on February 2, 2023.

Staff conducted a Community Consultation Meeting for the application on April 19, 2023. A summary of the Community Consultation is provided in the Comments Section of this report.

## **THE SITE**

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### **Description**

The subject site is located in the southwest quadrant of Don Mills Road and Lawrence Avenue East. The subject site has an area of approximately 10,210 square metres (1.02 hectares) with frontages of 107 metres along The Donway West, 126 metres along Overland Drive, and 85 metres along Paperbirch Drive (see Attachment 2 - Location Map). The subject site generally slopes downwards from the west to east. The subject site is currently accessed via four curb cuts, three from Overland Drive and one on the Donway West.

### **Existing Use**

The subject site currently has two rental residential buildings: Building C, which fronts onto The Donway West, and Building D, which fronts onto Paperbirch Road. Both existing buildings are proposed to be retained.

### **Existing Rental Dwelling Units**

The existing two rental apartment buildings have a total of 113 rental dwelling units, comprised of: five studio units (4.4% of the total existing units), 36 one-bedroom units (31.9%), 66 two-bedroom units (58.4%), and six three-bedroom units (5.3%). The subject site also includes a surface parking lot located directly south of Building C, as well as an underground parking area with vehicular access off The Donway West, situated directly north of Building C.

### **Surrounding Land Use**

North: Two five-storey residential buildings and a surface parking area abut the northern boundary of the subject site.

East: The Donway West. Two 11-storey residential buildings connected by a four-storey podium. Further east is the Cadillac Fairview Shops at Don Mills.

South: Overland Drive. A one-storey place of worship known as the Church of Ascension, Seneca Hill Private School and its associated schoolyard, and a three-storey long-term care facility located directly east of the School and place of worship. At the southeast corner of the Donway West and Clock Tower Road are two residential

buildings (14 and 12 storeys, municipally addressed as 75 and 85 The Donway West) as well as a public park.

West: Paperbirch Drive and a low-density neighbourhood characterized by detached dwellings.

## THE APPLICATION

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### Description

The application proposed to permit an infill development of the subject site, which includes two new rental apartment buildings connecting the existing residential apartment buildings through the partial sidewalls. Building A would be connected to the north of Building C and Building B would be connected to the south of Building D. The proposed development consists of:

### Height

- Building A (proposed 15-storey): proposed 50.8 metres in height (56.8 metres including the mechanical penthouse)
- Building B (proposed 9-storey): proposed 33.1 metres in height (39.1 metres including the mechanical penthouse)
- Building C (existing 6-storey): 18.06 metres in height
- Building D (existing 4-storey): 11.23 metres in height

The proposal also provides a new public park on-site (See attachment 8 for the site plan showing the location of the buildings and park, attachments 9 to 12 for the proposed elevations, and attachments 13 and 14 for 3D renderings of the proposed buildings).

### Gross Floor Area

	Existing GFA	Proposed GFA	Combined GFA
150 The Donway West & 4 Overland Drive	10,596 sq. m.	17,512 sq. m.	28,108 sq. m.

### Density

	Existing FSI (Building C & D)	Proposed FSI (Building A & B)	Combined FSI
150 The Donway West & 4 Overland Drive	1.13	1.86	2.99

## Dwelling Units

	Existing (Building C &D)	Proposed (Building A & B)	Proposed modification (Building C & D)	Proposed development (combined all buildings)
Studio	5 units (4.4%)	0 unit (0%)	5 units (4.4%)	5 units (1.5%)
1 bedroom units	36 units (31.9%)	146 units (63%)	46 units (40.7%)	192 units (56%)
2 bedroom units	66 units (58.4%)	60 units (26%)	56 units (49.6%)	116 units (33.8%)
3 bedroom units	6 units (5.3%)	24 units (10%)	6 units (5.3%)	30 units (8.7%)
Total	113 units	230 units	113 units	343 units

Ten existing two-bedroom units, six two-bedroom units in Building C and four two-bedroom units in Building D, will be modified into new one-bedroom units. While the remaining 103 existing rental units in both existing buildings will continue to function as rental housing, these ten units will be reconfigured to accommodate the new proposed buildings, connecting them to the existing buildings.

## Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 199 parking spaces in a three-level underground parking garage, comprised of the following:

	Pick-up & Drop-off Space	Visitor Parking Space	Accessible Parking Space (visitor)	Residential Parking Space	Accessible Parking Space (residential)
Underground Level 1	3	16	3	37	3
Underground Level 2	-	-	-	84	3
Underground Level 3	-	-	-	48	2
Total	3	16	3	169	8

Additionally, the proposal provides a total of 385 bicycle parking spaces, including 316 long-term bicycle parking spaces and 69 short-term bicycle parking spaces, as well as one Type 'G' and two Type 'C' loading spaces.

All long-term and short-term bicycle parking spaces would be located within several bicycle storage rooms on the P1 level. Access to the proposed parking spaces and the Type 'G' and Type 'C' loading spaces would be provided via an underground ramp off of The Donway West. The proposed Type 'C' loading spaces would be located adjacent to each elevator core in each underground level of Building A and Building B.

### **Additional Information**

See the attachments of this report for the Application Data Sheet, Location Map, a site plan, and elevations 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/150thedonwaywest](http://www.toronto.ca/150thedonwaywest)

### **Reasons for Application**

An amendment to the Zoning By-law is required to implement the proposed development with appropriate standards, including heights, setbacks, parking, as well as to bring 4 Overland Drive into Zoning By-law 569-2013, as amended, with a site-specific "Residential Apartment (RA)" zone. An amendment to former North York Zoning By-law 7625 is not required.

## **APPLICATION BACKGROUND**

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### **Application Requirements**

The following reports/studies were submitted in support of the application:

- Planning Rationale
- Geotechnical Study
- 3D Modeling
- Pedestrian Level Wind Study
- Arborist Report
- Contaminated Site Assessment
- Environmental Site Assessment
- Housing Issues Report
- Hydrogeological Report
- Energy Strategy Report
- Sun/Shadow Study
- Community Services & Facilities Study
- Tree Preservation Plan
- Toronto Green Standard
- Draft Zoning By-law Amendment
- Functional Servicing and Stormwater Management Report
- Traffic Impact Study

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre (AIC) at: [www.toronto.ca/150thedonwaywest](http://www.toronto.ca/150thedonwaywest)

### **Agency Circulation Outcomes**

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

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land-Use Policies**

On October 20, 2024, the Provincial Planning Statement (2024) (PPS 2024) came into effect and combined the PPS (2020) and the Growth Plan (2020) into a single policy document. As of October 20, 2024, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS 2024 and shall conform to other provincial plans.

### **Official Plan**

The Official Plan Land Use Map 20 identifies the site as *Apartment Neighbourhoods* (See Attachment 3 of this report for the Land Use Map). The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **Central Don Mills Secondary Plan**

The subject site is designated *Apartment Neighbourhoods* in the Central Don Mills Secondary Plan (CDMSP) (See Attachment 4). The CDMSP directs that policies governing residential development in *Apartment Neighbourhoods* are contained within the policies of the Official Plan while providing its own supplemental policies. The CDMSP encourages development of additional rental housings in appropriate locations, while maintaining and improving existing rental housing in Central Don Mills area. The CDMSP also aims to provide a full range of housing types and tenure within the community.

The CDMSP can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/902f-cp-official-plan-SP-24-Central-Don-Mills.pdf>



## **Zoning**

150 The Donway West is zoned Residential Apartment (RA (f30.0; a1375; d1.5)) under Zoning By-law 569-2013. The RA zoning category permits a range of residential and non-residential uses, with a maximum density of 1.5 and maximum height of 24 metres.

4 Overland Drive is zoned Multiple-Family Dwelling First Density Zone with a site-specific exception 86 (RM1 (86)) and Multiple-Family Dwelling Fifth Density Zone with a site-specific exception 19 (RM5 (19)) under the Former City of North York Zoning By-law 7625. The RM1 zoning category permits a range of residential and non-residential uses, with a maximum of 25 percent lot coverage and a maximum height of 9.2 metres or three storey above grade. The RM5 zoning category permits a range of residential and non-residential uses, with a maximum density of 1.0 and a maximum height of 11.5 metres.

See Attachments 5 and 6 of this report for the Zoning By-law 569-2013 Map and the former City of North York Zoning By-law 7625 Map.

## **Design Guidelines**

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

- Tall Building and Midrise Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities

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

## **Toronto Green Standard**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision, and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

## **Site Plan Control**

The proposal is subject to Site Plan Control application. However, a Site Plan Control application has not yet been submitted.

## **COMMUNITY CONSULTATION**

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A Virtual Community Consultation Meeting was hosted by City staff on April 18, 2023. The meeting was attended by the local Councillor, Councillor's office staff, the applicant, and their consultant team, and approximately 30 members of the public.

Following presentations by City staff and the applicant, the following comments and questions were raised by the public:

- Concerns with the proposal not fitting in with the area, particularly in relation to building height and proposed density;
- Concerns with increased traffic and traffic infiltration into the neighbourhood;
- Questions about the capacity of local schools;
- Concerns that the existing stormwater infrastructure may not be able to accommodate the proposed development;
- Questions regarding planned enhancements to the existing buildings;
- Questions regarding the provision of replacement units for the demolition of some of the existing rental units on-site; and
- Questions regarding construction management.

### **Statutory Public Meeting Comments**

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

## **COMMENTS**

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### **Provincial Planning Statement and Provincial Plans**

Staff's review of this application has considered the relevant matters of provincial interest set out in the *Planning Act*. Staff has also reviewed the current proposal for consistency with the PPS 2024. In the opinion of Staff, the proposal has regard for the matters of provincial interest and is consistent with the PPS 2024.

The proposed development represents an appropriate level of intensification through infill redevelopment of the subject site, while contributing to a mix of rental unit types and densities necessary to meet projected requirements of current and future residents and maintains existing rental units.

Policy 3.6.1(d) states that planning for sewage and water services shall integrate servicing and land use considerations at all stages of the planning process. Engineering and Construction Services staff have not yet accepted the submitted servicing reports and other supporting drawings/documents. To ensure that the subject site can be appropriately serviced, a holding provision in the Zoning By-law is being included. The proposed Holding provision (H) ensures the necessary infrastructure is in place to support the proposed development.

### **Official Plan**

This application has been reviewed against the *Apartment Neighbourhoods* Official Plan policies, as well as the policies of the Official Plan as a whole. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. The designation permits compatible infill development on sites with existing buildings, provided that it improves existing site

conditions. The proposed development generally improves the existing condition of the site by adding a new public park, internal pathway connections, internal and external amenity space, and making improvements to the existing rental buildings as outlined in the Housing Issue section of this report below.

The proposed development also conforms with the general intent of infill development policies outlined in section 4.2. As per policies 4.2.2 (a) and (b), development in Apartment Neighbourhoods will contribute to the quality of life by locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing, setbacks from, and/or a stepping down of heights towards, lower scale Neighbourhoods, and locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes. The proposal locates and masses Building A and Building B to frame the edges of streets, and to provide appropriate transition to ensure that Building A and Building B are compatible with the scale of the neighbourhood areas to the west and the apartment buildings to the north and east. Building A and Building B are generally consistent with the Tall Building Design Guidelines (Tall Building Guidelines) in terms of scale, massing and their location to frame the streets.

Additionally, policies 4.2.2 (f) indicates that development in Apartment Neighbourhoods will contribute to the quality of life by providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development. The proposed development provides approximately 560 square metres interior amenity space and approximately 1,600 square metres exterior amenity space.

The CDMSP encourages maintaining and improving the existing rental housing stock, as well as adding new rental units through infill development in appropriate locations. As noted above, the proposed development not only maintains the existing rental housing on the subject site, but also improves the conditions of the existing buildings and add more rental units by providing two new rental apartment buildings on the subject site. In addition, the CDMSP also encourages the provision of a full range of housing forms and tenures and the proposed development helps achieve this objective.

