

**784 Sheppard Avenue East – Zoning By-law Amendment
Application – Final Report**

Date:	December 9, 2013
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 24 – Willowdale
Reference Number:	12 261537 NNY 24 OZ

SUMMARY

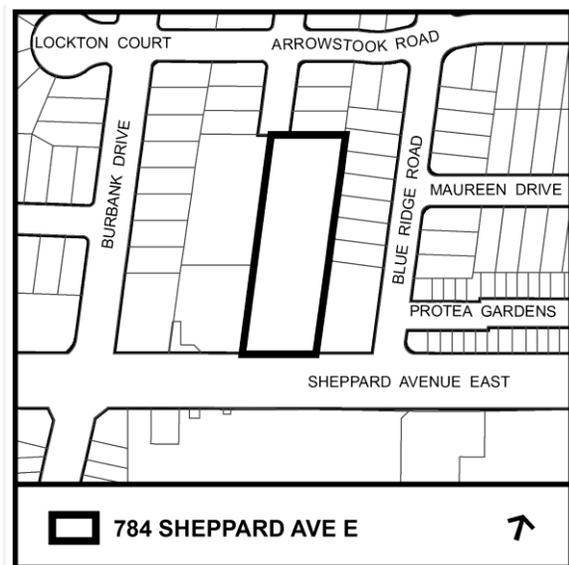
This application proposes to rezone the lands at 784 Sheppard Avenue East to permit the development of a two-storey retail building and a fifty unit stacked townhouse development of four-storeys in height with three levels of residential space, and one level with access to roof-top amenity space. The existing one-storey retail building would be demolished.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of North York Zoning By-law 7625, for the lands at 784 Sheppard Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.



3. As part of the Site Plan Approval, the applicant is to provide a pedestrian connection from the proposed development to Denrock Drive, including the legal arrangements necessary to have a portion of the existing reserve along the south limit of Denrock Drive be dedicated for public highway purposes to permit pedestrian access, only.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The site currently contains a garden centre which has been the subject of two Committee of Adjustment applications. In 1972 a minor variance application sought an extension to a legal non-conforming use to permit a second storey addition. A second minor variance application in 1987 sought to permit an addition to the west side of the existing building. The variance was required as it was determined the addition was an extension to a legal non-conforming use, identified as a nursery and garden centre. This is the use which is currently operating on the subject site. The application was refused as the Committee felt it was more appropriate to address the use issue through the rezoning process. A rezoning application was not subsequently filed.

A preliminary report on this application was adopted by North York Community Council January 22, 2013. A copy of the preliminary report can be found at:
<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-54010.pdf>

ISSUE BACKGROUND

Proposal

This is an application to rezone the subject lands to permit the development of a two-storey retail building and a stacked townhouse development with fifty units. The retail building would front Sheppard Avenue East, while the stacked townhouses would be situated behind the retail building, adjacent to the abutting low density residential neighbourhood. The entrances to the townhouse units would be from the west side of the building from a landscaped walkway. Two levels of underground parking are proposed below the retail development, and one level of underground parking is proposed below the townhouse development. The overall floor space index of the proposal is 1.19.

The applicant has submitted application B050/13NY to the Committee of Adjustment to sever the lands into two parcels. The southerly lot would be used for the proposed retail building while the northerly lot would be for the proposed townhouses. Vehicular access would be shared by both portions of the development and would be from Sheppard Avenue East.

The proposed two-storey retail building fronting Sheppard Avenue East would have a gross floor area of 4,100 m², a floor space index of 1.25 and a height of 12 metres. A total of 36 bicycle parking spaces and 125 vehicular parking spaces would be provided for the retail portion of the development. The entrance to the retail building would face onto Sheppard Avenue East.

The residential component of the proposed development at the rear of the lot would consist of stacked townhouses having a total of 50 units. A typical townhouse unit would have a gross floor area of approximately 96 m². The stacked townhouses would have an overall floor space index of 1.15 and an overall building height of 4 storeys, or 10.85 metres, with three levels of residential space, and one level with access to roof-top amenity space. The upper units would have access to a private roof top amenity space (see Attachment 3 for floor plans). There would be a mixture of unit types with 4 one-bedroom units, 20 two-bedroom units and 26 three-bedroom units. Pedestrian access would be from a landscaped sidewalk running along the west side of the property and all vehicular access would be from Sheppard Avenue East. All front doors are proposed off this landscaped walkway which provides pedestrian access through the block from Denrock Drive to Sheppard Avenue East. Parking would be provided in one-level of below-grade parking accessed from the retail parking garage. A total of 93 spaces, of which 17 would be dedicated to visitors, are proposed.

Site and Surrounding Area

The property is approximately 7645 m² in size and fronts onto the north side of Sheppard Avenue East. The northwest corner of the site also fronts Denrock Drive and there is one-foot reserve along this frontage in favour of the City. The property is currently the site of Sheridan Nurseries retail store. Parking is currently provided in the front yard between the retail store and the sidewalk and along the west side of the site.

Abutting uses include:

North: A low-scale residential neighbourhood of detached dwellings.

South: A development block subject to By-law 1094-2002 which allows for multiple mixed-use buildings with a maximum height along Sheppard Avenue East of 12 storeys. Also located on the south side of Sheppard Avenue East is the entrance to Bessarion subway station.

