

1802 Bayview Avenue – Zoning By-law Amendment and Site Plan Control Applications – Appeal Report

Date: January 22, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 15 - Don Valley West

Planning Application Numbers: 22 221903 NNY 15 OZ and 22 221902 NNY 15 SA

SUMMARY

This application proposes a 46-storey (148.6 metres, plus 8 metres mechanical penthouse for a total of 156.6 metres) residential building with 28,576 square metres of residential gross floor area representing 419 residential units, and 384 square metres of ground floor retail fronting onto Bayview Avenue. The development proposes a total gross floor area of 28,959 square metres with a floor space index of 20.5.

On September 29, 2023, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the time frame prescribed in the Planning Act. The applicant has also appealed the Site Plan application due to Council not making a decision within the time frame prescribed in the Planning Act.

This report recommends that City Council instruct the City Solicitor with the appropriate City staff to attend the OLT hearing and oppose the applications in its current form and to continue discussions with the Applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current applications regarding the Zoning By-law Amendment and Site Plan Control appeals for the lands at 1802 Bayview Avenue and to continue discussions with the applicant to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeals, in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:
 - a) the final form and content of the draft Zoning By-law is to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
 - b) the owner has satisfactorily addressed the Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated August 16, 2023, or as may be updated, all to the satisfaction of the Chief Engineer & Executive Director;
 - c) the owner has satisfactorily addressed Transportation Services matters in the Transportation Services memo dated January 19, 2024, or as may be updated in response to further submissions filed by the Owner, all to the satisfaction of the Chief Engineer & Executive Director;
 - d) the owner has submitted a revised Transportation Demand Management Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services and that matters arising from such Plan be secured, if required;
 - e) the owner has submitted a revised Pedestrian Wind Study acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning, and that matters arising from such Study be secured, if required;
 - f) the owner has satisfactorily addressed matters from the Urban Forestry memorandum dated August 3, 2023, or as may be updated in response to further submissions filed by the Owner, all to the satisfaction of Urban Forestry; and
 - g) the owner has submitted an updated complete Toronto Green Standards (TGS) Checklist and Statistics Template, to the satisfaction of the Chief Planner and Executive Director, City Planning;
3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study or that mitigation is required per the Subsurface Investigation, City Council direct the City Solicitor and appropriate City staff to request that a Holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for required mitigation, as well as the design and construction of any

improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

4. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

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.

SITE AND SURROUNDING AREA

Description: The site is generally rectangular in shape with approximately 31 metres of frontage along Bayview Avenue and 46 metres of frontage along Roehampton Avenue, and a total lot area of 1,410 square metres. The site is also bound by Badali Family Lane to the west. The site generally slopes downwards from north to south.

Existing Uses: The subject site contains an existing car wash..

Surrounding uses include:

North: A seven (7) storey mixed use building located at 1818 Bayview Avenue. Further north is a block of townhouse fronting onto Glazebrook Avenue. A development for a thirty-four (34) storey building is proposed at 2-20 Glazebrook Avenue (22 177066 NNY 15 OZ).

East: Immediately east of the site is Bayview Avenue, and the intersection with Craig Crescent across the street. Further east includes a five-storey apartment building and a nine-storey apartment building.

South: Immediately south of the site is Roehampton Avenue. Further south is a gas station, a retail plaza including the Metro grocery store, and the secondary entrance to Leaside Station of the Eglinton LRT.

West: Immediately west of the site is Badali Family Lane. Further west generally comprises of low-density residential dwellings along Glenavy Avenue.

THE APPLICATION

Height: 46-storey (148.6 metres, plus 8 metres mechanical penthouse for a total of 156.6 metres).

Gross Floor Area: Total gross floor area of 28,959 square metres, consisting of 28,576 square metres of residential gross floor area and 384 square metres of non-residential gross floor area.

Density (Floor Space Index): 20.5 times the area of the lot.

Unit Count: The proposed 419 dwelling units include 36 studio units (9%), 190 one-bedroom units (45%), 153 two-bedroom units (37%), and 40 three-bedroom (10%) units.

Access, Parking and Loading: Vehicular access is proposed through a two-way 6.5 metres driveway from Badali Family Lane to the north end of the site. The driveway leads to an underground ramp, which contains two levels of underground parking with a total of 44 vehicular parking spaces, of which 38 parking spaces are for residents and 6 are for visitors. There are 296 bicycle parking spaces proposed, of which 212 are long term parking spaces, and 84 are short term parking spaces. Another curb cut is proposed at the centre of the site on Badali Family Lane which leads to a Type 'G' loading space.

Additional Information

See Attachments 1-10 of this report for a Location Map, Application Data Sheet, and three dimensional representations of the project in context and a site plan of the proposal. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <http://www.toronto.ca/1802BayviewAve>

Reason for the Application

The application proposes to amend Zoning By-law 569-2013 to vary performance standards including but not limited to: gross floor area and floor space index; building height; building setbacks, amenity spaces, and parking space rates. Additional amendments to the Zoning By-laws may be identified as part of the application review.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted (22 221902 NNY 15 SA) and has been appealed to the OLT.

POLICY CONSIDERATIONS

Provincial Land-Use Policies

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement, and conformity with the Growth Plan. 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 to provincial plans.

Official Plan

The site is designated Mixed Use Areas on Map 17 of the Official Plan, and more specifically designated as Mixed Use Areas "C" on Map 21-4 of the Yonge-Eglinton Secondary Plan. In the Yonge Eglinton Secondary Plan, the site is within the Bayview Focus Core Character Area on Map 21-2. A height range of 20 to 35 storeys is set out for the Bayview Focus Character Area. It is noted that an Official Plan Amendment is not required in order to achieve a greater or lesser height than the range prescribed in the character area. Specifically, heights of buildings for sites will be through rezoning applications or a city initiated zoning by-law amendment.

On Map-21-3, the site is located within a 250 metre radius of the Leaside Station and its associated Secondary Zone. On March 25, 2022, the Planning and Housing Committee approved for consultation 97 MTSA/PMTSAs, of which Leaside Station was identified as a PMTSA with a proposed minimum density target of 200 people and jobs per hectare. The MTSA/PMTSAs are currently pending approval from the Minister of Municipal Affairs & Housing.

Zoning

Under Zoning By-law no. 569-2013, the site is subject to the Commercial Residential Zone CR 2.5 (c2.0; r2.5 SS2 (x2248)).

Design Guidelines

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

- Tall Building Design Guidelines;
- Growing Up Guidelines Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Best Practices for Bird-Friendly Glass;
- Retail Design Manual; and
- Toronto Accessibility Design Guidelines.

