

TORONTO STAFF REPORT

May 3, 2000

To: North York Community Council
From: Rob Dolan, Director, Community Planning, North District
Subject: Final Report

Official Plan and Zoning Amendment Application UDOZ-98-29
Goodman, Phillips & Vineberg for Dangreen Properties Inc.
Northeast Corner of Sheppard Avenue East and Bayview Avenue

And

Zoning Amendment Application UDZ-98-31
IBI Group for Select Properties Limited (Orlando Corporation)
2901 Bayview Avenue (Bayview Village Shopping Centre)

Ward 12- Seneca Heights

Purpose:

The purpose of this report is to recommend approval of two applications to permit two linked residential buildings with 280 units each, at the northeast corner of Sheppard Avenue East and Bayview Avenue, integrated with the future Bayview subway station. These applications are being evaluated and reported on together because they share joint development plans and principles of development adopted by Council. The Ontario Municipal Board is awaiting the City's position on these applications before scheduling a second prehearing conference on the remaining appeals of OPA 392.

Financial Implications and Impact Statement :

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

Recommendations :

It is recommended that:

- (1) The Ontario Municipal Board be requested to modify OPA 392 to:

- (a) redesignate the Dangreen site from Commercial to Mixed Use, with a maximum density of 3.5 FSI.
 - (b) revise specific policy 4.2.1 for the Bayview Village Shopping Centre block to recognize the Mixed Use designation for the Dangreen site, and reinforce Council's support for mixed use development on this block, including residential uses on both the Dangreen and Orlando sites.
- (2) Amendment Application UDOZ-98-29 by Goodman, Phillips & Vineberg for Dangreen Properties Inc. be approved and the site be rezoned from RM3 to RM6 (97) exception zone to permit:
- (a) an apartment house dwelling with:
 - (i) a maximum gross floor area of 35,875 m²
 - (ii) terraced maximum building heights of 7, 11, 15 and 10 storeys
 - (iii) a maximum of 280 dwelling units
 - (iv) 25% affordable dwelling units
 - (v) a minimum 3.0 metre setback from Bayview Avenue and a minimum 5.0 metre setback from Sheppard Avenue
 - (vi) live-work uses permitted including artist studio, business and professional office, custom workshop or personal service shop
 - (vii) retail uses permitted only on the ground floor.
 - (b) a separate community parking lot with a maximum of 75 parking spaces, including a minimum of 10 spaces reserved for TTC pick-up and drop-off purposes, and 30 spaces reserved for visitor parking for the Bayview Mews development.
 - (c) a public transit terminal and accessory uses including a bus loop.
- (3) Amendment Application UDZ-98-31 by the IBI Group for Select Properties Limited (Orlando Corporation) be approved and the site be rezoned from C2 and O1 to C2 (10) exception zone to permit:
- (a) a shopping centre with:
 - (i) a maximum height of 3 storeys
 - (ii) a minimum of 1 parking space per 20 m² of gross leasable floor area.
 - (b) an apartment house dwelling with:
 - (i) a maximum gross floor area of 34,500 m²
 - (ii) terraced maximum building heights of 7, 11, 15 and 10 storeys
 - (iii) a maximum of 280 dwelling units

- (iv) 25% affordable dwelling units
 - (v) a minimum 5.0 metre setback from Sheppard Avenue
 - (vi) live-work uses permitted including artist studio, business and professional office, custom workshop or personal service shop
 - (vii) retail uses permitted only on the ground floor.
- (c) By-law 26422 be repealed.
- (4) The City Solicitor be authorized to introduce Bills in Council to implement the Zoning By-law Amendments substantially in the form of the draft by-laws set out in Exhibits E and F of this report. The applicants shall provide sufficient dimensions to enable the preparation of building envelope schedules.
- (5) Prior to the introduction of the Bills in Council, the following conditions shall be fulfilled to the satisfaction of the City Solicitor:
- (a) The conditions of the Technical Services Division of Works and Emergency Services as set out in Exhibit J.
 - (b) The applicants shall enter into agreements under Section 37 of the Planning Act which secure the following considerations:
 - (i) outdoor public art.
 - (ii) shared access between the Dangreen and Orlando properties to ensure co-ordinated site circulation and access/egress to Bayview Avenue and Sheppard Avenue for both developments, even if constructed separately.
 - (iii) a minimum of 1.5 m² of indoor private recreational amenity area per dwelling unit in each development.
- (6) Before any building permits are issued, the applicants shall comply with the Sheppard Avenue Streetscape guidelines and shall apply for and obtain site plan approval, and the following conditions shall be fulfilled:
- (a) The Dangreen site plan approval shall include the provision of a minimum 3 metre wide pedestrian connection through the development from the Bayview Avenue sidewalk to the mall level and community parking lot.
 - (b) The conditions of the Transportation Services Division of Works and Emergency Services as set out in Exhibit G.
 - (c) The conditions of the TTC as set out in Exhibit I.

