

609 Roehampton Avenue – Zoning By-law Amendment Application– Appeal Report

Date: March 13, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 15 - Don Valley West

Planning Application Number: 25 113541 NNY 15 OZ

SUMMARY

On February 18, 2025, an application to amend the Zoning By-law was submitted and deemed complete on May 8, 2025, satisfying the City's minimum application requirements. The application seeks to permit two 15 storey (56.9 metres, plus mechanical penthouse) residential apartment buildings with a total floor space index of 7.31. The proposal would contain a total gross floor area of approximately 15,285.1 square metres, representing 209 residential apartment dwellings.

On December 15, 2025 the applicant appealed the Zoning By-law Amendment Application to the Ontario Land Tribunal (“OLT”) due to Council’s failure to make a decision within the time frame under the Planning Act.

This Report recommends that the City Solicitor with the appropriate City Staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve any outstanding issues.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council direct the City Solicitor and appropriate City Staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Zoning By-law Amendment Application appeal for the lands municipally known as 609 Roehampton Avenue and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. City Council authorize the City Solicitor and City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event the Ontario Land Tribunal allows the appeal, in whole or in part.

FINANCIAL IMPACT

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 August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) boundaries and policies. The site is located within the Leaside Station MTSA through SASP 681, as approved by the Minister. The Ministry's decision on the MTSA and PMTSAs can be found on the City's Official Plan Review webpage here: [Official Plan Review – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

Description

The site is known municipally as 609 Roehampton Avenue, and is located on the south side of Roehampton Avenue, and west of Bayview Avenue. The site is rectangular in shape, with a frontage of approximately 130.78 metres along Roehampton Avenue, a depth of approximately 18.87 metres, and an area of approximately 2,441 square metres. There are two existing vehicular access driveways on the subject lands, which also provides access to the adjacent site at 2075 Bayview Avenue (Metro Grocery Store) through an easement. The site has an existing one storey commercial building (Beer Store). See Attachment 2 for the Location Map.

Surrounding Uses

North: Directly north of the subject site is Roehampton Avenue. Further north are low-rise neighbourhood residential dwellings. A 39 storey tower is proposed at 17-29 Glenavy Avenue (24 208060 NNY 15 OZ). Directly adjacent to 17-29 Glenavy Avenue is Badali Family Lane. Further east is an existing gas station at 1802 Bayview Avenue (23 163199 NNY 15 OZ) , where a 46 storey tower has been approved by the OLT.

South: Directly south of the subject site is a large scale grocery store (Metro). Further south is Eglinton Avenue East. A secondary entrance for the Leaside LRT Station is located at the south west corner of the block.

East: Directly east of the subject site is a gas station. Further East is Bayview Avenue, and an existing condo at 1801 Bayview Avenue (approximately 8 storeys), and three proposed residential towers at 660 Eglinton Avenue East (24252497 NNY 15OZ) with heights of 32, 37 and 43 storeys.

West: Directly west of the subject site is a group of townhouses (3-storeys). Further west of the site is Bruce Park Avenue, and additional single detached dwellings.

THE APPLICATION

Description

The subject application proposes two 15 storey residential apartment buildings. The subject site is bisected by a mid-block private street creating two separate development parcels, with one building proposed on each site. Combined, the two buildings would contain a gross floor area (GFA) of approximately 15,285.1 square metres, representing 209 residential apartment dwellings. The breakdown of the individual buildings are as follows:

	Building A (West of Private Street)	Building B (East of Private Street)
Site Area	1,197.6 square metres	894.1 square metres
GFA	9,635.7 square metres	5,649.4 square metres
Density (FSI)	8.05	6.32
Residential Component	11 studio units (7.3%), 85 one bedroom units (56.7%), 39 two bedroom units (26%), and 15 three bedroom units (10%). 150 total units	3 studio units (5.31), 13 one bedroom units (22%), 33 two bedroom units (55.9%), and 10 three bedroom units (10%). 59 total units.
Vehicular Parking	6	5
Bicycle Parking	165	66

Access, Parking and Loading

A Type "G" loading space is provided for Building A, while a Type "C" loading space is provided for Building B.

Building A would have vehicular access from the existing driveway on Roehampton Avenue, as well as another access from the proposed private street.

Building B would have access from an existing driveway on Roehampton Avenue.

As previously noted, the subject site's driveways are encumbered by existing easements and provide access to the Metro site to the south. A legal opinion will be required to confirm whether the easements are to remain, be modified, or extinguished as part of the proposal. The proposed access is required to be further reviewed subject to receipt of the required information.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, a site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/609RoehamptonAve

Reasons for Application

The application to amend the Zoning By-law is required to allow for increased density, height, and associated building performance standards in citywide Zoning By-law 569-2013, specifically in the Commercial Residential (CR) zone.

APPLICATION BACKGROUND

A pre-application consultation ("PAC") meeting was held on May 7, 2024. On February 18, 2025, an application to amend the Zoning By-law was submitted and deemed complete on May 8, 2025, satisfying the City's minimum application requirements.

On December 15, 2025 the applicant appealed the Zoning By-law Amendment Application to the Ontario Land Tribunal ("OLT") due to Council's failure to make a decision within the time frame prescribed in the Planning Act.

Agency Circulation Outcomes

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

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan (OP) designates the subject site as Mixed Use Area. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Protected/Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area. Specifically, the site is within 200m of the delineated Leaside Station PMTSA transit station associated with SASP 681 in Chapter 8 of the Official Plan. Leaside Station is planned for a minimum population and employment target of 200 residents and jobs combined per hectare and has a minimum site F.S.I of 2.5.