### **Height, Massing, and Site Organization**

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

The proposed development introduces two new residential buildings, Building A and Building B, which are attached to the existing buildings, Building C and Building D. Building A is situated at the southeast corner of the subject site, fronting onto Overland Drive and The Donway West, and south side of Building C. Building B is located at the northwest corner of the subject site, fronting onto Paperbirch Drive and the north side of Building D. A new public park is proposed at the southwesterly portion of the subject site with frontages on Overland Drive and Paperbirch Drive. The new and existing buildings appropriately frame the edges of streets, and the proposed public park. In

addition, landscaped open space and walkways are proposed along the edges of the site along all street frontages.

Building A is a 15-storey building with a height of 50.8 metres, while Building B is a nine (9)-storey building with a height of 33.1 metres. The tallest building, Building A, is located near The Donway West, away from the adjacent neighbourhood, and closer to where all taller buildings are located. Directly across The Donway West are existing apartment buildings ranging from 11 to 15 storeys tall. The location of Building A along The Donway West also minimizes its shadow impact on the *Neighbourhoods* to the west. Both rooftop mechanical penthouses would extend above the roof by approximately 6.0 metres. The proposed heights provide gradual transition to the low-rise residential neighbourhood to the west.

The proposed development sensitively considers the surrounding area by providing appropriate setbacks onto the public right-of-ways and adjacent neighbouring property to the north. At the ground floor, Building A is setback 14.9 metres from The Donway West and 3.1 metres from Overland Drive, while Building B is setback 4.3 metres from Paperbirch Drive and 5.5 metres from the northern boundary. These proposed setbacks contribute to a consistent streetscape and allow ample space for landscaping, fitting within the context.

The proposed buildings are appropriately massed and situated on the subject site, meeting the intent of the City's various design guidelines. Both Building A and Building B have a floor plate of approximately 750 to 780 square metres of gross construction area ("GCA") and are separated by 35 metres, ensuring adequate spacing and minimizing shadowing impacts. Additionally, a 15 metre separation distance is provided between Building A and Building D, and Building B and Building C to enhance privacy and access to sunlight.

Building C and Building D are articulated as podiums and work in conjunction with Building A and Building B to create a gradual height transition toward the *Neighbourhood Areas* to the west. This approach allows for maintaining access to sunlight while ensuring visibility and accessibility of landscaping area.

The proposed development incorporates setbacks for the new buildings on all sides to provide appropriate separation and reduce massing in order to fit with the scale of the street, thereby enhance compatibility with the surrounding context. To east, along the Donway West, Building A includes stepbacks at the sixth, tenth and fourteenth storeys. For Building B, stepbacks are provided at the fifth and ninth storeys to the west along Paperbirch Drive and to the north, where it faces an existing five-storey apartment building.

Building B provides a transition in scale by incorporating a 45 degree angular plane, measured from the front property lines of 75, 77, 79 and 81 Paperbirch Drive, which are designated *Neighbourhoods*. The angular plane ensures that the building height, massing, and the scale of the new building step down appropriately toward the existing low-rise residential buildings to the west, mitigating any potential negative impacts.

Given the existing and planned context of the subject site and the surrounding area, staff are of the opinion that the proposed development is appropriate. The proposal conforms with the Official Plan and the Secondary Plan and is in keeping with the City's various design guidelines with respect to built form massing and transition.

### **Sun, Shadow, Wind**

The submitted Sun and Shadow Study, dated March 1, 2024, evaluates the shadow impact of the proposed development. Per the submitted study, the proposed buildings cast limited and acceptable new shadows on properties in adjacent lower-scale *Neighbourhoods* and the public realm along Paperbirch Drive, Overland Drive and The Donway West, particularly during the spring and fall equinoxes. The buildings feature slender building floorplates, which result in a fast moving shadow, helping to reduce shadow impacts. Additionally, no shadowing is observed on the proposed new public park.

It should be noted that some shadows impact the proposed private landscaped courtyard by Building A and Building B between 9:18 AM to 12:18 AM and 4:18 PM to 6:18 PM for the months of March, June and September, however the existing Buildings C and D also cast significant shadows onto these courtyards between 2:18 PM to 6:18 PM for the months of March, June and September. Given this, staff are of the opinion that the new shadow is acceptable.

The submitted Pedestrian Wind Assessment, dated November 7, 2022, and its subsequent revision, dated March 1, 2024, indicate that wind conditions for the new proposed public park and the public realm along Paperbirch Drive and The Donway West will be suitable for their intended uses. However, the Assessment indicates that the proposed private courtyard and the public realm along Overland Drive will experience strong winds annually, which will exceed the relevant criteria for comfort and/or safety. City staff further identified that wind conditions in the area between buildings, where the proposed private courtyard is located, are only suitable for standing and walking but not for sitting in summer. The wind condition should be suitable for sitting in amenity spaces during summer and for standing in front of all entrances throughout the year. Additionally, it should be suitable for walking on all pedestrian walkways and sidewalks year-round.

To address these wind conditions, the following mitigation measures are being proposed:

- Two metres wide awnings on the northern portion and southwest corner of Building A;
- Trellises on the western portion of Building A and on the southern portion of Building B; and
- Densely foliating, vegetation/landscaping features positioned in the private landscaped courtyard between the existing and proposed buildings.

These mitigation measures will be evaluated and implemented and secured through the Site Plan Control application.

## **Access, Parking, Loading**

Access to the subject site is proposed via an existing full-movement driveway located at the north corner of The Donway West at the north corner of the subject site. The proposed driveway will provide a two-way vehicular access to a loading facility, pick-up-drop-off area, and a proposed three-level underground parking garage. Transportation Review staff have reviewed the proposed access and have indicated no objections at this time. However, they have noted that additional comments regarding the design of the proposed site access to the underground garage, illustrating 2.1 m wide linear paths of concrete public sidewalks along all development site frontages will be addressed at the future Site Plan Control application stage.

The proposed development would provide a total of 199 vehicular parking spaces, which includes:

- 177 residential parking spaces (eight of which are accessible parking spaces)
- 19 residential visitor parking spaces (three of which are accessible parking spaces)
- Three pick-up/drop-off spaces

Transportation Review Staff are satisfied with the proposed number of parking spaces - to be included in the Zoning By-law Amendment. The proposed number of parking spaces falls within the recommended range provided by Transportation Review.

The proposed development would provide two Type "C" loading spaces and one Type "G" loading space in the level one underground parking garage. Transportation Service Staff are satisfied with the proposed number of Type "C" and Type "G" loading spaces.

## **Traffic**

The applicant submitted a Transportation Impact Study, dated November 2022, along with subsequent revisions. The study indicates that the proposed development is expected to generate an additional 34 two-way vehicle trips during the AM peak hour (12 inbound and 22 outbound) and 40 two-way vehicle trips during the PM peak hour (23 inbound and 17 outbound).

Transportation Review Staff have reviewed the submitted materials and are satisfied with the findings. However, additional revisions to plans are required, including the submission of Functional Plans (such as pavement marking and signage plans), streetscape designs, revised driveway designs, a loading management plan, and a warning system. These revisions and clarifications will be addressed at the Site Plan Control application stage.

## **Travel Demand Management**

The applicant submitted a Travel Demand Management (TDM) Plan, which proposed a one-time financial contribution of \$50,000 towards one conventional 19-space Bike Share station, and a one-time provision of one-pre-loaded Presto card at a value of \$150 to each residential unit to be provided upon occupancy. Transportation Planning staff are satisfied with the proposed TDM Plan. The elements within the TDM Plan will be secured at the Site Plan Control stage.

## **Streetscape**

The proposed development is required to provide new 2.1 metre public sidewalks along all frontages of the subject site, including The Donway West, Overland Drive and Paperbirch Drive, which will enhance the public realm. Existing mature trees along the streets would be retained, and a variety of new landscaping treatments, including private trees and ground cover, will be added along all frontages. These landscaping treatments would ensure a smooth transition from the private to the public realm. These matters will be secured through the site plan control application.

## **Servicing**

The applicant submitted a Functional Servicing Report, Stormwater Management Report, Hydrogeological Assessment report, and other supporting documents and drawings to support the proposed development.

Engineering and Construction Services staff have not yet accepted the submitted reports, and other supporting drawings/documents. To ensure that the subject site can be appropriately serviced, a Holding (H) provision in the Zoning By-law is being included. Lifting of the holding provision would be subject to the Functional Servicing Report, Stormwater Management Report, Hydrogeological Assessment Report, and other supporting documents/drawings being accepted by the Chief Engineer and Executive Director of Engineering and Construction Services. Additionally, arrangements satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services shall be in place to secure the obligations of the owner to design, construct, secure and pay for improvements to municipal infrastructure in accordance with the accepted Engineering reports, drawings, and other supporting documents, should it be determined that upgrades and/or improvements are required to such infrastructure to support the development.

## **Housing Issues**

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 is for a residential development with a new rental units mix that meets the Growing Up Guidelines.

Official Plan Policies 3.2.1.5 and 4.2.3 permit compatible infill development on sites with existing rental buildings provided the existing rental tenure is secured and redevelopment will result in an improvement to the site condition.

The owner has agreed to maintain the existing apartment buildings at 150 The Donway West and 4 Overland Drive as rental housing for a period of at least 20 years from the date the Zoning By-law amendment comes into force and effect. The owner has also agreed to undertake improvements to the existing rental buildings and confirmed that the cost of these improvements will not be passed on to tenants of the existing buildings in any form, including by way of an application to the Ontario Landlord and Tenant

Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

In response to a tenant survey that was conducted from March 8, 2024 to March 24, 2024 as well as improvements identified during a site visit on February 2, 2023 with City Planning staff, the owner has agreed to provide the following improvements to the existing rental buildings:

- Automatic/push button doors for main and secondary entrances at 150 The Donway West and automatic/push button doors for secondary entrances at 4 Overland Drive;
- Automatic/push button doors for laundry rooms in both existing buildings;
- Beveled threshold for level changes at the laundry doors and doors to stairwells in both existing buildings;
- Ramp/barrier-free access for the secondary entrance to 150 The Donway West;
- Two new barrier-free entrances into the courtyard area (one for each existing building);
- New washers and dryers that use a pay-card system for the existing buildings;
- Updated lighting for the storage locker areas and underground parking;
- Modern internalized garbage/recycling area connected to the P1 parking level; and,
- Dedicated parcel space.

In addition, the owner has undertaken the following improvements to the existing rental buildings within the last five years without applying for above-guideline rent increases to cover the costs of these improvements.

- Structural and waterproofing repairs to the garage
- Balcony and exterior wall repairs
- Fire alarm upgrade
- Make up air unit replacement
- Water main replacement
- Water efficiency upgrade
- Mechanical room heating pipes replacement
- Common area upgrades
- Electrical service upgrades
- Roof replacement of 4 Overland Drive
- Elevator safety guards

Staff are satisfied that the proposed improvements to the existing rental housing address the intent of Policy 3.2.1.5 of the Official Plan. The improvements identified above will be incorporated into the Section 111 Agreement.

As part of the recommendations to Council, the applicant will also be required to develop a Construction Mitigation Strategy, including an Interim Parking Strategy, and Tenant Communication Plan to address construction impacts on existing residents. The development of this plan will be required prior to the issuance of a statement of approval for the Site Plan Control application.



## **Rental Housing Demolition and Conversion By-law**

This application involves the demolition of rental housing. Since the development site contains six or more residential units, of which at least one unit is rental housing, an application is required under Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law. The By-law requires an applicant obtain a permit from the City allowing the demolition of the existing rental housing units. The City may impose conditions that must be satisfied before a demolition permit is issued.

