



STAFF REPORT ACTION REQUIRED

3057-3067 Bayview Avenue and 1 Burleigh Heights Drive - Official Plan Amendment, Zoning Amendment, Site Plan - Request for Direction Report

Date:	May 27, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 24 – Willowdale
Reference Number:	15 186678 NNY 24 OZ and 15 186694 NNY 24 SA

SUMMARY

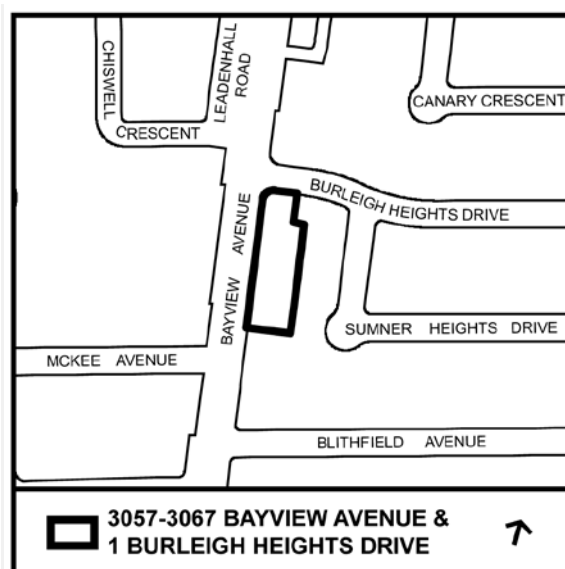
This application proposes 22 three-storey townhouses on the subject lands fronting onto Bayview Avenue, and 45 parking spaces in one level of underground parking at 3057-3067 Bayview Avenue and 1 Burleigh Heights Drive.

The applicant appealed the applications to the Ontario Municipal Board on January 12, 2016 on the basis that no decisions had been made on the applications within the statutory timeframe. The purpose of this report is to seek City Council's direction for the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board to oppose the application as currently proposed. The proposal does not respect the existing and planned context of the neighbourhood and does not conform to the Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City



Planning Staff and appropriate City staff, to attend the Ontario Municipal Board to oppose the appeal of the Official Plan Amendment and Zoning By-law Amendment applications (Application No. 15 186678 NNY 24 OZ) and Site Plan applications (15 186694 NNY 24 SA) in their current form.

2. In the event the Ontario Municipal Board allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the Board withhold any order to approve an Official Plan or Zoning By-law Amendment for the subject lands until such time as:
 - a. The Board has been advised by the City Solicitor that the proposed Official Plan and Zoning By-law amendments are in a form satisfactory to the City; and
 - b. The site plan control application is finalized to the satisfaction of the Director of Community Planning, North District.
3. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant to address the issues outlined in this report and to report back to City Council on the outcome, including any revised proposal, as appropriate.

Financial Impact

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

The application was received and deemed complete as of July 24, 2015. Staff prepared a Preliminary Report for the September 8, 2015 meeting of North York Community Council. The preliminary report is available at:
<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-82985.pdf>

On January 12, 2016 the solicitors representing the owner of the lands appealed the Official Plan Amendment, Zoning By-law Amendment and Site Plan applications to the Ontario Municipal Board (OMB), citing Council's failure to make a decision within the time prescribed by the Planning Act. A hearing date has not been scheduled.

ISSUE BACKGROUND

Proposal

The proposal consists of 22 townhouse units fronting onto Bayview Avenue divided into four blocks; one block of four units, and three blocks of six units. The majority of the townhouse unit widths are proposed to be 4.6 metres. Each townhouse has a rear yard amenity area above the parking structure, as well as a small landscaped area to the rear. The blocks are located parallel to Bayview Avenue, with a 3.1 metre setback from Bayview Avenue

proposed. Rear yard setbacks range from 7.3 metres to 13 metres. The majority of the units are proposed to be 11.1 metres in height. The proposed gross floor area (GFA) is 4979 square metres, and the proposed FSI is 1.26.

All existing driveways onto Bayview Avenue are proposed to be removed, and a single 6.0 metre driveway access to Burleigh Heights Drive is proposed that would provide access to the underground parking structure. A total of 45 parking spaces are proposed in one level of underground parking, which is partially above existing grade. This includes one resident and one visitor space per unit, plus one extra space. No loading space is proposed for the proposed development. For further project information, see Attachment 1 – Site Plan, Attachment 2 -9, Elevations, and Attachment 13 – Application Data Sheet.

Site and Surrounding Area

The 0.4 hectare site is located on the east side of Bayview Avenue, south of Finch Avenue East, at Burleigh Heights Drive. The site is currently comprised of detached dwellings consisting of a mix of 1, 1.5 and 2 storey dwellings. All existing residences are proposed to be demolished.

Land uses surrounding the site are as follows:

North: On the north side of Burleigh Heights Drive are single detached dwellings. A few lots to the north of the single detached dwellings is an existing townhouse development at 65 James Fox Way.

South: To the immediate south of the site are two single detached dwellings along Bayview Avenue. Further south on the same block at 3049, 3051 and 2 Blithfield Avenue, an Official Plan Amendment and Rezoning Application has been filed to permit a development consisting of 11 townhouse units (File No. 15 255465 NNY 24 OZ). This matter has been appealed to the Ontario Municipal Board.

East: To the east are single detached dwellings on Sumner Heights Drive backing onto the subject site.

West: To the west is Bayview Avenue. On the west side of the Bayview Avenue immediately across from the site is the Beth Tikvah Synagogue. Just north of the Synagogue is an existing 2 storey townhouse development at 2-16 Leadenhall Road.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong communities; wise use and management of resources; and protecting

public health and safety. The PPS also contains policies related to promoting economic development and competitiveness which include providing opportunities for a diversified economic base. 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

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 site is designated *Neighbourhoods* on Map 16 – Land Use Plan in the Official Plan. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Section 4.1.7 states that proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 4.1.5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.

Section 4.1.5 - Development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular;

- Patterns of streets, blocks and lanes, parks and public building sites;
- Size and configuration of lots;
- Heights, massing, scale and dwelling type of nearby properties;
- Prevailing building type(s);
- Setbacks of buildings from street or streets;
- Prevailing patterns of rear and side yard setbacks and landscape open space;
- Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- Conservation of heritage buildings, structures and landscapes.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood.
The prevailing type will be the predominant form of development in the neighbourhood.

