

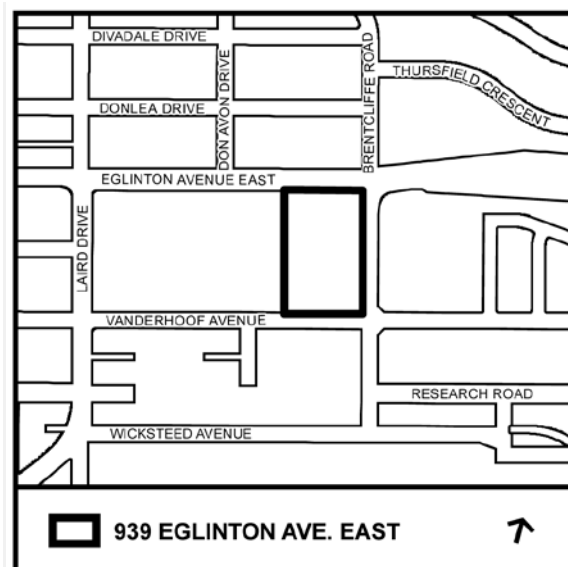
**939 Eglinton Ave East Zoning Amendment Application - Preliminary Report**

<b>Date:</b>	August 20, 2015
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 26 – Don Valley West
<b>Reference Number:</b>	15 141830 NNY 26 OZ

**SUMMARY**

This application proposes to amend the former Town of Leaside Zoning By-law No. 1916 to permit a mixed use development with residential, office, and commercial uses. This rezoning application is being filed in conjunction with an application previously submitted to amend the City of Toronto Official Plan *Employment Areas* designation (File No. 13 107003 NNY 26 OZ).

The development proposes 1,500 residential units, 2,950 m<sup>2</sup> of retail space, 9,690 m<sup>2</sup> of office space, 1,639 parking spaces in 4 levels of underground parking, a 0.22 ha public park and a new 16.5 metre wide public road. The proposal is comprised of two development parcels. The north parcel is proposed to be developed with two residential towers with heights of 19 and 24 storeys connected by an 8-storey mixed-use mid rise building along the Eglinton Avenue East frontage. The south end of the north parcel is proposed to be developed with two residential towers with heights of 31 and 34 storeys connected by an 8-storey mid-rise building along the north side of the proposed new public road. The south parcel is proposed to be developed with a 6-storey office building at the northwest corner of Brentcliffe Road and Vanderhoof Avenue and a new public park to the west.



This report provides preliminary information on the above-noted application and seeks North York Community Council's directions on the further processing of the application and on the community consultation process.

## **RECOMMENDATIONS**

---

### **The City Planning Division recommends that:**

1. Staff be directed to schedule a community consultation meeting for the lands at 939 Eglinton Avenue East together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the *Planning Act*.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

At its April 11, 2013 meeting, Planning and Growth Management Committee provided direction to the Chief Planner and Executive Director, City Planning on a Preliminary Staff Report for an application to amend the Official Plan *Employment Areas* designation for the site at 939 Eglinton Avenue East to permit a mixed use development with residential, office, retail and other commercial uses.

The Planning and Growth Management Committee directed staff to review the application concurrently and in the context of the statutory Five Year Review of the Official Plan, which includes a Municipal Comprehensive Review, and concurrently and in the context of the Eglinton Connects planning study for the Eglinton Crosstown Light Rail Transit (LRT) line.

Further direction was provided upon completion of the Municipal Comprehensive Review that: authorized staff to schedule a community consultation meeting for the lands at 939 Eglinton Avenue East, together with the Ward Councillor; directed that Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site; and directed that Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act. A community consultation meeting for the Official Plan Amendment application has not been held yet.

The link to the decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG23.1>

At its December 16, 17, and 18, 2013 meeting, City Council adopted Official Plan Amendment 231 (OPA 231) to the Official Plan of the City of Toronto with respect to the economic health and employment land policies and designations, and recommendations on conversion requests.

OPA 231 redesignates lands bounded by Eglinton Avenue East, Laird Drive, Vanderhoof Avenue and Brentcliffe Road from *Employment Areas* to *Mixed Use Areas*, with the exception of the southerly 50 metres, which would be retained for employment purposes, and would be redesignated to *General Employment Areas*. OPA 231 also introduces a new site and area specific policy (SASP 396) that would apply and provide general policy direction. SASP 396 is discussed in further detail later in this report.

On July 20, 2014 the applicant appealed OPA 231, indicating that the *Mixed Use Areas* designation is more appropriate over the entire site with no requirement for an Employment designation on the southern portion of the site.

The link to the decision and by-law implementing OPA 231 can be found at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

On June 22, 2015, the Ontario Municipal Board issued an order partially approving Official Plan Amendment 231. Through this OMB partial approval, all of the subject site, with the exception of the southerly 50 metres, was redesignated to *Mixed Use Areas*. The southerly 50 metres of the site remains under appeal and within the in-force *Employment Areas* designation and proposed *General Employment Areas* designation of OPA 231. Site and Area Specific Policy 396, as it applies to the subject site, also remains under appeal. A third Ontario Municipal Board pre-hearing conference is scheduled for October 22, 2015.

The City of Toronto's Eglinton Connects Planning Study examined the future land uses, built form, public realm and road layout on Eglinton Avenue, in anticipation of the opening of the Eglinton Crosstown LRT in 2020. At its meeting of May 6-8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study. The Phase 1 (Part 1) Implementation Report for the Study was considered by Council at its meeting of July 8-9, 2014 and the Phase 1 (Part 2) Implementation Report was considered by City Council at its meeting of August 25-28, 2014.

The reports and Council's directions can be found here:  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=44ae86664ea71410VgnVCM10000071d60f89RCRD>

On June 11-13, 2013, City Council adopted a recommendation authorizing the General Manager, Transportation Services to issue a Request for Proposal (RFP) to undertake the comprehensive Leaside Area-Wide Traffic Study. The study area for this traffic study would include the subject site and all of the Laird Focus Area Review area. This work has not been initiated yet.

The link to this decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.NY24.11>

## Pre-Application Consultation

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

## ISSUE BACKGROUND

### Proposal

The application proposes to rezone the lands located at 939 Eglinton Avenue East to permit a mixed use proposal with residential, commercial and office uses. The mixed use development would contain a total of 1,500 residential dwelling units and 12,640 m<sup>2</sup> of non-residential space consisting of 2,950 m<sup>2</sup> of retail and 9,690 m<sup>2</sup> of office, and 1,639 vehicular parking spaces. An additional 1,800 m<sup>2</sup> of non-residential gross floor area is proposed for an above grade enclosed commercial/residential visitor parking area. The overall gross floor area for this project would be 106,800 m<sup>2</sup> with a floor space index of 5.27. The site is arranged into two main parcels with a north and south development parcel. The north parcel is further divided into a north and mid block.

The north and south parcels are separated by a proposed new public road. The new public road will have a right-of-way width of 16.5 metres and will run east-west from Brentcliffe Road and then southerly along the west property limit to connect to Vanderhoof Avenue. A 6 metre wide service lane will run north-south along the west limit of the north parcel connecting Eglinton Avenue East to the new public road to the south (Attachment 1).

The north parcel is proposed to be developed in two blocks as detailed in Table 1 below.

Table 1	Towers				Podium/Base	
	# of Storeys	Height	Floor plate	Separation Distance	# of Storeys	Height
North Block	Building A – 19 storeys	63.5m plus 7.5m mechanical	750 m <sup>2</sup>	A and B 50 m	8 storeys	30 m
	Building B – 24 storeys	78.5m plus 7.5m mechanical	750 m <sup>2</sup>			
				A/B from C/D 25 m		
Mid Block	Building C – 34 storeys	107 m plus 8.4m mechanical	750 m <sup>2</sup>	C and D approx. 25m	8 storeys	29 m
	Building D – 31 storeys	98 m plus 8.4m mechanical	750 m <sup>2</sup>			

Proposed is a 6 metre wide east-west private driveway between the north and the mid block that connects Brentcliffe Road to the service lane. The north and mid block towers

are connected over the shared private driveway by way of pedestrian bridges located on the eastern and western portions of the podium building at the second level. The tower and midrise buildings each have various stepbacks and setbacks that help articulate the buildings. The stepbacks occur along the 2<sup>nd</sup>, 6<sup>th</sup> and 8<sup>th</sup> storeys while the buildings are generally setback a minimum of 6 metres along Eglinton Avenue East, 4.1 metres along Brentcliffe Road, 0.8 metres to the 2-storey portion of the building fronting the new public street and 4 metres from the service lane.

