

**2535 Gerrard Street East – Official Plan Amendment,  
Zoning Amendment Applications – Final Report**

<b>Date:</b>	January 26, 2017
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Acting Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward 36 – Scarborough Southwest
<b>Reference Number:</b>	15 197246 ESC 36 OZ

**SUMMARY**

This application proposes to amend the Official Plan and the Zoning By-law to permit the development of 37 stacked townhouse units in three (3) separate buildings at 2535 Gerrard Street East.

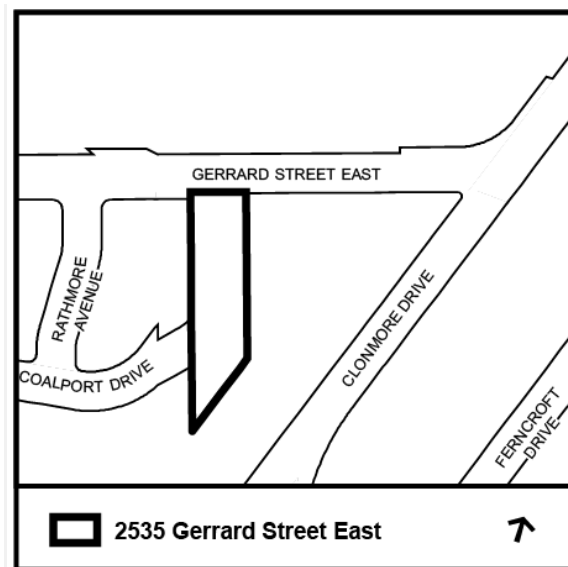
The proposed development conforms to the Official Plan, is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe. The use is compatible with adjacent uses, and will provide an opportunity for the redevelopment of a former industrial property and will provide greater diversity in the range of housing available in the area.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-laws.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend the Official Plan, for the lands at 2535 Gerrard Street East substantially in accordance with the draft Official



- Plan Amendment attached as Attachment No. 8 to report dated January 26, 2017.
2. City Council amend Zoning By-law 8786, as amended, and Zoning By-law 24982, as amended, for the lands at 2535 Gerrard Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to report dated January 26, 2017.
  3. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2535 Gerrard Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10 to report dated January 26, 2017.
  4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendments as may be required.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

The lands immediately west of the subject site were rezoned in 1997 to both Single-Family Residential (S) and Street Townhouse Residential (ST) and brought into the Birchcliff Community Zoning by-law from the Employment Districts Zoning By-law. The Street Townhouse Residential (ST) Zone was introduced to the Birchcliff Community Zoning By-law through this amendment. The effect of the amendment was to permit four street townhouse dwellings along Gerrard Street East and four residential lots with access from a proposed extension of Coalport Drive.

A Development Agreement for the lands immediately west of the subject lands was entered into in September 1997 to develop and extend Coalport Drive (as a 20 metre public road allowance) to accommodate four new residential lots. Coalport Drive currently terminates with a 0.3 metre reserve along its eastern edge. Consideration of the rezoning application recognized the importance of not precluding the opportunity for future residential development of the industrial properties to the east, and provided a possible development scenario illustration based on a further extension of Coalport Drive. The report recognized that the scenario may be modified by future proposals, and was intended to demonstrate the possibility of future development opportunities.

As such, the proposed official plan and zoning by-law amendments for 2535 Gerrard are now being considered as an extension of the previous 1997 residential development.

The Preliminary Report for this application was considered by Scarborough Community Council at their October 6, 2015 meeting. Scarborough Community Council amended staff's recommendation related to the circulation range for notice of the community

consultation meeting, expanding the area to a specifically defined area within the Birchcliff Community. The decision, along with the Preliminary Report, can be found at the following address:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.SC9.17>

## **ISSUE BACKGROUND**

### **Proposal**

The applications are proposing 37 stacked townhouse units within three (3) buildings. The buildings closest to Gerrard Street East (Blocks A and B) are proposed to have 4-storeys plus rooftop terraces, mechanical and storage rooms and enclosed stairwells for access. The third building, Block C, located at the rear portion of the site is proposed to be 3-storeys in height without any rooftop amenity or mechanicals.

The development proposes a total gross floor area of approximately 4,435 square metres, and proposes 22 two-bedroom units and 15 three-bedroom units (formerly 20 two-bedroom units, and 19 three-bedroom units), with an overall Floor Space Index (FSI) of approximately 1.35. Each of the buildings contains 2-level units stacked upon one another in varying configurations providing two levels of living space.

Units in Blocks A and B are arranged in a stacked and back-to-back configuration. Entrances for the units which comprise the first two levels of living space are proposed at grade level, as are staircases on both north and south facades of Blocks A and B. These staircases provide access to common corridors on the third level from which entrances to the dwelling units which comprise the third and fourth levels of living space are located. Rooftop terraces are part of the private outdoor amenity for the units comprising the third and fourth levels.

Units within Block C have at grade entrances and have two units stacked upon one another, such that all units have two-levels arranged either between level 1 and 2, or level 2 and 3. Private outdoor amenity space is provided for all units in the form of ground floor patios or decks, balconies at the second floor level and in some cases third floor levels.

The proposed buildings are arranged one set behind the other, parallel to Gerrard Street East. The first building, Block A, aligns with the existing townhouses on the lands to the west at the north-west corner of the building, then steps forward in gradual increments. This block also contains the proposed driveway for access points to the underground parking structure from Gerrard Street East. It is the tallest of the three buildings, approximately 13 metres in height plus approximately 3 metres for the rooftop terraces, mechanical and storage rooms and enclosed stairwells.

The second and third buildings (Block B and C) are also aligned to reflect the general organization of the existing detached dwellings which front onto the adjacent public

street, Coalport Drive. The overall height of Block B is approximately 12 metres plus approximately 3 metres for rooftop terraces, mechanical and storage rooms and enclosed stairwells. Blocks A and B are designed to widen as they get taller, such that each floor projects slightly over the one below, creating articulating facades. Block C is designed in a step-back pattern simulating blocks stacked upon one another in a staggered pattern. It has an overall height of approximately 9.5 metres. Due to the stepping-forward design of Blocks A and B, and the stepped back shape of Block C, separation distances between buildings vary from floor to floor and unit to unit, and are expressed as averages and are outlined in Table 1 – Proposed Development.

The areas between buildings are courtyards which are intended to provide for entrances to all grade level units, pedestrian circulation, common amenity areas, private patios for units occupying the first and second levels of Blocks A and B, and stairwell entrances from grade level to the third levels of Blocks A and B.

The entire development is situated on top of a single level parking structure which has two access points from Gerrard Street East. The easternmost entry is intended for in-bound traffic, the westernmost entry is intended for out-bound traffic. These are the only vehicular access points proposed to the site. The underground garage will provide all servicing for the development, including garbage storage and handling for which a Type "G" loading space is proposed, along with 54 vehicle parking spaces (comprised of 8 parking spaces for visitors and 46 parking spaces for residents including 16 tandem spaces). No surface parking is proposed for vehicles. The design also includes a potential for future linkages to the lands to the east, if they should redevelop in the future, with a removable panel in the east wall of the underground parking structure to allow pass-through traffic if required.

A total of 56 bicycle parking spaces are proposed including 12 visitor spaces at grade, and 44 spaces for residents are proposed within the underground parking structure. The revised design now includes an elevator for improved access to the underground parking level, and is located at grade level on the east side of Block A. The underground parking level is also accessible from stairwells located at grade level on the west side of Block A and the east side of Block C.

Refer also to Attachment 1: Site Plan, and Attachments 2, 3 and 4: Elevations – Block A, Block B and Block C.

The details of the proposed development are outlined in Table 1. Refer also to Attachment 7: Application Data Sheet.

**Table 1 – Proposed Development** (refer to Attachment 1: Site Plan)

<b>Block</b>	<b>Total Floor Area (approx)</b>	<b>Number of Units</b>	<b>Levels of Residential Space and approximate Height</b>	<b>Building Setbacks (minimum)</b>	<b>Average Facing Distances between buildings</b>
<b>A</b>	1,549 m <sup>2</sup>	13 units (9 two-bedroom, 4 three-bedroom)	4 levels + rooftop terraces, stairwells and mechanical/utility rooms (16 m)	<u>Front</u> : 4 m at grade, 2 m at top floor  <u>Sides</u> : East: 3.2 m West: 1.5 m	Block A to B: 13.1 m
<b>B</b>	1,848 m <sup>2</sup>	16 units (13 two-bedroom, 3 three-bedroom)	4 levels + rooftop terraces, stairwells and mechanical/utility rooms (15 m)	<u>Sides</u> : East: 1.5 m West: 3.2 m	See A and C above and below
<b>C</b>	1,036 m <sup>2</sup>	8 (three bedroom)	3 levels (9.5 m)	<u>Sides</u> : East and West: 1.5 m  <u>Rear</u> : 7.5 m	Block B to C: 21.9 m

### Site and Surrounding Area

The subject lands have 30.48 metres of frontage on Gerrard Street East, and lot depths of 130.8 metres on the west side, and 91.1 metres on the east side, with an overall lot area of 0.34 hectares. The lands are currently occupied by a concrete block building being used as a sales centre for the proposed development, and associated surface parking. The site is flat, and contains several trees along the periphery, particularly along the south property line. One street tree is located along Gerrard Street East at the west edge of the property. The site is located just west of two industrial properties on Gerrard Street East, and east of an existing residential area comprised primarily of two-storey detached dwellings which are accessed from Gerrard Street East via either Coalport Drive or Rathmore Avenue.

North: Lands known locally as the Birchcliff Quarry Lands, some of these lands are zoned for high rise, high density development, and the remainder include lands upon which residential, retail and parks uses are proposed. These lands are bordered to the north by the Metrolinx Lakeshore East rail corridor.

East: Warehouse buildings containing industrial uses.

South: Single detached residential dwellings primarily one and two-storeys in height.

West: 4 unit three-storey freehold townhouses fronting onto Gerrard Street East, and single detached dwellings generally 2-storeys in height.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required, by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject lands are designated *Neighbourhoods* within the Official Plan on Map 21 – Land Use Plan. The *Neighbourhoods* policies and development criteria aim to ensure that physical changes to established neighbourhoods be sensitive, gradual and generally "fit" the existing physical character.

