

564-580 Evans Avenue – Zoning By-law Amendment and Draft Plan of Subdivision Applications – Decision Report – Approval

Date: February 7, 2024

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 14 268446 WET 06 OZ and 21 228063 WET 03 SB

SUMMARY

This application proposes to amend Zoning By-law 569-2013 for the lands at 564-580 Evans Avenue to permit a residential development consisting of a nine-storey seniors residence, two blocks of three-storey townhouses and four tall buildings of 21, 29, 32 and 38 storeys on shared three-storey base buildings. The proposal has a total gross floor area of 100,841 square metres, a floor space index of 3.4 times the lot area, and 1,196 residential units. Also proposed are a new 4,129 square metre park and three new 20-metre-wide streets (one private and two public).

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

A Draft Plan of Subdivision application has also been submitted to create the necessary blocks to support the proposed development. This report advises that the Interim Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision application to create the development blocks, proposed roads and park block.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 564-580 Evans Avenue substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.

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

3. Before introducing the necessary Bill to City Council for enactment, City Council require that the owner:

a. Shall submit a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and

b. Shall make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal road infrastructure, should it be determined that upgrades to infrastructure are required to support this development according to the accepted Functional Servicing and Stormwater Management Report.

4. Prior to Site Plan Control approval, City Council require the owner to address:

a. The outcome of the peer review of the Compatibility and Mitigation Study (Air Quality, Dust, Odour, Noise and Vibration) prepared by SLR Consulting Canada Ltd., dated October 2020, including the recommendations contained in the peer reviewer's letter from Jade Acoustics Inc., dated July 23, 2021, to the satisfaction of the Interim Chief Planner and Executive Director, City Planning; and

b. Issues raised in the Urban Forestry memo, dated December 22, 2023, to the satisfaction of the General Manager, Parks, Forestry and Recreation.

5. In accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Interim Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision as generally illustrated in Attachment 7 subject to:

a. Approval conditions from various City divisions, except as otherwise noted, must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration; and

b. Any such revisions to the proposed Plan of Subdivision or any such additional modified conditions as the Interim Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development must also be fulfilled prior to the final approval and release of the Plan of Subdivision for registration.

6. City Council direct that in accordance with Section 42 of the Planning Act, as a component of the registration of the Plan of Subdivision, the owner shall convey to the City an on-site parkland dedication, having a minimum size of 3,909 square metres, to

the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

7. City Council approve the acceptance of the on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition, and the owner may propose the exception of encumbrances of tie-backs, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor, and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

8. City Council approve a Development Charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation, and the Development Charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time-to-time.

FINANCIAL IMPACT

City Planning 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

Official Plan Amendment Application 14 326670 WET 06 OZ

In December 2011, the applicant submitted an application to amend the Official Plan for 564-580 Evans Avenue and 24 The East Mall (File No.14 326670 WET 06 OZ) to permit the redesignation of the lands from *Employment Areas* to *Mixed Use Areas*. On March 22, 2012, a Preliminary Report on the application was adopted by Planning and Growth Management Committee. The report recommended that the proposed redesignation of lands be reviewed "concurrently and in the context of the statutory Five Year Review of the Official Plan which includes a Municipal Comprehensive Review that has been commenced by the City Planning Division." The decision of the Planning and Growth Management Committee is available at the following link: [Agenda Item History - 2012.PG12.6 \(toronto.ca\)](#).

Official Plan Amendment 231 (OPA 231) and Municipal Comprehensive Review (MCR)

At its meeting held on December 16, 17, and 18, 2013, City Council considered the request to convert the employment lands at 564-580 Evans Avenue and 24 The East Mall to non-employment uses as part of OPA 231 and the MCR. Council approved the conversion of employment lands at 564-580 Evans Avenue to non-employment uses, including its redesignation from *Employment Areas* to *Mixed Use Areas*, and retained a portion of the lands at 24 The East Mall as *Core Employment Areas*.

Council's decision on OPA 231, including By-law 1714-2013, are available at the following links: Council decision: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>; and By-law 1714-2013: <http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>.

Ministry of Municipal Affairs and Housing

On July 9, 2014, the Minister of Municipal Affairs and Housing issued a decision on OPA 231 that confirmed Council's decision for the subject lands. The Minister's decision was appealed to the Ontario Land Tribunal (formerly the Ontario Municipal Board).

Ontario Land Tribunal

On October 5, 2015, the Ontario Land Tribunal issued an Order (Case No. PL140860) resulting from its hearing held on June 22, 2015. It included Map 40 in Appendix 3 of the Order showing the extent of lands within the subject property redesignated from *Employment Areas* to *Mixed Use Areas*, and lands retained as *Core Employment Areas*. The properties at 564-580 Evans Avenue, as shown on Map 40, were redesignated from *Employment Areas* to *Mixed Use Areas*. The Ontario Land Tribunal Order including Map 40 in Appendix 3, is available at the following link: [Decisions | Ontario Land Tribunal \(gov.on.ca\)](http://decisions.ontariolandtribunal.gov.on.ca).

Zoning By-law Amendment Application 14 268446 WET 06 OZ

Following the Council and Ministry of Municipal Affairs and Housing decisions, a pre-application consultation meeting was held with the applicant in December 2014. The discussions were general in nature about the applicant's future plans for the site.

A Zoning By-law Amendment application was submitted to the City on December 30, 2014 for the lands at 564-580 Evans Avenue to permit a one-storey commercial building, a seven-storey seniors residence, two tall buildings of 24 and 29 storeys on a shared three-storey base building, three blocks of three-storey townhouses, a 2,800 square metre public park and three new roads. On April 13, 2015, a Preliminary Report on the application was adopted by the Planning and Growth Management Committee authorizing staff to conduct a community consultation meeting. The report is available at the following link: [Agenda Item History - 2015.PG3.3 \(toronto.ca\)](http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG3.3).

Staff conducted a community consultation meeting (CCM) for the application on June 2, 2015. Some revisions were made by the applicant to the application in 2019, including the addition of two more tall buildings. A new planning consultant was also brought in. A Draft Plan of Subdivision was later submitted to the City in 2021. A second CCM was held on May 13, 2021. Community consultation is summarized in the Comments section of this report.

The current revised application was submitted on December 15, 2020.

PROPOSAL

Application Description

The proposal is for a residential development in four development blocks (Blocks 1, 3, 4 and 5), one park block (Block 2) and three new 20-metre-wide streets consisting of a north-south Public Street A, an east-west Public Street B as shown in Diagram 3 of the draft Zoning By-law Amendment in Attachment 5, and a private north-south street. Vehicular access to the proposed development would be from Evans Avenue via the proposed new public north-south street and from The East Mall via the proposed new east-west public street.

Block 1: Located at the southwest corner of the site with frontages on the new east-west public street on the north, and the new public park on the east. It would consist of the proposed nine-storey seniors residence (29.6 metres high, not including the six-metre mechanical penthouse).

The entrance lounge on the ground floor would be placed to frame the new east-west public street, and have direct access from the public sidewalk. The ancillary uses at grade would include a place of worship (chapel), spa, and salon placed to frame a courtyard with direct access from the public sidewalk adjacent to the proposed new park. A multi-purpose hall and lounge at grade would be placed to frame the same courtyard. A small clinic would also be located on the ground floor as an ancillary use.

The second to fifth floors of the building would step back from the ground floor on the east, west, north, and south, and the sixth to ninth floors would step back from the fifth floor on the south. Residential units would be located from the second to ninth floors. Terraces would be located on the east, west, north and south sides of the building from the sixth to the ninth floors. A mechanical penthouse would project beyond the ninth floor roof of the building.

Vehicular access would be via a private circular driveway from the new east-west public street on the north side of the proposed building and would lead to a Type G loading space and a service area consisting of a laundry room, service elevators, move-in room, and kitchen. It would also lead to a parking ramp on the west side, and one level of underground parking. The new east-west public street would end in a cul-de-sac in front

of Blocks 1 and 2, and would also serve as a pick-up/drop-off area for both blocks. It would include a proposed Wheel-Trans accessible loading zone.

Block 2: Located on the south of the site with frontages on the new north-south public street on the east, Block 1 on the west, the new east-west public street on the north, and Evans Avenue on the south. It would consist of a proposed new 4,128.6 square metre rectangular shaped public park.

Block 3: Located at the southeast corner of the site with frontages on the new north-south public road on the west, the new east-west public road on the north, and Evans Avenue on the south. It would consist of two blocks of three-storey townhouses (13 metres high) containing a total of 10 units.

There would be direct pedestrian access to the front of each unit via the public sidewalk on the public north-south street. Vehicular access to each townhouse unit would be via a driveway located between the two blocks of townhouses. It would lead to the rear parking space at the basement level of each unit.

Block 4: Located at the northwest corner of the site with frontages on the new east-west public street on the south, and the new north-south private street on the east. It would consist of two tall buildings (Towers A and B) of 38 and 29 storeys (118.8 metres and 91.5 metres, not including the six-metre mechanical penthouses) on a shared three-storey base building (12 metres).

The base building would include the entrance lounge at grade fronting the new east-west public street, parking at the rear on the first and second floors, indoor and outdoor amenity spaces and a green roof on the third floor. The base building would also include three-storey townhouses with a green roof above fronting the new north-south private street.

Tower A would be located at the southwest corner of the building and Tower B at the north. There would be a separation distance of 30 metres between Towers A and B.

Direct pedestrian access to Towers A and B would be from the public sidewalk on the new east-west public street to the shared entrance lobby. Direct pedestrian access to the three-storey townhouses would be from the sidewalk along the private north-south street. Vehicular access would be from the private north-south street and would lead to an overhead door located on the west side of the street. The overhead door would open into a covered internal driveway leading to an internal parking area at the rear of the base building, a Type G loading space and garbage area. This internal driveway would also lead to a ramp leading to two levels of underground parking.

Block 5: Located at the northeast corner of the site with frontages on the new east-west public street on the south, and the new north-south public street on the east. It would consist of two tall buildings, Towers C and D, of 32 and 21 storeys (101.1 metres and

67.2 metres, not including the mechanical penthouses of six metres) on a shared three-storey base building (12 metres).

The base building would include an entrance lobby at grade fronting onto the new east-west public street, parking at the rear on the first and second storeys, and indoor and outdoor amenity spaces and a green roof on the third floor. The base building would also include three-storey townhouses fronting the new east-west public street and the north-south private street.

Tower C would be located at the northeast corner of the buildings and Tower D at the southwest. There would be a separation distance of 28.5 metres between Towers C and D.

Direct pedestrian access to the townhouses fronting the new east-west public street and the two residential towers would be from the public sidewalk on the east-west street.

Vehicular access would be from the new north-south private street and lead to two overhead doors on the east side of the street. The first door would lead to the Type G loading space and the second to the parking space within the building on the first and second floors, and the ramp leading to two levels of underground parking.

