

**2795-2799 and 2801 Bathurst Street– Zoning By-law Amendment Application – Request for Direction**

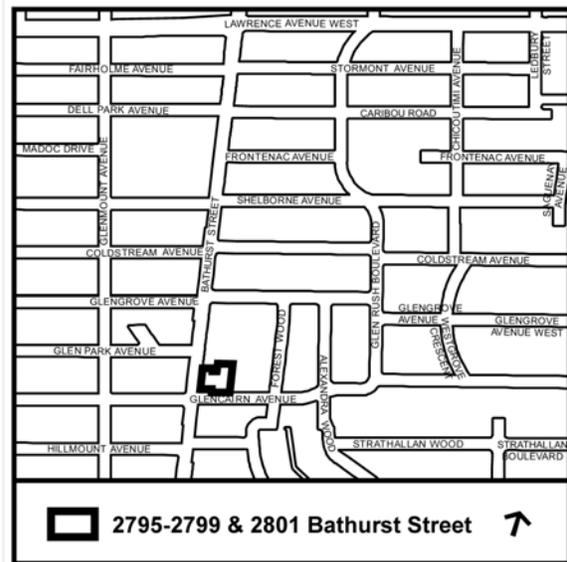
<b>Date:</b>	November 8, 2017
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 16 – Eglinton-Lawrence
<b>Reference Number:</b>	15 152614 NNY 16 OZ

**SUMMARY**

The applicant has appealed the Zoning By-law Amendment application to the Ontario Municipal Board (OMB) due to Council's failure to make a decision on the applications within the time prescribed by the *Planning Act*. A prehearing at the Ontario Municipal Board will be held on December 13, 2017.

This application proposes to amend the former City of North York Zoning By-law No. 7625 and City of Toronto Zoning By-law 569-2013 for the lands at 2795-2799 and 2801 Bathurst Street to permit a 9-storey mixed use residential building fronting onto Bathurst Street and two wings of 4 and 5-storeys with grade related units on the eastern portion of the site with a total gross floor area of 14,490 square metres. The proposed density is 4.11 times the area of the lot. A total of 150 dwelling units are proposed.

This report recommends that the City Solicitor, together with City Planning staff, attend the OMB hearing in opposition to the current proposal. The proposal is inappropriate with regards to the proposed east building (rear yard) setback, building height, building massing and transition to the *Neighbourhoods* designation to the east, amongst other issues outlined in this report.



## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council direct the City Solicitor, together with City Planning staff and other appropriate staff, to attend the OMB hearing to oppose the Zoning By-law Amendment application in its current form.
2. Should the OMB approve the applications, City Council authorize the City Solicitor to request that the OMB withholds its Order(s) approving the application until such time as:
  - a. A Rental Housing Declaration of Use and Screening form has been submitted to the satisfaction of the Chief Planner and Executive Director, City Planning, to identify whether there are 6 or more rental units on site;
  - b. The Board has been advised by the City Solicitor that the proposed Zoning By-law Amendments are in a form satisfactory to the City;
  - c. A Section 37 Agreement has been executed to the satisfaction of the City Solicitor.
3. Should the Ontario Municipal Board approve the application, City Council direct the City Solicitor to advise the Board that the zoning by-laws should not be approved without the provision of such services, facilities or matters pursuant to Section 37 of the Planning Act, as may be considered appropriate by the Chief Planner in consultation with the applicant and the Ward Councillor.
4. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant to address the issues outlined in this report and to report back to City Council if any substantial positive changes are achieved, including proposed Section 37 contributions relating to any revised proposal, as appropriate.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

The application was received on May 6, 2015 and on September 8, 2015 North York Community Council adopted a Preliminary Report on the application. Community Council adopted the report dated August 19, 2015 and directed City Planning staff to schedule a community consultation meeting with the Ward Councillor. The notice area for the Community meeting was extended at Community Council, which included residents within 240 metres of the site.

The Preliminary Report is available at:  
<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-82967.pdf>

## ISSUE BACKGROUND

### Proposal

The site is an existing lot that contains two designations under the Official Plan. This includes a *Mixed Use Areas* designation fronting onto Bathurst Street and a *Neighbourhoods* designation at the rear of the site which has frontage on Glencairn Avenue.

The applicant submitted a revised proposal on June 8, 2017. The proposed building would be C shaped with a 9-storey portion of the building concentrated within the *Mixed Use Areas* designation in the Official Plan fronting onto Bathurst Street and two rear wings of 4 and 5-storeys containing grade related units located in the *Neighbourhoods* designation in the Official Plan. The proposal also includes a landscaped courtyard and drop off in the *Neighbourhoods* designation. The front mixed-use 9-storey portion of the building along Bathurst Street would have ground floor commercial uses (750 square metres) and 8 floors of residential above. The residential lobby for the midrise building would be located off of the rear vehicular entrance off of Glencairn Avenue. The project would have a total gross floor area of 14,490 square metres and a Floor Space Index (FSI) of 4.11 times the lot area.

The proposed building would be located 3.44 metres from the current property line along Bathurst Street to accommodate a road widening to achieve the planned 27 metre right-of-way on Bathurst Street. This would result in no proposed front yard setback from the new property line. The midrise portion of the building would be built to the property line and no north or south side yard setbacks are proposed. From the north property line, the proposed 5-storey residential wing portion of the building would contain a varied setback of 2.75 to 3.2 metres, and the 4-storey residential wing portion of the building fronting Glencairn would contain a varied setback of 2.5 to 3.5 metres from the south property line. The building is proposed to be built up to the east property line with no setback at the rear to the east property line.

The proposed building would have a ground floor height fronting along Bathurst Street of 5.50 metres to accommodate retail uses and a mezzanine level with residential units framing an interior rear courtyard and an indoor amenity space above the residential lobby is proposed along Glencairn Avenue.

Along Bathurst Street, the proposed building would have a 6 storey streetwall. From the 6<sup>th</sup> storey the building would step back 0.85 metres to the 7<sup>th</sup> storey. From the 7<sup>th</sup> storey to the 8<sup>th</sup> storey the building would step back 4 metres and from the 8<sup>th</sup> storey to the 9<sup>th</sup> storey the building would step back an additional 4 metres.

The rear (east) portion of the 9-storey building would have four-storey (fronting Glencairn Avenue) and five-storey (fronting the private laneway to the north) residential

wings with grade related units fronting along Glencairn Avenue and the private laneway to the north. These wings of the building would enclose a drop off courtyard at the rear of the building. On the rooftop of each of the proposed residential townhouse wings would be a common outdoor amenity terrace of 471 square metres fronting on to Glencairn Avenue and 493 square metres fronting onto the private laneway to the north. A total of 469 square metres of indoor amenity space would be provided on the ground floor (304 square metres) and mezzanine level (125 square metres).

The building would contain 150 residential units with a mixture of suite types including: 15 three-bedroom suites (10%), 56 two-bedroom suites (37%) and 79 one-bedroom suites (53%).

Pedestrian access would be provided to the building off of Glencairn Avenue. Vehicular access is proposed from a private driveway at the south east corner of the site from Glencairn Avenue and includes a rear pedestrian entrance and vehicular drop off. Vehicles would access the underground parking garage at the most northeastern part of the building. There are a total of 161 car parking spaces proposed in a three level underground garage which include 130 spaces for building residents, 23 spaces for visitors and 8 spaces for the commercial uses. A type G loading space would be located within the building with direct connections to the retail service corridor, garbage, storage and elevators along with all residential waste handling.

