

## **175-185 Eileen Avenue – Zoning By-law Amendment – Decision Report – Approval**

Date: August 29, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 5 - York South-Weston

**Planning Application Number:** 21 151073 WET 05 OZ

### **SUMMARY**

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This application proposes to amend the Zoning By-law to permit the development of 58 residential dwelling units in two back-to-back townhouse blocks at 175-185 Eileen Avenue. The proposed development has a building height of 12.4 metres and a floor space index of 2.2 times the area of the lot.

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposal conforms with the Official Plan and is consistent with the City's guidelines. The proposed development represents appropriate infill housing, and is compatible with the existing and planned surrounding context.

This report also recommends that City Council classify the site as a Class 4 Noise Area under Provincial Noise Guidelines (NPC-300) as administered by the Ministry of Environment, Conservation and Parks (MECP).

### **RECOMMENDATIONS**

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The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 175-185 Eileen Avenue substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
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 classify 175-185 Eileen Avenue as a Class 4 Noise Area pursuant to Publication NPC-300 (Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning).

## **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 pre-application consultation meeting on the rezoning application was held on February 11, 2020. The current application was deemed complete on June 28, 2021. The Preliminary Report on the application is available [here](#). Staff conducted two Community Consultation Meetings for this application. The first meeting was held on November 24, 2021, and a second was held on May 17, 2023 following significant changes to the proposed application. Community consultation is summarized in the Comments section of this report.

## **PROPOSAL**

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### **Application Description**

This application proposes to amend the Zoning By-law to permit the development of 58 residential dwelling units in two back-to-back townhouse blocks with a height of 12.4 metres and a 3.1-metre mechanical penthouse. The north block contains 31 units and the south block contains 27 units, providing a total of 56 three-bedroom units and two four-bedroom units.

The proposed development has a gross floor area of 12,334 square metres and 1542 square metres of soft landscaped area. A total of 60 vehicular parking spaces are proposed, of which 58 are residential and two are visitor spaces. A total of 70 bicycle parking spaces are also proposed, 58 of which are long-term spaces and 12 are visitor spaces. Vehicular access to the site is proposed through two driveways off Eileen Avenue, leading to a ground floor drive aisle incorporated within the mass of each building. Individual garages, attached to each unit, are accessible from the internal drive aisle.

### **Site and Surrounding Area**

The site, which is located on the east side of Eileen Avenue and rectangular in shape, comprises two properties addressed as 175 Eileen Avenue and 185 Eileen Avenue. The site currently has a total lot area of 5841 square metres with a lot frontage of

approximately 69 metres and a depth of approximately 85 metres. Three existing one-storey industrial buildings for warehousing and automotive employment uses are proposed to be demolished.

The surrounding land uses include:

Directly north is a commercial/industrial building currently occupied by Black Bear Woodworking. Beyond the industrial building is a low-rise neighbourhood of detached and semi-detached, one- to two-storey, residential dwelling units.

Directly south is Athletic Knit, a manufacturing facility that extends around the site and along the east property line. Beyond the Athletic Knit facility is the Canadian Pacific Galt Rail line and further east along the rail line is a rail yard. Further south, on the other side of the CP Rail line is a commercial plaza consisting of a laundromat and car-wash facility fronting onto Dundas Street West, and a neighbourhood comprised of stacked-townhouses, apartments, semi-detached dwellings and small scale commercial uses.

Directly to the west of the site is Eileen Avenue, and on the other side of Eileen Avenue, are detached and semi-detached two-storey residential properties. Beyond these homes is the intersection of the hydro corridor with the CP Rail line.

Immediately east of the site is the Athletic Knit sportswear manufacturer and store, which fronts onto Scarlett Road at the intersection with St. Clair Avenue West.

### **Reasons for Application**

The proposed use and performance standards are not permitted by the in-force former City of York Zoning By-law 1-83. The application proposes to bring the site under the city-wide Zoning By-law 569-2013 to permit the proposed Residential Townhouse use through establishing site-specific performance standards including building height, number of storeys, main wall separation distances, building setbacks, and parking rates.

## **APPLICATION BACKGROUND**

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### **Application Requirements**

The materials and studies submitted in support of the application can be found by visiting the [Application Information Centre](#).

### **Agency Circulation Outcomes**

The application together with the applicable materials and studies has been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate appropriate Zoning By-law standards.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land-use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe.

### **Official Plan**

The Official Plan Urban Structure Map 2 identifies the site as *Employment Areas*. The land use designation for the site is *General Employment Areas*. See Attachment 3 of this report for the Land Use Map. 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. The Official Plan can be found [here](#).

### **Site and Area Specific Policy (SASP 154)**

SASP 154 applies to the site and permits a mix of employment and residential uses provided that, if the property is designated *Employment Areas*, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area.

### **Zoning**

The site is zoned Prestige Employment (PE) under the former City of York Zoning By-law 1-83. The PE zoning category permits a range of employment uses including industrial uses, office, retail, restaurant, and recreational uses. See Attachment 4 of this report for the existing Zoning By-law Map.

The site is not currently subject to city-wide Zoning By-law 569-2013 as amended. By way of this development application, the proposed zoning will be brought into city-wide Zoning By-law 569-2013.