East: A one-storey retail strip plaza and detached dwellings.

West: A two-storey retail strip plaza.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required 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, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Official Plan designates the site, on Map 20, as *Mixed Use Areas* which provides for a

broad range of uses. Development in these areas will provide a balance of high quality commercial, residential and institutional uses. These uses should reduce automobile dependency and meet the needs of the local community. It is expected that *Mixed Use Areas* will absorb a large amount of the expected growth within the city. The Official Plan also contains policies respecting built form, transportation and the public realm.

Policy 2 of the *Mixed Use Areas* section of Chapter 4 identifies a number of criteria with regards to transition between developments within *Mixed Use Areas* and adjacent *Neighbourhoods*. The policies requires that new development will 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 a stepping down of heights. Policy 4.5.2(d) also requires that shadowing from new development be limited on adjacent *Neighbourhoods* especially during the spring and fall equinoxes.

The Built Form policies in section 3.1.2 of the Official Plan relate to ensuring that new development in the City can fit harmoniously within the existing area. This includes providing appropriate transition to the existing surrounding area to ensure that the new development will fit within the existing and/or planned context. Transition in scale may be achieved with many “geometric relationships and design method in different combinations” including angular planes, stepping of heights, location and orientation of the building(s) and the use of setbacks and stepbacks of building mass.

The Toronto Official Plan is available on the City's website at:
http://www.toronto.ca/planning/official_plan/introduction.htm

Sheppard East Subway Corridor Secondary Plan

The site is also subject to the Sheppard East Subway Corridor Secondary Plan as set out in Chapter 6, Section 9 of the Official Plan. The site is located in the Bessarion Node of the Secondary Plan which assigns a maximum density of 1.5 FSI to the front portion of the site facing Sheppard Avenue East, as indicated on Map 9-2 (Attachment 3). This portion of the site is deemed to be a “key development area” within the Plan. The rear (north) portion of the site is not identified as a key development area on Map 9-2.

Development within the *Mixed Use Areas* is intended to support the Sheppard Subway Line. New buildings should be set back from the Sheppard Avenue road allowance to accommodate any widening and any City streetscape initiatives. Building height and massing should minimize any shadowing along streets and open spaces. Further, any development should minimize adverse impacts on the adjacent residential areas. The Secondary Plan calls for transitions in density, height and scale between the development nodes and the stable residential areas. Development will respond sensitively to the nearby low density residential uses and minimize the adverse impact of built form on homes. The Secondary Plan also calls for pedestrian connections between subway station entrances and new development.

The Sheppard East Subway Corridor Secondary Plan is available on the City’s website at:
http://www.toronto.ca/planning/official_plan/pdf_secondary/9_sheppard_subway_dec2010.pdf.

Zoning

The site is currently zoned R4 under former City of North York Zoning By-law No. 7625. This zone permits single detached dwellings, limited home occupations, recreational facilities and a range of institutional uses.

The site is not subject to the new City-wide Zoning By-law 569-2013 which is currently under appeal.

Infill Townhouse Guidelines

The Infill Townhouse Guidelines were approved by City Council in 2003 to address the development impacts of infill townhouses with a focus on “protecting streetscapes and seamlessly integrating new development with existing housing patterns”. The Guidelines consider matters such as open spaces, building location, built form and location of parking. They also consider the interaction between the infill development and the pedestrian environment. While the Guidelines do not specifically address stacked townhouses, they do provide standards for matters such as angular planes, landscaping and setbacks. The Guidelines were used to assist the review of the proposed townhouse development and develop standards for setbacks, height and provision of a new pedestrian connection between the abutting residential area and Sheppard Avenue East and the nearby subway station.

Site Plan Control

Site Plan Control is required for both the retail and residential portions of the proposed development. Site Plan Control applications have been filed separately for the retail component (file number 12 261548 NNY 24 SA) and the townhouse component (file number 13 180220 NNY 24 SA). The Site Plan applications are still under review.

Land Severance

Application B050/13NY has been submitted to the Committee of Adjustment to sever the lands, into two portions, in order to allow the retail component and townhouse component to be held in separate ownership. Should Council choose to approve this application to amend the zoning by-law, the severance application can be scheduled in the near future.

Reasons for Application

The application is required as retail uses are not permitted in the R4 zone and townhouses are not a permitted residential building type in the R4 zone.

Community Consultation

Staff held a community consultation meeting on March 4, 2013 which approximately fifty members of the public attended. Two main concerns were raised by the community at that meeting: traffic and access to the residential community.

Residents have concerns about traffic and parking, particularly as it relates to the retail portion of the development. The amount of parking available to the retail patrons was also a concern. The current zoning by-law requires a minimum of 41 retail parking spaces; however the proposal includes a total of 125 retail parking spaces in two levels of underground parking.

Residents were also concerned with additional traffic pressures into the neighbourhood, primarily due to the frontage that the site has on Denrock Drive. All the vehicular access to the site is from Sheppard Avenue East and only a pedestrian thoroughfare is proposed to connect with Denrock Drive.

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 PPS sets the policy foundation for regulating the development and use of land on matters of provincial interest. A part of this policy direction is indicating where intensification should occur. The proposal is consistent with the mix of land uses and efficiently uses the existing infrastructure and public services. The proposed development does not negatively impact the natural heritage features identified in the PPS and does not risk public health and safety. The proposal is consistent with the PPS as required by Section 3 of the *Planning Act*.