Some of the relevant Official Plan provisions include:

Section 4.1.9 (*Neighbourhoods*). This policy provides policies for infill development for properties that vary from the local pattern in terms of lot size, configuration and/or orientation and requires that development will:

- have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;

- front onto existing or newly created public streets wherever possible, with no gates limiting public access; and,
- locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

The Healthy Neighbourhoods policies of the Official Plan, contained in Section 2.3.1. These policies state that *Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas. Policy 2.3.1.4 address the functioning of the local network of streets in Neighbourhoods and speak to improvements including, in clauses (c) and (d), minimizing through traffic on local streets, and discouraging parking on local streets for non-residential purposes.

The Built Form policies of the Official Plan, contained in Section 3.1.2. These policies relate to the form of the new development, and recognize that for the most part future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. Among other things, these policies stipulate that new development will:

- be located and organized to fit with its existing and/or planned context;
- development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces;
- locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- be massed and its exterior face will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties; and
- preserve existing mature trees wherever possible and incorporate them into landscaping designs.

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

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

Refer to Attachment 6: Official Plan.

## **Zoning**

The subject lands are zoned Industrial Zone (M) in the Employment Districts Zoning By-law (Oakridge Employment District) No. 24982, as amended. Permitted uses within this zone include Industrial Uses, Offices (excluding medical and dental offices), Places of Worship, Recreational Uses, Educational and Training Facility Uses and Day Nurseries. The by-law also requires that all uses be conducted within a wholly enclosed building. The lands are not subject to the City-wide Zoning By-law No. 569-2013, as amended. Refer to Attachment 5: Zoning.

## **Site Plan Control**

A Site Plan Control application (File No. 15 197250 ESC 36 SA) has been submitted and is being reviewed concurrently with the Official Plan Amendment and Rezoning application.

## **Tenure**

The proposed tenure of the development is a standard condominium. An application for condominium approval has not yet been submitted.

## **Reasons for Application**

The purpose of the applications is to permit the stacked townhouse form on the subject lands and apply associated performance standards. Subsequent to the submission of these applications, development applications at 411 Victoria Park Avenue, 2510 and 2530 Gerrard Street East, located within the Birchcliff Quarry lands just north and west of the subject lands, received approval for both amendments to the Official Plan and Zoning By-law for a new mixed-use neighbourhood, which is intended to include stacked townhouses.

## **Community Consultation**

A Community Consultation Meeting was held on November 25, 2015 and was attended by approximately 25 members of the public, the Ward Councillor, City Planning and Transportation Services staff, the applicant, owner and project architect. Issues raised by the community at the meeting and through correspondence included:

- concern with the proposed private driveway from Coalport Drive to the site to accommodate truck loading would be noisy, and having a connection to the site via Coalport Drive may cause spill-over parking from visitors to the development as well as for food delivery vehicles;
- concerns that Gerrard Street experiences high traffic volumes and that access to the street would be difficult;
- concern that the amount of parking proposed is insufficient;
- the project is too tall, too dense, contains too many units, does not fit with or improve the physical character of the neighbourhood and does not have enough green space;



- anticipation from the 1997 development application for the development of lands abutting to the west that future development of this land would be for single detached dwellings and an extension of the municipal road, Coalport Drive to Gerrard Street East.
- Concerns that emergency vehicles will have difficulties reaching the end of Coalport Drive because of on-street parking;
- That the development has no regard or respect for the provincial and municipal policy statement and official plan relating to land use planning and infill development, and disregards good planning.

A second consultation meeting was arranged and hosted by Councillor Crawford on November 24, 2016, following submission of the revised development proposal. In response to the presentation given by the applicant and architect, the community expressed satisfaction that their concerns regarding a vehicular connection to Coalport Drive were addressed. The concern remained, however, that traffic volumes on Gerrard Street East are so great that it would be difficult for drivers to exit the site. The main topic of discussion related to the proposed walkway connection with the municipal sidewalk on Coalport Drive. The majority of those commenting were not in favour of the connection, and were concerned that it would result in visitors parking at the terminus of Coalport Drive and blocking up the street. One member of the public did express support for the walkway, recognizing the connectivity the walkway would provide.

Subsequent to this meeting additional comments were received from neighbourhood area residents expressing concern for the proposed walkway connection and the four-storey form of the proposed development.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the Provincial Policy Statement (PPS). Among other things the PPS encourages healthy, active, liveable and safe communities that are sustained by efficient development and land use patterns, accommodating an appropriate range and mix of residential which includes affordable housing, promoting cost-effective land use patterns and standards to minimize land consumption and servicing costs, and which support active transportation (which include walking cycling, inline skating and travel with the use of mobility aids). The PPS also contains policies which seek improved accessibility, along with active transportation policies by planning public streets to meet the needs of pedestrians, foster social interaction and facilitate active

transportation and community connectivity. The proposed development intensifies a former industrial property that efficiently uses land and existing services by proposing a more intensive land use in this area, and the pedestrian connection supports active transportation.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The Growth Plan contains policies which manage growth by directing a significant portion of new growth to the built-up areas of the community through intensification, as well as by reducing dependence on the automobile through the development of mixed-use transit supportive, pedestrian-friendly urban environments. The Growth Plan's General Intensification policies require that intensification be encouraged in the built up area, that municipal official plans and other supporting documents facilitate and develop a strategy and policies that facilitate and promote intensification and plan for a range and mix of housing, taking into account affordable housing needs. The proposed built form is designed to support a pedestrian-friendly urban environment by connecting the site with courtyards and organizing parking to be below ground, establishing a higher density than surrounding development and by transitioning the built form to adjacent residential areas.

The proposed built form also conforms to recent changes to the *Planning Act* which were put into effect on July 1, 2016. These changes now include "built form" as a matter of Provincial interest which applies to all planning matters. Built form is a matter that is expressed in the Official Plan, and which, as discussed in the "Built Form" section of the report, has been met to the satisfaction of City staff. The application has also been evaluated against Section 51(24) of the *Planning Act*, which sets out the criteria to be considered for plans of subdivision and condominium.

## **Land Use**

The lands are designated *Neighbourhoods* in the Official Plan. This designation permits a range of residential uses within lower scale buildings including townhouses and walk-up apartments that are no higher than four storeys.

## **Built Form**

Policies for infill development in Neighbourhoods are set out in Section 4.1.9. The policies, along with those within Section 2.3.1 Healthy Neighbourhoods and the Built Form policies in Section 3.1.2 were among the policies upon which this development proposal was evaluated. Read together, these policies are intended to ensure compatibility with the surrounding neighbourhood and these have been achieved through the following:

### Height, Massing and Scale

The building heights, which transition from 16 metres overall for Block A closest to Gerrard Street East, to 15 metres overall for Block B, to 9.5 metres for Block C closest to

the existing residential dwellings to the south, respect and reinforce the character of the existing neighbourhood, and are compatible with that permitted by the zoning for adjacent and nearby residential properties with an overall height that is contemplated by the Neighbourhood policies of the Official Plan.

Block A is the tallest building, and has increased heights to enable vehicular underground garage access along with a Type “G” loading space, with an overall building height of approximately 16 metres, including rooftop features. This building is located parallel to and directly abutting an existing 3-storey building which has four street townhouses and for which the zoning permits heights of 10 metres and three storeys. The massing of Block A frames the street by respecting its planned proportion, which is a right-of-way width of 27 metres.

Block B is slightly less tall than Block A, and is designed to accommodate the same unit format as Block A, that is both stacked and back to back units with an overall building height of approximately 15 metres, including rooftop features. The west edge of the building has been stepped back from the building edge by 1.7 metres at the fourth storey to enable a better transition to the existing two-storey detached dwelling on the adjacent property to the west. Balconies at the fourth storey are provided to meet Ontario Building Code requirements, and are limited in size, depth and are screened to prevent overlook to the west.

Block C is a three-storey building that organizes units in a stacked format, all units have front doors on the north façade of the building, facing the courtyard, it has an overall building height of approximately 9.5 metres. Through the review of the application, several roof top terraces and associated enclosed stairwells and utility rooms have been removed. The proposed height of the building and its massing is considered compatible with the 9 metre height permissions for the adjacent one and two-storey dwellings. The building setbacks of 7.5 metres to the rear property line enable the building to fit below a 45 degree angular plane from the south property line, and is consistent with the intent of the Infill Townhouse Guidelines.

#### Location, Organization, Privacy and Fit

In regard to location, organization, privacy and fit with its existing and/or planned context, the policies require that development frame and support adjacent streets by locating buildings parallel to the street, locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk, provide ground floor uses that have views into adjacent streets, and preserve mature trees whenever possible and incorporate them into landscape designs.

The site is organized so that the building blocks are arranged in an east-west alignment similar to the existing residential built form of the adjacent *Neighbourhood* development to the west. The front yard building setback of Block A is consistent with that of the

townhouses to the west at its north-west corner at grade, and then steps closer to the street-line in gradual increments both along grade level, and at the storeys above.

A three metre wide pedestrian pathway is proposed from the municipal sidewalk on Coalport Drive through the site to the municipal sidewalk on Gerrard Street East. The walkway would enter the site from the south side of Coalport Drive and continue through the courtyard between Blocks B and C, and along the east side of Blocks A and B to Gerrard Street East. This would require a small extension of the existing municipal sidewalk along Coalport Drive to extend to the property line at 2325 Gerrard Street East. This pedestrian connection is considered an important aspect of achieving the Official Plan Built Form policies by providing clear visibility and direct accessibility to the future residential units from the public sidewalk.

The units are designed with large windows facing north and south from each building enabling views from units to the courtyards and walkway areas. Separation distances between buildings have been evaluated to ensure that there is reasonable sunlight available to all units.

The west facade of Block A is designed to limit overlook by limiting the number of windows to two, each of which is a bedroom window, by setting back the rooftop terrace by 1.7 metres from the building edge, by reducing the overall length of the rooftop terrace at the west edge of the building to 3 metres, and by the use of a privacy screen. The stairwells which lead to the third floor are screened to minimize views and to prevent overlook to the west and to the east.

Block B has been shifted westward to enable a wider pedestrian walkway along the east side of the site. Similar to Block A, this block also has a limited number of windows along the west building face and aluminium screens for the stairways leading to the third storey common corridor at either end of the block. This block also has a 1.7 metre step-back at the fourth storey, and small balconies located at the fourth storey, which are also screened to prevent overlook. Similar to Block A, rooftop terraces are setback a further 1.7 metres from the building edge and propose privacy screens.

