

200 Gateway Boulevard – Zoning By-law Amendment – Decision Report – Approval

Date: June 17, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

Planning Application Number: 23 118816 NNY 16 OZ

SUMMARY

This report recommends approval of an application to amend the Zoning By-law to permit a mixed-use residential development at 200 Gateway Boulevard. The proposal includes a 48-storey (147.05 metres, plus 6 metres for mechanical penthouse) residential tower (Building A) with eight grade-related units integrated into a 4-storey podium, and a 13-storey (45.54 metres, plus 6 metres for mechanical penthouse) residential building (Building B) with accessory at-grade commercial uses. The existing 17-storey (51 metres) apartment building (Building C) on the site would be retained.

Building A and Building B would contain 534 and 132 new residential dwelling units respectively, while Building B would also include 464.6 m² of non-residential (commercial) gross floor area along Don Mills Road. The retained Building C contains 284 existing residential rental units.

A total of 470 parking spaces are proposed, including 416 residential spaces and 54 visitor spaces. The development would also provide approximately 1,207 m² of public parkland, 1241 m² for a multi-use path and 1,083 m² of privately owned publicly accessible space (POPS). In addition, a total of 2,074 m² of indoor and 2,304 m² of outdoor amenity space are proposed for the entire development.

This report reviews and recommends approval of the application to amend the Zoning By-law Amendment application. The proposed Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan.

The proposed development represents good planning and advances the City-building objectives of the Official Plan by delivering an appropriate mix of residential and commercial uses, optimizing the use of land within the urban area, and contributing to a complete, walkable community with enhanced public realm and open space amenities.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 200 Gateway Boulevard substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council approve that in accordance with Section 42 of the Planning Act prior to the issuance of the first above grade building permit, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 1,207.1 square metres, in partial fulfillment of the parkland dedication requirement of 1,269 square metres, to the satisfaction of the Executive Director, Development Review and the City Solicitor.
4. City Council approve that in accordance with Section 42 of the Planning Act prior to the issuance of the first above grade building permit, the Owner shall convey to the City, an off-site parkland dedication located at 7 St. Dennis Drive, to satisfy the remaining parkland dedication requirement, to the satisfaction of the Executive Director, Development Review and the City Solicitor.
5. City Council approve the acceptance of the on-site parkland dedication and off-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the Executive Director, Development Review, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the Executive Director, Development Review, and the Executive Director, Corporate Real Estate Management.
6. City Council direct that should the cost of acquiring the land for the off-site dedication, including the purchase price, less reasonable real estate commissions of up to 5 percent, land transfer tax, and typical closing adjustments incurred, to the satisfaction of the Executive Director, Development Review, be less than the value of the parks levy calculated upon the submission of an application for the first above-grade building permit, the difference will be paid as cash in lieu to the City prior to the issuance of the first above-grade building permit for the development.
7. In the event the Owner is unable to provide an off-site parkland dedication located at 7 St. Dennis Drive to the City, the Owner will be required to satisfy the remaining parkland dedication requirement through a cash-in-lieu of parkland payment prior to the issuance of first above grade building permit in accordance with Chapter

415 Article III of the Municipal Code, to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

8. 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 (P&R). 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, 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.
9. City Council recommends that the Executive Director, Development Review, work with the Owner through the Site Plan Control process to make improvements to the existing rental apartment building, at its sole expense and at no cost to tenants, at 200 Gateway Boulevard, as follows:
 - a. A new 387 square metre amenity space located at grade within the existing building;
 - b. A rebuilt bulk furniture storage enclosure on the north side of the building;
 - c. A reconfigured bulk waste storage room for the existing building and new screened enclosure;
 - d. A 136 square metre dedicated outdoor patio directly adjacent to the ground floor amenity space;
 - e. A 196 square metre dedicated outdoor amenity space located on the east side of the building; and
 - f. A 195 square metre dedicated outdoor amenity space located on the east side of the building; and shared outdoor amenities, including landscaped lawn areas adjacent to the multi-use path, large outdoor amenity area including a children's play area and dog relief area located north of the existing rental building, a multi-use path, two Privately Owned Publicly Accessible Spaces (POPS), and a park located at the north of the site.
10. City Council recommends that prior to Site Plan Approval for the proposed development, the Owner develops a Construction Mitigation Strategy, which includes a Parking Strategy, and Tenant Communication Plan, to mitigate the impacts of construction of the proposed development on tenants of the existing rental building all to the satisfaction of the Executive Director, Development Review, in consultation with the Chief Planner and Executive Director, City Planning.

FINANCIAL IMPACT

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

THE SITE AND SURROUNDING LANDS

Description

The subject property is located southeast of the Don Mills Road and Eglinton Avenue East intersection, within the Flemingdon Park neighbourhood. The site is in proximity to higher-order transit infrastructure, including the Eglinton Crosstown Light Rapid Transit (LRT) and the planned Ontario Line.

The property is currently developed with an existing residential apartment building, along with associated surface parking and underutilized landscaped open space. See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately north of the site is 7 St. Dennis Drive and 10 Grenoble Drive with two existing 17-storey rental buildings. There is a Council approved development on these lands that consists of 4 towers ranging from 37 to 49 storeys and public parkland.

South: A commercial plaza, Flemingdon Park, Saint John XXIII Parish Church.

East: Grenoble Public School and further east is the development on 25 St Dennis Drive which is under construction including a 42-storey residential apartment building, a 6-storey residential apartment building, an existing 17-storey residential rental building, and new public parkland.

West: Surface Parking for the Ontario Science Centre, E.T. Seton Park and the decommissioned Ontario Science Centre to the northwest.

THE APPLICATION

Description

The proposal consists of a 48-storey (147.05 metres, plus 6 metres for mechanical penthouse) residential tower (Building A) with eight grade-related units within the 4-storey podium, and a 13-storey (45.54 metres, plus 6 metres for mechanical penthouse) residential building (Building B) that includes at-grade commercial uses. The existing 17-storey (51 metre) apartment building (Building C) will be retained on site.

The table below shows the development statistics:

	Building A (proposed)	Building B (proposed)	Building C (existing)
Height	48 Storeys 147.05 m	13 Storeys 45.54 m	17 Storeys 51 m
Residential GFA	36,530.4 m ²	8,732 m ²	28,244 m ²
Non-residential GFA	-	464.6 m ²	-
Total GFA	36,530.4 m ²	9,196 m ²	28,244 m ²
Number of Residential Units	534	132	284
Number of Parking Spaces	224	72	174
Parking Rate	0.42	0.55	0.56
Number of Bike Parking Spaces	Long term: 548 Short term: 115	Long term: 148 Short term: 34 Public: 10	Long term: 16 Short term: 6
Number of Loading Spaces	Type C: 1 Type G: 1	Type C: 1 Type G: 1	Type C: 0 Type G: 1
Indoor Amenity Area	1,367 m ²	320 m ²	387 m ²
Outdoor Amenity Area	800 m ²	240 m ²	332 m ²

Density

The proposal has a density of 4.05 times the area of the lot.