The site statistics related to the development Blocks 1, 3, 4 and 5, and the overall totals are summarized in the table below. Block 2 is a park block and is not included in the site statistics below for development blocks.

Development Blocks	Block 1	Block 3	Block 4	Block 5	Total
Site Area in square metres	6,653.9	2,177.8	11,515.5	8,922.9	29,270.1
Gross Floor Area (GFA) in square metres	13,203.2	2,302.1	46,136.0	39,199.7	100,841.0
Floor Space Index	2.0	1.0	4.0	4.4	3.4
Storeys and Height in metres excluding Mechanical Penthouse	9 storeys (29.6)	3 storeys (11.5)	Tower A: 38 storeys (118.8) Tower B: 29 storeys (91.5)	Tower C: 32 storeys (101.1) Tower D: 21 storeys (67.2)	

Development Blocks	Block 1	Block 3	Block 4	Block 5	Total
Tower Floor Plate in square metres			Tower A: 751 Tower B: 750	Tower A: 750 Tower B: 750	
Unit Mix	1BR: 80 2BR: 39 3BR: 0 Total: 119	1BR: 0 2BR: 0 3BR: 10 Total: 10	1BR: 339 2BR: 189 3BR: 64 Total: 592	1BR: 259 2BR: 169 3BR: 47 Total: 475	1BR: 678 (56.7%) 2 BR: 397 (33.2%) 3BR: 121 (10.1%) Total: 1,196
Vehicle Parking Spaces	Resident: 36 Total: 36	Resident: 10 Visitor: 2 Total: 12	Resident: 326 Visitor: 31 Total: 357	Resident: 262 Visitor: 25 Total: 287	Resident: 634 Visitor: 56 Total: 690
Bicycle Parking	Long-term: 16 Short-term: 8 Total: 24	Long-term: 11 Short-term: 2 Total: 13	Long-term: 403 Short-term: 42 Total: 445	Long-term: 323 Short-term: 34 Total: 357	Long-term: 753 Short-term: 86 Total: 839
Loading	1 Type G	Not required	1 Type C and 1 Type G	1 Type C and 1 Type G	Type C: 2 Type G: 3 Total: 5

Site and Surrounding Area

The site is located at the corner of the Highway 427 north on-ramp and Evans Avenue, on the north side of Evans Avenue. It is rectangular in shape with an approximate area of 44,595 square metres. The existing low-rise commercial/industrial buildings on the site would be demolished to allow for the proposed development. Surrounding land uses include:

East: A low-rise industrial building situated at 24 The East Mall within additional lands owned by the applicant, and an existing two-storey motel at 560 Evans Avenue, at the northeast corner of The East Mall and Evans Avenue. Across the street (The East Mall) are other existing low-rise employment uses including a film studio (Studio 550), storage units and a gas station with a car wash.

West: On-ramps for Highway 427 (northbound) and Gardiner Expressway (eastbound). Further west along Evans Avenue are a mix of commercial, industrial and residential uses including townhouses and apartment buildings.

North: The Gardiner Expressway with an approximate width of 145 metres. Across the Gardiner Expressway are a mix of commercial and industrial uses including car dealerships, breweries, and surface parking lots.

South: Evans Avenue and residential buildings across the street on the south side. Further south is the Lanor Junior Middle School and the Alderwood Memorial Park. Southeast of the site is Alderwood Plaza and Brown's Line. Southwest of the site is the Franklin Horner Community Centre.

Reasons for Application

While this site was redesignated from *Employment Areas* to *Mixed Use Areas* through OPA 231 to permit non-employment uses, its existing zoning has remained Employment Industrial (E 1.0) with no permissions for residential uses. The Employment Industrial zone permits uses such as industrial sales and service, manufacturing, performing arts studio, service shops, and warehousing.

The Zoning By-law Amendment application proposes to change the zoning on the site from E 1.0 to Commercial Residential (CR) in Blocks 1, 3, 4 and 5 to permit residential uses and to establish site-specific performance standards including building height, gross floor area, building setbacks, parking, and floorplate area. The application also proposes to change the zoning in Block 2 to Open Space (O) to permit the proposed new public park.

The Draft Plan of Subdivision application proposes to create the necessary parcels for the four development blocks (Blocks 1, 3, 4 and 5), new public park (Block 2), and new public roads (Streets A and B).

APPLICATION BACKGROUND

Application Requirements

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

- Architectural Plans;
- Arborist Report;
- Block Context Plan;
- Civil and Utilities Plans;
- Community Services and Facilities Study;
- Compatibility and Mitigation Study;
- Draft Plan of Subdivision;

- Draft Zoning By-law Amendment;
- Energy Strategy;
- Environmental Site Assessment;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Study;
- Hydrogeological Report;
- Landscape Plans;
- Noise and Study;
- Planning Rationale;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Site Grading Plan;
- Site Servicing Plan;
- Transportation Impact Study;
- Traffic Related Air Pollution Study;
- Topographical Plan;
- Toronto Green Standard Checklist; and
- Tree Protection Plan.

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 and conditions of Draft Plan of Subdivision.

POLICY & REGULATION CONSIDERATIONS

Provincial Land Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to Provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe.

Official Plan

The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: [Official Plan – City of Toronto](#).

Zoning

The subject site is zoned Employment Industrial (E 1.0) under Zoning By-law 569-2013. This zoning category permits uses such as industrial sales and service, all manufacturing except some identified in the by-law, artist studio, animal shelter, cold storage, dry cleaning or laundry plant, fire hall, kennel, manufacturing, performing arts studio, service shops, and warehousing. The maximum density expectation is one times the lot area. Required minimum setbacks include three metres for the front and side yards, and 7.5 metres for the rear yard. There are no maximum building heights other than five storeys for office uses. Any lot line abutting a street must have a minimum three-metre-wide strip of soft landscaping along the entire length of the lot line excluding land used for driveways and walkways. See Attachment 4 of this report for the existing Zoning By-law Map.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Mid-Rise Buildings Performance Standards and Addendum;
- Townhouse and Low-Rise Apartment Guidelines;
- Growing Up: Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Toronto Green Standard

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.

Site Plan Control

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

Draft Plan of Subdivision

A Draft Plan of Subdivision application was submitted on October 20, 2021. The Interim Chief Planner and Executive Director, City Planning has delegated authority for Plans of Subdivision under By-law 229-2000, as amended.

Section 51(24) of the Planning Act outlines the criteria for determining whether or not a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed lots and blocks, and the adequacy of utilities and municipal services.

The proposed Draft Plan of Subdivision complies with Provincial policies and Official Plan policies.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020), and find the proposal to be consistent with the PPS and conforms with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan policies described in the Policy and Regulation Considerations Section of the report. The site is designated *Mixed Use Areas*. The Official Plan provides that *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses in single or mixed-use buildings, as well as parks and open spaces and utilities.

Staff find the proposed development to be appropriate from a land uses perspective.

Site Organization

Building Placement

The Official Plan provides that development 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 to 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.

The proposed seniors residence within Block 1 would be appropriately placed parallel to the proposed new park to frame it. The building would also frame and enhance the cul-de-sac in front that terminates the public east-west street, and the intersection of Evans Avenue and the Highway 427 north on-ramp. The building would be placed mostly parallel to the Highway 427 north on-ramp on the west. There would also be a Ministry of Transportation building setback of 14 metres on this side consisting of landscaping.

The three-storey townhouses in Block 3 would be carefully placed parallel to the new park, Evans Avenue on the south, and the new public north-south and east-west streets on the east and north, to frame and activate the edge.

In Blocks 4 and 5, the proposed three-storey base buildings shared by Towers A and B, and by Towers C and D, would be placed to frame the public east-west street that they front onto to the south, and the private north-south street, to frame and enhance them.

The base buildings would also provide an appropriate interface with the Gardiner Expressway and associated ramps. The three-storey base buildings in both Blocks 4 and 5 would maintain the Ministry of Transportation building setback of 14 metres from the Gardiner Expressway on the north.

Staff are satisfied that the proposed buildings in Blocks 1, 3, 4, and 5 would be placed to frame and strengthen the edges of streets and parks with good proportion and would help maintain sunlight access and comfortable wind conditions for pedestrians on adjacent streets and open spaces.

Building Entrances

The Official Plan provides that building entrances be located on the prominent building facades so that they front onto a public street, park or open space, and are clearly visible and directly accessible from a public street and sidewalks.

The principal pedestrian entrances to the seniors residence in Block 1, and the base buildings for Towers A and B in Block 4, and Towers C and D in Block 5, would be located on their prominent building facades fronting the public east-west street, and would be clearly visible and have direct access from the street. The principal pedestrian entrances to the three-storey townhouses would be located on their prominent building facades facing the public streets, and would be clearly visible, and have direct access from these streets.

Ground Floor Uses

The Official Plan provides that development include ground floor uses with clear windows and entrances that allow views from and, where possible, access to adjacent street, parks and open spaces.

The proposed seniors residence in Block 1 would include the entrance lobby, multipurpose hall, spa and salon at grade with windows that would allow views to the street and adjacent public park. The townhouses in Block 3 would include living spaces at grade with windows that would allow for views to the adjacent streets and park. Similarly, entrance lobbies and the townhouse units within Blocks 4 and 5 would allow for views to adjacent streets and park.

Staff are satisfied that the proposed ground floor uses would allow for views and promote the CPTED (Crime Prevention Through Environmental Design) principle of eyes on the street.

Separation Distances

The Official Plan provides that the tower portions of tall buildings provide setbacks and separation distances to maximize sunlight access and provide sky views from the public realm while mitigating pedestrian level wind impacts and protecting for privacy within adjacent buildings and adjacent building walls containing windows.

The separation distances between Towers A and B in Block 4, and between Towers C and D in Block 5, would be 30 metres and 28.5 metres, respectively, meeting the objectives for separation distances outlined above.

Vehicular Access

The Official Plan provides that developments will locate and organize 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 area by providing underground parking, where appropriate, and limiting new, and removing existing surface parking and vehicular access between the front face of a building and the public street or sidewalk, and consolidating and minimizing the width of driveways and curb-cuts across the public sidewalk.

Vehicular access to all the blocks would be from new public streets, and no vehicular parking spaces are proposed between the front face of the buildings and the public street or sidewalk. Underground parking is proposed for Blocks 1, 4 and 5, and parking is proposed at the rear basement level for Block 3. Loading areas are proposed away from public views, except for the accessible loading zone in front of Block 1, which is appropriate for the seniors residence.

Pedestrian Access

The Official Plan provides that development will promote civic life and provide amenity for pedestrians in the public realm by making areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional through the provision of safe, direct pedestrian routes and shade-providing tree plantings throughout the site.