## **Parkland**

In the context of a rapidly growing city, the importance of public parkland being available to enhance and expand the amount of park spaces provided to residents and visitors alike becomes ever more relevant. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded.

In accordance with Section 42(3) 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 percent of the development site as the site is less than five (5) hectares. The total parkland dedication requirement is 801.30 square metres. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication.

The Owner has proposed an on-site parkland dedication of 770 square metres, in a generally square shape, in the southwesterly portion of the subject site with frontages on Overland Drive and Paperbirch Drive. The proposal also demonstrates that an approximate 8 metres setback has been proposed between the park boundary and any adjacent building face, which is also acceptable.

The proposed 770 square metres on-site parkland dedication will partially satisfy the parkland dedication requirement. In addition to the on-site parkland dedication, the application is required to provide cash-in-lieu of the 31.1 square metres shortfall. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

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. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, P&R, 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. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

The Owner has indicated that they would be agreeable to providing Above Base Park Improvements as an in-kind Community Benefits Charge in addition to the Above Base Park Improvements being provided in exchange for a development charge credit as

detailed above. Staff will continue to work with the applicant to determine the details and delivery of park improvements, and will report back to City Council for further instructions on securing the in-kind community benefit offered by the Owner.

## **Tree Preservation**

The application is subject to the provision of the City of Toronto Municipal Code, Chapter 813 Article II (Street Trees by-law) and III (Private Tree by-law). An Arborist Report, Planting Plan, and Tree Inventory & Preservation Plan have been submitted as part of the application and have been reviewed by Urban Forestry staff.

The City's Official Plan calls for an increase of tree canopy coverage and diversity. City Council has adopted the objective of increasing the existing 17 percent tree canopy coverage to between 30 to 40 percent. As such, the retention of the existing canopy and planting of large growing shade trees on both public and private lands should be an important objective for all development projects.

The tree inventory documented 50 trees located on and within six metres of the subject site, of which 32 are regulated under Toronto's tree by-law. The applicant is proposing to retain 23 of the regulated trees on the subject site and remove nine (9) regulated trees. The removal of the nine (9) trees would require a total of 23 replacement trees. The applicant has proposed planting 42 replacement trees, so no cash-in-lieu would be required.

Urban Forestry staff have reviewed the submitted materials and are satisfied with the findings. However, additional revisions to an Arborist Report and Tree Preservation Plan are required. These revisions will be addressed at the Site Plan Control application stage.

## **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 Zoning By-law include:

- The City has received, reviewed and accepted an engineering submission (comprised of a Functional Servicing Report, Stormwater Management Report, Hydrogeological Report and supporting documents/drawings) demonstrating that the City requirements can be met, and sufficient capacity exists to accommodate the proposed development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
- Should the engineering submission identify the need for upgrades or improvements to existing municipal infrastructure, and/or new municipal services, those upgrades, improvements and/or new services shall be designed, financially secured and

constructed through an appropriate development agreement(s) and be operational all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Until such time that the "H" symbol is removed, the subject site shall not be used for any purpose other than those uses and buildings that currently exist on the site. Any new uses or buildings will not be permitted until such time that the holding provision has been removed. The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

### **Toronto Green Standard**

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

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

### **Community Benefit Charges**

Section 37 of the Planning Act authorizes the City to adopt a community benefits charge (CBC) by-law and collect CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. CBC funding will help support complete communities across Toronto. CBCs are collected on developments and redevelopments that are at least five storeys in height and that add at least ten residential units. The City enacted By-law 1139-2022 to adopt a Community Benefits Charge By-law on August 15, 2022.

City staff would consider a future proposal for an in-kind Community Benefits Charge contribution from the applicant and are available to discuss any offers.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2024), the City's Official Plan and the CDMSP. Staff are of the opinion that the proposal is consistent with the PPS (2024). Furthermore, the proposal conforms the Official Plan and the CDMSP. The proposal represents an appropriate form of intensification on the subject site, and adds and retains rental housing units in the area. Staff recommend that Council support approval of the application.

## CONTACT

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[Amie.Chung@toronto.ca](mailto:Amie.Chung@toronto.ca)

## SIGNATURE

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

## ATTACHMENTS

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Central Don Mills Secondary Plan Land Use Areas Map
- Attachment 5: Zoning By-law 569-2013 Map
- Attachment 6: The former City of North York Zoning By-law 7625 Map
- Attachment 7: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 8: Site Plan
- Attachment 9: Elevation (North)
- Attachment 10: Elevation (East)
- Attachment 11: Elevation (South)
- Attachment 12: Elevation (West)
- Attachment 13: 3D Massing Model (looking northeast)
- Attachment 14: 3D Massing Model (looking southwest)

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

Municipal Address: 150 THE DONWAY W & 4 OVERLAND DR Date Received: November 25, 2022

Application Number: 22 233150 NNY 16 OZ

Application Type: Rezoning

Project Description: Proposal for a total of 17,512 square metres of new residential GFA, a density of 1.86 FSI and 242 new dwelling units within two buildings of 9-storeys (33.1 m) and 15-storeys (50.8 m) in height. A total of 343 residential units are proposed on the Subject Property. Proposed parking will consist of 199 vehicle parking spaces in a three-level underground garage. The current property is occupied by two rental apartment buildings that would be retained.

Applicant	Agent	Architect	Owner
WESTON CONSULTING		DIAMOND SCHMITT ARCHITECTS	AKELIUS CANADA LTD

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RA (f30.0; a1375; d1.5); RM1; RM5	Site Specific Provision:
Zoning:		Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m):	10,210	Frontage (m):	107	Depth (m):	126
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,155	2,155	1,750	3,905
Residential GFA (sq m):	10,596	10,596	17,972	28,568
Non-Residential GFA (sq m):				
Total GFA (sq m):	10,596	10,596	17,512	28,108
Height - Storeys:	4 & 6	4 & 6	9 & 15	9 & 15
Height - Metres:	11.2 & 18	11.2 & 18	33.1 & 50.8	33.1 & 50.8

Lot Coverage Ratio (%) 39 Floor Space Index: 2.99

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 28,108

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	113	113	230	343
Freehold:				
Condominium:				
Other:				
Total Units:	113	113	230	343

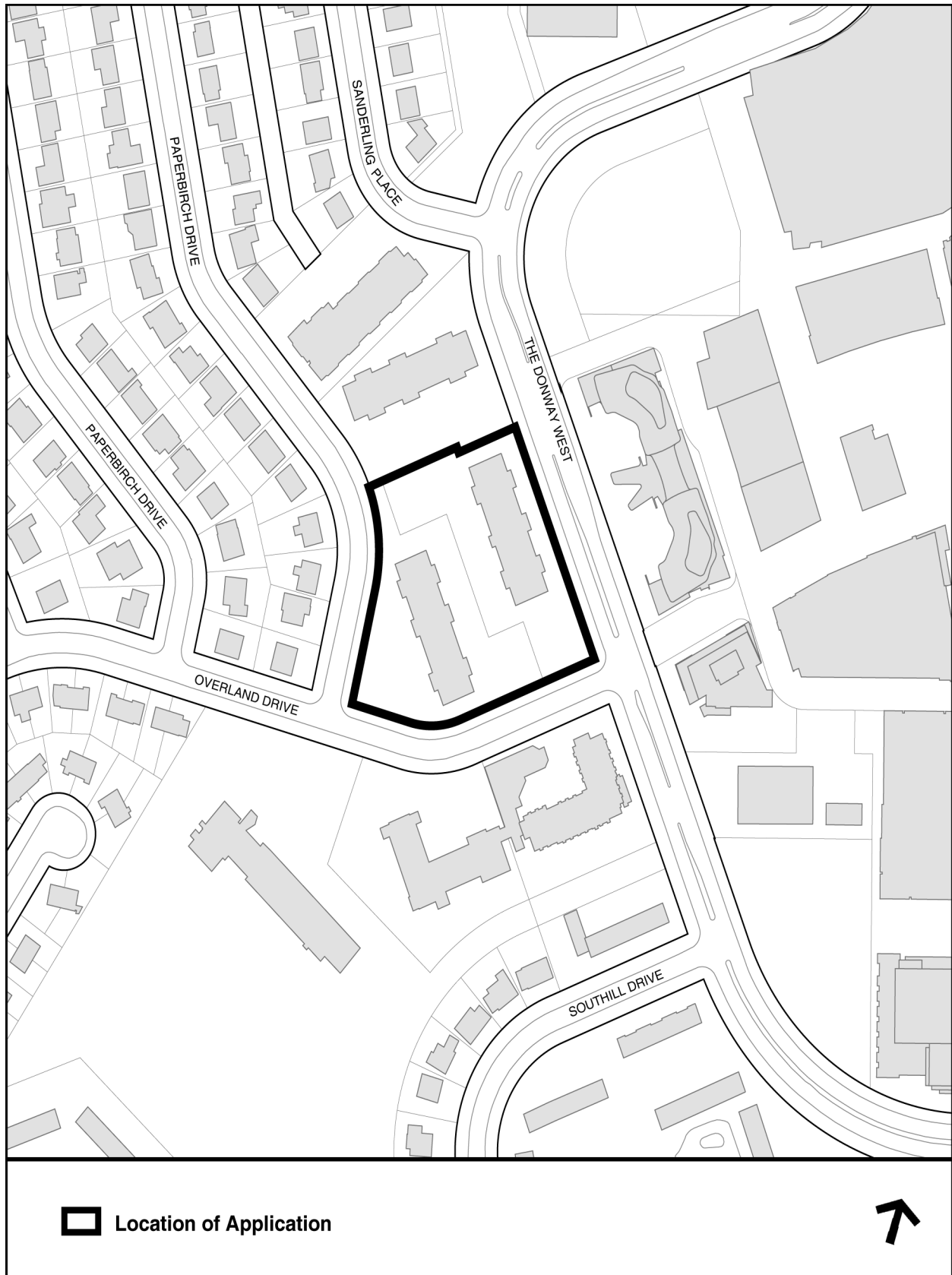
#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		5	46	56	6
Proposed:			146	60	24
Total Units:		5	202	116	30

