

20 Godstone Road – Zoning By-law Amendment Application – Preliminary Report

Date: May 3, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 17 - Don Valley North

Planning Application Number: 19 117787 NNY 17 OZ

Notice of Complete Application Date: February 21, 2019

Current Use(s) on Site: 15-storey rental apartment building containing 174 dwelling units.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 20 Godstone Road. The application has been circulated to all appropriate agencies and City divisions for review and comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 20 Godstone Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. The applicant be required to develop a Context Plan, for consideration by the City Planning Division, in collaboration with the area landowners, City staff and the local Ward Councillor, for the area bounded by Don Mills Road to the west, Fairview Mall Road to the south, and Godstone Road to the east and north.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Application Description

This application proposes to amend the former City of North York Zoning By-law 7625, as amended, and the City-wide Zoning By-law 569-2013 for the property at 20 Godstone Road to permit the development of two additional residential buildings on the site. The site currently contains a 15-storey rental residential building that is proposed to remain, and none of the existing 174 dwelling units in the existing building are proposed to be removed or demolished. The existing rental building has a gross floor area of 16,050 square metres and a floor space index of 1.44.

The west residential building, which is proposed to be located adjacent to Don Mills Road, would have a height of 14-storeys and contain 181 dwelling units. The gross floor area proposed for the west building is 13,140 square metres. The east building is proposed to front onto Godstone Road with a height of 8-storeys and 67 dwelling units. The proposed gross floor area of the east building is 5,291 square metres. The owner proposes that the new buildings will be rental buildings.

The existing private driveway is proposed to be realigned to serve all three buildings on the site. The existing underground garage will be expanded to four levels beneath the proposed new buildings, and will be accessed from the existing garage ramp. The applicant proposes 343 underground parking spaces and 42 surface parking spaces to serve all buildings on the site. A total of 385 vehicular parking spaces and 319 bicycle parking spaces are proposed.

The overall gross floor area of the site is proposed to be 34,480 square metres having a total of 422 units, and an overall floor space index of 3.09

Detailed project information can be found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1 of this report, for a three dimensional representation of the project in context, and Attachment 3 for the proposed Site Plan.

Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2014) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: the Growth Plan for the Greater Golden Horseshoe (2017) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Toronto Official Plan Policies and Planning Studies

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. Toronto Official Plan policies can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The subject site is located on lands shown as *Apartment Neighbourhoods* on Map 19 of the Official Plan. The Official Plan recognizes that while Apartment Neighbourhoods are stable areas where significant growth is not anticipated on a city-wide basis, compatible infill development may be permitted on a site which improves the existing site conditions subject to a number of criteria. The *Apartment Neighbourhoods* designation provides for apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

OPA 320

The Local Planning Appeal Tribunal (LPAT) issued an Order on December 7, 2018 to approve and bring into force OPA 320. The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants. In its Order that approves OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized Apartment Neighbourhood sites and help attain Tower Renewal Program goals.

Healthy Neighbourhoods

The Healthy Neighbourhoods policies of the Official Plan (Section 2.3.1) identifies that *Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* and *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas. The Plan

also identifies that when development in Apartment Neighbourhoods is adjacent or close to Neighbourhoods, it will be compatible with those Neighbourhoods, and provide a gradual transition of scale and density. This may be achieved through maintaining adequate light and privacy and the stepping down of buildings towards stable areas of the city.

Public Realm

The public realm policies in section 3.1.1 of the Official Plan place emphasis on the importance of good design in creating a great city. The policies identify that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New street will, amongst other matters, be designed to provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks, and develop a street network that balances the needs and priorities of the various users and uses within the right-of-way.

Section 37

Section 5.1.1 of the Official Plan allows the City to approve height and/or density increases greater than permitted by the Zoning By-law pursuant to Section 37 of the Planning Act for developments which exceed 10,000 square metres and increase the permitted density by at least 1,500 square metres and/or significantly increase the permitted height. This section authorizes the City to contemplate increases in height and density in return for community benefits. This proposal is in excess of 10,000 square metres and proposes an increase in height and density.

Sheppard East Subway Corridor Secondary Plan

A portion of the southern end of subject site is located within the *Sheppard East Subway Corridor* Secondary Plan. The site is located within the Don Mills Node of the Secondary Plan as indicated on Map 9-2, which focuses new development on the *Mixed Use Areas* designations north of Sheppard Avenue East and other lands relating to Sheppard Avenue East and the Don Mills subway station. Comprehensive re-development is promoted in the 'key development areas' to prevent piece-meal development. The site is not identified as a Key Development Site in the Secondary Plan.

Zoning By-laws

The subject site is zoned Multiple Family Dwellings Sixth Density Zone (RM6) by the former City of North York Zoning By-law 7625, as amended. Permitted uses in the RM6 zone include a range of residential uses, including apartment house dwellings. The maximum density within the RM6 zone is 1.5 times the lot area. Although there is no specific height limit for the site, the Zoning By-law requires that buildings that are in excess of 11 metres in height be set back 0.3 metres for every 0.6 metres in additional height, in addition to the required minimum front and rear yard setbacks of 7.5 metres, and the required minimum side yard setback of 4.5 metres which effectively results in a

height limitation. The maximum lot coverage for the site is 35% with the requirement for 18 square metres of landscaping for every 82 square metres of gross floor area.

