



November 1, 2023

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**Re: Addendum to Planning and Urban Design Rationale Report
230 and 240 The Donway West, Toronto
Official Plan and Zoning By-Law Amendment Application (22 124524
NNY 16 OZ)**

We are the planning consultants to Donway Co-operative Development Corporation (“Options for Homes”) and The Donway Covenant Congregation of the United Church of Canada, who are the development consultants and owners, respectively, of the properties municipally known as 230 and 240 The Donway West (the “subject site”). The subject site is located on the west side of The Donway West, between Langbourne Place and Duncairn Road, and is within an approximate 375-metre radius of the Don Mills Road and Lawrence Avenue East intersection. The subject site is occupied by two buildings, which are generally located on the mid- to northern-most portions of the site. The existing buildings include the two-storey church sanctuary of the Donway Covenant United Church (DCUC), and the two-storey ‘Christian Education Building’.

An Official Plan and Zoning By-law Amendment application (File No. 22 124524 NNY 16 OZ) was submitted on March 16, 2022. The initial proposal involved the intensification of the subject site within a six-storey residential attainable ownership housing development integrated with a new place of worship space on the ground floor. The initial plans proposed 271 residential units in a mix of unit types, along with a total Gross Floor Area (GFA) of approximately 19,621.0 square metres, inclusive 18,886 square metres of residential space and 735 square metres for place of worship uses, resulting in a Floor Space Index (FSI) of 2.0.

This letter has been prepared as an addendum to our March 2022 Planning and Urban Design Rationale report (the “**March 2022 Report**”) to address proposed revisions made to the development since the submission of the initial application, as illustrated in the Architectural Plans prepared by Architecture Unfolded (dated October 24, 2023), submitted herewith. This letter also addresses comments received in response to the circulation of the application and from the community consultation meeting which was held on March 2, 2023. While the revised proposal is similar to the initial

proposal, certain refinements have been made to address feedback received from City staff, as well as to address the evolving planning framework.

This addendum letter concludes that, with the design revisions, the revised proposal continues to be appropriate and desirable from a land use planning, built form and urban design perspective. Subject to the additional comments set out herein, the findings and analysis in our original report continue to be relevant and accurate.

Description of Revised Proposal

The revised proposal continues to consist of the redevelopment of the subject site with a new six-storey mid-rise building (21.3 metres, plus 5.0 metre mechanical penthouse) with an integrated church facility on the ground level. While the majority of the proposed built form generally remains unchanged, revisions have been made to the north “wing” of the building to provide for double-loaded corridors on the 5th and 6th levels. As a result, the total unit count has increased from 271 to 308 dwelling units, and the total GFA has increased to 22,390.8 square metres, inclusive of approximately 21,656 square metres of residential space, resulting in a density of 2.18 FSI (Gross).

The proposed revisions to the built form are addressed in greater detail below.

Built Form

Ground Level

As initially proposed, the majority of southeast corner at 743 sqm will be dedicated to the DCUC sanctuary and community programing space

As initially proposed, the majority of southeast corner will be dedicated to the DCUC sanctuary and 734.3 square metres of community programing space. At the westerly end of the south “wing”, the ground floor will include now include 4 townhouse units (each comprised of three-bedrooms), whereas previously 5 townhouse units were proposed.

At the ground level, the minimum setbacks from each of the corresponding lot lines are generally consistent with the initial proposal with the exception of the north side yard setback, which has been increased from 12.5 metres as part of the initial proposal, to 14.9 metres as part of the revised proposal (as measured to the main wall). The north elevation also includes architectural bays, measuring 1.5 metres in depth, to provide architectural variation along the façade.

From the east, west and south, the proposed minimum setbacks are: 6.0 metres, 6.7 metres and 5.5 metres (to the proposed conveyed parkland), respectively.

Second Level

At the 2nd level, the building will maintain the same setbacks from the north, east and west property lines as the ground level below. From the south, an approximate 2.7 metre step back is introduced for the south “wing”. Similar to the initial proposal, this level is comprised of residential units in a mix of unit types.