Secondary Plan

The Yonge-Eglinton Secondary Plan (YESP) identifies the subject site as Mixed Use Area "B", which is intended for a mix of residential, retail and service, office, institutional, entertainment and cultural uses. The site is also within the Bayview Focus Character Area on Map 21-2. The Bayview Focus Character Area is described as Midtown's eastern-most Core and will be predominantly characterized by mid-rise buildings punctuated with tall buildings in proximity to the new transit station, The character area has an anticipated height range of 20-35 storeys.

Map 21-9 Midtown Mobility Network of the YESP shows a New Local Public Street which bisects the subject site. Section 4.6 of the YESP states "New local public streets are conceptually shown on Map 21-9 and will be considered as part of the infill or redevelopment of sites where reasonable to do so and in accordance with the applicable legislative framework for the provision of community benefits to break up large blocks, promote pedestrian movement and accommodate through connections. The final location, alignment and design of new local public streets will be determined through the development review process." As noted in the proposed development section of this report, a private street has been proposed as opposed to a public street.

Zoning

The subject site is zoned Commercial Residential (CR 2.5 (C2.0; R2.5) ss2 (2208)) under Zoning By-law 569-2013. The Commercial Residential zoning category permits a mix of residential, commercial, and institutional use, including residential apartments. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines
- Mid-Rise Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

On July 16, a community consultation meeting took place, with approximately 32 residents in attendance. In summary, the following issues were raised:

- Concern for servicing impacts on the larger area (water, sewer, gas, school, hydro)
- Concerns for the lack of coordination with adjacent site (Metro)
- Concerns over increased traffic and lack of parking
- Concerns for removal of existing retail
- Lack of new parks in the area

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

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposal for consistency with the PPS (2024). In the opinion of Staff, the proposal is inconsistent with the PPS (2024).

The PPS states that Municipal Official plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. Section 6.1 of the PPS states that Official plans shall identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas. Furthermore, Section 2.4.1.3 of the PPS directs planning authorities to "Identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas." Policy 3.1.1 also speaks to infrastructure being provided in an efficient manner while accommodating projected needs. Planning for infrastructure shall be coordinated with land use planning and growth management so that they "b) leverage the capacity of development proponents where appropriate; and c) are available to meet current and projected needs".

With the above policies in mind, it is staff's opinion that the proposed development is not consistent with the PPS. While it is acknowledged that the subject site is located within a PMTSA and within a Mixed-Use designation where intensification is encouraged, the physical condition of the site makes the proposed development an inappropriate type and scale of development. The small lot size, shallow lot configuration, and the easement encumbrances results in the scale of the building being inappropriate as specific development standards such as building separation, setbacks and stepbacks

can not being achieved. The lack of these development standards being provided on site also potentially creates an issue with the orderly development of the adjacent Metro's site to the south both from a transportation perspective and also from a site organization perspective. These issues are further elaborated in the report.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies including the Yonge-Eglinton Secondary Plan policies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Built Form, Height and Massing

The subject site is designated Mixed Use in the Official Plan and Mixed Use Area B in the Yonge-Eglinton Secondary Plan. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted. The site is also located within the Bayview Focus Character Area which is described in section 1.3.5 as predominantly characterized by mid-rise buildings punctuated with tall buildings in proximity to the new transit station. Although the proposed residential apartment use and both tall building and mid-rise built forms are permitted, the OP and YESP are clear that they should only be permitted where it is appropriate and relevant design criteria can be met.

Per policies prescribed in the OP and YESP, and further detailed in design guidelines, consideration is needed for the built form, including setbacks, separation to adjacent lands, appropriate stepbacks, and consolidation of landholdings to achieve an appropriately sized property to support a development that conforms to the policy objectives, and that does not prevent orderly development of the adjacent properties designated Mixed Use. Per these policies, tall buildings or midrise building should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allow for an appropriately designed building. As proposed, the applicant has not demonstrated it can accommodate either tall buildings or midrise building on this site while conforming to the City's official plan policies and meeting the intent of the guidelines.

Public Realm

Per Section 3.1.1 of the YESP, Developments within the Secondary Plan are required to improve the public realm to create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area. The development should provide an improved public realm and new streets/connections to supplement and expand upon the experience of the Primary streets within the Secondary Plan, by providing additional setbacks, appropriate streets and midblock connections, street furniture, landscaping, and other public improvements. A 1.73 metre setback is currently proposed on Roehampton Avenue for Building A, while Building B provides a setback of 1.5 metres. Additionally, no setbacks are provided to the proposed private street. These conditions may leave limited opportunity of public realm improvements, including the potential for street trees.

Shadow Impact

The submitted shadow study demonstrates shadowing on lands within the Built-Up Zone's Neighbourhood designations, as well as shadowing on the sidewalk of Roehampton Avenue. Elements such as increased setbacks, increased step backs, and improved massing can be investigated to minimize shadow impacts.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a unit mix that does meet the Growing Up Guidelines.

Servicing

Engineering Review Staff have reviewed the submitted Functional Servicing Report by Dillon Consulting, dated January 15, 2025, and require further revisions to the reports and drawings. At present, the applicant has not demonstrated that sufficient capacity is available to support the development. Staff requires revisions and further analysis to demonstrate that the existing stormwater, sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review. The applicant is required to satisfy all comments and conditions found in the latest memo issued by Engineering Review.

