

895 Lawrence Ave East – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Refusal

Date: April 23, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

Planning Application Number: 22 180913 NNY 16 OZ

SUMMARY

This Report recommends refusal of the application to amend the Official Plan and Zoning By-law to permit the development of three residential tower buildings, of which one will contain retail on the ground floor, at 895 Lawrence Avenue East. The proposed towers have heights of 26 storeys (85.05 metres, plus 8 metres mechanical penthouse), 32 storeys (103.05 metres, plus 8 metres mechanical penthouse), and 34 storeys (109.25 metres, plus 8 metres mechanical penthouse). The application proposes 1,194 residential units, 496.26 square metres of retail gross floor area, and a Floor Space Index (FSI) of 9.98. A privately owned publicly accessible space (POPS) is proposed at the northeast corner of the site, abutting the intersection of Lawrence Avenue East and The Donway West. The proposal also includes two north/south pedestrian paths; one central to the site and one on the west limit of the site.

Staff are of the opinion the proposed scale and massing of the development is inappropriate for the subject site. Presently, the Central Don Mills Secondary Plan (CDMSP) provides direction that development is to be taller and denser within the ring road (The Donways East and West) and to generally preserve and protect stable residential neighbourhoods, which typically lie outside of the ring road. In addition, the CDMSP currently permits a maximum density of 1 times the lot area for lands designated *Mixed Use Areas* due to limited transportation infrastructure capacity and a maximum height of 530 feet above sea level (but no more than 8 storeys) for lands designated *Mixed Use Areas 'C'*. The applicant has not provided adequate justification that the planned transportation infrastructure can adequately support the proposed density of 9.98 times the lot area nor that the proposed heights are appropriate for the site in relation to the existing and planned context. Furthermore, the proposed scale and massing generate unsafe wind conditions throughout key pedestrian areas of the site.

It is acknowledged that the applicant has filed an Official Plan Amendment to modify the CDMSP in order to deviate from the Plan's policy direction; however, at this time the proposal in its current form cannot be accepted given its location and existing policy framework/structure and other planning considerations.

In light of the above-noted policy factors, Staff are of the opinion that the proposed development is of an inappropriate height, scale, and massing and represents overdevelopment in an area that is not supported through the City's existing policy framework. Staff recommend refusal of the application, and that the applicant consider modifying the proposal.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council refuse the application for the Official Plan Amendment and Zoning By-law Amendment (Application No. 22 180913 NNY 16 OZ) for the lands municipally known as 895 Lawrence Avenue East for the reasons identified in this Report.
2. City Council authorize the City Solicitor, together with appropriate City Staff, to appear before the Ontario Land Tribunal in support of City Council's decision to refuse the application, in the event that the decision is appealed to the Ontario Land Tribunal.
3. City Council authorize the City Solicitor and other appropriate City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event an appeal of Council's decision is allowed by the Ontario Land Tribunal, in whole or in part.

FINANCIAL IMPACT

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

On February 5, 2025, City Council adopted Item PH18.5 – Housing Action Plan: Avenues Policy Review – Decision Report, which recommended the adoption of Official Plan Amendment (OPA) 778. OPA 778 updated the *Avenues* policies of the Official Plan and introduced mapping changes to the City's Urban Structure found on Map 2 of the Official Plan by adding new lands into the *Avenues* framework. The subject property is not identified along an *Avenue* through this Study. OPA 778 is currently under appeal. <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH18.5>

THE SITE AND SURROUNDING LANDS

Description

The community of Central Don Mills consists of four quadrants surrounding the intersection of Lawrence Avenue East and Don Mills Road. The quadrants are linked together by a ring road (The Donways East and West). The site is located in the southwest quadrant at the southwest corner of Lawrence Avenue East and The Donway West.

The site has a lot area of 7,626 square metres and street frontage on three of its four sides. To the north, the site has a frontage of 109 metres along Lawrence Avenue East, and to the east and south, it has a combined frontage of 153 metres on The Donway West. A 2-storey commercial building is located on the west half of the site and a surface parking lot is located on the east half of the site.

See Attachment 2 for the Location Map.

Surrounding Uses

North: Directly north of the site is Lawrence Avenue East, beyond which is The Don Mills Library, a senior apartment residence, and a commercial plaza. Further north is a low-rise residential neighbourhood, which contains detached dwellings, a school site, various community trails and parks, and a place of worship. A cluster of midrise apartment buildings is located northeast of the site within the ring road.

South: Directly south of the site is The Donway West, beyond which is The Don Mills Centre (The Shops at Don Mills). Immediately across The Donway West from the subject site is the parking structure servicing The Shops at Don Mills and an empty development site (169 The Donway West), which recently received OLT approval for a 28 storey (87 metres plus 8 metres mechanical penthouse) residential building with community space on the ground floor. Further south of this site and along the eastern boundary of The Donway West are residential towers ranging from 11 to 32 storeys.

East: Directly east of the site is The Donway West, beyond which is the northern portion of The Shops at Don Mills. A midrise office tower with commercial uses at the ground floor is located at the northeast corner of The Shops at Don Mills. Further east is Don Mills Road, a gas station at the southeast corner of Don Mills Road and Lawrence Avenue East, and midrise apartment buildings within the ring road.

West: To the west of the site are two listed heritage buildings (Bank of Nova Scotia branch building at 885 Lawrence Avenue East and Bank of Montreal branch building at 877 Lawrence Avenue East) and a 4-storey commercial building. Beyond these commercial sites is a low-rise residential neighbourhood. To the southwest of the subject site and lining the west side of The Donway West are a cluster of midrise apartment buildings, a 3-storey long term care home, and a group of townhouse blocks.

THE APPLICATION

Original Proposal Description

On July 27, 2022, an Official Plan Amendment and Zoning By-law Amendment application (OZ application) was submitted to permit the development of a mixed-use building comprised of two towers atop a shared podium. The towers were proposed to be 17 and 22 storeys tall (59 metres and 74.4 metres plus 8 metres mechanical penthouses) and the shared podium was proposed to be 6 storeys tall (23.75 metres). The Original Proposal provided 438 dwelling units throughout the building and 1,513 square metres of retail space within the base building.

Revised Proposal Description

Subsequent to the Original Proposal, the subject site and associated OZ application were sold. On December 10, 2024, the new owners submitted revised materials under the same OZ application with a new proposal for the City's consideration.

The Revised Proposal proposes to redevelop the site with three residential towers, of which one tower (the East Tower) would provide retail space on the ground floor. A privately owned publicly accessible space (POPS) is proposed at the northeast corner of the site, abutting the intersection of Lawrence Avenue East and The Donway West. The proposed retail space within the East Tower will face the proposed POPS. Two north/south pedestrian paths are proposed within the development; one through the middle of the site and one at the western limit of the site. The vehicular access is proposed at the southwest corner of the site directly across from Marie Labatte Road. The access will lead into a central pick-up/drop-off court that services the three proposed towers. Vehicular and bicycle parking for the three towers will be provided through a shared 3-storey underground parking garage that is accessed from the base of the North Tower. The loading spaces will be provided on the ground floor of the base buildings of the respective towers.

A chart comparing the differences between the Original Proposal and the Revised Proposal is provided below.

	<u>Original Proposal</u>	<u>Revised Proposal</u>
Height (storeys)	East Tower: 17 storeys West Tower: 22 storeys Shared Podium: 6 storeys	North Tower: 26 storeys East Tower: 32 storeys South Tower: 34 storeys All towers sit atop a podium of 7 storeys

	<u>Original Proposal</u>	<u>Revised Proposal</u>
Height (metres)	East Tower: 74.6m + 7.9m MPH West Tower: 59m + 7.78m MPH Shared Podium: 23.75m	North Tower: 85.05m + 8m MPH East Tower: 103.05m + 8m MPH South Tower: 109.25m + 8m MPH All podiums are 25.15m
Density	5.02	9.98
Residential Units	Studio: 21 (4.8%) 1 bedroom: 306 (69.86%) 2 bedroom: 67 (15.3%) 3 bedroom: 44 (10%) Total: 438	Studio: 12 (1%) 1 bedroom: 688 (57.62%) 2 bedroom: 354 (29.65%) 3 bedroom: 140 (11.73%) Total: 1,194
Non Residential Gross Floor Area	1,513 sqm	496.26 sqm
Vehicular Parking	Residential: 268 Visitor: 44 Retail: 22 Total: 334 Of the 334 parking spaces, 13 are accessible parking spaces	Residential: 239 Visitor: 62 Retail: 5 Total: 306 Of the 306 parking spaces, 27 are accessible parking spaces
Bicycle Parking	Long-term Residential: 394 Short-term Residential: 44 Total Residential: 438 Long-term Retail: 3 Short-term Retail: 8 Total Retail: 11 Total: 449	Long-term Residential: 1,076 Short-term Residential: 240 Total: 1,316
Loading Spaces	Type G: 1 Type B: 1 Type C: 1	Type G: 1 Type B: 2 Type C: 1

Additional Information

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), a site plan (Attachment 6), elevations (Attachment 7), and 3D massing views of the proposal (Attachment 8). Detailed project information including

all plans and reports submitted as part of the application for the Original Proposal and the Revised Proposal can be found on the City's Application Information Centre at: www.toronto.ca/895LawrenceAveE

Reasons for Application

An Official Plan Amendment application is required to permit the proposed height and density as the Central Don Mills Secondary Plan presently permits a maximum height of 530 feet above sea level (but no more than 8 storeys) and a density of 1 times the lot on lands designated *Mixed Use Areas 'C'*.

A Zoning By-law Amendment application is required to implement the proposed development with appropriate standards, including height, setbacks, and parking, among other matters.

APPLICATION BACKGROUND

On March 23, 2022, a pre-application consultation (PAC) meeting for the Original Proposal was held. On July 27, 2022, the original owners submitted the OZ application for the City's consideration. The application was deemed complete on April 5, 2023.

On December 10, 2024, the new owners submitted the Revised Proposal as a resubmission of the OZ application for the City's consideration.