- (d) The conditions of the Technical Services Division of Works and Emergency Services as set out in Exhibit J.
 - (e) The conditions of the Fire Services Division of Works and Emergency Services as set out in Exhibit K.
 - (f) The conditions of the Parks and Recreation Planning Branch of Economic Development, Culture and Tourism as set out in Exhibit L.
- (7) The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Background:

Previous Dangreen Application:

Dangreen filed their original application for an official plan amendment and rezoning in 1995 (UDOZ-95-21). There were several revisions to the application, with the final submission proposing a mixed use building of 13 to 18 storeys, massed on top of the Bayview subway station. The 1995 application has been superseded by the current proposal under file number UDOZ-98-29.

Principles of Development:

The preliminary evaluation of the 1995 Dangreen proposal led to Council's adoption of principles of development for the full Bayview Village Shopping Centre block in November 1998 (refer to Exhibit B). The principles deal with matters of land use and density, massing, co-ordination with the subway construction, the pedestrian environment, transportation and parking, and community consultation. Council supported a maximum density of 3.5 FSI on the Dangreen site, and intensification of the Orlando site within its current density of 1.0 to 1.5 FSI.

Current Proposals:

Dangreen and Orlando submitted their current applications in December 1998. Revisions were made to the applications in May 1999 and again in January 2000. Pertinent application data is set out in Exhibit A.

Dangreen proposes amendments to the Official Plan and Zoning By-law, and Orlando proposes an amendment to the Zoning By-law, in order to permit two separate but related apartment buildings with approximately 280 units each, fronting onto Bayview Avenue and Sheppard Avenue. The proposed density of the Dangreen project is 3.5 FSI, while the Orlando project would result in a density of 0.80 FSI for their site.

The developments would mirror one another from the Bayview/Sheppard corner, and would rise from 7 storeys to 15 storeys, terraced down to 10 storeys at the ends. The buildings would be linked at the corner with the 3-storey TTC subway entrance building. A continuous 2-storey

base with a combination of live-work residential units and amenity space would face both Bayview and Sheppard Avenues.

The applicants are proposing to provide private indoor amenity space at the rate 1.5 m² per unit, and landscaped outdoor amenity space at the rate of 1.5 m² per unit. The outdoor amenity space would be partly at grade, and partly on rooftop terraces.

Due to the slope of the property Bayview Village Shopping Centre is located two levels below the Bayview/Sheppard intersection, and one level below the ground floor/driving deck of the proposed apartment buildings. There would be residential entrances at the rear of the buildings and to the public sidewalks on Bayview Avenue and Sheppard Avenue close to the subway entrance. In accordance with the property agreement between Dangreen and the TTC a pedestrian connection will be provided through the Dangreen development leading down to the mall level, which will be open to the public during the hours the Sheppard Subway is in operation. A sidewalk and stair is to be provided under the north end of the Dangreen building to facilitate pedestrian access to/from the Bayview Avenue sidewalk at Teagarden.

Each building would have a two-sided double height lobby with street address and pedestrian access from the public sidewalk, and a shared rear auto drive level/drop-off area. Automobile access is from Bayview Avenue via a one-way driveway under the north end of the Dangreen building, opposite Teagarden Court, with both right and left inbound turning movements. There would be a second one-way driveway through the Dangreen site leading to a right-out only exit to Bayview Avenue northbound.

The resident and visitor parking areas of the two buildings would be linked at the P1 level (also the mall level), allowing motorists access to and from both Bayview Avenue and Sheppard Avenue.

The TTC would have exclusive use of an off-street bus loop on the Dangreen site, which would be served by a transit-only traffic signal opposite Teagarden Court. This bus loop is solely for buses to turn south on Bayview Avenue; passengers will be dropped/picked up at the subway entrances.

