

## **145-155 Balmoral Avenue – Official Plan and Zoning By-law Amendment Application – Final Report**

Date: November 16, 2020

To: Toronto and East York Community Council

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

Ward: Toronto-St. Paul's

**Planning Application Number:** 18 268779 STE 22 OZ

### **SUMMARY**

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This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to permit a retirement and nursing home for seniors in a 13-storey (45 metres plus a 5.5-metre mechanical penthouse) building. A total of 83 bed-sitting rooms (62 assisted living and 21 memory care rooms), 64 dwelling units (independent living units) and 25 vehicle parking spaces are proposed.

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with the Growth Plan for the Greater Golden Horseshoe (2020), conforms with all relevant policies of the Official Plan and the Yonge-St. Clair Secondary Plan, and is consistent with the Avenues and Mid-Rise Buildings Study performance standards.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 145-155 Balmoral Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to the report (November 16, 2020) from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 438-86, for the lands at 145-155 Balmoral Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report (November 16, 2020) from the Director, Community Planning, Toronto and East York District.
3. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 145-155 Balmoral Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (November 16, 2020) from the Director, Community Planning, Toronto and East York District.

4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.

5. Before introducing the necessary Bills to City Council for enactment, the owner be required to enter into an Agreement pursuant to Section 37 of the *Planning Act*, and any other necessary agreement(s), satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, with such Agreement to be registered on title to the lands at 145-155 Balmoral Avenue in a manner satisfactory to the City Solicitor to secure the following community benefits at the owner's expense, including:

a. a financial contribution in the amount of \$2,200,000.00 payable to the City prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported by Statistics Canada in the Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the execution of the Section 37 Agreement, or any other necessary agreement, to the date of payment. The funds shall be directed as follows:

i. \$2,000,000.00 towards one or more the following: capital improvements for new or existing Toronto Community Housing and/or affordable housing in Ward Toronto-St. Paul's; capital improvements for new or existing cultural and/or community space in Ward Toronto-St. Paul's; local area park or streetscape improvements in Ward Toronto-St. Paul's; and

ii. \$200,000.00 towards public art, in accordance with the City of Toronto Public Art Program;

b. in the event the cash contribution referred to in Recommendation 5.a. above has not been used for the intended purpose within three (3) years of the implementing Zoning By-law Amendment coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the ward Councillor, provided that the purposes are identified in Toronto's Official Plan and will benefit the local community;

c. the following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i. the owner shall pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report, to be resubmitted for review and acceptance by the Chief Engineer and Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development; and,

ii. prior to the issuance of Site Plan Approval, the owner shall submit a Construction Management Plan and Neighbourhood Communication Strategy to the satisfaction of the Chief Planner and Executive Director,

City Planning Division, in consultation with the Executive Director,  
Engineering and Construction Services and the Ward Councillor;

6. Before introducing the necessary Bills to City Council for enactment, require the owner to submit revised plans and a Functional Servicing Report to address the comments in the memorandum from Engineering and Construction Services dated June 5, 2019, for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

## **FINANCIAL IMPACT**

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City Planning confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## **DECISION HISTORY**

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A Preliminary Report (dated January 28, 2019) for this application was adopted by Toronto and East York Community Council on February 14, 2019. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE6.26>

## **CONSULTATION WITH APPLICANT**

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A pre-application meeting was held on July 11, 2018. The focus of discussion at the meeting was the proposal's conformity with the Official Plan, including the Yonge-St. Clair Secondary Plan, consistency with the Avenues and Mid-Rise Buildings Study, and general concerns related to height and transition to low-rise Neighbourhoods.

After the submission of the complete application, consultation meetings with the applicant were held throughout 2019 and 2020 to discuss concerns and resolve issues identified during the review of the application.

## **SITE AND SURROUNDING AREA**

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The subject site is located on the southeast corner of Avenue Road and Balmoral Avenue, two blocks south of the intersection of Avenue Road and St. Clair Avenue West. The rectangular-shaped site is 2,524 square metres in size, has a frontage of 73.3 metres on Balmoral Avenue and a frontage of 33.7 metres along Avenue Road. The site consists of a 4-storey retirement home known as Amica at the Balmoral Club and a pair of semi-detached houses. The western half of the semi-detached house forms part of the existing Amica development. The eastern half of the semi-detached house is vacant and was previously residential.

Land uses surrounding the site include:

**North:** of Balmoral Avenue is a 6-storey residential building (150 Balmoral Avenue). Further north along the east side of Avenue Road are low-rise residential dwellings

along Foxbar Road, a 4-5 storey retirement home (34 Foxbar Road), and St. Clair Avenue West, a mixed use corridor with a dedicated streetcar right-of-way and taller buildings in a variety of uses.

**East:** is a low-rise *Neighbourhood* characterized by 2 to 3-storey detached and semi-detached houses.

**South:** is a 5-storey apartment building (150 Farnham Avenue) and a pair of semi-detached houses (138 and 140 Farnham Avenue). Further south along the east side of Avenue Road are an 8-storey building (425 Avenue Road), a 14-storey building (423 Avenue Road), a large private school campus (De La Salle College), a group of 4-storey townhouse blocks (131 Farnham Avenue and 45 Oaklands Street), a 6-storey apartment (315 Avenue Road), an 8-storey apartment (291 Avenue Road), and a 9-storey apartment (281-289 Avenue Road).

**West:** of Avenue Road is a 12-storey apartment (160 Balmoral Avenue). Northwest along Avenue Road are the Brown Public School and Community Centre, a variety of low-rise residential buildings, and an 8-storey apartment (2 Lynwood Avenue). Southwest along the west side of Avenue Road are a 4-storey apartment (2 Clarendon Avenue), a 7-storey apartment (1 Clarendon Avenue), an 8-9 storey apartment (400 Avenue Road), a group of 6-storey apartments (394, 396, 398 Avenue Road), a 9-storey apartment (1 Benvenuto Place), and a group of 3 to 4-storey apartments (320, 326, 330, 340 and 342 Avenue Road).

See Attachment No. 2: Location Map.

## PROPOSAL

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The application proposes a 13-storey (45 metres plus a 5.5-metre mechanical penthouse) retirement and nursing home with 83 bed-sitting rooms (62 assisted living and 21 memory care rooms), 64 dwelling units (independent living units) and 2,924 square metres of amenity space. The total proposed gross floor area is 13,248 which represents a density of 5.2 times the area of the subject lands.

Assisted living rooms will be located on floors 3 to 5. Residents in assisted living rooms will be provided regular support with daily living including dining, activities, and professional care and support tailored to an individual's needs down the hall from each room. Memory care rooms will be located on floor 2 for seniors living with dementia or memory loss with support from experts certified in Alzheimer's care. Independent living units will be located on floors 7 to 13 and will provide residents with all-inclusive living with on-site amenities, services and activities, plus access to professional care and support if needed.

The proposed 13-storey building steps down in height from west to east, with the easternmost portion of the building being 1-storey (9.5 metres) in height.

A total of 25 vehicle parking spaces are located in a 1-storey below-ground garage via a driveway and pick-up/drop-off courtyard off of Balmoral Avenue. A total of 42 bicycle

parking spaces are proposed. Enclosed Type 'G' and 'C' loading spaces are proposed on the ground floor within the covered pick-up/drop-off courtyard.

The current proposal incorporates numerous revisions from the original application as summarized below:

- Decreased building height along Avenue Road from 15-storeys plus a 2-storey mechanical penthouse to 13-storeys plus a 1-storey mechanical penthouse (59.5 to 50.5 metres);
- Decreased building height along the eastern portion of the building adjacent to the low-rise Neighbourhoods from 3 to 1-storey (13.25 to 9.5 metres);
- Reduced density from 6.0 to 5.2 times the lot area;
- Reduced residential gross floor area;
- Increased sidewalk width along Avenue Road;
- Improved building setbacks and upper massing stepbacks;
- Increased amenity space from 17.4 to 19.9 square metres per bed-sitting room.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment Nos. 1 and 8-14 for the Application Data Sheet, three dimensional representation of the current proposal in context, site plan, and elevations.

### **Reasons for Application**

A Zoning By-law amendment is required for non-compliance with the proposed height, density and a number of other performance measures in both Zoning by-laws.

