

2600 Don Mills Rd – Official Plan Amendment and Zoning By-law Amendment Applications – Appeal Report

Date: May 7, 2026

To: North York Community Council

From: Director, Community Planning, North York District, Development Review

Ward: 17 - Don Valley North

Planning Application Number: 24 254890 NNY 17 OZ

Associated Planning Application Numbers: 24 254904 NNY 17 RH and 21 211396 NNY 17 SB

SUMMARY

On January 2, 2025, applications to amend the Official Plan and Zoning By-law were submitted and deemed complete on August 13, 2025. The applications seek to permit four residential buildings, three of which are proposed to be 42 storeys (140.50 metres) and the other is proposed to be 47 storeys (155.25 metres). Collectively, the applications propose 1,814 units and a total gross floor area of 129,885 square metres within a two-phased redevelopment plan.

An associated Rental Housing Demolition application has been submitted to demolish the existing 19-storey rental apartment building that contains 226 rental units.

On February 27, 2026, the applicant appealed the Official Plan and Zoning By-law Amendment applications to the Ontario Land Tribunal (“OLT”) due to Council’s failure to make a decision on those applications within the 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 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 Official Plan and Zoning By-law Amendment

applications for the lands municipally known as 2600 Don Mills Road, 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 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 on the subject site and the block referred to as the "Sheppard – Don Mills – Leith Hill Block" (the "Block"). OPA 490 was not appealed and is in force and effect. OPA 490 can be found here: <https://www.toronto.ca/legdocs/bylaws/2020/law0625.pdf>

On January 29, 2021, the Local Planning Appeal Tribunal ("LPAT") (now the OLT) approved Official Plan and Zoning By-law Amendments for 2600 Don Mills (the subject site) and the abutting lands at 1650 Sheppard Avenue East and 25 Leith Hill Road and the Official Plan Amendment 476 ("OPA 476") that created the Site and Area Specific Policy for the Block, which includes 2600 Don Mills Road, 2500 Don Mills Road, 1650 Sheppard Avenue East, and 25 Leith Hill Road via By-law No. 381-2023 (LPAT). The approved Official Plan Amendments and Zoning By-law Amendments including OPA 476 may be found here: [By-law 381-2023\(LPAT\)](#)

On January 29, 2021, Official Plan and Zoning By-law Amendment approvals permitted the following:

2600 Don Mills Road (the subject site)

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

1650 Sheppard Avenue East

- A new 31-storey tower, the retention of the existing 15-storey rental residential building, and new affordable rental housing.

25 Leith Hill Road

- A 31-storey residential building and the retention of the existing 15-storey rental apartment building.

OPA 476 amended the planned density for the Block from a Floor Space Index ("FSI") of 1.5 to 3.99 on Map 9-2, Key Development Areas and added development policies for the Block on Map 9-3, Site and Area Specific Policies ("SASP") of the Sheppard East Corridor Secondary Plan (the "Secondary Plan"). See Attachments 5 and 6.

The SASP is contained in the Secondary Plan Section 4.2.10 that provides a planning framework for the Block based on the public street network as reflected in Schedule 2 of the Official Plan. Refer to Attachment 7 Official Plan Amendment 490 - Street Network (Schedule 2 - The Designation of Planned but Unbuilt Roads). The Block's SASP was a result of the January 29, 2021 Tribunal settlement approval in which all landowners of the Block held party status and participated in the appeal process.

On November 8, 2024, the OLT approved a 49-storey and 44-storey mixed-use building at 2500 Don Mills Road, including affordable housing and a parkland dedication of 661 square metres that will be added to the Block's centralized park of 1,604 square metres. The Tribunal's approval secured a right-of-way widening to contribute to the Block's public street network, specifically "Street B", as reflected in Schedule 2 of the Official Plan. OLT approval for 2500 Don Mills Road can be found here:

<https://www.omb.gov.on.ca/e-decisions/OLT23-000093-AUG-27-2024.docx>

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 subject site is located within the Don Mill Station MTSA through SASP 731. See Attachment 4 Official Plan Site and Area Specific 731 MTSA Map. The Ministry's decision on the MTSA and PMTSAs can be found on the City's Official Plan Review webpage here: [The Official Plan: Chapter 8 Major Transit Station Areas and Protected Major Transit Station Areas](#)

THE SITE AND SURROUNDING LANDS

Description

The site is located on the north side of Sheppard Avenue East and on the west side of Don Mills Road. The irregularly shaped site has an area of 13,665 square metres, a frontage of 108 metres on Don Mills Road, and a frontage of 88 metres on Leith Hill Road. See Attachment 2 for the Location Map.

Existing Use: A 19-storey rental apartment building that contains 226 rental dwelling units and subject to an LPAT approval for a rezoning application to permit a 33-storey residential infill building (17 260070 NNY 33 OZ). A Site Plan Control application has not been submitted.

Surrounding Uses

North: Residential apartments ranging in height from 12 to 16 storeys and low-rise townhouse complexes.

West: 25 Leith Hill Road, with Tribunal approval to retain the existing 15-storey rental apartment building and build a new 31-storey building (20 193551 NNY 17 OZ); 1650 Sheppard Avenue East, with Tribunal approval to retain the existing 15-storey rental apartment building and build a new 31-storey residential building via By-law 581-2024 (16 270525 NNY 33 OZ); Timothy St Catholic Church and Timothy Catholic Elementary public school.

South: 2500 Don Mills Road, which currently contains a closed gas station, a self-service car wash, and a convenience store, which also has Tribunal approval for a 44-storey and 49-storey mixed-used building sharing a 6-storey podium (22 135742 NNY 17 OZ). South of Sheppard Avenue East, there is a low-rise residential neighbourhood comprised of detached dwellings and townhouses.

East: On the east side of Don Mills Road are the regional GO bus terminal and Fairview Mall (1800 Sheppard Avenue East), which has a five-phase redevelopment plan. The City Council-approved redevelopment plan includes 14 new buildings with heights between 24 and 52 storeys, new public streets, a public park of 9,500 square metres, affordable housing, and a POPS. On April 22-24, 2026, City Council approved Official Plan and Zoning By-law Amendments to facilitate a 48-storey mixed-use building fronting Sheppard Avenue East representing Phase 1A of Fairview Mall's redevelopment plan, which includes affordable housing and a POPS immediately adjacent to the existing shopping mall site and the TTC's Don Mills Station (22 135661 NNY 17 OZ and 25 239432 NNY 17 OZ).

THE APPLICATION

Description

The proposal includes four residential buildings, three of which are proposed to be 42 storeys, with the other proposed to be 47 storeys (with heights ranging from 140.50 metres to 155.25 metres inclusive of the mechanical penthouse), which are planned to be constructed in two phases. The proposed buildings provide a mix of market units (1,439) and rental units (375) for a total of 1,814 dwelling units (including 226 rental replacement units) and a north-south midblock connection along the west portion of the site. Phase 1 will provide all 226 rental replacement units within Building "A", a modified on-site parkland dedication, and the modified planned public Street B, which is the east-west street on the south portion of the site. It is proposed that in Phase 2, the existing rental apartment building would be demolished, and Buildings "B", "C" and "D" would be constructed. Two levels of underground parking will be provided, which will contain 10 resident visitor parking spaces and 497 resident parking spaces.

	Total	Phase 1	Phase 2
Site Area (square metres)	13,665	Not provided	Not provided
Buildings	Four buildings	Building A	Buildings B, C, and D
Park Area (square metres)	1,097	1,097	n/a
Street B (square metres)	1,838	1,838	n/a
Rental Replacement units	226	226	0
Net Site Area (square metres)	10,730		
Storeys	47, 42, 42, and 42	42 storeys	47, 42, and 42
Total GFA (square metres)	129,885	30,968	98,916
Residential GFA (square metres)	129,885	30,968	98,916
Non-residential GFA	0	0	0
Density (Floor Space Index)	11.80	2.88	8.92
Units	1,814	375	1,439
Indoor Amenity Space (square metres)	11,803	2,801	5,748
Outdoor Amenity Space (square metres)	3,621	Not provided	Not provided
Vehicle parking resident total	497	Not provided	Not provided
Vehicle parking resident visitor total	20	Not provided	Not provided
Bicycle Parking Long-Term	1,234	Not provided	Not provided
Bicycle Parking Short-Term	127	Not provided	Not provided

Residential Component

The proposal includes 1,439 condominium units, 226 rental replacement units, and 149 new rental units with the overall unit mix as follows: 17 studio units (1%), 579 one-bedroom units (32%), 940 two-bedroom units (52%), and 278 three-bedroom units (15%).

Non-Residential Component

The proposal includes 0 square metres of non-residential uses.

Access, Parking and Loading

A total of 517 vehicle parking spaces are proposed to be provided (497 parking spaces for residents and 20 parking spaces for residential visitors within a 2-level underground garage). A total of 1,360 bike parking spaces will be provided in the underground garage, including 63 short-term bicycle parking spaces provided at the ground level, 64 short-term and 255 long-term bicycle parking spaces provided in P1, and 979 long-term bicycle parking spaces provided in P2.

Three Type G loading spaces will be provided internally within Building "A", Building "B", and Building "C", all of which will be accessed from the proposed public Street B and Leith Hill Road.

Access for Buildings "A" and "B" will be provided from the proposed modified planned public Street B, and Buildings "D" and "C" will be accessed from Leith Hill Road.

A portion of planned public Street B will be provided by 2500 Don Mills as a right-of-way widening dedication that was secured through the OLT approvals on November 8, 2024.

Rental Housing Demolition and Replacement

A related Rental Housing Demolition application (24 254904 NNY 17 RH) has been submitted for this site. A report on the Rental Housing Demolition application will be advanced to Community Council should the development application be approved by the OLT.

Additional Information

See the attachments to 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: [Application Information Centre - 2600 DON MILLS RD](#)

Reasons for Application

The proposal requires an Official Plan Amendment for the proposed deletion of Street C identified in Official Plan, Schedule 2: The designation of Planned but Unbuilt Roads. Pursuant to Schedule 2 both the subject site and 25 Leith Hill Road are to contribute to the delivery of Street C, and 25 Leith Hill Road and 1650 Sheppard Avenue East are to contribute to the delivery of Street B and Street A. In addition, the Secondary Plan must be amended to increase the density from a FSI from 3.99 to 11.8.

Additional amendments are required to the Secondary Plan's SASP site-specific policies pertaining to the following matters: the distribution and transition in building heights that are to transition down from the Don Mills/Sheppard intersection; deficient parkland size, location, and configuration; provisions for affordable housing and/or community service facilities for the additional density above existing approvals; and a comprehensive servicing and transportation plan for the Block to ensure sufficient infrastructure exists and is installed as required, to support the proposed development.