There is an existing 30 space parking lot at the north end of the Dangreen site which is visitor parking for the Bayview Mews apartments to the north. A licensing agreement is in place between Dangreen, the former owners of Bayview Mews, and the current owners, Great West Life, stipulating that the parking must be available in compliance with the City's parking requirements. The proposed community parking lot would be separate from the parking for the apartment buildings. This parking lot would have approximately 74 spaces (10 TTC passenger pick-up and drop-off spaces, 30 Bayview Mews visitor parking spaces, and 34 community parking spaces).

Location and Existing Sites:

These sites together form the northeast corner of Bayview and Sheppard, which is the location of the main entrance to the Bayview station on the Sheppard Subway line, opening in 2002.

The Dangreen site is located on the east side of Bayview Avenue, north of Sheppard Avenue. It has a frontage on Sheppard Avenue of 39 metres (127 feet), including a 3 metre (10 foot) strip of land acquired from the City, and a depth to Bayview Mews Lane of 264.2 metres (867 feet). There is considerable slope down from the west portion of the site to the east, and from the south to the north. With the exception of the Bayview Mews visitor parking and TTC construction facilities, this site is currently vacant.

The Orlando property is occupied by the Bayview Village Shopping Centre. The Orlando lands are irregular in shape, having approximately 347 metres (1,138 feet) of frontage on Sheppard Avenue, approximately 271 metres (889 feet) flanking Hawksbury Drive, and approximately 264 metres (866 feet) flanking the Dangreen site. Orlando renovated and expanded the mall in 1999, adding a new Chapters bookstore and a parking deck near the corner of Sheppard and Hawksbury.

The Dangreen/Orlando block is largely surrounded by existing residential uses. The low-rise Bayview Mews apartment development is located on the north side of Bayview Mews Lane. To the west of the Dangreen site, there are single detached dwellings fronting on Bayview Avenue, Spring Garden Avenue and Teagarden Court; a group home operated by All Souls Anglican Church; as well as freehold townhouses on Mallingham Court. To the east of the Orlando site across Hawksbury Drive, there are three 19-storey rental apartment buildings at 640, 642 and 644 Sheppard Avenue East (known as the “Three Sisters”), and single detached houses south of Sheppard Avenue.

The remaining three corners of the Bayview/Sheppard intersection are occupied by the existing 3-storey Skapura office building and a City parkette on the northwest corner; an Esso service station on the southwest corner; and a Shell service station on the southeast corner. The North York YMCA is located south of Sheppard Avenue, opposite the mall.

Planning Controls:

Official Plan:

The Dangreen and Orlando sites are both designated Commercial (COM) by the North York Official Plan. This designation permits offices, retail and service commercial uses, and residential uses, to a maximum density of 1.0 FSI, and up to 1.5 FSI through rezoning.

OPA 392, adopted by Council in 1996, introduced a new secondary plan with policies to manage and direct future development in the Sheppard East Subway Corridor. It identified the Orlando site as a key development area. Council deferred specific consideration of the Dangreen site, to be dealt with separately after further consultation with the applicant, the community and the TTC.

OPA 392 supports residential development to enhance the retail uses and employment of the Bayview Village Shopping Centre. The specific policy encourages weather protected pedestrian connections with the subway station, and co-ordinated vehicular access between developments

on the Dangreen and Orlando lands. Any expansions to the shopping centre are to be massed primarily south of the existing buildings.

Zoning:

The Dangreen site is zoned RM3 (Multiple-Family Residential Third Density Zone), which permits townhouses and apartments at a density of 0.75 times the lot area, and a height of 9.2 metres.

The Orlando site is zoned C2 (Local Shopping Centre), which permits the existing shopping centre. A 15.2 metre (50 foot) strip of land abutting Sheppard Avenue is zoned O1 (Open Space). By-law 26422 sets specific parking standards for the shopping centre, restricts its height to 3 storeys and requires the O1 frontage of the property to be landscaped. A portion of the parking deck is permitted on the O1 lands.

Ontario Municipal Board Appeals:

Dangreen Properties filed a private zoning by-law appeal for its previous application UDOZ-95-21. Dangreen also appealed OPA 392 on the grounds that it failed to reflect its property as an appropriate site for more intensive development, and because the amendment contained policies incompatible with application UDOZ-95-21 with respect to use, height and density. Orlando appealed all of OPA 392, because in their opinion, it failed to adequately deal with the land use impacts of the Sheppard Subway on their property.

