

**4000 Eglinton Avenue West - Zoning By-law Amendment
Application - Preliminary Report**

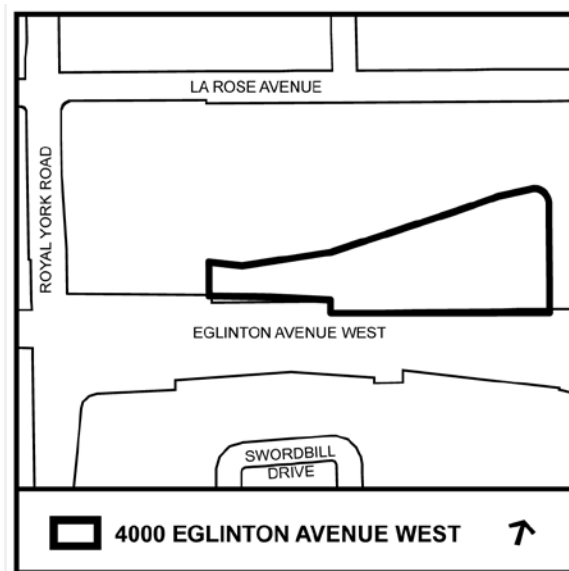
Date:	March 14, 2016
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	15-268318 WET 04 OZ

SUMMARY

This application proposes to amend the Etobicoke Zoning Code to permit a mixed-use development with 5 apartment buildings containing 1,900 units ranging in height from 18 storeys to 33 storeys. A total of 1,700 m² of retail/commercial space is proposed on the ground floor of three of the buildings fronting Eglinton Avenue West. The proposal would have a Floor Space Index of 6.6 times the area of the lot. Two vehicular accesses from Eglinton Avenue West are proposed and the development would provide 1,647 vehicular and 1,425 bicycle parking spaces.

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

A community consultation meeting scheduled by staff in consultation with the Ward Councillor is intended to be held in the second quarter of 2016. A Final Report and statutory public meeting under the *Planning Act* to consider the application is targeted for the second quarter of 2017. This target assumes the applicant would provide all required information in a timely matter.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 4000 Eglinton Avenue West 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.

Pre-Application Consultation

A number of pre-application consultation meetings and discussions were held with the applicant in 2015 to discuss the planning application and complete application submission requirements. At the meetings City staff expressed concerns with the proposed built form, building heights, density and traffic impacts.

ISSUE BACKGROUND

Proposal

The application proposes a mixed use development comprised of 5 apartment buildings (towers A, B, C, D and E) having a variety of heights ranging from 18 to 33 storeys (see Attachment: 1 Site Plan). The proposal encompasses 1,900 residential units and 126,200 m² of residential gross floor area. The units are proposed to be condominium in tenure. The applicant has not provided a breakdown of the number of units per building at the time of writing this report.

Retail/commercial uses are proposed on the ground floor of three buildings (B, C and D), totalling a non-residential gross floor area of 1,700 m². The total gross floor area of the development would be 127,900 m². The proposed indoor amenity space in the five buildings would be 2,850 m² in total. The proposed outdoor amenity space would be 2,850 m² in total. The proposed development would have a Floor Space Index (FSI) of 6.6 times the area of the lot.

A total of 1,647 parking spaces would be provided, including 17 parking spaces for the retail/commercial uses. Three Type "G" loading spaces and 1 Type "B" loading space would be provided.

For further statistical information, refer to the Application Data Sheet found on Attachment 6 of this report.

Building A

Building A is a proposed 24-storey single use (residential uses) building to be located on the southwest corner of the site with frontage on Eglinton Avenue West. The proposed building would transition with a variety of heights from west to east culminating in a maximum height of 24 storeys or 73.5 metres at the east end of the building. A mechanical penthouse with an additional height of 7 metres would be located above the tower.

The proposed base of the building (podium) would be massed and articulated with different heights in an attempt to integrate it with the existing built form context. The building base (podium) would transition from 8 to 10-storeys with the 14-storey tower located at the east end above the podium. Along the Eglinton Avenue frontage, the base of the building would be constructed to the property line. The building would be set back approximately 6 metres from the north property line and 7.5 metres from the west property line.

The tower above the 10th floor would have a floor plate of over 750 m², with minimal setback from the edge of the podium along Eglinton Avenue. At the twenty-third storey, the tower would step back at the south, west and north portions.

A ground floor outdoor terrace would extend along the eastern and southern edge of the podium. The indoor amenity space would be provided on the ground floor and approximately 300 m² of outdoor amenity space would be provided. A Type “G” loading space would be located behind the building. The entrance and lobby to the building would be located on the east side of the podium via a shared driveway separating Building A and B. Building A would be separated from Building B by approximately 25 metres.

Building B

Building B is a proposed 33-storey mixed use building having a height of 102.5 metres. A mechanical penthouse with an additional height of 7 metres would be located above the tower. Building B would be the tallest building on the subject property and in the surrounding area. The proposed building would have retail and residential amenity space at grade, with residential uses above.

Building B would have an 8-storey podium, which would be set back approximately 3 metres from Eglinton Avenue and 14.5 from the rear property line. The entrance and lobby to the building would be on the west side, off the shared driveway separating Building A and Building B.

The tower would be located off-centre above the 8th floor of the podium. The tower would have a floor plate of over 750 m², with minimal setbacks from the edge of the podium along Eglinton Avenue.

