

2810 to 2814 Bayview Avenue – Official Plan Amendment and Zoning Amendment Application – Request for Directions

Date: October 25, 2021

To: North York Community Council

From: Director, Community Planning, North York District
Ward 18 - Willowdale

Planning Application Number: 19 150397 NNY 18 OZ

SUMMARY

This application proposes to construct a seven storey (21.3 metres) residential building at 2810 to 2814 Bayview Avenue. The proposed building would have 61 dwellings units and have vehicular access from Irvington Crescent.

The applicant has appealed the application to the Ontario Land Tribunal (the "OLT") due to City Council's failure to make a decision within the timeframes prescribed in the *Planning Act*.

This report summarizes the proposal and provides analysis of the relevant provincial and City policies as they apply to the application. It recommends that City Council direct staff to attend the OLT hearing in support of the application.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate staff to attend the Ontario Land Tribunals hearing in support of the proposed Official Plan and Zoning By-law amendments as outlined in Attachments 7, 8 and 9 attached to the Request for Directions Report from the Director, Community Planning, North York District dated October 25, 2021;

2. City Council direct the City Solicitor and appropriate staff to continue discussions with the applicant and the Ministry of Transportation in an effort to secure site access from Bayview Avenue and modify the plans as a result;
3. City Council direct the City Solicitor and appropriate staff to report back to City Council should the proposal be revised as a result of Recommendation 2 to seek further direction on the Ontario Land Tribunal hearing; and
4. City Council authorize the City Solicitor and any other City staff to take such actions as necessary to give effect to City Council's decision.

FINANCIAL IMPACT

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

DECISION HISTORY

City staff submitted a Final Report from the Acting Director, Community Planning, North York District to the May 21, 2021 (Item NY 24.4) meeting of North York Community Council. The Final Report recommended approval of the proposed Official Plan Amendment and Zoning By-law Amendments.

North York Community Council commenced the statutory public meeting for the application but ultimately adjourned the meeting to the June 23, 2021 meeting of Community Council. That decision is available on the City's website at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY24.4>.

At the June 23, 2021 meeting (Item NY 25.4), Community Council again considered the Final Report from the Acting Director, Community Planning, North York District. Community Council referred the report back to staff "to work with the applicant and the Ministry of Transportation on a revised proposal for which the number of resident parking spots does not exceed the number of vehicles the Ministry of Transportation will permit exiting onto Bayview Avenue during the morning weekday peak period, together with any other related refinements, and report back to Community Council as soon as possible". That decision is available on the City's website at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY25.4>.

Subsequent to that meeting of Community Council, the applicant appealed their application to the OLT on September 10, 2021.

PROPOSAL

The application proposes to amend the Official Plan and zoning by-laws to permit a seven storey residential building containing 61 dwelling units. The building would be seven storeys along Bayview Avenue, terracing down in height to three storeys towards the west with the access driveway separating the building from the west property line. The building would have a gross floor area of 5,137 square metres and a Floor Space Index (a "FSI") of 2.89. The proposed development is accessed by the lobby which fronts onto Bayview Avenue and by a driveway which is accessed from Irvington Crescent.

A new municipal sidewalk connecting to Bayview Avenue would run the length of the site along Irvington Crescent. Approximately 120 square metres of indoor amenity space will be provided which connects to 80 square metres of outdoor amenity space at the northwest corner of the site.

Attachment 1 to this report contains additional project statistics.

Reasons for Application

The application is required in order to create a site specific policy within the Sheppard East Subway Corridor Secondary Plan and to create development standards for the proposal.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Air Quality Study
- Arborist Report
- Geotechnical Study
- Hydrogeological Report
- Noise Impact Study
- Parking Study
- Pedestrian Level Wind Study
- Planning Rationale
- Public Consultation Strategy
- Servicing Report
- Stormwater Management Report
- Sun and Shadow Study
- Toronto Green Standards Checklist

- Transportation Impact Study

The submitted materials are available on the City's Application Information Website: <http://app.toronto.ca/AIC/index.do?folderRsn=plCKIWjmXOrLWc6Wvug5mA%3D%3D>

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

Statutory Public Meeting Comments

At the two meetings of Community Council, members of the public were given the opportunity to make deputations as the statutory public meeting was held. Those comments are part of the public record and the Community Council meetings were recorded and are available for viewing on-line.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and

- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities. While the City has not yet delineated the MTSA for Bayview subway station on Line 4, the site is less than 200 metres from the station.

Staff have reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Chapter 2 of the Official Plan requires developments in *Mixed Use Areas* that are adjacent to lands designated *Neighbourhoods* to be compatible with those *Neighbourhoods* and provide a gradual transition of scale and density through the stepping down of buildings towards and setback from those *Neighbourhoods*.

The Built Form policies of the Official Plan require new development to be located and organize to fit with its existing and/or planned context. Buildings should generally be located parallel to the street and locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk. Vehicular parking, access and service areas should be located and screened to minimize their impact and provide parking underground when possible. In order to fit harmoniously into the existing and/or planned context, buildings should create transitions in scale to neighbouring existing and/or planned buildings and to provide adequate light and privacy.

The subject lands are designated *Mixed Use Areas* on Map 16 of the Official Plan. These areas are expected to absorb most of the anticipate increase in retail, office and service employment in the Toronto, as well as much of the new housing. Development in these areas should locate and mass new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*. Development in these areas should provide an attractive, comfortable and safe pedestrian environment and take advantage of nearby transit services which providing good site access and circulation and an adequate supply or parking for both residents and visitors.

Sheppard East Subway Corridor Secondary Plan

The subject lands are also located within the Sheppard East Subway Corridor Secondary Plan. The Secondary Plan is intended to encourage development to occur within key development areas which are primarily designed *Mixed Use Areas* and to establish a planning context for long term growth.

The site is located within Area 'A' (Bayview Node) of the Secondary Plan. This node is located around Bayview Subway Station on the TTC's Line 4 Sheppard and is expected to be a node providing opportunities for new residential uses with a mix and range of housing types. The site is not identified as a 'key development area' (see Attachment 4).

The Sheppard East Subway Corridor Secondary Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Site and Area Specific Policy 80

The application is also subject to Site and Area Specific Policy ("SASP") 80, southwest of Sheppard Avenue East and Bayview Avenue. The SASP permits a maximum FSI of 1.0 and a maximum height of three storeys. The SASP may be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-officialplan-chapter-7-saps.pdf>

The outcome of staff analysis and review of relevant Official Plan and Secondary Plan policies as well as SASP 80 are summarized in the Comments section of the Report.

Zoning

The site is subject to both former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013.

The site is zoned One-Family Detached Dwelling Fourth Density Zone (R4) under By-law 7625. This zone allows for residential uses in detached dwellings as well as recreational and institutional uses. A maximum lot coverage of thirty percent is permitted.

In By-law 569-2013 the lands are designated as Residential Detached (RD) Zone which permits residential uses and requires a minimum lot frontage of fifteen metres and a minimum lot area of 550 square metres. The lands at 2810 and 2914 Bayview Avenue are subject to RD Exception 5 and 2012 Bayview Avenue is subject to RD Exception 411. Exception 5 requires a minimum side yard setback of 1.8 metres and Exception 411 permits an office use subject to a number of criteria.

City of Toronto Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best

practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods and Parks and Open Space Areas* and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Growing Up: Planning for Children in New Vertical Communities

The Growing Up Guidelines are the result of a two year study and two year period of implementation and monitoring, focused on how new mid-rise and tall buildings can be developed as vertical communities to support social interaction and better accommodate the needs of all households, including those with children. They apply to all new multi-residential mid-rise and tall building development application with twenty or more units. The link to the guidelines and the background staff reports is available here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

Site Plan Control

The application is subject to Site Plan Control however an application has not yet been filed.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020) and staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020). Both of these policy documents provide for intensification on infill sites in proximity to higher order transit stations. The subject site is currently developed with detached dwellings and a seven-storey residential building represents an appropriate level of intensification along Bayview Avenue in proximity to Bayview subway station.

Density, Height, Massing

This application has been reviewed against the Official Plan policies, secondary plan policies and planning studies and/or design guidelines described in the Policy Consideration Section of the Report.

The Official Plan requires that development in *Mixed Use Areas* fit within the existing and planned context and that it provides appropriate transition to *Neighbourhoods*. The proposed building would have a height of seven storeys (21.3 metres) along Bayview Avenue but then provides a stepping down in height for each storey down to the third floor. This provides an appropriate transition to the stable residential neighbourhood immediately to the west of the site and protects for overlook and privacy concerns. Additional transition and buffering is provided by the driveway, amenity area and landscape strip provided along the west property line.

Section 4.3.1 of the Secondary Plan states that "maximum densities are defined by built form, urban design objectives, community resources, infrastructure capacity and the need to address potential impacts on stable land uses and areas within and beyond the boundaries" of the Secondary Plan. The materials submitted with the application demonstrate that there is sufficient infrastructure capacity available and the proposed massing and building orientation minimize potential impacts on the abutting stable residential area.

The building would have a gross floor area of 5,137 square metres and a FSI of 2.89. This is an appropriate density given the densities provided within the Sheppard East Subway Corridor Secondary Plan, with higher densities at the intersection and a similar density across the street. As the proposed building is less than 10,000 square metres, It is not eligible for community benefits under Section 37 of the *Planning Act*.

Traffic Impact, Access, Parking

When North York Community Council considered the Preliminary Report submitted on this application, staff were directed to "consider eliminating all parking if the access is off Irvington Avenue or greatly reducing it to allow access off Bayview Avenue" due to the proximity of the site to the Highway 401 onramp. The Ministry of Transportation (the "MTO") has jurisdiction over curb cuts within three hundred metres of an access ramp to Highway 401. Staff reached out to the MTO to discuss a possible curb cut for the site on Bayview Avenue but due to the acceleration of vehicles accessing the highway, the MTO was not supportive of this for safety reasons.

The Final Report, as discussed above, was referred back to City staff for further consultation with the MTO in an effort to secure a curb cut for the development on Bayview Avenue. Those consultations have not been successful to date, however staff continue to have discussions with MTO staff.

The parking space requirements for the project are governed by the applicable parking provisions contained in the former North York Zoning By-law No. 7625. However, Zoning By-law No. 569- 2013 was developed by City staff in order to update the parking requirements for developments. The parking space provisions contained in the By-law for this application have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York Zoning By-law.

Due to the proximity of the Bayview Station on the TTC Line 3 Sheppard Subway, Transportation Services support the use of the lower Policy Area 3 ("PA3") parking rates for the site which require a total of fifty three parking spaces, including six for visitors. Also required are three accessible parking spaces by By-law 579-2017. The proposed development proposes the minimum number of spaces required and is therefore appropriate.

The applicant submitted a Transportation Impact Study as part of the application and it was reviewed by Transportation Services. The report estimates that the proposed development will generate approximate twenty and twenty five two-way trips during the weekday a.m. and p.m. desk hours, respectively. The report concludes that there will be minimal impact on the road network and these conclusions are generally acceptable by Transportation Services.

Streetscape

The proposed development will have its main pedestrian entrance located off of Bayview Avenue, directly accessible from the public sidewalk. Also along the Bayview Avenue frontage are two three-bedroom grade-related units providing a relationship to the public realm with active uses at grade.

A new public sidewalk along the Irvington Crescent frontage will provide a safe, pedestrian connection along the street to Bayview Avenue. The sidewalk will be constructed to the west property line to allow for the continuation of the sidewalk in the future further into the neighbourhood. The proposed loading space is hidden behind a wall to screen it from the users of Irvington Crescent.

Growing Up Guidelines

The intent of the Growing Up Guidelines is to ensure that a range of unit types and sizes are provided as part of a new development, including larger family sized units. The Guidelines recommend that a minimum of twenty-five percent of a building's units are large units: ten percent as three-bedroom units and fifteen percent as two bedroom units.

