

355 and 357 Roehampton Avenue – Zoning By-law Amendment Application – Final Report

Date: April 19, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 15 - Don Valley West

Planning Application Number: 20 166437 NNY 15 OZ

Related Application: 20 166443 NNY 15 SA

SUMMARY

This application proposes to amend both the former City of Toronto Zoning By-law 438-86 and the City of Toronto By-law 569-2013 to permit a four-storey (12 metre high) apartment building containing 14 residential units and 14 parking spaces. Vehicular access is proposed via a driveway from Roehampton Avenue.

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and conforms with the Official Plan and the Yonge-Eglinton Secondary Plan.

This report reviews and recommends approval of the application to amend the Zoning By-laws. The proposal represents an appropriate level of intensification along Roehampton Avenue as contemplated by the Official Plan and Yonge-Eglinton Secondary Plan, while providing a built form that is compatible with its surrounding context.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the lands at 355 and 357 Roehampton Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 355 and 357 Roehampton Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to this report.
3. City Council require the Owner to provide and implement an acceptable Tenant Relocation and Assistance Plan to mitigate hardship for tenants of the existing three (3) rental dwelling units proposed to be demolished at 355 and 357 Roehampton Avenue prior to the issuance of Notice of Approval Conditions for Site Plan Approval. The Tenant Relocation and Assistance Plan shall be developed in consultation with, and to

the satisfaction of, the City Solicitor and the Chief Planner and Executive Director, City Planning.

4. Before introducing the necessary Bills to the City Council for enactment, the owner shall provide a legal undertaking to the City, to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, to secure the Tenant Relocation and Assistance Plan required in Part 3 above.

5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

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

DECISION HISTORY

The Zoning By-law Amendment application was submitted on July 13, 2020 and deemed complete on July 30, 2020. A Preliminary Report on the application was adopted by the North York Community Council on October 7, 2020, authorizing staff to conduct a community consultation meeting with an expanded notification area. Community consultation is summarized in the Comments section of this Report.

The Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.NY18.7>

PROPOSAL

Attachments 1 and 9 to 12 of this Report show the Location Map, Site Plan, North, East, West and South Elevations of the proposed development.

Location and Background

The proposed development is sited on a rectangular lot on the south side of Roehampton Avenue, east of the intersection of Roehampton Avenue and Mount Pleasant Avenue, with an area of 995.08 square metres. Existing uses on the site are a one-storey single-detached residential dwelling at 355 Roehampton Avenue, and a two-storey single-detached residential dwelling at 357 Roehampton Avenue.

Surrounding Area

East: Immediately east of the site are two 3.5-storey townhouses at 359-377 Roehampton Avenue, within the *Neighbourhoods* designation. They are approximately the same height as the proposed development. Further east on Roehampton Avenue are two-storey single-detached and semi-detached dwellings within the same *Neighbourhoods* designation.

South: Immediately south of the site is a 13-storey apartment building, known as the Royale Apartments, at 368 Eglinton Avenue East, within the *Apartment Neighbourhoods* designation, with frontage on Eglinton Avenue East. Both the subject property and the 13-storey apartment building share a common rear property line. An existing fence at

the rear of the subject property separates it from the rear parking lot of this 13-storey apartment building.

Immediately southwest is a four-storey apartment building at 57 Rawlinson Avenue within the *Neighbourhoods* designation, and with a rear parking lot that backs onto the lower southwest portion of the subject property. The rear property line of this apartment building is the lower southwest property line of the subject property.

Approximately 300 metres southwest is the Eglinton Crosstown light rapid rail transit station at Eglinton and Mount Pleasant Road. Further southwest, approximately 950 metres away, is the Yonge-Eglinton subway station.

The Howard Talbot Park and the Leaside High School are southeast of the subject site, approximately 900 metres away.

West: West of the site are two-storey single-detached and semi-detached residential dwellings. Further west, towards Mount Pleasant Road, are apartment buildings within the *Apartment Neighbourhoods* designation, fronting Roehampton Avenue.

North: North of the site, across Roehampton Avenue are two-storey single-detached residential dwellings within the *Neighbourhoods* designation. Northwest along Roehampton Avenue, within the *Neighbourhoods* designation, is the Clark Pulford Fields adjacent to the Northern Secondary School at the corner of Roehampton Avenue and Mount Pleasant Road. Approximately 500 metres northeast of the site is the Charlotte Maher Park.

Site Organization

Vehicular access is proposed via a driveway from Roehampton Avenue, and leads to surface parking and an accessory detached garage structure in the rear yard. Pedestrian access is proposed via a pedestrian walkway from the public sidewalk on Roehampton Avenue to the front porch and entrance lobby of the proposed apartment building. Site organization is further discussed within the Comments section of this report

Landscaping

Landscaping is proposed within the 6.1 metre front yard setback of the proposed building. An outdoor amenity space, landscape buffers, and a pet amenity area are proposed at-grade. Landscaping is further discussed within the Comments section of this report.

Built Form and Height

A four-storey (12 metres high) apartment building with 14 residential units is proposed. The eastern and western external walls of the building contain no openings, and the projecting balconies at the rear include screening that block views to the east and west. Window openings are arranged on the north and south building walls facing into the front yard and Roehampton Avenue, and the rear yard towards the apartment building. The fourth floor of the building steps back 1.5 metres from the front building wall in order to project a 3-storey pedestrian scale within the Roehampton streetscape.

The table below includes details of the proposed building and a comparison of the original and current proposal.

Category	Original Submission of July 13, 2020	Current Submission of March 17, 2022
Site Area in Square Metres (m ²)	995.08 m ²	995.08 m ²
Gross Floor Area (GFA) in Square Metres (m ²)	1,241 m ²	1422.80 m ²
Floor Space Index (FSI)	1.25 times the lot area	1.43 times the lot area
Storeys & Height in Metres (m) inclusive of an Integrated Mechanical Penthouse	4 storeys 13.07 m	4 Storeys 12 m
Lot Coverage (%)	33.24%	34.76 %
Apartment Building Setbacks from Property Line in Metres (m)	North (front yard): 6.5 m South (rear yard): 25.27 m East: 3.09 m West: 0.91 m	North (front yard): 6.5 m South (rear yard): 25.27 m East: 6.06 m (At Grade) 2.17 m (2nd Floor) West: 1.83 m
Accessory Detached Garage Setbacks from Property Line in Metres (m) Approx.	None	North: 45.66 m South: 2.50 m East: 9.71 m West: 0.9 m
4th Floor Stepback in Metres (m)	Front (north): 0 m	Front: 1.5 m
Screening for Projecting Balconies	No Screening	Screening to block views to adjacent properties east and west of subject lands
Roof Type	Flat	Mansard
Units	Studio: 8 (57.1%) One-Bedroom: 6 (42.9%) Total: 14	Studio: 8 (57.1%) One-Bedroom: 6 (42.9%) Total: 14
Parking Structure	None	Parking Structure at the Rear for Stacked Parking

Category	Original Submission of July 13, 2020	Current Submission of March 17, 2022
Vehicle Parking	Resident: 8 Visitor: 0 Total: 8	Resident: 12 (Stacked) Visitor: 2 (Surface Parking) Total: 14
Bicycle Parking Spaces	Resident: 11 Visitor: 2 Total: 13	Resident: 14 Visitor: 2 Total: 16
Driveway width at Property Line in Metres (m)	3 m	6 m
Outdoor Pet Relief Area	None	9.92 m ²
Outdoor At Grade Amenity Space	None - Not Required for Apartment Building in R Zone with less than 20 Units	50 72 m ²

Reasons for Application

The site is subject to both the former City of Toronto Zoning By-law 438-86 and City-wide Zoning By-law 569-2013. An application to amend both Zoning By-laws is required to establish site specific provisions including those related to height, density and setbacks to permit the proposed building.

Under Zoning By-law 438-86, as amended, the site is zoned Residential R1S Z0.6, and an apartment building is not permitted. Under Zoning By-law 569-2013, as amended, the site is zoned Residential R (f9.0; u2; d0.6) (x956), and an apartment building with a maximum density of 0.6 times the lot area, and a maximum height of 9 metres is permitted.

Zoning is further discussed in the Policy Considerations section of this report.

The City's Zoning By-law 569-2013 can be found here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

APPLICATION BACKGROUND

Application Submission Requirements

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

- Arborist Report;
- Architectural Plans;

- Civil and Utilities Plans;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Investigation;
- Hydrogeological Report;
- Landscape and Lighting Plans;
- Planning Rationale;
- Toronto Green Standard Checklist;
- Traffic Impact Assessment; and
- Tree Inventory and Preservation Plan.

The reports and studies submitted by the applicant are available on the City's Application Information Centre (AIC) at the following link:

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

Agency Circulation Outcomes

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

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the North York Community Council, as these submissions are broadcast live over the internet.

Community Consultation Meeting

On January 14, 2022, City staff held a virtual Community Consultation Meeting. There were approximately 15 members of the public that attended, as well as the Ward Councillor and the applicant's team. Following the City's and applicant's presentations, a number of concerns were expressed by the public, including the following:

- The west building setback should be increased;
- Overlook and privacy towards the east and west of the subject site should be addressed;
- Vehicular parking spaces should be increased to avoid pressure to on-street parking;
- There is no outdoor amenity space; and
- The building height should be reduced.

These comments have been considered in the review of the application and are addressed in the Comments section of this report.

POLICY CONSIDERATIONS

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

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the

Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

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

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020)

continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

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

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

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

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

The Healthy Neighbourhoods policies in Section 2.3.1 of the Official Plan state that Neighbourhoods are low rise and low density areas that are considered to be physically stable. Development in 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.

Chapter 3 - Building a Successful City

The Built Form policies in Section 3.1.2 of the Official Plan address key relationships of the location and organization of development, and its massing and appropriate amenity within the existing and planned context to inform the built form. The policies ensure that each new building will promote and achieve the overall objectives of the Official Plan.

Site Organization and Location

The development proposal will be considered under policies 3.1.2.1 to 3.1.2.4 with regards to site organization and location that includes requirements for development to be located and organized to fit with its existing and planned context. Such development will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and will improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by: generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks; and locating main entrances on the prominent building facades so that they front onto a public street, park, or open spaces, are clearly visible and directly accessible from a public street.

Policy 3.1.2.4 states that development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and the surrounding by: using shared service areas where possible within development blocks, including public lanes, shared private driveways, and service courts; consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk.

Building Shape, Scale and Massing

The proposal will also be considered under Policies 3.1.2.5 to 3.1.2.8 that address the building shape, scale, and massing. The policies include requirements that development be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm.

Improving the Public Realm through Building Design

The proposal will be considered under Policies 3.1.2.9 to 3.1.2.10 that address improvements to the public realm through building design. The design of new building façades visible from the public realm will consider the scale, proportion, materiality and

rhythm of the façade to: ensure fit with the adjacent building facades; contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; and ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.2.10 states that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing: co-ordinated landscape improvements in setbacks to enhance local character, fit with the public streetscapes, and provide attractive, safe transitions between the private and public realms; and safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible.

