

**660 Eglinton Ave East - Zoning Amendment Application
- Request for Direction Report**

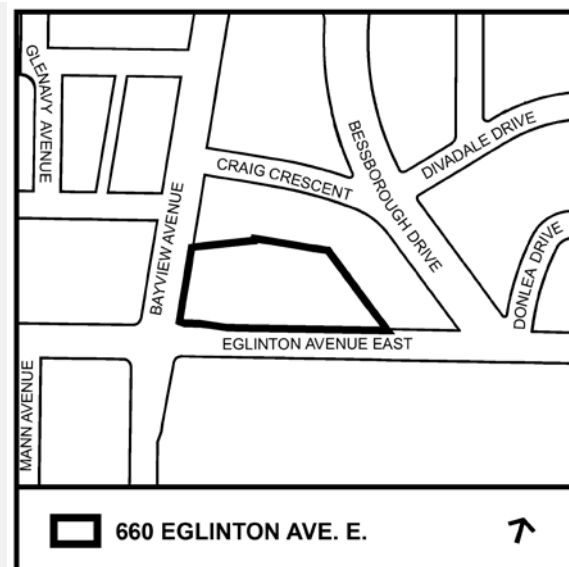
Date:	May 27, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 26 – Don Valley West
Reference Number:	14 267342 NNY 26 OZ

SUMMARY

This application proposes to amend the former Town of Leaside Zoning By-law No. 1916 to permit a 19-storey (66 metre) and a 12-storey (46 metre) apartment building with retail at grade (2,121 m²) at 660 Eglinton Avenue East (Sunnybrook Plaza). The two buildings would contain a total of 408 dwelling units and 410 parking spaces with 395 located in a 2-level below grade parking garage and 15 surface spaces. A continuous driveway is proposed along the northern boundary of the site providing access to Eglinton Avenue East and Bayview Avenue. The existing commercial plaza would be demolished.

On January 22, 2016 the owner appealed the Zoning By-law Amendment application to the Ontario Municipal Board citing City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. The purpose of this report is to seek Council's direction for staff representation at the OMB hearing. The report seeks Council direction to oppose the proposal in its current form and that City staff continue discussions with the applicant in an attempt to resolve the issues outlined in the report.

A pre-hearing conference is scheduled for July 26, 2016 with a full hearing scheduled for 3 weeks beginning November 21, 2016.



As this site is located within the Bayview Focused Area as identified within the Eglinton Connects Planning Study, the applicant has requested that this appeal be consolidated with their appeal of the Eglinton Connects Planning study and Official Plan Amendment #253.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the Ontario Municipal Board hearing to oppose the Zoning By-law Amendment application in its current form.
2. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the issues outlined in this report.
3. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment application in whole or in part, City Council authorize the City Solicitor to request the OMB to withhold its Order until such time as:
 - a. An appropriate Zoning By-law amendment is prepared to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
 - b. The Owner has entered into an agreement with the City to secure community benefits pursuant to Section 37 of the Planning Act to the satisfaction of the Director, Community Planning, North York District and the City Solicitor, in consultation with the local Councillor.

Financial Impact

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

In July 2000 City of Toronto Council approved Zoning By-law No. 508-2000 for the existing commercial building at 660 Eglinton Avenue East with a maximum commercial gross floor area of 4,750 m² and permitted a 7-9 storey residential building with 83 residential dwelling units at 1801 Bayview Avenue. The residential building has been constructed and was subsequently severed from the commercial plaza site. The two sites share the plaza's northerly driveway on Bayview Avenue to access 1801 Bayview Avenue's underground garage and 660 Eglinton Avenue East's commercial loading area secured with an access right-of-way. Additionally, there are 50 below grade parking spaces at 1801 Bayview Avenue allocated for commercial parking.

Eglinton Avenue is identified as an intensification corridor in Metrolinx's Regional Transportation Plan. One project currently underway in this corridor is 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. The intersection of Bayview Avenue and Eglinton Avenue East has been identified as a location for an LRT station. The Bayview Crosstown station will be underground with the primary station entrance proposed for the southeast corner of the intersection and a secondary entrance proposed for the northwest corner. A station is not planned to be located on the subject development site.

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 2021. At its meeting of May 6-8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study.

The report and Council's direction are found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

The Phase 1 (Part 1) Implementation Report for the Eglinton Connects Planning Study was considered by City Council at its meeting of July 8-9, 2014. As part of that report OPA #253 was adopted and subsequently appealed to the Ontario Municipal Board by a number of appellants. RioCan, who is the owner of the subject property at 660 Eglinton Avenue East, is one of the appellants. Phase 1 (part 1) of the study also recommended that the planned right-of-way width for certain blocks of this section of Eglinton Avenue East between Bayview Avenue and Laird Drive be increased from 23 metres to 27 metres.

The report and Council's direction can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.1>

The Phase 1 (Part 2) Implementation Report for the Eglinton Connects Planning Study was considered by City Council at its meeting of August 25-28, 2014. This report deals with specific implementation measures related to mid rise buildings. The report amended the City-wide Zoning By-law No. 569-2013, former City of York By-law No. 1-83, former Town of Leaside By-law 1916, former City of Toronto By-law 438-86 and adopted Urban Design Guidelines for Eglinton Avenue. The approved zoning by-law recommended by the Part 2 report does not cover the subject site as it is located in a Focus Area. The expectation is that zoning by-laws would be amended within the Focus Areas in response to site-specific development applications. The Site and Area Specific policies in the Official Plan relating to each Focus Area are to provide direction for any such amendments.

The report and Council's direction can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>

This application was received on December 23, 2014 and on February 18, 2016 North York Community Council adopted a Preliminary Report on the Zoning By-law

amendment. Community Council directed that City Planning staff schedule a community consultation meeting with the Ward Councillor with an expanded notification area.

The Preliminary Report is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY4.19>

On January 22, 2016 the owner appealed the Zoning By-law Amendment application to the Ontario Municipal Board citing City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. A pre-hearing conference is scheduled for July 26, 2016 with a full hearing scheduled for 3 weeks beginning November 21, 2016. As this site is located within the Bayview Focused Area as identified within the Eglinton Connects Planning Study, the applicant has requested that this appeal be consolidated with their appeal of the Eglinton Connects Planning study and Official Plan Amendment #253.

ISSUE BACKGROUND

Proposal

The application proposes to amend the former Town of Leaside Zoning By-law No. 1916 to permit a mixed-use residential and commercial development at 660 Eglinton Avenue East. The existing commercial plaza would be demolished. The applicant is proposing two residential apartment buildings with a total height of 19-storeys (60.3 m plus 5 m for mechanical penthouse) and 12-storeys (40.6 m plus 5 m for mechanical penthouse). Each building has various base building elements terracing from the abutting streets and property lines and the buildings are articulated with various building setbacks and setbacks at different heights and these are illustrated in further detail on the attachments to this report (see Attachment 1 Site Plan/Ground Floor Plan, Attachment 2 Roof Plan and Attachment 3 Elevations). The total gross floor area for this project is 33,767 m² resulting in a floor space index of 3.57.

Table 1 below summarizes some of the more substantial changes from the original submission in December 2014 to the resubmission in February 2016.

	Original Proposal December 2014	Revised Proposal February 2016
Number of Storeys	19-storeys and 13-storeys	19-storeys and 12-storeys
Height	-19-storeys: 60.3m + 5.5m MPH for 65.8m total -13-storeys: 43.6m + 5.5m MPH for 49.1m total	- 19-storeys: 60.3m + 5m MPH for 65.3m total - 12-storeys: 40.6m + 5m MPH for 45.6m total
Number of Units		
- Total	- 426	- 408
- 1-bedrooms	- 272	- 204
- 2-bedrooms	- 154	- 185
- 3-bedrooms	- 0	- 19

Vehicle Parking		
- total	- 420	- 410
-above grade	- 23	- 15
- below grade	- 397	- 395
Bicycle Parking		
- Total	- 442	- 426
- Resident	- 427	- 412
- Retail	- 15	- 14
Floor Space Index	3.92	3.57
Gross Floor Area		
- Total	- 37,135 m ²	- 33,767 m ²
- Residential	- 34, 818 m ²	- 31,429 m ²
- Retail	- 2,316 m ²	- 2,121 m ²
- Community Space	- 0 m ²	- 217 m ²
Interior Walkway Width	5.49 m	11m
Amenity Space		
- Total	- 1,721 m ²	- 1,646 m ²
- Indoor	- 1,014 m ²	- 1,046 m ²
- Outdoor	- 707 m ²	- 600 m ²

Base buildings frame both streets and are setback a minimum of 2 metres from Bayview Avenue and 5.7 metres from the existing Eglinton Avenue East frontage. As the lot is irregularly shaped along the north and east property lines, setbacks range from approximately 14 metres to 28 metres.

The ground floor of the base buildings includes retail uses, residential lobbies, loading areas, garbage rooms, bike lockers, community services space and residential townhouses. There is an 11 metre wide walkway proposed that separates the two buildings at the ground floor providing access from Eglinton Avenue East through the site to the interior and back of the development. This walkway connects into the central vehicle pick-up/drop-off area. Also proposed on the ground level is publicly accessible open space (721 m²) at the southwest corner of the site at the intersection of Bayview Avenue and Eglinton Avenue East.

The mezzanine levels of both buildings are generally open to the ground floor uses below with the exception of the 2nd storey of the townhouses units. The second floor of the 19-storey building (level above mezzanine) is comprised of residential units and indoor amenity space (486.5 m²), while the second floor of the 12-storey building contains residential units and both indoor (559.8 m²) and outdoor (600 m²) amenity space. All other floors above the second floor consist of residential dwelling units. The proposal also contains a number of green roofs. The 19-storey building has green roofs at floors 2, 4 and 9, while the 12-storey building has green roofs at floors 2 and 6.

The 19-storey building is situated closer to the Bayview Avenue and Eglinton Avenue East intersection and the 12-storey building is situated towards the eastern end of the site

fronting on to Eglinton Avenue East. The two buildings are separated at grade by an 11 metres wide walkway increasing in separation at the 6th storey to 14 metres and increasing to 25 metres at the 9th storey. The floor plate of the 19-storey building is generally 1,100 m² up to the 8th storey and then a maximum of 750 m² for the upper levels of the tower portion. The 12-storey building has various floor plate sizes for levels 2-8 ranging from approximately 1,400 m² to 1,909 m². The upper levels of this building from 9-12 vary in floor plate size from 820 m² to 1,250 m². The various floor plates for both buildings are a result of the setbacks and terracing of the building.