The application proposes a total of 158 bicycle spaces which would include 135 residential spaces, 15 residential visitor spaces and 8 retail spaces. A total of 146 bicycle parking spaces would be located on the P1 level and 12 spaces would be surface spaces.

For more information refer to Attachment #7 - Application Data Sheet.

Table 1 below compares submission statistics for the initial and final submission.

**Table 1: Submission Statistics Comparison**

<b>Site Statistics</b>	<b>Initial Submission (May 6, 2015)</b>	<b>Latest Submission (June 8, 2017)</b>
<b>Building Height (m)</b>	35	31
<b>Number of Storeys</b>	10	9
<b>Gross Floor Area (m<sup>2</sup>)</b>	14,745	14,490
<b>Floor Space Index</b>	4.4	4.11
<b>Unit Count</b>	175	150
<b>Indoor Amenity (m<sup>2</sup>)</b>	1031	469
<b>Outdoor Amenity (m<sup>2</sup>)</b>	410	964
<b>Parking Spaces</b>	182	161
<b>Bicycle Parking Spaces</b>	183	158

\*Statistics based on By-law 569-2013 zoning standards

## Site and Surrounding Area

The site is located on the east side of Bathurst Street and on the north side of Glencairn Avenue. The site has an approximate area of 3,334 square metres with approximately 43 metres of frontage on Bathurst Street and a depth of 61 metres. It is currently occupied by a single-storey vacant retail space and a two-storey commercial building with medical and professional offices known as the Glenhurst Professional Centre. These buildings front Bathurst Street and contain commercial surface (pay) parking to the rear. Parking is currently accessed through a driveway from Glencairn Avenue. The site occupies most of the northeast quadrant of Bathurst Street and Glencairn Avenue, however, it does not include the corner property at 2793 Bathurst Street that is occupied by a single-storey jewelry store.

Surrounding uses are as follows:

- North: Directly north of the site along Bathurst Street are 1-2 storey commercial buildings and the Shaarei Shomayim synagogue is located to the north east of the site. North of Glen Park Road on the west side of Bathurst Street is an older low-rise building with two mid-rise 5 and 6 storey buildings, used predominately for offices. Further north is a 13-storey residential apartment building extending to Coldstream Avenue (2900 Bathurst Street).
- East: To the east of the site is a private laneway which belongs to the Shaarei Shomayim Synagogue which is situated to the east of the private laneway. East of the synagogue is a low rise residential neighbourhood consisting of single detached dwellings.
- South: Directly south of the site at 2793 Bathurst Street is a 2 storey jewelry store and café. The property was subject to a Minor Variance Application (A0583/17NY) for a two-storey addition to the existing one-storey commercial building that was heard by the Committee of Adjustment on August 17, 2017. The Committee of Adjustment approved variances with regards to an increase in Floor Space Index, no proposed short term bicycle spaces, no landscape strip provided along the east lot line, a lot coverage increase, a gross floor area increase, and no rear yard or side yard setback. The Committee refused variances for no parking or loading spaces. At the south-east corner of Bathurst Street and Glencairn Avenue, there is vacant property that is subject to a development proposal for a 12-storey mixed use building at 491 Glencairn Avenue and 278-282 Strathallan Wood Road (Application No. 14 102565 NNY16 OZ). The application proposes a 12 storey mixed use building containing 150 residential units, 428 square metres of commercial space at grade and 149 car parking spaces in 3 levels of underground parking. The application was appealed to the Ontario Municipal Board and heard by the Board in early 2017. No decision from the Ontario Municipal Board has been released. The south west corner of Bathurst Street and Glencairn Avenue (2788 Bathurst Street) is occupied by a low-rise (3-storey) commercial office building.

West: West of Bathurst Street is a mid-rise (5-storey) mixed use building with ground floor retail and service uses and residential units above (500 Glencairn Avenue). Just to the north of this building is another mid-rise (6-7 storey terraced) mixed-use building that extends north and wraps the corner of Glen Park Road (1 Glen Park).

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

## Official Plan

The existing site contains two designations under the Official Plan. The portion of the subject property fronting onto Bathurst Street is located within a *Mixed Use Areas* designation. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Development in *Mixed Use Areas* should:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen services areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The rear (east) portion of the site fronting onto Glencairn Avenue is designated as *Neighbourhoods* in the Official Plan. *Neighbourhoods* are considered physically stable areas, which include residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and walk-up apartments up to four

storeys. Parks, local institutions, home occupations, cultural and recreational facilities and small scale retail service and office uses are also provided for in *Neighbourhoods*. Local institutions include uses such as seniors and nursing homes and long term care facilities.

The Official Plan states that no changes will be made through rezoning that are out of keeping with the physical character of the neighbourhood. In addition, physical changes to established *Neighbourhoods* must be sensitive and fit its existing context and physical character.

In addition, policy 4.1.9 of the Official Plan requires infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established *Neighbourhoods* will:

- a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- c) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
- d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

### **Healthy Neighbourhoods (2.3.1)**

In addition to the rear portion of the subject site that is designated as *Neighbourhoods*, The properties to the east of the subject site are also designated as *Neighbourhoods* by the Official Plan. Section 2.3.1, *Healthy Neighbourhoods* in the Official Plan includes policies for development in *Mixed Use Areas* adjacent to *Neighbourhoods*. In particular, policy 2 in this section states that development in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*;
- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c) maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- d) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

### **The Public Realm (3.1.1)**

Section 3.1.1 contains policies that help guide the development of streets, sidewalks, boulevards, and other aspects of the public realm. This includes the creation of new city blocks and development lots and new parks, public and open spaces. Great cities not only

have great buildings – but the buildings work together to create great streets, plazas, parks and public spaces.

### **Built Form (3.1.2 and 3.1.3)**

Section 3.1.2 of the Official Plan includes policies for the City's Built Form and requires that new development be located and organized to fit within an area's existing and/or planned context.

### **Avenue Segment Study**

The *Mixed Use Areas* portion of the site fronting on to Bathurst Street is also shown as an *Avenue* within the Official Plan, Map 2 – Urban Structure. The Bathurst Street *Avenue* overlay extends from Wilson Avenue south to Viewmount Avenue and Lytton Boulevard.

The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Growth is not intended for all sites identified along *Avenues*. As per policy 2.2.3.4 of the Plan, where a portion of an *Avenue* is designated *Neighbourhoods* the policies of Chapter 4 of the Plan will prevail to ensure that any new development respects and reinforces the physical character of the established neighbourhoods.

As per section 2.2.3 of the Plan, reurbanizing the *Avenues* will be achieved through the preparation of *Avenue* studies for strategic mixed use segments of the corridors shown on Map 2 in the Plan. If a development application is located on an *Avenue* that has not undergone an *Avenue* study, the applicant is required to submit a segment review to illustrate that the proposed development would not set a negative precedent along the *Avenue*. Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that the subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review. An *Avenue Segment Study* has not been submitted as part of the application.

In lieu of a submission of an *Avenue Segment Study*, on July 21, 2016, staff requested the applicant provide a review of the previous *Avenue Segment Study* prepared by Bousfields for the development to the south of the site at 491 Glencairn Avenue and 278, 280 and 282 Strathallan Wood Road including:

- A general overview of the analysis of the Avenue Segment Study;
- An analysis of the development site (identified as site 7) in comparison to the segment study submitted; and
- A review of the development potential permitted on sites identified as 2 and 3 in the study, located in the *Mixed Use Areas* designation only.