Private and Shared Amenity Spaces

Policies 3.1.2.11 to 3.1.2.13 that address private and shared amenity spaces will also be used to access the proposed development. They provide for outdoor amenity spaces to be located at or above grade; have access to daylight; have access to direct sunlight, where possible; provide comfortable wind, shadow and noise conditions; be located away from and physically separated from loading and servicing areas; and promote use in all seasons.

Built Form - Building Types

The development will be accessed under Policy 3.1.3.2 to 3.1.3.2.3 that encourage townhouse and low-rise apartment buildings that are generally no taller than four storeys in height. Such buildings will be designed to provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways; integrate with existing grades at the property line; and allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Chapter 4 - Land Use Designations

The subject lands are designated *Neighbourhoods* on Map 16 of the Official Plan. Policy 4.1.1 provides that *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*.

The proposal will be considered under Policy 4.1.5, which provides that development in established *Neighbourhoods* will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular: patterns of streets, blocks and lanes, parks and public building sites; prevailing size and configuration of lots; prevailing heights, massing, scale, density and dwelling type of nearby residential properties; prevailing building types; prevailing location, design and elevations relative to the grade of driveways and garages; prevailing setbacks of buildings from the street or streets;

prevailing patterns of rear and side yard setbacks and landscaped open space; and continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood.

Chapter 5 – Implementation (Section 5.2.1 - Secondary Plans)

The site is within the Yonge-Eglinton Secondary Plan area. Policy 5.2.1.2 identifies that Secondary Plans may be prepared for a number of reasons. Of particular note for the Yonge-Eglinton area, the Official Plan directs that Secondary Plans will be prepared for areas where development is occurring, or proposed, at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, block plans, public works, open space or other public services or facilities.

In June 2015, City Council directed staff to undertake a further review of the Yonge-Eglinton Secondary Plan as part of the Midtown in Focus: Growth Built Form and Infrastructure Review.

On July 23, 2018, City Council adopted the update to the Yonge-Eglinton Secondary Plan through Official Plan Amendment No. 405 (OPA 405) with amendments. It was subsequently submitted to the Ministry of Municipal Affairs and Housing for review and approval.

On June 5, 2019, the Minister of Municipal Affairs and Housing issued a decision on OPA 405 with modifications. OPA 405 is now in force and is applicable to the review of this application.

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

Yonge-Eglinton Secondary Plan

A primary objective of the Yonge-Eglinton Secondary Plan is to maintain and reinforce the stability of *Neighbourhoods* and to minimize conflicts among *Mixed Use Areas*, *Apartment Neighbourhoods*, *Neighbourhoods* and *Parks and Open Space Areas* in terms of land use, scale and vehicular movement. The Secondary Plan also requires a full range of housing options (form and tenure) in the Yonge-Eglinton Area suitable for family and other households that are contextually appropriate and compatible with existing residential uses and residential built form.

Reduced parking requirements are permitted in the Yonge-Eglinton Secondary Plan area where it can be demonstrated that projected travel can be accommodated by means other than the automobile. Bicycle linkages, facilities and new pedestrian connections will also be encouraged. New development will promote architectural excellence while also providing for improvements in the public realm.

One of the policies in the updated Yonge-Eglinton Secondary Plan applicable to the review of this application is Policy 2.1.3 that states as follows:

"The stability of Neighbourhoods will be generally maintained while introducing opportunities for compatible intensification to contribute to a diversity of building and

housing types in suitable locations. *Neighbourhood* designated lands suitable for the introduction of more intensive low-rise buildings, such as semi-detached, duplexes, triplexes, townhouses, stacked townhouses and low-rise apartment buildings, are identified for lands designated *Neighbourhoods "A"* and *"B"*. Development in all other *Neighbourhoods* designated lands will be generally in accordance with the Official Plan's development criteria for *Neighbourhoods*, while encouraging for compatible intensification where appropriate."

While the subject site is within the boundaries of the Yonge-Eglinton Secondary Plan, it is not identified to be within *Neighbourhoods "A"* or *Neighbourhoods "B"*. It falls under "development in all other *Neighbourhoods* designated lands", and will be accessed under the *Neighbourhoods* policies of the Official Plan in accordance with Policy 2.1.3 of the Yonge-Eglinton Secondary Plan. In this instance, the Secondary Plan defers to the underlying Official Plan Land Use Designation for the subject site.

Policy 2.4.2 a (ii) of the Secondary Plan provides that Secondary Zones are transit supportive areas that connect residents, workers, students and visitors with the broader City. Secondary Zones also prioritize walking, cycling, and taking transit in order to reduce auto-dependency. The subject site is within 300 metres (Secondary Zone) of an Eglinton Crosstown Midtown Transit Station at Eglinton Avenue East and Mount Pleasant Road, and Policy 2.4.2 a (ii) is applicable.

The Yonge-Eglinton Secondary Plan can be found here: https://www.toronto.ca/wp-content/uploads/2019/07/96a5-CityPlanning_OPA405.pdf

Zoning

The site is subject to both the former City of Toronto Zoning By-law 438-86 and City-wide Zoning By-law 569-2013.

Under Zoning By-law 438-86, as amended, the site is zoned Residential R1S Z0.6, and apartment buildings are not permitted (Attachment 5). Permitted uses include a range of residential uses such as detached and semi-detached houses, duplexes and semi-detached duplexes, and a range of non-residential uses such as public parks, public playgrounds, and municipal community centres. A maximum density of 0.6 times the lot area, and a maximum height of 9 metres are permitted.

Under Zoning By-law 569-2013, as amended, the site is zoned Residential R (f9.0; u2; d0.6) (x956) (Attachment 6). The R zone permits a range of residential uses including detached and semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartment buildings. A maximum density of 0.6 times the lot area, and a maximum height of 9 metres are permitted. In addition, a maximum building depth of 14 metres is permitted for apartment buildings. Maximum setbacks permitted include 6 metres for the front yard, 7.5 metres for the rear yard, and 1.2 metres for the side yard of an apartment building with a height of 12 metres or less. The required minimum side yard setback may be reduced to 0.45 metres if there are no windows or doors on that side of the building.

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

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The City of Toronto has completed the Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. The purpose of these guidelines is to develop pet amenities in multi-unit buildings to respond to increase pet population. The guidelines can be viewed here:

<https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

Site Plan Control

An application for site plan control was submitted (File No. 20 166443 NNY 15 SA) and is being reviewed concurrently with the Zoning By-law Amendment application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

The PPS identifies that the long-term prosperity and social well-being of the province depends on planning for strong and sustainable communities, a clean and healthy environment and a strong and sustainable economy. The PPS contains policies that promote the use of active transportation and transit before other modes of travel. Policy 1.1.3.3 promotes transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment taking into account the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The Growth Plan contains similar policies to the PPS, and supports the achievement of complete communities that are designed to support health and active living and meet people's needs for daily living throughout an entire lifetime. Policy 1.2.1 prioritizes intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability. It supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development meets the policy objectives of the PPS and Growth Plan by providing an appropriate level of intensification of the site while contributing to a mix of housing types and densities necessary to meet projected requirements of current and future residents. The proposed development also supports active transportation by proposing to widen the public sidewalk along the entire frontage of the site, and connecting the proposed development to the public sidewalk with a pedestrian walkway from the front door of the proposed apartment building.

Policy 4.6 of the PPS recognizes that the Official Plan is the most important vehicle for implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies.

This application has been reviewed against the Official Plan policies described in the Policy Consideration section of this Report as well as the policies of the Toronto Official Plan as a whole.

Land Use

This application has been reviewed against the Official Plan land use policies contained in Chapter 4.

The subject site is designated *Neighbourhoods* (Attachment 3) and the proposed development is a four-storey apartment building, consistent with Policy 4.1.1 that permits 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 in Neighbourhoods. Under Zoning By-law 569-2013, as amended, the site is zoned Residential, and an apartment building is permitted (Attachment 6).

The proposed development also conforms with the general intent of Policy 4.1.5, which provides that development in established Neighbourhoods respect and reinforce the existing physical characteristics of its geographic neighbourhood, as further discussed below.

Site Organization

The proposed site organization is consistent with policies 3.1.2.1 to 3.1.2.4 of the Official Plan on site organization, that provides for buildings to be placed to frame the streets, parks and open spaces, for main entrances to be located on the prominent façade so that they front a public street, for consolidated and minimized driveway widths and curb cuts, and for pedestrian safety.

Building Placement

The proposed building is placed and oriented parallel to Roehampton Avenue, and frames and defines it. The main entrance of the building is placed on its front facade, facing Roehampton Avenue, and is directly visible and accessible from the street. This is consistent with the existing context of Roehampton Avenue, and with Policy 3.1.2 above.

Setbacks

Proposed building setbacks resulting from the building placement are appropriate, and respect and reinforce the surrounding context.

Apartment Building

The proposed front yard setback of 6.51 metres aligns with the front yard setbacks of the properties immediately to its east and west at 359-377 Roehampton Avenue, and at 353 Roehampton Avenue, both in the *Neighbourhoods* designation, and exceeds the minimum front yard setback requirement of 6 metres in Zoning By-law 569-2013. It also exceeds the existing front yard setback of the adjacent apartment building in the *Neighbourhoods* designation at 57 Rawlinson Avenue, which is approximately 4 metres.

The proposed east side yard setback at grade is 6.06 metres, and 2.17 metres above grade from the 2nd to the 4th floor of the building. The proposed west side yard setback is 1.83 metres. There are no windows on the east and west side walls of the building, and the proposed setbacks exceed the minimum setback requirement of 1.2 metres in Zoning By-law 569-2013 for apartment buildings that are 12 metres in height or less. Zoning By-law 569-2013 allows for a further reduction of the minimum side yard setback to 0.45 metre for such apartment buildings that have side walls with no windows.

The proposed rear building setback is 25.27 metres, while the Zoning By-law 569-2013 minimum requirement is 7.5 metres.

Staff are satisfied that the proposed apartment building respects the prevailing setbacks of buildings within its context, including the pattern of front, rear and side yard setbacks as outlined in policies 4.1.5 f) and g) of the Official Plan.

Detached Garage Structure

The proposed west side yard setback of the detached garage structure at the rear of the site is 0.9 metres, and is appropriate. This is the minimum side yard setback in By-law 569-2013 for a detached or semi-detached house, and a townhouse if all the dwelling units front directly on a street. The proposed setback of 0.9 metre is for a garage structure that is smaller in size than the building types described above. Further, there are no doors or windows on this side wall.

The proposed east side yard setback is 9.71 metres, and exceeds the minimum requirement described above, while the proposed rear yard setback is 2.5 metres. The rear wall of the garage structure has no windows, and its rear yard backs onto the rear

parking lot of the adjacent apartment building at 368 Eglinton Avenue West. There are no negative impacts to the adjacent apartment property.