The subject site is zoned RAC (f30.0, a1375, d1.5) in City-wide Zoning By-law 569-2013. The subject lands do not have a height limit, but is subject to a maximum lot coverage of 35%. By-law 569-2013 requires minimum setbacks of 1.0 metres for every 2.0 metres in height above 11.0 metres, in addition to the required side yard and rear yard setbacks. The maximum permitted density is 1.5 times the lot area.

The City's 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/>

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- Tall Buildings Guidelines
- Mid-rise Buildings Performance Standards
- Bird Friendly Guidelines
- Growing Up: Planning for Children in New Vertical Communities

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted to date.

COMMENTS

Reasons for the Application

A Zoning By-law Amendment application is required in order to permit the residential buildings with the proposed increase in height and density, lot coverage, and to implement other development standards to accommodate the proposed development.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Staff are reviewing this application against the PPS and the applicable Provincial Plans to establish the application's consistency with the PPS and conformity with the Growth Plan.

Block Plan

The Implementation Section of the Sheppard East Subway Corridor Secondary Plan requires a Context Plan for Key Development Areas in the Sheppard East Subway Corridor to ensure co-ordinated incremental development in conformity with the Secondary Plan. Although this site is not entirely within the Secondary Plan boundary, nor is it identified as a Key Development Area, there is the need to review this site and the large sites abutting this property within the same block comprehensively and develop a Block Plan for the entirety of the block.

The Block Plan would be required for the block bounded by: Godstone Road, Don Mills Road and Fairview Mall Drive. The block is immediately east of the peanut-shaped parcel of land formed by a fork in Don Mills Road. The "Peanut" contains a retail plaza, as well as several of the area's Community Services and Facilities including Oriole Arena, the Oriole Community Centre, Oriole Park, Woodbine Middle School, George Vanier Secondary School, and the Advent Lutheran Church and the Grace Chinese Lutheran Church. The block that is to be studied consists of 5 properties, which contain 1960's and 1970's towers-in-the-park and townhouses, characterized by low overall densities, large lawns, with buildings set back a significant distance from the street, often featuring a vehicular pick-up/drop-off turning circle with landscaped areas.

The large blocks that are created when a number of towers-in-the park are clustered, such as the case within this block, are not reflective of the City's current Official Plan policies which encourage dividing larger sites into smaller development blocks, developing a street network and providing pedestrian connections. The Block Plan would look to address matters such as the provision of private and public roads, parkland and open space, pedestrian connections within the block and to the surrounding area, required infrastructure, urban design and compatible built form for infill development. The outcome of the Block Plan would guide the review of the application and future redevelopment of other sites within the Block. Given the level of intensification proposed by the application (the doubling of the density on the site), the applicant will be required to prepare the Block Plan, together with other landowners on the block, in collaboration with the City and other stakeholders including the local Ward Councillor and area residents. There will also be a community consultation process for the Block Plan Study.

Official Plan Conformity

The Official Plan identifies that built up *Apartment Neighbourhoods* are stable areas of City where significant growth is not anticipated.

Policy 2.3.1.2 (Healthy Neighbourhoods) and the Policies within Section 4.2 (Apartment Neighbourhoods) recognize that while *Apartment Neighbourhoods* are stable areas where significant growth is not anticipated on a city-wide basis, compatible infill and

building additions may appropriately take place while enhancing existing site conditions by improving amenity areas, landscaped open space and other components. The development criteria provide direction that focus on the compatibility of infill development within and adjacent to the subject site and address design and operational outcomes. Infill opportunities on larger sites may also require planning for new parkland, shared open space, public streets and shared driveways.

The applicant is proposing a significant amount of intensification for the lands at 20 Godstone Road. Staff are reviewing the proposal for conformity with the Official Plan, including the development criteria within the *Apartment Neighbourhoods* designation in addition to Sections 2.3.1, 3.1.1, 3.1.2, 3.2.1, and 4.1 of the Official Plan.

An Official Plan Amendment may be required to identify the site as a Key Development Site within the Sheppard East Subway Corridor Secondary Plan.

Built Form, Planned and Built Context

The suitability of the proposed height, density, massing, and other built form issues will be assessed based on Section 2 of the Planning Act which requires:

- h) the orderly development of safe and healthy communities;
- j) the adequate provision of a full range of housing, including affordable housing;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

As well the proposal will be assessed against Section 2.2.1.4(e) of the Growth Plan (2017), which speaks to achieving complete communities.

The suitability of the number of buildings proposed, their locations, organization, height, density, massing, transition to buildings on the site, transition to the *Neighbourhood* to the east, building setbacks, the location and amount of amenity space, site servicing, and public realm will be reviewed against the City's Official Plan policies including Sections 2.3.1, 3.1.1, 3.1.2, 3.2.1, and the *Apartment Neighbourhoods* policies, and the City's Design Guidelines as identified earlier in this report.

A shadow study was submitted and is currently under review by staff. Staff will identify if there are any shadow impacts on surrounding lands and the public realm that require resolution.

