

RECEIVED

By Committee of Adjustment at 12:33 pm, Aug 11, 2026

58 JONES AVENUE **Planning & Design Rationale**

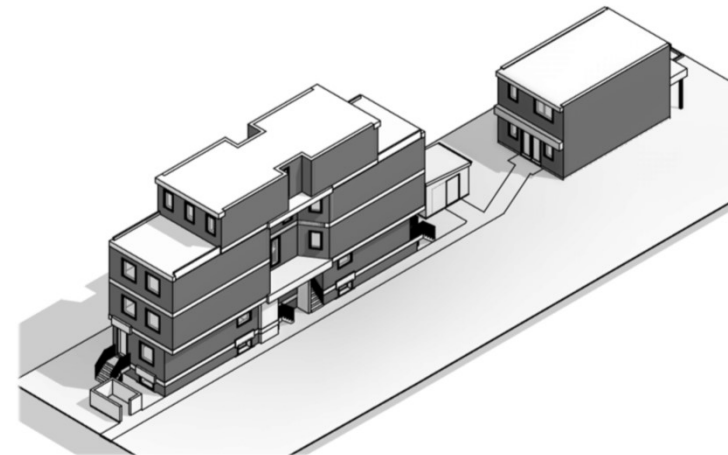
Committee of Adjustment File # **A0504/26TEY**

Zoning Applicable Law Certificate (ZAP) Review No: **26 137114 ZAP 00 ZR (Apartment)**

Zoning Applicable Law Certificate (ZAP) Review No: **26 137141 ZAP 00 ZR (Laneway Suite)**

Public hearing tentatively scheduled: **September 9, 2026**

Submitted by:
Geoffrey Moote c/o Moote Architect
August 8, 2026



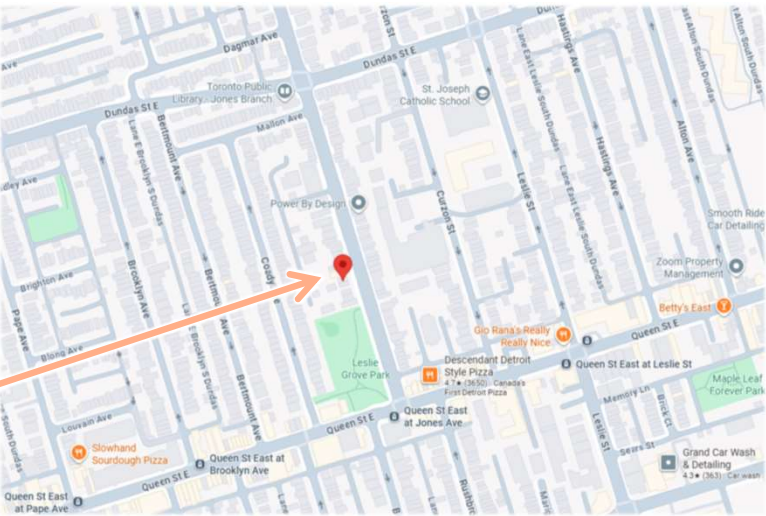
INTRODUCTION

The thoughtfully designed 7-unit mid-rise apartment & stand-alone laneway suite at 58 Jones Avenue represents an ideal example of Toronto's "missing middle" housing, providing a gentle increase in residential density while maintaining the established scale and character of the surrounding neighbourhood. Located on a well served residential street within walking distance of transit, parks, schools, and the commercial amenities of Queen St E & Gerrard Street E, the site is exceptionally well suited to accommodate additional housing without requiring significant new municipal infrastructure.

Importantly, the property is bookended by two existing “missing middle-style” multi-unit residential buildings to the north and south, demonstrating that this form of housing is already an established component of the immediate streetscape. Rather than introducing an unfamiliar building typology, the proposed development completes an emerging pattern of context-sensitive intensification along this section of Jones Avenue. This proposal enriches a diversity of housing options for young professionals, families, and downsizing seniors, helping address Toronto's critical housing shortage through modest intensification. By replacing a single detached dwelling, the project makes more efficient use of urban land, supports sustainable transportation choices, and contributes to a complete, walkable community. This scale of development aligns with the City's housing objectives by delivering new homes within an established neighbourhood while respecting the existing streetscape which reinforces the evolving character along this stretch of Jones Avenue.