Some *Neighbourhoods* will have more than one prevailing building type. In such cases, a prevailing building type in one neighbourhood will not be considered when determining the building type in another neighbourhood.

Chapter Three contains policies to guide decision making based on the Official Plan's goals for the human, built, economic and natural environments.

Chapter Three – Built Form - Building a Successful City identifies that most of the City's future development will be infill and redevelopment and, as such, new development will be located and organized to fit with its existing and/or planned context; locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties; be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context; be massed to define the edges of streets, parks and open spaces at good proportion; provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians; and, significant new multi-unit residential development will provide indoor and outdoor amenity space for residents for the new development, such as access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Chapter Three – Housing requires a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, be maintained to meet the current and future needs of residents.

Zoning

The subject lands are zoned RD (f15.0; a550) (x5) by the new City of Toronto Zoning By-law N. 569-2013. Detached houses are permitted residential building types in the RD zone. Other non-residential uses permitted with conditions in the RD zone are ambulance depots, cogeneration Energy, Community Centre, Day Nursery, Fire Hall, Group Home, Home Occupation, Library, Municipal Shelter, Place of Worship, Police Station, Private Home Daycare, Public Utility, Renewable Energy, Secondary Suite, Seniors Community House, and Transportation Uses (See Attachment 10 - Zoning By-law No. 569-2013).

The minimum lot frontage is 15 metres, and minimum lot area is 550 square metres. A maximum of 2 storeys and 10 metres is permitted for detached houses.

The subject lands are zoned R4 by the former City of North York Zoning By-law No. 7625, as amended. The R4 zone permits one family detached dwellings, home occupations, parks, playgrounds, clubs and community centres, schools and places of worship. Minimum lot frontage in the zone is 15 metres and minimum lot area of 550 square metres, for areas served by municipal water supply and sanitary sewer system (See Attachment 11 - Zoning By-law No. 7625).

Infill Townhouse Guidelines

In January 2013, City Council adopted the Infill Townhouse Guidelines to address the development impacts of infill townhouses with a focus on "protecting streetscapes and seamlessly integrating new development within the existing housing patterns" in addition to enhancing the pedestrian environment. The City-wide guidelines are available at: http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/townhouseguideline.pdf

Bayview Avenue Area – Urban Design Guidelines

The Bayview Avenue Area Study, adopted by City Council in 2007, include urban design guidelines for townhouse development on lots on the west side of Bayview Avenue fronting Bayview Avenue from Spring Garden Avenue to Finch Avenue East. The area-specific guidelines are available at:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Urban%20Design/Files/pdf/UD%20Guidelines/District/BayviewAvenueArea.pdf>

North York Community Council, at its meeting of November 10, 2015, directed City Planning staff to undertake a study to develop guidelines for townhouses on the east side of Bayview Avenue between Bayview Mews and Finch Avenue East. The study has been initiated.

Relevant sections of the completed Bayview Avenue Area Study on the west side of Bayview Avenue have been utilized in the evaluation of this application. The block of single family dwellings between Burleigh Heights Drive and Blithwood Road is the only block of single family dwellings on the east side of Bayview Avenue between Finch Avenue East and Sheppard Avenue East that has frontages directly onto Bayview Avenue. The subject lands also have similar lot sizes and coverage to those on the west side of Bayview, and this makes the application of the Bayview Avenue Area Study appropriate for those lots in the absence of a completed study on the east side of Bayview Avenue.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement, 2014 (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 healthy 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. The policies contained in the Growth Plan are to be read in conjunction with all applicable provisions of the PPS.

Both of these documents are high-level and broad reaching. The City is a development area and infill is encouraged under these policies. The PPS states that the most important method of implementing the policies is a municipality's Official Plan which guides the method of intensification and where it should be focused. Should the applicant address the issues set out in this report, the proposal will be consistent with the PPS and Growth Plan.

Land Use

Section 4.1.7 of the Official Plan states that proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 4.1.5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.

The predominant housing type in the vicinity of this proposal is single family dwellings. The existing detached dwellings along Bayview Avenue generally have significant setbacks from Bayview Avenue with large front yards. Front yards along Bayview Avenue, especially those on lots with large front yard setbacks, are heavily landscaped often with large mature trees and landscapes. This creates an attractive landscaped pedestrian environment and minimizes the visibility of the dwellings from Bayview Avenue creating a unique character which infill development needs to respond to. The existing landscaped character of Bayview Avenue is important.

The block of single family dwellings between Burleigh Heights Drive and Blithwood Road is the only block of single family dwellings on the east side of Bayview Avenue between Finch Avenue East and Sheppard Avenue East that has frontages directly onto Bayview Avenue. Studies regarding townhouses on other areas of Bayview Avenue have concluded that townhouse development on single family detached lots that do not front onto Bayview Avenue, but rather back onto Bayview Avenue, will conflict with the existing physical character of the neighbourhood.

If designed properly, this block of land on the east side of Bayview Avenue between Burleigh Heights Drive and Blithwood Road may be capable of supporting residential redevelopment in the form of townhouses, while respecting and reinforcing the existing physical character. Although not specifically applying to the east side of Bayview Avenue, City Planning staff has utilized some elements of the Bayview Avenue Area Study to assist in assessing how the proposal addresses the criteria set out in Section 4.1.5 of the Official Plan.

Numerous issues with respect to the physical form and layout of the proposed townhouses must be addressed to be consistent with Section 4.1.5 of the Official Plan.

Building Setbacks

The 3.1 metre front yard setback from Bayview Avenue and 3 metre side yard setback from Burleigh Heights Drive provided for this proposal is generally appropriate for infill townhouses and consistent with the Bayview Area Study.

The driveway to parking for individual units is located at the rear, maintaining a continuous front landscape setback adjacent to the Bayview public street, consistent with the landscaped character of Bayview Avenue and consistent with an objective of the Bayview Avenue Area Study.

The Bayview Avenue Area Study calls for a minimum rear yard setback of 9.5 metres for townhouses in order to provide an acceptable built form relationship and separation for privacy to the abutting low scaled residential neighbourhoods.