The setbacks for the tower portion of the 19-storey building above the 9th storey is a minimum of 20 metres from the existing Eglinton Avenue East right-of-way, 8 metres from Bayview Avenue, 17 metres from the north property line and 21 metres separation to the existing building at 1801 Bayview Avenue. The setbacks for the 12-storey building are a minimum of 5.7 metres from Eglinton Avenue East and a minimum of 14 metres to the lower levels of the building beginning at the 2nd floor to the north and east property line.

The project would contain a total of 408 dwelling units including 204 one-bedroom and one plus den units, 185 two-bedroom and two plus den units, and 19 three-bedroom units. It is proposed that 201 units would be located within the 19-storey building and that 207 units would be located within the 12-storey building. The total residential gross floor area, excluding amenity space, is 15,560 m² within the 19-storey building and 15,639 m² within the 12-storey building.

Proposed are a total of 410 parking spaces with 395 spaces located in a 2-level below grade parking garage and 15 surface spaces. There are 6 parking spaces proposed within the central vehicle pick-up and drop-off area and 9 parking spaces located as parallel lay-by spaces along the private driveway. Access to the underground parking garage is located from an internal driveway at the east end of the site. The applicant has indicated that there are an additional 50 off-site parking spaces owned by RioCan located immediately to the north at 1801 Bayview Avenue below grade that will continue to be made available to 660 Eglinton Avenue East for retail users. A continuous driveway is proposed along the northern boundary of the site providing access to Eglinton Avenue East and Bayview Avenue. There is a right-of-way easement along the north property line at the site's Bayview Avenue access point that 1801 Bayview Avenue and the subject site share.

There are a total of 426 bicycle parking spaces proposed with 412 for residents and visitors and 14 spaces for commercial purposes. There are 44 surface bicycle spaces provided, 218 within the underground garage at P1 and 164 within the underground garage at P2. The proposal includes 3 loading spaces accessed from the internal private driveway at the rear of the site. There is one loading space within the 19-storey building adjacent to the vehicle drop-off/pick-up area and 2 loading spaces within the 12-storey building abutting the ramp leading to the underground parking garage (see Site Plan Attachment 1).

For further project information please refer to the Application Data Sheet found as Attachment 7 to this report.

Site and Surrounding Area

The subject property is located at the northeast corner of Bayview Avenue and Eglinton Avenue East. The site is irregularly shaped with an area of 9,469 m² (2.34 acres) and a frontage of approximately 166 metres (545 feet) along Eglinton Avenue East and 61 metres (200 feet) along Bayview Avenue.

The site is currently occupied by "Sunnybrook Plaza". The plaza has approximately 4,716 m² (50,762 ft²) of commercial area. The plaza is predominantly one-storey in height with some second floor office space towards the east end of the building. There are approximately 88 surface parking spaces with 9 located at the back of the building and 79 located at the front of the building adjacent to the street. The site is currently accessed from Eglinton Avenue East, and two additional access points from Bayview Avenue that allow a right turn in and out.

There is a retaining wall along a portion of the site at the rear. There is a significant grade difference between the subject site and the rear yards of the homes abutting to the north, which front on to Craig Crescent and Bessborough Drive, that varies from approximately 1.36 metres (4.5 feet) to approximately 6.7 metres (22 feet) generally sloping up from the south to the north. Also, there is a sewer easement in favour of the City that diagonally crosses a portion of the plaza's surface parking area at the southwest corner of the site.

The area contains a mix of residential and commercial uses as follows:

North: A 9-storey residential condominium building at 1801 Bayview Avenue that shares a right-of-way access driveway with the subject site. This driveway is used to access the rear of the plaza and the residential building's underground garage and loading area. Also, residential detached dwellings back onto the site along Craig Crescent and Bessborough Drive. Further north and east are low-rise residential neighbourhoods.

South: A McDonald's restaurant building was located at the southeast corner of the intersection that has been demolished in order to accommodate the primary entrance for the Bayview Crosstown LRT station. Further south on Bayview Avenue are low-rise residential fourplex buildings. To the southeast of the site is Howard Talbot Park and Leaside high school. On the southwest corner of Bayview Avenue and Eglinton Avenue East is a 6-storey residential condominium building with ground floor commercial.

West: Immediately west of the site there is a large commercial plaza containing a grocery store (Metro) and Beer Store. There is surface parking at the front of the building adjacent to the intersection. North of this commercial site is a gas station and north of Roehampton Avenue is a one-storey car wash building and a 7-storey condominium building with ground floor commercial uses.

East: Single-family detached homes on the north side of Eglinton Avenue East.

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. The PPS sets the policy foundation for regulating the development and use of land. The 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.

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 be consistent with the PPS and to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is located within a Mixed Use Areas designation within the Official Plan (Attachment 5). 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:

- a) 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;
- b) 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;
- c) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- d) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- e) provide an attractive, comfortable and safe pedestrian environment;
- f) have access to schools, parks, community centres, libraries, and childcare;
- g) take advantage of nearby transit services;
- h) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- j) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Official Plan transportation policies speak to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by

protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. At this location, Bayview Avenue has a right-of-way width of 27 metres and Eglinton Avenue East has a right-of-way width of 23 metres. As previously indicated, the Phase 1 (Part 1) Implementation Report for the Eglinton Connects Planning Study recommended that the planned right-of-way width for Eglinton Avenue East fronting the subject site be increased from 23 metres to 27 metres.

Transportation policies also speak to active forms of transportation being encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City. New developments may be required to conduct a Transportation Impact Study (TIS) where the TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measure to accommodate travel generated by the development. Implementation of TDM measures to reduce auto dependency and rush-hour congestion in the road and transit networks can be achieved by actively pursuing measures which will: increase the proportion of trips made by walking, cycling, and transit; increase the average automobile occupancy rate; and shift travel times from peak to off-peak periods.

The Healthy Neighbourhoods policies in Chapter 2 – Section 2.3.1 also require that developments in Mixed Use Areas that are adjacent or close to Neighbourhoods will: be compatible with those Neighbourhoods; provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those Neighbourhoods; maintain adequate light and privacy for residents in those Neighbourhoods; and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods.

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.

Other relevant policies in the "Public Realm" and "Built Form" sections of the Plan have been used to review this development proposal. The Toronto Official Plan is available on the City's website at: www.toronto.ca/planning/official_plan/introduction.htm

Eglinton Connects Planning Study

The study identified six Focus Areas with lot characteristics that could have a greater capacity to accommodate future population and employment growth. The intersection of Bayview Avenue and Eglinton Avenue East was identified as a Focus Area. As part of the Phase 1 (Part 1) report, Official Plan Amendment 253 was adopted by City Council in July 2014, along with Site and Area Specific Policy 478 implementing policies that would guide the development of the Bayview Focus Area. Such policies include, but are not limited to:

- To support a balance and mix of uses, new development on the lands will: maintain the amount of existing non-residential gross floor area; and include a range of retail establishment sizes.
- Development on the lands will be encouraged to provide structured parking.
- Provide setbacks on the lands at each of the four corners of the Eglinton Avenue East and Bayview Avenue intersection to provide increased pedestrian space.
- Development on the lands will: be predominantly mid-rise in height and form; and provide transition in scale between new development and existing nearby Neighbourhoods.
- Development on the lands will provide enhanced community services and facilities.

Phase 1 (Part 2) of the 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 identify the Bayview Avenue and Eglinton Avenue East intersection as 1 of 13 key opportunity sites to inform the pedestrian experience and image of Eglinton Avenue.

The proposal was also evaluated based on the policy direction in Official Plan Amendment 253 and the Urban Design Guidelines for Eglinton Avenue.

Zoning

The site is zoned Mixed Use Residential Commercial – site specific MRC-1 in the former Town of Leaside Zoning By-law. The site specific By-law 508-2000 applies to the commercial plaza and the adjacent residential condominium building lands at 1801 Bayview Avenue. It allows for a variety of residential and commercial uses, plus

development standards, that permit the existing commercial plaza and 9-storey residential condominium building to the north. The maximum height and density permitted generally reflects the existing developments with a maximum height of 1 and 2-storeys for the plaza and a commercial floor area of 4,750 m² (51,130 ft²).

The site is also zoned CR 1.2 (c0.4; r.0.8) SS2 (x1164) within the new City of Toronto Zoning By-law 569-2013. Exception number 1164 indicates that section 6.11.1 of the former Town of Leaside Zoning By-law continues to prevail (Attachment 6).

Site Plan Control

A site plan control application has not yet been submitted.

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://www1.toronto.ca/wps/portal/contentonly?vgnextoid=80a70621f3161410VgnVCM10000071d60f89RCRD>

City-Wide Avenues and Mid-Rise Building Design Guidelines

In July 2010, Toronto City Council adopted the Avenues and Mid-Rise Buildings Study and Action Plan. City Planning staff use these Guidelines in the evaluation of all new and current mid-rise building development applications. The Mid-Rise Buildings performance standards are guided by the objective to create healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. Although the intention of the Study is to provide Performance Standards and recommendations for mid-rise buildings on the Avenues, they are also appropriate and useful to guide the review of proposals for mid-rise buildings in Mixed Uses Areas not on Avenues. As part of the Eglinton Connects Planning Study, 'Volume 2 Appendix F: Planning Objectives and Directions for Focus Areas and Mobility Hubs Studies', it considered that redevelopment should follow a mid-rise form at the Bayview Focus Area.

The city-wide Guidelines are available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

Reasons for the Application

An amendment to the Zoning By-law is required to permit the mixed use development at the height and density proposed, and to establish appropriate performance standards to facilitate the proposal including: minimum setbacks, angular plane, maximum coverage, parking ratios, and landscaping requirements.

Design Review Panel

The initial design for this proposal consisting of a 19-storey and a 13-storey building was presented to the Design Review Panel (DRP) in May 2015 for review. City staff outlined the area context, history and area policy priorities and sought advice on: pedestrian circulation through the large site and its contribution to the public realm; and the design of the corner plaza open space and its relationship to the building in terms of shape and building frame.

The DRP discussion and meeting minute's summary was used to assist Planning staff in their review of the development proposal. The panel voted that the project be refined and below is the chair's summary of the key points:

- The proposal is located at an important node on Eglinton Avenue East at Bayview Avenue. The site provides an opportunity to clarify the urban fabric, provide a high-quality multi-family residential environment with a commercial edge, improve the pedestrian environment at the perimeter and through the site, and doing so in a way that responds to topography, respects light access for the existing single family homes, as well as their canopy of mature trees.
- The stepped massing is an interesting response to the site, and was summarized as an “avenues type with towers”. The breaking down of the large mass, while clearly an ambition of the architectural vocabulary, could be taken much further in the massing strategy.
- Greater separation between “towers” and deeper cuts into the 9 storey podium – down to the 4th floor - were seen as important ways to improve sky view, to reduce shadow impact, improve light access to the proposed amenity spaces on the roof terrace, and provide relief from the impact of a tall wall-like building.
- Additional concerns: The Panel felt that it was quite unfortunate that the streetscape did not acknowledge either the ambitions or the details of Eglinton Connects Study; spatial separation between the proposal and the condo to the north was inadequate at 10-15m and should be a minimum of 20m; pedestrian continuity on the north edge of the site needed further development; the scale of the roof terrace might create an undesirably dark space on the north side of the proposed development, and should be reduced in size and have skylights added; and the continuity of the retail edge would benefit from rethinking the western lobby.
- A sustainability strategy, one that clearly addresses energy conservation for heating and cooling seasons, should be part of such an important development.

