

2500 Don Mills Road – Official Plan and Zoning Amendment Applications – Appeal Report

Date: April 28, 2023
To: North York Community Council
From: Director, Community Planning, North York District
Ward: 17 – Don Valley North

Planning Application: 22 135742 NNY 17 OZ
Related Application: 22 135741 NNY 17 SA

SUMMARY

On April 19, 2022, Official Plan and Zoning By-law Amendment applications were submitted to permit 30 (96.06 metres) and 39-storey (123 metres) mixed-use buildings containing a total of 823 residential units. The proposed development would include 50,082 square metres of residential gross floor area and 982 square metres of at-grade commercial gross floor area.

On February 6, 2023, the Applicant appealed the applications to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 120-day time frame in the *Planning Act*.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the applications in their current form and to continue discussions with the Applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Applications regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 2500 Don Mills Road and to continue discussions with the Applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of the final Order be withheld until such time as the City Solicitor advises that:

a) The final form and content of the draft Official Plan and Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;

b) A Holding provision is included in the implementing zoning by-law to ensure the necessary infrastructure is in place before any development can proceed and the applicant joins the block's draft plan of subdivision application currently underway (21 211396 NNY 17 SB) to coordinate with the abutting landowners in the implementation of the block's servicing and transportation network, public park and the required public conveyance to city standards to support the proposal;

3. In accordance with Section 42 of the *Planning Act*, prior to the issuance of the first above-grade permit, the owner dedicate to the City a minimum of 657 square metres of unencumbered on-site parkland in the northwest portion of the site, with the exact size, location and configuration of the on-site parkland dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation, and such on-site parkland dedication to be transferred to the City, free and clear, above and below grade, of all easements, encumbrances and encroachments, in an acceptable environmental condition.

4. City Council approve the acceptance of a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the applicant of the above base park improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the applicant of designing and constructing the above base park improvements, as approved by the General Manager, PFR and the Parks and Recreation component of the development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

5. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

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

DECISION HISTORY

On July 28, 2020, City Council adopted Official Plan Amendment 490 ("OPA 490") which amended Schedule 2 of the Official Plan to identify a new street network through the Sheppard - Don Mills – Leith Hill Block. OPA 490 was not appealed and is in force and effect. OPA 490 may be found here:

<https://www.toronto.ca/legdocs/bylaws/2020/law0625.pdf>

On January 29, 2021, the Local Planning Appeal Tribunal ("LPAT") (now referred to as the Ontario Land Tribunal or OLT) approved developments for abutting lands at 1650 Sheppard Avenue East, 2600 Don Mills Road and 25 Leith Hill Road:

1650 Sheppard Avenue East

- The approval included a new 31-storey tower to the north of the existing 15-storey rental residential building and new affordable rental housing to be secured in the new 31-storey building.

2600 Don Mills Road

- The approval of a new 33-storey residential building, three blocks of stacked townhouses and the retention of the existing 19-storey rental apartment building.

25 Leith Hill Road

- The approval of a 31-storey residential building and the retention of the existing 15-storey rental apartment building.

The LPAT decision approving these developments can be found here:

<https://www.omb.gov.on.ca/e-decisions/pl170649-Jan-29-2021.pdf>

On January 29, 2021, in addition to the approvals outlined above for the abutting lands at 1650 Sheppard Avenue East, 2600 Don Mills Road and 25 Leith Hill Road, the OLT simultaneously approved Official Plan Amendment No 476 ("OPA 476") through By-law 381-2023 (LPAT), to which the Owner consented, and which now applies to the subject site. OPA 476 increased the planned density for the subject site from 1.5 FSI to 3.99 FSI and amends the Sheppard East Subway Corridor Secondary Plan by adding 2500 Don Mills Road (subject site), 2600 Don Mills Road, 1650 Sheppard Avenue East and 25 Leith Hill Road to Map 9-2, Key Development Areas. OPA 476 also added Section 4.2.10 to the Secondary Plan which provides direction for reviewing development applications on the block to ensure the establishment of complete communities

consisting of multiple-family residential development in a range of building types. In order to meet the objective of creating a complete community, OPA 476 requires each development to provide affordable housing and/or community services and facilities, as well as a review of the block's servicing capacity and transportation network for the existing and proposed density (Refer to Attachments 7 to 10 – Secondary Plan Maps). Section 4.2.10 of the Secondary Plan directs that the “Sheppard - Don Mills – Leith Hill Block Context Plan Urban Design Guidelines” will be used to develop the vision and framework for the block's new public streets and midblock pedestrian connections, new public parkland, publicly-accessible private open spaces, as well as the general siting, organization and massing and typology for new buildings on the block.

The LPAT decision approving OPA 476, can be found here:

<https://www.omb.gov.on.ca/e-decisions/pl170649-Jan-29-2021.pdf>

As a pre-condition of the OLT's final Order on the Zoning By-law Amendment for 2600 Don Mills Road, 1650 Sheppard Avenue East and 25 Leith Hill Road, a draft Plan of Subdivision application was jointly submitted by the three other landowners in the block to implement the block's proposed development and to secure the block's new public streets, parkland dedication and any required municipal infrastructure in accordance with the Sheppard-Don Mills – Leith Hill Block Context Plan. This draft plan of subdivision application (21 211396 NNY 17 SB) has been submitted and is being reviewed by City staff.

The Sheppard - Don Mills – Leith Hill Block Context Plan and Urban Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ny/bgrd/backgroundfile-146677.pdf>

Site and surrounding area

Site Description and Dimensions: The site is located at the northwest corner of the intersection of Sheppard Avenue East and Don Mills Road. The square-shaped site is 6,948 square metres in size, has a frontage of 76.3 metres on Sheppard Avenue East and a frontage of 91.76 metres on Don Mills Road.