Residential Component

The proposal includes 950 dwelling units in total including 29 studio (3%), 511 one-bedroom (54%), 293 two-bedroom (31%), and 117 three-bedroom units (12%).

Non-Residential Component

The proposal includes 464.6m² of commercial gross floor area.

Privately-Owned Publicly Accessible Spaces (POPS)

The proposal includes 1083.7m² of privately-owned publicly accessible spaces (POPS) at two locations on the site (southwest corner abutting Don Mills Road and east of the site at the entrance from Grenoble Drive).

Access, Parking and Loading

The site can be accessed through two vehicular access points. One access point is located on the southeast corner of the site on Grenoble Drive and one is located on the south side of the site on Gateway Boulevard.

The proposal includes a total of 470 vehicular parking spaces including 416 residential parking and 54 visitor parking. Building A and B would provide 224 and 72 underground parking spaces respectively. Out of 324 existing parking spaces for building C, 151 spaces will be removed and 174 spaces will remain. A total of 877 bike parking spaces will be provided including 712 long term and 165 short term bike parking spaces. Five loading spaces are proposed including two Type C and 3 Type G spaces.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information 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/200gatewayblvd

Reasons for Application

The applicant has submitted an application to amend Zoning By-law 569-2013 to amend performance standards for matters such as: maximum gross floor area, maximum height, minimum building setbacks, landscaping requirements.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on November 16, 2021. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on March 3, 2023 and deemed complete on April 21, 2023, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/200gatewayblvd

A Community Consultation meeting with an expanded notification area was held virtually on July 04, 2023. Community Consultation is summarized in the Public Engagement section of this Report.

Agency Circulation Outcomes

The application has 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, including associated conditions of approval.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan designates the site as *Apartment Neighbourhood*. 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.

Apartment Neighbourhoods permit larger-scale buildings than low-rise Neighbourhoods but are generally considered stable areas with limited overall growth. However, infill development is allowed on underutilized sites, including new apartments and townhouses. Such development can range from small additions to more comprehensive redevelopment on larger sites, often involving public realm improvements, new connections, and the integration of new and existing buildings to enhance overall livability.

Protected/Major Transit Station Area

The site is within a delineated Major Transit Station Area. Specifically, the site is within 200 metres of the centre point of the delineated Flemington Park MTSA associated with SASP 768 in Chapter 8 of the Official Plan.

The area is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each P/MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 states that lands designated *Apartment Neighbourhoods* located within 200 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 8 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

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

Site and Area Specific Policy

SASP 768 applies to the subject site and identifies it as being within the Flemington Park Major Transit Station Area, surrounding the planned Flemington Park Subway Station. The area is planned to achieve a minimum combined population and employment target of 200 residents and jobs per hectare. The permitted uses are guided by the applicable Official Plan land use designations, Secondary Plans, and Site and Area Specific Policies.

The Official Plan, including SASP 768 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 “Residential Apartment Commercial - RAC (f30.0; a1372; d1.5)(x16)” under Zoning By-law 569-2013. The RAC zoning category permits Dwelling Units in form of Apartment Buildings, Ambulance Depot, Fire Hall, Park, Municipal Shelter and Police Station. See Attachment 4 of this Report for the existing Zoning By-law Map. Performance standards that apply to this site, amongst others, include: a minimum lot area of 1372 m², minimum lot frontage: 30 metres, maximum lot coverage: 35%, maximum floor space index: 1.5 and minimum front yard setback: 6 metres.

Design Guidelines

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

- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately Owned Publicly- Accessible Spaces (POPS)
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

On July 4, 2023, a community consultation meeting took place. The meeting was attended by the Ward Councillor, the Applicant, Community Planning staff and approximately 22 members of the public. Following presentations by City staff and the Applicant community feedback demonstrated general support for the proposed development, particularly in the context of the ongoing housing shortage and the need to revitalize underutilized areas within the neighbourhood. Several participants noted that portions of the existing open space are currently underused and would benefit from reinvestment. The proposal's inclusion of new residential units, retention of the existing rental building, and introduction of enhanced pedestrian connections and open space were viewed positively. Some residents also expressed that the project reflects a long-overdue evolution of the area and is appropriate given planned higher-order transit investments.

At the same time, residents raised a number of questions and concerns, primarily focused on ensuring that growth is supported by adequate infrastructure, services, and inclusive design:

- **Housing Mix, Tenure, and Affordability:** Residents sought clarification on whether the proposed units are rental or ownership, the extent of affordable housing and inclusionary zoning requirements, and the availability of family-sized units.
- **Accessibility and Inclusivity:** Multiple comments emphasized the importance of accessible housing, including requests to increase the proportion of accessible units beyond minimum standards to better meet community needs.
- **Community Services and Facilities:** Concerns were raised regarding the capacity of local schools and whether school boards have been consulted. Residents also inquired about opportunities to incorporate community-oriented facilities such as performance spaces, cultural or historical displays, and shared amenities.
- **Transportation and Mobility:** Residents questioned the anticipated impacts on traffic and transit, including whether sufficient studies and coordination have been undertaken. Additional requests included dedicated cycling infrastructure, EV charging stations, and traffic calming measures, particularly in areas adjacent to parks and open spaces.
- **Public Realm, Landscaping, and Open Space:** There was strong interest in the quality and programming of outdoor spaces, including details on landscaping design, tree and plant species, potential water features, and opportunities for community gardens. Residents highlighted the importance of creating safe, usable, and engaging spaces for a growing population.
- **Retail and On-site Amenities:** Some participants asked whether the development would include convenience retail or other at-grade services to support daily needs within the community.

- **Sustainability and Building Design:** Questions were raised regarding building systems, including heating and cooling strategies, and broader environmental performance considerations.

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

Statutory Public Meeting Comments

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

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024) and find the proposal consistent with the PPS (2024) as it promotes efficient land use, supports intensification, and aligns with transit-oriented development objectives. Specifically, the redevelopment of an underutilized site to introduce a high-density, mixed-use residential community represents an efficient use of land and infrastructure, consistent with PPS policies directing growth to settlement areas and encouraging compact built form. The inclusion of a 48-storey tower, mid-rise building, and retention of existing rental housing contributes to a range and mix of housing options, supporting housing supply and affordability objectives.

The proposal's location in proximity to planned higher-order transit supports transit-supportive densities and reduces reliance on private automobiles, aligning with PPS direction to focus growth in areas with existing or planned transit infrastructure. The integration of at-grade commercial uses further supports complete communities by providing access to daily needs within walking distance.

Additionally, the proposal enhances the existing site through improved amenity spaces, public realm improvements, and better site organization, contributing to livability and efficient development patterns.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, SASPs, planning studies, and design guidelines described in the Policy and Regulation Considerations section of this Report.