The Planning Application Checklist Package resulting from the PAC meeting for the Original Proposal and the reports and studies submitted in support of the Original and Revised Proposals are available on the Application Information Centre: www.toronto.ca/895LawrenceAveE

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

POLICY & 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).

Official Plan

The Official Plan designates the subject site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map.

The Official Plan states that *Mixed Use Areas* are made up of a broad range of commercial, residential, and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community. Development will also locate and mass buildings to provide a transition between areas of different development intensity and scale, particularly towards lower scale *Neighbourhoods*. Further, development will locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

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.

Central Don Mills Secondary Plan

The Central Don Mills Secondary Plan (CDMSP) identifies the subject site as *Mixed Use Areas* 'C'. See Attachment 4 of this Report for the CDMSP Land use Map.

The CDMSP states that development in *Mixed Use Areas* will be guided by the *Mixed Use Areas* policies in the Official Plan as well as the supplemental *Mixed Use Areas* policies in the CDMSP. In particular, the CDMSP states that a maximum density of 1.0 times the lot area is permitted in all *Mixed Use Areas* due to limited transportation infrastructure capacity and a maximum height of 530 feet above sea level, but no taller than 8 storeys, is permitted within *Mixed Use Areas* 'C'. Further, in all *Mixed Use Areas*, new buildings and additions to existing buildings will be complementary and respect the scale, massing, and composition of existing buildings in and surrounding the Don Mills Centre. Taller buildings will be located along Don Mills Road, while lower buildings reflecting the residential community to the west will be along The Donway.

The Official Plan and the CDMSP 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 subject site is zoned Commercial Residential CR1.0 (c1.0; r1.0) SS3 (x22) under Zoning By-law 569-2013. The Commercial Residential zoning category permits uses associated with the *Mixed Use* designation in the Official Plan. This zone category includes a range of commercial, residential and institutional uses, as well as parks. 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:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)

- Pet Friendly Design Guidelines for High Density Communities
- Toronto Accessibility Design Guidelines

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

On April 12, 2023, Community Planning Staff hosted a virtual community consultation meeting for the Original Proposal. The meeting was attended by the local Councillor, his staff, Community Planning Staff, the original applicant, and their consultant team. Fifty (50) members of public attended the meeting. The following comments and issues were raised with respect to the Original Proposal:

- Overdevelopment of the site with respect to height and density
- Insufficient municipal infrastructure and community service facilities to support the development
- Potential shadow impacts on surrounding neighbourhoods
- Traffic impacts
- Insufficient parking spaces provided
- Loss of established, local retail businesses as they will need to relocate elsewhere
- Clarification as to whether proposal would include affordable housing
- Insufficient school capacity to accommodate population increase

Although the proposal has changed since the community consultation meeting, the issues raised through the community consultation process for the Original Proposal have been considered in Staff's review of the Revised Proposal.

COMMENTS

Provincial Planning Statement

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the Revised Proposal for consistency with the Provincial Planning Statement (2024) (PPS 2024). Staff find the proposal to be inconsistent with the PPS (2024) for the following reasons:

- Policy 2.4.1.3 of the PPS (2024) states that planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas.

Map 2 of the Official Plan provides the urban structure of the City, which identifies lands where growth will be encouraged. These areas are shown as *Downtown*, *Centres*, *Avenues*, and *Employment Areas* on Map 2.

The City recently completed the Avenues Policy Review and adopted Official Plan Amendment (OPA) 778 to update the *Avenues* policies and to add lands into the *Avenues* framework on Map 2. The site was not located along an *Avenues* through this Study, and as such, does not form part of any component of the City's urban structure that are the focus of major growth in the City.

- Policy 3.1.1.c) of the PPS (2024) states that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are available to meet current and projected needs.

The applicant has not yet demonstrated that the planned transportation infrastructure within the CDMSP can accommodate the proposed development. The City has requested additional information to determine if there is sufficient transportation infrastructure capacity and whether transportation improvements are needed to support the proposal.

- Policy 2.1.6 of the PPS (2024) states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

The proposed development provides significantly less retail gross floor area (GFA) than that existing on the site (proposing 496.26 square metres compared to the existing 2,225 square metres). As discussed in the Land Use Section of the Report, the submitted materials have not provided any discussion regarding the amount and location of replacement retail space required to serve the daily needs of the local community as required in the Official Plan.

- Policy 3.6.1 of the PPS (2024) directs that growth should be accommodated in a manner that promotes the efficient use and optimization of existing municipal sewage services and that servicing and land use considerations are integrated throughout all stages of the planning process.

The applicant has not yet demonstrated that the proposal can be accommodated by existing municipal services.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, including the Central Don Mills Secondary Plan (CDMSP) policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The Official Plan states that *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional, and open space uses that will meet the needs of the local community. The Official Plan also states that applications proposing to redevelop retail uses that serve the daily needs of the local community in *Mixed Use Areas* will demonstrate as part of a planning rationale, the amount and location of replacement retail space required to serve the daily needs of the local community, including access to fresh food and convenience needs.

The application proposes to demolish the existing 2 storey commercial building containing 2,225 square metres of retail gross floor area (GFA), whereas the proposed development will only contain 496.26 square metres of retail GFA. The proposed retail GFA is almost 4.5 times less than the original retail GFA. The submitted materials did not discuss the amount and location of replacement retail space required to serve the daily needs of the local community as required by the Official Plan.

Public Realm

The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into. The Official Plan states that the public realm will provide a comfortable, attractive, vibrant, safe, and accessible setting for civic life and daily social interaction. The Official Plan also directs that development will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development.

The application proposes a privately owned publicly accessible space (POPS) at the northeast corner of the site at the intersection of Lawrence Avenue East and The Donway West. The proposal also includes 2 north/south pedestrian paths through the site: one through the middle of the site, and one along the western limit of the site. Staff note that the prominent location of the intersection of Lawrence Avenue East and The Donway West calls for thoughtful design of the POPS and are of the opinion that the interface of the proposed east building and the POPS needs to be improved to achieve the objectives of the Official Plan. As also later discussed in this Report, the proposed development results in wind conditions that exceed safety levels within the POPS and throughout the middle north/south pedestrian pathway, which is not in keeping with the Official Plan's public realm policies with respect to safety and comfort.

The Official Plan also states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces,

setbacks, among other streetscape matters. Staff are of the opinion that an increased public realm along Lawrence Avenue East and The Donway West is required to satisfy the Official Plan. The proposed setback along Lawrence Avenue East may not be sufficient to support a thriving public realm, considering that the site is an important entry point in the CDMSP. In addition, utility conflicts along both Lawrence Avenue East and The Donway West could render the proposed plantings infeasible, further eroding the public realm along the streets and failing to achieve the Official Plan policies.

Density, Height, Massing

The Official Plan states that development in *Mixed Use Areas* will locate and mass buildings to provide a transition between areas of different development intensity and scale, particularly towards lower scale *Neighbourhoods*. The Central Don Mills Secondary Plan (CDMSP) provides additional direction and states that development will generally be taller and denser within the ring road and will generally preserve and protect stable residential neighbourhoods, which typically lie outside of the ring road. The CDMSP also provides that development in *Mixed Use Areas* will be complementary and respect the scale, massing, and composition of existing buildings in and surrounding the Don Mills Centre with heights tallest along Don Mills Road and shorter approaching The Donway West to reflect the residential community to the west. The CDMSP also states that development in the *Mixed-Use Areas 'C'* designation are permitted a maximum height of 530 feet above sea level (but no taller than 8 storeys) and a maximum density of 1 times the lot area (or otherwise known as a Floor Space Index (FSI) of 1).

The intent of these policies is to ensure higher density development sensitively responds to adjacent low density *Neighbourhoods* lands. The CDMSP expands on this by laying out the general development pattern in the area, directing that taller and denser development will be permitted in the central mixed-use areas of the plan and will appropriately transition downwards towards the surrounding low scale neighbourhoods that lie outside the ring road. The CDMSP limited the maximum density to an FSI of 1 in *Mixed Use Areas* due to limited transportation infrastructure capacity in the secondary plan area.

Staff are of the opinion the proposed development does not maintain the intent and development direction of the CDMSP and is beyond what is appropriate for the site. The site is west of the Don Mills Centre and outside the ring road, in a location that should provide transition between the taller developments within the Don Mills Centre and the low scale neighbourhood to the west. The proposed development is taller and significantly denser than the approved developments within the Don Mills Centre as shown in the chart below and Staff are of the opinion the proposed height and density is not appropriate for the site. The applicant should consider modifying its proposal to be in greater conformity with the Secondary Plan.

Address	Storeys (Tallest)	Metric Height (Tallest)	FSI	Notes
895 Lawrence Avenue East	34	109.25 m + 8 m MPH	9.98	Proposed development
49 The Donway West	32	100 m + 6 m MPH	4.79	<u>Tallest</u> approved development in the Don Mills Centre
169 The Donway West	28	87 m + 8 m MPH	5.15	<u>Densest</u> approved development in the Don Mills Centre

In addition, the original applicant was required to submit a Supplementary Transportation Analysis (STA) to the Transportation Impact Study (TIS) to demonstrate that the planned transportation infrastructure within the CDMSP can accommodate the Original Proposal and to test other *Mixed Use Areas* sites within the CDMSP with development at a similar scale. Transportation Planning and Transportation Review staff accepted the STA for the Original Proposal; however, as the Revised Proposal has a level of density that was not examined in the STA prepared for the Original Proposal, the STA needs to be revised to reflect the Revised Proposal. The new applicants did not submit a revised STA in support of the Revised Proposal and Staff are unable to assess the cumulative impacts to the transportation network and secure the required transportation improvements to support the Revised Proposal.

In addition, Map 2 of the Official Plan outlines the City's urban structure, which highlights areas in the City that are intended for growth. The City recently completed an Avenues Policy Review and adopted Official Plan Amendment (OPA) 778 to extend the *Avenues* framework on Map 2 and to update the Official Plan *Avenues* policies. The site was not identified along an *Avenue* through this Study, nor is it located in any area of Map 2 that is intended for growth.