The ground floor would contain retail space and indoor residential amenity space. Additional indoor residential amenity space would be provided on the second floor with

residential units. The remaining floors of the building would contain residential units. A Type “B” loading space would be provided behind the proposed building.

Buildings C and D

Building C is a proposed 30-storey building with a height of 93.5 metres, and Building D is a proposed 27-storey building with a height of 84.5 metres. Both buildings would have mechanical penthouses with additional heights of 7 metres above the tower.

Buildings C and D would be connected by a shared podium containing residential and retail/commercial uses along Eglinton Avenue. The shared podium would be set back by 12.5 metres from the east property line and separated from Building E (located at the rear) by approximately 20 metres. The podium between Buildings C and D would have a height of 10-storeys with a green roof above. The podium would transition to 8-storeys around the east, south and west edges of the building correlating to grade changes.

Building C would be located on the western portion of the podium rising above the 8th floor. Building D would be located at the eastern portion of the podium also rising above the 8th floor. Building D would be stepped back at the 25th storey. The floor plates of the towers of Buildings C and D both exceed 750 m². A 25 metre separation distance would be provided between both towers.

The ground floor of the podium would contain a mix of retail space and indoor residential amenity space. The second floor of the podium would contain indoor and outdoor amenity space as well as residential units. The entrance and lobby to the building would be located at the rear from the shared driveway between Buildings C, D and E. The retail/commercial units would have direct access from the Eglinton Avenue frontage. The remainder of the proposed residential units would be located above the second floor. Approximately 280 m² of outdoor amenity space would be provided at the rear between both buildings. Terraces would be generally located around both buildings. A Type “G” loading bay accessed from the eastern side of the building would be provided.

Building E

Building E is a proposed 18-storey single use (residential uses only) building having a height of 58.1 metres. A mechanical penthouse with an additional height of 7 metres would be located above the tower.

Building E would have a 10-storey podium, which would be set back approximately 12.5 metres from the east property line and 7.5 metres from the north property line. The proposed podium would be stepped back at the south, east and north portions. Approximately 300 m² of outdoor amenity space would be located at the rear. A green roof would be located above the 10-storey podium.

The tower would be located at the east portion of the podium with minimal articulation and setbacks from the edge of the podium. The proposed tower would have a floor plate of over 750 m².

The ground floor would contain indoor residential amenity space, and a Type “G” loading space which would be accessed from a driveway along the eastern portion of the site. The entrance and lobby to the building would be located at the south side of the podium, off the shared driveway between Building E and Buildings C and D. The remainder of the podium and tower would contain residential uses.

Site Access and Parking

Two vehicular access points would be provided for the proposal. One access to be located on the western portion of the site would be a “right-in/right-out” with a driveway located between Building A and Building B. The second access to be located on the eastern portion of the site would be a "full move" and signalized with a connected driveway along the east property line. An internal driveway and walkway system supporting vehicular, bicycle, pedestrian, emergency access and pick-up/drop-off areas would be provided.

Vehicular and bicycle parking would be provided in a 4-level underground parking garage accessible by two ramps. A total of 1,647 parking spaces would be provided, with 1,440 spaces for residents, 190 for visitors and 17 for non-residential uses. A total of 1,436 bicycle parking spaces would be provided, with 1,292 for residential uses, 133 for visitors and 11 for non-residential uses. The bicycle parking spaces would be provided in stackers as well as vertical and horizontal spaces.

Site and Surrounding Area

The site, currently occupied by the Plant World garden centre, is located between Royal York Road and Scarlett Road on the north side of Eglinton Avenue West. The site is approximately 2 hectares (4.97 acres) in size and is triangular in shape. The site has a frontage of approximately 298 metres on Eglinton Avenue West. The property has a depth of approximately 106 metres along the east property line and 30 metres along the west property line. The current garden centre consists of a 1-storey building, a number of greenhouses, outdoor planter beds and a surface parking lot with one ingress and one egress point. A stone retaining wall is located on the western portion of the north property line. The subject property is located at a higher elevation (approximately 3.5 metres higher) than the adjacent St. Demetrius Catholic school yard and other properties along Richview Road, located to the east.

Land uses surrounding the site are as follows:

North: residential apartment buildings are the prevailing built form north of the site. Two 12-storey apartment buildings and one 15-storey apartment fronting onto La Rose Avenue are located immediately north of the site. Two 13-storey apartment buildings are located northeast of the site. The St. Demetrius Catholic Church is located between the above noted apartment buildings. La Rose Park is located further northeast. Two 16-storey residential apartment buildings are located at the northwest corner of La Rose Avenue and Scarlett Road.

- South: across Eglinton Avenue West is a low rise residential neighbourhood with predominantly single-detached homes and townhouses. Buttonwood Park is directly south of the subject site across Eglinton Avenue. A 9-storey building (Scarlett Heights Residence) is located east of the park. Further east of this are a cluster of 10 apartment buildings ranging in height from 6 to 18 storeys. Single-family dwellings and townhouses are located between the Scarlett Heights Residence and the cluster of apartment buildings noted above.
- East: immediately east of the subject property is the rear yard of the St. Demetrius Catholic Church with a surface parking lot and a school yard. East of the school yard along Richview Road is the Ukrainian Canadian Care Centre (a 4-storey retirement residence). Further east of this are four single-family dwellings. Immediately east of the single family houses are 18-storey and 13-storey apartment buildings on the north side of Richview Road. Between Richview Road and Eglinton Avenue are four residential apartment buildings ranging in height from 15 to 20 storeys.
- West: immediately west of the subject property is a 15-storey residential apartment building. To the north of this building is a 13-storey apartment building with frontage on Royal York Road and La Rose Avenue. On the west side of Royal York Road are 2-3 storey residential dwellings.