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. The TGS can be found here: <https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/>

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on October 17, 2023. Approximately 70 members of the public attended, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- Concerns for the proposed height and density and how it fits within the area;
- Concerns for how the building transitions into the adjacent low-density neighbourhood;
- Concerns that the number of parking spaces is deficient given the high level of density proposed;
- Concerns regarding shadowing;
- Concerns for the lack of setbacks from the street which creates narrow sidewalks;
- Concerns for the lack of affordable housing;
- Concerns for the lack of new infrastructure (i.e., school, parks, community services) to accommodate the proposed developments in the larger area; and
- Concerns for the increase in traffic caused by construction of the new developments in the area.

COMMENTS

Provincial Framework

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 (PPS) and shall conform to provincial plans. Policy 1.1.3.4 of the PPS states “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety”. The subject development is proposing a building with a height of 46 storeys, which is significantly higher than the 20-35 storeys contemplated in the YESP. As such, the increase in height could cause a disruption of the helicopter flight path to Sunnybrook Hospital. Policy 4.8.4 of the Official Plan states that: “new buildings and structures in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports.” The application has been submitted to Sunnybrook Hospital and is pending review. Given the above, staff can not determine consistency

with the PPS as the applicant has not demonstrated that the proposed height and massing does not disrupt from the helicopter flight path to the hospital. Other policies related to the PPS and Growth Plan will be identified as part of the OLT process.

Official Plan

The site is designated Mixed Use Areas under the Official Plan, and as Mixed-Use Areas 'C' under the YESP. The site is directly adjacent to Official Plan designated Neighbourhoods to the west. In addition, the site is within the Leaside Station Transit Area "Secondary Zone" (as shown in Map 21-3) and near the "Built-up Zone".

Section 2.4.2 states the intensity of development in a "Secondary Zone" should be lower than that of a "Station Area Core." The policy further states "Development will generally transition down in height and scale to surrounding Built-up Zones." In addition, Policy 1.3.5.d directs that the Bayview Focus Character Area "Core" should be "predominantly characterized by mid-rise buildings punctuated with tall buildings in proximity to the new transit station...". Section 5.4.3 states that an Official Plan Amendment will not be required in order to achieve greater or less height. Policy 5.4.3 goes on to say that the height of buildings for sites are to be specifically determined through rezoning applications or a city-initiated zoning by-law amendment. The proposed building height at 46-storeys is well above the envisioned height range of the character area, which is 20-35 storeys.

Given the above, tall buildings are not contemplated on all sites within this character area Core. Tall buildings and those at the top end of the height range are more appropriately located closest to the Bayview Avenue and Eglinton Avenue station area core, to define the transit node within the Eglinton Avenue corridor, with a transition down in height and scale to the Secondary Zone and Built-up Zones. These area specific policies are further enforced by policies in Section 5.3 ("Midtown Tall Buildings"), which speaks to the design and transition of base buildings and towers, and to seeks to generally achieve the provision of transition in scale for base building heights down to adjacent lower scale planned contexts. As currently proposed, the development does not conform to the Official Plan and the Secondary Plan and a revision to the overall massing, scale, and height is required, or a mid-rise built form, to achieve all the relevant policies applicable to this site.

Built Form

As currently proposed, the proposal has not demonstrated that the site can accommodate a tall building. The built form of the proposal does not conform to the relevant policies of the Official Plan and the YESP. Per policies prescribed in the Official Plan and YESP, and further detailed in design guidelines, consideration is needed for increased tower setbacks to adjacent lands, appropriate stepbacks, and reduction in building height, is required to support a development that conforms to the policy objectives. In addition, consideration is also required for the building regarding its height and design as it relates to transition to the adjacent Neighbourhood areas and

the public realm. The proposed podium and tower do not provide adequate transition to the adjacent Neighbourhoods designated areas or the public realm. The proposed building height at 46 storeys does not achieve the built form transition in heights as envisioned in the YESP.

Public Realm

The Yonge-Eglinton Secondary Plan designates the portion of the site which fronts onto Bayview Avenue as a Priority Retail Street on Map 21-5, which is required to consider multi-level retail, or other non-residential spaces, to further reinforce the vibrant mixed-use area along Bayview Avenue. The Yonge-Eglinton Secondary Plan states pedestrian and public realm improvements will be prioritized to support the Priority Streets. The improvements may include creation of expanded public realm, privately-owned publicly accessible spaces (POPs), the provision of additional street trees, and the provision of public art. The proposed public realm does not provide adequate improvements to support a priority retail street, anticipated increased pedestrian activity this close to a transit station, nor streetscape improvements. The proposal needs to improve the public realm as it relates to Bayview Avenue. Furthermore, the site at the Bayview Avenue and Roehampton Avenue should be further reviewed to allow for expanded pedestrian and retail activity.

Sun and Shadow

The submitted shadow study demonstrates shadowing on lands within the Built-Up Zone's Neighbourhood designations. Elements such as increased setbacks, increased stepbacks, decreased tower floorplates, reduction in height, improved massing and change in building typology can be investigated to minimize shadow impacts.

Wind

A Pedestrian Level Wind Study by the Boundary Layer Wind Tunnel Laboratory at the University of Western Ontario dated June 6, 2023, was submitted as part of the proposal. The study finds that the proposed development will cause an increase to wind speed on the immediate public realm, particularly along Roehampton Avenue to the south. The wind speeds will influence safety and comfort at some locations. The outdoor amenity area will require mitigation for sitting during summer and autumn months. Changes to the built form, additional sculpting of the building, and other forms of mitigation will be required to address the above noted conditions.

If the OLT allows the appeals in whole or in part, the final Order should be withheld pending an updated Pedestrian Level Wind Study.

Tree Preservation, Soil Volume and Public Utilities

Urban Forestry objects to the proposed development as it does not meet the Toronto Green Standards. The proposed development is providing only 50% of the required soil

volumes. In addition, the applicant is required to provide tree planting along Bayview Avenue. As such, greater setbacks along the right-of-way are required in order to meet the minimum soil volume requirements and to provide for street trees.

If the OLT allows the appeals in whole or in part, the final Order should be withheld pending confirmation that the owner has satisfactorily addressed matters from the Urban Forestry memorandum dated August 3, 2023, or as may be updated, in response to further submissions filed by the Owner, all to the satisfaction of Urban Forestry.

Parkland

The site is approximately a 180 m walk away from Howard Talbot Park, a 49,000 m² park which contains two baseball diamonds including one with lights, a multipurpose sport field and track, two outdoor tennis courts, a splash pad, and a children's playground.

Located at the east end of the park is the Leaside Lawn Bowling Club.