The proposed development of three towers is at a scale, height, and massing that is inappropriate for the subject site's location.

Wind Impacts

The submitted Wind Study indicates the proposed development will generate wind conditions that exceed safety levels throughout the site (i.e., in the proposed POPS, midblock connections, and outdoor amenity spaces).

Wind impacts can and should be mitigated first through building massing, placement and articulation. The massing needs to be revised before site plan level interventions are utilized.

Heritage Conservation

The subject property is not listed on the City of Toronto's Heritage Register nor designated under Part of IV or Part V of the Ontario Heritage Act (OHA). Heritage Planning does not have sufficient evidence to conclude that it meets the criteria for designation.

The subject property is adjacent to 885 Lawrence Avenue East (Bank of Nova Scotia branch building) which is currently listed on the City of Toronto's Heritage Register. The properties at 877 Lawrence Avenue East and 885 Lawrence Avenue East have been identified as candidates for designation through the City's implementation of Bill 23 amendments to the OHA, and On March 18, 2025, the Notice of Intention to Designate was passed by Planning and Housing Committee.

The City's Official Plan policies state that proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City (OP Policy 3.1.6.5).

In order to minimize the potential impact of the current proposal to the adjacent heritage property to the west, Heritage Planning requires an elevation drawing or rendering of the north/front elevation (looking south) showing the proposed development and the adjacent heritage building in their entirety, as well as a revised Heritage Impact Assessment (HIA). References to datum lines of the adjacent listed building and materials are required in the requested materials to support this objective and help to demonstrate that the proposal respects the scale, form, and massing of its context. These materials were not provided in support of the Revised Proposal.

Servicing

A Functional Servicing and Storm Water Management Report has been submitted in support of the proposal. Upgrades to the servicing system are required. In the event the matter is appealed to the Ontario Land Tribunal (OLT), Staff recommend that the OLT withhold the issuance of any Orders that may approve the application, or a Holding Provision should be applied to the implementing Zoning By-law, until such time the owner has addressed all comments from the January 21, 2025, Engineering and Construction Services memorandum to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

Road Widening

In order to satisfy the Official Plan requirement of a 27-metre right-of-way for this segment of The Donway West, a 0.4 metre road widening dedication along The Donway West frontage of the subject site would be required should an application be approved.

No additional road widening is required along Lawrence Avenue East.

Traffic Impact

The applicant submitted a Transportation Impact Study (TIS) dated December 5, 2024 in support of the current proposal. The TIS concludes that under all future conditions, all the signalized and unsignalized intersections under analysis will continue to operate within capacity during the weekday morning, afternoon, and Saturday midday peak hours.

Despite this conclusion, Transportation Review Staff have requested revisions to the TIS to address the following issues:

- Trip Generation
- Traffic Signal Approval and Warrant Analysis
- Pick-up / Drop off Study
- On-Site Signage and Wayfinding
- Functional Road Plan

In addition, Transportation Planning Staff have advised that the Travel Demand Management (TDM) plan is insufficient to satisfy the requirements of the Toronto Green Standard. Transportation Planning Staff note that the current proposal contemplates an increase in density from the Original Proposal and thus requires significant updates to the TDM plan to address the scale and travel demand of the current proposal. Furthermore, and as mentioned earlier in the Report, Transportation Planning and Transportation Review require an updated Supplementary Transportation Analysis (STA) to the TIS to determine whether the planned transportation infrastructure can accommodate the proposed development in combination with development of other *Mixed Use Areas* sites within the CDMSP developed at a similar scale of development. In the absence of a revised STA, Staff are unable to assess the cumulative impacts to the transportation network and secure the required transportation improvements to support the Revised Proposal.

Access and Site Circulation

The proposed development will have vehicular access onto The Donway West at the southwest corner of the site. The access will lead into the shared central pick-up/drop-off court that services the 3 proposed towers. The central pick-up/drop-off court provides access to the below-grade parking structure and the loading spaces on the ground floor of the base buildings of each respective tower. In the event the application is approved in some form, the design of the proposed access driveway and general site circulation will be provided pursuant to the future Site Plan application for the project.

Vehicular Parking, Bicycle Parking, and Loading Spaces

All vehicular parking and bicycle parking are proposed within the shared 3-level underground parking garage. Loading spaces are proposed on the ground floor of the base building of each respective tower.

A total of 306 vehicular parking spaces are proposed for the 3 towers, consisting of:

- 239 residential parking spaces
- 62 visitor parking spaces

- 5 retail parking spaces

The Original Proposal proposed 334 vehicular parking spaces for 438 dwelling units, which was generally acceptable, whereas the current proposal provides 306 parking spaces for 1,194 dwelling units. Transportation Review Staff note that this is a reduction in number of parking spaces while the proposed number of residential units have more than doubled. Transportation Review Staff note that a Parking Justification Study is required to demonstrate that the proposed parking rate is appropriate.

Of the 306 parking spaces, 27 spaces are accessible parking spaces. Transportation Review Staff have advised the proposed number of accessible parking spaces meets the minimum requirements of the Zoning By-law.

A total of 1,316 bicycle parking spaces are proposed for the 3 towers, consisting of:

- 1,076 long term residential bicycle spaces
- 240 short term residential bicycle spaces

Transportation Review Staff have advised the Zoning By-law requires a minimum of 1,320 bicycle parking spaces for the proposed development and that the proposed number of spaces does not meet the requirement.

A total of 4 loading spaces are proposed for the 3 towers, consisting of:

- 1 Type G loading space
- 2 Type B loading spaces
- 1 Type C loading space

Transportation Review Staff have advised the Zoning By-law requires 1 Type C loading space and 1 Type G loading space for the current proposal. As such, the proposed number of loading spaces is acceptable.

Parkland

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

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Article III (Private Tree by-law). The applicant proposes to remove one (1) bylaw protected private tree.

Urban Forestry has indicated that the submitted materials do not provide sufficient information to confirm that the proposed trees will have the minimum consent clearances required around the existing underground utilities along Lawrence Avenue East and The Donway West. Furthermore, there are discrepancies between the

submitted Landscape and Soil Volume Plans and Urban Forestry Staff are unable to confirm that the soil volume requirement can be satisfied and that the soil will be accessible to the roots of large growing trees.

Toronto Green Standard

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

The proposed development does not meet the following TGS performance measures at this time:

- AQ 1.1 – Single-Occupant Auto Vehicle Trips
- AQ 1.2 – Electric Vehicle Infrastructure
- AQ 2.1 – Bicycle Parking Rates
- AQ 2.2 – Long-term Bicycle Parking Location
- AQ 2.3 – Short-term Bicycle Parking Location
- EC 1.1 – Tree Planting Areas and Soil Volume
- EC 1.2 – Trees Along Street Frontages

Summary of Issues to be Resolved

Based on the review of the application, the following issues need to be addressed and resolved in order for redevelopment to proceed on the subject site:

- Height, scale, density and massing of the development and fit of the development within the existing and planned context;
- Adequate infrastructure to support the development (transportation and servicing);
- Appropriate mix of land uses;
- Interface between the proposed development and the public realm;
- Wind impacts;
- Heritage conservation;
- Traffic impacts and an appropriate Travel Demand Management plan;
- Tree preservation and adequate tree planting;
- Compliance with relevant TGS performance measures.

Further Issues

Should the decision to refuse the application be appealed to the Ontario Land Tribunal, and Staff continue to receive additional or supplementary information regarding this application or be required to review a revised proposal, Staff may refine or identify further issues and/or supplement the reasons provided in this Report.

Conditions to Any Tribunal Order

Should the refusal of Council's decision be appealed to the Ontario Land Tribunal, and not resolved or otherwise approved by City Council, and the Ontario Land Tribunal decides to grant the approval, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Official Plan Amendment;
- The final form and content of the draft Zoning By-law Amendment;
- The owner has at its sole expense:
 - Submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;
 - Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water unless otherwise secured through a holding provision in the by-law;
 - Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.
 - Submitted a revised Pedestrian Level Wind Study, including an updated wind tunnel test with the identification of any required mitigation measures to be secured in the Zoning By-law Amendment and through the Site Plan Control Process, to the satisfaction of the Chief Planner, City Planning.
 - Submitted an elevation drawing or rendering of the north/front elevation (looking south) showing the proposed development and the adjacent heritage building in their entirety with reference datum lines of the adjacent listed building, as well as a revised Heritage Impact Assessment (HIA), to the satisfaction of the Senior Manager, Heritage Planning.
 - Submitted a revised Transportation Impact Study, Supplementary Transportation Analysis, Travel Demand Management Plan, and Parking Study all to the satisfaction of the Chief Planner, City Planning and the General Manager, Transportation Review.
 - Submitted a revised Arborist Study, Tree Preservation Plan, Soil Volume Plan, Landscape Plan, and Planting Plan, to the satisfaction of the General Manager, Urban Forestry.

- Submitted an updated complete Toronto Green Standards (TGS) Checklist and Statistics Template, to the satisfaction of the Executive Director, Development Review.

CONCLUSION

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024), the Official Plan, and the CDMSP. Staff are of the opinion that the proposal is not consistent with the PPS (2024). Further, the proposal does not conform with the CDMSP, particularly as it relates to the proposed scale and massing in relation to the existing and planned context of the surrounding area. The applicant has also not demonstrated that the planned transportation infrastructure can accommodate the proposed density. Further, the site is not located within any component of the City's Urban Structure found on Map 2 of the Official Plan, on which development is intended. The proposal does not represent good planning and is not in the public interest. Staff recommend that Council refuse the application and encourage the applicant to modify its proposal to be in greater conformity with the City's applicable Plans

CONTACT

Ingrid Fung, Planner, Tel. No. 416-338-6688, E-mail: Ingrid.Fung@toronto.ca

SIGNATURE

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

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Central Don Mills Secondary Plan Land Use Map
Attachment 5: Existing Zoning By-law Map

Applicant Submitted Drawings

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

Attachment 1: Application Data Sheet

Municipal Address: 895 LAWRENCE AVE EAST
Date Received: July 27, 2022
Application Number: 22 180913 NNY 16 OZ
Application Type: OPA / Rezoning
Project Description: Application proposing 3 residential tower buildings, of which one will contain retail on the ground floor. The towers will have heights of 26 storeys (85.05m + 8m MPH), 32 storeys (103.05m + 8m MPH), and 34 storeys (109.25m + 8m MPH). The proposed development will provide a total of 1,194 residential units, 75,634 sqm of residential GFA and 496.26 sqm of retail GFA.