Pedestrian access would be directly from the new 2.1-metre-wide sidewalks along the proposed new streets. The public sidewalk in front of Evans Avenue would be reconstructed with a minimum width of 2.1 metres to improve pedestrian comfort and safety and comply with City standards. Trees are proposed at the edges of all streets. Staff are satisfied that the proposed development would provide direct and safe pedestrian access to adjacent streets, and the tree plantings would improve the attractiveness of the public realm and contribute towards its comfort and sustainability.

Density

The Official Plan provides that growth be directed to *Centres, Avenues, Employment Areas* and the *Downtown* to concentrate jobs and people in areas well served by surface transit and higher order transit stations.

The proposed development is sited on lands redesignated from *Employment Areas* to *Mixed-Use Areas* to allow for a more intense form of development. While the development is not on an *Avenue*, it is well served by surface transit. There is a TTC bus stop in front of the site on Evans Avenue, and four more TTC bus stops within five

minutes of the site. Further, Evans Avenue is identified as a 27-metre-wide Major Street in Map 3 of the Official Plan. It is also a two-way east-west Major Arterial Road that provides important connections to Highway 427 and the Gardiner Expressway at the southwest corner of the site.

Given its location and context, staff are satisfied that the proposed density of 3.4 times the lot area is appropriate for this site.

Height and Massing

The Official Plan provides that development be located and massed to fit within its existing context, define and frame the edges of the public realm with good street proportion, fit with the area character, and ensure access to direct sunlight and daylight on the public realm by providing street wall heights and setbacks that fit harmoniously with the existing and/or planned context, and by stepping back building mass and reducing building footprints above the street wall height. The Official Plan further provides that development provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

The application proposes three-storey base buildings for Towers A and B in Block 4, and Towers B and C in Block 5, that would provide a transition to the seniors residence and townhouse units on site and respect the low-rise residential neighbourhood to the south. The three-storey townhouses in Block 3 would fit with the character of the *Neighbourhoods* designation to the south of the site and across Evans Avenue.

The nine-storey seniors residence in Block 1 at the intersection of Evans Avenue and the Highway 427 on-ramp would frame and define this prominent corner.

Towers A and B, and C and D would be 29, 38, 32 and 21 storeys high, respectively, and would step back at least three metres from their base buildings where they front onto the new and public and private streets. They would have maximum floorplate sizes of 750 square metres above their base buildings to limit the physical and visual impacts of the tower on the public realm, including minimizing shadow impacts on the proposed new park and surrounding properties, while maximizing access to sunlight and open views of the sky from the public realm. The architecture of the proposed towers will be further refined through the Site Plan Control review process to ensure further articulation and differentiation in the building design.

Sun, Shadow, Wind

The Official Plan provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties by stepping back the tower from the base building, generally aligning the tower with, and parallel to the street, limiting and shaping the size of the floorplates above base buildings, and providing appropriate separation distances from side and rear lot lines as well as other towers.

The applicant submitted sun/shadow studies that show incremental shadow impacts on surrounding properties, streets, open spaces and *Neighbourhoods* designated properties would be adequately limited as a result of the design and placement of the tower portions of the tall buildings. The towers would step back from their base buildings, maintain adequate separation distances, and maintain maximum floorplate sizes of 750 square metres.

The applicant also submitted a Pedestrian Level Wind Study that shows the inclusion of wind mitigation measures and features that would improve local wind conditions in key areas of the proposed development. Wind mitigation will be further refined through the Site Plan Control review process.

Unit Mix and Sizes

The Council-adopted Growing Up: Planning for Children in New Vertical Communities Guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments.

Guideline 2.1 states that a residential building should provide a minimum of 25% large units. Specifically, that 10% of the total residential units should be three-bedroom units and 15% should be two bedroom units.

Guideline 3.0 states that the ideal unit size for large units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three-bedroom units, with ranges of 87 to 90 square metres and 100 to 106 square metres representing acceptable diversities of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

The application proposes 1,196 residential units including 678 one-bedroom units (56.69%), 397 two-bedroom units (33.2%), and 475 three-bedroom units (10.12%). While the overall unit mix for the proposed development is generally consistent with the Growing Up Guidelines, staff will work with the applicant to refine unit mixes for each block and support unit size objectives of the guidelines during the Site Plan Control review process.

Traffic Impact, Access, Parking

The applicant submitted a Transportation Impact Study prepared by LEA Consulting Limited, and a response to staff comments prepared by the same consultant.

Access to and from the proposed development would be from the Evans Avenue and from The East Mall through the proposed new north-south and east-west public streets. While the proposed new street layout is generally acceptable, staff will work with the applicant to further refine them, if necessary, during the Site Plan Control review process.

A minimum parking rate of 0.3 resident parking space per bed-sitting room is proposed for the seniors residence (retirement home). For the townhouses, one resident parking and 0.2 visitor parking space per dwelling unit are proposed. For the apartment buildings, 0.55 resident and 0.05 visitor parking space per dwelling unit are proposed. The plans show a total of 634 resident and 56 visitor parking spaces, for a total of 690 parking spaces. A total of 839 bicycle parking spaces including 353 long term and 86 short term are proposed. Two Type C and three Type G loading spaces are also proposed.

Compatibility and Mitigation Study

Prior to the Notice of Approval Conditions for Site Plan Control, the applicant shall address the outcome of the peer review process related to the Compatibility and Mitigation Study (Air Quality, Dust, Odour, Noise and Vibration) prepared by SLR Consulting Canada Ltd., dated October 2020, including the recommendations contained in the peer reviewer's letter from Jade Acoustics Inc., dated July 23, 2021, to the satisfaction of the Interim Chief Planner and Executive Director, City Planning.

Road Widening

Transportation Services staff have advised that the Official Plan requirement for a 27-metre-wide right-of-way for this portion of Evans Avenue in front of the site has been satisfied, and no conveyances are required for road widening.

Streetscape

The Official Plan provides that coordinated landscape improvements be provided in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms.

The application proposes minimum building setbacks of 4.5 metres along Evans Avenue and along the proposed new streets. Trees are also proposed along Evans Avenue and along both sides of new streets to enhance the local character of this area. A 10-metre building setback along Evans Avenue is proposed for the townhouses. In addition, the cul-de-sac that terminates the east-west public street would be designed with enhanced landscaping including lockstone paving and seating for pedestrians. Curved building entrance canopies would also be incorporated into the building design at this location to fit with the shape of the cul-de-sac.

The application also proposes 2.1-metre-wide sidewalks on both sides of all new streets. The existing sidewalk on Evans Avenue would be reconstructed to a minimum width of 2.1 metres to meet City standards. Trees are also proposed along all new and existing streets.

Servicing

The applicant submitted a revised Functional Servicing and Stormwater Management Report by Counterpoint Engineering, dated October 11, 2023 (Revision 3), in support of the application. Prior to the enactment of the Zoning By-law, the owner shall provide a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

The owner shall also make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal road infrastructure, should it be determined that upgrades to infrastructure are required to support this development according to the accepted Functional Servicing and Stormwater Management Report, and Traffic Impact Study.

Open Space/Parkland

At the alternative rate of one hectare per 600 units as specified in Section 42 of the Planning Act, the parkland dedication requirement is 19,993 square metres or 51% of the site area. However, for sites that are less than five hectares in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 3,909 square metres.

Drawing A0-020 of the architectural plans, prepared by Giannone Petricone and Associates (dated by the Architect 06/21/23), show that the applicant has proposed an on-site parkland dedication of 4,128.6 square metres in size that is in a rectangular shape. The park is bordered by Evans Avenue to the south and by two proposed public roads to the east and north. To the west of the park is a proposed nine-storey seniors residence. This proposal of parkland is acceptable the Parks Development Section.

Pet Friendly Housing

Given the rise in dog-owning populations, the owner is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will help alleviate the pressure on public parkland. Staff will work with the applicant to secure on-site pet amenities during the Site Plan Control review process.

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 a Tree Inventory and Preservation Plan by NAK Design Group, dated November 25, 2020 that identified 25 protected trees within six metres of this development. A revised Arborist Report may be required during the Site Plan Control

approval process, if necessary, to provide further rationale for trees proposed to be removed. The applicant also needs to provide information including detailed landscape plans and sections to assure Urban Forestry that the required tree planting and associated soil infrastructure are feasible and meet City standards, as outlined in the Urban Forestry memo, dated December 22, 2023.

Prior to the Notice Approval Conditions for Site Plan Control, the applicant shall address issues raised in the Urban Forestry memo, dated December 22, 2023, to the satisfaction of the General Manager, Parks, Forestry and Recreation.

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 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Site Plan Control review process.

Community Consultation

A Community Consultation Meeting (CCM) for the application was held on June 2, 2015. Approximately 30 members of the public participated along with the local Councillor's office, the applicant, and City staff. A second CCM was held on May 13, 2021. Approximately 12 members of the public attended, in addition to the local Councillor's office, the applicant, and City staff. Comments at the first CCM were mostly general. Comments at the second CCM were more focussed and included the following:

- Conformity with Official Plan policies including development criteria in *Mixed Use Areas* and the Built Form policies with respect to the building placement, height and massing;
- Consideration and evaluation of potential environmental impacts including but not limited to air quality, noise and vibration generated from vehicles travelling on the adjacent Gardiner Expressway and Highway 427;
- Site organization including vehicular access and loading, and pedestrian circulation/connection to the public realm and landscape areas;
- Shadow impacts to surrounding properties and the proposed park;
- Servicing and traffic impacts arising from the development;
- Determination of an appropriate land division mechanism to establish the land parcels, proposed park and streets for the proposed development; and

- Clarification on whether the proposed park would be public or private.

Staff collaborated with the applicant and the community to address and resolve the key issues raised by area residents and stakeholders.

CONCLUSION

The proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the Official Plan, particularly as it relates to land use, site organization, density, height and massing, and is in keeping with the intent of the applicable design guidelines. It provides an appropriate level of intensification to an underutilized parcel of land while delivering new housing opportunities for all including seniors and larger families. It also provides an appropriate transition in scale to the adjacent neighbourhood.

Staff recommend that Council support approval of the application.

CONTACT

Eno Udoh-Orok, MCIP, RPP, Senior Planner, Community Planning
Telephone: 416-392-5474
E-mail: Eno.Udoh-Orok@toronto.ca

SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning
Etobicoke 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: Existing Zoning By-law Map
Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: Draft Plan of Subdivision

Attachment 8: East Elevation
Attachment 9: West Elevation
Attachment 10: North Elevation
Attachment 11: South Elevation

Attachment 1: Application Data Sheet

Municipal Address 564-580 Evans Avenue Date Received: December 30, 2014

Application Number: 14 268446 WET 06 OZ

Application Type Zoning By-law Amendment

Project Description: Proposed residential development consisting of a nine-storey seniors residence including a place of worship, two blocks of three-storey townhouses, four tall buildings of 21, 29, 32 and 38 storeys on shared three-storey base buildings, a total gross floor area of 100,841 square metres, a floor space index of 3.4, and 1,196 residential units. Also proposed are a new 4,128.6 square metre park and three new streets. A Draft Plan of Subdivision application is proposed to create the necessary blocks to support the proposed development.

