

## **91-101 Raglan Avenue – Zoning Amendment and Rental Housing Applications – Final Report**

**Date:** June 23, 2022  
**To:** Toronto and East York Community Council  
**From:** Director, Community Planning, Toronto and East York District  
**Ward:** 12 - Toronto-St. Paul's

**Planning Application Number:** 21 199866 STE 12 OZ and 21 199875 STE 12 RH

### **SUMMARY**

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This report reviews and recommends approval of the applications to demolish a group of 6 houses which contained 3 owner-occupied units and 3 rental units, and to amend the Zoning By-law to permit a 26-storey mixed-use building at 91-101 Raglan Avenue. The building is proposed to contain 225 dwelling units, a 17.7 square metre retail unit fronting onto Raglan Avenue, a 44.1 square metre Privately Owned Publicly-Accessible Space (POPS), and a publicly-accessible driveway connecting the rear public laneway to Raglan Avenue. Three levels of underground parking are proposed with 46 vehicle parking spaces for residents and a total of 272 bicycle parking spaces.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 and former City of York Zoning By-law 1-83 for the lands at 91-101 Raglan Avenue substantially in accordance with the draft Zoning By-law Amendments attached as Attachment 5 and 6 to the report (June 13, 2022) from the Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to submit the necessary bill to implement the foregoing recommendations provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. 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.

5. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act (the "Section 37 Agreement") as follows:

A. the community benefits to be secured in the Section 37 Agreement are as follows:

a) Prior to the issuance of the first above grade building permit for 91-101 Raglan Avenue, the owner shall convey the lands known municipally as 85 and 87 Raglan Avenue to the City for municipal purposes, in an acceptable environmental condition and free and clear of all encumbrances except for an easement encumbrance shared between 87 Raglan Avenue and 89 Raglan Avenue, with the following requirements:

i. the owner shall submit a Rental Housing Demolition Application for the lands at 85 and 87 Raglan Avenue, in accordance with Chapter 363-6.3. D of the Toronto Municipal Code and pursuant to Section 111 of the City of Toronto Act, 2006; and

ii. the owner shall provide a title opinion for the lands known municipally as 85 and 87 Raglan Avenue, to the satisfaction of the City Solicitor.

b) Prior to the issuance of the first above grade building permit for the lands, the owner shall pay to the City a cash contribution of \$400,000.00 to be allocated as follows:

i. \$250,000.00 in the form of a Letter of Credit, to be submitted, in the City's standard form, for public art, located off-site, to the satisfaction of the Chief Planner and Executive Director, City Planning; the owner shall submit a Public Art Plan that is in accordance with the City's Percent for Public Art Program to the satisfaction of the Chief Planner and Executive Director, City Planning, and the Ward Councillor, and that the proposed Public Art Plan is presented to representatives from the community for their review and comment, in a process led by the Ward Councillor; and the terms of the Percent for Public Art Program shall be set out in the Section 37 Agreement;

ii. A \$150,000.00 payment in the form of a certified cheque for future road improvements contemplated for the Raglan Avenue corridor and adjacent local area, including (but not limited to) pavement marking and signage modifications, curb extension installations, the signalization of the Vaughan Road/Maplewood Avenue intersection, and other potential related infrastructure, to the satisfaction of the Chief Planner and Executive Director, City Planning;

c) The payment amounts identified in Recommendation 5A(b) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18

10-0135-01, or its successor, calculated from the date of the execution of the Section 37 Agreement to the date of payment; and

d) In the event the cash contributions referred to in Recommendation 5A(b) above have not been used for the determined purpose within three years of the amending Zoning By-law 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 the purpose is identified in Official Plan Policy 5.1.1 and will benefit the community in the vicinity of the lands.

e) The owner shall prepare all documents and convey to the City, at nominal cost, a 0.98-metre wide strip of land to the full extent of the site abutting the west limit of the north-south public lane, to a minimum depth of 1.2 metres from finished grade, together with right of support, such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public lane widening purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;

f) the owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, a mid-block connection 4.0 metres wide and 5.5 metres in vertical height, with a minimum area of 156 square metres, comprised of a driveway, connecting Raglan Avenue and the north-south public lane to the west of the lands, as a surface easement for pedestrians and vehicles. The easement is to be conveyed to the City prior to the site plan approval, pursuant to Section 114 of the City of Toronto Act, 2006, and secured in a Site Plan Agreement with the City, and with the configuration and design to be determined to the satisfaction of the Chief Planner and Executive Director, City Planning, the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor.

g) prior to the issuance of site plan approval the owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, a minimum area of 44.0 square metres at the front of the proposed building on Raglan Avenue, as a Privately-Owned Publicly-Accessible Space (POPS) and shall provide to the City for nominal consideration POPS easements subject to public access easements for use of the POPS by members of the general public. The owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the POPS at all times of the day and night, 365 days of the year; and the specific location, configuration and design of the POPS shall be determined in the context of a site plan approval application pursuant to Section 114 of the City of Toronto Act, 2006, and secured in a Site Plan Agreement with the City.

h) The following matters to be secured in the Section 37 Agreement as a legal convenience to support the development are as follows:

i. the provision of a commercial retail unit that is a minimum of 17.7 square metres and located on the ground floor of the proposed building at 91-101 Raglan Avenue, adjacent to the residential lobby, fronting onto Raglan Avenue;

ii. the owner shall provide ten percent (10%) of all new residential units in the proposed development on the Lands as three-bedroom units;

iii. prior to site plan approval, the owner shall submit a Pedestrian Level Wind Study, satisfactory to the Chief Planner and Executive Director, City Planning, including wind tunnel analysis, which identifies recommendations for the outdoor amenity areas, and pedestrian realm, including the proposed park to mitigate wind impacts year-round, and the owner shall implement and maintain in support of the development all recommended mitigation measures to the satisfaction of the Chief Planner and Executive Director, City Planning;

iv. prior to site plan approval, the owner shall provide a Construction Management Plan and Neighbourhood Communication Strategy, prior to Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the General Manager of Transportation Services and the Ward Councillor;

v. prior to site plan approval, the owner has registered on title a Limiting Distance Agreement with the City, to the satisfaction to the City Solicitor, over a portion of 105 Raglan Avenue, that ensures that the tower portion of the proposed residential building at 91-101 Raglan Avenue can achieve appropriate tower setback and separation distance to the north, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

vi. the owner shall submit documentation and/or cash contributions toward Transportation Demand Management measures, as listed below, and such cash contributions shall be paid by the owner prior to the issuance of the site plan approval for the development, in the form of certified cheques, to the satisfaction of the General Manger, Transportation Services, and such cash contribution shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Publication No. 18-10-0135-01, or its successor, calculated from the date of the Section 37 Agreement to the date of payment:

A. The provision of a minimum of two (s) car-share parking space;

B. Written confirmation from a car-share operator for the proposed two (2) publicly-accessible car-share spaces provided on-site;

C. One (1) bike-share membership per unit, offered in the first year of occupancy; and

D. A minimum of one (1) bike repair stations provided on site.

vii. The owner shall shift the lateral Toronto Water connection from north of the proposed driveway to be located directly under the proposed driveway at the south of the site in order to avoid conflict with proposed public trees, to the satisfaction of the Supervisor, Tree Protection and Plan Review - TEY District, as part of the Site Plan approval process.

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

6. City Council approve the Rental Housing Demolition Application File 21 199875 STE 12 RH in accordance with Chapter 667 of the Toronto Municipal Code and pursuant to Section 111 of the City of Toronto Act, 2006 which allows for the demolition of three (3) existing rental dwelling units located at 91-101 Raglan Avenue.