This requested review of the previous *Avenue Segment Study* has not been submitted by the applicant to date.

## **OPA 320**

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

Regarding Healthy Neighbourhoods policy 2 referenced previously, OPA 320 has the effect of adding two additional criteria that relate to developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods*. These two additional criteria require that screen lighting and amenity areas in the developments be oriented and screened to minimize impacts on adjacent *Neighbourhood* properties, and direct how service areas, parking areas and access to underground parking are located and designed so that visual and noise impacts upon adjacent *Neighbourhood* properties are minimized.

Official Plan Amendment 320 as adopted by City Council is available on the City's website at: <http://www.toronto.ca/legdocs/bylaws/2015/law1297.pdf>

## **Zoning**

The site is subject to the former City of North York Zoning By-law 7625 and the City of Toronto Zoning By-law 569-2013.

Under the former North York Zoning By-law 7625 the portion of the site fronting Bathurst Street is designated C1 (Commercial 1 Zone) and the portion to the east adjacent to the synagogue is designated R4 (Residential Density 4). The C1 zoning permits a mixture of commercial and residential uses with a total maximum density of 1.0 times the lot area and a maximum permitted building height (for commercial with dwelling units above the first floor) of 9.2 metres or 3 storeys whichever is lesser. The R4 zoning permits a full range of residential uses including apartments to a maximum lot coverage of 30% and a maximum height of 8.8 metres.

Under Toronto Zoning By-law 569-2013, the portion of the site facing Bathurst Street is zoned CR (Commercial Residential) and the east part of the site is zoned RD (Residential). The CR zone permits a maximum density of 1 times the area of the lot and a height limit of 14 metres. The RD zone permits a maximum height of 10 metres.

## **Mid-Rise Building Guidelines**

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise

Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

## **Mid-Rise Building Performance Standards Addendum**

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

## **Site Plan Control**

A Site Plan Control application is required. The applicant has not submitted a Site Plan Control application at this time.

## **Reasons for Application**

An application is required to amend the former City of North York By-law 7625 and City of Toronto Zoning By-law 569-2013 to increase the permitted height and density on site and to provide for appropriate performance standards to accommodate the proposed development.

## **Community Consultation**

A Community Consultation meeting was held on October 20, 2015. In attendance at the meeting were approximately 150 members of the public, city staff, the applicant's team and the local Councillor. At the meeting several concerns were raised by residents with regards to:

- The proposed building height, density and setbacks being too excessive.
- The proposed 4 storey townhouse form in a *Neighbourhoods* designation not meeting the character of the existing neighbourhood.

- Concerns around additional vehicles using the private laneway at the rear of the site and pedestrian safety.
- Traffic issues along Bathurst Street and Glencairn Avenue, vehicular/loading access to the development from Glencairn Avenue and the result of increased density on site and its effects on current traffic volumes.
- The need for appropriate pedestrian safety measures surrounding the site and upgraded pedestrian infrastructure.
- Impacts to the adjacent neighbourhood with regards to shadow and privacy caused by overlook from higher units into backyards of nearby residential dwellings to the east and south east.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014 and the Growth Plan for the Greater Golden Horseshoe (2017) are high-level and broad reaching documents. The City is a development area and infill is encouraged under these policies. However, the tenor of both the PPS and the Growth Plan is that planning authorities are responsible for identifying appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area and availability of infrastructure and public service facilities that meet projected needs.

The Growth Plan (2017) provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. The Growth Plan strives, among other things, to direct growth to areas of urban intensification. It requires municipalities to set clear targets for population and employment growth. The Growth Plan also directs growth to *urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields* to provide a key focus for transit and infrastructure investments to support future growth.

Within this framework, the PPS and the Growth Plan recognize that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through municipal official plans. The City's Official Plan meets the requirements of the PPS and the Growth Plan however the proposal does not conform to the policies of the Official Plan as discussed below. Therefore, the proposal is not consistent with the PPS and does not conform with the Growth Plan.

## Land Use

The existing site contains two designations under the Official Plan. The portion of the site fronting onto Bathurst Street is designated *Mixed Use Areas* and the rear portion of the site is designated *Neighbourhoods* under the Official Plan.

*Mixed Use Areas* are expected to absorb most of the anticipated new housing in the City, however, not all *Mixed Use Areas* will experience the same scale or intensity of development, with the highest densities found in the *Downtown*, followed by the sites in the *Centres* and along the *Avenues*. Furthermore, *Neighbourhoods* are considered physically stable areas made up of lower scale buildings where new development must respect and reinforce the general physical character of these areas.

The applicant has proposed a 9-storey built form in the *Mixed Use Areas* portion of the site with retail on the ground floor fronting onto Bathurst Street. Staff do not take issue with the proposed midrise form along the *Mixed Use Areas* portion of the site fronting along Bathurst Street which is designated as an *Avenue* in the Official Plan. However, the built form should take into consideration the existing and planned context of the surrounding area and Mid-Rise Performance Standards. Currently, staff have issues with the height and massing of the proposed 9-storey portion of the building.

The proposed building would also have two residential wings at the rear (east) of the site in the *Neighbourhoods* designation. This *Neighbourhoods* portion of the site differs from the prevailing lot size, configuration and orientation found in the *Neighbourhood* and would be subject to policy 4.1.9 of the Plan. Pedestrian access is provided to this portion of the building from Glencairn Avenue and through an internal corridor in the building. These residential wings appear to be 4 and 5-storeys however, the scale and height of both of these residential wings (of 15 metres plus the proposed rooftop amenity terrace) are the equivalent to the height and scale of a 5-storey building. The *Neighbourhoods* designation permits buildings up to 4-storeys. Therefore, scale and height of the rear residential wings at the east side of the building need to be reduced to be consistent with the Official Plan *Neighbourhoods* designation which permits apartments up to 4-storeys. This revised built form would also ultimately conform to policy 4.1.9 of the Plan.

Since site contains two designations under the Official Plan that are not a product of lot consolidation, the fact that the *Neighbourhoods* portion of the site differs from the prevailing pattern of lot size, configuration and orientation found in the *Neighbourhood* and in addition that the abutting use to the north and east comprises of a low-scale institutional building that is 3-storeys with surface parking lot and private laneway that abuts the site, the 45 degree angular plane required for transition to the *Neighbourhoods* designation to the rear can be measured from the rear property line of the site. All of these reasons combined create a situation where this is considered to be appropriate and not each instance on their own. This would permit a viable mid-rise built form on site. Furthermore, if both proposed rear wings are revised to 4-storeys which is permitted in a *Neighbourhoods* designation, staff will not require these residential wings of the building to comply with the rear angular plane as a 4-storey built form is permitted within a *Neighbourhoods* designation.

The project proposes vehicular and pedestrian access, loading, pick-up and drop-off, outdoor rooftop amenity and indoor amenity and parking access in the *Neighbourhoods* designation for the entire project including the mid-rise building in the *Mixed Use Area* designation. In addition, underground parking for the midrise building extends into the *Neighbourhoods* designation. This is not in conformance with the *Neighbourhoods* designation in the Official Plan, as these are facilities directly attributable to the midrise building which is not permitted in *Neighbourhoods*. Either these facilities should be wholly contained within the *Mixed Use Area*, including the underground parking or an Official Plan Amendment is required to permit these facilities within *Neighbourhoods*. Staff advised the applicant that the Official Plan Amendment was required on July 21, 2016. The Official Plan Amendment application has not been submitted to date.