Third and Fourth Levels

The 3rd level continues to accommodate residential units. From the east, a 5.0 metre stepback is proposed, and comprised of private outdoor terraces for residential occupants.

From the north, the north “wing” maintains the 15.4 metre setback to the main wall of the building and replaces the architectural bays with private outdoor terraces for residential units.

The 4th level maintains the same setbacks as the 3rd level below. Along the north elevation of the north “wing”, projecting balconies, measuring approximately 1.5 metres in depth, are proposed.

Fifth and Sixth Levels

Whereas the initial proposal did not include 5th and 6th levels on the north “wing”, the revised proposal introduces double-loaded corridors on Levels 5 and 6 to accommodate additional dwelling units. In this respect, Level 5 maintains the same setbacks as Level 4 below, with projecting balconies on the north elevation. At Level 6, a 2.0 metre stepback is proposed which will accommodate private outdoor terraces with a depth of 1.5 metres.

At the south end of the building, the west elevation of the south “wing” has been extended to accommodate additional units. Whereas the initial proposal provided for an approximate 14.0 metre minimum setback from the west property line, the revised proposal includes a minimum 9.5 metre setback at Levels 5 and 6.

Parkland Dedication

As part of the revised proposal, the southern portion of the subject site continues to be proposed as public parkland. On November 18, 2022, John Andreevski confirmed via email that the proposed 5% parkland dedication is acceptable to City Staff. In this regard, a 513.0-square metre linear strip of land will be dedicated to the City in order to expand and enhance the existing Duncairn Park to the south. Specifically, the 5.9-metre-wide strip will be located at the south of the subject site and will maintain a minimum 5.5 metre setback from the south elevation of the building. The parkland area is proposed to be unencumbered.

Summary of Statistical Changes

Table 1: Summary of Statistical Changes

| | Original Application (March 2022) | Revised Application (September 2023) |
|----------------------------------|--|---|
| Gross Site Area | 10,268.00 square metres | 10,268.00 square metres |
| Net Site Area | 9,647.00 square metres | 9,707.58 square metres |
| Building Height (storeys) | 6 storeys | 6 storeys |
| Metres (Top of Tower Roof) | 21.3 metres | 21.3 metres |
| Metres (Top of MPH) | 26.3 metres | 26.3 metres |
| Total Gross Floor Area | 19,621.0 m ² | 22,390.8 m ² |
| Residential | 18,886.0 m ² | 21,265.5 m ² |
| Place of Worship | 735.0 m ² | 734.3 m ² |
| Density (FSI) | 2.0 | 2.18 |
| Total Residential Units | 271 Units | 308 Units |
| Studio | 12 Units (4.4%) | 11 Units (3.6%) |
| One-Bedroom | 149 Units (55%) | 149 Units (48.4%) |
| Two-Bedroom | 88 Units (32.5%) | 116 Units (37.6%) |
| Three-Bedroom | 22 Units (8.1%) | 32 Units (10.5%) |
| Residential Amenity Space | 813 m ² (3.0 m ² / unit) | 939.4 m ² (3.05 m ² / unit) |
| Indoor Amenity Space | 406.50 m ² (1.50 m ² / unit) | 477.4 m ² (1.55 m ² / unit) |
| Outdoor Amenity Space | 406.50 m ² (1.50 m ² / unit) | 462.0 m ² (1.50 m ² / unit) |
| Total Bicycle Parking | 234 | 232 |
| Short Term | 20 | 22 |
| Long Term | 214 | 210 |
| Vehicular Parking | 237 | 258 |
| Resident | 176 | 218 |
| Visitor | 20 | 20 |
| Shared Visitor | 20 | 0 |
| Car-Share | 1 | 0 |
| Place of Worship | 20 | 20 |
| Loading Spaces | 1 Type 'G' | 1 Type 'G' |

EVOLVING PLANNING FRAMEWORK

Our March 2022 Report provided an overview of the applicable policy and regulatory framework applicable to the subject site, as well as a detailed analysis which concluded that the initial proposal was consistent with the 2020 Provincial Policy Statement (the “PPS”) and in conformity with the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”), as amended, and the City of Toronto Official Plan (the “Official Plan”).