The proposed unit mix in the building would include eleven three-bedroom units and ten two-bedroom units. This is a total of thirty-four percent of the total number of units,

eighteen percent of which are three-bedroom. This exceeds the Guidelines' directions for large units in the building.

Open Space/Parkland

Public parks and open spaces perform a variety of critical functions that improve and maintain community and environmental health. They offer recreational opportunities which support active lifestyles, host spaces for social events and organizations, and accommodate natural infrastructure which provide vital ecosystem services and help mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike. The site is located approximately two hundred metres from Bayview Parkette, a 578 square metre park which contains a horticulture display.

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 1.57 to 2.99 hectares of local parkland per 1,000 people. The site is in the second 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.

In accordance with Chapter 415, Article III of the of Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of the proposal is subject to a cap of ten percent parkland dedication.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The 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 Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. 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 2050 or sooner. Performance measures for the Tier 1 development features will be secured through the Site Plan Approval process.

Community Consultation

On October 7, 2019 staff held a community consultation meeting in conjunction with the local ward councillor which forty-four members of the public attended. The public raised concerns with potential traffic impacts, improving pedestrian connections to the subway station, the height and density of the proposal and to maintain the cul-de-sac on Irvington Crescent.

The proposal will improve pedestrian connectivity to the subway from the area through the provision of a new public sidewalk along the frontage of the site with a connection to Bayview Avenue. The applicant has reduced the number of proposed parking spaces from eighty to fifty-three and is not proposing to connect Irvington Crescent to Bayview Avenue.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to providing appropriate transition to *Neighbourhoods* and intensifying around an existing subway station. Staff worked with the applicant and the community to address and resolve key concerns including the amount of resident parking, transition to the stable residential neighbourhood and improving pedestrian connections to the subway (via Bayview Avenue).

While a curb cut has not been secured along Bayview Avenue, on the balance of the issues staff believe it is in the public interest and should be supported at the OLT hearing.

CONTACT

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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: Sheppard East Subway Corridor Secondary Plan Map 9-2

Attachment 5: Zoning By-law 569-2013 Map

Attachment 6: Zoning By-law 7625 Map

Attachment 7: Draft Official Plan Amendment

Attachment 8: Draft Zoning By-law 7625 Amendment

Attachment 9: Draft Zoning By-law 569-2013 Amendment

Applicant Submitted Drawings

Attachment 10: Site Plan

Attachment 11: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 2810-2814 BAYVIEW AVENUE Date Received: May 7, 2019

Application Number: 19 150397 NNY 18 OZ

Application Type: Official Plan Amendment & Rezoning

Project Description: A 7-storey residential building containing 61 dwelling units, a gross floor area of 5,137 sqm and an FSI of 2.89. The proposed development is accessed by a driveway from Irvington Crescent.

Applicant	Agent	Architect	Owner
EVANS PLANNING INC			DORMER VIEW INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: 80

Zoning: RD (f15.0; a550) (x5) and (x411) Heritage Designation:

Height Limit (m): 10 Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 1,775 Frontage (m): 49 Depth (m): 33

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	413		1,170	1,170
Residential GFA (sq m):	649		5,137	5,137
Non-Residential GFA (sq m):				
Total GFA (sq m):	649		5,137	5,137
Height - Storeys:	2		7	7
Height - Metres:			22	22

Lot Coverage Ratio (%): 65.93 Floor Space Index: 2.89

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	5,093	44
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	3			
Condominium:			61	61
Other:				
Total Units:	3		61	61

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	6	34	10	11	
Total Units:	6	34	10	11	

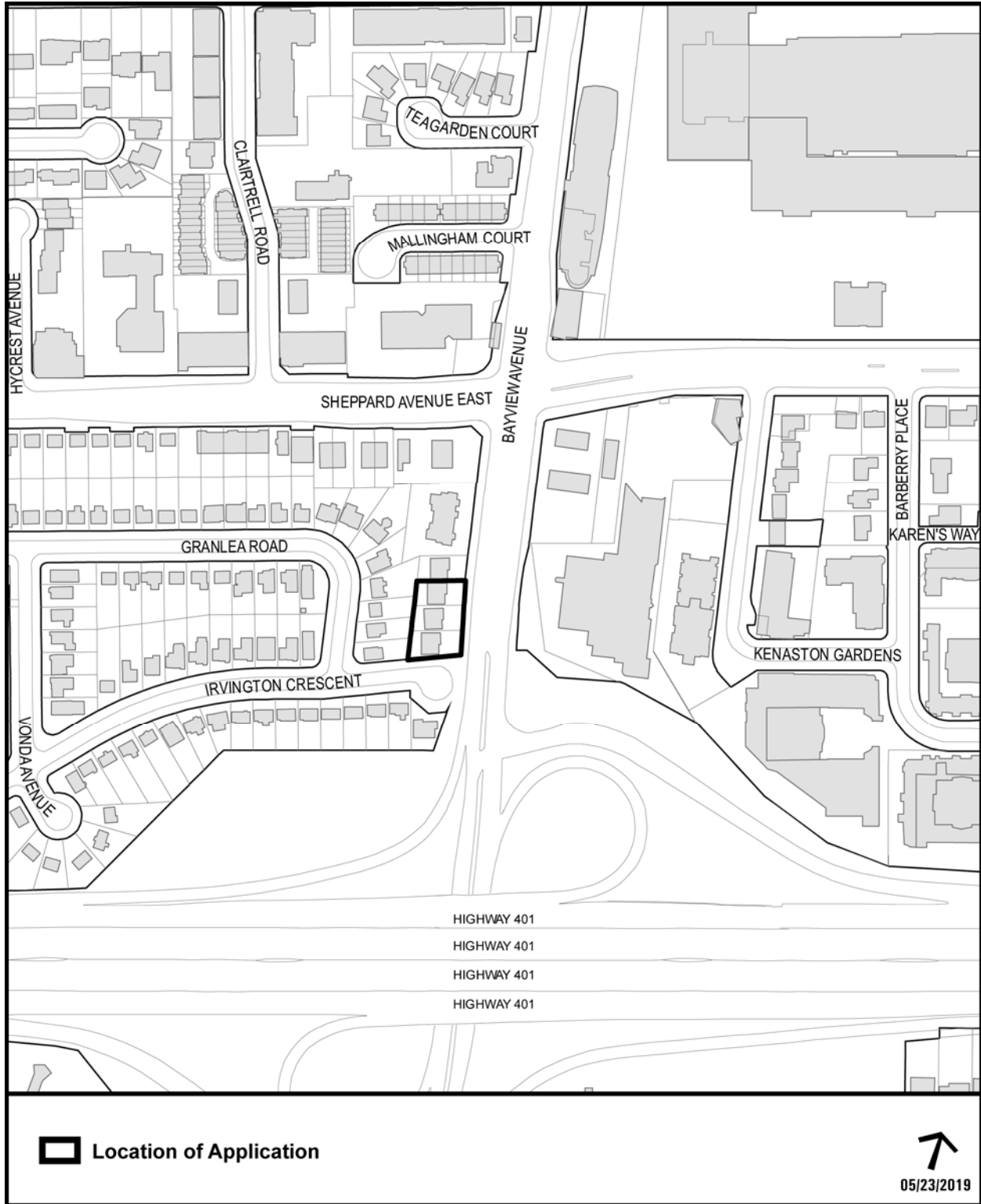
Parking and Loading

Parking Spaces:	53	Bicycle Parking Spaces:	64	Loading Docks:	1
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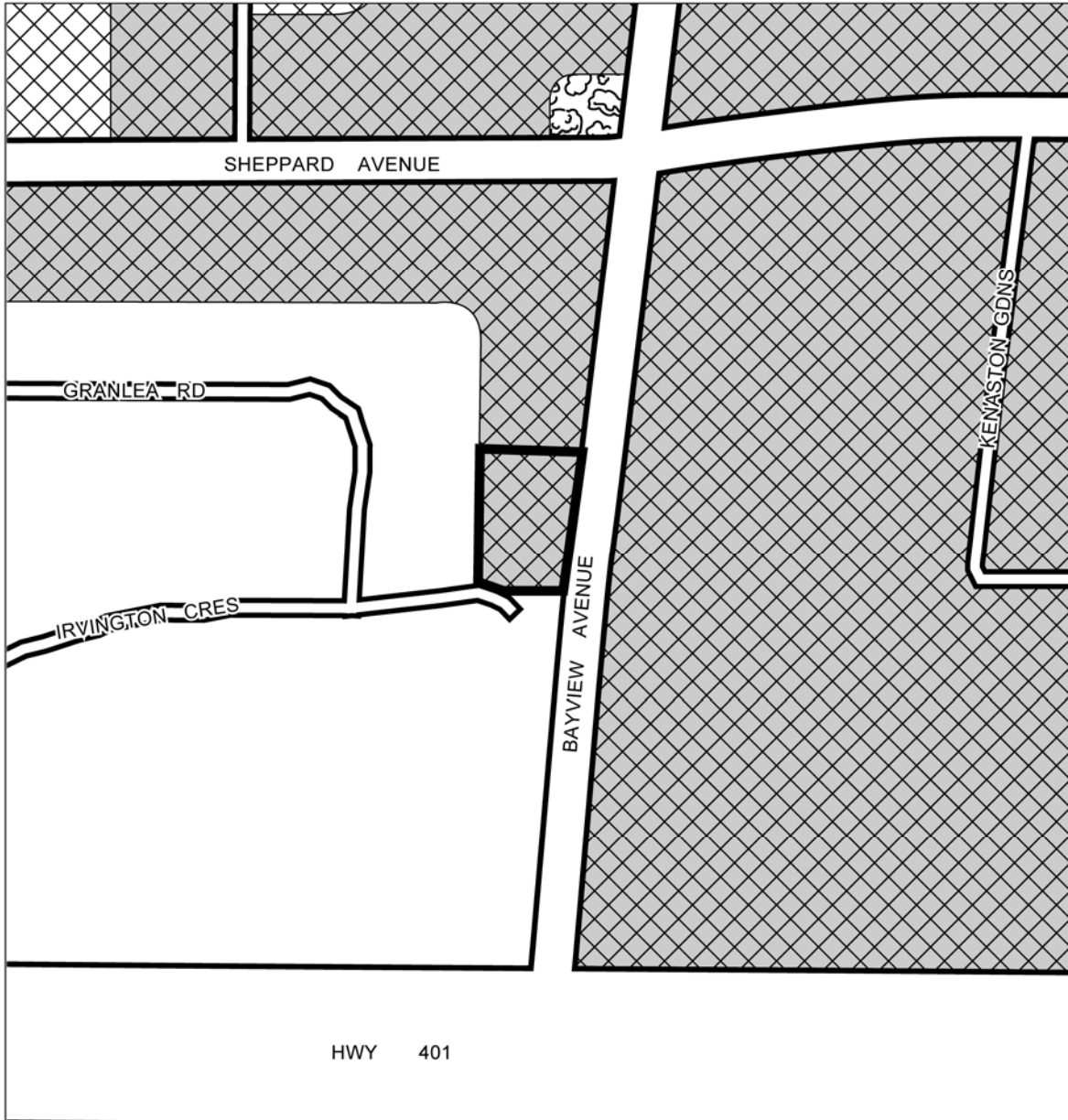
CONTACT:

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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map









