

2600 Don Mills Road- Official Plan Amendment & Zoning Amendment Application - Preliminary Report

Date:	January 25, 2018
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 33 – Don Valley East
Reference Number:	17 260070 NNY 33 OZ

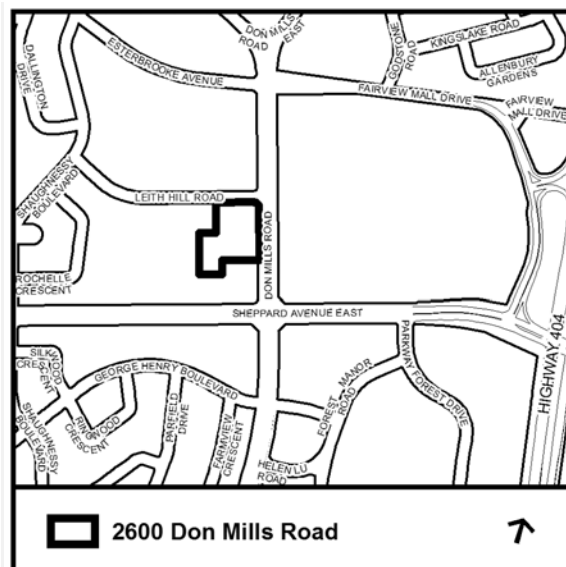
SUMMARY

This application proposes a 39-storey residential rental building containing 364 units and a four-storey underground garage containing 329 parking spaces, at 2600 Don Mills Road. The existing 19-storey rental apartment building containing 149 units would be retained. Vehicular access to the proposed residential tower would be via a new east-west public road from Don Mills Road. The proposed development (including the existing building) would have a density of 3.84 times the lot area. In addition, a 1,345 sq.m. public park is proposed on the southern portion of the site.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

Planning staff have significant concerns with the proposal in its current form, particularly with respect to height, transition, compatibility, access and parkland dedication among other matters.

A Final report and Public meeting under the *Planning Act* will be scheduled following community consultation and resolution of outstanding issues, provided the applicant provides all required



information in a timely manner.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 2600 Don Mills Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.
4. The applicant be required to develop a Context Plan, for consideration by the City, in collaboration with the area landowners, City staff and the local councillor, as per the direction in the Sheppard East Subway Corridor Secondary Plan, for the area bounded by Leith Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy's Catholic School to the west.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

A pre-application consultation meeting was held on January 19, 2017 with the applicant to discuss the planning policy framework for the area and the complete application submission requirements. Staff raised significant concerns with the proposed height, density, access, and relationship to the existing building and surrounding existing/proposed buildings. The requirement for undertaking a Context Plan in collaboration with abutting landowners was also discussed at the meeting.

ISSUE BACKGROUND

Proposal

The application proposes a 39-storey (119.9 metre) residential rental building located to the southwest of the existing 19-storey (58.25 metre) rental apartment building. This proposed tower is on land currently utilized as a surface parking lot for the existing building. The existing 19-storey rental apartment building would be retained as part of the proposal.

A proposed east-west public road off Don Mills Road would provide access to the proposed new tower and in the future, is situated to extend west to connect with other roads/driveways as they are constructed on adjacent lands within the block. An existing City-owned storm sewer and a six metre wide easement in favour of the City, currently located south of the existing apartment building would be relocated under the proposed

east-west public road. In addition, there is an existing privately-owned sanitary sewer servicing several properties within the quadrant that is required to become a public sewer as part of any future development.

A public park of 1,345 sq.m. is proposed to the south of the proposed residential tower. A private linear landscaped amenity area is also proposed on the north side of the new public road, measuring 1,002 sq.m. in area and featuring planters with trees, sodding and pedestrian walkways and stairs connecting the lower ground and ground levels of the proposed building.

The main pedestrian entrance to the proposed building is located on the southwest corner of the proposed building and accessed from the lower ground floor level, adjacent to the proposed east-west public road. An additional residential entrance is also proposed from the eastern side of the building on the ground floor level, which is accessed via a set of stairs from the proposed public road. The proposed building would be set back from the proposed public road to the lower ground and ground floor by 14.83 metres. The second floor then projects closer to the road with a setback of 2.73 metres. The tower then steps back to 10.15 metres from the road at the third floor and 14.75 metres above this.

The proposed four-storey underground garage would be utilised by residents of the proposed residential tower and accessed via the proposed east-west public road. The road also leads to the pick-up/drop-off area on the south side of the building. The existing two-storey underground garage would be retained for use by the existing residents and accessed via a ramp off Leith Hill Road. Servicing and loading areas will be consolidated together with the garbage collection area for the proposed building, and are being proposed internally on the ground floor level of the proposed building.

Key Project Criteria

Project Criteria	Existing rental apartment building	Proposed residential rental tower	Totals
Height (metres)	58.25	119.9	
Gross Floor Area (square metres)	20,828	27,429	48,257
Density (FSI)	1.57	2.27	3.84
Residential Units	1 Bdr- 45 (20%) 2 Bdr- 163 (72%) 3 Bdr- 18 (8%) Total-226	1 Bdr- 140 (39%) 2 Bdr- 187 (51%) 3Bdr- 37 (10%) Total- 364	590 units
Setbacks (metres)	Front- 32 Rear- 30-65 Side (north)- 25.5 Side (south)- 30	Front – 14.83 (from lobby to proposed public street) Rear (north) 3.5 Side (east)- 79.5 Side (west)- 1.0	
Tower floorplate (square metres)		1,108 (Floor 2) 728 (Floors 3-39)	

Tower separation to existing on-site rental building		Ground to 3 rd floor- 23m 3rd-39 th floors- 25m	
Tower separation to north and west property lines		North property line- 5.38m West property line- 10m	
Parking Spaces	192	329	521
Bicycle Parking	8	266	274

The breakdown of the amenity space is as follows:

Type of Amenity Space	Existing Apartment Building	Proposed Apartment Building
Existing Indoor Amenity Space	No existing indoor amenity space	
Existing Outdoor Amenity Space	Outdoor swimming pool and landscaped open space	
Proposed Indoor Amenity Space (square metres)	The indoor amenity space within the proposed building would be shared with the existing tenants.	824 sq.m (2.26 sq.m. per proposed unit) - Gym, swimming pool, two party rooms.
Proposed Outdoor Amenity Space	728 sq.m. amenity space on second floor (2.0 sq.m. per proposed unit) 1,002 sq.m. private landscaped amenity area	

Refer to Attachments 1 to 6 for the Site Plan, Rendering and Elevations, and 11 (Application Data Sheet) for the complete list of project statistics.

Site and Surrounding Area

The property is located on the west side of Don Mills Road, north of Sheppard Avenue East, within 100 metres of the Don Mills Road and Sheppard Avenue East intersection. The lot has an irregular shape (see key map on page 1) with a frontage of 107 metres along Don Mills Road and approximately 77 metres on Leith Hill Road. It has an area of 13,666 square metres.