SUBJECT PROPERTY – EXISTING FRONT & REAR VIEWS



SUBJECT PROPERTY

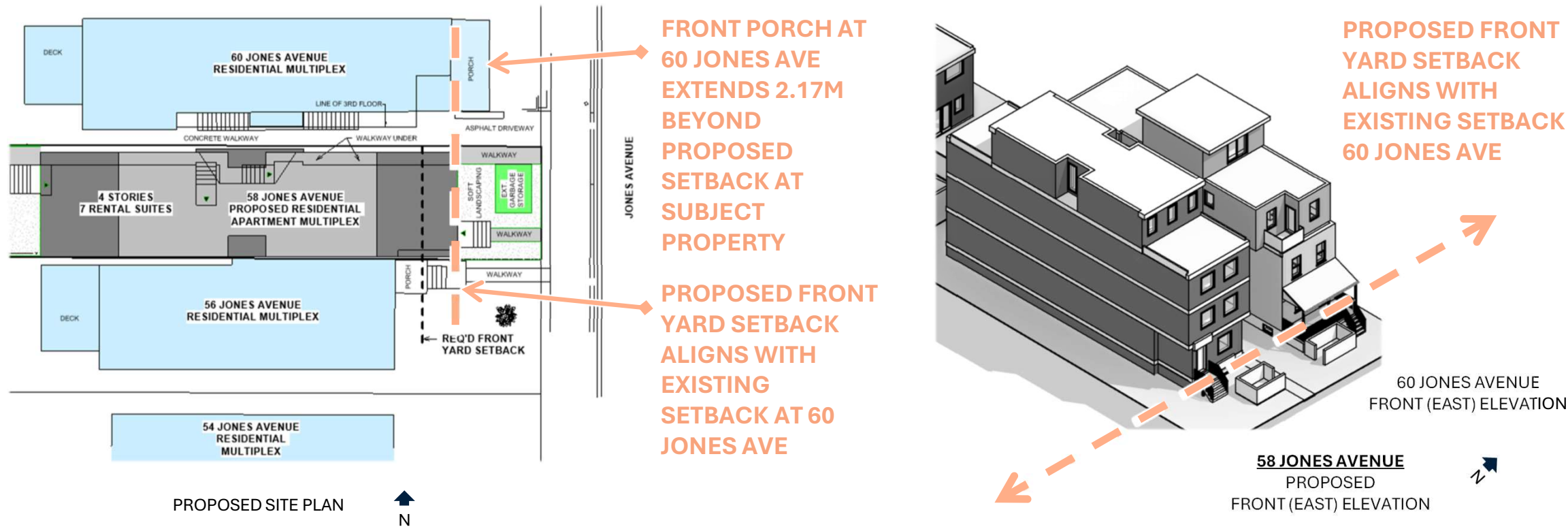
KEY PLAN



Item #4. FRONT YARD SETBACK

A) If a lot is between two abutting lots in the Residential Zone category, each with a building fronting on the same street and those buildings are both, in whole or in part, 15.0 metres or less from the subject lot, the required minimum front yard setback is the average of the front yard setbacks of those buildings on the abutting lots. The required front yard setback is 6.7 metres. The proposed is 4.73 metres. [10.5.40.70.(1) Building or Structure to be Set Back from a Lane]

The proposed front yard setback aligns with the neighbouring building to the north, whose main floor porch projects an additional 2.17 metres into the front yard. This relationship supports the proposal’s fit with the evolving Jones Avenue streetscape and helps close a noticeable gap between recent multi-family renovations to the north and south.



Item #5. BICYCLE PARKING

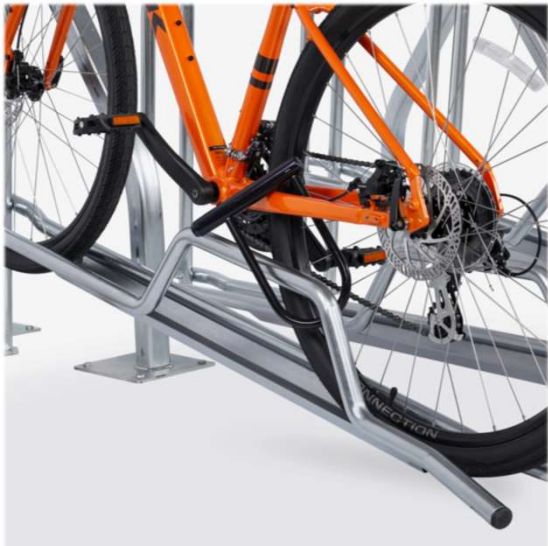
12) If a building has uses for which 5 or more "long-term" bicycle parking spaces are required, bicycle maintenance facilities must be provided in the building with the following minimum dimensions:
(A) minimum length of 1.8 metres; (B) minimum width of 2.6 metres; and
(C) minimum vertical clearance from the ground of 1.9 metres; [By-law: 839-2022] No Maintenance Facility is provided. [230.5.1.10 Bicycle Maintenance Facilities]

The proposed bicycle storage area is a fully enclosed ancillary building in the rear yard, designed to securely accommodate 12 bicycles in stacked racks.