In the event the proposal is approved in principle, the applicant would be required to demonstrate to the satisfaction of the Director, Engineering Review, Development Review that there is sufficient capacity for the proposal to be adequately serviced, and that the owner would be responsible for any related upgrades required to support the development.

Traffic Impact

Transportation Review Staff have reviewed the Transportation Impact Study Addendum, dated January 14, 2025, and required further revisions to the reports and drawings. The report estimates that the project will generate approximately 13 and 23 two-way vehicle trips during the a.m. and p.m. peak hours, respectively.

The report concludes that the proposed development will have an acceptable impact on the surrounding road network, with all intersections operating similar to background conditions. Transportation Review Staff has not yet accepted the findings of the report as revisions are required to the Transportation Impact Study report to provide updated information and clarification.

In the event the proposal is approved in principle, the applicant would be required to demonstrate to the satisfaction of the General Manager, Transportation Services, that there is sufficient capacity for the proposal to be adequately serviced, and would be responsible for any related upgrades required to support the development.

Public Street, Vehicular and Bicycle Parking, Access, Loading

As per the YESP, Map 21-9 Midtown Mobility Network of the YESP identifies a new north-south local public street through the subject lands, aligning with Glenavy Avenue to the north and to be extended through the Metro site towards Eglinton Avenue East in the future. Per Section 4.6 of the YESP, new local public streets are intended to break up large blocks, promote pedestrian movement and accommodate through connections. Given that Glenavy Avenue currently has a 20-metre wide public right-of-way, the subject site should provide a 20-metre wide unencumbered public right-of-way to ensure alignment with the existing right-of-way to the north. In general, a public cul-de-sac is required at the end of the future public street for the interim period, until the road can be fully connected, in accordance with the City's Development Infrastructure Policy & Standards. The required 20 metre right-of-way and cul-de-sac have not been provided by the proposed development. In its place, an 18.5 metres private driveway and associated landscaping and curbs have been proposed which ends at the southern edge of the site. The appropriateness of this private driveway will be a matter to be resolved through the appeal.

Building A-Parking and Bicycle Parking

In terms of parking, 6 parking spaces are provided for Building A, of which 1 space is for accessible parking, 2 spaces are visitor parking, and 3 spaces are for pick-up drop off. Per the City's by-law, a minimum of 6 accessible parking spaces is required.

A total of 165 bicycle parking spaces, consisting of 30 short-term and 135 long-term residential spaces are proposed for Building A, which meets the minimum requirement.

Building B-Parking and Bicycle Parking

For Building B, 5 parking spaces are provided, of which 1 space is for accessible parking, 1 space for visitor parking, and 3 spaces are for pick-up and drop off. Per the City's by-law, a minimum of 2 accessible parking spaces are required.

Building B provides a total of 66 bicycle parking spaces, consisting of 12 short-term and 54 long-term residential spaces. The proposed bicycle parking supply meets the minimum requirement.

The proposed development has also not demonstrated compliance with the loading space supply requirements or submitted acceptable documentation that justifies a reduced loading supply that is appropriate for the area and site context. Building A is required to provide a Type "G" loading space. Although a Type "G" loading space has been provided, it has not been proposed for the exclusive use of loading activities as it is located within the drive aisle. Building B is required to provide Type "G" loading space, whereas a Type "C" loading space is currently proposed.

The appropriateness of the proposed loading spaces will be a matter to be dealt with as part of the appeal.

Parkland

In accordance with Section 42 of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 10% of the development site as the site is less than five (5) hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 244 square metres. In this instance and as per the Toronto Municipal Code Chapter 415-26, Parks and Recreation would accept the conveyance of lands off-site that would expand an existing park or create a new park as the required parkland dedication.

Parkland dedication matters, including offsite and/or cash in lieu will be addressed through the appeal process and potential conditions to the OLT Order.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The Official Plan, Chapter 3 provides direction for how developments should preserve, incorporate, and plan for trees on site.

Urban Forestry requires revisions to the submitted landscape plans to ensure proposed trees meet the city's standards for tree planting.

Toronto Green Standard

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

Amenity

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit, of which at least 2.0 square metres for each dwelling unit is for indoor amenity space and at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space.

For Building A, 464.4 square metres of indoor amenity space is proposed, at a ratio of 3.09 metres per unit. This meets the required amount of indoor amenity spaces. For outdoor amenity spaces, 136.6 square metres are proposed, at a ratio of 0.91 metres per unit, which does not meet the requirement of the zoning by-law.

For Building B, 170.5 square metres of indoor amenity space is proposed, at a ratio of 2.88 metres per unit. This meets the required amount of indoor amenity spaces. For outdoor amenity spaces, 65.7 square metres are proposed, at a ratio of 1.11 metres per unit, which does not meet the requirement of the zoning by-law.

Further Issues

Development Review 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, Staff may continue to refine or 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.