Block C proposes no side wall windows, nor any side yard balconies. All balconies, and porches are proposed on the north and south facades, and no rooftop amenity is proposed for this building.

Sun shadow studies provided by the applicant have been reviewed by staff, and the shadow impacts have been found to be acceptable.

Several of the existing trees along the south property lines are proposed to be protected and incorporated into the landscape design. This will afford a degree of privacy to the existing single and two-storey homes located south of the subject lands.

Landscaping, outdoor lighting and fencing details are matters to be secured through the ongoing review of the related site plan control application.

#### Location of Access, Loading and Garbage Areas

When the applications were first submitted, the proposed access, loading and garbage areas were planned to be located through a connection off of Coalport Drive. This access point would have created greater impact on the existing residential community insofar as increased vehicular traffic from the new residents and service vehicles.

Through further discussions between the applicant and City staff, the proposal has since been redesigned where all vehicular access, vehicle parking, service areas and utilities will now be located away from the existing residential neighbourhood and instead be accessed through an underground parking area directly from Gerrard Street, thereby limiting impacts on both the project and on surrounding properties. This achieves both *Neighbourhoods* infill policies, and Built Form policies which require that (infill) development locate and screen service areas and garbage storage so that it minimizes the impact on existing and new streets and residences.

#### **Tree Preservation and Plantings**

The applicant has submitted an Arborist Report and associated Tree Protection Plan. The report assesses a total of 15 trees located both on the subject property and within 6 metres of the property. Existing trees are situated on or in close proximity to the east, west and south property boundaries.

If approved as proposed, this project would require the removal of five private bylaw-protected trees. At Urban Forestry's request, the applicant has begun revising their plans to retain and protect four additional bylaw-protected Siberian elms at the rear of the site, however as the tree protection plan that has been submitted for these trees is not yet satisfactory, Urban Forestry cannot guarantee that the trees will be retained. This summary, however, is based on these issues being resolved, and the four trees being retained.

The five bylaw-protected trees that would be removed are four Siberian elms and a young fast-growing poplar. Two elms at the front of the site are 56 and 61cm in diameter, and two more along the rear boundary of the site are 41 and 43cm in diameter. The poplar is situated on the adjacent east property, and is 33 cm in diameter. The trees would require removal because they could not tolerate the injuries they would sustain if the proposed elements of the project are built as planned, and Urban Forestry would not approve a non-survivable injury. The project elements in question include the front entry driveway, the buildings themselves, and a rear yard infiltration trench required by ECS to aid in handling rainwater on site. Under the Private Tree Bylaw, replanting at a ratio of three new trees for each bylaw-protected tree removed is required (15 replacement trees total). At this time, the landscape plans for this project include at least this number of new trees.

At this time, the application is also expected to be able to comply with the tree-related aspects of the Toronto Green Standard, including tree planting. The tree planting plans will be further reviewed through the related Site Plan Control Application, and will be a condition of Urban Forestry's approval of that application.

### **Infill Townhouse Guidelines**

The revised proposal has been reviewed against the Infill Townhouse Guidelines, which seek to guide townhouse development to produce a high quality living environment for all residents; maintain an appropriate overall scale and pattern of development within its context, minimize shadow, blocked views and overlook onto existing residential buildings and open space, and consolidate service areas to minimize their impact on public streets and open space. The proposal as revised meets with the intent of these Guidelines as it:

- Is accessible from public streets
- Provides open space within the block, by preserving and protecting existing healthy trees, maintains and extends open space networks through the block to encourage the safe use of spaces by the public and orients buildings onto these spaces;
- Provides publicly accessible pedestrian walkway networks, and provides clear sight lines and direct links to the public sidewalk and provides windows along the building face to encourage comfortable and safe pedestrian use;
- Generally matches the setback of adjacent properties;
- Integrates auto ramps and service entrances into the building façade, and contains all parking, garbage handling and loading, and utilities below ground in the parking garage;
- Provides good street proportion by stepping down building heights from future buildings on the north side of Gerrard Street East which would permit much taller apartment uses;
- Uses existing grade to blend into the context of the neighbourhood;
- Provides lower scale building elements in Block B that responds to the building height and mass of neighbouring buildings;
- Demonstrates that the building heights have addressed issues of light and privacy, and therefore are considered acceptable;
- Addresses light, view and privacy as the buildings are designed to limit the windows facing interior side yards, have provided a 7.5 metre rear yard building setback, and have demonstrated natural light and privacy with their proposed building separation distances;
- Will include streetscape improvements such as tree plantings in the front yard, and a new municipal sidewalk; and,
- Provides front door access from courtyards/pathways which contributes to activity, animation and informal surveillance.

## **Pedestrian Pathways**

The importance of and support for a connected walkway through the site to link with the existing municipal sidewalks on both Coalport Drive and Gerrard Street East are detailed in policies encouraging active transportation in both the PPS and Growth Plan.

The Official Plan also contains numerous policies that encourage and support pedestrian movement throughout the City for people for all ages and abilities. These policies seek to achieve safe, universally accessible, direct, comfortable, attractive and convenient pedestrian connections including walking routes, and by maximizing connections within the street network as well as to other public or private pedestrian walkways. The Infill Townhouse Guidelines, as noted in the previous section, also include policies to provide publicly accessible pedestrian walkway networks. In order to enable this walkway connection from Coalport Drive, a portion of the existing 0.3 metre reserve located at the west end of Coalport Drive will need to be lifted. Easements will be required to permit the public to use the walkway on private lands and to enable City snow clearing equipment to enter the site to ensure that a windrow is not created at the property lines, and can be secured, along with indemnification clauses, through the Site Plan Agreement.

## **Traffic Impact, Access, Parking**

Vehicular access for this development is proposed via two separate driveways, the eastern driveway is 4.6 metres in width and offers inbound access to the underground garage, and the western driveway is 4.9 metres in width and provides outbound access to Gerrard Street East. Both driveways enter into Block A, and have garage doors that enclose the garage area. Visitor parking is provided closest to the entrance/exit doors, and resident parking is located beyond the visitor parking area, with a gate restricting access.

The driveways are located in close proximity to a possible future signalized intersection for the lands to the north. The Ontario Municipal Board issued conditions of Site Plan approval for the development of a 369 unit apartment building by GCD Trustee Limited on the north side of Gerrard Street East, opposite Rathmore Avenue. The conditions include financial securities for a possible future installation of new traffic and pedestrian control signals at the proposed driveway from Gerrard Street East. These securities will be returned to the owner if within 5 years of full occupancy the signals are not justified and/or required for safety reasons.

A Traffic Operations Assessment (TOA), along with subsequent addenda were submitted in support of the application. The possible future intersection was taken into consideration in the Assessment. The initial TOA posed a number of concerns for Transportation Services staff, including the proposed private driveway access from Coalport Drive. The revisions to the proposed plans, along with additional material provided by the applicant's Transportation Consultant, including the overall number and type of parking spaces have been found to be satisfactory to Transportation Services staff.

## **Servicing**

A Functional Servicing Report and Stormwater Management Report and subsequent addendum have been submitted in support of the application. Engineering and Construction Services Division staff has reviewed the report and are satisfied with its findings related to storm water runoff, water supply demand and sanitary servicing for purposes of Official Plan and Zoning By-law Amendment. Further details will be reviewed and secured through the ongoing review of the related Site Plan Control application.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8– 1.56 hectares of local parkland per 1,000 people. The site is in the third highest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The Owner of the above noted property has applied to permit the construction of 37 townhouses within a net site area of 0.3292 hectares (3,292m<sup>2</sup>). At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication would be 0.04933 hectares (493.3m<sup>2</sup>), which equates to 15% of the site. However there is a cap of 10% for sites less than 1 hectare therefore the amount of parkland dedication required is 0.0329 hectares (329m<sup>2</sup>).

The applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. The parkland dedication for the subject site is too small to be functional. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. This parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

## **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the TGS will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: automobile infrastructure, cycling infrastructure, and storage and collection of recycling and organic waste.



Other applicable TGS performance measures will be secured through the Site Plan Approval process. The key TGS performance measures will include Air Quality: pedestrian infrastructure and urban heat island reduction; Energy Efficiency; Water Quality and Efficiency: storm water balance and retention, drought tolerant landscapes; Ecology: tree protection and preservation.

## **CONTACT**

Andrea Reaney, Senior Planner  
Tel. No. (416) 396-7023  
Fax No. (416) 396-4265  
E-mail: Andrea.Reaney@toronto.ca

## **SIGNATURE**

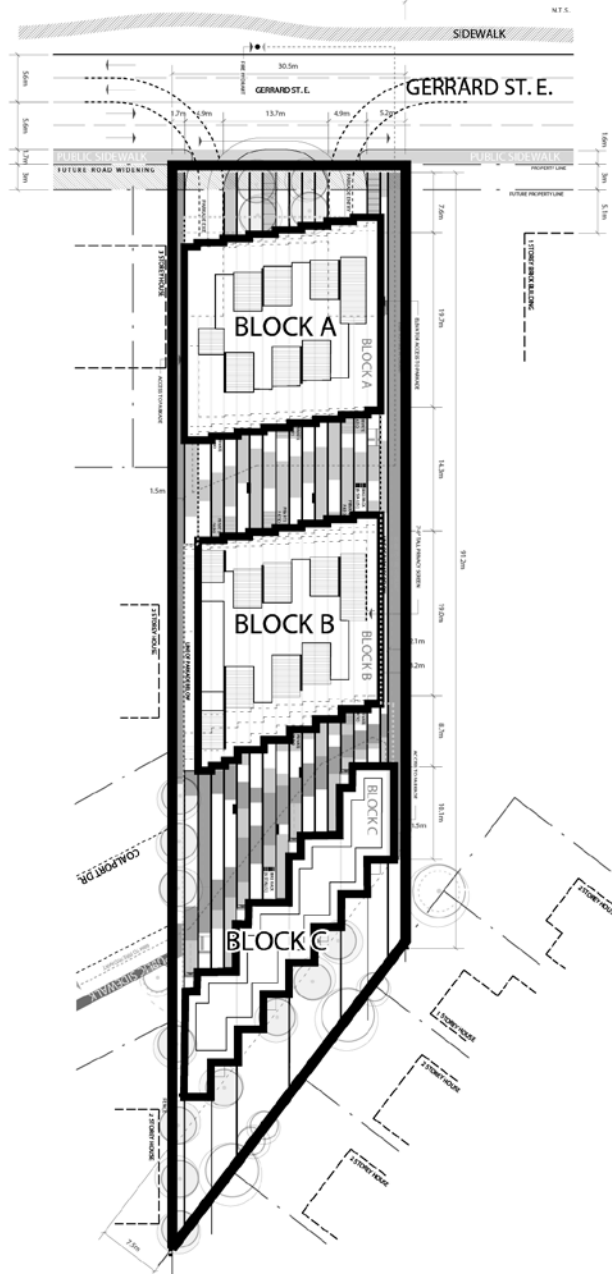
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Paul Zuliani, Acting Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Elevations – Block A  
Attachment 3: Elevations – Block B  
Attachment 4: Elevations – Block C  
Attachment 5: Zoning  
Attachment 6: Official Plan  
Attachment 7: Application Data Sheet  
Attachment 8: Draft Official Plan Amendment  
Attachment 9: Draft Zoning By-law Amendment – Birchcliff Community Zoning By-law  
Attachment 10: Draft Zoning By-law Amendment – Zoning By-law 569-2013