**STACKED BICYCLE PARKING
LOCATED WITHIN ANCILLARY
BICYCLE STORAGE BUILDING**



BICYCLE STORAGE
REAR YARD ANCILLARY BUILDING

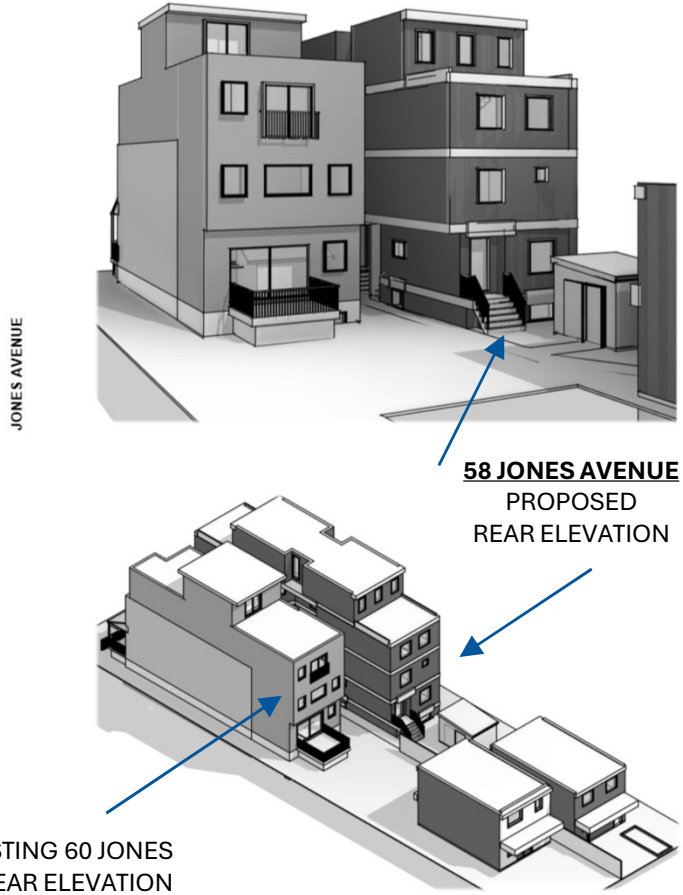
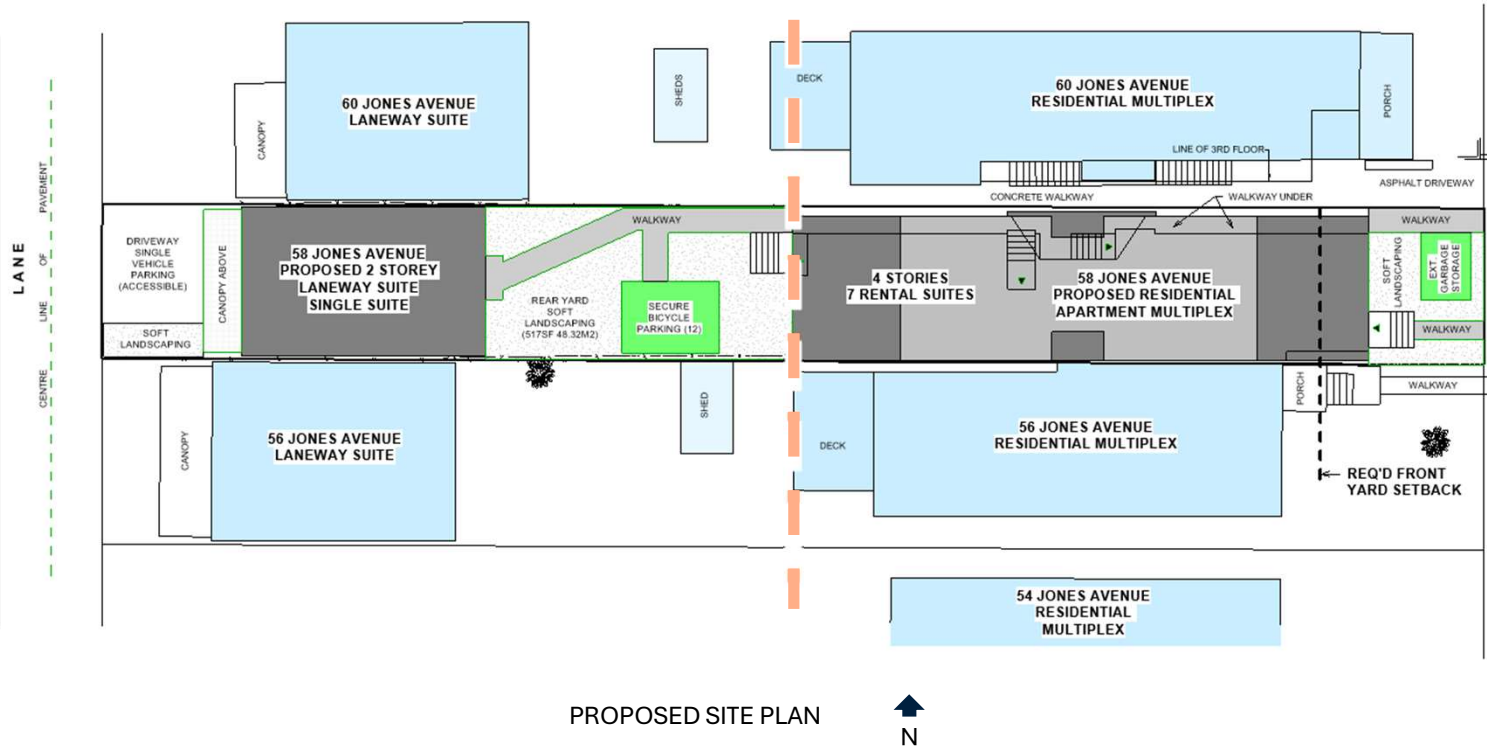