Given that accessory garages in the neighbourhood are located at the rear, including the accessory garage structure at the adjacent property at 359-377 Roehampton Avenue, and the majority of accessory garages on Roehampton Avenue, staff are satisfied that the location of the proposed garage structure at the rear respects its existing context.

Vehicular and Pedestrian Access

Vehicular access is from Roehampton Avenue, and leads to a parking garage structure at the rear of the site. Vehicular parking is proposed to be stacked, and has created an opportunity to increase the parking spaces from 8 spaces (proposed in the original submission) to 14 spaces. A total of 16 bicycle parking spaces are proposed.

Pedestrian access is via a pedestrian walkway from the public sidewalk on Roehampton Avenue to the front porch and entrance lobby of the proposed apartment building. The pedestrian walkway continues west along the front edge of the building, wraps around and continues south along the western edge of the building to the door of the bicycle room at grade.

A new 2.1 metre public sidewalk is proposed along the entire Roehampton frontage of the proposed development, and tapers at angles on the east and west to connect with the existing public sidewalk.

Staff are satisfied that the proposed development conforms with Official Plan policies on site organization.

Landscaping and Outdoor Amenity

Landscaping is proposed within the front yard of the proposed development, and on its southeastern, south, and western edges. An outdoor amenity space of 50.72 square metres is proposed within the southeastern portion of the site. It is to be noted that an outdoor amenity space was not provided in the original application, and Zoning By-law 569-2013 does not require an outdoor amenity space for apartment buildings with less than 20 units. The proposed number of units for this development is 14, and therefore an outdoor amenity space at grade is not required, but is proposed in order to improve the quality of life of the residents of the apartment building. A pet relief area of 9.92 square metres was also not included in the original application, but has been added to the current proposal notwithstanding it is not a requirement to support this development.

Staff are satisfied that the proposed landscaping conforms with policy 4.1.5 g) of the Official Plan.

Density, Height, Massing

The proposed density, height and massing conform with the Building Shape, Scale and Massing Policies in Section 3.1.2.5 to 3.1.2.8, and 4.1.5 of the Official Plan as discussed below.

Density

The proposed density of 1.43 times the lot area is appropriate to support the proposed apartment building, and respects its immediate context. The density within its immediate context, immediately south of the site at 368 Eglinton Avenue East is 2.0 times the lot area, and the density immediately west of the site at 57 Rawlinson Avenue is 0.6 times the lot area, while the density immediately east of the site at 359-377 Roehampton Avenue is 1.01 times the lot area. The proposed density of 1.43 times the lot area is within the range of densities in the immediate context.

Further, the broader context of this development includes multiple apartment buildings within 60 to 300 metres of the proposed development, within the *Apartment Neighbourhoods* designation, including the adjacent 13 storey apartment building to the south at 368 Eglinton Avenue East. The density requirement in Zoning By-law 569-2013 for these apartment buildings is 2 times the lot area, while the proposed development is at a density of 1.43 times the lot area. The proposed density fits with its broader context.

The proposed development conforms with the intention of policy 4.1.5 of the Official Plan that provides for proposed development to be consistent with the prevailing physical character of properties in both the broader and immediate contexts.

Height and Massing

The proposed building is massed to fit with its surrounding context. The proposed four-storey height of the apartment building respects the adjacent 3.5-storey townhouses at the west of the site at 359-377 Roehampton Avenue, and the four-storey apartment building within its immediate context in the *Neighbourhoods* designation at 57 Rawlinson Avenue. The height of the proposed building is reduced from 13.07 metres to 12 metres, and its fourth storey steps back 1.5 metres from the Roehampton frontage, in order to reduce its presence on the streetscape, thereby projecting an appropriate three-storey pedestrian scale on the street.

The east and west walls of the building contain no windows, in order to respect the privacy of residents in adjacent properties on the east and west side of the subject site. Further, the projecting balconies at the rear of the building have wall extensions on the east and west sides in order to block views to adjacent properties.

At 6.31 metres in height, the garage structure at the rear of the site is not visible on the streetscape, and functions to provide stacked parking for residents of the proposed apartment building.

Staff are satisfied that the density, height and massing conform with Official Plan policies.

Healthy Neighbourhoods

The proposed development conforms with the Healthy Neighbourhoods policies in Section 2.3.1 of the Official Plan that requires developments in *Neighbourhoods* to reinforce the existing physical character of buildings, streetscapes and open space patterns as discussed in Land Use, and Density, Height and Massing above.

Public Realm and Streetscape

The subject site is an assembly of two lots at 355 Roehampton Avenue and 357 Roehampton Avenue. The consolidation of lots is encouraged in Policy 3.1.2.4 (b) of the Official Plan that supports appropriate intensification and the minimization of curb cuts within the streetscape. One curb cut and one driveway are now proposed for the consolidated site, instead of two curb cuts and two driveways, consistent with Policy 3.1.2.4 (b).

A new 2.1 metre public sidewalk is proposed along the frontage of the proposed development, and will improve pedestrian safety and comfort on the streetscape, consistent with policy 3.1.1 6 (b) of the Official Plan on giving full consideration to the needs of pedestrians, cyclists and public transit users.

The entrance lobby of the proposed building is located in front, and there is a direct connection to the public sidewalk through a pedestrian walkway. The front wall of the lobby includes transparent glazing in order to create opportunities for visual connections with the streetscape, and to promote the Crime Prevention Through Environmental Design (CPTED) principle of "eyes on the street".

New trees and plantings are proposed within the front yard, and will help improve the appearance of the streetscape in front of the proposed development on Roehampton Avenue as discussed in the Landscaping section above.

Traffic Impact, Access, Parking

The proposed development would have direct vehicular and pedestrian access from Roehampton Avenue. A total of 14 vehicular parking spaces and 16 bicycle parking spaces are proposed, as discussed in the Site Organization section of this report.

The subject site is within 300 metres (Secondary Zone) of the Eglinton Crosstown Midtown Transit Station at Eglinton Avenue East and Mount Pleasant Road in the Yonge-Eglinton Secondary Plan. In Policy 2.4.2 a (ii) of the Yonge-Eglinton Secondary Plan, Secondary Zones are transit supportive areas that connect residents, workers, students and visitors with the broader city, and prioritizes walking, cycling, and taking transit in order to reduce auto-dependency. The proposed development is transit supportive as it proposes both a pedestrian walkway that connects to the public sidewalk, and a wider public sidewalk of 2.1 metres for pedestrian comfort and better connectivity with the mobility network and local community destinations and the surrounding city.

Servicing

The owner has provided site servicing plans, and Functional Servicing, Stormwater Management, and Hydrogeological reports. Staff will work with the applicant to secure any necessary improvements to the municipal infrastructure at no cost to the City during the site plan control process.

Rental Housing Demolition

Policy 3.2.1.12 of the Official Plan states that new development that would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of one or more rental units or dwelling rooms, will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.

Policy 3.1.1.12 was approved by City Council on June 18, 2019 with the adoption of OPA No. 453 through the enactment of [By-law 986-2019](#). OPA No. 453 was subsequently appealed to the Ontario Land Tribunal (the "Tribunal"). On October 25 2021, the Tribunal issued an [Oral Decision](#) approving OPA 453 and bringing Policy 3.2.1.12 into full force and effect except for one site-specific appeal.

Since the proposed development would require the demolition of an existing building comprised of three (3) rental dwelling units at 357 Roehampton Avenue, Policy 3.2.1.12 of the Official Plan applies to this proposal and the applicant is required to develop and implement an acceptable tenant relocation and assistance plan to mitigate hardship for existing tenants. This plan will be secured through a legal undertaking by the owner prior to the enactment of the Zoning By-law Amendments and implemented prior to the issuance of Notice of Approval Conditions for Site Plan Approval.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

The site is approximately a 550 m walk away from Charlotte Maher Park, a 6,097 m² park which contains a playground and a horticulture display.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the

development site is currently in an area with 0 - 4 m² of parkland per person, which is well below the city-wide average provision of 28 m² of parkland per person (2016).

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 submitted an Arborist Report identifying that two City owned trees located within the right of way are to be protected and one City owned tree requires removal as a result of the demolition and construction work on site. A total of two private trees are proposed for removal, and a total of six trees are to be replaced. The existing seven neighbouring trees are to be preserved and protected during construction.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Performance measures for the Tier 1 development features will be secured through the site plan approval process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the Healthy Neighbourhoods policies in Section 2.3.1, the Built Form policies in Section 3.1.2, and the Land Use policies in Section 4.1.1. The proposal is in keeping with the intent of the Yonge-Eglinton Secondary Plan as it relates to secondary transit zones and transit supportive development in Policy 2.4.2 a (ii). Staff worked with the applicant and the community to address and resolve key concerns, which resulted in an increase to the number of parking spaces, an increase to the west building setback, a reduction to the building height, the provision of a stepback at the fourth floor of the building, and the provision of at-grade amenity spaces. Further, the proposal would provide much needed dwelling units compatible with the surrounding context. The proposed direct pedestrian access from the proposed building to the public sidewalk, and the widening of the public sidewalk would contribute towards an active and healthy lifestyle for the proposed building residents and the community. The proposal would contribute to an overall improvement to the quality of life of its residents and the surrounding community. Staff recommend that Council support approval of the application.

CONTACT

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E-mail: Eno.Udoh-Orok@toronto.ca

SIGNATURE

David Sit, MCIP, RPP, Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Yonge-Eglinton Secondary Plan
- Attachment 5: Existing Zoning By-law 438-86 Map
- Attachment 6: Existing Zoning By-law 569-2013 Map
- Attachment 7: Draft Zoning By-law Amendment 438-86
- Attachment 8: Draft Zoning By-law Amendment 569-2013

Applicant Submitted Drawings

- Attachment 9: Site Plan
- Attachment 10: North Elevation
- Attachment 11: East Elevation
- Attachment 12: West Elevation
- Attachment 13: South Elevation

Attachment 1: Application Data Sheet

Municipal Address: 355 and 357 ROEHAMPTON AVENUE
 Application Number: 20 166437 NNY 15 OZ
 Application Type: Zoning By-law Amendment
 Project Description: Zoning By Law Amendment application to permit a 4-storey, 14 unit residential apartment building with 14 parking spaces and a proposed FSI of 1.43 times the lot area.