The north parcel would have a total gross floor area of 96,170 m<sup>2</sup> comprised of 92,400 m<sup>2</sup> of residential gross floor area and approximately 3,770 m<sup>2</sup> of non-residential gross floor area. The applicant is proposing a minimum of 1.5 m<sup>2</sup> per unit for outdoor amenity space and a minimum of 1.5 m<sup>2</sup> per unit for indoor amenity space. Further project details are outlined on Table 2 below.

Table 2	North Block	Mid Block	Total
Residential Dwelling Units	650	850	1,500
Dwelling Unit Mix	32 bachelor 325 one bedroom 293 two bedroom	43 bachelor 425 one bedroom 382 two bedroom	75 bachelor 750 one bedroom 675 two bedroom
Amenity Space	975 m <sup>2</sup> indoor 975 m <sup>2</sup> outdoor	1,275 m <sup>2</sup> indoor 1,275 m <sup>2</sup> outdoor	2,250 m <sup>2</sup> 2,250 m <sup>2</sup>

On the north block, the U-shaped 8-storey podium building includes double height (6m) retail uses on the ground floor fronting Eglinton Avenue East and Brentcliffe Road. The residential lobby would be accessed from the shared east-west driveway. Located within the courtyard area formed by the U-podium building is an enclosed at grade parking area with 37 parking spaces for retail uses and residential visitors. Access to the underground parking area and two loading spaces are also located adjacent to this parking area. These two loading spaces would be for the commercial uses and the 24-storey residential building. Loading for the 19-storey residential building would occur from the service lane.

The mezzanine level of the north block podium includes bicycle parking and mechanical/electrical rooms. The second floor consists of office space (1,810 m<sup>2</sup>) fronting on to Eglinton Avenue East, residential units facing westwards, while the remainder of this floor consists of 2 indoor residential amenity areas. Both indoor amenity areas have direct access to the outdoor rooftop amenity area (1,730 m<sup>2</sup>) located on top of the commercial/visitor parking area. The balance of the podium would consist of residential units. The second floor offices are accessed from a lobby located at the northwest corner of the building with direct access from the Eglinton Avenue East sidewalk.

On the mid block, the U-shaped 8-storey podium fronts onto the new public street and Brentcliffe Road. The ground floor includes double-height (6m) retail space (260m<sup>2</sup>) facing Brentcliffe Road, and residential lobbies for the two towers accessed from the

interior courtyard. A loading space for the 31-storey tower is proposed at the east end of the podium with access from the private driveway. The loading space for the 34-storey building would be accessed from the service lane. The ground floor also includes indoor and outdoor amenity space, 14 two-storey townhouse units that front onto the new public street, and a publicly accessible pedestrian connection running from the new public street, through the townhouse units and into the interior courtyard. The mezzanine level includes bicycle parking spaces and the second storeys of the townhouses. The second level consists of residential dwelling units and two indoor amenity areas located at the northwest and northeast end of the U-shaped podium. These indoor amenity areas are linked by two second storey bridges to the indoor amenity areas of the adjacent amenity areas within the north block. The remainder of the podium building would be comprised of residential units.

The south parcel is bounded by the proposed new public road along its western and northern boundaries, by Vanderhoof Avenue to the south and by Brentcliffe Road to the east. The south parcel is proposed to be developed with office and retail uses in a 6-storey building with a height of 30 metres plus 4 metre mechanical penthouse, and a new public park.

The 6-storey building is proposed along the eastern portion of the site and will have a gross floor area of 8,870 m<sup>2</sup> comprised of 7,880 m<sup>2</sup> of office floor area and 990 m<sup>2</sup> of ground floor retail. The ground floor includes retail space fronting on all streets and a north-south through lobby with access from both the new public street and Vanderhoof Avenue. Levels 2-6 are all proposed as office space and the building would have a floorplate of approximately 1,520 m<sup>2</sup>. The west side of the office building includes a private driveway that provides access to two loading spaces and to a ramp accessing the underground parking area. Proposed for the remainder of the south parcel is a new public park approximately 0.22 hectares in size. The park would have frontage on Vanderhoof Avenue and on the new public street.

A total of 1,639 parking spaces are proposed within 4 levels of underground parking and within an enclosed surface parking area. The parking would consist of 1,177 resident parking spaces, 248 spaces for commercial and resident visitors, which includes 37 surface parking spaces, and 214 commercial parking storage spaces (for Mercedes Benz). The entire development is proposed to be served by a total of 7 loading spaces in locations previously described. The proposal will include a total of 1,571 bicycle parking spaces consisting of 1,360 spaces for residents, 150 spaces for resident visitors and 61 spaces for non-residential uses.

The applicant has advised that the project would be phased. The intention is that the first phase would consist of the 6-storey office building located within the south parcel. The next phase would begin with the north parcel starting with the north block and then followed by the mid block. The north parcel could be phased into a minimum of 2 or up to 4 phases depending on market conditions.

Please see Attachment 1 Site Plan, Attachments 2A-F Elevations and Attachment 6 Application Data Sheet for further project information.

## Site and Surrounding Area

The property is located at the northern edge of the Leaside Business Park at the southwest corner of Eglinton Avenue East and Brentcliffe Road. It is approximately 2 hectares in size with frontages of approximately 113 metres along Eglinton Avenue East, 178 metres along Brentcliffe Road and 113 metres along Vanderhoof Avenue.

The site is currently developed with a 2-storey office/commercial building with a gross floor area of approximately 13,470 m<sup>2</sup> and a large surface parking lot along the Brentcliffe Road frontage with another surface parking lot and loading facilities along the southwest edge of the site. Existing tenants include office uses (D+H Call Centre), restaurants (Tim Hortons, Nando's, Select Sandwiches), retail stores, (Morton Specialties, Walking on a Cloud, Comfort Shoes, Rogers Wireless, Pollard Windows) and service commercial establishments (Pure Fitness, The Printing House, Allstate, X-Copper, Leaside Park Dental Care).

With the exception of low and high-rise residential development east of the site, the Leaside Business Park is comprised of a mix of employment and commercial uses. Retail, service, health club and restaurant uses are generally located along the edges of the employment area along Laird Drive and Eglinton Avenue East. The industrial related uses are located to the south in the interior of the employment area.

Surrounding uses include:

North: Eglinton Avenue East then lands designated *Neighbourhoods* currently developed with semi-detached houses and apartment buildings ranging in height between 3 and 6 storeys, then further north the North Leaside neighbourhood generally comprised of low-rise single detached dwellings;

South: Vanderhoof Avenue then lands designated *Employment Areas* including two 2-storey commercial/office buildings at 105-109 Vanderhoof Avenue and 10 Brentcliffe Road located opposite the subject site;

East: Brentcliffe Road then lands designated *Mixed Use Areas* comprising a commercial plaza at 943-957 Eglinton Avenue East (Hyde Park Plaza) with retail stores (including Marshalls, Home Sense, Staples, Robert Lowery Pianos and 2001 Audio Video); then further east a residential development comprising townhouse units and three apartment towers (12 storeys and 17 storeys existing with a 20-storey building under construction);

West: Lands designated *Mixed Use Areas* to Laird Drive including a car dealership (Mercedes Benz) fronting Eglinton Avenue East with a 3-storey office building (Mercedes Benz Canada) fronting Vanderhoof Avenue; then further west at the corners of Eglinton Avenue East/Laird Drive/Vanderhoof Avenue a large format

retail shopping centre known as Riocan Leaside with stores including Canadian Tire and Future Shop. It should be noted that Riocan has appealed OPA 231 regarding their property at 815-845 Eglinton Avenue East, as they seek a *Mixed Use Areas* designation on the southerly 50 metres of their site rather than a *General Employment Areas* designation.

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

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

### Mixed Use Areas

At its December 16, 17, and 18, 2013 meeting, City Council adopted OPA 231 to implement the Official Plan Review respecting employment lands and the Municipal Comprehensive Review. On July 9, 2014, the Province of Ontario approved OPA 231 in part. OPA 231 designates the northern portion (128 metres) of this site as *Mixed Use Areas* (Attachment 3). On June 22, 2015, the OMB partially approved OPA 231 and approved the designation of this portion of the subject site to *Mixed Use Areas*.

*Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development criteria in *Mixed Use Areas* includes, but is not limited to: creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community; locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes; and provide an attractive, comfortable and safe pedestrian environment.