Item #6. BUILDING DEPTH

(C) Despite (A) above, the permitted maximum building depth for an apartment building with a height of 13.0 metres or less is 19.0 metres. The proposed building depth is 21.64 metres. [10.10.40.30.(1) Maximum Building Depth]

The proposed building depth generally aligns with the existing rear main walls and first floor decks of the neighbouring buildings at 56 and 60 Jones Avenue. This location fills the gap between those properties, while the added depth allows for seven units rather than only five or six.

**PROPOSED BUILDING DEPTH GENERALLY FOLLOWS
PRECEDENT SET TO NORTH AND SOUTH**



Item #7. FLOOR SPACE INDEX

A) The permitted maximum floor space index is 0.6 times the area of the lot: 216.42 square metres. The proposed floor space index is 1.42 times the area of the lot: 514.9 square metres. [10.10.40.40.(1) Floor Space Index]

The proposed floor space index reflects the recent trend toward mid-rise, multi-unit residential buildings along this stretch of Jones Avenue. The proposed density supports the creation of seven purpose-built rental units within an established rental housing context. Nearby properties at 60, 72, and 86 Jones Avenue provide comparable examples where density exceeds the permitted limit by a similar amount.



86 JONES AVENUE



72 JONES AVENUE

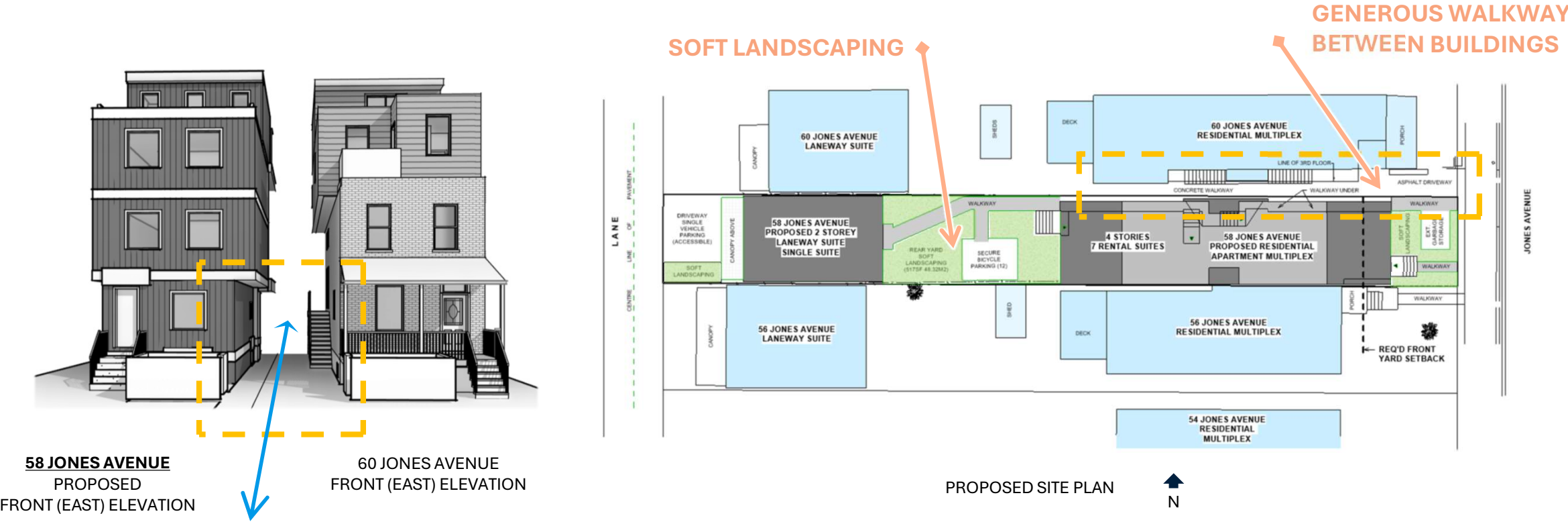


60 JONES AVENUE

Item #8. LANDSCAPE STRIP