7. City Council authorize the Chief Planner and Executive Director, City Planning to issue the Preliminary Approval for the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 for the demolition of the three (3) existing rental dwelling units located at 91-101 Raglan Avenue after all of the following have occurred:

a) the Zoning By-law Amendment has come into full force and effect;

b) the issuance of the Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning, or designate, pursuant to Section 114 of the City of Toronto Act, 2006, or as otherwise authorized by the Chief Planner and Executive Director, City Planning; and

c) the issuance of excavation and shoring permits (conditional or full permit) for the approved development on the lands.

8. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning has given Preliminary Approval referred to in Recommendation 7 above.

9. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Residential Demolition Permit under Section 33 of the Planning Act and Chapter 363 of the Toronto Municipal Code for 91-101 Raglan Avenue after the Chief Planner and Executive Director, City Planning has given Preliminary Approval referred to in Recommendation 7 above, which may be included in the Rental Housing

Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:

- a) the owner removes all debris and rubble from the site immediately after demolition;
- b) the owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building;
- c) the owner erects the proposed mixed use building on the site no later than four (4) years from the from the date that the demolition of such building commences, subject to the timeframe being extended to the discretion of the Chief Planner and Executive Director, City Planning; and
- d) should the owner fail to complete the proposed mixed use building within the time specified in Recommendation 9, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.

## **FINANCIAL IMPACT**

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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**

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A Preliminary Report on the application was adopted by Toronto and East York Community Council on October 14, 2021 authorizing staff to hold a Community Consultation Meeting with an expanded notification area. The Toronto and East York Community Council Decision is available here: [Agenda Item History - 2021.TE28.27 \(toronto.ca\)](#)

## **SITE AND SURROUNDING AREA**

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**Description:** The site is located on the east side of Raglan Avenue just south of Maplewood Avenue. The 1,432 square metre site is a rectangular shaped parcel with a frontage of 36.5 metres along Raglan Avenue and an approximate depth of 39 metres. East of the site is a public lane which operates in a north/south direction from the rear of 500 St. Clair West and terminates north of the subject site with a dead-end. Raglan Avenue is a one-way street, with vehicular traffic permitted in a northbound direction. The subject site is comprised of 3 semi-detached low-rise buildings.

**Official Plan Designation:** Apartment Neighbourhoods and is located within Site and Area Specific Policy 38. See Attachment 3 to this report for the Existing Official Plan Land Use Map.

**Zoning:** RA (x777) in the City of Toronto Zoning By-law 569-2013 and RM2 in the former City of York Zoning By-law 1-83 with a height limit of 8-storeys or 24 metres and a density limit of 2.5 times the area of the lot. See Attachment 4 to this report for the Existing Zoning By-law Map.

### **Surrounding Land Uses:**

**North:** a 6-storey residential apartment building at 105 Raglan Avenue, a 24-storey residential apartment building at 111 Raglan Avenue built in the 1960s, a 9-storey residential apartment building at 120 Raglan Avenue and a 3-storey apartment building north of 120 Raglan Avenue. Further north is a low-rise residential neighbourhood.

**South:** at 89 Raglan Avenue is a 2-storey semi-detached building. Further south are two low-rise detached buildings at 87 and 85 Raglan Avenue. A recently approved 28-storey residential development site is located at 65-83 Raglan Avenue (Application No. 19 137322 STE 12 OZ). To the south at 39 Raglan Avenue is a 9-storey residential apartment building, a 4-storey walk-up apartment building and proposed 28-storey development site at 5-15 Raglan Avenue (Application No. 21 232980 STE 12 OZ). A 19-storey building is at the east corner of Raglan Avenue and St. Clair Avenue West.

**East:** is a public lane that runs north/south from the rear of the existing building at 500 St. Clair West and dead-ends at the property immediately to the north of the subject site. On the opposite side of the lane are primarily 4-storey walk-up apartment buildings along the west side of Bathurst Street. East of Bathurst Street, on Tichester Road is the secondary entrance for the St. Clair West subway station.

**West:** on the west side of Raglan Avenue is a 13-storey residential apartment building at 100 Raglan Avenue, two 4-storey walk-up apartment buildings and a proposed 29-storey residential building at 40 Raglan Avenue (Application No. 21 212462 STE 12 OZ). Further south is an Ontario Land Tribunal approved proposal for a 28-storey residential building at 10-32 Raglan Avenue (Application No. 20 155716 STE 12). Further west is a north-south public laneway; a mix of 2-storey detached and semi-detached dwellings on the east side of Vaughan Road and a 15-storey proposed residential building at 129-141 Vaughan Road (Application No. 19 243559 STE 12 SA); apartment buildings ranging from 2-8 storeys on the west side of Vaughan Road; another north-south laneway; and a low-rise residential neighbourhood.

## **THE APPLICATION**

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**Description:** A 26-storey (89.9 metres, exclusive of the mechanical penthouse) mixed use building. The application involves the demolition of a group of 6 houses which contained 3 rental units. All units were vacant at the time of the application.

**Density:** 13.15 times the area of the lot.

**Dwelling Units and Amenity Space:** 225 residential dwelling units is proposed. A total of 858 square metres of amenity space is proposed, consisting of 475 square metres of indoor amenity space (2.1 square metres per unit) and 383 square metres of outdoor amenity space (1.7 square metres per unit).

**Retail:** The proposal includes a 17.7 square metre retail space located on the Raglan Avenue frontage.

**Access, Parking, and Loading:** At the rear, the existing public lane will be widened to 5.0 metres through a conveyance to the City. A driveway from Raglan Avenue will provide access to a pick up and drop off area, a Type G loading space and a ramp to the three-level underground parking garage containing 47 parking spaces for residents. A 4.0 metres wide portion of the driveway will be publicly accessible and connect to the public laneway.

### **Additional Information**

See Attachment 1 to this report for the location map, Attachment 2 for the project data, Attachment 7 for the site plan, Attachment 8 for the elevations and Attachment 9 for 3D models of proposal in context.

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

- Achieving a tower setback to the north property line of 105 Raglan Avenue of approximately 38.6 metres with the requirement to enter into a Limiting Distance Agreement with the owner of 105 Raglan Avenue and the City;
- Increased tower setback to the east property line from 10.1 to 11.5 metres;
- Elimination of balconies on the tower component within 10 metres of the east property line;
- Reduced width and length of balconies on tower component;
- Reduced parking count from 109 to 47 parking spaces;
- Reduced number of parking levels from 5 to 3;
- Increase in amenity space from 360.1 to 475.3 square metres of indoor amenity space and 160.5 to 383.3 square metres of outdoor amenity space;
- Addition of a 17.7 square metre retail unit;
- Increase of soft landscaping near lobby entrance; and
- Addition of a 44.1 square metres POPS fronting onto Raglan Avenue.

### **Reasons for Application**

The proposal requires an amendment to the Zoning By-law for an increase in density, and height, as well as site-specific provisions for setbacks, parking and bicycle parking to implement the development.

A Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 is required because it would entail the demolition of at least six dwelling units and at least one rental dwelling unit. No rental replacement is required.



## **Site Plan Control**

The proposal is subject to Site Plan Control and a Site Plan Control application has been submitted.

## **Provincial Land Use Policies**

The application has been reviewed to determine its consistency with the Provincial Policy Statement (2020) (PPS), conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan), and conformity to the City's Official Plan. The 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.

## **Rental Housing Demolition and Conversion By-law**

Section 111 of the *City of Toronto Act, 2006* authorizes the City to regulate the demolition and conversion of residential rental properties. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control By-law, implements Section 111. The By-law prohibits the demolition of rental housing in any building or related group of buildings that collectively contain six or more dwelling units, of which at least one is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner and Executive Director, City Planning.

## **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**

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A virtual Community Consultation Meeting was held on October 19, 2021 and approximately 30 people attended. 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 metric height of the building and how it compares to the existing context;
- Traffic impacts on Raglan Avenue and nearby streets;
- Transportation modal split of future residents;
- Whether the units will be rental or condominium tenure;
- Whether any affordable housing is proposed within the development;

- Concerns about wind impact;
- Support for family-sized units;
- Support for other uses at ground level; and
- Construction timelines and construction management.