Official Plan Land Use Map #16

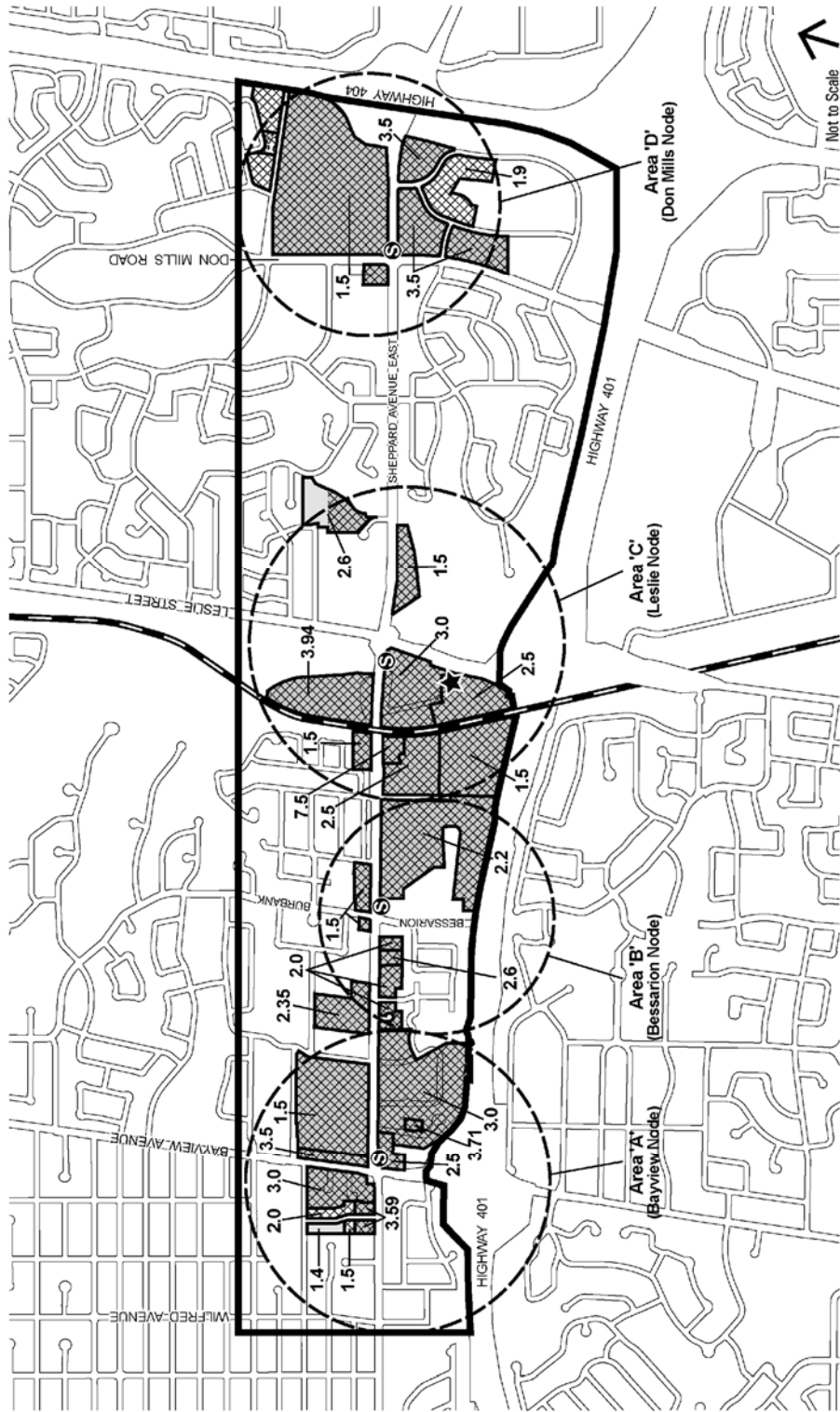
Note: This map was extracted from the July 2015 Land Use Plan

2810 - 2814 Bayview Avenue

File # 19 150397 NNY 18 0Z

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

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Not to Scale
05/28/2019

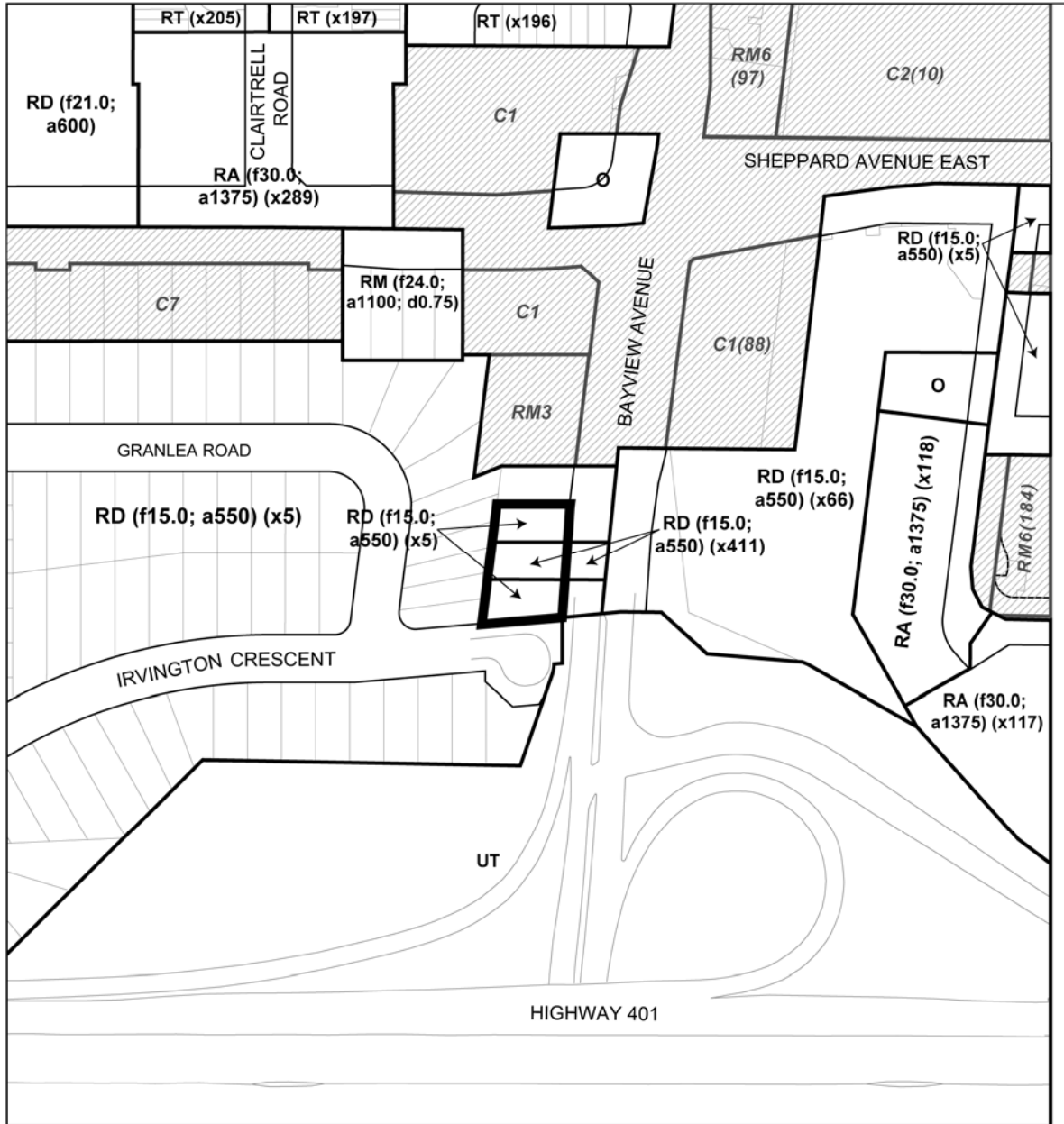


Toronto Sheppard East Subway Corridor Secondary Plan
 MAP 9-2 Key Development Areas

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

November 2015

Attachment 5: Zoning By-law 569-2013 Map





Zoning By-law 569-2013

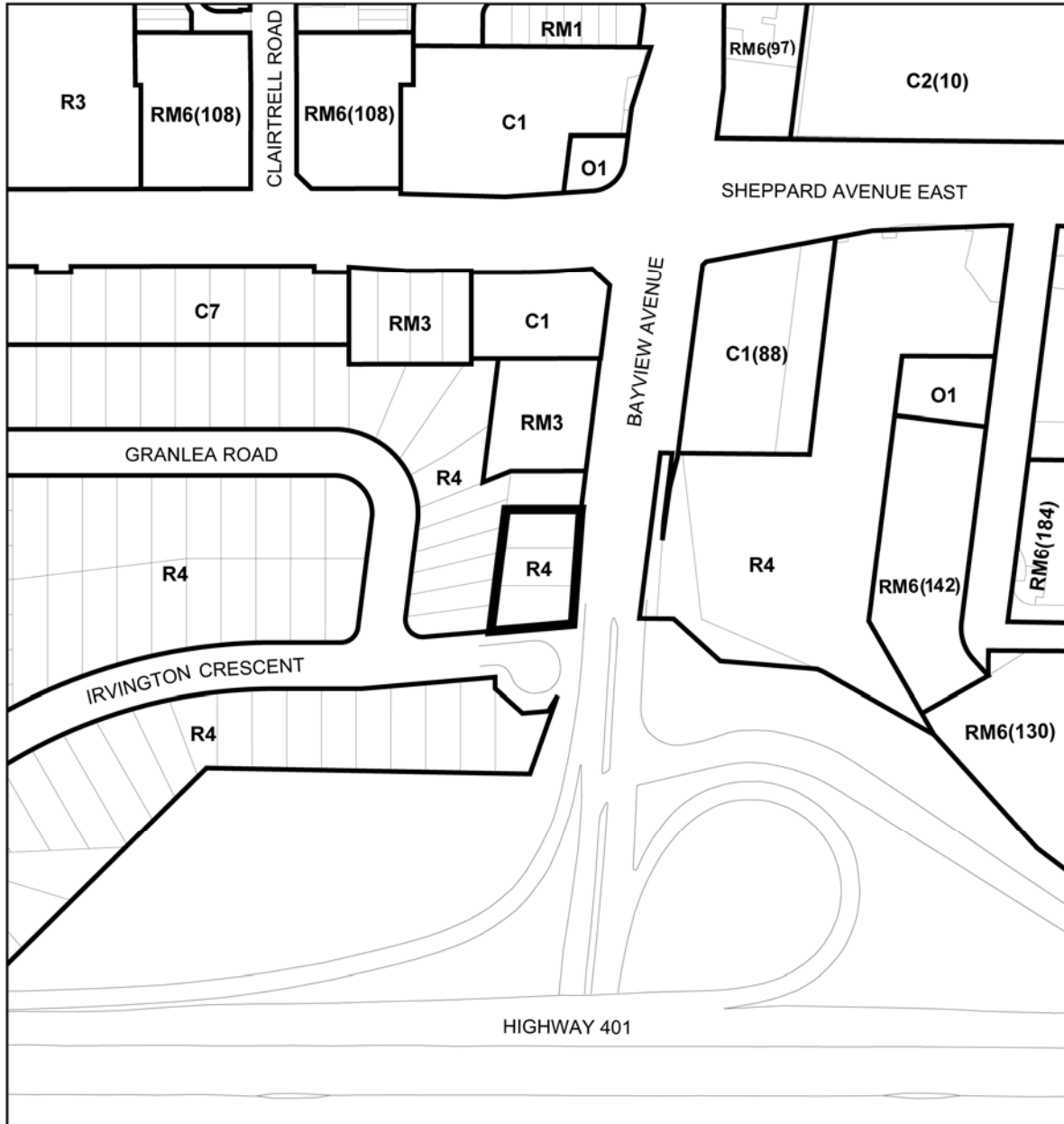
2810 - 2814 Bayview Avenue

File # 19 150397 NNY 18 0Z

-  Location of Application
- RD** Residential Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RA** Residential Apartment
- O** Open Space
- UT** Utility and Transportation

-  See Former City of North York By-law No. 7625
 - R3** One-Family Detached Dwelling Third Density Zone
 - R4** One-Family Detached Dwelling Fourth Density Zone
 - RM3** Multiple-Family Dwellings Third Density Zone
 - RM6** Multiple-Family Dwellings Sixth Density Zone
 - C1** General Commercial Zone
 - C2** Local Shopping Centre Zone
 - C7** Mixed Use Commercial Zone
- 
 Not to Scale
 Extracted: 04/13/2021

Attachment 6: Zoning By-law 7625 Map



Zoning By-law 7625

2810 - 2814 Bayview Avenue

File # 19 150397 NNY 18 0Z



Location of Application

- R3 *One-Family Detached Dwelling Third Density Zone*
- R4 *One-Family Detached Dwelling Fourth Density Zone*
- RM1 *Multiple-Family Dwellings First Density Zone*
- RM3 *Multiple-Family Dwellings Third Density Zone*
- RM6 *Multiple-Family Dwellings Sixth Density Zone*
- C1 *General Commercial Zone*

- C2 *Local Shopping Centre Zone*
- C7 *Mixed Use Commercial Zone*
- O1 *Open Space Zone*



Not to Scale
Extracted: 04/13/2021

AMENDMENT NO.532 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2021 AS 2810, 2812, AND 2814
BAYVIEW AVENUE**

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

1. Chapter 7 is amended by deleting the provisions of Site and Area Specific Policy Number 80(d) (Southwest of Sheppard Avenue East and Bayview Avenue) with regard to the properties located at 2810, 2812, and 2814 Bayview Avenue.

2. Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended with respect to the lands municipally known in the year 2021 as 2810, 2812, and 2814 Bayview Avenue, by adding the following new site-specific policy to Section 4.2.A for the Bayview Node:

4.2.X 2810, 2812, and 2814 Bayview Avenue

(a) A maximum density of 3.0 times the lot area is permitted.

(b) A maximum building height of 7 storeys (28.0 metres above the Canadian Geodetic Datum of 176.43) is permitted.

3. Map 9-2, Key Development Areas of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by adding the lands municipally known in the year 2021 as 2810, 2812, and 2814 Bayview Avenue to the Mixed Use Areas designation and by adding a density notation of 3.0, as shown on the attached Schedule 'A'.

4. Map 9-3, Specific Development Policies of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by adding Specific Development Policy Area 4.2.X for the lands municipally known in the year 2021 as 2810, 2812, and 2814 Bayview Avenue as shown on the attached Schedule 'B'.

Attachment 8: Draft Zoning By-law 7625 Amendment

Authority: North York Community Council Item ##, as adopted by City of Toronto Council on ~, 2021

THE CITY OF TORONTO
BY-LAW NO. XXX-2021

To amend former City of North York Zoning By-law No. 7625, as amended, with respect to lands municipally known as 2810, 2812, and 2814 Bayview Avenue

Whereas authority is given to Council of the City of Toronto 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. The lands subject to this By-law are outlined by heavy black lines on Schedule “1” attached hereto.
2. Schedule “B” and “C” of By-law No. 7625, as amended, are hereby further amended in accordance with Schedule “2” attached hereto.
3. Section 6(2)(a) is amended by adding the following subsection:

Notwithstanding paragraph (iii) above, a temporary rental office and temporary sales office shall be permitted on the lands municipally known in the year 2021 as 2810, 2812, and 2814 Bayview Avenue, being legally described as Lots 1 and 2 and Part of Lot 3, Registered Plan 3896, Formerly in the City of North York, provided that rentals and sales are limited to units within the development to be constructed on said property.

4. Section 64.16 of By-law No. 7625 of the former City of North York is further amended by adding the following subsection:

64.16-(270) RM6(270)

DEFINITIONS

For the purposes of this By-law the following definitions shall apply to the lands shown in heavy outline on Schedule ‘1’ attached hereto:

- a) AMENITY SPACE means indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.
- b) DWELLING, APARTMENT HOUSE shall mean a building containing more than four (4) dwelling units each unit having access from an internal corridor system.

Notwithstanding this, dwelling units on the ground floor may also have access directly from the exterior of the building.

c) ESTABLISHED GRADE means, for the purposes of this exception, a geodetic elevation of 176.43 metres above sea level.

d) FRONT LOT LINE means the lot line or contiguous lines dividing the lands subject to this By-law from Bayview Avenue.

e) TYPE “G” LOADING SPACE means a loading space that is a minimum of 4.0 metres wide, 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

PERMITTED USES

f) Apartment House Dwelling;

EXCEPTION REGULATIONS

g) The maximum lot coverage is 70 percent.

h) The minimum yard setbacks for all buildings and structures are shown in metres on Schedule “2” to this By-law.

i) No portion of any building or structure erected or used above grade shall be located outside the building footprint area delineated on Schedule “2” of By-law [Clerks to Insert]-2021, excluding:

i) Ornamental cladding, which may encroach into the minimum building setbacks on the lot to a maximum of 0.4 metres;

ii) Eaves, cornices, roof overhangs, lighting fixtures, pilasters, chimney breasts, bay windows, window sills and other minor architectural projections, all of which are permitted to project into the minimum building setbacks on the lot to a maximum of 0.5 metres;

iii) Balconies, awnings and canopies, all of which may encroach into the minimum building setbacks on the lot not less than 1.0 metres from a lot line;

iv) At-grade decks, patios, and terraces, which may encroach into the minimum building setbacks on the lot to a lot line;

v) Pergolas, trellises, exterior stairways, wheelchair ramps, stair enclosures, guardrails, balustrades, safety railings, bollards, fences, landscape elements, all of which may encroach into the minimum building setbacks on the lot, and may project vertically above finished ground level by no more than 3.5 metres;

vi) Transformers, which may encroach into the minimum building setbacks on the lot and may project vertically above the finished ground level by no more than 2.3 metres;

vii) Structures used for the ventilation of an underground parking facility, which may encroach into the minimum building setbacks on the lot and may project vertically above the finished ground level by no more than 1.5 metres;

viii) Retaining walls, which may encroach into the minimum building setbacks on the lot;

j) The permitted maximum height of the building or structure, must not exceed the height in metres specified by the numbers following “HT”, and the height in storeys above ground level specified by the numbers following “ST” as shown on Schedule “2” of By-law XXX-2021.

k) For the purposes of regulation (j), the following portions of a building are not a storey:

i) A portion of the building which is located immediately above the highest storey and is used exclusively for the functional operation of the building;

l) Notwithstanding (j) and (k) above, no portion of any building or structure on the lands is to have a height greater than the height in metres specified by the number following the “HT” symbol as shown on Schedule “2” of By-law XXX-2021, excluding:

i) Window washing equipment, antennae, flagpoles, lightning rods, and satellite dishes may project above the heights shown on Schedule 3 to a maximum of 5.0 metres;

ii) Equipment used for the functional operation of the building, mechanical penthouses, elevator overruns, or heating, cooling or ventilating equipment, towers, stacks and associated components, elevator shafts, make-up air units, emergency generator and lighting fixtures, or fences, walls, or structures enclosing, screening, or covering such elements may project above the heights shown on Schedule 3 to a maximum of 6.0 metres;

iii) Stairs, stair enclosures, elevators and elevator lobbies/vestibules for the purposes of accessing the rooftop, may project above the heights shown on Schedule 2 to a maximum of 6.0 metres;

iv) Parapets, railings, terraces, patios, planters, balustrades, bollards, stairs, safety railings, guard railings, accessory structures, chimneys, vents, stacks, and exhaust stacks, mechanical equipment and fans, retaining walls, wheelchair ramps, ornamental or architectural features, structures and elements related to outdoor patios, roofing assembly, landscape features, garbage chutes and vents, and roofs may project above the height limit shown on Schedule 2 to a maximum of 1.5 metres; and

v) Ornamental elements, parapets, guardrails, safety railings, vents, stacks, fences, wind, noise or privacy screens/mitigation measures, chimneys or flues, access roof hatch, trellises, private terrace dividers, cabanas, or outdoor furniture, may project above the heights shown on Schedule 2 to a maximum of 3.0 metres;

vi) Elements of the roof of the building or structure used for green roof technology, landscape elements, thermal insulation, roof ballast, and skylights may project above the height limits shown on Schedule 2 to a maximum of 1.0 metres.

m) The Gross Floor Area of a residential building is reduced by the area in the building used for:

- i) Parking, loading and bicycle parking below-ground;
- ii) Required loading spaces at the ground level and required bicycle parking spaces at or above-ground;
- iii) Storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
- iv) Shower and change facilities required by any City of Toronto By-law for required bicycle parking spaces;
- v) Amenity space required by this By-law;
- vi) Elevator shafts
- vii) Garbage shafts
- viii) Mechanical penthouse; and
- ix) Exit stairwells in the building.

n) The maximum permitted gross floor area shall be 5,500 square metres;

o) The equivalent of a minimum of 2 square metres of indoor amenity space and 1.0 square metres of outdoor amenity space per dwelling unit shall be provided on the property.

p) Notwithstanding the provisions of Sections 6A(2), 26(7)(a), or 26(7)(b) parking shall be provided in accordance with the following minimum rates:

Bachelor Units (up to 45m ²)	0.6 spaces per unit
Bachelor Units (more than 45m ²)	1.0 spaces per unit
1 Bedroom Units	0.7 spaces per unit
2 Bedroom Units	0.9 spaces per unit
3+ Bedroom Units	1.0 spaces per unit
Visitor Spaces	0.1 spaces per unit

q) Notwithstanding the provisions of Sections 6A(2), 26(7)(a), or 26(7)(b) parking shall be provided in accordance with the following maximum rates:

Bachelor Units (up to 45m ²)	0.9 spaces per unit
Bachelor Units (more than 45m ²)	1.3 spaces per unit
1 Bedroom Units	1.0 spaces per unit
2 Bedroom Units	1.3 spaces per unit
3+ Bedroom Units	1.5 spaces per unit

r) The vertical clearance of a parking space may be obstructed by such facilities intended to be used for a suspended bicycle parking space for the exclusive use of the owner of the parking space.

s) Notwithstanding the provisions of Section 6A(16), a minimum of 1 TYPE G LOADING SPACE shall be required.

EXCLUSIONS

t) Sections 6(9), 6(24), 6A(8)(c), 6A(16)(d)(iii), 6A(16)(d)(iv), 15.6, and 15.8 shall not apply.