Land Use

The proposal conforms to the land use policies of the *Apartment Neighbourhoods* designation, including Policies 4.2.1 and 4.2.2 of the Official Plan, which permit predominantly residential uses while allowing for compatible infill development and limited ancillary non-residential uses. The development retains and protects the existing rental apartment building, preserving the established residential function of the site, while introducing additional residential density on an underutilized portion of the lands.

The proposed at-grade commercial uses are modest in scale and intended to serve the daily needs of local residents, contributing to a more complete and transit-supportive community without detracting from the area's primarily residential character. In addition, the proposal includes a parkland dedication, POPS, enhanced landscaped open spaces, and improved pedestrian connectivity through a new multi-use path and active transportation infrastructure.

Overall, the development represents appropriate and contextually sensitive intensification within an *Apartment Neighbourhood* by improving site conditions, enhancing amenities for existing and future residents, maintaining neighbourhood stability, and accommodating growth in a manner consistent with the planned function of the area.

Density, Height, Massing

The proposed development delivers transit-supportive density within the Flemingdon Park Major Transit Station Area, consistent with the growth objectives of the City of Toronto Official Plan, with the total FSI of 4.05 and 950 residential units across a high-rise building of 48 storeys more centrally located to the site and a mid-rise building of 13 storeys along Don Mills Road, in addition to the retained 17-storey existing building. The proposed height and scale is appropriate and compatible with the existing and evolving character of the area, including the development just to the north at 7 St. Dennis Drive and 10 Grenoble Drive, which proposes four residential towers ranging from approximately 37 to 49 storeys and retaining two 17-storey rental apartment buildings, reinforcing the suitability of taller built form and intensification in proximity to higher-order transit. Similarly, recent approvals at 25 St. Dennis and 45 Grenoble supported by Council approved new towers of 37 and 40-storeys while maintaining existing rental buildings of 17 and 28-storeys.

The height and massing strategy for the current proposal locates the tallest building centrally on the site and incorporates a step-down in height toward the proposed park with a 6-storey base building that further steps-down to 3 storeys abutting the park in order to minimize shadow impacts on the public realm and enhance access to sunlight. The mid-rise building located along Don Mills with at-grade commercial uses would create a pedestrian-scale environment with a streetwall height of 6-storeys (18.94m), and the proposed upper storeys would stepback 1.46 metres above the 6th floor allowing for sunlight to sidewalks, mitigate wind impacts and create comfortable pedestrian conditions. The mid-rise building is appropriately setback 3.64 metres from the new property line after a road widening of 2.76 metres along Don Mills Road.

The proposal incorporates a tower floor plate of approximately 804m² and separation distances of approximately 33 metres with existing Building C, and 62 metres with the

existing building on the adjacent property (7 St. Dennis Drive). Base building setbacks include 7.3 metres from the property line to the west (21.35 metres for the tower), 12.47 metres from the property line to the east (15.2 metres for the tower) and 5 metres from the proposed parkland to the north to ensure adequate light, view, and privacy, while mitigating overlook and wind impacts. While the floorplate exceeds the typical size as outlined in the Tall Building Guidelines, the increased tower separation distance provides adequate spacing and mitigates any impacts.

Policies 4.2.1, 4.2.2 and 2.3.1.2 require that infill development within *Apartment Neighbourhoods* provide appropriate transitions to lower-scale areas, minimize shadow and wind impacts, frame streets and parks, and improve living conditions for existing and future residents. The proposal achieves these objectives through building setbacks and stepbacks, locating taller building elements away from Neighbourhood-designated lands, and providing appropriate transitions in scale and density.

Public Realm

In accordance with the Official Plan, Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. A total POPS area of approximately 1,084 square metres is being proposed including a 670 square metre urban transit plaza at the intersection of Gateway Boulevard and Don Mills Road adjacent to the new 13 storey midrise and existing building, which, provides access to the future Flemington Park Ontario Line Subway Station. A second plaza, with an area of 413m², is proposed at the southeast of Building A, serving as a gateway from Grenoble Drive and providing a direct connection to the proposed east–west multi-use path extending through the site to Don Mills Road.

Staff consider the proposed POPS to be a positive element of the application, as it provides opportunities for meaningful public realm enhancements and establishes a greener, more cohesive pedestrian connection across the site and to the surrounding context. The POPS, including its detailed design, will be further refined and secured through the Site Plan Control approval process.

The proposal also includes a 3.6-metre wide multi-use path (total area of 1,241m²) providing east–west connectivity across the middle of the site from Don Mills Road to Grenoble Drive and also linking to the proposed north–south multi-use paths within the adjacent developments at 7 St. Dennis Drive and 10 Grenoble Drive on the north side of the subject property. This multi-use path will be provided to the City through an easement over the land.

The development also proposes a 1,027.1m² triangular parkland block on the northern portion of the site, adjacent to the parkland approved through the development at 7 St. Dennis Drive. Together with 2823m² of parkland on that site, a combined park block of 3850m² will be provided for the neighbourhood.

The proposal introduces a comprehensive public realm network including public parkland POPS, enhanced landscaping, new mid-block pedestrian connections and a multi-use path through the site. Accessory commercial uses at-grade along Don Mills Road and

Gateway Boulevard will animate this corner supporting opportunities for convenience retail, a café, or small-scale shops. Additionally, grade-related units and publicly accessible open spaces, will contribute to an animated and active streetscape. The proposal supports Policies 3.1.1.1 to 3.1.1.3, 3.1.1.20, 3.1.3.9 to 3.1.3.10 and 3.5.3.1 to 3.5.3.4 by improving pedestrian connectivity, enhancing accessibility, and creating safe, attractive and functional open spaces integrated with the surrounding community and retail uses.

Shadow Impact

To mitigate shadow impacts on surrounding areas, particularly the adjacent park, the applicant has revised the building massing by reducing the height of the base building from 9 storeys to 6 storeys. In addition, the building further steps down to 3 storeys toward the park interface. This transition in height and built form is intended to minimize shadowing, improve access to sunlight, and provide a more appropriate scale and relationship with the adjacent open space.

The proposal provides appropriate transition in height, scale and massing to surrounding properties through setbacks, stepbacks and tower separation distances, consistent with Policies 4.2.2(a) to (c), 4.2.3(b) and (c), 3.1.3.5 to 3.1.3.8, 3.1.4.8 to 3.1.4.12. The tallest building elements are located away from lower-scale Neighbourhoods to minimize shadow impacts while maintaining pedestrian comfort, skyview and access to sunlight.

Wind Impact

A Pedestrian Wind Assessment submitted by RWDI concludes that the proposed development is generally expected to provide acceptable pedestrian wind conditions for the intended uses throughout most areas of the site. The assessment found that wind conditions at sidewalks, walkways and building entrances would generally be comfortable for standing or walking activities, and that all areas assessed are expected to satisfy the City of Toronto pedestrian wind safety criteria. The study notes that Building A benefits from a stepped podium design, rounded corners and textured façade treatment, which assist in reducing down-washing and wind acceleration impacts at grade.