Applicant:

MHBC Planning
230-7050 Weston Road
Woodbridge, ON
L4L 8G7

Architect

Giannone Petricone Associates
96 Spadina Avenue
Toronto ON
M5V 2J6

Owner

Antorisa Investments Ltd.
580 Evans Avenue
Toronto ON
M8W 2W1

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas

Zoning: Employment (E1.0)

Height Limit: 5 Storeys

PROJECT INFORMATION

Site Area (sq. m): 29,270.1

Frontage (m): 132

Depth (m): 128

Building Data

Total Ground Floor Area (sq. m):

Total Residential GFA (sq. m):

Total Non-Residential GFA (sq. m):

Total GFA (sq. m):

Lot Coverage Ratio (%):

Floor Space Index:

Existing

Retained

Proposed

Total

100,841

100,841

0

0

100,841

100,841

3.4

3.4

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA	100,841	
Retail GFA		
Office GFA		
Industrial GFA		
Institutional/Other GFA		

Total Residential Units by Size

Rooms	1 Bedroom	2 Bedroom	3+ Bedroom
Retained			
Proposed	678	397	121
Total Units:	678	387	121

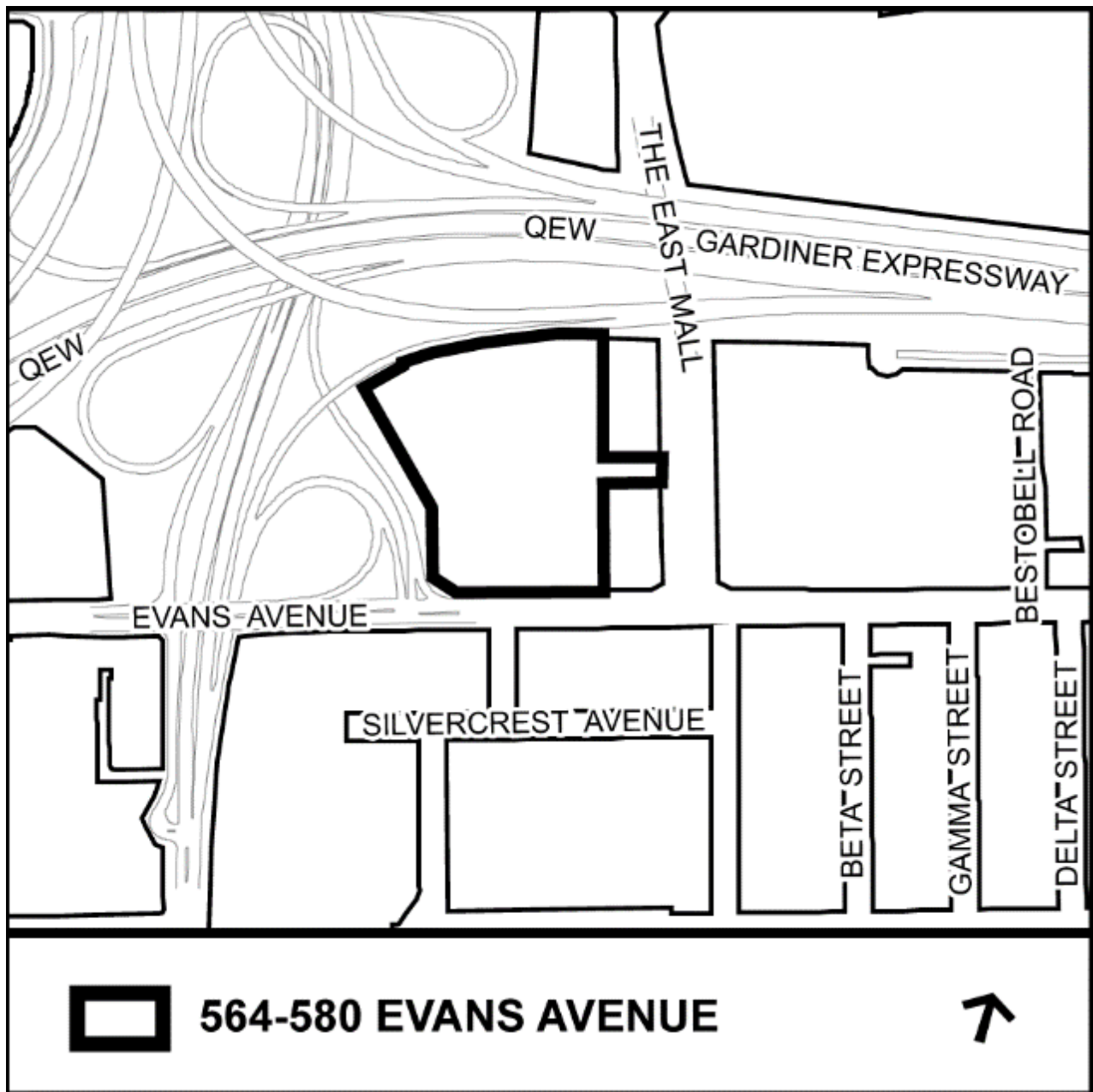
CONTACT:

Eno Udoh-Orok, MCIP, RPP, Senior Planner, Community Planning

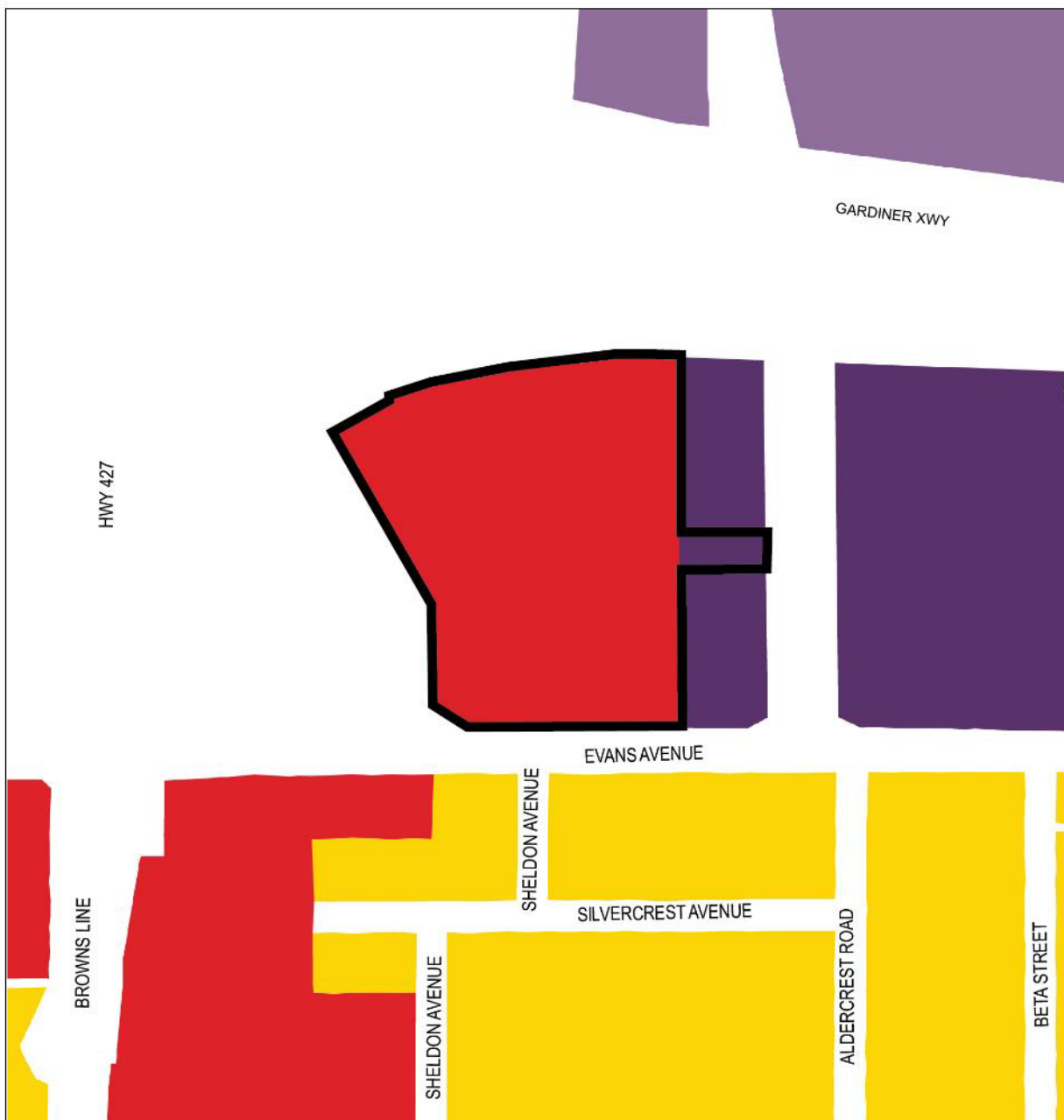
Telephone: 416-392-5474

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

Attachment 2: Location Map



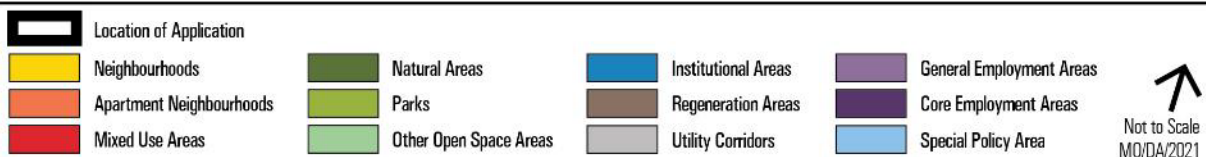
Attachment 3: Official Plan Land Use Map