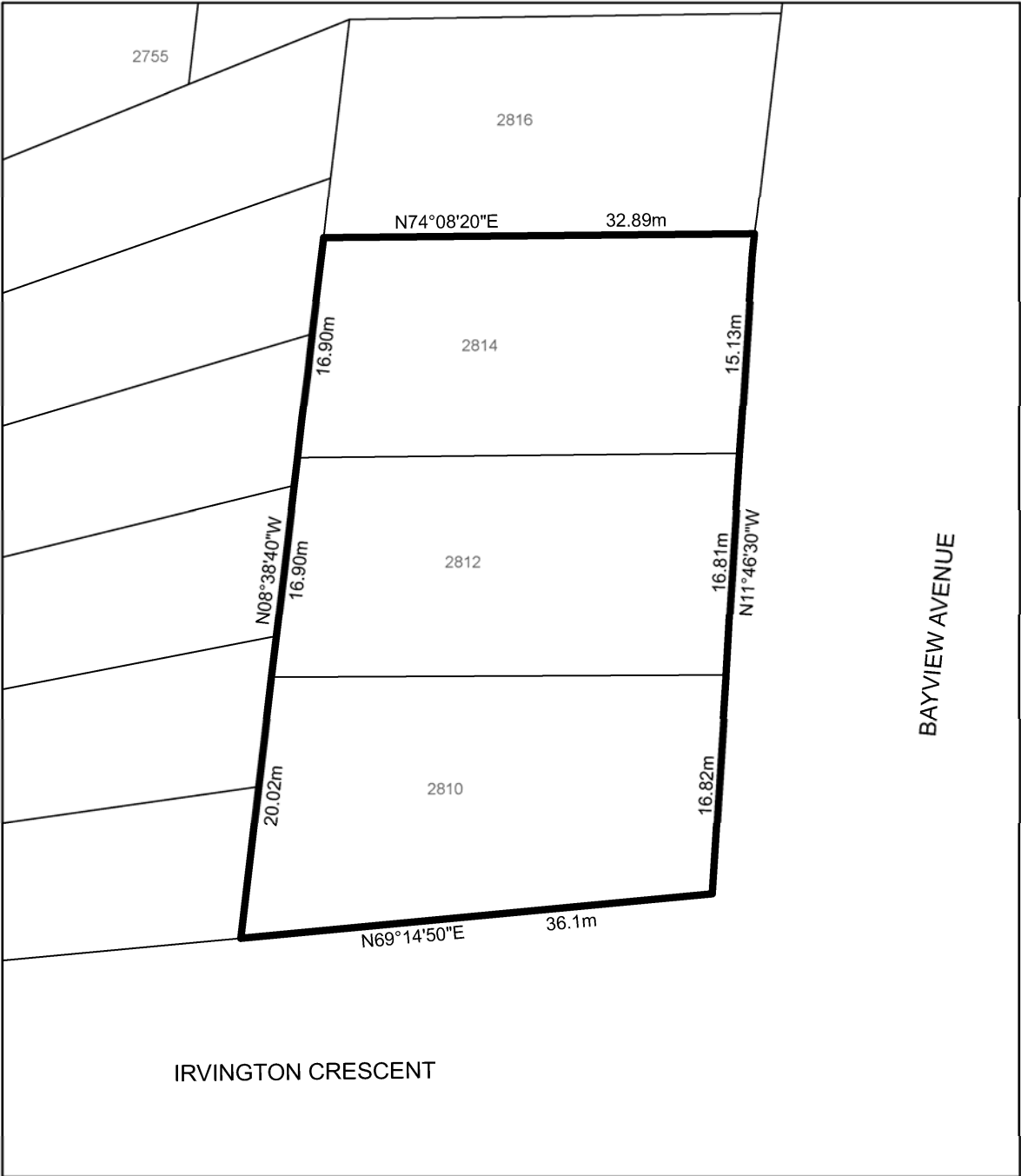
5. Except as provided herein, By-law 7625 of the former City of North York shall continue to apply.

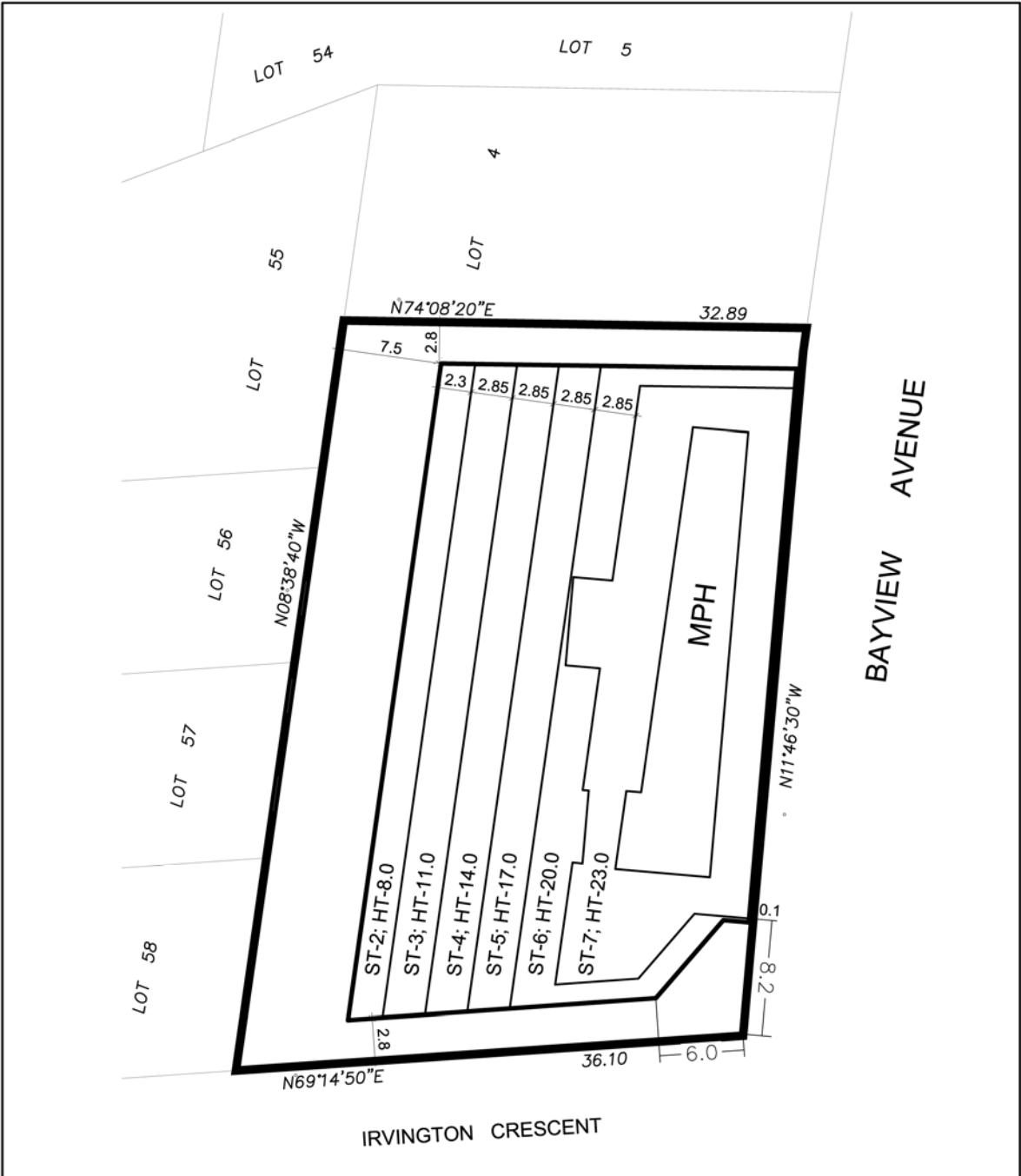
6. Despite any existing or future severance, partition or division of the lot, the provisions of this By-law shall apply to the whole lot as if no severance, partition or division occurred.

Enacted and passed on XXX, 2021

Speaker
(Seal of the City)

City Clerk





TORONTO
Schedule 2

2810-2814 Bayview Avenue

File # 19 150397 NNY 18 0Z

See Former City of North York By-law 7625
Not to Scale
04/13/2021

Attachment 9: Draft Zoning By-law 569-2013 Amendment

Authority: North York Community Council Item ##, as adopted by City of Toronto Council on ~, 2021

CITY OF TORONTO

Bill No. ~
BY-LAW No. YYY-2021

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2020 as, 2810, 2812, and 2814 Bayview Avenue

Whereas Council of the City of Toronto has the authority to 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; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development; and

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 amending the zone label for the lands subject to this By-law from RD(f15.0;a550)(x5) and RD (f15.0;a550)(x411) to: CR 3.0 (c 0; r 3.0) SS2 (x 354), 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 and storey label to these lands: HT 23.0, ST 7, as shown on Diagram 5 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 Policy Area Overlay Map in Section 995.10, and applying the label 'PA3', as shown on Diagram 6 attached to this By-law.
- 6.** Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands outlined by heavy black lines in Diagram 4 attached to this By-law to the Rooming House Overlay Map in Section 995.40.1, with no label.

7. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number [354] so that it reads:

(354) Exception CR [354]

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

Definitions:

Front Lot Line means the lot line or contiguous lines dividing the lands subject to this By-law from Bayview Avenue.

Site Specific Provisions:

(A) On 2810, 2812, and 2814 Bayview Avenue, if the requirements of by-law [Clerks to supply by-law ##] are complied with, a **building** or **structure** or enlargement may be constructed or used in compliance with (B) to (T);

(B) In accordance with regulation 5.10.30.20(2), the lot line abutting Bayview Avenue is the **front lot line**;

(C) The maximum permitted **gross floor area** shall be 5,500 square metres;

(D) The maximum **lot coverage** is 70 percent;

(E) Despite regulation 40.5.40.10(1), the height of a **building**, or **structure** is the distance between the Canadian Geodetic Datum elevation of 176.43 metres and highest point of the **building** or **structure**;

(F) The provisions of regulation 40.10.40.1(6)(A) shall not apply;

(G) Despite regulations 40.5.40.10(4), 40.5.40.10(5)(A), 40.5.40.10(5)(B), 40.5.40.10(6), 40.5.40.10(7), 40.10.40.10(2), 40.10.40.10(7), 40.10.40.60(7), and 40.10.40.60(8) the permitted maximum height of the building or structure, must not exceed the height in metres specified by the numbers following "HT", and the height in storeys above ground level specified by the numbers following "ST" as shown on Diagram 3 of By-law YYYY-2021 (Clerk's to supply By-law ##).

(F) Despite (G) above, no portion of any building or structure on the lands is to have a height greater than the height in metres specified by the number following the "HT" symbol as shown on Diagram 3 of By-law [Clerks to Insert]-2021, excluding:

a. Window washing equipment, antennae, flagpoles, lightning rods, and satellite dishes may project above the **heights** shown on Diagram 3 to a maximum of 5.0 metres;

b. Equipment used for the functional operation of the **building**, mechanical penthouses, elevator overruns, or heating, cooling or ventilating equipment, towers,

stacks, and associated components, elevator shafts, make-up air units, emergency generator and lighting fixtures, or fences, walls, or structures enclosing, screening, or covering such elements may project above the heights shown on Diagram 3 to a maximum of 6.0 metres;

c. Stairs, stair enclosures, elevators and elevator lobbies/entrances for the purposes of accessing the rooftop may project above the heights shown on Diagram 3 to a maximum of 6.0 metres;

d. Parapets, railings, terraces, patios, planters, balustrades, bollards, stairs, safety railings, guard railings, accessory structures, chimneys, vents, stacks, and exhaust stacks, mechanical equipment and fans, retaining walls, wheelchair ramps, ornamental or architectural features, structures and elements related to outdoor patios, roofing assembly, landscape features, garbage chutes and vents, and roofs may project above the height limit shown on Diagram 3 to a maximum of 1.5 metres; and

e. Ornamental elements, parapets, guardrails, safety railings, vents, stacks, fences, wind, noise or privacy screens/mitigation measures, chimneys or flues, access roof hatch, trellises, private terrace dividers, cabanas, or outdoor furniture, may project above the heights shown on Diagram 3 to a maximum of 3.0 metres;

f. Elements of the roof of the **building** or **structure** used for **green roof** technology, landscape elements, thermal insulation, roof ballast, and skylights may project above the height limits shown on Diagram 3 to a maximum of 1.0 metres.

(I) A mechanical penthouse shall not be considered a **storey**.

(J) Regulation 40.10.40.10(5) shall not apply.