In accordance with Section 42 of the Planning Act, the Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Transportation Services

A Traffic Impact Study prepared by WSP dated June 2, 2023, was submitted as part of the proposed development. The study estimates that the proposed development expansion will generate 71 net auto trips during the weekday AM peak hour and 61 auto trips during the weekday PM peak hour, respectively. The report concludes that the proposed development site-generated auto traffic will have minimal impact on the study intersections and can be adequately accommodated with the optimized signal timing at the Bayview Avenue and Eglinton Avenue East intersection. Despite the conclusion, staff is requesting revisions to the report, such as updating the traffic counts, on-site signage, analysis of pick-up and drop off activity, amongst other matters. As such, the report has not been accepted by staff in its current state. Furthermore, additional information such as sidewalk details, labels, and plan notation, is also required on the submitted plans for review from Staff.

In terms of parking, a total of 44 spaces are proposed, of which 38 are for residents and 6 are for visitors and retail. The proposed parking supply meets the parking requirements of the Zoning By-Law. The By-Law also requires a minimum of 5 accessible parking spaces plus 1 accessible parking spaces for every 50 effective parking spaces, meaning 10 spaces for the proposed development. However, it is noted

that the proposed allocation for accessible parking space constitutes 9% of the total proposed parking spaces, which is 3 times higher than the rate of required accessible parking spaces. Given the above, reduced accessible parking standards could be considered acceptable.

In the event that the OLT allows the appeals in whole or in part, the final Order should be withheld pending the confirmation the Traffic Impact Study has been revised to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Transportation Demand Management (TDM)

A TDM plan was included as part of the Transportation Impact Study (TIS) Report prepared by WSP (dated June 2023). Staff has reviewed the TDM and finds many of the proposed TDM measures to be deficient. A revised TDM plan is required for this site to address the site related vehicular traffic issues and satisfy the requirements in the Toronto Green Standard.

If the OLT allows the appeals in whole or in part, the final Order should be withheld pending confirmation that the owner has submitted a revised Transportation Demand Management Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services and that such matters arising from such plan be secured if required.

Servicing and Stormwater Management

The applicant is required to provide revisions to the Servicing and Stormwater Management Report by Siteplantech Inc. dated May 26, 2023. Clarification, additional information, and other changes are required by staff to provide a fulsome review of the report. Relevant drawings, such as the grading plan and the servicing plan will also be required to be revised.

For the Site Plan Control matters, staff has noted issues related to water balance, stormwater, and servicing remains to be addressed and will be subject to the OLT hearing.

In the event that the OLT allows the appeals in whole or in part, the final Order should be withheld pending the confirmation the Servicing and Stormwater Management Report has been revised to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and it is demonstrated that the municipal water, waste, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.

Waste Management Services

A Methane Gas Investigation by BlueMetric Environmental dated June 2, 2023 was submitted to investigate for the possible presence of methane gas at the property. No methane readings were detected from the testing site. Staff is satisfied with the submitted report for this component and does not require any revisions.

Solid Waste Management will also require additional changes to the proposed development to meet municipal standards.

Indoor/Outdoor Amenity Space

The proposed development has 0.76 square metres of outdoor amenity space per dwelling unit, or 319 square metres for 419 dwelling units. This is a significant deficiency compared to the required outdoor amenity space of 838 square metres. The applicant should revise the proposal to increase the outdoor amenity space and meet the minimum of 2.0 square metres of outdoor amenity space per dwelling unit. For interior amenity area, 840 square metres has been provided of the required 838 square metres.

Toronto Green Standard (TGS)

The applicant is required to meet Tier 1 of the Toronto Green Standard and is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner. Standards for matters such as tree planting, tree soil volume, and transportation-related requirements as noted previously in this report, have not been met by the proposed development.

In the event that the OLT allows the appeals in whole or in part, the final Order should be withheld pending confirmation that the owner has submitted an updated complete Toronto Green Standards (TGS) Checklist and Statistics Template, to the satisfaction of the Chief Planner and Executive Director, City Planning.

Further Issues

City Planning continues to receive additional information regarding these applications as a result of ongoing review by City commenting divisions, materials submitted in support of the proposal and through deputation made by members of the public to Community Council. Staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, planning staff may continue to identify further issues or supplement the reasons provided in this report.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan, including the Yonge-Eglinton Secondary Plan, and applicable City guidelines intended to implement Official Plan policies. The current Staff Report for Action – 1802 Bayview Avenue – Appeal Report

proposal is not consistent with the PPS, Official Plan and the Yonge-Eglinton Secondary Plan and does not meet the intent of relevant Design Guidelines.

This report recommends that City Council direct the City Solicitor, with appropriate staff, to attend the OLT in opposition to the Application in its current form and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

CONTACT

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E-mail: Angela.Zhao@toronto.ca

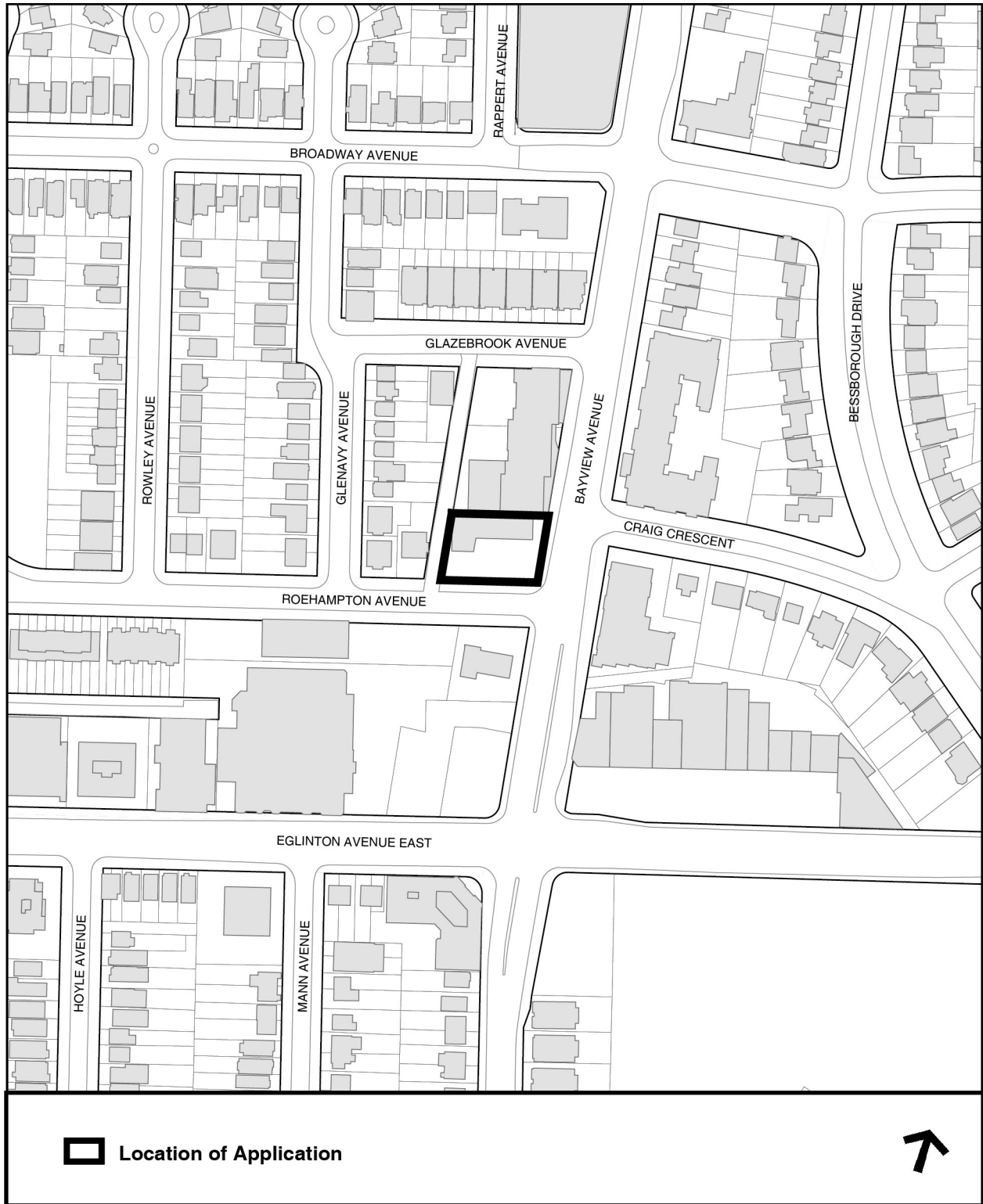
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David Sit, MCIP, RPP, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context Looking Northeast
Attachment 4: 3D Model of Proposal in Context Looking Southwest
Attachment 5: Site Plan
Attachment 5.a: North Elevation
Attachment 5.b: South Elevation
Attachment 6: Official Plan Land Use Map
Attachment 7: Yonge-Eglinton Secondary Plan Map 21-2 Midtown Character Areas
Attachment 8: Yonge-Eglinton Secondary Plan Map 21-3 Midtown Transit Station Areas
Attachment 9: Yonge-Eglinton Secondary Plan Map 21-4 Midtown Land Use Plan
Attachment 10: Zoning By-law No. 569-2013 Map