The proposed rear yard setbacks for Blocks 3 and 4 are sufficient. However, the rear yard setback on all four lots on Block 1 are insufficient. Lot 1 has a rear yard setback of approximately 9.2 metres but Lots 2-4 have a rear yard setback of approximately 7.3 metres.

Although the rear yard setback of lots 5 and 6 of Block 2 are appropriate at approximately 13.1 metres, the rear of the proposed townhouses is not appropriately setback from the rear and side lot lines of No. 3 Burleigh Heights Drive. The 9.5 metre setback rotates along the rear and side property line of 3 Burleigh Heights Drive in a conical shape at the corners requiring a further setback of lot 5 and a segment of lot 6 to be 9.5 metres from both the side and rear lot lines of No. 3 Burleigh Heights Drive to achieve appropriate separation to the low scaled residential neighbourhoods.

Building Height

The existing single family dwellings on the east side of Bayview Avenue are generally 1 and 1.5 storey bungalows. The surrounding neighbourhood is a mixture of bungalows and two storey dwellings. The existing zoning under Zoning By-law 569-2013 permits a height of 2 storeys and 10 metres.

The recommended maximum building height for townhouses in the Bayview Avenue Area Study on the west side of Bayview is 11 metres and 3 storeys, given the width of Bayview Avenue, and that it is designated as a major street in the Official Plan. The proposed townhouse height of 3 storeys and 11.1 metres is consistent with these guidelines.

Building Transition to Neighbourhoods

In addition to the 9.5 metre rear yard setback, a 70 % of the horizontal distance from the adjacent property line (a 35 degree angular plane) can be applied to achieve an acceptable built form relationship of the proposed townhomes to the abutting low scaled residential neighbourhoods. While proposed blocks 3-4 adhere to a rear angular plane, proposed units in Block 1 and the northernmost units of Block 2 do not meet a 35 degree angular plane, and should be redesigned to adhere to the angular plane in order to provide an appropriate built form relationship to the adjacent neighbourhood. Like the setback, the angular plane rotates along the rear and side property of 3 Burleigh Heights Drive in a conical shape of the corners requiring the building massing of the northernmost units in Block 2 to be modified to appropriately step down in height towards the side and rear yard of 3 Burleigh Heights.

The Bayview Avenue Area Study calls for a minimum 4.5 metre landscape buffer along the entire rear property line at the rear of the property so that the adjacent neighbourhood is appropriately separated with landscaping for privacy from the redevelopment along Bayview Avenue.

The driveway for the townhouses is bordered by limited landscaping and at the entrance to the driveway there is virtually no landscaped buffer, particularly in Block 1 which shows a 2.8 metre landscaped buffer in some instances. The landscape buffer between the driveway and the rear lot line should be increased to create an appropriate landscape buffer between the vehicular and residential uses and to provide privacy and respect the landscaped character of the neighbourhood.

City Planning has expressed concern to the applicant about the height of the outdoor amenity space and its overlook potential onto the rear yard of existing neighbourhood. This is the result of the underground garage projecting vertically into the rear yards. This projection ranges from 1.8 to 2.2 metres in height on Blocks 1 and 2 and ranges from 1.9 to 2.3 metres in height on Blocks 3 and 4. The setback from the rear lot line to the raised amenity area ranges from 2.8 metres for Block 1 to 5.9 metres for the majority of Blocks 2, 3 and 4. Such a configuration will cause privacy and overlook issues. The underground parking structure should be lowered, and the parking structure and amenity space pulled away from the neighbourhood through a reduction in the number of parking spaces proposed. Only 26 parking spaces are required, 22 for the homeowners and 4 visitor parking spaces, while the proposal is for 45 parking spaces.

Building Elevations

A key concern with previously approved townhouse units on the west side of Bayview Avenue identified through the Bayview Avenue Area Study are that the townhouse units are too narrow. To address this concern, it was recommended in the Bayview Avenue Area Study that townhouse units should be "symmetrically paired" so that two units appear as one wider unit to better relate to the wider residential frontages in the Bayview neighbourhood. Pairing of the units can be achieved through articulation of the front façade and roof lines, and by using a different material every two units. Paired units should be setback from the adjacent pair to distinguish the paired units from the street.

Building Grading

Building entrances and the first floor level should not be more than 5 steps above grade to provide more livable space close to grade and for street animation. Block one proposes 6 steps above grade.

Coverage

The proposed townhouses would have a lot coverage of approximately 47 percent. This is substantially more than the 30% percent permitted in the by-law. This lot coverage reduces the opportunities to provide for landscaping in keeping with the character of the neighbourhood. A reduced coverage would provide for opportunities for landscaping, and provide for better transition and privacy at the rear so that the adjacent neighbourhood is appropriately separated with landscaping for privacy from the redevelopment along Bayview Avenue.

Servicing

As the site is located within chronic basement flooding area 28, a sanitary sewer analysis is required to identify required improvements to the existing sanitary sewer system, up to the trunk connection point, to provide for peak sanitary flows generated by this development and any extraneous wet weather flow, and any other known developments which are to be served by the same sanitary sewer system. An acceptable hydrant flow test is also required to ensure adequate flows are available to service the proposal. A hydrant flow test was not included in the Functional Servicing and Stormwater Management report provided.

Streetscape

Engineering and Construction Services, as per the Toronto Green Standard, requires a sidewalk at least 2.1 metres wide be provided along the site frontage of Bayview Avenue and Burleigh Heights Drive, an illustration of how the proposed sidewalk will connect with the sidewalk fronting the adjacent site.

Parking

A total parking supply of 44 spaces are proposed in one level of underground parking. There are 22 spaces proposed for the residents and 22 spaces are proposed for visitors.

The City of Toronto's Comprehensive Zoning By-law No. 569-2013 requires that the proposal provide 1.0 parking space per unit ($1.0 \times 22 \text{ units} = 22 \text{ spaces}$) and 0.2 spaces per unit for visitor parking ($22 \text{ units} \times 0.2 \text{ spaces} = 4 \text{ spaces}$) for a total of 26 spaces required.

The parking proposed is well in excess of the required parking, and due to its configuration within the underground parking structure, creates transition issues as identified earlier in this report..