An Official Plan Amendment is proposed to create a Site and Area Specific Policy within the Yonge-St. Clair Secondary Plan to permit a 13-storey building, provided it contains a retirement and nursing home for seniors.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Survey Plan;
- Architectural Plans, Elevations and Sections;
- Landscape Plans;
- Tree Preservation Plan;
- Civil Plans;
- Planning and Urban Design Rationale;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Heritage Impact Assessment;

- Arborist Report;
- Functional Servicing Report;
- Stormwater Management Report;
- Hydrogeological Review;
- Geotechnical Investigation and Design Report;
- Urban Transportation Considerations Study;
- Noise and Vibration Impact Study;
- Public Consultation Plan;
- Draft Zoning By-law Amendments;
- Draft Official Plan Amendment;
- Toronto Green Standards Checklist; and
- Digital copy of the Building Massing Model.

All application submission materials can be found at:

<http://app.toronto.ca/AIC/index.do?folderRsn=TFUnhuHtR8DSLBePW9GIYw%3D%3D>

### **Agency Circulation**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate Zoning By-law standards.

### **Statutory Public Meeting Comments**

In making their decision with regard to the applications, City Council members have an opportunity to consider the submissions received prior to and at the statutory public meeting held by the Toronto and East York Community Council for the application. Oral submissions made at the meeting are broadcast live over the internet and recorded for review.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) ("PPS") 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 use and management of land and infrastructure;

- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) ("Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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.

The Growth Plan, builds upon the policy foundation provided by the PPS 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. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

## **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan. Land Use Map 17 of the Official Plan designates the western portion of the site as *Apartment Neighbourhoods* and the eastern portion of the site as *Neighbourhoods*. The application is also located within the Yonge-St. Clair Secondary Plan.

See Attachment 3 of this report for the Official Plan Land Use Map.

## **Chapter 3 - Building a Successful City**

### **Section 3.1.1 The Public Realm**

Section 3.1.1 of the Official Plan provides direction to the importance of the public realm including streets, sidewalks, boulevards, open space areas, parks, and public buildings.

Policy 3.1.1.5 states city streets are significant public open spaces. Design of streets require: balancing the needs and priorities of the various users and uses; improving the quality and convenience of active transportation; providing sky view and sunlight; and providing community destinations and public gathering places.

### **Section 3.1.2 The Built Form**

Section 3.1.2 of the Official Plan states that development will be located, organized and massed to fit harmoniously with the existing and/or planned context. Development will



limit its impacts on neighbouring properties and the public realm by respecting street proportions, creating appropriate transitions in scale, providing for adequate light and privacy, limiting impacts of servicing and vehicular access on the property and neighbouring properties; and limiting shadow and wind impacts.

Policy 3.1.2.1 provides further details, outlining how development is expected to frame and support adjacent streets, parks and open spaces. New development is expected to do the following:

- Generally locate buildings parallel to the street or along the edge of a park or open space using a consistent front yard setback;
- Locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk; and
- Provide ground floor uses that have views into, and where possible, access to, adjacent streets, parks and open spaces.

Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- Using shared service areas including driveways;
- Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and
- Providing underground parking where appropriate.

Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- Massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- Creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- Providing for adequate light and privacy;
- Adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- Minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

### **3.2.1 Housing**

Policy 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure and affordability across the City and within neighbourhoods, to be provided and maintained to meet the current and future needs of residents. A full range includes

housing such as: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

## **Chapter 4 - Land Use**

### **Section 4.1 Neighbourhoods**

A portion of the subject site is designated *Neighbourhoods* on Map 17 of the Official Plan. The *Neighbourhoods* designation in the Official Plan are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Policy 4.1.5 states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular:

- patterns of streets, blocks and lanes, parks and public building sites;
- prevailing size and configuration of lots;
- prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
- prevailing building type(s);
- prevailing location, design and elevations relative to the grade of driveways and garages;
- prevailing setbacks of buildings from the street or streets;
- prevailing patterns of rear and side yard setbacks and landscaped open space; continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
- conservation of heritage buildings, structures and landscapes.

### **Section 4.2 Apartment Neighbourhoods**

A portion of the subject site is designated *Apartment Neighbourhoods* on Map 17 of the Official Plan. Section 4.2 of the Official Plan includes policies and development criteria for *Apartment Neighbourhoods* to ensure development is compatible and contributes positively to quality of life by having respect for: location; massing; transition to lower scale *Neighbourhoods* and areas of different development intensity; framing the street edge with good proportion; providing sufficient off street vehicle and bicycle parking; screening service areas; providing amenity space; and minimizing shadow and wind impacts, among others.

## **Chapter 5 - Implementation: Making Things Happen**

### **Section 5.1.1 Height and/or Density Incentives**

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant a height and/or density increase for a project that is greater than the zoning by-law would otherwise permit in return for community benefits. The Official Plan

Policy 1 in Section 5.1.1 and City Council's approved Section 37 protocol requires that the proposed development represent good planning and meet a minimum size requirement of 10,000 square metres and an increase in density of at least 1,500 square metres.

Details of a Section 37 Agreement between the applicant and the City are determined, in consultation with the Ward Councillor, if the project is ultimately considered to be good planning and recommended for approval.

### **Section 5.6 Interpretation**

Section 5.6 provides guidance as to the understanding and interpretation of the Official Plan. Policy 1 in Section 5.6 indicates the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Further, Section 5 of Chapter 1 – "How to Read the Plan" indicates the Official Plan is a comprehensive and cohesive whole. This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

### **Yonge-St. Clair Secondary Plan**

The site is located within the Yonge-St. Clair Secondary Plan area, which is generally bound by Avenue Road to the west, Mount Pleasant Cemetery/Kay Gardiner Beltline to the north, the Moore Park Ravine/Beltline Trail to the east and the CP rail corridor to the south.

The purpose of the Secondary Plan is to:

- Protect, promote and enhance the existing type of quality of *Neighbourhoods* and *Apartment Neighbourhoods* and maintain their stability;
- Require that redevelopment in *Mixed Use Areas* on Yonge Street and St. Clair Avenue is compatible with the maintenance of adjacent *Neighbourhoods* and *Apartment Neighbourhoods* and improves Yonge Street and St. Clair Avenue as public spaces;
- Retain, protect and enhance the special physical character and public spaces of the Yonge-St. Clair Secondary Plan area; and
- Ensure that new development meets high urban design standards which contribute to achieving public areas which are attractive, inviting, comfortable and safe.

Section 2.1 of the Secondary Plan outlines an urban structure for the area consisting of, but not limited to:

- A node of mixed use development at the intersection of Yonge Street and St. Clair Avenue, shown as *Mixed Use Area 'A'* on Map 6-3, at a higher density and scale;
- *Apartment Neighbourhoods* and *Mixed Use Areas* at a medium density and scale extending from the node west along St. Clair Avenue West to Avenue Road and east along St. Clair Avenue East to David Balfour Park; and
- Lower density and scale "main street type" development extending from the node north and south along Yonge Street.

The site is part of the *Apartment Neighbourhoods* area along the Avenue Road corridor.

Section 3.2(b) and (c), Built Form and Public Amenity, states that buildings will achieve a harmonious relationship to their built form context through building height, massing, setback, stepbacks, roof line and profile, architectural expression and vehicle access and loading. It also states that development will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in personal safety.

The Toronto Official Plan may be found here: <https://www.toronto.ca/official-plan/>

## **Zoning**

The western portion of the site is zoned R4 Z2.0 under Zoning By-law 438-86, as amended, and R (d2.0) (x814) under Zoning By-law 569-2013. These zones permit a range of residential uses, however, residential care home is not one of them. The site has a maximum permitted height of 16 metres and a maximum permitted density of 2.0 times the area of the lot.

The eastern portion of the site is zoned R2 Z2.0 under Zoning By-law 438-86, as amended, and R (d0.6) (x762) under Zoning By-law 569-2013. These zones permit a range of residential uses, however, residential care home is not one of them. The site has a maximum permitted height of 11 metres and a maximum permitted density of 0.6 times the area of the lot.

See Attachment No. 5: Existing Zoning By-law Map.

## **Avenues and Mid-rise Buildings Study and Performance Standards**

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

## Site Plan Control

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

## COMMUNITY CONSULTATION

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### Community Consultation Meeting

A community meeting was held on March 20, 2019 at 175 St. Clair Avenue West (First Unitarian Congregation of Toronto) and attended by 60 members of the public. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the original proposal. Following the presentations, City staff led a town hall format question and answer period.

The attendees asked questions and expressed a number of comments, issues and concerns, including:

- proposal disregards the planning policies for the area;
- height, scale and density of the proposal is inappropriate;
- too many residents for a site of this size and location;
- building is not contextually appropriate for the area;
- insufficient transition to the low-rise residential area to the east;
- shadowing on adjacent low-rise residential areas;
- privacy/overlook;
- loss of sky views;
- insufficient setbacks, step backs, and angular planes;
- too many parking spaces;
- not enough parking for visitors;
- traffic generated as a result of the proposed development; and
- construction noise, lane closures and traffic impacts.