Attachment 1: Location Map



Attachment 2: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1802 BAYVIEW AVE **Date Received:** June 19, 2023

Application Number: 23 163199 NNY 15 OZ, 22
221902 NNY 15 SA

Application Type: OPA / Rezoning, Rezoning, and Site Plan

Project Description: Proposal for a 46-storey (156 metres to top of mechanical) residential building with at grade retail. The building will have approximately 384 square metres of retail uses at grade along Bayview Avenue. In total, 419 residential units are proposed for a GFA of 28,959 square metres, with a FSI of 20.5 times of the site area. 44 parking spaces are proposed within two levels of underground parking.

Applicant	Agent	Architect	Owner
GAIRLOCH DEVELOPMENTS	WND ASSOCIATES	ARCHITECTS ALLIANCE	PINTI ENTERPRISES LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision: N/A
Zoning:	CR 2.5 (c2.0; r2.5) SS2 (x2248)	Heritage Designation: N/A
Height Limit (m):	18	Site Plan Control Area: N/A

PROJECT INFORMATION

Site Area (sq m): 1,412 Frontage (m): 31 Depth (m): 46

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	460		1,195	1,195
Residential GFA (sq m):			28,576	28,576
Non-Residential GFA (sq m):	460		384	384
Total GFA (sq m):	460		28,960	28,960
Height - Storeys:	1		46	46
Height - Metres:			149	149

Lot Coverage Ratio (%): 84.63

Floor Space Index: 20.51

Floor Area Breakdown **Above Grade** (sq m) **Below Grade** (sq m)

Residential GFA: 28,576

Retail GFA: 384

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure **Existing** **Retained** **Proposed** **Total**

Rental:

Freehold:

Condominium: 419 **419**

Other:

Total Units: 419 **419**

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		36	190	153	40
Total Units:		36	190	153	40

Parking and Loading

Parking Spaces: 44 Bicycle Parking Spaces: 472 Loading Docks: 1

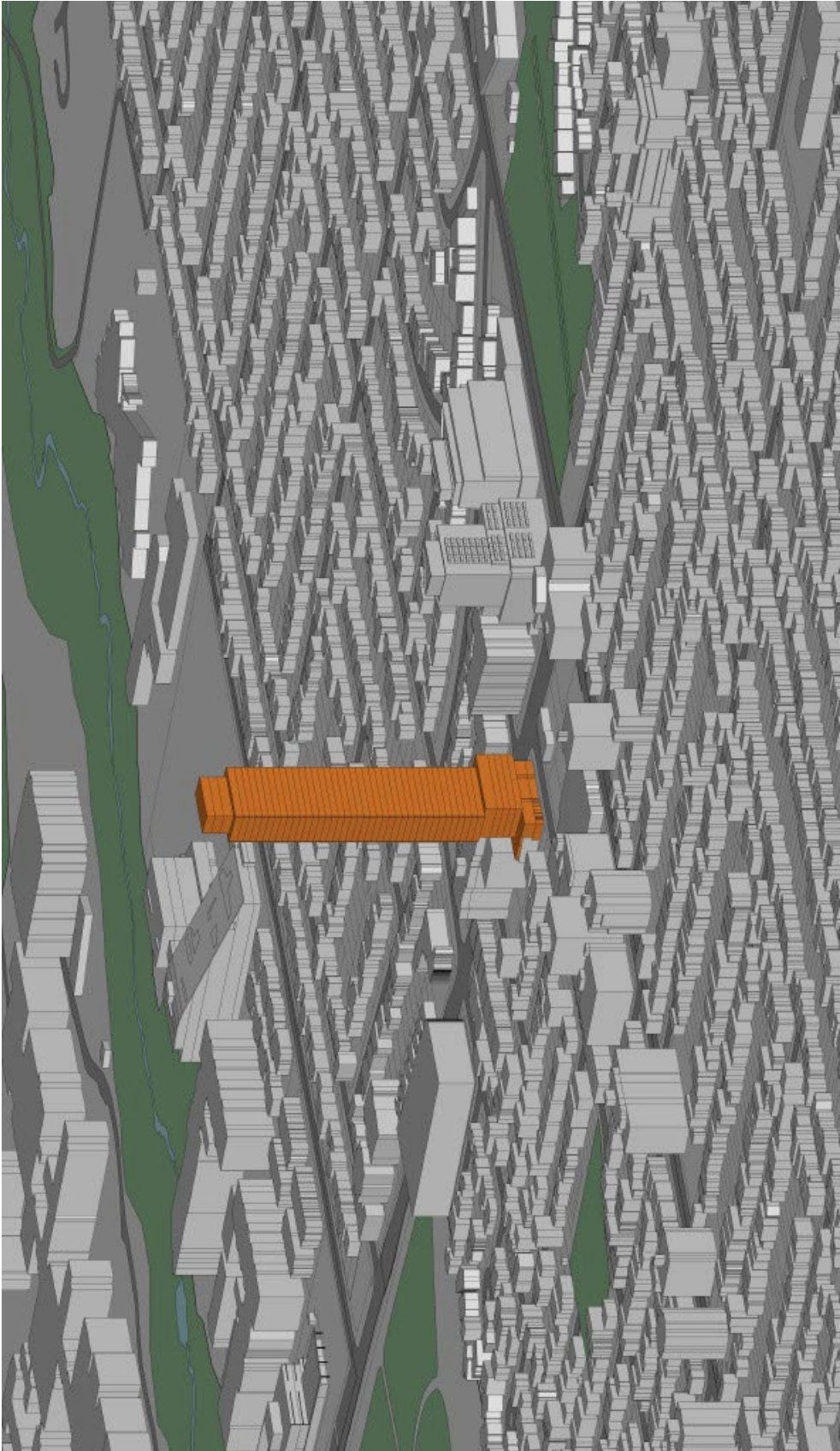
CONTACT:

Angela Zhao, Senior Planner

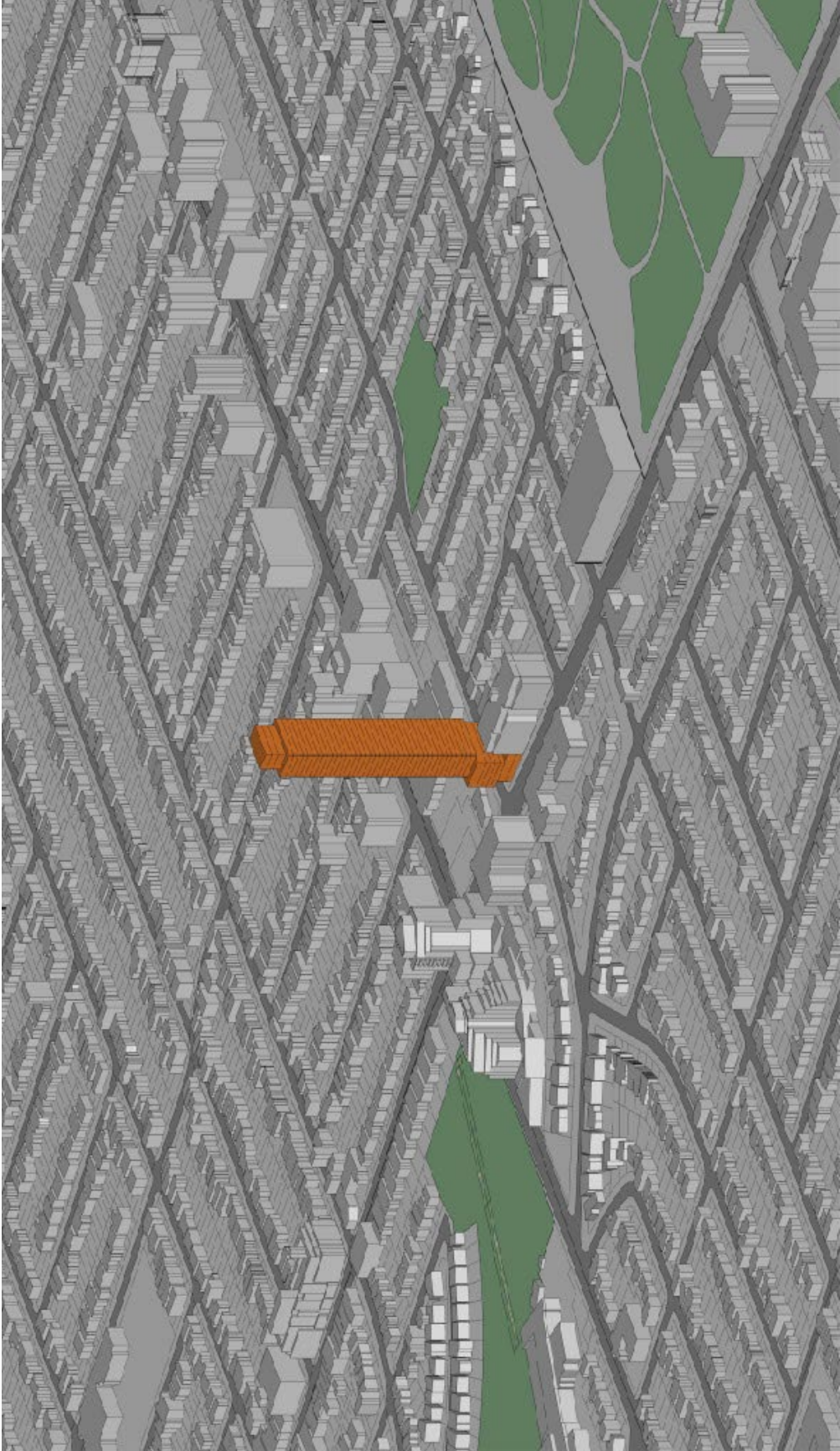
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Attachment 3: 3D Model of Proposal in Context Looking Northeast