Existing Use: a gas station that includes a self-service car wash, a convenience store and a take-out restaurant for a total commercial gross floor area of 300 square metres.

Surrounding existing and planned uses include:

North: an existing 19-storey apartment building and an LPAT approval for a 33-storey residential building at 2600 Don Mills Road (17 260070 NNY 33 OZ); and a 15-storey apartment building and an LPAT approval for a new 31-storey building at 25 Leith Hill Road (20 193551 NNY 17 OZ).

East: on the east side of Don Mills Road is Fairview Mall currently subject to an application proposing twelve buildings from 18 to 58 storeys adjacent to the existing shopping mall site and TTC Don Mills subway station (22 135661 NNY 17 OZ).

South: low-rise residential neighbourhood west of Don Mills Road and a high-rise apartment neighbourhood up to 36-storey residential buildings (Parkway Forest) east of Don Mills Road.

West: an existing 15-storey rental apartment building and an LPAT approval for a 27 - 31-storey residential building at 1650 Sheppard Avenue East (16 270525 NNY 33 OZ) and St. Timothy Catholic School.

THE APPLICATION

Description

A mixed-use development that consists of two tall buildings of 30 and 39 storeys, atop a shared four-storey podium. The proposed development would include 50,082 square metres of residential gross floor area and 982 square metres of at-grade commercial gross floor area. A total of 376 residential parking stalls and 49 shared visitor and commercial parking spaces would be located within the proposed 3-level underground parking garage.

Height: 30-storeys (96.05 metres) and 39-storeys (123 metres) plus a 7.0 metre high mechanical penthouse.

Density (Floor Space Index): 7.35 times the area of the lot.

Unit count: 823 dwelling units consisting of 532 one-bedroom units (64.6%), 210 two-bedroom units (25.5%) and 81 three-bedroom units (9.8%).

Additional Information

See Attachments **1-5** of this report for a location map, Application Data sheet, three dimensional representations of the project in context and a site plan of the proposal. The Application Data Sheet contains additional details on the proposal including site area and dimensions; floor area; unit breakdowns; and parking counts.

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Reasons for Application

The Official Plan Amendment proposes to amend the Key Development Areas of Chapter 6 of the Sheppard East Subway Corridor Secondary Plan to permit a maximum

density of 7.35 times the lot area and to add an interim private driveway street and close it when public “Street B” is constructed, which is not in accordance with the Official Plan planned public streets, in addition to amending the Secondary Plan Policy 4.2.10 (a) that requires new public streets to be provided through a registered plan of subdivision.

The Zoning By-law Amendment application proposes to amend Zoning By-law 7625 to vary performance standards including: building height; building setbacks; floor space index; outdoor minimum amenity space and parking space requirements. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted and is under review by staff (File No. 22 135741 NNY 17 SA).

POLICY CONSIDERATIONS

Official Plan Designation: The site is designated *Mixed Use Areas* and is located in the Sheppard East Subway Corridor Secondary Plan.

Zoning: The site is subject to the former City of North York Zoning By-law 7625. The site is zoned C1 and RM5, with a density of 1.0 times the area of the lot and a height limit of 11 metres. The site is not subject to By-law 569-2013.

Community consultation

A Virtual Community Consultation Meeting was hosted by City staff on July 5, 2022, and attended by the Ward Councillor and 41 members of the public. Following presentations by City staff and the Applicant, the following comments and issues were raised:

- density concerns that are out of character within the neighbourhood
- wind and shadow impacts of the towers
- the loss of a gas station that serves the area
- traffic congestion on the local road network

COMMENTS

Provincial Framework

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 Provincial Policy Statement, 2020 (the “PPS”) and conformity with the Growth Plan, 2020 (the “Growth Plan”). Staff have determined that the proposal is inconsistent with the PPS as it does not provide the necessary infrastructure for orderly development and does not provide affordable housing or public service facilities to

establish complete communities. The proposal does not conform with the Growth Plan as it does not provide a transit supportive mix of uses including major office to support a major transit station area. Further, the proposal does not optimize planned infrastructure to support the achievement of complete communities and disregards the planning process established to ensure orderly development of the broader block that the development is situated in.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform to provincial plans.

Plan of Subdivision

To ensure orderly development, the applicant should coordinate the site's development with the abutting landowners that jointly submitted a draft subdivision plan application (21 211396 NNY 17 SB) to ensure coordinated development of the block context plan and the implementation of the block's servicing and transportation network, affordable housing and/or community services and facilities and public park that supports the existing and planned context. The proposal anticipates proceeding ahead of the implementation of the block's subdivision plan thus the application proposes an interim private driveway to provide vehicular and fire access to support its proposed development. The proposal adds a duplicate east-west private driveway and access next to the planned public "Street B" which is inconsistent with the block's transportation network that seeks to promote active transportation within and around the block and reduce the creation of new curb cuts and driveways to new public streets and existing public sidewalks. In addition, the servicing infrastructure is not functional, nor is it coordinated with the block's planned servicing infrastructure, which is intended to realign and reconnect the existing municipal water, sanitary and stormwater services within the new planned public streets. In addition, as this proposal anticipates the delivery of the public park prior to the implementation of the block's subdivision plan, the proposed on-site parkland does not have any public street frontage or public access.

Land Use

The Growth Plan identifies that major office will be directed to Major Transit Station Areas with existing frequent transit service to maximize existing infrastructure and support the achievement of complete communities. The proposal does not provide an appropriate mix of uses and a range of housing options including affordable housing and appropriately sized larger residential units. The Block Context Plan envisioned new housing in various built forms, including mid-rise buildings as well as tall buildings with appropriately scaled base buildings. This is to provide a range of housing types and densities that support a range of forms and tenures. The proposal provides for two tall towers and two townhouse blocks.