The Growth Plan provides a framework for guiding growth within the City. One method of intensification is infill development in appropriate areas. Major streets with access to public transit are areas in which growth is expected. Sheppard Avenue East is served by the Sheppard Subway. While the Growth Plan expects the majority of growth to occur in growth centers, such as the Centres and Downtown areas identified in the Official Plan, a certain amount of intensification is expected to occur in other areas of the city, such as along Avenues. The proposal provides an appropriate amount of intensification through infill development as contemplated by the Growth Plan. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The subject site is identified in the Official Plan as *Mixed Use* which allows for a range of retail and residential uses and the Sheppard East Subway Corridor Secondary Plan designates the south portion of the site as a key development area. The Secondary Plan assigns a density of 1.5 to the front portion of the site. The proposal is for a development which incorporates both residential and retail uses on the site. The retail portion of the site is along the public street edge while the residential portion is to the rear and abuts other residential uses to the north and east of the site. The retail portion of the proposal abuts other retail uses while the residential portion of the development abuts other residential uses. The proposed density is 1.25 which is lower than that assigned in the Secondary Plan but is an appropriate scale for the site.

While the rear of the site is not a key development area within the Secondary Plan, the townhouses provide an appropriate transition from the retail nature of Sheppard Avenue East to the residential uses to the north. The proposed density of 1.15 is also lower than the retail portion of the site providing the transition from the commercial use. The proposed mixture of

uses is appropriate given the *Mixed Use* designation on the site and is consistent with Official Plan and Secondary Plan policies.

Density, Height, Massing

The Secondary Plan assigns a density of 1.5 to the portion of the site abutting Sheppard Avenue East. The proposed retail building abutting Sheppard Avenue East will have a floor space index of 1.25 in a two-storey building which is appropriate given the policies of the Secondary Plan. The rear of the site will have a floor space index of 1.15 providing a transition to the lower scale residential area to the north. An overall floor space index of 1.19 is appropriate given the nature of the site, the Secondary Plan policies and the site's proximity to a subway station.

The proposed townhouses would face onto the proposed landscaped walkway, creating a backyard-to-backyard relationship with the residential units to the east which front onto Blue Ridge Road. The draft by-law has an east side yard setback of 7.5 metres and a north setback of 10.5 metres which creates an appropriate setback from the existing residential dwellings to protect for privacy and overlook issues. The units facing onto the proposed landscaped walkway will have entrances and windows which will overlook of the walkway and promote safety for pedestrians.

Pedestrian Connection

The applicant is proposing a landscaped walkway connection between Denrock Drive and Sheppard Avenue East. The connection would be held in private ownership as part of the townhouse development but is intended to be accessible to the wider neighbourhood to provide pedestrian access to Sheppard Avenue East and Bessarion subway station. This will provide a mid-block connection between Sheppard Avenue East and the stable residential area to the north. There is currently a one foot reserve in favour of the City along the Denrock frontage which will be modified to allow for the pedestrian connection. The one foot reserve was put in place to stop vehicular traffic from using Denrock Drive to access the subject and abutting site. The Infill Townhouse Guidelines indicate that pedestrian connections to link neighbourhoods to public transit and other public facilities may be necessary. The proposed landscaped walkway provides an additional connection to Sheppard Avenue East and the nearby Bessarion subway station. This report recommends that staff amend the existing one-foot reserve to allow for the pedestrian connection to Denrock Drive.

Traffic Impact, Access, Parking

Area residents had concerns with regard to impacts on traffic and parking. The applicant has provided a Traffic Impact Study which has been reviewed by Transportation Services. That report, which Transportation Services has accepted, indicates that the impacts to the local road network are acceptable, the access and driveway layout is appropriate and that the parking supply is sufficient. One of the concerns raised by the public was that visitors to the site may park on Denrock Drive. With sufficient retail and visitor parking provided on-site, visitors to the site should have no need to use Denrock Drive.

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 local parkland provisions across the City. The lands which are the subject of this application are in an area with 3.0 hectares of parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland priority area and is also within the boundary of the Sheppard East Subway Corridor Secondary Plan area. The site is therefore subject to the alternative parkland dedication rate through City Wide Parkland Dedication By-law 1020-2010.

The applicant has submitted a proposal to construct a two-storey commercial building of 4,100 m² and a fifty unit townhouse development on a 7645 m² site. At the alternative rate of 0.4 hectares per 300 units, specified in By-law 1020-2010, a total parkland dedication of 0.067 hectares or fifteen percent of the total site area is required. However, for sites that are less than one hectare in size, the parkland dedication should not exceed 10 percent of the development site. In total, the parkland dedication requirement will be 0.0496 hectares (496 m²) which equates to 6.5 percent of the site area.

The parkland dedication for the subject site is too small to be functional and would greatly affect the applicant's ability to conform to the Secondary Plan's design and density principles. The applicant is therefore required to make all reasonable efforts to satisfy the parkland requirement through an off-site parkland dedication that will contribute positively to the system of parkland in the area. The size and location of the parkland will be subject to the approval of the General Manager, Parks, Forestry and Recreation. If an off-site parkland dedication can be provided it would be expected to fulfil the parkland dedication requirement, however, any shortfall in parkland dedication would be required to be provided to the City as cash in lieu. If, after all reasonable efforts, the applicant is unable to provide an off-site parkland dedication then the parkland dedication requirement is to be satisfied through cash-in-lieu. The actual amount of cash-in-lieu to be paid would be determined at the time of issuance of the building permit.