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 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.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are designated *Apartment Neighbourhoods* on Map 14 – Land Use Plan in the Official Plan. *Apartment Neighbourhoods* are comprised of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale retail, service and office uses that serve the needs of area residents. This designation does not

anticipate significant growth within these areas, however, compatible infill development can be accommodated. Section 4.2 of the Official Plan states that in these established *Apartment Neighbourhoods*, improving amenities and accommodating sensitive infill, where it can improve the quality of life, and promoting environmental sustainability are key considerations.

Official Plan development criteria require new development in *Apartment Neighbourhoods* to contribute to the quality of life by:

- locating and massing 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 setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize their impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

The proposed development will be evaluated for consistency with these development criteria and as well as other relevant sections of the Plan.

Built Form policies in section 3.1.2 of the Official Plan include development criteria pertaining to the location and organization of new development to fit within its existing and/or planned context, location and organization of vehicular parking, vehicular access, service areas and utilities to minimize their impacts on surrounding properties and to improve the safety and attractiveness of adjacent streets. In addition, new development

should be massed and its exterior façade should be designed to fit harmoniously into its existing and/or planned context, and should limit its impact on neighbouring streets.

The Official Plan's Housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents. Policy 3.2.1(1) and Policy 3.2.1(2) state that new housing supply is encouraged through intensification and infill that is consistent with the Plan, in order to maintain and replenish the existing stock of housing.

The subject lands are identified as *Avenues* on Map 2 of the Official Plan. Broadly, *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. However, such reurbanisation is subject to the Policies contained in the Official Plan, particularly, neighbourhood protection policies. Not all lands that are located on *Avenues*, particularly *Neighbourhoods* and *Apartment Neighbourhoods* are designated for growth. Therefore, significant growth/intensification is not contemplated on the subject lands as well as the adjacent residential areas which are designated *Apartment Neighbourhoods*. The Official Plan also states land use designation policies in Chapter Four apply and prevail on lands broadly shown on Map 2 as *Avenues* and that development should be considered on the basis of all of the policies of the Plan.

Although Avenue Segment studies are not required for lands designated *Apartment Neighbourhoods*, the applicant has submitted a Planning Rationale which includes a Segment Study. City staff will review the Segment Study in the context of the above, together with other supporting information and materials submitted by the applicant.

Official Plan Five Year Review

The City Planning Division is undertaking a five-year review of the Official Plan, and has recently recommended revised policies for the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* sections of the Official Plan.

On December 10, 2015 City Council approved Official Plan Amendment 320 to revise the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies of the Plan. The amendment is now Council policy and has been submitted to the Province for approval by the Minister of Municipal Affairs and Housing. The intent of these changes is to clarify, strengthen and refine the policies to support the Plan's goals to protect and enhance existing neighbourhoods and allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*. Official Plan Amendment 320 re-establishes and underscores the principle that development (infill and/or underutilized sites) in *Apartment Neighbourhoods* should respect and reinforce the existing physical character of such areas.

Other sections of the Official Plan that are relevant to the application are identified below.

Policy 2.3.1(5)(e) (Healthy Neighbourhoods) states that the local street network in *Neighbourhoods* and *Apartment Neighbourhoods* should be improved by "providing new streets that extend the local street network into larger sites, to provide access and frontage for existing and future development, improve pedestrian and bicycle circulation and improve the prominence, visibility and safe access to parks, open spaces, transit, schools and pedestrian destinations."

Policy 2.3.1(10) (Healthy Neighbourhoods) states that "small-scale commercial, community and institutional uses are encouraged at grade in apartment buildings and on apartment building properties on major streets shown on Map 3 in *Neighbourhoods*, and in *Apartment Neighbourhoods*, to better serve area residents, particularly in areas where residents do not have convenient walking access to a wide range of goods, services and community facilities." The proposed development includes ground floor retail in three of the five buildings.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm.

Eglinton Crosstown Light Rail Transit

Eglinton Avenue West is identified as a future transit corridor on Map 4 – Higher Order Transit Corridors of the Official Plan. The Toronto Transit Commission completed a Transit Environmental Assessment for the implementation of a light rail transit (LRT) system within the Eglinton Avenue corridor extending from Kennedy Road in the east to Pearson International Airport in the west. The study recommended construction of an LRT facility within an exclusive right-of-way in the centre of Eglinton Avenue West.

Metrolinx has assumed responsibility for the LRT project which has been divided into two phases. Phase One, currently under construction, extends from Kennedy Station to the Weston Road/Eglinton Avenue West intersection in Mount Dennis. Phase Two of the LRT project between Mount Dennis and Pearson International Airport is currently unfunded and the timing for implementation is unknown. The subject site is located in the Phase Two LRT corridor.

SmartTrack

The Eglinton Avenue West corridor has also been identified for SmartTrack. The SmartTrack concept builds upon the provincial Regional Express Rail initiative and proposes all-day two-way frequent service operating within two GO Rail corridors (Kitchener and Stouffville/Lake Shore East) and a new heavy rail corridor along Eglinton Avenue West. City Council at its meeting of February 10 and 11, 2015 adopted a Work Program for the entire SmartTrack plan which directed, among other things, "... the City Manager, in partnership with Metrolinx and the Toronto Transit Commission, to undertake a feasibility study of the SmartTrack options on the Eglinton Avenue West corridor from Mount Dennis station to the Mississauga Airport Corporate Centre .."