### **Building Location and Organization**

The proposal does not include the one-storey building at the southeast corner of Bathurst Street and Glencairn Avenue (2793 Bathurst Street). Consolidation of this corner property offers several benefits to the overall design and organization of the proposed building which may include the creation of a larger public boulevard and more desirable pedestrian environment, the inclusion of additional windows on the south facade to provide animation and surveillance over the south side of the building as well as a better corner treatment of Bathurst Street and Glencairn Avenue which could include relocation of the residential lobby closer to Bathurst Street within the *Mixed Use Areas* designation. Staff continue to encourage the applicant to pursue consolidation by acquiring the site at the northeast corner of Bathurst Street and Glencairn Avenue to fully improve the streetscape and massing condition at the northeast corner Bathurst Street and Glencairn Avenue.

Staff are satisfied with the building setbacks at the west (front yard) of the site as proposed along Bathurst Street. There would be no proposed building setback at the east of the site adjacent to the existing *Neighbourhoods* designation. Staff have concerns with a 0 east side yard setback proposed as it removes the ability for a buffer and walkway between the proposed mid-rise building and private laneway. Staff also have concerns with the proposed mid-rise building being built to the property line from the base to the proposed 9<sup>th</sup> storey at the north and south sides of the mid-rise portion. Staff suggest the building massing be revised to include stepbacks at the north and south sides of the mid-rise portion of the building.

As previously stated, the 9-storey mixed use portion of the building would front onto Bathurst Street and two residential wings of 4 and 5 storeys would be located at the rear (east) end of the site. These wings would frame a vehicular drop off courtyard at the rear of the site. Vehicular access is provided to the building at the rear of the site off of Glencairn Avenue adjacent to an existing private laneway.

The current building configuration places vehicular access for the residential drop off, underground parking ramp and loading adjacent to a private laneway. The design results in a retaining wall, portico and loading room adjacent to the private laneway and

*Neighbourhoods* designation. This configuration limits the ability to improve conditions to the private laneway such as installation of a walkway alongside the private laneway for pedestrian safety or the ability to design active uses with overlook and surveillance over the private laneway. The current design also removes the ability to provide a minimum 1.5 metre landscaped buffer as transition to the *Neighborhoods* portion of the site.

Redesign of the driveway access and ground floor amenity would to improve pedestrian conditions to the private laneway with sufficient room for tree planting to minimize vehicular light glare and provide for pedestrian safety. Staff suggest that a 1.5 metre buffer be provided as well as a sidewalk adjacent to the private laneway to allow for safe pedestrian movement at the rear of the site. These objectives should also be sought for the northern edge of the proposed building which fronts the private laneway.

### **Height, Massing, Transition and Shadow**

The Mid-Rise Building Performance Standards give guidance in regard to building height, massing and transition for mid-rise buildings in *Mixed Use Areas* designations on the *Avenue*. New development along *Avenues*, designated *Mixed Use Areas*, are generally envisioned to be mid-rise where the building is no taller than the width of the right-of-way as recommended in the Mid-Rise Performance Standards. The ability to realize the maximum height is tempered by angular planes applied to the front of the site and the rear of the site adjacent to *Neighbourhoods*. Not all sites on *Avenues* will be able to achieve the maximum height, as some properties are physically constrained.

The front portion of the building located within the *Mixed Use Areas* designation does not appropriately apply the rear 45 degree angular plane as per the Mid-Rise Performance Standards. The current proposal illustrates the rear 45 degree angular plane taken from an established grade from Bathurst Street of 180.5 metres above sea level. The angular plane should be measured at average grade along the rear private laneway of the site at 177.15 metres above sea level. Since the site contains two designations under the Official Plan (*Mixed Use Areas* fronting on to the *Avenue* and *Neighbourhoods* at the rear of the site) staff are open to the proposed building transitioning from a mid-rise built form in the *Mixed Use Areas* designation to a 4-storey built form in the *Neighbourhoods* designation. This 4-storey portion will provide transition to the *Neighbourhoods* designation to the east, however the mid-rise portion should be subject to a 45 degree angular plane as per the Mid-Rise Performance Standards. By permitting the angular plane to be measured from the rear property line, a viable mid-rise building can be achieved on the portion of the site fronting onto Bathurst Street.

When measured appropriately, the 9<sup>th</sup> storey and mechanical penthouse of the mid-rise portion of the building fronting onto Bathurst Street would project into the rear angular plane. The building massing should be revised to remove projections within the appropriate application of the rear 45 degree angular plane. This would result in an 8 storey building that would meet the rear angular plane.

In addition to the appropriate application of a rear 45 degree angular plan, the Mid-Rise Building Performance Standards speak to the maximum height for midrise buildings proposed along the *Avenues*.

The height of buildings on *Avenues* should be no taller than the street right-of-way to achieve a moderately scaled building that ensures a comfortable and sunlit pedestrian main street. The planned Bathurst Street right-of-way is 27 metres resulting in a maximum height on site of 27 metres or approximately 8 storeys. The current proposal illustrates a building height of 31.25 metres and 9-storeys, excluding mechanical penthouse. Along Bathurst Street, the proposed building would have a 6 storey streetwall. From the 6<sup>th</sup> storey the building would step back 0.85 metres to the 7<sup>th</sup> storey. From the 7<sup>th</sup> storey to the 8<sup>th</sup> storey the building would step back 4 metres and from the 8<sup>th</sup> storey to the 9<sup>th</sup> storey the building would step back an additional 4 metres.

Revisions to the building height are recommended to generally adhere to a maximum 27 metre height limit and would require removal of the 9<sup>th</sup> floor which is 3.60 metres in height.

A front 45 degree angular plane is also recommended under the Mid-Rise Performance Standards taken from the centreline of the road at 80% of the width of the right-of-way which is a height of 21.60 metres. The proposed building has a protrusion to the front angular plane at the 7<sup>th</sup> storey and minor protrusions to the front angular plane at the 8<sup>th</sup> and 9<sup>th</sup> storey. These protrusions cause shadow impacts on the opposite side of Bathurst Street as well as create a precedent in terms of overall building height.

Along Bathurst Street, the proposed building contains a 6-storey streetwall with step backs above. The streetwalls of buildings adjacent or nearby the site varies from an older adjacent 2-storey main street commercial character to a 5 to 7-storey midrise infill character on the opposite side of Bathurst Street.

The Mid-Rise Performance Standards identify this stretch of Bathurst Street as an Avenue Character Area in Map 4. This area consists of a mix of low-scale retail and residential and mid-rise residential buildings. It is a vibrant commercial area servicing the local community.

Performance Standards 19D (Character Area: Fine Grain Fabric) and 19E (Character Area: Consistent Cornice line) speak to the importance of new mid-rise buildings in Character Areas, that have a fine grain, main street fabric to be designed to reflect a similar rhythm of entrances and multiple retail units and should maintain a consistent front façade cornice line for the first step-back by establishing a "datum line" or an average of the existing cornice line. Given the Character Area classification along this stretch of Bathurst Street, staff requested in July 2016 that the applicant submit a streetwall study of the proposed building and its relationship within the immediate block to determine an appropriate streetwall height for the proposed building along Bathurst Street along with appropriate stepbacks consistent with the mid-rise guidelines. A streetwall study has not been submitted by the applicant.