### **Noise Guidelines**

The Ministry of the Environment, Conservation and Parks published the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300) (the Guidelines), to guide the control of sources of noise emissions to the environment in order to prevent negative effects on surrounding land uses. Section B9 of the Guidelines outlines the criteria for determining a noise area classification. The Guidelines can be found [here](#).



## **Design Guidelines**

The following design guidelines have been used in the evaluation of this application:

- Townhouse and Low-Rise Apartment Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet-Friendly Design Guidelines for High Density Communities; and
- Toronto Green Standard.

## **Toronto Green Standard**

The Toronto Green Standard (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.

## **Site Plan Control**

The application is subject to Site Plan Control. A Site Plan Control application has been received and was deemed complete December 16, 2021 (file number 21 245537 WET 05 SA). The Site Plan Control application is currently under review.

## **Draft Plan of Subdivision**

Although not necessary to implement the approval of the Zoning By-law amendment, the applicant intends to submit a Draft Plan of Subdivision application to bring the site into a Plan of Subdivision, to enable the creation of Parcels of Tied Land through a future Part Lot Control Exemption By-law application and convey a portion of the site to the City for the creation of a cul-de-sac at the terminus of Eileen Avenue. At the time of preparing this report, a Draft Plan of Subdivision application had not been received. Should a Draft Plan of Subdivision application not be submitted in connection with the site, the lands required to be conveyed to the City for the cul-de-sac will be secured through the Site Plan Control process.

## **COMMENTS**

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

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

### **Land Use**

The Official Plan envisions *Employment Areas* to be protected for employment uses, however, Site and Area Specific Policy (SASP) 154 permits residential uses that are

compatible with employment uses. Compatibility of the proposed residential use with the surrounding employment uses is discussed below.

In addition, Municipal Comprehensive Review (MCR) Official Plan Amendment (OPA) 653, adopted by City Council on July 19, 2023, redesignates the site and adjacent site to the north from *Employment Areas* to *Neighbourhoods* and removes them from SASP 154. This amendment is not in force at the writing of this report. The Minister is the approval authority respecting the MCR and a decision from the Minister regarding OPA 653 is pending.

The proposed land use conforms to the existing policy in SASP 154 and Council adopted OPA 653.

### **Density, Height, Massing**

The proposed density of 58 townhouse units at 175-185 Eileen Avenue is like other townhouse blocks within the vicinity of the site and represents appropriate infill development for the existing and planned context.

Council adopted OPA 653 redesignates this site to *Neighbourhoods*. *Neighbourhoods* policies permit buildings up to four storeys in height. The proposed development, at 12.4 metres is three storeys tall, and is in keeping with the *Neighbourhoods* policies of the Official Plan. The immediate existing neighbourhood in the vicinity of the site is characterized by one- and two-storey residential detached and semi-detached dwelling units. The proposed development provides appropriate infill that is compatible with the existing neighbourhood.

The proposed development provides a 13-metre separation distance between townhouse blocks. Side yard setbacks at the north and south property lines are proposed at 7.5 metres. These performance standards meet the recommendations of the Townhouse and Low-Rise Apartment Guidelines.

### **Site Organization**

Official Plan policy 3.1.3.4 directs proponents to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding areas by using shared service areas such as private driveways and service areas, providing underground parking, and limiting new and removing existing surface parking and vehicular access between the front face of a building and the public sidewalk, limiting above-ground parking structures and providing active uses and attractive building façades along adjacent streets. Vehicular access to each building is proposed through an interior driveway built into the building mass, accessible via curb cuts along Eileen Avenue, one for each building. Although vehicular parking is not provided underground, parking spaces are screened from view and accessed via an

internal driveway leading to individual parking garages at sidewalk grade within each building.

Currently, the site conditions along the west property line abutting Eileen Avenue include no existing curb and allow for ample surface parking along the street and between the front of building façades and the street. Existing surface parking on the site and on the City right-of-way, which mainly serves the existing buildings to be demolished, will be eliminated with the proposed development.

Official Plan policy 4.1.9(f) directs developments to locate, screen and, where possible, enclose parking and service areas, including access to underground parking, to minimize the impact on existing streets and on residences. All parking proposed within the site will be enclosed within the building mass or located at the rear of the site, screened from view by the buildings. Waste storage rooms are also located at the rear of the buildings, appropriately screened from view.

### **Transportation Impact, Parking, Loading and Bicycle Parking**

A Traffic Operations Assessment prepared by C.F. Crozier & Associates Inc., dated April 2021, and Transportation Update Letters, dated December 2022, June 2023 and July 2023, were submitted in support of the rezoning application. Staff are satisfied that the projected increase in vehicular traffic generated by the proposed development can be adequately accommodated by the existing road network.

The proposed development complies with the minimum residential parking rate by providing one vehicular parking space per dwelling unit.

Based on the recently passed By-law 89-2022, there is no minimum visitor parking requirement for this development. The proposed visitor parking supply of two parking spaces is acceptable to staff.

Zoning By-law 569-2013 as amended does not require the provision of accessible parking spaces for townhouses and none are provided.

Staff determined that an on-site loading space is not required, and none will be provided.

A total of 70 bicycle parking spaces are proposed, 58 long-term spaces and 12 short-term spaces. These exceed the required minimum rate in city-wide Zoning By-law 569-2013.