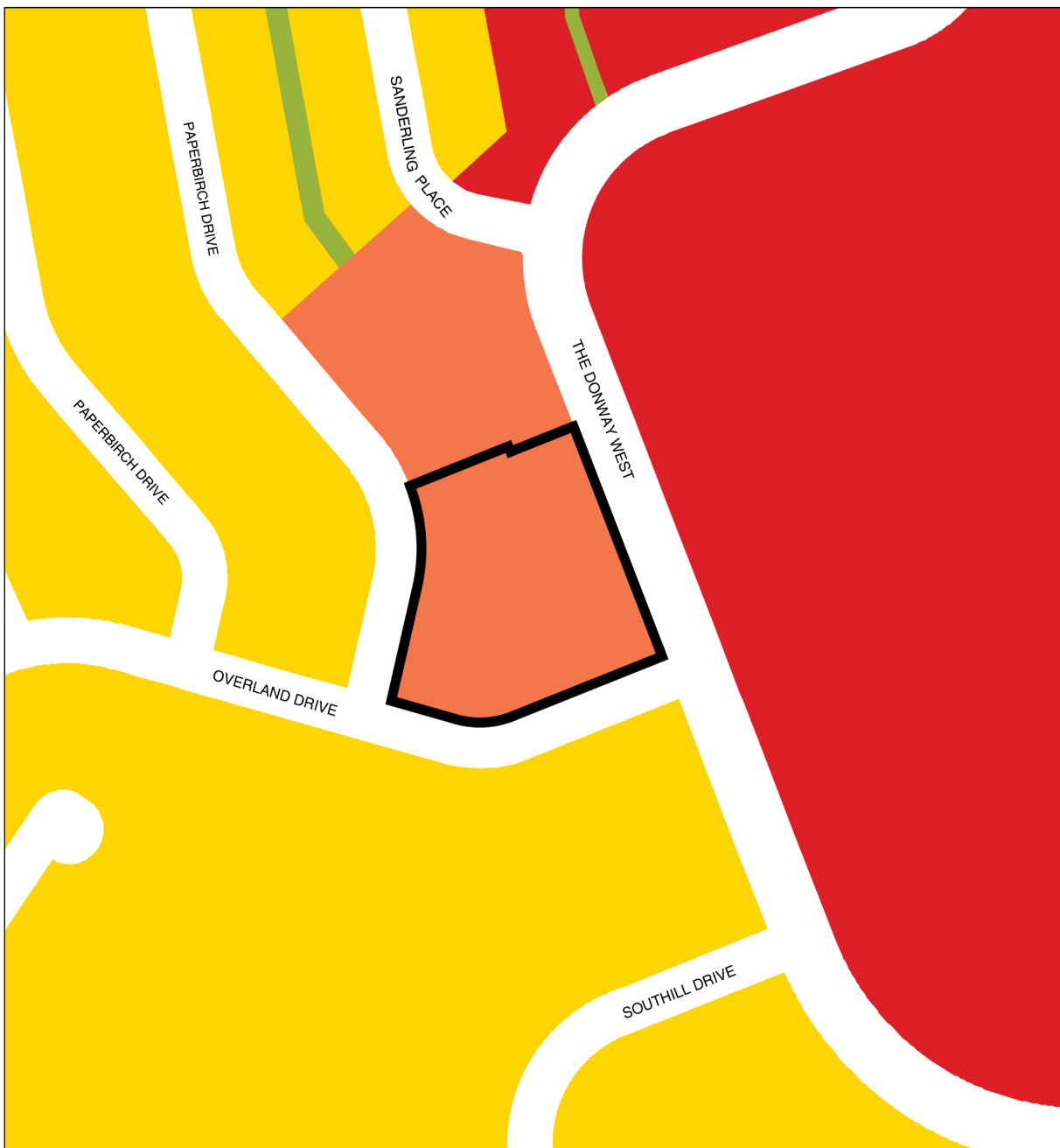
#### Parking and Loading

Parking Spaces: 199 Bicycle Parking Spaces: 385 Loading Docks: 1 Type G & 2 Type C

## Attachment 2: Location Map



### Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

150 The Donway W & 4 Overland Drive

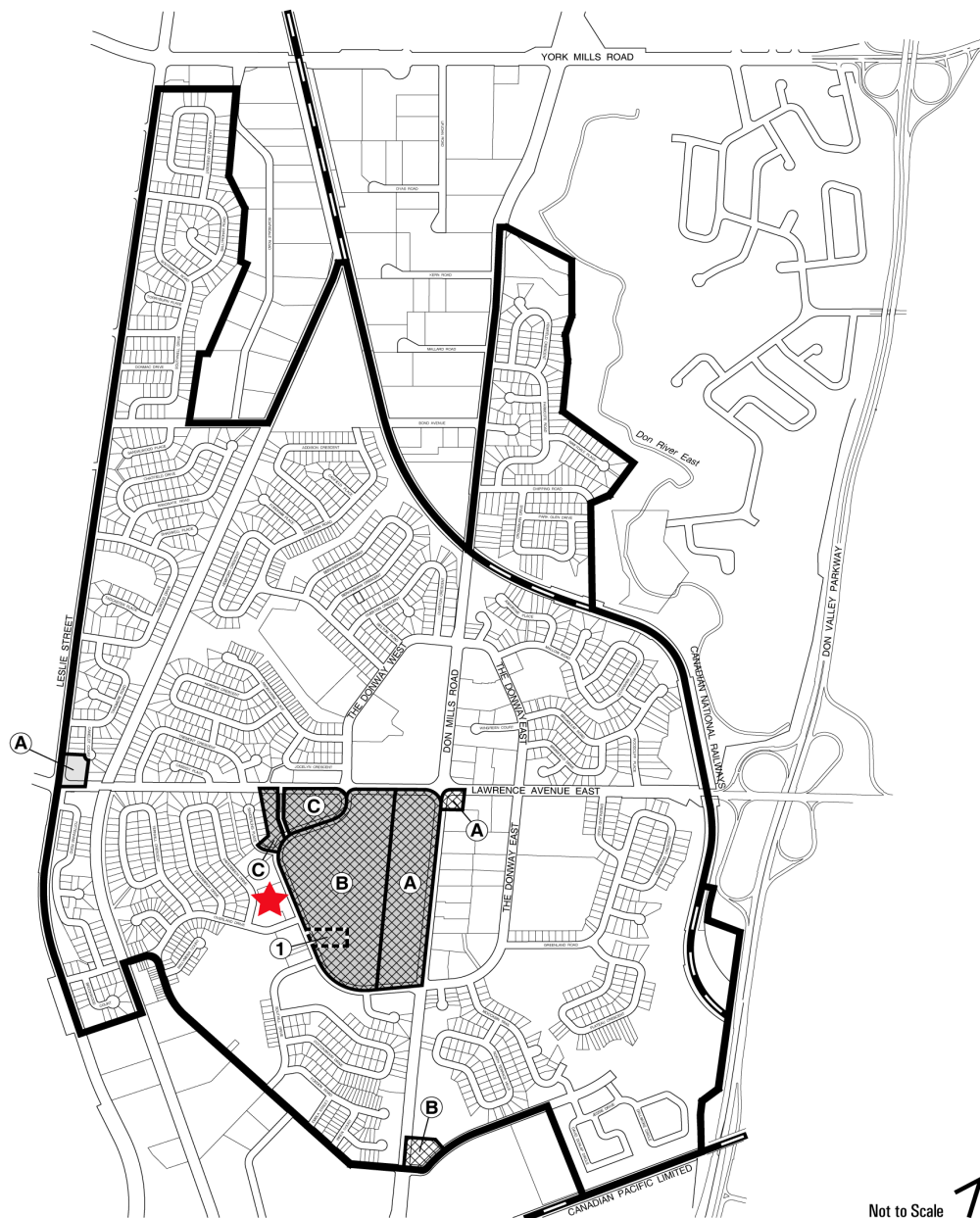
File # 22 233150 NNY 16 0Z



Not to Scale  
Extracted: 11/28/2022






## Attachment 4: Central Don Mills Secondary Plan Land Use Areas Map



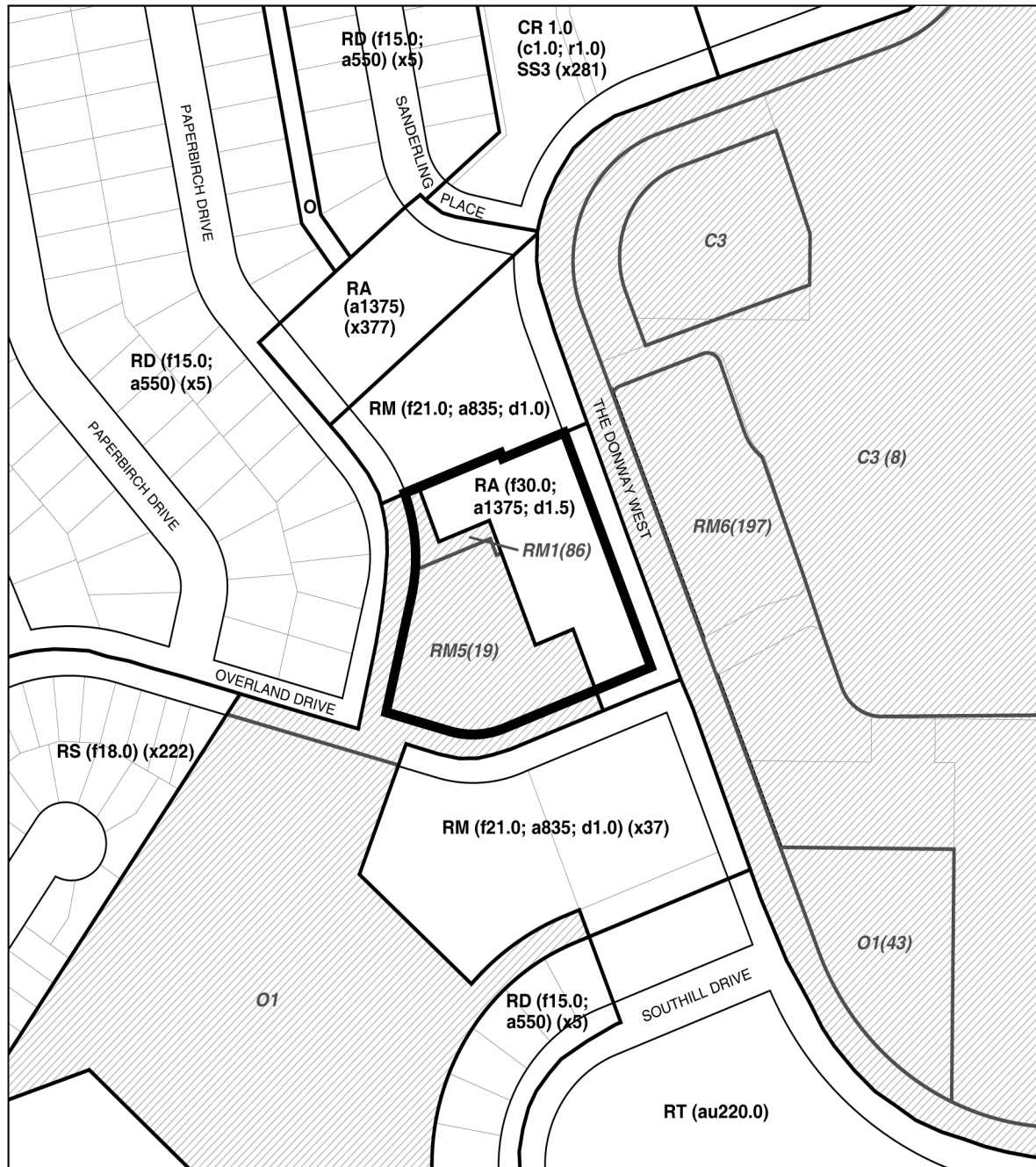
### Central Don Mills Secondary Plan

MAP 24-1 Land Use Areas

-  Subject Site
-  Secondary Plan Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Site Specific Policy Areas

June 2006

# Attachment 5: Existing Zoning By-law 569-2013 Map



## Zoning By-law 569-2013

150 The Donway W & 4 Overland Drive

File # 22 233150 NNY 16 0Z



Location of Application

RD Residential Detached  
RS Residential Semi-Detached  
RT Residential Townhouse  
RM Residential Multiple  
RA Residential Apartment  
CR Commercial Residential