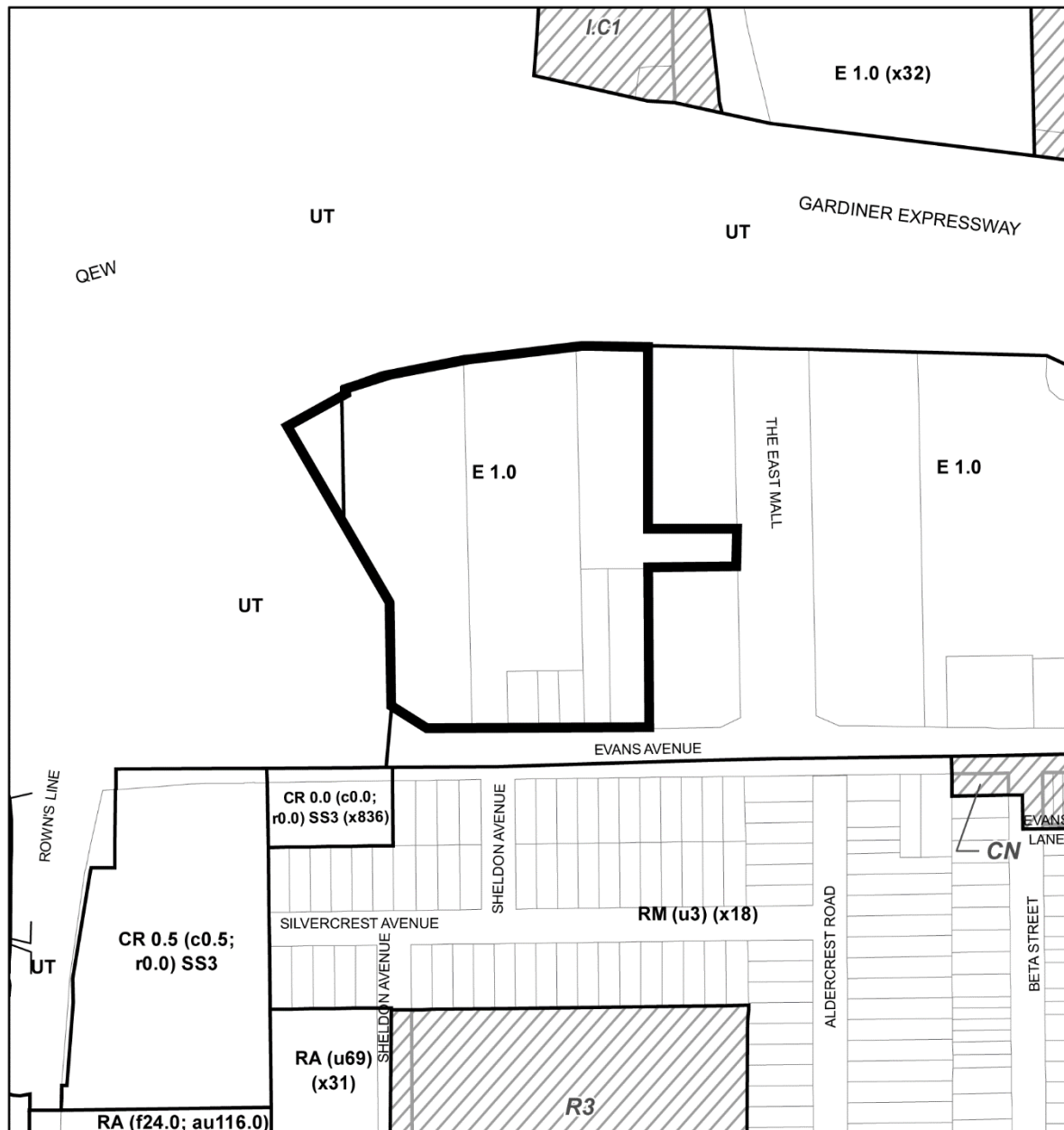
564-580 Evans Avenue

Official Plan Land Use Map #15

File # 14 268446 WET 06 02



Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

564-580 Evans Avenue

File # 14 268446 WET 06 02



Location of Application

RD Residential Detached
RM Residential Multiple
RA Residential Apartment
CR Commercial Residential
E Employment Industrial
UT Utility and Transportation



See Former City of Etobicoke By-law No. 11,737

R3 Third Density Residential Zone
I.C1 Class 1 Industrial Zone
CN Neighbourhood Commercial Zone



Not to Scale
Extracted: 12/22/2023

Attachment 5: Draft Zoning By-law Amendment

Authority: Etobicoke York Community Council Item [-], as adopted by City of Toronto Council on [-]

CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2023 as 564-580 Evans 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, as amended;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.1 respecting the lands outlined by heavy black lines from a zone label of E 1.0 to zone labels of CR 0.5 (c0.5; r0.5) SS3 (x947) and O as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number 947 so that it reads:

(947) Exception CR 947

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) On lands municipally known as 564-580 Evans Avenue, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used or enlarged in

compliance with Regulations (B) to (U) below;

- (B) Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum identified below, and the elevation of the highest point of the **building** or **structure**:
- (i) "Block 1": 111.0 metres;
 - (ii) "Block 3A": 110.6 metres;
 - (iii) "Block 3B": 110.3 metres;
 - (iv) "Block 4": 111.0 metres; and
 - (v) "Block 5": 111.5 metres.
- (C) Despite Regulation 40.10.40.1(1), residential use portions of a **mixed-use building** are permitted to be located above, below, or on the same storey as non-residential use portions of the **building**.
- (D) Despite regulation 40.10.40.10(3) the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 3 of By-law **[Clerks to insert By-law number]**;
- (E) Despite regulation 40.10.40.10(5) the required minimum height of the first **storey**, is measured between the floor of the first **storey** and the ceiling of the first **storey**, is 2.8 metres.
- (F) Despite regulation 40.10.40.10(7) the permitted maximum number of **storeys** in a **building** is the number following the letters "ST" as shown on Diagram 3 of By-law **[Clerks to insert By-law number]**; and
- (i) for the purpose of this exception, a mezzanine and a mechanical penthouse do not constitute a **storey**;
- (G) Despite regulations 40.5.40.10(4) to (7), and (D) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 of By-law **[Clerks to insert By-law number]**:
- (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 6.0 metres;
 - (ii) **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above,

- including a mechanical penthouse, by a maximum of 7.0 metres;
 - (iii) architectural features, parapets, and elements and **structures** associated with a **green roof**, by a maximum of 1.5 metres;
 - (iv) **building** maintenance units and window washing equipment, by a maximum of 8.0 metres;
 - (v) planters, **landscaping** features, guard rails, ladders for maintenance purposes, and divider screens on a balcony and/or terrace, by a maximum of 2.4 metres;
 - (vi) antennae, flagpoles and satellite dishes, by a maximum of 3.0 metres; and
 - (vii) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 5.0 metres;
- (H) Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is as follows:
- (i) "Block 1": 13,500 square metres;
 - (ii) "Block 3A" and "Block 3B": 2,500 square metres;
 - (iii) "Block 4": 46,500 square metres; and
 - (iv) "Block C": 40,500 square metres;
- (I) The permitted maximum floorplate area for each storey of a "tower" in "Block 4" and "Block 5", as measured from the exterior of the **main wall** of the **storey** is 750 square metres;
- (J) The provision of **dwelling units** in "Block 4" and "Block 5" is subject to the following:
- (i) a minimum of 15 percent of the total number of **dwelling units** within each "Block" must have two or more bedrooms;
 - (ii) a minimum of 10 percent of the total number of **dwelling units** within each "Block" must have three or more bedrooms; and
 - (iii) any dwelling units with 3 or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above;
- (K) Despite regulation 40.10.40.70(3), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law **[Clerks**

to insert By-law number];

- (L) Despite regulation 40.10.40.80(2), the required separation of **main walls** are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];
- (M) Despite Regulation 40.5.40.60 (1), a canopy, awning or similar **structure**, with or without structural support, may encroach into a required minimum **building setback** that abuts a **street**, if no part of the canopy, awning or similar **structure** is located more than 6.0 metres above the elevation of the ground directly below it;
- (N) Despite Clause 40.10.40.60, and (K) and (L) above, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
 - (i) decks, porches, and balconies, by a maximum of 2.2 metres;
 - (ii) canopies and awnings, by a maximum of 3.0 metres, except as permitted in (M) above;
 - (iii) exterior stairs, access ramps and elevating devices, by a maximum of 3.0 metres;
 - (iv) cladding added to the exterior surface of the **main wall** of a **building**, by a maximum of 1.0 metre;
 - (v) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 1.0 metre;
 - (vi) window projections, including bay windows and box windows, by a maximum of 1.0 metre;
 - (vii) eaves, by a maximum of 0.6 metre;
 - (viii) a dormer, by a maximum of 1.5 metres; and
 - (ix) air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 1.5 metres;
- (O) Despite regulation 200.5.1.10(2)(A)(iv), 10% of the provided **parking spaces** may be obstructed as described in regulation 200.5.1.10(2)(D) without being required to provide additional width for the obstructed sides of the **parking space**;
- (P) The minimum dimensions of a parking space that is adjacent and parallel to a drive aisle from which vehicle access is provided are:

- (i) length - 6.7 metres;
 - (ii) width - 2.6 metres;
 - (iii) vertical clearance - 2.0 metres; and
 - (iv) the minimum width in (ii) must be increased by 0.3 metre for each side of the parking space that is obstructed;
- (Q) Despite regulation 200.15.1(1), (3) and (4), an accessible **parking space** must be provided as follows:
- (i) An accessible **parking space** have the following minimum dimensions:
 - (a) length of 5.6 metres;
 - (b) width of 3.4 metres; and
 - (c) vertical clearance of 2.1 metres;
 - (ii) The entire length of an accessible **parking space** must be adjacent to a minimum 1.5 metre wide accessible barrier free aisle or path;
 - (iii) Accessible **parking spaces** are not required to be the **parking spaces** closest to a barrier free entrance to a **building**.
- (R) Despite regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** must be provided in accordance with the following:
- (i) A minimum of 0.3 resident **parking spaces** per **bed-sitting room** shall be provided for a **Retirement Home**;
 - (ii) A minimum of 1.0 resident **parking space** per **dwelling unit** shall be provided for **townhouse dwelling units**;
 - (iii) A minimum of 0.2 visitor **parking spaces** per **dwelling unit** shall be provided for **townhouse dwelling units**;
 - (iv) A minimum of 0.55 resident **parking spaces** per **dwelling unit** shall be provided for **dwelling units** within an **Apartment Building** or **Mixed Use Building**; and
 - (v) A minimum of 0.05 visitor **parking spaces** per **dwelling unit** shall be provided for **dwelling units** within an **Apartment Building** or **Mixed Use Building**;
- (S) Despite Regulation 230.5.1.10(10), "short-term" **bicycle parking**

spaces may also be located in a **stacked bicycle parking space**;

- (T) Despite regulation 230.5.1.10(4), if a **stacked bicycle parking space** is provided, its minimum dimensions must comply with the following:
- (i) minimum length of 1.6 metres;
 - (ii) minimum width of 0.38 metre;
 - (iii) minimum vertical clearance of 1.0 metre;
- (U) For the purpose of this exception, each word or expression that is in bold font will have the same meaning as such word or expression as defined in Chapter 800 of Zoning By-law 569-2013, as amended, except for the following:
- (i) "Block 1", "Block 3A", "Block 3B", "Block 4", and "Block 5" mean the areas so labelled as shown on Diagram 1 of By-law [Clerks to insert By-law ##];
 - (ii) "Block 3" means the combination of "Block 3A" and "Block 3B";
 - (iii) "Block" and "Blocks" mean one or more of "Block 1", "Block3", "Block 4" and "Block 5"; and
 - (iv) "Tower" means the portions of a **building** which collectively enclose the entirety of a **storey** higher than 24.0 metres above the Canadian Geodetic Datum identified in (B) above for the relevant "Block".