### **Cul-de-Sac**

There is no additional land required for Eileen Avenue as it is not identified in the Official Plan as a road to be widened; however, Eileen Avenue terminates adjacent to the site and this terminus does not comply with current City standards. City staff have worked

with the applicant to secure improvements to the terminus of Eileen Avenue, including a new cul-de-sac and public sidewalk to connect to the existing sidewalk along Eileen Avenue. A portion of the site at the southwest corner is proposed to be conveyed to the City for a public road.

The applicant intends to convey the lands through a Draft Plan of Subdivision application. Should a Draft Plan of Subdivision application not be submitted, the lands required to be conveyed to the City for the cul-de-sac will be secured through the Site Plan Control process.

### **Streetscape**

Eileen Avenue does not have an existing sidewalk along the frontage of the site. The proposed development application includes the provision of a new 2.1-metre-wide public sidewalk which would connect to the existing sidewalk along the northern section of Eileen Avenue and follow the length of the new cul-de-sac to be developed.

Building façades fronting onto Eileen Avenue include building entrances oriented towards the street to provide a pedestrian connection between the streetscape and the buildings. Further, a new street tree is proposed to be planted in the municipal right-of-way.

### **Servicing**

The applicant submitted a Servicing and Phase Stormwater Management Implementation Report, dated August 2023, and a Hydrogeological Investigation, dated April 2021, and subsequent revisions to these reports, dated January 2023, March 2023, and June 2023, all prepared by EXP Services Inc., in support of this development application.

The purpose of these reports is to evaluate existing sub-surface conditions and the effects of the development on the municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. Staff are satisfied that sufficient capacity exists in the municipal water distribution system and the municipal sewer infrastructure to service the proposed development without any external upgrades or retrofits.

### **Open Space/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 Official Plan shows local parkland provisions across the city. The lands are in an area with more than 28 square metres of local parkland per 1000 people, comparable to the city-wide average provision of 28 square metres of parkland per 1000 people. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, Toronto Municipal Code Chapter 415-28 requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

### **Tree Preservation**

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

As proposed, this project would require the removal of seven by-law protected privately owned trees.

The applicant has provided a Landscape Plan indicating 39 trees to be planted on private property and one tree in the City right-of-way.

The application is also required to comply with the Tier 1: Ecology elements of the Toronto Green Standard (TGS), Version 3. The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan Control application.

### **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.

Performance measures for the Tier 1 development features will be secured through the site-specific Zoning By-law including: electric vehicle parking and soil volume on site. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, will be secured through the Site Plan Control process.

### **School Boards**

Both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) have reviewed the development proposal. The local TDSB schools in the area include Lambton Park Community School, Rockcliffe Middle School and Runnymede Collegiate Institute. Local TCDSB schools include St. James Catholic School, St. Oscar Romero Catholic Secondary School, and Bishop Allen Academy.

Both the TDSB and TCDSB indicate that sufficient capacity exists within the local schools to accommodate new students from the proposed development.

### **Environmental Noise Feasibility Study and Class 4 Noise Area Designation**

An Environmental Noise Feasibility Study (Noise Study) was prepared for the proposed development, dated May 5, 2021, by Valcoustics Canada Limited. Updated studies, dated December 20, 2022 and July 13, 2023, were later provided in response to the City's peer reviewer's comments.

The Noise Study identified the significant transportation noise sources surrounding the site and recommended noise mitigation measures to be applied to the proposed development, including mandatory air conditioners for each dwelling unit and requirements for walls and windows to be developed to minimum Sound Transmission Class (STC) ratings of 54 (for exterior walls), 36 (for windows on Building 1) and 41 (for windows on Building 2).

Significant stationary noise sources identified around the site are expected to exceed the noise levels considered acceptable within the NPC-300 guidelines for a Class 1 area. The Noise Study recommended designating the site to a Class 4 Noise Area, to allow compatibility with the surrounding commercial and industrial uses. The City's peer reviewer agreed that designating the site as a Class 4 Noise Area is necessary and appropriate for this development site. The Class 4 Noise Area designation allows for higher daytime and night-time noise level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential buildings. Class 4 designation permits nearby industrial buildings to continue operating, supporting the protection of Employment Lands for current and future employment uses. The impact of such higher noise levels is mitigated by specified noise control measures, such as mandatory air conditioners and specified STC ratings for walls and windows, as noted above.

The Noise Study further noted that additional mitigation measures may be required once detailed design is available for review at the Site Plan Control application stage. Site Plan Control review is in progress.

### **Railway Vibration Study**

A Railway Vibration Study was prepared for the proposed development, dated May 5, 2021, by Valcoustics Canada Limited. An Addendum to the Railway Vibration Study, dated December 20, 2022, and updated on July 13, 2023, were also provided in response to the City's peer reviewer's comments.

The Railway Vibration Study assessed the vibration impact from the nearby CPR Galt Subdivision and GO Transit Milton rail line and railway yard sources and determined that vibration impacts on the proposed development are predicted to exceed the Federation of Canadian Municipalities and Railway Association of Canada (FCM/RAC) guideline limits for residential uses at Building 2. Vibration impacts for Building 1 are

expected to remain within the FCM/RAC guidelines limits. Mitigation measures to address vibration impacts on Building 2 are required and the Railway Vibration Study recommended these mitigation measures to be developed at the detailed design stage, once detailed plans are available. The City's peer reviewer agreed and as the Site Plan Control application is currently under review, staff will rely on recommendation of the peer reviewer to identify required mitigation measures.

