

110-116 Avenue Road – Zoning Amendment Application – Final Report

Date: June 13, 2022

To: Toronto and East York Community Council

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

Ward: Ward 11 - University-Rosedale

Planning Application Number: 21 207592 STE 11 OZ

SUMMARY

This report reviews and recommends approval of an application to amend the Zoning By-law to permit a 9-storey mixed-use building at 110-116 Avenue Road. The building is proposed to contain 45 dwelling units and 350 square metres of retail space and an underground parking garage containing 52 vehicle parking spaces and 46 bicycle parking spaces.

The proposal contemplates the alteration of a heritage structure on the site, conserving the building in three-dimensional form. It also includes a new publicly-accessible driveway and pedestrian walkway that provides access from the public lane north of the site to Tranby Avenue.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013, for the lands at 110-116 Avenue Road, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to the report (June 13, 2022) from the Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council authorize the City Solicitor and appropriate City staff to take such actions as are required to implement City Council's decision, including the execution and implementation of appropriate agreements.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:

a. revise the Functional Servicing Report prepared by Counterpoint Engineering, dated April 29, 2022, to address the comments in the memorandum from Engineering and Construction Services dated June 9, 2022, and re-submit to the City for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

5. City Council require the owner to provide and implement an acceptable Tenant Relocation and Assistance Plan to mitigate hardship for eligible tenants of the existing three (3) rental dwelling units proposed to be demolished at 110 Avenue Road prior to the issuance of Notice of Approval Conditions (NOAC) for Site Plan Approval. The Tenant Relocation and Assistance Plan, including the final list of eligible tenants, shall be developed in consultation with, and to the satisfaction of, the City Solicitor and Chief Planner and Executive Director, City Planning.

6. City Council request the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services to review the potential of widening Tranby Avenue to permit two-way traffic from Avenue Road to the proposed driveway on the site in consultation with the adjacent landowners and the Ward Councillor prior to Site Plan Approval.

FINANCIAL IMPACT

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

DECISION HISTORY

A Preliminary Report on the application was adopted by Toronto and East York Community Council on November 24, 2021 authorizing staff to hold a community consultation meeting. The Toronto and East York Community Council Decision is available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE29.25>

SITE AND SURROUNDING AREA

Description: The site is located on the west side of Avenue Road at the intersection of Avenue Road and Tranby Avenue, south of Davenport Road. It is generally square in shape and approximately 1,398 square metres in size. The site has frontages of 34 metres on Avenue Road and 36.5 metres on Tranby Avenue. The site is currently occupied by a 2.5 storey semi-detached mixed-use building at 110-112 Avenue Road with commercial uses at grade and three residential rental units above. The remainder of the site is vacant.

Official Plan Designation: *Mixed Use Areas*

Downtown Plan Designation: The site is designated *Mixed Use Areas 3* and Avenue Road is designated a Great Street and a Priority Retail Street.

Zoning: CR 1.5 (c1.0; r1.0) SS2 (x1923) under Zoning By-law 569-2013 with a height limit of 12 metres and a density limit of 1.5 times the area of the lot.

Heritage: The property is designated under Part V of the Ontario Heritage Act as part of the East Annex Heritage Conservation District (By-law 1994-0520).

Surrounding Land Uses

North: On the west side of Avenue Road, there are several 2 to 3-storey mixed-use buildings. On the east side of Avenue Road, there are mixed-use buildings ranging from 2 to 10 storeys.

South: of Tranby Avenue, there are 2 to 3 storey mixed-use buildings along Avenue Road as far south as Elgin Avenue as well as Boswell Parkette at the eastern terminus of Boswell Avenue. On the east side of Avenue Road there are existing and planned mixed-use buildings ranging from 2 to 20 storeys.

East: of the Avenue Road corridor is a low-rise residential neighbourhood which is designated under Part V of the Ontario Heritage Act as the Yorkville-Hazelton Heritage Conservation District.

West: of the site is a low-rise residential neighbourhood which is also part of the East Annex Heritage Conservation District.

THE APPLICATION

Description: A 9-storey (33-metre, excluding the mechanical penthouse level) mixed-use building with 350 square metres of grade-related retail fronting onto Avenue Road. The proposed building steps down to four-storeys (15.3 metres) on the western side of the site adjacent to *Neighbourhoods* and proposes a two-storey townhouse element fronting onto Tranby Avenue.

The proposal would alter the heritage building at 110-112 Avenue Road, retaining the three-dimensional form of the building and maintaining its historic prominence at the corner of the intersection of Avenue Road and Tranby Avenue.

Density: 3.53 times the area of the lot.

Dwelling Units and Amenity Space: 45 residential dwelling units are proposed. A total of 180 square metres of amenity space (4 square metres per unit) is proposed, consisting of 90 square metres of indoor amenity space (2 square metres per unit) and 90 square metres of outdoor amenity space (2 square metres per unit).

Access, Parking, and Loading: Access to the site is provided from Tranby Avenue via a 6.2-metre wide publicly-accessible driveway and a 1.5 metre publicly accessible pedestrian walkway. The publicly-accessible driveway would connect to the 3.35 metre wide public lane to the north of the site and establish a northbound vehicular route between Tranby Avenue and Bernard Avenue.

A Type G loading space is proposed at grade, east of the publicly-accessible driveway, and a car elevator accessed off the driveway provides access to the underground parking garage containing 44 vehicular parking spaces and 41 long-term bicycle parking spaces. A short-term vehicular pick-up and drop-off area is proposed west of the driveway.

Additional Information

See Attachment 1 to this report for the location map, Attachment 2 for the application data sheet, Attachment 6 for the site plan, Attachments 7-8 for three-dimensional representations of the current proposal in context, and Attachments 9-12 for elevations.

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

- Reduced density from 3.67 to 3.53 times the area of the lot;
- Increased in height from 34.6 to 38 metres (including the mechanical penthouse level);
- Increased minimum setback on Avenue Road from 0.3 to 2.99 metres;
- Increased setback to the western property line from 0 to 7.5 metres (shallow portion) and 17 to 19.5 metres (deep portion);
- Lowered street wall height on Avenue Road from 20 to 12 metres;
- Increased step backs above the heritage building from 7.5 to 14.5 metres;
- Simplified stepping at the western side of the building from five step backs ranging between 1 to 3 metres to three step backs ranging between 1.3 to 2.6 metres;
- Removal of projecting balconies above the heritage resource up to the 8th floor;
- Increased the width and aligned the driveway with the public laneway to the north;
- Additional 1.5 and 2.1-metre step backs above the sixth and eighth floors on the Tranby Avenue frontage;
- Reduced amenity space from 4.5 to 4.0 square metres per unit; and
- Reduced vehicle parking count from 64 to 52 spaces.