Streetscape

The proposed retail building is consistent with the Sheppard Avenue East streetscape plan. The proposed retail building will have a front setback of five metres to allow for sufficient road accommodate the streetscape initiatives of the City as required by Policy 4.4.2(a) of the Secondary Plan. Additionally, the applicant is proposing to provide lay-by on-street parking which, while not consistent with the current streetscape plan, is consistent with other development along Sheppard Avenue East. This will provide additional parking for visitors to the site and other commercial sites along the street.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). 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 Toronto Green Standard 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 Tier 1 development features such as cycling infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

CONTACT

Guy Matthew, Planner
Tel. No. (416) 395-7102
Fax No. (416) 395-7155
E-mail: gmatthe2@toronto.ca

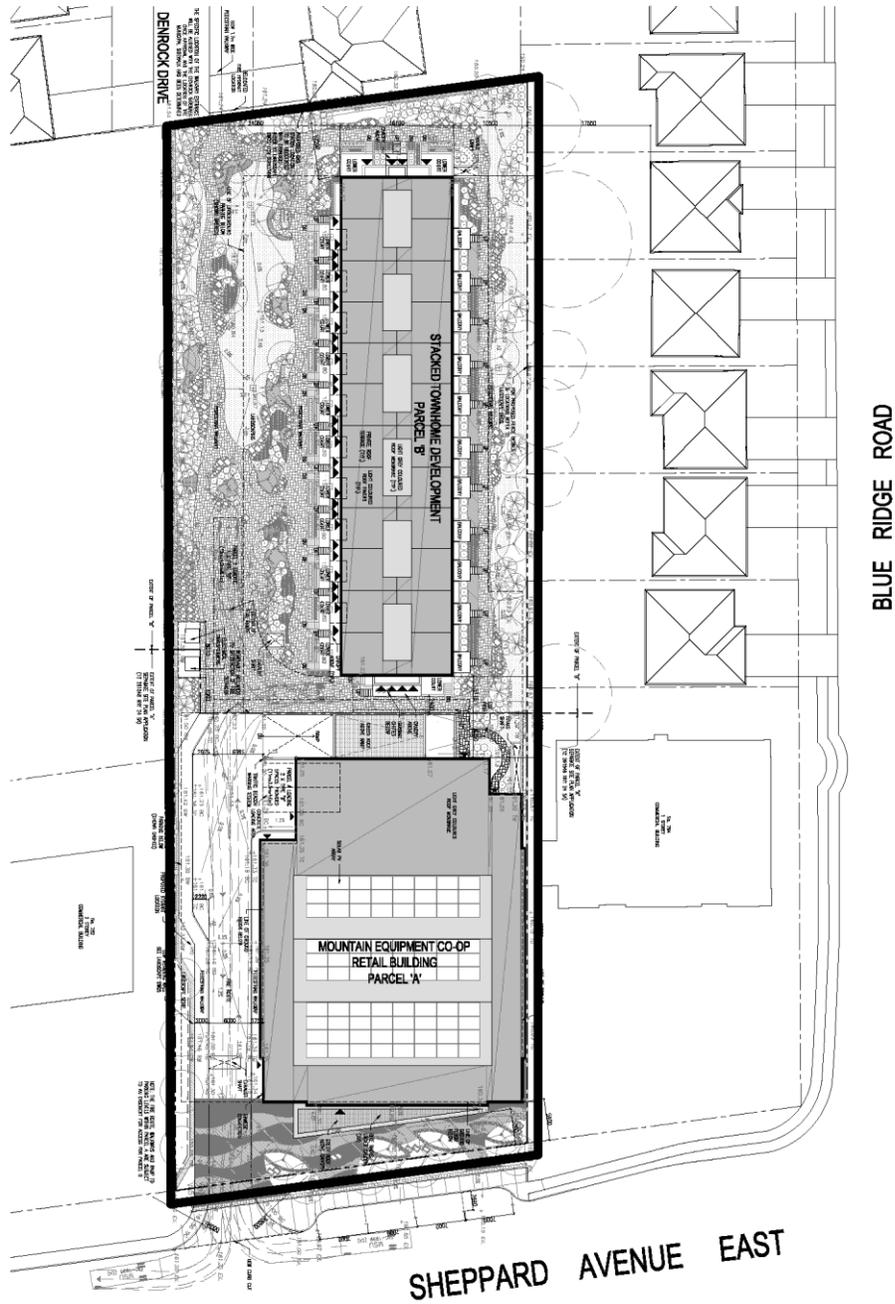
SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Official Plan
Attachment 4: Sheppard East Subway Corridor Secondary Plan Map
Attachment 5: Zoning
Attachment 6: Application Data Sheet
Attachment 7: Draft Zoning By-law Amendment