The site is currently developed with a 19-storey apartment building containing 226 rental units, located centrally within the site, oriented towards Don Mills Road. Vehicular access is provided via a driveway off Leith Hill Road which leads to the underground parking garage. There is a surface parking lot on the west side of the building, a drop-off on the east side and an outdoor swimming pool adjacent to the southern property line. The southern portion of the site also features a landscaped open space.

The western and southern portions of the site slope downwards with grade differentials of between approximately 2.5 and 4 metres. There are mature trees located in the large open areas on the site including the southeast portion and along the site's perimeter.

Surrounding land uses include:

North: On the northern side of Leith Hill Road are three apartment buildings located at 24 Leith Hill Road (16-storeys), 34 Leith Hill Road (11-storeys), and 35 Esterbrooke Avenue (16-storeys). These parcels feature substantial landscaped open space areas and are designated *Apartment Neighbourhoods*.

West: Also designated *Apartment Neighbourhoods*, the land immediately west of the site comprises a 15-storey apartment building at 25 Leith Hill Road. This building is set back between 20 and 71 metres from its south property line and this setback area contains surface parking, an outdoor swimming pool and landscaped open space. Further west is St. Timothy Church and the St. Timothy Catholic School, both of which are on lands designated *Neighbourhoods*.

East: Fairview Mall is located on the east side of Don Mills Road opposite the subject property. A multi-level parking structure and bus terminal connected to the Don Mills subway station occupy the northeast corner of the Don Mills Road/Sheppard Avenue East intersection. In addition, a four-storey medical building and Toronto District Public Library branch are located to the north of the mall. This entire mall site is designated *Mixed Use Areas*.

South: Abutting the site to the south is an existing ESSO gas station located at the northwest corner of Sheppard Avenue East and Don Mills Road. A car wash is located on the west side of the property. These lands are designated *Mixed Use Areas*.

To the southwest of the subject site is 1650 Sheppard Avenue East which features a 15-storey apartment building with surface parking, and driveway access from Sheppard Avenue East and designated *Apartment Neighbourhoods* in the Official Plan. There is a currently an Official Plan and Zoning By-law Amendment application (file no. 16 270525 NNY 33 OZ) for a 35-storey residential tower and three-storey above-grade parking structure fronting Sheppard Avenue East, on this site. This application has been appealed to the Ontario Municipal Board.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include:

- the efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- protection of the natural and built environment;

- building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- residential development promoting a mix of housing types and affordable housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high-quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. City Council's planning decisions are required to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the Provincial Policy Statement (2014) and for conformity with the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan

The subject site is designated *Apartment Neighbourhoods* on Map 19, Land Use, in the City of Toronto Official Plan (see Attachment 7). *Apartment Neighbourhoods* are considered physically stable areas of the City made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of the area residents. Generally, significant growth is not anticipated in *Apartment Neighbourhoods*, however the Official Plan states that there may be opportunities for sites with underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents.

Public Realm

The public realm policies within Section 3.1.1 of the Official Plan acknowledge the importance of the public realm and quality urban design in creating great communities and a great city. Among other matters, the policies aim to promote quality architectural, landscape and urban design; ensure that new streets are public streets that incorporate the Complete Streets approach by balancing the needs of a variety of users; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Built Form

Section 3.1.2 of the Official Plan identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the existing and planned context of the neighbourhood and the City. These policies require new development to:

- a) be located and organized to fit with its existing and/or planned context. Development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces;
- b) locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- c) be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties;
- d) be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas; and
- e) provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Tall Buildings

Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure tall buildings fit within their existing and/or planned context and limit local

impacts, there are additional built form principles that apply to the location and design of tall buildings. These built form policy principles are found in Section 3.1.3.1 and include:

- a) tall buildings should be designed to consist of three parts, carefully integrated into a single whole:
 - a. base building- provide definition and support at an appropriate scale for adjacent streets, minimize the impact of parking and servicing uses;
 - b. middle- design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings;
 - c. top- design should contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.2 of the Official Plan details key urban design considerations including:

- b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- c) demonstrating how the proposed building and site design relate to the existing and/or planned context;
- d) taking into account the relationship of the site to topography and other tall buildings; and
- e) providing high quality, comfortable and usable publicly accessible open space areas.

Housing

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure and affordability across the City and within neighbourhoods, to be provided and maintained to meet the current and future needs of residents. A full range includes housing such as: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1.5 requires significant new development on site containing six or more rental units where existing rental units will be kept in the new development to:

- a) secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
- b) secure any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1, without passing on these costs to the tenants.

Apartment Neighbourhoods

Apartment Neighbourhoods policies in Chapter 4 (Policy 4.2.2) state that development in *Apartment Neighbourhoods* should contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards lower-scale *Neighbourhoods*;
- b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

Policy 4.2.3 states that compatible infill development within developed *Apartment Neighbourhoods* may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings, while providing good quality of life for both the new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:

- a) meet the development criteria set out in Section 4.2.2 for apartments (as above);
- b) maintain an appropriate level of residential amenity on the site;
- c) provide existing residents with access to the community benefits where additional heights and/or density is permitted and community benefits are provided pursuant to Section 5.1.1;
- d) maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents;
- e) organize development on the site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces;
- f) front onto and provide pedestrian entrances from an adjacent public street wherever possible;
- g) provide adequate on-site, below grade, shared vehicular parking for both new and existing development, with any surface parking appropriately screened;
- h) preserve and/or replace important landscape features and walkways and create such features where they did not previously exist;
- i) consolidate loading, servicing and delivery facilities; and
- j) preserve or provide adequate alternative on-site recreational space for residents.

Section 37

Section 5.1.1 of the Official Plan allows the City to approve height and/or density increases greater than permitted by the Zoning By-law pursuant to Section 37 of the *Planning Act* for developments which exceed 10,000 square metres and increase the permitted density by at least 1,500 square metres and/or significantly increase the

permitted height. This section authorizes the City to contemplate increases in height and density in return for community benefits. This proposal is in excess of 10,000 square metres and proposes an increase in height and density.

The Official Plan is available on the City's website at:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment (OPA) No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*.

OPA 320, as approved by Council, is available on the City's website at

<http://www.toronto.ca/legdocs/bylaws/2015/law1297.pdf>

OPA 320 amends the *Apartment Neighbourhoods* policies to add emphasis on the need to provide improved amenity spaces for both existing and new residents as part of any infill development. Infill development should provide a good quality of life for both new and existing tenants and maintain sunlight and privacy for residential units.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

The Minister's approval and modification can be found at:

http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/SIPA/Files/pdf/N/MAA%20Notice%20of%20Decision.OPA%20320.July%204_2016.pdf.