On January 18, 2016, The Chief Planner and Executive Director, City Planning, released the consultant's report entitled "SmartTrack Western Corridor Feasibility Review" dated

January 2016. Based on the consultant's findings, the Chief Planner and Executive Director, City Planning indicated she will be recommending to City Council an LRT option for the Western Corridor and seeking direction to collaborate with Metrolinx on an optimized LRT extension.

On March 9, 2016, Executive Committee adopted, as amended, Report EX13.3 "Developing Toronto's Transit Network Plan: Phase 1" which will be considered by City Council on March 30, 2016. Recommendation 1 of this report reads as follows:

"City Council request the City Manager and Metrolinx to finalize the technical and planning analysis phase for SmartTrack and prepare background studies required for Transit Project Assessment Processes (TPAPs), by completing the following:

- a. Review the approved environmental assessment for the Eglinton West LRT extension from Mount Dennis to the Mississauga Airport Corporate Centre (MACC) and Pearson Airport to optimize design, and remove the heavy rail options on the western corridor from further consideration;
- b. Complete the analysis for SmartTrack/GO RER integration options C and D, and remove from consideration the Separate and Parallel SmartTrack option, option A and option B; and
- c. Report to the June 28, 2016 Executive Committee and June 28, 2016 Metrolinx Board meetings with the recommended SmartTrack concept."

Report EX13.3 and Executive Committee direction, can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX13.3>.

Zoning

The subject property is zoned Residential (R2) under the former City of Etobicoke Zoning Code (see Attachment 5). The R2 zoning category permits single-family detached homes, group homes, and limited business and institutional uses with a maximum height of 11 metres. A maximum lot coverage of 33% is permitted. Apartment buildings are not permitted. As such, an amendment to the Etobicoke Zoning Code is required to permit the proposed development.

The Council-enacted City-wide harmonized Zoning By-law 569-2013 (under appeal) includes a number site specific exemptions. These site specific exceptions, which includes the subject property, recognizes the existing (prevailing) zoning permissions under the former City of Etobicoke Zoning Code.

Site Plan Control

The property is subject to Site Plan Control. An application in this regard has yet to be submitted.

City-Wide Tall Buildings Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Buildings 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 area is reflective of generous separation distances approximately 50 metres between apartment buildings. The application will be evaluated for consistency with the Tall Buildings Design Guidelines. The City-wide Guidelines are available at:
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Mid-Rise Guidelines and Avenues

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-Rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of Performance Standards for new mid-rise buildings and identifies areas where the Performance Standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan.

In July 2010, Council directed that City staff report to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures, prior to the end of the monitoring period. Council extended the monitoring period to the end of 2014 to allow City staff to complete public consultations and directed the Chief Planner and Executive Director, City Planning to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards. In November 2015, Planning and Growth Management Committee requested City staff to provide further updates to the Mid-Rise Building Performance Standards and develop new Official Plan policies for Mid-Rise Buildings as part of the ongoing five-year Official Plan Review process. The report from City staff addressing this request is being prepared.

The proposed development, particularly the building bases (podiums), will be evaluated for consistency with relevant Mid-Rise Buildings Performance Standards.

Reasons for the Application

An amendment to the former City of Etobicoke Zoning Code is required to permit the proposed apartment buildings as well as the height, scale and density proposed by the application. Other areas of non-compliance may be identified through the zoning review currently being undertaken by Toronto Building staff.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Context Master Plan, Site Plan and Site Statistics
- Plan of Topographic Survey
- Floor Plans, Elevations, Roof Plan and Sections
- Streetscaping Plan
- Planning and Urban Design Rationale (including an Avenue Segment Study, Sun/Shadow Study and Community Services and Facilities Report)
- Functional Servicing Report
- Site Servicing Plan
- Transportation Study
- Preliminary Pedestrian Level Wind Study
- Arborist Report (including Tree Protection Plan)
- Stage 1 and 2 Archaeological Assessment
- Toronto Green Standard (TGS) Checklist
- Draft Zoning By-law Amendment
- Computer Generated Building Mass Model

A Notification of Complete Application was issued on January 21, 2016.

Issues to be Resolved

Planning staff cannot support this application in its current form as it constitutes overdevelopment of the site. Primary among the issues of concern to staff is that the proposal does not respect and reinforce the existing physical character of the adjacent established *Apartment Neighbourhood* where the existing apartment buildings range in height from 12 to 20 storeys with generous building separation distances.

However, further review of the application and a public consultation process are recommended to assist in the determination of the nature and extent of changes to the application that would be required. Planning staff would require the resolution of the issues listed below:

- Conformity with the *Apartment Neighbourhoods* policies of the Official Plan;
- Whether an amendment to the *Apartment Neighbourhoods* policies of the Official Plan is required to support the proposal;
- Applicability of Section 2.2.3 of the Official Plan (*Avenues*);