As part of the application review, staff will review the qualitative pedestrian level wind assessment to ensure that the site conditions are suitable and appropriate. Should the wind assessment identify significant issues staff may require that a full wind study be provided to accurately assess wind conditions and the necessary mitigative measures.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The applicant proposes to remove 37 trees which are subject to the Tree By-law on private property. The applicant submitted an Arborist Report and Tree Preservation Plan, both of which are currently under review by City staff.

Full Range of Housing

The provision of a full range of housing across the City and within neighbourhoods is important to achieving the diversity required to meet the current and future needs of residents, and to provide economic competitiveness and social cohesion. Staff will work with the applicant to provide family sized units within the development and examine opportunities to provide affordable housing units as part of the development proposal.

The applicant is currently proposing to provide 22, three-bedroom units, whereas 24 would be required under the City's Growing Up Vertical Guidelines. Staff will work with the applicant to ensure that a sufficient number of family sized units are provided as part of this development proposal.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Staff will be evaluating the impact of the proposed development and local development activity on community services and facilities, including an assessment of existing capacity to support proposed future population. The applicant submitted a CS&F Study with their application to determine if there is sufficient CS&F to accommodate the proposed development and whether any capital improvements or expansion of facilities will be required. The applicant's CS&F report is currently under review.

Parkland

Through the review of the application, staff will determine the appropriate parkland dedication. Should it be determined that an on-site parkland dedication is required,

Staff will work with the applicant to secure the size and location required for the on-site parkland dedication.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement when development density thresholds are met which is then registered on title. The provision of Section 37 community benefits will be required in relation to the proposed development.

Infrastructure/Servicing Capacity

The applicant submitted a number of technical reports including a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Report for review by City Divisions. The Functional Servicing Report is intended to evaluate the effects of the development on the City's municipal servicing infrastructure and watercourses and to identify the need for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing for the proposed development. Staff are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development, in addition to the potential cumulative impact of all proposed applications in the area of this application.

The applicant also submitted a Transportation Impact Study with their application. The purpose of which is to evaluate the effects of the proposed development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development. Staff are reviewing the Transportation Impact Study.

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, Zoning By-laws, and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures.

Other Matters

Additional issues identified on a preliminary basis include:

- The appropriateness of the amount of landscaped open space and outdoor amenity space;
- The appropriateness of the proposed indoor amenity spaces to serve existing and future residents;
- The orientation of the proposed buildings to the public road, including the main pedestrian entrances; and
- The location and amount of parking, vehicular access driveways and hard surface areas;

Additional issues may arise that will be identified through the review of the application, agency comments, and the community consultation process.

CONTACT

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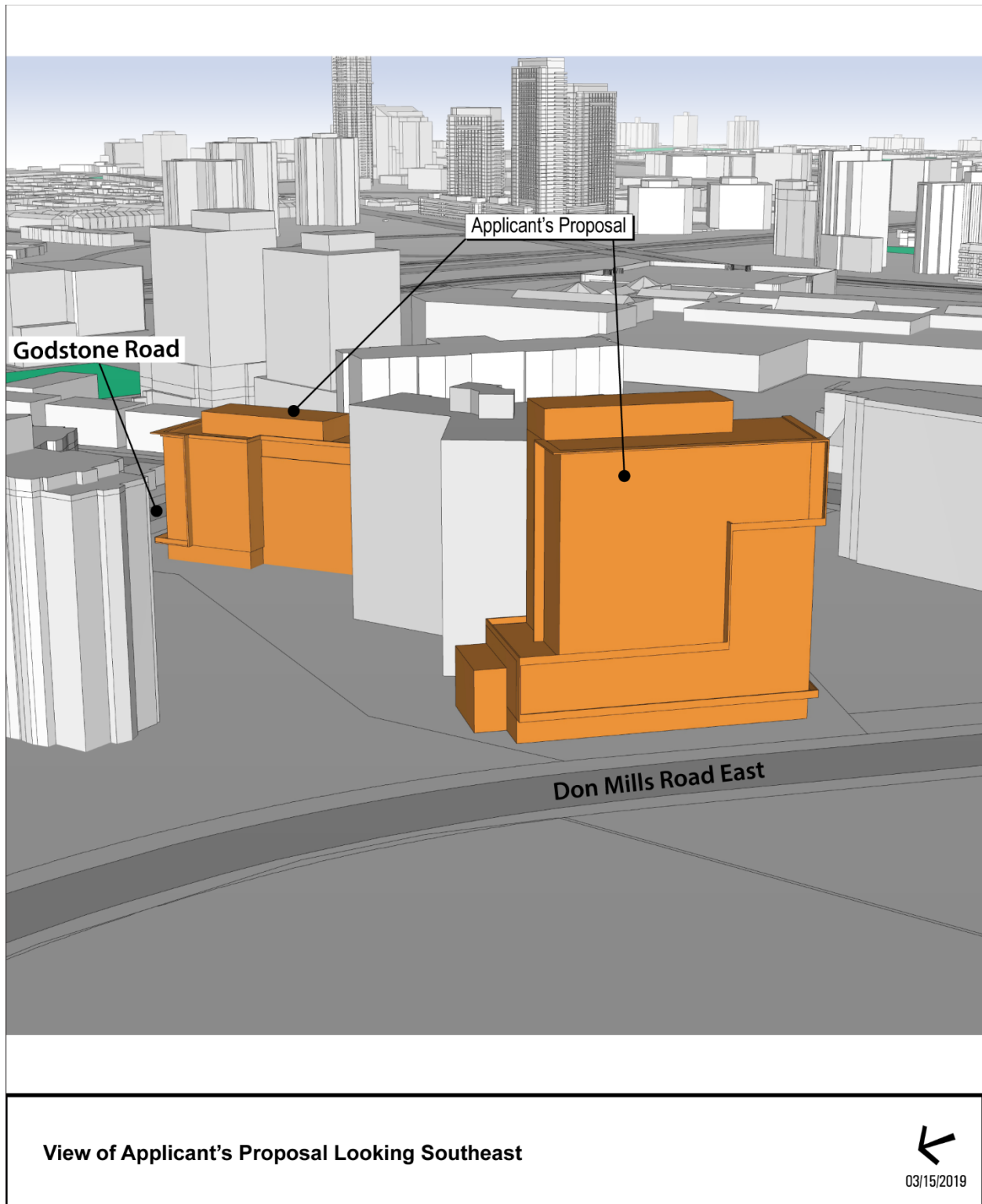
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Joe Nanos, Director
 Community Planning, North York District