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

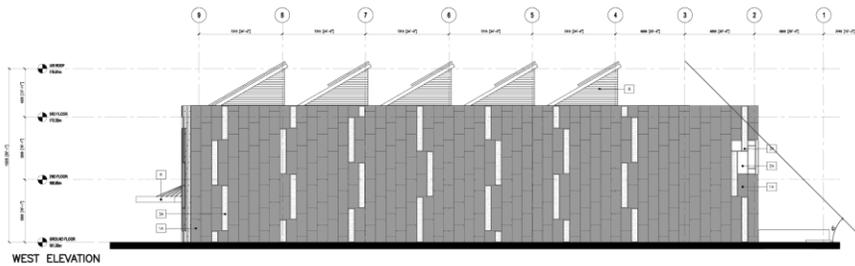
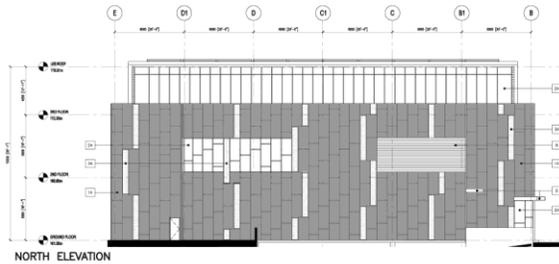
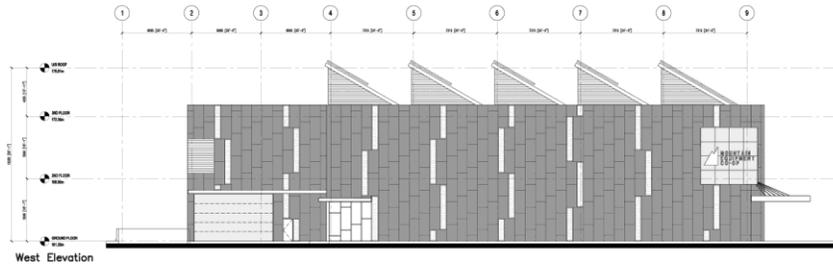
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11/19/2013