Since the application was initially submitted in March 2022, the applicable planning framework and built form direction has been partially updated, as outlined below.

Mid-Rise Performance Standards

At its meeting of December 14th and 15th, 2022, City Council directed the City Manager to develop a “2023 Housing Action Plan” for the 2022-2026 term of Council, inclusive of a direction to “...review the City’s urban design guidelines, heritage standards and urban forestry policies to ensure they align with the priority of optimizing the delivery [of] housing opportunities for a range of housing forms”.

In response to this and the other items outlined in the Housing Action Plan recommendations, City Planning initiated a review of the Mid-Rise Building Performance Standards, focusing on the existing Performance Standards for Rear Transitions (5A through 5D).

As outlined in a May 17, 2023 Staff Report prepared by the Chief Planner and Executive Director, City Planning, the focussed review identified that providing flexibility in the rear transition of these building types to adjoining areas creates additional opportunities to further facilitate development of mid-rise buildings. The report further recognizes that:

The application of the rear angular plane has often resulted in continuous floor-by-floor terracing at the rear. While this terracing does provide transition as required by the Built Form and other transition policies of the Official Plan, strict adherence to this rear angular plane may result in buildings that are more costly and difficult to construct and produce more carbon emissions, during both construction and operations.

The review is also aligned with new City directives which have become more prominent since the adoption of the Mid-Rise Performance Standards in 2010 to address housing supply, including affordability, tackling climate change, and building

resilience. The updates to the Rear Transition Performance Standards seek to optimize development, while promoting good planning and urban design.

The draft updates to the Performance Standards continue to provide transition in built form, as directed by the Built Form policies of the Official Plan, but with alternative approaches that would reduce or eliminate the continuous step-backs that have often been the result of applying the rear angular plane in the existing Performance Standards. The intent is for these changes to allow for more regular floorplates, improve constructability, and allow for development in a mid-rise form on some shallow sites that under the existing Performance Standards, would not have accommodated a mid-rise scale of development.

The recommendations of the May 17, 2023 Staff Report were adopted by the Planning and Housing Committee at its meeting of June 1st, 2023 with amendments. The amendments directed that the Chief Planner and Executive Director, City Planning to undertake public and stakeholder consultation on both the Draft Performance Standards, as well as other Performance Standards in the existing Mid-Rise Buildings Performance Standards, in the third and fourth quarter of 2023 and report back with final recommendations on the Rear Transition Performance Standards, as well as any additional feedback from the consultation by November 30, 2023.

PLANNING ANALYSIS

As described in our March 2022 Report, the proposed retention of the place of worship use, and the introduction of residential intensification, is appropriate and desirable and is supportive of policy directions articulated in the Provincial Policy Statement, the Growth Plan, the City of Toronto Official Plan, the Central Don Mills Secondary Plan and the applicable urban design guidelines, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including frequent transit services.

The subject site is located approximately 225 metres west of Don Mills Road, which includes “frequent transit [bus] service” that operates on a 10-minute network. Accordingly, the site would fall within the definition of a “strategic growth area” pursuant to the 2019 Growth Plan, as amended. The Growth Plan directs that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. Further, strategic growth areas are a focus for accommodating intensification and higher-density mixed-uses in a more compact built form.

In this respect, it continues to be our opinion that the redevelopment of the subject site will optimize and make efficient use of land and infrastructure with a compact built

form, in keeping with overarching provincial and municipal policy direction, while supporting and retaining the DCUC's presence on the site.