A Zoning By-law Amendment application is required to create development standard permissions, such as number of buildings, maximum gross floor area, minimum setbacks and separation distances, minimum amounts of indoor and outdoor amenity spaces, and vehicle and bicycle parking spaces.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on February 13, 2024.

Agency Circulation Outcomes

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

The reports and studies submitted in support of this application are available on the Application Information Centre: <https://www.toronto.ca/city-government/planning-development/application-information-centre>

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 ("PPS"), and shall conform to provincial plans.

Official Plan

The Official Plan Urban Structure Map 2 designates Don Mills Avenue as an *Avenue* and the subject site as *Apartment Neighbourhoods*. See Attachment 3 of this Report for the Land Use Map.

Avenues play a key role in Toronto's growth. As major streets that are well served by public transit, *Avenues* will change and grow to provide a full range of housing options and contribute to Toronto's fabric of complete communities. Policy 2.2.3. states that growth and intensification will be directed to *Avenues* as shown on Map 2 to a) concentrate jobs and housing in areas well served by public transit; b) accommodate and contribute to complete communities that meet the daily needs of all people; and c) provide a full range of housing, including affordable housing.

Apartment Neighbourhoods will contribute to the quality of life by 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*. Development in apartment buildings will locate and mass 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.

Sheppard East Subway Corridor Secondary Plan

The site and the larger block are subject to the Sheppard East Subway Corridor Secondary Plan, Don Mills Node, Section 4.2.10. The Site and Area Specific policies provide for a coordinated, comprehensive, and integrated planning framework to deliver complete communities for the Block. The planning framework provides policy direction regarding built form and transitions, contribution for a coordinated and consolidated central park, and provisions for the delivery of affordable housing or community service and facilities. The planning framework also includes holding provisions to ensure sufficient infrastructure exists and is constructed prior to the redevelopment to service new and existing residents.

The implementation policy of the Sheppard East Subway Corridor requires a Context Plan for Key Development Areas to ensure coordinated incremental development in conformity with the Secondary Plan. The "Sheppard – Don Mills – Leith Hill Block Context Plan Urban Design Guidelines" provides guidance for a structure plan that is built upon the planned public streets, building and site organization and a coordinated network of parks, open spaces and privately owned and publicly-accessible spaces (POPS). The Sheppard – Don Mills – Leith Hill Block Urban Design Guidelines ("SDMLHB- UD Guidelines") were approved by the Tribunal on October 27, 2020 and provided in the attached link: [Sheppard-Don Mills-Leith Hill Urban Design Guidelines](#)

The Official Plan, Secondary Plan, and Urban Design guidelines should be read together to understand its comprehensive and integrative planning framework for decision making.

Major Transit Station Area

The site is within a delineated Major Transit Station Area. The majority of the site is within 200 metres of the transit station and a portion of the subject site is within 200-500 metres of the existing transit station associated with SASP 731 in Chapter 8 of the Official Plan.

The area is planned for a minimum population and employment target of 250 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 states that lands designated *Apartment Neighbourhoods* located between 200 to 500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 6 to FSI of 8 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

On large sites supporting three or more towers, Chapter 8 states that sites designated *Apartment Neighbourhoods* between 200 to 500 metres of an existing or planned transit station and which can accommodate three or more towers will have zoning that permits building heights up to 20-30 storeys. Additional height is permitted if applicants submit a block context plan which demonstrates elements such as new public streets, new parks, publicly accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a final report is anticipated at Planning and Housing Committee in the second quarter of 2026.

Zoning

The subject site is zoned Residential Apartment Commercial (RAC) (f30.0; a1375; d1.5) (x198) under Zoning By-law 569-2013. The RAC zoning category permits small-scale commercial and community uses on apartment building sites. Uses may include small shops, food markets, cafes, learning centres, barbershops, doctor's offices, community centres, and places of worship. See Attachment 8 of this Report for the existing Zoning By-law Map.

On January 29, 2021, the OLT approved Zoning By-law 582-2024(OLT), which permits the existing 19-storey apartment building, three townhouses blocks, and a new 33-storey building accessed from planned public Street B and Street C. The Zoning By-law

contains Section 37 provisions that include 19 affordable rental units in the 33-storey building and 133 square metres of parkland as part of subject site's parkland contribution to the Block's centralized park (in addition to 989 square metres secured pursuant to Section 42 of the *Planning Act*. The Zoning By-law Amendment By-law 582-2024 (OLT) can be found here: [By-law 582-2024\(OLT\)](#)

Design Guidelines

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

- Sheppard – Don Mills – Leith Hill Block Context Plan Urban Design Guidelines
- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines

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.

Draft Plan of Subdivision

To comply with a condition imposed by the OLT on January 29, 2021 as part of the approval of the OPA and zoning by-law amendment (17 260070 NNY 33 OZ), a Plan of Subdivision application (21 211396 NNY 17 SB) has been jointly submitted by the Block's landowners (i.e., the owners of the subject site, 1650 Sheppard Avenue East, and 25 Leith Hill Road) to implement the Tribunal's approval that secured the Official Plan and Zoning By-law Amendments for the individual properties that make up the Block (17 260070 NNY 33 OZ, 16 270525 NNY 33 OZ, and 20 193551 NNY 17 OZ, respectively).

The Draft Plan of Subdivision application has not been appealed to the OLT and remains under review. The current proposal is not consistent with Draft Plan of Subdivision proposal. The current application proposes to remove 1650 Sheppard Avenue and 25 Leith Hill Road from the Draft Plan of Subdivision process, which leaves 2600 Don Mills Road the sole remaining participant in the Draft Plan of Subdivision. The proposed Block Context Plan revises the public street network and public park configuration, which impact lands on 1650 Sheppard Avenue East and 25 Leith Hill Road.

PUBLIC ENGAGEMENT

Community Consultation

On October 21, 2025, a community consultation meeting took place. Approximately 60 residents attended the meeting, along with City staff, the applicant's team and the local Ward Councillor. The majority of meeting attendees were residents of the existing apartment building on site.

The issues raised by residents included:

- Concerns about sufficient rental unit protections and notice regarding rental replacement units
- Concerns about the timing and construction plans including tenant consultation and regular tenant communication
- Concerns regarding traffic congestion and overall transportation capacity for the larger area
- Concerns about insufficient schools and community services facilities and overall capacity to serve existing and new residents
- Concerns regarding the rapid rate of intensification with reference to redevelopment plans of the abutting sites and Fairview Shopping Mall
- Concerns about insufficient servicing capacity and future water pressures

The issues raised through the community consultation process have been considered through the review of the application.

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 and are of the opinion that the application is inconsistent with PPS Policies 2.3.1.6, 3.1.1, 3.3.1 and 3.9.1

Policy 2.3.1.6. states that planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Policies 3.1.1 states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Policy 3.9.1 states that healthy, active and inclusive communities should be promoted by a) planning public streets, spaces, and facilities to be safe, meet the needs of

persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Contained within the policies of the PPS is the intent that land use planning should be coordinated with infrastructure and community facilities to support long term growth in order to meet projected needs. Further, planning authorities are to ensure that development within designated growth areas is orderly and aligns with the timely provision of infrastructure and public service facilities.

Through a previous planning exercise which culminated in the new policies added to the Official Plan, Secondary Plan, and design guidelines, a set of directive policies were included to comprehensively develop the Block. These policies would serve the purpose of adding in a new street network that would be coordinated and provided prior to redevelopment through a plan of subdivision. The street network provide permeability through the larger sites allowing for vehicular movement and pedestrian access, provide logical extensions to necessary servicing infrastructure, allow frontage of buildings and parks along the new roads.

The current proposal undermines this vision and is no longer ensuring the orderly planning for this site and adjacent sites.

In addition, PPS Policy 3.3.1 states that Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Schedule 2 of the Official Plan, the Secondary Plan's SASP, and the City's SDMLHB-UD Guidelines collectively plan for the Block in a comprehensive manner that ensures development within this growth area is orderly and aligns with the timely provision of infrastructure. The proposal undermines the City's comprehensive plan that was collaboratively developed with all impacted landowners, alongside with the community, in a way that will render the redevelopment of the Block incoherent. The proposed cul-de-sacs and the removal of Street C proposes an alternative block context plan that impacts the abutting landowners by revising public access and address for approved buildings, revising public transportation options including revising public service collection, emergency service access and snow removal. In addition, the proposed removal of Street C and the proposed cul-de-sacs also removes the Block's storm sewer and sanitary infrastructure at each sites frontage that was planned to be integrated within the public right-of-way as part of the delivery of the public street network. The extent of impact from the proposed alternative block context plan is unknown given the existing approvals for the Block and the incomplete supportive studies, report and analysis for the Block . It is also unknown whether appropriate collaboration or input contributed to the development of the proposed alternative block plan.

In addition, the proposed introduction of two cul-de-sacs and the removal of Street C does not improve mobility movements within the Block or within the larger transportation network. To meet current and projected needs, the City planned road network provides for increased mobility options and movement including a new signalized traffic control at Street A/Sheppard intersection that mitigate impacts on the existing transportation

network including minimizing reliance on the Don Mill/Sheppard intersection, which is operating above capacity.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan and planning studies described in the Policy and Regulation Considerations Section of this Report.

Land Use

The subject site is designated *Apartment Neighbourhoods* in the Official Plan and Official Plan Map 2 identifies Sheppard Avenue and Don Mill Road as *Avenues*.

The proposed residential uses are acceptable and conforms to the land use policies of the Official plan.

Housing Issues

In accordance with the Official Plan, the current application is proposing to replace all 226 existing rental dwelling units with new rental units of the same type and similar size. The replacement rental dwelling units would be located in Building "A", which would be constructed during the first phase of development whereby the existing 19-storey apartment building would be retained during the construction period. Upon completion, returning tenants from 2600 Don Mills Road could move directly into Building "A" and would not be displaced during the construction period.

Staff are working with the applicant to determine the size, layout, and location of the rental replacement rental dwelling units and developing a tenant assistance plan to lessen hardship to existing tenants and address the right to return to occupy the replacement units at similar rents.

Should the OLT allow the appeals in whole or in part, City staff recommend that the City Solicitor request that the Tribunal withhold its final Order until it has been advised that the owner has entered into appropriate agreements to secure the rental replacement to the satisfaction of the Chief Planner and Executive Director, City Planning.

Should this development be approved by the OLT, a tenant meeting will be scheduled and a staff report will be brought forward to North York Community Council.

The Section 37 provisions of the in-force site specific Zoning By-law include the delivery of 19 affordable housing units. The application materials do not provide sufficient information on how the proposal intends to deliver the existing Section 37 affordable housing obligations. In addition, the proposal does provide information on how the additional intensification beyond the existing approvals intends to deliver affordable housing units or community services and facilities to support the establishment of complete communities in accordance with Policy 4.2.10 of the Secondary Plan.