### Working Group

Following the community consultation meeting, several meetings were held by the local councillor's office with Planning staff and the applicants' team in attendance and included members of the public including: representatives from the Deer Park Residents' Group; and nearby residents along Balmoral Avenue and Farnham Avenue. The topics discussed at the meetings related to:

- Building height along Avenue Road and along the eastern portion of the building;
- Building scale and massing;
- Building setbacks and stepbacks;
- Transition to the *Neighbourhoods* to the east and south;
- Building design and materiality;
- Traffic impacts;
- Privacy/overlook;
- Loss of sky view; and
- Construction mitigation.

In response to the issues raised through community and City staff feedback, the above issues have been considered through the review of the application and responses are addressed in the comments section below.

## **COMMENTS**

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Staff are recommending approval of Official Plan and Zoning By-law amendments for the site that in the opinion of staff represent good planning. The applicant has responded to concerns raised by City Staff and the community to redesign the proposal to fit within the existing and planned context.

### **Planning Act**

The proposed development has regard for the relevant matters of provincial interest, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing; the appropriate location of growth and development; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These provincial interests are further articulated through the PPS and the Growth Plan.

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

The proposal has been reviewed and evaluated against the PPS and the Growth Plan. The proposal is consistent with the PPS and conforms with the Growth Plan.

### **Provincial Policy Statement (2020)**

The PPS (2020) came into effect on May 1, 2020 and provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS.

The PPS is to be read in its entirety. The language in each policy, including the Implementation and Interpretation policies assists decision makers in understanding how the policies are to be implemented. The PPS contains minimum standards and municipalities can go beyond these standards unless doing so would conflict with other policies of the PPS.

Key policies applicable to this application include:

Policy 1.1.1 states that healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns; and accommodating an appropriate range and mix of residential uses, including second units, affordable housing and housing for older persons.

Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transit-supportive.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment.

Policy 1.1.3.4 states that development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification and redevelopment where existing or planned infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also directed to establish development standards for residential intensification which minimize the cost of housing and facilitate compact form.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 4.6 states that the official plan is the most important vehicle for implementation of the PPS and that official plans shall identify provincial interests, as identified in Section 2 of the *Planning Act*, which includes the promotion of a well-designed built form.

The proposed development is consistent with the above noted housing, intensification, land use and built form policies as it provides a needed form of housing, intensification and redevelopment in an appropriate location in close proximity to a subway line and dedicated streetcar right-of-way, and a well-designed built form that has respect for its local context.

### **Growth Plan (2020)**

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan.

The key Growth Plan policies applicable to this application are:

Policy 2.2.1.3 c) directs municipalities to undertake integrated planning to manage forecasted growth which will provide for an urban form that will optimize infrastructure,

particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1.4 c), d) and e) state that applying the policies of the Growth Plan will support the achievement of complete communities that: provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to transportation options and open space; and provide for a more compact built form and a vibrant public realm.

Policy 2.2.2.3 c) states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will encourage intensification generally throughout the delineated built-up area.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposed development conforms with the above noted policies by: contributing to a range of housing options; promoting sensitive intensification within a built-up area; providing a compact built form in close proximity to public transit and a variety of public parks; providing public realm improvements; and contributing to the overall achievement of a complete community.

## **Land Use**

The proposed retirement and nursing home transitioning down in height from the *Apartment Neighbourhoods* towards the *Neighbourhoods* and comprising units with a range of care levels, is consistent with the *Apartment Neighbourhoods* land use designation. The application proposes to permit the low-rise portion of the 13-storey retirement and nursing home within the *Neighbourhoods* designation. The application proposes a range of private seniors' care, including independent living units and assisted living and memory care rooms. Section 3.2.1 of the Official Plan states that a wide range of housing should be provided to address the needs of the local population. The proposal conforms to these policies.

Given the existing and planned context for the subject property, the proposed retirement and nursing home use is appropriate.

## **Height, Density and Massing**

The application proposes to replace the 4-storey retirement home at 155 Balmoral Avenue and a pair of semi-detached houses at 145 and 147 Balmoral Avenue.

The proposed 13-storey (45 metres plus 5.5-metre mechanical penthouse) building fits within the height context of the *Apartment Neighbourhoods* lands along Avenue Road south of St. Clair Avenue West, which is characterized by a number of mid-rise buildings with building heights up to 14 storeys (42 metres).



The base element of the building is massed with a 6-storey (23.0 metres) streetwall along Avenue Road and portions of Balmoral Avenue. The 6-storey base element has been designed to match the length and height of the adjacent 6-storey heritage building to the north, 150 Balmoral Avenue. This streetwall is contextually appropriate for both the Avenue Road and Balmoral Avenue frontages. Along the Balmoral Avenue frontage the base element steps down to 5-storeys (19.0 metres) as the building moves east with an outdoor amenity terrace above. The building steps down again to 1-storey (9.5 metres) at the eastern edge of the building where the property is designated *Neighbourhoods* with a rooftop outdoor amenity terrace for the memory care floor above.

The base element is generally set back 1.0 metres from the Avenue Road property line, 2.5 metres from the Balmoral Avenue property line, 1.3 to 1.9 metres from the east side property line, and 2.3 to 11.9 metres from the south property line. Along Avenue Road the ground floor is set back 2.0 to 2.5 metres from the property line resulting in a curb to building face distance of approximately 3.8 to 4.4 metres. The setback along Balmoral Avenue increases from 2.5 metres to 5.1 metres where the property is designated *Neighbourhoods*, contributing to the generous landscaped character of Balmoral Avenue.

At the 7th floor, the building steps back 1.2 metres from Avenue Road, 1.4 metres from Balmoral Avenue and 1.5 metres from the south. At the 10th floor the building steps back a further 2.8 metres from Avenue Road, 1.5 metres from Balmoral Avenue, 1.5 metres from the south and 9.5 metres from the east.

As described above, the 13-storey building has been designed to step down to a 1-storey houseform at the eastern portion of the site as a transition to the adjacent residential property at 141 Balmoral Avenue and the low-rise residential area to the east. The building generally adheres to a 45 degree angular plane measured from the top of the 1-storey portion of the building with only minor encroachments at floors 9, 13 and the mechanical penthouse.

A portion of the southeast corner of the building was also carved away to ensure adequate transition to the *Neighbourhood* properties to the immediate south. This portion of the building is set back 10.2 metres from the *Neighbourhood* above the ground floor.

The development balances the objectives of respecting the established low-rise character of the *Neighbourhood* to the east, with varied stepbacks and landscaped setbacks. The proposed development also provides sufficient step-downs in height and adequately mitigates impacts on the nearby residences with respect to shadow, privacy, and wind.

Overall, the height, massing and density of the proposed 13-storey building within the *Apartment Neighbourhoods*, and the proposed setbacks, stepping and transitioning to and within the *Neighbourhoods* designation, is acceptable.

## **Sun, Shadow**

Planning staff have assessed the proposed development in terms of the incremental impact resulting from the 13-storey building and are satisfied that it adequately limits shadow on the *Neighbourhoods*, the public realm, parks and open spaces, and shadow protected areas. The shadow impact resulting from the proposal is acceptable.

## **Wind**

The applicant submitted a Pedestrian Level Wind Study, dated November 29, 2018, and an addendum dated March 17, 2020, prepared by Rowan Williams Davies & Irwin Inc. (RWDI) to assess pedestrian comfort and safety at key areas within and surrounding the development site. The pedestrian areas of interest included building entrances, public sidewalks, and terraces at levels 2, 4, 6, and 10.

Based on the wind tunnel test results, and experience with similar developments in Toronto, the study finds the wind conditions within and surrounding the full study site will be acceptable for the intended pedestrian uses on a seasonal basis.

Planning staff are satisfied with the wind conditions resulting from the proposed development, subject to further assessment during the Site Plan Control review process for additional mitigation strategies.

## **Streetscape**

The Official Plan requires that new development in *Apartment Neighbourhoods* locate and mass new buildings to frame the edge of the streets, parks and open space. The proposed building provides an appropriate street wall along Avenue Road and Balmoral Avenue that will help define the street edge and transition to the low-rise residential area to the east.

The pedestrian realm along Avenue Road will be improved by setting the ground of the building back 2.0 to 2.5 metres resulting in a new curb to building face sidewalk width of 3.8 to 4.4 metres. Planning staff will secure the necessary pedestrian easements through the Site Plan Control application.