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

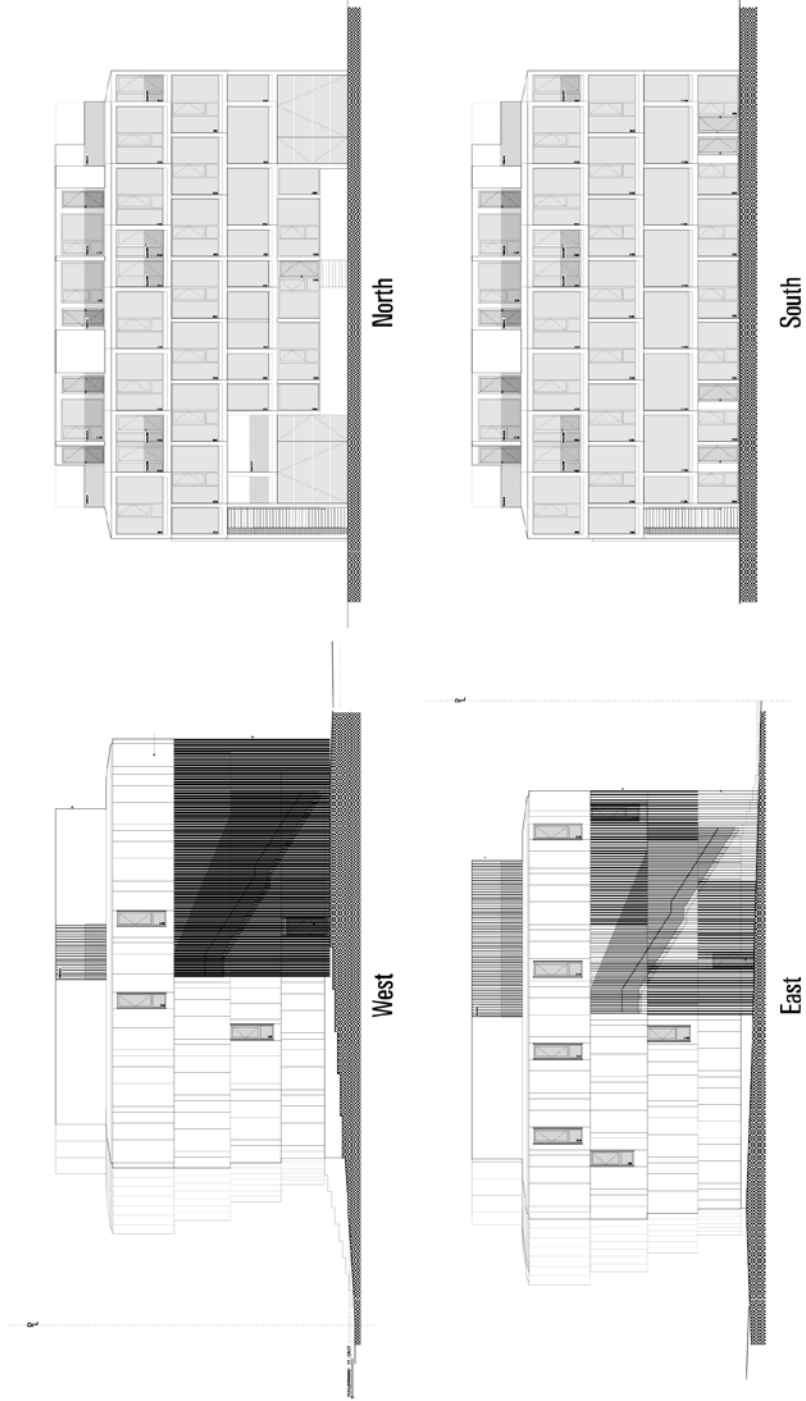
Not to Scale  
01/20/17



## 2535 Gerrard Street East

File # 15 197246 ESC 36 OZ, 15 197250 ESC SA

**Attachment 2: Elevations – Block A**



**2535 Gerrard Street East**

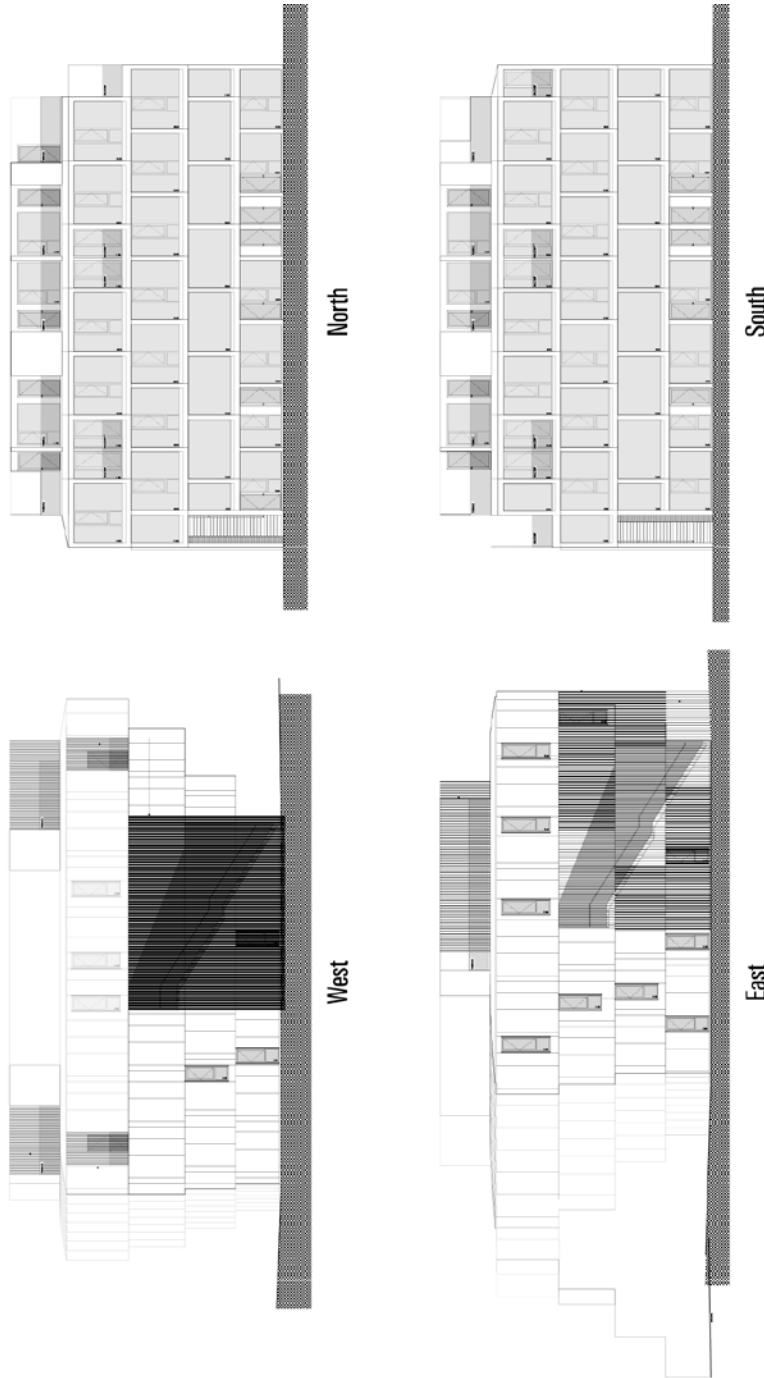
**Elevations - Block A**

Applicant's Submitted Drawing

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01/2017

File #'s 15 197246 ESC 36 0Z, 15 197250 ESC 36 SA

### Attachment 3: Elevations – Block B



**2535 Gerrard Street East**

File #'s 15 197246 ESC 36 0Z, 15 197250 ESC 36 SA

**Elevations - Block B**

Applicant's Submitted Drawing

Not to Scale  
01/2017

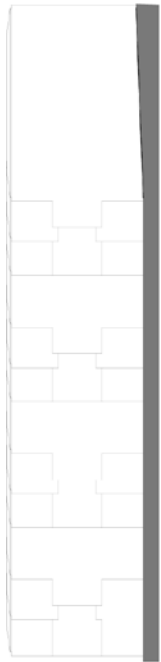
**Attachment 4: Elevations – Block C**



North



South (Facing rear yards of Clonmore Dr)