Additionally, Section 3.5.1 Creating a Strong and Diverse Civic Economy of OPA 231, policy 6 remains under appeal and states that new office development will be promoted in *Mixed Use Areas* and *Regeneration Areas* in the *Downtown* and *Central Waterfront* and *Centres*, and all other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas* within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Policy 9 of OPA 231 also remains under appeal and states that new development that includes residential units on a property with at least 1,000 m<sup>2</sup> of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a *Mixed Use Area* or *Regeneration Area* within: the *Downtown* and *Central Waterfront*; a *Centre*; or 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station.

#### Employment Areas

The southern 50 metres of the site is designated as *Employment Areas* within the Official Plan (Attachment 3). The land use policies of Section 4.6, *Employment Areas* state that *Employment Areas* are intended to be places of business and economic activity. Uses that support this function include the proposed office and park uses on these lands, and also manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

OPA 231 redesignated the southerly 50 metres of the site to *General Employment Areas*. The *General Employment Areas* policies are subject to appeal at the OMB and are therefore not in force. However, the designation permits the proposed office and park uses on these lands.

*General Employment Areas* are places for business and economic activities generally located on the peripheries of *Employment Areas* where, in addition to all uses permitted in a *Core Employment Area*, retail and service uses, restaurants, fitness centres and ice arenas may also be established. Uses permitted in the *Core Employment Areas* are manufacturing, warehousing, wholesaling, transportation facilities, offices, research and development facilities, utilities, industrial trade schools, media facilities, and vertical agriculture. Secondary uses, which support the primary employment uses permitted in *Core Employment Areas* include uses such as: hotels, parks, small-scale restaurants and catering facilities, and small-scale services uses that directly serve business needs such as courier services, banks and copy shops.

#### Site and Area Specific Policy 396

OPA 231 also introduces a new site and area specific policy (SASP 396) to provide policy direction on the subject site and also the two properties located to the west; namely, the block bounded by Eglinton Avenue East, Laird Drive, Vanderhoof Avenue and Brentcliffe Road. The owners of the subject site and 815-845 Eglinton Avenue East both appealed SASP 396 and it is not in force. SASP 396 that would apply to these lands provides the following policy directions:

- *General Employment Areas* uses in the southerly 50 metres of the lands are limited to those that are compatible with residential and sensitive non-residential uses permitted in the *Mixed Use Areas* and *Neighbourhoods* designations;
- major retail developments with 6,000 square metres of retail floor area would not be permitted in the southerly 50 metres of the lands;
- development on the *Mixed Use Areas* lands that includes residential units is required to also increase the non-residential gross floor area on the SASP 396 lands; and
- given the presence of industries to the south and southeast, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development so that appropriate design standards and building heights can be determined for buildings containing residential uses.

### The Built Environment

Among other relevant policies in evaluating the proposal are policies related to the Built Environment (Section 3.1). For larger sites the Official Plan includes Public Realm policies (Section 3.1.1) which promote the use of new streets to provide connections and divide larger sites into smaller development blocks. These development blocks should be appropriately sized and configured in relation to the requested land use and scale of development, provide adequate room within the block for parking and servicing needs and allow for phasing to be properly undertaken. Policies also require that new parks and other public spaces front onto a street for good visibility, access and safety.

Section 3.1.2 identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new development to be located and organized to fit with its existing and/or planned context. They will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. New developments will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Also, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces. Similar built form policy objectives are found in Section 3.1.3 as they specifically relate to tall buildings.

### Building New Neighbourhoods

Section 3.3 of the Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include: the pattern of streets, development blocks, open spaces and other infrastructure; the mix and location of uses; a strategy to provide parkland and to protect, enhance or restore natural heritage; a strategy to provide community services and local institutions; and a strategy to provide affordable housing.

New neighbourhoods will be viable as communities. They should have: a community focal point within easy walking distance of the neighbourhood's residents and workers; a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings; and services and facilities that meet the needs of residents, workers and visitors.

New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have: good access to transit and good connections to surrounding streets and open spaces; uses and building scales that are compatible with surrounding development; community services and parks that fit within the wider system; and a housing mix that contributes to the full range of housing.

Other relevant policies in the "Public Realm" and "Built Form" sections of the Plan will also be used to review this development proposal.

The Toronto Official Plan is available on the City's website at:  
[http://www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

### Eglinton Connects Planning Study

Eglinton Avenue is identified as an intensification corridor in Metrolinx's Regional Transportation Plan. The Eglinton Crosstown, which is a light rail transit (LRT) line that will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station is currently underway. From Keele station to Laird station the line will operate underground and will resurface onto Eglinton Avenue East just east of Brentcliffe Road. The intersection of Laird Drive and Eglinton Avenue East has been identified as a location for an LRT station. The main station entrance will be at the southwest corner of Laird Drive and Eglinton Avenue East and the secondary entrance will be located on the southeast corner.

The subject site falls within the Laird Focus Area (see Attachment 5), which was one of 6 Focus Areas identified in the Eglinton Connects Planning Study, as areas with larger parcels of land fronting Eglinton Avenue East (and/or places where two Avenues intersect), that could have a greater capacity to accommodate future population and employment growth. As part of the Eglinton Connects Planning Study, demonstration plans showing the potential arrangement of streets and blocks, building massing, and open spaces were created for each Focus Area. The Eglinton Connects Planning Study

report indicated that three Focus Areas (Laird, Don Mills and The Golden Mile) required additional study and public consultation.

The Eglinton Connects Study also included the adoption of a set of Urban Design Guidelines for Eglinton Avenue from Jane Street to Kennedy Road. The Vision for Eglinton Avenue is that it will become Toronto's central east-west avenue, a green beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region. The guidelines provide direction on a number of design matters related to matters such as, but not limited to: Street Edge Continuity; Character Areas; Retail Edges; and Public Boulevard Enhancements.

## **Zoning**

The property at 939 Eglinton Avenue East is zoned as Light Industrial M1(3) in the former Town of Leaside Zoning By-law No. 1916 (see Attachment 4). The base M1 zone permits a number of industrial uses such as manufacturing, warehousing, data processing, communications, graphic arts, wholesaling and accessory offices. Office uses are also permitted including business and professional offices, as well as a limited range of business service uses located on the first floor. The zoning limits retail uses if they are accessory to a manufacturing or wholesaling use provided the area of such retail use is not greater than 30% of the gross floor area. The M1 zone permits a maximum density or Floor Space Index of 0.75 (equivalent to a gross floor area of 15,176 m<sup>2</sup>).

In addition to the above noted uses, the site specific exception which applies to the site (By-law No.104-87) also permits technical trade and service uses and business services uses up to a maximum of 20% of the permitted floor area and ground floor retail stores but not including food stores or drive-in and take out restaurants.

## **Other Applications**

The proposed development is subject to Site Plan Approval. An application has not been submitted. An application for plan of subdivision is also required in order to create the development parcels/blocks for the various uses and the new public street.

## **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

## Reasons for the Application

An application to amend the Zoning By-law is required to permit the proposed uses and establish appropriate zoning regulations to guide development, such as but not limited to: height, setbacks, amenity area, parking and density.

## COMMENTS

### Application Submission

The following reports/studies were submitted with the application:

- Planning & Urban Design Rationale (includes Community Services and Facilities Study)
- Toronto Green Standard – Checklist
- Pedestrian Wind Assessment
- Rail Vibration Assessment
- Shadow Study
- Tree Inventory and Preservation Plan Report
- Environmental Noise Assessment
- Functional Servicing Report
- Urban Transportation Considerations

A Notification of Complete Application was issued on May 14, 2015.

### Issues to be Resolved

#### Land Use Issues

Staff will review the appropriateness of the proposed development located within the north parcel of the site based on the applicable Official Plan policies and the in-force *Mixed Use Areas* land use designation. Staff will also review the appropriateness of the proposed development within the southern 50 metres of the site based on the existing *Employment Areas* land use designation, based on the emerging *General Employment Areas* policy direction and on the further policy direction provided for in SASP 396.

An application to amend the Official Plan was also submitted in 2013 to redesignate the site from *Employment Areas* to *Mixed Use Areas* as well as to remove the property from an *Employment District*. In order to reflect the current proposal and the subsequent adoption of OPA 231, the site-specific Official Plan Amendment application continues to remove the subject site from the Employment District, but now proposes to maintain the southeast portion of the site as *Employment Areas*, to redesignate the southwest portion of the site as Parks and to redesignate the balance of the site as *Mixed Use Areas*. Withdrawal of the applicant's appeal of OPA 231 respecting the subject site and SASP 396 would be a condition of any approval of this application and the OPA application.

## Laird Focus Area Review

The subject site falls within the Laird Focus Area identified in the Eglinton Connects Planning Study, as an area with larger parcels of land that could have a greater capacity to accommodate future population and employment growth.