Applicant	Architect	Owner
c/o Randal Dickie Urban Growth 1111 Davis Drive Unit 446, Newmarket, ON L3Y 9E5	Dreamview Architectural & Construction Inc. 317 Sheppard Ave East Suite 2, M2N 3B3	Richard Liu and Rebecca Liu 69 Burnaby Boulevard 2nd Floor, Toronto, ON M5N 1G4

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	R (f9.0; u2; d0.6) (x956)	Heritage Designation:	N
Height Limit (m):	9	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 995 Frontage (m): 17 Depth (m): 60

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			331	331
Residential GFA (sq m):	295		1,422.80	1,422.80
Non-Residential GFA (sq m):				
Total GFA (sq m):	295		1,422.80	1,422.80
Height - Storeys:	2		4	4
Height - Metres:			12	12

Lot Coverage Ratio (%) : 34.76 Floor Space Index: 1.43

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			14	14
Freehold:	2			

Condominium:

Other:

Total Units:	2	14	14
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		8	6		
Total Units:		8	6		

Parking and Loading

Parking Spaces:	14	Bicycle Parking Spaces:	16
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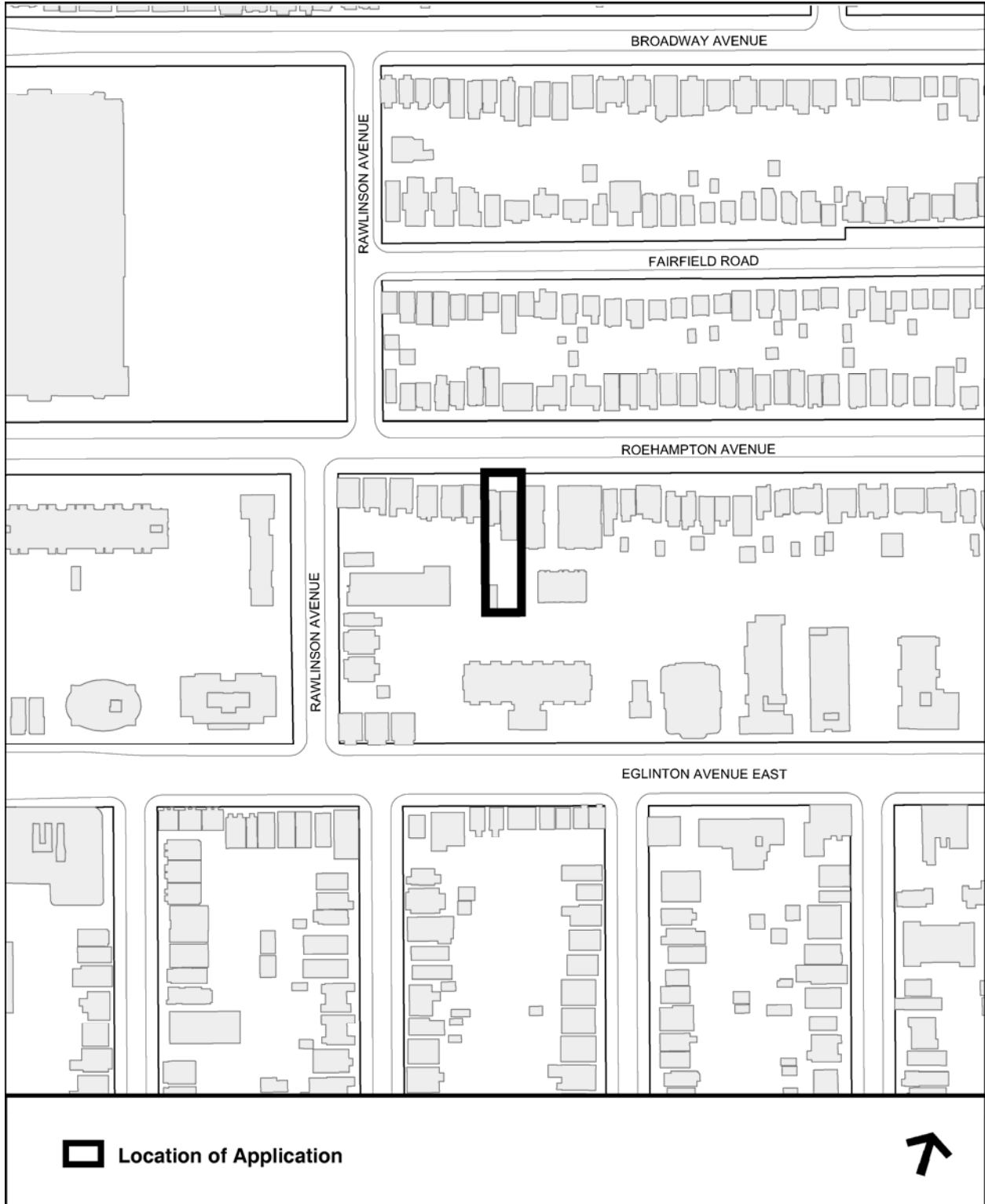
CONTACT:

Eno Rebecca Udoh-Orok, Senior Planner

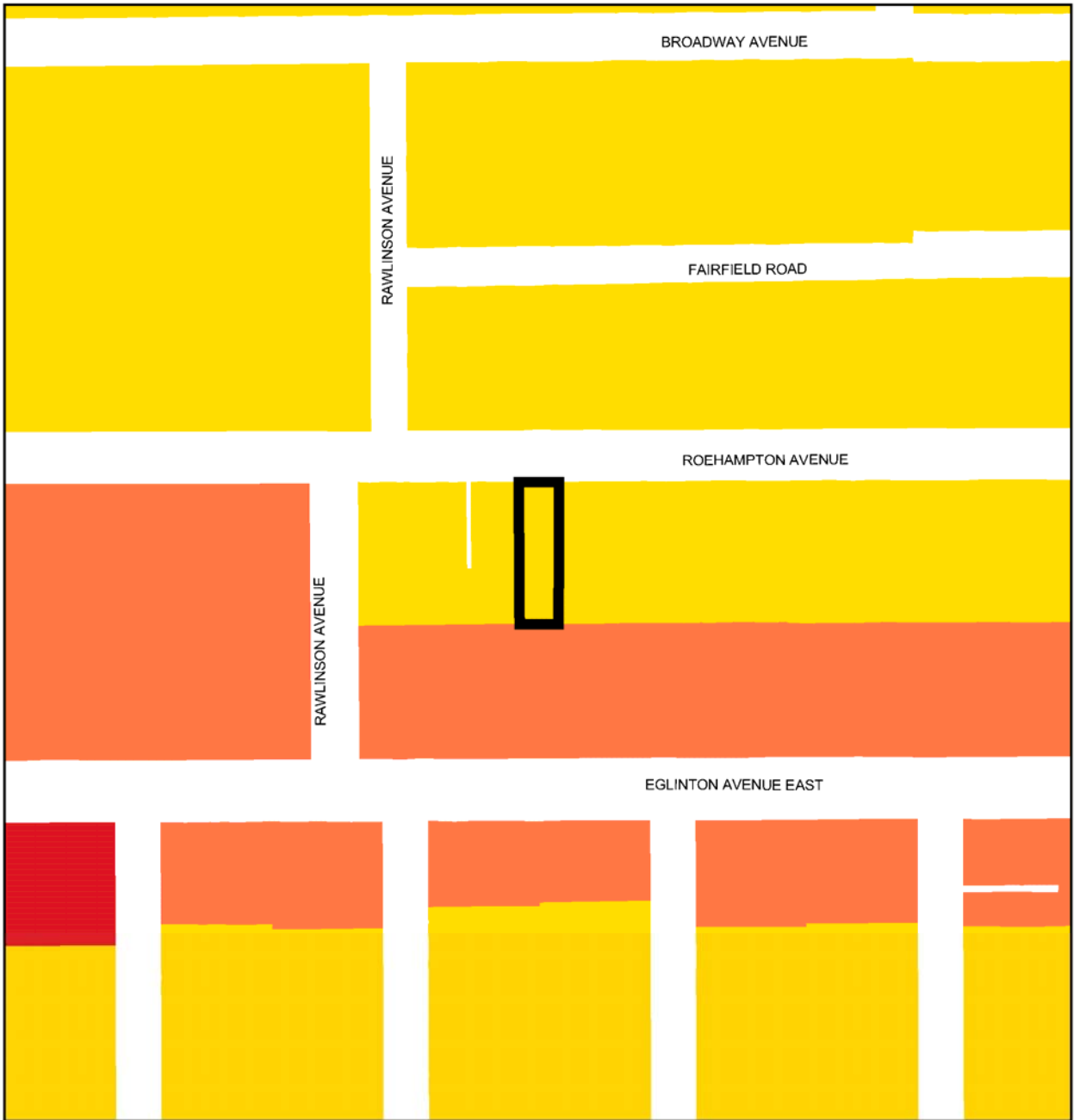
416-392-5474

Eno.Udoh-Orok@toronto.ca

Attachment 2: Location Map







Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas



Not to Scale
Extracted: 08/05/2020

Attachment 4: Yonge-Eglinton Secondary Plan



Yonge-Eglinton Secondary Plan - OPA 405

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z

★ Site Location

↗
Not to Scale
12/06/2021

Attachment 5: Existing Zoning By-law 438-86 Map



Zoning By-law 438-86

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z



Location of Application

See Former City of North York By-law No. 7625
R7 One-Family Detached Dwelling Seventh Density Zone

See Former City of Toronto By-law No. 438-86
R2 Residential District
CR Mixed-Use District



Not to Scale
 Extracted: 10/22/2020

Attachment 6: Existing Zoning By-law 569-2013 Map



Zoning By-law 569-2013

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z

-  Location of Application
- R** Residential
- RD** Residential Detached
- CR** Commercial Residential

-  See Former City of Toronto By-law No. 438-86
- R4** Residential District
- MCR** Mixed-Use District



Not to Scale
Extracted: 10/22/2020

Attachment 7: Draft Zoning By-law Amendment, By-law 438-86

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2022

CITY OF TORONTO

BY-LAW No. XXXX-2022

To amend the former City of Toronto General Zoning By-law No. 438-86, as amended, with respect to lands municipally known as 355 and 357 Roehampton Avenue.