West



East

---

**2535 Gerrard Street East**

**Elevations - Block C**

Applicant's Submitted Drawing

Not to Scale  
01/2017

File #'s 15 197246 ESC 36 0Z, 15 197250 ESC 36 SA

## Attachment 5: Zoning



**Zoning By-Law No. 569-2013**

**2535 Gerrard Street East**

File # 15 197246 ESC 36 OZ, 15 197250 ESC 36 SA

Location of Application

RD Residential Detached    O Open Space

See Former City of Scarborough Birchcliff Community Bylaw No. 8786

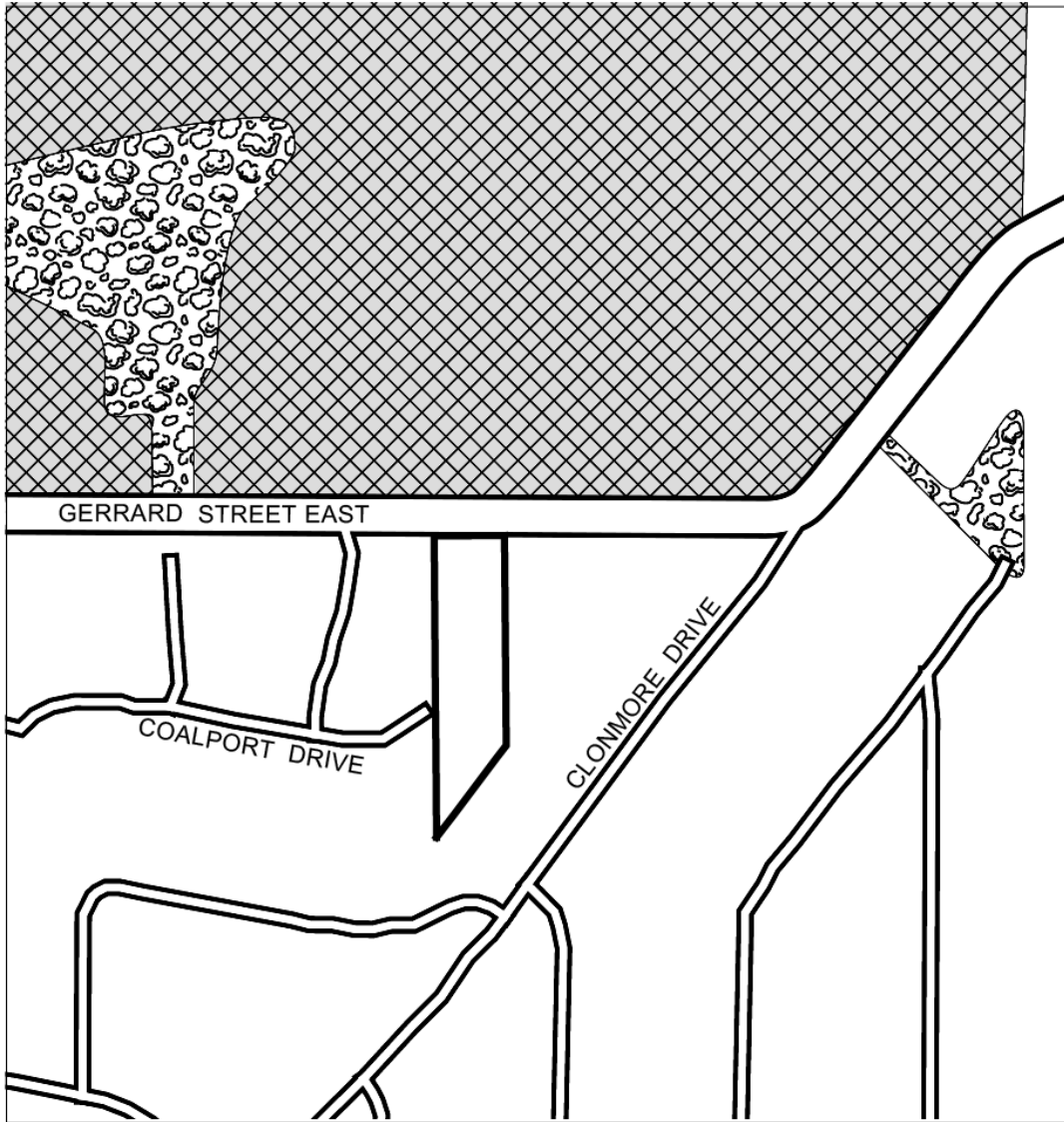
- ST Street Townhouse Residential
- A Apartment Residential
- CC Community Commercial
- P Park
- M Industrial Zone



Not to Scale  
Extracted 08/11/2015

See Former City of Scarborough Employment District Bylaw No. 24982(Oakridge)

## Attachment 6: Official Plan



**TORONTO** City Planning  
Official Plan

2535 Gerrard Street East

File # 15 197246 ESC 36 OZ, 15 197250 ESC 36 SA



  
Not to Scale  
8/11/15

## Attachment 7: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	15 197246 ESC 36 OZ
Details	OPA & Rezoning, Standard	Application Date:	July 27, 2015
Municipal Address:	2535 GERRARD ST E		
Location Description:	PLAN 3952 PT BLK C **GRID E3601		

**Project Description:** Proposed Official Plan Amendment and Rezoning to permit the development of 37 residential stacked and stacked back to back townhouses within 3 separate buildings. A total of 4,433 m<sup>2</sup> of residential gross floor area is proposed on the 0.33 ha site. The two buildings closest to Gerrard St. E. are proposed to have 4-storeys plus roof top amenity area, with the tallest building closest to Gerrard Street. The third building at the back of the site is proposed to be 3-storeys tall and has no rooftop amenity area. A total of 54 vehicular parking spaces (46 for residents including 16 tandem spaces, and 8 visitor) and a loading space are proposed in an underground parking garage, accessed from Gerrard St. E. Related Site Plan Control Application 15 197250 ESC 36 SA.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
WESTON CONSULTING			HALO TOWNHOMES INC.

### PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	
Zoning:	M-Industrial Zone	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	3383.12	Height:	Storeys:	3 & 4
Frontage (m):	30.48		Metres:	9.3 & 15.96
Depth (m):	130.8 (west) and 91.1 (east)			
Total Ground Floor Area (sq. m):	1,288.4			<b>Total</b>
Total Residential GFA (sq. m):	4,433.3		Parking Spaces:	54
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	4,433.3			
Lot Coverage Ratio (%):	39.1			
Floor Space Index:	1.35			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	4,433.3
Bachelor:	0	Retail GFA (sq. m):	0
1 Bedroom:	0	Office GFA (sq. m):	0
2 Bedroom:	22	Industrial GFA (sq. m):	0
3 + Bedroom:	15	Institutional/Other GFA (sq. m):	0
Total Units:	37		

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Andrea Reaney, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 396-7023</b>



## Attachment 8: Draft Official Plan Amendment

City of Toronto By-law No. ~~-20~

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### AMENDMENT NO. 372 TO THE OFFICIAL PLAN

#### LANDS MUNICIPALLY KNOWN IN THE YEAR 2016 AS 2535 GERRARD STREET EAST

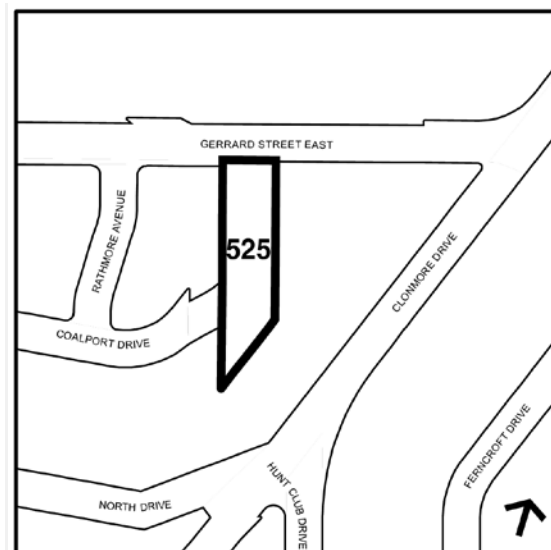
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The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 525 for the lands known municipally in 2016 as 2535 Gerrard Street East, as follows:

**525. 2535 Gerrard Street East**

Three blocks of stacked townhouses are permitted to a maximum of 37 dwelling units on the lands.



2. Chapter 7, Map 32, Site and Area Specific Policies, is amended to add the lands known municipally in 2016 as 2535 Gerrard Street East shown on the map above as Site and Area Specific Policy No. 525.

**Attachment 9: Draft Zoning By-law Amendment – Birchcliff Community Zoning By-law**

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. --20~**

**To amend the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Oakridge Employment District), as amended, and the Birchcliff Community Zoning By-law No. 8786, as amended  
With respect to the lands municipally known as,  
2535 Gerrard St E**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS 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*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedule "A" of the Employment Districts Zoning By-law No. 24982 (Oakridge Employment District), as amended, is hereby further amended by deleting the existing zoning applying to the lands as shown on Schedule '1', attached hereto.
2. Schedule "A" of the Birchcliff Community Zoning By-law No. 8786, as amended, is further amended by adding the land outlined in the attached Schedule '1' to the By-law and by applying the following letters and numbers to said lands:

A – 19N – 40N – 83 – 144 – 164 – 212 – 213 – 231 – 274 – 370 - 371 – 372 – 373 – 374 – 375 – 376 – 377 – 378 – 379 – 380 – 381

3. **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, is amended by adding the following definitions:

**Loading Space**

shall mean an area used for the loading or unloading of goods or commodities from a **vehicle**.

**Stacked Bicycle Parking Space**

shall mean a horizontal **bicycle parking space** that is positioned above or below another **bicycle parking space** and equipped with a mechanical device providing floor level access to both **bicycle parking spaces**.

4. **SCHEDULE "B", PERFORMANCE STANDARDS CHART**, is amended by adding the following Performance Standards:

**INTENSITY OF USE**

19N. Maximum 37 **dwelling units**.

**BUILDING SETBACK FROM THE STREET**

40N. The minimum building setback from the **front lot line** shall be 4 m at the first **storey** above grade, 3.5 m at the second **storey** above grade, 2.5 m at the third **storey** above grade and 2 m at the fourth **storey** above grade.

**FLOOR AREA**

164. Maximum **gross floor area** of all buildings 4,435 m<sup>2</sup>.

**SETBACKS**

212. Underground structures and **basements** shall have the following minimum **setbacks**:

- (a) **Side Yard:** 1.5 m
- (b) **Front Yard:** 5 m
- (c) **Rear Yard:** 0 m

213. The minimum **side yard** building **setbacks** for the blocks as identified on Schedule '1' shall be as follows:

- (a) Blocks A and B: 3.2 m to east property line;  
1.5 m to west property line;
- (b) Block C: 1.5 m.