The Growth Plan housing policies support the achievement of complete communities, and for municipalities to consider the use of available tools to require the multi-unit residential developments that incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. Five of the 210 total two-bedroom units are larger than 87 square metres as recommended in the City's Growing Up Guidelines. Five of the 81 total 3-bedroom units are larger than the recommended 100 square metres. Although the proposal provides for a minimum of 15 percent two bedroom and 10 percent three-bedroom units, there are a significant number of multi-bedroom units that fall below the unit size range outlined in the Growing Up Guidelines.

The Growth Plan promotes the development of complete communities where people can live, work, shop and access services near public transit. The Official Plan designates the subject site as *Mixed-Use Areas*, which are areas that will absorb most of the anticipated increase in retail, office and service employment as well as new housing. The subject site abuts the Don Mills TTC subway station and does not provide a balance of uses that reduces automobile dependency and meets the needs of the local community or the vision for a complete community articulated through the Block Context Plan and OPA 476. The proposal provides for 982 square metres of at-grade commercial uses and 50,082 square metres of residential gross floor area, however, no affordable housing or community service facilities are proposed in accordance with the Secondary Plan's requirements.

Built Form, Height and Transition

City Planning staff have reviewed the proposed built form, including height, massing and transition against the policies of the Official Plan, Sheppard East Subway Corridor Secondary Plan, the Sheppard - Don Mills - Leith Hill Block Context Plan Urban Design Guidelines, as well as other relevant design guidelines.

The Sheppard – Don Mills – Leith Hill lands are intended to create a complete community consisting of multiple family residential development in townhouses, midrise and tall buildings forms with a maximum density of up to 3.99 times for the block while the proposal has an overall density of 7.35 times the area of the site.

The Site and Area Specific Policies provide direction on the redevelopment of the block with respect to new public streets; the distribution of building heights that will see the tallest heights located closest to Don Mills Road and Sheppard Avenue East intersection with a transition down in height moving north, west and northwest on the lands; the scale and the massing of the buildings adjacent to St. Timothy Catholic School and adjacent to the *Neighbourhoods* designation will have regard for the lower density character of these areas. It encourages a mix of housing types, uses, and tenure including affordable housing. Although the Block Context Plan and Urban Design Guidelines for this site envisioned a mid-rise building on Sheppard Avenue East that established a strong built form relationship with the adjacent public streets and open spaces, a tall building typology may be contemplated on this site when designed to minimize negative impacts on the public realm and the nearby school yard including

shadows and wind impacts. The height, orientation and relationship to the base building should be re-designed to minimize shadow and wind impacts on the adjacent public realm and the school yard.

The proposed stepback from the base building to the tower elements along Shepperd Avenue East and the new public street to the north is occupied with balconies in the tower and does not allow for the base and tower to be appropriately distinguished as directed by the Official Plan. In addition, it does not establish an appropriate pedestrian perception and appropriate street proportion.

The proposed buildings and public park interface are designed with non-active uses and vehicular oriented spaces.

Sun and Shadow

The Official Plan states that tall buildings should be located and massed to fit within the existing and planned context to ensure access to direct sunlight and daylight on the public realm. When development is adjacent to a park or open space the buildings should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight. There are shadow impacts resulting from the proposal. Tower A and Tower B shadows on the abutting school's outdoor green space at 9:18 a.m. In addition, Tower A and Tower B create shadow on the new park between the hours of 9:18 a.m. to 12:18. p.m.

Wind

The wind impacts resulting from the proposal are not acceptable and do not meet the policies of the Official Plan or the intent of the Tall Building Design Guidelines.

A Pedestrian Level Wind Study identifies multiple unacceptable wind conditions, impacting the comfort level of the outdoor areas surrounding the building, proposed public park, pedestrian pathways and public boulevards.

The wind impacts should be mitigated and addressed with built form solutions, additional setbacks between the buildings, and stepbacks from base buildings to reduce the wind downwashing into the public realm.

Streetscape

The approved Block Context Plan envisions Privately Owned Publicly Accessible Spaces (POPS) on the edges of the existing streets and buildings, providing additional space for community activities as well as enhancing the pedestrian experience on the streets. The approved Block Context Plan also plans for a connected and accessible network of public streets, pedestrian connections and cycling routes that encourage active transportation through the block while limiting the creation of new curb cuts and driveways to new public streets and existing public sidewalks. This site anticipates

higher pedestrian and cycling volume as Sheppard Avenue East and Don Mills Road are identified as major city-wide cycling routes. In addition, the abutting Don Mills subway station, Fairview Mall and existing high transit frequency will continue to generate higher volumes of pedestrians, cyclists and transit users at this important major intersection. The standard public sidewalk width of 2.1 metres is not sufficient to support the planned active transportation and pedestrian amenity on the corner and along Don Mills Road and Sheppard Avenue East and no POPS are proposed.

The proposal also provides for an angular pedestrian mid-block connection connecting the south-east corner of the site from Don Mills Road and Sheppard Avenue East to the block's public park. The approved Block Context Plan establishes a strong built form relationship with adjacent public streets and open spaces whereby active ground floor uses provide opportunities for casual overlook to help animate the public realm and provide for "eyes on the street". Active uses should be provided at the terminus of the mid-block connection, and additional active ground floor spaces facing the internal courtyard should be provided to meet the public realm objectives of Official Plan, the Secondary Plan and the Block Context Plan Urban Design Guidelines.

Affordable Housing and/or Community Services and Facilities

Secondary Plan Policy 4.2.10 e) directs that each development on the lands that make up the Block Context Plan will include affordable housing and/or community services and facilities. This proposal does not provide affordable housing or community services and facilities as required by the Secondary Plan.

Servicing

Should the Tribunal opt to approve the application in some form, Staff recommend a Holding provision be included in the implementing zoning by-law to ensure that the necessary servicing infrastructure is in place before any development can proceed and that it's coordinated and consistent with the block's subdivision plan.