The complete minutes from the Design Review Panel can be found here:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Urban%20Design/Files/pdf/DRP/DRP%202015/DRP%20Minutes%20MAY%2026%20FINAL.pdf>

Community Consultation

A community consultation meeting was held by City Planning on April 28, 2015 and approximately 180 members of the public attended along with the applicant, their consultant team, the Ward Councillor, and City staff.

Issues raised at the meeting, through correspondence and telephone calls are as follows:

- The proposed 19 storey building is too high for this neighbourhood and is inappropriate. Mid rise building form is considered acceptable by residents for this location, but not a high rise building form.
- Concern over shadow impacts on adjacent residential properties and adjacent condominium to the north.
- The building height and materials (primarily glass) proposed are not representative of the physical character of Leaside.
- Traffic congestion in the area. The proposed development will increase traffic.
- Concern increased traffic would result in infiltration into the residential neighbourhood side streets.
- Concern drivers will use proposed driveway as a shortcut to avoid the Bayview/Eglinton Avenue intersection.
- Does the proposed development provide an adequate number of resident, retail and visitor parking spaces, and will they have to pay to park?
- Why is so much parking being provided if the aim of the Eglinton Crosstown LRT is to improve public transit?
- Where will vehicle exhaust be vented from the underground parking garage?
- Pedestrian, cyclist, and driver safety, particularly at the intersection of Bayview/Eglinton.
- The Bayview/Eglinton intersection is too congested with cars.
- More pedestrians will eventually use the intersection because of the future LRT stops.
- The proposed density is excessive.
- Concern expressed over increased density leading to over-crowded schools and lack of park and public space.
- What will be dedicated as parkland?
- The intersection and site should have more public space especially with LRT stops at the intersection.
- Concerns were raised with respect to excavation for underground parking leading to possible basement flooding. Residents identified that there are rivers located below the proposed development.
- The Sunnybrook plaza is the first of its kind to be constructed in Ontario. Is there a City requirement to document any heritage/historical value to be retained?

As a result of the Design Review Panel comments, community input, and planning staff comments, a revised proposal was submitted in February 2016. The February 2016 resubmission included improvements to: the ground floor plan by providing additional landscaping, reducing width of loading areas, reducing at grade parking, adding active uses along the private driveway; the building massing was improved by separating the two buildings as two distinct buildings; and a reduction of the height of the 13-storey building to 12-storeys.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS and Growth Plan both encourage intensification and redevelopment in urban areas. This development proposal promotes intensification through a compact urban form and provides for a mix of residential and retail uses adjacent to the Eglinton Crosstown Light Rail Transit line. The Official Plan is the most important vehicle for implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies. Official plans provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. Although intensification on this transit corridor is encouraged, the proposal in its current form does not comply with Official Plan policies related to matters such as: built form, transition, scale, compatibility and neighbourhood fit. The scale of development is not appropriate at this location considering the area context and does not achieve an appropriate transition of built form to adjacent residential areas. The proposal is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The proposed development is located within a Mixed Use Areas designation. The proposed development includes a mix of residential and retail uses within the 19-storey building and includes a mix of residential, retail and community service uses within the 12-storey building. Additionally, the applicant has revised their proposed residential unit count mix by providing additional family sized units. The number of proposed 1-bedroom units has decreased while the number of 2-bedroom units has increased and the proposal now also includes nineteen 3-bedroom units. These land uses and mix of dwelling units, including family sized units, are appropriate within the Mixed Use Areas designation.

The intersection of Bayview Avenue and Eglinton Avenue East was identified as a Focus Area through the Eglinton Connects Planning Study. Site and Area Specific Policy 478 for the Bayview Focus Area provided policy direction that in order to support a balance and mix of uses, new development on the lands will: maintain the amount of existing non-residential gross floor area; and include a range of retail establishment sizes.

The existing "Sunnybrook Plaza" has approximately 4,716 m² (50,762 ft²) of commercial gross floor area. The applicant's proposal consists of 806 m² (8,675 ft²) of retail gross floor area located on the ground floor of the 19-storey building fronting both Bayview Avenue and Eglinton Avenue East and 1,278 m² (13,756 ft²) of retail gross floor area located on the ground floor of the 12-storey building fronting Eglinton Avenue East. The applicant is also proposing a total of 217 m² (2,336 ft²) of community space that could be

available for community purposes to be determined working in consultation with the City and the local community. This space is located on the ground floor at the north end of the 12-storey building next to the vehicular drop-off area. The size and location of this community space is not acceptable or suitable as per City standards. This matter is discussed below in the Section 37 section of this report in further detail.

The total non-residential gross floor area that is being proposed to be replaced is 2,301 m² (24,768 ft²), which is approximately half of the existing non-residential gross floor area of Sunnybrook Plaza at 4,716 m² (50,762 ft²). The applicant should revise their proposal to increase the amount of non-residential gross floor area. This could be accommodated by including additional retail, or adding office and services uses on the second floor of the proposed buildings.

Site Organization, Ground Floor and Setbacks

The site has been organized with one 19-storey building fronting on to the corner of both Bayview Avenue and Eglinton Avenue East with the second 12-storey building fronting on to Eglinton Avenue East. Access to the site is from a private driveway off Eglinton Avenue East located at the eastern end of the site. This driveway travels along the entire north end of the site generally parallel to the northern property line with another access point on Bayview Avenue. The two buildings are separated at grade by a central 11 metre wide mid-block pedestrian connection from Eglinton Avenue East through the site, which ultimately connects to a central vehicular pick-up/drop-off area and the private driveway along the north end of the site.

The ground floors of both buildings are organized with retail fronting both Bayview Avenue and Eglinton Avenue East. The residential lobby for the 19-storey building is located at the north end of the building fronting Bayview Avenue and the residential lobby for the 12-storey building is located along the western edge of the building with access from the 11-metre wide mid-block pedestrian connection. Both buildings can also be accessed from the central vehicular pick-up/drop-off area. The northern (back end) of both buildings incorporate a total of six 2-bedroom 2-storey townhouse units that front on to the private driveway with a pedestrian sidewalk in front of these units.

The applicant has revised their proposal to reduce the impact of the vehicular, loading and service uses along the driveway by: reducing the number of surface parking spaces by the drop-off-pick-up area from 23 spaces to 6 spaces, adding the six two-storey townhouse units fronting on to the private street, providing additional landscaping, and reconfiguring and reducing the size of the parking ramp and loading areas.

Further improvements to the private street should be accommodated that provides an additional setback for the townhouses along the private driveway to include landscaping to provide for transition and privacy. The driveway design should be revised to ensure it can accommodate street lighting and tree planting. The proposal should be revised to setback the 12-storey building ground floor retail area at the east end a minimum of 1.5 metres from the driveway to accommodate tree planting. Additionally, the applicant should ensure that tree planting can be accommodated at the northern edge of the

property by the easement adjacent to 1801 Bayview Avenue. The applicant should also ensure that the loading areas can be enclosed with garage doors.

There is a sewer easement in favour of the City that diagonally crosses a portion of the existing site at the southwest corner. As a result, the proposal includes a large setback along this corner as no development is permitted in this area above or below grade creating an open space plaza at the street corner which can be publicly accessible. The minimum setback of the proposed 19-storey building in this area is 12.7 metres from the existing Eglinton Avenue East right-of-way. This setback and open space plaza at the corner is consistent with the policy direction from SASP 478 requiring that setbacks on the lands at each of the four corners of the Eglinton Avenue East and Bayview Avenue intersection be provided to increase pedestrian space. A 3.4 metre road widening is also required along the Eglinton Avenue East frontage of the site in order to satisfy the Eglinton Connects Planning Study and Environmental Assessment for a 27 metre wide right-of-way. The applicant's plan currently identifies a 2 metre road widening in this location. The pedestrian experience would be improved at the Bayview Avenue and Eglinton Avenue East intersection with respect to this site through a combination of the open space plaza at the southwest corner and the road widening along Eglinton Avenue East.

The proposal should be revised to accommodate an additional 1 metre setback along Bayview Avenue to accommodate street tree planting and outdoor seating amenity for the condominium lobby. An improved Bayview Avenue setback combined with the open space plaza would provide for an appropriate area for pedestrians and for the corner retail. Planning staff, in consultation with TTC, are exploring the potential removal of the bus lay-by on Bayview Avenue to allow for streetscape improvements such as street trees and street furniture within the Bayview Avenue boulevard. Additionally, the exhaust vent for the 19-storey building is located adjacent to the Bayview Avenue right-of-way. This exhaust vent should be integrated into the building to avoid any impact on the public realm. Similarly, there is a large exhaust vent at the north end of the site adjacent to the private driveway and along the southeast property boundary. These should be designed to ensure they can be appropriately screened with landscaping.

Built Form and Height

Site and Area Specific Policy 478 for the Bayview Focus Area provides policy direction to guide the development of the Bayview Focus Area indicating that development on the lands will be predominantly mid-rise in height and form and provide transition in scale between new development and existing nearby Neighbourhoods.

In July 2010, City Council adopted the Avenues and Mid-Rise Buildings Study which includes performance standards for the design and development of mid-rise buildings along portions of the City's Avenues. This portion of Bayview Avenue and Eglinton Avenue East is not identified as an "Avenue" within the City of Toronto Official Plan's Map 2 Urban Structure. Although the intention of the Study is to provide Performance Standards and recommendations for mid-rise buildings on the Avenues, they are also

appropriate and useful to guide the review of proposals for mid-rise buildings in Mixed Uses Areas not on Avenues.

The Avenues and Mid-Rise Building Study indicates that mid-rise buildings are no taller than the width of the street right-of-way or between 5 and 11 storeys. The potential height is established based on a 1:1 ratio where the height of a building is equivalent to the width of the right-of-way which the building faces. However, mid-rise performance standards, including angular planes, and lot characteristics often constrain the height that a building on a particular property could achieve.