Sheppard East Subway Corridor Secondary Plan

The site is subject to the Sheppard East Subway Corridor Secondary Plan as set out in Chapter 6, Section 9 of the Official Plan. The site is located within the Don Mills Node of the Secondary Plan as indicated on Map 9-2 (Attachment 8), which focuses new development on the *Mixed Use Areas* designations north of Sheppard Avenue East and other lands relating to Sheppard Avenue East and the Don Mills subway station. Comprehensive re-development is promoted in the 'key development areas' to prevent piece-meal development.

The Secondary Plan objectives include requiring compatible transitions in density, height and scale between development nodes and stable residential areas and generally locating the highest densities closest to the rapid transit stations and to a lesser extent along arterial road frontages. The Secondary Plan seeks to shape the height and mass of

development to a pedestrian scale by framing the street with buildings at a size roughly equivalent to the street width.

The Sheppard East Subway Corridor Secondary Plan is available on the City's website at: <http://www1.toronto.ca/planning/9-sheppard-subway-east-corridor.pdf>

Context Plan

The implementation policy of the Secondary Plan requires a Context Plan for Key Development Areas in the Sheppard East Subway Corridor to ensure co-ordinated incremental development in conformity with the Secondary Plan. Context Plans are generally required for comprehensive development and given the submission of an Official Plan Amendment application to identify the site as a Key Development Area, the applicant is required to submit a Context Plan.

The Context Plan will be required to be developed by the applicant in consultation with the City, Ward Councillor, local residents, adjacent communities, and adjacent landowners, to establish a general planning framework as to how this area can be developed, for consideration by the City. The Context Plan will apply to the lands bounded by Leith Hill Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy Catholic School to the west. The Plan should address public and private roads, urban design and built form, parkland and open space, and pedestrian linkages. This process will be undertaken in conjunction with this application.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

Section 1.3 of the Guidelines states that tall buildings should fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space. This can be achieved by applying angular planes, minimum horizontal separation distances and other building envelope controls. Tall buildings should respect the scale of the local context.

Furthermore, Section 3.1.1 (d) provides that where the adjacent context is lower-scale and not anticipated to change, a transition should be provided down to the neighbouring buildings.

With regard to building design, Section 3.2.1 recommends a floorplate of 750 metres or less and Section 3.2.2 recommends a tower stepback of at least 3 metres from the base building. In addition, tall buildings should be set back at least 12.5 metres from the side and rear property lines to limit their impact on the adjacent properties. In addition to a minimum separation distance of 25 metres between towers, the Guidelines recommend

that towers should be further shaped, placed and articulated to increase the actual and perceived distances between adjacent building elevations.

The city-wide Guidelines are available at:

<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Draft Growing Up Urban Design Guidelines

In July 2017, Toronto City Council adopted the Draft Growing Up Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The draft Guidelines are available at:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities>

Zoning

The subject property is currently subject to two Zoning By-laws. Under the City-wide Zoning By-law 569-2013, the property is zoned RA (Residential Apartment Zone) (f30.0; a1375; d1.5) (see Attachment 9). The RA zone permits dwelling units in an apartment building form. The site is subject to a maximum 35% lot coverage on the Lot Coverage Overlay Map, as well as the same building setback provisions specified by By-law 7625. The maximum permitted density is 1.5 FSI.

Under the former City of North York Zoning By-law 7625, the property is zoned RM6 (Multiple Family Dwellings Sixth Density Zone) (see Attachment 10). The RM6 zone permits detached dwellings, semi-detached dwellings, apartment house dwellings, multiple attached dwelling and nursing homes. The maximum permitted density is 1.5 FSI and the maximum lot coverage is 35%. Although there is no specified maximum height, the RM6 zone requires buildings in excess of 11 metres in height to be set back from each lot line not less than the setbacks set out in Section 20-A.2.4 (Yard Setbacks) plus 0.3 metres for every 0.6 metres in additional height in excess of 11 metres.

Site Plan Control

The proposed development is subject to Site Plan Approval. An application for site plan control has not yet been submitted by the applicant.

Tree Preservation

The City of Toronto's Tree By-laws protect private trees with a diameter at breast height (DBH) of greater than 30cm, as well as all City-owned trees. A permit is required to remove or injure the trees that fall within these categories. The Arborist Report submitted with the application states that 75 trees are located on the site, 51 of which are protected by the City's tree By-laws. 20 of these trees are proposed to be removed, and 64 new trees

are proposed to be planted as part of the development. No city trees were identified on or abutting the subject property.

The Arborist Report, Tree Preservation Plan and Landscape Plans submitted with the application have been circulated to the City's Urban Forestry staff for their review.

Reasons for the Application

An Official Plan Amendment is required in order to identify the site as a Key Development Area within the Sheppard East Subway Corridor Secondary Plan and to permit the proposed density of approximately 3.84 FSI on lands where a density has not been prescribed by the Plan.

The proposed development would also require an amendment to the City of Toronto Zoning By-law 569-2013 and the former City of North York Zoning By-law 7625 to permit the proposed density and height of the development. Appropriate development standards regarding gross floor area, setbacks, indoor and outdoor amenity space, parking and other matters would be established through a site specific exception, should the proposal be approved.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Report;
- Housing Issues Report;
- Community Services and Facilities Report;
- Preliminary Pedestrian Level Preliminary Wind Assessment;
- Functional Servicing Report;
- Stormwater Management Report;
- Traffic Impact, Parking and Loading Study;
- Shadow study;
- Geotechnical Investigation;
- Hydrogeological Report;
- Phase 1 Environmental Site Assessment;
- Arborist/Tree Preservation Report;
- Toronto Green Development Standards Checklist.

A Notification of Complete Application was issued on November 15, 2017.

Issues to be Resolved

Planning staff have significant concerns with the proposal in its current form. The following list details the preliminary issues that have been identified during the initial review of the application.

- Conformity with the Provincial Policy Statement (PPS) 2014 and the Growth Plan for the Greater Golden Horseshoe (2017);
- Conformity with the Official Plan and Sheppard East Subway Corridor Secondary Plan;
- Conformity with the City-wide Tall Buildings Design Guidelines;
- Provision of a Context Plan that lays out future streets and public parks, building sites and other open spaces;
- Appropriateness of the design and location of the east-west public road and its siting for further road connections/extension;
- Appropriateness of the proposed density of 3.84x FSI and height of 39 storeys;
- Appropriateness of the proposed built form, massing and height in relation to the policies of the Sheppard East Subway Corridor Secondary Plan and surrounding context;
- Appropriateness of the location and organization of the buildings including setbacks, address, loading, servicing and pedestrian connectivity to Don Mills Road;
- Appropriateness of the proposed site access and vehicular circulation;
- Parkland dedication requirements and location of a public park;
- Adequacy of outdoor open landscaped space;
- Compatibility of the proposed apartment building with the existing abutting buildings;
- Appropriateness of the proposed separation distances between the existing and proposed residential buildings on site;
- Setback from the location of the new road and future connectivity to the block;
- Assessment of the shadow impacts, and wind and pedestrian level impacts;
- Assessment of the setbacks and separation distances to the existing apartment buildings and associated site elements on the northern/western property lines and relationship in terms of privacy, overlook, shadow and visual impact;
- Adequacy of the provision and location of the proposed residential indoor and outdoor amenity spaces;
- Appropriateness of the removal of the outdoor pool and the provision of upgraded facilities for the tenants of the existing rental apartment building;
- Assessment of the proposed unit mix and provision of family-sized units;
- Provision of small-scale ancillary uses/local institutions to serve the proposed tenants as permitted in the Official Plan;
- Appropriateness of the proposed tree removal, preservation and replacement plans;
- Location and function of the proposed and existing garbage storage and pick-up including loading spaces;
- Amount of surface parking at the front and rear of the existing building;
- Assessment of the proposed parking provision and location;
- Assessment of transportation impacts and required infrastructure to support the proposed level of development, including appropriate multi-modal provisions to encourage public transit use;
- Assessment of site servicing including stormwater management; and
- Securing appropriate benefits under Section 37 of the *Planning Act*.