City staff hosted a meeting with the applicant and representatives from the Raglan-Vaughan local Stakeholder Advisory Committee (SAC) on March 23, 2022 where revised plans were presented. Additional comments provided by attendees at that meeting related to the concerns about the cumulative impact of the number of tall building proposals on Raglan Avenue, the impact of multiple construction sites on Raglan Avenue and the potential of providing a knock-out panel for future TTC connection.

The issues raised through community consultation have been considered through the review of the application. Comments with respect to the proposed height, setbacks, wind, family-sized units, and traffic are addressed in the Comments section below. The applicant has included a retail commercial unit at the ground floor and indicated consideration for a knock-out panel as part of the Site Plan process. No affordable housing is included as part of this proposal. The detailed building design, including proposed materials, 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**

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

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

### **Built Form**

The proposal conforms with the applicable Official Plan policies with respect to built form and massing.

The development will create a balance of high-quality residential, commercial, and open space uses that meet the needs of the local community as anticipated in the Official Plan for Apartment Neighbourhoods, the Tall Building Guidelines, Site and Area Specific Policy 38, and the Raglan Transition Character Area as per the St. Clair Avenue West and Bathurst Street Planning Framework.

The proposed 26-storey (89.9 metres, exclusive of the mechanical penthouse) building height is acceptable, in line with recent nearby approvals with similar heights, and provides the appropriate transition to the lower scale residential areas to the north.

The proposed massing provides a streetwall height of 5-storeys on Raglan Avenue. The ground floor is set back 4.0 metres from the west property line, 0.0 metres from the north, and south property lines, 1.0 metres from the east property line, and is setback 10.0 metres from the curb on Raglan Avenue.

The tower component is setback 7.0 metres from the west (front) property line and 11.5 metres from the centre line of the laneway to the east with a restriction on balcony projections within 10 metres of the centre line of the lane. The tower setback from the north lot line is 1.2 metres. However, the Applicant has agreed to enter into a Limiting Distance Agreement with the owner of 105 Raglan Avenue and the City to achieve a 12.5-metre tower setback. The proposed tower has a 0.9 metre setback from the south property line and achieves an approximately 26.5-metre tower separation distance from the proposed 28-storey development at 65-83 Raglan Avenue. The three properties between this proposal and 65-83 Raglan Avenue cannot accommodate a tall building.

The tower setbacks and separation distances mitigate the privacy and sky view impacts for the adjacent and surrounding buildings and satisfy the intent of the Tall Building Guidelines.

### **Shadow Impact**

Section 4.2, Policy 2 b) and c) of the Official Plan states that Development in Apartment Neighbourhoods will contribute to the quality of life by locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes; and locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The applicant submitted a revised sun/shadow study which indicates shadowing on a portion of the rear yards of properties designated as *Neighbourhoods* on Kenwood Avenue at 9:18 am during the fall and spring equinoxes. The shadow moves off of those properties by 10:18 am. In the afternoon, shadows move over portions of the front yards and rear yards of Neighbourhoods designated properties at Bathurst Street along Montclair Avenue between 3:18 pm and 6:18 pm.

City Planning staff finds the shadows generated by the proposal adequately limits shadow impacts on nearby 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. An updated Microclimate Analysis Letter was also submitted in support of the proposal. The study indicates that the surrounding public realm will experience wind

conditions that are acceptable for the intended use (suitable for walking or better in the spring/fall/winter, and standing or better in the summer). The rear outdoor amenity terrace will also experience wind conditions that are acceptable for sitting in warmer months. A comparison of the existing versus future wind comfort surrounding the study site indicates that the proposed development will have a generally neutral influence on grade-level wind conditions. The proposal includes mitigation measures such as wind screens, at the entrance and proposed POPS, and on the roof top outdoor amenity spaces in order to achieve conditions suitable for sitting or sedentary activities throughout the spring and summer.

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

### **Unit Mix**

A total of 225 residential units are proposed, consisting of 19 studio units (8.4%), 142 one-bedroom units (63.1%), 52 two-bedroom units (23.1%), and 12 three-bedroom units (5.3%), comprising 18,685 square metres of residential gross floor area.

The unit mix 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) to provide a minimum of 15% two-bedroom units. However, it does not meet the unit mix objectives to provide a minimum of 10% three-bedroom units within the proposal. The applicant is required to provide a minimum of 10% three-bedroom units, which will be secured as part of the Section 37 Agreement and the Zoning By-law Amendment.

The proposed unit sizes do not meet the unit size objectives of the Growing Up Guidelines, which City Planning staff will continue to encourage the applicant to provide through the Site Plan Control review process.

### **Amenity Space**

Amenity space for building residents is proposed on the ground floor, mezzanine level, and mechanical penthouse level. A total of 475 square metres of indoor amenity space (2.11 square metres per unit) is proposed along with 383 square metres of outdoor amenity space (1.7 square metres per unit). A total of 858 square metres of amenity space is provided and is less than the required 900 square metres (the 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). Staff have reviewed the amenity space amount and locations and find them acceptable given other elements of the proposal.

A large dog run is proposed on the mezzanine level outdoor amenity terrace. While staff support the provision of a dog run and it's proposed size, the location is approximately 5.0 metres from the windows of the apartment building to the east. Staff will work with the applicant to relocate the dog run as part of the Site Plan Control review process.

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

## **Retail Space**

A small commercial retail unit is proposed on the ground level of the building. The inclusion of a commercial retail unit is a result of comments made at various community engagements from residents concerned about a lack of different uses at the base of new residential buildings. The size of the commercial retail unit may impact its affordability and provide an opportunity for a local entrepreneur. The provision of a commercial retail unit will be secured as a community benefit.

## **Public Realm**

The building is set back 4.0 metres from the Raglan Avenue property line, resulting in a minimum 10.0 metre setback from building face to curb. The increased setback will better align with the existing context on Raglan Avenue and provide a generous public boulevard that can contain high-quality soft and hard landscaped treatments similar to other properties on the street.

Privately Owned Publicly-Accessible Space (POPS) of approximately 44.1 square meters is proposed along the Raglan Avenue frontage. Staff consider the proposed POPS to be a positive element of the proposal. It will provide seating, include soft landscaping and wind screens, and help animate the street. Staff recommend that the POPS be secured in the Section 37 Agreement and its final design be secured through the Site Plan Control approval process.

A Landscape Concept Plan submitted in support of the application shows three new street trees, soft landscaping and seating, with the public realm integrating with the on-site POPS. Further detailed design of the public realm will be addressed during the Site Plan Control review process.

Ground floor uses including amenity space, a retail space and the residential lobby will be located along Raglan Avenue, allowing for access, animation, and views from the public realm. The residential lobby has also been designed to extend along the south of the ground floor, with an additional entrance from the covered east-west driveway to facilitate on-site pick up, drop off and deliveries.

City staff are satisfied that the proposal is consistent with the applicable public realm policies of the Official Plan.

## **Parkland**

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area

of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 12 to 28 square metres of parkland per 1,000 people which is less than the city-wide average provision of 28 square metres of parkland per person in 2016.

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.

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 Real Estate Services. 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 two street trees that are proposed to be preserved and will be impacted by the proposal, requiring a permit to injure. The applicant has proposed two additional street trees to be planted in the Raglan Avenue right-of-way.

Urban Forestry staff require that all future utility connections be grouped and located under the paved entrance area or driveway to minimize potential tree planting conflicts.

Urban Forestry staff have identified that a utility along the frontage of the site will conflict with the planting of street trees, specifically the provision of sufficient soil volume. Staff will work with the applicant on this issue and other issues identified as part of the Site Plan approval process.

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.