O Open Space



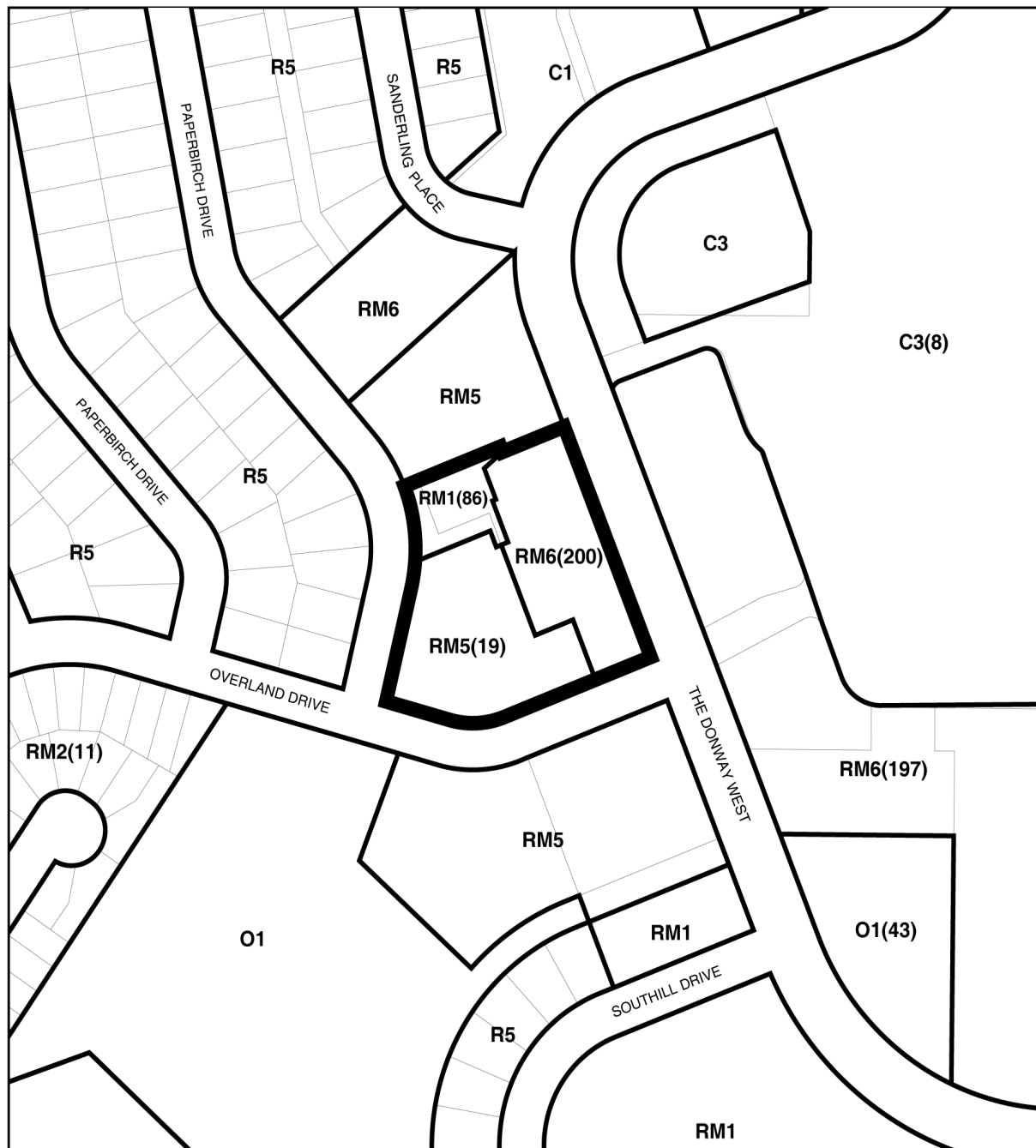
See Former City of North York By-law No. 7625

RM1 Multiple-Family Dwellings First Density Zone  
RM5 Multiple-Family Dwellings Fifth Density Zone  
RM6 Multiple-Family Dwellings Sixth Density Zone  
C3 District Shopping Centre Zone  
O1 Open Space Zone



Not to Scale  
Extracted: 11/28/2022

# Attachment 6: The former City of North York Zoning By-law 7625



**Zoning By-law 7625**

**150 The Donway W & 4 Overland Drive**

File # 22 233150 NNY 16 02



Location of Application

R5 One-Family Detached Dwelling Fifth Density Zone  
 RM1 Multiple-Family Dwellings First Density Zone  
 RM2 Multiple-Family Dwellings Second Density Zone  
 RM5 Multiple-Family Dwellings Fifth Density Zone  
 RM6 Multiple-Family Dwellings Sixth Density Zone  
 C1 General Commercial Zone

C3 District Shopping Centre Zone  
 O1 Open Space Zone



Not to Scale  
 Extracted: 11/28/2022

## Attachment 7: Draft Zoning By-law Amendment

Authority: North York Community Council Item [-], as adopted by City of Toronto Council on ~, 20~

### CITY OF TORONTO

#### **BY-LAW [Clerks to insert By-law number]**

**To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2024 as 150 The Donway West and 4 Overland Drive.**

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of 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, as amended; and

Whereas pursuant to Section 36 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, use a holding symbol “(H)” in conjunction with any use designation to specify the use to which lands, buildings, or structures may be put once the holding symbol “(H)” is removed by amendment to the by-law; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the use of holding symbol “(H)”;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands municipally known as 4 Overland Drive to the Zoning By-law Map in Section 990.10, and amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands municipally known as 150 The Donway West from a zone label of RA (f30.0; a1375; d1.5), and applying zone labels of: (H) RA (f30.0; a1375; d1.5) (x269) and OR, as shown on Diagram 2 attached to By-law [Clerks to insert By-law number].
4. Zoning By-law 569-2013, as amended, is further amended by amending the Lot Coverage Overlay Map in Section 995.30 for the lands municipally known as 150 The Donway West from a lot coverage label of 35 to a lot coverage label of 39, and adding the lands municipally known as 4 Overland Drive to the Lot Coverage Overlay Map in Section 995.30 and applying a lot coverage label of 39, as shown on Diagram 3 attached to By-law [Clerks to insert By-law number].
5. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10.1 and applying no value.

6. Zoning By-law 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Article 995.20.1 and applying no value.
7. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.7.10 Exception Number 269 so that it reads:

(269) Exception RA 269

The lands, or portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws, and Prevailing Sections:

Site Specific Provisions:

- (A) On lands municipally known as 150 The Donway West and 4 Overland Drive, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building or structure** may be constructed, used or enlarged in compliance with Regulations (B) to (R) below;
- (B) Despite Regulation 10.5.40.10(1), the height of a **building or structure** is the distance between the following Canadian Geodetic Datum elevations and the elevation of the highest point of the **building or structure** as shown on Diagram 4 of By-law [Clerks to insert By-law number]:
  - (i) 148.41 metres for "Parcel A"; and
  - (ii) 150.55 metres for "Parcel B";
- (C) Despite Regulation 15.10.40.10(1), the permitted maximum height of a **building or structure** is the number in metres following the letters "HT" as shown on Diagram 5 of By-law [Clerks to insert By-law number];
- (D) Despite Regulation 15.10.40.10(2), the permitted maximum number of **storeys** of a **building or structure** is the number following the letters "ST" as shown on Diagram 5 of By-law [Clerks to insert By-law number];
  - (i) for the purpose of this exception, a mechanical penthouse, and a stair or elevator enclosure providing roof access do not constitute a **storey**;
- (E) Despite Regulation 15.5.40.10 (2) to (6) and (C) above, the following equipment and **structures** may project beyond the maximum heights for "Building A", "Building B", "Building C", and "Building D", shown on Diagram 5 of By-law [Clerks to insert By-law number];
  - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, towers and vents, by a maximum of 6.0 metres;
  - (ii) **structures** that enclose, screen or cover the equipment, **structures** and parts of a **building** listed in (i) above, inclusive of a mechanical penthouse, by a maximum of 6.0 metres;
  - (iii) **structures** that screen a cooling tower or generator, by a maximum of 5.5 metres;
  - (iv) architectural features, parapets, and elements and **structures** associated with a **green roof** by a maximum of 2.0 metres;

- (v) **building** maintenance units and window washing equipment, by a maximum of 3.0 metres;
  - (vi) planters, **landscaping** features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 2.2 metres;
  - (vii) antennae, flagpoles and satellite dishes, by a maximum of 6.0 metres;
  - (viii) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 3.0 metres;
  - (ix) roof construction assembly elements, by a maximum of 0.6 metre;
- (F) Despite Regulation 15.5.50.10(1), the minimum requirement for **landscaping**, as a percentage of the **lot area**, is 58 percent;
- (G) Despite Regulation 15.5.50.10(2), the minimum requirement for **soft landscaping**, as a percentage of the **landscaping** area required in (F) above, is 38 percent;
- (H) Despite Regulation 15.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 28,500 square metres;
- (I) Despite Clause 15.10.40.70, the required minimum **building setbacks** are shown in the metres on Diagram 5 of By-law **[Clerks to insert By-law number]**;
- (J) Despite Clause 15.10.40.80, the required separation of **main walls** are as shown in metres on Diagram 5 of By-law **[Clerks to insert By-law number]**;
- (K) Despite Clauses 15.5.40.50, 10.5.40.60, (I) and (J) above, the following **building** elements, **structures**, and projections may encroach into the required minimum **building setbacks** as shown on Diagram 5 of By-law **[Clerks to insert By-law number]**, as follows:
- (i) balconies, by a maximum of 2.0 metres;
  - (ii) juliet guards, by a maximum of 0.3 metre;
  - (iii) canopies and awnings, by a maximum of 3.0 metres;
  - (iv) exterior stairs, access ramps and elevating devices, by a maximum of 3.0 metres;
  - (v) cladding added to the exterior surface of the **main wall** of “Building C” and “Building D”, by a maximum of 1.0 metre;
  - (vi) architectural features, such as pilaster, decorative column, cornice, eaves, sill, belt course, or chimney breast, and light fixtures, by a maximum of 1.0 metre;
  - (vii) air conditioners, satellite dishes, antennae, vents, and pipes, building maintenance units and window washing equipment, by a maximum of 2.0 metres;
- (L) The provision of **dwelling units** for “Building A” and “Building B” is subject to the following:
- (i) a minimum of 25 percent of the total number of **dwelling units** must contain two or more bedrooms;
  - (ii) a minimum of 10 percent of the total number of **dwelling units** must contain

- three or more bedrooms;
- (iii) any **dwelling units** with three or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above;
- (M) Despite Regulation 15.10.40.50(1), **amenity space** must be provided at the following minimum rates:
- (i) at least 1.6 square metres for each **dwelling unit** in “Building A” and “Building B” as indoor **amenity space**;
  - (ii) at least 4.6 square metres for each **dwelling unit** as outdoor **amenity space** in “Building A” and “Building B”;
  - (iii) no additional indoor or outdoor **amenity space** is required for **dwelling units** in “Building C” and “Building D”, provided the indoor **amenity space** in “Building A” and “Building B” and outdoor **amenity space** provided to satisfy (i) and (ii) above is available for the use of all residents of all **buildings** on the **lot**;
- (N) Despite Regulations 200.5.10.1(1) and (2) and Table 200.5.10.1, residential occupant **parking spaces** must be provided in accordance with the following:
- (i) a minimum of 2.0 **parking spaces** plus 0.05 **parking spaces** for each **dwelling unit** for residential visitors of “Building A”, “Building B”, “Building C” and “Building D”;
  - (ii) residential occupant **parking spaces** for “Building A” and “Building B” may not exceed the following permitted maximums:
    - (a) 0.8 for each bachelor **dwelling unit** up to 45 square metres and 1.0 for each bachelor **dwelling unit** greater than 45 square metres; and
    - (b) 0.9 for each one bedroom **dwelling unit**;
    - (c) 1.0 for each two bedroom **dwelling unit**; and
    - (d) 1.2 for each three or more bedroom **dwelling unit**;
  - (iii) residential occupant **parking spaces** for “Building C” and “Building D” may not exceed the following permitted minimum:
    - (a) 0.7 **parking space** for each bachelor **dwelling unit**;
    - (b) 0.8 **parking space** for each one bedroom **dwelling unit**;
    - (c) 0.9 **parking space** for each two bedroom **dwelling unit**; and
    - (d) 1.1 **parking space** for each three or more bedroom **dwelling unit**;
- (O) Despite Regulations 200.15.1(1), (3) and (4), accessible **parking spaces** must have the following dimensions:
- (i) length of 5.6 metres;
  - (ii) width of 3.4 metres;
  - (iii) vertical clearance of 2.1 metres; and