Land Use

From a land use perspective, the proposed residential and place of worship/community uses are permitted by the existing *Neighbourhoods* designation. The proposal is in keeping with the *Neighbourhoods* policies given the lower scale form of the building and its compatibility with the surrounding context. However, an Official Plan Amendment is required to allow for the proposed six-storey form. In this respect, the proposal conforms with the *Apartment Neighbourhoods* policies, which permits apartment buildings and townhouses, as well as small-scale retail, service and office uses, as well as places of worship, community centres and schools.

Housing

As a result of the revisions to the design of the building, the proposed number of units has increased. The proposed development includes a total of 308 residential units, with a mix of residential unit types, including 11 bachelor units (4%), 149 one-bedroom units (48%), 116 two-bedroom units (38%) and 32 three-bedroom/townhouse units (10%). This proposed unit mix is in keeping with the unit mix recommendations of the Growing Up Guidelines.

In keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan, which encourage a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, the revised proposal will add to the existing housing supply and range of housing choices within the area by adding 308 new attainable ownership apartment units in a mix of unit types through the proposed intensification of the subject site.

As outlined in our March 2022 Report, in an effort to make the dwelling units of the project even more affordable, Options for Homes intends on applying for the City of Toronto's "Home Ownership Assistance Program" (HOAP) which is administered by the Housing Secretariat. The HOAP program defers a portion of Development Charges applicable to the project. The City takes the value of those deferred Development Charges and provides down payment loans to eligible purchasers in the project. The City's down payment loan, when combined with the Options for Homes' Down Payment Assistance program, lowers the household income required to purchase a home even further. This makes the project more affordable to a wider pool of potential purchasers.

Height, Massing and Density

With respect to height, and as outlined in Section 5 of our March 2022 Report, it is our opinion that the subject site is an appropriate location for modest intensification in land use policy terms and is a contextually appropriate location with the lower scale built form of the area and surrounding context. The revised proposal continues to provide for an overall height of 6 storeys or approximately 21.5 metres (exclusive of a 5.0 metre mechanical penthouse) and is based on a number of contextual and urban design considerations, such as its proximity to existing frequent transit services and to other existing apartment buildings in the area ranging in height from 6 to 9 storeys; its frontage on The Donway West; and the size and configuration of the lot, which allows for a stepped- and well-articulated built form that provides for an appropriate transition with minimal built form impact.

From a massing perspective, the proposal continues respond to the mid-rise buildings to the east, while being sensitive to the existing low-rise dwellings to the south, as well as the school yard to the west.

With respect to the existing *Neighbourhoods* to the north, the proposed building continues to provide for appropriate separation distances and transition to the low-rise dwellings fronting Duncairn Road. In this respect, the ground and 2nd levels provide for a minimum 15.4 metres from the north lot line (as measured to the main wall), which increases to 17.6 metres at Level 6. While the changes to the massing penetrate a 45-degree angular plane, specifically at Levels 5 and 6, the impacts are modest, and appropriately address housing supply, including affordability, optimize development and promote good planning and urban design, in keeping with the evolving planning framework and City directives.

In our opinion, and in keeping with the draft updates to the Rear Transition Performance Standards, the revised proposal continues to support the transition through the inclusion of setbacks and separation distances to adequately minimize the perceived impacts of the proposed mid-rise scale of development on adjacent low-rise areas, while delivering on the City's intensification and expanded housing options objectives.

With respect to density, in our opinion, the proposed density of 2.18 FSI is modest, appropriate, and desirable. The proposed density also demonstrates the inclusion of a significant amount of landscaping, which results in a built form which is located well away from the periphery of the site and provides for a design which reflects the “garden city” concept in keeping with the character of the Don Mills community.

Light, View, Privacy

Light, View and Privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. In the RA and CR zones, the City-wide Zoning By-law uses a standard of 5.5 metres from windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows on the same site. For taller elements, the Mid-Rise Building Design Guidelines recommend a separation distance of 11 metres between building faces and a minimum setback of 5.5 metres from side and rear property lines. Also, rear yard setbacks to adjacent low-rise properties typically prescribe a minimum setback of 7.5 metres.