Along the Balmoral Avenue frontage three seating areas will be provided for residents and members of the public at the southeast corner of Avenue Road and Balmoral Avenue, towards the centre of the building along a walkway leading to the primary pedestrian entrance, and at the eastern portion of the site. The building will be set back a minimum of 2.5 metres from the Balmoral Avenue property line increasing to 5.1 metres at the eastern portion of the building, in line with the setbacks of houses within the residential area to the east. Landscaped planting beds and seven new street trees will encompass both the public boulevard and private property, enhancing the pedestrian environment and contributing to the generous landscaped character of Balmoral Avenue.

## **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 subject lands are in an area with 0 to 0.42 hectares of local parkland per 1,000 people, which is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

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 component of this proposal is subject to a cap of 10% parkland dedication while the assisted living and memory care portion is subject to a 5% parkland dedication.

The amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

## **Tree Preservation**

The applicant submitted an Arborist Report, prepared by Kelly's Tree Care and dated May 9, 2018, in support of their application.

There are five City-owned street trees within close proximity of the development which are protected under the provisions of the City's Street Tree By-law. The applicant is proposing to remove all five of the trees.

Based on the standard compensation ratio of 1:1 for the removal of each City-owned street tree, Urban Forestry requires a total of five new large-growing shade trees to be planted within the City road allowance in compensation for the removal of five existing street trees. The applicant's Landscape Layout Plan shows the planting of seven new trees within the adjacent road allowances along Balmoral Avenue, which satisfies the compensation planting requirements for City-owned street trees.

There are six privately-owned trees which are protected under the provisions of the Private Tree By-law, four of which are on the subject site and two of which are on neighbouring properties. The applicant is proposing to remove four on-site trees and one neighbouring tree, and preserve the neighbouring tree located in the rear yard of 138 Farnham Avenue, labeled as Tree 16 on the Tree Preservation Plan.

Urban Forestry's standard compensation ratios are 3:1 for the removal of a healthy tree and 1:1 for the removal of a poor condition tree. As such, a total of four new large-growing shade trees are required on subject lands to replace four poor condition trees proposed for removal. The Landscape Plans do not propose the planting of any replacement trees, which does not satisfy the compensation planting requirements. Since no suitable planting space exists on the subject lands, Urban Forestry will require the payment of cash-in-lieu for the required replacement trees not being planted on the subject lands due to space constraints.

## **Traffic Impact**

The applicant submitted an Urban Transportation Considerations Study dated December 10, 2018, prepared by BA Group Ltd. The study finds that the proposed development is estimated to generate five two-way site trips for both the weekday AM and PM peak hours. Transportation Services have no objection to the traffic impact related to the proposed development.

## **Roadways and Laneways**

Land and Property Surveys staff have determined that no additional land is required for Balmoral Avenue. This road is not identified in the Official Plan as a road to be widened.

Land and Property Surveys staff have determined that no additional land is required for Avenue Road. The requirement of a 23 metre wide right-of-way has been satisfied.

## **Parking**

As per Zoning By-law 569-2013 a minimum rate of 0.3 vehicle parking spaces per bed-sitting room is required. With 147 combined bed-sitting rooms and dwelling units, 43 parking spaces are required for the retirement and nursing home. The proposal includes 25 parking spaces for the retirement and nursing home.

The Urban Transportation Considerations report notes that the existing retirement and nursing home, containing 70 bed-sitting rooms, has 12 vehicle parking spaces with one space allocated for resident parking, five dedicated staff parking spaces, and one dedicated visitor space. The five remaining parking spaces are for shared use between staff and visitors (by time of day). Given that the proposed development is essentially an expansion of the existing use, Transportation Services staff are of the opinion that applying the same ratios to the proposed development plan is acceptable. This would result in 2 resident parking spaces, 23 shared parking spaces for visitors and staff (8-15 of each use by time of day).

Zoning By-law 569-2013 does not require bicycle parking for retirement and nursing homes. However, the proposal includes 42 bicycle parking spaces. 36 long-term spaces will be provided in the below-ground garage and 6 short-term spaces will be provided at ground level within the covered pick-up/drop-off courtyard.

Transportation Services staff have reviewed the proposed parking supply and find it acceptable.

Additional comments related to the parking supply layout, access to the parking spaces and other site design matters related to the parking will be provided during the review of the Site Plan Control application.

## **Access and Circulation**

Vehicular access to the loading spaces, below-ground garage and pick-up/drop-off area is proposed via a 8.0-metre wide driveway off of Balmoral Avenue approximately 51 metres east of the intersection of Avenue Road and Balmoral Avenue.

Transportation Services staff are generally satisfied with the proposed access and site circulation, however, Transportation Services staff have indicated that the plans must be revised to address the comments outlined in the memorandum from Engineering and Construction Services dated June 5, 2019.

Additional comments related to site access arrangement, site circulation and layout and the design of the proposed site entrance driveways will be provided during the review of the Site Plan Control application.

### **Loading**

As per Zoning By-law 569-2013, a minimum of one Type-G loading space is required to serve the building. The proposed development will provide one of each Type-G and Type-C loading spaces.

Transportation Services has reviewed the proposed loading including manoeuvring diagrams and have determined that the proposal meets the loading requirements of Zoning By-law 569-2013 and is acceptable.

Additional comments and/or requirements pertaining to the location and layout of the proposed loading space supply, and access thereto, will be provided during the review of the Site Plan Control application.

### **Solid Waste**

Based on the information provided, the City of Toronto does not provide service to large non-residential, commercial and institutional developments. Therefore this development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.

Additional comments and/or requirements related to Solid Waste Management Services may be provided during the review of the Site Plan Control application.

### **Servicing and Stormwater Management**

The applicant has submitted Functional Servicing and Stormwater Management Reports dated October 12, 2018, by Counterpoint Engineering. Engineering Construction Services staff have reviewed the submitted materials and require a number of revisions. Prior to the enactment of bills, revisions are required as stated in the memorandum from Engineering and Construction Services dated June 5, 2019.

The provision of any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development, will be at the cost of the applicant. Detailed functional servicing and stormwater management plans, and agreements, as necessary, will be entered into as part of the Site Plan Control application.

## **Indoor/Outdoor Amenity Space**

The proposal includes 2,086 square metres of indoor amenity space (14.2 square metres per bed-sitting room) distributed throughout all 13 floors which will be programmed for uses including, but not limited to, dining rooms, lounges, libraries, fitness centre, indoor pool, and activity rooms. The proposal also includes 838 square metres of outdoor amenity space (5.7 square metres per bed-sitting room). Outdoor amenity space includes a large ground floor courtyard along the south lot line, a covered "porch" along Avenue Road, a small seating area in the southeast corner of the site, and outdoor terraces on floors 2-6. The total amenity space proposed is 2,924 square metres (19.9 square metres per unit). Planning staff are satisfied with the amenity space proposed.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

## **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the PPS, conforms with the Growth Plan, is generally consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The following community benefits are to be secured in the Section 37 Agreement:

- \$2,000,000.00 towards one or more the following: capital improvements for new or existing Toronto Community Housing and/or affordable housing in Ward Toronto-St. Paul's; capital improvements for new or existing cultural and/or community space in Ward Toronto-St. Paul's; and/or local area park or streetscape improvements in Ward Toronto-St. Paul's; and
- \$200,000.00 towards the provision and maintenance of a public art contribution.

The following matters of legal convenience are also to be secured in the Section 37 Agreement:

- a Construction Management Plan and Neighbourhood Communication Strategy; and

- the owner shall pay for and construct any improvements to the municipal infrastructure should it be determined that improvements to such infrastructure are required to support this development.

## **Conclusion**

The application is consistent with the PPS and conforms with the Growth Plan. Furthermore, the proposal conforms with the applicable policies of the Official Plan and is consistent with the Avenues and Mid-Rise Buildings Study performance standards. Staff find that this proposal fits in with the existing and planned context and that the proposal is appropriate. City Planning recommends that Council approve the draft Official Plan and Zoning By-law Amendments subject to conditions.

## **CONTACT**

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Kevin Friedrich, Senior Planner  
Tel. No.: (416) 338-5740  
E-mail: Kevin.Friedrich@toronto.ca

## **SIGNATURE**

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Lynda H. Macdonald, MCIP, RPP, OALA, FSCLA  
Director, Community Planning  
Toronto and East York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment 438-86
- Attachment 7: Draft Zoning By-law Amendment 569-2013

### **Applicant Submitted Drawings**

- Attachment 8: 3D Model - View 1
- Attachment 9: 3D Model - View 2
- Attachment 10: Site Plan
- Attachment 11: West Elevation
- Attachment 12: East Elevation
- Attachment 13: South Elevation
- Attachment 14: North Elevation

## Attachment 1: Application Data Sheet

**Municipal Address:** 145-155 Balmoral Avenue      **Date Received:** December 14, 2018

**Application Number:** 18 268779 STE 22 OZ

**Application Type:** OPA & Rezoning

**Project Description:** A 13-storey (45 metres plus a 5.5-metre mechanical penthouse) building with retirement and nursing homes uses.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
Amico Properties	Amico Properties	Montgomery Sisam Architects Inc.	Amica Mature Lifestyles Inc.