The Mid-Rise Performance Standards also speak to the importance of building envelopes for midrise buildings along the *Avenues* allowing for a minimum of 5 hours of sunlight on the opposite street sidewalk to create comfortable, sunlit *Avenue* main streets between the equinoxes from March 21<sup>st</sup> to September 21<sup>st</sup>.

Typically, midrise buildings on north-south streets demonstrate sunlight on the opposite sidewalk for 5 hours from 9:11 a.m. to 2:11 p.m. The current proposal illustrates shadow impacts at the March and September equinoxes on the opposite Bathurst Street sidewalk at both 9:18 a.m. and 10:18 a.m. Reduction in height to 8 storeys is recommended to ensure a 5 hour sunlight window on the opposite Bathurst Street sidewalk including the hours of 9:18 a.m. and 10:18 a.m.

To achieve a minimum of 5 hours of sunlight on the *Avenue* sidewalk between the March 21<sup>st</sup> to September 21<sup>st</sup> equinoxes, adherence to the 45 degree front angular plane, a reduction in height and changes to building massing will be required.

Shadow impacts on the adjacent *Neighbourhoods* designation, to the east of the site, would occur all day on the March 21<sup>st</sup> to September 21<sup>st</sup> equinoxes from 9:18 a.m. to 6:18 p.m. Shadows would be cast to the north-east from the 5-storey residential wing at the north of the site onto the Shaarei Shomayim Synagogue private laneway and parking lot from 9:18 a.m. to 5:18 p.m. Shadows would be cast to the east on the private laneway between Shaarei Shomayim Synagogue and the site and the synagogue front landscaped area from 2:18 p.m. to 6:18 p.m. Shadows would extend further onto single family residential properties along Forest Wood Road at 6:18 p.m.

Changes to building massing are recommended to reduce shadow impact on the *Neighbourhoods* to the north and east.

## **Density**

The built form results in a floor space index of 4.11 times the lot area. The inappropriate massing and height, poor site organization and built form encroachment into the front and rear angular planes are a direct result of the inappropriate bulk and density of the proposed building.

Existing buildings at 3036 Bathurst Street and 1 Glen Park Avenue contain densities of 3.91 and 3.50 times the lot area respectively. The proposed density is considered an overdevelopment of the site and would create a precedent along Bathurst Street in advance of an *Avenue Study*.

## **Avenue Segment Study**

An *Avenue Segment Study* was submitted with the application to the south at 491 Glencairn and 278, 280 and 282 Strathallan Wood Road. The *Avenue Segment Study* required to be submitted with this application would encompass the identical study area. Staff have asked the applicant to review the submitted *Avenue Segment Study* for the project to the south and update it based on their proposed development and the proposed

development on blocks surrounding the site. The applicant has not submitted an updated *Avenue Segment Study* for review by the City.

Currently, the proposed application is not in compliance with the Mid-Rise Guidelines and an understanding of its impact on this segment of the *Avenue* is required as the building as proposed would set a negative precedent in terms of built form and density along the corridor.

## **Streetscape**

The applicant will convey a 3.44 metre widening for Bathurst Street in order to satisfy the OP requirement of a 27 metre wide right-of way. Widening of the street right of way along Bathurst Street is desirable for improved pedestrian movement and streetscape improvements such as tree planting and street furniture. The applicant proposes to provide the required road widening along Bathurst Street including four trees proposed along Bathurst Street and three trees proposed along Glencairn Avenue. Both street frontages would contain a new 2.1 metre sidewalk.

The applicant has also proposed canopies in their perspective drawings along entrances fronting onto Bathurst Street and Glencairn Avenue, however, they do not illustrate the canopies and their dimensions on the architectural plans. Submitted architectural plans should be revised to include the location of canopies and their dimensions.

## **Traffic Impact, Access, Parking and Loading Spaces**

The revised Traffic Impact Study letter, dated May 29, 2017, was submitted by the applicant's transportation consultant, BA Group and reviewed by Transportation Services.

The Traffic Impact Study has been reviewed by Transportation Services and is satisfactory.

Through their review, Transportation Services has requested a detailed functional plan showing a centre left-turn lane on Glencairn Avenue along with the associated pavement marking and signage required for the vehicular driveway from Glencairn Avenue and the adjacent private laneway. Transportation Services' review has also requested an additional setback between the proposed site driveway and the existing private laneway and a 5 metre curb radius contained entirely on site. The two curb cuts of the proposed access and existing private laneway must also be separated by a median.

With regards to parking, the applicant proposes a total of 161 parking spaces which meets the overall parking requirement on the site. In addition, Transportation Services requires the applicant to provide a minimum of five accessible parking spaces with the appropriate dimensions.

One Type G and one Type B loading space are required by Zoning By-law 569-2013. The applicant is proposing to share the loading spaces in a single Type G loading space with the appropriate dimensions. The applicant has submitted turning diagrams showing a

heavy vehicle entering and exiting the site in a forward motion. The loading spaces proposed are satisfactory.

### **Bicycle Parking**

The applicant proposes a total of 158 bicycle spaces which meets the overall bicycle parking requirement on the site. A total of 146 bicycle parking spaces would be located on the P1 level and 12 spaces would be surface bicycle parking spaces. The location of the proposed bicycle spaces is satisfactory.

### **Site Servicing**

The applicant has submitted a Hydrogeological Report and Functional Servicing and Stormwater Management Report for review by Engineering and Construction Services.

On July 17, 2017, Engineering and Construction Services provided comments to the applicant with regards to the most recent submission. The comments identified that more details are required by Engineering and Construction Services with regards to the sanitary analysis submitted in the Functional Servicing Report. These revisions would be required to be submitted to Engineering and Construction Services for review.

### **Trees**

The arborist report identifies one private tree of 30 centimetres or greater in diameter that would require removal to accommodate the proposed development. Urban Forestry is in agreement with the removal of the tree as it is in poor condition. A complete application and fee for the removal of the tree has been received. There are no existing City trees involved with this application. The landscape plan shows three new sugar maple trees proposed for the right of way fronting Glencairn Avenue and another four red oak trees fronting onto Bathurst Street. Urban Forestry requires that the sugar maple trees be substituted with a hardier more drought and salt tolerant species of maple. The applicant is required to submit a revised landscape plan reflecting the requested change. The four proposed red oak trees fronting on Bathurst Street are satisfactory to Urban Forestry.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential portion of this proposal is subject to a 10% parkland dedication. The non-residential portion of this proposal is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

The site is 450 metres away from Cortleigh Parkette, which contains a playground, benches and a walking path.

The applicant is also expected to provide on-site dog off-leash amenities with proper disposal facilities for the building residents or dog relief stations within the building. This will help in alleviating pressures on the existing neighbourhood parks.

### **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

Transportation Services requires the applicant to provide three roughed-in conduits for electric vehicles to meet the Toronto Green Standard.

The site specific zoning by-law if approved by the Board, should secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure, Storage and Collection of Recycling and Organic Waste.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

### **Rental Housing and Proposed Housing Mix**

City Planning has requested that the applicant submit a Rental Housing Declaration of Use and Screening form to determine if there is any rental demolition proposed or rental replacement required. To date, the Declaration of Use and Screening form has not been submitted. Should there be rental units on site, the application may be subject to the rental protection policies of the Official Plan and/or the Rental Housing and Demolition Conversion requirements of Chapter 667 of the Toronto Municipal Code.