Attachment 4: 3D Model of Proposal in Context Looking Southwest



Attachment 5: Site Plan

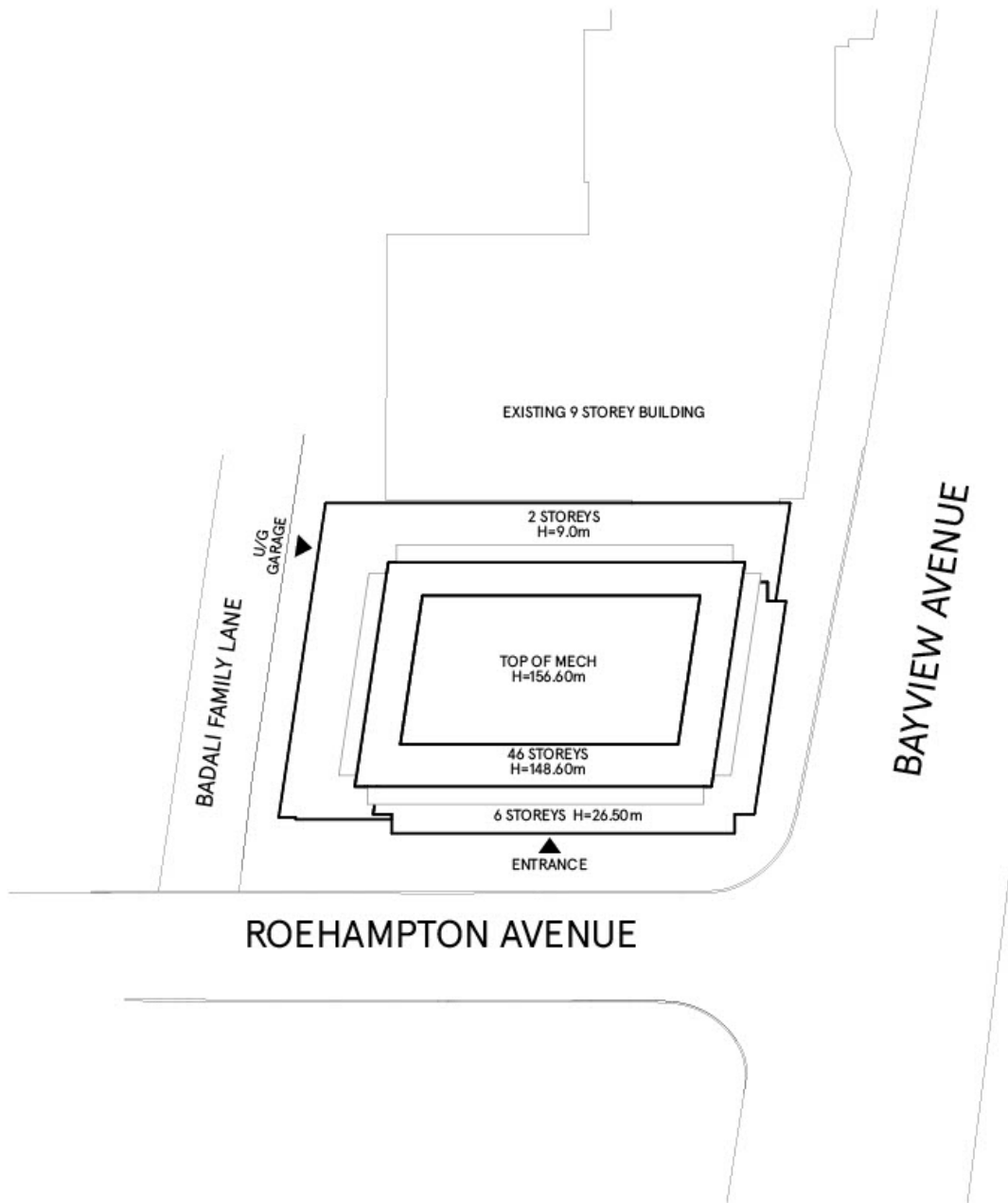


FIGURE 1 : SITE PLAN

SCALE: 1:500

Attachment 5.a: North Elevation

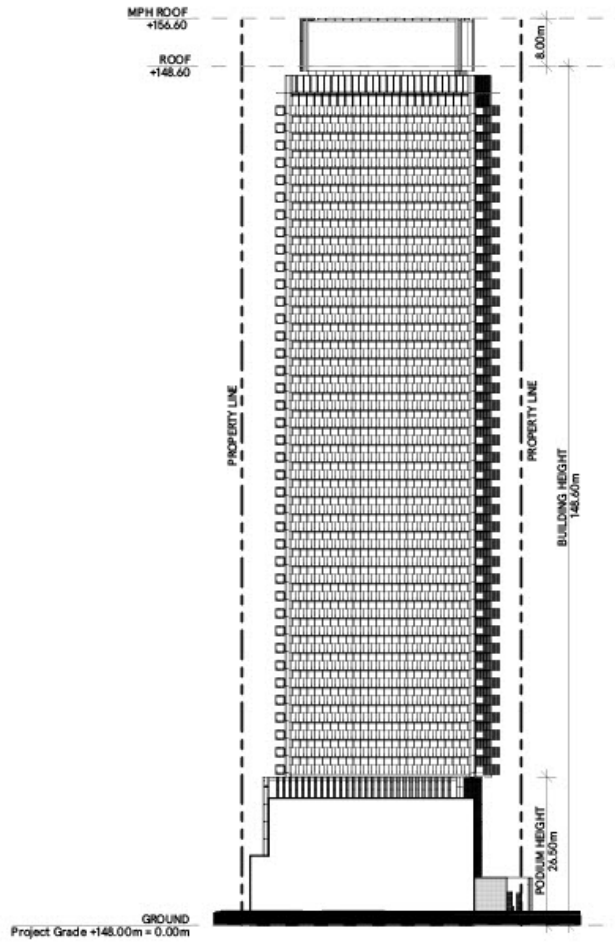


FIGURE 2 : NORTH ELEVATION

SCALE: 1:1000

Attachment 5.b: South Elevation

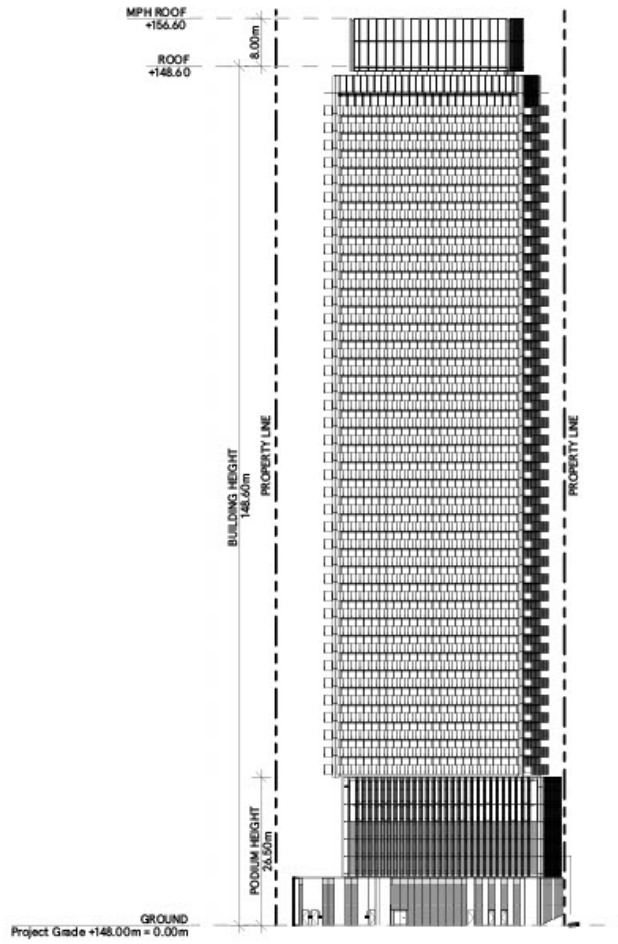
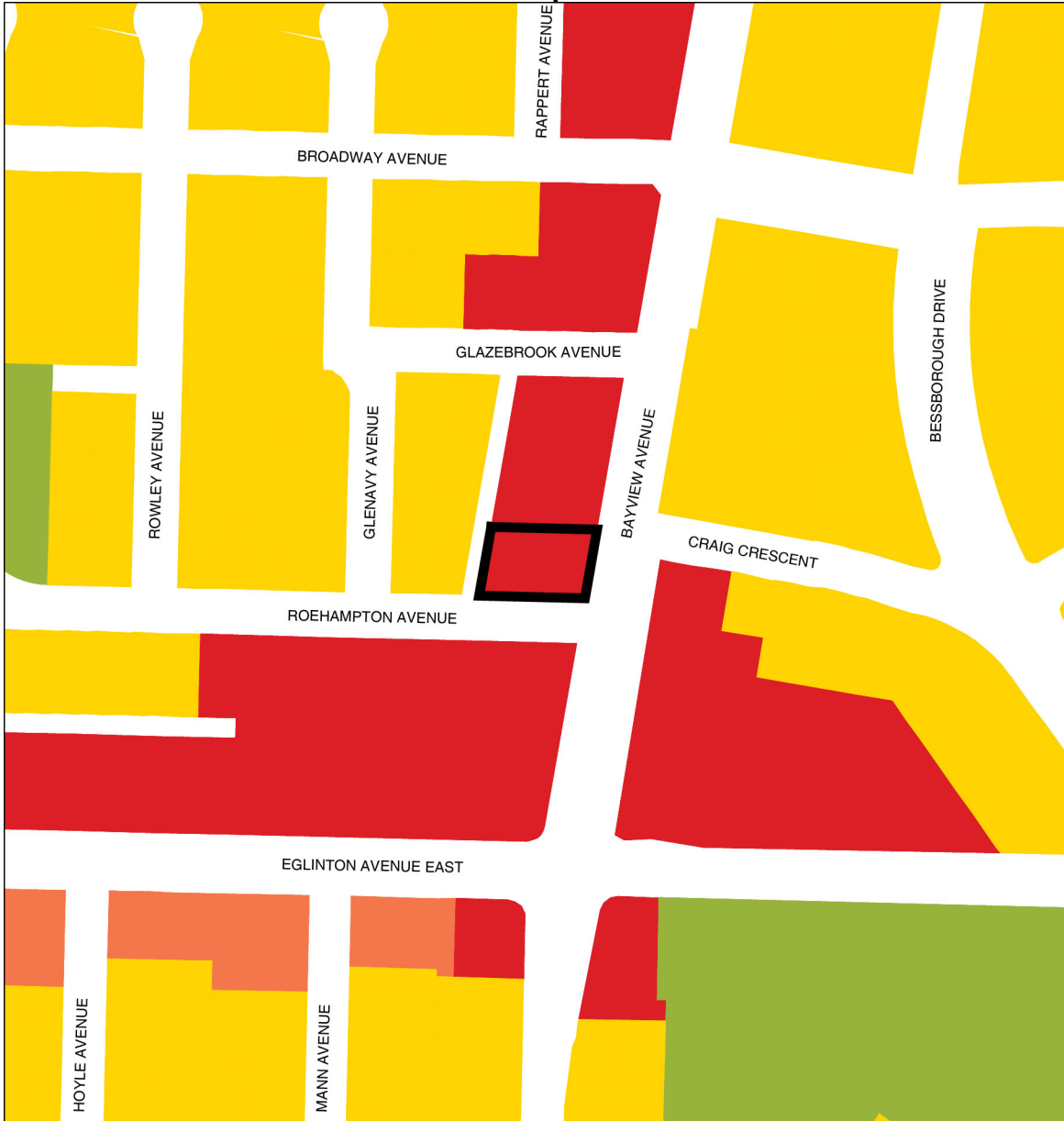