Parkland

The proposed parkland does not have any public frontage or public access. Staff recommend that City Council request that a Holding provision be required in the implementing zoning by-law to ensure the necessary public infrastructure and access are in place before the development of the public park.

In accordance with Chapter 415, Article 111 of the Toronto Municipal Code, Parks, Forestry and Recreation staff have requested an on-site parkland dedication of 657 square metres. The dedication should be free of any encumbrances, above or below-grade and in an environmentally acceptable condition.

The proposed public parkland will add to the west portion of the block 1,604 square metre size public parkland with public frontage for the planned "Street B" in accordance with Block Context Plan and the current draft Subdivision Plan application jointly submitted by the abutting landowners.

Indoor and Outdoor Amenity Space

A total of 0.97 square metres per dwelling unit (or 800 square metres) of outdoor amenity space and 2 square metres of indoor amenity space per dwelling unit are proposed for the development. The Zoning By-law 569-2013 requires 4 square metres of indoor and outdoor amenity space per unit.

The outdoor amenity space proposed is not sufficient, both in size and location/configuration. The interior of the block is largely occupied by motor-vehicle related uses. Amenity spaces can be incorporated into development to face the park to provide additional amenity spaces that can be used for a plant nursery, food production/community garden space, and intensive green roofs with seating areas.

Transportation

In accordance with OPA 476 and OPA 490 the Block Context Plan has a planned east-west public "Street B". The proposed development cannot proceed until the planned public street is constructed and conveyed to the City. The driveway access from the new public street and park access is required to be coordinated with the timing and implementation of public "Street B" through the current draft subdivision application submitted by the abutting land owners within the block.

The proposed Transportation Demand Management strategy does not meet Toronto Green Standard requirements. Descriptions of the site location and existing transportation characteristics do not satisfy the requirements of the Official Plan in respect of a TDM strategy in a Transportation Impact Study. The proposed strategies identified are minor and inadequate to support the additional growth represented by the proposal.

Further Issues

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through deputation made by members of the public to Community Council. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

Conclusion

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal is not consistent with the PPS and it does not conform to the Growth Plan and the Official Plan, including the Secondary Plan.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

CONTACT

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Email: Jenny.Choi@toronto.ca