(K) Despite regulation 40.10.40.50(1), amenity space shall be provided at a minimum rate of 3.0 square metres per dwelling unit, of which:

- a. At least 2.0 square metres for each dwelling unit is indoor **amenity space**;
- b. At least 1.0 square metres for each dwelling unit is outdoor **amenity space**;

(L) Despite regulations 40.10.40.60(1)(C), 40.10.40.60(2), 40.10.40.60(3), 40.10.40.60(4), 40.10.40.60(5), 40.10.40.60(6), 40.10.40.60(7), and 40.10.40.60(8) the portions of a **building** or **structure** above ground must be located within the area delineated by heavy black lines on Diagram 3 attached to By-law YYYY-2021 (Clerk's to supply By-law ##), except the following:

a. Ornamental cladding, which may encroach into the minimum **building setbacks** on the **lot** to a maximum of 0.4 metres, or to a lot line;

b. Eaves, cornices, roof overhangs, lighting fixtures, pilasters, chimney breasts, bay windows, window sills and other minor architectural projections, all of which are permitted to project into the minimum building setbacks on the lot to a maximum of 0.5 metres, or to a lot line;

c. Balconies, awnings and canopies, all of which may encroach into the minimum **building setbacks** on the **lot** to a point not less than 1.0 metres from a lot line;

d. At-grade decks, patios, and terraces, which may encroach into the minimum **building setbacks** on the **lot** to a lot line;

e. Pergolas, trellises, exterior stairways, wheelchair ramps, stair enclosures, guardrails, balustrades, safety railings, bollards, fences, landscape elements, retaining walls, all of which may encroach into the minimum **building setbacks** on the **lot**, and may project vertically above finished ground level by no more than 3.5 metres;

f. Electrical Transformers, which may encroach into the minimum **building setbacks** on the **lot** and may project vertically above the finished ground level by no more than 2.3 metres; and

g. **Structures** used for the ventilation of an underground parking facility, which may encroach into the minimum **building setbacks** on the **lot** and may project vertically above the finished ground level by no more than 1.5 metres;

h. Retaining walls, which may encroach into the minimum **building setbacks** on the **lot**;

(M) Despite regulations 40.10.40.70(2)(A), 40.10.40.70(2)(B), 40.10.40.70(2)(C), 40.10.40.70(2)(D), 40.10.40.70(2)(E), 40.10.40.70(2)(F), 40.10.40.70(2)(G), 40.10.40.70.2(H), the required setbacks are as shown on Diagram 3 to By-law YYYY-2021 (Clerk's to supply By-law ##).

(N) Despite regulation 40.10.40.60(9) and 40.10.40.70.2(E), a part of the **building** housing the mechanical equipment for the elevator with a maximum width of 7.0 metres may be permitted to penetrate the **angular plane** above the seventh **storey** to a maximum height of 6.0 metres.

(O) Despite the parking requirements outlined in Table 200.5.10.1, **parking spaces** shall be provided and maintained in accordance with the following minimum rates:

Bachelor Units (up to 45m ²)	0.6 spaces per unit
Bachelor Units (more than 45m ²)	1.0 spaces per unit
1 Bedroom Units	0.7 spaces per unit
2 Bedroom Units	0.9 spaces per unit
3+ Bedroom Units	1.0 spaces per unit
Visitor Spaces	0.1 spaces per unit

(P) Despite the parking requirements outlined in Table 200.5.10.1, **parking spaces** shall be provided and maintained in accordance with the following maximum rates:

Bachelor Units (up to 45m2)	0.9 spaces per unit
Bachelor Units (more than 45m2)	1.3 spaces per unit
1 Bedroom Units	1.0 spaces per unit
2 Bedroom Units	1.3 spaces per unit
3+ Bedroom Units	1.5 spaces per unit

(Q) Despite regulation 200.5.1.10(2), the vertical clearance of a **parking space** may be obstructed by such facilities intended to be used for a suspended bicycle parking space for the exclusive use of the owner of the parking space.

(R) Despite regulation 230.5.1.10(4), a **stacked bicycle parking space** must have a minimum width of 0.4 metres and a minimum length of 1.8 metres.

(S) Despite regulation 40.10.50.10(3), a strip of land used only for soft **landscaping** must be provided along the north property line with a minimum width of a minimum width of 1.0 metre, and a strip of land used only for soft **landscaping** must be provided along the west property line with a minimum width of 1.4 metres. A retaining wall, fence, wind or acoustic barrier, planter, or curb are permitted within this area.

(T) Despite regulation 40.10.80.20(2), a **parking space** must be set back at least 1.4 metres from a lot in the Residential Zone category.

(U) Notwithstanding any existing or future severances, partition or division of the lands, the provisions of the By-law shall apply to the whole of the lands as if no severance, partition or division had occurred.

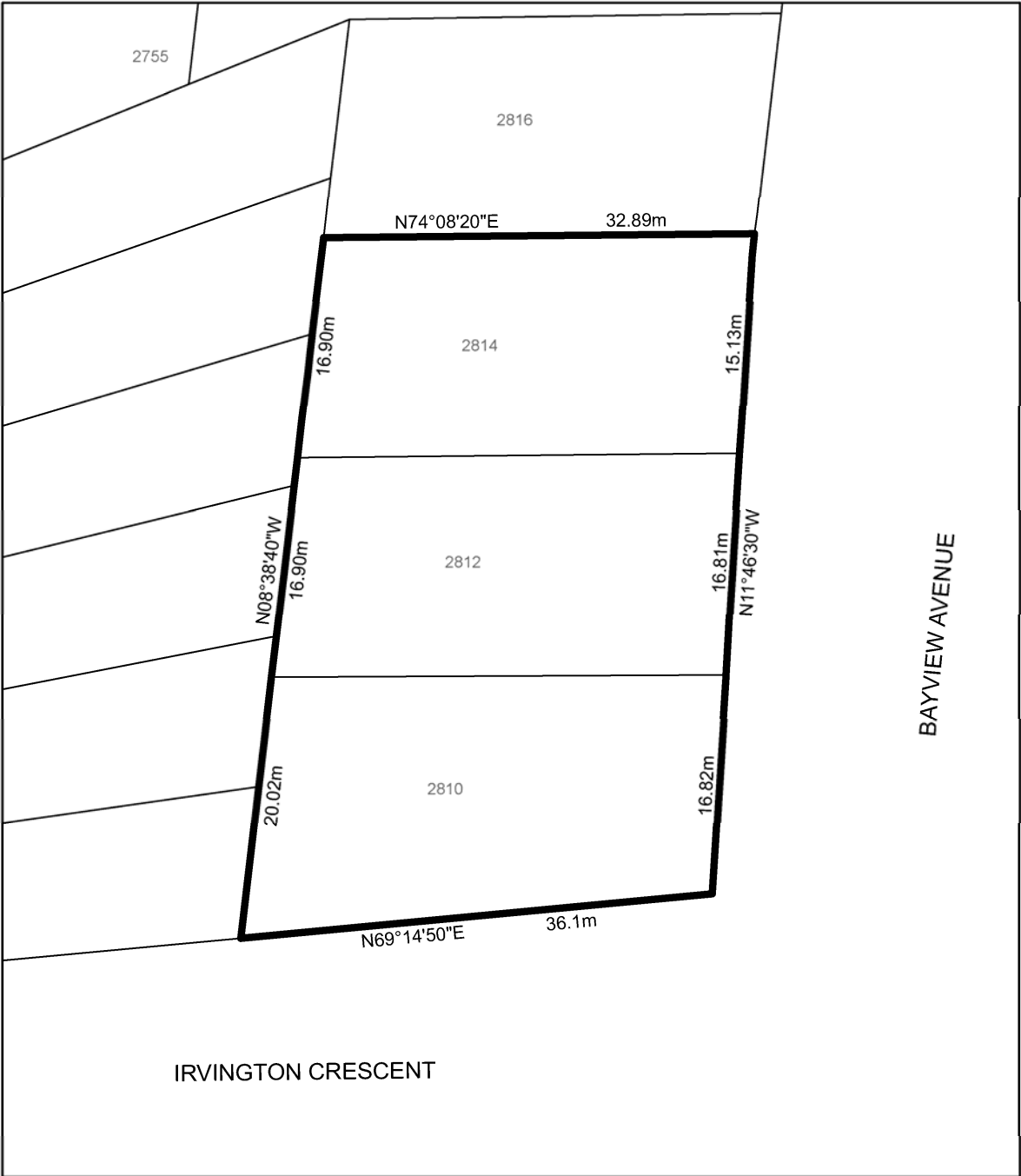
Prevailing By-laws and Prevailing Sections: (None Apply)