- (iv) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre wide accessible barrier free aisle or path;
- (v) accessible **parking spaces** must be the **parking spaces** closest to a barrier free:
  - (a) entrance to a **building**;
  - (b) passenger elevator that provides access to the first **storey** of the **building**; and
  - (c) shortest route from the required entrances in (a) and (b) above;
- (vi) despite (v) above, a maximum of 1 **parking space** may be the closest to a barrier free:
  - (a) entrance to a **building**;
  - (b) passenger elevator that provides access to the first **storey** of the **building**; and
  - (c) shortest route from the required entrances in (a) and (b) above;
- (P) Despite Regulation 230.5.1.10(4), the minimum dimensions of a horizontal **stacked bicycle parking space** is 0.36 metres in width and 1.65 metres in length.
- (Q) Despite Regulation 230.5.1.10(9), long-term **bicycle parking spaces** are permitted to be located as follow:
  - (i) on the first **storey** of the **building**;
  - (ii) on the second **storey** of the **building**; and
  - (iii) on levels of the **building** below-ground commencing with the first below-ground and moving down, in one level increments when at least 50 percent of the area of that level is occupied by **bicycle parking spaces**; until all required **bicycle parking spaces** have been provided.
- (R) Despite Clause 230.5.10, **bicycle parking space** shall be provided at the following rates:
  - (i) a minimum of 0.9 long-term **bicycle parking space** for each **dwelling unit**; and
  - (ii) 0.02 short-term **bicycle parking space** per **dwelling unit**.
- (S) For the purpose of this exception, each word or expression that is in bold font will have the same meaning as such word or expression as defined in Chapter 800 of Zoning By-law 569-2013, as amended, except for the following:
  - (i) "Building A" and "Building B" means the proposed **building** on the **lot** as shown on Diagram 4 of By-law **[Clerks to insert By-law number]**;
  - (ii) "Building C" and "Building D" means an **apartment building lawfully existing** on the **lot** in the year 2024, as shown on Diagram 4 of By-law **[Clerks to insert By-law number]**;
  - (iii) "Parcel A" means the area labelled as such on Diagram 4 of By-law **[Clerks to insert By-law number]**;



- (iv) "Parcel B" means the area labelled as such on Diagram 4 of By-law [Clerks to insert By-law number]

Prevailing By-laws and Prevailing Sections: (None Apply)

8. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition, or division occurred.

9. Holding Symbol Provisions

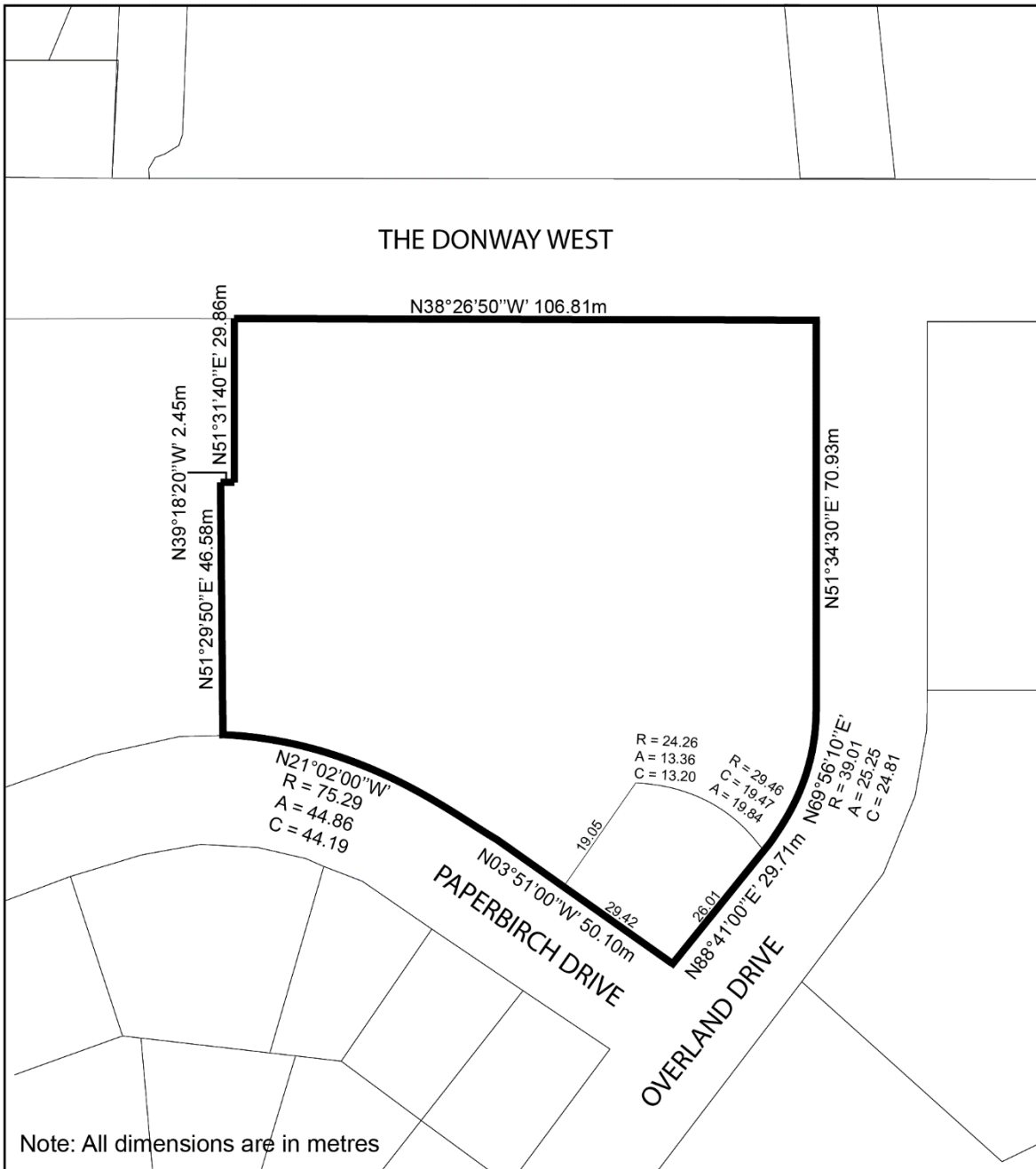
- (A) The lands zoned with the holding symbol "(H)" delineated by heavy lines on Diagram 2 and Diagram 3 attached to By-law [Clerks to insert By-law number] must not be used for any purpose other than those uses and buildings existing as of the date of the passing of this By-law, until the holding symbol "(H)" has been removed; and
- (B) An amending by-law to remove the holding symbol "(H)" referred to in (A) above may be enacted when the following are fulfilled:
- (i) The Owner has prepared and submitted an engineering submission, comprised of a Servicing Report, Stormwater Management Report, Hydrogeological Report, and other supporting documents and drawings to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, to demonstrate that the City requirements can be met and sufficient capacity exists to accommodate the proposed development of the lands, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
  - (ii) Should the engineering submission identify the need for upgrades or improvements to existing municipal infrastructure, and/or new municipal services, those upgrades, improvements and/or new services are designed, financially secured, and constructed through an appropriate development agreement(s) and be operational all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Enacted and passed on [Clerks to insert date].

[full name],  
Speaker

[full name],  
City Clerk

(Seal of the City)