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

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

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

1. None of the provisions of Sections 4(2)(a), 4(4)(b), 4(12), 4(4)(c), 4(10), 4(13), 6(1)(f), 6(3), and Section 12 of Bylaw No. 438-86 being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of land and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection and use of an *Apartment Building* and uses accessory thereto on the lot delineated by heavy lines on the attached Map 1, provided that:
 - (a) the *lot* upon which the proposed buildings and structures are erected or used comprises the lands shown outlined by heavy lines on the attached Map 1;
 - (b) an *Apartment Building* is permitted subject to the following:
 - (i) a maximum of 14 dwelling units;
 - (ii) the total *residential gross floor area* erected or used on the lot shall not exceed 1,425 square metres;
 - (d) no person shall erect or use a *building* or *structure* on the *lot* having a greater *height* than the *height* limits specified by the numbers in metres shown on the attached Map 2;
 - (e) no portion of the building is located otherwise than wholly within the areas delineated by heavy lines on the attached Map 2, with the exception of the following:

- (i) cornices, lighting fixtures, vents, awnings, canopies, ornamental elements, eaves, window sills, downspouts which may extend beyond the heavy lines shown on Map 2 by 0.5 metres;
 - (ii) balconies, guardrails, balustrades, railings, wheelchair ramps, fences, retaining walls, stairs, planter boxes and landscape features, all of which may extend in the front yard and rear yard beyond the heavy lines shown on Map 2 by 1.7 metres; and,
 - (iii) notwithstanding any provisions of this By-law, no balcony or platform front yard encroachments are permitted above the third floor.
- (f) a minimum of 14 *parking spaces* shall be provided on site;
 - (g) a minimum of 14 *bicycle parking spaces - occupant*, and a minimum of 2 *bicycle parking spaces - visitor*, shall be provided and maintained;
 - (h) All stacked parking spaces shall have the following minimum dimensions:
 - (i) minimum 2.5 metres in width;
 - (ii) minimum 5.2 metres in length; and
 - (iii) minimum 1.7 metres in height.
 - (i) notwithstanding any provisions of By-law No. 438-86 or any other provision of this By-law any portion of the *lot* may also be used for a *temporary construction office*;
 - (j) the stacked parking space enclosure is not included in the residential gross floor area;
2. For the purposes of this By-law, all italicized words and expressions have the same meaning as defined in By-law 438-86, as amended, with the exception of the following:
- (a) “*grade*” shall mean 159.87 metres Canadian Geodetic Datum;
 - (b) “*height*” shall mean the vertical distance between grade and the highest point of the roof of any building on the lot, except those elements prescribed by this bylaw;
 - (c) “*lot*” shall refer to those lands delineated by a heavy black line on Map 1, attached to and forming part of this By-law;
 - (d) “*temporary construction office*” shall mean a building, structure, facility or trailer on the lot used for the purpose of the administration and management of construction activity related to construction on the lot; and,

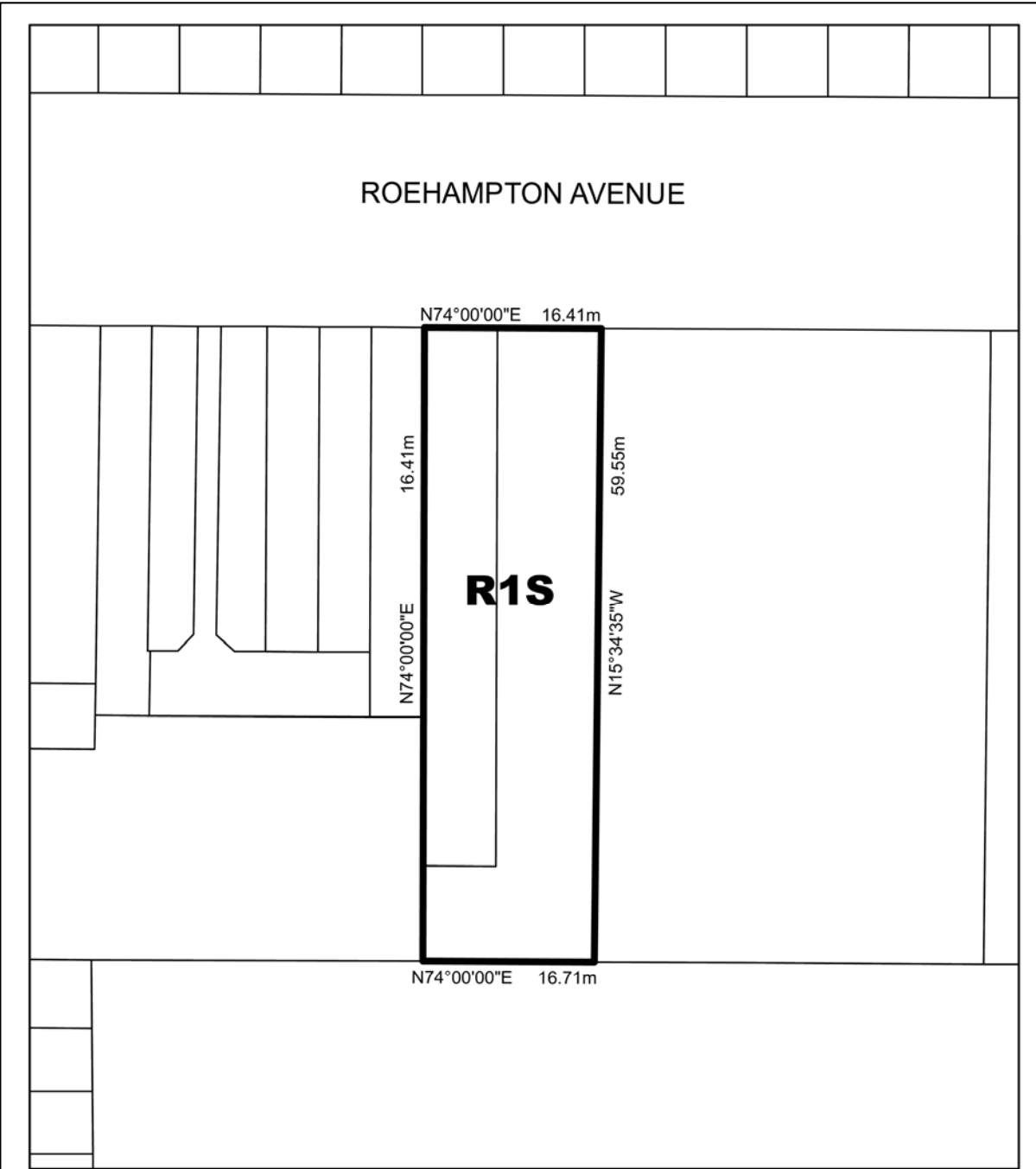
(e) all terms appearing in italics shall have the same meaning as those terms have for the purpose of the aforesaid By-law No. 438-86, except as hereinbefore provided.

3. Notwithstanding any severance, partition or division of the lot, the provisions of this Bylaw shall apply to the whole of the lot as if no severance, partition or division had occurred.

ENACTED AND PASSED this __ _ day of _____ __ ____, 2022.

JOHN TORY,
Mayor
(Corporate Seal)

ULLI S. WATKISS
City Clerk

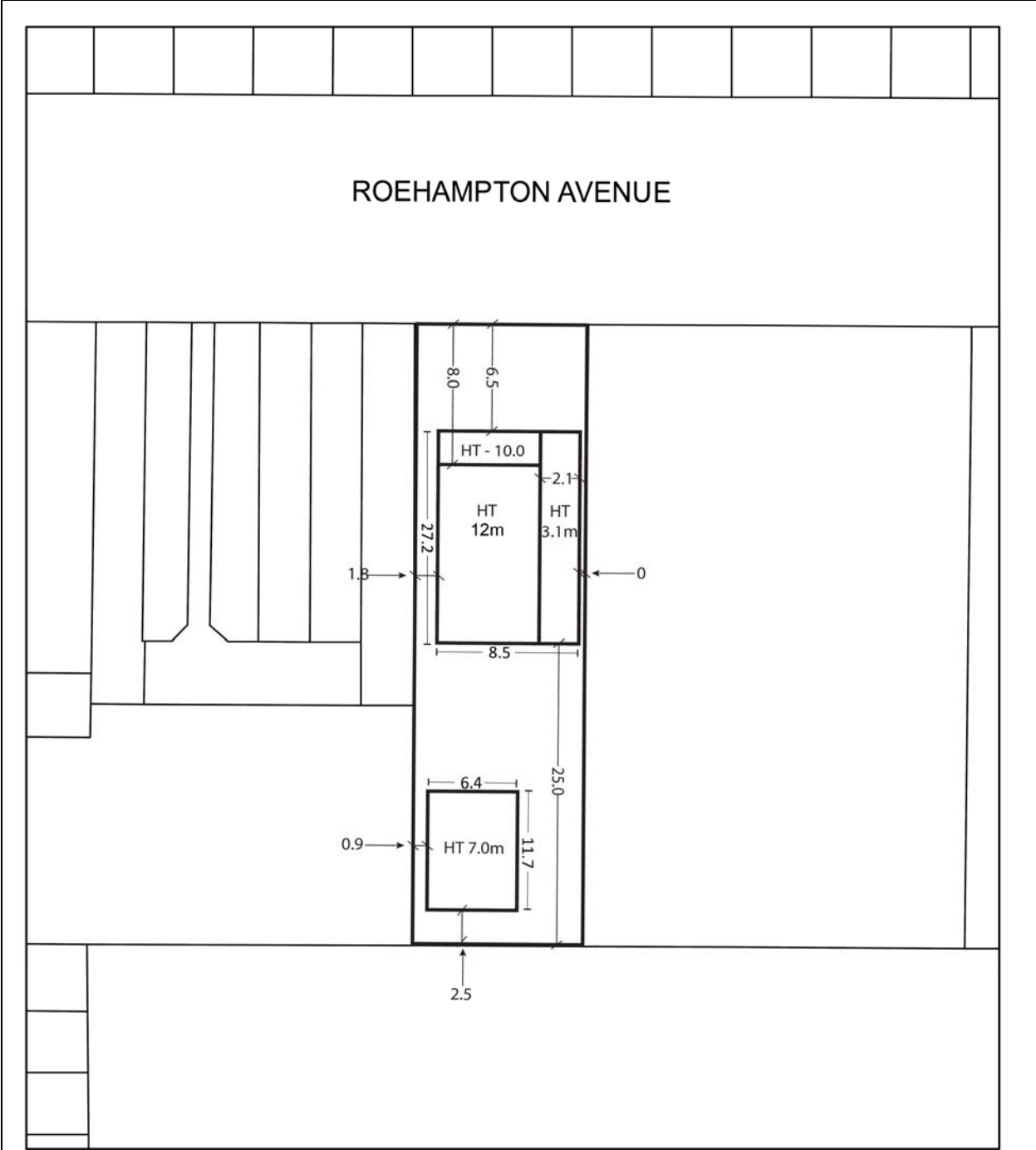


TORONTO
Map 1

355-357 Roehampton Avenue


File # 20 166437 NNY 15 0Z

Former City of Toronto By-law 438-86
Not to Scale
04/01/01/01/01



355-357 Roehampton Avenue

File # 20 166437 NNY 15 02


 Former City of Toronto By-law 438-86
 Not to Scale
 04/29/2022

Attachment 8: Draft Zoning By-law Amendment, By-law 569-2013

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2022

Enacted by Council: ~, 2022

CITY OF TORONTO
BY-LAW No. ~-2022

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2022 as 355 and 357 Roehampton Avenue.

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

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

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

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the same meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands subject to this By-law, as outlined by heavy black lines to R (f9.0; u2; d0.6) (x 112), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception Number (112) to Article 900.2.10 so that it reads:

(112) Exception R 112

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

Site Specific Provisions:

- (A) The **lot** comprises the lands delineated by heavy lines on Diagram 1, attached to By-law [Clerks to supply by-law #].
- (B) Despite regulation 10.5.40.10(1), the height of a **building** or **structure** is measured as the vertical distance between the elevation of the highest point of the **building** or **structure** and the Canadian Geodetic Datum elevation of 159.87 metres.