A lot with an apartment building must have a minimum 1.5 metre wide strip of land for soft landscaping along any part of a lot line abutting another lot in the Residential Zone category. The proposed does not have a strip of landscaping. [10.5.50.10.(5) Landscaping Requirement for an Apartment Building Abutting Another Residential Lot]

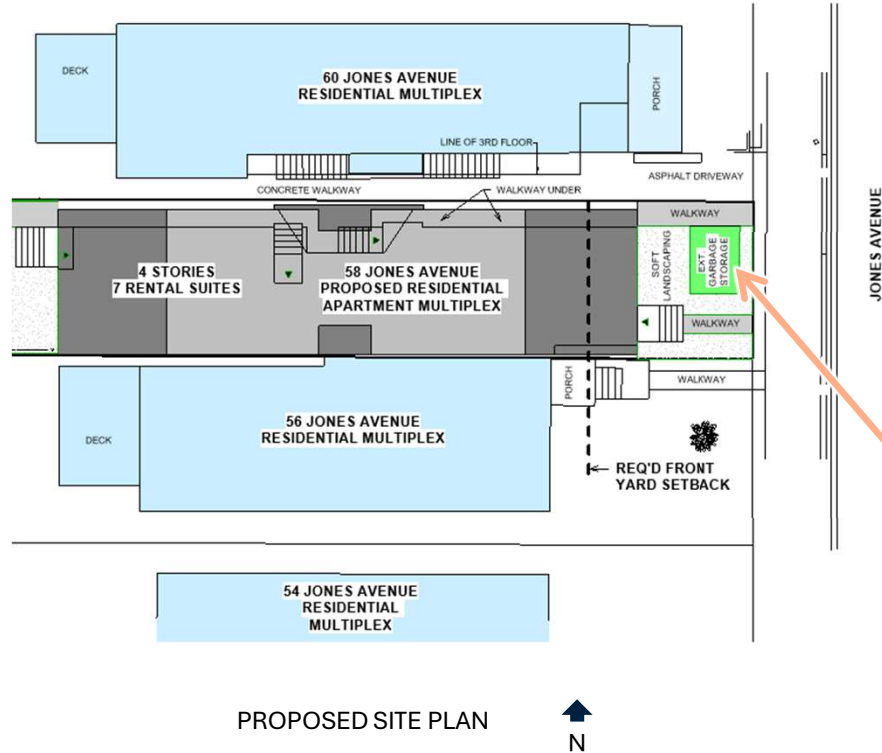
Given the lot’s total width of only 6.41 metres, providing the required 1.5 metre landscape strip along either side lot line is not feasible. The proposal instead provides a generous, unobstructed walkway along the north lot line for building access, complementing the established entrance sequence along the south side of neighbouring 60 Jones Avenue. Because this walkway is required for accessible entry, it cannot be converted to soft landscaping. Additional soft landscaping is provided in the front yard, rear yard, and at the laneway suite.



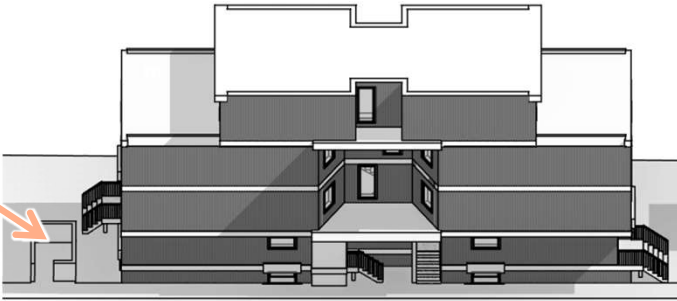
Item #9. WASTE AND RECYCLABLE STORAGE

All waste and recyclable material must be stored in a wholly enclosed building. The proposed waste and recyclable material is not stored in a wholly enclosed building. [10.5.150.1.(1) Waste and Recyclable Materials Storage for an Apartment Building]

Because of site constraints and the proposed purpose-built rental program, the waste and recyclable storage area is located outside the building rather than within it. Locating it indoors would eliminate a single one-bedroom rental unit, so the preferred approach is to retain the unit and provide exterior storage.