The assessment identified some localized wind comfort concerns during the winter months around portions of Buildings A and B, including amenity areas and terraces. These impacts are seasonal and localized, and are expected to be mitigated through landscaping, coniferous tree planting, wind screens, canopies, stepped podium terraces, and 2-metre-high wind screens around outdoor amenity areas, improving overall pedestrian comfort. These features will be secured in the zoning by-law and site plan.

Additional correspondence submitted by RWDI regarding the proposed parkland and landscaping indicates that the incorporation of existing and proposed coniferous tree plantings is expected to reduce wind conditions within the parkland area, resulting in conditions suitable for sitting in the summer and standing in the winter months.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in an intensification of an existing rental housing site with a new residential development (rental and condominium), with a unit mix that meet the Growing Up Guidelines.

The site is currently occupied by a 17-storey rental apartment building which contains a total of 284 rental units. The existing rental apartment building has a laundry room on the ground floor, one-level underground parking, a party room with access to the outdoors and adjacent to the indoor pool. The indoor pool, change rooms and party room have been closed to tenants since 2019. The proposal includes improvements to the existing rental building and associated outdoor spaces, as follows:

- a. A new 387 square metre amenity space located at grade within the existing building;
- b. A rebuilt bulk furniture storage enclosure on the north side of the building;
- c. A reconfigured bulk waste storage room for the existing building and new screened enclosure;
- d. A 136 square metre dedicated outdoor patio directly adjacent to the ground floor amenity space;
- e. A 196 square metre dedicated outdoor amenity space located on the east side of the building; and
- f. Shared outdoor amenities, including landscaped lawn areas adjacent to the multi-use path, large outdoor amenity area including a children's play area and dog relief area located north of the existing rental building, a multi-use path, Privately Owned Publicly Accessible Space (POPS), and a park located at the north of the site.

In addition to the improvements outlined above, the owner has installed automatic accessible door operators at both the south (main) entrance and the north entrance. The owner has also engaged a 24/7 on-call private security provider and increased overnight on-site patrols to improve security in response to concerns from tenants identified in the tenant survey.

The costs of all the above-mentioned improvements, will not be passed on to tenants of the existing building in any form, including by way of an application to the Landlord and Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

Prior to Site Plan Approval, the applicant will be required to develop a Construction Mitigation and Tenant Communications Plan to mitigate the impacts of construction of the proposed development on existing and future residents. The Plan will address impacts to parking for existing tenants and ensure that every tenant household who currently has

access to vehicle parking will continue to have access to vehicle parking during and after construction. There are currently 292 vehicle parking spaces being used by tenants.

The proposal contributes to the City's housing objectives by delivering approximately 666 new residential units, including a significant proportion of family-sized units, while retaining the existing rental housing stock on the site. The development supports Policies 2.1.1(f), 3.2.1.1, 3.2.1.2, 3.2.1.5, 3.1.3.11, 3.1.3.13 and 4.2.2(f) of the Official Plan by providing a range of housing types, enhancing indoor and outdoor amenity spaces, and improving existing residential building conditions and facilities. The accompanying Housing Issues Report confirms that the proposal will not result in the demolition or conversion of existing rental housing units.

Servicing

The Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering Inc. has been accepted. The site can be adequately serviced by the existing sewer and water systems.

Road Widening

In order to satisfy the Official Plan requirement of a 36 metre right-of-way for Don Mills Road, a 2.76 metre road widening dedication along the Don Mills Road frontage of the site is required and is proposed to be conveyed to the City through the Site Plan Control application. The road widening has also been shown on Diagram 3 of the Draft Zoning By-law (Attachment 5).

Traffic Impact

A Transportation Impact Study (TIS) dated September 2022 and response to comment letters dated October 2024, June 2025, and March 2026 were prepared by R.J. Burnside & Associates Limited. Traffic impacts associated with the development are anticipated to be approximately 142 vehicular trips in the AM peak and 105 vehicular trips in the PM peak hours. R.J. Burnside & Associates Limited concludes that vehicular trips generated by the site will not materially affect the existing level of service of the surrounding road network. No changes to the surrounding road network were recommended. Transportation Review Staff agree with the conclusions in the Transportation Impact Study.

A comprehensive Travel Demand Management (TDM) strategy was included as part of the TIS, prepared by R.J. Burnside & Associates Limited, and is provided to help reduce reliance on single-occupant vehicles. The TDM measures include enhanced bicycle facilities, car-share spaces, financial contributions toward bike-share infrastructure, TDM information packages, reduced parking supply, and transit subsidies. Collectively, these measures support a multimodal transportation network and align with City objectives for sustainable, transit-oriented development. Transportation Review Staff agree with the TDM strategy.

Access, Vehicular and Bicycle Parking and Loading

The proposed development provides a comprehensive and well-integrated approach to site access, circulation, parking, servicing, and active transportation. Vehicular access is maintained from Gateway Boulevard and Grenoble Drive, with internal circulation designed to safely accommodate all anticipated vehicle types, including passenger vehicles, service vehicles, and refuse trucks, as confirmed through turning movement analysis. Pick-up and drop-off areas are internalized at grade and located near building entrances to ensure safe and convenient access, while the overall site layout minimizes conflicts between vehicles, pedestrians, and cyclists.

Loading and servicing are appropriately accommodated on-site, with the proposal exceeding Zoning By-law requirements through the provision of multiple Type G and Type C loading spaces. Parking is provided within underground garages, with a total of approximately 470 spaces, including 416 resident and 54 visitor spaces. The proposed parking rate of approximately 0.5 spaces per unit reflects the site's location within a Major Transit Station Area, where no minimum parking requirements apply and reduced reliance on private vehicles is encouraged. In addition, the development provides a substantial supply of bicycle parking that exceeds Zoning By-law requirements, with 712 long-term spaces and 165 short-term spaces to support both residents and visitors, reinforcing active transportation use and connectivity to the surrounding cycling network.

Parkland

In accordance with [Section 42 of the Planning Act](#), the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication. The total parkland dedication requirement is 1,269 square metres.

The owner is required to partially satisfy the parkland dedication requirement through an on-site dedication of 1,207.1 square metres. The park is to be located on the northern portion of the site adjacent and contiguous to the parkland approved through the development at 7 St. Dennis Drive (Planning Application No. 22 187482 NNY 16 OZ, Item – 2024.NY17.11), and it must comply with Policy 3.2.3.8 of the Official Plan.

In addition to the on-site parkland dedication, the Owner is encouraged to acquire land for an off-site parkland dedication to satisfy the remaining parkland dedication requirement. The off-site parkland dedication should be located within the 7 St. Dennis Drive development site to expand the approved 2,823 square metre park.

The off-site dedication shall comply with Policy 3.2.3.8 of the Official Plan. The size and location of the off-site conveyance would be subject to the approval of the Executive Director, Development Review and would be subject to conditions for conveyance of parkland prior to the issuance of the First Above Grade Building Permit.

If the Owner has demonstrated, to the satisfaction of the Executive Director, Development Review, that the pursuit of an off-site parkland dedication has not been successful, payment of cash-in-lieu of parkland will be required. 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.

