

# **TORONTO** STAFF REPORT

June 27, 2006

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Subject: Final Report  
Rezoning Application 05-178415 STE 30 OZ  
Applicant: John Chandler, Graham & Associates  
201 Carlaw Ave  
Ward 30 - Toronto-Danforth

## Purpose:

This report reviews and recommends approval of an application to increase the number of live/work units as approved by site-specific by-law 6-2003 from 127 live/work units to a total of 274 live/work units.

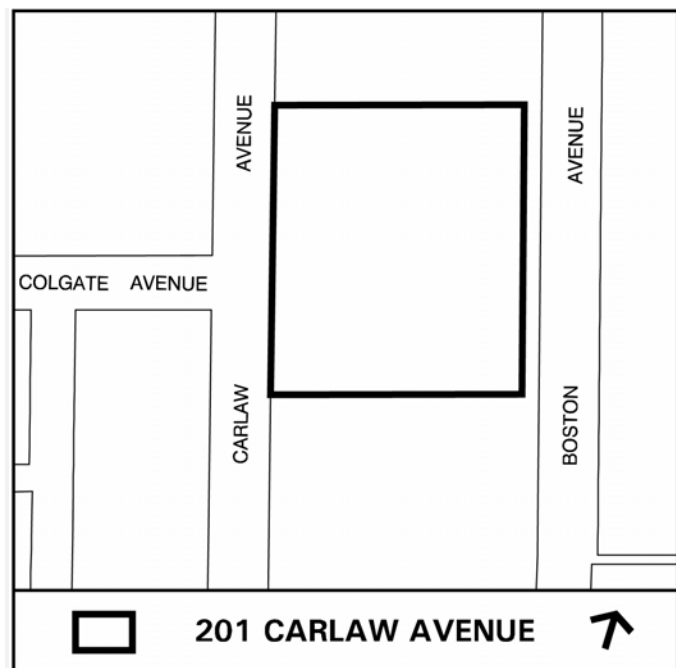
## Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

## Recommendations:

It is recommended that City Council:

- (1) amend the Zoning By-law 438-86 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10;
- (2) authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required;
- (3) before introducing the necessary Bills to City Council for enactment, require the owner to



submit to the Executive Director of Technical Services for review and acceptance, the approved drawings of the development with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building to enable the preparation of building envelop plans;

- (4) before introducing the necessary Bills to City Council for enactment, authorize the appropriate City officials and require the owner to execute one or more agreements pursuant to Section 37 of the Planning Act satisfactory to the Chief Planner and Executive Director, City Planning Division, and the City Solicitor, such agreements be registered on title on the lands in a manner satisfactory to the City Solicitor, to secure the following facilities, services and matters:
- (a) a public art contribution for a value of \$80,000.00 to be directed to public art initiatives in the South Riverdale community;
  - (b) a cash contribution in the amount of \$35,000.00 for facilities improvements at Jimmy Simpson Recreational Centre;
  - (c) a cash contribution in the amount of \$20,000.00 for facilities improvements at Matty Eckler Community Centre;
  - (d) a cash contribution in the amount of \$50,000.00 for a community kitchen initiative at Ralph Thornton Centre;
  - (e) a cash contribution in the amount of \$75,000.00 for improvements to local parks within Ward 30;
  - (f) a cash contribution in the amount of \$20,000.00 towards an Historical Plaque fund to be spent within the South Riverdale community;
  - (g) a cash contribution in the amount of \$20,000.00 towards the “Chinese Archway Reserve Fund”;
  - (h) a public access easement over the former rail spur lands along the frontage of the property on Boston Avenue;
  - (i) the landscaping of the former rail spur property, adjacent to the public right-of-way on Boston Avenue and Carlaw Avenue to the satisfaction of the Chief Planner and Executive Director, City Planning, the Executive Director, Technical Services and the General Manager, Parks, Forestry and Recreation;
  - (j) an irrigation system for all new trees in the public rights-of-ways and former rail spur property to be to the satisfaction of the Executive Director, Technical Services and General Manager, Parks, Forestry and Recreation; and

- (k) costs of new municipal infrastructure and improvements and upgrades to existing municipal infrastructure to support the development as required by, and satisfactory to, the Executive Director, Technical Services;

#### Background:

In April 1998, City Council passed By-law 238-1998 to adopt an amendment to the Official Plan (Official Plan Amendment No. 122) for the former City of Toronto respecting the lands generally bounded by Logan Avenue, Boston Avenue, the rear of Queen Street properties and the Canadian National Railway right-of-way north of Dundas Street East. The amendment changed the designation from Employment Lands to Mixed Industrial-Residential Area.

An application was submitted in 1999 for a residential condominium building at 201 Carlaw Avenue. The application was revived in September 2000 and amended to propose a conversion of the existing building to 136 rental housing (live/work) units instead of the previously proposed condominium project. The units surrounded an interior courtyard with 1 level of underground parking containing 81 parking spaces.

By-law 6-2003, which was enacted by Council on February 7, 2003 currently permits 136 live/work units with a combined above grade non-residential and residential gross floor area of 16,335 m<sup>2</sup> and a below grade residential gross floor area of 1,400 m<sup>2</sup>. This by-law also replaced the previous I2 D3 zoning designation with an I1 D3 designation.

#### Proposal

The applicant proposes to further intensify the site and construct a new nine-storey tower within a renovated two-storey U-shaped podium level and three groups of three storey stacked townhouse buildings fronting onto Boston Avenue. The townhouses would be separated from the podium by access walkways to the interior of the site. The proposal would result in an additional 138 live/work units over the 136 units as approved by by-law 6-2003, for a total of 274 live/work units.

#### Dundas and Carlaw Community Improvement Plan

Since the late 1990's the larger surrounding industrial area has been encountering pressure for conversion of old industrial buildings and sites to residential and live/work purposes.

The Carlaw/Dundas neighbourhood is a piece of a larger study area known as the "South Riverdale and Lakeshore Boulevard East Community Improvement Area". The community, in consultation with the area Councillor and City staff, came together to produce the Carlaw/Dundas Neighbourhood Plan which identified opportunities for improving the neighbourhood and public realm while achieving the City's objective for intensification. This Plan captured ideas and visions from the community and was approved by Council in August 2000.

The recommendations of the Plan, included ideas and visions for Right-of-Way improvements to Boston Avenue. The Right-of-Way improvements included the landscaping of the rail spur (66 Boston Avenue) and its inclusion into the neighbourhood as a linear greenway. The Plan also contemplated perpendicular parking on the west side of Boston Avenue, adjacent to the rail spur.

Community Planning, in consultation with Urban Design - Civic Improvement, Technical Services and Transportation Services staff are working on developing a Comprehensive Plan for improvements to the Right-of-Way, including the rail spur, from Queen to Dundas Street East, addressing the recommendations of the Community Improvement Plan. A report is expected to proceed to the Toronto and East York Community Council in the third quarter of 2006 or the first quarter of 2007.

The recommendations of the Community Improvement Plan have been incorporated into this development and will be addressed in this report.

#### Site and Surrounding Area

The site is located on the east side of Carlaw Avenue, just north of Queen Street East, within the Carlaw/Dundas Neighbourhood. The property has an unusual condition on the east property line where it was separated from Boston Avenue by a former rail spur. Further to the east, and directly across Boston Avenue is a low-rise residential community.

To the north of the property is a former industrial building which is currently being converted to residential units, including some new construction. Adjacent to the south boundary of the site, there is an existing occupied industrial building.

#### Current (Former) City of Toronto Official Plan

The Official Plan of the former City of Toronto designates this site as Mixed Industrial-Residential Area. These areas shall be regarded as areas containing a mix of residential uses, community services and facilities, street-related retail and service uses, and those industrial uses that are environmentally compatible with adjacent and neighbouring uses. In Mixed Industrial-Residential Areas Council may pass by-laws to permit buildings containing a mix of industrial and residential uses, having a total combined residential and non-residential gross floor area of up to 3 times the area of the lot, provided that the residential gross floor area of the residential component of any such building does not exceed 2.0 times the area of the lot.

In considering rezoning applications for residential uses, Council must be satisfied that the buildings will provide a satisfactory living environment, taking into consideration such factors as the provision of adequate residential amenities, sufficient parking spaces, a satisfactory noise environment and ensure that the appropriate environmental standards have been complied with.

The applicant proposes to convert the existing U-shaped industrial building into live/work units with a density of approximately 1 times the area of the lot. The proposed new construction of a 9 storey building and the three blocks of townhouse buildings will be live/work units and will have a density of approximately 1.6 times the area of the lot.