Reasons for Application

The proposal requires an amendment to the Zoning By-law to vary performance standards, including: maximum building height; maximum building setbacks; maximum gross floor area; permitted encroachments and projections; angular plane penetration; minimum soft landscaping requirements; and vehicular parking space and loading space requirements.

Site Plan Control

The proposal is subject to Site Plan Control. As of the date of this report, a Site Plan Control application has not yet been submitted.

Provincial Land Use Policies

The application has been reviewed to determine its consistency with the Provincial Policy Statement, conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and conformity to the City's Official Plan. The Provincial Policy Statement (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. 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 Greater Golden Horseshoe region.

Agency Circulation

The application together with the reports/studies submitted in support of the application have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

COMMUNITY CONSULTATION

A virtual community consultation meeting was held on December 1, 2021. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a question and answer format meeting. Comments and questions provided by the meeting attendees included:

- The overall height of the building and its relationship to the low-rise neighbourhood to the west of the site;
- Shadow and sky view impacts on the adjacent low-rise neighbourhood to the west of the site;
- Appropriate conservation of heritage buildings within the East Annex Heritage Conservation District and response to the heritage context on Tranby Avenue and Avenue Road;
- Impact of additional traffic on Tranby Avenue and Bernard Avenue, particularly during the winter;
- Desire for access to the site to come from Avenue Road;
- Concern over the 2017 data used in the traffic study;
- Inadequate servicing, loading, and pick-up/drop-off areas;
- The proposed maximum number of vehicular parking spaces being too high;
- Concern over a car elevator system and the backup of vehicles on Tranby Avenue;
- The potential loss of public vehicular parking on Tranby Avenue;
- The replacement of a parking stacking system with a car elevator system;

- Adequate servicing infrastructure to support the development;
- Negative wind impacts on Avenue Road;
- Need for increased bicycle parking; and
- Desire for more density and affordable housing in proximity to transit.

City staff also met on site with representatives from Tranby Avenue and Bernard Avenue on December 8, 2021, to discuss traffic, circulation, parking, and loading issues with the applicant team. Circulation issues on Tranby Avenue and Bernard Avenue were discussed, including the obstruction of the road by delivery trucks and anticipated impacts from cars backing up on Tranby Avenue while waiting to park on the proposed site. The potential extension of the public laneway to the north of the site was also discussed.

An additional meeting was organized through the Councillor's Office on April 19, 2022, where the applicant presented a revised proposal responding to comments from Staff and the community. Additional comments provided by attendees at that meeting related to the need for further discussion about building materials on Tranby Avenue, concern over lighting impacts, a study of potential conflicts between the proposed driveway and the parking garage entrance at 3-11 Tranby Avenue, a need for updated traffic data, the potential for widening Tranby Avenue beyond 0.5 metres, and the desire for marked parking spaces on Tranby Avenue.

The issues raised through community consultation have been considered through the review of the application. Comments with respect to the proposed height, massing, setbacks, heritage, wind, traffic, circulation, access, parking, and loading are addressed in the Comments section below.

The detailed building design, including proposed materials, the possible widening of Tranby Avenue to accommodate two-way traffic up to the publicly accessible driveway, and the construction management plan will be addressed during the Site Plan Control review process.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have had an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans
The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Site Organization and Land Use

The site organization is acceptable. The 9-storey component of the building is appropriately massed along the Avenue Road corridor, including commercial uses at grade and residential uses above. Along Tranby Avenue, only residential uses are proposed and the design incorporates a two-storey townhouse in the altered heritage building that aligns with residential properties fronting onto Tranby Avenue.

At the western side of the property, the publicly-accessible driveway and walkway, loading area, and pick up and drop off area separate the proposed development from adjacent properties designated *Neighbourhoods*. A centralized lobby is proposed with an entrance off of both Avenue Road and the publicly-accessible driveway. The design of the publicly-accessible driveway and walkway anticipate a future development to the north, which would widen the public laneway to provide for two-way traffic and a pedestrian midblock connection stretching from Bernard Avenue to Tranby Avenue.

Built Form

The proposal conforms to applicable built form Official Plan and Downtown Plan policies with respect to built form, massing, and transition to adjacent *Neighbourhoods*. The proposed 9-storey (38 metre including a mechanical penthouse level) building fits within the height context of the Avenue Road corridor south of Davenport Road and north of Eglin Avenue. Heights along this corridor include 2-10 storey buildings. The mechanical penthouse level includes indoor and outdoor amenity space.

The base elements of the building were designed to incorporate an appropriately scaled street wall that responds to the different characters of Avenue Road and Tranby Avenue. On Avenue Road, a 3-storey (12 metres) base element is proposed with a step back above the street wall of 3 metres. The face of the base element aligns with the setback of the existing heritage building at 110-112 Avenue Road, resulting in a minimum curb to building face distance of approximately 5 metres.

On Tranby Avenue, the proposal provides appropriate transition to adjacent *Neighbourhoods* west of the site by lowering the base element of the building to a two-storey (12 metre) townhouse. A 3.7-metre step back above the street wall and the alignment of the townhouse with the setback of the residential properties to the west emphasizes the residential and heritage character of Tranby Avenue.

A 7.5-metre minimum setback from the western property line, incorporating the publicly-accessible driveway, provides separation between adjacent *Neighbourhoods* and the proposed building. The base element along the driveway is primarily 4 storeys (15.3 metres), but includes an 8-storey element where the lot depth increases from 36.5 to 48.8 metres.

The built form along Tranby Avenue has been designed to provide flexibility as to vehicular access to the site. While the existing street network only provides for eastbound access to the site along Tranby Avenue, the design anticipates that two-way traffic may be permitted on a portion of Tranby Avenue in the future, allowing access to

the site travelling westbound from Avenue Road. A discussion on site access will continue in conjunction with adjacent property owners and the Ward Councillor throughout the Site Plan process.

Heritage

The proposed development site includes the properties at 110-116 Avenue Road located within the East Annex Heritage Conservation District.

The semi-detached house at 110-112 Avenue Road will be integrated into the proposed new development. The east elevation facing Avenue Road, the south elevation facing Tranby Avenue, and part of the north elevation of the main house will be retained in-situ during the construction phase of the project. Two rear additions will be removed and a new rear addition constructed, setback and lower than the heritage structure. A later storefront addition will be removed to allow for the repair and conservation of the entries of the east elevation and planters. A section of the north wall will be removed and reconstructed along with the mansard roof.

The new construction will connect via a lobby, the entrance to which is set back approximately 7.5 metres from Avenue Road on the north side of the heritage structure, so that the house will remain visually prominent at northeast corner of Avenue Road and Tranby Avenue. A commemoration strategy utilizing salvaged materials from the demolition of 114 Avenue Road will be incorporated within the new lobby.