Large Site Redevelopment

Apartment Neighbourhoods Policy 4.2.6 in the City's Official Plan instructs that on larger sites that have the opportunity for more than one new building, a framework of additional public streets, shared driveways, new parkland, and shared open space may be required to create infill development that meets the objectives of the Official Plan. Policy 3.1.1.8 d) states that new streets will be designed to divide larger sites into smaller development blocks.

The Secondary Plan SASP and the SDMLHB- UD Guidelines as approved by the OLT provides direction for the larger site that includes multiple buildings, multiple existing buildings, and multiple landowners. The planning framework includes policies that guide built form and transition, parks and open spaces, and the provision of community services facilities or affordable housing on each site that together will form a coordinated and consolidated plan for the delivery of public streets, integrated with the delivery of a public park and servicing infrastructure.

One of the fundamental organizing element of the Block is identified in the Official Plan, Schedule 2: The Designation of Planned but Unbuilt Roads, which adds three new public streets to the Block. The purpose of the planned public street network is to implement a comprehensive and coordinated plan that improves the Block's vehicular, pedestrian, and bicycle connections to Sheppard Avenue East, Don Mills Road, and Leith Hill Road, as well as, provide continuous connections through the Block integrating the Block with the wider community. Refer to Attachment 7 Official Plan Amendment 490 - Street Network (Official Plan Amendment 490, Schedule 2 - The Designation of Planned but Unbuilt Roads).

The current proposal is a deviation from the intent of the Official Plan and design guideline. Rather than a new Street C that connects to Street A and B, the current proposal provides for a midblock connection that is not coordinated with the other properties within the block and no longer provides the intended vehicular and pedestrian movements as originally envisioned. Staff do not support the deletion of the planned public Street C that is replaced by a mid-block connection. The planned public street network acts a fundamental organizing element of the Block's physical structure for the proposed multiple buildings on each site of the Block. The street network is necessary in supporting pedestrian and vehicle access, building frontage, park frontage, and coordinated and consolidated municipal servicing as directed by Official Plan. Official Plan 2.2.5 h) states that ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network, which provides direct and clearly understood travel routes for all transportation modes and users throughout the City.

Street B is also no longer connecting to Street A but rather terminates in a cul-de-sac. The reconfiguration of this street no longer provides a unified street connection and results in a less-than-ideal park configuration.

Official Plan Policy 2.2.5 f) states that the City's network of streets and laneways will be maintained and developed to support the growth management objectives of the Plan by ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. In addition, the planned street network provides direct and clearly understood travel routes for all transportation modes and users through the City as directed by Official Plan Policy 2.2.5 h).

The proposed Phase 1 alternative block context plan provided by the applicant introduces two cul-de-sacs and the potential deletion of planned public Street A as it references Street A as a "Potential Future R.O.W" However, the proposed relocated centralized public park proposed in Phase 1 which is reflected in the applicant's block context plan (Attachment 10) but is not reflected in the applicant's draft Official Plan (Attachment 13) proposes, in Phase 2, additional reconfiguration of the centralized public park to accommodate the connection of Street A to Street B that will eliminate the north end of the Phase 1 public park configuration, but add parkland on the south side using the area from the former cul-de-sac layout.

The City's continuous street network is to be provided prior to redevelopment to meet current and project needs, in addition, to improving existing conditions and access constraints. The City's street network improves mobility options and westbound travel on Sheppard Avenue and northbound travel on Don Mills Road through directing travel borne by the redevelopment blocks via Street A, Street B and Street C to the existing signalized Leith Hill/Don Mills intersection and the planned signalized Street A/Sheppard intersection without reliance on the existing Sheppard/Don Mills intersection that serves the wider area and abutting regional GO bus terminal located at Fairview Mall.

Density, Height, Massing

The site is located in the Don Mills MTSA, and the proposal exceeds the density permissions of 8 FSI and 6 FSI. The proposed density is 11.8 FSI.

Secondary Plan Policy 4.2.10 b) states that the distribution of building heights will provide for the tallest heights located closest to the Don Mills/Sheppard intersection, with a transition down in height moving north, west, and northwest. Policy 4.2.10 currently establishes a maximum density of up to 3.99 times the lot area.

The proposed building height range of 42 to 47 storeys does not demonstrate an appropriate transition from the Don Mills/Sheppard intersection to the north. At the intersection, the approved heights are 49 and 44 storeys at 2500 Don Mills Road. To achieve an appropriate transition in height from the intersection to the north and west, the height of the proposed four tall buildings should be reduced to appropriately transition to the existing and planned context. It is expected that should the building heights be reduced, the applicant will still exceed the 3.99 FSI in policy 4.2.10 of the secondary plan and generally meeting the densities envisioned in Chapter 8 of the Official Plan. Official Plan, Chapter 8, Policy 7 state that within *Apartment*

Neighbourhoods in MTSA, zoning for a site that can accommodate three or more towers will permit: b) building heights of up to 20 storeys within 200-500 metres of an existing or planned transit station, and c) additional building height without an amendment to the Official Plan if a block context plan is provided demonstrating elements such as a new public streets, new parks, publicly-accessible, open spaces, mid-block connections, public art, and a mix of building types and heights.

Public Realm

Policy 3.1.3.1e) states that development will frame and support streets by preserving existing mature trees wherever possible and incorporating them into the development site. The proposed development will remove most of the existing mature trees within the site due to insufficient setbacks and soil volumes that do not meet the objectives of the Official Plan. In addition, all proposed trees within the outdoor amenity spaces are located on the slab above the underground parking structure. The proposal should ensure the finished elevation of the underground parking structure allows for a minimum soil depth of 1.2 metres above a well-drained soil layer on top of the underground slab to support mature trees.

The SDMLHB – UD Guidelines identifies a potential POPS at the corner of Leith Hill Road and Don Mills that will reinforce the green and public realm character of the area. The proposal should be revised to incorporate a POPS or open space that supports the preservation of large mature trees and contributes to the public realm.

Official Plan Policy 3.1.3.4 f) and the SDMLHB – UD Guidelines direct development to provide active uses along the streets. Staff recommend providing at-grade active uses such as retail and service uses that add vibrancy and interest to the pedestrian environment while serving the existing and projected residents with the necessities for daily living including employment. Currently, private indoor amenity space is proposed on the Leith Hill Road frontage.

Shadow Impact

The proposed buildings' heights and massing will create long shadow onto the public realm and the open spaces in the adjacent *Apartment Neighbourhoods* designated lands. Staff are of the opinion that the building heights should be reduced to achieve appropriate transitions in heights to the north and to reduce the cumulative shadow impacts on the public realm and open spaces.

Wind Impact

The applicant submitted a CFD phase 1 wind study with preliminary findings and recommendations. A wind tunnel study is required before finalizing the zoning by-law amendment to ensure that all areas of interest are shown or annotated on the graphic form of the wind result.

Staff reviewed the CFD phase 1 wind study prepared by GNOBI dated November 2024. The wind study identifies areas of concern relating to pedestrian comfort and safety as outlined below.

- The proposed main entrance for "Building A" will have undesirable wind conditions in the spring and winter. Conditions should be comfortable for sitting during three seasons and should be comfortable for standing in the winter season.
- The sidewalk along Leith Hill Road, particularly at the northeast and northwest corners of the site, will have undesirable wind conditions in the spring, autumn, and winter. Conditions should be comfortable for sitting during three seasons and should be comfortable for standing in the winter season.
- The proposed outdoor amenity space at-grade will have wind conditions that are only comfortable for walking throughout the year, which is undesirable. The desired comfort level for outdoor amenity spaces should be sitting or standing.

Built form mitigation solutions such as reducing building height and providing additional setbacks and step-backs between the towers and the podiums to reduce the wind down washing into pedestrian areas should be incorporated to the proposal.

Servicing

Engineering Review Staff have reviewed the Functional Servicing, Stormwater Management and Servicing reports and require further revisions to the reports and drawings. In addition, Secondary Plan Policy 4.2.10 f) i) applies to the site, which requires a comprehensive Functional Servicing Report for the Block demonstrating that sufficient capacity exists to accommodate the existing and proposed developments.

The SDMLHB - Guidelines, together with Schedule 2 of the Official Plan and the Secondary Plan, provide for a coordinated, integrated, and comprehensive approach to establishing complete communities with a coordinated and consolidated plan for the delivery of a public street network, integrated with the delivery of a public park and servicing infrastructure. At present, the applicant has not submitted a comprehensive servicing plan for the Block that demonstrates that there is sufficient capacity to support the proposed development within the Block. The planned street network was designed to integrate and realign the stormwater in an east-west direction within the public right-of-way. In addition, there is an existing sanitary sewer that cannot support the planned and proposed intensification of the Block. The planned street network was designed to comprehensively integrate multiple servicing connections within the public right-of-way.

In the event the proposal is approved by the OLT in principle, Secondary Plan Policy 4.2.10 f) state that development of lands may be subject to the use of a Holding provision in the Zoning By-law. The Holding provision may be removed in whole or in part by a Zoning By-law Amendment when the City has reviewed and accepted a comprehensive Functional Servicing Report for the Block demonstrating that sufficient capacity exists to accommodate existing and proposed developments within the Block.

Mobility and Network Improvements

The subject site is designated for Planned but Unbuilt Roads in Schedule 2 of the Official Plan, which applies to the site and the Block. Schedule 2 identifies the addition of three new public streets. The purpose of the planned public street network is to provide for vehicular, pedestrian, and bicycle connections into and through the Block, making the Block accessible to the neighboring community without impacting the existing public street network.

The proposal eliminates planned public Street C. Schedule 2 identifies Street C as a north-south public street with a right-of-way width of 18.5 metres, which will include two lanes for vehicular traffic in each direction, sidewalks on both sides of the road surface, and a soft landscaped boulevard.

The proposal also reconfigures Street "B" into a dead-end street and provides unnecessary obstacles to connect to Street A.

Official Plan Schedule 2 identifies Street A as a new north-south public street that connects to Street B. Street A is planned for a right-of-way width of 15 metres and will include two lanes for vehicular traffic in each direction and a sidewalk on the east side of the roadway. When the abutting property to the west redevelops, the additional 1.5 metres would be provided to include a public sidewalk on the west side of the road surface and a wider landscaped boulevard on lands that presently form part of St. Timothy Catholic Public School.