Applicant	Agent	Architect	Owner
895 Lawrence Ave E Inc.	WND Associates	r. Varacalli Architect Inc.	Bazis Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N/A
Zoning:	CR 1.0 (c1.0; r1.0) SS3 (x22)	Heritage Designation:	N/A
Height Limit (m):	10.5	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	7,626	Frontage (m):	109	Depth (m):	89
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3,545	3,545
Residential GFA (sq m):			75,634	75,634
Non-Residential GFA (sq m):	2,225		496	496
Total GFA (sq m):	2,225		76,130	76,130
Height - Storeys:	2		34	34
Height - Metres:			109	109

Lot Coverage Ratio (%):	46.48	Floor Space Index:	9.98
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	75,208	426
Retail GFA:	496	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,194	1,194
Other:				
Total Units:			1,194	1,194

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		12	688	354	140
Total Units:		12	688	354	140

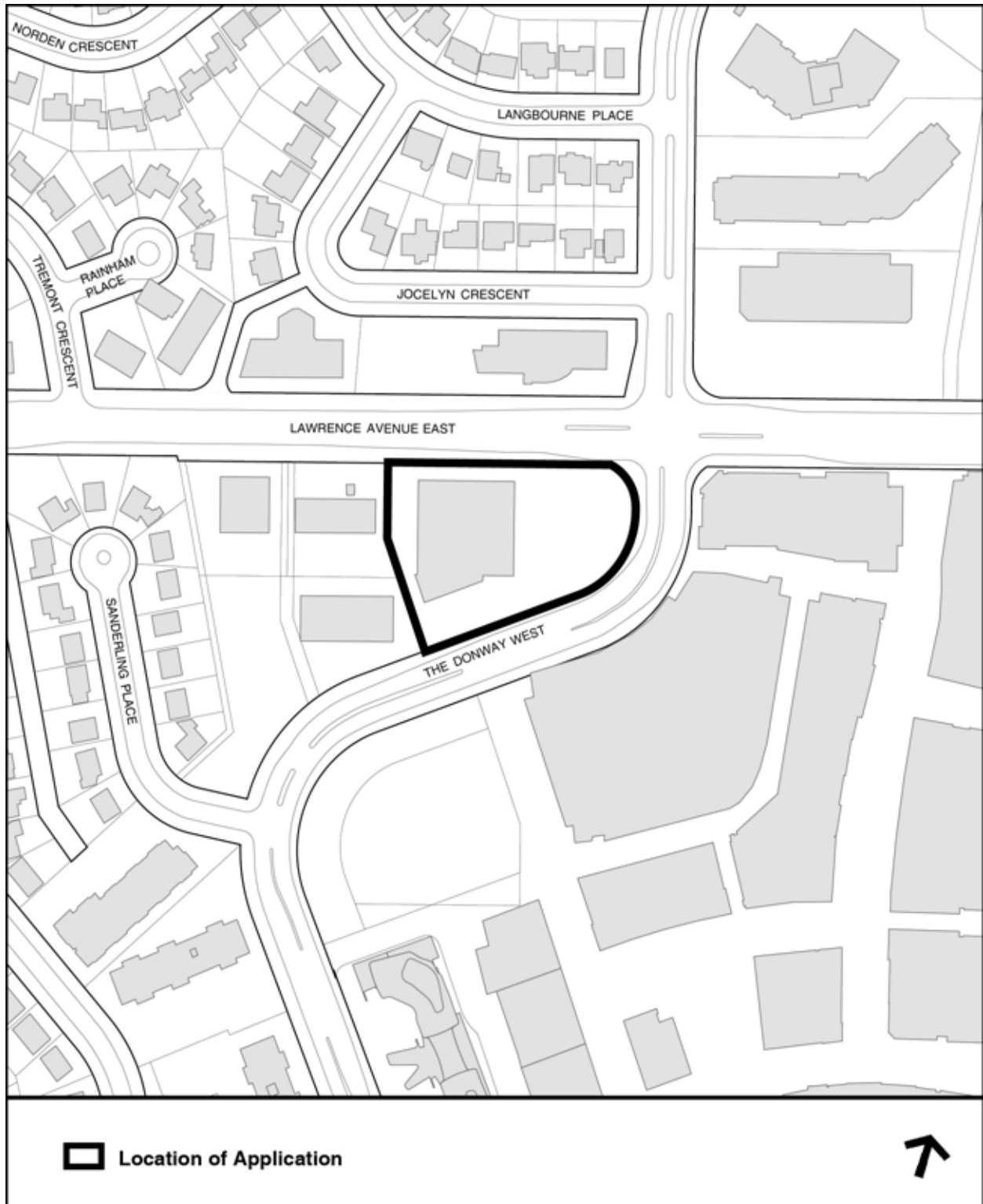
Parking and Loading

Parking Spaces: 306 Bicycle Parking Spaces: 1,316 Loading Docks: 4

CONTACT:

Ingrid Fung, Planner
416-338-6688
Ingrid.Fung@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