The OMB held a prehearing conference in March 1999 on the appeals of OPA 392 and other Sheppard Corridor matters including Dangreen's private zoning appeal. Orlando agreed to narrow its appeal of OPA 392 to the Bayview Village Shopping Centre block, and both Dangreen and Orlando agreed to defer their appeals pending Council's consideration of their development applications. The OMB delayed scheduling a second prehearing conference pending Council's action on the development applications. With the publication of this final report, and the scheduling of a Public Meeting on May 23, 2000, the OMB will now be in a position to schedule the second prehearing conference.

Other Department and Agency Comments:

The **Transportation Services Division** of Works and Emergency Services advises that the future road network can accommodate the peak hour traffic generated by the proposed residential development. Following the completion of the Sheppard Subway construction, the intersection of Bayview Avenue and Sheppard Avenue will be reinstated as per the specifications outlined in the Sheppard Avenue Widening Environmental Study Report. Specifically, Sheppard Avenue East will have a six-lane cross section plus turning lanes from Hycrest Avenue to Hawksbury/Rean Drive. In addition, the northbound approach to the Bayview/Sheppard intersection will be reconstructed with dual left turn lanes. The cumulative effect of the intersection improvements will be to substantially increase its capacity. The traffic generated by the development has been reviewed in the context of the future road network.

Traffic certification provided by the applicants' transportation consultants is acceptable and is consistent with the requirements of OPA 392. Further discussion of the site access arrangements and operation is provided in the comments appended as Exhibit G.

The applicants are proposing to provide parking for the residential buildings on-site at the rate 1.5 spaces per dwelling unit, including 0.25 spaces for visitors, in accordance with the requirements of the Zoning By-law. The construction of the Orlando residential building will displace existing parking spaces for the Bayview Village Shopping Centre. However, based on the parking reports provided by the applicants' consultant, and observations and a parking demand study undertaken by Transportation Services staff, a minimum parking ratio of 5 spaces per 100 m² of gross leasable area (1 space per 20 m²) is recommended for the shopping centre. This is consistent with the City of Toronto (former City of North York) standard applied to regional shopping centres. The studies indicate that the overall mall parking supply is adequate and will continue to meet the overall parking demand when the Orlando residential building is constructed. The current and proposed parking standards for the mall are compared in Exhibit H.

The **Toronto Transit Commission** advises that it will review the detailed drawings at the time of site plan approval to assess the impact of the developments on its Bayview station facilities. The TTC notes that the proposed pick-up and drop-off spaces in the community parking lot are in a suitable location, provided these parking spaces are properly linked to the pedestrian corridor through the Dangreen building to the subway entrance. The capital and maintenance costs of the community parking spaces and the partial decking of the bus loop must be borne by the developer. The comments are appended as Exhibit I.

The **Technical Services Division** of Works and Emergency Services advise that detailed waste management plans must be submitted for review prior to site plan approval. Dangreen is required to convey an easement to the City for the existing storm sewer starting at the northwest corner of their property. Both Dangreen and Orlando are to provide Phase II Peer Review reports for existing or proposed City-owned lands or easements prior to the execution of development agreements. The comments are appended as Exhibit J.

The **Fire Services Division** of Works and Emergency Services advise that it requires a height clearance of 5 m for its vehicles under the north end of the Dangreen building. This issue and the details of fire safety equipment may be addressed at the time of site plan approval. The comments are appended as Exhibit K.

The **Parks and Recreation Planning Branch** of Economic Development, Culture and Tourism advise that the applicants are to provide an off-site parkland dedication equivalent to the value of an on-site parkland conveyance. If at the time of building permit application the owners have not been successful in securing an off-site parkland dedication, the form of parkland dedication requirement will be reconsidered. The comments are appended as Exhibit L.

The **Culture Division** of Economic Development, Culture and Tourism advise because of their large scale and prominent location, the developments should include an outdoor public art component equal to 1% of the construction cost. The comments are appended as Exhibit M.

Public Health advises that there are no outstanding requirements pertaining to the soils on these sites. The comments are appended as Exhibit N.

The **Toronto Public Library** advises that the Board would like to relocate its Bayview Neighbourhood Branch from the shopping centre to the proposed development. The comments are appended as Exhibit O. The applicants have indicated that it is not possible to incorporate the library as the ground floor of their buildings will be taken up with live-work units, lobbies and amenity space.

The **Toronto District School Board** advises that the anticipated students can be accommodated at Elkhorn Public School and Bayview Middle School. However, students cannot be accommodated at Earl Haig Secondary Plan, and alternative arrangements will be required. The comments are appended as Exhibit P.