### **Air Quality Study**

An Air Quality Review, prepared by Theakston Environmental, dated March 2021, and revised December 2022, was provided in support of the proposed development application. This report was peer reviewed on behalf of the City and an update letter, dated July 2023, was provided in response to the City's peer reviewer's comments.

The Air Quality Review identified the industrial buildings to the north (165 Eileen Avenue), east (2 Scarlett Road) and south (201 Eileen Avenue) as potential sources of concern. However, emissions were determined to be non-existent or were considered negligible. The Air Quality Review assessed rail traffic along the CPR Galt Subdivision and Milton GO Transit lines and concluded that emissions from both idling locomotives and trains passing at full power would result in emissions that fall within acceptable MECP guidelines. Traffic emissions from Dundas Street West and Scarlett Road were also found to be within MECP guideline limits. Background air quality in Toronto was also discussed in the Air Quality Review. Concentrations of nitrogen dioxide due to pollution were found to be relatively high, although still within MECP guidelines limits. Concentrations of particulate matter were found to be close to MECP guideline limits. The impact of the proposed development on the surrounding environment and itself were also discussed.

The report found that the residential and surrounding industrial uses can co-exist to provide comfortable living and working environments. Detailed analysis of air quality and determination of mitigation measures will be finalized during the detailed design stage at Site Plan Control application review.

### **Land Use Compatibility/ Mitigation Study**

A Land Use Compatibility Study (the Study) was prepared by Theakston Environmental, dated December 2022, in support of the proposed development. An update letter, dated July 4, 2023, was provided in response to the City's peer review.

Ministry Guideline D-6 provides areas of influence and minimum separation distances between industrial lands and sensitive uses such as residential dwellings. According to the Study, the nearby industrial buildings at 165 Eileen Avenue and 201 Eileen Avenue and 2 Scarlett Road, are classified as Class I as per the Ministry D-6 Guideline. Class I industries are required to maintain a 20-metre separation distance to the nearest sensitive land use. Both buildings at 165 Eileen Avenue as well as 201 Eileen Avenue

and 2 Scarlett Road are already within 20 metres of sensitive uses. The Study concluded that the location of the proposed development is appropriate.

The Study classified the nearby CPR Lambton Rail Yard as a Class II facility. The potential area of influence for a Class II facility is 300 metres. Considering that the proposed development is 350 metres from the rail yard, no compatibility issues are raised.

## **Community Consultation**

Two virtual community consultation meetings were held for this proposed development with City staff, the Ward Councillor, the applicant's team and members of the public in attendance.

The first community consultation meeting held on November 24, 2021 presented the original application which proposed four buildings on the site, including two four-storey apartment buildings and two three-storey townhouse blocks for a total of 150 units and 176 parking spaces. Approximately 45 community members attended the November 24, 2021 community consultation meeting. Community comments at the November 24, 2021 meeting included:

- Concerns that the proposed development represented an overdevelopment of the site and would result in more than a doubling of the number of households and cars on Eileen Avenue and Bernice Crescent;
- Concerns about increased traffic and safety;
- The size and unit mix of the proposed development; and
- Concerns about the lack of street-facing entrances for each building and the potential to create areas where residents may feel unsafe.

Many residents at the original community meeting noted that they were supportive of the site transitioning from industrial to residential uses but believed the proposed development did not represent an appropriate level of scale and density for the existing neighbourhood. Based on feedback from the public and City staff, the proposal was revised. A second virtual Community Consultation Meeting was held on May 17, 2023. Approximately 19 community members were in attendance. The revised proposal addressed many of the concerns community members had discussed at the first Community Consultation Meeting and was received well. Community members noted:

- That the reduction in number of units, the larger family-sized units, and the site organization into two blocks with access from Eileen Avenue were all welcome improvements;
- Parking and the lack of easy access to transit for the future residents of the proposed development was still discussed as a concern;
- Other questions centered around community benefits and parks that could be included as part of this development proposal; and



- Construction management, and concerns about safety and timelines for construction, were also discussed by the residents.

Comments from community members have continued to inform the review of this proposed development, and additional items such as safety and site visibility will continue to be reviewed with the Site Plan Control application.

## **Conclusion**

Staff have worked with the applicant and the community to address and resolve issues related to the initial overdevelopment of the site and increase in traffic volume to the proposed development. The current proposal will provide family-sized townhouse units on lands that are under transition from employment to neighbourhood lands, while demonstrating compatibility with the adjacent employment uses. Staff recommend approval of the application.

## **CONTACT**

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## **SIGNATURE**

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Michael Mizzi, MCIP, RPP  
Director, Community Planning  
Etobicoke 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 Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 6: Site Plan

Attachment 7a: East Elevation

Attachment 7b: West Elevation

Attachment 7c: Building 01 North Elevation

Attachment 7d: Building 01 South Elevation

Attachment 7e: Building 02 North Elevation

Attachment 7f: Building 02 South Elevation

## Attachment 1: Application Data Sheet

Municipal Address: 175-185 EILEEN AVE Date Received: May 6, 2021

Application Number: 21 151073 WET 05 OZ

Application Type: Rezoning

Project Description: The initial application proposed two four-storey walk-up apartments and two stacked townhouse blocks, in four building modules, consisting of 150 residential units. The revised proposal submitted in January 2023 proposes 58 back-to-back townhouses in two blocks.