WASTE AND RECYCLABLE MATERIALS TO BE STORED IN FRONT YARD LOCATED WITHIN A DESIGNATED ENCLOSED AREA, CONTAINED INSIDE FREESTANDING STRUCTURES.



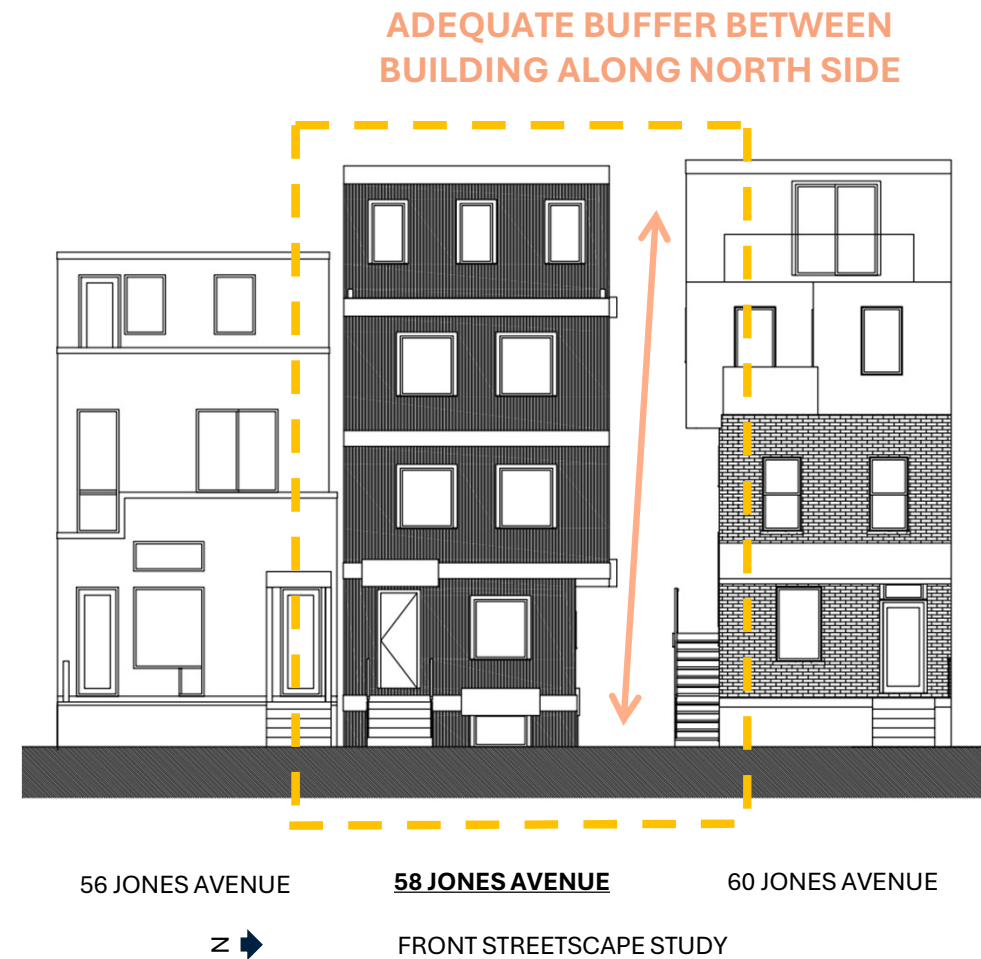
Item #10 & #11. SIDE YARD SETBACK

G) The required minimum side yard setback for an apartment building is 0.45 metres. The proposed South side yard setback is 0 metres. [10.10.40.70.(4) Reduced Minimum Side Yard for Walls with No Windows or Doors on Specified Buildings]

A)(i) The required minimum side yard setback for an apartment building with a height of 13m or less is 0.9 metres. The proposed North side yard setback is 0.37 metres. [10.10.40.70.(3) Minimum Side Yard Setback]

At only 6.41 metres wide, the subject lot cannot accommodate the prescribed side yard setbacks. The proposed 0 metre south side yard setback allows for a potential future side wall connection to the neighbouring building at 56 Jones Avenue. This type of connection is common in urban streetscape design, where it helps define the street edge and establish a consistent building rhythm.