The public street network was designed to support the proposed growth for the Block by providing additional transportation movements and options within the Block while addressing existing transportation constraints. The network of internal public roads would alleviate the pressure from the Don Mills/Sheppard intersection while providing additional means of access for the multiple buildings on each site of the Block. In addition, the network of internal public roads would add additional options from the existing right-in, right-out constraints from 1650 Sheppard Avenue East and 2500 Don Mills Road that currently have restricted vehicle movements on Sheppard Avenue East and Don Mill Road, respectively. Official Plan Policy 2.2.5 provides that the City's network of streets and laneways will be maintained and developed to support the growth management objectives of this Plan by: i) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2. The proposed alternative road network proposes a cul-de-sac for Street B and a cul-de-sac for Street A (Phase 1), which are not an acceptable alternative to Schedule 2 of the Official Plan. The establishment of the planned Block's road network, including the Site and Area Specific Policy, was developed through a comprehensive, consensus-based outcome from extensive community consultation and a Tribunal-led mediation process.

Transportation Review Staff have reviewed the Transportation Impact Study and require further revisions to the reports and drawings, including a phasing plan that delivers the street network prior to the initial redevelopment phase. This will ensure that the traffic analysis is updated and aligned with the phasing plan, and that each site development phase provides an acceptable Transportation Impact Study. At present, the proposal

has not demonstrated that a comprehensive transportation network or phasing plan can accommodate the proposed developments within the Block.

In the event the proposal is approved by the OLT in principle, Secondary Plan Policy 4.2.10 f) ii) state that development of lands may be subject to the use of a Holding provision in the Zoning By-law. The Holding provision may be removed in whole or in part by a Zoning By-law Amendment when the City has reviewed and accepted the necessary Transportation Studies demonstrating that a comprehensive transportation network will be established to accommodate the existing and proposed development to the satisfaction of the General Manager, Transportation Services. In addition, a plan of subdivision will be required to secure the accepted public road network to ensure it is constructed to the satisfaction of the Director, Engineering Review and the General Manager Transportation Review in accordance with the City's standard subdivision agreement.

Right-of-Way Widening

In order to satisfy the Official Plan requirement of a 23-metre right-of-way for this segment of Leith Hill Road, a 1.44-metre right-of-way widening along the Leith Hill Road frontage of the subject site is required and is proposed to be conveyed to the City with this application. In addition, a 6.0-metre corner rounding is required at the northeast corner of the site (southwest corner of Don Mills Road and Leith Hill Road) and a 6.0-metre corner rounding is required at the southeast corner of the site (northwest corner of Don Mills Road and Street B).

Access, Vehicular and Bicycle Parking, Loading

Transportation Review Staff have reviewed the Transportation Impact Assessment Study and require further revisions to the reports and drawings. At present, the applicant has not demonstrated compliance with City standards for vehicle parking space dimension, pick-up and drop-off areas, and sufficient space for vehicle maneuvering such as service vehicles and TTC buses.

Parkland

In accordance with Section 42 of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10% percent of the development site, as the site is less than five (5) hectares, with the non-residential uses subject to a 2% parkland dedication. The total parkland dedication requirement is 1,183 square metres.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located on the south side of the development, have frontage on the planned public street (Street B) that was established by OPA 490 or an alternative public street design, forming part of the 1,604 square metres centrally

located park that was established by OPA 476. The park should comply with Policy 3.2.3.8 of the Official Plan.

The proposed on-site parkland dedication of 1,096.8 square metres, located at the terminus of proposed public street (Street B), is not acceptable to Parks Development.

One of the objectives of OPA 476 is to facilitate the creation of a central park within the Block through the street network established by OPA 490, where the park would have access and public frontage on Street B, with potential to be expanded through adjacent developments to increase its size and usability. The proposed on-site parkland dedication is an under-dedication of 86 square metres of the 1,183 square metres that is required and will form part of the 1,604 square metre centrally located park to be further expanded with contributions from 25 Leith Hill Road and 2500 Don Mills Road, properties, which are also included in OPA 490, as part of future development applications. Staff note that 2500 Don Mill Road OLT approval include an on-site parkland dedication of 661 square metres to contribute to the Block's centralized park of 1,604 square metres, which brings the Block's total park area to 2,265 square metres.

The proposal seeks to locate the cul-de-sac of Street B within the Block's centralized public park. The proposed park size, location, and configuration resulting from the proposed location of the cul-de-sac undermine the objectives of OPA 490 and OPA 476 and the proposed park does not meet the Official Plan's Parks and Open Spaces Policy 3.2.3.8 c), which states that the location and configuration of land to be conveyed should be of a usable shape, topography, and size that reflects its intended use.

Tree Preservation

An Arborist Report, Soil Volume Plan, Landscape and Planting Plan, Public Utility Plan, and Streetscape Plan were submitted in support of the development. Urban Forestry Staff have reviewed the submitted materials and requested a number of revisions to address matters such as the preservation of existing mature trees, significantly deficient soil volumes, and insufficient tree replacements.

Preserving such trees is an objective of the Official Plan. More specifically, Policy 3.1.3.1 e) states that development will frame and support streets by preserving existing mature trees wherever possible and incorporating them into the development site. As proposed, the development does not retain large mature trees. Urban Forestry objects to the proposed removal of existing trees, particularly the healthy mature trees along the property lines. The proposed total soil volume falls significantly short of Toronto Green Standard requirements. In total, of the proposed 21 Soil Areas, only four of them meet planting requirements. Staff recommend the preservation of existing mature trees wherever possible and their incorporation into the development.

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.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Secondary Plan Policy 4.2.10 e), which applies to the subject site, states that in order to meet the objectives of creating a complete community, each development on the lands will include affordable housing and/or community services and facilities. Insufficient information has been provided on how the proposal will provide additional affordable housing or community services and facilities beyond the existing affordable housing provisions By-law 582-2024(OLT).

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 OLT allow the appeal in whole or in part, the following is a preliminary list of conditions that City staff believe should be imposed on any approval in principle, such that the issuance of any final order of the Tribunal on the Official Plan Amendment and Zoning By-law Amendment would be dependent on the owner and/or applicant satisfying the conditions, to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Official Plan Amendment is to the satisfaction of the City Solicitor, the Director of Engineering Review and the Executive Director of Development Review;
- The final form and content of the draft Zoning By-law Amendment, including inclusion of a Holding provision to ensure the necessary servicing and transportation

infrastructure is in place before any development proceeds, is to the satisfaction of the City Solicitor, the Director of Engineering Review, and the Executive Director of Development Review;

- The owner has submitted an updated Pedestrian Level Wind Study – Wind Tunnel Study, including the identification of any required mitigation measures to be implemented and secured, to the satisfaction of the Executive Director, Development Review;
- The owner has provided an updated Arborist and Tree Protection Plan and an updated Public Utility Plan that demonstrates minimum soil volumes are met for the proposed tree replacements to the satisfaction of Executive Director, Environment, Climate and Forestry;
- The owner has provided an updated Functional Servicing and Stormwater Management reports demonstrating that the comprehensive servicing plan for the Block will be established to accommodate the existing and proposed developments to the satisfaction of the Executive Director, Development Review;

i) submitted a revised Functional Servicing and Stormwater Management Reports to demonstrate that the existing sanitary sewers, storm sewers and watermains 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; and

ii) if the Functional Servicing and Stormwater Management Reports accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

a. the owner has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Reports, to support the development, in a financially secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,

b. the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Reports in (i) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.

- The City Solicitor and City Staff ensure that implementation of the accepted Engineering Reports do not require changes to the proposed by-law amendment 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 submitted a new plan of subdivision application to implement the new proposal, which application shall include a phasing plan, to the satisfaction of the Director of Engineering Review, the General Manager of Transportation Review, and the Executive Director of Development Review;
- The owner has submitted a comprehensive Transportation Impact Study (including but not limited to parking, loading, PUDO) demonstrating that the comprehensive transportation network will be established to accommodate both existing and proposed development, to the satisfaction of the General Manager, Transportation Review;
- The owner has provided a Functional plan (including cross-sections, elevation profiles, and VMDs) for both the interim and ultimate conditions demonstrating that the proposed road configuration, geometry, and intersection design conform to the City standards and will be designed and implemented to the Satisfaction of the General Manager, Transportation Services;
- The owner has provided an updated Travel Demand Management Plan that addresses Transportation Planning TDM and TGS deficiencies to the satisfaction of the Executive Director of Development Review;
- City Council has approved the Rental Housing Demolition Application (24 254904 NNY 17 RH)) under Chapter 667 of the Toronto Municipal Code, pursuant to Section 111 of the *City of Toronto Act*, 2006, to permit the demolition of the existing rental dwelling units, and the owner has entered into, and registered on title to the lands, an agreement pursuant to Section 111 of the *City of Toronto Act*, 2006 to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor, securing all rental housing-related matters, including tenant relocation assistance, necessary to implement City Council's decision.

CONTACT

Jenny Choi, Senior Planner, Tel. No. (416) 395-0108, E-mail: Jenny.Choi@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: Official Plan Site and Area Specific 731 Major Transit Station Area
- Attachment 5: Sheppard East Subway Corridor Secondary Plan (Key Development)
- Attachment 6: Sheppard East Subway Corridor Secondary Plan (Site & Area Specific)
- Attachment 7: Official Plan Amendment 490 (Schedule 2)
- Attachment 8: Existing Zoning By-law Map

Applicant Submitted Drawings

- Attachment 9: Block Context Plan
- Attachment 10: Site Plan
- Attachment 11: Elevations (a) east and b) north)
- Attachment 12: 3D Massing Model
- Attachment 13: Draft Official Plan

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2600 DON MILLS RD Date Received: December 31, 2024

Application Number: 24 254890 NNY 17 OZ

Application Type: OPA & Rezoning

Project Description: Combined Official Plan & Zoning By-law Amendment for four buildings with heights of 47, 42, 42 and 42-storeys, together with an onsite public park occupying 1,096.8 m². The total residential gross floor area (GFA) of the four buildings is 126,673 m², with a total of 1,814 units proposed.