The **Toronto Catholic District School Board** advises that it objects to the proposals due to overcrowding at St. Gabriel's School (JK-8), and its Brebeuf, Loretto Abbey and St. Joseph Morrow Park Secondary Schools. The comments are appended as Exhibit Q. However, in its recent comments on Amendment Application UDOZ-99-20 (Whitleigh Development Corporation, 2-47 Sheppard Square), the Board indicated that a new school for Brebeuf has been included in the current Capital Program for 2003.

Community Consultation:

Councillors Shiner and King, along with Planning staff, attended a meeting of the Executive of the Bayview Village Association on February 9, 1999. The concerns expressed at this meeting included ensuring adequate parking for the shopping centre, the number and location of the vehicular accesses to Sheppard Avenue, pedestrian access from the subway station to the mall through the Dangreen development, and school capacities.

Councillor Shiner organized a community meeting on February 24, 1999, for the tenants of 640-644 Sheppard Avenue East. A concern was expressed regarding the traffic which would be generated by the proposed apartments.

A general community meeting for residents in the areas around the Bayview/Sheppard intersection was held on April 12, 2000, in conformity with Council's principles of development. At that meeting, most of the concerns expressed centred around traffic and parking issues. Residents noted traffic congestion at the Bayview/Sheppard intersection, and in the mall parking lot. Concerns were raised about the reduction in the number of parking spaces south of the Loblaws store, and the fact that traffic from the apartment buildings would travel through the mall parking lot.

Notes from the community meetings are appended as Exhibit S. Public submissions are on file and available for review during office hours.

Planning Issues:

Land Use and Density:

OPA 392 supports residential development on the Dangreen site. A change to the Official Plan is required because the proposed density of 3.5 FSI is above the 1.5 FSI permitted by the existing Commercial designation. The proposal requires a rezoning for the proposed live-work and commercial uses, the increased gross floor area and building height, and reduced setbacks.

OPA 392 also supports residential development on the Orlando site, and an official plan amendment is not required to change its existing Commercial designation or density. The development requires a rezoning because residential uses are proposed in the C2 and O1 zones.

The proposals comply with principles of development adopted by Council including land use, density, building heights, co-ordinated site circulation, integration with the subway station, and amenity space.

It is recommended that the necessary amendment to the Official Plan to accommodate the Dangreen proposal be introduced by requesting the OMB to modify OPA 392 to redesignate the site from Commercial to Mixed Use at a maximum density of 3.5 FSI. It is also recommended that the specific policy for the block be modified to reinforce Council's support for mixed use development, including residential uses, on both the Dangreen and Orlando sites, to settle the applicants' appeals of OPA 392. The proposed modifications to OPA 392 are appended as Exhibit D.

Siting, Organization and Massing:

Setbacks along Bayview and Sheppard will achieve a safe and comfortable space between the curb and the buildings for pedestrians and landscaping, in conformity with the build-to-line principle of the Sheppard Avenue Streetscape. Both the Dangreen and Orlando developments are proposed to have a 5 metre setback above grade along the Sheppard Avenue frontage. The proposed 1.0 metre setback from Bayview Avenue for the Dangreen development should be increased to 3.0 metres.

Grading of the underground garage must provide adequate soil depth for landscaping including shade trees in the setback zone on both streets. At the time of site plan approval, the applicants will be required to provide a landscaping plan indicating interim "pioneer" street tree planting, including a second row of trees in conformity with the Sheppard Avenue Streetscape.

The tallest part of the buildings are proposed to be 15 storeys in height, with terracing down to the east and north ends of the two buildings, which complement each other in built form and design. Revisions have been made to the proposed massing to reduce the visual impact of the developments and better define the street at the proper proportion, and promote the best sunlight and wind conditions. The 2-storey base will give the buildings a pedestrian scale and integrate them with the TTC entrance and the existing lower buildings at the other corners of the

Bayview/Sheppard intersection. Appropriate ground floor uses and landscaping will promote safe, comfortable use of the sidewalks.

The middle portions of the buildings between 3 and 10 storeys will define Bayview Avenue and Sheppard Avenue at approximately a 1:1 building height to street width ratio. The mechanical penthouses should also be stepped back from the edge of the buildings to minimize visual impact and sun/shadow impacts.