## New Toronto Official Plan

At its meeting of November 26, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new plan, in part, with modifications. The Minister's decision was appealed in its entirety. The hearing on the new Official Plan is continuing at the Ontario Municipal Board. The Board has approved most of the Plan and it is anticipated that the approved portions will come into force in June 2006. The housing and Section 37 policies remain under appeal and will be adjudicated in September and October 2006. As well, the hazard land policies for 'Special Policy Areas' remain under appeal.

Once the plan comes into force and effect, it will designate the site as an "Employment Area". This designation does not permit residential uses but at this location, under the site and area specific policy No. 154, a mix of employment and residential uses are permitted provided that the proposed buildings provides for a satisfactory living environment compatible with the employment uses in the building and adjacent area.

## Provincial Policy Statement

The 2005 Provincial Policy Statement sets out policies to promote efficient development and land use patterns to support strong, livable and healthy communities, protect the environment and public health and safety, and facilitate economic growth over the long term. In the opinion of staff, the proposed development concept is consistent with the Provincial Policy Statement.

## Zoning

The site is currently regulated under site specific by-law 6-2003, which zones the subject lands as I1 D3. This by-law permits a total gross floor area of 17,735 m<sup>2</sup> and a total of 136 live/work units. The height limit is 18 metres.

The proposal changed considerably since the approval of By-law 6-2003. The new by-law, if passed, would repeal and replace by-law 6-2003.

## Site Plan Control

An application for Site Plan Control Approval has been submitted concurrently with this application. Issues regarding the use of the railway spur flanking the property and other improvements to the public Rights-of-Way on Carlaw Avenue and Boston Avenue will continue to be addressed through that application.

## Tree Preservation

There are a total of 4 privately owned and 14 city owned trees on and adjacent to the property. The owner has submitted an arborist report, prepared by Jack Radecki Consulting Arborist. The owner proposes to remove all of the existing 18 trees and plant 8 new trees on Carlaw Avenue and 11 new trees along Boston Avenue.

Given the existing narrow dimensions of the sidewalk and the proposed access corridor (shown as exterior areaway on Figure 4) to the lower units on the Carlaw frontage, space for new tree plantings is quite constricted. In consultation with staff from Urban Forestry and Technical Services, the applicant proposes to remove all existing trees along Carlaw Avenue and plant new trees along the proposed access corridor, which would act as a green buffer between passer-bys using the sidewalk and the live/work units on the Carlaw frontage.

The proposed landscape plan will continue to be reviewed by Urban Forestry Services and Technical Services staff and their comment will be part of the Site Plan approval process.

### Reasons for the Application

Although the Official Plan permits the consideration of residential uses on the site, the applicant seeks to increase the Gross Floor Area permission from 17,735 m<sup>2</sup>, by about approximately 6000 m<sup>2</sup>. The applicant also proposes to increase the number of live/work units from 136 to a total of approximately 274 units and increase the height of the proposal from 18 metres, as permitted by the by-law, to 28.5 metres (plus 4 metres for the mechanical penthouse and units surrounding it).

### Community Consultation

A community consultation meeting was held on Tuesday, January 24<sup>th</sup>, 2006 at Matty Eckler Recreational Community Centre, 953 Gerrard Street East. Approximately 21 members of the public attended. Questions were raised regarding the size, height, density and design of the proposed buildings, parking provisions and the development's relationship to surrounding uses. Concerns were expressed regarding the proposal's compatibility with adjacent non-residential uses to the south and the specific design of the proposed townhouse buildings on Boston Avenue. City Planning staff have also received written comments from two residents in the area. All these comments are addressed in this report.

### Agency Circulation

The application was circulated to all appropriate agencies and City Departments. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

### Comments:

#### Land Use

The site is designated as "Mixed Industrial-Residential Area" under the (former) City of Toronto Official Plan. In mixed Industrial-Residential Areas Council may pass by-laws to permit buildings containing a mix of industrial and residential uses having a total combined residential and non-residential gross floor area of up to 3 times the area of the lot.

Under the new Toronto Official Plan, the site is designated as an "Employment Area" with a site specific policy that permits employment and residential uses provided that the proposed

buildings provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area.

The proposal to convert the existing industrial building to live/work units is reflective of other development activity that has been occurring over the last 8 years in the surrounding industrial area. Under By-law 6-2003 the applicant had already obtained certain live/work permissions for the subject site. The new proposal seeks to increase the number of live/work units to 274. The proposed use is acceptable and will provide for a satisfactory living and working environment.

At the Community Consultation Meeting, a number of residents, along with the area Councillor, highlighted the importance of creating a true live/work element to the development, especially along the Carlaw Avenue frontage. The intent would be to provide affordable space for businesses wanting to relocate to the area and to create a relationship (“eyes-on-the-street”) between the building (which has little direct access to the street, besides a main entrance in the middle) and Carlaw Avenue. As such, the applicant proposed to provide a mix of unit sizes and configurations, some of them with direct access to Carlaw Avenue via a sunken access corridor and some with access via an internal corridor (attachment no. 4)

The list of permitted uses allowed in that section of the complex has also been extended to include a larger range of employment uses.

Landscaping details regarding the exact location of the proposed trees, the screening of the proposed sunken areaway and materials to be used for the improvement of the sidewalk, are currently being assessed and will be fully addressed through the Site Plan application.

#### Density, Height, Massing

The proposed density of 2.6 times the area of the lot, and the built form is acceptable. The site is located between areas of higher density mixed use (live/work) developments to the north and west of the proposal, and the lower density residential dwellings in the interior of the neighbourhood.

The proposed 28.36 metre tower includes a 4 metre mechanical penthouse with units wrapping around it and is consistent with the approved building height at 233 Carlaw Avenue (north of the site). The livable space that would wrap the mechanical penthouse would be part of the units on the lower level (8<sup>th</sup> Floor).

There is a transition in height from the 28.36 metre (plus 4 metre penthouse) tower in the centre of the site to the much lower, 3 storey townhouse buildings along Boston Avenue. The form and scale of the townhouse buildings is consistent with the height along the east side of Boston Avenue and the building layout provides for an appropriate transition.

#### Sun, Shadow

A shadow study was submitted with the application and reviews the impact on the east side of Boston Avenue from September to March. During this period the shadows are longer in reach

and cover a much larger area than in the summer months. The studies show that at 5:00 p.m. during this period of the year, the tower will shadow a portion of residential dwellings on Boston Avenue. Up until 4 p.m. during the same months, the shadows will not affect the residential area. The shadow impacts during the summer months should be minimal on Boston Avenue.

The proposed buildings also allow for appropriate access to light and views of the sky from adjacent streets and residences.

#### Access

Vehicular access to the underground garage will be via an access ramp off of Carlaw Avenue at the south limit of the site. There are a number of technical elements that have to be addressed prior to the issuance of Site Plan approval, such as the slope of the proposed access ramp and its configuration into the underground garage in terms of turning radii.

Residents were very supportive of the proposed access arrangement. Providing the parking access from Carlaw will considerably reduce the traffic volumes on Boston Avenue.

#### Parking

When the application was received in September 2005 the applicant proposed 206 residential parking spaces (.78 spaces/unit) and 21 visitor parking spaces (.08 spaces/unit), for a total of 227 parking spaces within a 2-level parking garage. This ratio was more than what was previously approved under By-law 6-2003. Under that by-law 136 live/work units are permitted, with 65 residential parking spaces (.48 spaces/unit) and 16 visitor parking spaces (.12 spaces/unit).

Parking was identified as an issue at the Community Consultation meeting. Residents explained that there is already a shortage of parking especially on Boston Avenue, as the tenants and customers of the industrial and live/work buildings on Carlaw Avenue also use Boston Avenue parking. Some of the residents suggested that on-street parking should also be provided on the west side of Boston Avenue. This was also contemplated in the Community Improvement Plan. As such, the applicant will be providing approximately 7 additional boulevard parking spaces on Boston Avenue, in addition to other improvements to the public right-of-way and former rail spur. These additional parking spaces will compliment the visitor parking already provided on-site and will create parking that is more accessible to visitors to the townhouse buildings on Boston Avenue.

The on-site proposed parking supply has also been increased. A total of 257 parking spaces are now proposed, consisting of approximately 224 spaces for residents and 33 spaces for residential visitors, located within a 3-level underground parking garage. This exceeds the general Zoning By-law requirements for 213 resident parking spaces and 33 visitor parking spaces and satisfies the requirements of Transportation Services staff.

### Alternative Modes of Transportation

The Official Plan encourages development at locations well serviced by a full range of transportation options so as to reduce reliance on the automobile. This site is in close proximity to two major public transit routes.

The proposal includes a total of 225 bicycle parking spaces (185 for residents and 40 for visitors). Bicycle parking spaces and their allocation will be secured in the Zoning By-law. Bicycle parking for both residents and visitors will be provided in convenient locations, including at-grade locations.