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

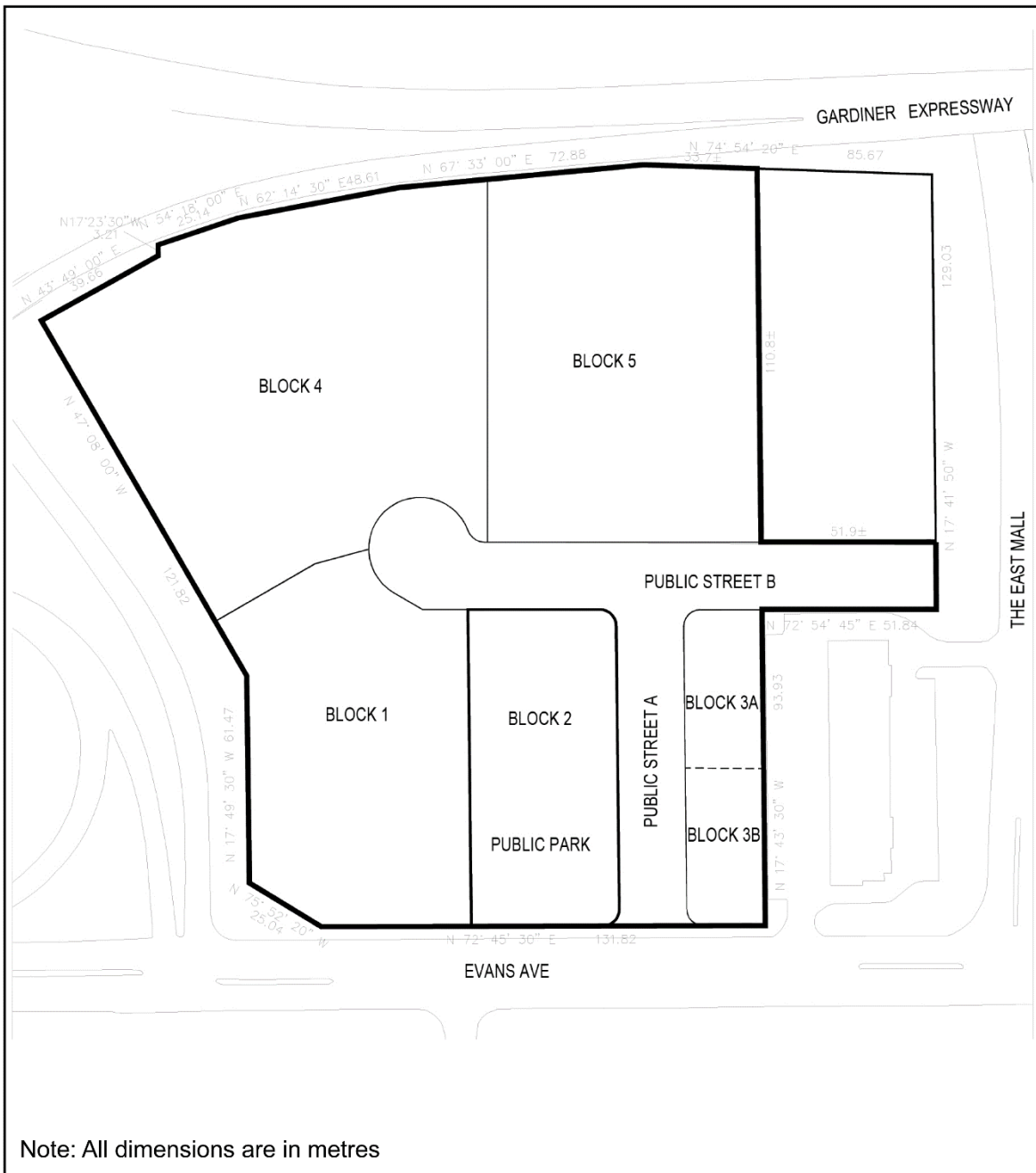
5. Despite any severance, partition or division of the lands, the provisions of this By-law will apply as if no severance, partition or division occurred.

Enacted and passed on [Clerks to insert date].

[full name],
Speaker

[full name],
City Clerk

(Seal of the City)