### **Road Widening**

No road widening is required along Raglan Avenue as it is not a road identified in the Official Plan as a road to be widened. To satisfy the Official Plan requirement of a 4.0 metre right-of-way for a public lane servicing residential lands, a 0.98 metre lane widening is required along the rear of the property. The public lane has an approximate current width of 3.05 metres.

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

Vehicular access for parking will be from the a driveway from Raglan Avenue on the south side of the site. A ramp at the east of the site will provide access to a three-level underground parking garage comprised of 32 parking spaces for residents, 13 for visitors and 2 car share spaces. Access to a Type G loading space will also be from the driveway.

A total of 271 bicycle parking spaces are proposed, including 244 bicycle parking spaces for residents distributed throughout all parking levels and 27 bicycle parking spaces for visitors on the ground level. The proposed bicycle parking spaces and loading space meet the Zoning By-law requirements.

A 4.0 metres wide and 5.5 metre high, portion of the driveway will be publicly-accessible and connect to the public laneway. The existing north-south laneway terminates at 106 Raglan Avenue and does not have an exit to Raglan Avenue at the north end. This new driveway creates an exit from the laneway to Raglan Avenue and will be secured as a public easement for vehicle and pedestrian use. The new driveway makes the existing driveway more functional and creates a new mid-block connection.

Transportation Services staff have reviewed the Urban Transportation Considerations Report and accepted its conclusions. 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 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, and require the following materials to be revised and submitted to the City for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, prior to Site Plan Approval and the issuance of the first building permit:

- i. Functional Servicing and Stormwater Management Report;
- ii. Hydrogeological Report;
- iii. Servicing Report Groundwater Summary Form; and
- iv. Hydrogeological Review Summary Form.

Engineering and Construction Services staff also require the applicant to pay for and construct any improvements to the municipal infrastructure in connection with the site servicing report, should it be determined that upgrades to such infrastructure are required to support this development.

Other issues identified by Engineering and Construction Services staff will be resolved as part of the Site Plan approval process.

## **Land Conveyance**

Two lots at 85 and 87 Raglan Avenue will be conveyed to the City for municipal purposes and secured as part of the Section 37 Agreement. The City has not determined the future use of these sites to date however the Ward Councillor is in discussions with staff on the feasibility to provide new affordable housing on the site.

## **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 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). The proposal conforms with the applicable policies of the Official Plan and is consistent with the objectives outlined in the St. Clair Avenue West and Bathurst Street Area Planning Framework.

The proposal provides appropriate tower setbacks and separation distances through a Limiting Distance Agreement, introduces a new publicly-accessible driveway that will serve as a northern exit to the north-south public lane, and provides a retail space and a small POPS along the Raglan Avenue frontage.

Staff find that the proposed development fits in with the existing and planned context and is appropriate. Staff recommend that Council support approval of the application.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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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 569-2013

Attachment 6: Draft Zoning By-law Amendment 1-83

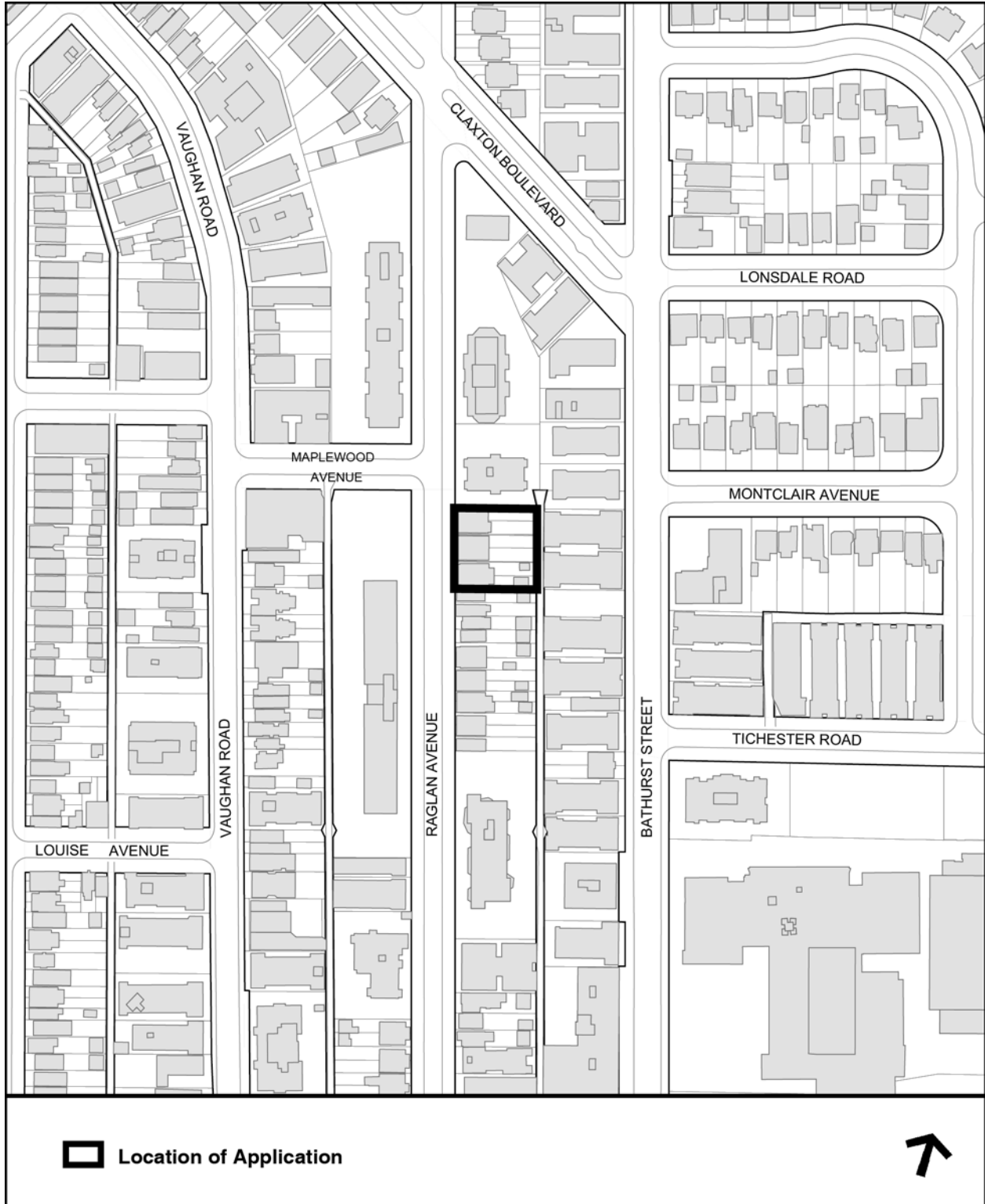
Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: Elevations

Attachment 9: 3D models of proposal in context

Attachment 1: Location Map



## Attachment 2: Application Data Sheet

Municipal Address: 91-101 Raglan Ave Date Received: August 17, 2021

Application Number: 21 199866 STE 12 OZ

Application Type: Rezoning

Project Description: A 26-storey mixed-use building.