- Compatibility with the existing physical character in the adjacent established *Apartment Neighbourhood* and transition to areas of lower intensity of development;
- Appropriateness of the proposed height and density of the development;
- Conformity with applicable Mid-Rise Buildings Design Guidelines and Performance Standards;
- Conformity with the Tall Buildings Design Guidelines;
- Conformity of the proposed internal street with the City's Development Infrastructure Policy and Standards (DIPS);
- Determining if the siting and massing of the proposed buildings are appropriate and provide a suitable relationship with Eglinton Avenue West and other adjacent properties;
- Access to sunlight, views, privacy and evaluation of pedestrian level wind conditions;
- Adequate servicing infrastructure to support the proposed development;
- Conformity with the Eglinton Crosstown Light Rail Transit (LRT) Environmental Assessment and the implications of SmartTrack;
- Evaluation of the transportation impacts of the proposed development;
- Appropriateness of the location and design of the two vehicular accesses;
- Requirement for onsite parkland dedication;
- Appropriate location, provision and access to vehicular and bicycle parking and loading on the site;
- Site functionality for pedestrian access to Eglinton Avenue West;
- Provisions for larger residential dwelling units suitable for a broader range of households, including families with children to support a full range of housing;
- Adequacy of indoor and outdoor amenity space, including location and size; and
- Tree preservation on or adjacent to the subject property.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Section 37

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant an increase in height and/or density for a development that is greater than the Zoning By-law would otherwise permit in return for community benefits.

Should staff consider the project to be good planning and recommend it for approval, the details of an appropriate Section 37 contribution would be negotiated with the applicant during the review of the application and through consultation with the Ward Councillor.

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

CONTACT

Francis Kwashie, Senior Planner

Tel. No. 416-394-2615

Fax No. 416-394-6063

E-mail: fkwashi@toronto.ca

SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

(P:\2016\Cluster B\pln\TEYCC\3829503036.doc) - smc

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: South Elevations

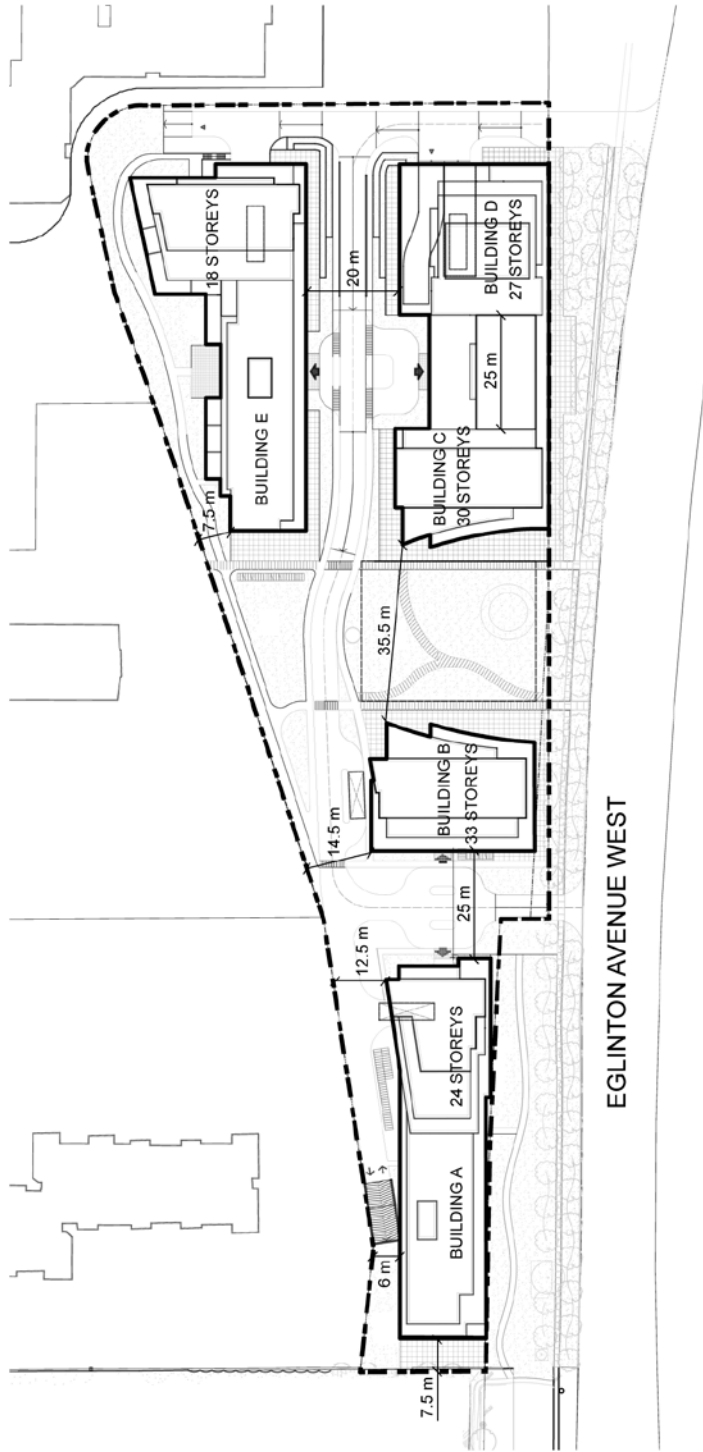
Attachment 3: North Elevations

Attachment 4: East and West Elevations

Attachment 5: Zoning (Former City of Etobicoke Zoning Code)