The Laird Focus Area Review will result in policies to guide future development by providing direction on appropriate building heights and massing, transition, connections, infrastructure, transportation management, arrangement of streets, parks and open spaces and community services required to support development. City Planning has identified the Laird Focus Area Review as part of its work plan which will be initiated in 2016 subject to budget approval. The Laird Focused Area Review should be undertaken at the same time and in conjunction with the Council directed Leaside Area-Wide Traffic Study by the Transportation Services Division, which is also subject to budget approval. The subject development proposal should be reviewed based on the background work already completed through the Eglinton Connects Planning Study, which provided main objectives/principles for redevelopment and key planning directions to help guide development for this area. Additionally, the proposal should be reviewed concurrently with and within any emerging policy context for the Laird Focus Area Review once initiated.

On a preliminary basis, in addition to the issues identified above, the following issues have been identified that could impact the larger area as a result of the proposal:

- The impact of the proposed uses on the existing employment uses south, southeast and immediately west of the site;
- Appropriate location and mix of uses on the site;
- Appropriate location and configuration of the new public and private streets and parcels/blocks for development;
- Assess proposal to ensure that adjacent properties can be developed with appropriate connections and linkages between sites, connections to the Eglinton LRT and connections to open space areas/parks;
- The fit of the proposal with the planned context of the area;
- Ensuring that the proposed building types, scale and massing fit into the existing built form context of the area, as well as the built form context resulting from the Laird Focus Area;
- Creating a new residential neighbourhood that should function as a viable community with interconnected streets and pedestrian routes that define appropriately shaped and scaled development blocks and create high quality parks and open spaces with services that meet the needs of residents, workers and visitors;
- Providing a focus for the new neighbourhood;
- The availability and adequacy of community services and facilities in the area to support the proposed residential development; and

- Transportation impact of major and local streets must be assessed to ensure there is sufficient capacity and an appropriate network to accommodate the additional trips for all modes of travel generated by the development.

### Site Specific Issues

In addition to the above issues, there are a number of site specific issues that must be evaluated to assess the merits of the proposal. Such issues include, but are not limited to:

- The appropriate location and mix of uses on the site including the character of Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue and the proposed new street;
- Appropriate level of employment uses on the site;
- A network of public streets and park that fit within a larger pattern to enhance the residential neighbourhood;
- The appropriateness of providing a service lane;
- Appropriateness of the proposed built form, density, massing and building heights;
- Transition of building heights through angular planes and massing including shadow impacts on the stable low density residential area located north of Eglinton Avenue East;
- Appropriate ground floor uses along streets and parks to support a safe pedestrian environment;
- Appropriate mix and type of residential dwelling units;
- Appropriateness of the proposed above grade parking within the building;
- Parkland dedication and location;
- Appropriate design of public realm along public streets, including Privately Owned Publicly-Accessible Space (POPS) at key locations;
- Appropriate phasing of the development;
- Adequacy of residential amenity spaces;
- Fit of the proposal with the City's Tall Building Guidelines;
- The impact from the existing industrial uses further south and southeast of the site on the residential buildings;
- Assessment of noise, dust, vibration and odour;
- Appropriateness of the proposed site access, road connections and 16.5 metre wide public street;
- Assessment of transportation impacts and required infrastructure to support the proposed level of development;
- The adequacy of a transportation strategy to promote connectivity and access among all transportation modes;
- The appropriateness of hard and soft transportation infrastructure investment to take advantage of the transit system and active transportation network to reduce dependence on vehicular travel;
- The adequacy of balanced mobility strategies for all transportation modes using the current and improved transportation network;

- Assessment of site servicing including stormwater management;
- Determination of appropriate Section 37 community benefits; and
- Resolution of outstanding appeal of OPA 231 as it relates to the site.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

John Andreevski, Senior Planner

Tel. No. 416-395-7097

Fax No. 416-395-7155

E-mail: jandree@toronto.ca

## **SIGNATURE**

---

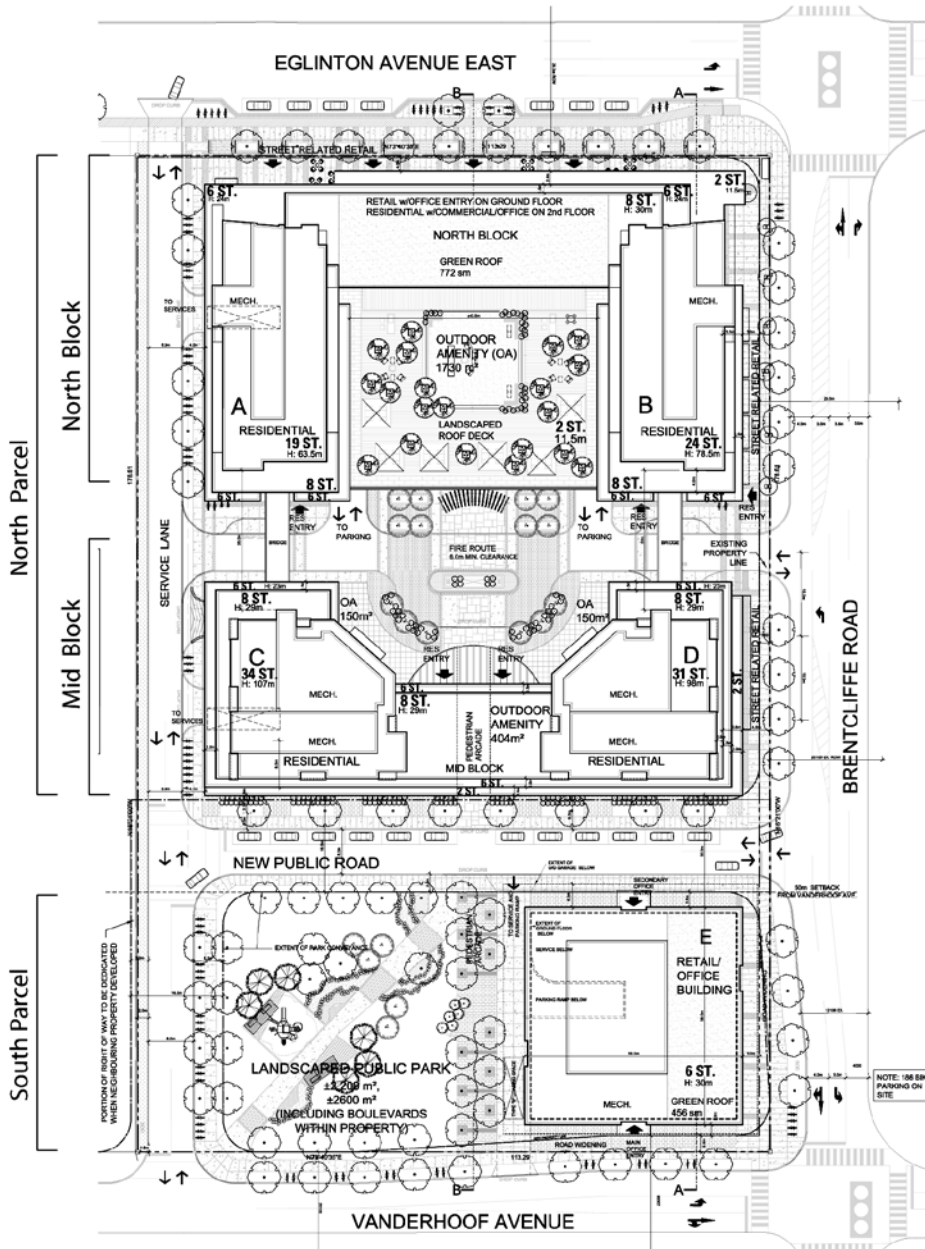
Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1:	Site Plan
Attachment 2A-F:	Elevations
Attachment 3:	Official Plan
Attachment 4:	Zoning
Attachment 5:	Laird Focus Area
Attachment 6:	Application Data Sheet




# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

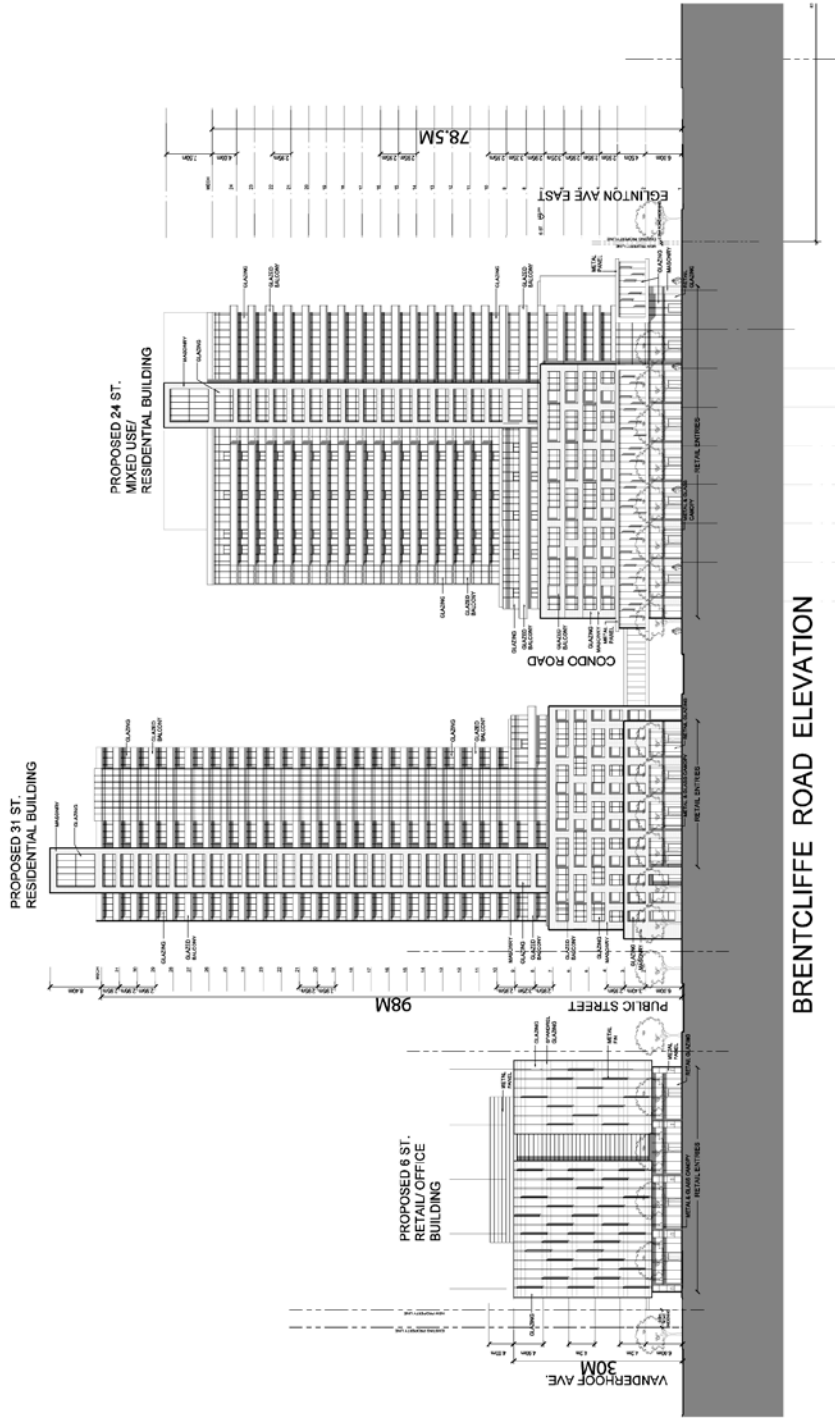
Not to Scale 

07/29/2015

939 Eglinton Avenue East

File # 15 141830 NNY 26 0Z

**Attachment 2A: East Elevation**



**East Elevation**

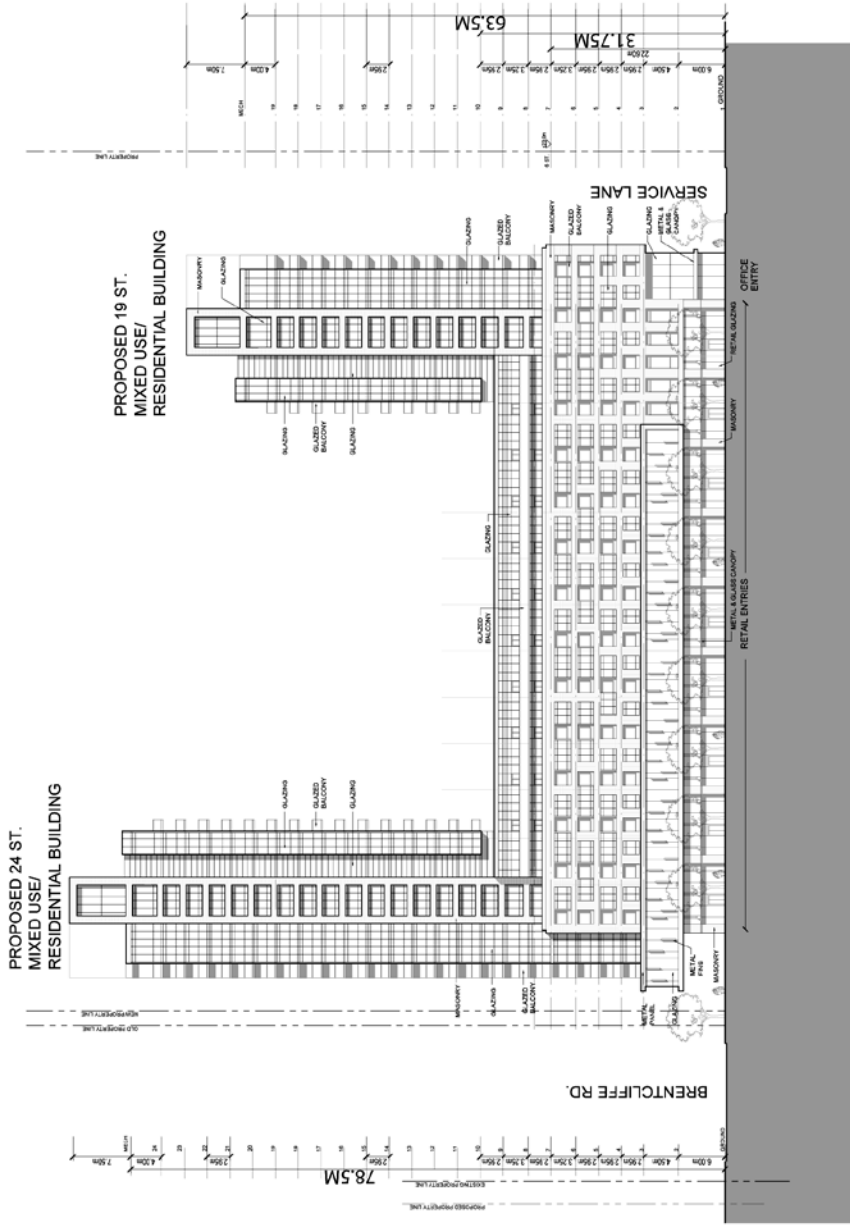
Applicant's Submitted Drawing

Not to Scale  
07/29/2015

**939 Eglinton Avenue East**

File # 15 141830 NNY 26 0Z

Attachment 2B: North Elevation



EGLINTON AVE. EAST ELEVATION

939 Eglinton Avenue East

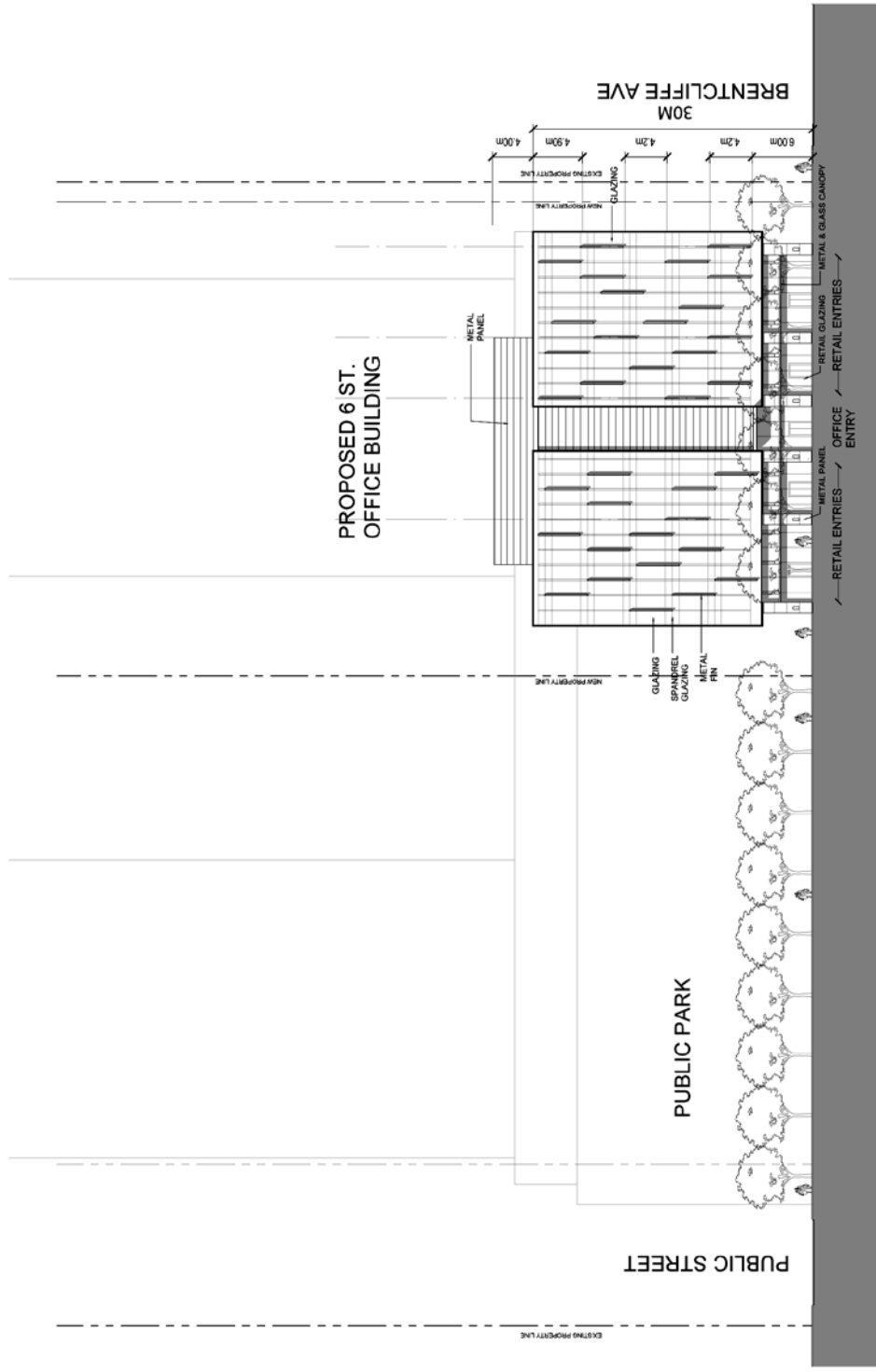
North Elevation

Applicant's Submitted Drawing

Not to Scale  
07/29/2015

File # 15 141830 NNY 26 0Z

**Attachment 2C: South Elevation**



**939 Eglinton Avenue East**

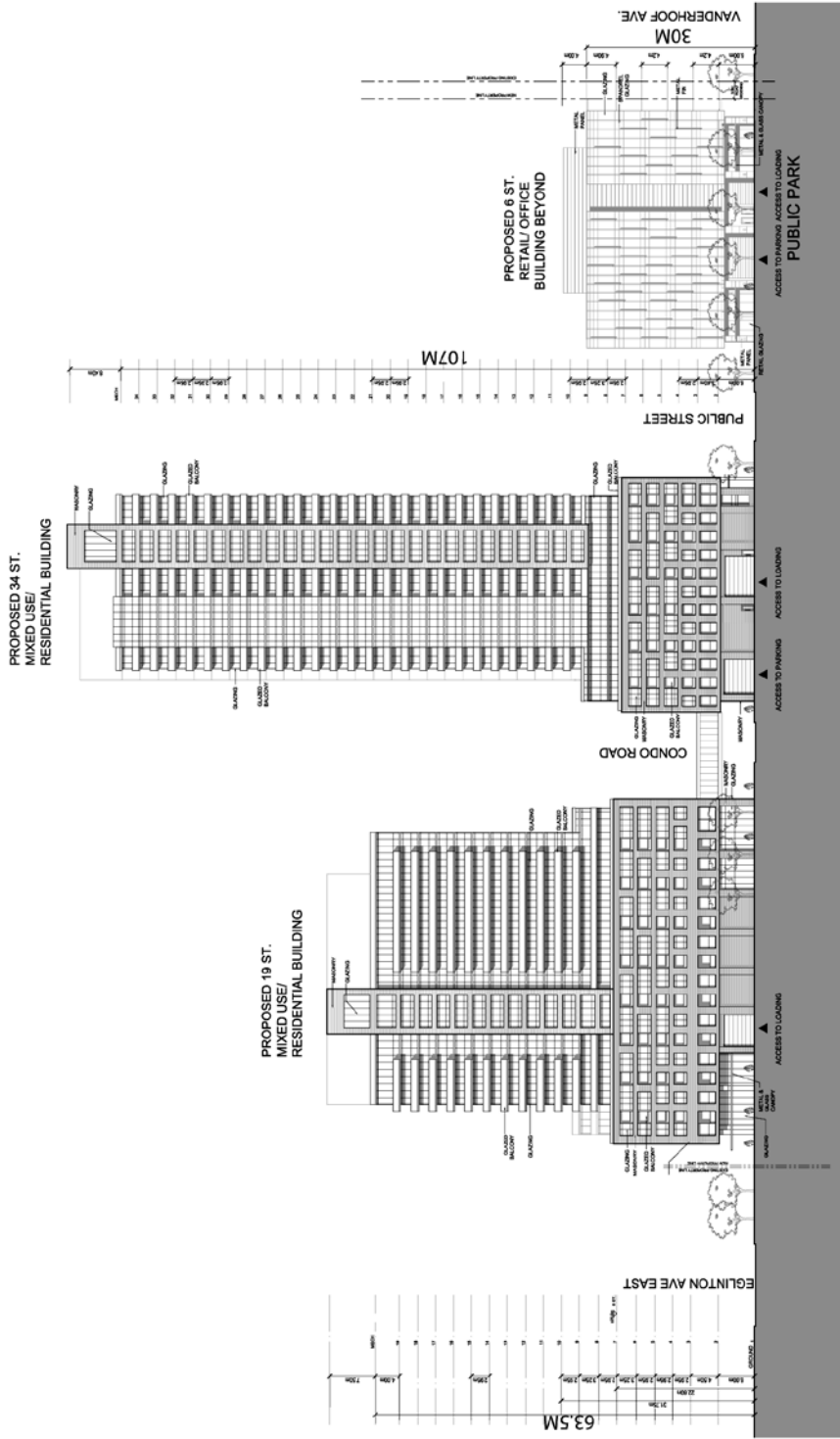
**South Elevation**

Applicant's Submitted Drawing

Not to Scale  
07/29/2015

File # 15 141830 NNY 26 0Z

Attachment 2D: West Elevation



West Elevation

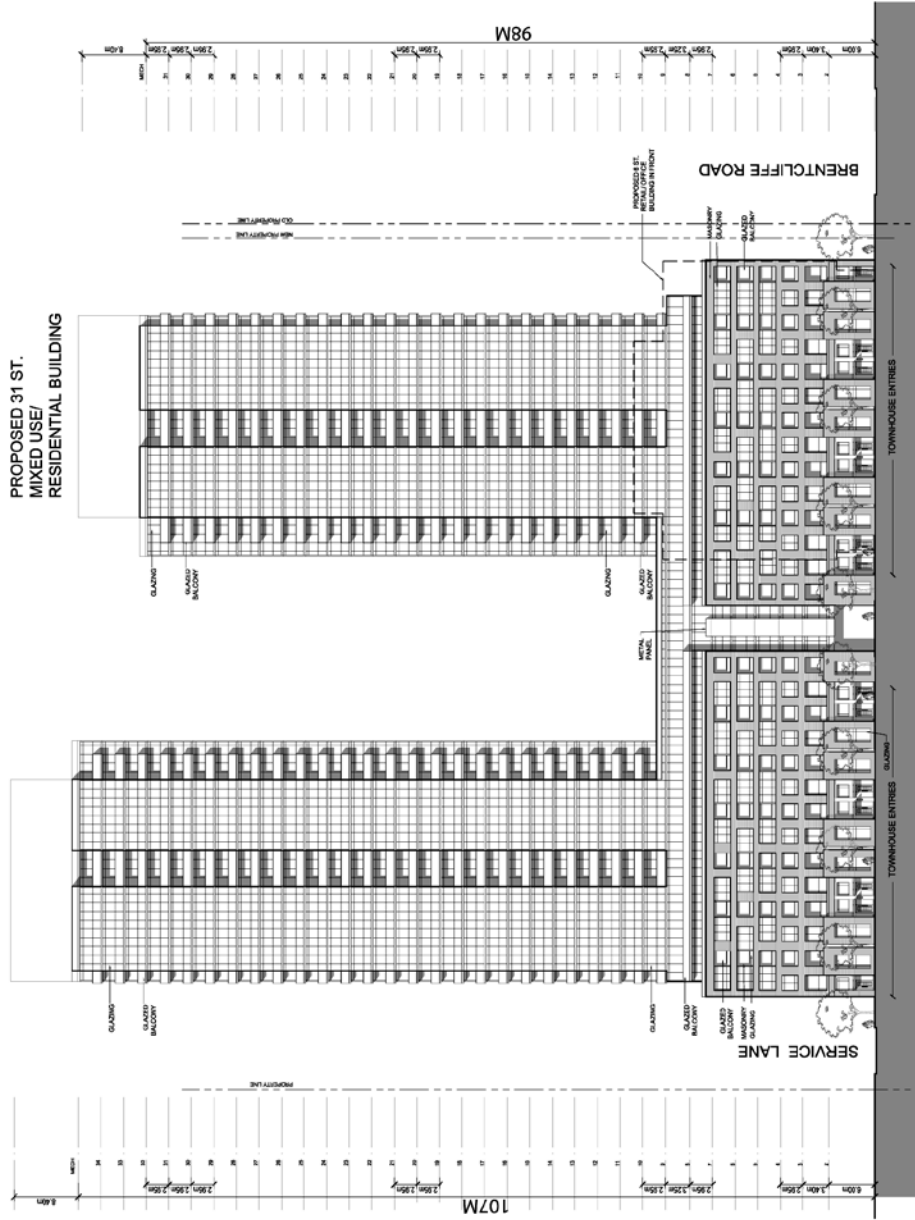
939 Eglington Avenue East

Applicant's Submitted Drawing

Not to Scale  
07/29/2015

File # 15 141830 NNY 26 0Z

**Attachment 2E: South Elevation from New Public Street**



**South Elevation from Public Street**

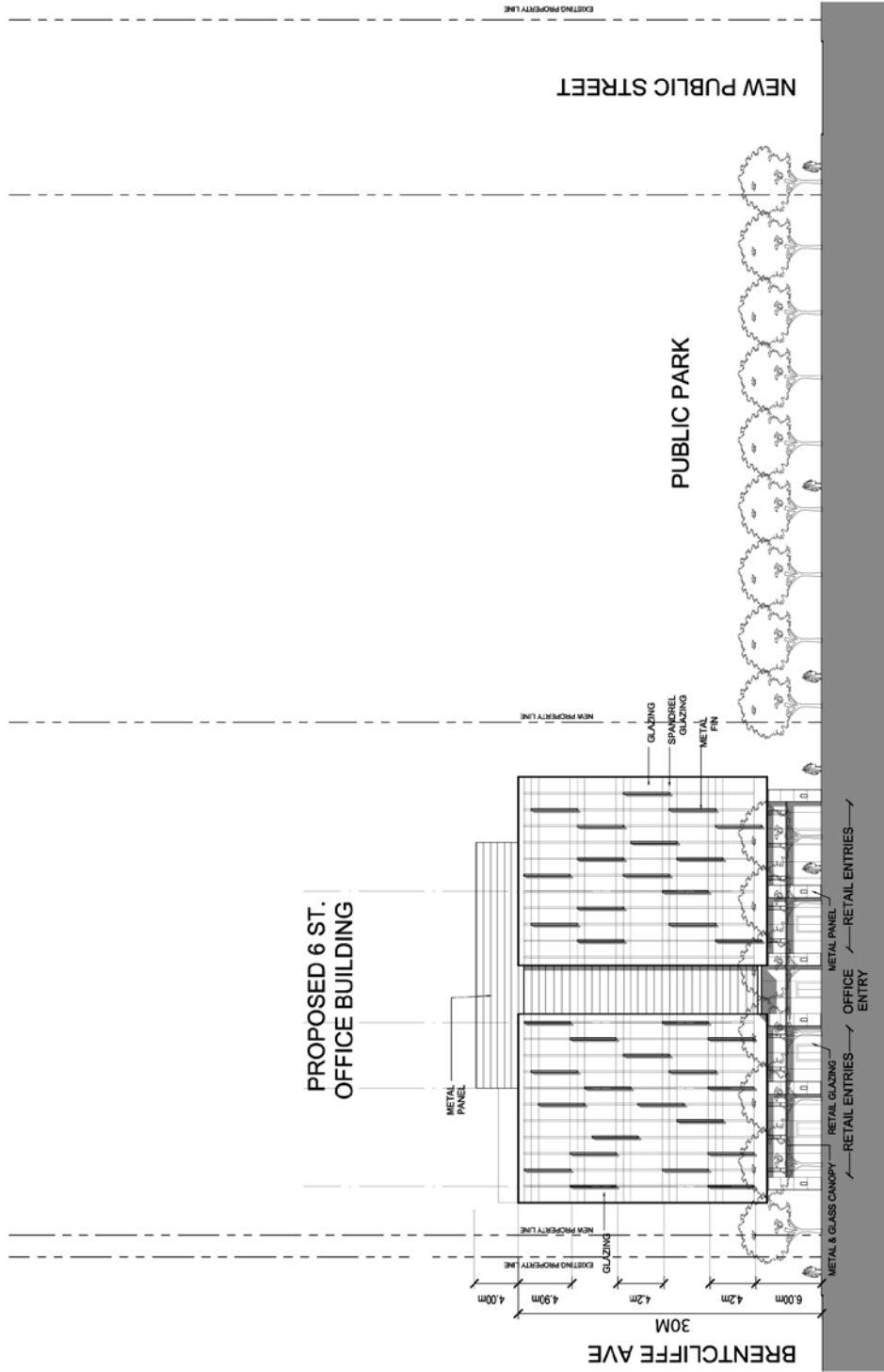
Applicant's Submitted Drawing

Not to Scale  