Applicant	Architect	Owner
Claxton Building Group Inc.	Onespace unlimited inc.	Barrie Wallace Zwicker

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	SASP 38
Zoning:	RA (x777)	Heritage Designation:	N
Height Limit (m):	11	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 1,432 Frontage (m): 37 Depth (m): 39

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			656	656
Residential GFA (sq m):			18,685	18,685
Non-Residential GFA (sq m):			17.7	17.7
Total GFA (sq m):			18,685	19,506
Height - Storeys:			26	26
Height - Metres:			83	83

Lot Coverage Ratio (%): 45.82 Floor Space Index: 13.05

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	18,667.3	
Retail GFA:	17.7	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	3	0		0

Freehold:	7	0		0
Condominium:			225	
Total Units:	10	0	225	225

Total Residential Units by Size

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Proposed:	19	142	52	12
Total Units:	19	142	52	12

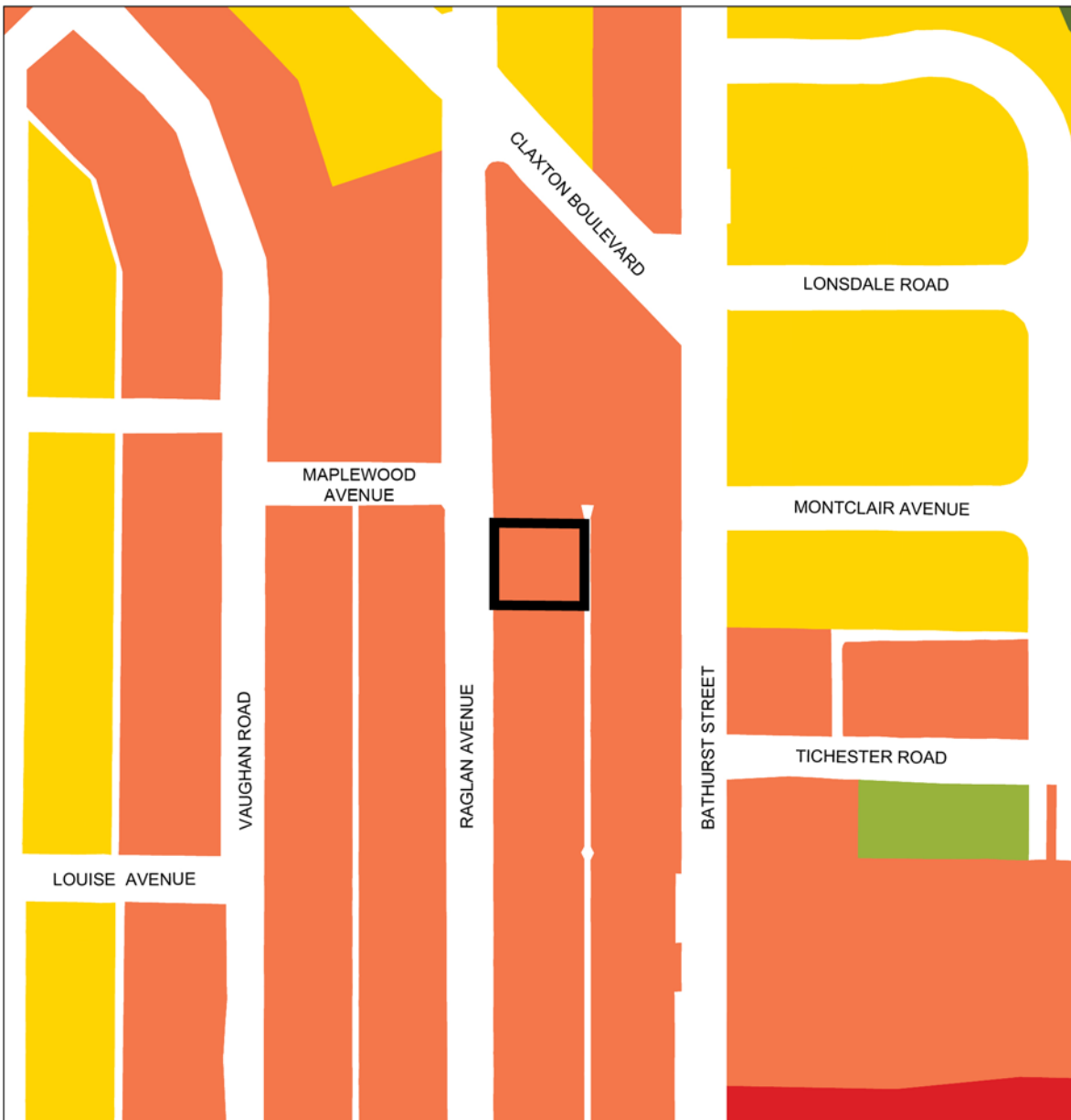
Parking and Loading

Parking Spaces:	47	Bicycle Parking Spaces:	271	Loading Docks:	1
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CONTACT:

Sipo Maphangoh, Senior Planner  
416-338-2478  
Sipo.Maphangoh@toronto.ca

Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #17

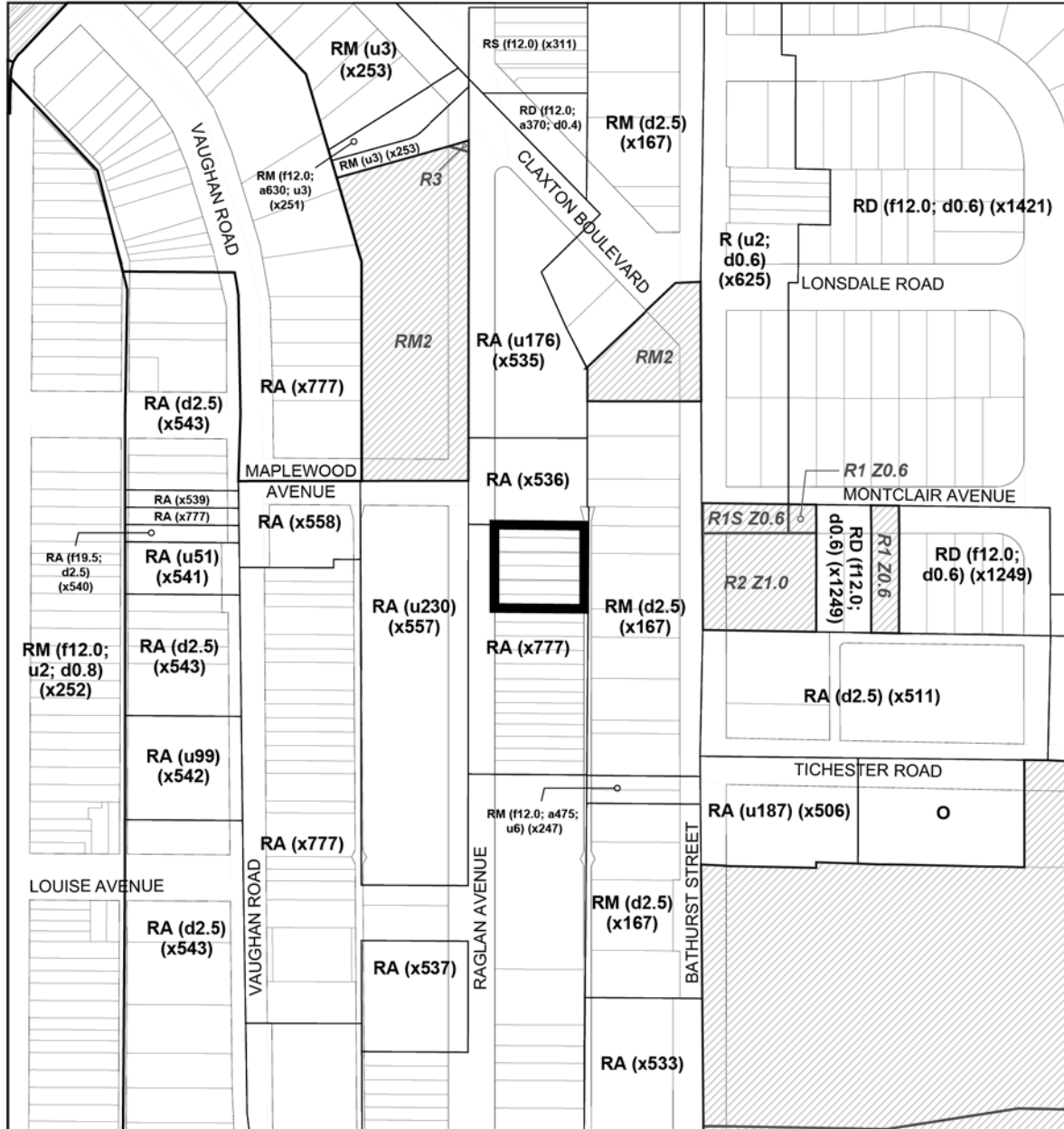
91-101 Raglan Avenue

File # 21 199866 STE 12 0Z

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

  
 Not to Scale  
 Extracted: 08/24/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