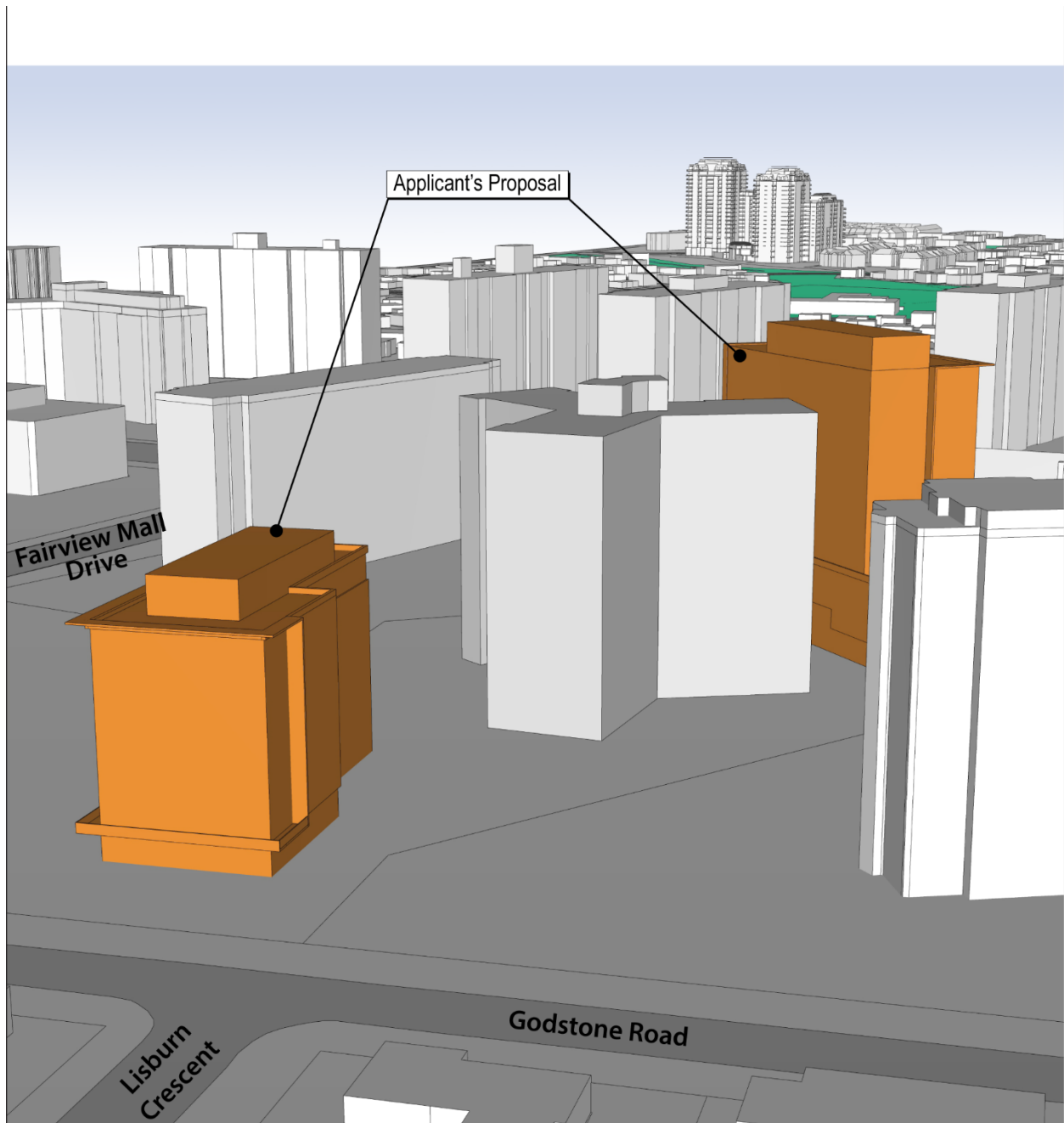
ATTACHMENTS

Attachment 1a: 3D Model of Proposal in Context
 Attachment 1b: 3D Model of Proposal in Context
 Attachment 2: Location Map
 Attachment 3: Site Plan
 Attachment 4: Official Plan Map
 Attachment 5: Sheppard East Subway Corridor Secondary Plan