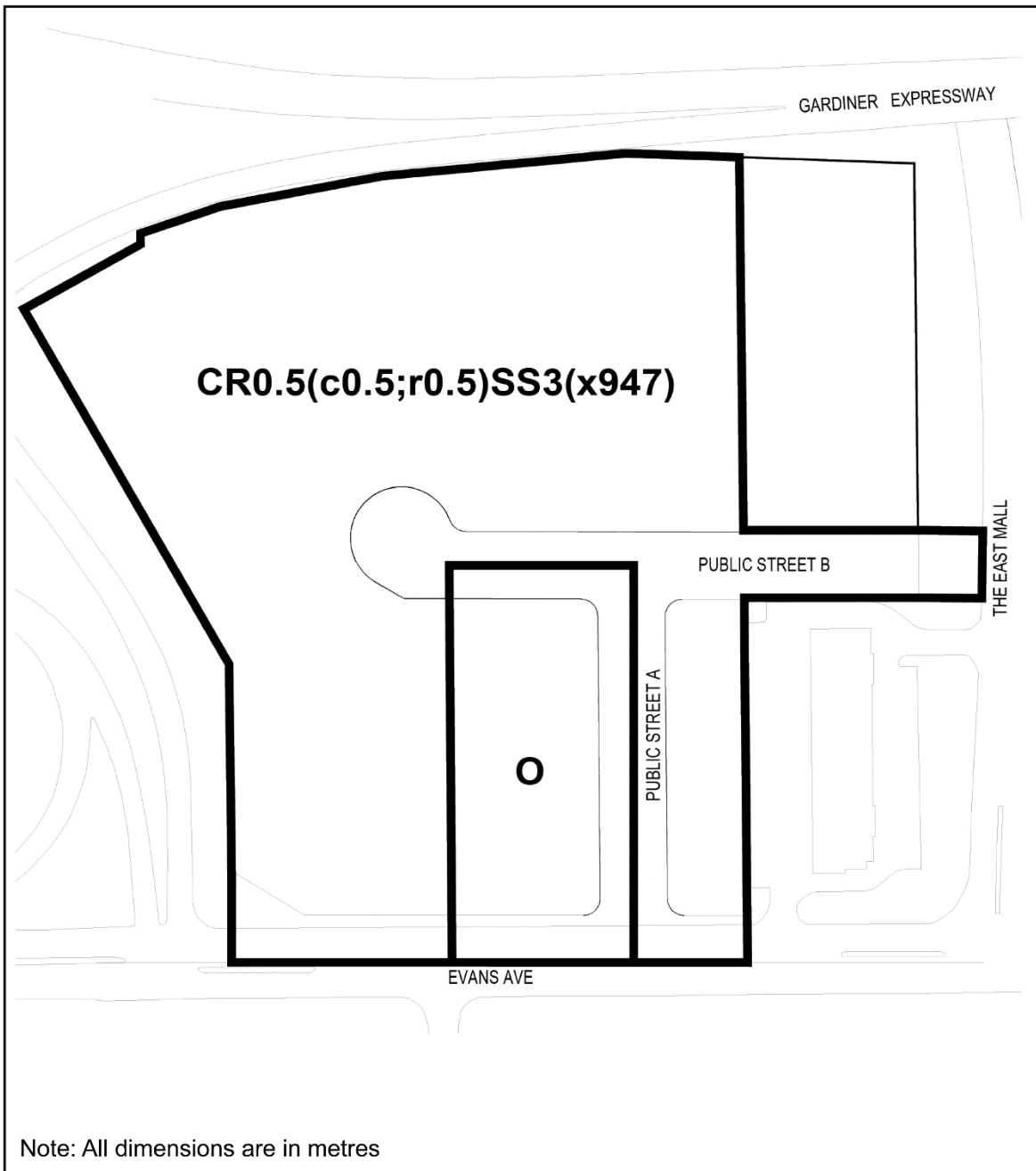


Toronto
Diagram 1

564-580 Evans Avenue

File # 14 268446 WET 06 02


 City of Toronto By-law 569-2013
 Not to Scale
 01/22/2024

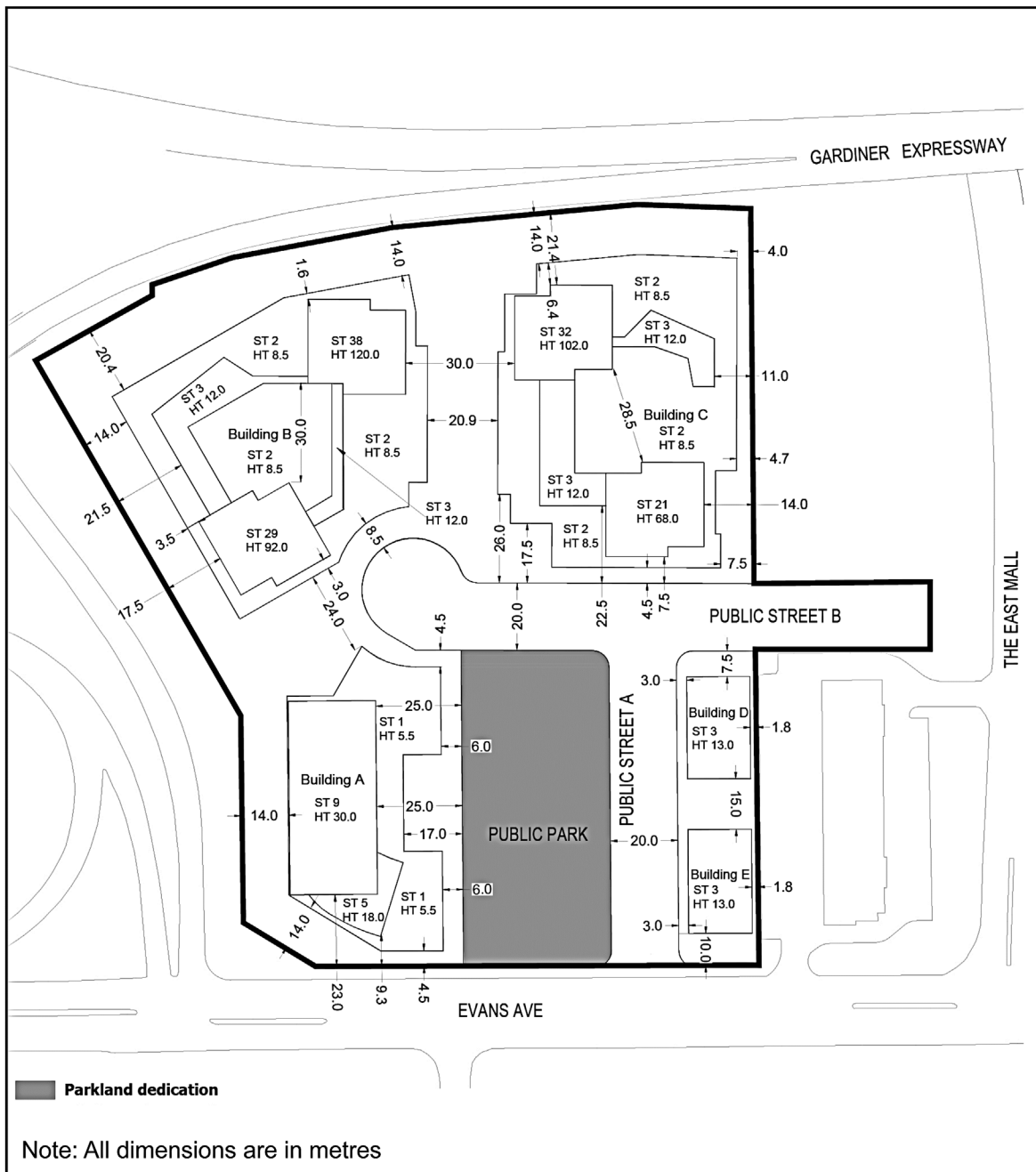


Toronto
Diagram 2

564-580 Evans Avenue

File # 14 268446 WET 06 02

City of Toronto By-law 569-2013
Not to Scale
01/22/2024



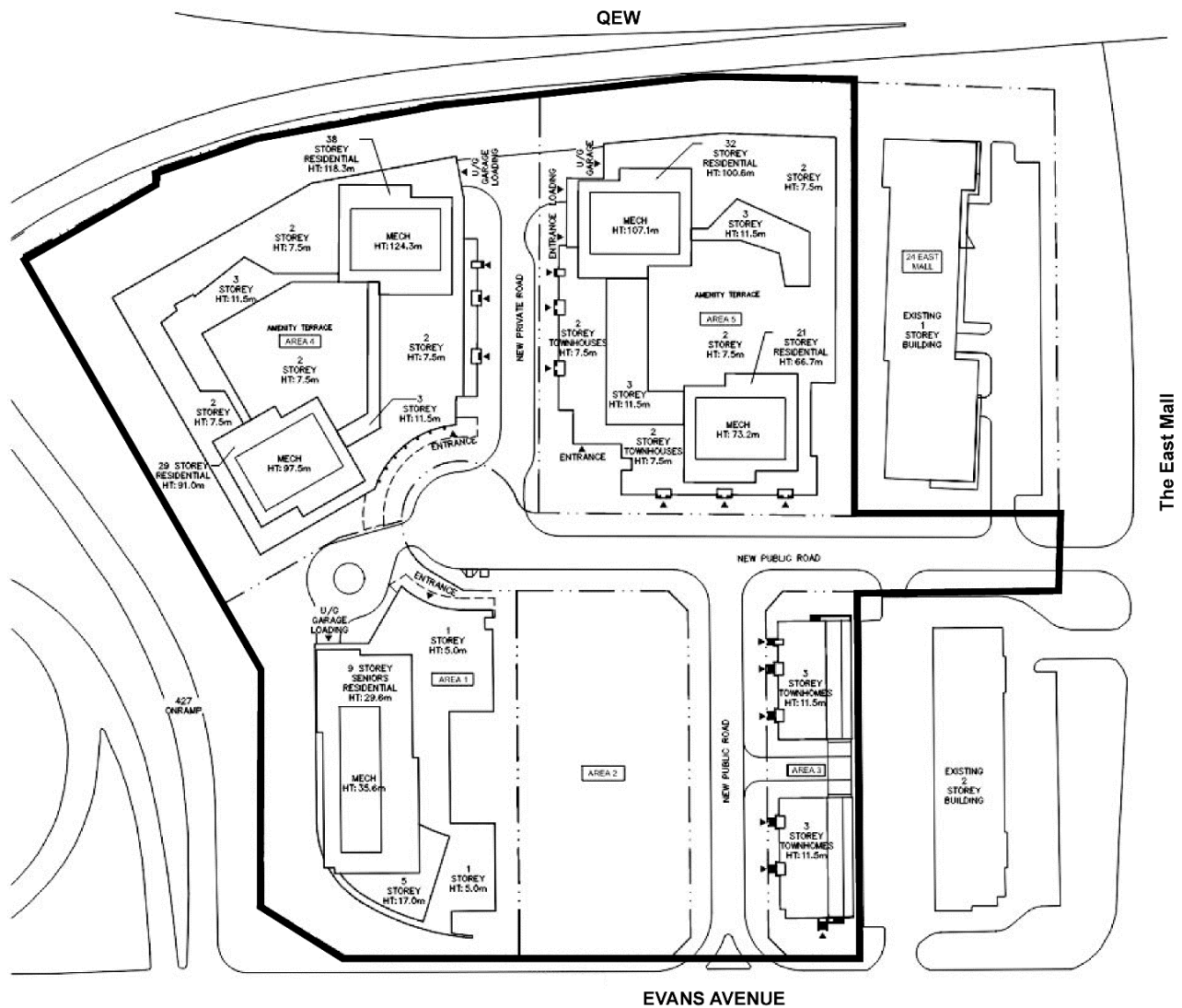
Toronto
 Diagram 3

564-580 Evans Avenue

File # 14 268446 WET 06 0Z