The servicing, automobile access, drop off and parking areas have been appropriately focused to the rear of the buildings. However, an alternative location should be explored for the proposed garbage/loading area on the P1/mall level at the east end of the Orlando building. This facility is located too close to the main vehicle/pedestrian entrance to the mall.

It is recommended that further refinements to the building design be dealt with at the site plan approval stage.

Pedestrian Connections:

The applicants have indicated that for security reasons, the private residential areas of the buildings do not have direct indoor pedestrian connections into the TTC subway station. However, the secondary entrances from the public sidewalks are in close proximity to the TTC entrance.

The pedestrian connection from the subway entrance level down through the Dangreen development to the mall level and community parking lot should have a minimum width of 3 metres.

There are also important pedestrian circulation routes around the perimeter of the block on the public sidewalks on Bayview Avenue and Sheppard Avenue, which will provide access between the subway station and the mall. The public sidewalk routes should be promoted as safe, legible and comfortable, with appropriate landscaping, uses and amenities such as awnings and lighting. The 2-storey base of the buildings will provide an appropriate edge parallel to the public sidewalks.

Pedestrian Environment and Amenity:

The applicants have submitted an initial microclimate snow study in accordance with the Pedestrian Comfort Guidelines of the Official Plan, which is on file. This study indicates that overall, the wind conditions on the north side of Sheppard Avenue are likely to be the same or better than currently exist because of the shelter provided by the proposed buildings. The reduced building height at the TTC podium and the “zig-zag” design will help to break up winds at the subway station entrance and along the Sheppard Avenue sidewalk. Appropriate landscaping will be required along the Bayview Avenue sidewalk and in the open space north of the Dangreen building. Wind screens or trees are recommended on both sides of the TTC entrance. A large canopy may also help reduce wind speeds, and trellises and screens could also be used to reduce wind impacts on the landscaped rooftop terrace over the station.

The shadow study submitted indicates that year round, the afternoon shadows produced by the proposed buildings would fall onto the applicants' properties. In the morning hours, the proposed developments will have little shadowing impact on the west side of Bayview Avenue during the summer. In the other three seasons, the buildings would cast minimal shadows on Teagarden Court/Spring Garden Avenue by mid to late morning. These shadowing impacts are acceptable.

Affordable Housing:

Part C.4 (Housing) of the North York Official Plan requires at least 25% of new multiple unit residential buildings with 20 or more units to be affordable housing. Accordingly, the amending by-laws will specify that a minimum of 25% of the units must be a combination of: bachelor units of a maximum size of 55 m², 1-bedroom units of a maximum size of 70 m², 2-bedroom units of a maximum size of 80 m², and 3-bedroom units of a maximum size of 120 m².

Conclusions:

The proposed apartment developments by Dangreen and Orlando comply with the principles of development previously adopted by Council and meet the policies of OPA 392. These developments will take advantage of the Sheppard Subway and enhance the Bayview Village Shopping Centre block. The proposed buildings are sensitive to the existing residential uses on the west side of Bayview Avenue and will add to the range of housing available in the local community.

A specific parking standard should be established for Bayview Village Shopping Centre in the context of the parking studies undertaken to date.

It is recommended that the OMB be requested to modify OPA 392 to apply a Mixed Use designation and a maximum density of 3.5 FSI to the Dangreen site, and revise the specific policy for the block to reinforce Council's support for mixed use development.

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List of Attachments:

Official Plan
Zoning

Figure 1	Site Plan
Figure 2	Context Plan
Figure 3	Elevations
Figure 4	Section
Figure 5	Perspective
Exhibit A	Application Data Sheet
Exhibit B	Principles of Development
Exhibit C	Extracts of OPA 392
Exhibit D	Proposed Modifications to OPA 392
Exhibit E	Draft Dangreen Zoning By-law
Exhibit F	Draft Orlando Zoning By-law
Exhibit G	Transportation Services Division Comments
Exhibit H	Parking Calculations for Bayview Village Shopping Centre
Exhibit I	TTC Comments
Exhibit J	Technical Services Division Comments
Exhibit K	Fire Services Division Comments
Exhibit L	Parks and Recreation Planning Branch Comments
Exhibit M	Culture Division Comments
Exhibit N	Public Health Comments
Exhibit O	Toronto Public Library Comments
Exhibit P	Toronto District School Board Comments
Exhibit Q	Toronto Catholic District School Board Comments
Exhibit R	Ministry of Municipal Affairs and Housing Comments
Exhibit S	Notes from Community Meetings