SIGNATURE

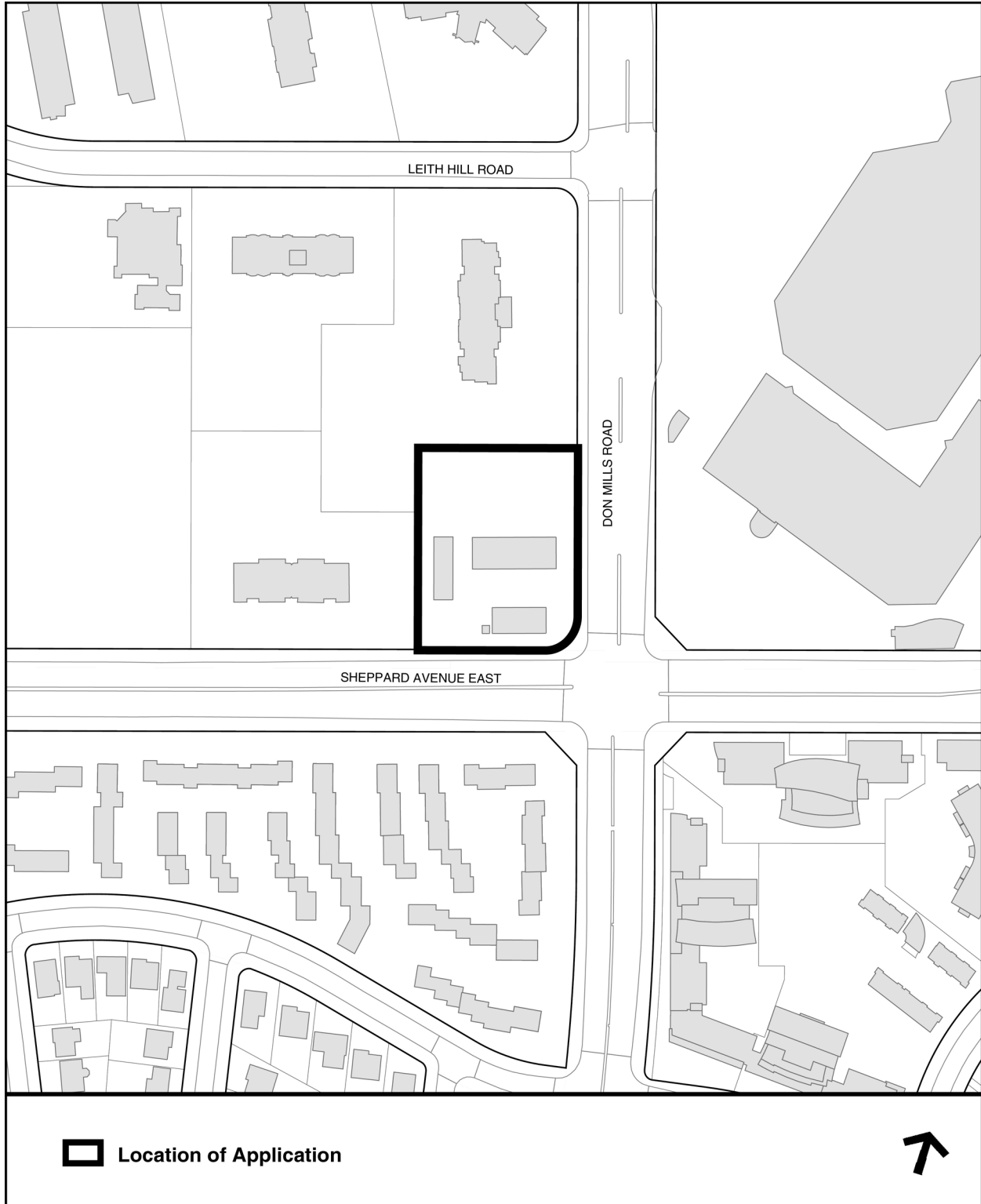


David Sit, MCIP, RPP
Director, Community Planning, North York District

ATTACHMENTS

- Attachment 1: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: 3D Model of Proposal in Context Looking Southwest
- Attachment 4: 3D Model of Proposal in Context Looking Northeast
- Attachment 5: Site Plan
- Attachment 6: Official Plan Land Use Map
- Attachment 7: Sheppard East Subway Corridor Secondary Plan – Public Streets
- Attachment 8: Sheppard East Subway Corridor Secondary Plan – Map 9-2
- Attachment 9: Sheppard East Subway Corridor Secondary Plan – Map 9-3
- Attachment 10: Sheppard – Don Mills -Leith Hill Block Context Plan
- Attachment 11: Zoning By-law Map (7925)

Attachment 1: Location Map



APPLICATION DATA SHEET

Municipal Address: 2500 DON MILLS RD **Date Received:** April 19, 2022

Application Number: 22 135742 NNY 17 OZ

Application Type: OPA & Rezoning

Project Description: Application to amend the zoning by law to permit a mixed use development consists of two towers, at 30 and 39 storeys, atop a four-storey podium, and consists of 823 residential units, 50,082 m² of residential gross floor area (GFA) and 982m² of retail GFA at grade. The proposal also consists of a three-level parking garage with 376 residential parking stalls, and 49 shared visitor and commercial parking stalls.

Applicant	Agent	Architect	Owner
MARLIN SPRING	BENJAMIN PISTER	WALLMAN ARCHITECT	MAC'S CONVENIENCE STORES INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: C1 Heritage Designation:

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 6,948 Frontage (m): 76 Depth (m): 92

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	300	0	3,199	3,199
Residential GFA (sq m):			50,082	50,082
Non-Residential GFA (sq m):	300	0	982	982
Total GFA (sq m):	300	0	51,065	51,065
Height - Storeys:	1		39	39
Height - Metres:	3		123	123

Lot Coverage Ratio (%): 46.04 Floor Space Index: 7.35

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	49,912	170
Retail GFA:	982	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			823	823
Other:				
Total Units:			823	823

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		2	530	210	81
Total Units:		2	530	210	81

Parking and Loading

Parking Spaces: 376 Bicycle Parking Spaces: 824 Loading Docks: 2

CONTACT:

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(416) 395-0108
Jenny.Choi@toronto.ca