The Toronto Green Standard Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

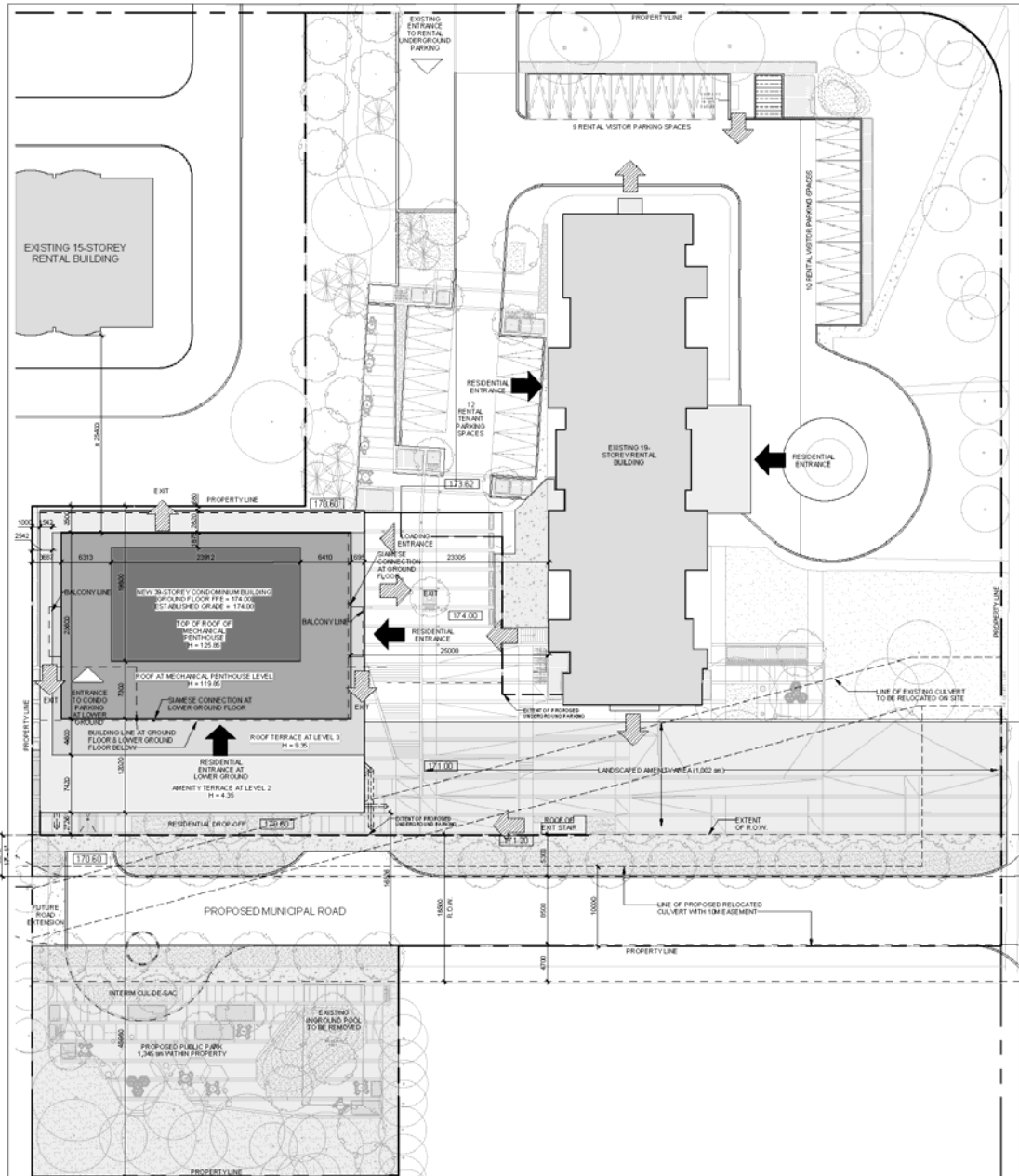
Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Rendering – Southwest corner
Attachment 3: North (Rear) Elevation
Attachment 4: South (Front) Elevation
Attachment 5: West (Side) Elevation
Attachment 6: East (Side) Elevation
Attachment 7: Official Plan
Attachment 8: Map 9-2, Sheppard East Subway Corridor Secondary Plan
Attachment 9: Zoning By-law 569-2013
Attachment 10: Zoning By-law 7625
Attachment 11: Application Data Sheet