This report also 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.

Archaeological Assessment

A Stage 1 Archaeological Assessment was undertaken for the subject site at 200 Gateway Boulevard as part of the Application.

The Stage 1 field review confirmed that the site has been subject to extensive grading and redevelopment associated with the existing apartment complex, resulting in significant ground disturbance across the property. Accordingly, the lands do not retain archaeological potential.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The application proposes the removal of 4 City-owned trees, the removal of 43 privately owned by-law protected trees, and the injury of 1 City-owned tree.

The applicant is to submit a tree loss payment for the appraisal value of the 4 City trees proposed for removal, a tree planting deposit to ensure the planting of 4 new City trees, and a tree protection guarantee deposit for the 1 existing City tree proposed for injury. In addition, Staff require the planting of 111 new trees to replace the 43 private trees proposed for removal. The appraisal value for the City trees, as well as the private compensation number for new private trees, will be subject to change based on the condition and size of the trees at the time the permit application is made.

Community Services and Facilities

A Community Services and Facilities Study was submitted by the applicant as part of the complete application which concludes that while the Flemingdon Park area is characterized by a dense, diverse, and lower-income population with a high proportion of immigrants, it is generally well served by a range of existing community services and facilities, including parks, recreation centres, libraries, child care, and human services.

The proposed development at 200 Gateway Boulevard will contribute positively by adding new parkland, pedestrian connections, and public realm improvements, enhancing access to community amenities and supporting ongoing intensification driven by proximity to higher-order transit. Overall, the study finds that the development can be accommodated within the area's evolving network of services and infrastructure, subject to continued coordination and planned expansions.

The Community Benefit Contribution will be provided as a cash-in-lieu payment to support local community infrastructure and public amenities.

Conclusion

The proposal is consistent with Provincial Planning Statement (2024) as it promotes efficient land use, supports intensification, and advances transit-oriented development through the redevelopment of an underutilized site. The proposal introduces a high-density, mixed-use community with a range of housing options, integrates at-grade commercial uses, and enhances the public realm, contributing to complete communities and reduced reliance on private automobiles.

The proposal conforms with the Official Plan, particularly as it relates to delivering appropriate intensification within an *Apartment Neighbourhood* while enhancing built form, public realm, and housing supply. Overall, the development represents compatible infill on an underutilized site, providing a well-designed, transit-supportive community with improved amenities, open space, and connectivity that supports complete communities and long-term city-building objectives.

The application delivers a balanced, transit-supportive community by providing a mix of unit types, including family-sized units, alongside a reduced parking supply appropriate for its MTSA location. It enhances livability through new parkland, POPS, and improved public realm and pedestrian connections, contributing to a complete, well-functioning neighbourhood consistent with City of Toronto objectives.

Staff recommend that Council approve the proposed Zoning By-law Amendment application.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map (Zoning By-law 569-2013)

Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7: Elevations

Attachment 8: 3D Massing Model

Attachment 1: Application Data Sheet

Municipal Address: 200 GATEWAY BLVD **Date Received:** March 1, 2023

Application Number: 23 118816 NNY 16 OZ

Application Type: Rezoning

Project Description: The proposed development consists of a 48 storey residential tower with 8 grade-related units connected to its podium and a 13 storey residential building with accessory commercial uses at grade. The existing 17 storey apartment building will be retained.

Applicant	Agent	Architect	Owner
WW+P ARCHITECTS		WW+P ARCHITECTS	NOVI PROPOERTIES

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RAC (f30.0; a1372; d1.5) (x16)	Site Specific Provision:
Zoning:		Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 19,640 Frontage (m): 129 Depth (m): 186

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,699	1,699	3,026	4,726
Residential GFA (sq m):	28,244	28,244	45,262	73,506
Non-Residential GFA (sq m):			465	465
Total GFA (sq m):	28,244	28,244	45,727	73,971
Height - Storeys:	17	17	13 and 48	48
Height - Metres:	51	51	45 and 147	147

Lot Coverage Ratio (%): 26 Floor Space Index: 4.05

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	73,506	
Retail GFA:	465	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	284	284		284
Freehold:				
Condominium:				
Other:			666	666
Total Units:	284	284	666	950

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		14	95	130	45
Proposed:		15	416	163	72
Total Units:		29	511	293	117

Parking and Loading

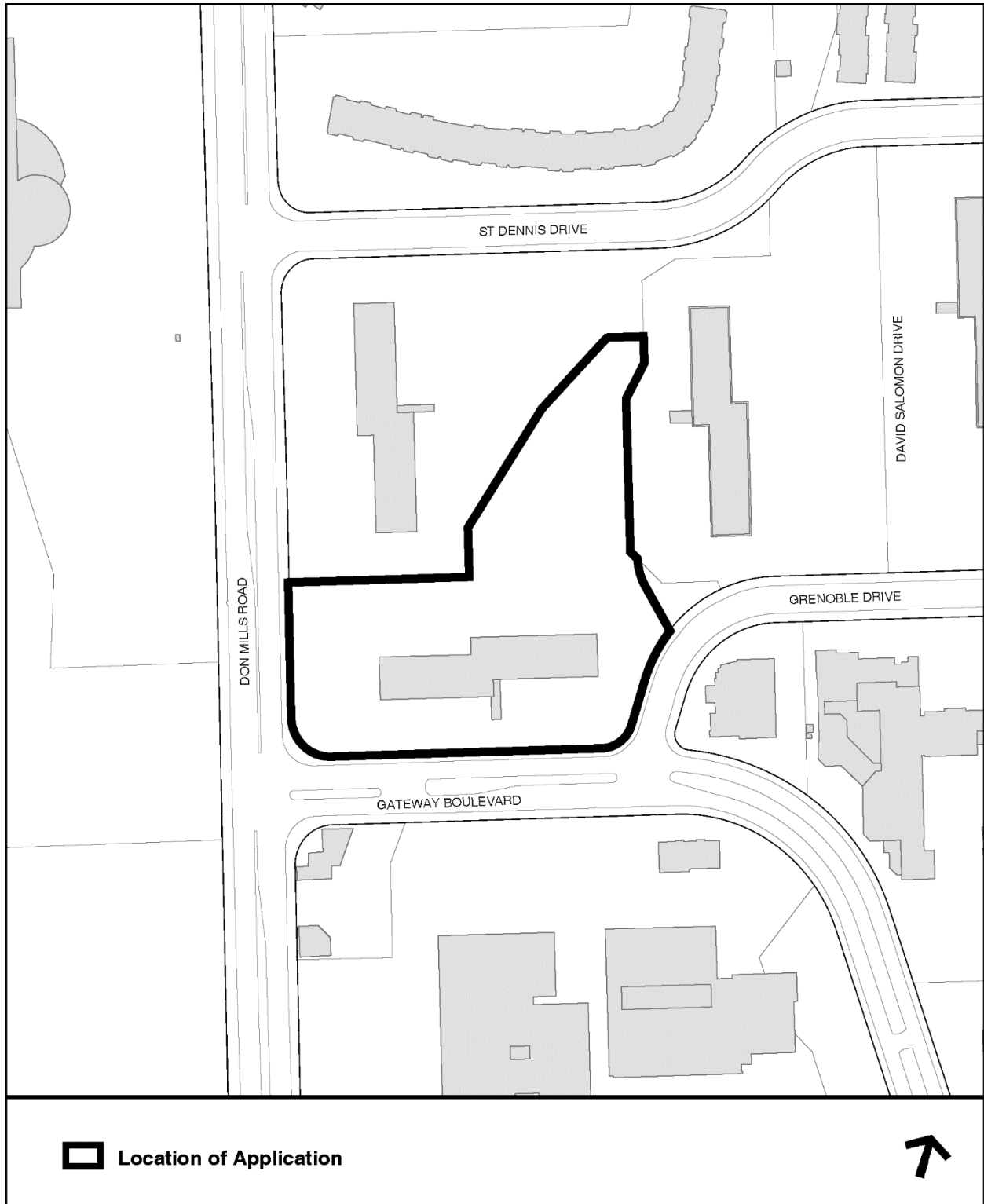
Parking Spaces: 470 Bicycle Parking Spaces: 877 Loading Docks: 5