Applicant	Agent	Architect	Owner
TODD TRUELLE			HUNTERS LODGE APTS INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RAC (f30.0; a1375; d1.5)	Site Specific Provision:	OPA 490 and OPA 476
Zoning:		Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 13,665 Frontage (m): 77 Depth (m): 107

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			5,062	5,062
Residential GFA (sq m):	20,828	0	126,673	126,673
Non-Residential GFA (sq m):				
Total GFA (sq m):	20,828		126,673	126,673
Height - Storeys:	19		42, 42, 42 & 47	42, 42, 42 & 47
Height - Metres:	58		149	149

Lot Coverage Ratio (%) : 37.04 Floor Space Index: 11.8

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	126,121	552
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	226	0	226	226
Freehold:				
Condominium:			1,588	1,588
Other:				
Total Units:			1,814	1,814

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	17	579	940	278	
Total Units:	17	579	940	278	

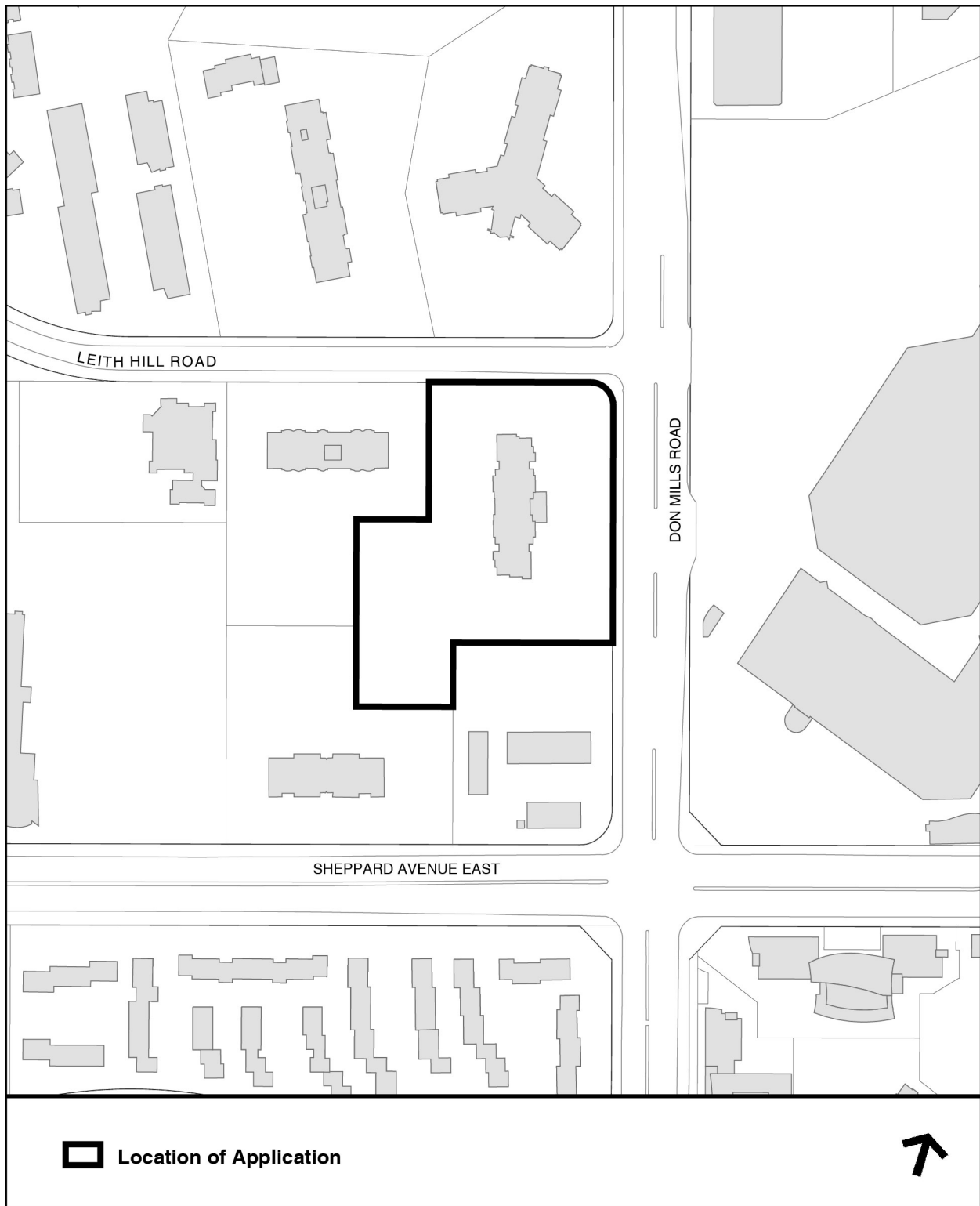
Parking and Loading

Parking Spaces:	517	Bicycle Parking Spaces:	1,361	Loading Docks:	3
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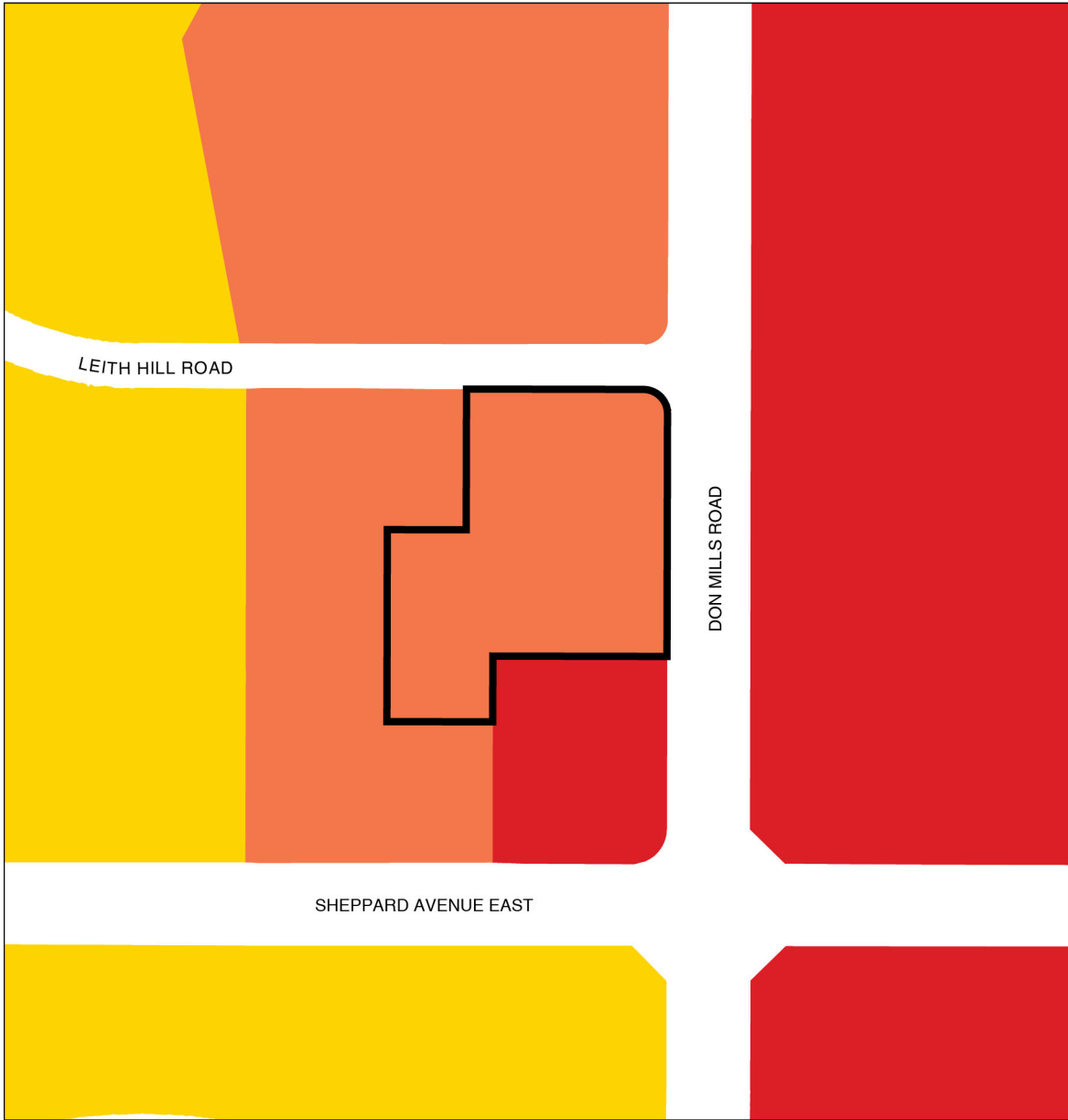
CONTACT:

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

Attachment 2: Location Map







Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #19

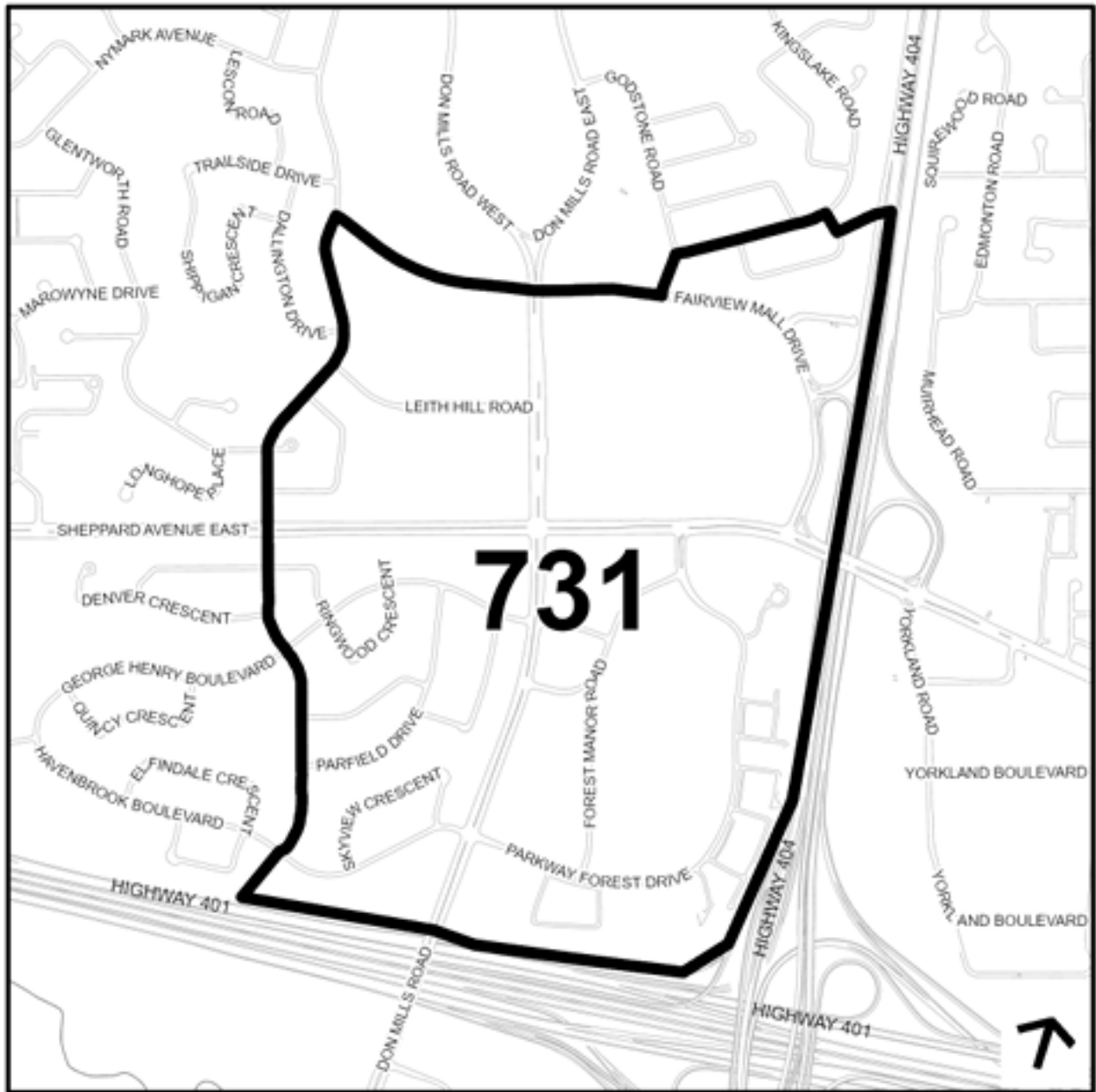
2600 Don Mills Road

File # 24 254890 NNY 17 0Z

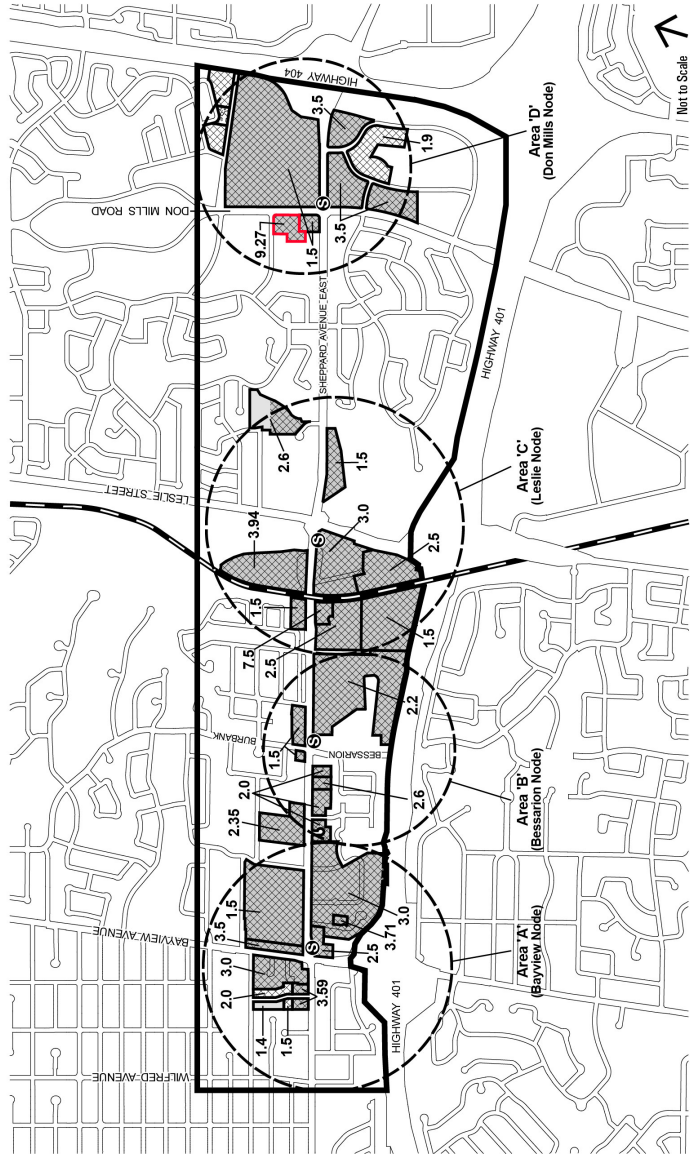
-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas


Not to Scale
Extracted: 01/06/2025

Attachment 4: Official Plan Major Transit Station Area - Don Mills Station



Attachment 5: Sheppard East Subway Corridor Secondary Plan (Key Development Area)

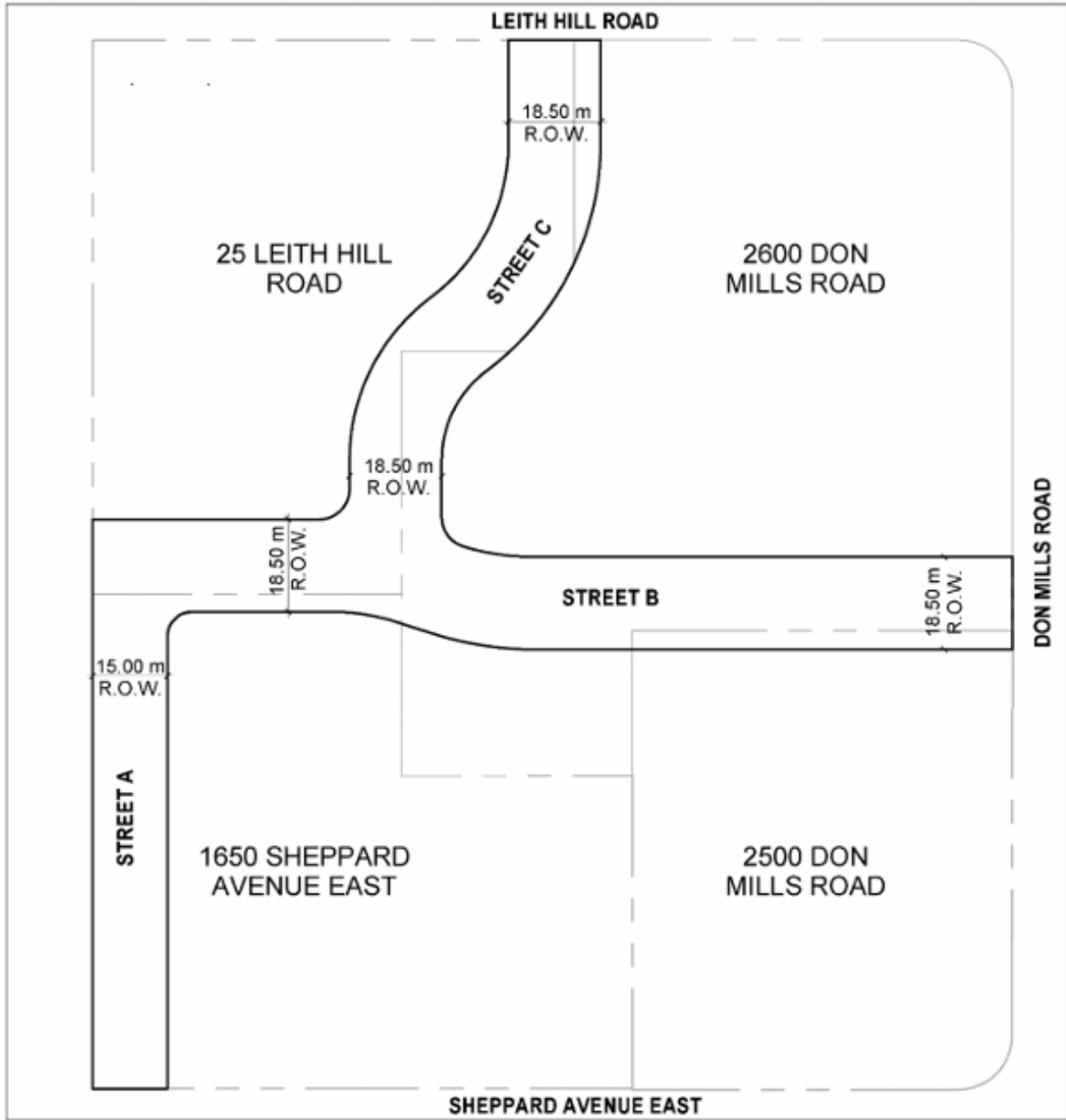


Toronto Sheppard East Subway Corridor Secondary Plan 2600 Don Mills Road
 MAP 9-2 Key Development Areas File # 24-254890 NNY 17.0Z

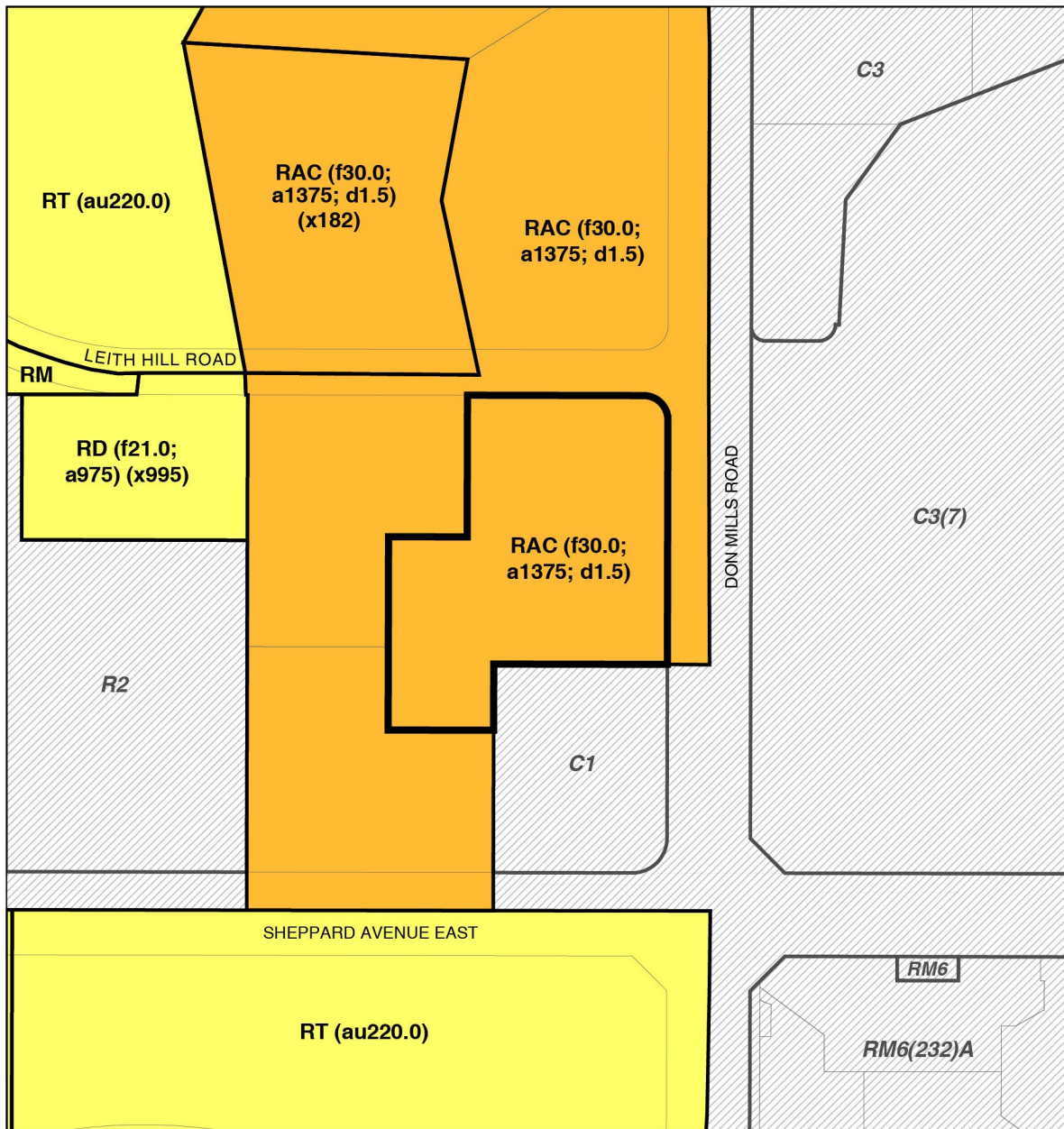
- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density
- Subway Station
- Subject Site