Attachment 6: Application Data Sheet

Attachment 1: Site Plan

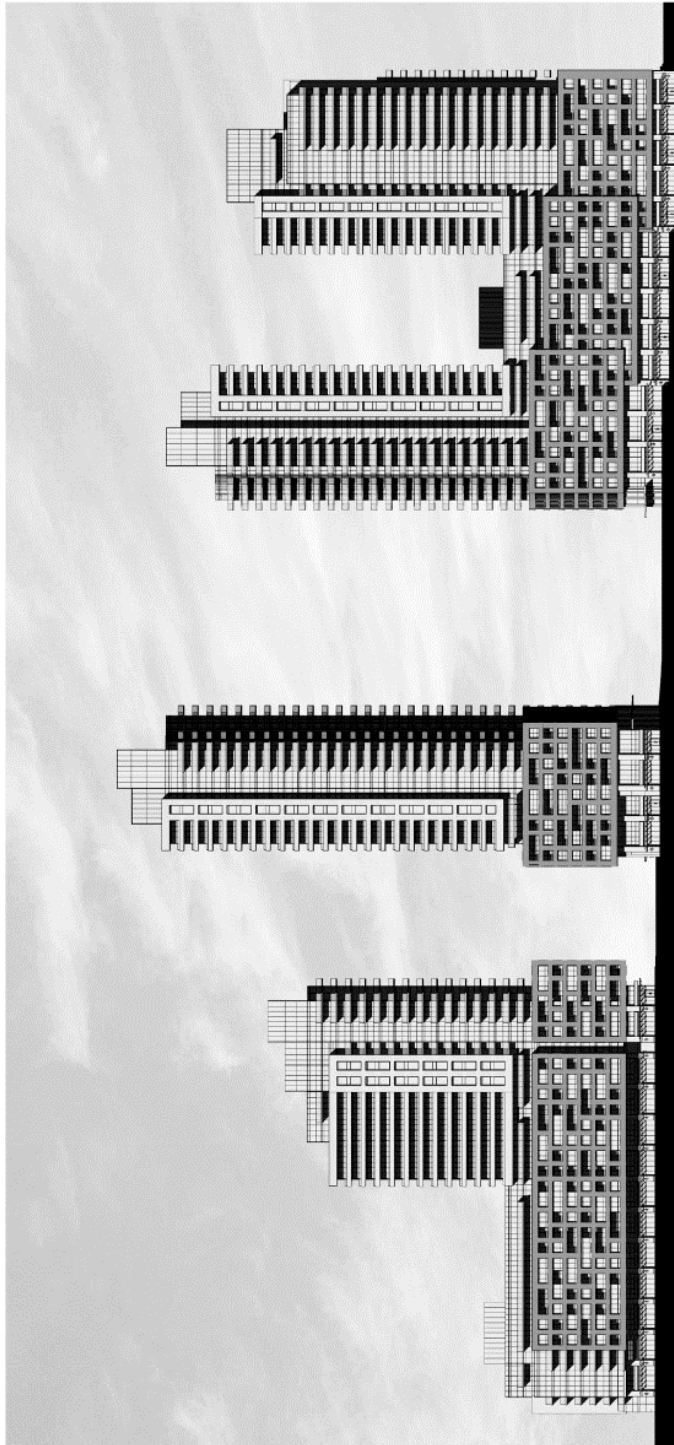


4000 Eglinton Avenue West

Site Plan
Applicant's Submitted Drawing
North to Scale
01/15/16

File # 15 268318 WET 04 02

Attachment 2: South Elevations



South Elevation

Elevations

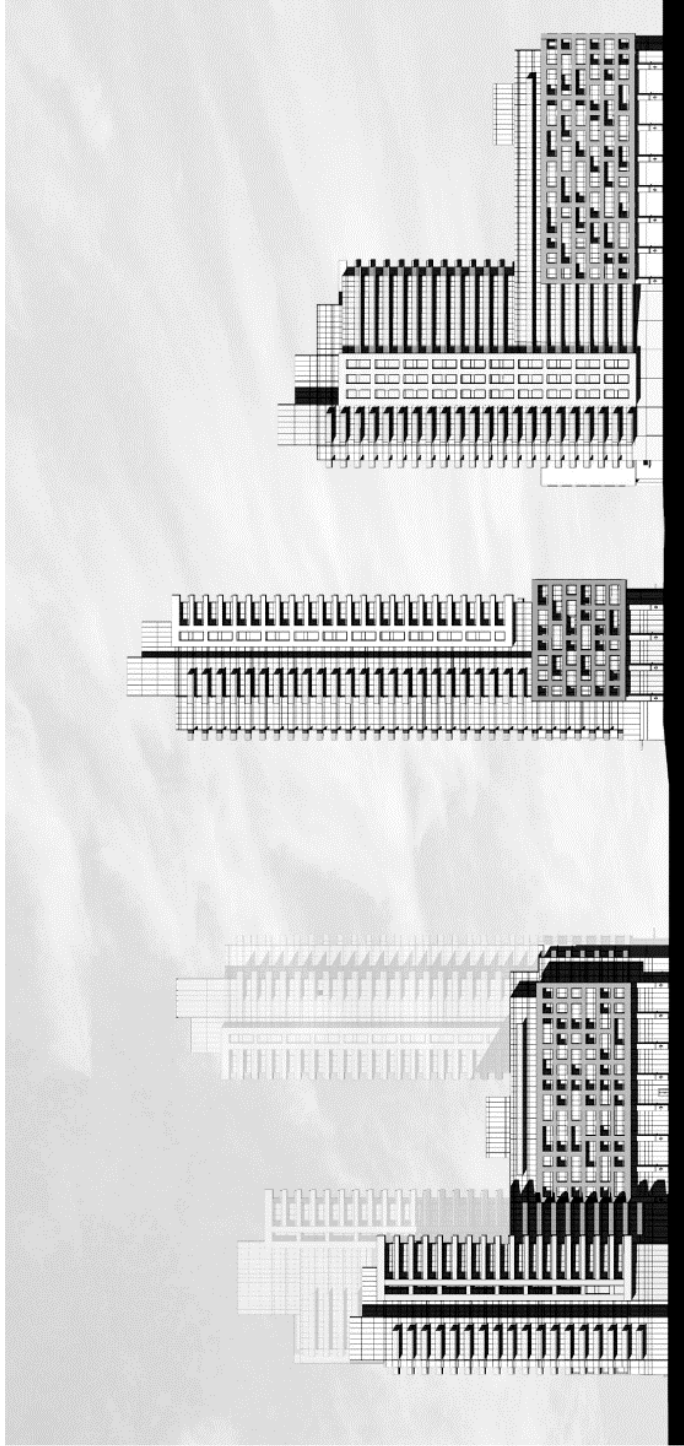
Applicant's Submitted Drawing

Not to Scale
01/15/16

4000 Eglinton Avenue West

File # 15 268318 WET 04 02

Attachment 3: North Elevations



North Elevation

Elevations

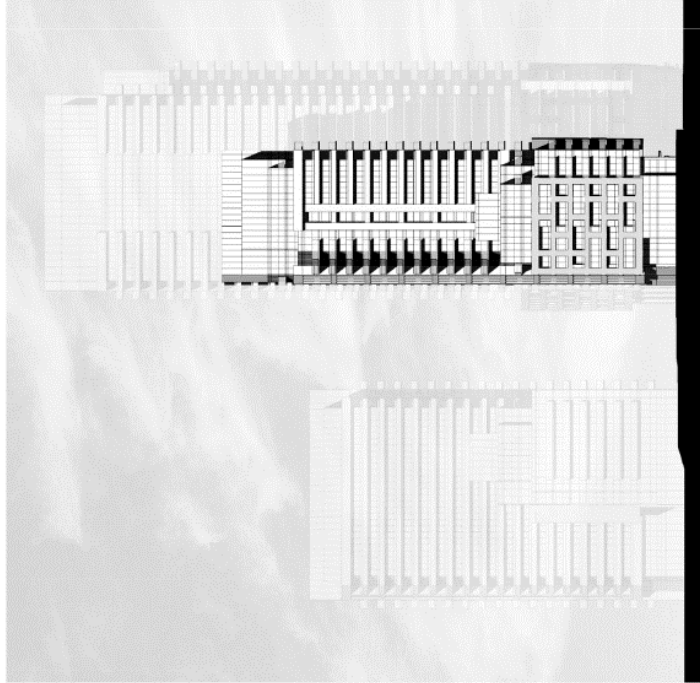
Applicant's Submitted Drawing

Not to Scale
01/15/16

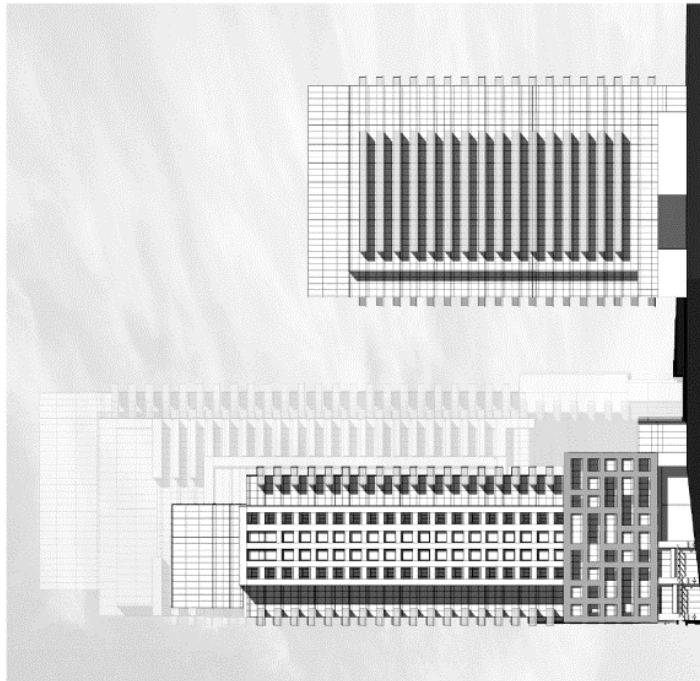
4000 Eglinton Avenue West

File # 15 268318 WET 04 02

Attachment 4: East and West Elevations



West Elevation



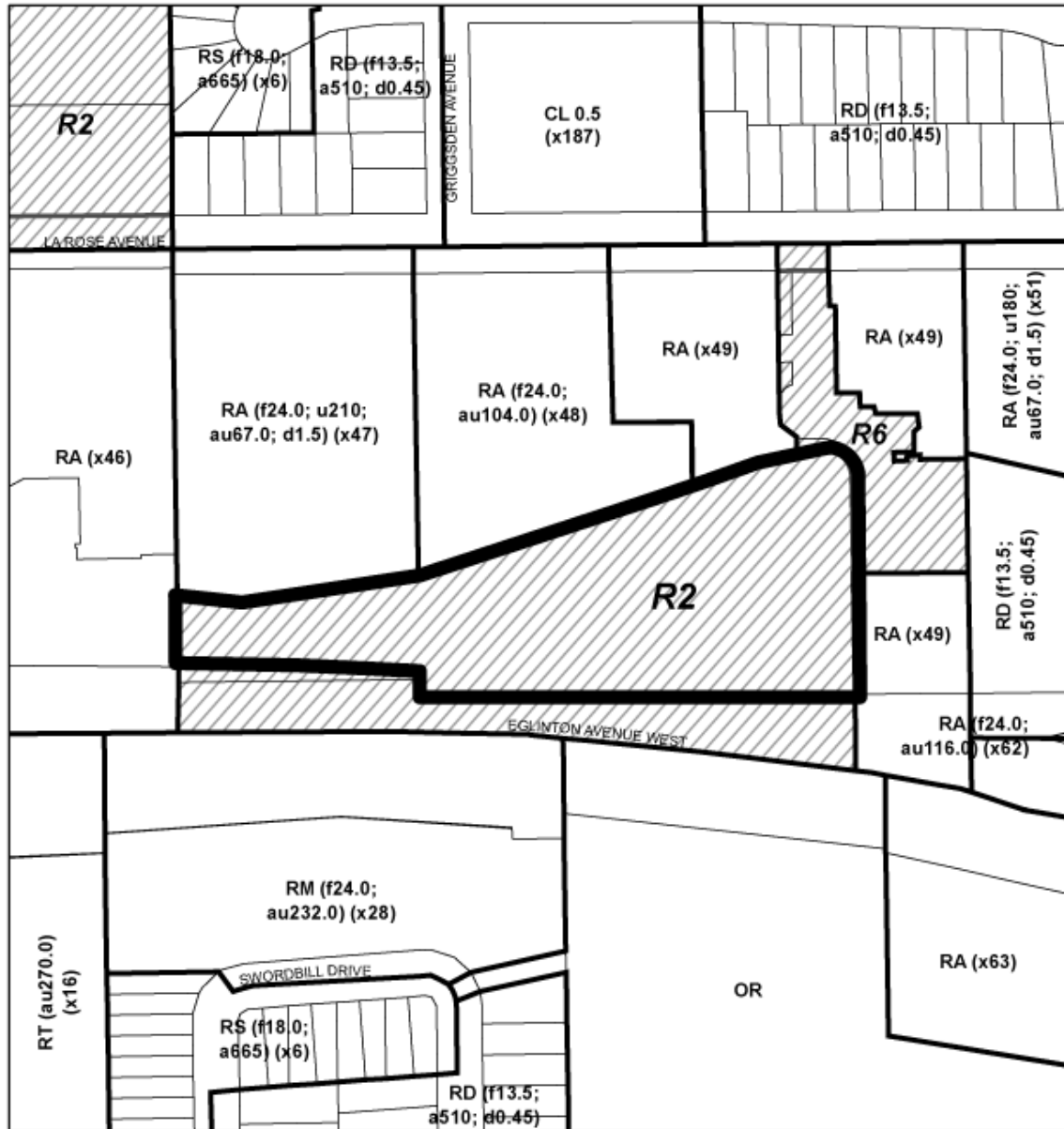
East Elevation

Elevations
4000 Eglinton Avenue West

Applicant's Submitted Drawing
Not to Scale
01/15/16

File # 15 268318 WET 04 02

Attachment 5: Zoning (Former City of Etobicoke Zoning Code)



TORONTO City Planning
Zoning

4000 Eglinton Avenue West
File # 15 268318 WET 04 02