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods/ Neighbourhoods R (d2.0)(x814)/R (d.06)(x762)	Site Specific Provision:	N
Zoning:		Heritage Designation:	N
Height Limit (m):	16 / 11	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 2,524      Frontage (m): 73      Depth (m): 34

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	1,140		1,095	<b>1,095</b>
Residential GFA (sq m):	5,067		7,180	<b>7,180</b>
Non-Residential GFA (sq m):	4,155		6,068	<b>6,068</b>
<b>Total GFA (sq m):</b>	<b>9,222</b>		<b>13,248</b>	<b>13,248</b>
Height - Storeys:	4		13	<b>13</b>
Height - Metres:			50	<b>50</b>

Lot Coverage Ratio (%): 43.38      Floor Space Index: 5.2



<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	13,248	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:	63			
Freehold:	2			
Condominium:				
Other:			147	147
<b>Total Units/Rooms:</b>	<b>65</b>		<b>147</b>	<b>64</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		82	55	10	
<b>Total Units:</b>		<b>82</b>	<b>55</b>	<b>10</b>	

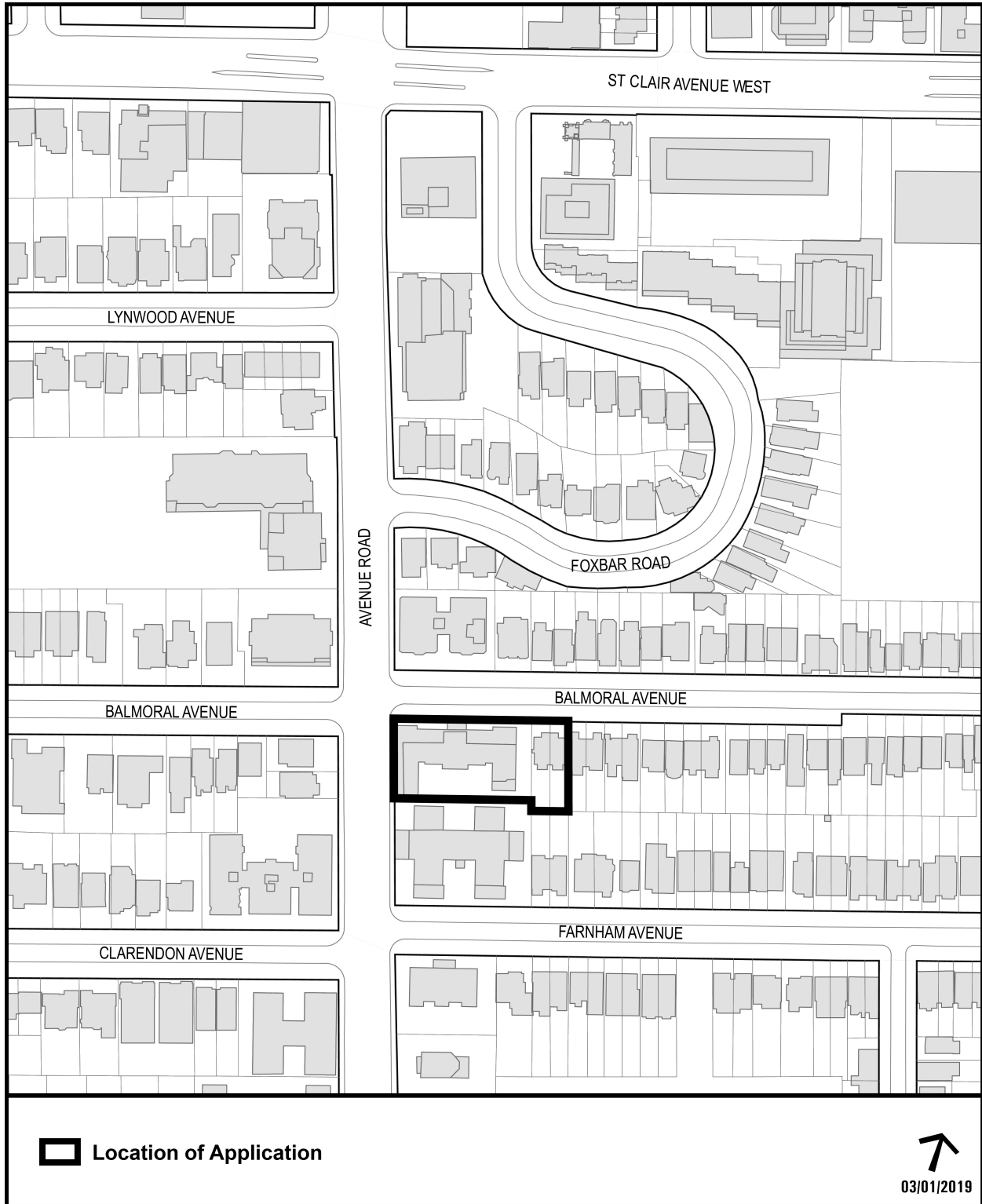
**Parking and Loading**

Parking Spaces:	25	Bicycle Parking Spaces:	42	Loading Docks:	2
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**CONTACT:**

Kevin Friedrich, Senior Planner  
(416) 338-5740  
Kevin.Friedrich@toronto.ca

## Attachment 2: Location Map









# Attachment 3: Official Plan Land Use Map



145-155 Balmoral Avenue

## Official Plan Land Use Map #17

File # 18 268779 STE 12 OZ

- |  |  |
|--|--|
|  Location of Application  |  Parks & Open Space Areas |
|  Neighbourhoods           |  Other Open Space Areas   |
|  Apartment Neighbourhoods |  |
|  Mixed Use Areas          |  |

  
Not to Scale  
10/28/2020

# Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

145 - 155 Balmoral Avenue

File # 18 268779 STE 12 0Z



Location of Application

R  
RD

Residential  
Residential Detached

CR  
O  
OC

Commercial Residential  
Open Space  
Open Space Cemetery



See Former City of Toronto By-Law No. 438-86

R1 Residential District  
R2 Residential District  
R4 Residential District  
CR Mixed-Use District



Not to Scale  
Extracted: 03/01/2019

## Attachment 5: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~  
Enacted by Council: ~, 20~

### CITY OF TORONTO

**Bill No. ~**

**BY-LAW ~ -20~**

To adopt Amendment No. ● to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2020 at 145-155 Balmoral Avenue.

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. ● to the Official Plan is adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

**AMENDMENT NO. • TO THE OFFICIAL PLAN**

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS 145-155 BALMORAL AVENUE**

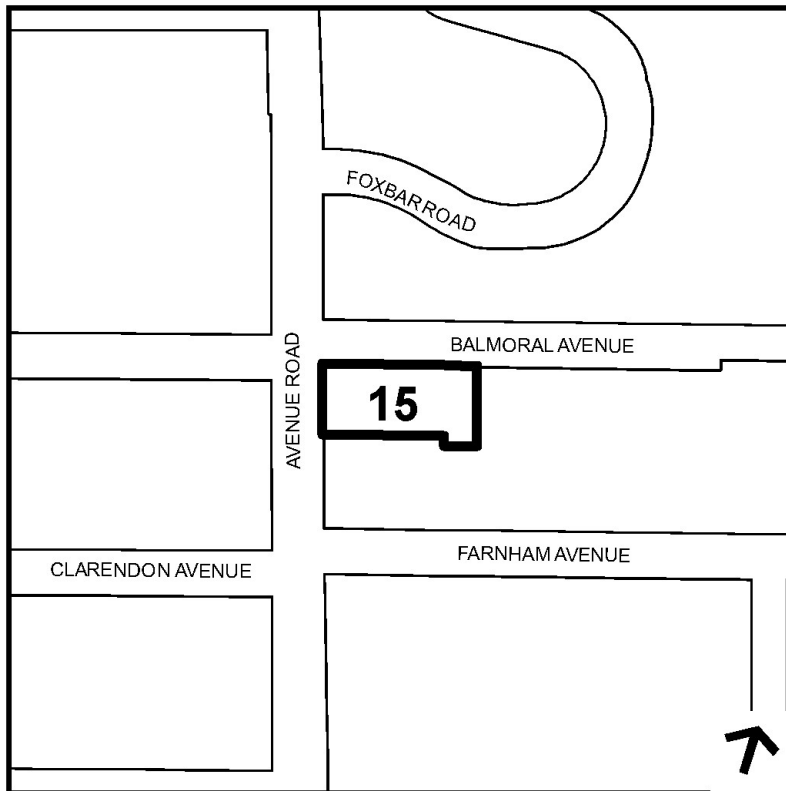
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 6, Yonge-St. Clair Secondary Plan is amended as follows:

2.1. Section 8, Site and Area Specific Policies, is amended by adding the following Site and Area Specific Policy 15, together with the key map as shown on the attached Schedule 2, as follows:

15. 145-155 Balmoral Avenue

For the lands shown as Area 15 on Map 6-2, a maximum building height of 45.0 metres, excluding mechanical penthouse, is permitted provided the building is used as a retirement home and/or nursing home and transitions downward towards a 1-storey building element in the eastern portion of the site.