### Municipal Infrastructure

The applicant has provided a number of reports in support of the proposal including a stormwater management plan, grading plans and a site servicing assessment. Technical Services staff are reviewing these assessments. The costs of any new municipal services and upgrades to existing municipal services required to support the development will be borne by the applicant and secured in a Section 37 Agreement.

### Open Space

The applicant proposes to provide approximately 778 m<sup>2</sup> of outdoor landscaped open space in the form of two interior courtyards to the north and south side of the live/work tower. The applicant also proposes to provide some private amenity space for the lower loft, building and townhouse units in the form of private yards (attachment no. 3).

In addition, the applicant proposes to landscape the public right-of-way and rail spur adjacent to the west side of Boston, as contemplated but the Dundas/Carlaw Community Improvement Plan. In order to ensure that the rail spur property is landscaped and developed as a publicly accessible corridor from Queen to Dundas Street East, the applicant will be required to register a public access easement over the rail spur lands and enter into a Section 37 Agreement to among other matters, secure landscaping details, etc.

### Design and Streetscape Improvements

The proposed development will result in an improvement to the existing streetscape on both, Boston and Carlaw Avenues.

### Boston Avenue

Under the first rezoning application, the applicant obtained permission to renovate the existing building and provide 136 live/work units on-site. At that time the site's only frontage was on Carlaw Avenue, as the rail spur (66 Boston Avenue) was not owned by the current owner of the property and separated the site from Boston Avenue.

Following the approval of By-law 6-2003, the applicant purchased the portion of the old rail spur adjacent to the frontage of their site. By including the portion of rail spur into the development site, the applicant has obtained access to the site from both Carlaw Avenue and also from Boston Avenue.

When this application was first submitted in September 2005, the applicant proposed to provide access to both the upper and lower units of the proposed townhouse buildings from the Boston Avenue. The proposed townhouse buildings and access stairs also encroached on the rail spur property and this wasn't consistent with the objectives of the Community Improvement Plan.

Following consultation with City staff, the application was revised to eliminate some of the basement units accessed off the Boston Avenue frontage and the access stairs were consolidated. The applicant also proposes to landscape the area between the front wall of the proposed townhouse buildings and the rail spur property to allow some privacy to the future residents and to provide an defined edge between the private property and the publicly accessible area (attachment no. 3).

#### Carlaw Avenue

The applicant proposes to remove the existing trees on the public right-of-way on Carlaw Avenue and plant approximately 8 new trees adjacent to a proposed sunken access corridor. This corridor already exists along the frontage of the building and was previously used as a light well for the below-grade windows. The applicant proposes to enlarge the corridor by approximately 300 mm and use it as pedestrian access to the lower portion of the live/work units on Carlaw Avenue.

In addition, the applicant proposes improvements to the sidewalk condition consistent with the work that was recently approved for the property to the north, 233 Carlaw Avenue.

The applicant also proposes to preserve and renovate the main façade of the existing building. The community noted that an important component of this development was the existing building along the Carlaw Street frontage and how it was to relate to the street in terms of use, design and pedestrian comfort. Retaining the building façade posed a significant challenge to creating that relationship, as the existing building has only one main entrance point, most of the access to the individual units would have to be through an internal corridor and there are below-grade windows.

In light of that, the applicant, in consultation with planning staff, proposes to provide double-floor live/work units, combining the lower below-grade with the upper levels, along the extent of the sunken access corridor. This layout will allow for space that is more versatile and that can support the live/work component (attachment no. 4). This was identified by both the community and planning staff as an important element of the redevelopment and it will allow more visibility for the businesses that choose this location, including direct access from both the street and from an interior corridor.

The units north and south of the 2-storey units will also provide for a mix of unit sizes that will be able to accommodate smaller businesses. These units will be accessed through an interior access corridor.

### Public Art

The former City of Toronto Official Plan contains provisions regarding a public art contribution in all developments exceeding 20,000 m<sup>2</sup> of gross floor area. The proposal contains approximately 23,000 m<sup>2</sup> of gross floor area. The applicant has agreed to provide a public art contribution in the amount of \$80,000.00 and this will be secured in the Section 37 Agreement.

### Section 37

The Official Plan contains provisions pertaining to the provision of public benefits for increases in height and/or density pursuant to Section 37 of the Planning Act. Discussions with the applicant have led to a commitment to provide a public benefit in the form of a total of \$300,000.00 contribution towards a number of community initiatives.

The Section 37 Agreement will secure the following obligations by the owner to the satisfaction of the City:

- (a) a public art contribution for a value of \$80,000.00 to be directed to public art initiatives in the South Riverdale community;
- (b) a cash contribution in the amount of \$35,000.00 for facilities improvements at Jimmy Simpson Recreational Centre;
- (c) a cash contribution in the amount of \$20,000.00 for facilities improvements at Matty Eckler Community Centre;
- (d) a cash contribution in the amount of \$50,000.00 for a community kitchen project at Ralph Thornton Centre;
- (e) a cash contribution in the amount of \$75,000.00 for improvements to local parks within Ward 30;
- (f) a cash contribution in the amount of \$20,000.00 towards an Historical Plaque fund to be spent within the South Riverdale community;
- (g) a cash contribution in the amount of \$20,000.00 towards the “Chinese Archway Reserve Fund”;
- (h) a public access easement over the former rail spur lands along the frontage of the property on Boston Avenue;

- (i) the landscaping of the former rail spur property, adjacent public right-of-way on Boston and Carlaw Avenues to the satisfaction of the Chief Planner and Executive Director, City Planning and the Executive Director, Technical Services and General Manager, Parks, Forestry and Recreation;
- (j) an irrigation system for all new trees in the public rights-of-ways and former rail spur property to be publicly accessed to the satisfaction of the Executive Director, Technical Services and General Manager, Parks, Forestry and Recreation;
- (k) costs of new municipal infrastructure and improvements and upgrades to existing municipal infrastructure to support the development as required by and satisfactory to the Executive Director, Technical Services;
- (l) any other condition to ensure the orderly development of the lands as required by the Chief Planner and Executive Director, City Planning;

#### Development Charges

It is estimated that the Development Charges for this project will be approximately \$1,286,406. This is an estimate. The actual charge is assessed and collected upon issuance of the Building Permit.

#### Conclusions:

The proposed development is in keeping with the policies of the Official Plan. The design of the building, the proposed improvements to the Boston Avenue and Carlaw Avenue Rights-of-Ways and former rail spur property will enhance the site and both Boston and Carlaw Avenues. The development in terms of massing provides for an appropriate transition between the higher scale live/work area to the north and west and the low scale residential area on the east side of Boston Avenue.

#### Contact:

Pedro Lopes, Planner, East Section

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Fax: (416) 394-6063

Email: plopes2@toronto.ca

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Gary Wright

Director, Community Planning, Toronto and East York District

List of Attachments:

- Attachment 1: Data Sheet
- Attachment 2: Zoning Map
- Attachment 3: Site Plan
- Attachment 4: Carlaw Avenue – Lower Levels Units
- Attachment 5: Boston Avenue Elevations
- Attachment 6: Carlaw Avenue Elevations
- Attachment 7: East-West Section
- Attachment 8: North-South Section
- Attachment 9: North Elevation
- Attachment 10: Draft Zoning By-law

**Attachment 1: Application Data Sheet**

Application Type	Rezoning	Application Number:	05 178415 STE 30 OZ
Details	Rezoning, Standard	Application Date:	September 7, 2005

Municipal Address: 201 CARLAW AVE, TORONTO ON  
 Location Description: PL 96 PT LT1 \*\*GRID S3008  
 Project Description: Zoning amendment to construct a new nine storey tower within a renovated two-storey building.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Graham & Associates John Chandler		Graham & Associates John Chandler	2084014 Ontario Inc

**PLANNING CONTROLS**

Official Plan Designation:	Mixed Industrial Residential Area	Site Specific Provision:	6-2003
Zoning:	I1 D3	Historical Status:	
Height Limit (m):	18	Site Plan Control Area:	Y

**PROJECT INFORMATION**

Site Area (sq. m):	8729.4	Height: Storeys:	9
Frontage (m):	97.49	Metres:	28.36 + 4
Depth (m):	89.88		
Total Ground Floor Area (sq. m):	6722		Total
Total Residential GFA (sq. m):	2300	Parking Spaces:	257
Total Non-Residential GFA (sq. m):		Loading Docks	1
Total GFA (sq. m):	2300		
Lot Coverage Ratio (%):			
Floor Space Index:	2.6		