Shadow Impact

The submitted Shadow Study shows the proposal casting new shadows on the *Neighbourhoods* west of the site before 11:18 am on March 21st and September 21st. The proposal also casts new shadows on Avenue Road sidewalks in the afternoon. The proposal does not cast shadows on any existing parks.

City Planning staff finds the shadows generated by the proposal adequately limits shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes, and are acceptable.

Wind Impact

A Pedestrian Level Wind Study reflecting the proposal was submitted in support of the application. The study indicates that the surrounding public realm will experience wind conditions that are acceptable for the intended use (suitable for sitting throughout the year). A comparison of the existing versus future wind comfort surrounding the study site indicates that the proposed development will have a generally neutral or positive influence on grade-level wind conditions. The outdoor amenity spaces will be suitable for sitting or standing activities throughout the spring, summer, and fall without the need for mitigation. The northern most amenity terrace on the mechanical penthouse level is suitable for standing or walking activities in the winter.

City Planning staff have reviewed the Pedestrian Level Wind Study and are satisfied with the assessment, conclusions, and recommendations contained within the study.

Unit Mix

A total of 45 residential units are proposed, consisting of 25 one-bedroom units (56%), 6 two-bedroom units (13%), and 14 three-bedroom units (31%), comprising 4,750 square metres of residential gross floor area.

The unit mix generally meets the policy direction of the Official Plan to provide a full range of housing and meets the unit mix objectives of the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines ("Growing Up Guidelines"), providing 44% two or three-bedroom units in the proposed building. City Planning staff will continue to encourage the applicant to provide appropriate larger unit sizes through the Site Plan Control review process.

Rental Housing

There are fewer than 6 residential units on site, therefore a Rental Housing Demolition Application per Chapter 667 of the Toronto Municipal Code is not required and Section 111 of the City of Toronto Act does not apply to this proposal.

Since the proposed development would require the demolition of an existing building comprised of three rental dwelling units at 110 Avenue Road, Policy 3.2.1.12 of the Official Plan applies to this proposal. Policy 3.2.1.12 of the Official Plan states that new development that would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of one or more rental units or dwelling rooms, will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.

The applicant has agreed to develop and implement an acceptable tenant relocation and assistance plan to mitigate hardship for eligible tenants including rent gap payments, moving allowances, extended notice, special needs assistance and the provision of a leasing agent at no cost to tenants.

Amenity Space

Amenity space for building residents is proposed on the 3rd floor and mechanical penthouse level at a rate that meets the minimum requirement of 4 square metres of amenity space per dwelling unit (of which at least 2 square metres shall be indoor) contained in Zoning By-law 569-2013. A total of 90 square metres of indoor amenity space (2 square metres per unit) and 90 square metres of outdoor amenity space (2 square metres per unit) is proposed.

Detailed design of the amenity space, including provisions for households with children (Growing Up Guidelines) and pets (Pet Friendly Design Guidelines) will be reviewed and secured through the Site Plan Control review process.

Public Realm

The proposed development advances the public realm policy objectives of the Official Plan and the Downtown Plan, by improving the public realm through the integration of

the heritage structure into the new development, as well as the inclusion of wide landscaped sidewalks, new street trees, and a new publicly-accessible driveway and pedestrian walkway from Tranby Avenue connecting to Bernard Avenue through the public lane to the north of the site.

The building is set back 3 metres from the Avenue Road property line, resulting in a 5-metre setback from building face to curb. The proposed setback is in line with the face of the existing heritage building on the site and will provide a continuous streetwall along this segment of Avenue Road. On Tranby Avenue, the building is set back 0 to 1 metre, with a 6-metre setback from building face to curb.

A Landscape Concept Plan submitted in support of the application shows one existing street tree to remain, three new street trees, and planter beds within the public realm adjacent to the subject site. Further detailed design of the public realm will be addressed during the Site Plan Control review process.

First floor heights for these street-facing uses will meet the recommendations in the Retail Design Manual for boutique-type retail spaces.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of 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. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

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

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

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'.

The applicant submitted an Arborist Report in support of the application indicating that there are 2 trees on private property to be impacted by the proposal, requiring a permit to remove. The applicant has proposed 3 new street trees within the Tranby right-of-way. There is also 1 existing tree on public land that is proposed to remain.

The tree protection measures will be secured through the tree permit process to the satisfaction of Urban Forestry, Tree Protection and Plan Review, Parks Forestry and Recreation.

Traffic Impact, Access, Parking and Loading

The proposal conforms to Official Plan and Downtown Plan policy direction with respect to traffic impact by establishing an access route between Bernard Avenue and Tranby Avenue, which provides shared vehicular access, parking, and loading to the mixed-use buildings on Avenue Road. This off-street access through the block mitigates impacts on the public realm, completes the laneway network, as well as improves pedestrian and cyclist safety.

The access route is comprised of the 6.2-metre publicly-accessible driveway on the site and the existing 3.35-metre wide public laneway to the north. Should the lands to the north be subject to a future development application, the lane could be widened to allow for two-way traffic along the entire length of the lane.

A car elevator will provide access to a two-level underground parking garage containing a total of 52 parking spaces for residents. There are 4 parking spaces proposed for visitors and no parking spaces proposed for the retail use. Access to a Type G loading space will also be from the publicly-accessible driveway.

A total of 46 bicycle parking spaces are proposed, including 41 bicycle parking spaces for residents on the P1 level and 5 bicycle parking spaces for visitors on the ground floor. The proposed bicycle parking spaces and loading space meet the Zoning By-law requirements.

While Transportation Services Staff have reviewed the Traffic Operations Assessment and accept its conclusions, the proposed development has also been designed to accommodate a change to the street network that would allow for two-way traffic on Tranby Avenue from Avenue Road to the western property line of the site. Currently, Tranby Avenue is a one-way eastbound street with metered and permit parking on the south side of the street. Staff will review the two-way traffic option in conjunction with adjacent property owners and the Ward Councillor through the Site Plan Control review process.

Additional comments related to site access arrangements, site circulation and layout, design of the proposed site entrance driveway, layout of the proposed parking supply including ingress/egress provided thereto, and requirements for electric vehicle infrastructure will also be provided through the Site Plan Control review process.

Servicing and Stormwater Management

Engineering and Construction Services staff have reviewed the submitted materials and have identified several outstanding items for review. These matters will be addressed prior to submitting bills to City Council for approval.

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 2040 or sooner.

Conclusion

The proposed development advances a number of city-building initiatives, including the integration of a heritage structure in three-dimensional form, widened sidewalks, new street trees, and a publicly-accessible driveway and walkway from Tranby Avenue connecting to Bernard Avenue through the public lane to the north of the site.