CONTACT:

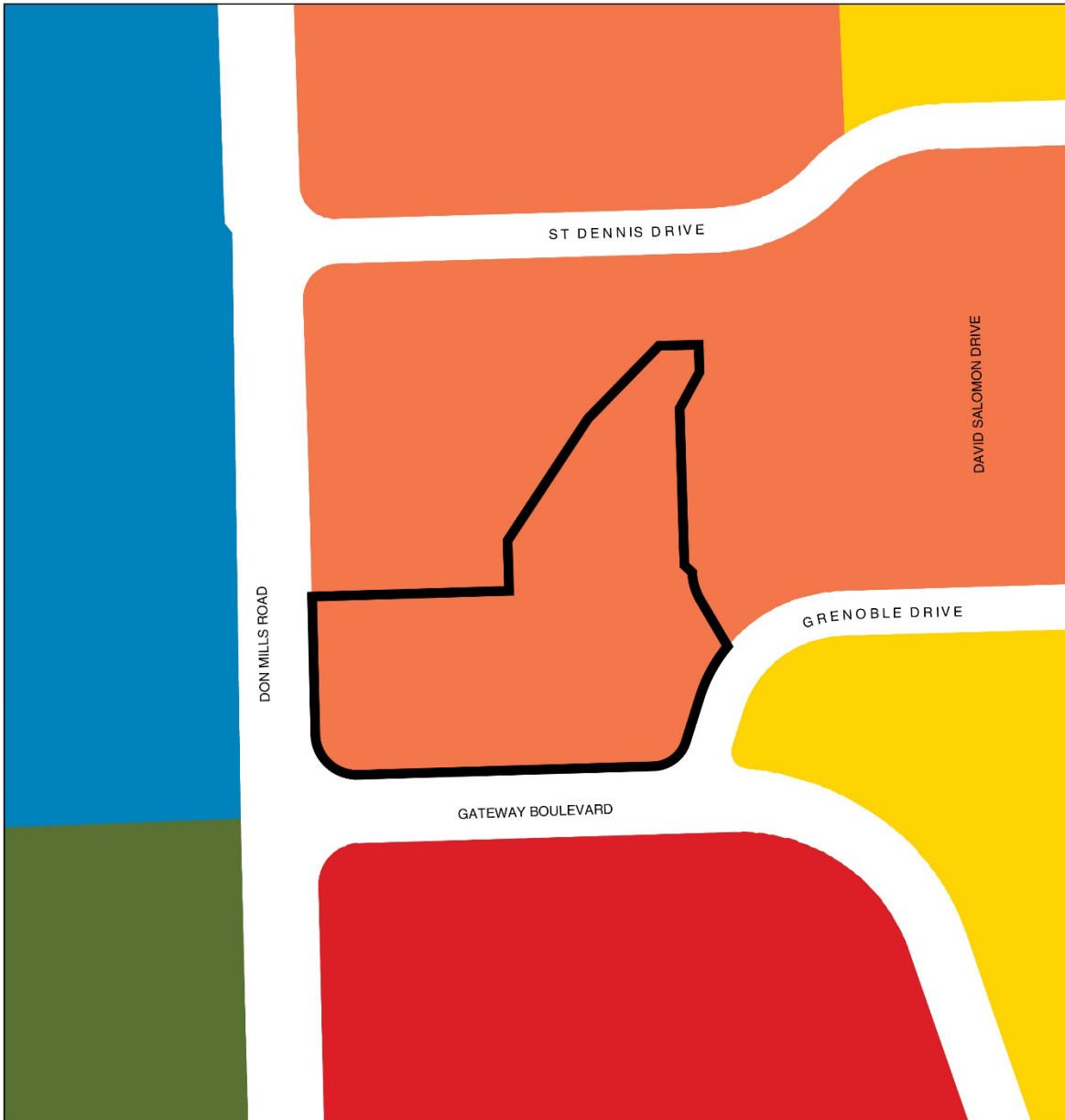
Mina Rahimi, Planner

mina.rahimi@toronto.ca

Attachment 2: Location Map



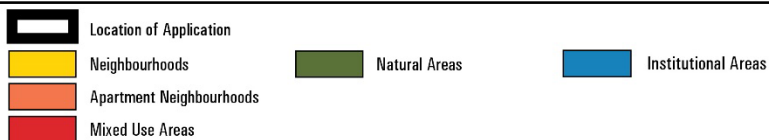
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