Conditions to Any Tribunal Order

Should the Ontario Land Tribunal allow the appeal, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal on the Zoning By-law Amendment to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Zoning By-law Amendment;
- The owner has at its sole expense:
 - Submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;
 - Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water unless otherwise secured through a holding provision in the by-law;
 - Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.
 - the owner has satisfactorily addressed Transportation Services and Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated June 3, 2025, and any outstanding issues arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Zoning By-law Amendment application to the satisfaction of the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering Review;
- the owner has submitted an updated complete Toronto Green Standards Checklist and Statistics Template, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- the owner has provided confirmation that they will make reasonable commercial efforts to identify, in consultation with the Executive Director, Development Review, a suitable off-site parkland dedication as a substitution for an on-site parkland dedication that:

- a) is accessible to the area where the subject site is located;
- b) is a good physical substitute for any on-site parkland dedication;
- c) is free and clear, above and below grade, of all easements, encumbrances, and encroachments;
- d) is in an acceptable environmental condition; and
- e) the value of the off-site dedication shall not exceed the estimated value of the on-site dedication that would otherwise be required, which value may include the cost of acquiring the land, land transfer tax, typical closing cost and reasonable real estate commissions of up to 5 percent, all to the satisfaction of the Executive Director, Development Review.

CONTACT

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Angela.Zhao@toronto.ca

SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: YESP – Land Use Map

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Elevations
- Attachment 8: 3D Massing Model - Northwest
- Attachment 9: 3D Massing Model – Southeast

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 609 ROEHAMPTON AVE **Date Received:** February 6, 2025

Application Number: 25 113541 NNY 15 OZ

Application Type: Rezoning

Project Description: Rezoning application proposing two residential apartment buildings containing building heights of 15 storeys each (plus Mechanical Penthouse) with a total floor space index of 7.31. In total, the Proposal will contain a GFA of approximately 15,285.1 sq. m. This provides for a proposed residential unit count of 209 apartment dwellings.

Applicant	Agent	Architect	Owner
MAC NAUGHTON HERMSEN BRITTON CLARKSON PLANNING LTD (MHBC)	(MHBC)	TURNER FLEISCHER	STARBANK DEVELOPMENTS 609 CORP.

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR 2.5 (c2.0;
r2.5) SS2 Heritage Designation:
(x2208)

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

PROJECT INFORMATION

Site Area (sq m): 2,441 Frontage (m): 131 Depth (m): ~18.87

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			599	599
Residential GFA (sq m):			15,285	15,285
Non-Residential GFA (sq m):	743			
Total GFA (sq m):	743		15,285	15,285
Height - Storeys:			15	15
Height - Metres:			57	57

Lot Coverage Ratio
(%): 34.5

Floor Space Index: 6.35

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	15,285	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			209	209
Other:				
Total Units:			209	209

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		14	98	72	25
Total Units:		14	98	72	25