## **Attachment 6: Draft Zoning By-law Amendment 438-86**

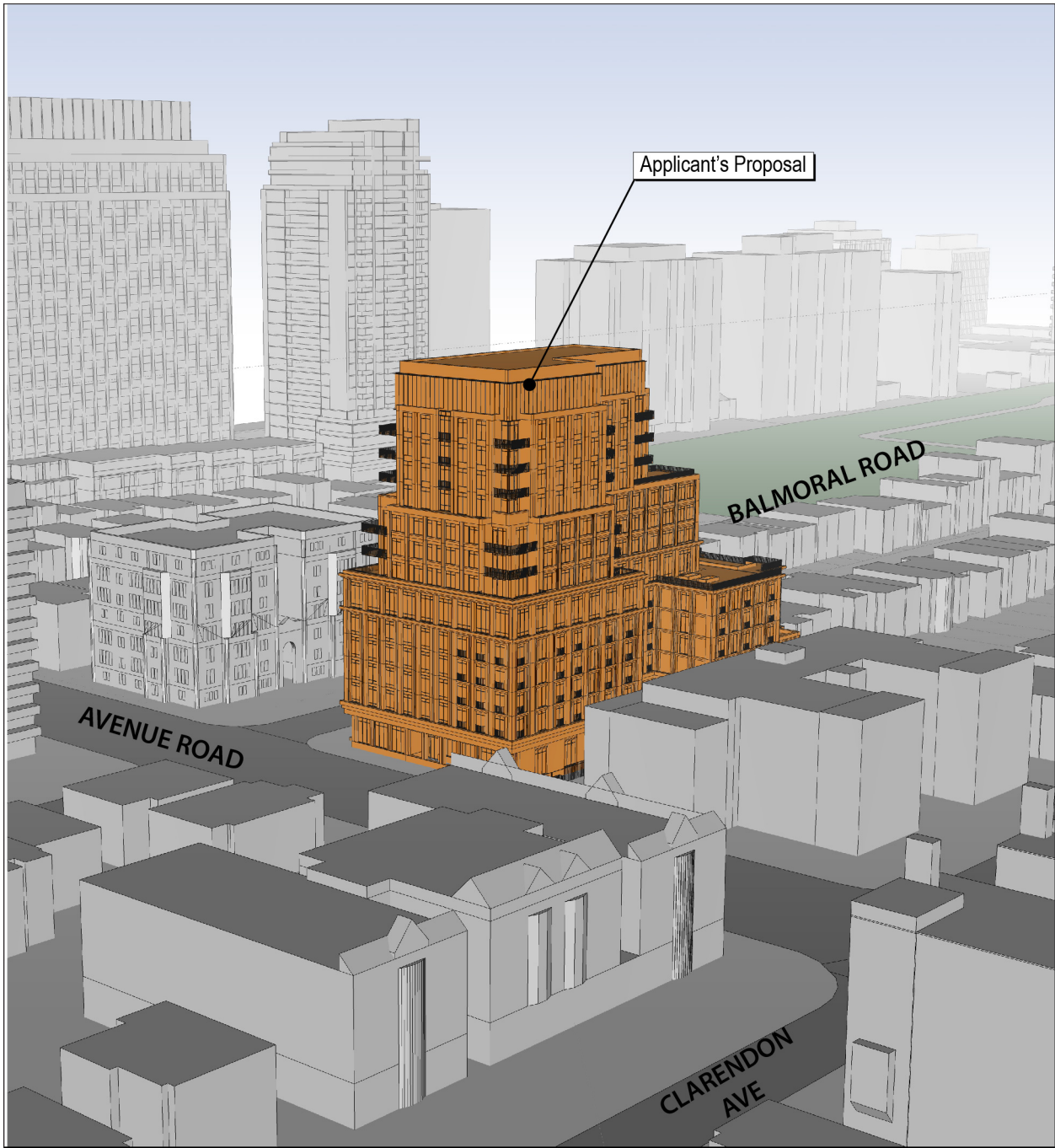
To be provided prior to the December 2, 2020 Community Council meeting