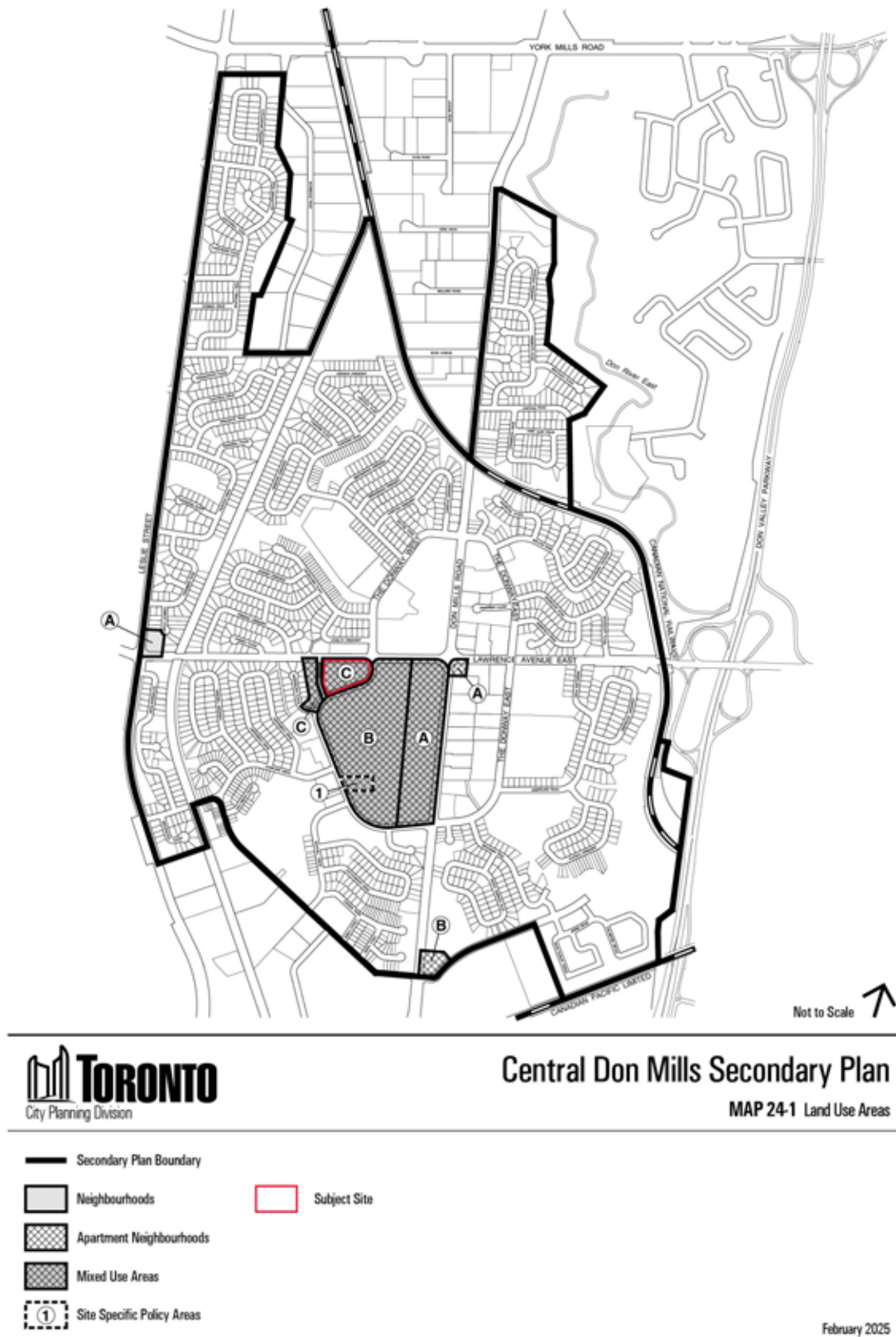
895 Lawrence Avenue East

File # 22 180913 NNY 16 0Z

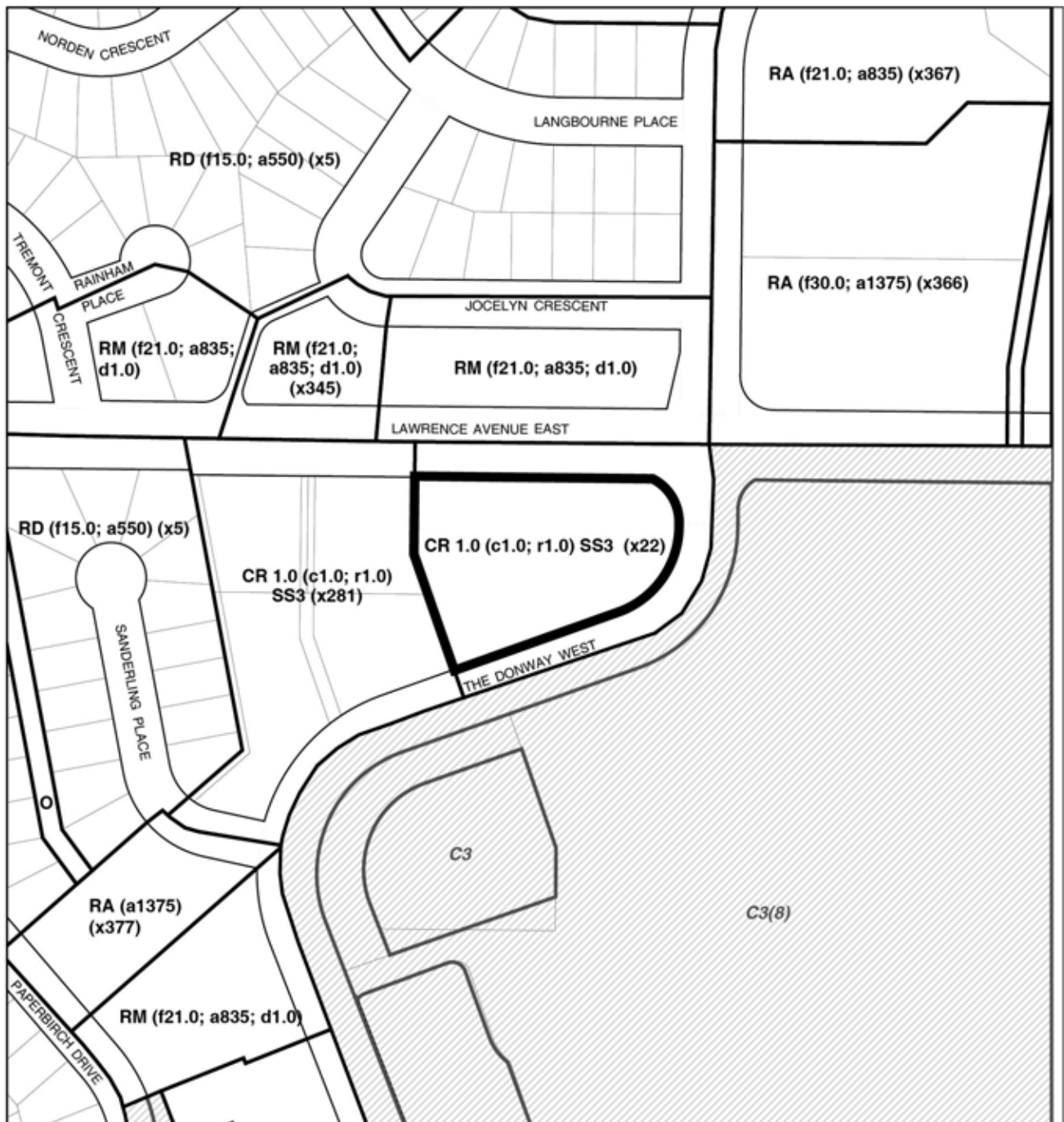


Not to Scale
Extracted: 02/28/2025

Attachment 4: Central Don Mills Secondary Plan Land Use Map



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

895 Lawrence Avenue East

File # 22 180913 NNY 16 02

	Location of Application
RD	<i>Residential Detached</i>
RM	<i>Residential Multiple</i>
RA	<i>Residential Apartment</i>
CR	<i>Commercial Residential</i>
O	<i>Open Space</i>

	See Former City of North York By-law No. 7625
C3	District Shopping Centre Zone



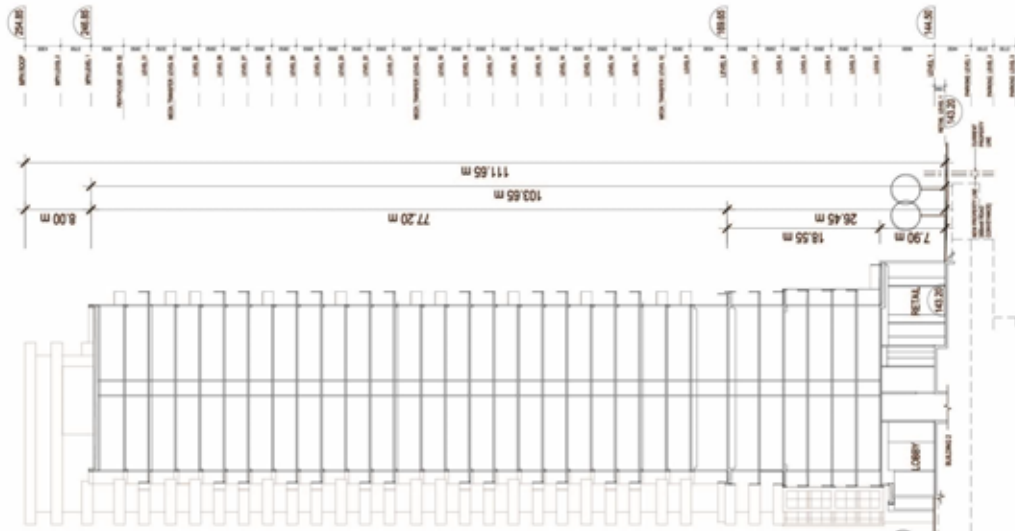
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Attachment 6: Site Plan

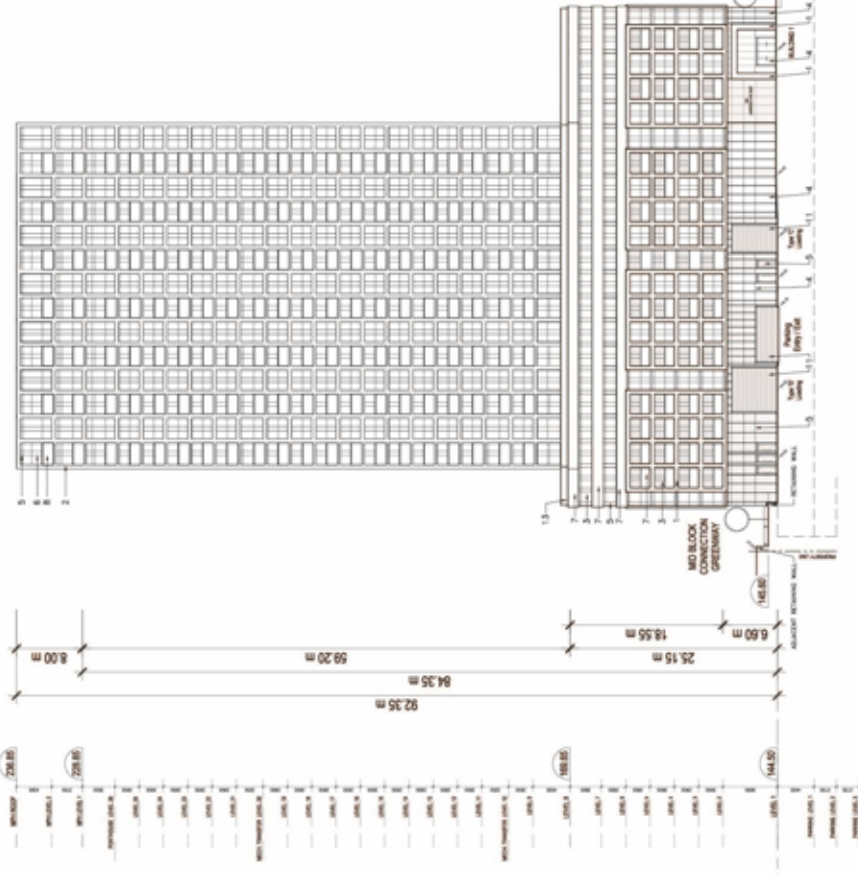


Attachment 7a: Elevations (South Elevation of Building 1 and Building 2)