Attachment 1: Site Plan

Leith Hill Road



Don Mills Road

Site Plan

2600 Don Mills Road

Applicant's Submitted Drawing

Not to Scale 
11/15/2017

File # 17 260070 NNY 33 0Z

Attachment 2: Rendering- Southwest corner



View looking east from proposed new road

Rendering

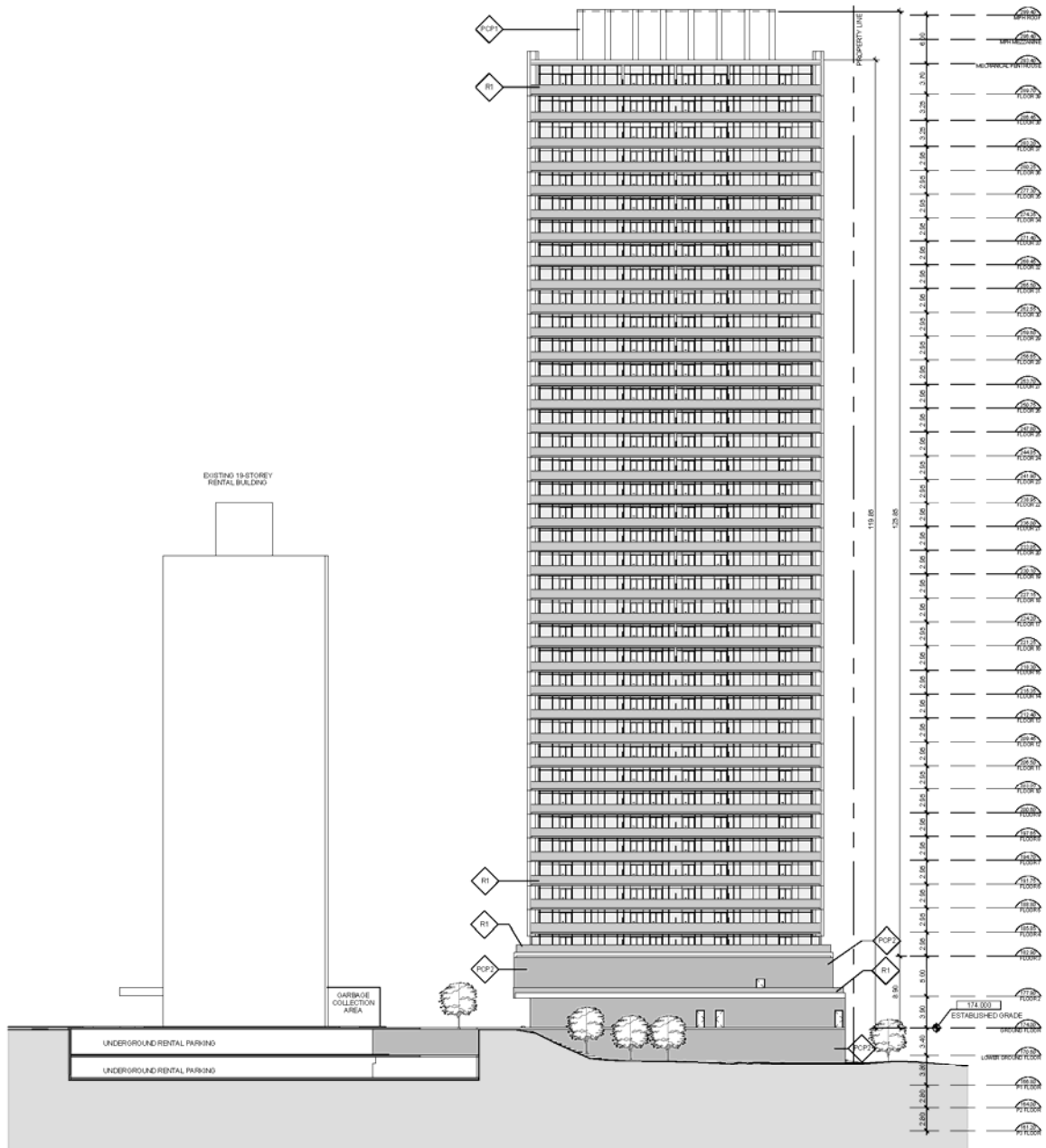
Applicant's Submitted Drawing

Not to Scale 
11/15/2017

2600 Don Mills Road

File # 17 260070 NNY 33 OZ

Attachment 3: North (Rear) Elevation



North Elevation

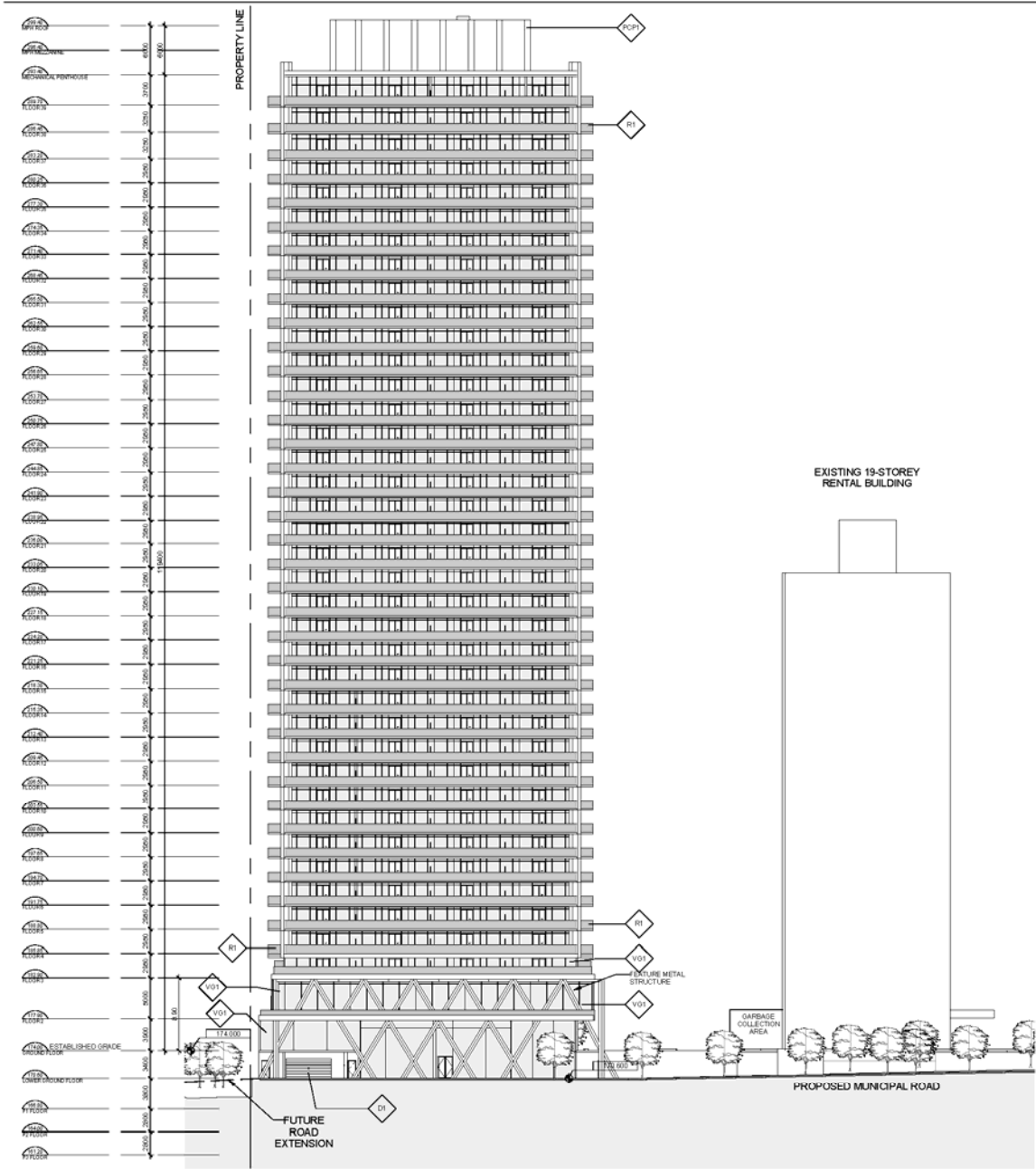
2600 Don Mills Road

Applicant's Submitted Drawing

Not to Scale
11/15/2017

File # 17 260070 NNY 33 OZ