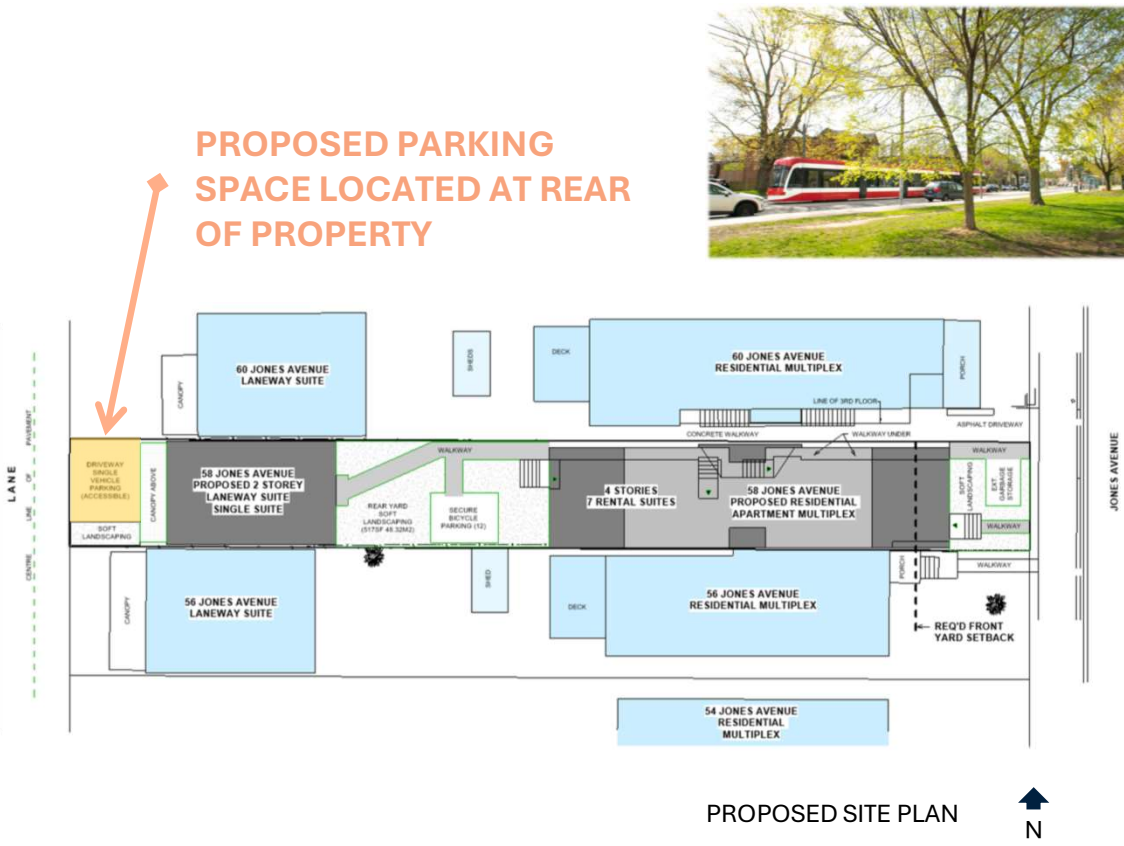
On the north side, the proposed setback is limited to 0.37 metres on Levels 2 to 4, where there are no windows along the north wall. At grade, the setback increases to 1.2 metres to allow for modest glazing and sufficient circulation width for building access. Together with the adjacent condition at 60 Jones Avenue, the proposal provides an adequate buffer between buildings.



Item #12. VISITOR PARKING

The required minimum number of visitor parking space(s) for the dwelling units is 2 spaces. The proposal will have 1 space. [200.5.10.1.(1) Parking Space Rates]