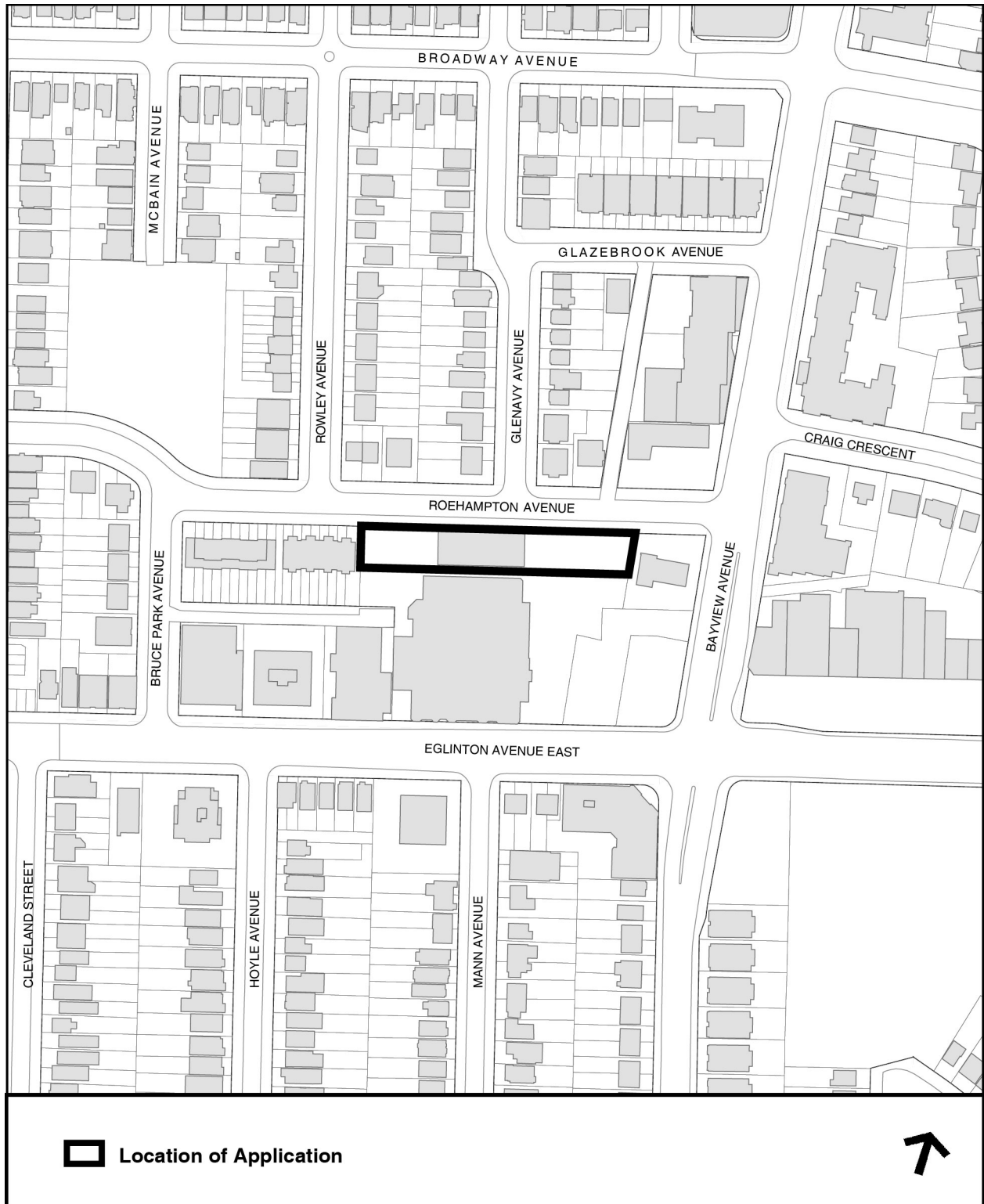
Parking and Loading

Parking Spaces:	11	Bicycle Parking Spaces:	Loading Docks:	2
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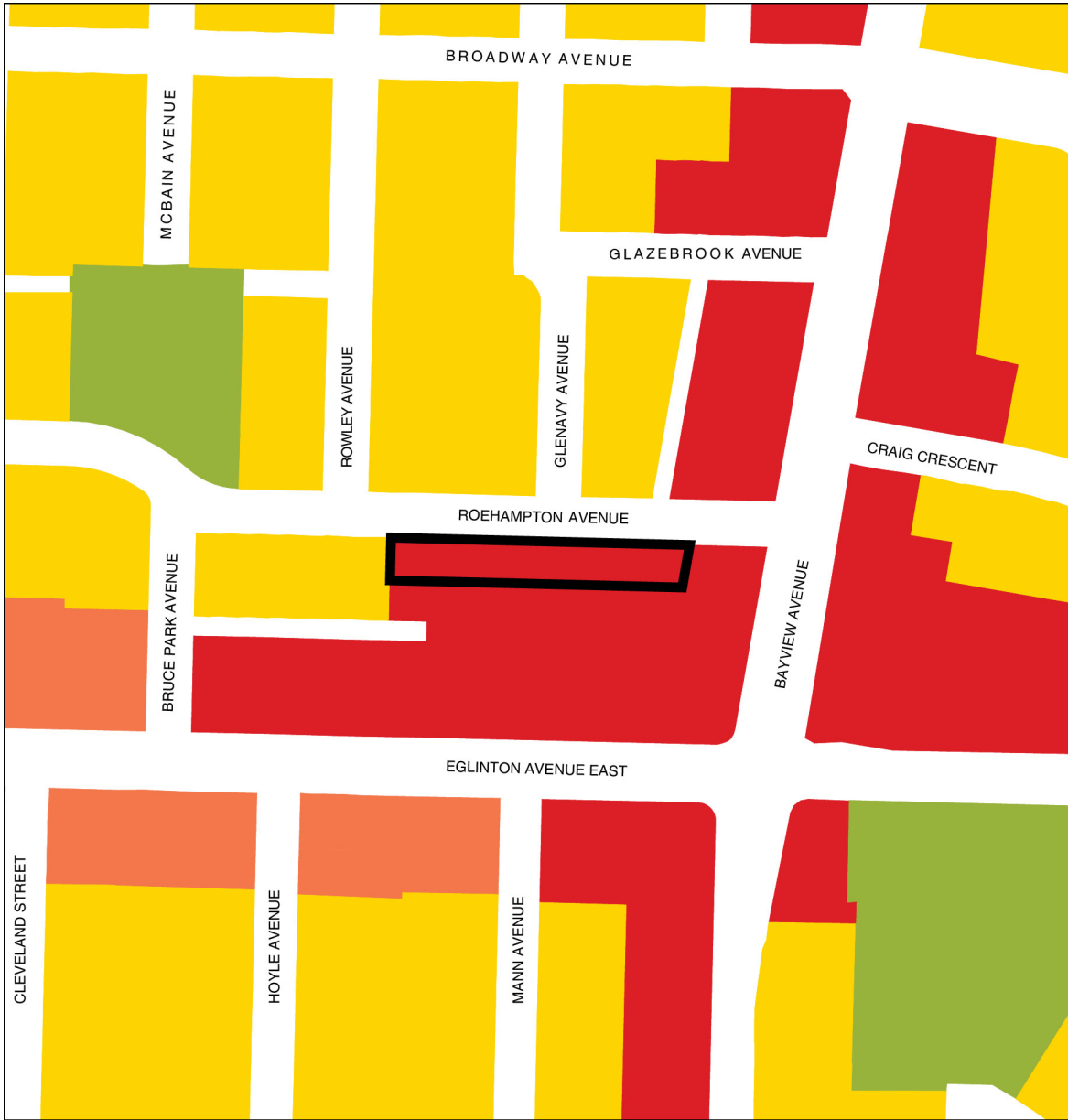
CONTACT:

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Angela.Zhao@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 17