Attachment 4: South (Front) Elevation



South Elevation

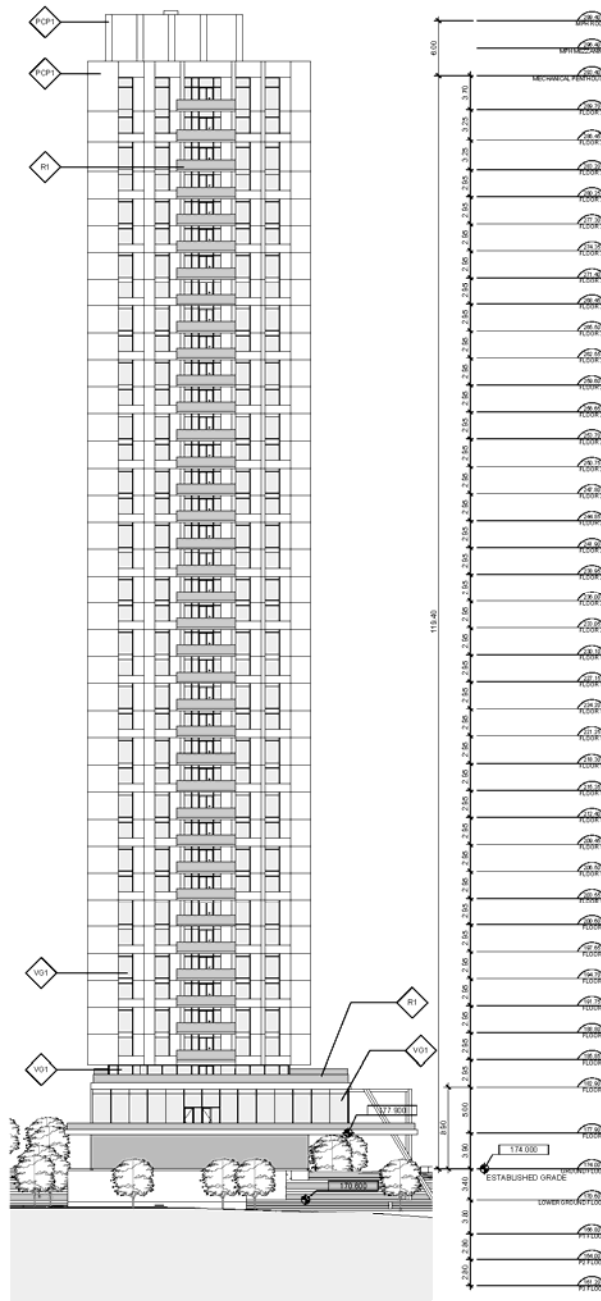
2600 Don Mills Road

Applicant's Submitted Drawing

Not to Scale
11/15/2017

File # 17 260070 NNY 33 0Z

Attachment 5: West (Side) Elevation



West Elevation

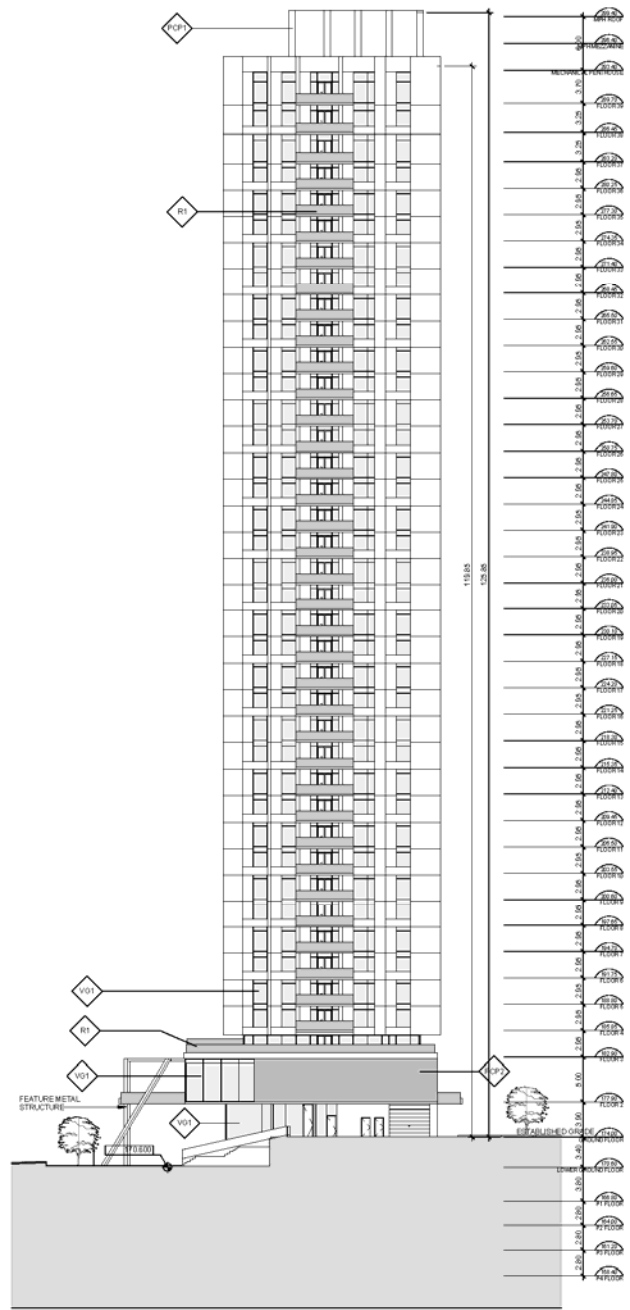
2600 Don Mills Road

Applicant's Submitted Drawing

Not to Scale
11/15/2017

File # 17 260070 NNY 33 0Z

Attachment 6: East (Side) Elevation



East Elevation

2600 Don Mills Road

Applicant's Submitted Drawing

Not to Scale
11/15/2017

File # 17 260070 NNY 33 OZ







Attachment 7: Official Plan



TORONTO
Extract from Official Plan