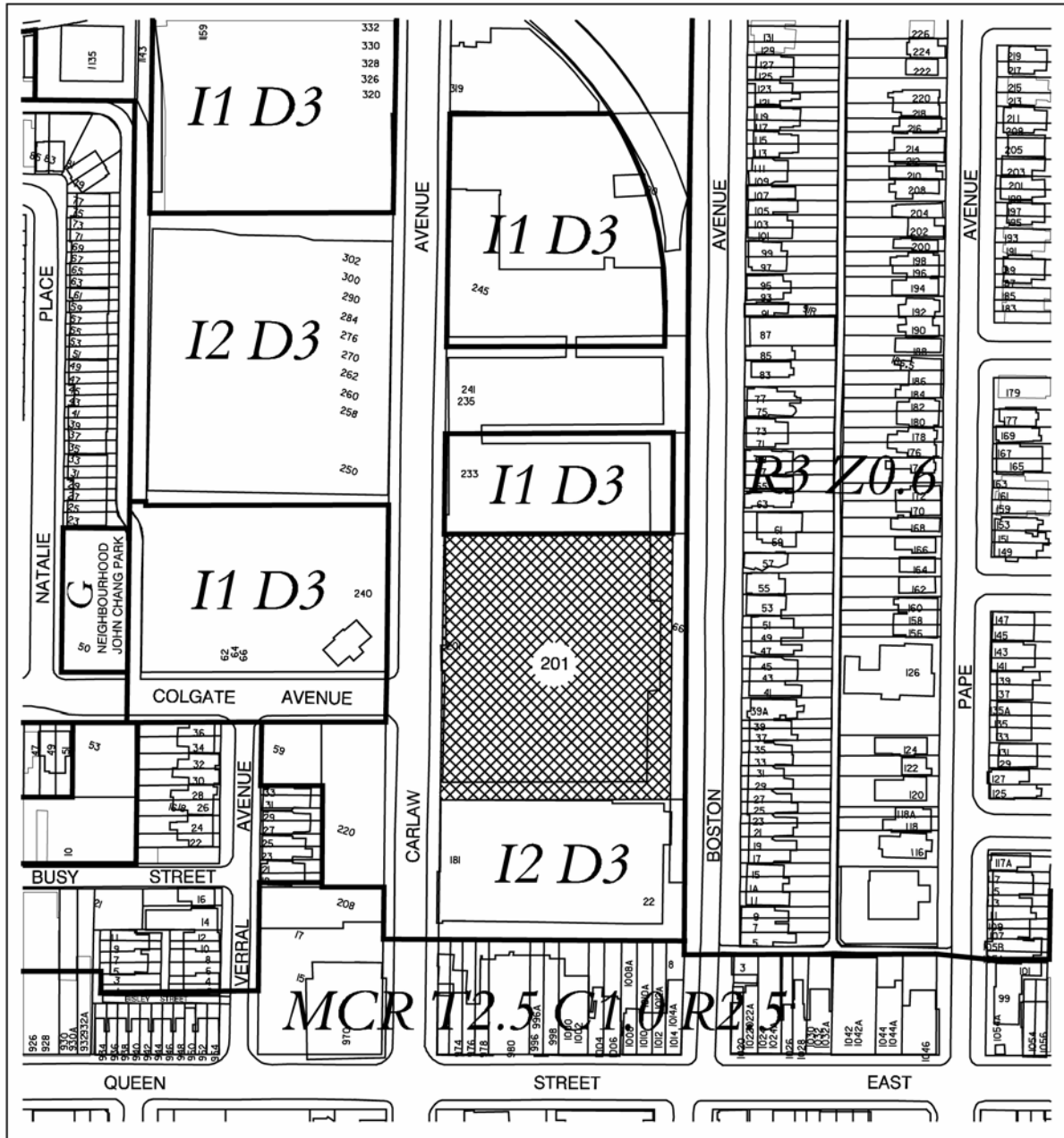
**DWELLING UNITS**

**FLOOR AREA BREAKDOWN (upon project completion)**

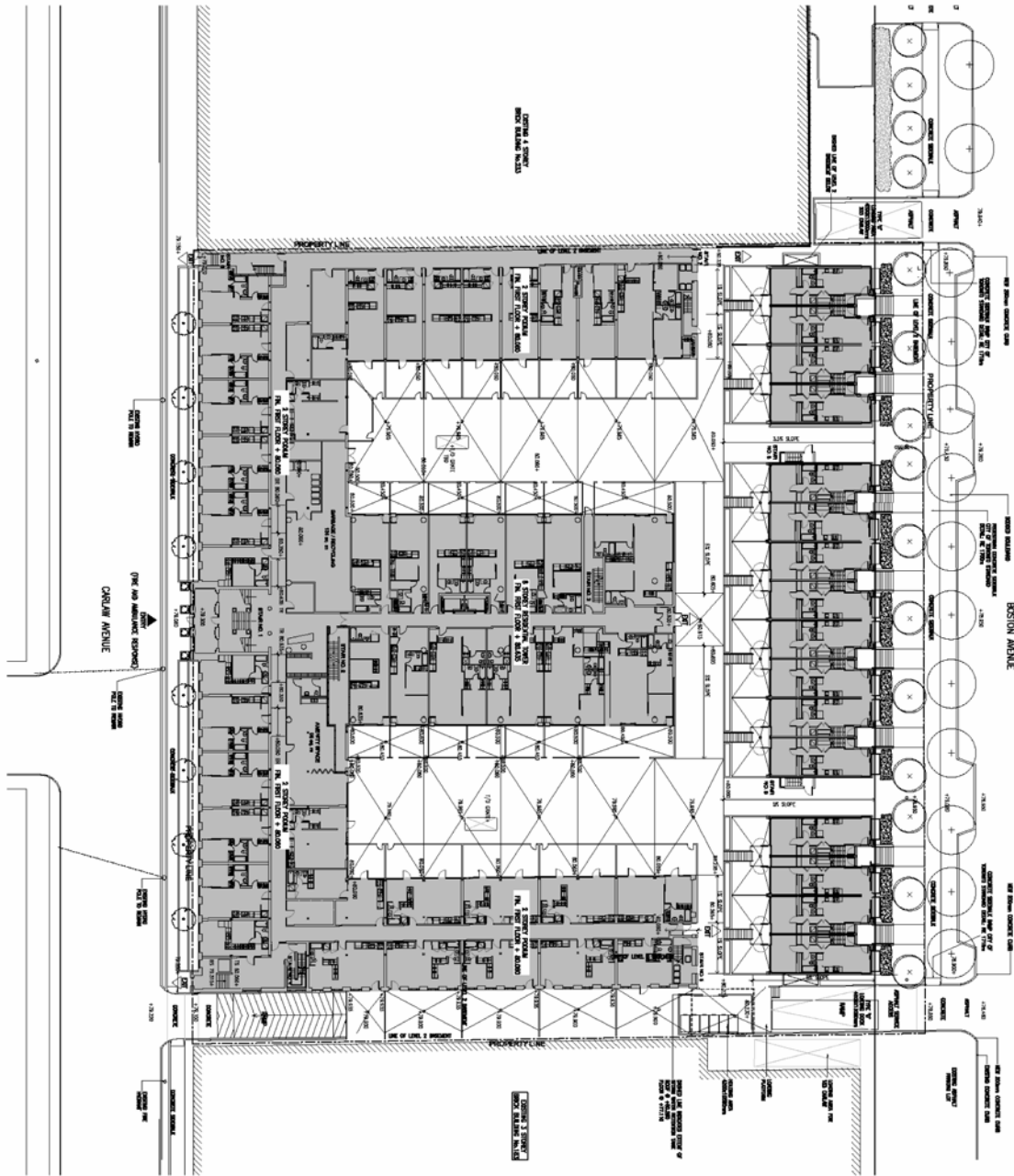
Tenure Type:	Condo, Other		<b>Above Grade</b>	<b>Below Grade</b>
Bachelor:	14	Residential GFA (sq. m):	23623.7	2249.8
1 Bedroom:	134	Retail GFA (sq. m):		0
1 Bedroom + Den:	38	Office GFA (sq. m):	0	0
2 Bedroom:	47	Industrial GFA (sq. m):	0	0
2 Bedroom + Den:	41	Institutional/Other GFA (sq. m):	0	0
Total Units:	274			

**CONTACT: PLANNER NAME: Pedro Lopes, Planner**  
**TELEPHONE: (416) 394-2608**

Attachment 2: Zoning (Map)