- (C) Despite regulation 10.10.40.10(1), the maximum permitted **building height** is 12.0 metres, as indicated by the numerical value, in metres, following the letter “HT” as shown on Diagram 3 of By-law [Clerks to supply by-law #].
- (D) Despite regulation 10.10.40.1(3), a maximum of 14 **dwelling units** are permitted.
- (E) Despite regulation 10.10.40.40(1), a maximum floor space index of 1.45 is permitted, and the stacked parking space enclosure shall not be included in the floor space index calculations;
- (F) Despite regulation 10.10.40.70, the required minimum **building setbacks** are as shown on Diagram 3 of By-law [Clerks to supply by-law #].
- (G) Despite regulation 10.10.40.70, (F) above, and clause 10.5.40.60, the following **building** elements and **structures** are permitted to encroach into the specified **building setbacks** as shown on Diagram 3 of By-law [Clerks to supply by-law #]:
 - (i) cornices, lighting fixtures, vents, awnings, canopies, ornamental elements, eaves, window sills, downspouts to a maximum of 0.5 metres;
 - (ii) balconies, guardrails, balustrades, railings, wheelchair ramps, fences, retaining walls, stairs, planter boxes and landscape features, all of which may encroach in the **front yard setback** and **rear yard setback** to a maximum of 1.7 metres; and
 - (iii) notwithstanding (G)(i) and (ii) above, no balcony or platform encroachments are permitted in the **front yard** above the third floor.
- (H) Despite regulation 10.10.40.30(1), a maximum **building depth** of 30.0 metres is permitted, as shown on Diagram 3 of By-law [Clerks to supply by-law #].
- (I) Despite regulation 10.5.50.10 (5), the following minimum **landscaping** shall be provided:
 - (i) A minimum of 1.5 metres of **soft landscaping** must be provided across the rear lot line;
 - (ii) A minimum of 0.9 metres of **soft landscaping** must be provided along the westerly **side lot line**, except that a minimum of 1.8 metres of **landscaping** shall be provided abutting the northerly most 35 metres of the west **side lot line**; and

- (iii) A minimum of 0.9 metres of **soft landscaping** must be provided abutting the southerly most 21.8 metres of the **east side lot** line.
- (J) Despite regulation 10.5.60.50 (2), the maximum permitted total floor area of all **ancillary structures** shall not exceed 73.5 square metres.
- (K) Regulation 10.10.40.80 (1) does not apply.
- (L) Despite regulation 200.5.10.1 and table 200.5.10.1, a minimum of 14 **parking spaces** are required on the **lot**.
- (M) Despite regulation 200.5.1.10 (2), all **stacked parking spaces** shall have the following minimum dimensions:
 - (i) 2.5 metres in width;
 - (ii) 5.2 metres in length; and
 - (iii) 1.7 metres in vertical clearance.
- (N) Despite Regulation 10.5.50.10 (4)(A), a minimum of 25 % of the area of the lot shall be for landscaping.
- (O) Notwithstanding any provisions of By-law No. 539-2013 or any other provision of this By-law any portion of the lot may also be used for a temporary construction office;

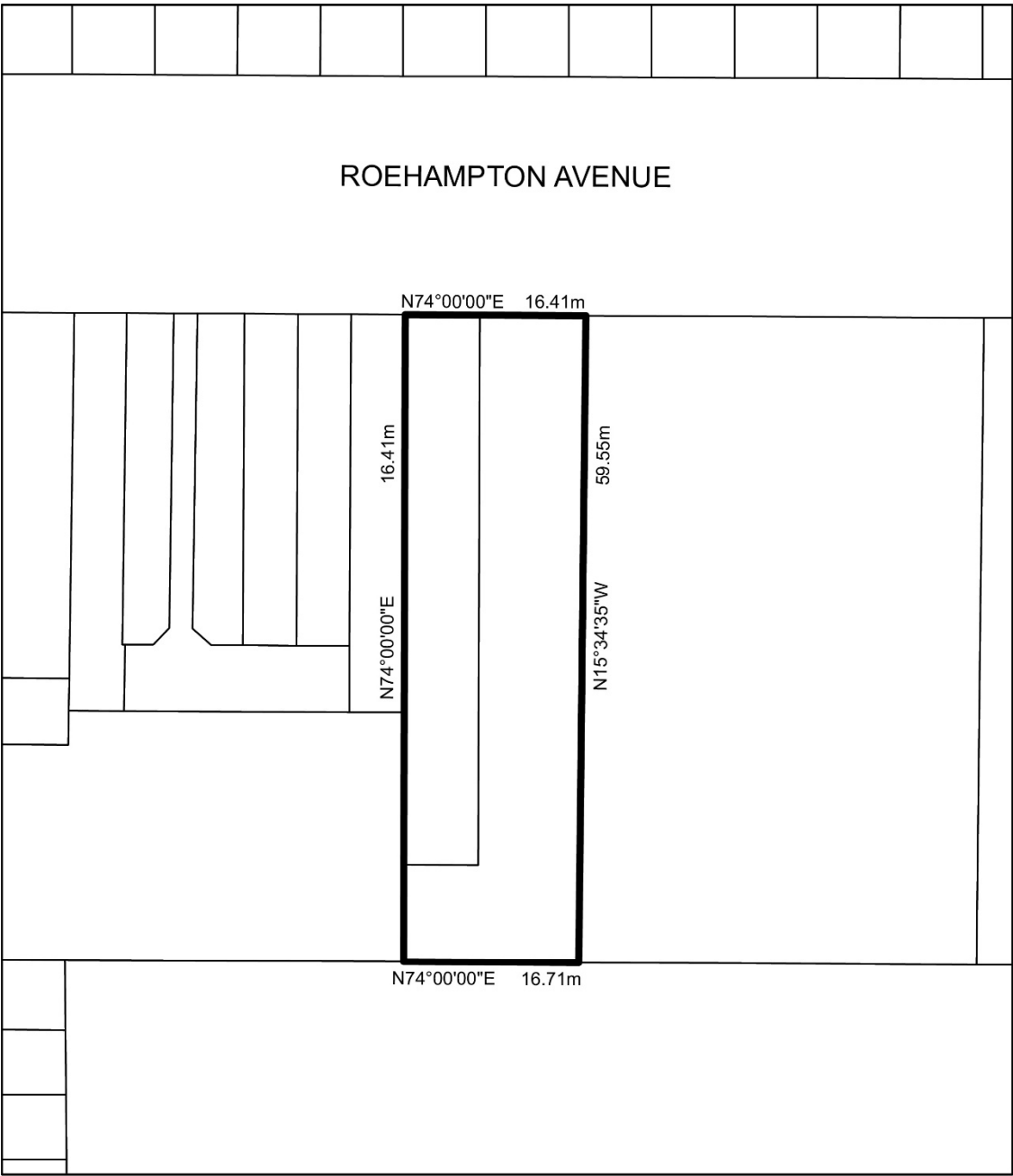
Prevailing By-laws and Prevailing Sections: (None Apply)

- 5. Despite any existing or future consent, severance, partition or division of the lot, the provisions of By-law [Clerks to supply by-law #] shall apply to the lands, as identified on Diagram 1, as if no consent, severance, partition or division occurred.

ENACTED AND PASSED this ~ day of ~, A.D. 2020.

ULLI S. WATKISS,
Speaker
(Seal of the City)