609 Roehampton Avenue

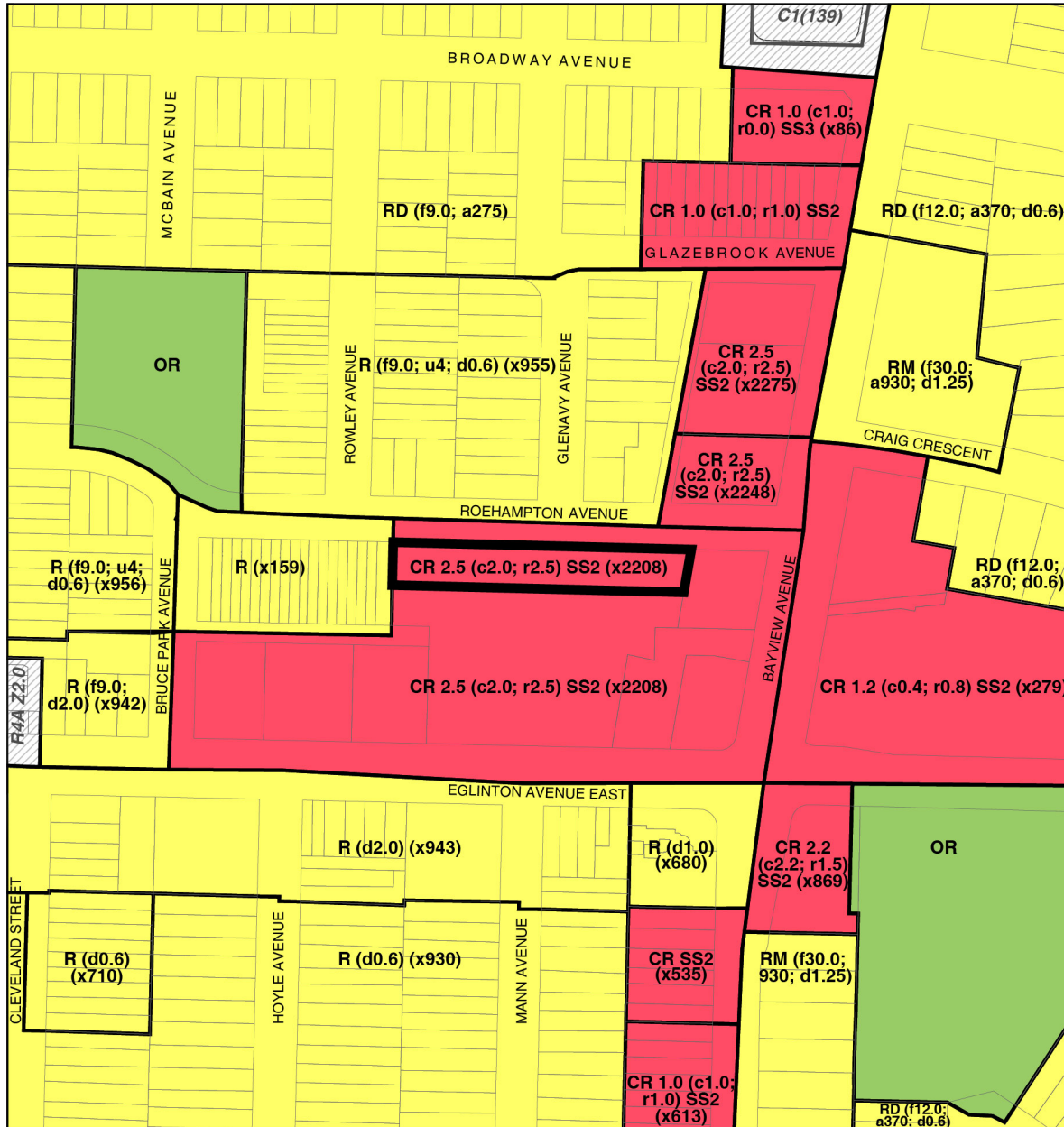
File # 25 113541 NNY 15 0Z



Not to Scale

 Extracted: 02/10/2025

Attachment 4: Existing Zoning By-law Map



609 Roehampton Avenue

Zoning By-law 569-2013

File # 25 113541 NNY 15 0Z

Location of Application

- R Residential
- RD Residential Detached
- RM Residential Multiple
- CR Commercial Residential

OR Open Space Recreation



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

- C1 General Commercial Zone
- R4A Residential District



Not to Scale
Extracted: 02/10/2025

Attachment 5: YESP – Land Use Map

- Land Use Designations per the Official Plan
- Location of Application
- Secondary Plan Boundary
- Mixed Use Areas "A"
- Mixed Use Areas "B"
- Mixed Use Areas "C"
- Apartment Neighbourhoods
- Neighbourhoods "A"
- Neighbourhoods "B"
- Parks and Open Space Areas - Parks