Applicant	Architect	Owner
Michael Vani Weston Consulting 201 Millway Ave., Suite 19 Vaughan, ON L4K 5K8	John F. Romanov Romanov Romanov Architects Inc. 375 Parkside Drive Toronto, ON M6R 2Z6	Gary Tiz TFC Developments Inc. 1 West Pearce St., #41 Richmond Hill, ON L4B 3K3

### EXISTING PLANNING CONTROLS

Official Plan Designation:	General Employment Areas Prestige	Site Specific Provision:	N
Zoning:	Employment (PE)	Heritage Designation:	N
Height Limit (m):	N/A	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 5,841      Frontage (m): 69      Depth (m): 85

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,784	2,784
Residential GFA (sq m):			9,447	9,447
Non-Residential GFA (sq m):	2,895			
Total GFA (sq m):	2,895		12,334	12,334
Height - Storeys:	1		3	3
Height - Metres:	8		12.4	12.4

Lot Coverage Ratio (%) 54.5 Floor Space Index: 2.2

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 9,447

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:			58	58
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Other:

Total Units:			58	58
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#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
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Retained:

Proposed:					58
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Total Units:					58
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#### Parking and Loading

Parking Spaces:	60	Bicycle Parking Spaces:	70	Loading Docks:	0
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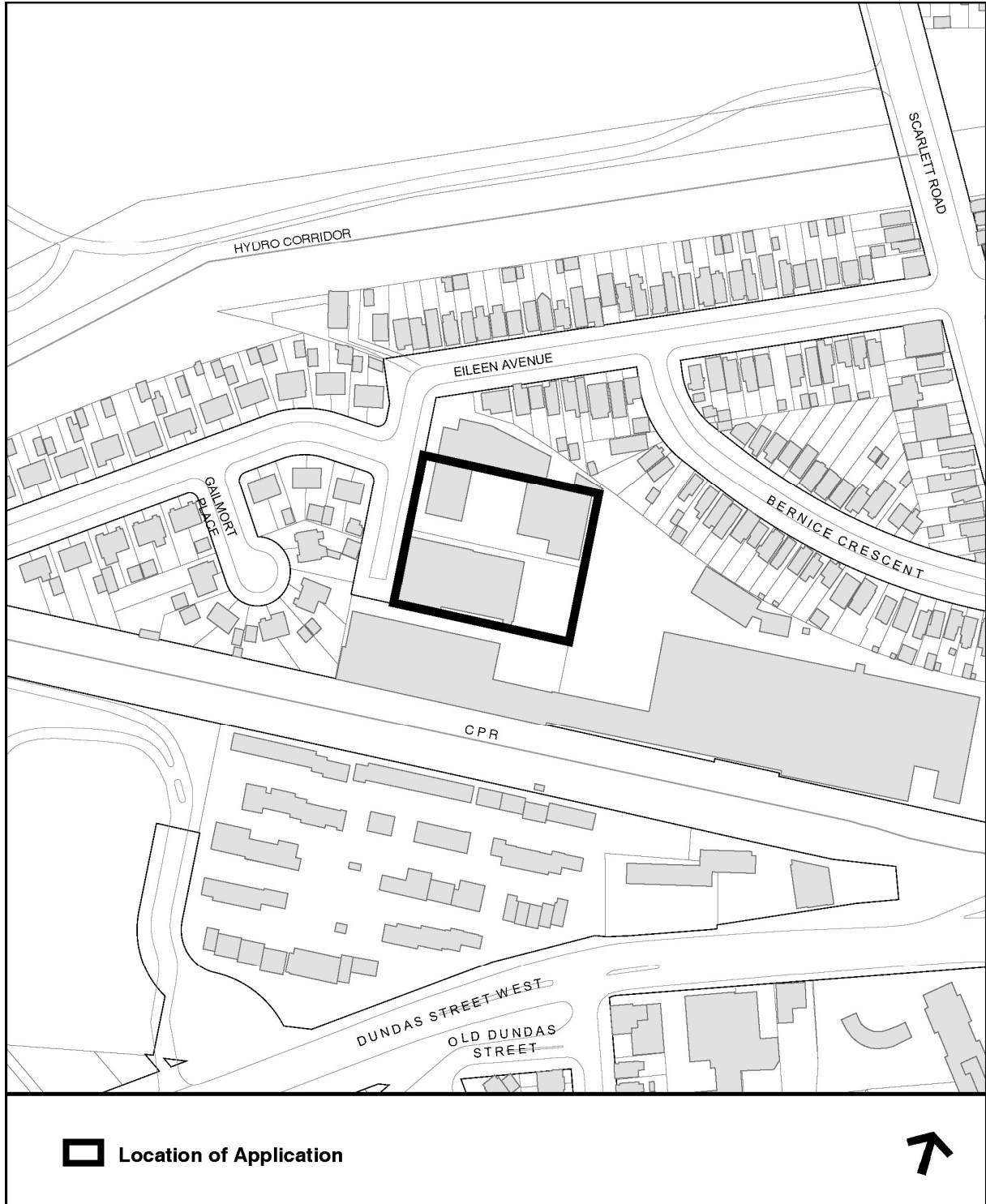
#### CONTACT:

Rabia Ahmed, Planner

416-392-2821

Rabia.Ahmed@toronto.ca

Attachment 2: Location Map













Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

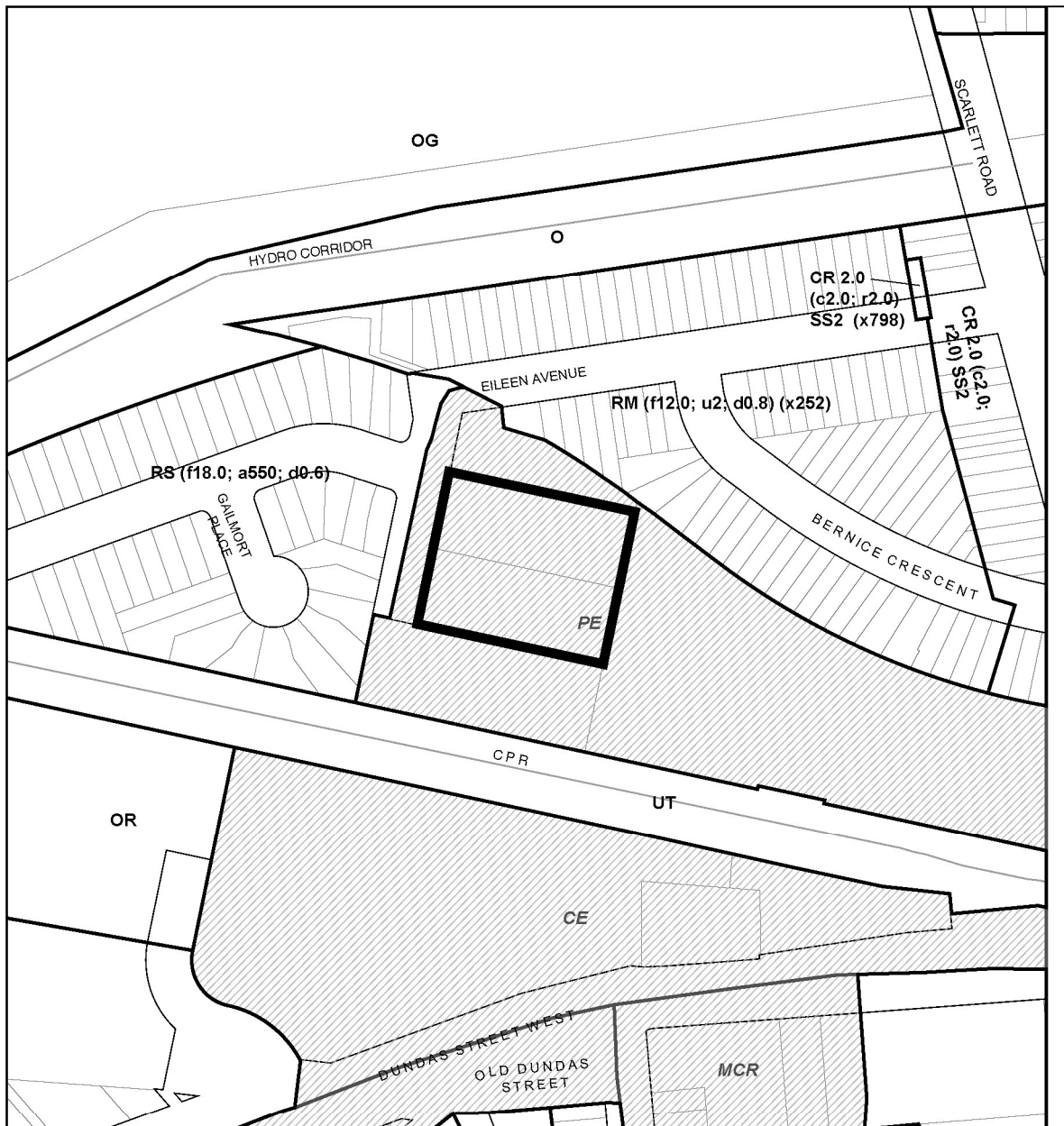
175 & 185 Eileen Avenue

File # 21 151073 WET 05 0Z

 Location of Application	 Natural Areas	 Utility Corridors
 Neighbourhoods	 Parks	 General Employment Areas
 Apartment Neighbourhoods	 Other Open Space Areas	 Core Employment Areas
 Mixed Use Areas		

↑  
Not to Scale  
Extracted: 05/13/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

175 & 185 Eileen Avenue

File # 21 151073 WET 05 0Z



Location of Application

- RS** Residential Semi-Detached
- RM** Residential Multiple
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- O** Open Space

- ON** Open Space Natural
- OR** Open Space Recreation
- OG** Open Space Golf Course
- UT** Utility and Transportation



See Former City of York By-law No. 1-83

- R2** Residential Districts
- MCR** Mixed Commercial Residential
- PE** Prestige Employment Zone
- CE** Commercial Employment Zone