07/29/2015

**939 Eglinton Avenue East**

File # 15 141830 NNY 26 0Z

**Attachment 2F: North Elevation from New Public Street**



**939 Eglinton Avenue East**

**North Elevation from Public Street**

Applicant's Submitted Drawing

Not to Scale  
07/29/2015

File # 15 141830 NNY 26 0Z

### Attachment 3: Official Plan



**TORONTO** City Planning  
**Extract from Official Plan**

**939 Eglinton Avenue East**

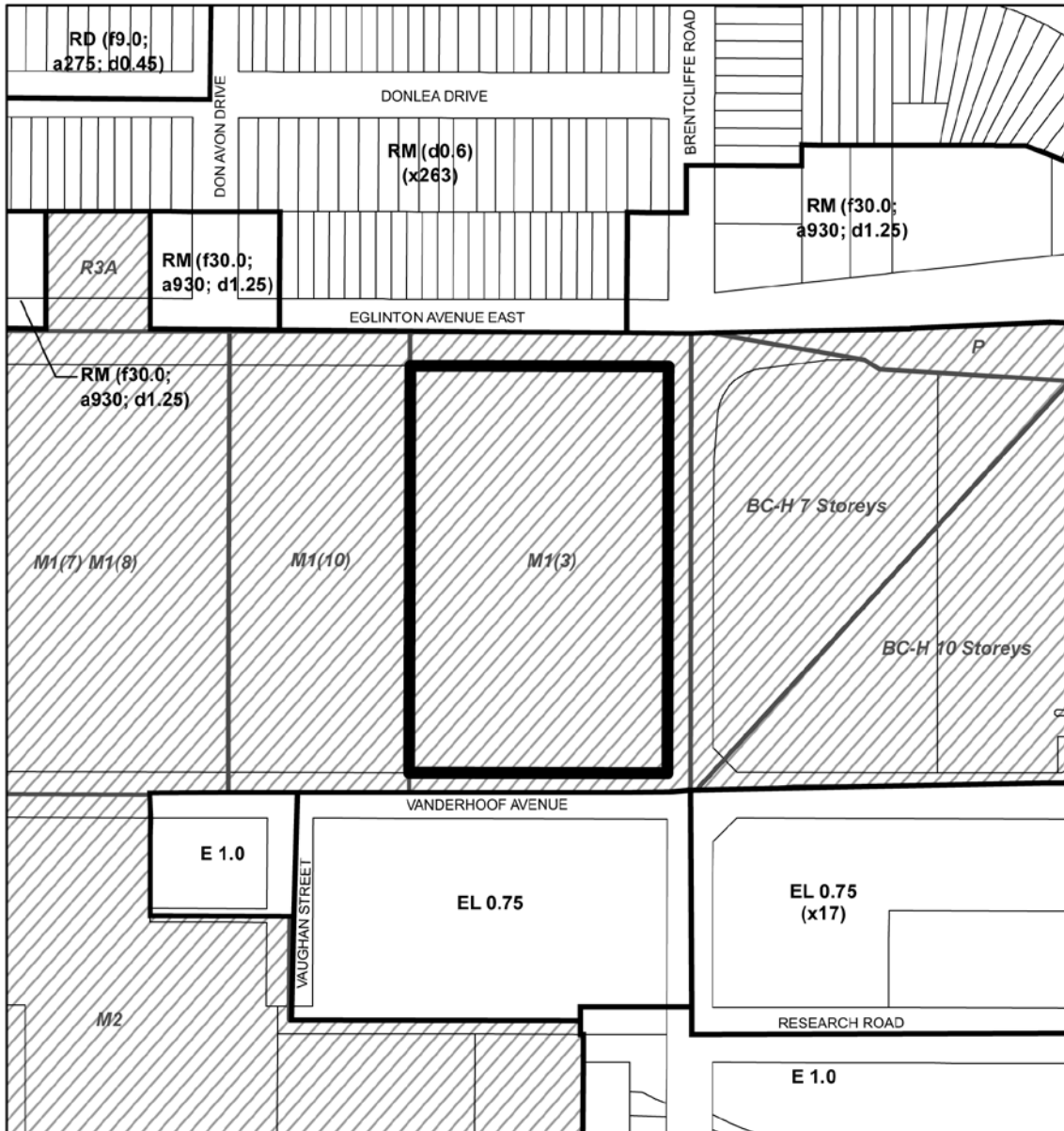
File # 15 141830 NNY 26 02

- |  |  |
|--|--|
|  Site Location    |  Parks & Open Space Areas |
|  Neighbourhoods   |  Natural Areas            |
|  Mixed Use Areas  |  |
|  Employment Areas |  |

↑  
 Not to Scale  
 08/07/2015




### Attachment 4: Zoning




Zoning By-Law No. 569-2013

939 Eglinton Avenue East

File # 15 141830 NNY 26 02


 Location of Application

 See Former Borough of East York By-Law No. 1916

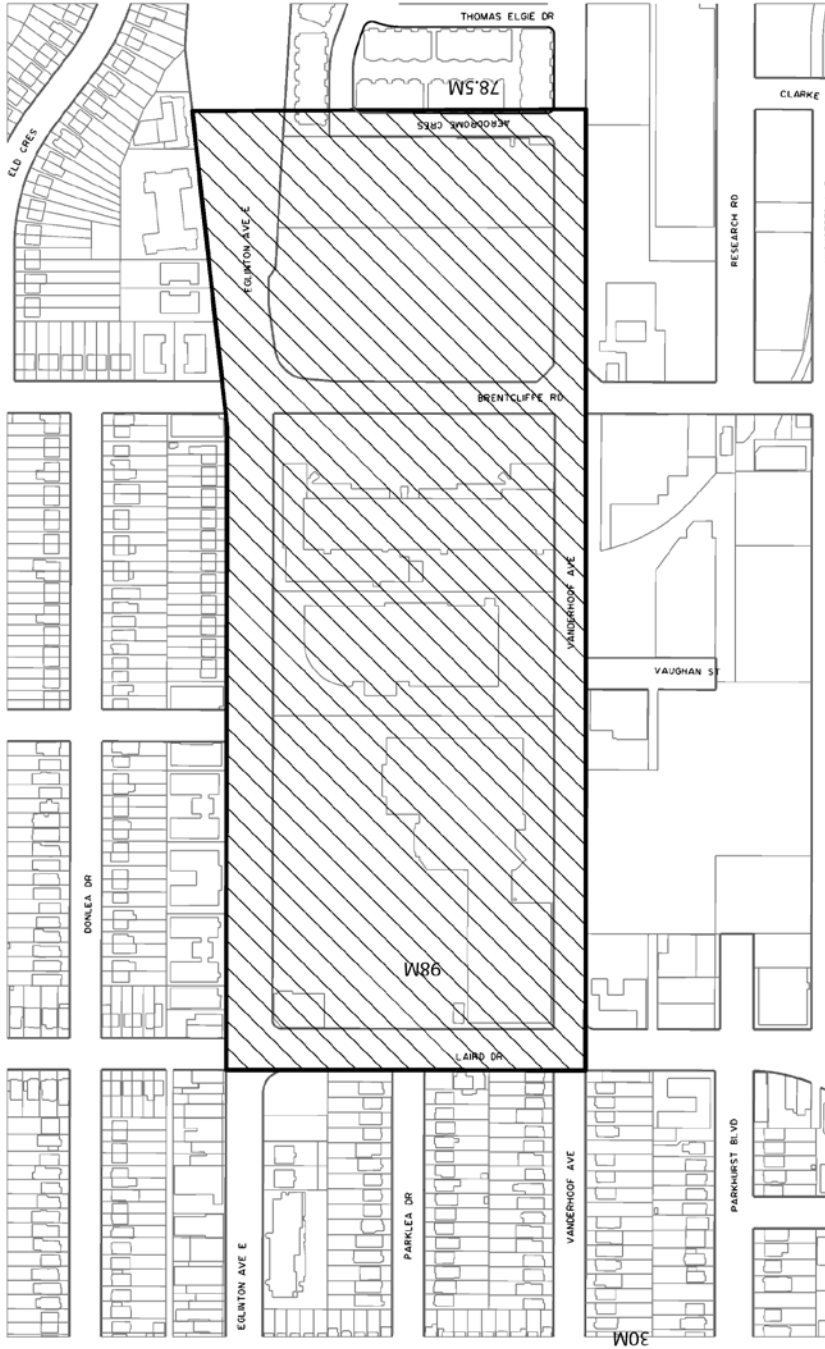
**RD** Residential Detached  
**RM** Residential Multiple

**EL** Employment Light Industrial  
**E** Employment Industrial

**R3A** High Density Residential  
**M1** Light Industrial  
**M2** General Industrial  
**BC** Business Centre  
**P** Conservation

  
Not to Scale  
Extracted: 07/29/2015

Attachment 5: Laird Focus Area