A required Type 'G' loading space is proposed at ground level, and was found to be acceptable.

Traffic Impact

A Traffic Impact Study prepared by NexTrans Engineering has been reviewed by Transportation Services Staff, dated June, 2015. The report estimates that the proposed development will generate approximately 15 auto-oriented two-way new trips during the weekday a.m. and peak hour and 17 two-way trips during the weekday p.m. peak hour. Transportation Services agrees that the traffic impact will be minimal on the adjacent road network.

Site Plan Control

In addition to the concerns raised above with respect to the application to amend the Official Plan and zoning by-laws, staff have concerns with the application for Site Plan Control which has also been appealed.

The quality and amount of landscaping remains an issue and needs to reflect the landscaped area of both Bayview Avenue and Burleigh Heights Drive.

The building entrance for lot 1 should have a direct pedestrian connection to the public sidewalk on Burleigh Heights Drive.

The minimum 3 metre front landscape setback is reserved for landscape improvements to enhance the building and street frontage. Removal of garbage storage from this zone is required.

Large growing tree species are recommended in the rear landscape buffer to provide privacy to the existing neighbourhood. It is recommended that a selection of larger growing trees be provided to supplement the Ironwood proposed. Additional street tree planting of large growing shade trees along the Bayview Avenue frontage is required.

Engineering and Construction Services have also identified a number of concerns with regards to the proposal in a memorandum dated August 21, 2015, including the inclusion of a stop sign and stop bar at the exit driveway, providing a longer transition for the parking ramp, pooling all visitor parking spaces together, and the provision of further information respecting the Servicing Plan and Stormwater Management Report provided. All of these issues should be addressed.

Urban Forestry, Tree Protection and Plan Review, have identified some concern with regard to the proposal in their memorandum dated August 27, 2015, including tree species selection on the Planting Plan. This issue should be addressed.

Summary

The applicant has not demonstrated that townhouses can be accommodated on this site in a compatible manner. As a result, staff oppose a townhouse development at this location as there are a number of significant issues surrounding the current proposal. Although not specifically applying to the east side of Bayview Avenue, the proposal would not meet the townhouse guidelines prepared for the west side of Bayview Avenue through the Bayview Avenue Area Study.

Appropriate building siting through the use of appropriate setbacks and appropriate built form transition through adherence to a rear angular plane have not been provided to ensure adequate privacy and buffering from the proposed townhouses to the adjacent low density residential neighbourhood. The vertical projection into the rear yards by the underground parking structure raises privacy and overlook issues. Landscaped buffering is inadequate. The applicant has not provided appropriate information to ensure that the site can be adequately serviced. A number of concerns of Engineering and Construction Services related to site plan approval also need to be addressed.

CONTACT

John Lyon, Senior Planner
Tel. No. (416) 395-7095
Fax No. (416) 395-7095
E-mail: jlyon@toronto.ca

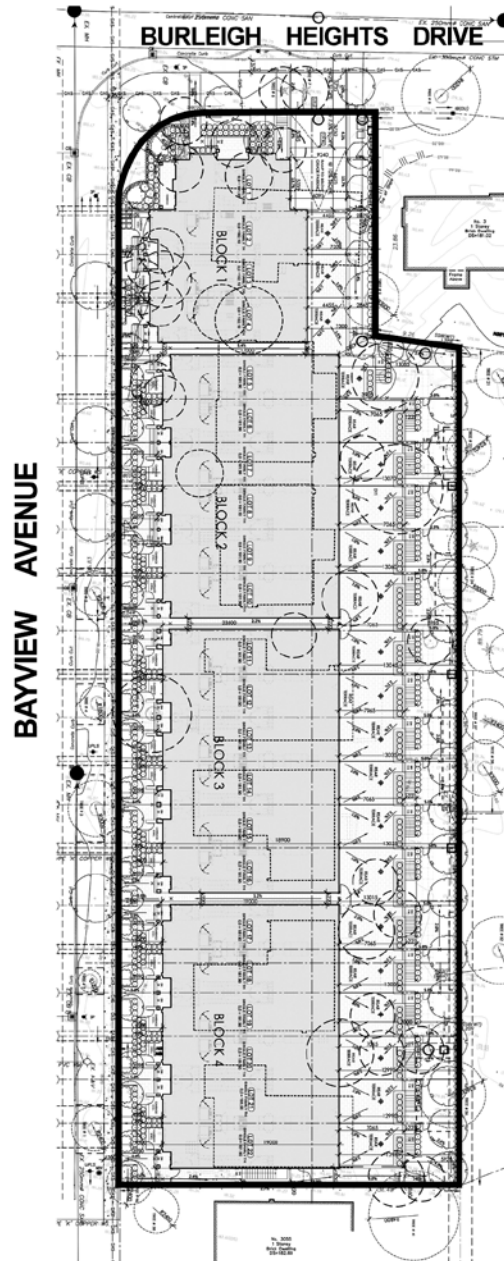
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: Front Elevation – Block 1 and 2
- Attachment 3: Front Elevation – Block 3 and 4
- Attachment 4: Rear Elevation – Block 1 and 2
- Attachment 5: Rear Elevation – Block 3 and 4
- Attachment 6: North Elevation – Block 1
- Attachment 7: North Elevation – Block 2
- Attachment 8: North Elevation – Block 3
- Attachment 9: South Elevation – Block 4
- Attachment 10: Zoning By-law No. 569-2013
- Attachment 11: Zoning By-law No. 7625
- Attachment 12: Official Plan
- Attachment 13 Application Data Sheet