FIGURE 4 : SOUTH ELEVATION

SCALE: 1:1000

Attachment 6: Official Plan Land Use Map



Official Plan Land Use Map 17

1802 Bayview Avenue
File # 23 163199 NNY 15 0Z



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Not to Scale
Extracted: 06/26/2023

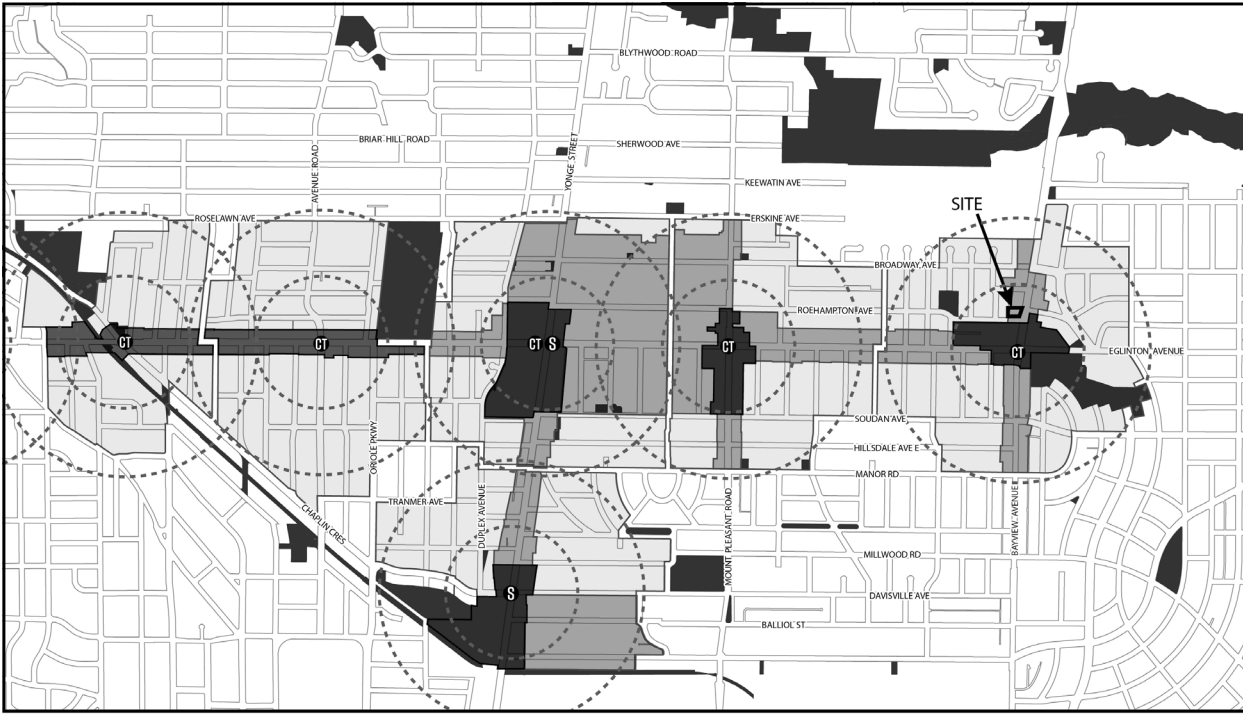
Attachment 7: Yonge-Eglinton Secondary Plan Map 21-2 Midtown Character Areas