2600 Don Mills Road

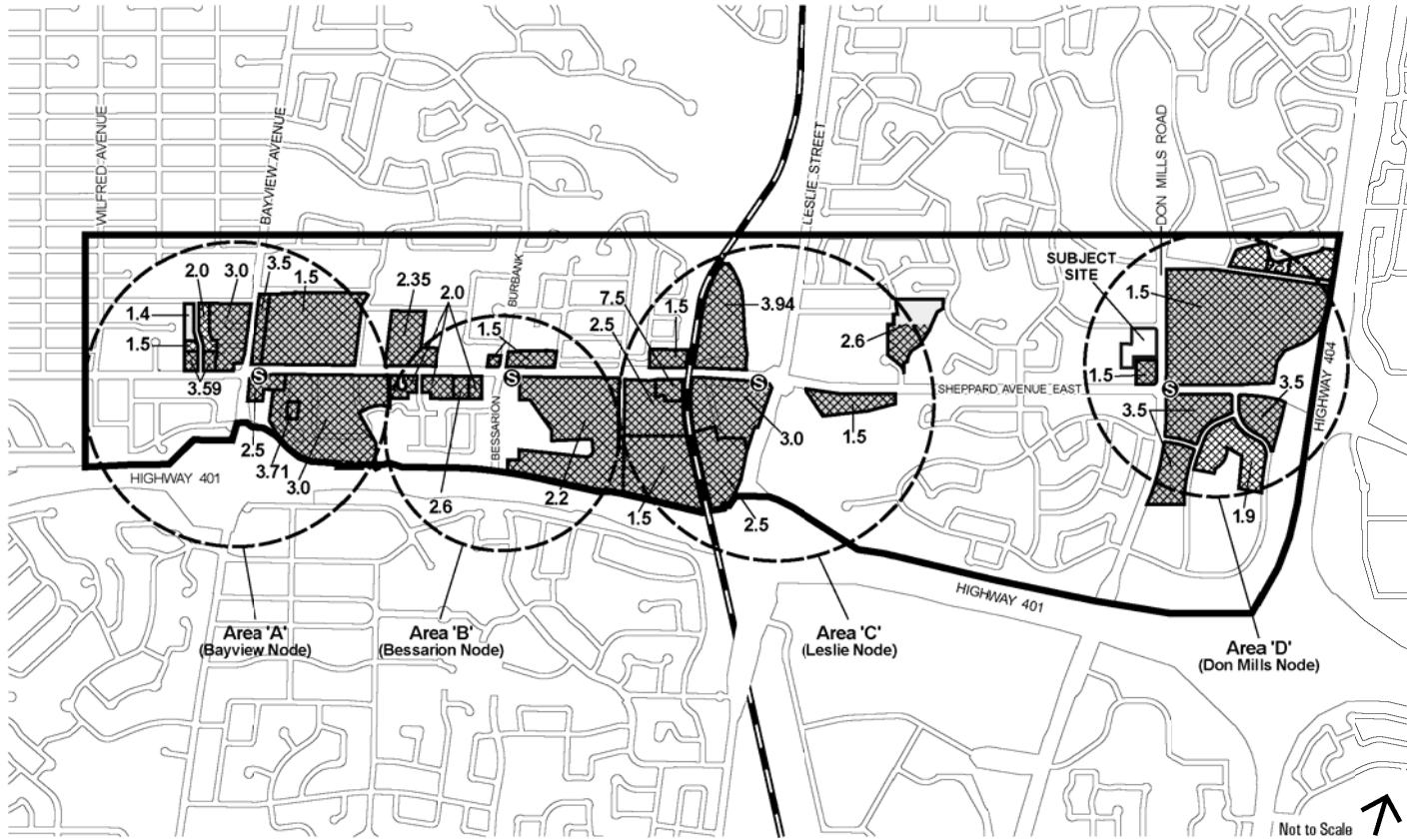
File # 17 260070 NNY 33 OZ

- | | | | |
|---|--------------------------|---|--------------------------|
|  | Site Location |  | Parks & Open Space Areas |
|  | Neighbourhoods |  | Parks |
|  | Apartment Neighbourhoods | | |
|  | Mixed Use Areas | | |


 Not to Scale
 11/14/2017

Attachment 8: Sheppard East Subway Corridor Secondary Plan

Attachment 9: Zoning By-law 569-2013

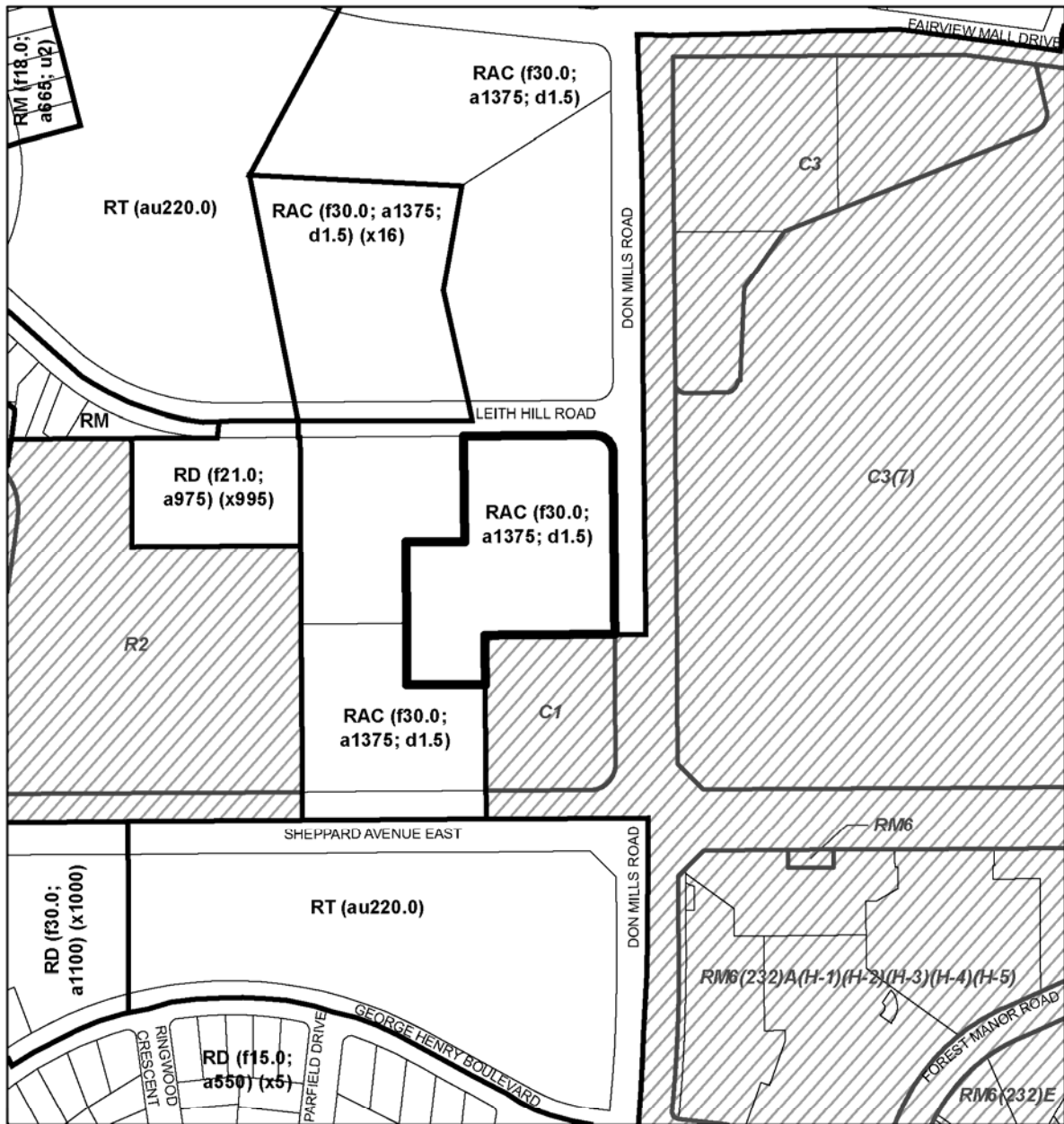


Sheppard East Subway Corridor Secondary Plan

MAP 9-2 Key Development Areas

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- 1.5 Density
- Subway Station