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020). Furthermore, the proposal conforms to the Official Plan and Downtown Plan, particularly as it relates to the provision of an appropriate mix of residential and non-residential uses, a built form which provides an appropriate relationship to the surrounding public realm, and a suitable transition to adjacent Neighbourhoods. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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Director Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: Application Data Sheet

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7: 3D Model of Proposal in Context - Northwest

Attachment 8: 3D Model of Proposal in Context - Southeast

Attachment 9: East Elevation

Attachment 10: South Elevation

Attachment 11: West Elevation

Attachment 12: North Elevation

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 110-116 Avenue Rd **Date Received:** September 2, 2021

Application Number: 21 207592 STE 11 OZ

Application Type: Rezoning

Project Description: A 9-storey mixed-use building

Applicant	Agent	Architect	Owner
Walker Nott Dragicevic Associates Limited		Richard Wengle Architect Inc.	Living Yorkville Development Limited Partnership

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 1.5 (c1.0; r1.0) SS2 (x1923)	Heritage Designation:	Y
Height Limit (m):	12	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 1,398 Frontage (m): 35 Depth (m): 49

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			622.3	622.3
Residential GFA (sq m):			4,750	4,750
Non-Residential GFA (sq m):			350	350
Total GFA (sq m):			5,100	5,100
Height - Storeys:	3		9	9
Height - Metres:			38	38

Lot Coverage Ratio (%): 77 Floor Space Index: 3.53

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	4,600	32
Retail GFA:	350	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	3			
Freehold:				
Condominium:			45	45
Other:				
Total Units:	3		45	45

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			25	6	14
Total Units:			25	6	14

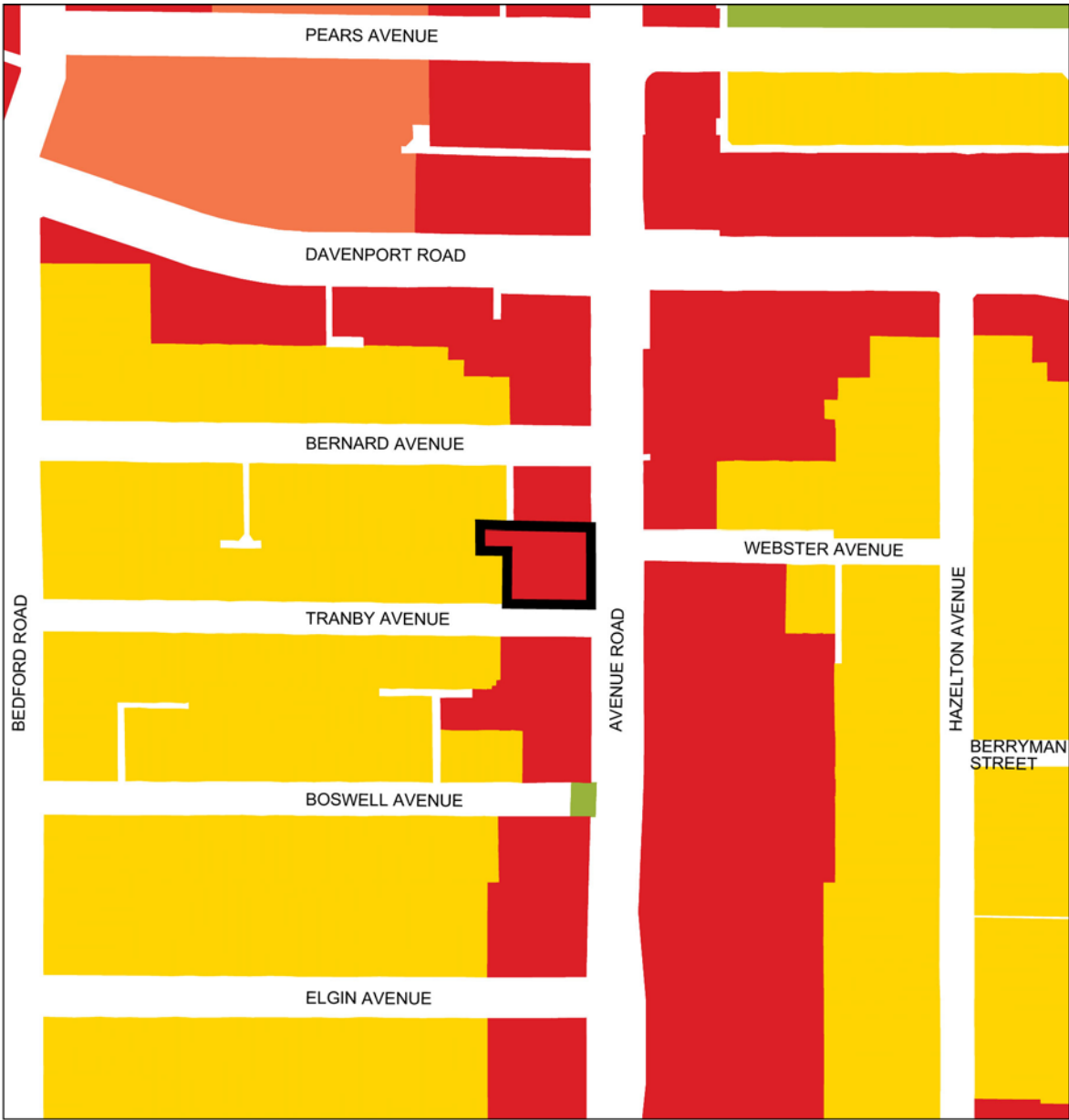
Parking and Loading

Parking Spaces:	52	Bicycle Parking Spaces:	46	Loading Docks:	1 (Type G)
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CONTACT:

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Attachment 3: Official Plan Land Use Map