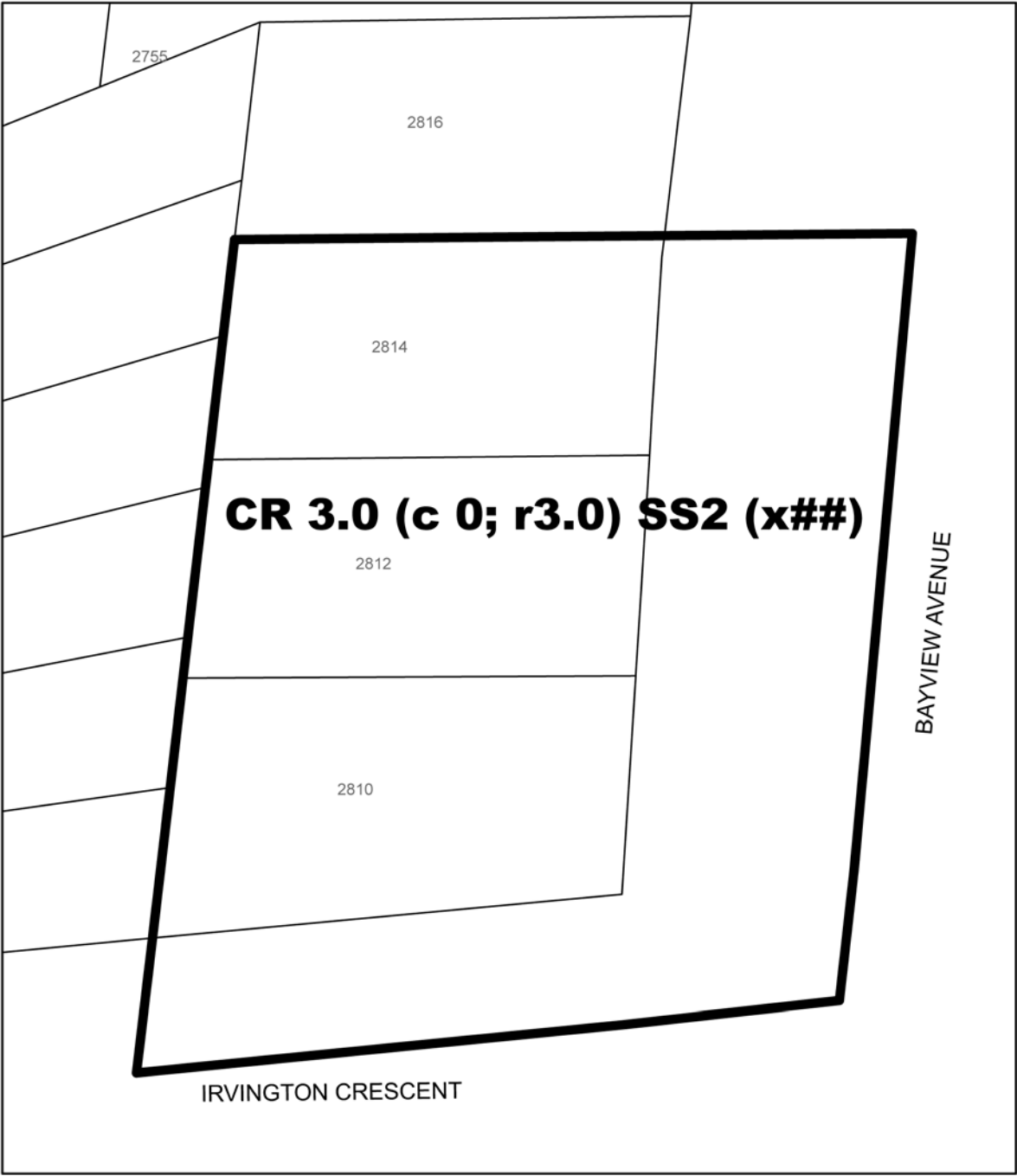
Enacted and passed on month ##, 2021

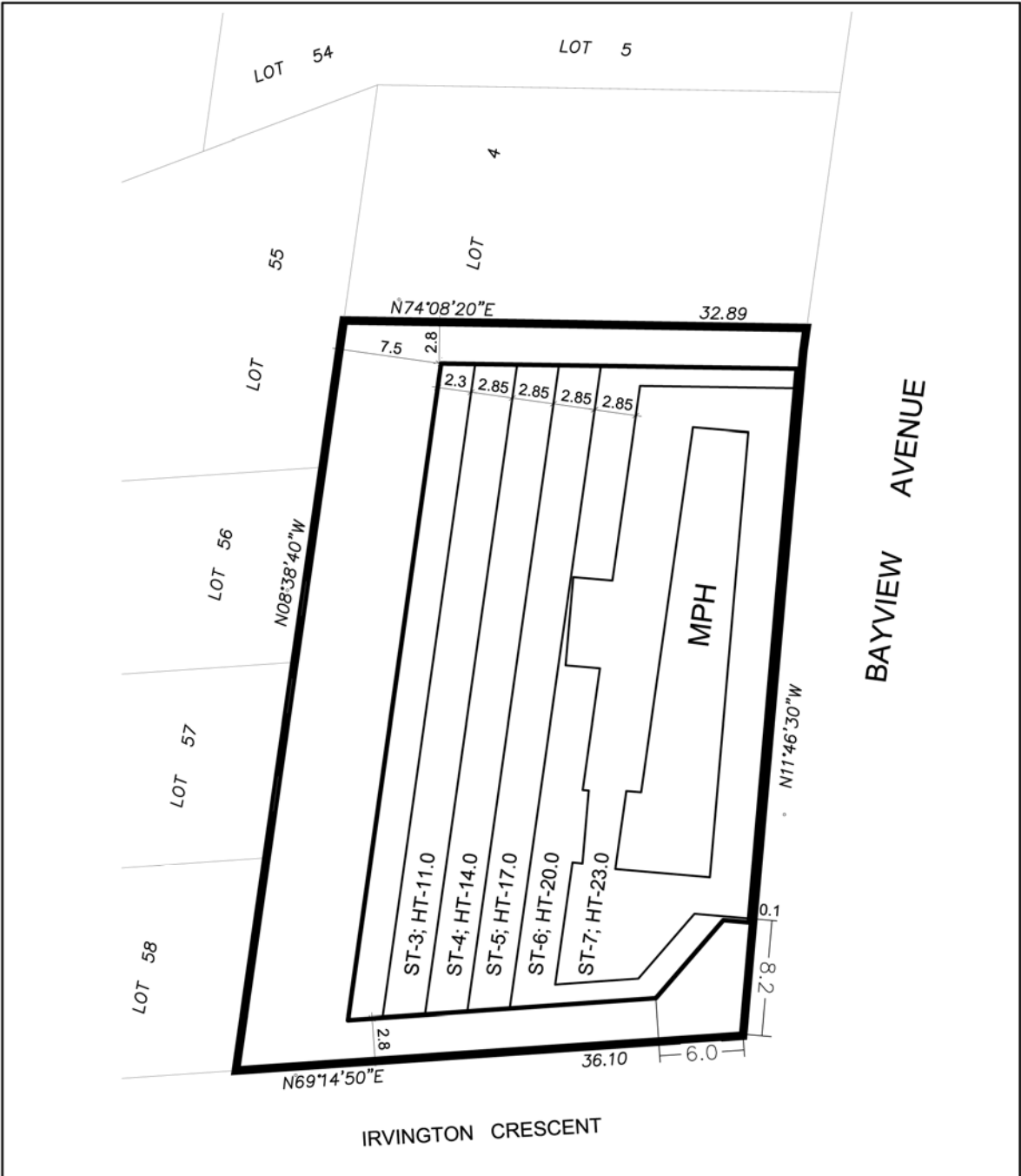
Name,
Speaker

John D. Elvidge,
City Clerk

(Seal of City)