Building 2
East Building

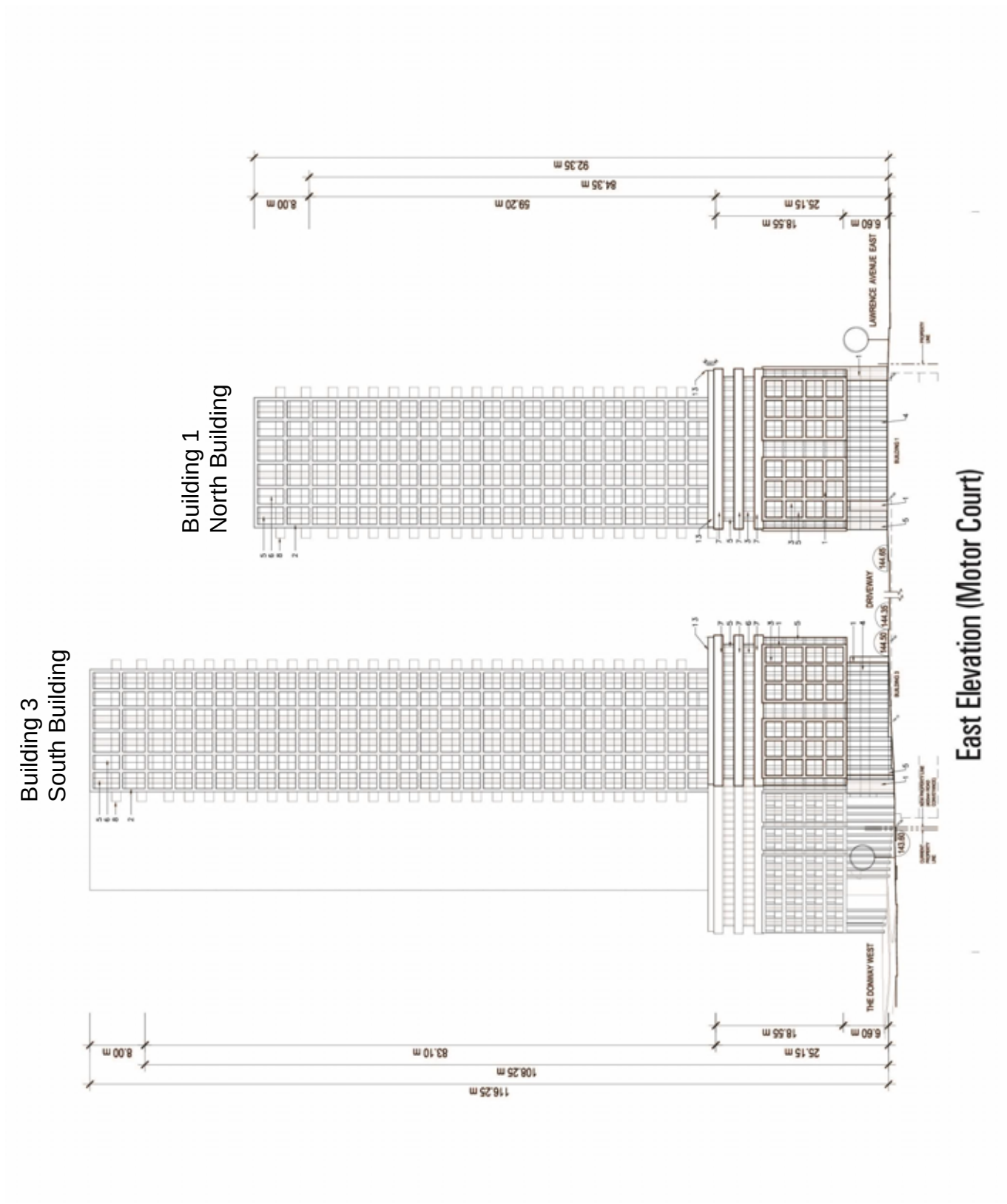


Building 1
North Building

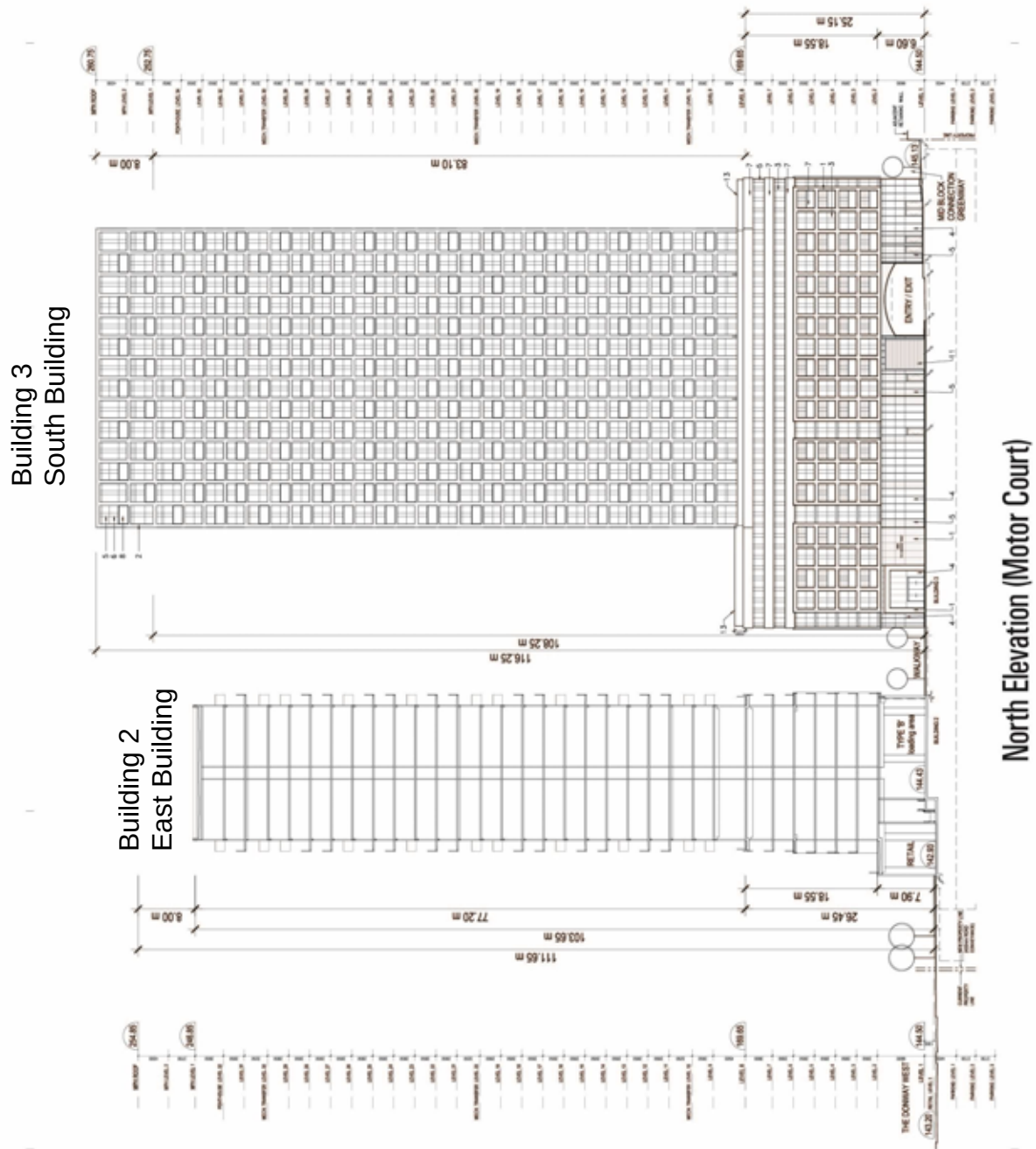


South Elevation (Motor Court)

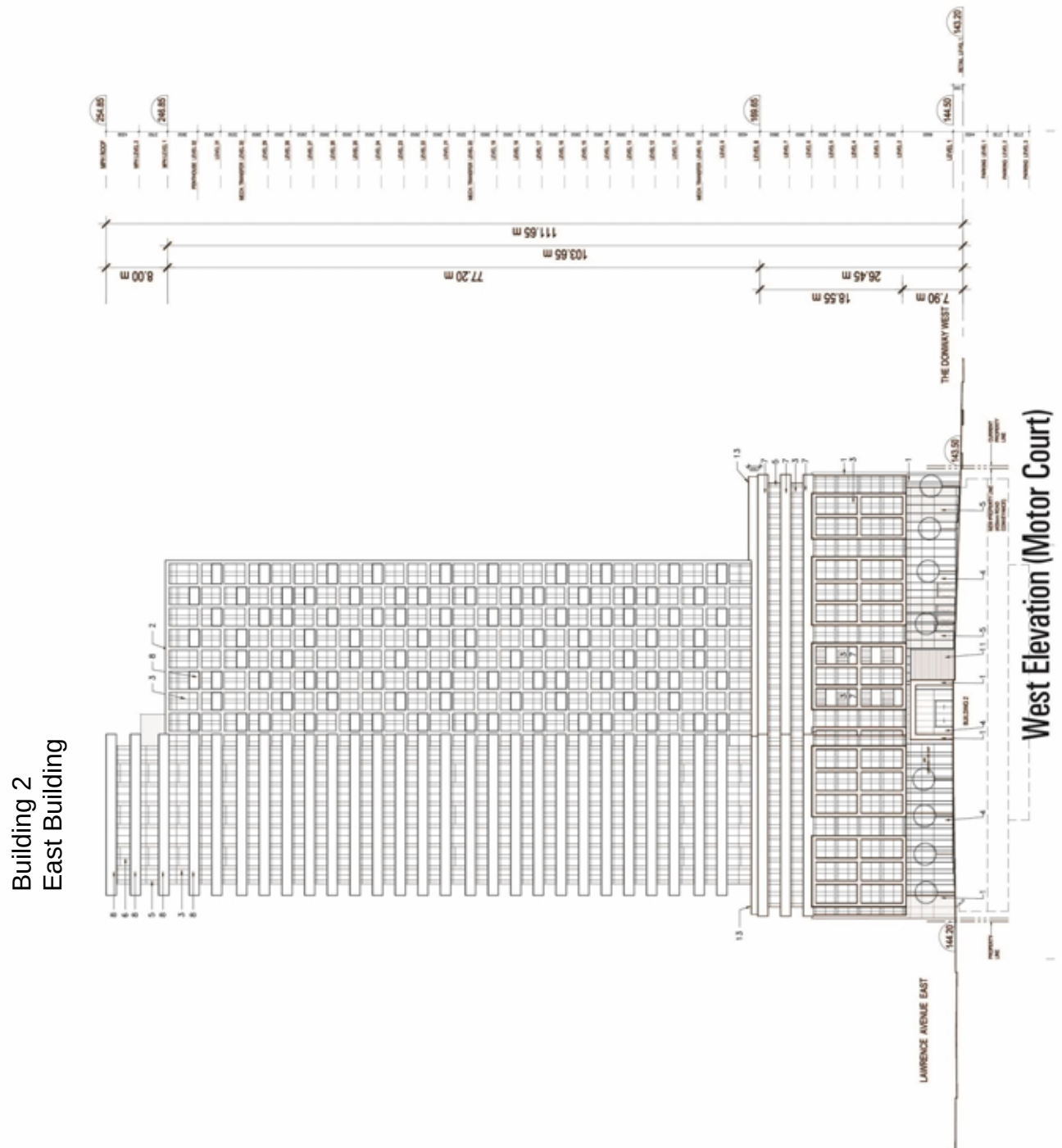
Attachment 7b: Elevations (East Elevation of Building 3 and Building 1)