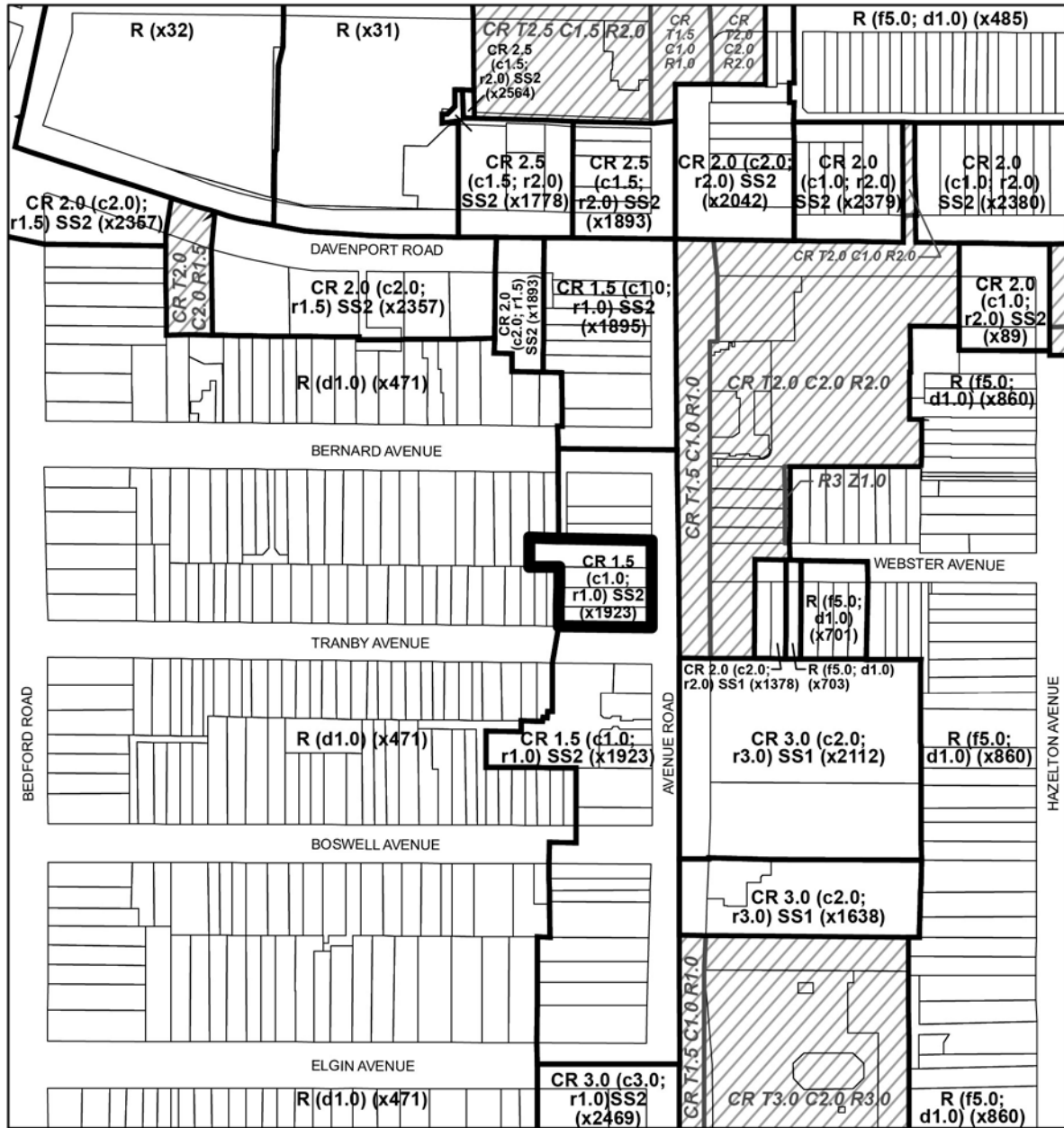
Official Plan Land Use Map #17

110-116 Avenue Road
File # 21 207592 STE 11 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks


 Not to Scale
 Extracted: 09/08/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

110-116 Avenue Road

File # 21 207592 STE 11 0Z

Location of Application

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

R Residential
CR Commercial Residential

R3 Residential District
CR Mixed-Use District

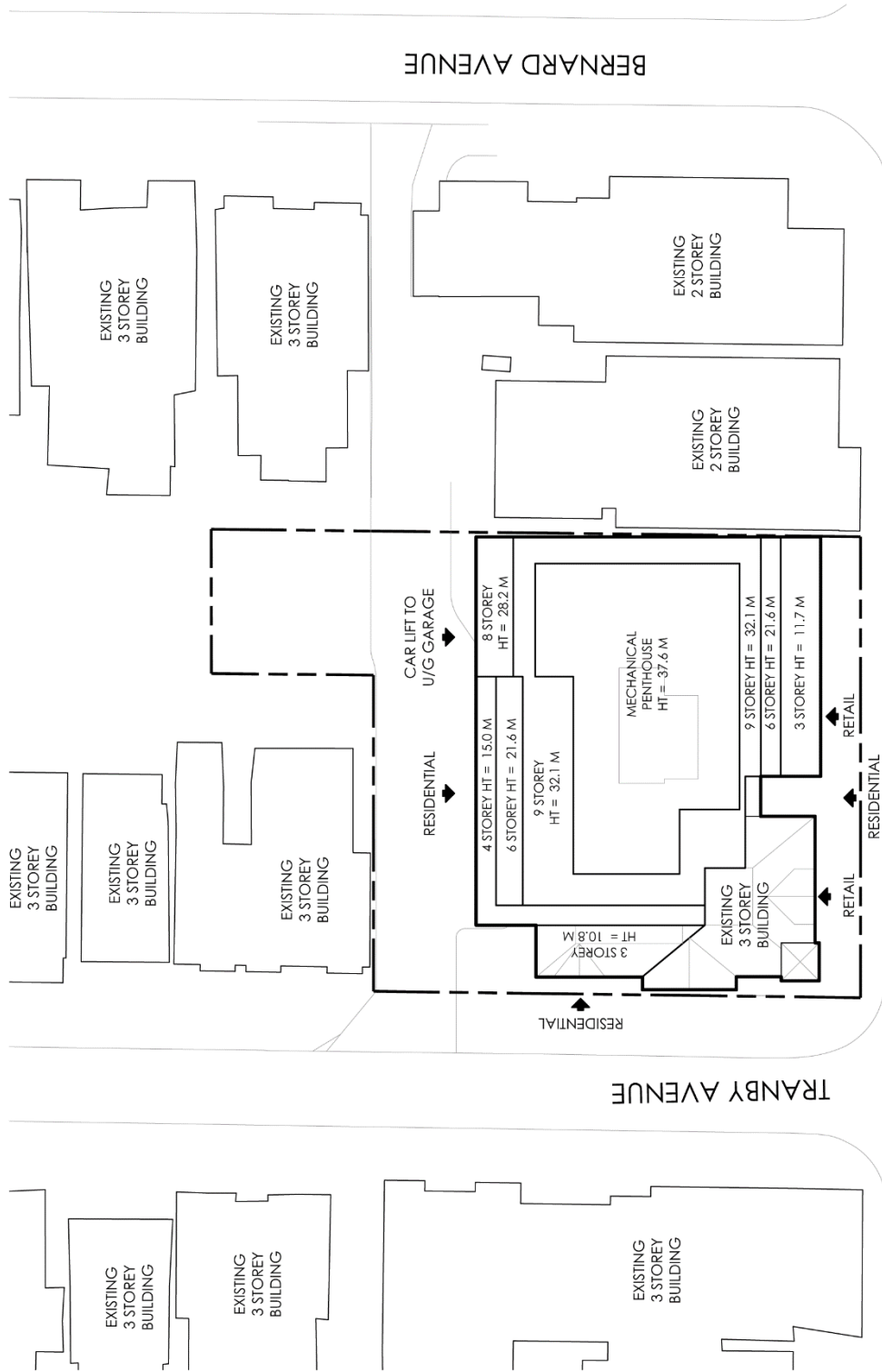


Not to Scale
Extracted: 10/13/2021

Attachment 5: Draft Zoning By-law Amendment

The draft By-law will be made available on or before the June 29, 2022 Toronto and East York Community Council Meeting.