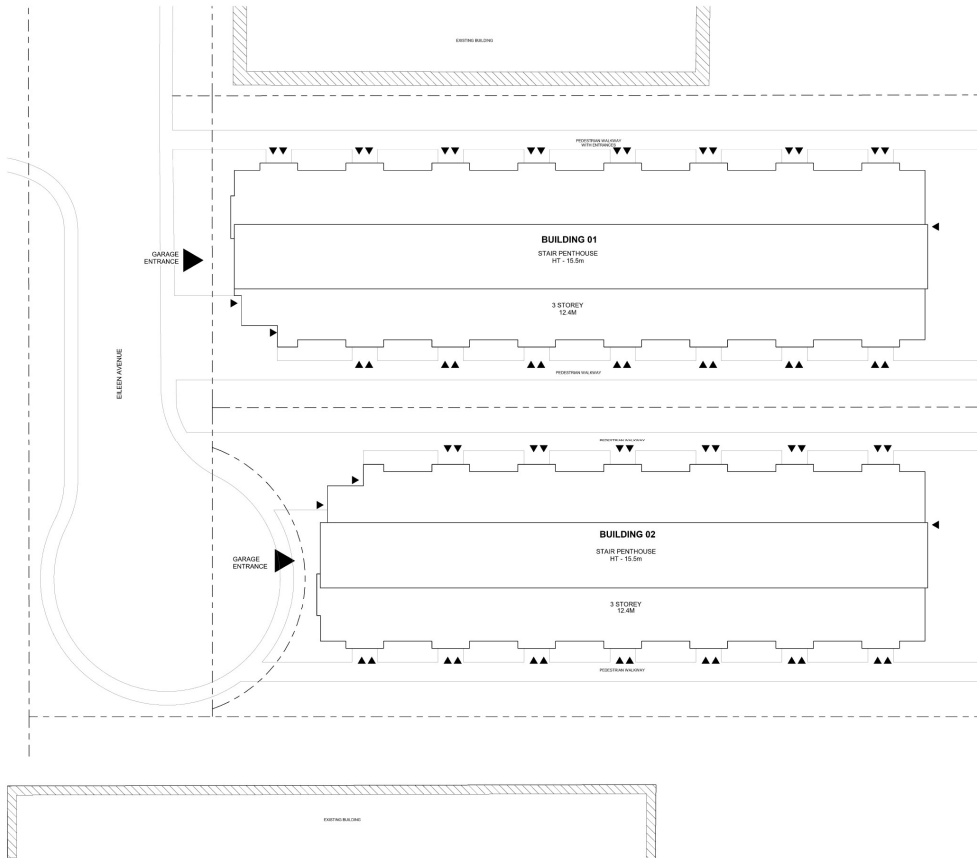
Not to Scale  
Extracted: 05/13/2021

Attachment 5: Draft Zoning By-law Amendment

Attached under separate cover.