Attachment 1: Site Plan



Site Plan

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

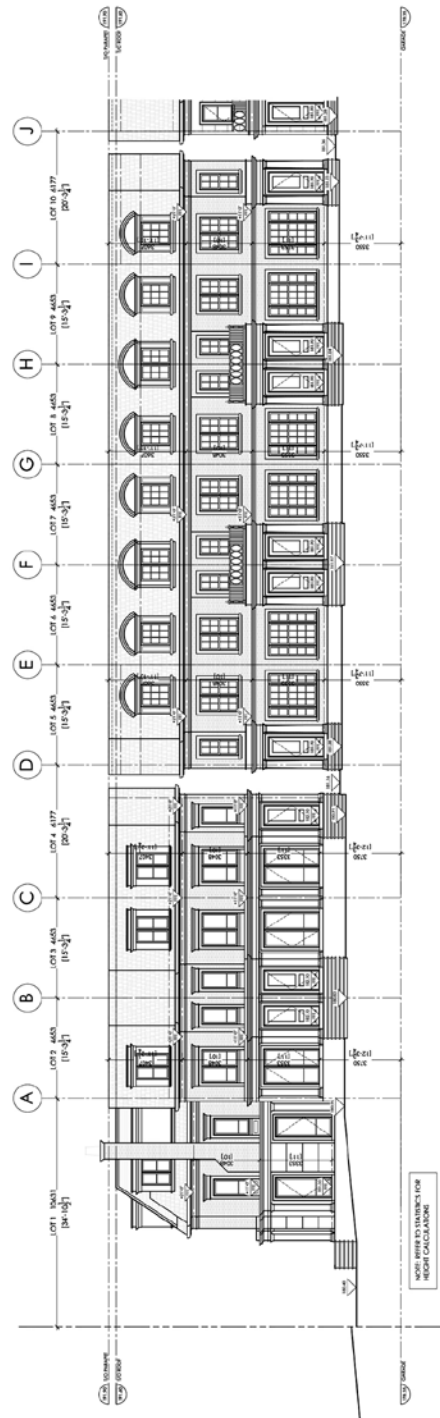
Applicant's Submitted Drawing

Not to Scale
07/27/2015



File # 15 186678 NNY 24 0Z

Attachment 2: Front Elevation – Block 1 and 2



Front Elevation-Block 1 & 2

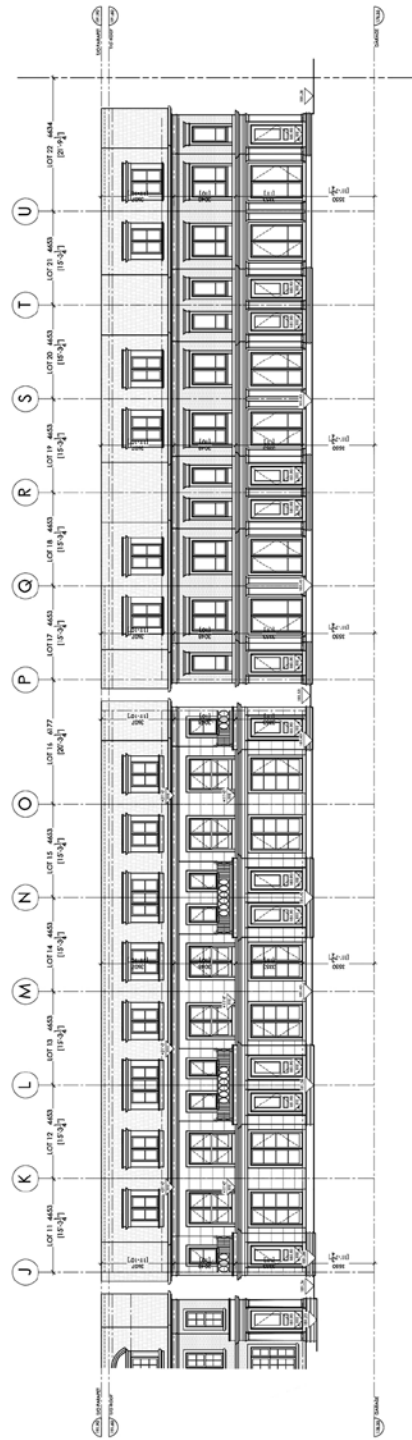
Applicant's Submitted Drawing

Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186678 NNY 24 0Z

Attachment 3: Front Elevation – Block 3 and 4



Front Elevation-Block 3 & 4

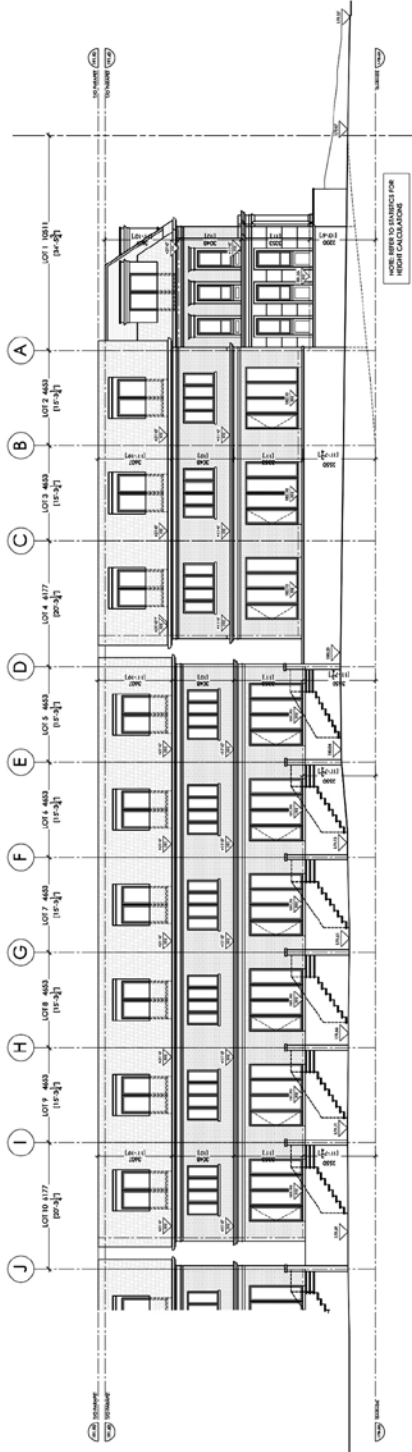
Applicant's Submitted Drawing

Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186678 NWY 24 0Z