### Attachment 3: Site Plan



## Site Plan

Applicant's Submitted Drawing

Not to Scale  
05/08/06

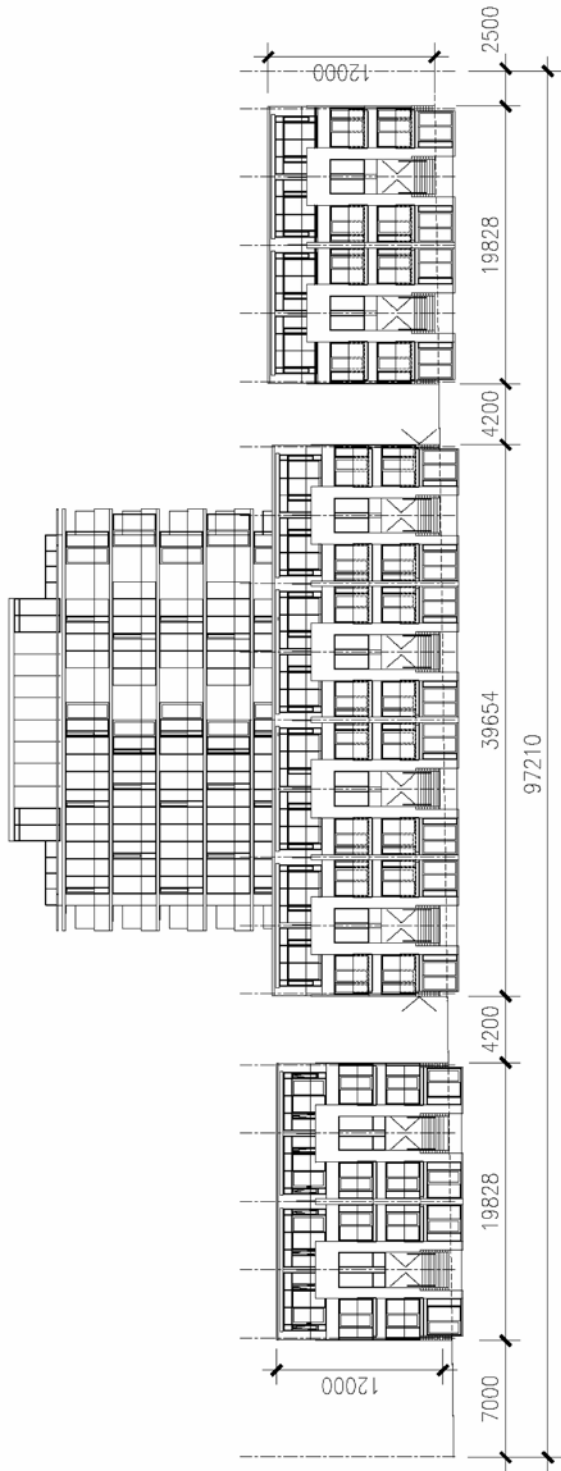


## 201 Carlaw Avenue

File # 05\_178415



**Attachment 5: Boston Avenue Elevations**



**Boston Avenue Elevation**

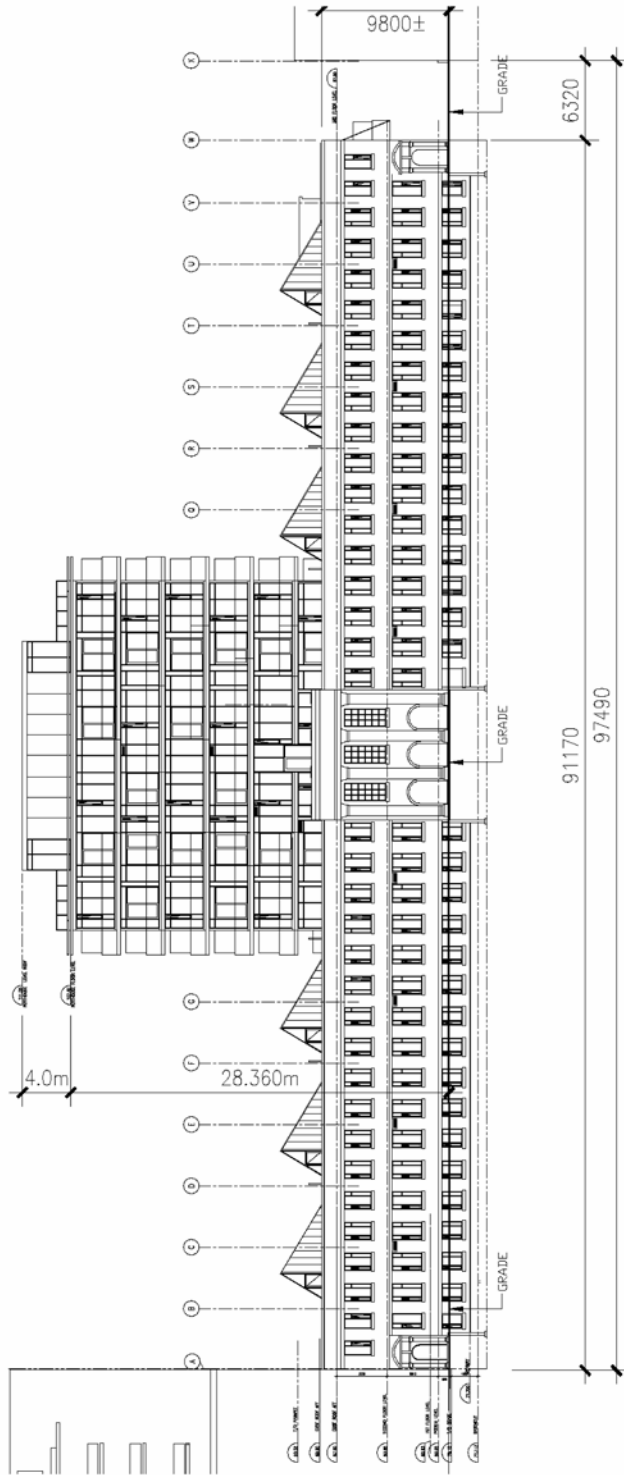
Applicant's Submitted Drawing

Not to Scale  
05/08/06

**201 Carlaw Avenue**

File # 05\_178415

Attachment 6: Carlaw Avenue Elevations



Carlaw Avenue Elevation

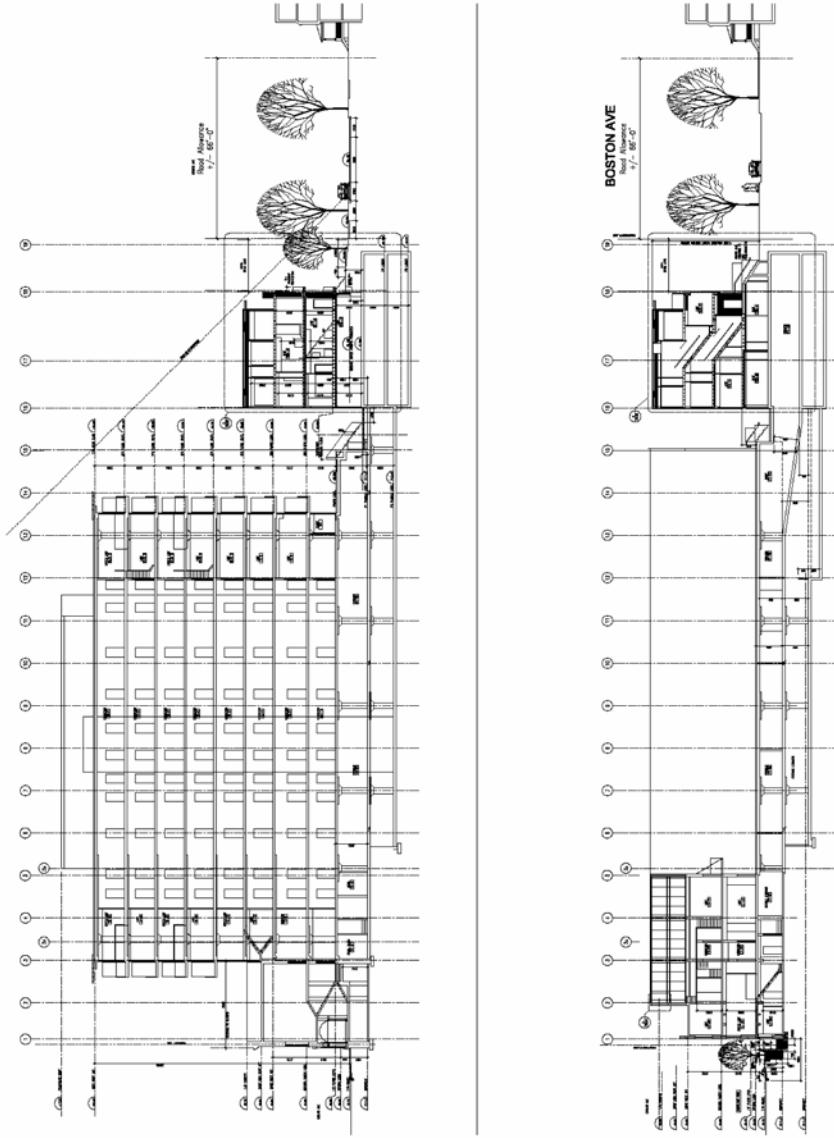
Applicant's Submitted Drawing

Not to Scale  
05/08/06

201 Carlaw Avenue

File # 05\_178415

Attachment 7: East-West Section

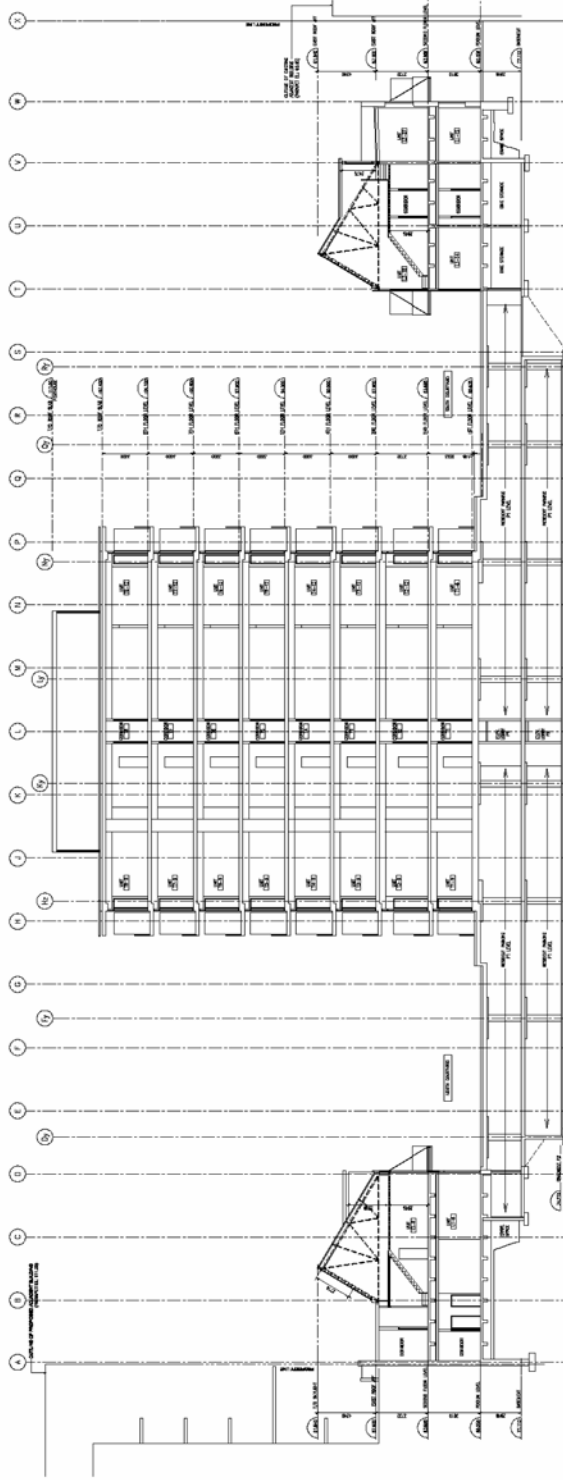


**East - West Section**  
Applicant's Submitted Drawing  
Not to Scale  
05/08/06

**201 Carlaw Avenue**

File # 05\_178415

Attachment 8: North-South Section



North - South Section

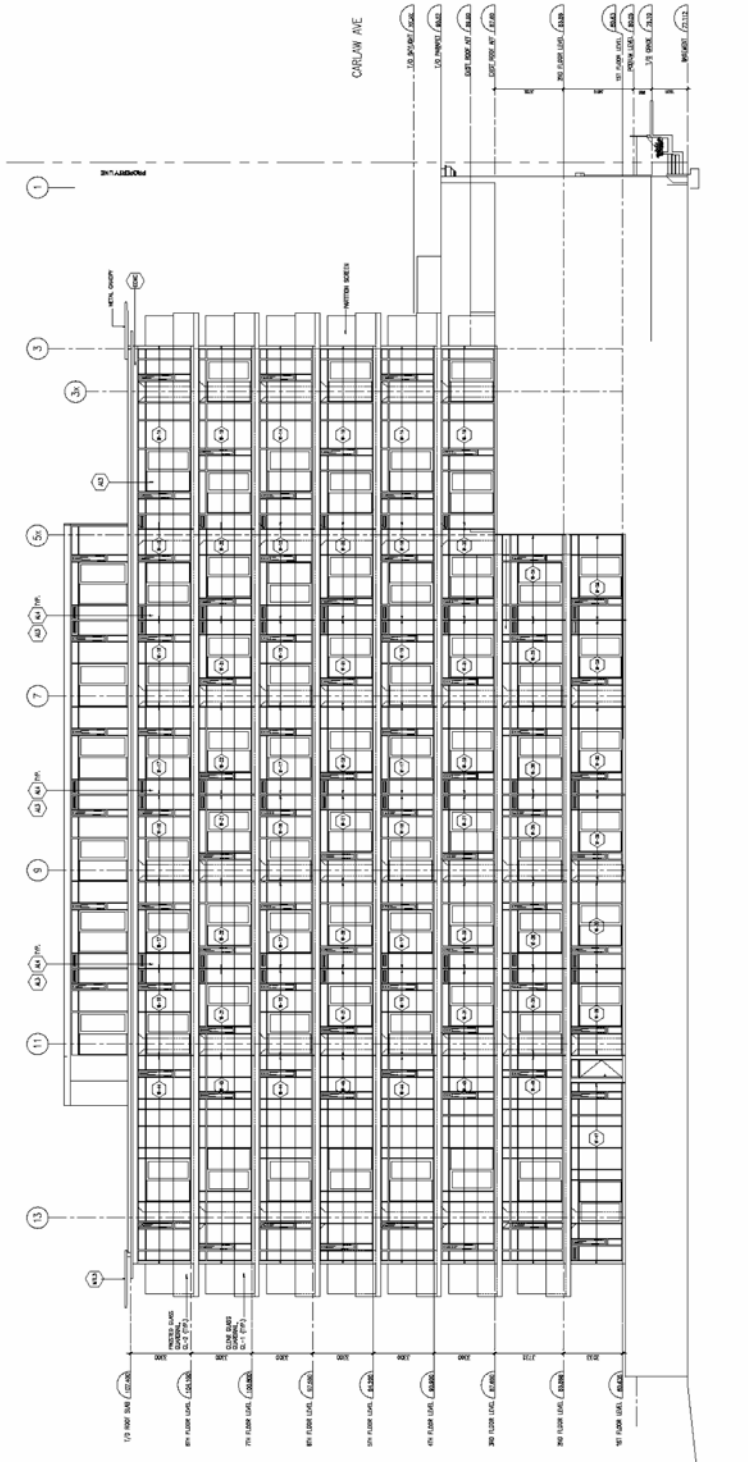
Applicant's Submitted Drawing

Not to Scale  
05/08/06

201 Carlaw Avenue

File # 05\_178415

### Attachment 9: North Elevation



201 Carlaw Avenue

North Elevation  
Applicant's Submitted Drawing

Not to Scale  
05/08/06

File # 05\_178415

**Attachment 10: Draft Zoning By-law Schedule**

Authority: Toronto East York Community Council Report No. \*\*, Clause No. \*\*, as adopted by City of Toronto Council on \_\_\_\_\_, 2006

Enacted by Council: \_\_\_\_\_, 2006

**CITY OF TORONTO**

**BY-LAW NO. \_\_\_\_\_-2006**

**To amend the General Zoning By-law No. 438-86 of the former City of Toronto with respect to the lands known as 201 Carlaw Avenue and 66 Boston Avenue**

WHEREAS the Council of the City of Toronto has been requested to amend its zoning by-law pursuant to section 34 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, respecting the lands municipally known in the year 2006 as 201 Carlaw Avenue;

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

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act, R.S.O. 1990, c. P.13, as amended;

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

1. Despite Map No. 52H-312 contained in Appendix "A" of By-law No. 438-86, as amended, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, is further amended by redesignating the lands shown outlined with heavy lines on Map 1 attached to and forming part of this By-law from I2 D3 to I1 D3.
2. None of the provisions of section 2 with regards to the definitions of *lot* and *rowplex*, Section 4(2)(a)(i) and (ii), 4(4)(b), 4(12), 4(13)(a)(b) and (c) and 9(1)(a) and (f) of By-law No. 438-86, as amended, shall apply to prevent the conversion and use of land, buildings or structures on the *lot* for:
  - (a) 274 *live-work units*;
  - (b) the following residential uses:
    - (i) *apartment building*;
    - (ii) *artist live/work studio*;