November 2015



Zoning By-Law No. 569-2013

2600 Don Mills Road

File # 17 260070 NNY 33 0Z



Location of Application

RD Residential Detached RT Residential Townhouse
 RM Residential Multiple



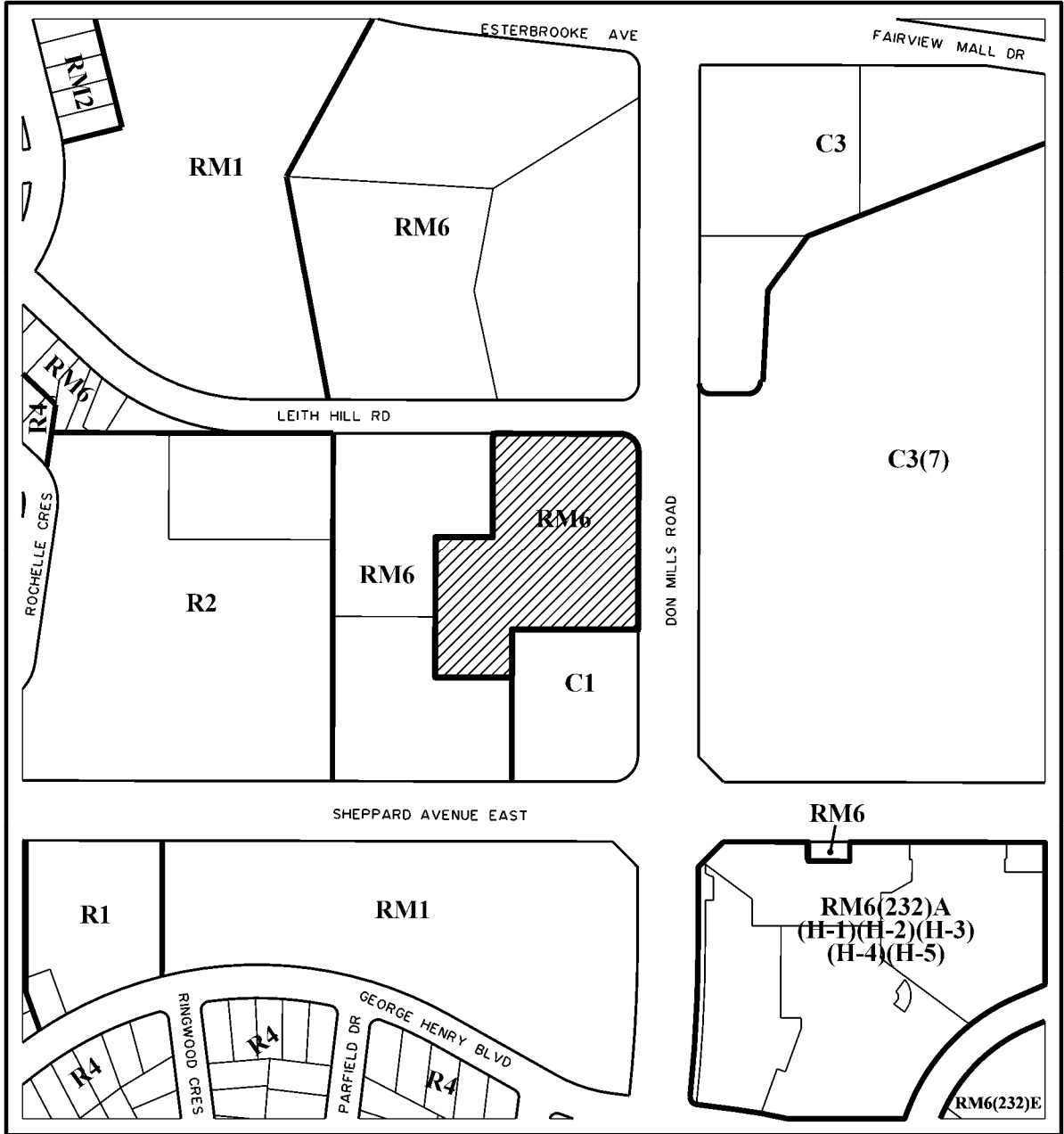
See Former City of North York By-Law No. 7625

R2 One-Family Detached Dwelling Second Density Zone
 RM6 Multiple-Family Dwellings Sixth Density Zone
 C1 General Commercial Zone
 C3 District Shopping Centre Zone



Not to Scale
 Extracted: 11/14/2017

Attachment 10: Zoning By-law 7625



Zoning By-Law No. 7625

2600 Don Mills Road

File # 17 260070 NNY 33 0Z

Location of Application

- R1 One-Family Detached Dwelling First Density Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R4 One-Family Detached Dwelling Fourth Density Zone

- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone

- C1 General Commercial Zone
- C3 District Shopping Centre Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale
Extracted 11/14/2017

Attachment 11: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 260070 NNY 33 OZ
Details	OPA & Rezoning, Standard	Application Date:	November 9, 2017

Municipal Address: 2600 DON MILLS RD
 Location Description: PLAN M992 BLK NN PT RP R2755 PART 1 TO PART 5 **GRID N3302
 Project Description: Application to amend the Official Plan, Sheppard East Subway Corridor Secondary Plan and Zoning By-law to permit a 39-storey residential tower containing 364 residential units, including the provision of 521 underground parking spaces; outdoor amenity space and a public park. The proposed density is 3.84 times the lot area. The existing 19-storey rental apartment building would be retained and the proposed tower would be accessed via a new public road off Don Mills Road.

Applicant:	Agent:	Architect:	Owner:
GOLDBERG GROUP 2098 Avenue Rd, Toronto, ON M5M 4A8	GOLDBERG GROUP 2098 Avenue Rd, Toronto, ON M5M 4A8	QUADRANGLE 901 King St. West Toronto, ON M5M 3H5	HUNTERS LODGE APTS INC 181 Eglinton Ave E. Toronto, ON M4P 1J4

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	RAC (f30.0; a1375; d1.5)	Historical Status:	N
Height Limit (m):	N/A	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	13,666	Height:	Storeys:	39
Frontage (m):	107		Metres:	119.9
Depth (m):	87-122			
Total Ground Floor Area (sq. m):	1998			Total
Total Residential GFA (sq. m):	52478		Parking Spaces:	521
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	52478			
Lot Coverage Ratio (%):	19.7			
Floor Space Index:	3.84			

DWELLING UNITS

Tenure Type:	Rental, Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	185 (31%)
2 Bedroom:	350 (60%)
3 + Bedroom:	55 (9%)
Total Units:	590

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	52478		0
Retail GFA (sq. m):	0		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

CONTACT:	PLANNER NAME:	Kathryn Moore, Planner
	PHONE/EMAIL:	416-395-7176 or kathryn.moore@toronto.ca