03/25/2026

Attachment 7: Official Plan Amendment 490 Street Network (Schedule 2 - The Designation of Planned but Unbuilt Roads)







Attachment 8: Zoning By-law 569-2013 Map




Zoning By-law 569-2013

2600 Don Mills Road

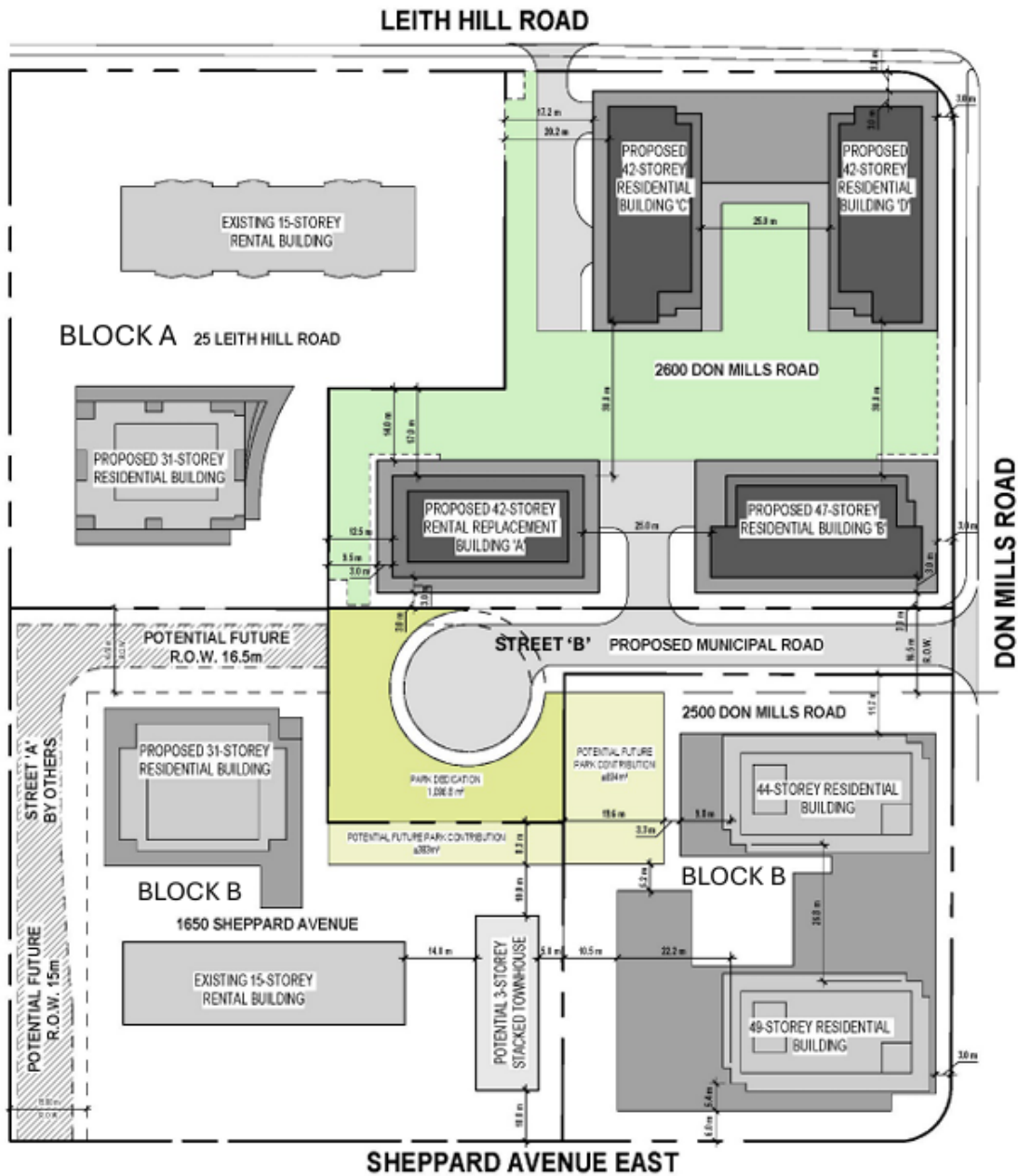
File # 24 254890 NNY 17 0Z

-  Location of Application
-  RD Residential Detached
-  RT Residential Townhouse
-  RM Residential Multiple
-  RAC Residential Apartment Commercial

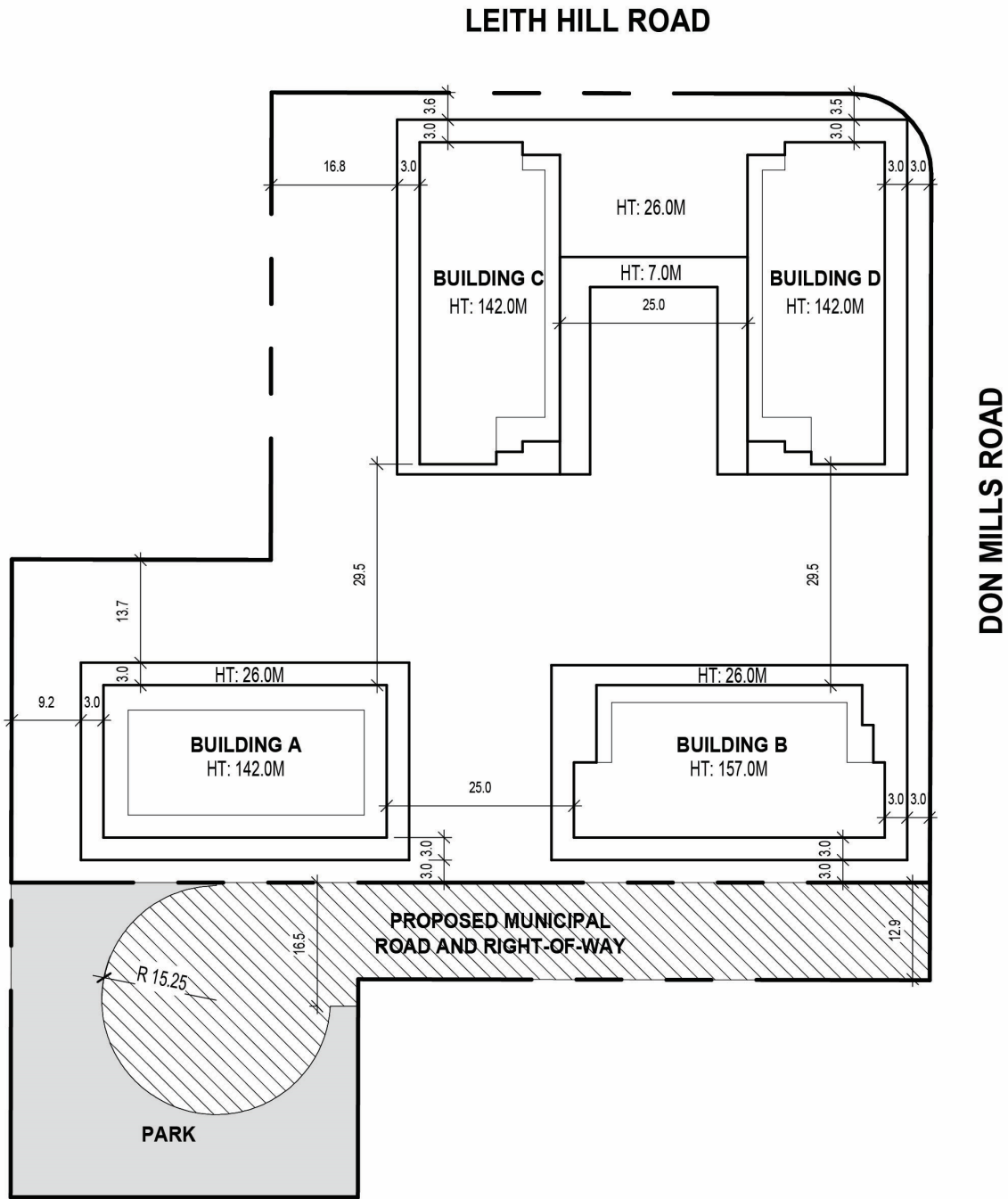
-  See Former City of North York By-law No. 7625
- R2** One-Family Detached Dwelling Second Density Zone
- RM6** Multiple-Family Dwellings Sixth Density Zone
- C1** General Commercial Zone
- C3** District Shopping Centre Zone