City Clerk

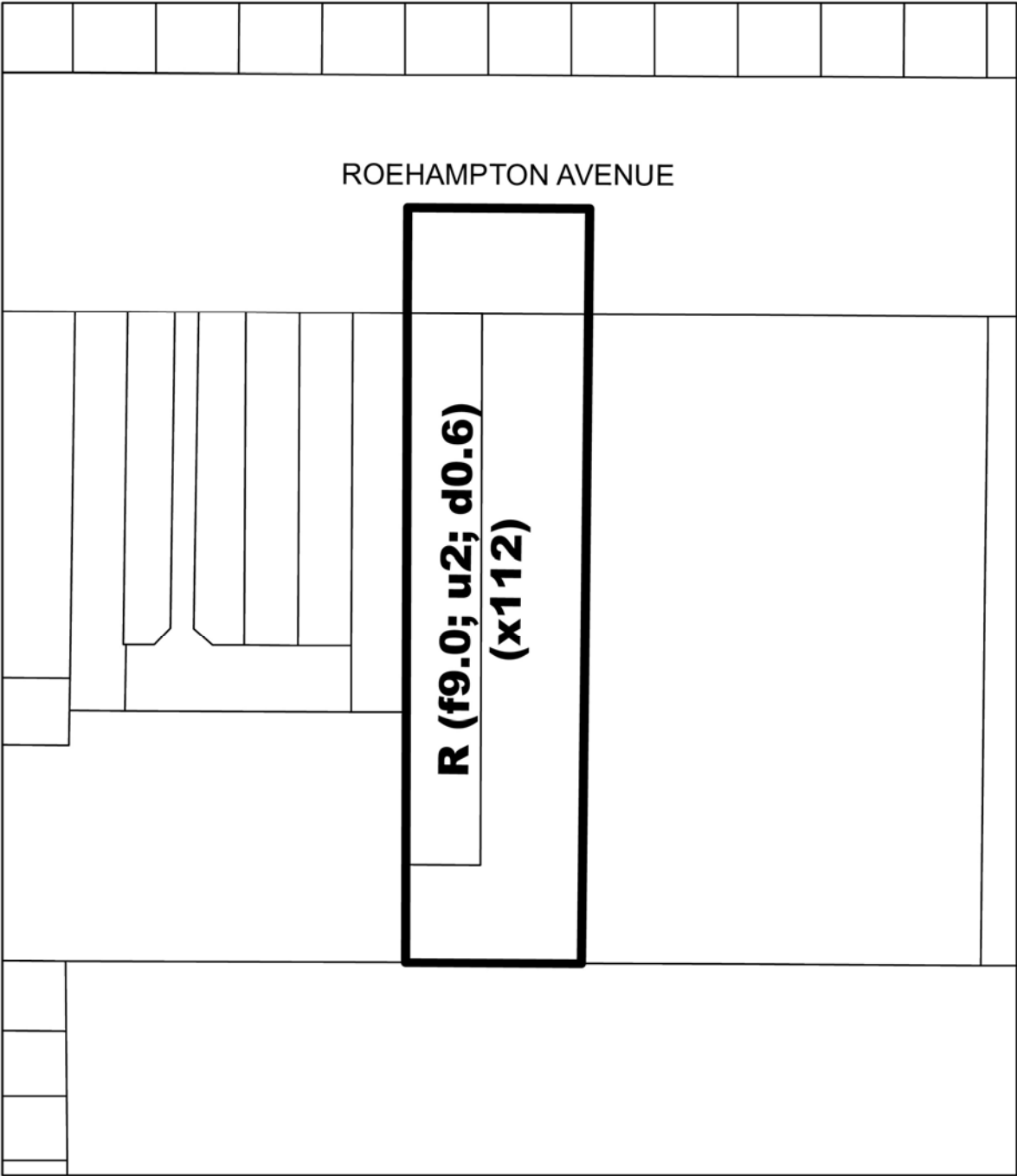


TORONTO
Diagram 1

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z


 City of Toronto By-law 569-2013
 Not to Scale
 08/12/2021



ROEHAMPTON AVENUE

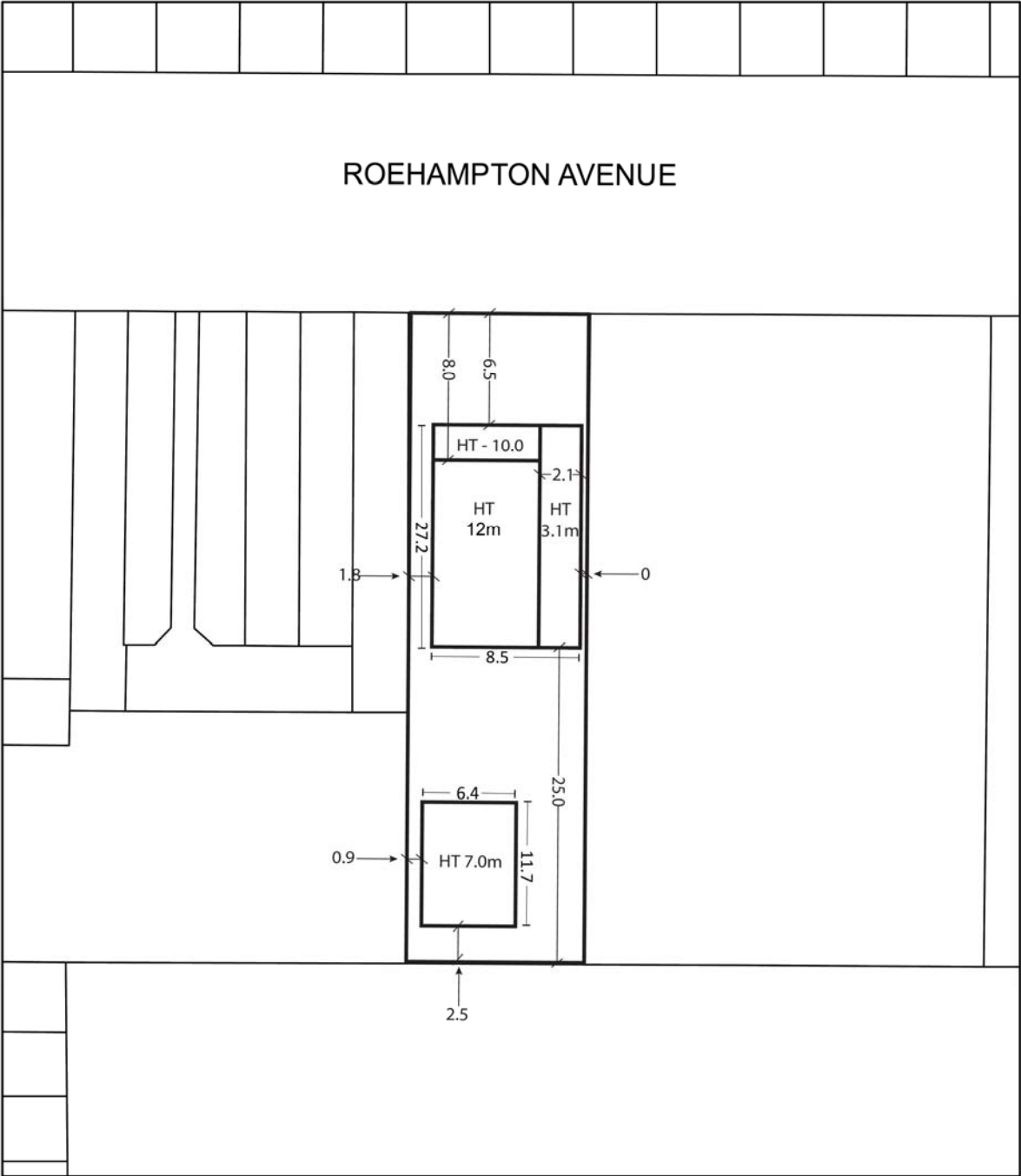
**R (f9.0; u2; d0.6)
(x112)**

 **TORONTO**
Diagram 2

355-357 Roehampton Avenue

File # 20 166437 NNY 15 0Z



City of Toronto By-law 569-2013
Not to Scale
12/06/2021



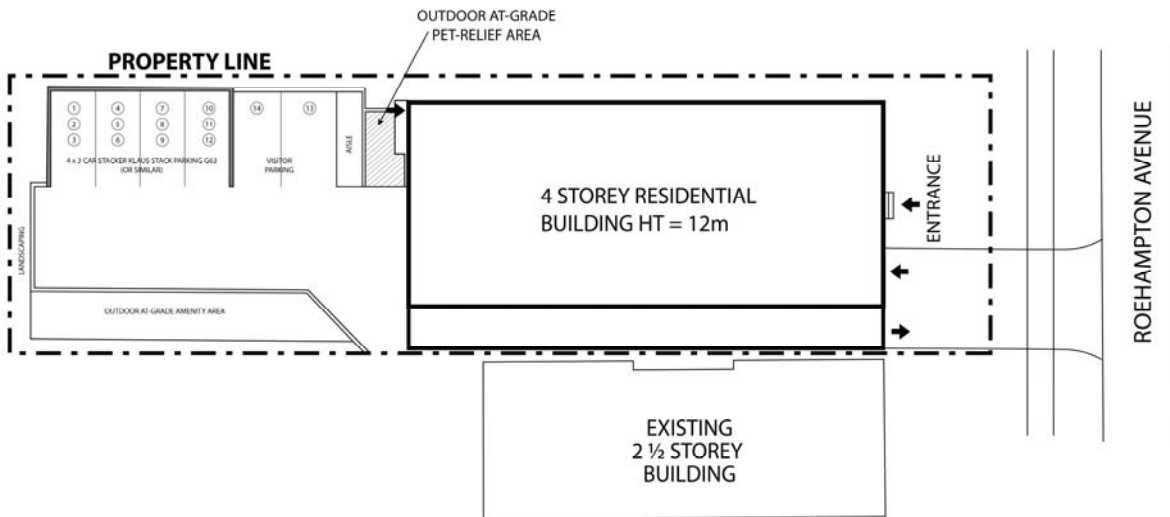
TORONTO
Diagram 3