## **Attachment 7: Draft Zoning By-law Amendment 569-2013**

To be provided prior to the December 2, 2020 Community Council meeting



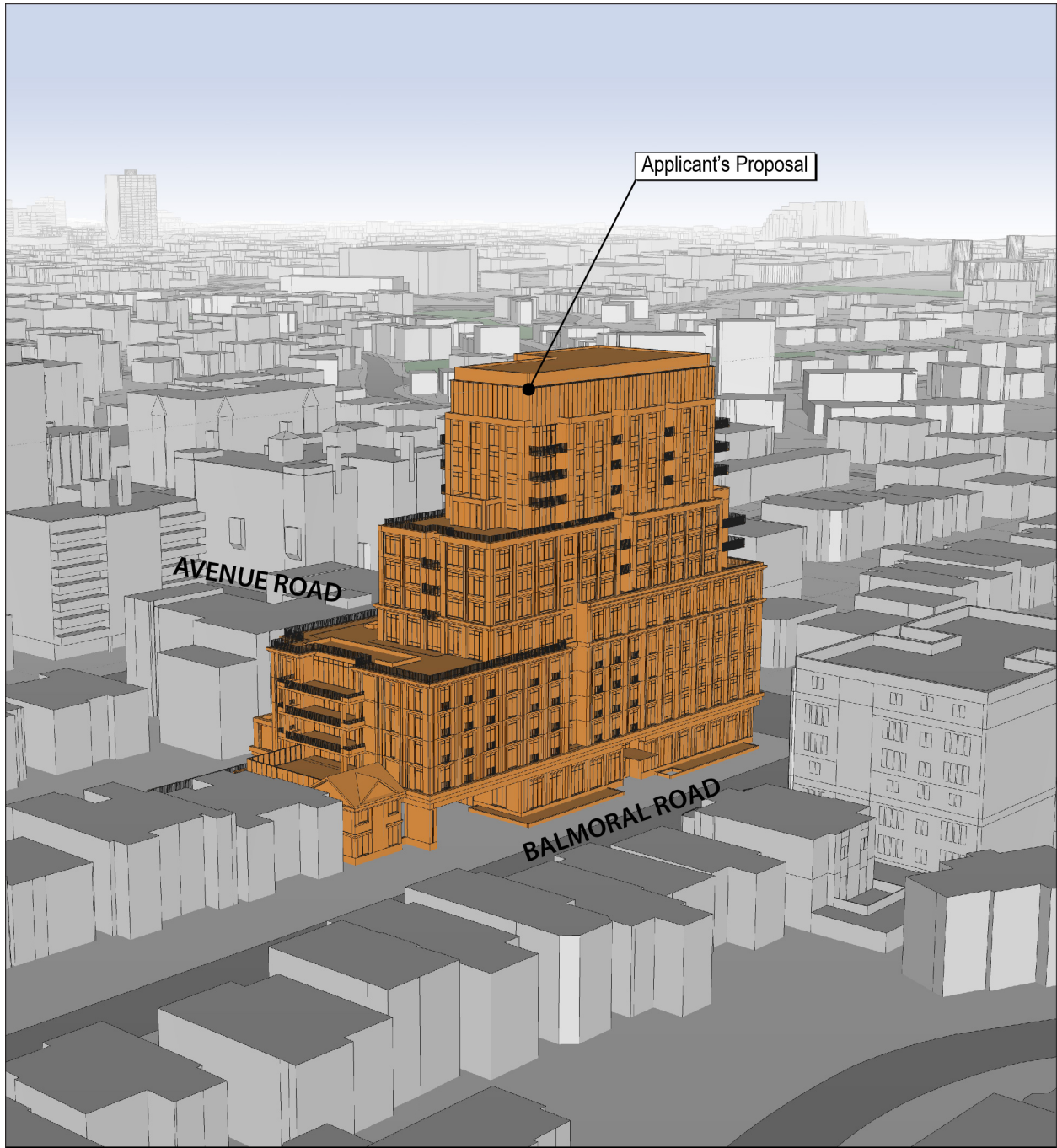
**Attachment 8: 3D Model - View 1**



**View of Applicant's Proposal Looking Northeast**

↑  
10/28/2020

**Attachment 9: 3D Model - View 2**

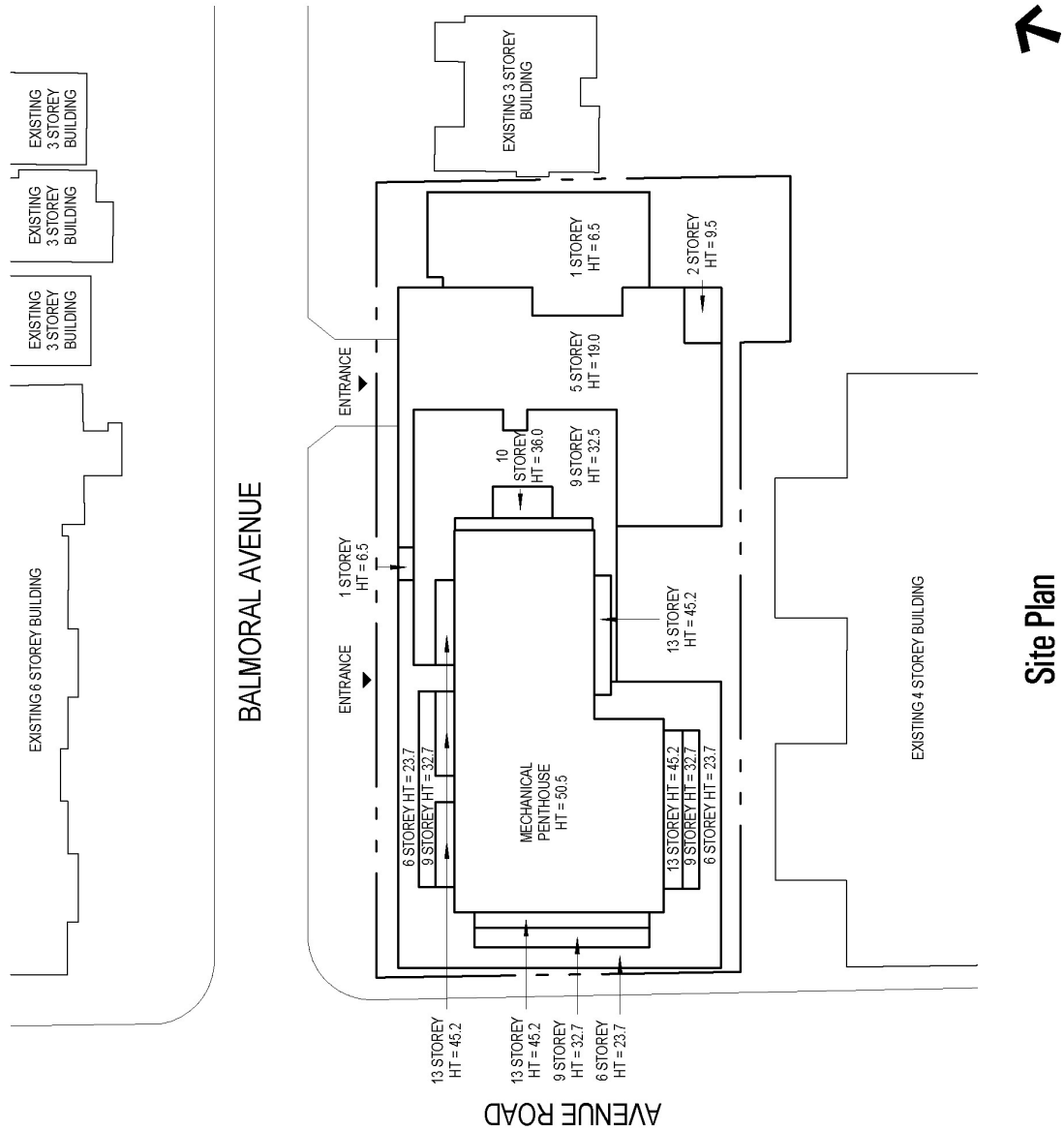


**View of Applicant's Proposal Looking Southwest**

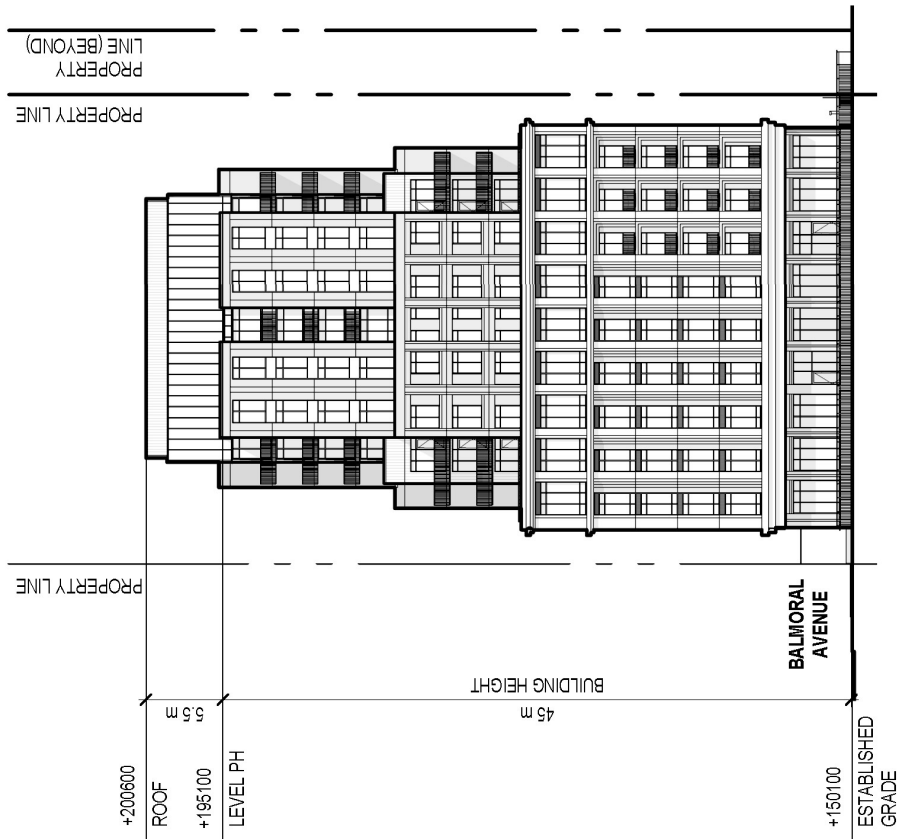