Yonge-Eglinton Secondary Plan
MAP 21-2 Midtown Character Areas

<ul style="list-style-type: none"> — Secondary Plan Boundary □ Apartment High Streets A1 Eglinton Park A2 Mount Pleasant Gateway A3 Eglinton East A4 Mount Pleasant North 	<ul style="list-style-type: none"> ■ Apartment Neighbourhoods B1 Erskine and Keewatin B2 Redpath Park Street Loop B3 Soudan B4 Davisville 	<ul style="list-style-type: none"> ■ Villages C1 Eglinton Way C2 Yonge Street North C3 Yonge Street South C4 Mount Pleasant South C5 Bayview-Leaside 	<ul style="list-style-type: none"> ■ Cores D1 Yonge-Eglinton Crossroads D2 Davisville Station D3 Mount Pleasant Station D4 Bayview Focus Area 	<ul style="list-style-type: none"> ▨ Special Places E1 Eglinton Greenline E2 Montgomery Square E3 Henning E4 Davisville Community Street E5 Merton Street 	<p>Not to Scale ↗</p> <p>March 29, 2018</p>
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Attachment 8: Yonge-Eglinton Secondary Plan Map 21-3 Midtown Transit Station Areas



Yonge-Eglinton Secondary Plan
MAP 21-3 Midtown Transit Station Areas

- | | | |
|----------------------|--------------------------|----------------------------|
| Transit Nodes | Transit Corridors | 250m and 500m Radii |
| Station Area Core | Corridor | Subway Station |
| Secondary Zone | Built-up Zone | Eglinton Crosstown Station |
| Built-up Zone | | |

Not to Scale ↑

March 29, 2018

Attachment 9: Yonge-Eglinton Secondary Plan Map 21-4 Land Use Plan



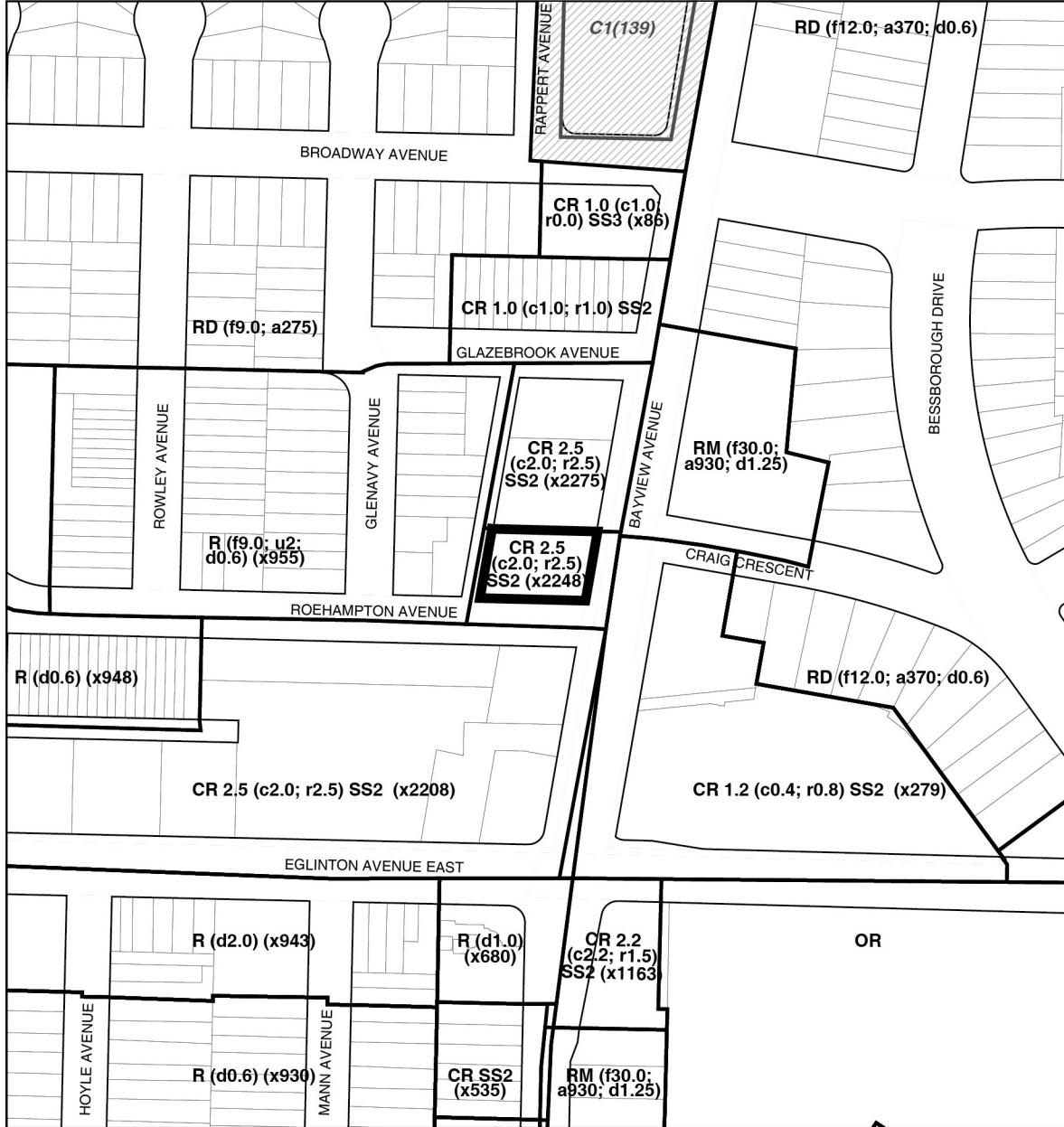
Yonge-Eglinton Secondary Plan
MAP 21-4 Land Use Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas "A"
- ▩ Mixed Use Areas "B"
- ▧ Mixed Use Areas "C"
- Apartment Neighbourhoods
- Neighbourhoods "A"
- Neighbourhoods "B"
- Parks and Open Space Areas - Parks
- ▨ Land Use Designations per the Official Plan

Not to Scale ↗

March 29, 2018

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



Zoning By-law 569-2013

1802 Bayview Avenue

File # 23 163199 NNY 15 0Z

Location of Application

- R** Residential
- RD** Residential Detached
- RM** Residential Multiple
- CR** Commercial Residential
- O** Open Space
- OR** Open Space Recreation

OC Open Space Cemetery



See Former City of North York By-law No. 7625

C1 General Commercial Zone



Not to Scale
Extracted: 06/26/2023