355-357 Roehampton Avenue

File # 20 166437 NNY 15 02

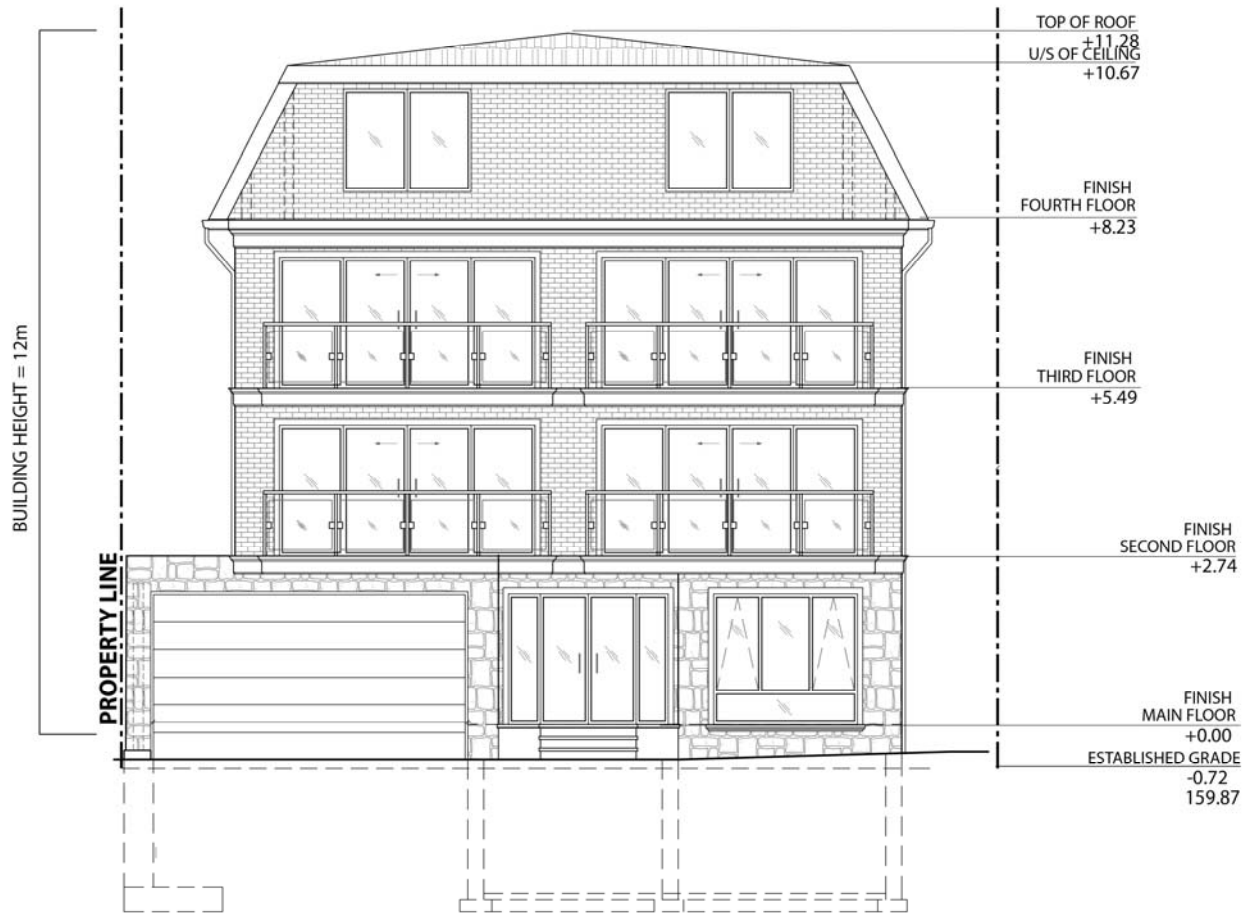

 City of Toronto By-law 569-2013
 Not to Scale
 04/29/2022

Attachment 9: Site Plan



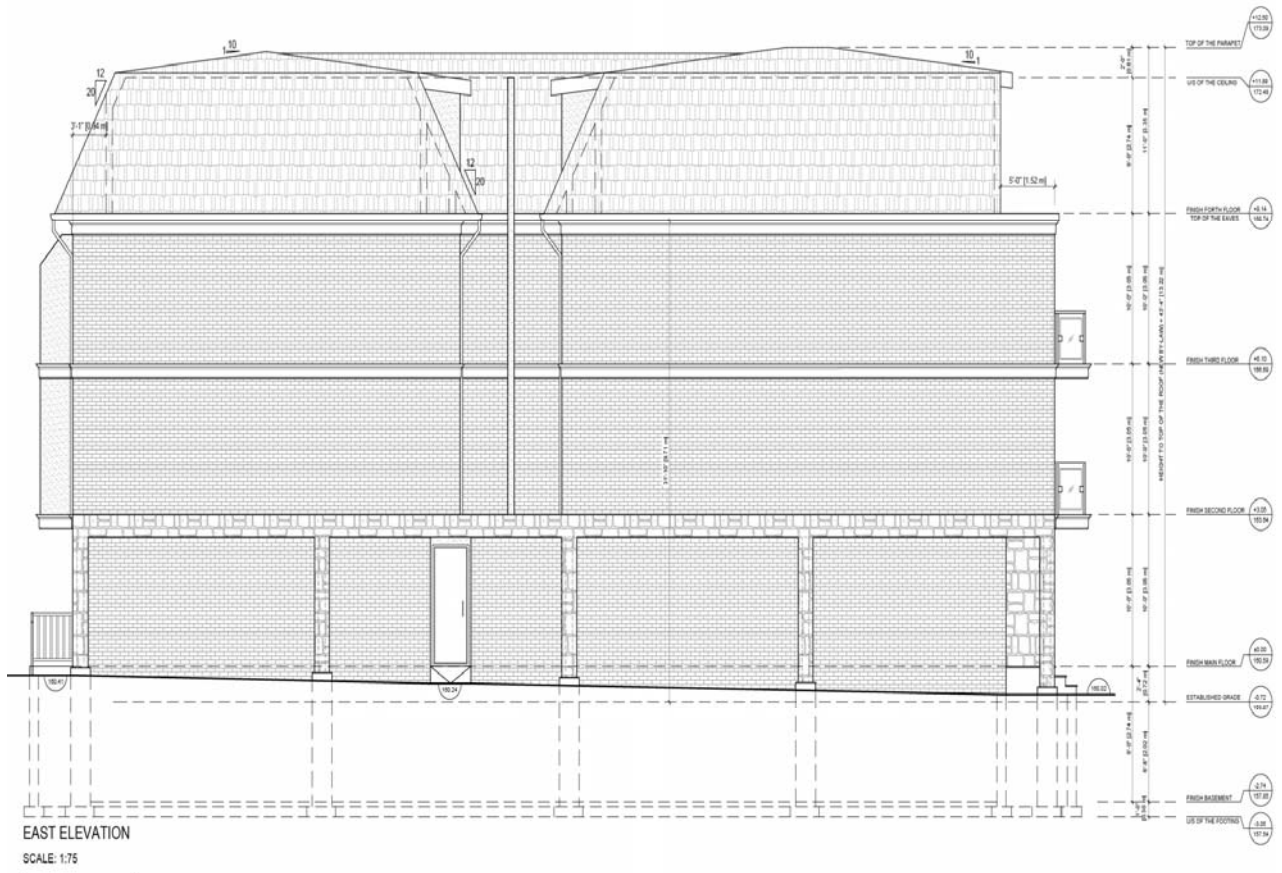
Site Plan →

Attachment 10: North Elevation

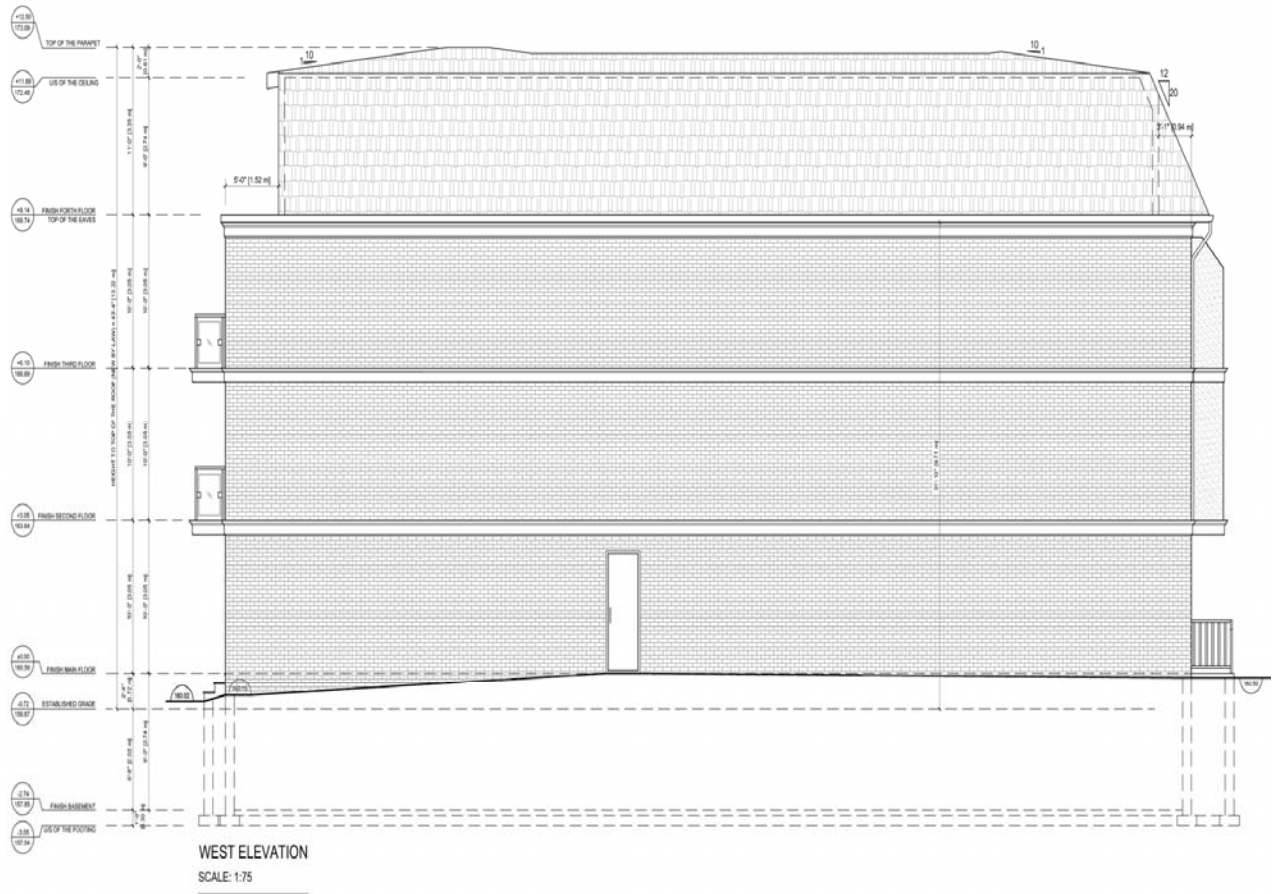


North Elevation

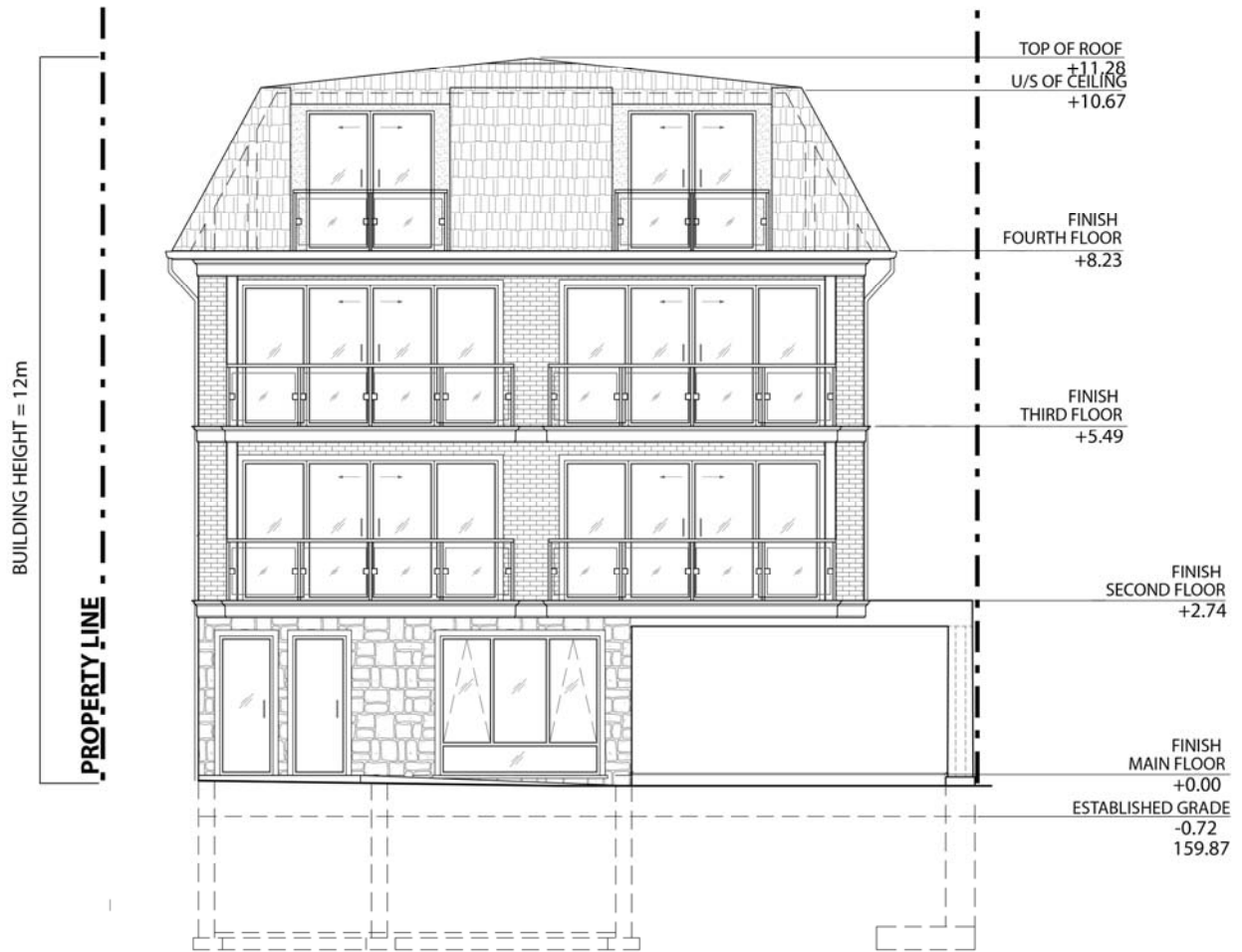
Attachment 11: East Elevation



Attachment 12: West Elevation



Attachment 13: South Elevation



South Elevation