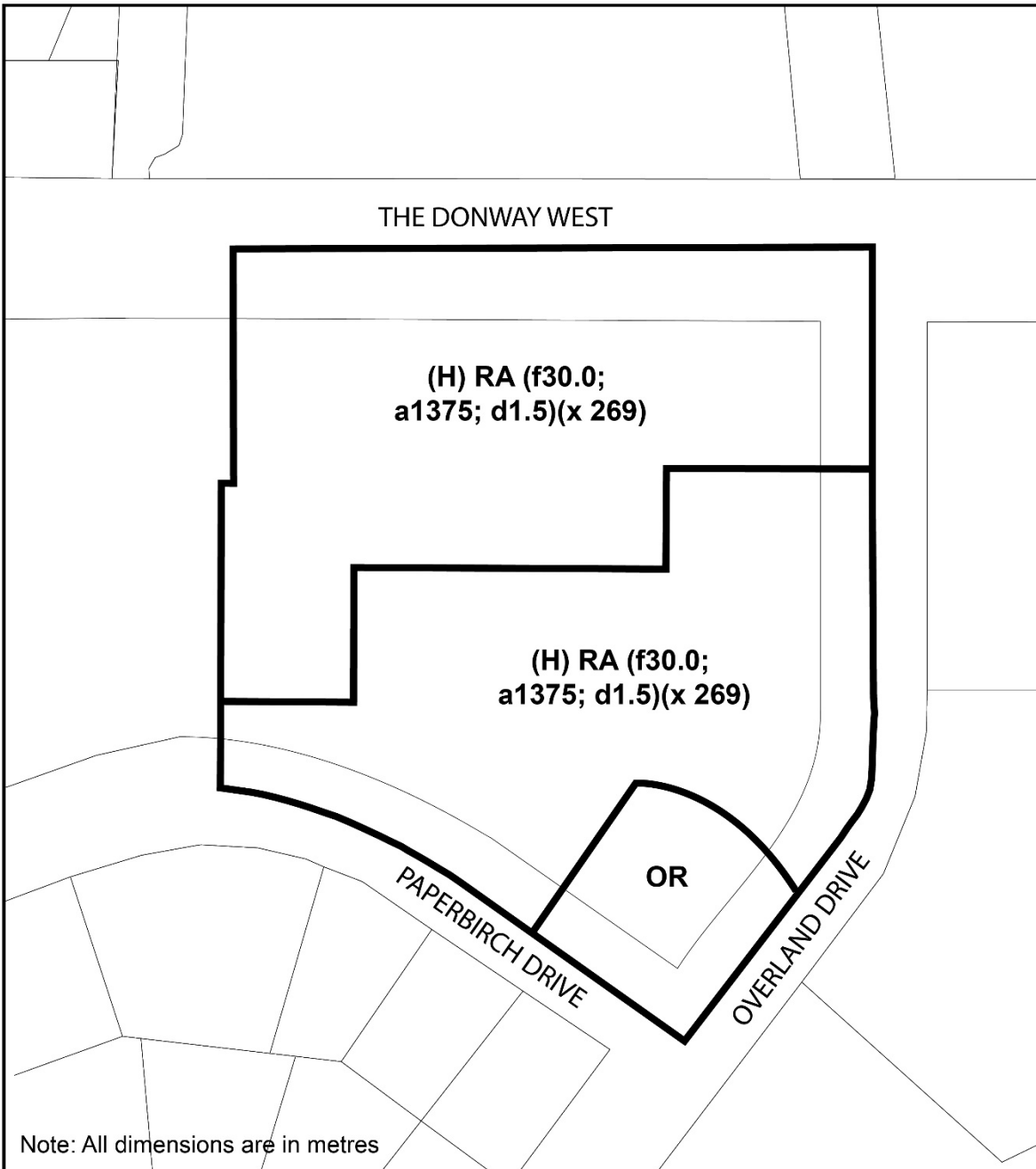
**Toronto**  
Diagram 1

**150 THE DONWAY WEST &  
4 OVERLAND DRIVE**

File #: 22 233150 NNY 16 02



City of Toronto By-law 569-2013  
Not to Scale  
02/04/2025



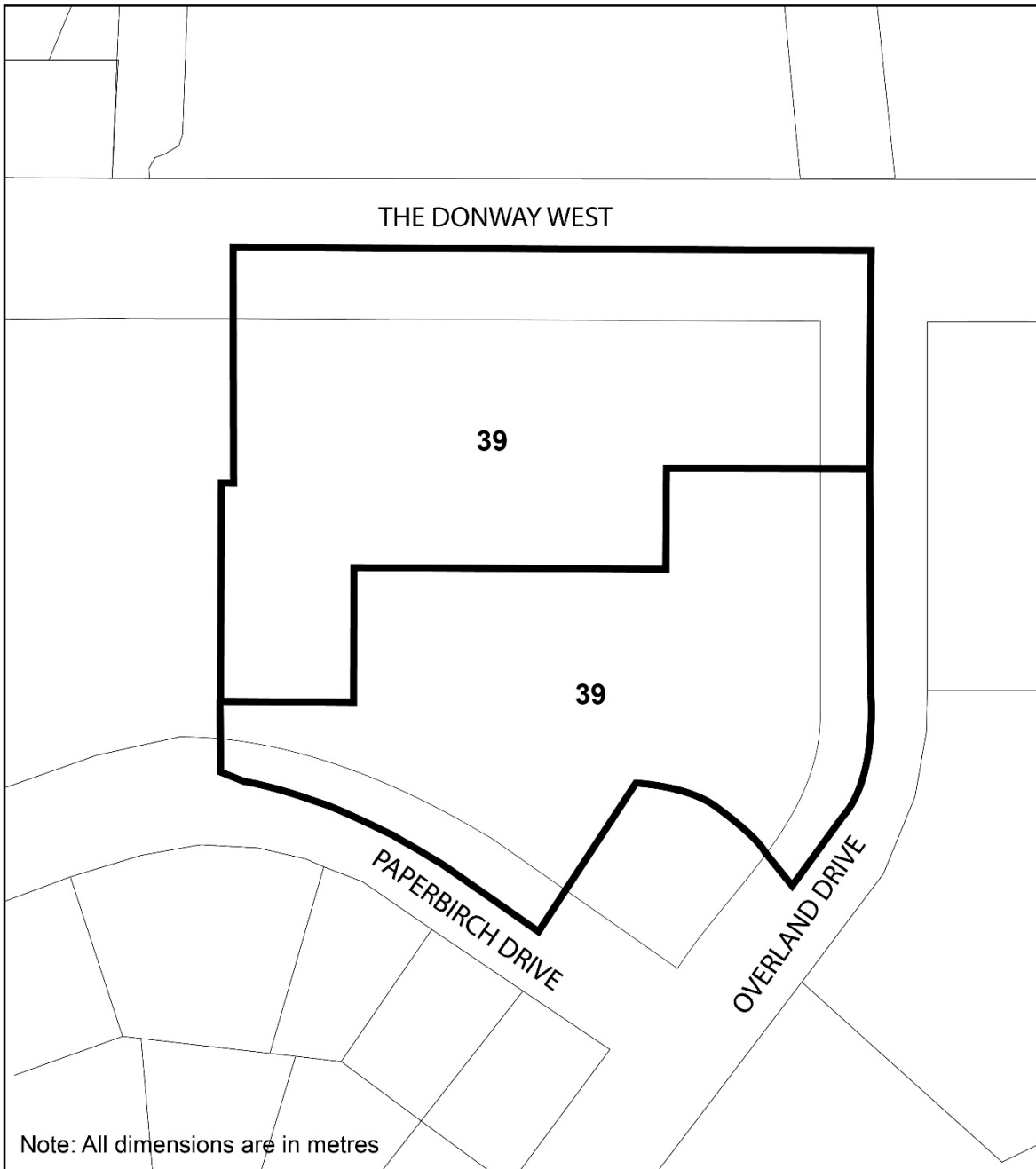
**Toronto**  
Diagram 2

**150 THE DONWAY WEST &  
4 OVERLAND DRIVE**

File #: 22 233150 NNY 16 02



City of Toronto By-law 569-2013  
Not to Scale  
02/20/2025



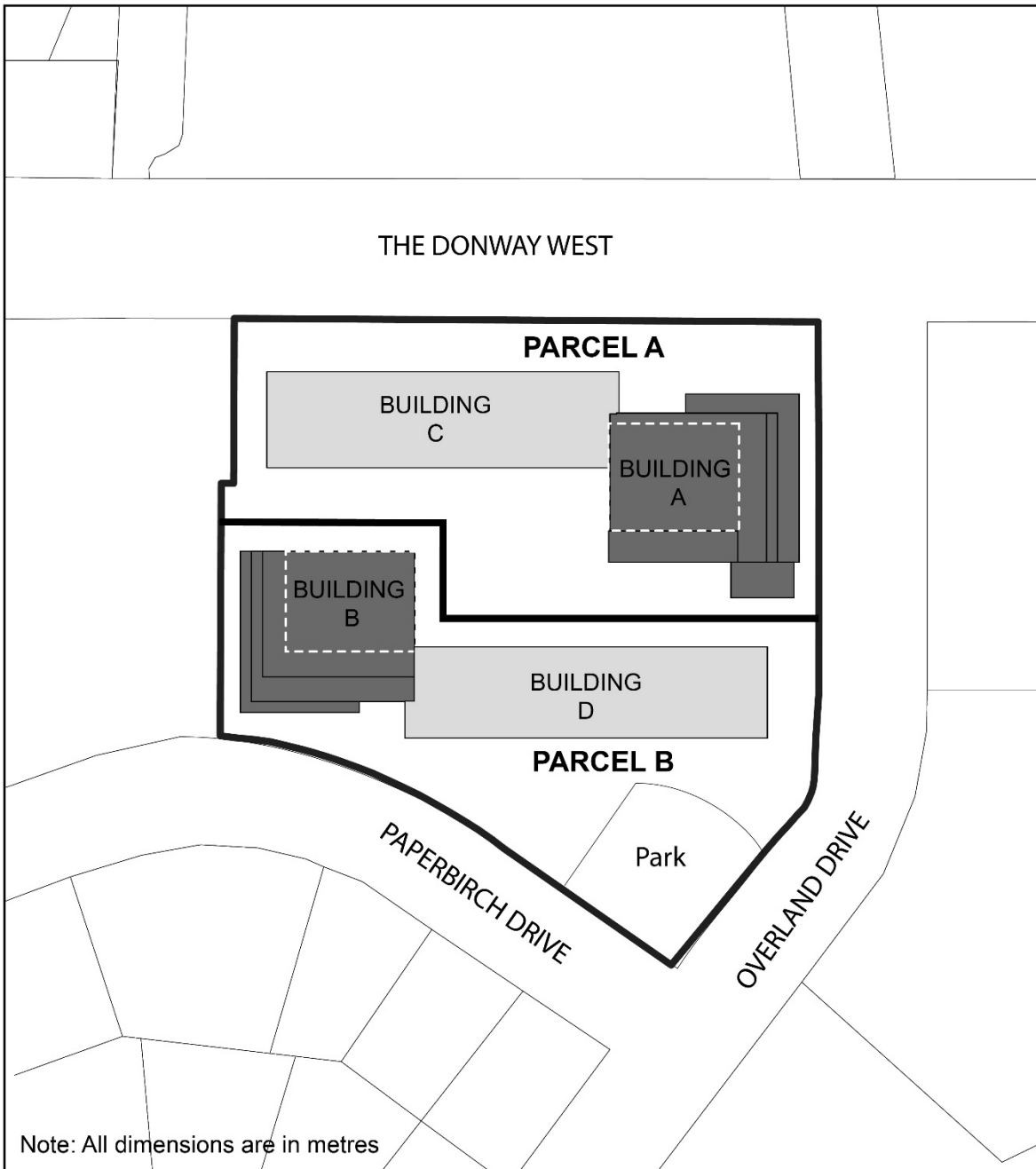
**Toronto**  
Diagram 3

**150 THE DONWAY WEST &  
4 OVERLAND DRIVE**

File #: 22 233150 NNY 16 02



City of Toronto By-law 569-2013  
Not to Scale  
02/20/2025



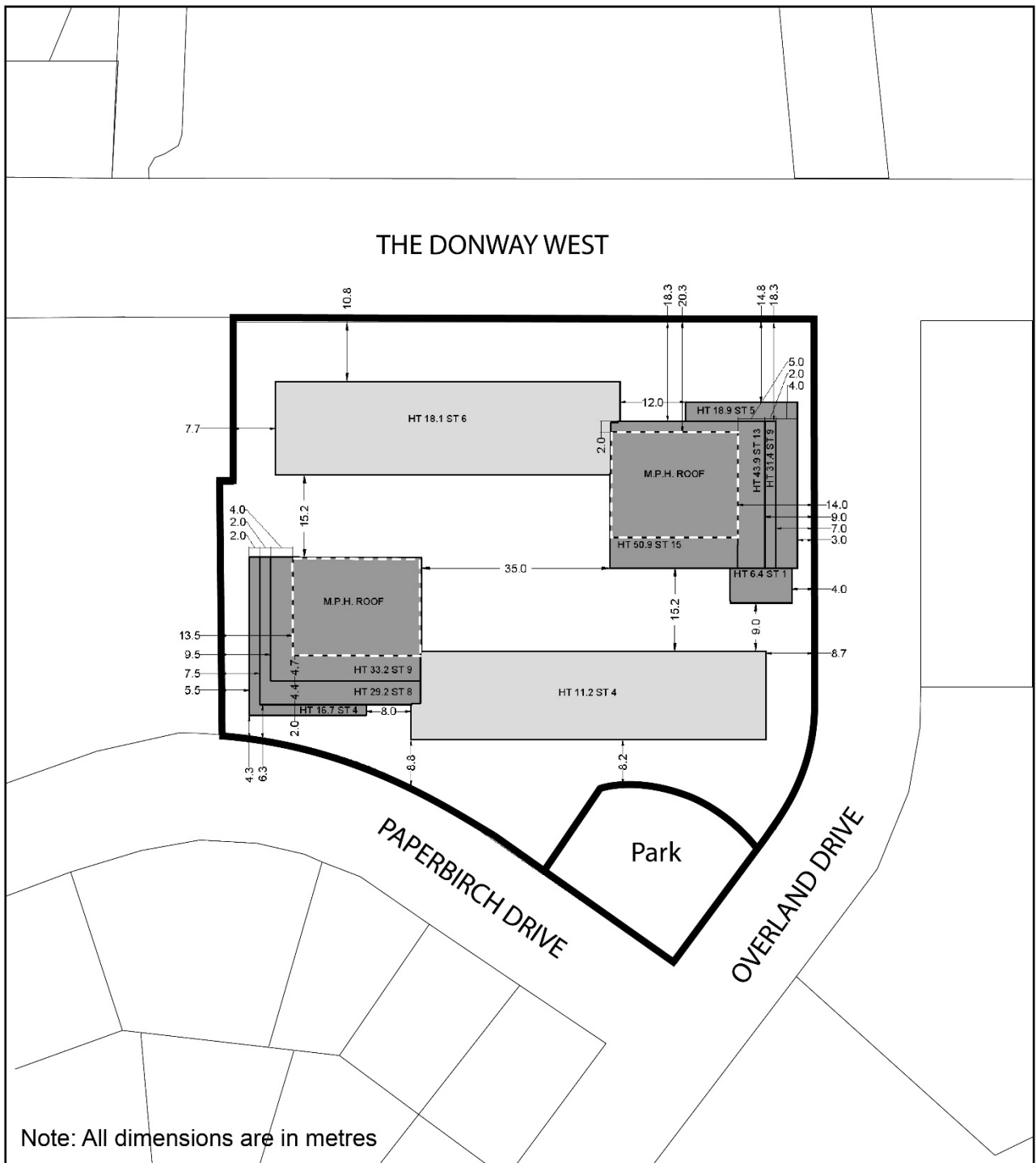