As identified in the City of Toronto's Official Plan, the right-of-way width of Bayview Avenue north of Eglinton Avenue is 27 metres and the right-of-way width along Eglinton Avenue East in front of the subject site is 23 metres. The Eglinton Connects Planning Study also recommended that the planned right-of-way width for certain blocks of this section of Eglinton Avenue East between Bayview Avenue and Laird Drive be increased from 23 metres to 27 metres. This includes the section of Eglinton Avenue East from Bayview Avenue to Bessborough Drive.

Angular planes and the 1:1 relationship with the street are applied in order to reduce shadowing on the west side of the Bayview Avenue street/sidewalks and the abutting homes to the north, reducing the overview on the rear yards of the residential homes, to provide for an appropriate building scale, and to create good street proportion with appropriate skyviews.

Based on the 27 metre right-of-way in this area, the maximum building height for this site at a 1:1 relationship with the street would be approximately 8-9 storeys with a height of 27 metres, plus 5 metres for a mechanical penthouse. The proposal includes a 19-storey building with a height of 60.3 metres plus 5 metres for a mechanical penthouse for a total height of 65.3 metres and the 12-storey building is proposed with a height of 40.6 metres plus 5 metres for a mechanical penthouse for a total height of 45.6 metres. Both the 19-storey building and the 12-storey building exceed the right-of-way width of 27 metres and are considered as tall buildings, which are defined as a building whose height is greater than the width of the right of way of the principle street on which it is located or the wider of two principle streets if located at an important intersection. The applicant should revise their proposal so that the built form and heights of the proposed buildings are predominantly mid-rise in height and form that generally corresponds to the 27 metre right-of-way width for this area.

Angular Planes and Transition

The City's Official Plan includes policies which protect Neighbourhoods, Parks and Open Space Areas. Policies and guidelines are used to create an appropriate transition between areas of higher intensity and scale to lower scale residential neighbourhoods and parks. Appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations including angular planes, height limits, appropriate location and orientation of the building, and the use of setbacks and stepbacks of building mass.

The subject site backs on to and abuts 5 residential detached properties on Craig Crescent and 6 residential detached properties on Bessborough Drive. In order to provide transition to the abutting residential properties at the rear of the subject site, the proposed design incorporates various setbacks and stepbacks resulting in both buildings terracing away from these neighbourhoods with the bulk of the building mass pushed towards both Bayview Avenue and Eglinton Avenue East. These various stepbacks and setbacks are illustrated in detail on the Roof Plan (Attachment 2).

The subject property is considered a deep lot within the Midrise Building Guidelines. Lots on rights-of-ways with widths of 27 metres are considered deep lots if they have depths greater than 41 metres. Although the lot is irregularly shaped, the majority of the lot has a depth greater than 60 metres. The angular plane is typically measured at-grade at the rear property line. In the case of the subject site, the abutting residential detached homes rear property lines vary as they are elevated above the subject site. The grade difference between the subject site and the rear yards of the homes abutting to the north, which front on to Craig Crescent and Bessborough Drive, varies from approximately 1.36 metres (4.5 feet) to approximately 6.7 metres (22 feet). Angular planes from the rear yards of these homes were taken from the average grade of each of the lots.

The proposed 12-storey building complies with a 45 degree angular plane taken from the rear yards of the abutting homes. Through a combination of angular planes, setbacks and stepbacks an appropriate transition is achieved for this building. When the rear yard angular plane is applied adjacent to the detached homes to the 19-storey building, the 19th storey building projects into the angular plane at approximately the 12th storey. In order to provide for an appropriate transition from this building to the detached homes, a 45 degree angular plane should be applied ensuring that the 19-storey building is within the angular plane moving the mass and height of the building away from the residential detached dwellings.

Midrise building guidelines also recommend a 45 degree angular plane be taken from both Bayview Avenue and Eglinton Avenue East starting at a height of 21.6 metres which is 0.8 times the right-of-way width or generally above the 6th floor of the building. The objective of this guideline is to provide for an appropriate scale of street wall for the street right-of-way to stepback the building mass and height to reduce shadows and overlook and provide for sunlight. The proposed 19-storey building projects into the angular plane at the 11th-storey along Bayview Avenue and projects into the angular plane at the 13th-storey along Eglinton Avenue East. The 12-storey building projects into the angular plane at the 9th-storey.

The Midrise Building guidelines recognizes that large sites may warrant variations to some performance standards and notes that sites which are much deeper could be approved for a taller building because of separation distance and ability to fit within an angular plane from the rear and front. The Study states that these sites should be considered on an individual basis. While the subject site is deep, irregularly configured and is abutting residential homes elevated in grade, the 19-storey building should be

scaled down in height to respond to the adjacent properties designated Neighbourhoods located to the north and east of the subject site. Currently, the proposed 19-storey building does not appropriately scale down in height to the rear yards of the residential homes abutting to the north and east as significant portions of the building project into the angular plane. To provide an appropriate transition to the adjacent Neighbourhood, the building should step down and fit under the 45 degree angular plane taken from the rear lot line of the detached residential properties.

Similarly, the proposed 19-storey and 12-storey buildings should be scale down in height to more appropriately respond to both Bayview Avenue and Eglinton Avenue East and limit the height of the building face along the street. The building mass along these major streets should be scaled down along the street and stepped back keeping within the angular plane to define the street edge at an appropriate pedestrian scale.

Immediately to the north of the subject site is a 9-storey residential condominium building at 1801 Bayview Avenue that shares a right-of-way access driveway with the subject site. This building is separated from the base of the proposed 19-storey building a minimum of 14.5 metres and is separated from the tower element a minimum of approximately 21 metres. This is an appropriate separation distance and relationship between the existing midrise building and the proposed development.

Sun and Shadow

The shadow study submitted with the application indicates that on March 21 and September 21 (Spring and Fall Equinox), the proposed 19-storey building will cast shadows within the front and backyards of homes located to the northwest of the site designated as Neighbourhoods along the south end of Glenavy Avenue. The shadows would begin at approximately 9:18am in the morning until 10:10am and also along the west and east side Bayview Avenue sidewalks from 9am until approximately noon.

Similarly, the 19-storey building would cast shadows within the rear yards of various residential properties along Craig Crescent and Bessborough Drive beginning at 2:18 pm for the remainder of the afternoon. The height of the 19-storey building should be reduced to comply with midrise building height and angular plane guidelines in order to reduce the shadow impact on the neighbouring streets and residential properties.

The 12-storey building begins to cast shadow on the rear yards of the homes along Craig Crescent at 9:18 am until approximately 11:18 am in the morning. From noon until 3:18 pm the shadows cast are generally within the boundaries of the subject lot lines not impacting the homes along Craig Crescent or Bessborough Drive. Beginning at 4:18pm the shadows cast reach the backyards of the homes along Bessborough Drive. The shadows cast by the 12-storey building are minimal and provide for adequate sun on the adjacent properties. However, through further refinement and articulation of the building, the shadows could be further minimized.

Development Engineering

The applicant has submitted a Waste Management Plan, a Phase 1 and 2 Environmental Site Assessment, and Functional Servicing Report that reviewed matters related to: sanitary waste water disposal, water distribution, stormwater management, grading considerations and geotechnical and hydrological investigation.

Engineering and Construction Services staff have reviewed the plans and reports submitted and have provided their formal comments in a memo to Community Planning dated May 5, 2016 that outlines a number of amendments to reports, studies and drawings that are required to be resubmitted for the review and acceptance of the Executive Director of Engineering and Construction Services. These changes included, but are not necessarily limited to:

- The applicant is to note that the subject site includes an existing City storm sewer easement. The proposed bus shelter adjacent to the easement must not encroach into this easement, either above or below ground; therefore, the bus shelter is to be relocated away from this existing easement.
- All engineering drawings are to be revised to show a 3.4 metre wide road widening along the entire frontage of Eglinton Avenue East, as lands to be conveyed to the City to achieve a 27.0 m Right-of-Way (ROW).
- The applicant is required to revise the Functional Servicing Report to address a number of specific comments related to, but not limited to: ground water, sanitary analysis, post development flow analysis, water balance, rooftop control devices, and geotechnical and hydro geological investigation.
- The applicant has been notified that they and their consultant will have to address any issues that contribute to basement flooding in the area.

Generally, Engineering and Construction Services staff concurs with the results of the Functional Servicing report and the subject site can be serviced appropriately.

Transportation

Vehicular Traffic

An Urban Transportation Considerations report, dated December 2014, was previously submitted by the applicant's transportation consultant, BA Group. The consultant estimates in this study that the proposed development will generate approximately 300, 315 and 330 two-way trips during the morning, afternoon and Saturday peak hours, respectively. However, given the existing site traffic on the site, the consultant estimates that the net new traffic on the area road network will be in the order of 75, 10, and (-10) trips during the morning, afternoon and Saturday peak hours, respectively.

The latest submission includes an Addendum, dated February 18, 2016, which provides additional responses to the City's comments. Transportation Services accepts the conclusions of this addendum, acknowledging the net traffic changes on the site, the

future conditions of Eglinton Avenue East and the proposed Transportation Demand Management (TDM) measures.

A review of traffic signal optimizations (i.e. cycle lengths, phasing and offsets) must be undertaken by the City's Traffic Signal group. If deemed acceptable, a request to the applicant for the appropriate funds will be made to accommodate the traffic signal adjustments.

Vehicular Access and Right-Of-Way

Vehicular access to the site is proposed via a continuous driveway connection from Bayview Avenue in the northwest corner of the site to Eglinton Avenue East in the southeast corner of the site. It is noted that the existing site is currently served by driveways in approximately the same locations. The driveway access on Bayview Avenue will be right-in/right-out only due to the existing presence of a centre median. In addition, similar to existing conditions, this driveway will provide access to the existing condominium to the north of the proposed site. As illustrated on the site plan, the site driveway will also provide access to 15 at-grade parking spaces, a pick-up/drop-off area, the ramp to the underground parking, and the site's loading spaces.

In order to satisfy the Eglinton Connects Planning Study and Environmental Assessment of a 27 metre wide right-of-way for Eglinton Avenue East, a 3.4m widening is required along the frontage of the site. The applicants plan currently identifies a 2.0 metre road widening along the frontage of this site. The 3.4 metre road widening along Eglinton Avenue East is required in order to achieve a full 4.8 metre wide public pedestrian boulevard along the north side of the street.

As proposed, the driveway is generally acceptable in principle. However, the development will require a Site Plan Application and more detailed comments pertaining to the design of the proposed site access will be given at that time.

The private driveway is intended to be used by residents and residential and retail visitors to this site. A concern raised by residents at the community consultation meeting was that the private driveway from Eglinton Avenue East through the site to Bayview Avenue would be used as a cut-through for area vehicular traffic and those trying to avoid the Eglinton Avenue East and Bayview Avenue intersection. Community Planning and Urban Design staff have worked with the applicant to design the driveway so that it is a narrower and more intimate connection with active uses, sidewalks, landscaping and lay-by parking. The driveway as designed is not conducive to allow for vehicles to speed through offering a more convenient connection to Bayview Avenue. Additional options to restrict speed along the private driveway could include speed bumps and providing for added unit pavers for traffic calming. Staff will continue to work with the applicant to further refine the private driveway to improve the pedestrian environment, landscaping and active uses, while reducing the impact of parking and loading areas.