The applicant has proposed a diverse unit mix with 10% of the units proposed as 3+ bedroom units.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for an increase in height and/or density pursuant to Section 37 of the *Planning Act*. As the application is seeking a significant increase in height and density, a Section 37 contribution would be warranted if this application were approved by the Ontario Municipal Board.

In the event that the Ontario Municipal Board considers granting additional density and/or height beyond that which is permitted by the by-law, it is recommended the City request that the Ontario Municipal Board not approve the amending zoning by-law without the provision of such community benefits as are considered appropriate by the Chief Planner in consultation with the local Councillor and applicant.

Parks staff have requested to be involved in the negotiations. Funds directed towards improvements to area parks and facilities within the Ward could form part of the benefits package.

## **Conclusion**

Staff continue to have concerns with the proposed east side yard (rear yard) setback, height of the building's at the front and rear of the site and overall building massing, density, and transition. The proposed built form does not adequately address the existing and planned context and does not provide an appropriate relationship to Bathurst Street, Glencairn Avenue or to the adjacent *Neighbourhoods* designation to the east. Furthermore, outstanding matters including an Official Plan Amendment application, an *Avenue Segment Study* review and update, a streetwall study and Rental Housing Declaration and Screening form all have been previously requested but not submitted by the applicant.

The proposal is considered an overdevelopment of the site which would have a negative precedent on this segment of Bathurst Street in advance of an *Avenue Study*. It is recommended that City Council authorize the City Solicitor and appropriate staff to attend any Ontario Municipal Board hearing in opposition to the current proposal. It is also recommended that City Council direct staff to continue discussions with the applicant to address issues raised in this report including an appropriate Section 37 contribution for a revised proposal.

## **CONTACT**

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E-mail: Vanessa.Covello@toronto.ca