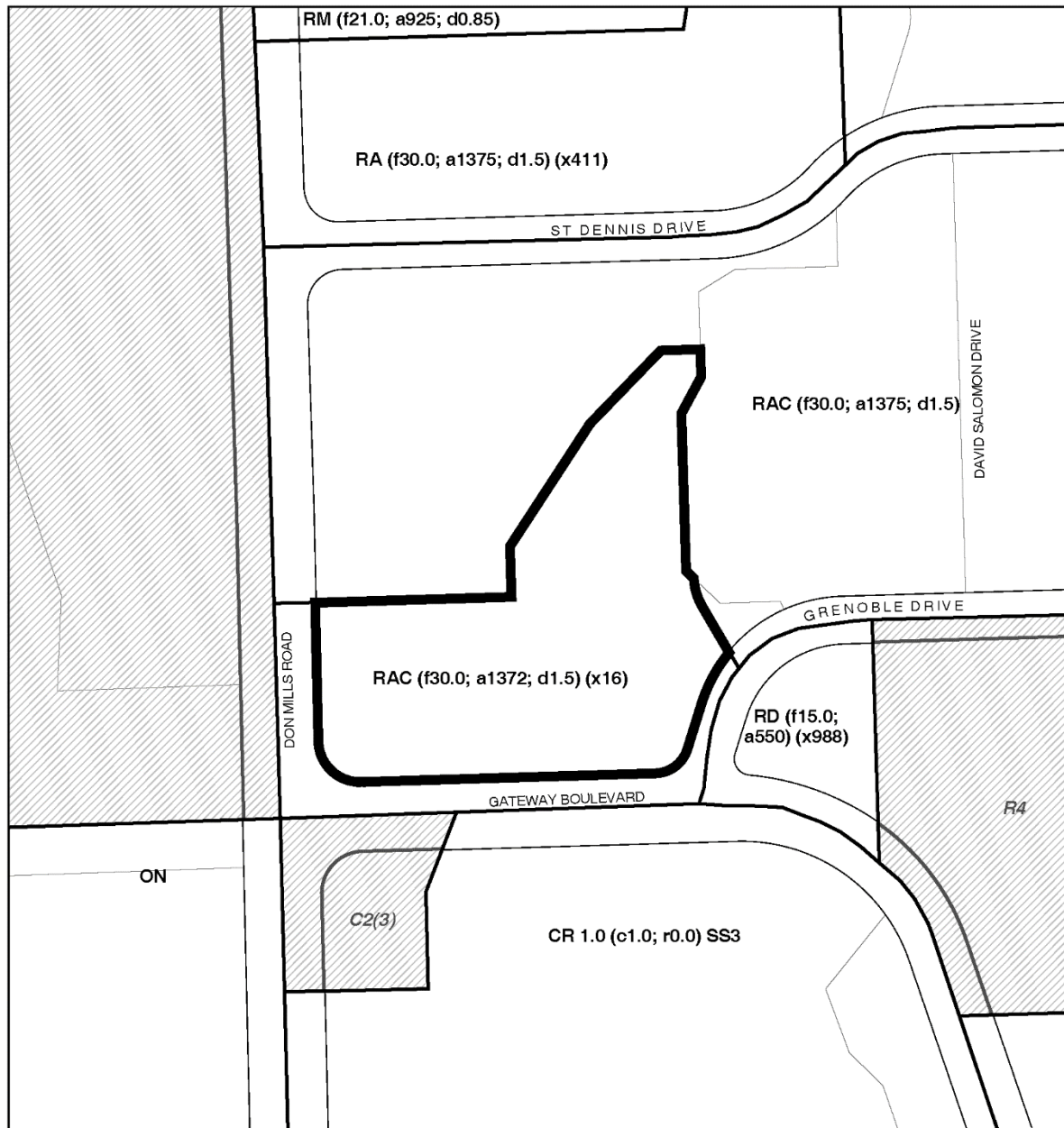
200 Gateway Boulevard

File # 23 118816 NNY 16 02




Not to Scale
Extracted: 03/06/2023

Attachment 4: Existing Zoning By-law Map (Zoning By-law 569-2013)



Zoning By-law 569-2013

200 Gateway Boulevard

File # 23 118816 NNY 16 0Z



Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
RAC Residential Apartment Commercial
CR Commercial Residential

ON Open Space Natural
OR Open Space Recreation



See Former City of North York By-law No. 7625
R4 One-Family Detached Dwelling Fourth Density Zone
C2 Local Shopping Centre Zone
O3 Semi-Public Open Space Zone



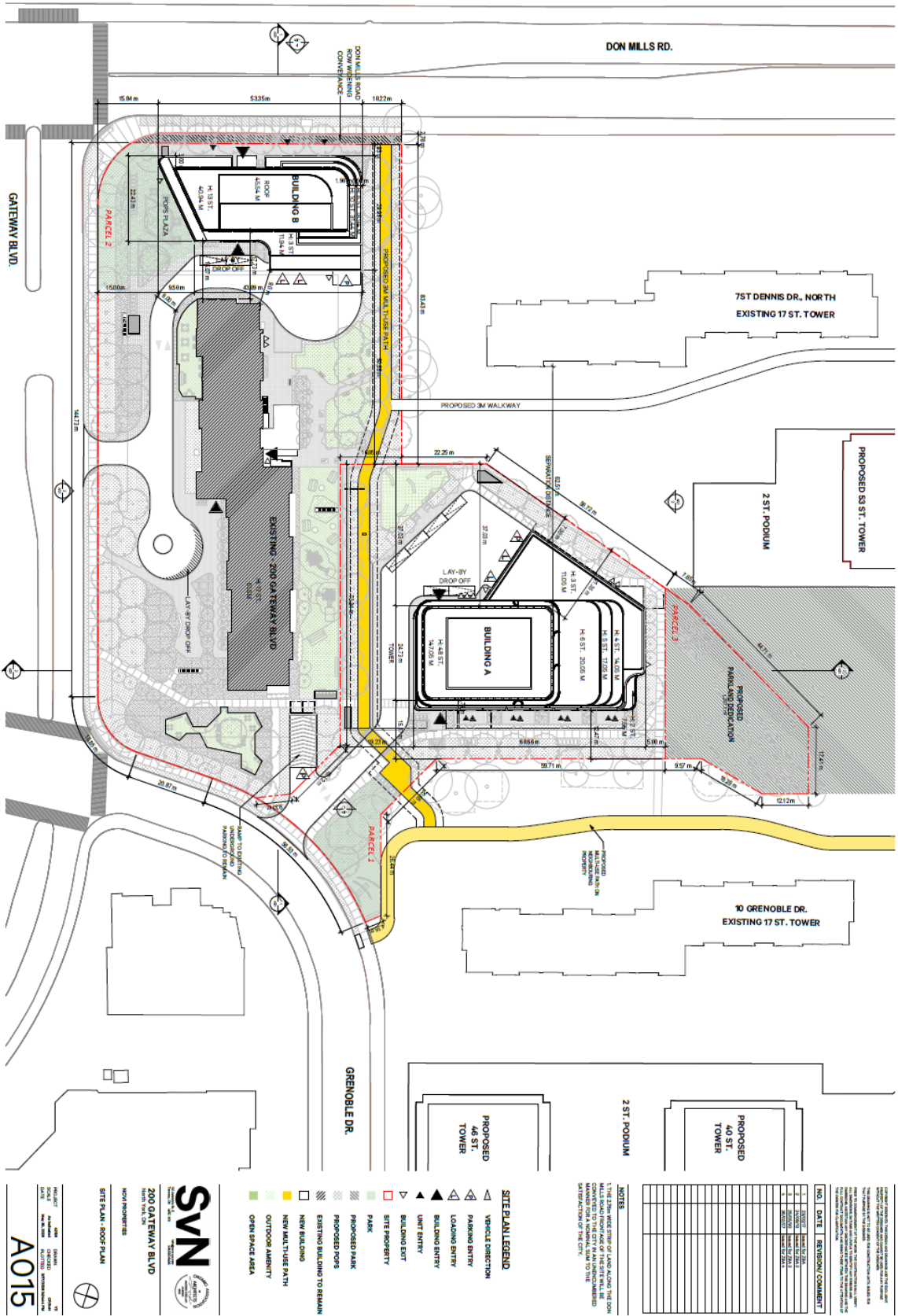
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Attachment 5: Draft Zoning By-law Amendment