- (iii) *dwelling units* in a building – one or more;
- (iv) *rowplex*;
- (c) the following non-residential uses on Block 1, 2 and 3 shown on Map 2 attached to and forming part of this By-law:
  - (i) *clinic*;
  - (ii) *day nursery*;
  - (iii) premises of a *charitable institution*;
  - (iv) *non-profit institution* or other;
  - (v) community or social agency;
  - (vi) *public art gallery*;
  - (vii) premises of a *charitable institution* or *non-profit institution*;
  - (viii) *courier service*;
  - (ix) *private art gallery*;
  - (x) *showroom*;
  - (xi) *tailoring shop*;
  - (xii) *artist's or photographer's studio*;
  - (xiii) *data processing establishment*; and,
  - (xiv) office;

provided that:

- (i) the *lot* is comprised of at least those lands shown outlined by heavy lines on Map 1 attached to and forming part of this By-law;
- (ii) a portion of the *existing building* within Blocks 1, 2 and 3 shown outlined by heavy black lines on Map 2, attached to and forming part of this By-law, contains a minimum of 94 *live-work units*;
- (iii) a combined total of not more than 21,411 square metres above *grade residential gross floor area* and *non-residential gross floor area*;
- (iv) a total of not more than 2,260 square metres below *grade residential gross floor area*;

- (v) Block 5 may be used as an apartment building containing a maximum of 136 units;
- (vi) the indoor *residential amenity space* be comprised of not less than 95 square metres and shall be provided in a multi-purpose room or contiguous at least one of which contains a kitchen and a washroom;
- (vii) not less than 225 *bicycle parking spaces* are provided and maintained on the *lot* and of which 40 are *bicycle parking space – visitor* and 185 are *bicycle parking spaces – occupant*, such bicycle parking spaces shall not be provided in a dwelling unit or a balcony nor within commercial suites;
- (viii) a minimum number of parking spaces for any building or structure erected and used on the lot shall be provided and maintained on the lot in accordance with the following:
  - (1) 0.3 parking spaces for each bachelor unit;
  - (2) 0.7 parking spaces for each one-bedroom dwelling unit;
  - (3) 1.00 parking spaces for each two-bedroom or larger dwelling units;
  - (4) 0.12 visitor parking spaces for every dwelling unit contained therein
- (ix) Block 4 may be used for *artist live/work studio, row house, dwelling units in a building* – one or more;
- (x) no portion of any building or structure erected and used above *grade* is located otherwise than wholly within the heavy lines on Map 3 attached hereto except:
  - (1) eaves, cornices, canopies, ornamental elements to a maximum of 1 metre beyond the building envelope and a maximum of 1 metre beyond the height limit;
  - (2) fences, ramps and stairways to underground garages, chimney breasts, mechanical vents, lighting fixtures, stairways and railings, windows and door sills;
  - (3) entrance canopy that may project up to 2.0 metres into the front yard of the building.

3. For the purpose of this By-law:
  - (a) *Rowplex* means one of a series of more than two attached buildings, comprising duplexes or triplexes or both, and each building is divided vertically by a party wall;
  - (b) "*existing building*" means that a portion of building to be retained on the lot located within Blocks 1, 2 and 3 shown on Map 2 attached to and forming part of this By-law; and
  - (c) each other word or expression that is italicized shall have the same meaning as each such word or expression as defined in By-law No. 438-86, as amended, and *live-work unit* shall have the same meaning as in the RA district.
4. The height and density of the development hereinbefore set out in is permitted subject to compliance with the conditions of this By-law and the provision by the owner of the *lot* of the following facilities, services and matters to the City of Toronto:
  - (a) the owner of the lands is required to enter into an agreement with the City of Toronto pursuant to section 37 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to secure the provision of the said facilities, services and matters required to be provide by subsection (7) and with conditions providing for: indexed escalation of financial contribution, no credit for development charges or parks contributions under the *Planning Act*, indemnity, termination and unwinding, and registration and priority of agreement;
5. Pursuant to Section 37 of the *Planning Act* the increased heights and density of development permitted by this By-law area permitted subject to compliance with the conditions set out in this By-law and in return for the owner of the lot, at its sole expense and in accordance with the agreement referred to in subsection 1(14) of this By-law, agreeing to provide the following:
  - (a) a public art contribution for a value of \$80,000.00 to be directed to public art initiatives in the South Riverdale community;
  - (b) a cash contribution in the amount of \$35,000.00 for facilities improvements at Jimmy Simpson Recreational Centre;
  - (c) a cash contribution in the amount of \$20,000.00 for facilities improvements at Matty Eckler Community Centre;
  - (d) a cash contribution in the amount of \$50,000.00 for a community kitchen project at Ralph Thornton Centre;
  - (e) a cash contribution in the amount of \$75,000.00 for improvements to local parks within Ward 30;

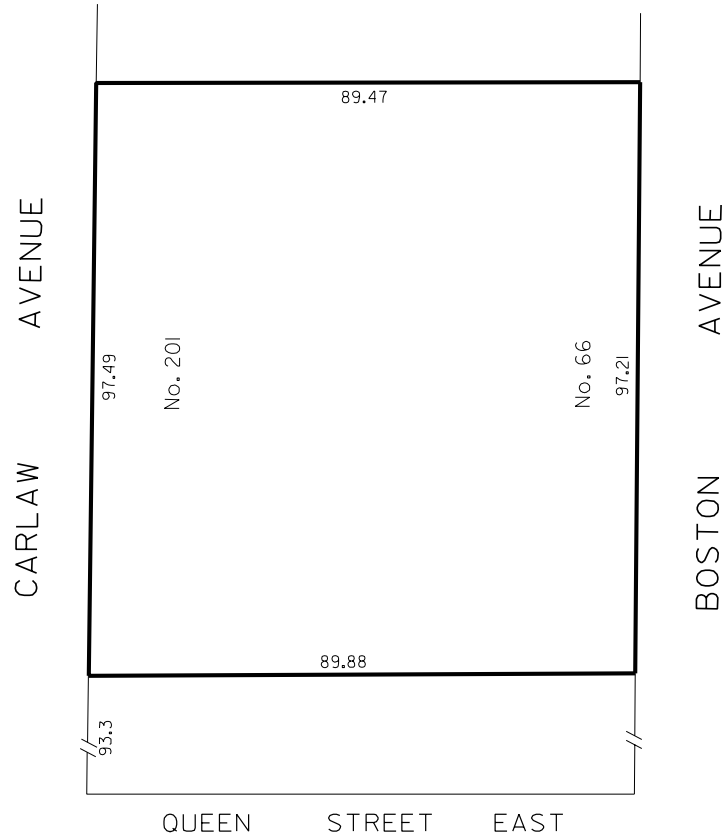
- (f) a cash contribution in the amount of \$20,000.00 towards an Historical Plaque fund to be spent within the South Riverdale community;
  - (g) a cash contribution in the amount of \$20,000.00 towards the “Chinese Archway Reserve Fund”;
  - (h) a public access easement over the former rail spur lands along the frontage of the property on Boston Avenue;
  - (i) the landscaping of the former rail spur property, adjacent public right-of-way on Boston and Carlaw Avenues to the satisfaction of the Chief Planner and Executive Director, City Planning and the Executive Director, Technical Services and General Manager, Parks, Forestry and Recreation;
  - (j) an irrigation system for all new trees in the public rights-of-ways and former rail spur property to be publicly accessed to the satisfaction of the Executive Director, Technical Services and General Manager, Parks, Forestry and Recreation;
  - (k) costs of new municipal infrastructure and improvements and upgrades to existing municipal infrastructure to support the development as required by and satisfactory to the Executive Director, Technical Services;
  - (l) any other condition to ensure the orderly development of the lands as required by the Chief Planner and Executive Director, City Planning;
6. the owner shall provide and maintain those services, facilities and matters collateral to those secured by site plan approval pursuant to section 41 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended; and,
7. By-law No. 6-2003 being a by-law "To amend By-law No. 438-86, with respect to lands known as 201 Carlaw Avenue" is hereby repealed;
8. Despite any existing of future severance, partition or division of the *lot*, the provisions of this by-law shall apply to the whole *lot* as if no severance, partition or division occurred;
9. Upon execution of an agreement by the owner of the *lot* and registration of such agreement against the *lot* pursuant to Section 37 of the *Planning Act*, R.S.O 1990, c. P. 13, as amended, the *lot* is subject to the provisions of this By-law;
10. Issuance of a building permit for the proposed development shall be dependant upon satisfaction of the provisions in this By-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.

ENACTED AND PASSED this \_\_\_\_\_day of \_\_\_\_\_, A.D. 2006.