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: North Elevation

Attachment 3: South Elevation

Attachment 4: East Elevation

Attachment 5: West Elevation

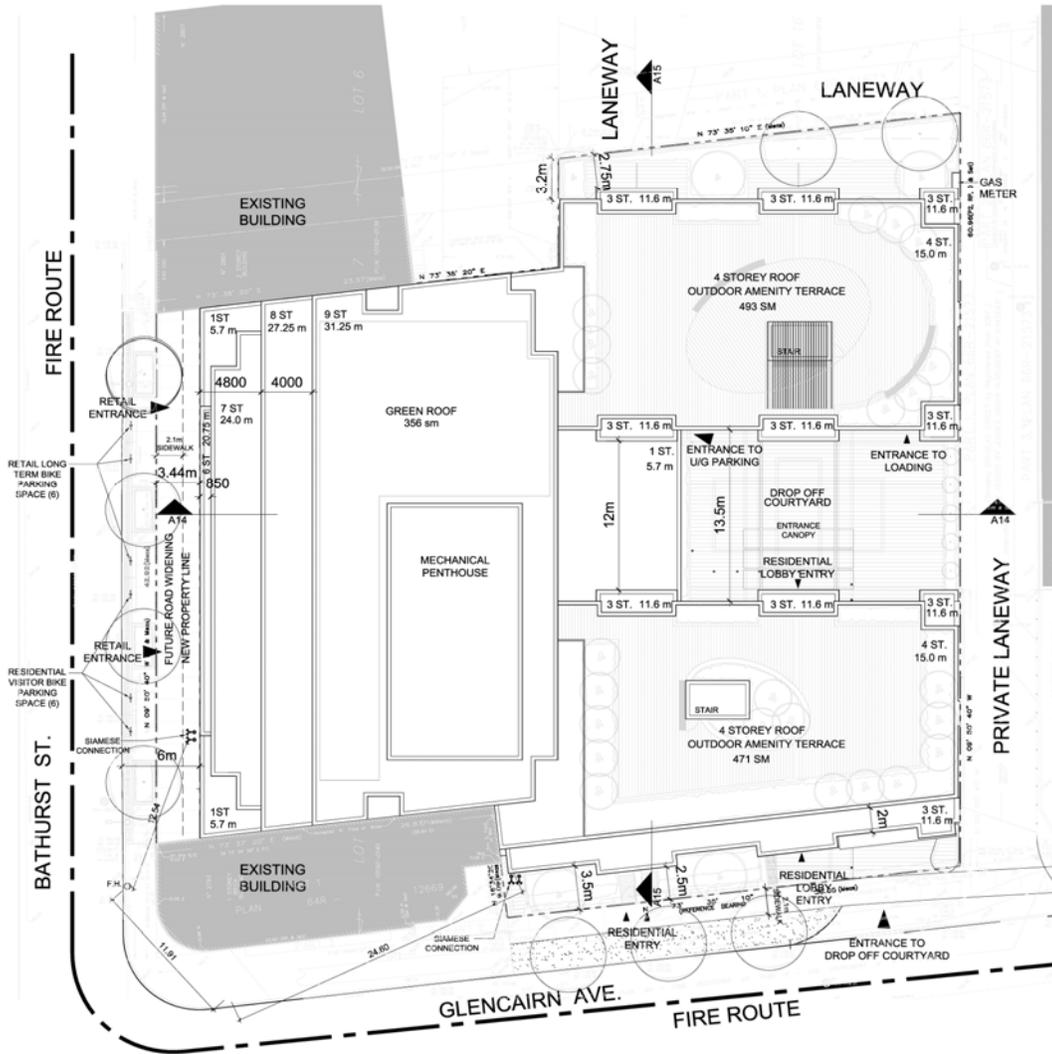
Attachment 6: Official Plan Map

Attachment 7: Toronto Consolidated Zoning By-law 569-2013

Attachment 8: Former North York Zoning By-law 7625

Attachment 9: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

2795 - 2799 & 2801 Bathurst Street

Applicant's Submitted Drawing

Not to Scale 

File # 15 152614 NNY 16 0Z



**Attachment 3: South Elevation**



**2795 - 2799 & 2801 Bathurst Street**

**South Elevation**  
 Applicant's Submitted Drawing

Not to Scale  
 10/18/2017

File # 15 152614 NNY 16 0Z

### Attachment 4: East Elevation



**East Elevation**  
**Applicant's Submitted Drawing**  
**2795 - 2799 & 2801 Bathurst Street**

Not to Scale  
 10/18/2017  
 File # 15 152614 NNY 16 0Z

**Attachment 5: West Elevation**



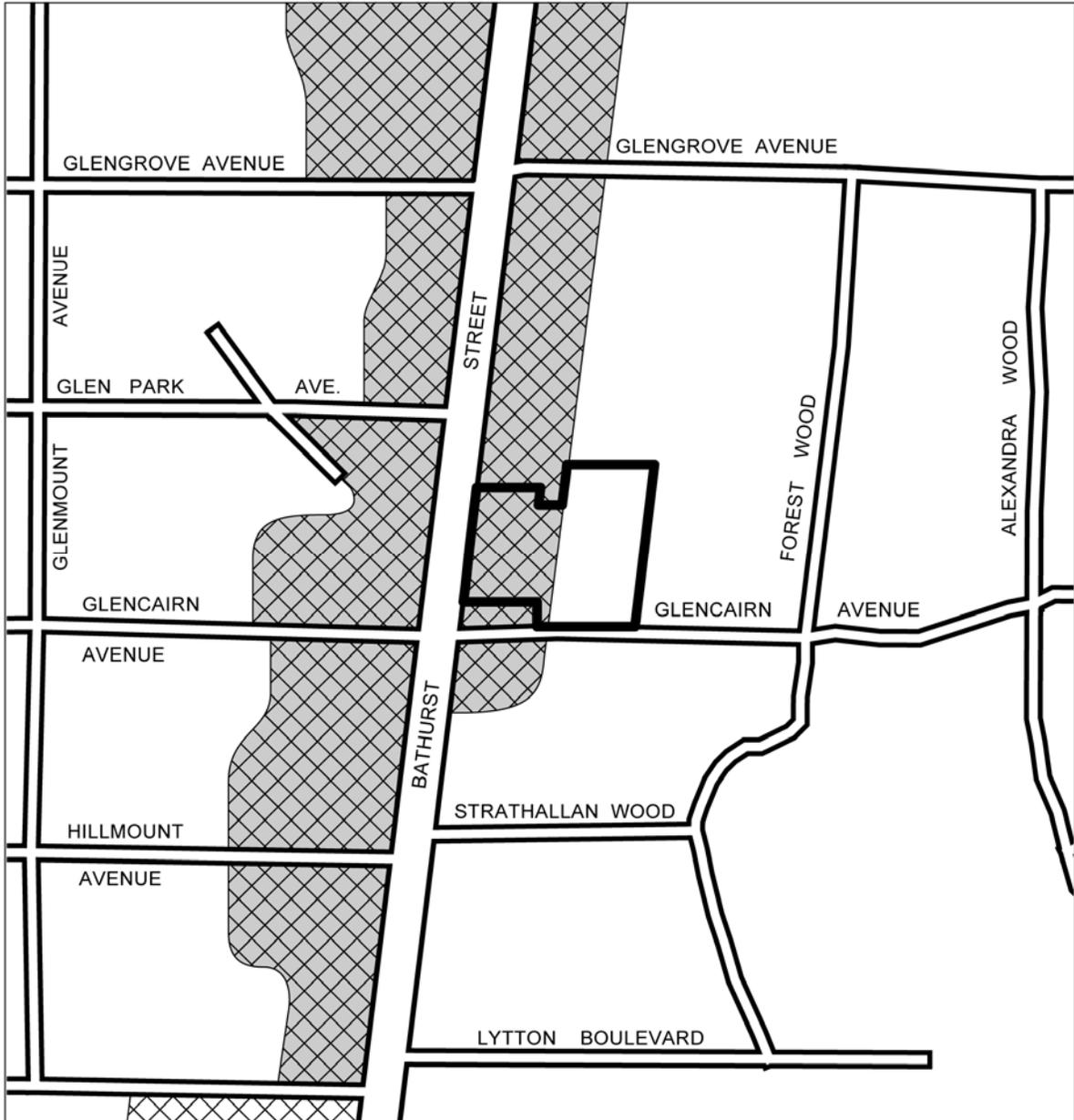
**2795 - 2799 & 2801 Bathurst Street**

**West Elevation**  
 Applicant's Submitted Drawing

Not to Scale  
 10/18/2017

File # 15 152614 NNY 16 0Z

**Attachment 6: Official Plan Map**



**TORONTO** City Planning  
**Extract from Official Plan**

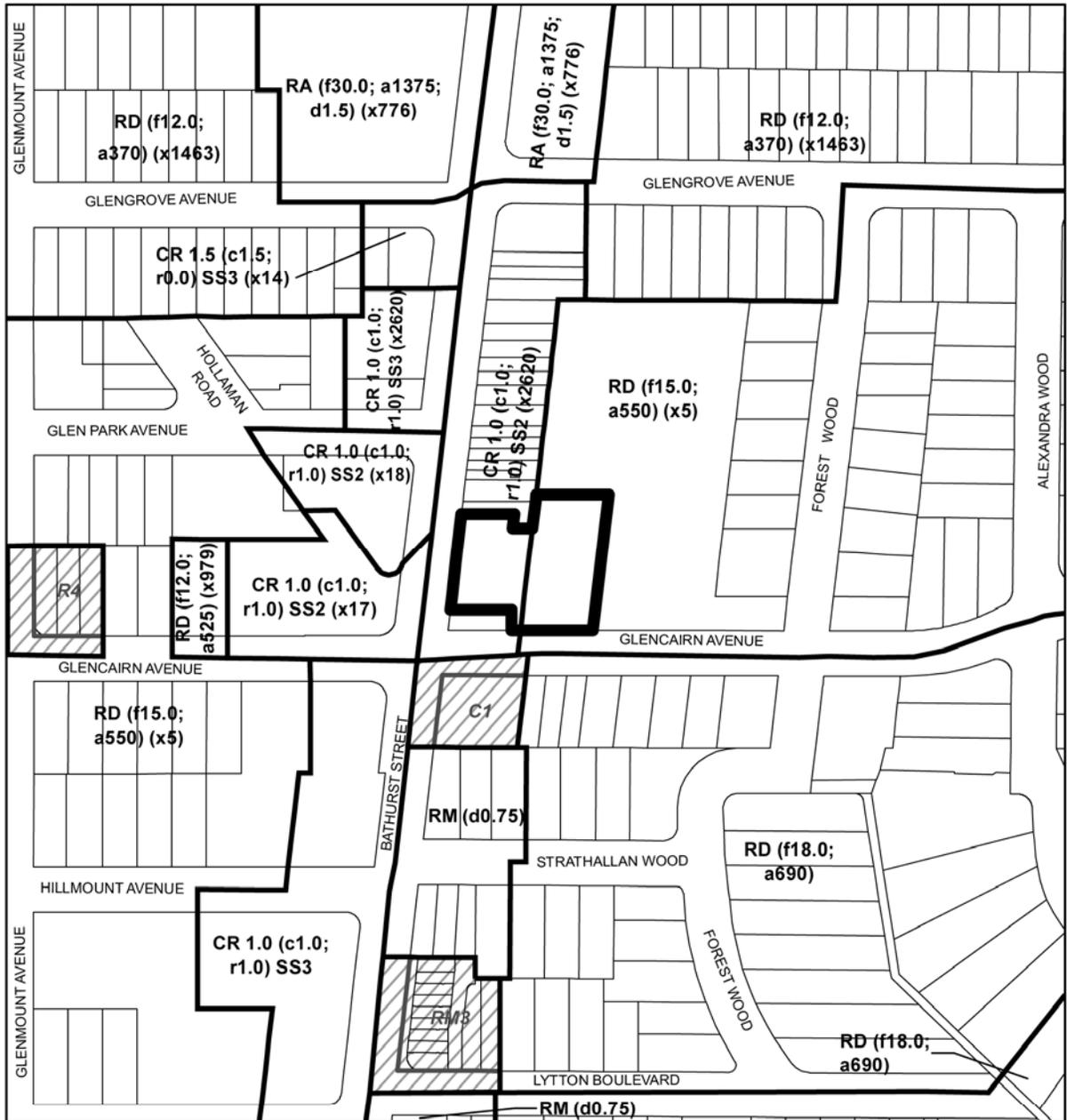
**2795 - 2799 & 2801 Bathurst Street**

File # 15 152614 NNY 16 0Z

-  Site Location
-  Apartment Neighbourhoods
-  Neighbourhoods
-  Mixed Use Areas