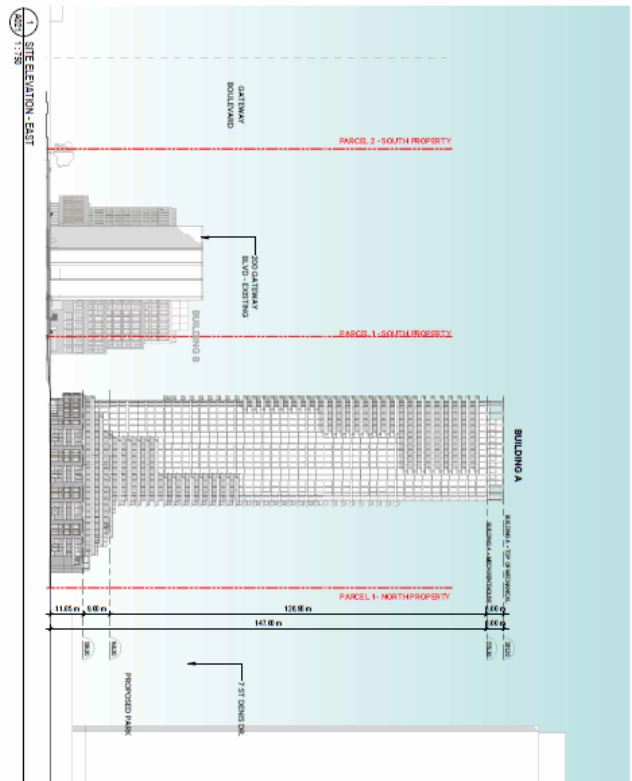
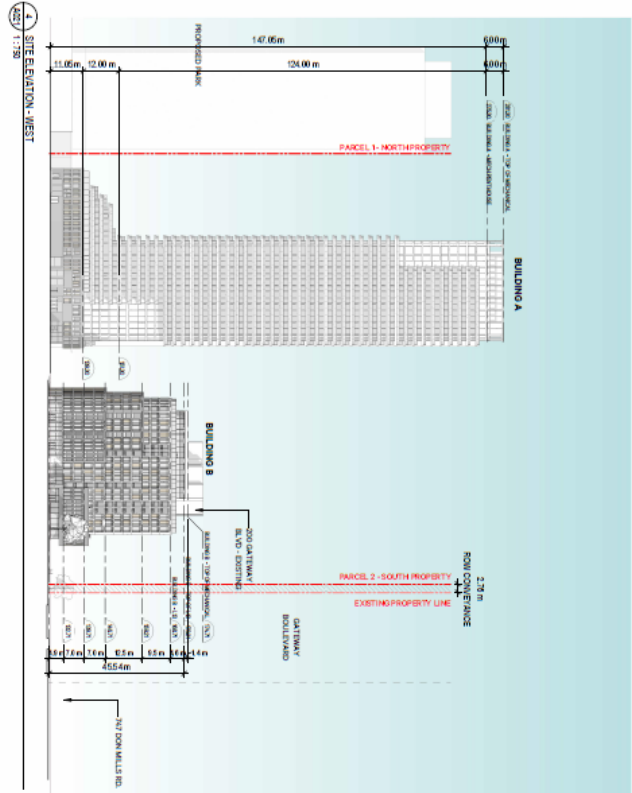
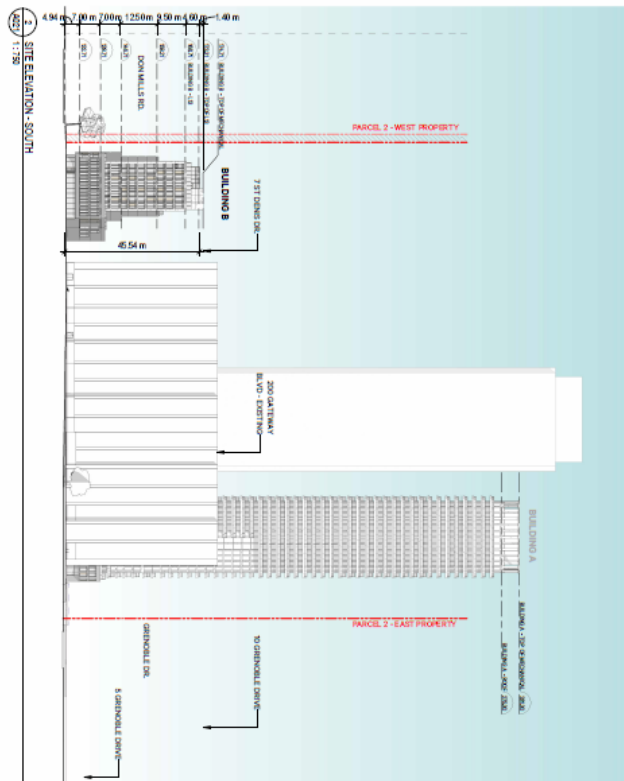
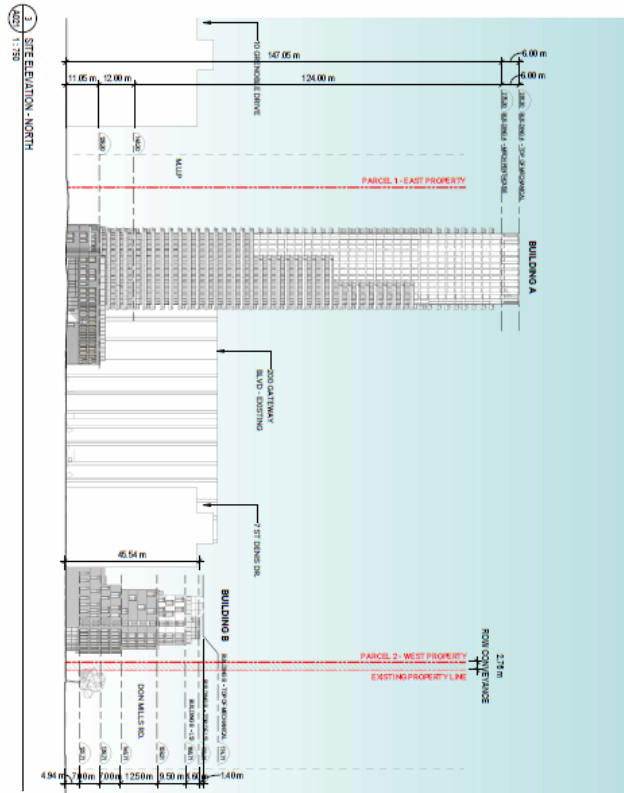
The Draft Zoning By-law Amendment will be made available prior to July 7, 2026.

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Attachment 6: Site Plan



Attachment 7: Elevations



Attachment 8: 3D Massing Model