**MISCELLANEOUS**

370. A minimum of 56 **bicycle parking spaces** shall be provided in accordance with the following:

- (a) a minimum of 44 "long-term" **bicycle parking spaces**, all located in an underground structure; and
  - (b) a minimum of 12 "short-term" **bicycle parking spaces**.
371. **Bicycle parking spaces** shall not be provided within a **dwelling unit** or on a balcony associated thereto, or in a storage locker.
372. Meaning of "Long-Term" Bicycle Parking and "Short-Term" Bicycle Parking
- (a) "Long-term" **bicycle parking spaces** are for use by the occupants or tenants of a building; and
  - (b) "Short-term" **bicycle parking spaces** are bicycle parking spaces for use by visitors to a building.
373. **Bicycle Parking Space Dimensions**
- (a) The minimum dimensions of a **bicycle parking space** is:
    - (i) length of 1.8 m;
    - (ii) width of 0.6 m; and
    - (iii) vertical clearance from the ground of 1.9 m; and
  - (b) the minimum dimensions of a **bicycle parking space** if placed in a vertical position on a wall, structure or mechanical device is:
    - (i) length or vertical clearance of 1.9 m;
    - (ii) width of 0.6 m; and
    - (iii) horizontal clearance from the wall of 1.2 m; and
  - (c) if a **stacked bicycle parking space** is provided, the minimum vertical clearance for each **bicycle parking space** is 1.2 m.
374. An area used to provide **bicycle parking spaces** shall have a minimum vertical clearance of:
- (a) 2.4 m if it is a **stacked bicycle parking space**; and
  - (b) 1.9 m in all other cases.
375. Notwithstanding the definition of **height** in **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, the height of any building or structure as measured from the average grade at the intersection of the side lot lines and the north-east and north-west corners

of each Block as identified on Schedule '1' from the first **storey** above grade shall not exceed the following:

- (a) Block A: maximum 13 m excluding rooftop mechanical rooms, storage rooms, and/or stair enclosures which may exceed this limit by a maximum of 3.0 metres.
- (b) Block B: maximum 12 m excluding rooftop mechanical rooms, storage rooms, and/or stair enclosures which may exceed this limit by a maximum of 3.0 metres.
- (c) Block C: maximum 9.5 m.

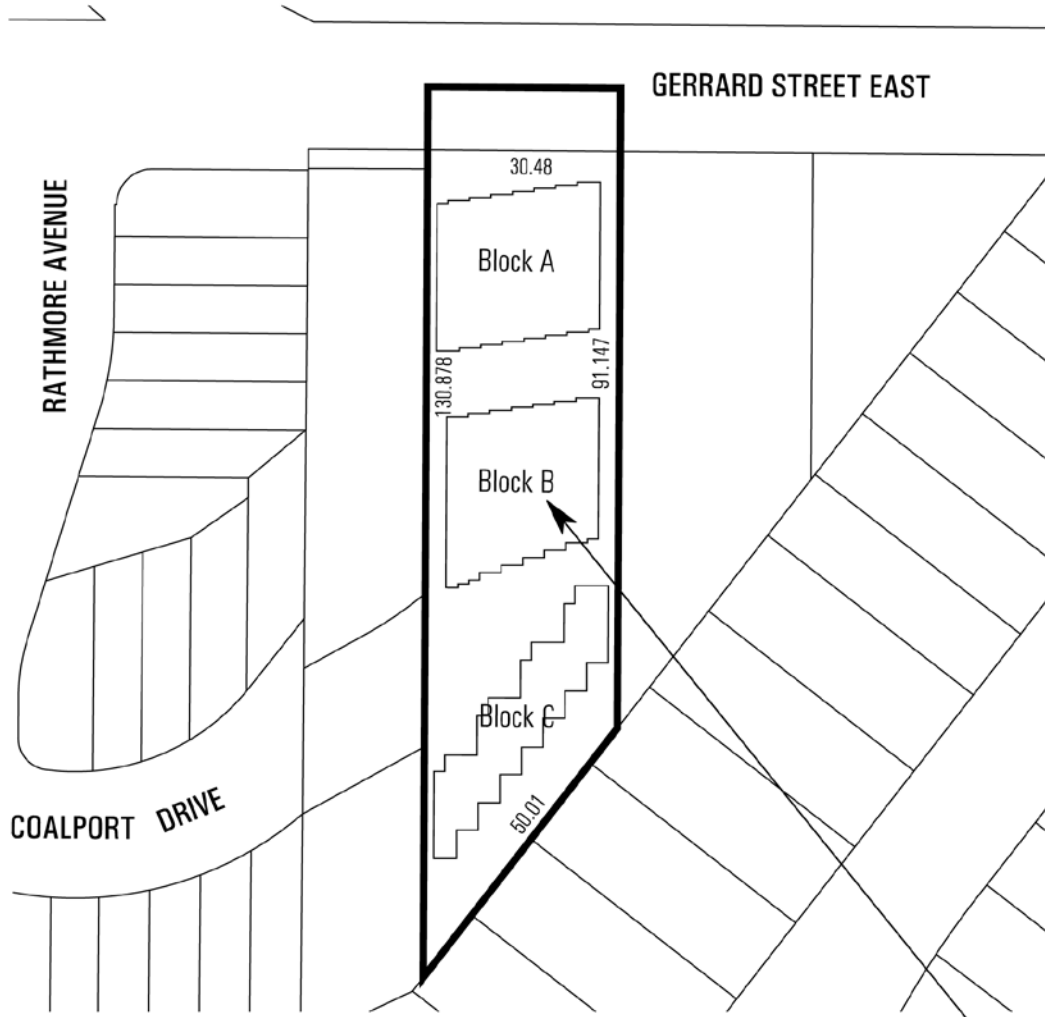
- 376. The provisions of **CLAUSE VII - GENERAL PARKING REGULATIONS FOR ALL ZONES**, Sub-Clauses 1.1 Table of Required Parking Rates, and 1.2 Reduced Parking Requirements shall not apply.
- 377. Minimum of 54 **parking spaces** shall be provided, comprised of 8 **parking spaces** for visitors and 46 **parking spaces** for use of residents of which 16 may be provided in tandem.
- 378. One **loading space** shall be provided and shall have the following minimum dimensions:
  - a. length of 13 m;
  - b. width of 4 m; and
  - c. vertical clearance of 6.1 m.
- 379. All waste and recyclable material shall be stored in wholly enclosed building.
- 380. Notwithstanding the definition of **Main Wall** in **CLAUSE V – INTERPRETATION**, balconies, patios and unenclosed porches or decks located at grade may extend into the required **rear yard setback** to a maximum of 2.5 m.
- 381. A minimum of 50% of the area of the lot shall be used for **landscaping**, and a minimum of 50% of the **landscaping** area must be **soft landscaping**.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor  
(Corporate Seal)

ULLI S. WATKISS,  
City Clerk

# Schedule '1'



**A-19N-40N-83-144-164-212-213-231-274  
-370-371-372-373-374-375-376-377-378-379-380-381**

**TORONTO** City Planning  
Division  
**Zoning By-Law Amendment**

**2535 Gerrard Street East**  
File # 15 197246 ESC 36 0Z

 Area Affected By This By-Law

Birchcliff Community Bylaw  
Not to Scale  
02/01/17  


**Attachment 10: Draft Zoning By-law Amendment – Zoning By-law 569-2013**

Authority: Scarborough Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. XXXX**

**To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2016 as 2535 Gerrard Street East**

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas 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*;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: **RM (f30)(u37) (x42)** as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height label to these lands: **HT 9.0** as shown on Diagram 3 attached to this Bylaw;
5. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, and applying a lot coverage label of **40** to these lands, as shown on Diagram 4 attached to this By-law;

6. Zoning By-law No. 569-2013, as amended, is further amended by adding the land, shown on Diagram 5 attached to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and the Rooming House Overlay Map in Section 995.40.1; and
7. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.6.10 Exception Number 42 so that it reads:

**Exception RM 42**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) The permitted maximum **gross floor area** of all **buildings** is 4,360 m<sup>2</sup>;
- (B) Despite regulations 10.5.40.10 and 10.80.40.10 Height, the permitted maximum height for a **building** or **structure** on a **lot** within Areas A, B and C as shown on Diagram 1 of this by-law [Clerk's to insert this by-law number] may not exceed a Canadian Geodetic Datum of:
  - (i) Area A: 141.75 metres, to the highest point of a **building** or **structure**;
  - (ii) Area B: 140.75 metres, to the highest point of a **building** or **structure**; and,
  - (iii) Area C: 136.5 metres to the highest point of a **building** or **structure**.
- (C) Despite regulations 10.5.40.70(1), and 10.80.40.70(1), the required minimum **front yard setback** is 4 metres at the **first floor**, excluding **basements**, 3.5 metres at the second **storey**, 2.5 metres at the third **storey**, and 2 metres at the fourth **storey** for any above-ground **structures**, and 3 metres for any below-ground **buildings** or **structures**.
- (D) Despite regulation 10.80.40.70(2) Minimum **Rear Yard Setback**, the required minimum **rear yard setback** is 7.5 metres for any above-ground **structures**, and 0 metres for any below-ground **buildings** or **structures**.
- (E) Despite regulation 10.80.40.70(3), the required minimum **side yard setback** for any **building** or **structure** within Areas A, B and



C as shown on Diagram 1 of By-law [Clerk's to insert this by-law number] must be in accordance with the following:

- (i) Areas A and B: 3.2 metres to the east property line, and 1.5 metres to the west property line for all parts of the **building** or **structure** above-ground, and 1.5 metres for any part of the **building** or **structure** below-ground; and
  - (ii) Area C: 1.5 metres.
- (F) Regulation 10.5.50.10(5), **Landscaping** Requirement for an **Apartment Building** Abutting Another Residential Lot, does not apply.
- (G) Regulation 10.5.100(5), **Driveway** Access to **Apartment Buildings**, does not apply.
- (H) Regulations 10.80.40.80(1), Distance Between **Main Walls** of the Same **Apartment Building**, and 10.80.40.80(2), Distance Between Residential **Buildings** on the Same **Lot**, do not apply.
- (I) Despite regulations 200.5.1.10(5), Table 200.5.10.1, Parking Space Rates and Parking Space Occupancy for a **Dwelling unit** in an **Apartment Building** (Tenant requirement) and **Dwelling unit** in an **Apartment Building** (Visitor requirement) and regulation 200.15.10(1), a minimum of 54 **parking spaces** must be provided in accordance with the following:
- (i) 46 **parking spaces** for residents, 1 of which must be an accessible **parking space**, and 16 of which may be **tandem parking spaces**, all located in an underground **structure**; and,
  - (ii) 8 **parking spaces** for visitors, 1 of which must be an accessible **parking space**, all located in an underground **structure**.
- (J) Despite regulations 230.5.10.1(2) and (5), a required minimum of 56 **bicycle parking spaces** must be provided in accordance with the following:
- (i) 44 "long-term" **bicycle parking spaces**, all located in an underground structure; and,
  - (ii) 12 "short-term" **bicycle parking spaces**.