784 Sheppard Ave E

File # 12 261537 NNY 24 OZ

Attachment 2: Elevations



Elevations - Parcel A

Applicant's Submitted Drawing

Not to Scale
10/22/2012

784 Sheppard Ave E

File # 12 261537 NNY 24 OZ



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

Elevations - Parcel B

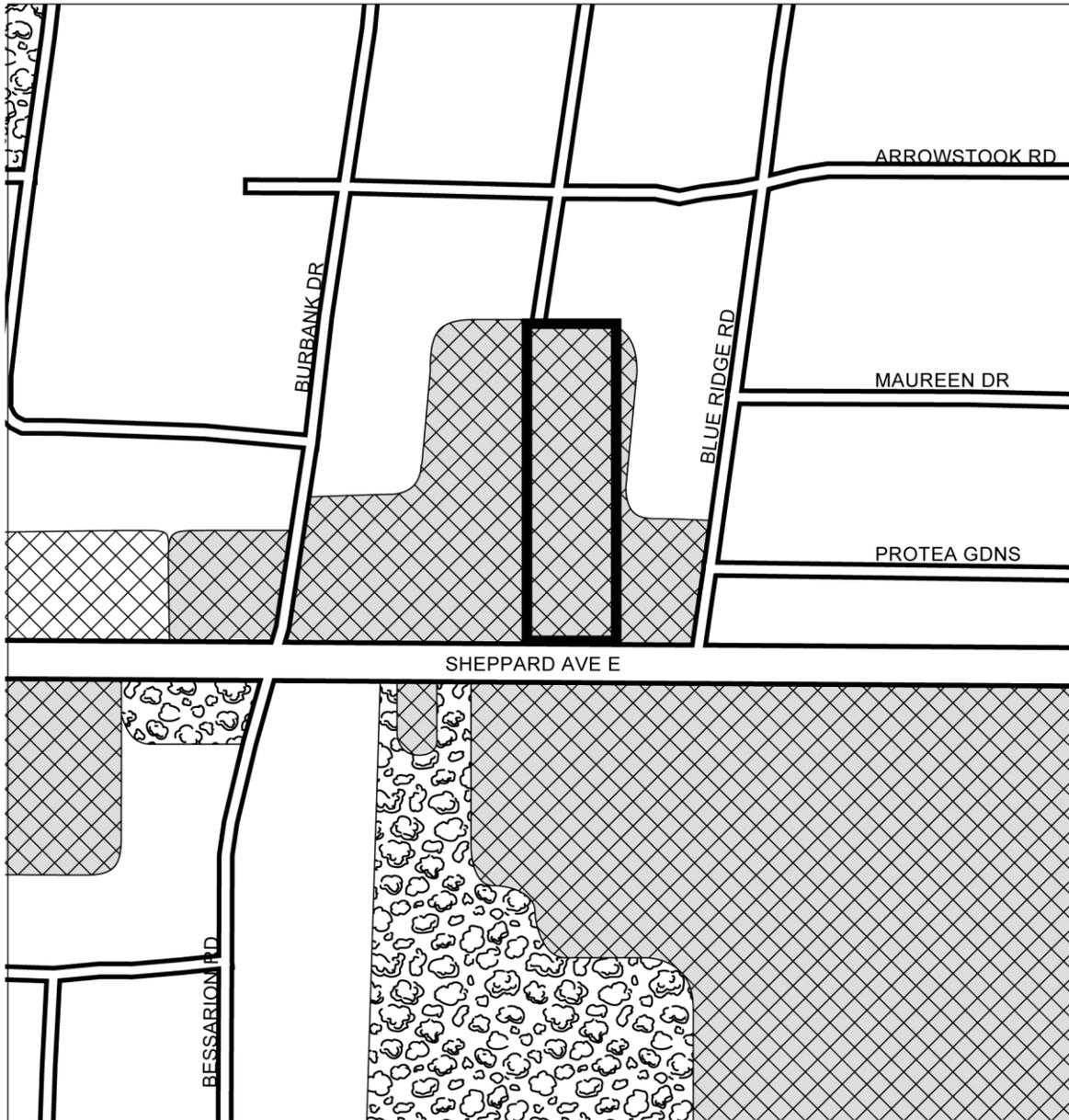
784 Sheppard Ave E

Applicant's Submitted Drawing

Not to Scale
11/20/2013