Attachment 4: Rear Elevation – Block 1 and 2



Rear Elevation-Block 1 & 2

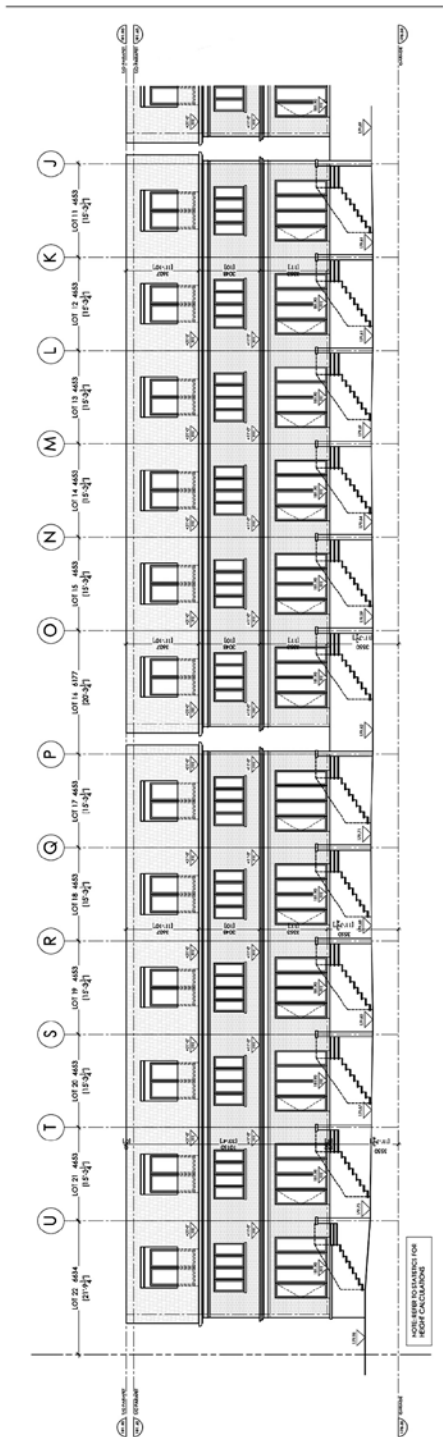
Applicant's Submitted Drawing

Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186678 NNY 24 02

Attachment 5: Rear Elevation – Block 3 and 4



Rear Elevation-Block 3 & 4
Applicant's Submitted Drawing
Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive
File # 15 186678 NWY 24 02

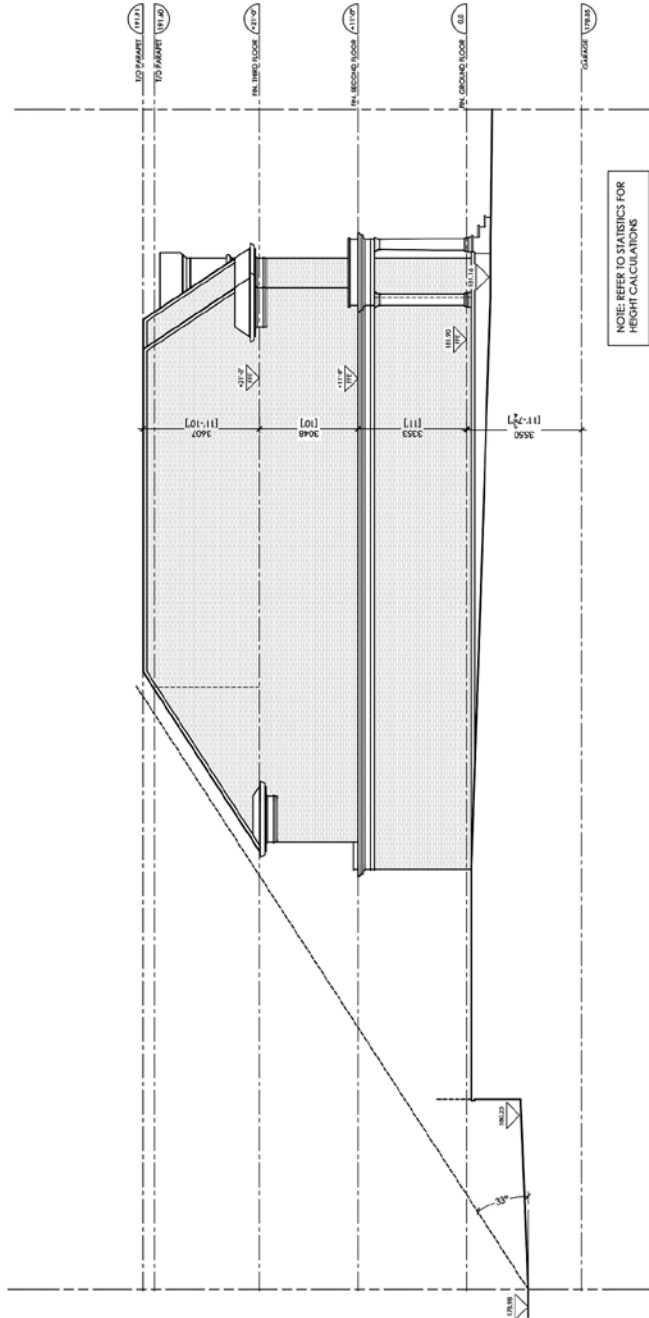
[illegible]

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

Not to Scale
07/15/2015

Staff report for action – Request for Direction - 3057 -3067 Bayview Ave and 1 Burleigh Heights Dr. 18