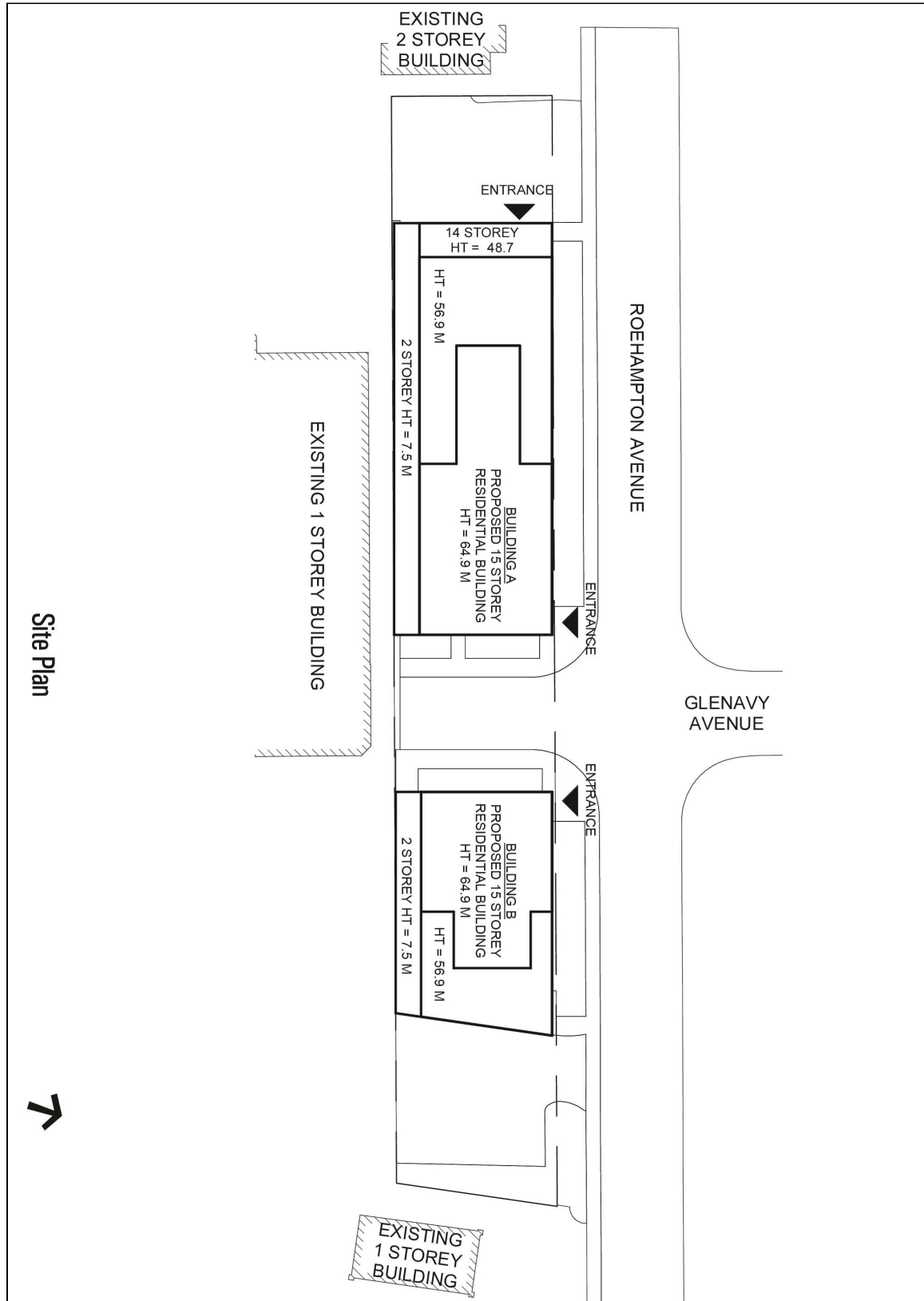
Toronto
Yonge-Eglinton Secondary Plan
 MAP 21-4 Land Use Plan



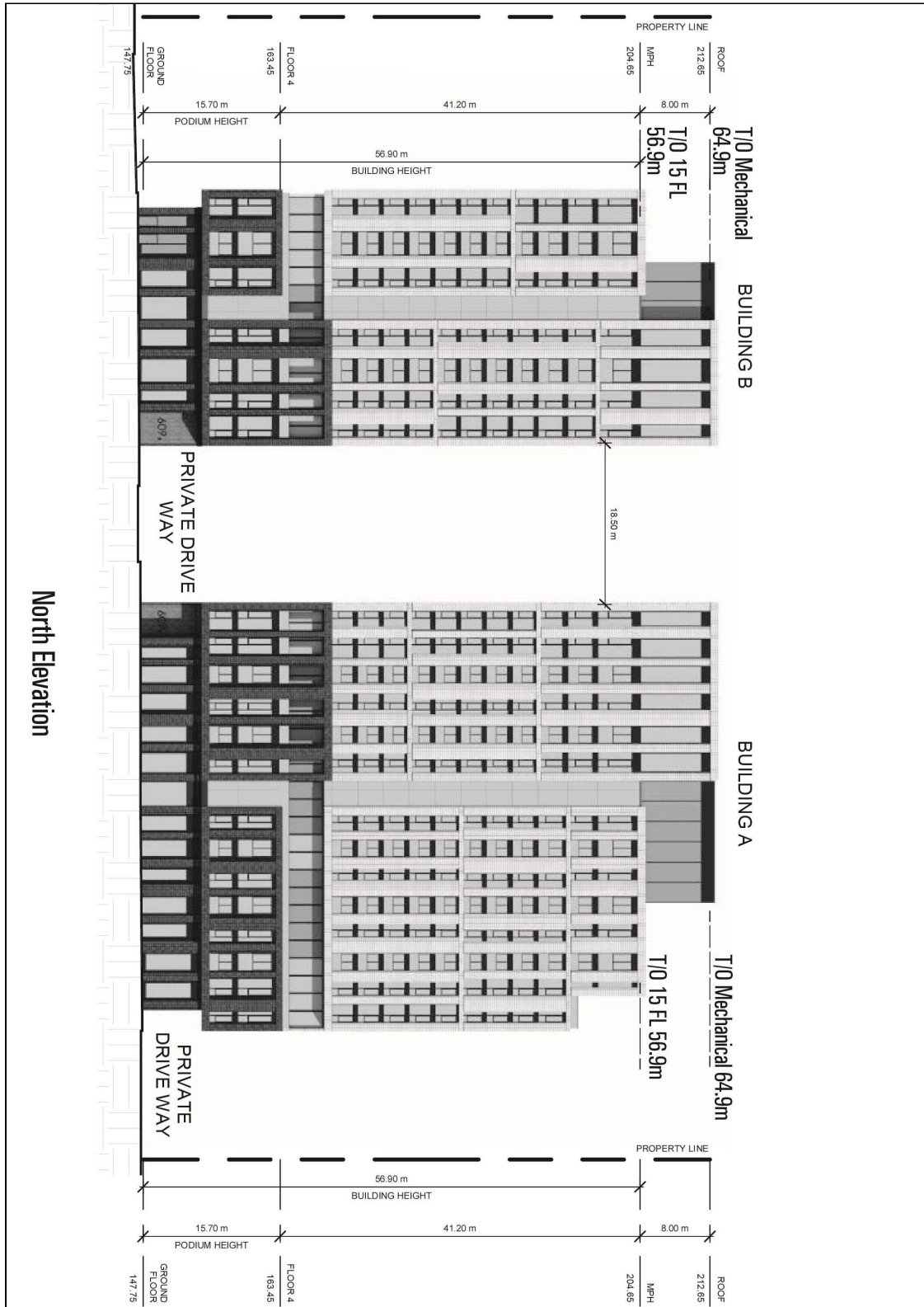
609 Roehampton Avenue
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Attachment 6: Site Plan