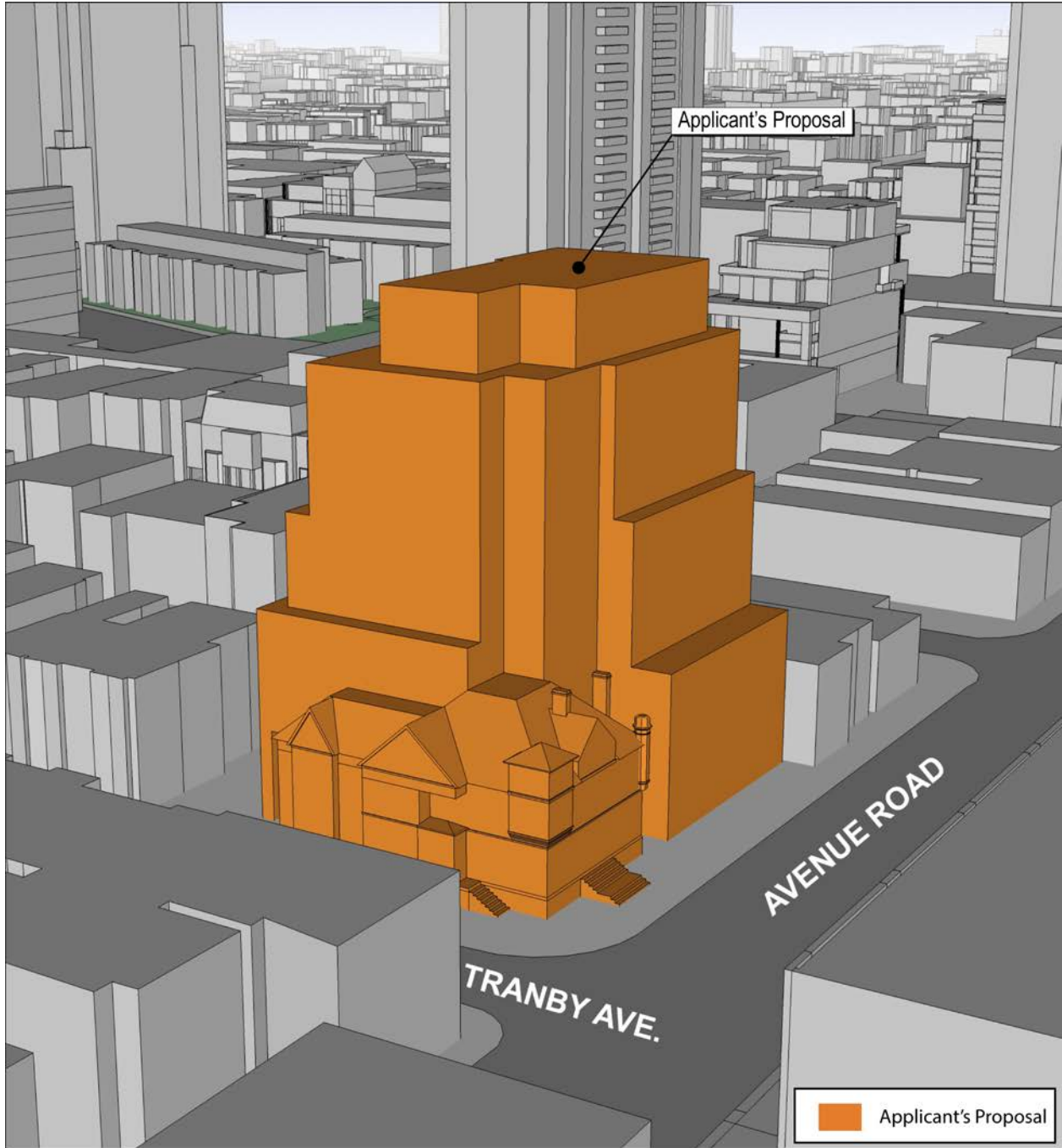
Attachment 6: Site Plan



Site Plan



Attachment 7: 3D Model of Proposal in Context – Northwest

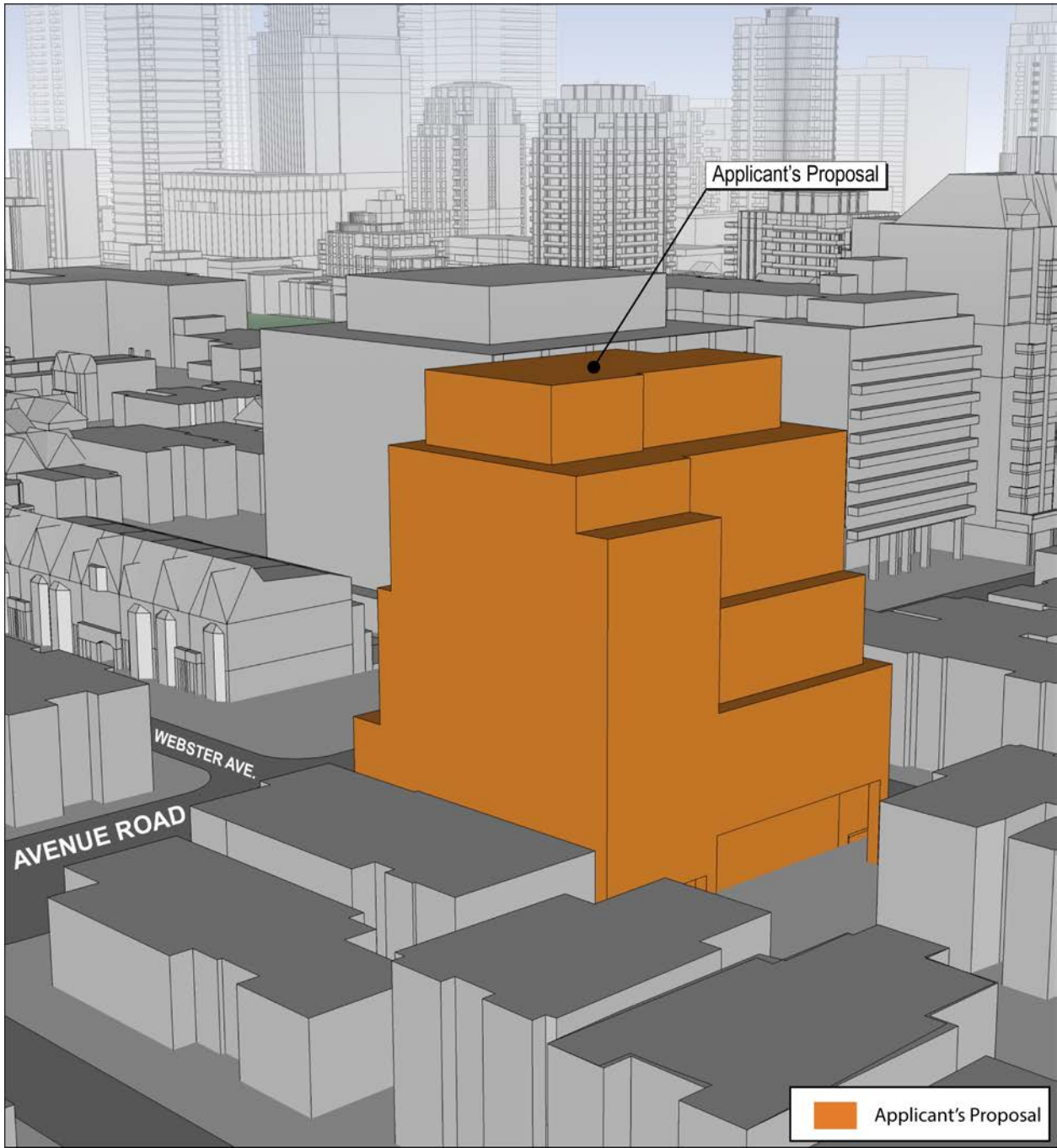