Attachment 7: North Elevation – Block 2



North Elevation-Block 2

Applicant's Submitted Drawing

Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186678 NNY 24 02

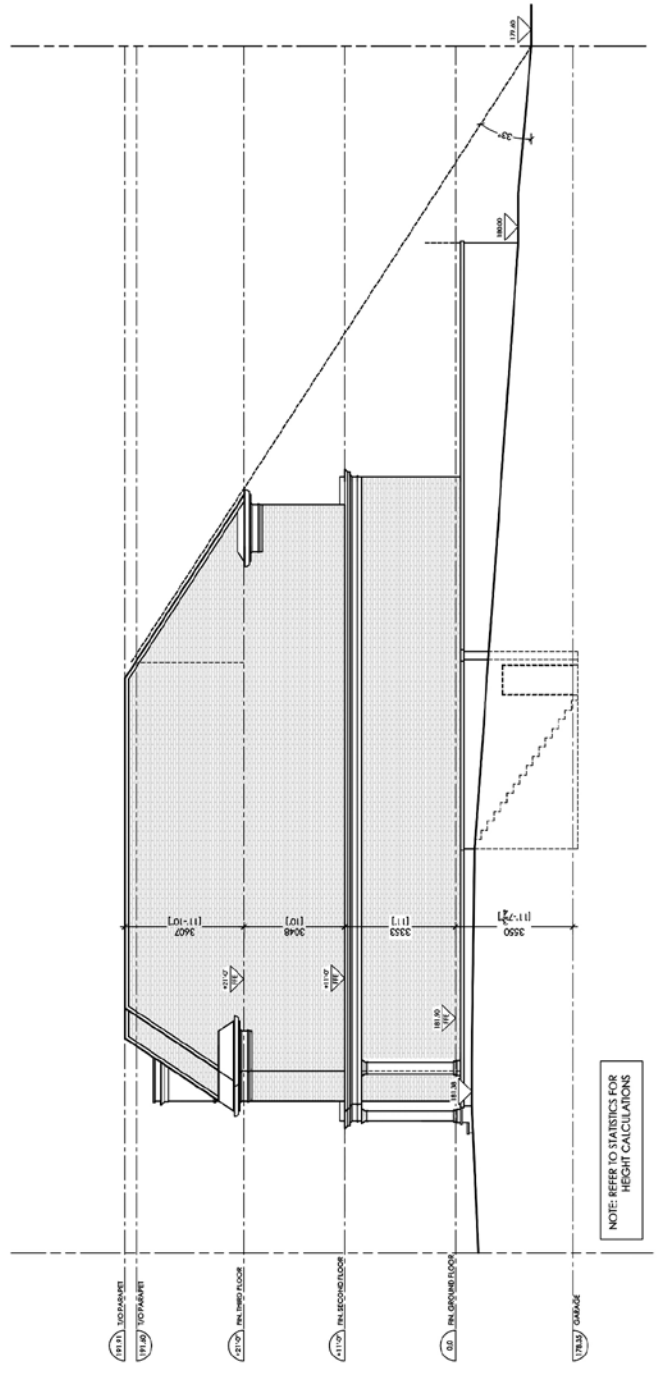
[illegible]