Attachment 7: Elevations



Attachment 8: 3D Massing Model – Northwest

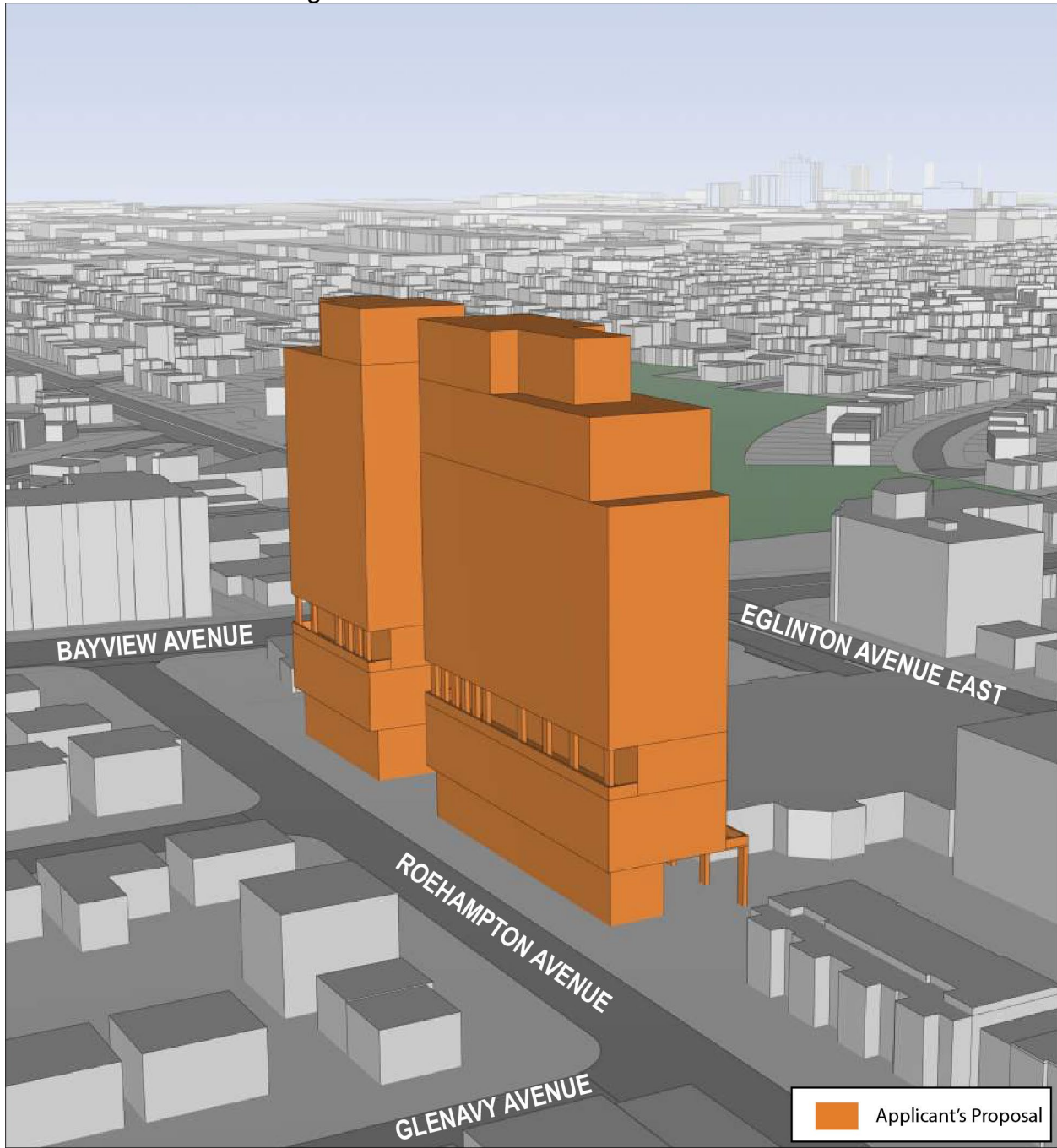


View of Applicant's Proposal Looking Northwest



02/11/2025

Attachment 9: 3D Massing Model – Southeast



View of Applicant's Proposal Looking Southeast



02/11/2025