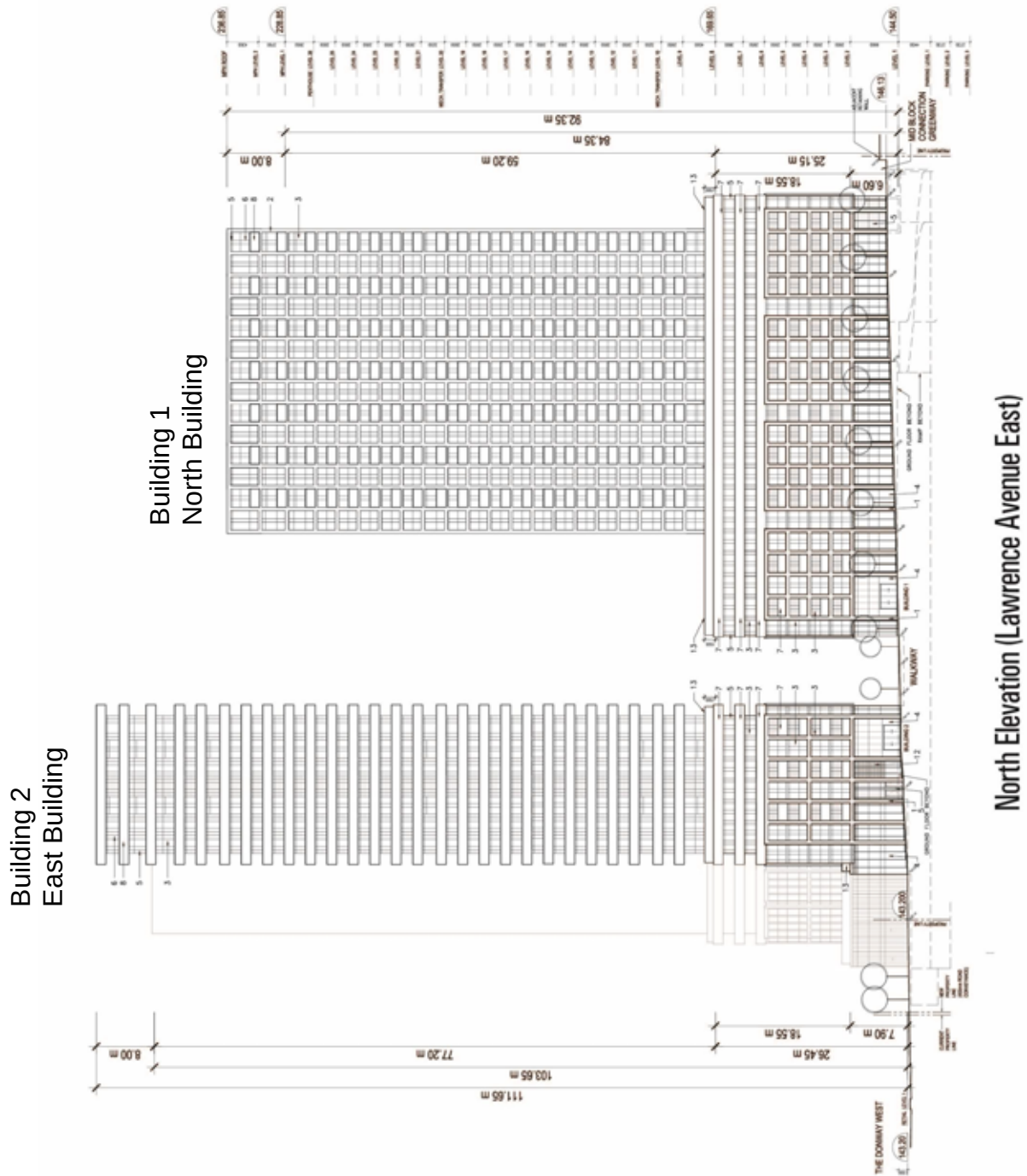
Attachment 7c: Elevations (North Elevation of Building 2 and Building 3)



Attachment 7d: Elevations (West Elevation of Building 2)

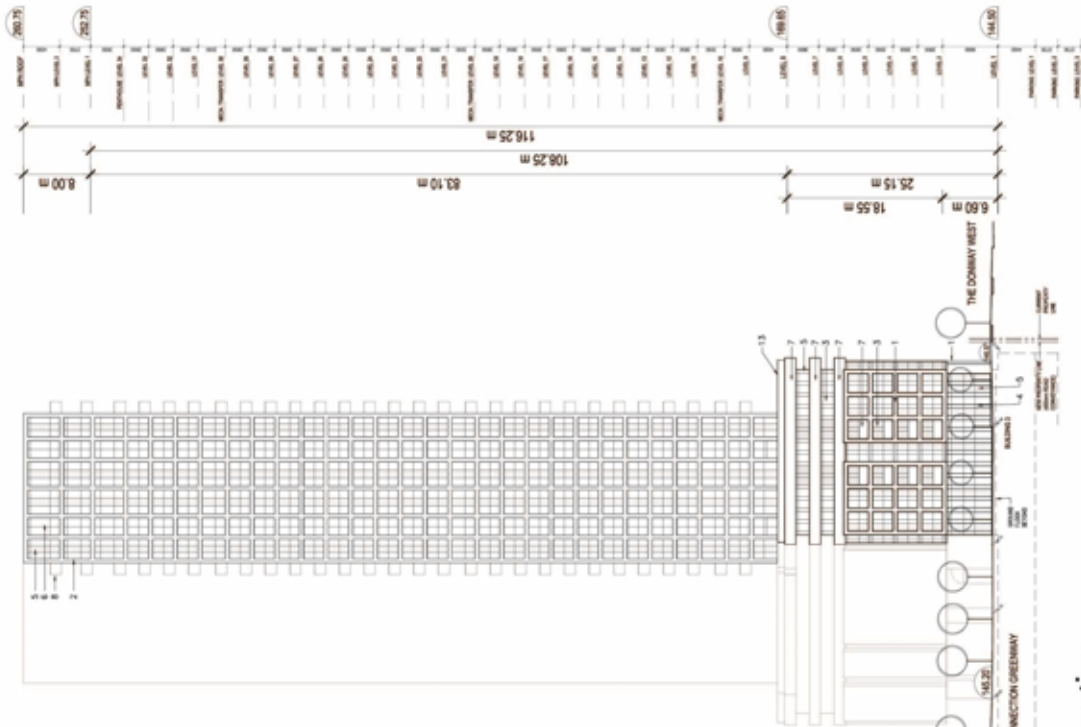


Attachment 7e: Elevations (North Elevation of Building 2 and Building 1)

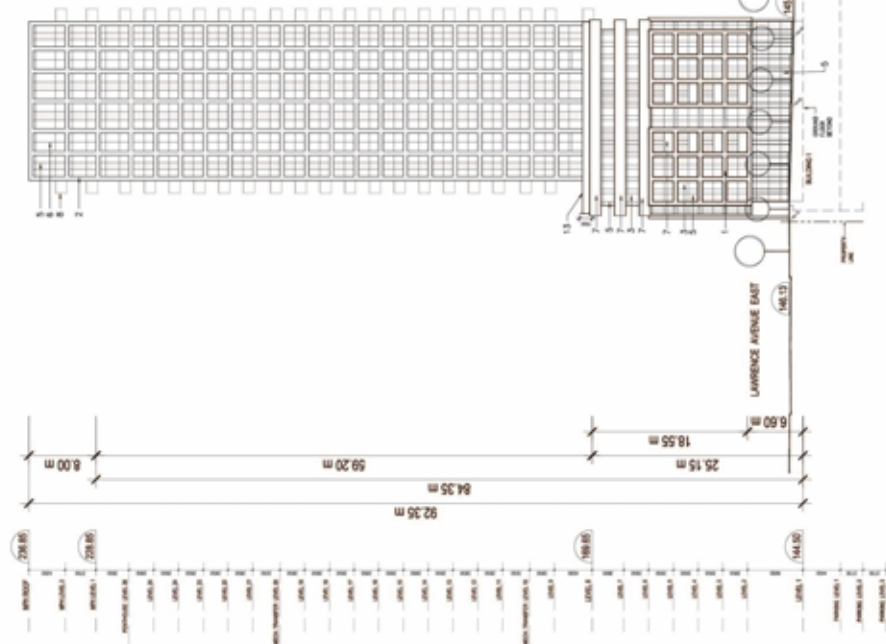


Attachment 7f: Elevations (West Elevation of Building 1 and Building 3)