Location of Application

RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse

RM Residential Multiple
RA Residential Apartment
CL Commercial Local
OR Open Space Recreation

See Former City of Etobicoke By-Law No. 11,737

R2 Residential Second Density
R6 Residential Sixth Density



Not to Scale
Extracted: 01/15/2016

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	15 268318 WET 04 OZ
Details	Rezoning, Standard	Application Date:	December 22, 2015
Municipal Address:	4000 EGLINTON AVENUE WEST		
Location Description:	CON C FTH PT LOT 17 RP 64R11327 PARTS 6 7 9 10 14 PT PARTS 8 AND 15 **GRID W0406		
Project Description:	Proposed amendments to the Etobicoke Zoning Code to permit a mixed use development consisting of a 24 storey tower (Building A), a 33 storey tower (Building B), a 30-storey and 27-storey tower (Building C and D connected by a shared podium) and an 18-storey tower (Building E). The development would contain 1,900 residential units and 1,700 m ² commercial/retail space in the ground floor of Buildings B, C, and D.		

Applicant:	Agent:	Architect:	Owner:
Aird & Berlis LLP	Aird & Berlis LLP	Page+Steele IBI Group Architects	Lanterra 4000 Eglinton Realty Ltd.

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	No
Zoning:	R2	Historical Status:	No
Height Limit (m):	11	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	19,392	Height:	Storeys:	18, 24, 27, 30 and 33
Frontage (m):	298		Metres:	58, 73.5, 84.5, 93.5 and 102.5
Depth (m):	106 and 30			
Total Ground Floor Area (sq. m):	7,517		Total	
Total Residential GFA (sq. m):	126,200		Parking Spaces:	1,647
Total Non-Residential GFA (sq. m):	1,700		Loading Docks	4
Total GFA (sq. m):	127,900			
Lot Coverage Ratio (%):	38			
Floor Space Index:	6.6			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo	Residential GFA (sq. m):	Above Grade	Below Grade
Rooms:			126,200	0
Bachelor:	26	Retail GFA (sq. m):	1,700	0
1 Bedroom:	1,370	Office GFA (sq. m):	0	0
2 Bedroom:	390	Industrial GFA (sq. m):	0	0
3 + Bedroom:	114	Institutional/Other GFA (sq. m):	0	0
Total Units:	1,900			

CONTACT: **PLANNER NAME:** **Francis Kwashie, Senior Planner**
TELEPHONE: **416-394-2615**