Not to Scale
Extracted: 01/06/2025

Attachment 9: Block Context Plan



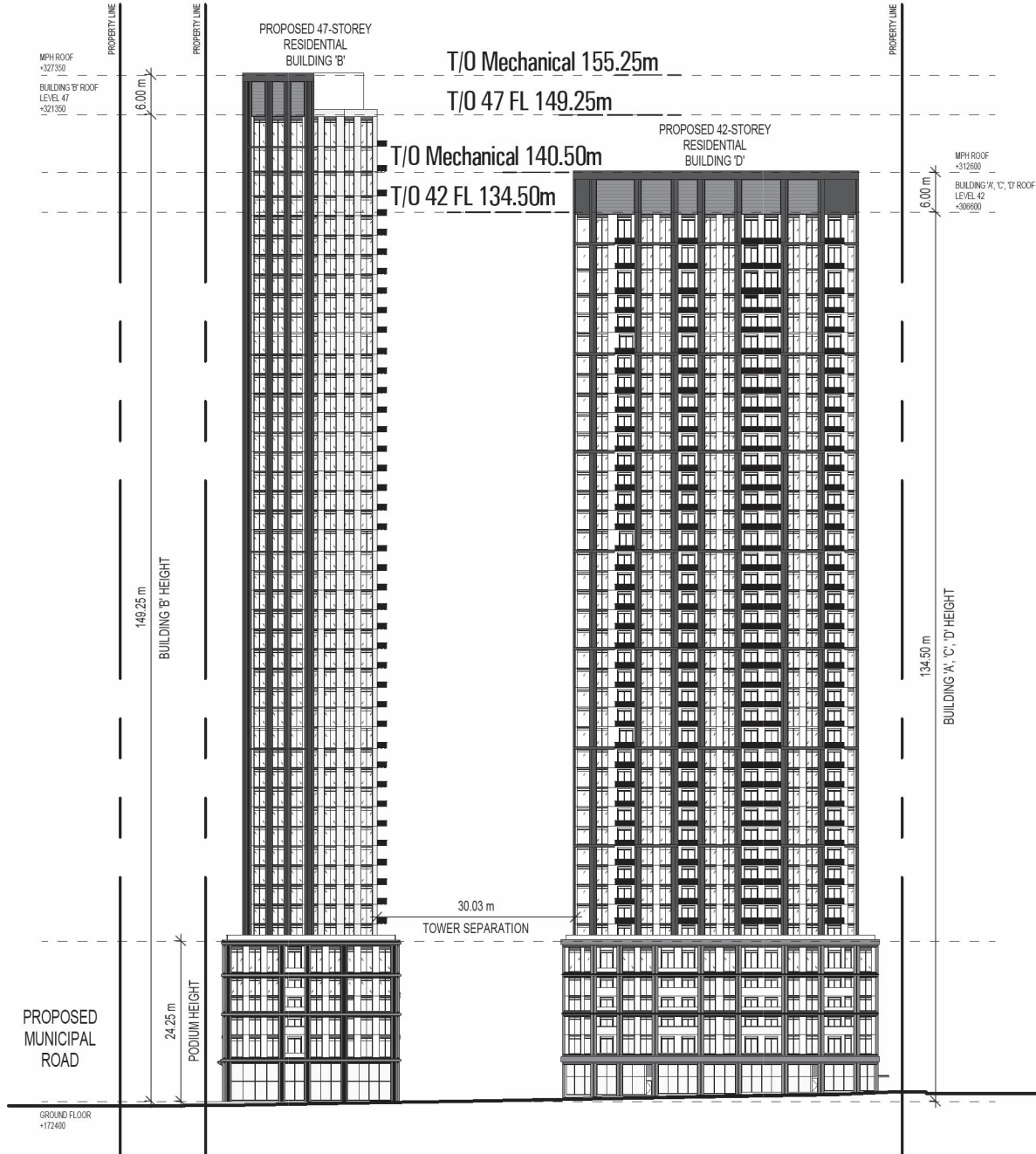
BLOCK CONTEXT PLAN



Site Plan

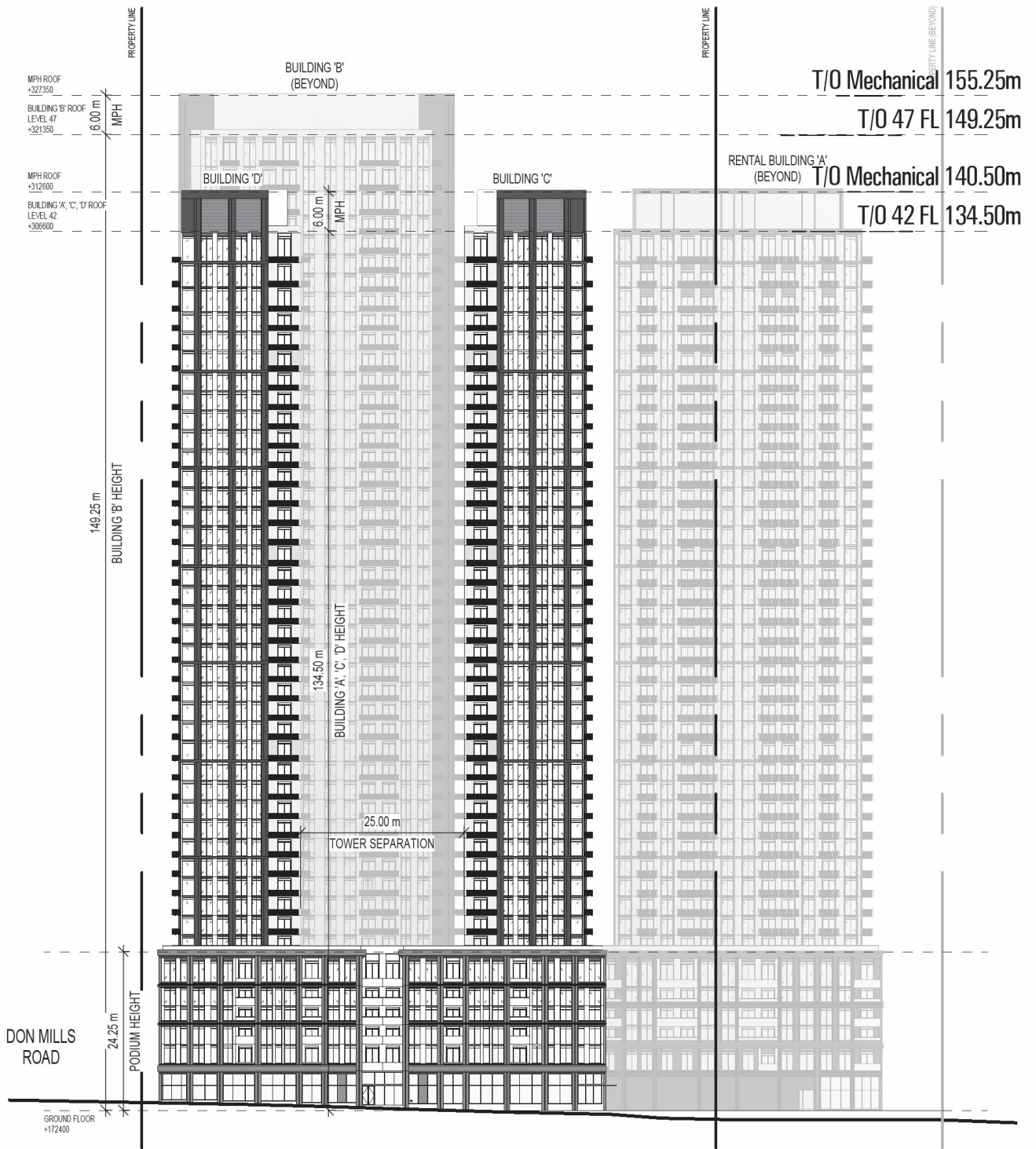


Attachment 11a: Elevations (east)



East Elevation

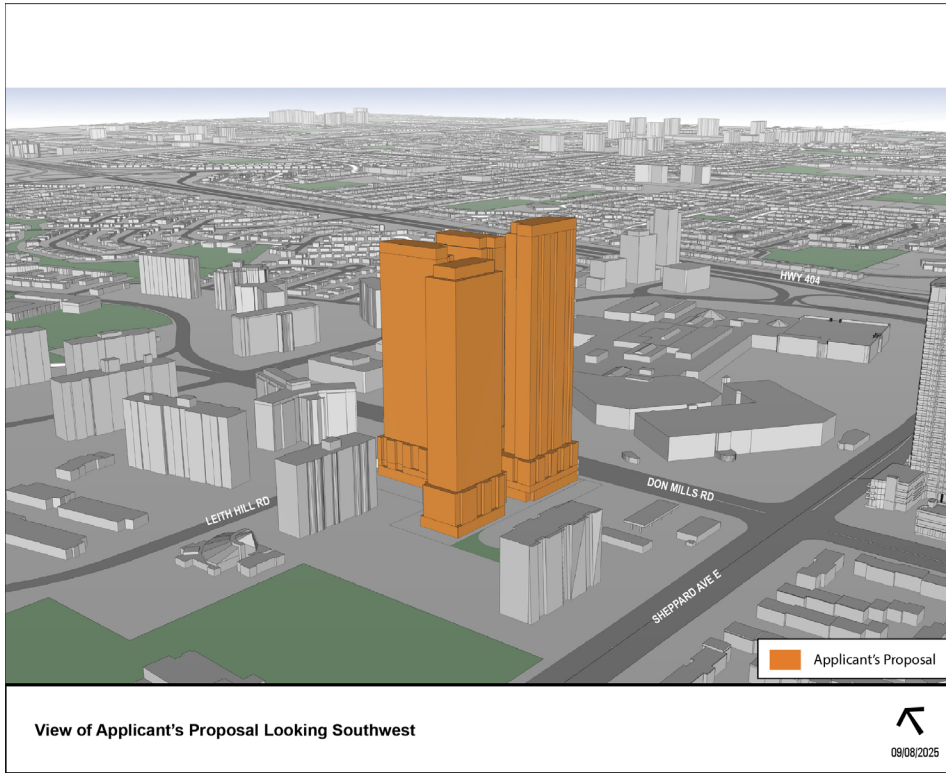
Attachment 11b: Elevations (north)



North Elevation

Attachment 12: 3D Massing Model

Southwest:



Northwest:



Attachment 13: Draft Official Plan

Authority: North District Community Council Item

**CITY OF TORONTO
BY-LAW No. ____-2024**

To adopt Amendment No. XXX to the Official Plan of the City of Toronto with respect to the lands municipally known as 2600 Don Mills Road in the year 2024

WHEREAS authority is given to Council by Section 17 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to pass this By-law; and

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

1. The text and map attached to Amendment No. XXX is hereby adopted as an amendment to the Official Plan for the City of Toronto.

ENACTED AND PASSED this __ day of _____, A.D. 2025.

**AMENDMENT NO. XXX
TO THE OFFICIAL PLAN OF THE CITY OF TORONTO**

The following text constitutes Amendment No. XXX to the City of Toronto Official Plan.

1. The Official Plan of the City of Toronto is amended as follows:

(a) Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan), is amended to allow a density of 11.80 times the lot area (gross) for the lands municipally known as 2600 Don Mills Road

(b) Map 9-2, Key Development Areas, of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended to permit a density of 11.80 times the lot area (gross) for the lands municipally known as 2600 Don Mills Road, as demonstrated on Schedule 1.

(c) The City's Official Plan Schedule 1 – Designation of Planned but Unbuilt Roads, as amended by OPA 490, is further amended by removing "New Link C" located between "New Link B" and Leith Hill Road, as demonstrated on Schedule 2.

Schedule 2



Official Plan Amendment

2600 Don Mills Road

File # 24 254890 NNY 17 OZ