From the east, west and south, the proposed development will continue to provide for adequate separation distances, as outlined in our March 2022 Report.

From the north, the lower levels of the building will be setback a minimum of 15.4 metres from the shared lot line with the adjacent low-rise *Neighbourhoods* properties, which is well in excess of the 7.5-metre standard. In addition to the considerable setback, the building includes terracing at the upper levels, resulting in additional separation from the north lot line, to further mitigate potential privacy issues. Finally, as the upper-level windows are sited above the single-detached dwellings, there will be no direct views between the subject site and adjacent properties.

Shadow Impacts

With respect to shadows, a Shadow Study was prepared by Architecture Unfolded for the revised proposal. In keeping with the City's Terms of Reference, the study includes a shadow analysis for March 21st, June 21st and September 21st for each hour between 9:18 a.m. and 6:18 p.m. to demonstrate incremental shadow impacts from the development at the spring and fall equinoxes and summer solstice, with a focus on adjacent *Neighbourhoods* and *Parks and Open Spaces*.

With respect to *Neighbourhoods*-designated properties to the north of the site, the sun/shadow study indicates that, during the equinoxes, there will be minor shadow impact on the backyards of the low-rise properties at 2, and 4 Duncairn Road between 2:18 p.m. and 6:18 p.m., and at 6 Duncairn Road at 2:18 and 3:18 p.m.

At 1:18 p.m., incremental shadow impact is limited to the existing hydro easement to the north of the site.

In terms of parks and open spaces, both the existing Duncairn Park and Trail and the proposed linear parkland, are located to the immediate south of the site. The sun/shadow study indicates that, during the equinoxes and on the summer and winter solstices, there will be no shadow impact on the existing or conveyed parkland at any time of day.

In terms of the Norman Ingram Public School schoolyard to the west of the site, the sun/shadow study indicates that during the equinoxes, there will be minor impact on the easterly-most portion of the schoolyard between 9:18 a.m. and 11:18 a.m., with shadow entirely off the space after 11:18 a.m. On June 21st, minor impact will occur at 9:18 a.m. and 10:18 a.m., with shadow completely off the lands after 10:18 a.m. Finally, on December 21st, minor impact will occur at 9:18 a.m. to 12:18 p.m. These shadows will be limited to the eastern part of the school field. Accordingly, it is our opinion that the proposal will not overly impact the school yard, as impact is limited to the easterly-most portion of the school yard for approximately 2 hours in the morning during the majority of the year.

In terms of the public realm along The Donway West, and in keeping with the initial proposal, during the equinoxes and summer solstice, there will be minor shadow impact on the west public sidewalk between 3:18 and 6:18 p.m. In this respect, more than six hours of access to direct sunlight and daylight will be provided for.

Accordingly, it continues to be our opinion that the building has been located and massed to ensure access to direct sunlight and daylight on the public realm, with shadowing on neighbouring streets, properties and open spaces being “adequately limited” as per the policies of Toronto’s Official Plan.

Conclusion

The proposed development will contribute to the achievement of complete communities and will fit with the existing and planned context of the area. The revised proposal will result in the redevelopment of an existing place of worship with community programming space and will introduce 308 new attainable ownership units with Options for Homes’ down payment assistance. The proposed development balances the achievement of current Provincial and municipal policy directions, while respecting the original Don Mills concept plan.

The conclusions of our Planning and Urban Design Rationale continue to support the proposed development as revised. For the foregoing reasons, it is our opinion that the proposed development and the associated Official Plan and Zoning By-law Amendment applications continue to be appropriate and represent good planning and urban design.

We trust that the foregoing is of assistance in reviewing the application resubmission. Please do not hesitate to contact the undersigned or Katie Hickey if you have any questions or require any clarification.

Yours very truly,
Bousfields Inc.



David Huynh, MCIP, RPP