Prevailing By-laws and Prevailing Sections: (None Apply)

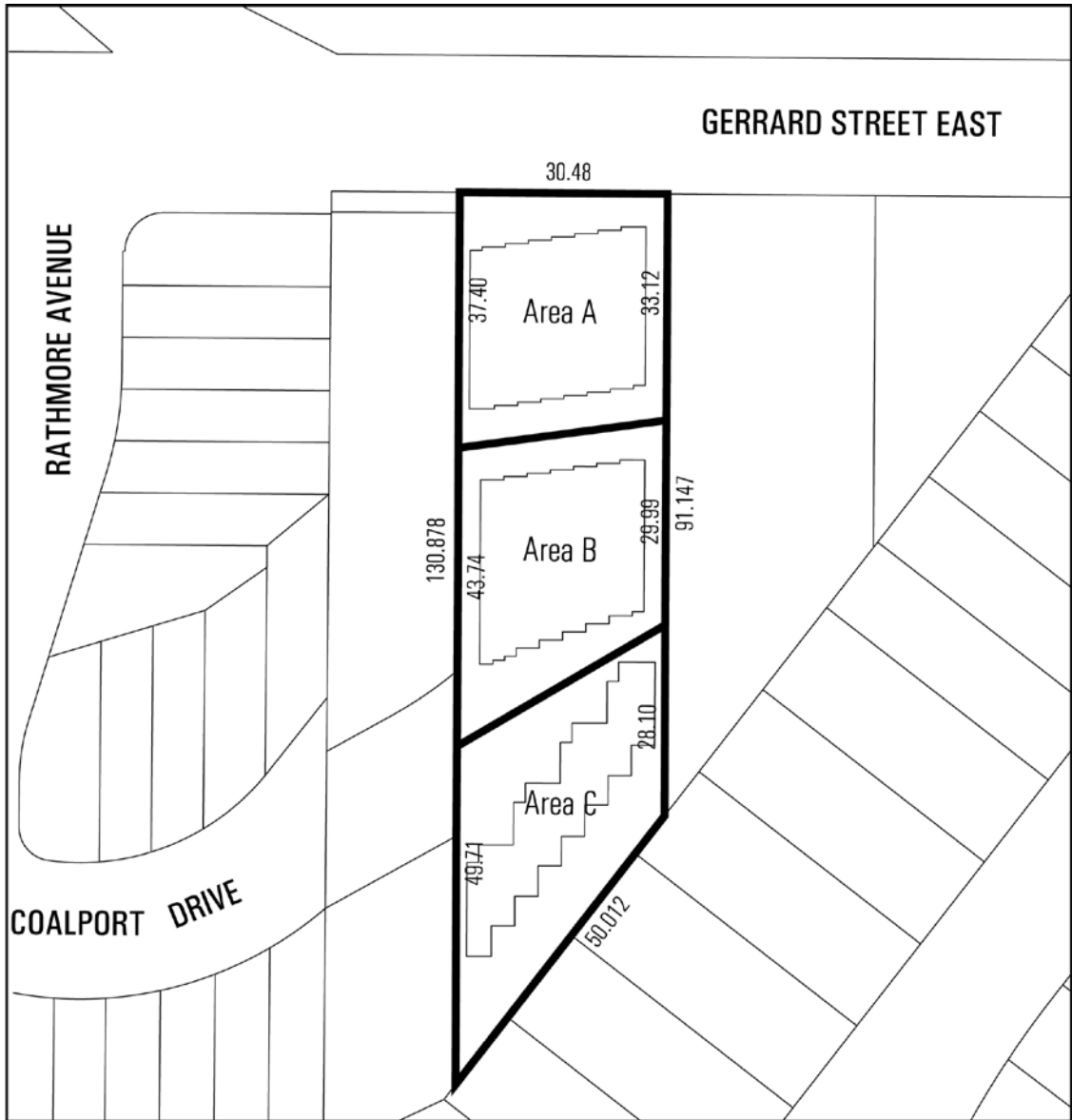
Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,  
City Clerk

(Seal of the City)