Vehicular Parking

A total of 410 parking spaces will be provided for this development, of which 15 will be provided at-grade and 395 will be in a 2-level underground garage. The parking would consist of 348 underground resident parking spaces, 41 underground residential visitor parking spaces, and 21 retail parking spaces. The retail parking spaces would consist of 15 spaces at grade with 6 parking spaces located in the central vehicle pick-up/drop-off area, an additional 9 parking spaces located as parallel lay-by parking along the private driveway, and an additional 6 spaces located below grade at parking level 1. The applicant has advised that it is not anticipated that the proposed development will include a pay parking component for the retail parking spaces.

The parking requirements for the project are governed by the applicable parking provisions contained in the site specific Zoning By-law No. 508-2000. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. This By-law was adopted by City Council in April 2013. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York general Zoning By-law. As a result, parking for this project is required to be provided in accordance with Zoning By-law 569-2013 for Policy Area 3, as defined in the By-law, subject to the acceptable program and implementation of the Transportation Demand Management Strategies. Given the above, a summary of the parking requirements for this project are provided in the following table. It is recommended that the parking ratios in the table below should be included in any Site Specific By-law for this project.

Parking Requirements for Project

Use	Scale	Parking Rate		No. of Spaces Required	
		Minimum	Maximum	Minimum	Maximum
Residential Condo					
Bachelor	0 units	0.6	0.9	0	0
1 Bedroom	204 units	0.7	1.0	142	204
2 Bedrooms	185 units	0.9	1.3	166	240
3 Bedrooms or More	19 units	1.0	1.5	19	28
Visitors	408 units	0.10	-	40	-
Retail	2,121 m ²	1.0	4.0	21	84
Community Service	217 m ²	0.5	1.3	1	2
Sub-Total Residents				327	472
Sub-Total Visitors				40	-
Sub-Total Retail/Community Service				22	86
Grand Total				389	558

In addition to the parking being provided for onsite, there are an additional 50 parking spaces located underground at the abutting condominium building at 1801 Bayview Avenue available for commercial parking.

Transportation Demand Strategies

The Transportation Demand Strategies require further refinement to support the vehicular parking reduction. Proposed TDM strategies to support parking reduction include: given the site's proximity to the Eglinton LRT and other transportation services, the applicant should provide at least one real-time display at the main entrances showing location, distance, alerts for all modes to satisfy new technologies and practices policies for traveler information; financial contribution to the future expansion of bicycle-share facilities to encourage bicycle use on site or along Eglinton Ave East and surrounding communities; integration of bicycle repair stations within the proposed development; provide publicly accessible car-share spaces on site; integration of carpool and rideshare spaces, additional bicycle parking spaces beyond minimum, and exploring a partnership with Toronto Parking Authority to integrate paid public parking on site for visitors and retail uses.

Multi-Model Travel Forecast Assessment

The Multi-Modal Travel Forecast Assessment should be revised as there was insufficient existing and background growth estimates for people trips, insufficient comparison of people trips between the existing and proposed development, and a conflict between retail mode split assumptions and TDM Strategies potentially under-estimating the amount of transit, walking and cycling trips generated from retail uses. The forecast should result in recommendations or strategies to accommodate the increase in pedestrian trips for the development and associated network and public realm space based on existing condition review.

The existing public realm and boulevard space is currently constrained. Due to the anticipated increase in walking, cycling and transit trips, the existing public realm should be improved to accommodate future mobility users. In order to improve the transportation network the proposal should: remove the westbound right turn lane concurrently during LRT construction as recommended in the Eglinton Connects EA to improve the public realm and pedestrian environment; and redesign the existing curb placement at the Northeast corner of Bayview Ave and Eglinton Ave East to allow for a substantial increase in boulevard space to enhance the transit experience and improve the pedestrian environment for the retail frontage.

Bicycle Parking

The location and distribution of the proposed long-term bicycle parking spaces is not acceptable. The bicycle parking spaces should be located near a main entrance that is accessible and safe. These spaces should be provided on the 1st or 2nd storey of the building only using below ground levels when the P1 level is occupied by 50% bicycle parking as defined in By-Law 569-2013. The applicant is encouraged to provide additional bicycle parking spaces beyond the minimum standard in By-Law 569-2013 to encourage bicycle use.

Loading

The loading space supply requirements for the project are governed by the provisions contained in the site specific Zoning By-law No. 500-2008. However, Transportation Services requires that the project comply with the loading space requirements of Zoning By-law 569-2013 since they are based on more recent information.

Given the above, one Type G, two Type B and one Type C loading spaces are required for the project. The proposed loading supply is for two Type G and one Type B spaces with the Type C to be shared with the Type G. Transportation Services accepts this shared loading configuration for the site.

Metrolinx

The application was circulated to Metrolinx for comments and they had no objections to the proposed zoning by-law amendment. As a principle, Metrolinx supports transit oriented developments in the vicinity of LRT corridors. Major development projects in the vicinity of the ECLRT should support this impending public infrastructure. The station area should be planned as a significant transportation feature and a key pedestrian and cycling destination within the local community. Developments lining the pedestrian route to the station should pay careful attention to creating an appropriate pedestrian environment.

Although the subject property does not fall within a designated mobility hub, relevant excerpts from the Metrolinx Mobility Hub Guidelines have been included as part of their comments on the proposal to provide guidance for the design of development projects. The guidelines generally require that developments: provide an attractive pedestrian environment with a high level of priority, safety and amenities by identifying pedestrian priority routes, reducing barriers to station access and ensuring the quality of pedestrian routes; through the planning process, the public realm around the subject property should be recognized as an important means of station access and should incorporate an accompanying level of priority and amenity; objective of creating a vibrant, mixed use environment; planning for active uses at the pedestrian scale; create an attractive and comfortable public realm with a strong sense of place in order to support a walkable station area and promote the use of transit by providing a high quality and aesthetically pleasing public realm through elements such as paving and building materials as well as minimizing access barriers.

Schools

The Toronto District School Board has advised there is insufficient space at the local schools to accommodate students anticipated from the proposed development. They advise that students from the new development will not displace existing students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. The School Board indicates that at this time, the schools anticipated to serve the development are unknown.

The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs on site advising that students may be accommodated in facilities outside the area until space in local schools becomes available and also include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside the area and policies on busing.

The Toronto Catholic District School Board has not provided any comments.

Heritage

Heritage Preservation Services (HPS) undertook a heritage evaluation of the subject property in 2008 following a request from a community member that was forwarded by the former Ward Councillor. HPS advised that while the site has historical interest as one of the earliest post-World War II shopping centres in the City, it has been significantly altered over time which affected the integrity of the physical attributes associated with the cultural heritage value of the property. As a result, HPS determined that the Sunnybrook Shopping Centre does not meet the criteria to designate a property under section 29 (Part IV) of the Ontario Heritage Act and the property was not included on the City's heritage inventory (Register).

Toronto Private Tree By-law and City Street Trees

The applicant has identified 8 privately owned trees that meet the criteria for protection under the City of Toronto's Private Tree By-law that are proposed to be removed. These trees are generally located along the eastern boundary of the property abutting the existing detached residential homes that front on to Bessborough Drive and Craig Crescent. Of the 8 trees, there are 5 trees located on the subject lands at 660 Eglinton Avenue East, 2 trees located along the property boundary abutting the homes on Bessborough Drive and 1 tree located on an abutting neighbour's property on Bessborough Drive that would need to be removed.

In addition, the development proposal also requires the injury to 8 privately owned trees. These 8 trees are generally located along the eastern boundary of the property abutting the existing detached residential homes and located within various private backyards that front on to Bessborough Drive and Craig Crescent. Urban Forestry has requested a revised arborist report to assess the extent of the proposed injury and outlining all protective measures that would be implemented. A revised arborist report has not been received.

For trees to be removed, Urban Forestry requires the submission of a complete "Application to Injure or Destroy Trees" and an application fee in the amount of \$4,913.28 (\$307.08 per tree). Once a complete application is received, as outlined in the City of Toronto Municipal Code, Chapter 813, Trees, Article III, a complete review of the application is required. The review process may involve notification of the community, Ward Councillor consultation and possibly a report to Council.

Where tree planting to replace trees to be removed on a site is not physically possible on site at a replacement ratio of 3:1, the General Manager of Parks, Forestry and Recreation

will accept a cash in lieu payment in the amount equal to 120 percent of the cost of replanting and maintaining the trees on site. Only large growing shade tree species will be counted towards the 3:1 replacement ratio. At this time, the development proposes the removal of 8 trees protected under the provisions of the Private Tree By-law, which would require the planting of 24 replacement trees. The ground floor landscape plan would need to be resubmitted identifying all proposed planting tree species with adequate tree spacing.

Urban Forestry advises that an application for tree removal is required and either 24 trees are to be replaced on private property and planted or, if this is not possible, payment in lieu of tree planting at a fee of \$583 for every tree to supplement tree planting elsewhere in the City. Through the site plan process staff will work with the applicant to maximize on site tree planting.

There are no City trees to be removed as part of this application. The applicant will be required to submit revised landscaping plans that illustrate public street trees on both the Bayview Avenue and Eglinton Avenue East frontages.

Ravine By-law and Natural Heritage System

The site does not fall within or abut the City's ravine by-law regulated area, however, the City of Toronto's Natural Heritage Map 9 does indicate that the proposed development is located near a natural heritage system to the east of the site and along the south side of Eglinton Avenue East. A site visit was conducted in October of 2016 with the applicant and City staff. Further to on-site discussions, staff had requested a Natural Heritage Impact Study for this site that the applicant agreed to provide. The study has not yet been submitted.

Amenity Space

The applicant's plans indicate that a total of 1,047 m² (11,270 ft²) of indoor amenity space would be provided. There is 487 m² (5,242 ft²) proposed to be located on the 2nd floor of the 19-storey building and 560 m² (6,028 ft²) proposed to be located within the 2nd floor of the 12-storey building. The indoor amenity space is being provided at a ratio of 2.5 m² per dwelling unit. The proposed amount of indoor amenity space is appropriate.

The applicant's proposal also includes a total of 600 m² (6,458 ft²) of outdoor amenity space. The outdoor amenity space is located along the north end of the 12-storey building at the 2nd floor. Outdoor amenity space is being provided at a ratio of 1.4 m² per dwelling unit.

Both indoor and outdoor amenity space should be provided at a minimum rate of 2 m² per unit as per the City of Toronto Zoning By-law standard. The indoor amenity space provided is appropriate while the outdoor amenity space provided is deficient and should be increased by providing some outdoor amenity space as part of the 19-storey building. Discussions respecting the design and utility of the amenity spaces will be undertaken.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 3.00+ hectares of parkland per 1,000 people. The site is in the highest quintile of current provision of parkland, within the Bayview Focus Area of the Eglinton Connects Planning Study. The site is in a parkland priority area and is subject to the alternative parkland dedication rate, as per the City Wide Parkland Dedication By-law 1020-2010.

The proposal is for a 19 storey residential tower and a 12 storey residential tower with commercial space at grade. The proposal contains a total of 408 residential units, as well as 2,121 m² of commercial floor area within a site area of 0.9469 hectares (9,469m²). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.568 hectares (5,680 m²) or 64% of the residential component of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 0.0899 hectares (894 m²).

The applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The site is located across the street from Howard Talbot Park (4.9 hectares) and 430m from Charlotte Maher Parkette (0.6 hectares). Both parks contain a playground, while Howard Talbot Park additionally contains baseball diamonds, a multipurpose field and track, tennis courts, and a splash pad. There is no appropriate location for an on-site parkland dedication and the site would be encumbered with an existing easement and a proposed below grade parking garage. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. The parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

Section 37

Section 37 of the Planning Act enables the City to pass a zoning by-law to grant a height and/or a density increase for a proposal that is greater than the zoning by-law would otherwise permit in return for community benefits. Section 37 may be used for development with more than 10,000 m² of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 m² and/or significantly increases the permitted height. Under the current proposal section 37 policies would apply as the development contemplates a total gross floor area of 33,767 m² and a maximum building height of 65.3 metres, whereas the permitted gross floor area under the current prevailing zoning by-law would allow a maximum of approximately 4,750 m² and a maximum height of 2-storeys. The City of Toronto Zoning By-law 569-2013 would permit a total maximum gross floor area of 11,362 m² and a height of 8 metres and 2-storeys.

Policy staff has reviewed the revised Community Services and Facilities (CS&F) Study dated September 2015, prepared by the applicant included as part of the development application submission. The Study states "the projected residents and households created through the redevelopment of the site would have a limited impact on the current community services and facilities in the local Study Area". The City's CS&F policies consider the existing and future needs of residents and workers within the local community and not solely the population of the development currently under review. The proposed development would occupy a key site along the Eglinton corridor directly served by a higher order transit station and a key transfer point to and from employment nodes located north, east and west. As such, the site represents a location for the provision of community services and facilities to meet the needs of existing and future residents in and surrounding the Bayview Focus Area. Under the City's policy framework the provision of local community services and facilities where additional height and density is being sought on development applications must consider both the incremental and cumulative impact of growth and development in the local area.

The Study identifies several opportunities to provide a growth-related capital contribution through Section 37 for particular community services and facilities and staff have identified the following community services and facilities for further consideration:

- improvements to Howard Talbot Park,
- creation of new recreational spaces at the local community centres, and
- additional non-profit child care space on site.

Further discussions with Parks staff with respect to community recreation identified the need for active programming space such as a gymnasium in this area. The gymnasium the City currently permits is located in Maurice Cody Public School and is only available evenings and weekends. The City's fitness programs for adults and seniors were discontinued in 2009 because of lack of available gym time in the school. Trace Manes community centre does not have a gym and the size of rooms make it difficult to offer any form of active programming. The contribution towards community benefits by new developments will assist in addressing the additional demand on local community resources, maintain the quality of life in the larger area and implement Official Plan objectives related to balanced and well-managed growth.

Since the proposal is not considered appropriate in its current form, discussions with the applicant about the amount of community benefits have not taken place. Staff have had discussions with the applicant advising them that a section 37 contribution would be required. This report recommends that the OMB not approve the zoning by-law without the provisions of such community benefits as are appropriate in the opinion of the Chief Planner in consultation with the applicant and the ward Councillor.

As part of the applicant's February 2016 resubmission, the applicant is also proposing a total of 217 m² (2,336 ft²) of community space that could be available for community purposes to be determined working in consultation with the City and the local community. The Eglinton Connects CS&F Strategy identifies securing agency space within and adjacent to the Focus Area as a priority. It goes on to specify that the space

"should be turnkey, accessible, in highly visible locations with strong pedestrian connections"... "Programming and meeting space should be able to accommodate a range of programs". Although the revised proposal currently proposes community space, it does not appropriately address these needs. In addition to being located at the interior of the site, 217m² falls short of other agency spaces secured that have operated successfully. In the absence of a specific service provider, the City would be looking for community space of approximately a minimum of 929 m² – 1,394 m².

Durability, functionality and viability of the space is crucial to ensuring the intended benefit is achieved. In general, to secure community space as a benefit the owner would be responsible for constructing, furnishing and finishing the space, including supplying all equipment. The space would need to be made available for a minimum of 99 years at no cost to the City and/or selected non-profit operator (i.e. no property taxes or utility costs, operating or maintenance costs, or any other costs related to the facility and/or occupation of the space). If the applicant is willing to expand and relocate the space to any of the frontages then this would be something for further consideration, or alternatively, community needs could be met on another site in the area. As it stands now, the proposal is not viable under the City's standards and practices. This space would be counted as non-residential gross floor area and towards the requirement to maintain the amount of existing non-residential gross floor area on site.

Conclusion

In principle, staff support the redevelopment of this site with residential buildings having ground floor retail and community service uses at a higher height and density than is provided for under the existing zoning by-law. The site is located within the Bayview Focused Area, which the Eglinton Connects Planning Study identified as an area with lot characteristics that could have a greater capacity to accommodate future population and employment growth. Additionally, the site is located along the Eglinton Crosstown LRT with station stops planned for the southeast and northwest corners of the Bayview Avenue and Eglinton Avenue East intersection. In addition, staff fully support architectural excellence on this site and others like it as it is a large site at a prominent intersection within a Focus Area.

The applicant has made improvements to the ground floor plan, building massing, the private driveway, loading areas, surface parking areas, height of the 12-storey building responding to some of the issues raised in meetings with staff, through the technical circulation and through the community consultation meeting. However the proposal for the buildings at 19-storeys and 12-storeys in their current form is an overdevelopment of this site and would change the context within the Focus Area.

This is the first proposed development of a property within the Bayview Focused Area and both buildings would have negative impacts to sunlight and the buildings do not appropriately transition to neighbourhoods. The scale of the street wall is out of proportion and both proposed buildings exceed the width of the right-of-way and would be considered tall buildings, whereas the policy direction requires that development on

the lands will be predominantly mid-rise in height and form and provide transition in scale between new development and existing nearby Neighbourhoods.

Further revisions are required to the site plan, site organization and proposed building height and massing to more clearly meet the policies of the Official Plan, Site and Area Specific Policy 478 and implementing guidelines on this site. In particular this includes matters such as:

- Revise proposal so that the built form and heights of the two proposed buildings are in a predominantly mid-rise form that generally corresponds to the 27 metre right-of-way width for this area;
- Comply with angular planes requirements for both buildings from the rear yard, Bayview Avenue and Eglinton Avenue East reducing the scale of the buildings, improving skyview to increase sunlight to streets, and reduce shadowing impact;
- Revise the proposal to increase the amount of non-residential gross floor area;
- Provide an additional setback for the townhouses along the private driveway to include street tree planting and landscaping to provide for transition and privacy;
- Continue to refine the private driveway to improve the pedestrian environment, landscaping and active uses, while reducing the impact of parking and loading areas;
- Revise the setback of the 12-storey building ground floor retail area at the east end a minimum of 1.5 metres from the driveway to accommodate tree planting;
- Revise to accommodate an additional 1 metre setback along Bayview Avenue to accommodate street tree planting and outdoor seating amenity for the condo lobby;
- Revise to accommodate the required road widening along Eglinton Avenue East; and
- Increase the amount of outdoor amenity space.

The report recommends that the City Solicitor, together with City Planning staff and any other City staff as appropriate, attend the Ontario Municipal Board hearing to oppose the development in its current form and that staff continue discussions on a revised proposal that addresses the issues as outlined in this report, as well as providing an acceptable Section 37 contribution.

CONTACT

John Andreevski, Senior Planner
Tel. No. 416-395-7097
Fax No. 416-395-7155
E-mail: jandree@toronto.ca

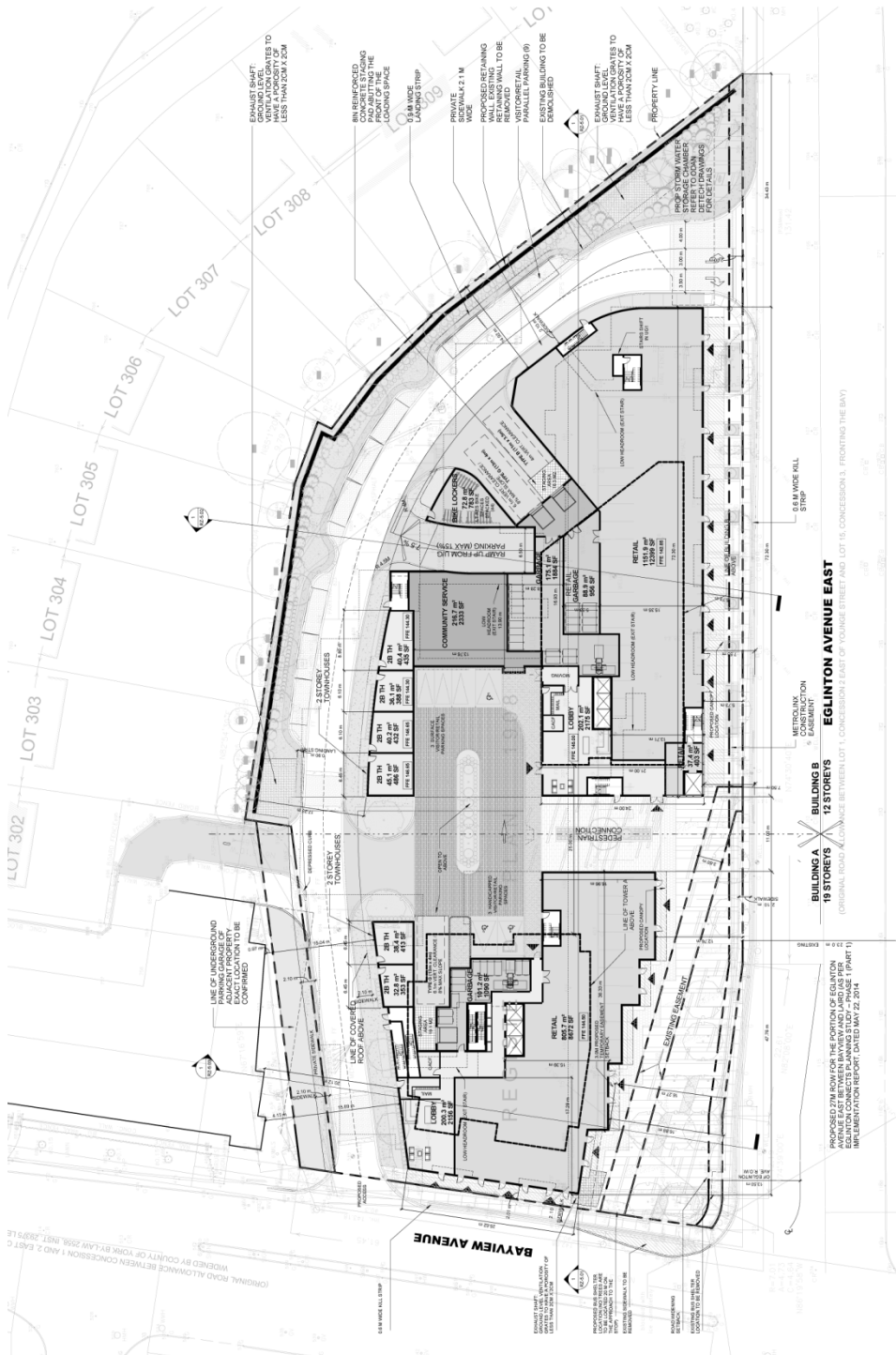
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Plan / Ground Floor Plan
- Attachment 2: Roof Plan
- Attachment 3A- 3D: Elevations
- Attachment 4: Perspective
- Attachment 5: Official Plan
- Attachment 6: Zoning
- Attachment 7: Application Data Sheet

Attachment 1: Site Plan / Ground Floor Plan



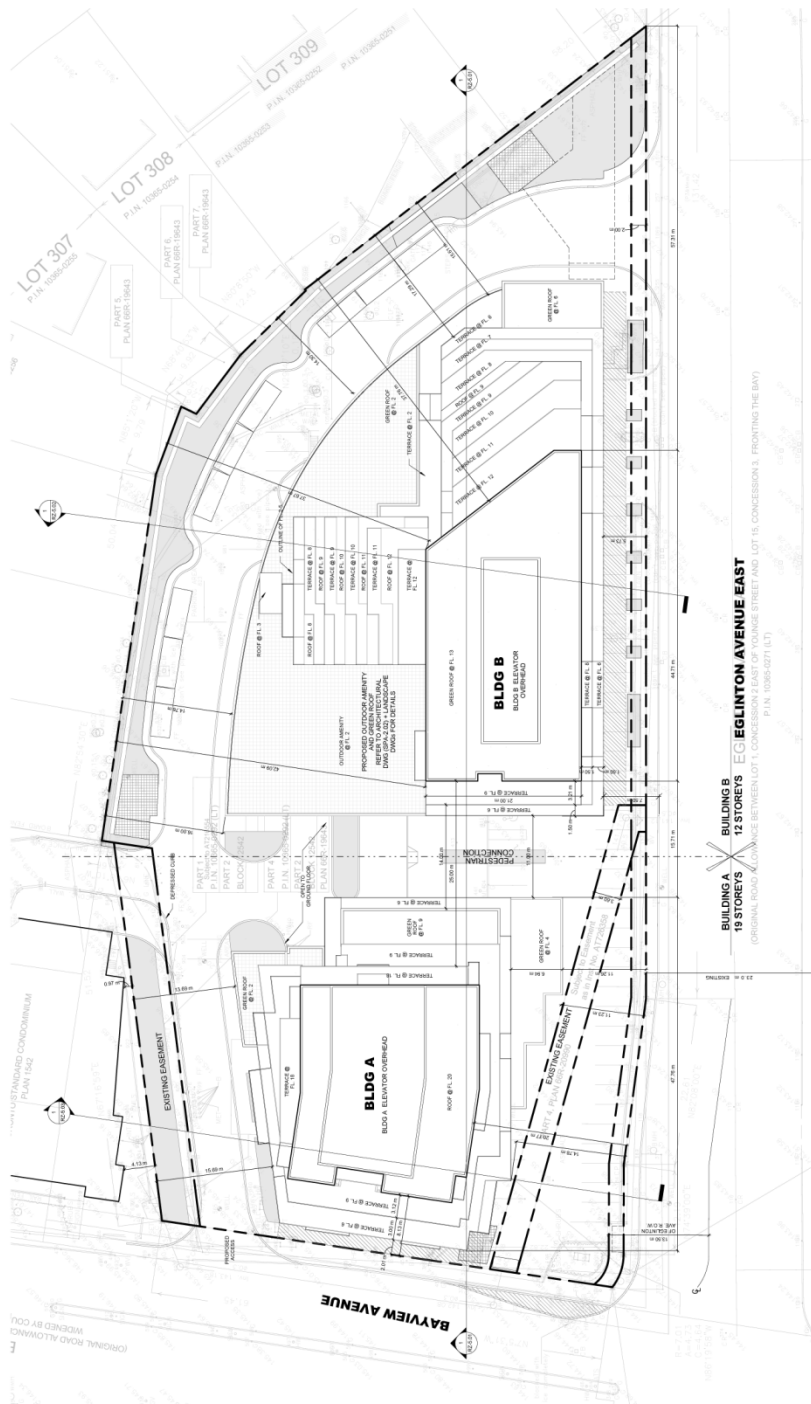
660 Eglinton Avenue East

File # 14 267342 NNY 26 02

Site Plan
Applicant's Submitted Drawing

Not to Scale
04/11/2016

Attachment 2: Roof Plan



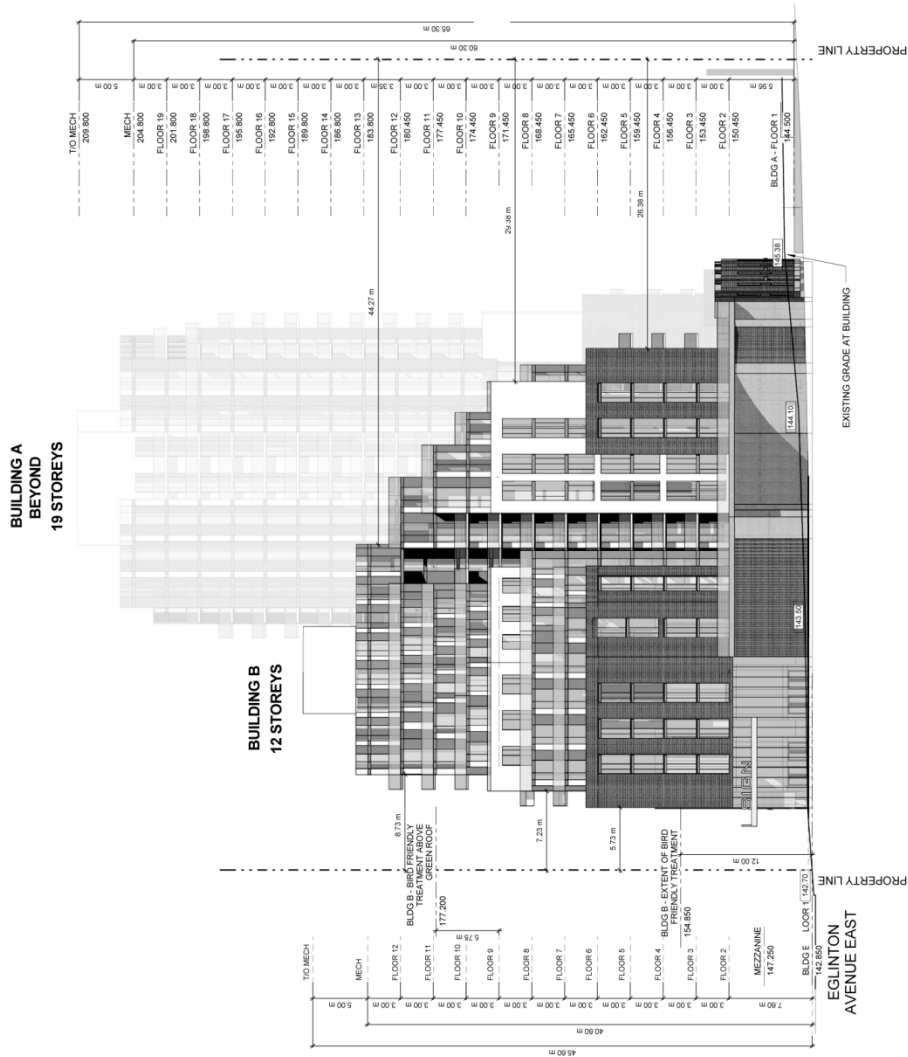
660 Eglinton Avenue East

Roof Plan
Applicant's Submitted Drawing

File # 14 267342 NNY 26 0Z

Not to Scale
04/11/2016

Attachment 3A: East Elevation



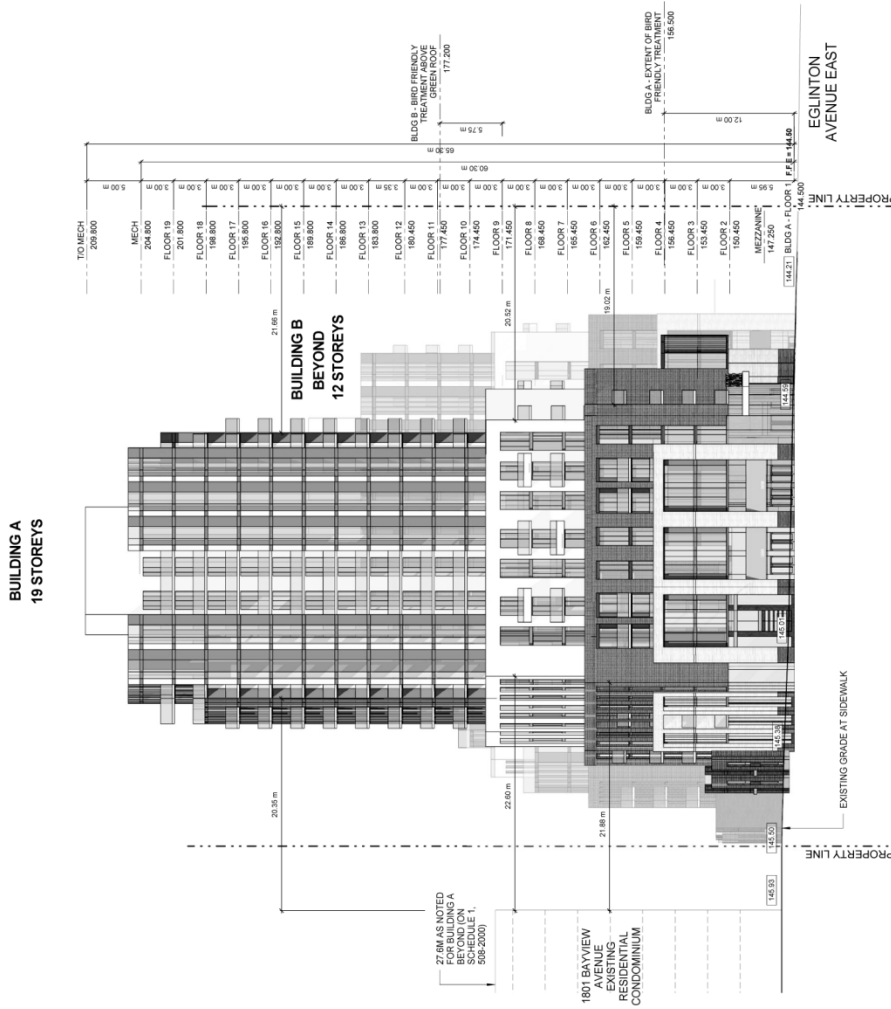
660 Eglinton Avenue East

East Elevation
Applicant's Submitted Drawing

File # 14 267342 NNY 26 0Z

Not to Scale
04/11/2016

Attachment 3B: West Elevation



660 Eglinton Avenue East

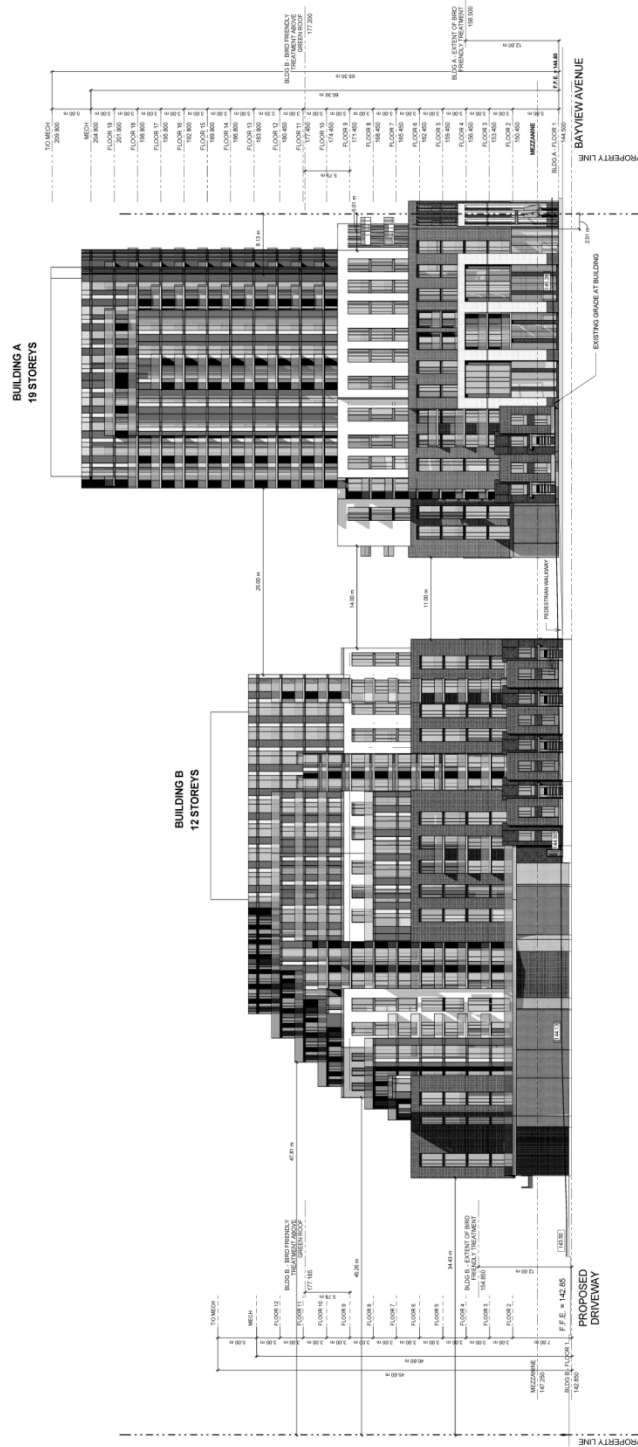
File # 14 267342 NMY 26 0Z

West Elevation

Applicant's Submitted Drawing

Not to Scale
04/11/2016

Attachment 3C: North Elevation



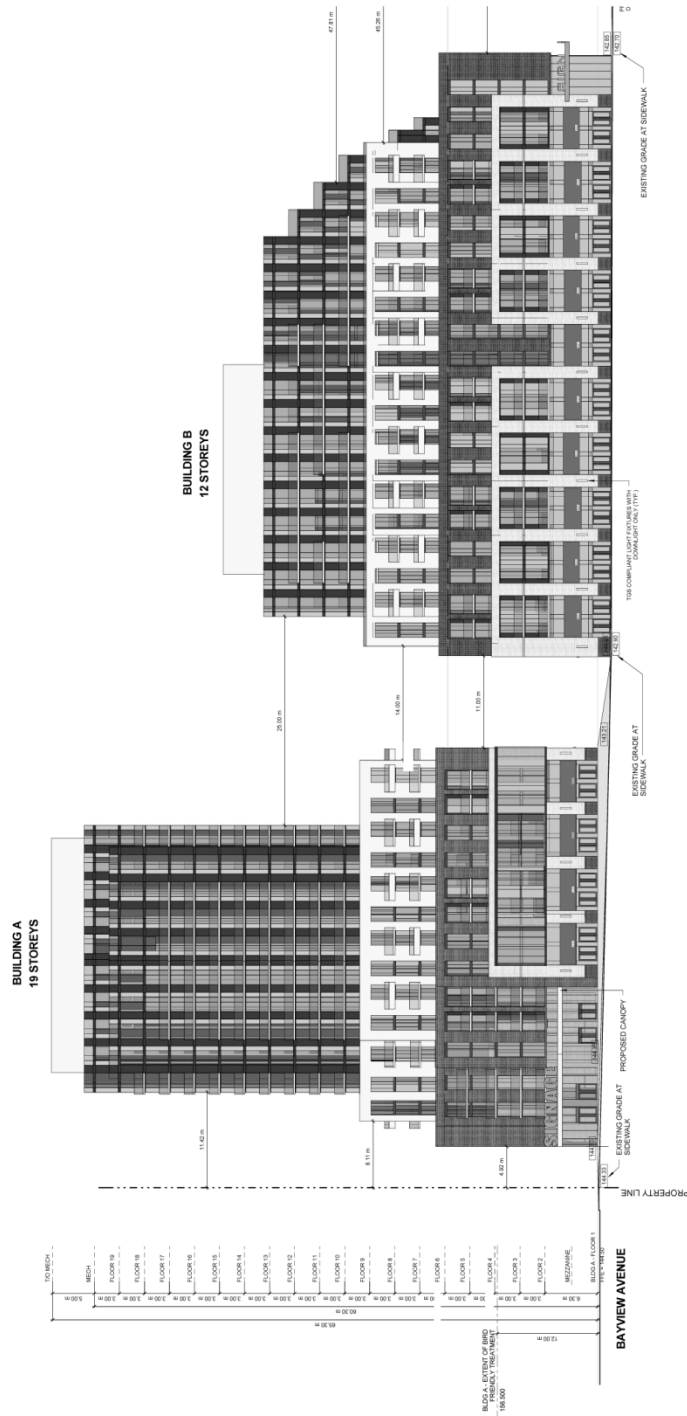
660 Eglinton Avenue East

North Elevation
 Applicant's Submitted Drawing

Not to Scale
 04/11/2016

File # 14 267342 NNY 26 0Z

Attachment 3D: South Elevation



660 Eglinton Avenue East

South Elevation
 Applicant's Submitted Drawing

Not to Scale
 04/11/2016

File # 14 267342 NNY 26 0Z

Attachment 4: Perspective



Perspective

Applicant's Submitted Drawing

Not to Scale
4/11/2016

660 Eglinton Avenue East

File # 14 267342 NNY 26 02

Attachment 5: Official Plan



TORONTO City Planning
Extract from Official Plan

660 Eglinton Avenue East

File # 14 267342 NNY 26 0Z

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


 Not to Scale
 01/13/2015

Attachment 6: Zoning



Zoning By-Law No. 569-2013

660 Eglinton Avenue East

File # 14 267342 NNY 26 02

Location of Application

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

R Residential	CR Commercial Residential
RD Residential Detached	O Open Space
RM Residential Multiple	OR Open Space Recreation

R1B Low Density Residential
O Open Space (Parks)

Not to Scale
 Extracted: 01/13/2015

Attachment 7: Application Data Sheet

Application Type: Rezoning Application Number: 14 267342 NNY 26 OZ
 Details: Rezoning, Standard Application Date: December 23, 2014
 Municipal Address: 660 EGLINTON AVE E
 Location Description: PLAN 1908 PT LOT 314 RP 66R19643 PART 3 **GRID N2601
 Project Description: The application proposes to amend the former Town of Leaside Zoning By-law No. 1916 to permit a 19-storey (66 metre) and a 12-storey (46 metre) apartment building with retail at grade (2,121 m²). The two buildings would contain a total of 408 dwelling units and 410 parking spaces with 395 located in a 2-level below grade garage and 15 surface spaces. A continuous driveway is proposed along the northern boundary of the site providing access to Eglinton Avenue East and Bayview Avenue. The existing commercial plaza would be demolished.

Applicant:	Agent:	Architect:	Owner:
GOODMANS LLP 333 Bay Street, Suite 3400 Toronto, ON M5H2S7		Turner Fleischer 67 Lesmill Road, Toronto ON, M3B 2T8	RIOCAN HOLDINGS (SUNNYBROOK) INC c/o GOODMANS LLP

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision: N
Zoning:	MRC-1	Historical Status:
Height Limit (m):	8 m	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	9649	Height:	Storeys:	19
Frontage (m):	170.41		Metres:	65.8
Depth (m):	69.796			
Total Ground Floor Area (sq. m):	2995			Total
Total Residential GFA (sq. m):	31429		Parking Spaces:	410
Total Non-Residential GFA (sq. m):	2338		Loading Docks	3
Total GFA (sq. m):	33767			
Lot Coverage Ratio (%):	31.04			
Floor Space Index:	3.57			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	204
2 Bedroom:	185
3 + Bedroom:	19
Total Units:	408

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	31429	0
Retail GFA (sq. m):	2121	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	217	0

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