91-101 Raglan Avenue

File # 21 199866 STE 12 0Z

Location of Application

- R** Residential
- RD** Residential Detached
- RS** Residential Semi-Detached
- RM** Residential Multiple
- RA** Residential Apartment
- CR** Commercial Residential

- O** Open Space
- ON** Open Space Natural

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

- R2** Residential District
- MCR** Mixed-Use District
- R3** Residential
- RM2** Residential Multiple Zone
- MCR** Mixed Commercial Residential



Not to Scale  
Extracted: 08/24/2021

Attachment 5: Draft Zoning By-law Amendment 569-2013

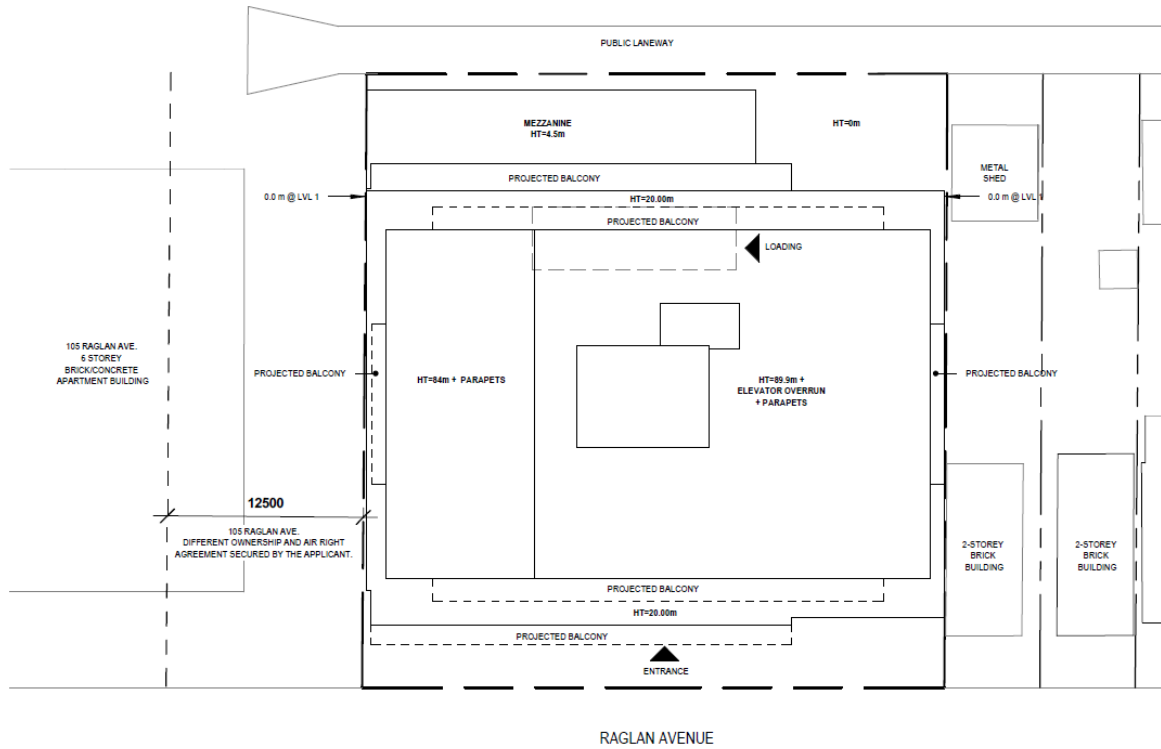
To be available at the June 29, 2022 Toronto and East York Community Council Meeting.

Attachment 6: Draft Zoning By-law 1-83

To be available at the June 29, 2022 Toronto and East York Community Council Meeting.