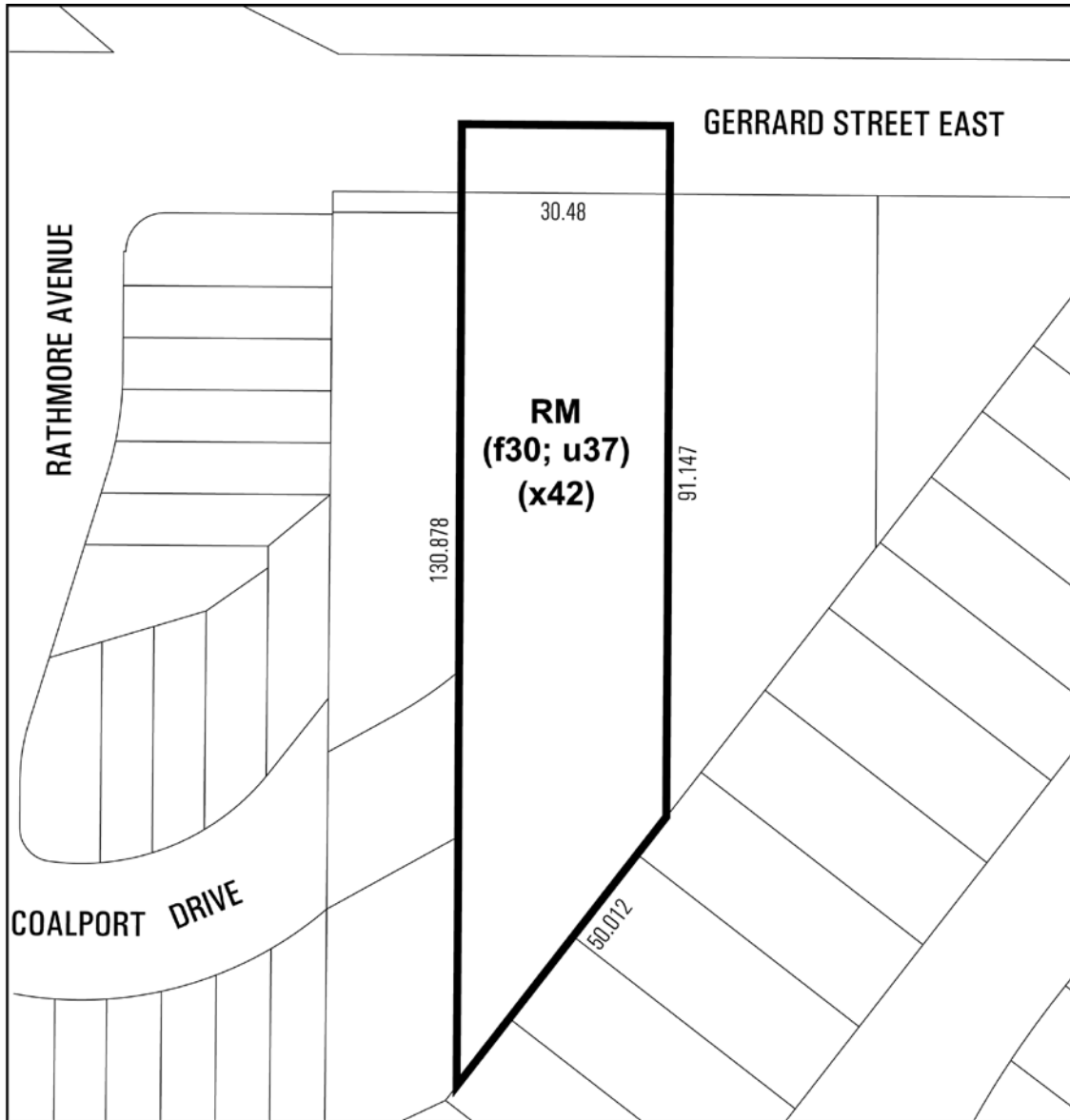


**TORONTO**  
Diagram 1

2535 Gerrard Street East

File # 15 197246 ESC 36 0Z


City of Toronto By-Law 569-2013  
Not to Scale  
01/30/2017

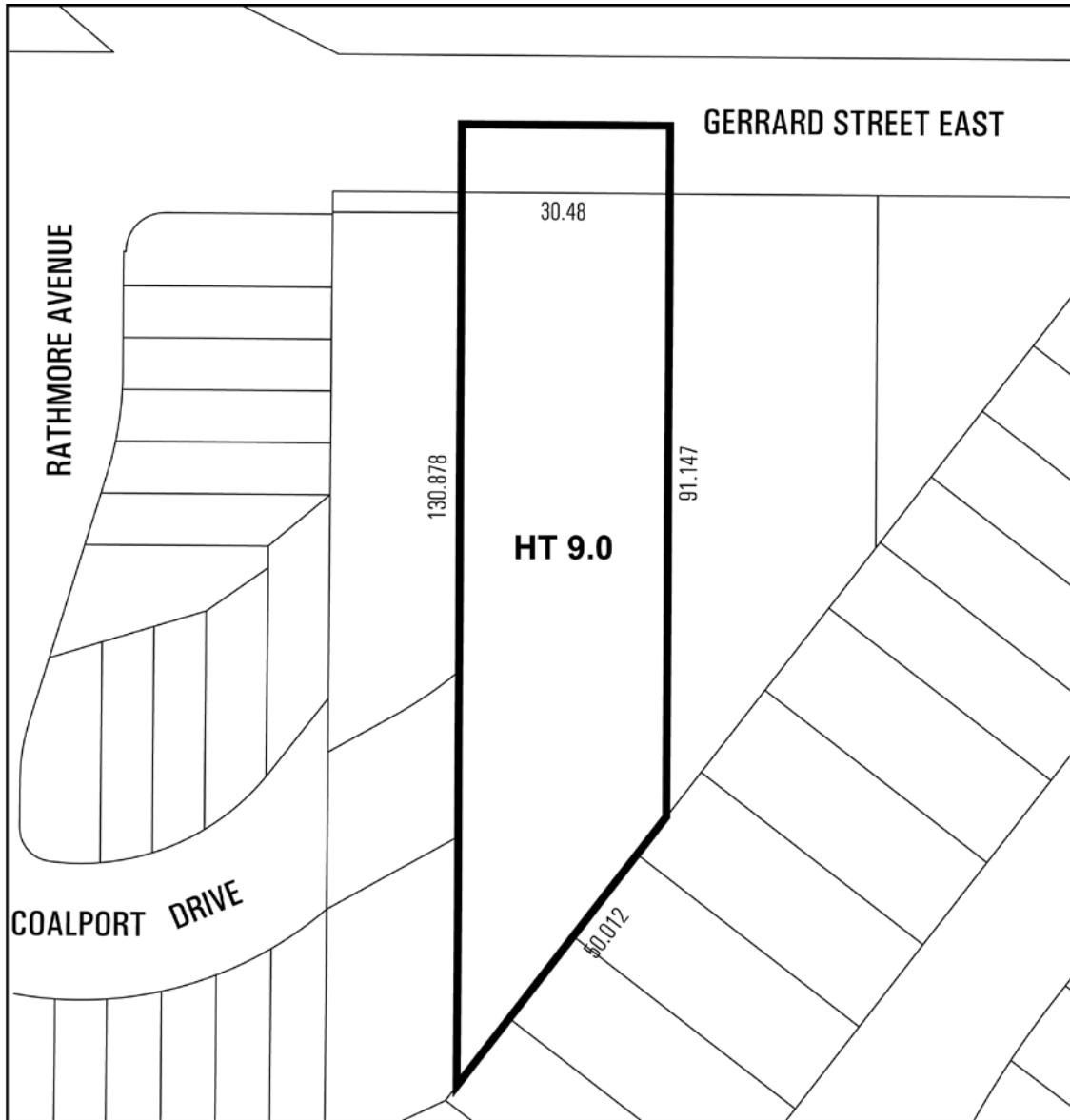


**TORONTO**  
Diagram 2

**2535 Gerrard Street East**

File # 15 197246 ESC 36 02


  
 City of Toronto By-Law 569-2013  
 Not to Scale  
 02/06/2017

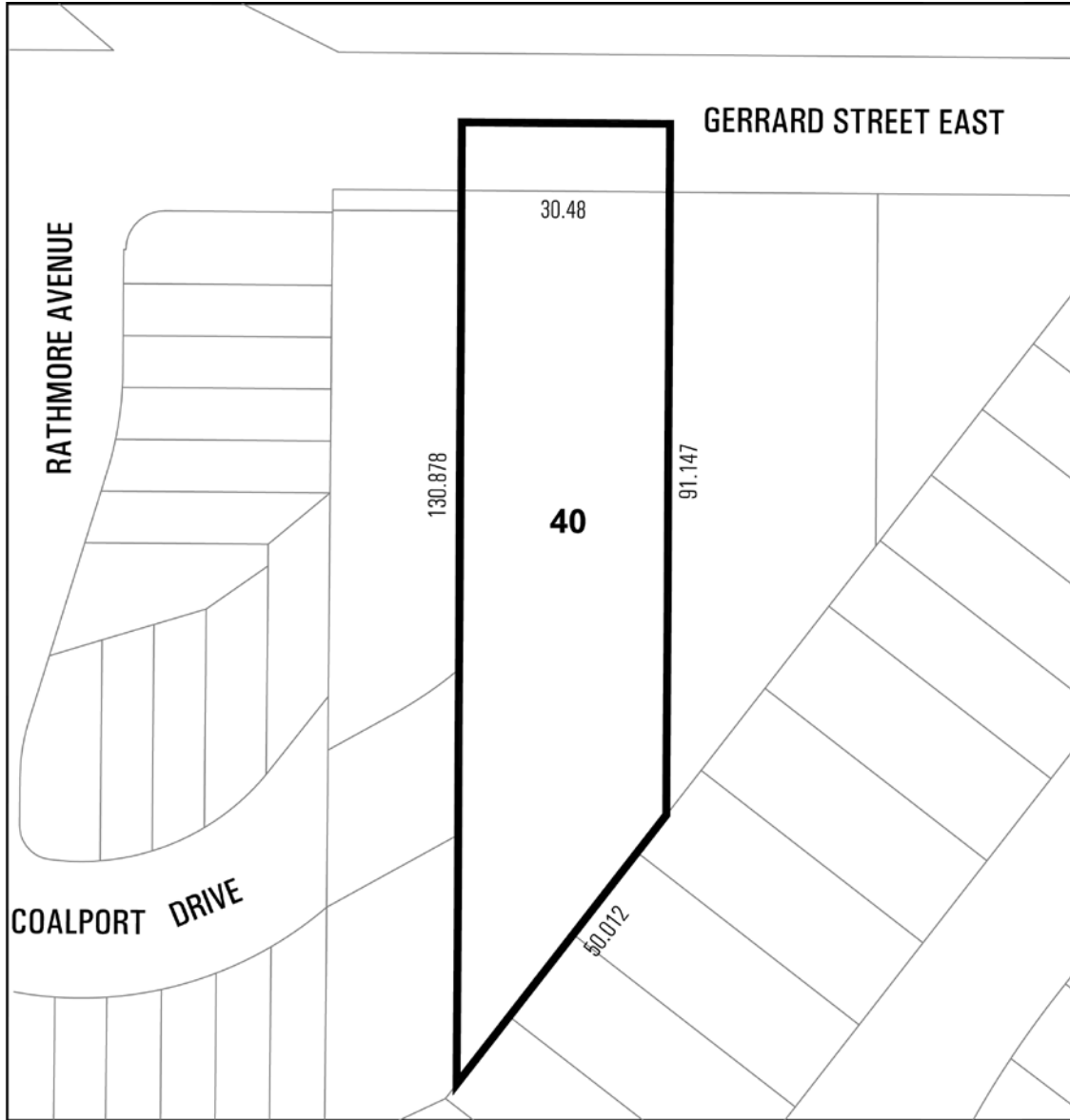


**TORONTO**  
 Diagram 3

2535 Gerrard Street East

File # 15 197246 ESC 36 02


  
 City of Toronto By-Law 569-2013  
 Not to Scale  
 02/02/2017

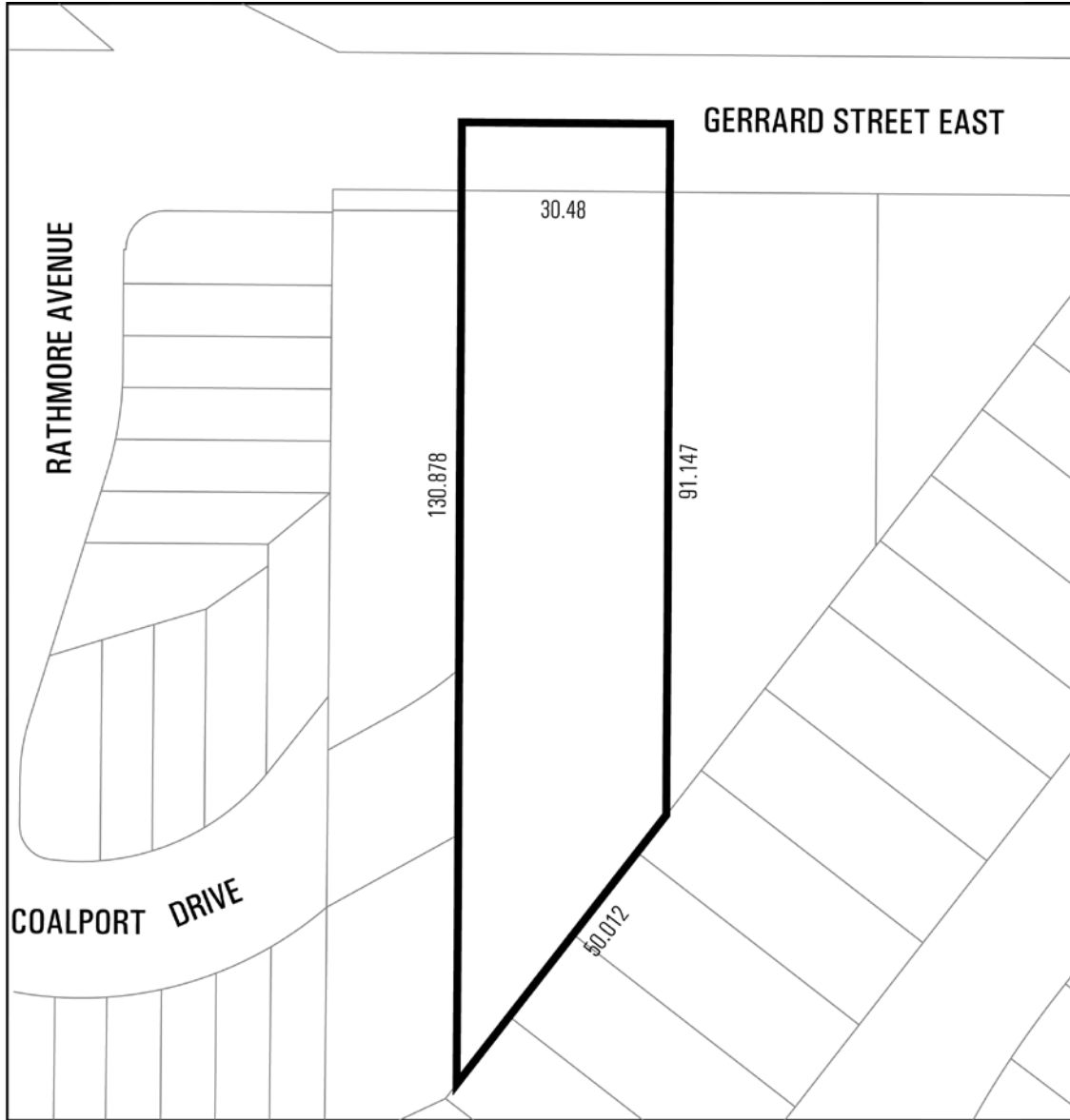


**TORONTO**  
 Diagram 4

**2535 Gerrard Street East**

File # 15 197246 ESC 36 0Z


  
 City of Toronto By-Law 569-2013  
 Not to Scale  
 01/27/2017



**Toronto**  
Diagram 5

**2535 Gerrard Street East**

File # 15 197246 ESC 36 0Z

  
 City of Toronto By-Law 569-2013  
 Not to Scale  
 01/27/2017