City of Toronto By-law 569-2013
 Not to Scale
 01/22/2024

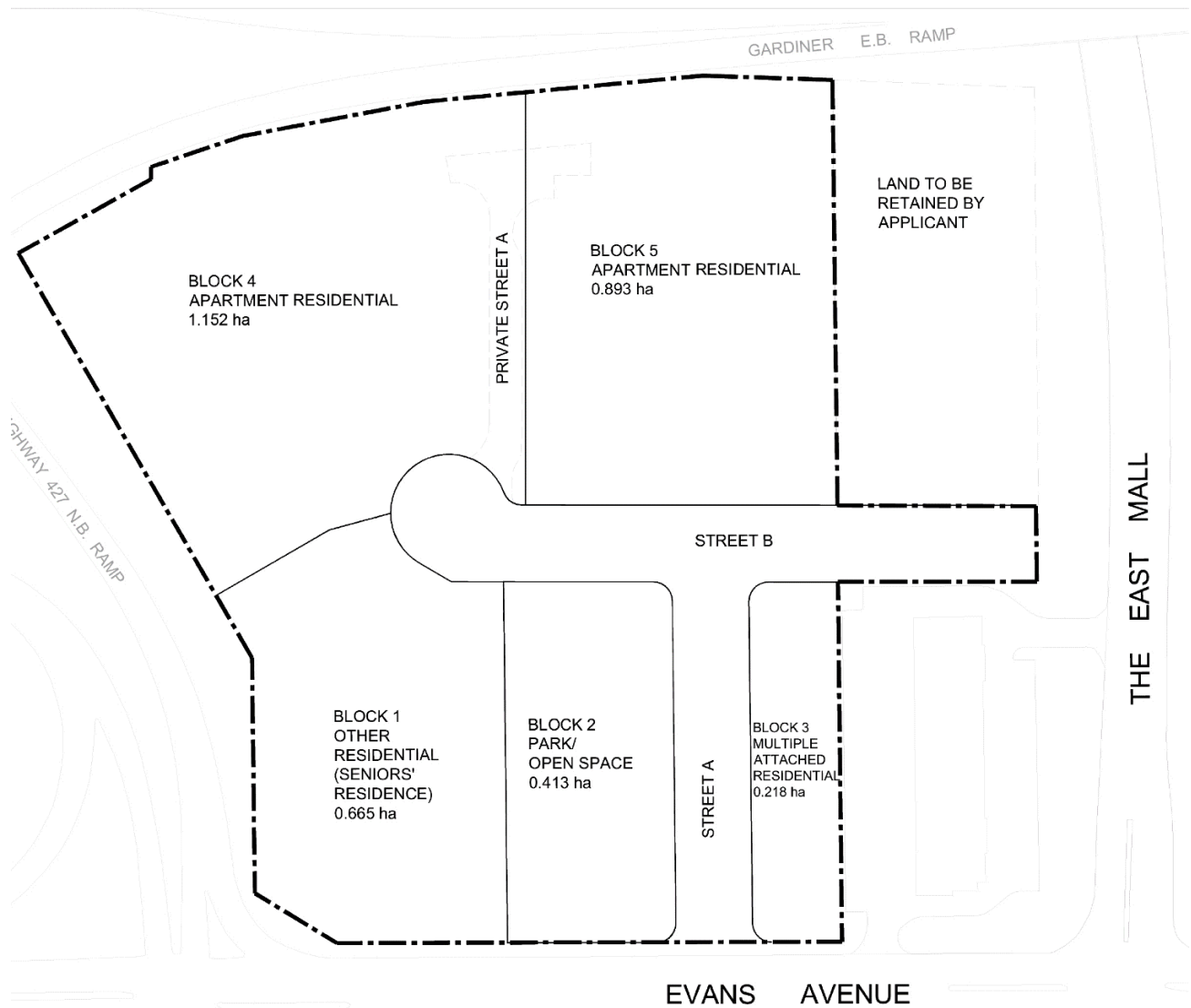
Attachment 6: Site Plan



Site Plan



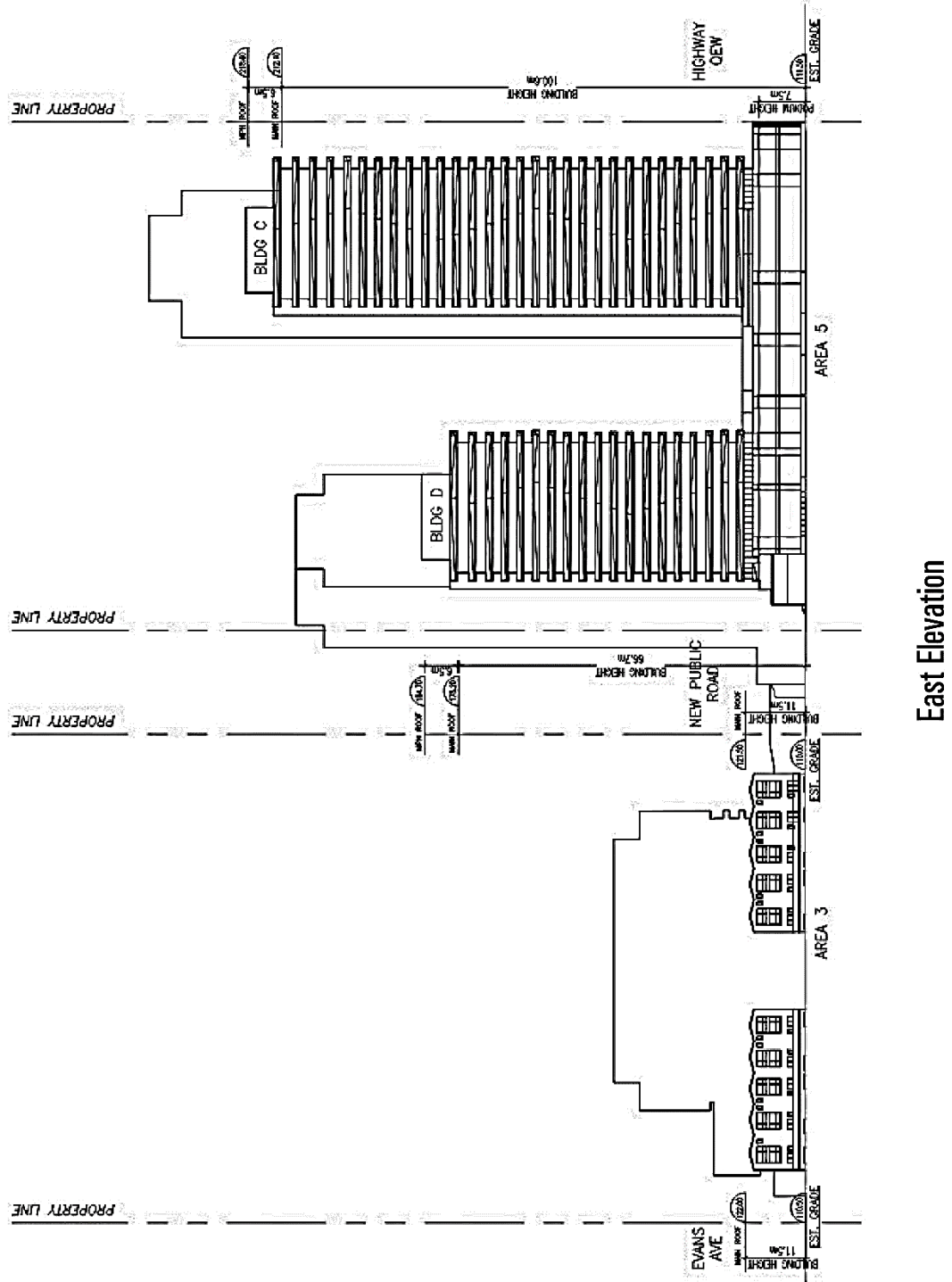
Attachment 7: Draft Plan of Subdivision



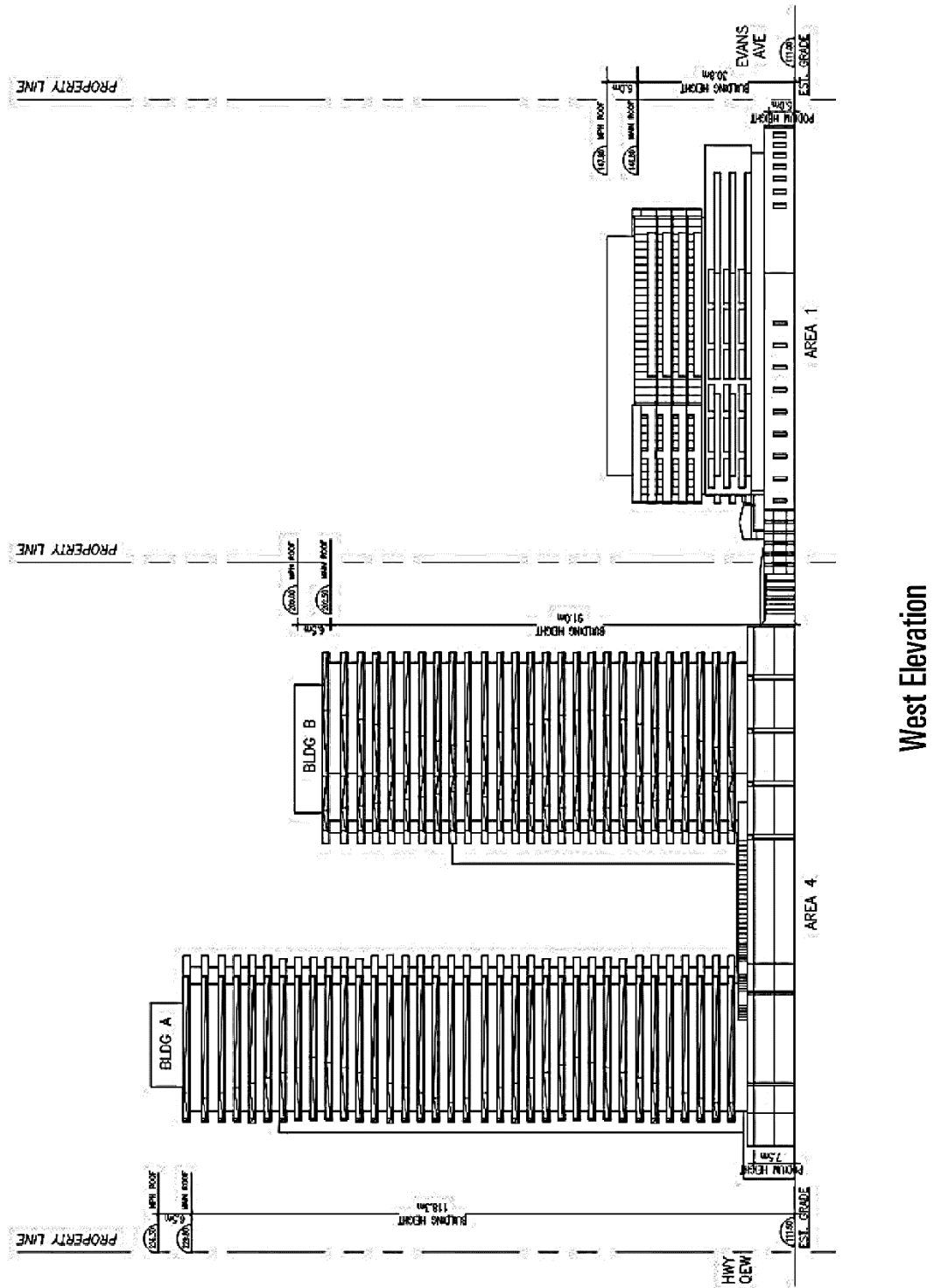
Draft Plan of Subdivision



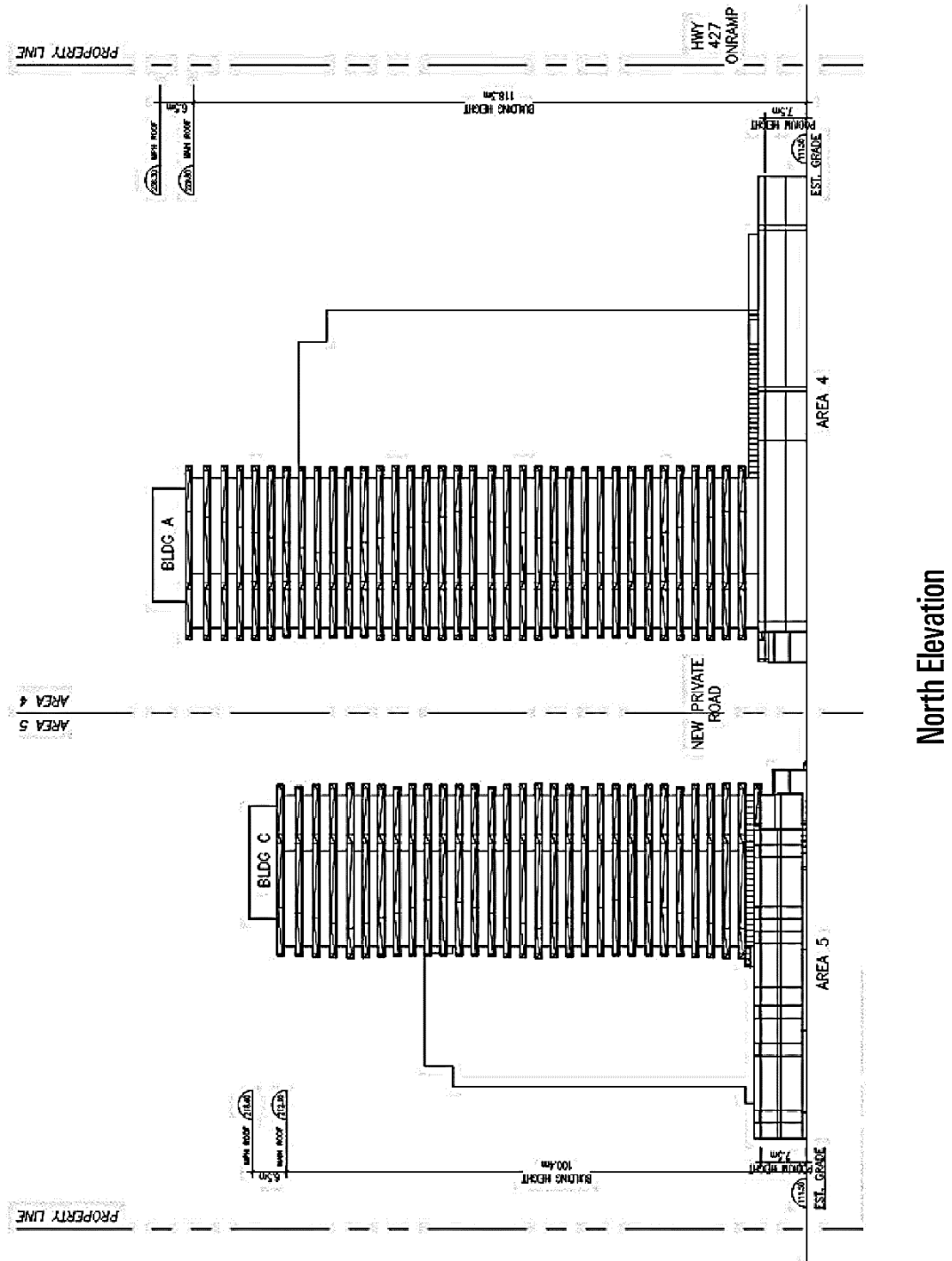
Attachment 8: East Elevation



Attachment 9: West Elevation



Attachment 10: North Elevation



Attachment 11: South Elevation