**Toronto**  
Diagram 4

**150 THE DONWAY WEST &  
4 OVERLAND DRIVE**

File #: 22 233150 NNY 16 02



City of Toronto By-law 569-2013  
Not to Scale  
02/20/2025



**Toronto**  
Diagram 5

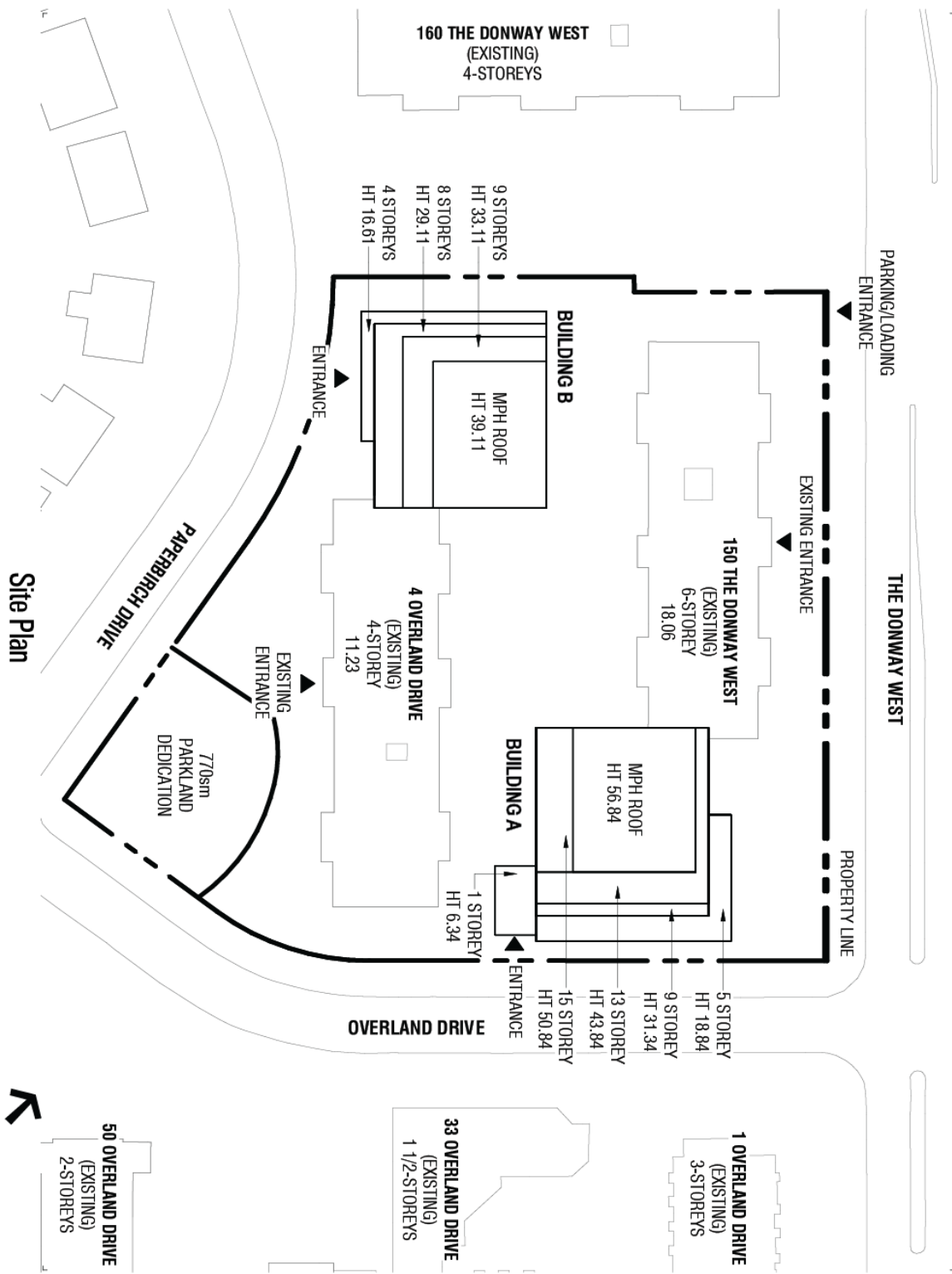
## 150 THE DONWAY WEST & 4 OVERLAND DRIVE

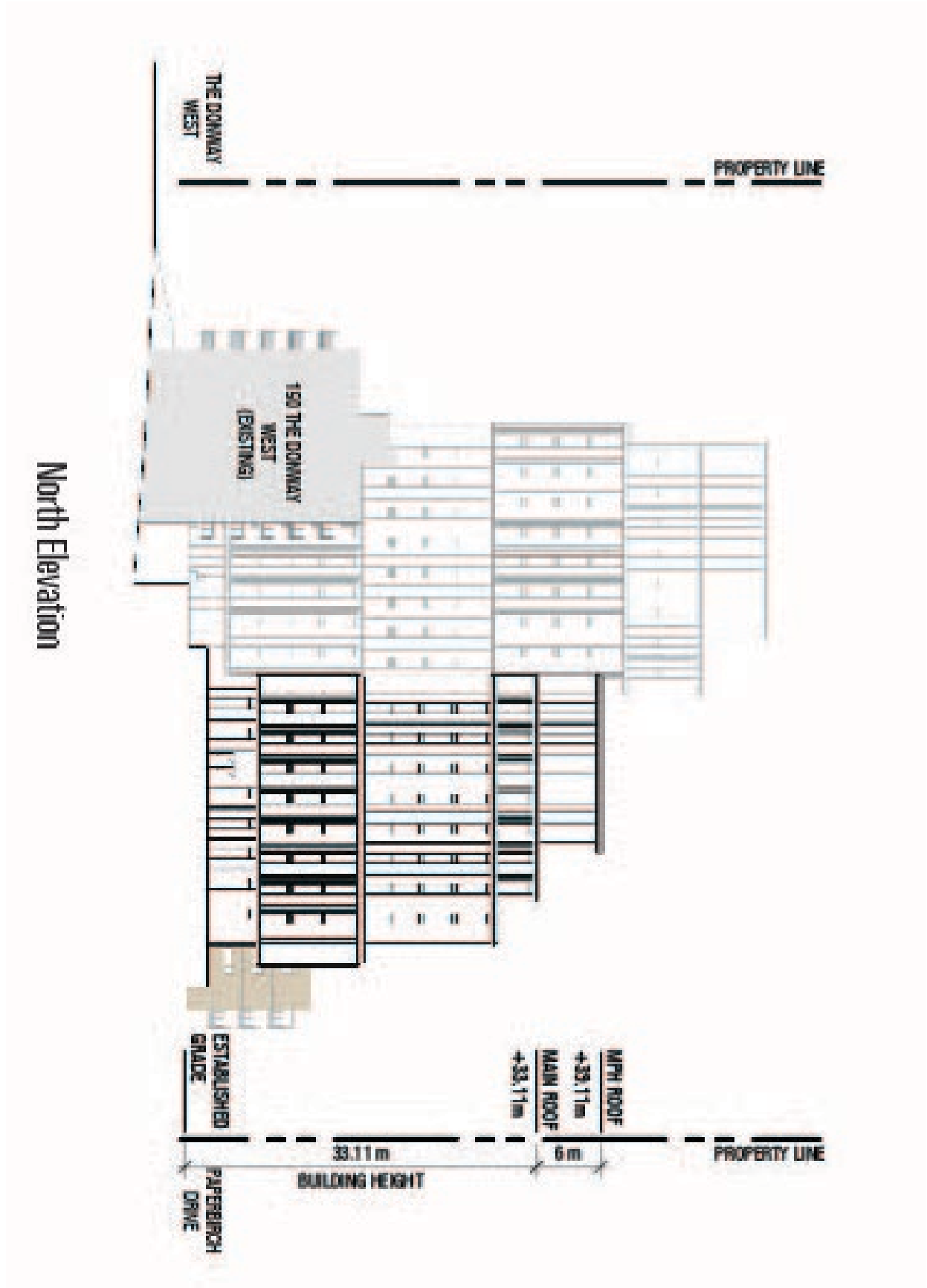
File #: 22 233150 NNY 16 0Z



City of Toronto By-law 569-2013  
Not to Scale  
02/20/2025

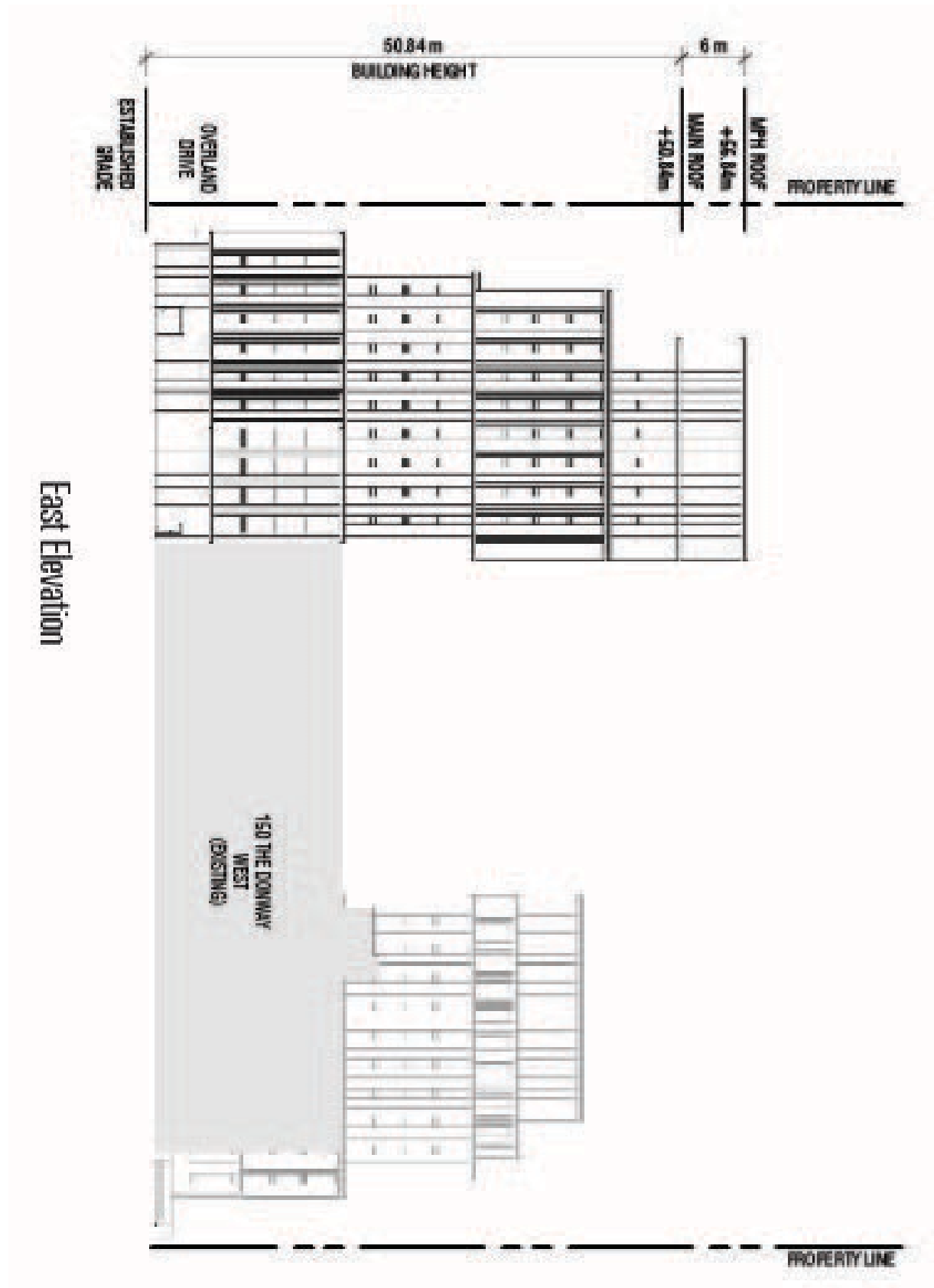
# Attachment 8: Site Plan







# Attachment 10: Elevation (East)





## Attachment 12: Elevation (West)



Attachment 13: 3D Massing Model (looking northeast)



Attachment 14: 3D Massing Model (looking southwest)