Attachment 3: 3D Model of Proposal in Context Looking Southwest



View of Applicant's Proposal Looking Southwest

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06/06/2022

Attachment 4: 3D Model of Proposal in Context Looking Northeast

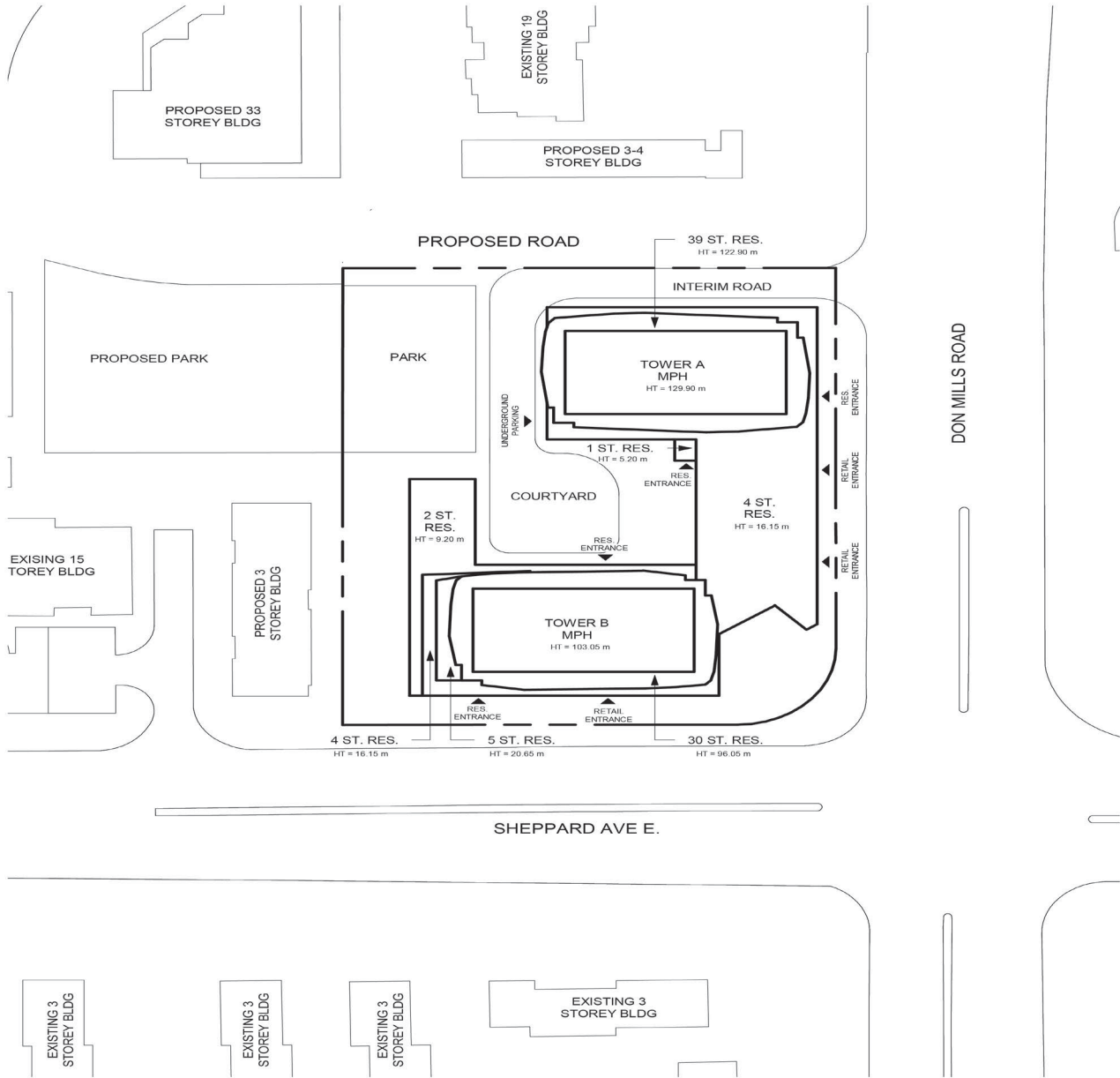


View of Applicant's Proposal Looking Northeast



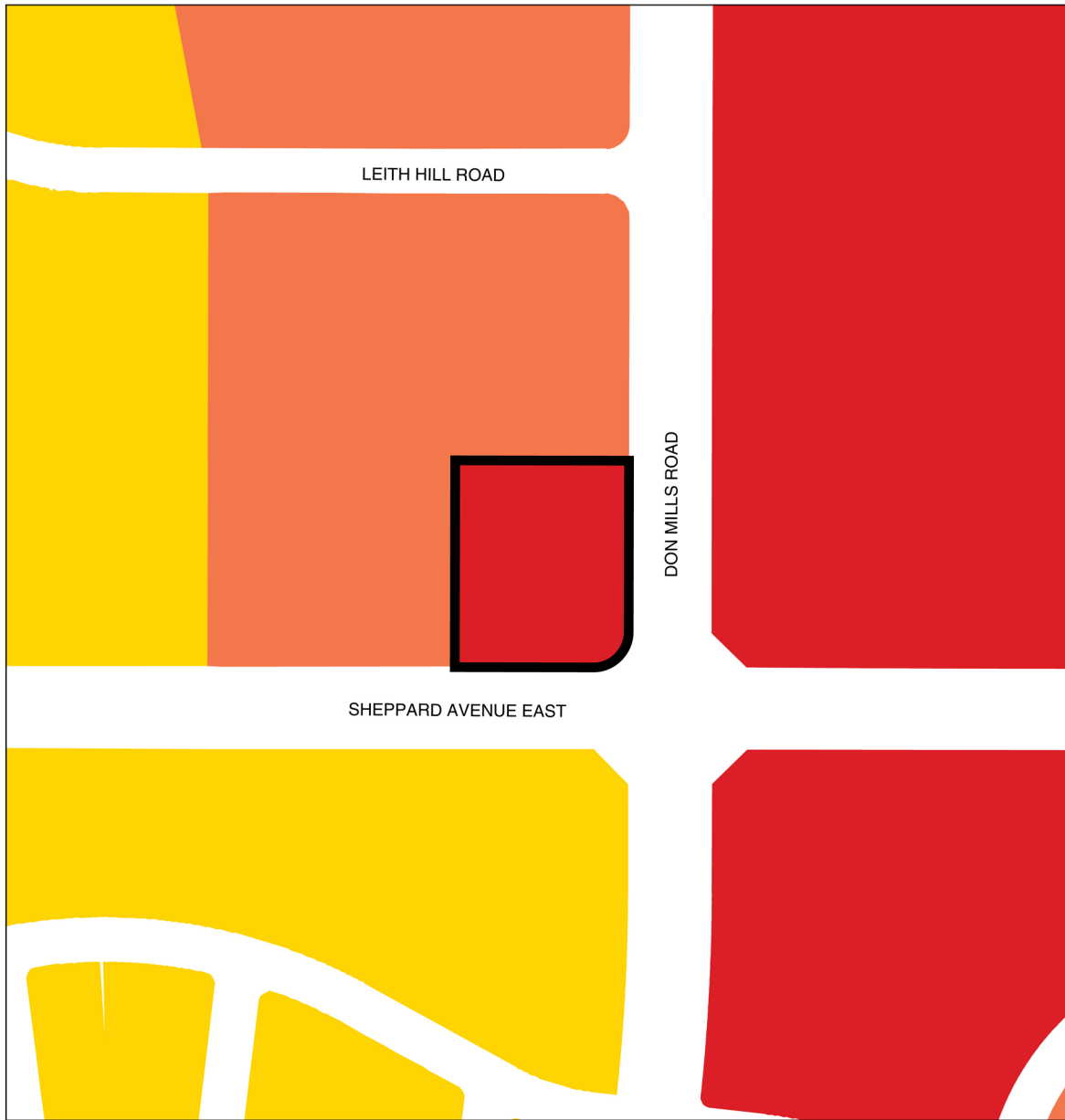
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Attachment 5: Site Plan