Building 3
South Building



Building 1
North Building

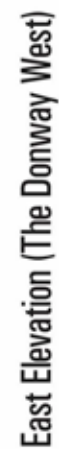


West Elevation

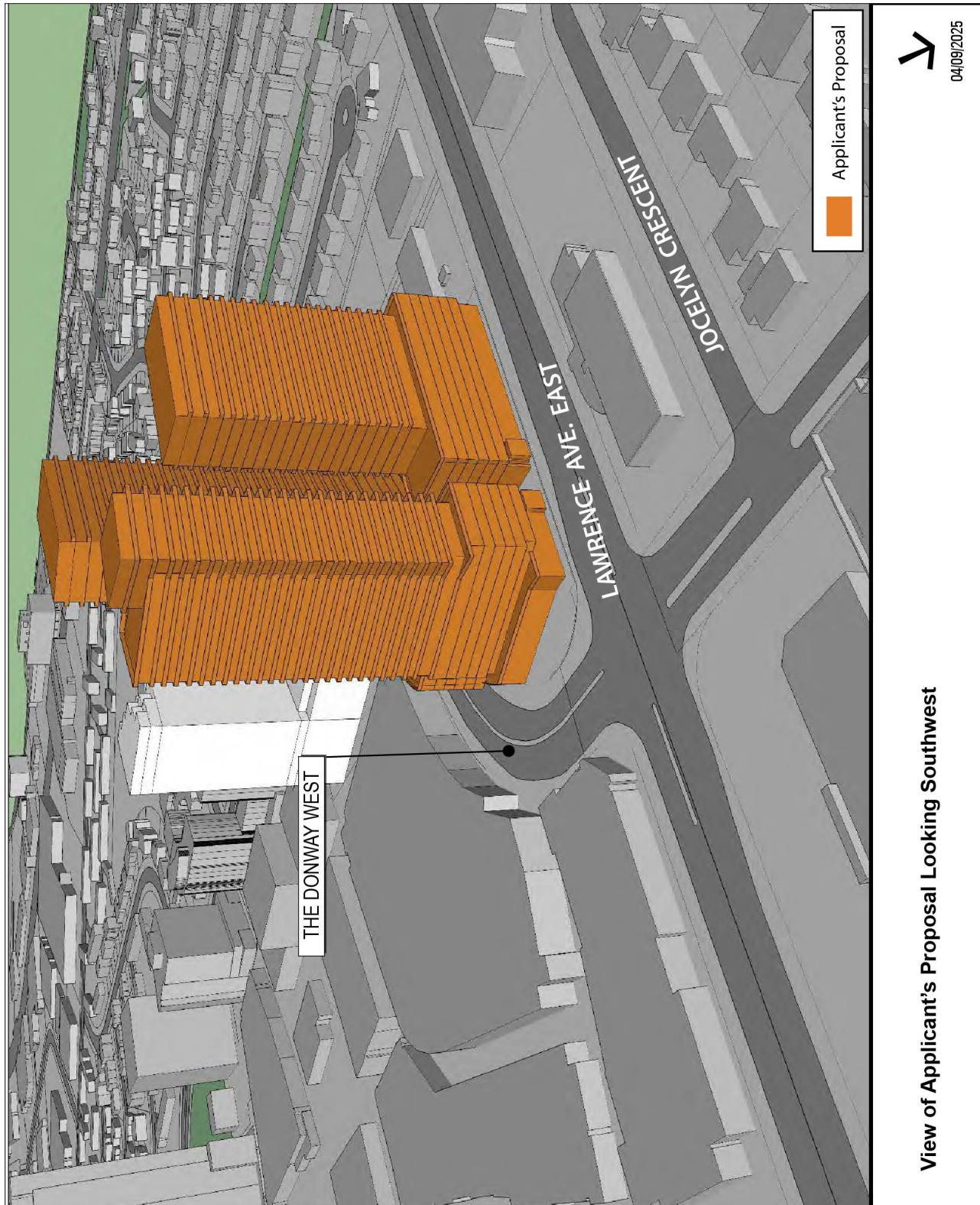
Page 32 of 37



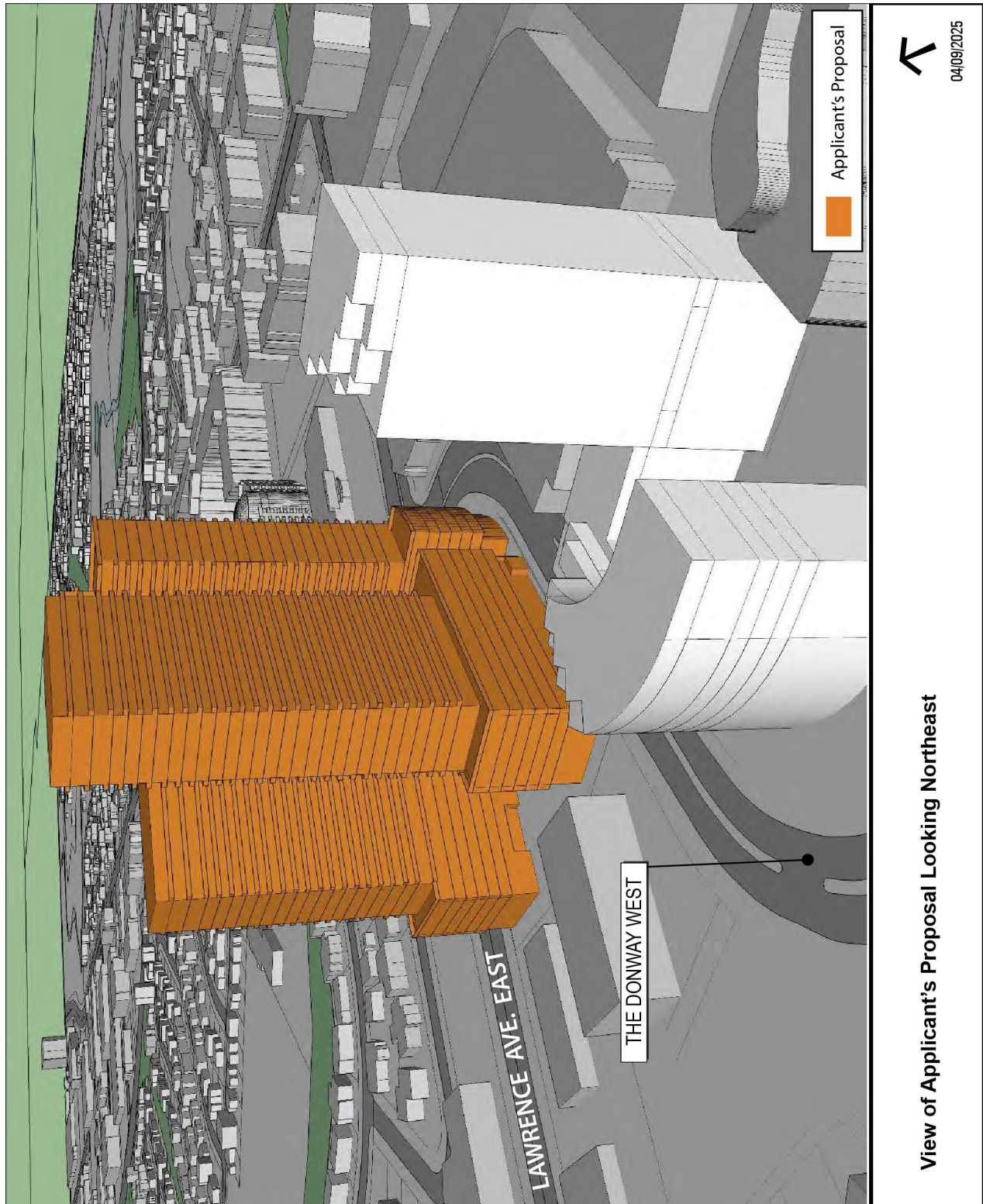
Building 2
East Building



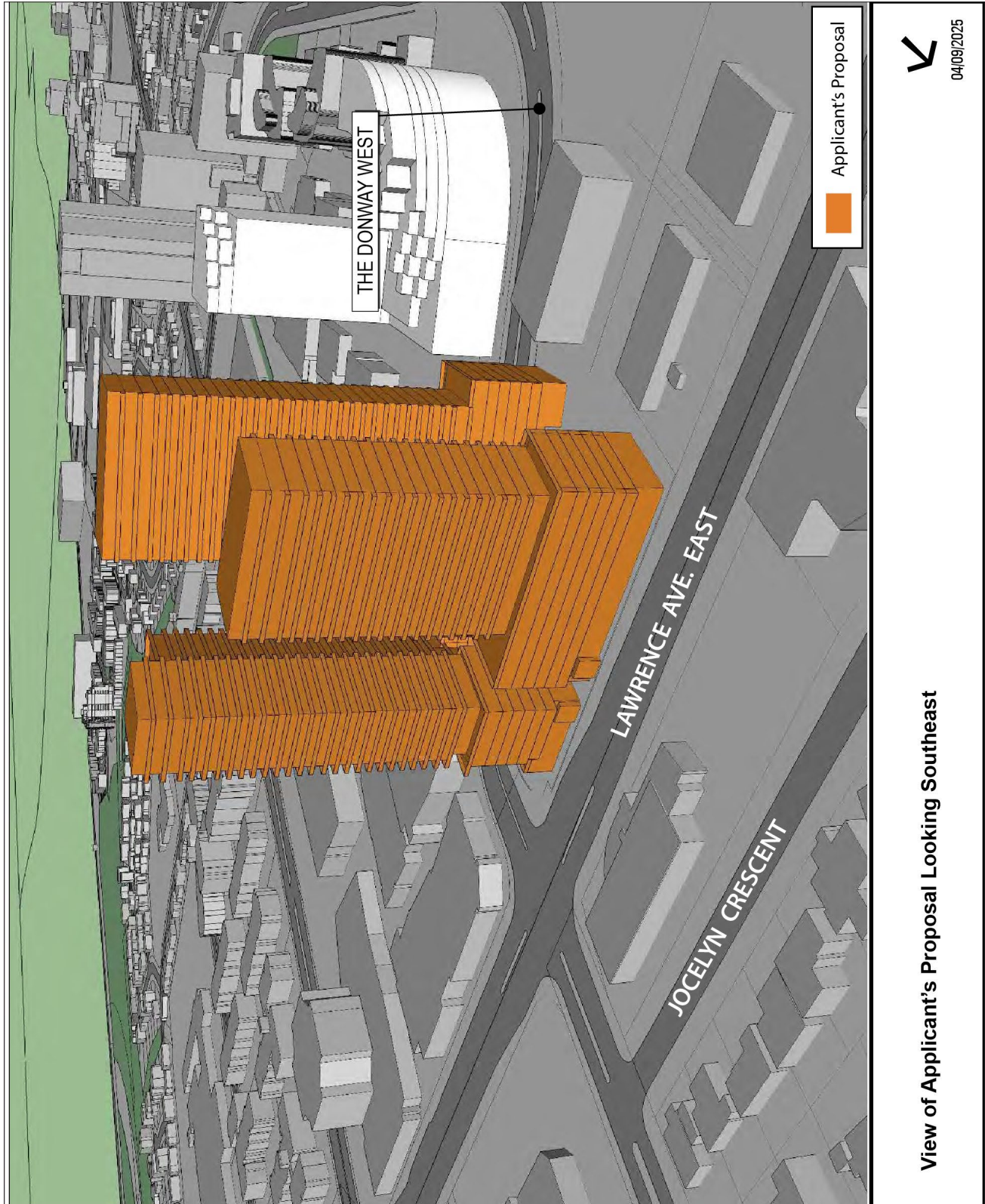
Attachment 8a: 3D Massing Model (Looking Southwest)



Attachment 8b: 3D Massing Model (Looking Northeast)



Attachment 8c: 3D Massing Model (Looking Southeast)



Attachment 8d: 3D Massing Model (Looking Northwest)