  
 Not to Scale  
 10/18/2017

Attachment 7: Toronto Consolidated Zoning By-law 569-2013



Zoning By-Law No. 569-2013

2795 Bathurst Street

File # 15 152614 NNY 16 02



Location of Application

RD Residential Detached  
 RM Residential Multiple  
 RA Residential Apartment  
 CR Commercial Residential

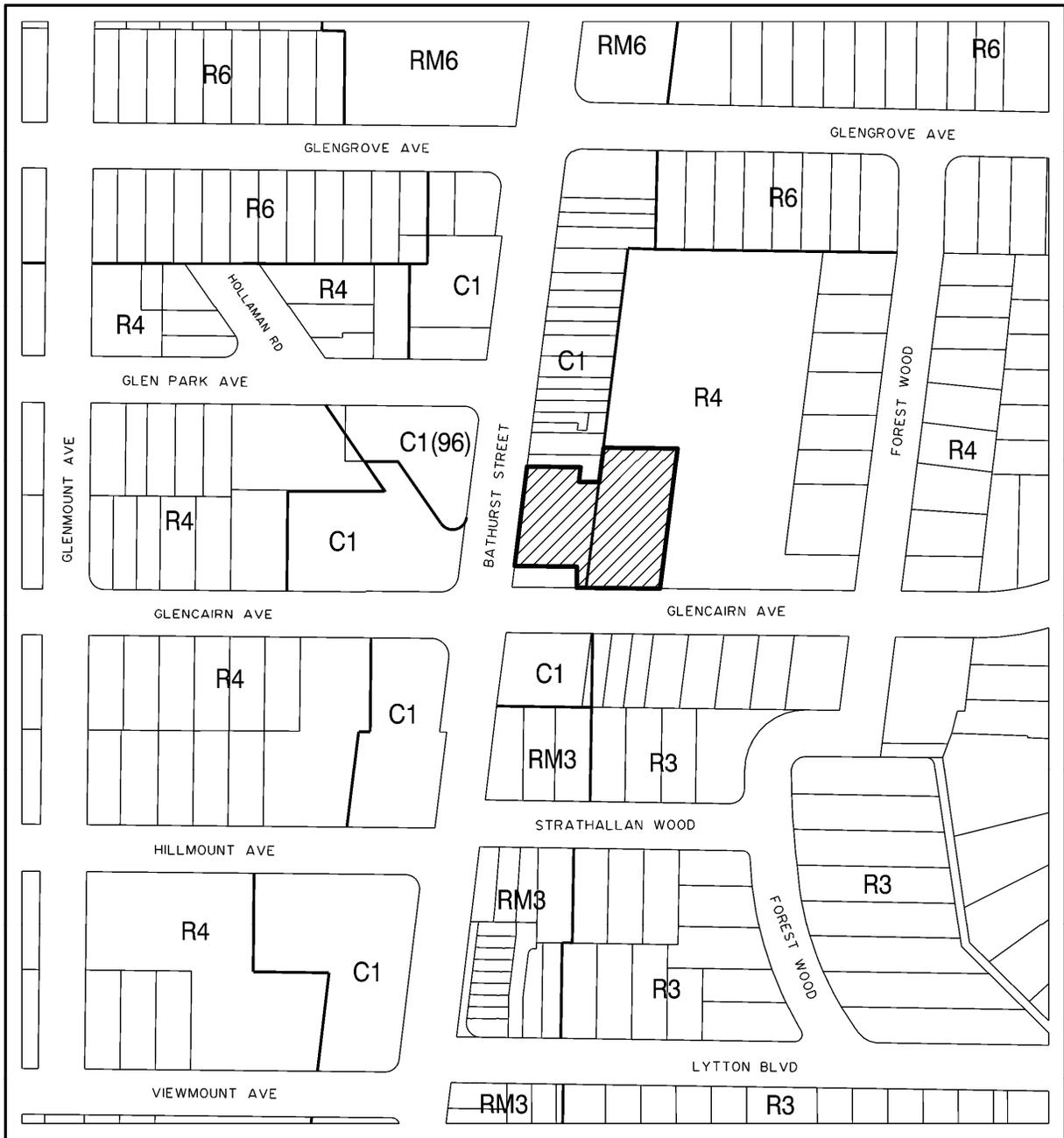


See Former City of North York By-Law No. 7625  
 R4 One-Family Detached Dwelling Fourth Density Zone  
 RM3 Multiple-Family Dwellings Third Density Zone  
 C1 General Commercial Zone



Not to Scale  
 Extracted: 05/26/2015

**Attachment 8: Former North York Zoning By-law 7625**



**Zoning By-Law No. 7625**

**2795 Bathurst Street**

File # 15 152614 NNY 16 0Z

 Location of Application

- R3 One-Family Detached Dwelling Third Density Zone
- R4 One-Family Detached Dwelling Fourth Density Zone
- R6 One-Family Detached Dwelling Sixth Density Zone

RM3 Multiple-Family Dwellings Third Density Zone

RM6 Multiple-Family Dwellings Sixth Density Zone

C1 General Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale  
Extracted 05/27/2015

## Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	15 152614 NNY 16 OZ
Details	Rezoning, Standard	Application Date:	May 6, 2015
Municipal Address:	2795-2799 and 2801 BATHURST ST		
Location Description:	PLAN 1061 LOTS 9 17 TO 20 PT LOTS 7 8 AND 10 **GRID N1604		
Project Description:	This application proposes a 9-storey mixed use residential building fronting onto Bathurst Street and two wings of 4 and 5-storey grade related townhouses on the eastern portion of the site.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Hunter and Associates 555 Richmond Street, Suite 405 Toronto, Ontario M5V 3B1	N/A	Page and Steele Architects 95 St. Clair West, Suite 200 Toronto, Ontario M4V 1N6	Riverking Developments LP 145 Adelaide Street West, Suite 500 Toronto, Ontario M5H 4E5

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas, Neighbourhoods	Site Specific Provision:	No
Zoning:	Zoning By-law 7625: C1 & R4 Zoning By-law 569-2013: CR & RD	Historical Status:	No
Height Limit (m):	Zoning By-law 7625: 9.2m or 3 storeys & 8.8m Zoning By-law 569-2013: 14m & 10m	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq. m):	3344	Height:	Storeys:	9	
Frontage (m):	42.92		Metres:	31.25	
Depth (m):	60.95				
Total Ground Floor Area (sq. m):	1,614				<b>Total</b>
Total Residential GFA (sq. m):	13,740		Parking Spaces:	161	
Total Non-Residential GFA (sq. m):	750		Loading Docks	1	
Total GFA (sq. m):	14,490				
Lot Coverage Ratio (%):	48.26				
Floor Space Index:	4.11				

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Rental			
Rooms:	0	Residential GFA (sq. m):	13,740	0
Bachelor:	0	Retail GFA (sq. m):	750	0
1 Bedroom:	79 (53%)	Office GFA (sq. m):	0	0
2 Bedroom:	56 (37%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	15 (10%)	Institutional/Other GFA (sq. m):	0	0
Total Units:	150			

**CONTACT:**                      **PLANNER NAME:**                      **Vanessa Covello, Planner    Phone: (416) 395-7104    E-mail: vcovell@toronto.ca**