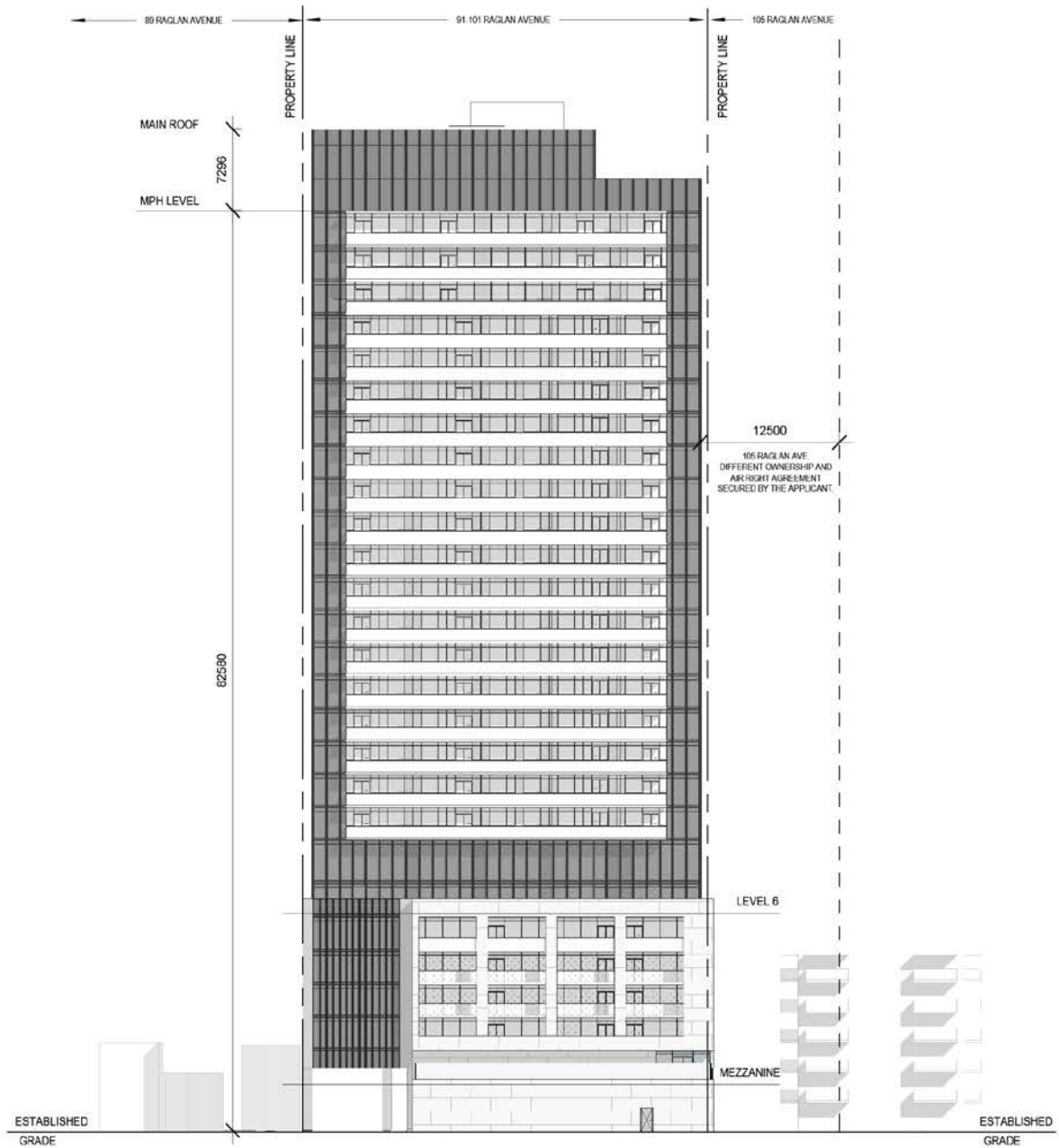
# Attachment 7: Proposed Site Plan



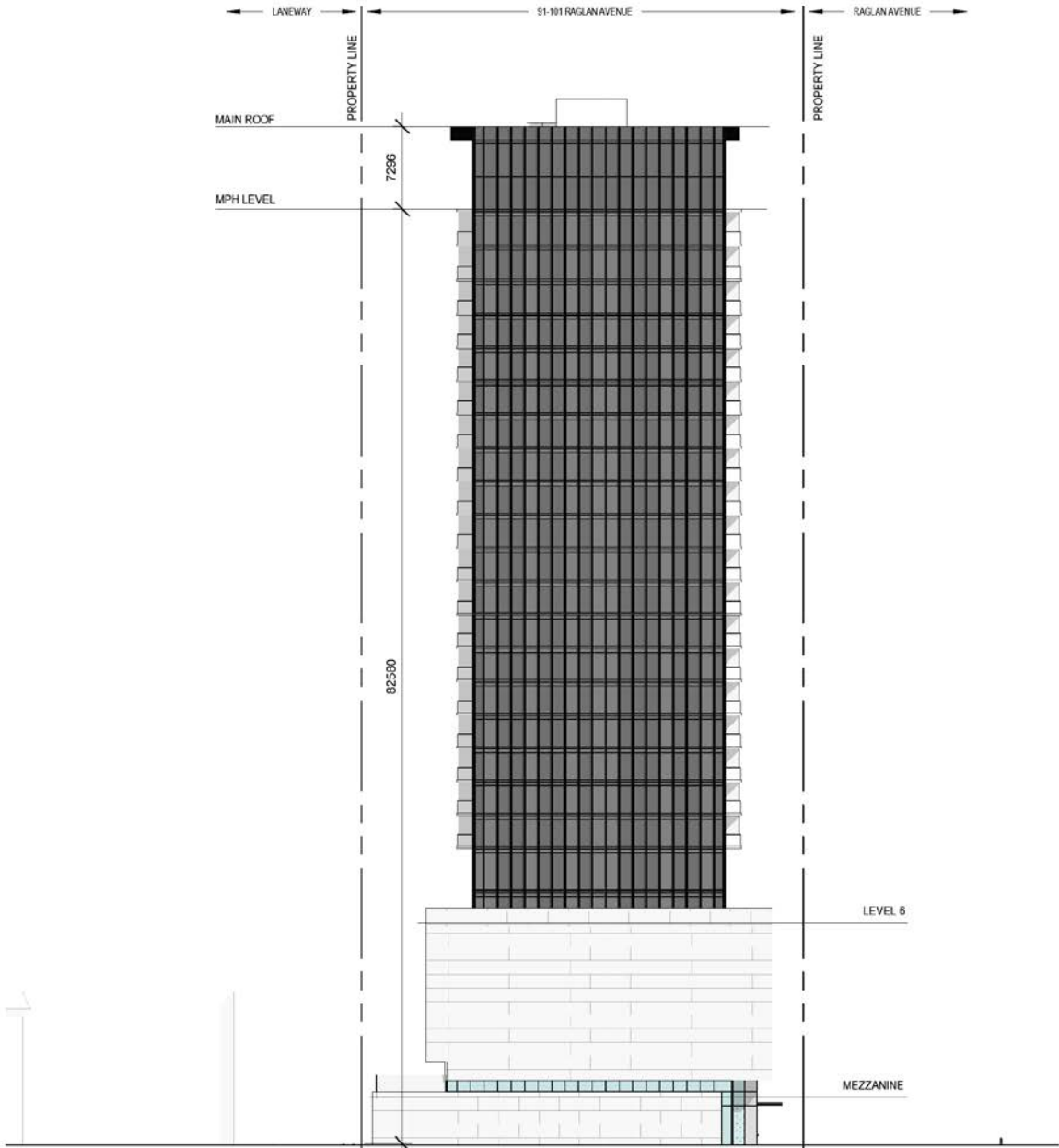
Site Plan



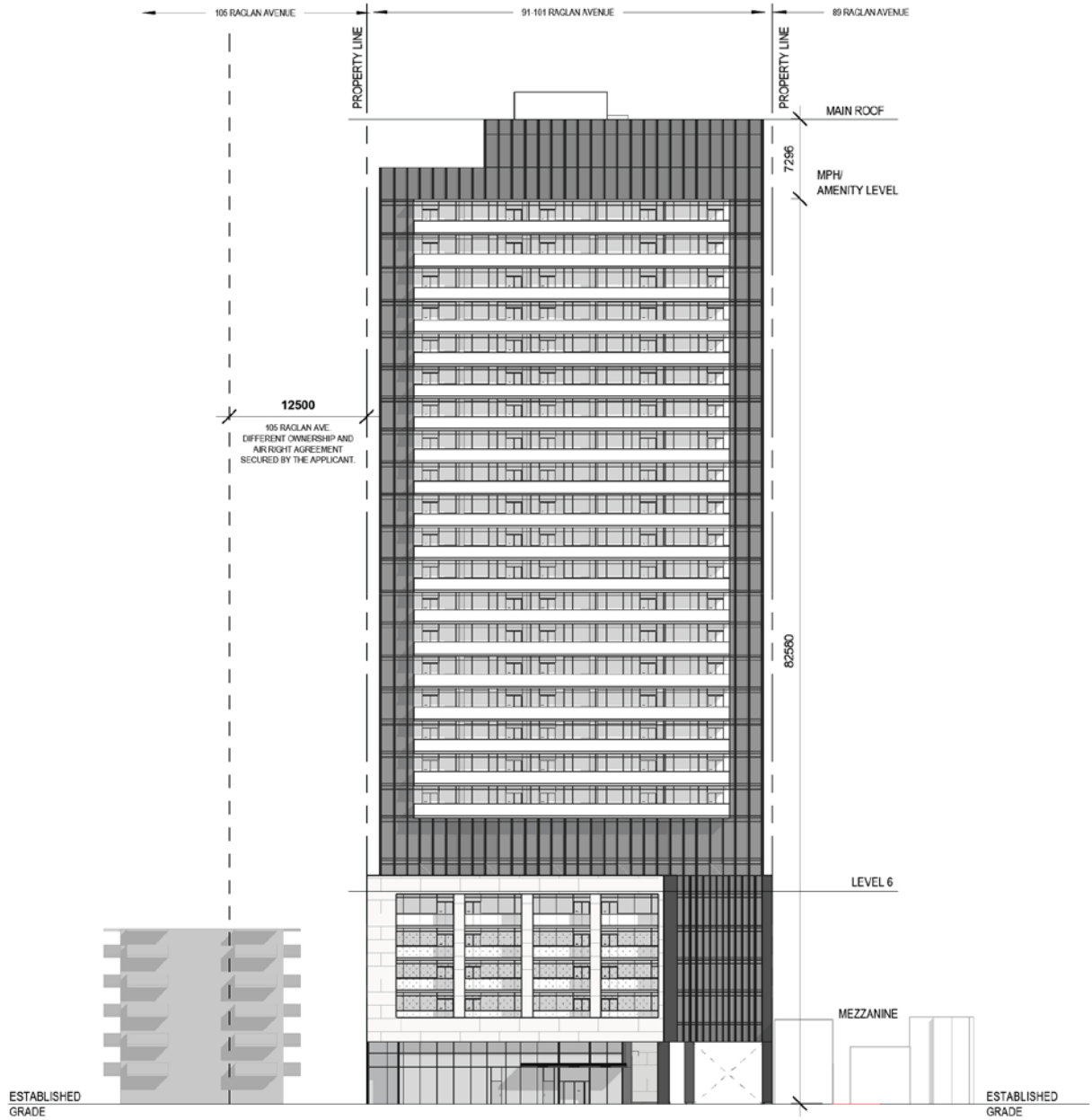
# Attachment 8: Elevations



## East Elevation

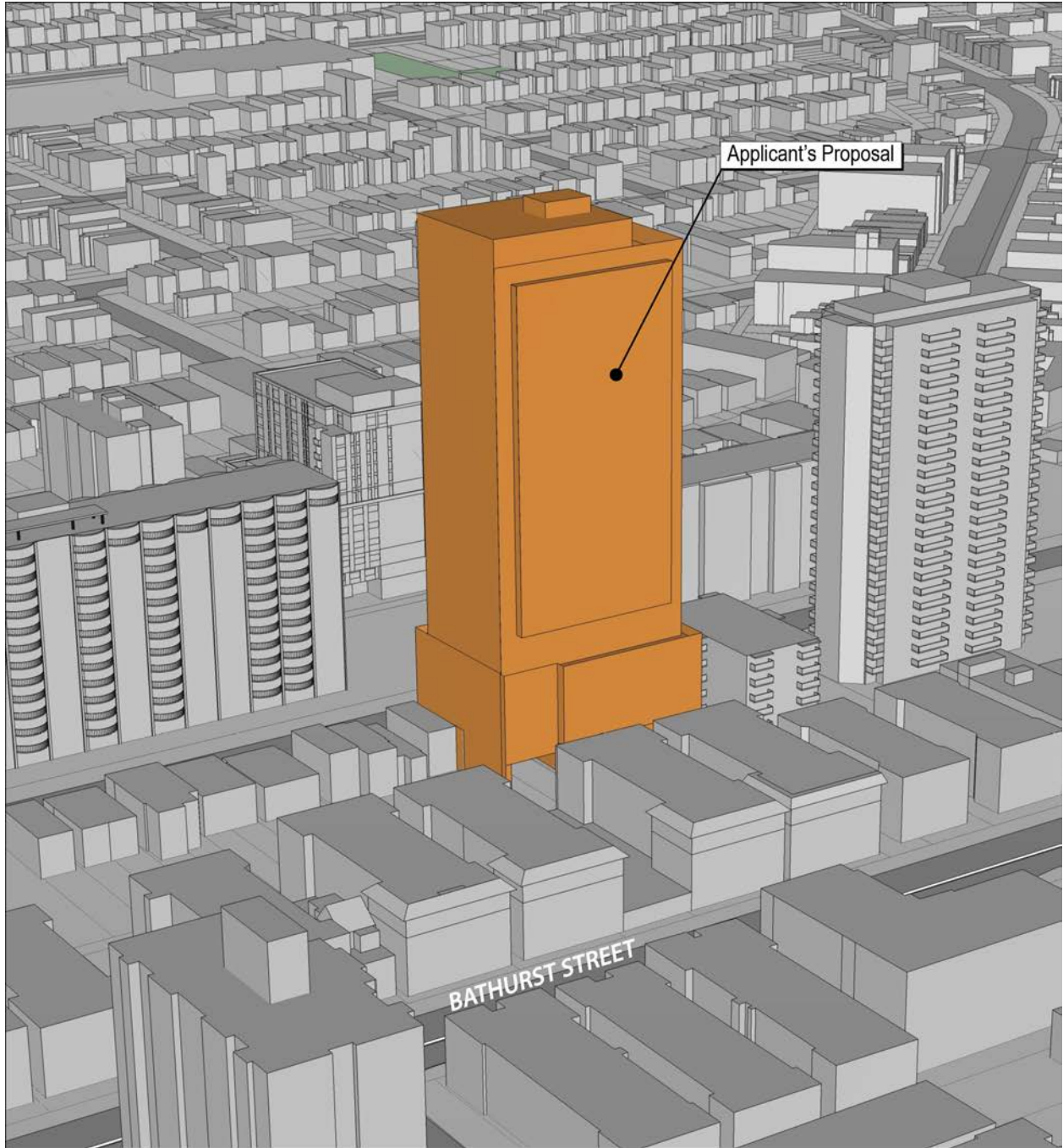