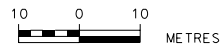
DAVID R. MILLER,  
*Mayor*

ULLI S. WATKISS  
*City Clerk*

# MAP I

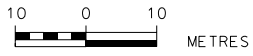
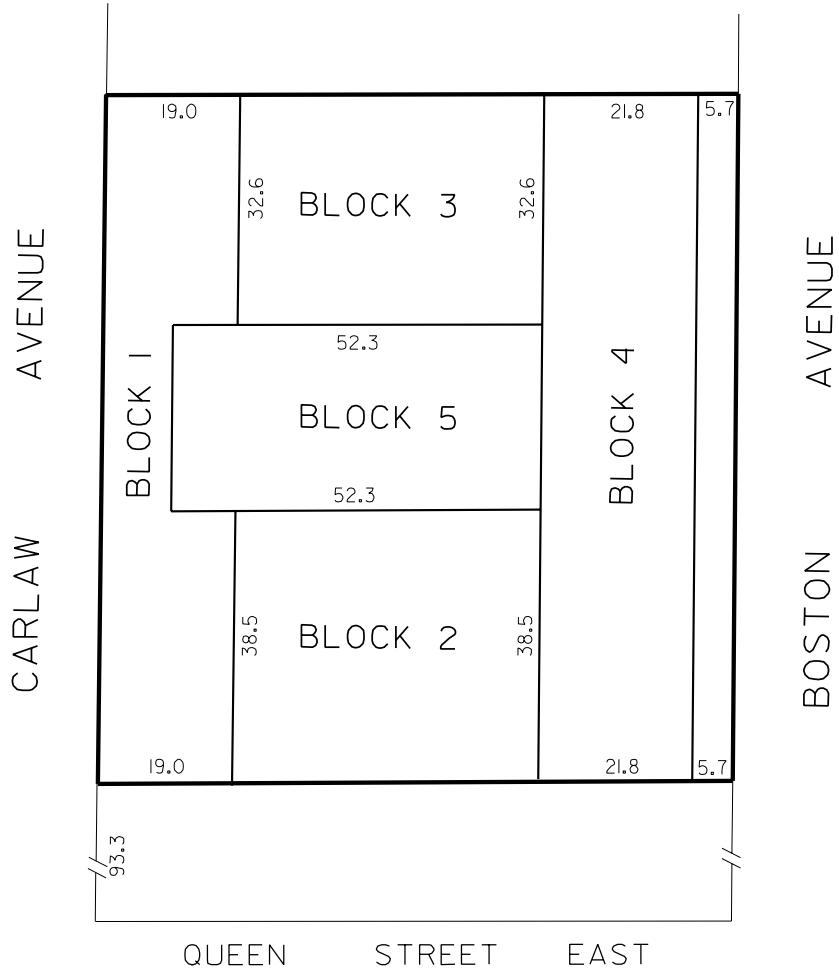


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SURVEY AND MAPPING SERVICES  
TORONTO JUNE 2006  
BL06/201CARLAW1.DGN  
FILE: C36-Z13  
MAP No. 52H-312 DRAWN: VG

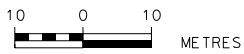
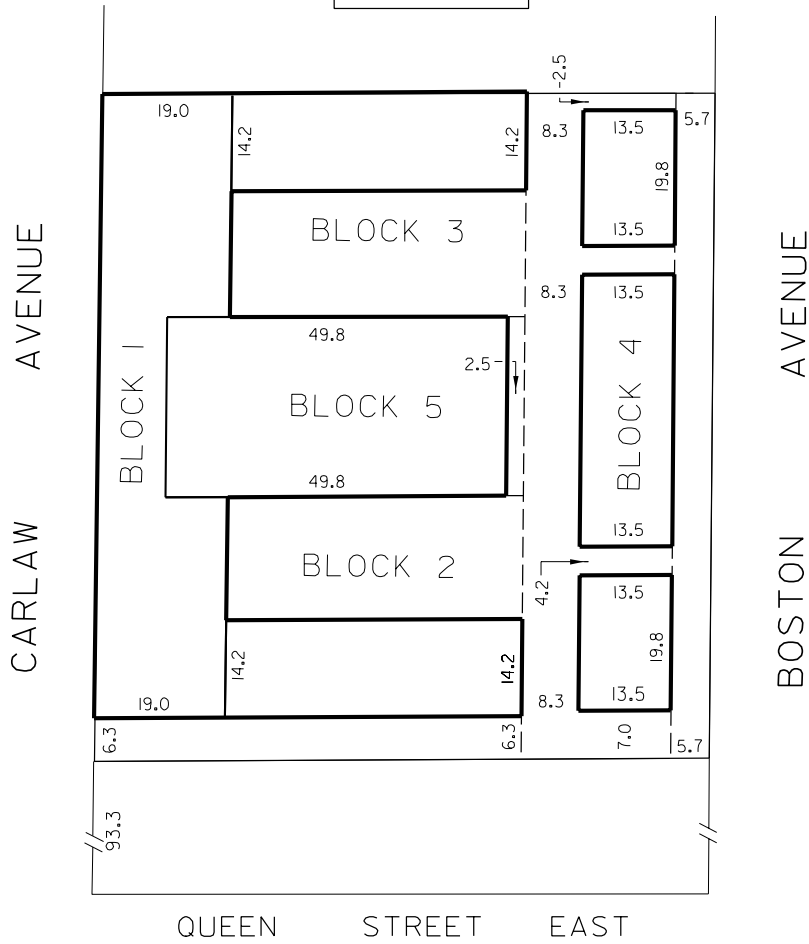
# MAP 2



SURVEY AND MAPPING SERVICES  
TORONTO JUNE 2006  
BL06/201CARLAW2.DGN  
FILE: C36-Z13  
MAP No. 52H-312 DRAWN: VG

MAP 3

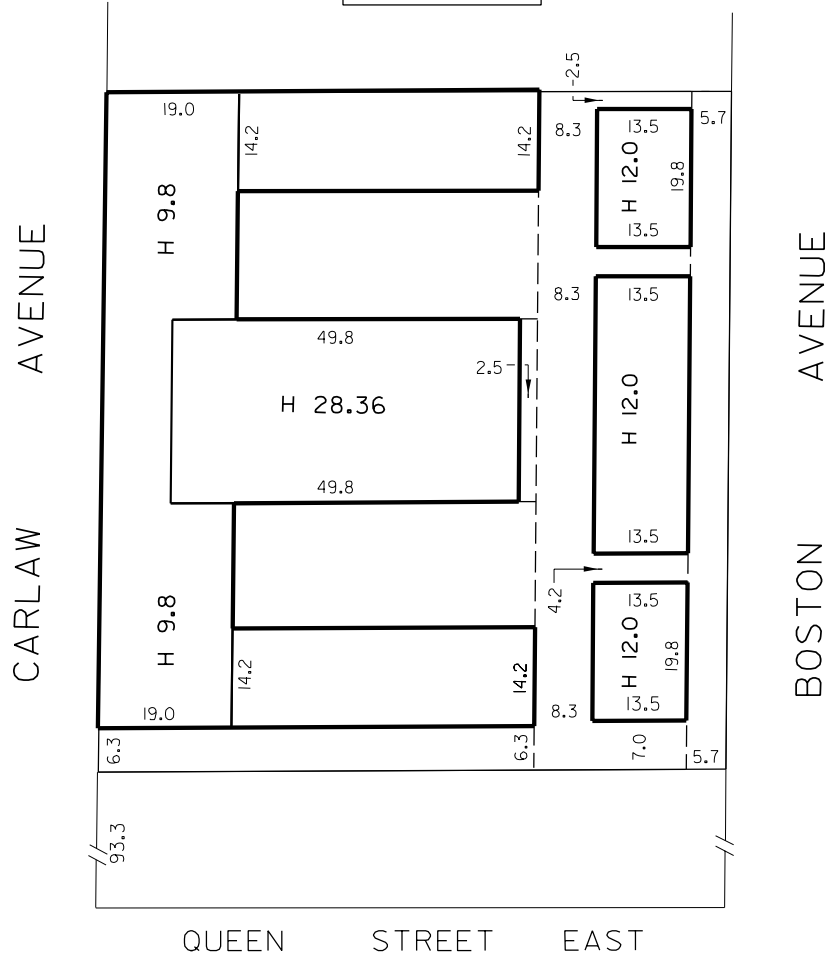
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SURVEY AND MAPPING SERVICES  
TORONTO JUNE 2006  
BL06/201CARLAW3.DGN  
FILE: C36-Z13  
MAP No. 52H-312 DRAWN: VG

MAP 4

DRAFT



H: DENOTES MAXIMUM HEIGHT IN METRES ABOVE GRADE



SURVEY AND MAPPING SERVICES  
TORONTO JUNE 2006  
BLO6/201CARLAW3.DGN  
FILE: C36-213  
MAP No. 52H-312 DRAWN: VG