10/28/2020

# Attachment 10: Site Plan

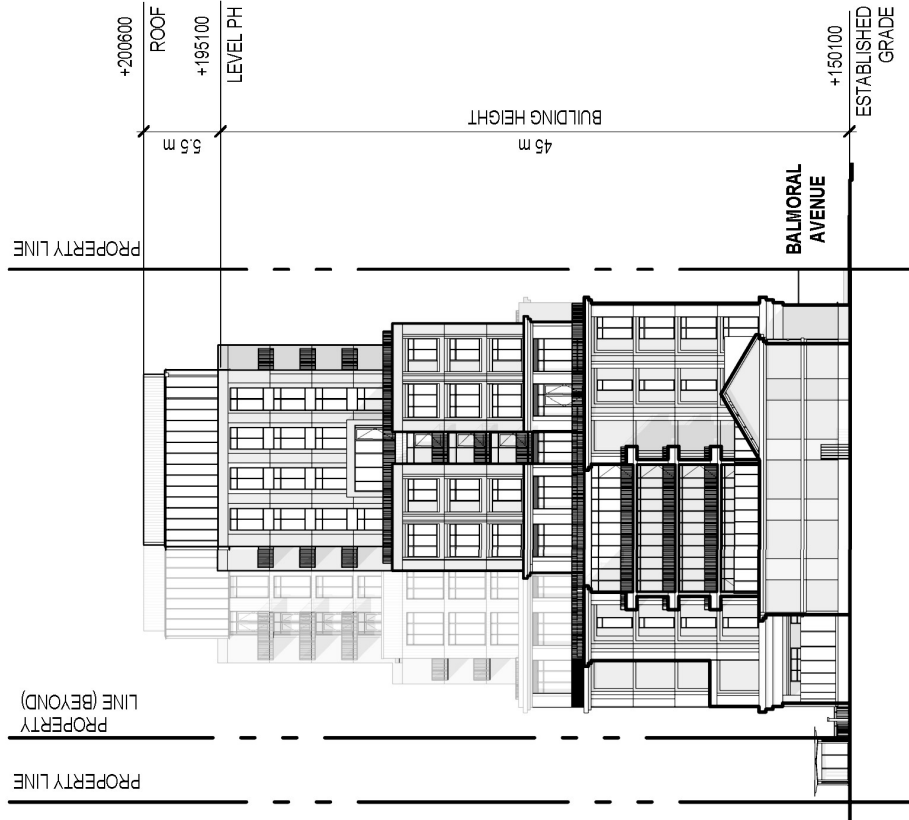


# Attachment 11: West Elevation



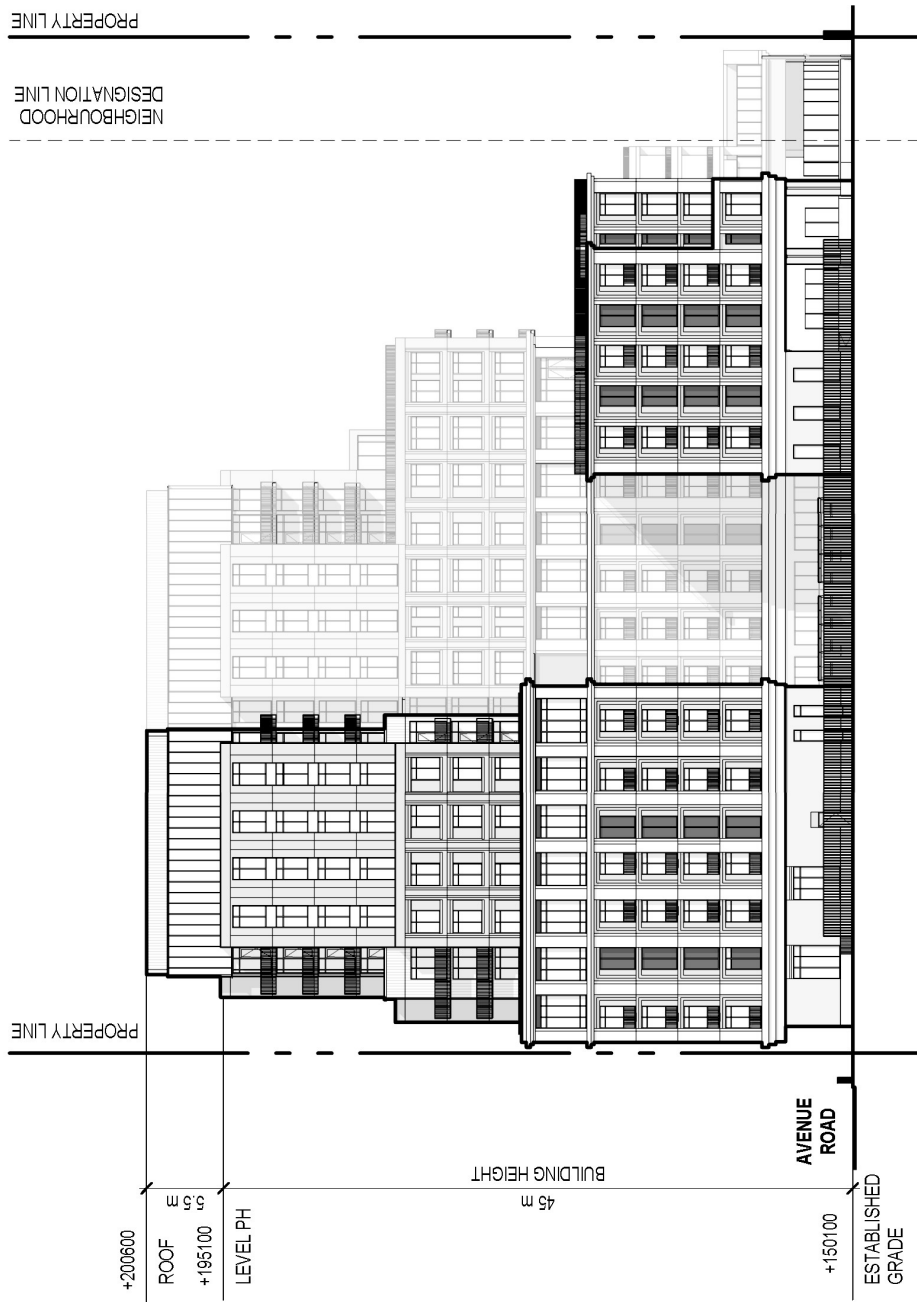
West Elevation

# Attachment 12: East Elevation



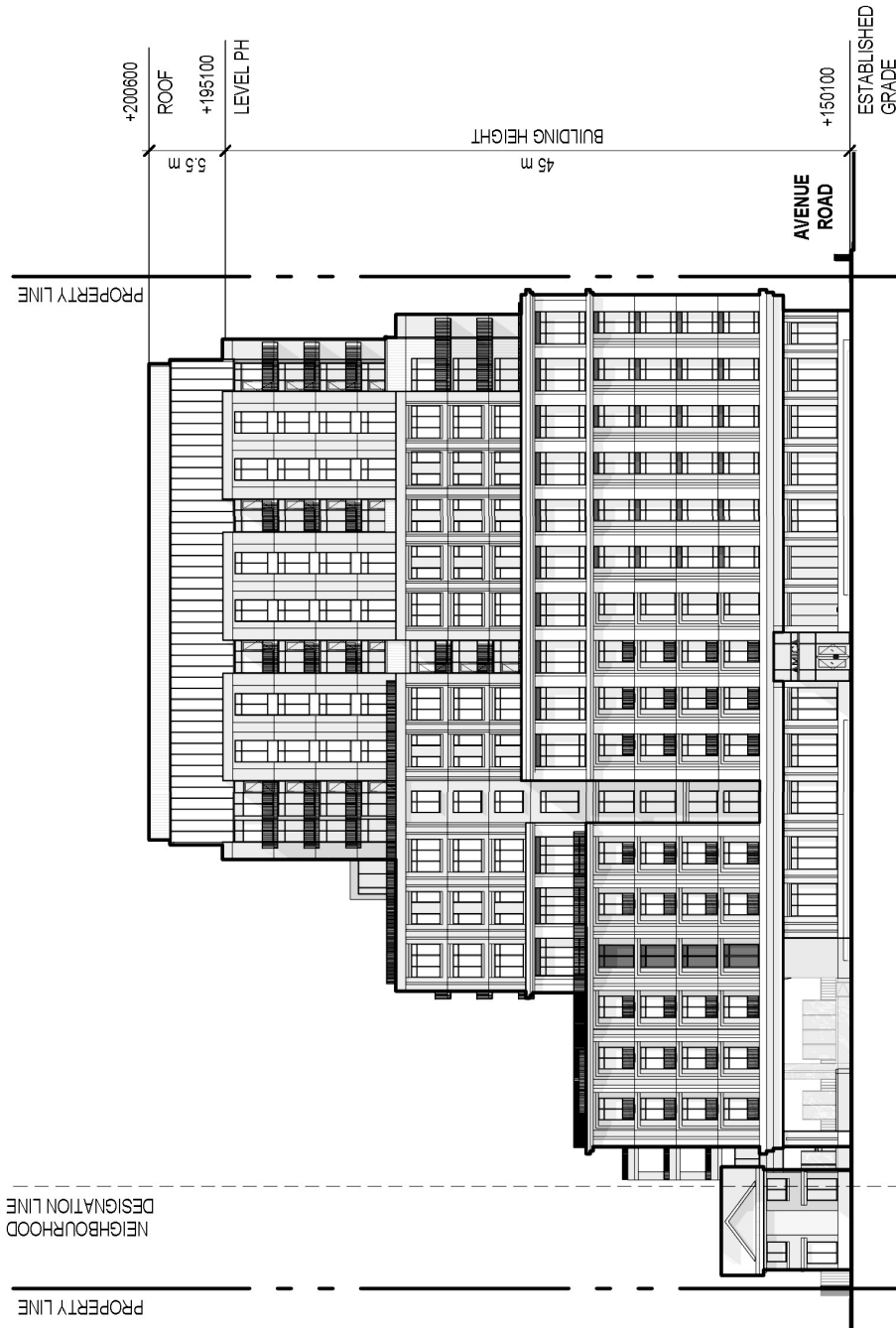
East Elevation

# Attachment 13: South Elevation



South Elevation

# Attachment 14: North Elevation



North Elevation