939 Eglinton Avenue East

Laird Focus Area

File # 15 141830 NNY 26 0Z

Not to Scale  
07/29/2015

## Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	15 141830 NNY 26 OZ
Details	Rezoning, Standard	Application Date:	April 16, 2015
Municipal Address:	939 EGLINTON AVE E		
Location Description:	PLAN 2755 PT BLK A (AKA 102 VANDERHOOF AVE) **GRID N2604		
Project Description:	<p>The development proposes 1,500 residential units, 2,950 m<sup>2</sup> of retail space, 9,690 m<sup>2</sup> of office space, 1,639 parking spaces in 4 levels of underground parking, a 0.22 ha public park and a new 16.5m wide public road. The proposal is comprised of two development parcels. The north parcel is proposed to be developed with two residential towers with heights of 19 and 24 storeys connected by an 8-storey mixed-use mid rise building along the Eglinton Avenue East frontage. The south end of the north parcel is proposed to be developed with two residential towers with heights of 31 and 34 storeys connected by an 8-storey mid-rise building along the north side of the proposed new public road. The south parcel is proposed to be developed with a 6-storey commercial building at the northwest corner of Brentcliffe Road and Vanderhoof Avenue and a new public park to the west.</p>		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Diamond Corp 22 St. Clair Ave. East Suite 1010 Toronto, M4T 2S3		Page+Steele IBI Group Arc. 95 St. Clair Ave W. Ste 200 Toronto, M4V 1N6	939 GP INC 939 Eglinton Ave E., ste 200 Toronto, M4G 4E8

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas and Employment	Site Specific Provision:	Y
Zoning:	M1(3)	Historical Status:	N
Height Limit (m):	18.5	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	20235	Height:	Storeys:	34	
Frontage (m):	113		Metres:	107	
Depth (m):	178				
Total Ground Floor Area (sq. m):	6900				<b>Total</b>
Total Residential GFA (sq. m):	92400		Parking Spaces:	1639	
Total Non-Residential GFA (sq. m):	14440		Loading Docks	7	
Total GFA (sq. m):	106800				
Lot Coverage Ratio (%):	0				
Floor Space Index:	5.28				

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	75
1 Bedroom:	750
2 Bedroom:	675
3 + Bedroom:	0
Total Units:	1500

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	92400		0
Retail GFA (sq. m):	2950		0
Office GFA (sq. m):	9690		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	1800		0

**CONTACT: PLANNER NAME: John Andreevski, Senior Planner, (416) 395-7097, jandree@toronto.ca**