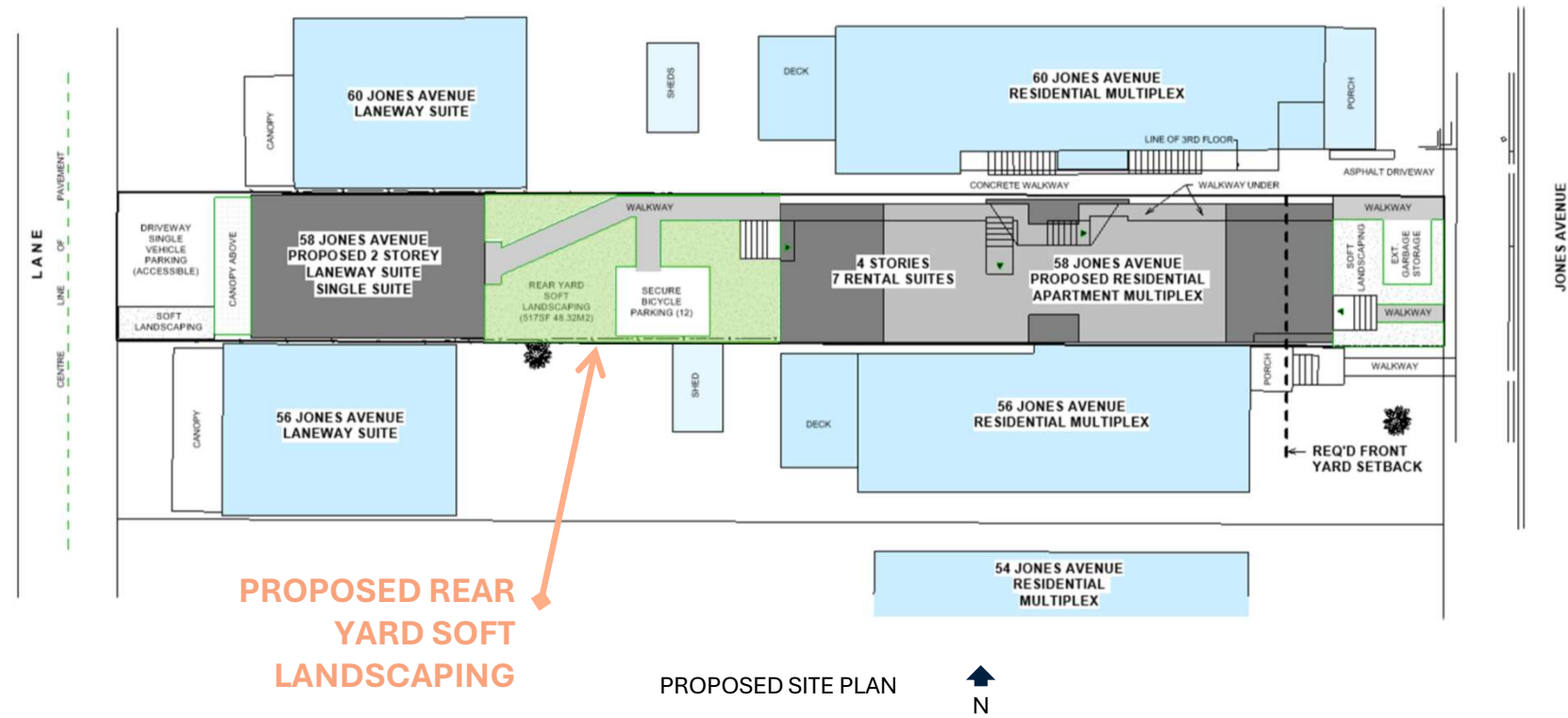
The subject lot is on a well served street within walking distance of primary TTC routes on Jones Avenue and Queen Street East. Streetcars run regularly east and west along Queen Street, while TTC bus routes provide access north to the Danforth subway line. As a result, minimal visitor parking is expected to be needed on site. In our view, one visitor parking space is sufficient and consistent with area precedent.



Laneway Suite Item #4. REAR YARD SOFT LANDSCAPING

A lot with residential building and ancillary building containing a laneway suite a minimum of 85% of the rear yard area between all rear main walls of the residential building and the front main wall of the ancillary building containing a laneway suite shall be soft landscaping. The proposed rear yard area that contains laneway suite has 80% of soft landscaping. [150.8.50.10(1)(B) Landscaping Requirements for a Laneway Suite]

The minor shortfall in rear yard soft landscaping results from the required accessible walkway connecting the front of the property to the rear laneway suite. The walkway also links the bicycle storage facility to the main pedestrian route. In addition, a modest staircase extends into the rear yard to provide the necessary stair and landing access to the rear suite.



CONCLUSION

The proposal provides seven much-needed purpose-built rental units and a stand-alone laneway suite. Together, the buildings represent a gentle density approach that is well suited to a site near major transportation routes, public green space, and mixed-use commercial amenities. The proposal's scale also aligns with recent City of Toronto initiatives supporting missing-middle rental housing.

For these reasons, the proposal represents appropriate modest intensification that addresses Toronto's need for additional housing while fitting comfortably within the surrounding neighbourhood. It makes efficient use of a well located site, reinforces the emerging pattern of multi-unit housing on Jones Avenue, and contributes to a more diverse, walkable, and complete community.

Thank you.