Site Plan 





Attachment 6: Official Plan Land Use Map



Official Plan Land Use Map #19

2500 Don Mills Road

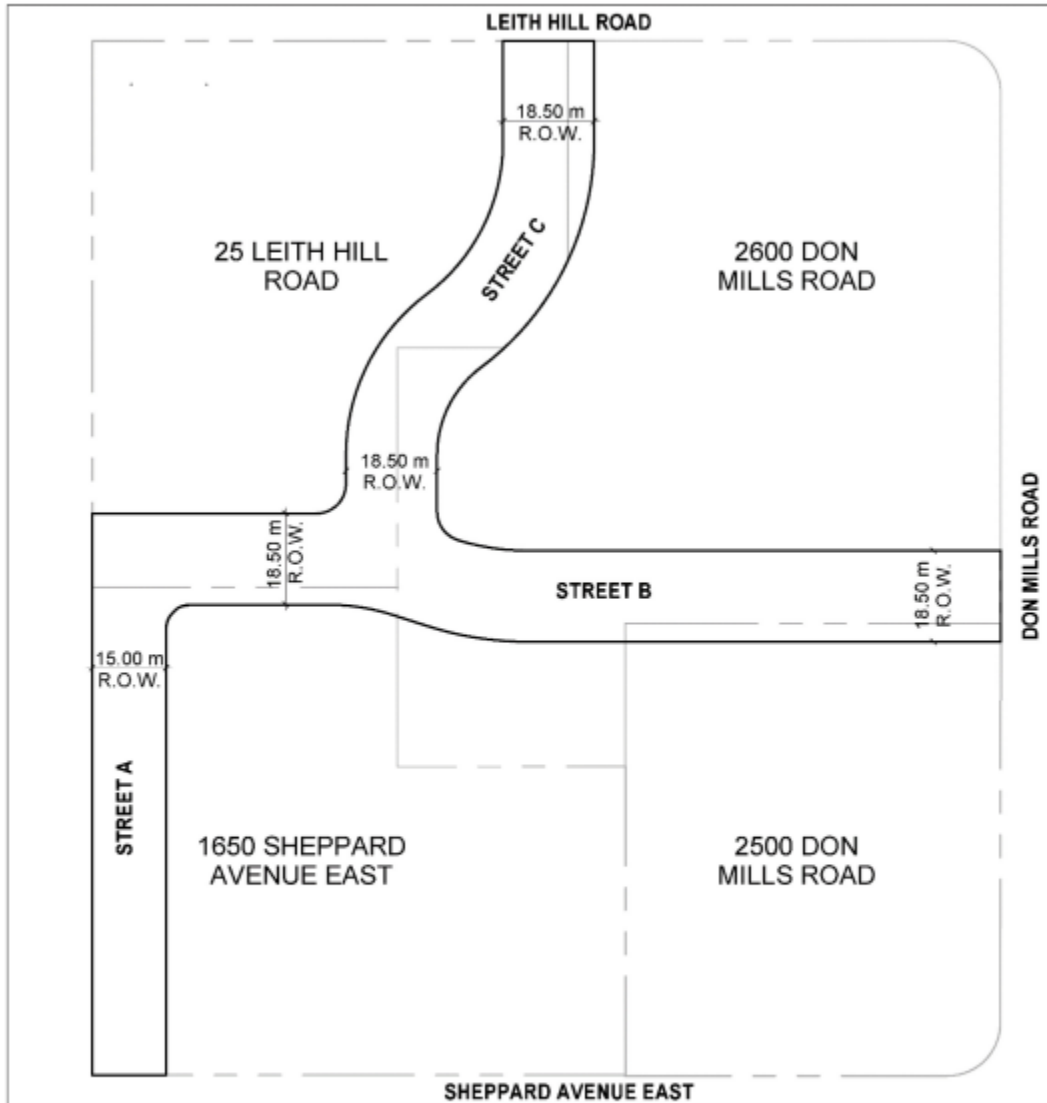
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-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas



Not to Scale
Extracted: 04/25/2022

Attachment 7: Sheppard East Subway Corridor Secondary Plan – Public Streets

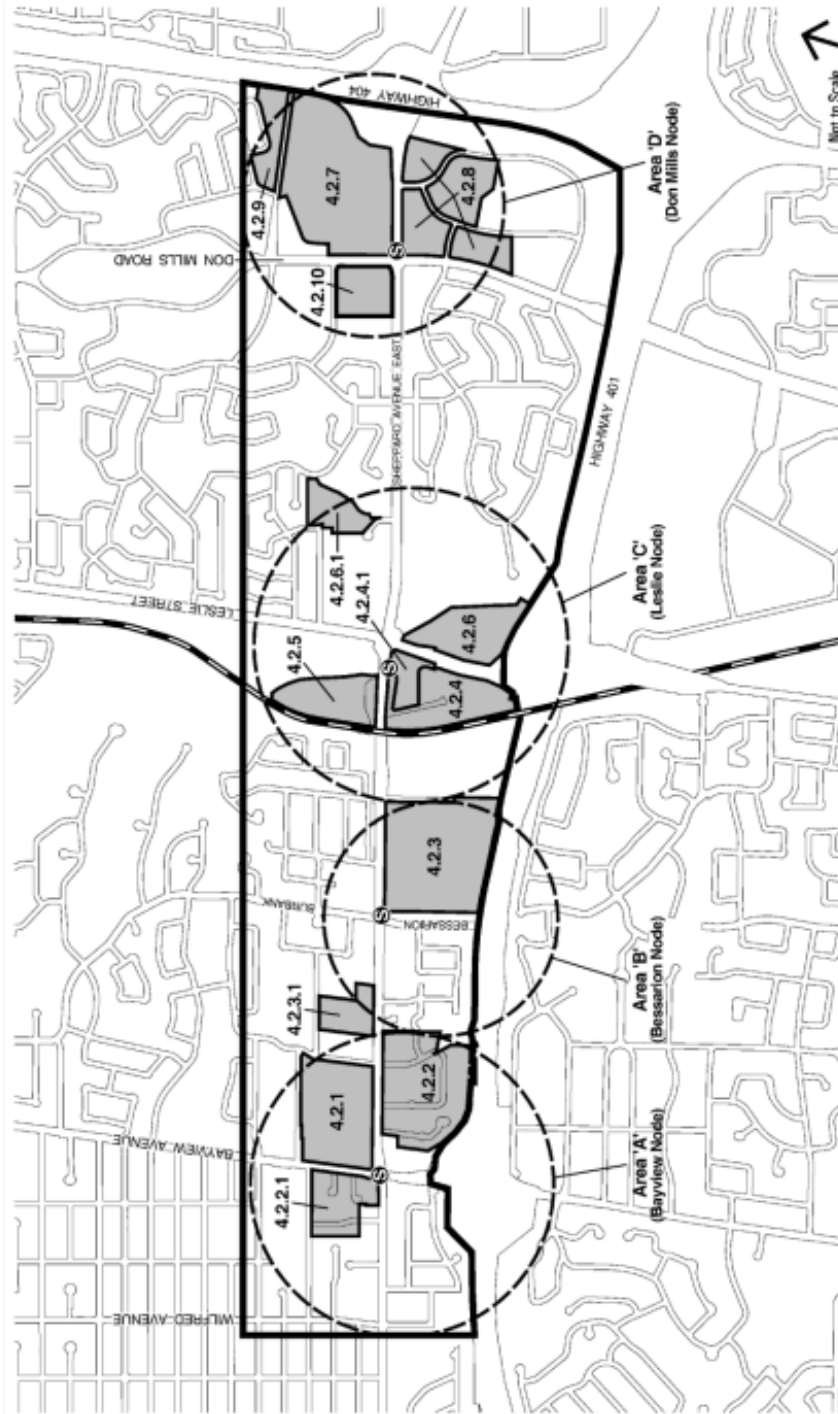


Official Plan Amendment #490

2600 Don Mills Road

File # 17 260070 NNY 33 0Z

Attachment 9: Sheppard East Subway Corridor Secondary Plan – Map 9-3

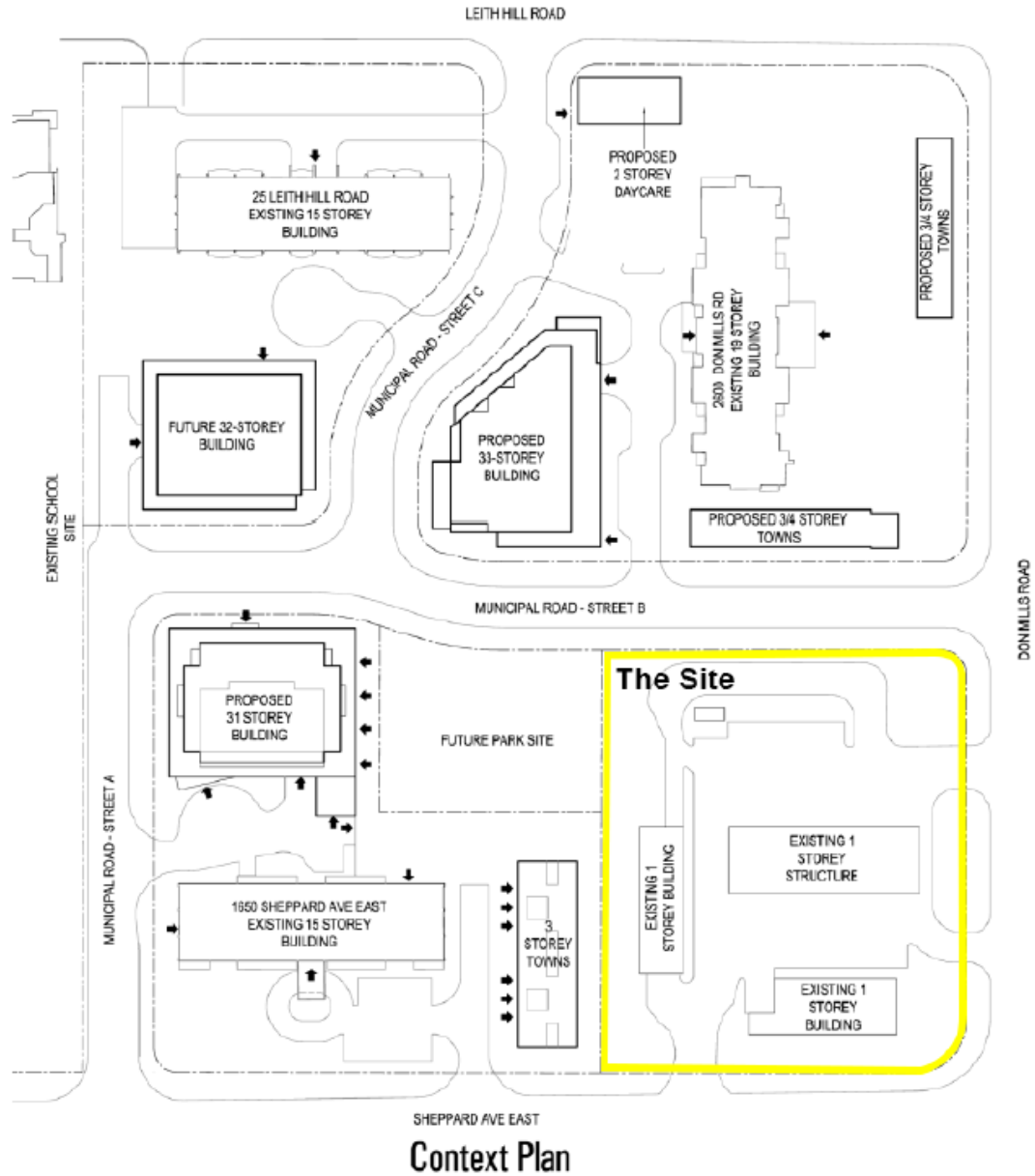


Sheppard East Subway Corridor Secondary Plan
MAP 9-3 Specific Development Policies

- Secondary Plan Boundary
- Specific Development Policy Areas
- Subway Station

November 2015

Attachment 10: Sheppard – Don Mills -Leith Hill Block Context Plan



Attachment 11: Zoning By-law Map



Zoning By-law 7625

2500 Don Mills Road

File # 22 135742 NNY 17 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*
- RM6 *Multiple-Family Dwellings Sixth Density Zone*
- C1 *General Commercial Zone*

- C3 *District Shopping Centre Zone*



Not to Scale
Extracted: 04/25/2022