View of Applicant's Proposal Looking Northwest



06/2/2022

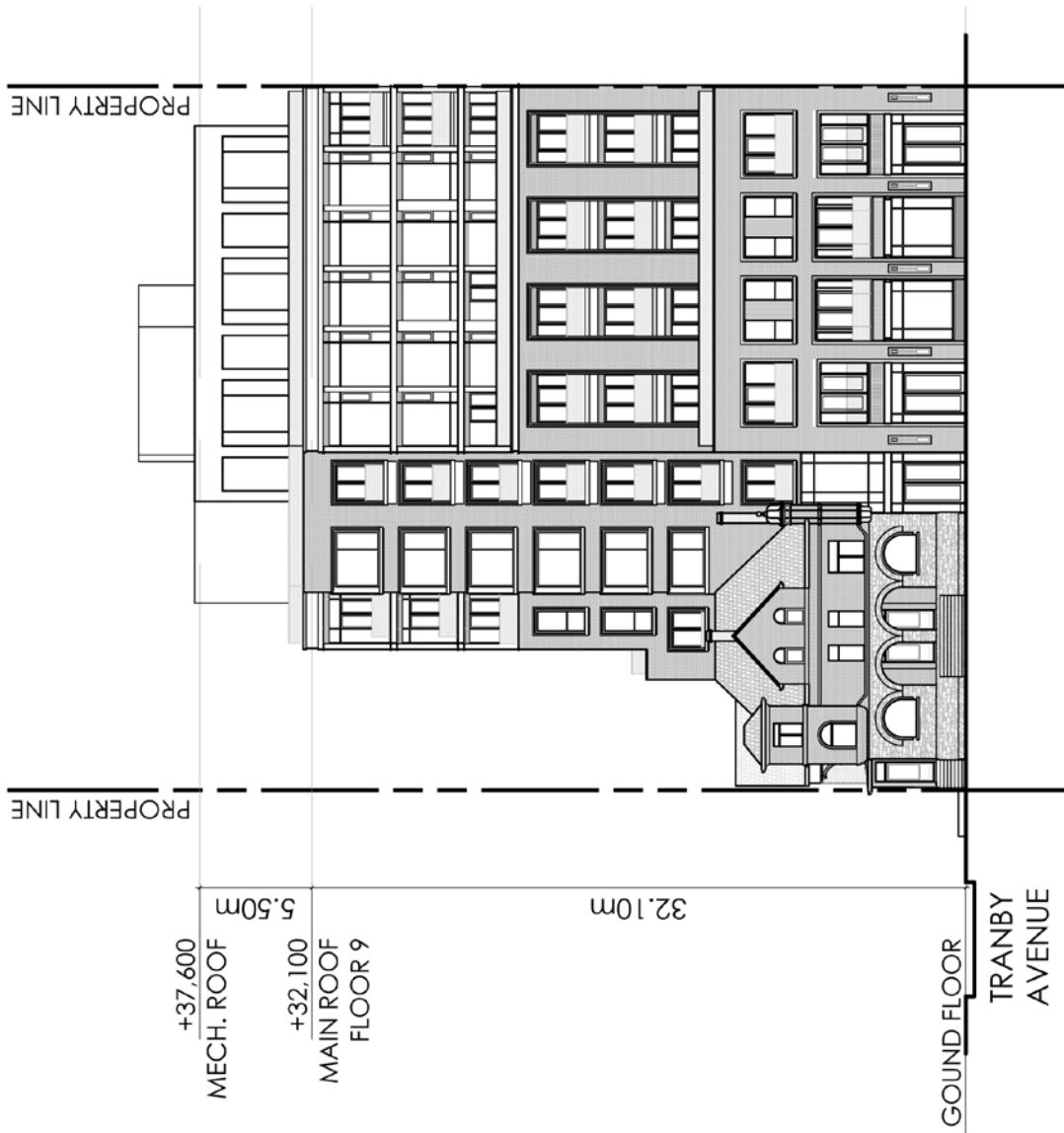
Attachment 8: 3D Model of Proposal in Context - Southeast