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

Not to Scale
07/15/2015

File # 15 186678 NNY 24 0Z

Attachment 9: South Elevation – Block 4



South Elevation-Block 4

Applicant's Submitted Drawing

Not to Scale
07/15/2015

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186678 NNY 24 0Z

Attachment 10: Zoning By-law No. 569-2013



3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

Zoning By-Law No. 569-2013

File # 15 186678 NNY 24 02



Location of Application

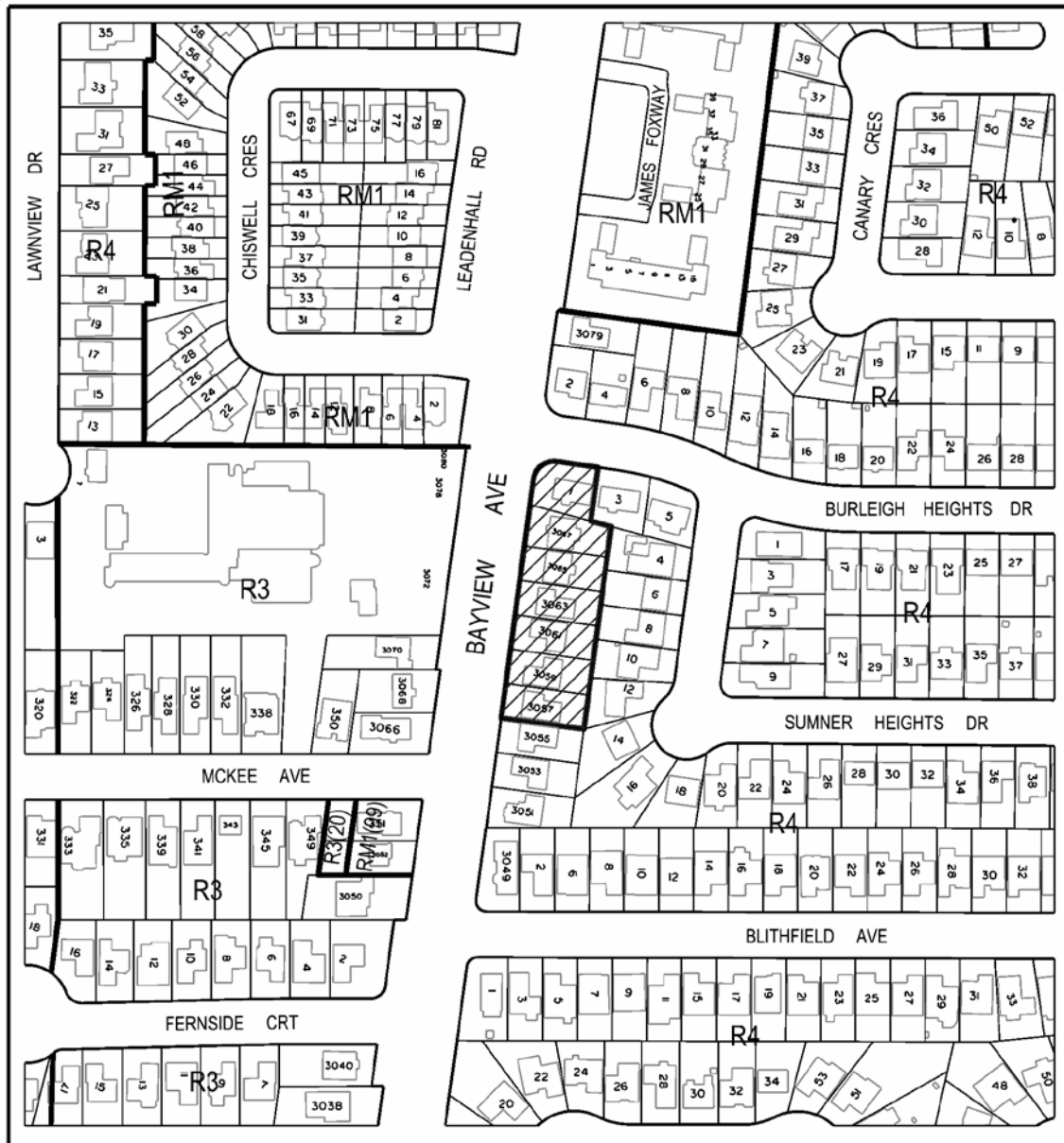
RD Residential Detached

RT Residential Townhouse



Not to Scale
Extracted: 07/17/2015

Attachment 11: Zoning By-law No. 7625



3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

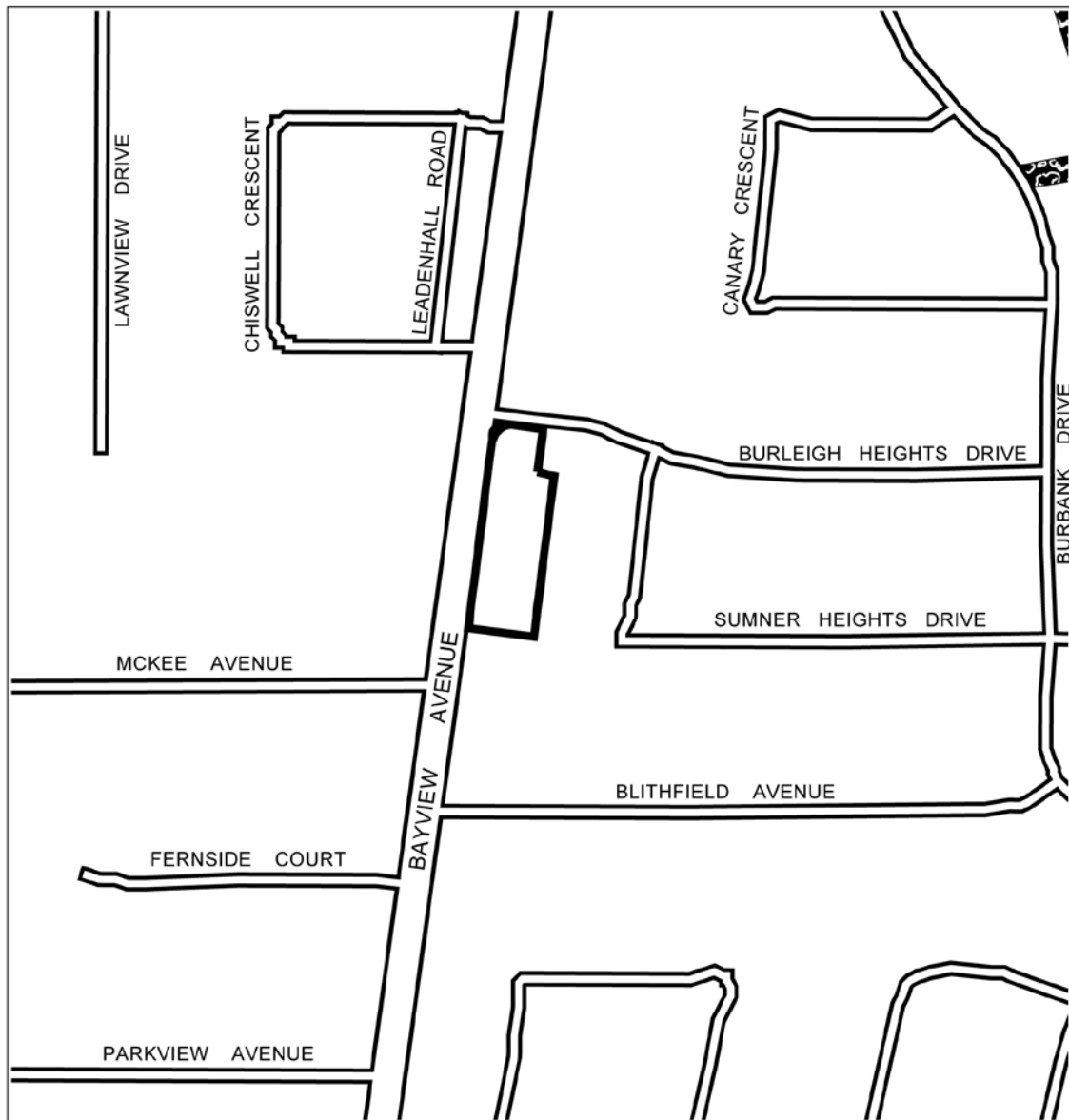
File # 15 186678 NNY 24 02

R3 One-Family Detached Dwelling Third Density Zone
 R4 One-Family Detached Dwelling Fourth Density Zone
 RM1 Multiple-Family Dwellings First Density Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Not to Scale
 Zoning By-law 7625
 Extracted 08/19/2015

Attachment 12: Official Plan



Extract from Official Plan

3057-3067 Bayview Avenue & 1 Burleigh Heights Drive

File # 15 186694 NNY 24 02



Site Location

Parks & Open Space Areas



Neighbourhoods



Natural Areas



Not to Scale
07/27/2015

Attachment 13: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	15 186678 NNY 24 OZ
Details	OPA & Rezoning, Standard	Application Date:	July 7, 2015

Municipal Address: 3057-3067 BAYVIEW AVE and 1 BURLEIGH HEIGHTS DRIVE

Location Description: PLAN 5099 LOT 4 **GRID N2405

Project Description: 22 townhouse units divided into one block of 4 units (Block 1) and three blocks of 6 units (Blocks 2 to 4) fronting onto Bayview Avenue.

Applicant:	Agent:	Architect:	Owner:
GOLDBERG GROUP 2098 Avenue Road Toronto, ON M2N 3Z8			2445225 Ontario Inc. 286 Parkview Avenue Toronto, ON M2N 3Z8

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	RD	Historical Status:	N
Height Limit (m):	2 st. 10 m (569-2013)	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	3955.9	Height:	Storeys:	3
Frontage (m):	106 (Bayview)		Metres:	11.12
Depth (m):	36.48			
Total Ground Floor Area (sq. m):	1878.5			Total
Total Residential GFA (sq. m):	4978.78		Parking Spaces:	45
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	4978.78			
Lot Coverage Ratio (%):	47.49			
Floor Space Index:	1.26			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Freehold		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	4978.78	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	22	Institutional/Other GFA (sq. m):	0	0
Total Units:	22			

CONTACT:	PLANNER NAME:	John Lyon, Senior Planner
	TELEPHONE/EMAIL:	(416) 395-7095/jlyon@toronto.ca