**North Elevation**



## West Elevation

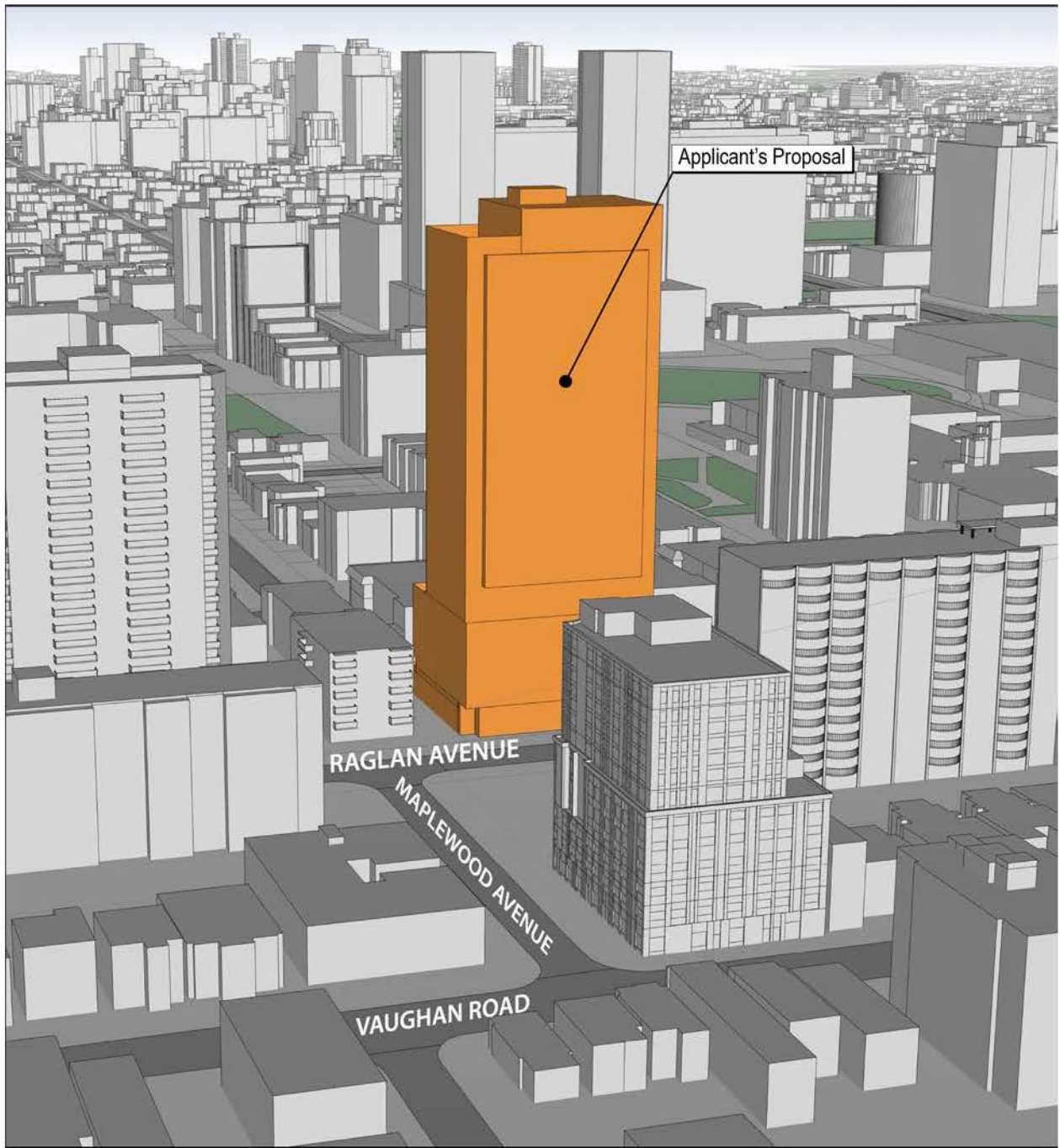
Attachment 9: 3D models of proposal in context



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



09/07/2021



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

←  
09/07/2021