File # 12 261537 NNY 24 OZ

Attachment 3: Official Plan



Toronto City Planning
Official Plan

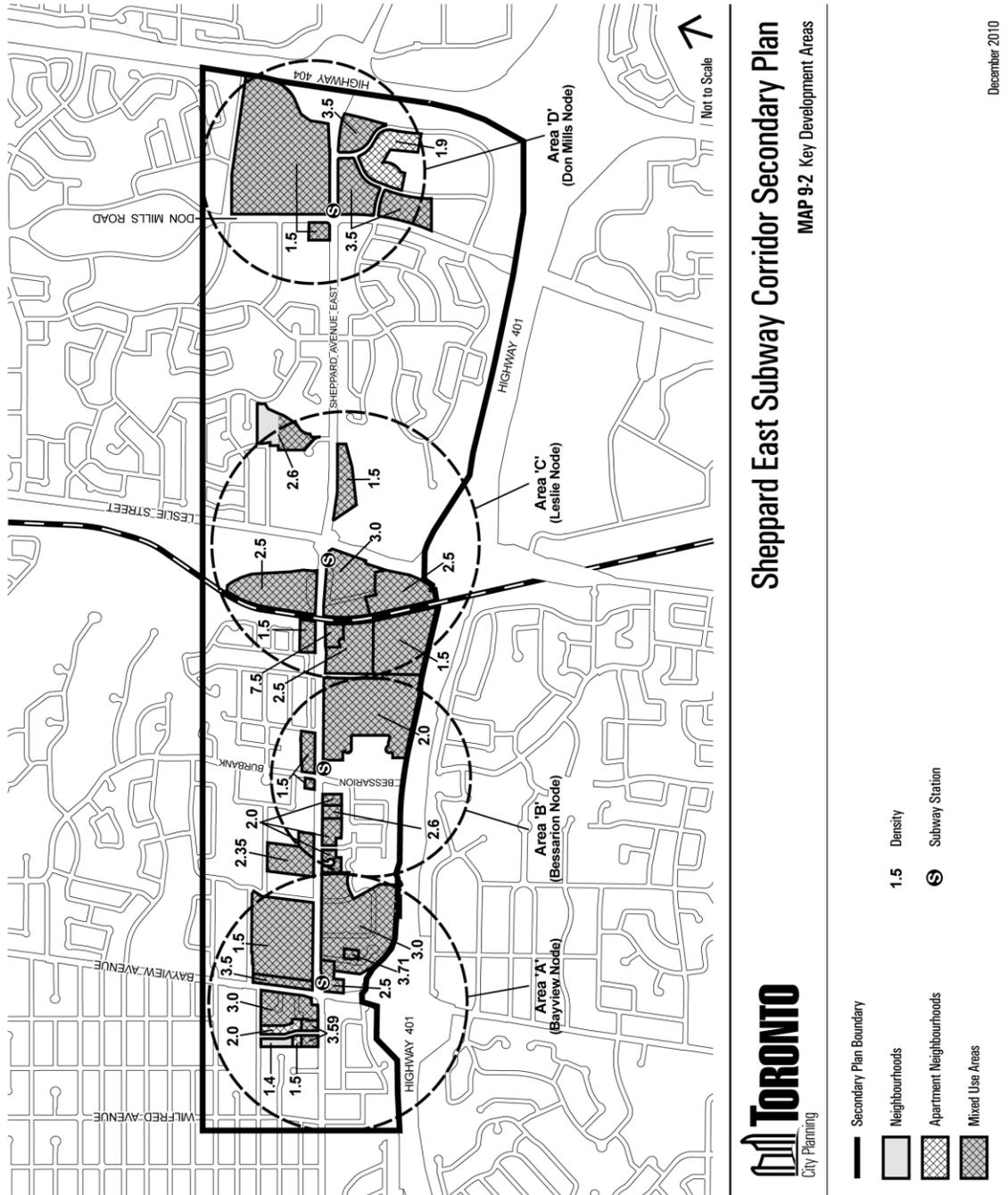
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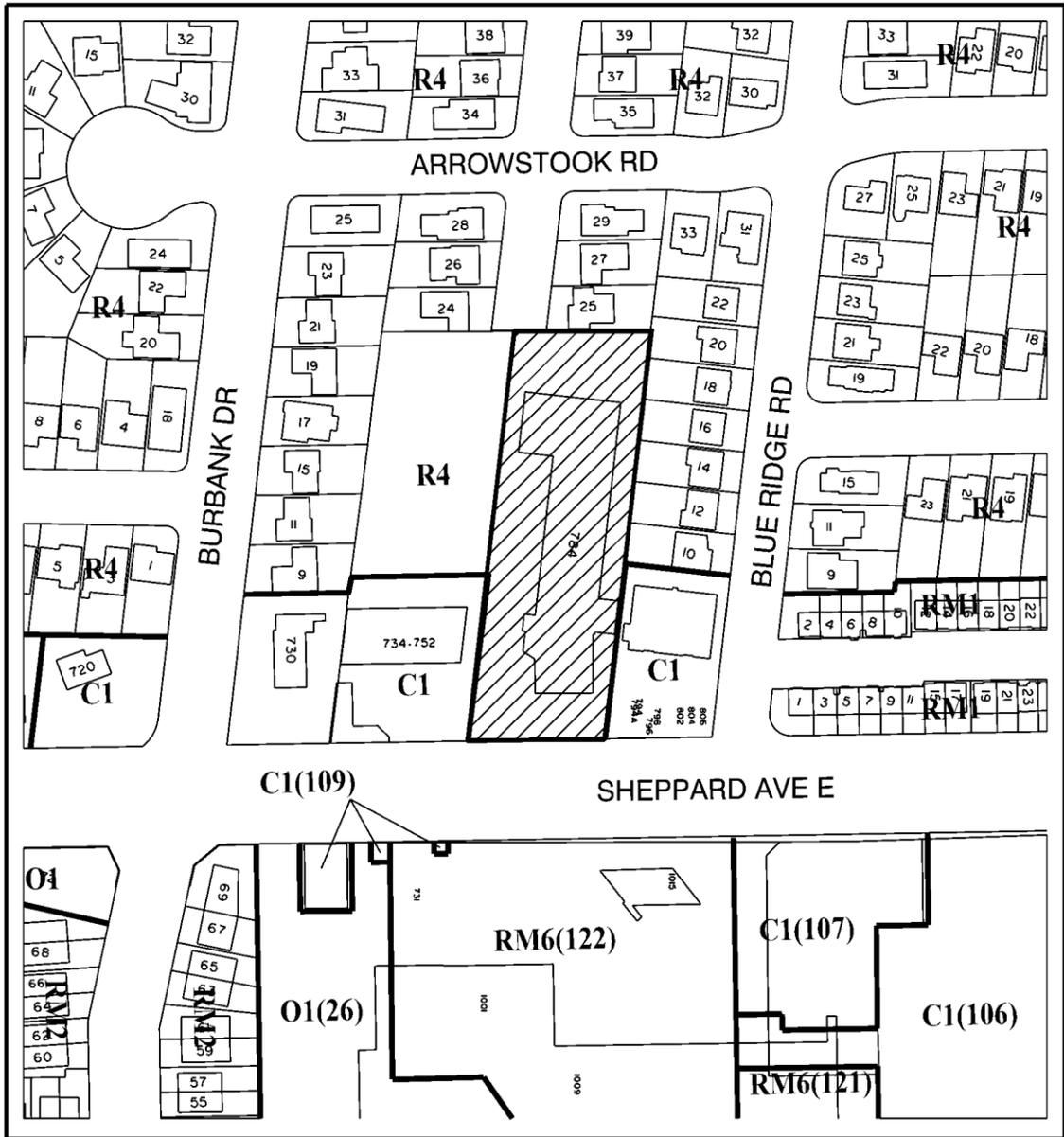
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|  Site Location |  Parks & Open Space Areas |
|  Neighbourhoods |  Parks |
|  Apartment Neighbourhoods | |
|  Mixed Use Areas | |