Attachment 1a: 3D Model of Proposal in Context



Attachment 1b: 3D Model of Proposal in Context

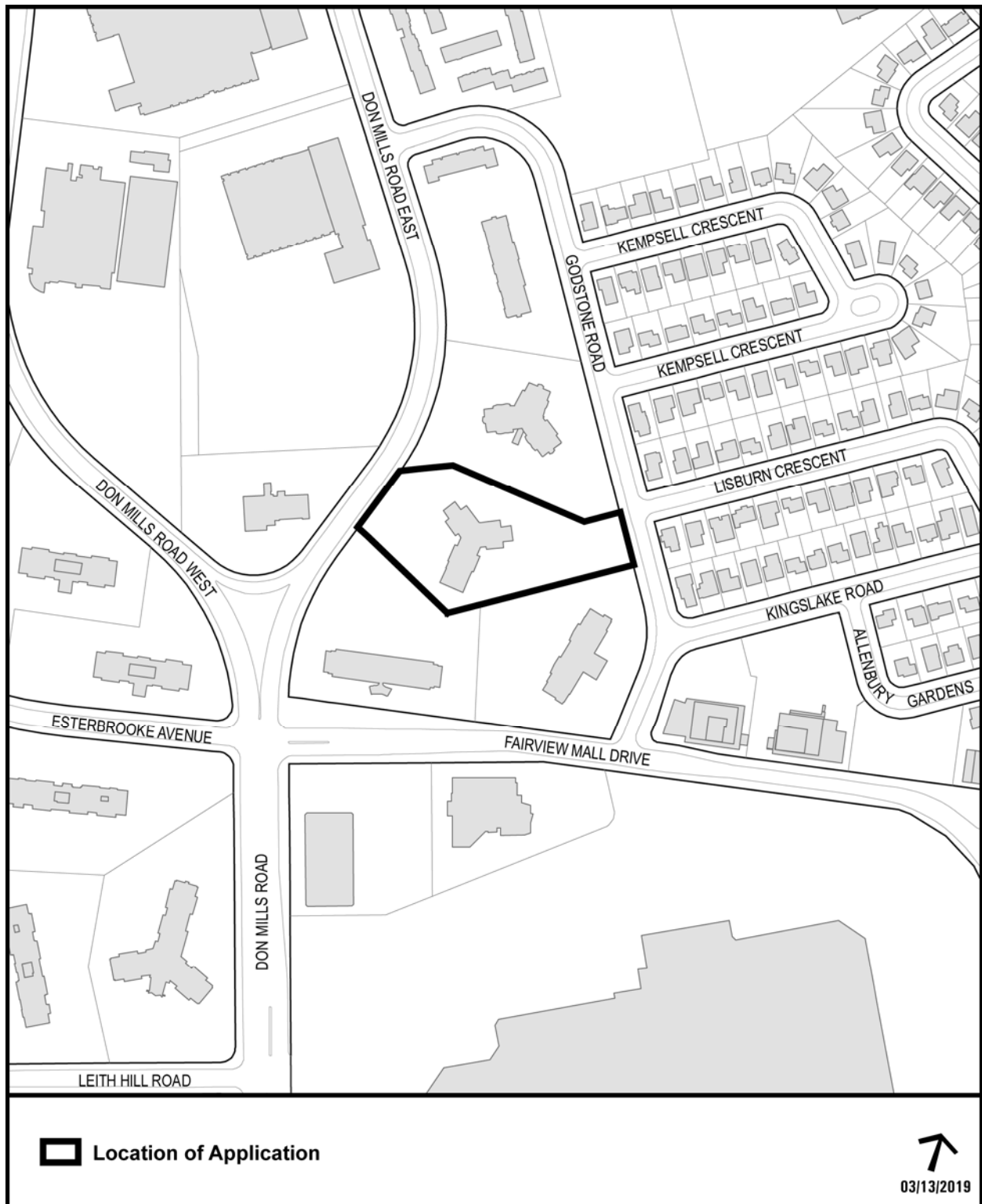


View of Applicant's Proposal Looking Southwest

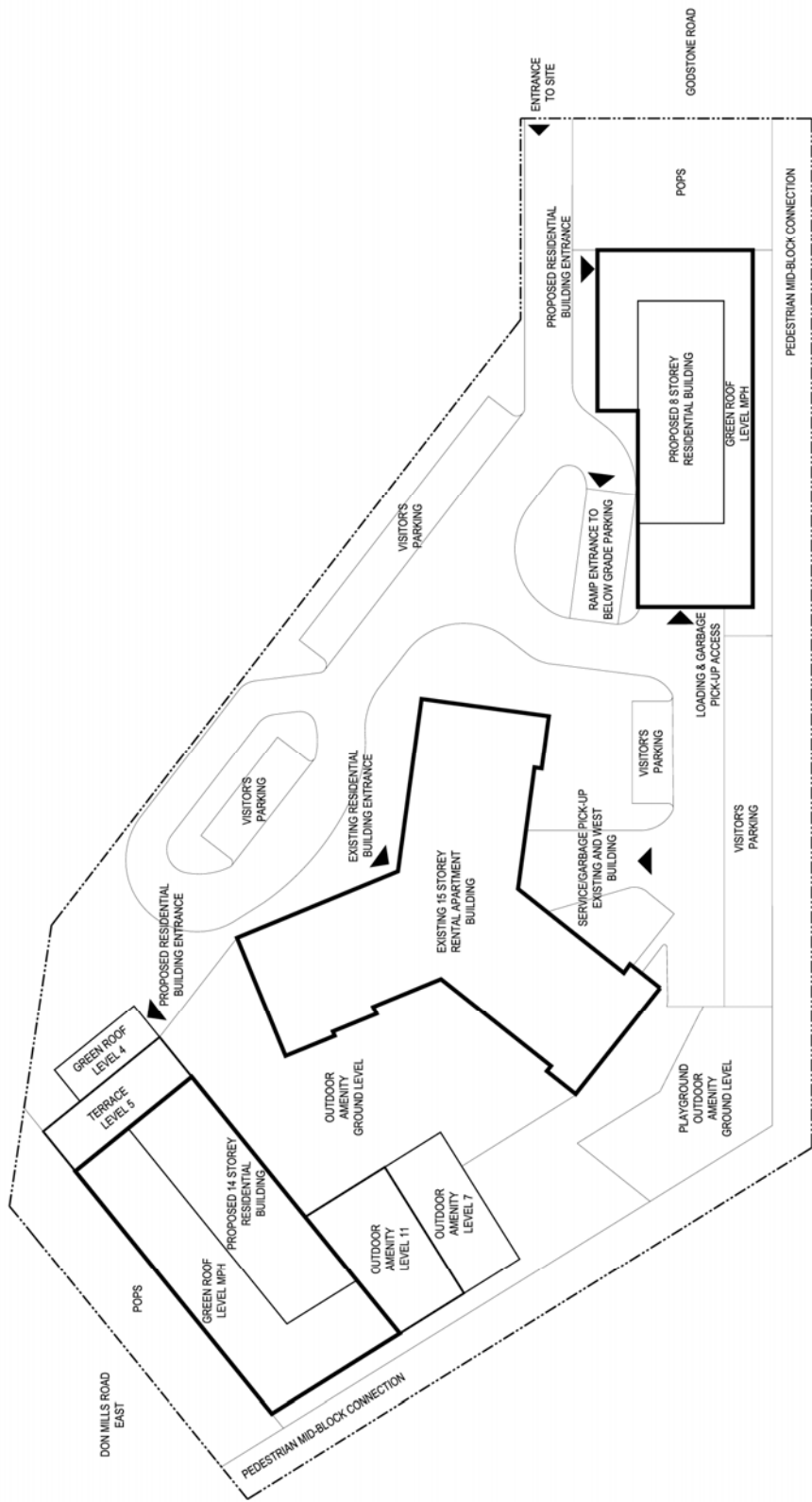


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Attachment 2: Location Map

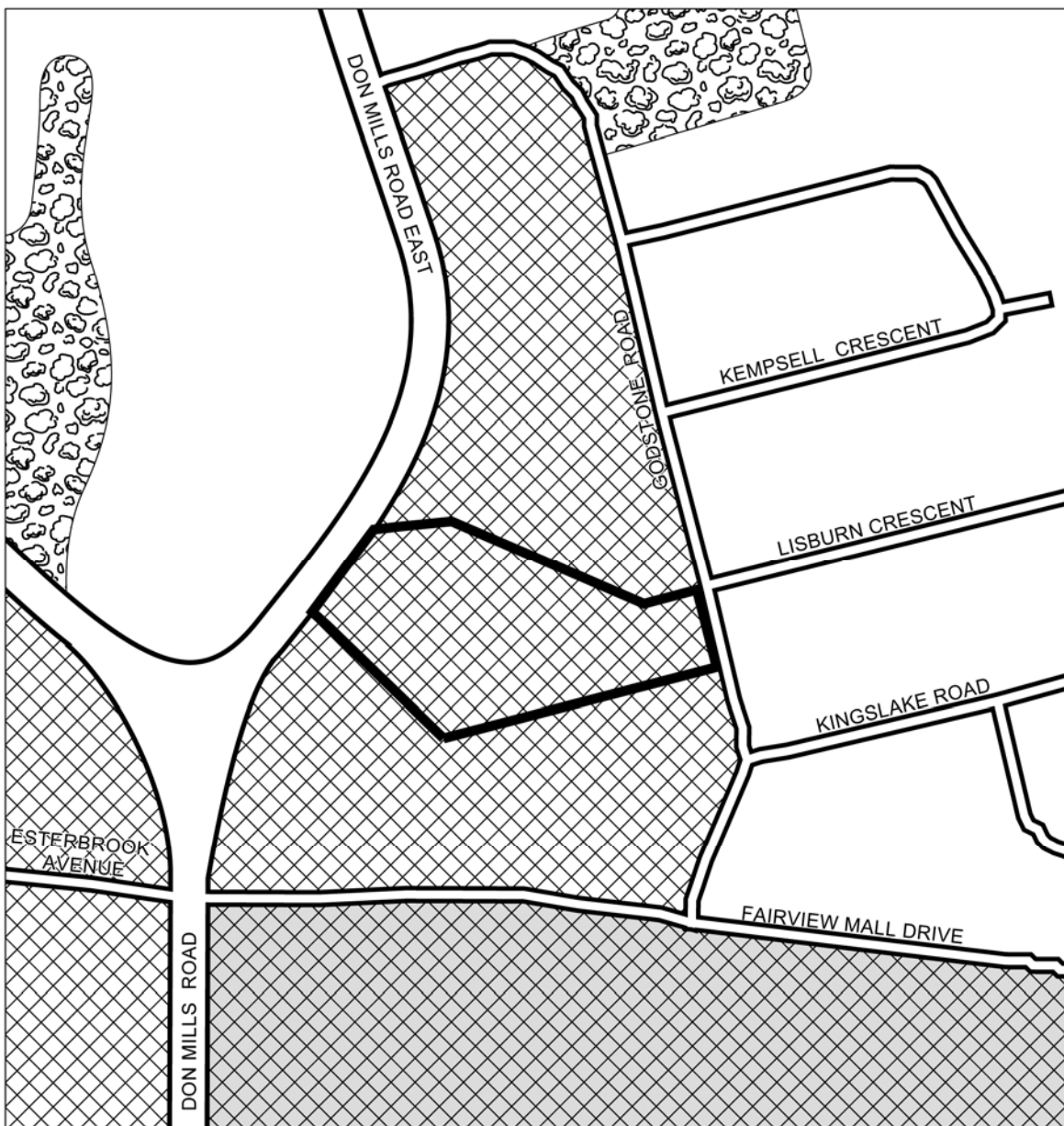


Attachment 3: Site Plan



Site Plan

Attachment 4: Official Plan Map



Official Plan Land Use Map #19

20 Godstone Road

File # 19 117787 NNY 17 02

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

↑
Not to Scale
03/13/2019

The map displays the Don Mills area with four study areas (A, B, C, D) highlighted in cross-hatched patterns. Each area is enclosed by a dashed circle and labeled with its name and corresponding transit node. The map includes major roads such as Bayview Avenue, Sheppard Avenue East, and Highway 401. A 'Subject Site' is marked near Don Mills Road. Various numerical values are placed around the study areas, likely representing distances or travel times. A north arrow and a 'Not to Scale' note are located in the bottom right corner.

Study Areas and Nodes:

- Area 'A' (Bayview Node):** Located near the intersection of Bayview Avenue and Sheppard Avenue East.
- Area 'B' (Bessarion Node):** Located near the intersection of Sheppard Avenue East and Highway 401.
- Area 'C' (Leslie Node):** Located near the intersection of Sheppard Avenue East and Highway 401.
- Area 'D' (Don Mills Node):** Located near the intersection of Sheppard Avenue East and Highway 401.

Other Labels:

- Subject Site:** Located near Don Mills Road.
- Major Roads:** Bayview Avenue, Sheppard Avenue East, Highway 401, Don Mills Road, Leslie Street, Bessarion Avenue, and Bayview Avenue.
- Distances/Values:** Various numerical values are placed around the study areas, such as 1.4, 1.5, 2.0, 2.35, 2.5, 2.6, 3.0, 3.5, 3.7, 3.94, 4.0, 4.5, 5.0, 5.5, 6.0, 6.5, 7.0, 7.5, 8.0, 8.5, 9.0, 9.5, 10.0, 10.5, 11.0, 11.5, 12.0, 12.5, 13.0, 13.5, 14.0, 14.5, 15.0, 15.5, 16.0, 16.5, 17.0, 17.5, 18.0, 18.5, 19.0, 19.5, 20.0, 20.5, 21.0, 21.5, 22.0, 22.5, 23.0, 23.5, 24.0, 24.5, 25.0, 25.5, 26.0, 26.5, 27.0, 27.5, 28.0, 28.5, 29.0, 29.5, 30.0, 30.5, 31.0, 31.5, 32.0, 32.5, 33.0, 33.5, 34.0, 34.5, 35.0, 35.5, 36.0, 36.5, 37.0, 37.5, 38.0, 38.5, 39.0, 39.5, 40.0, 40.5, 41.0, 41.5, 42.0, 42.5, 43.0, 43.5, 44.0, 44.5, 45.0, 45.5, 46.0, 46.5, 47.0, 47.5, 48.0, 48.5, 49.0, 49.5, 50.0, 50.5, 51.0, 51.5, 52.0, 52.5, 53.0, 53.5, 54.0, 54.5, 55.0, 55.5, 56.0, 56.5, 57.0, 57.5, 58.0, 58.5, 59.0, 59.5, 60.0, 60.5, 61.0, 61.5, 62.0, 62.5, 63.0, 63.5, 64.0, 64.5, 65.0, 65.5, 66.0, 66.5, 67.0, 67.5, 68.0, 68.5, 69.0, 69.5, 70.0, 70.5, 71.0, 71.5, 72.0, 72.5, 73.0, 73.5, 74.0, 74.5, 75.0, 75.5, 76.0, 76.5, 77.0, 77.5, 78.0, 78.5, 79.0, 79.5, 80.0, 80.5, 81.0, 81.5, 82.0, 82.5, 83.0, 83.5, 84.0, 84.5, 85.0, 85.5, 86.0, 86.5, 87.0, 87.5, 88.0, 88.5, 89.0, 89.5, 90.0, 90.5, 91.0, 91.5, 92.0, 92.5, 93.0, 93.5, 94.0, 94.5, 95.0, 95.5, 96.0, 96.5, 97.0, 97.5, 98.0, 98.5, 99.0, 99.5, 100.0, 100.5, 101.0, 101.5, 102.0, 102.5, 103.0, 103.5, 104.0, 104.5, 105.0, 105.5, 106.0, 106.5, 107.0, 107.5, 108.0, 108.5, 109.0, 109.5, 110.0, 110.5, 111.0, 111.5, 112.0, 112.5, 113.0, 113.5, 114.0, 114.5, 115.0, 115.5, 116.0, 116.5, 117.0, 117.5, 118.0, 118.5, 119.0, 119.5, 120.0, 120.5, 121.0, 121.5, 122.0, 122.5, 123.0, 123.5, 124.0, 124.5, 125.0, 125.5, 126.0, 126.5, 127.0, 127.5, 128.0, 128.5, 129.0, 129.5, 130.0, 130.5, 131.0, 131.5, 132.0, 132.5, 133.0, 133.5, 134.0, 134.5, 135.0, 135.5, 136.0, 136.5, 137.0, 137.5, 138.0, 138.5, 139.0, 139.5, 140.0, 140.5, 141.0, 141.5, 142.0, 142.5, 143.0, 143.5, 144.0, 144.5, 145.0, 145.5, 146.0, 146.5, 147.0, 147.5, 148.0, 148.5, 149.0, 149.5, 150.0, 150.5, 151.0, 151.5, 152.0, 152.5, 153.0, 153.5, 154.0, 154.5, 155.0, 155.5, 156.0, 156.5, 157.0, 157.5, 158.0, 158.5, 159.0, 159.5, 160.0, 160.5, 161.0, 161.5, 162.0, 162.5, 163.0, 163.5, 164.0, 164.5, 165.0, 165.5, 166.0, 166.5, 167.0, 167.5, 168.0, 168.5, 169.0, 169.5, 170.0, 170.5, 171.0, 171.5, 172.0, 172.5, 173.0, 173.5, 174.0, 174.5, 175.0, 175.5, 176.0, 176.5, 177.0, 177.5, 178.0, 178.5, 179.0, 179.5, 180.0, 180.5, 181.0, 181.5, 182.0, 182.5, 183.0, 183.5, 184.0, 184.5, 185.0, 185.5, 186.0, 186.5, 187.0, 187.5, 188.0, 188.5, 189.0, 189.5, 190.0, 190.5, 191.0, 191.5, 192.0, 192.5, 193.0, 193.5, 194.0, 194.5, 195.0, 195.5, 196.0, 196.5, 197.0, 197.5, 198.0, 198.5, 199.0, 199.5, 200.0, 200.5, 201.0, 201.5, 202.0, 202.5, 203.0, 203.5, 204.0, 204.5, 205.0, 205.5, 206.0, 206.5, 207.0, 207.5, 208.0, 208.5, 209.0, 209.5, 210.0, 210.5, 211.0, 211.5, 212.0, 212.5, 213.0, 213.5, 214.0, 214.5, 215.0, 215.5, 216.0, 216.5, 217.0, 217.5, 218.0, 218.5, 219.0, 219.5, 220.0, 220.5, 221.0, 221.5, 222.0, 222.5, 223.0, 223.5, 224.0, 224.5, 225.0, 225.5, 226.0, 226.5, 227.0, 227.5, 228.0, 228.5, 229.0, 229.5, 230.0, 230.5, 231.0, 231.5, 232.0, 232.5, 233.0, 233.5, 234.0, 234.5, 235.0, 235.5, 236.0, 236.5, 237.0, 237.5, 238.0, 238.5, 239.0, 239.5, 240.0, 240.5, 241.0, 241.5, 242.0, 242.5, 243.0, 243.5, 244.0, 244.5, 245.0, 245.5, 246.0, 246.5, 247.0, 247.5, 248.0, 248.5, 249.0, 249.5, 250.0, 250.5, 251.0, 251.5, 252.0, 252.5, 253.0, 253.5, 254.0, 254.5, 255.0, 255.5, 256.0, 256.5, 257.0, 257.5, 258.0, 258.5, 259.0, 259.5, 260.0, 260.5, 261.0, 261.5, 262.0, 262.5, 263.0, 263.5, 264.0, 264.5, 265.0, 265.5, 266.0, 266.5, 267.0, 267.5, 268.0, 268.5, 269.0, 269.5, 270.0, 270.5, 271.0, 271.5, 272.0, 272.5, 273.0, 273.5, 274.0, 274.5, 275.0, 275.5, 276.0, 276.5, 277.0, 277.