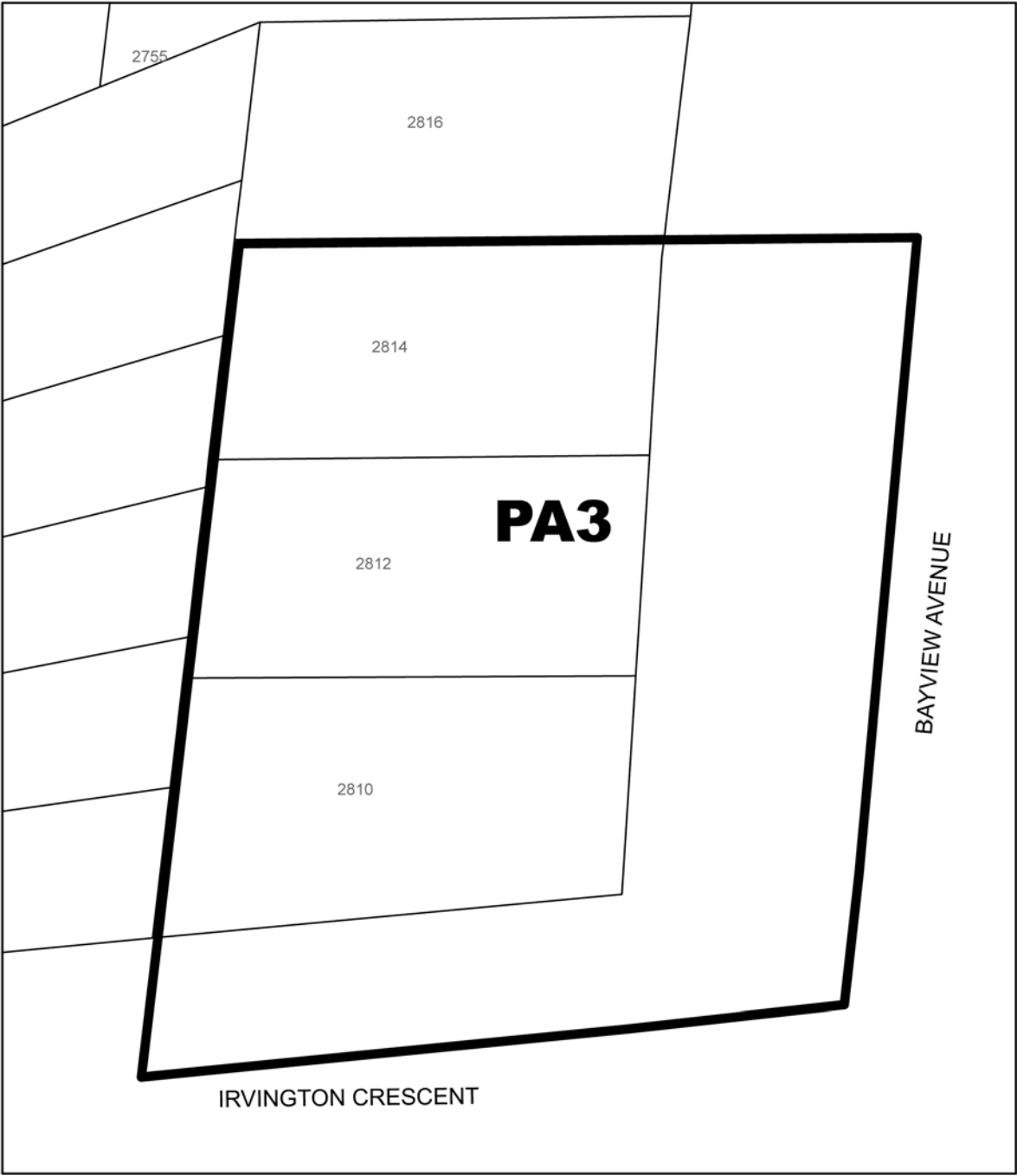


TORONTO
Diagram 3

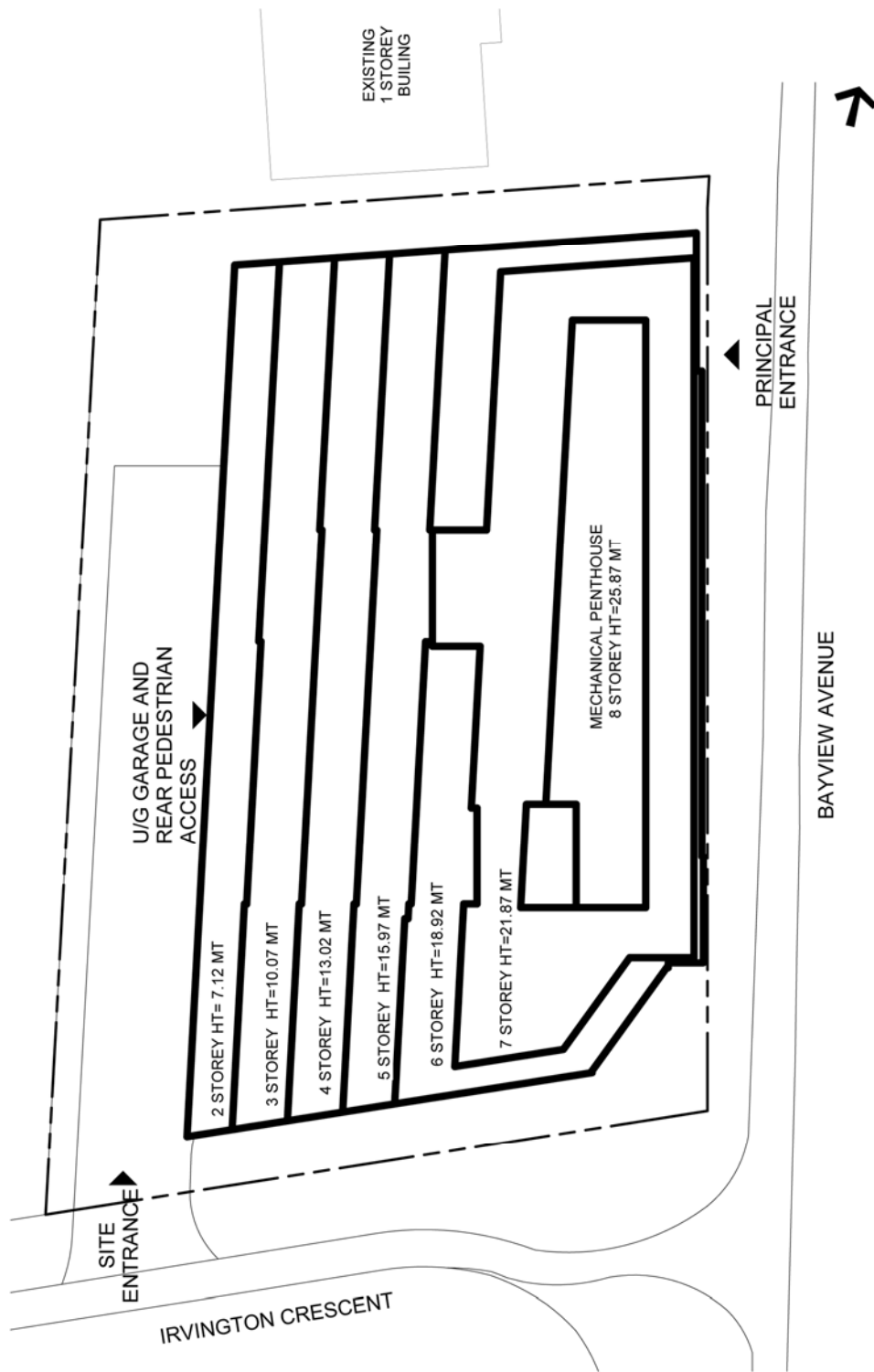
2810-2814 Bayview Avenue

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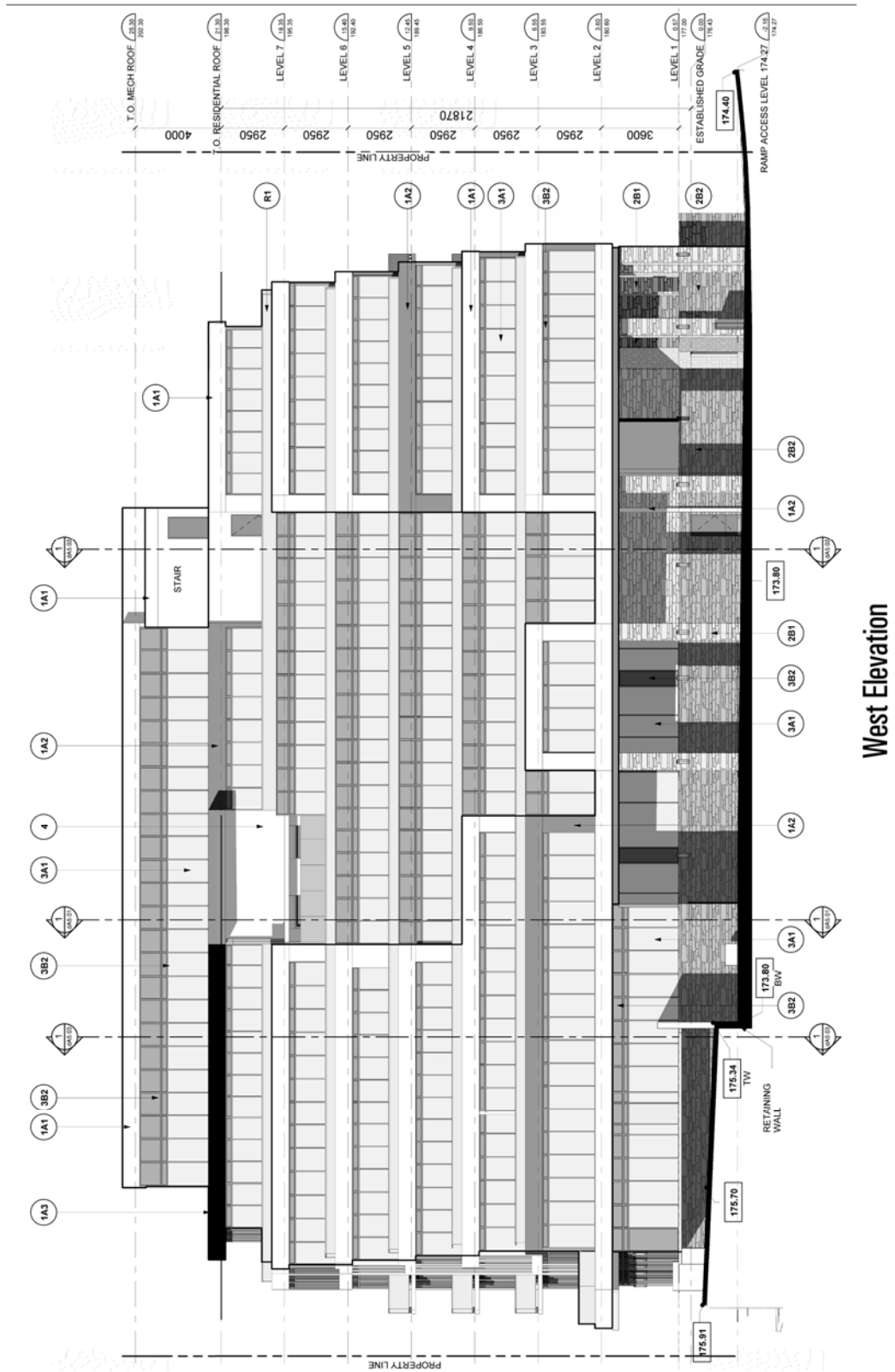
City of Toronto By-law 569-2013
Not to Scale
04/13/2021



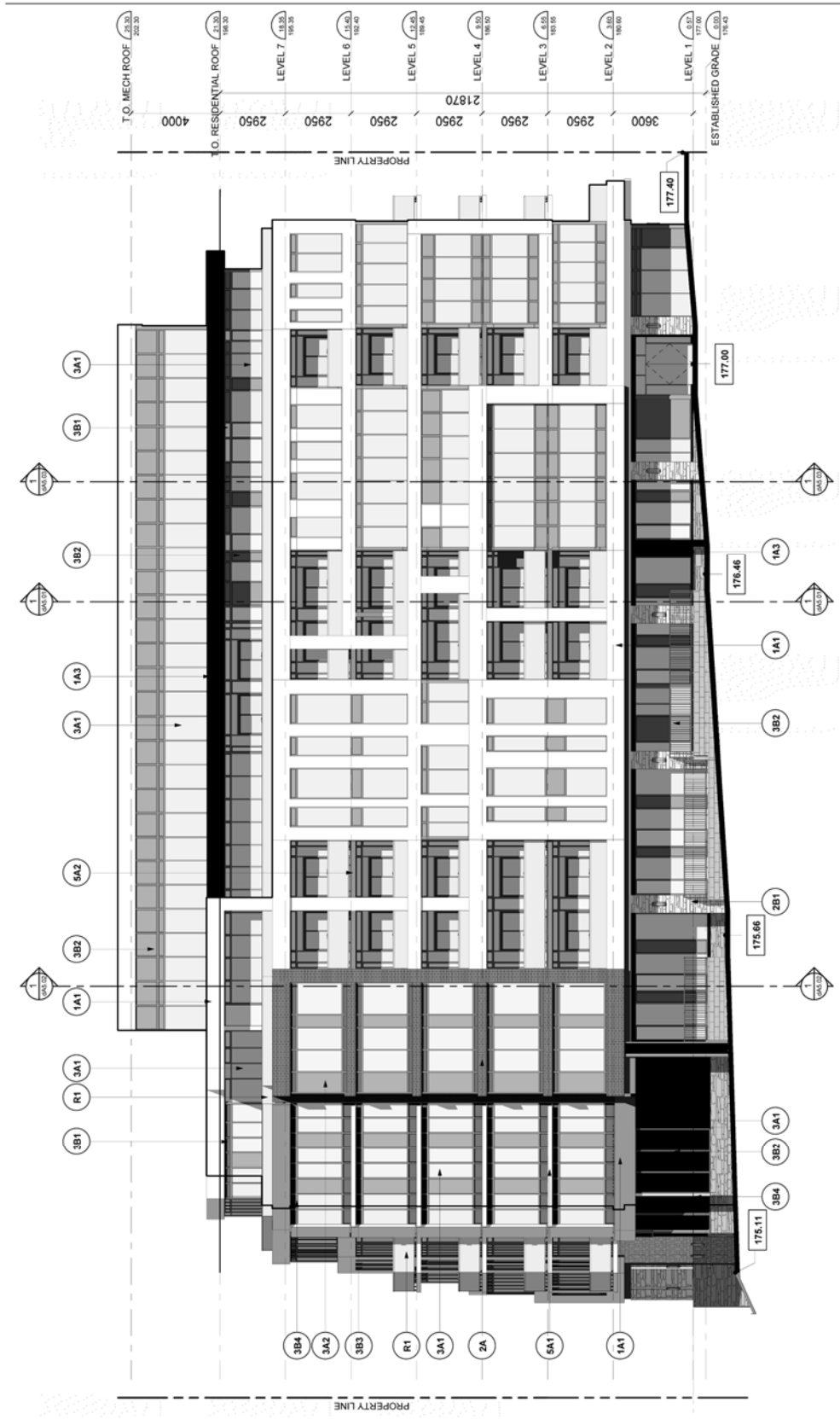
Attachment 10: Site Plan



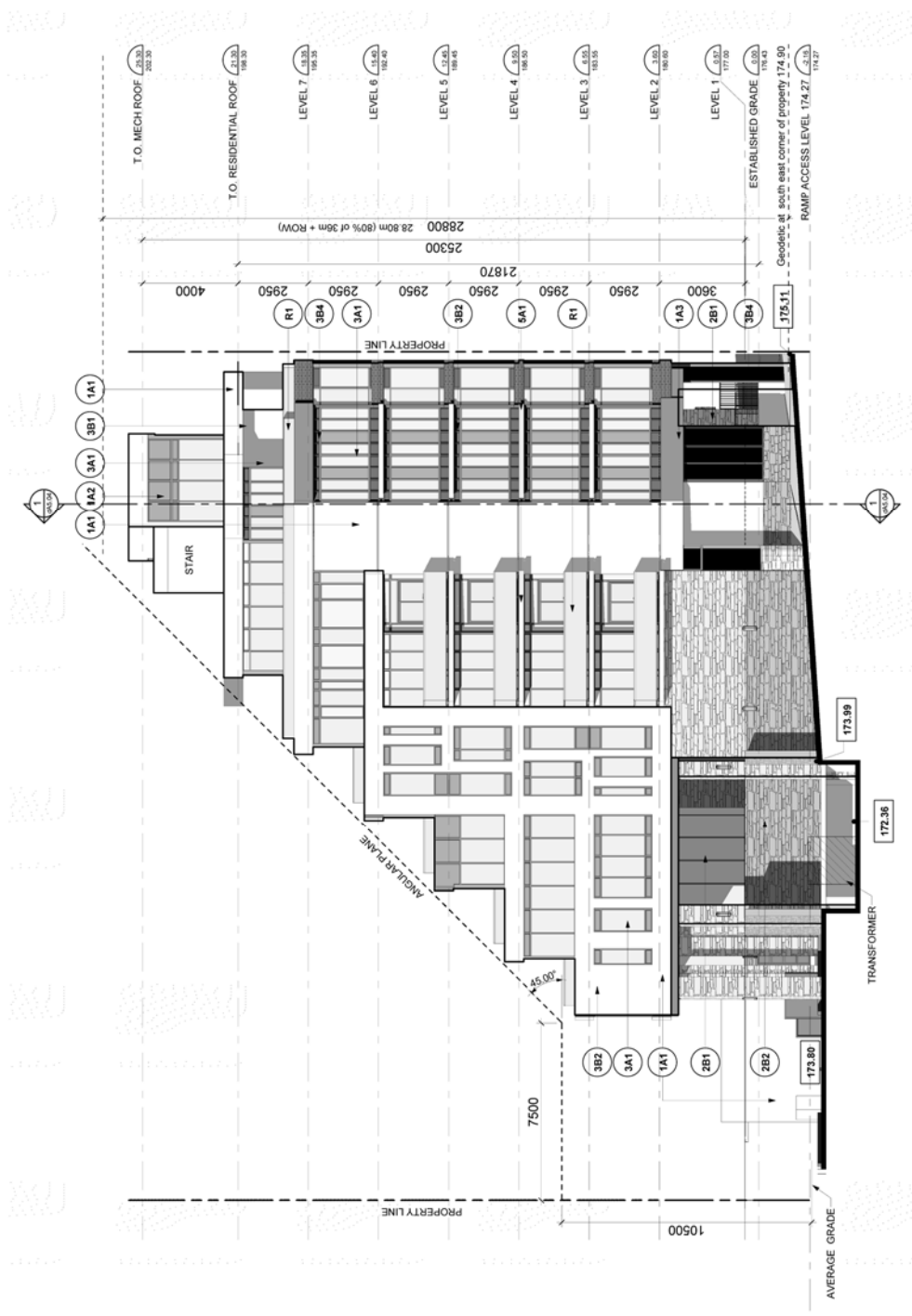
Attachment 11: Elevations



West Elevation



East Elevation



South Elevation