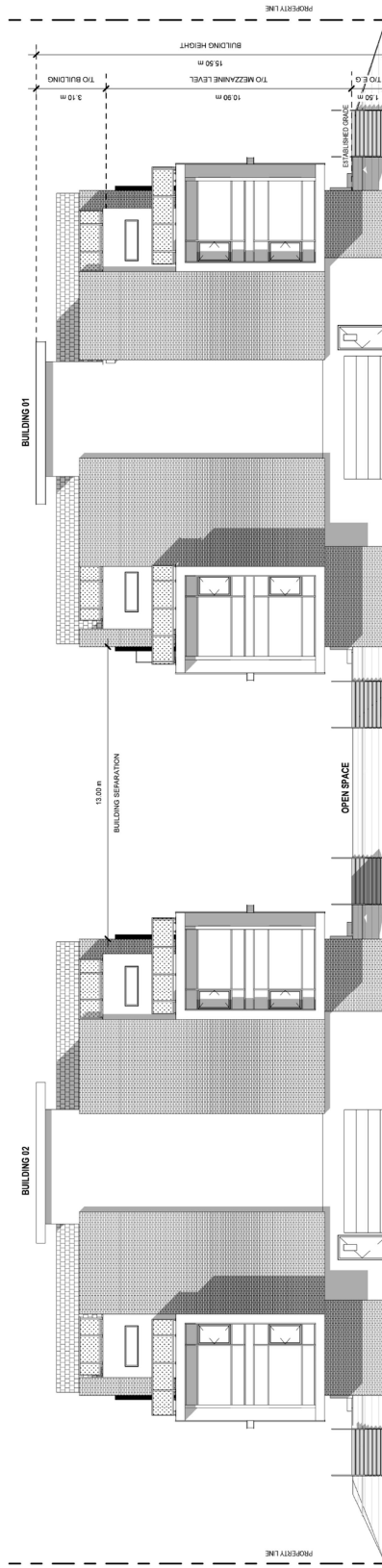
# Attachment 6: Simplified Site Plan



Site Plan

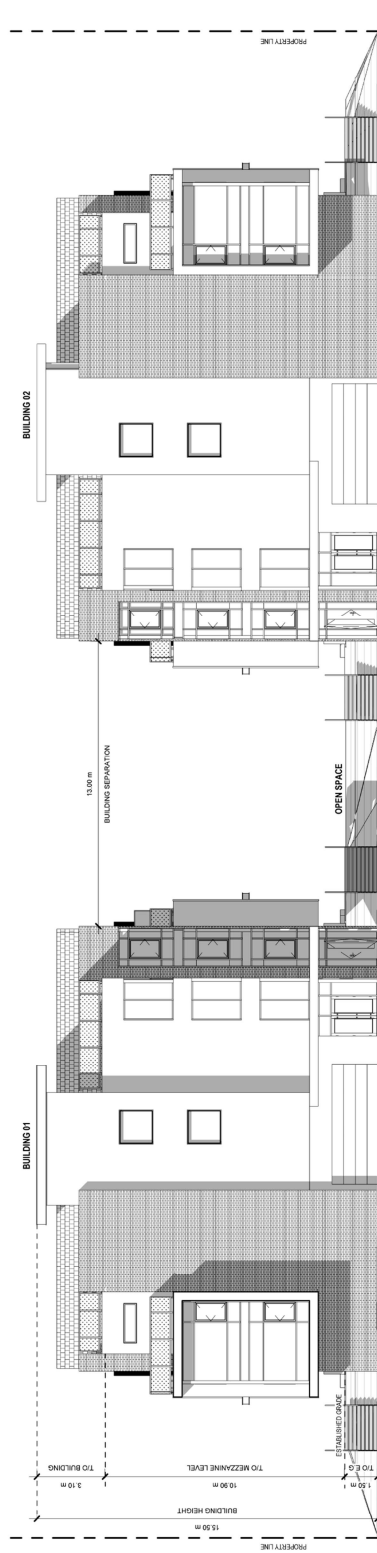


Attachment 7a: East Elevation



East Elevation

Attachment 7b: West Elevation



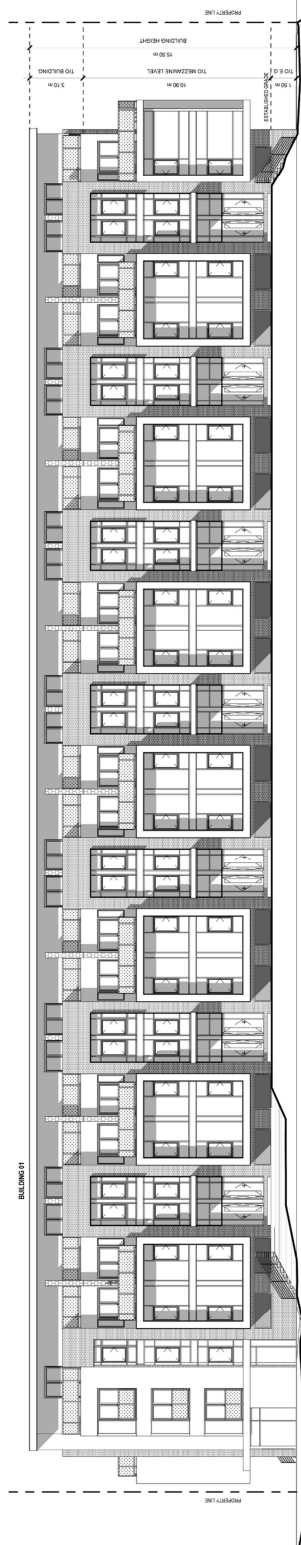
West Elevation

Attachment 7c: Building 01 North Elevation



Building 01 - North Elevation

Attachment 7d: Building 01 South Elevation

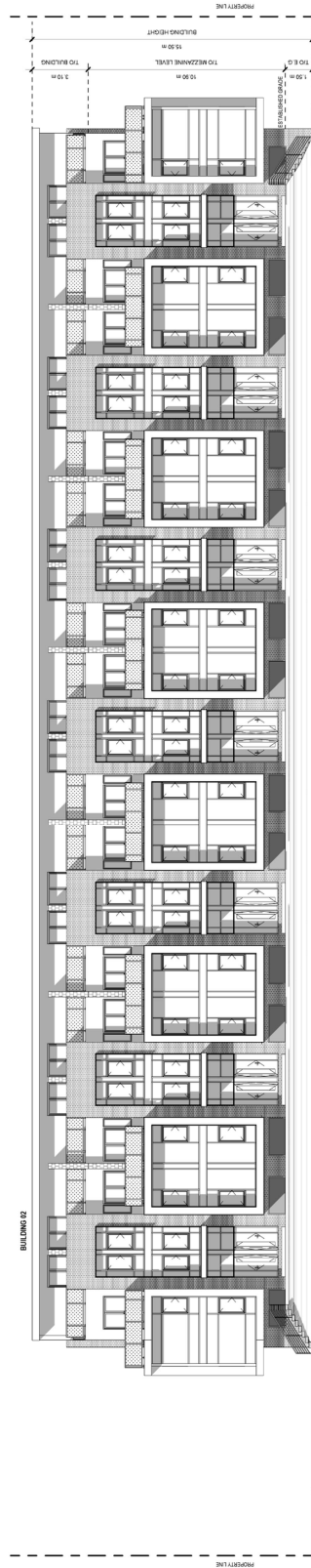


Building 01 - South Elevation



Building 02 - North Elevation

Attachment 7f: Building 02 South Elevation



Building 02 - South Elevation