View of Applicant's Proposal Looking Southeast

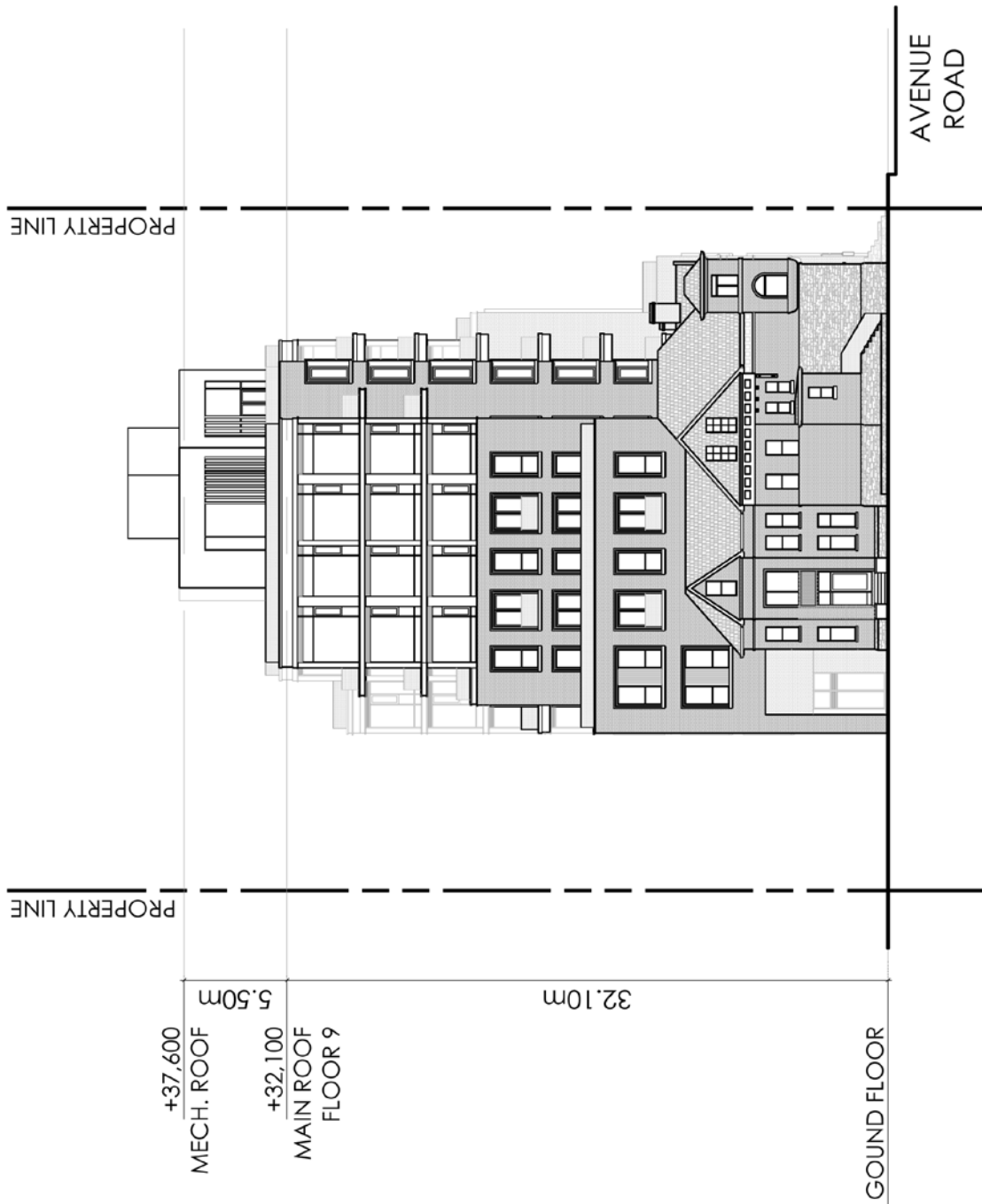
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Attachment 9: East Elevation



East Elevation

Attachment 10: South Elevation



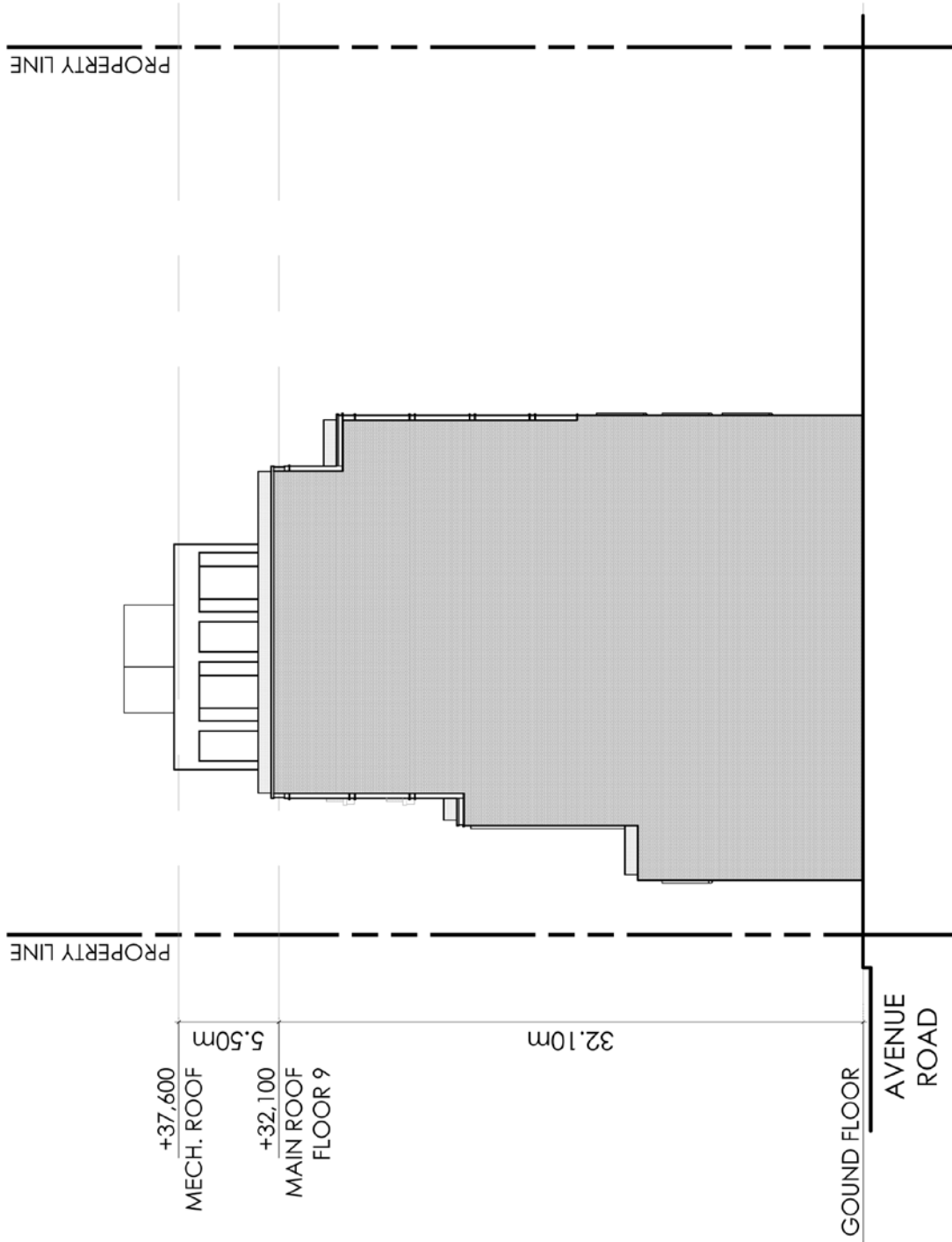
South Elevation

Attachment 11: West Elevation



West Elevation

Attachment 12: North Elevation



North Elevation