Not to Scale
10/22/2011

Attachment 4: Sheppard East Subway Corridor Secondary Plan Map Attachment



Attachment 5: Zoning



784 Sheppard Ave E
 File # 12 261537 NNY 24 02

- R4 One-Family Detached Dwelling Fourth Density Zone
 - RM1 Multiple-Family Dwellings First Density Zone
 - RM2 Multiple-Family Dwellings Second Density Zone
 - RM6 Multiple-Family Dwellings Sixth Density Zone
 - C1 General Commercial Zone
 - O1 Open Space Zone
- NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

↑
 Not to Scale
 Zoning By-law 7625
 Extracted 10/22/2012

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	12 261537 NNY 24 OZ
Details	Rezoning, Standard	Application Date:	October 12, 2012

Municipal Address: 784 SHEPPARD AVE E
 Location Description: CON 2 EY PT LOT 16 **GRID N2405
 Project Description: The applicant proposes to construct a two-storey retail building, with two levels of underground parking on Parcel A. A 50-unit residential townhouse development with one level of underground parking is proposed on Parcel B.

Applicant:	Agent:	Architect:	Owner:
MMM GROUP LTD			

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	R4	Historical Status:	
Height Limit (m):	8.8	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	7645	Height:	Storeys:	3 and 2
Frontage (m):	50		Metres:	12
Depth (m):	152			
Total Ground Floor Area (sq. m):	2885			Total
Total Residential GFA (sq. m):	4880		Parking Spaces:	202
Total Non-Residential GFA (sq. m):	3830		Loading Docks	3
Total GFA (sq. m):	87100			
Lot Coverage Ratio (%):	37.74			
Floor Space Index:	1.19			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

	Freehold		Above Grade	Below Grade
Tenure Type:	Freehold			
Rooms:	0	Residential GFA (sq. m):	4880	0
Bachelor:	0	Retail GFA (sq. m):	4100	0
1 Bedroom:	4	Office GFA (sq. m):	0	0
2 Bedroom:	20	Industrial GFA (sq. m):	0	0
3 + Bedroom:	26	Institutional/Other GFA (sq. m):	0	0
Total Units:	50			

CONTACT: **PLANNER NAME:** **Guy Matthew, Planner**
 TELEPHONE: **(416) 395-7102**

Attachment 7: Draft Zoning By-law Amendment

CITY OF TORONTO

BY-LAW No. ~-2014

**To amend the former City of North York Zoning By-law No. 7625, as amended,
with respect to the lands municipally known as 784 Sheppard Avenue East**

WHEREAS the Council of the City of Toronto has been requested to amend Zoning By-law No. 7625 of the former City of North York, as amended, pursuant to Sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, with respect to lands known municipally in the year 2014 as 784 Sheppard Avenue East;

AND WHEREAS the Council of the City of Toronto conducted a public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

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

AND WHEREAS the Council of the City of Toronto, at its meeting on February 19 and 20, 2014, adopted a resolution to amend Zoning By-law No. 7625 of the former City of North York, as amended;

NOW THEREFORE the Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules "B" and "C" of By-law No. 7625 of the former City of North York, as amended, are amended in accordance with Schedule "1" attached to this By-law.
2. Section 64.23 of By-law No. 7625 is amended by adding the following subsection 64.23(138)"

“64.34(138) C1(138)

EXCEPTION REGULATIONS

(a) Permitted Uses

- (i) Retail store, business office, service shop

(b) Gross Floor Area

- (i) Maximum Gross Floor Area of 4100 m²

(c) Lot Coverage

- (i) The maximum lot coverage is 52%

(d) Lot Depth

- (i) Minimum lot depth of 60 m

(e) Yard Setbacks

- (i) Minimum South yard setback of 5 m
- (ii) Minimum East yard setback of 0.5 m
- (iii) Minimum West yard setback of 12 m
- (iv) Minimum North yard setback of 80 m

(f) Vehicular Access

- (i) Vehicular access shall be from Sheppard Avenue East only

(g) Parking

- (i) Minimum of 1 parking space for each 100 m² of non-residential Gross Floor Area
- (ii) Maximum of 4 parking spaces for each 100 m² of non-residential Gross Floor Area

(g) Loading

- (i) A minimum of 2 Type B loading spaces are required
- (ii) A Type B loading space shall have the minimum dimensions of 3.5 m wide, 11.0 m long and have a minimum vertical clearance of 4.0 m.

(h) Height

- (i) Maximum building height of 2 storeys.

3. Section 64.16 of By-law No. 7625 is amended by adding the following subsection 64.16 (97)”

“64.16(97) RM1(97)

EXCEPTION REGULATIONS

(a) Permitted Uses

- (i) Multiple Attached Dwelling

(b) Vehicular Access

- (i) All vehicular access shall be from Sheppard Avenue East

(c) Dwelling Units

- (i) A maximum of 50 dwelling units

(d) Lot Coverage

- (i) Maximum lot coverage of 30%

(e) Yard Setbacks

- (i) Minimum South yard setback of 60 m
- (ii) Minimum East yard setback of 7.5 m
- (iii) Minimum West yard setback of 7.5 m
- (iv) Minimum North yard setback of 10.5 m
- (v) Despite provisions (e)(i), (ii), (iii), and (iv), the following items may project into the minimum yard setbacks:
 - (i) stairs;
 - (ii) stair enclosures;
 - (iii) porches;
 - (iv) window sills;
 - (v) lighting features; and

(vi) landscape features.

(f) Building Height

- (i) The maximum building height shall be 10.85 metres, or 4 storeys above established grade, whichever is the lesser
- (ii) Despite provision (f)(i), the following items may exceed the maximum building height:
 - (i) privacy screening;
 - (ii) roof-top guardrails and parapets to a maximum height of 1.2 metres; and
 - (iii) enclosures for rooftop mechanical and stairwells shows as "Rooftop Mechanical/Stairwell" on Schedule 1, as RM1(97) to a maximum height of 3.0 metres.

(g) Parking

- (i) A minimum of 1 resident parking space per dwelling unit
- (ii) A minimum of 0.25 visitor parking spaces per dwelling unit

(h) Loading

- (i) A minimum of 1 Type G loading space is required
- (ii) A Type G loading space shall have the minimum dimensions of 4.0 m wide, 13.0 m long and have a minimum vertical clearance of 6.1 m.

4. Notwithstanding any severance, partition or division of the lands, the regulations of this by-law shall continue to apply to the whole of the lands as if no severance, partition or division had occurred.

5. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

- (i) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

6. Except as amended in this By-law, all the other provisions of By-law No. 7625 shall apply to the lands.

ENACTED AND PASSED this _____ day of _____ 2014.

ROB FORD,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk

