

**815 – 845 Eglinton Ave East - Official Plan Amendment  
Application - Preliminary Report**

<b>Date:</b>	December 12, 2016
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 26 – Don Valley West
<b>Reference Number:</b>	16 210199 NNY 26 OZ

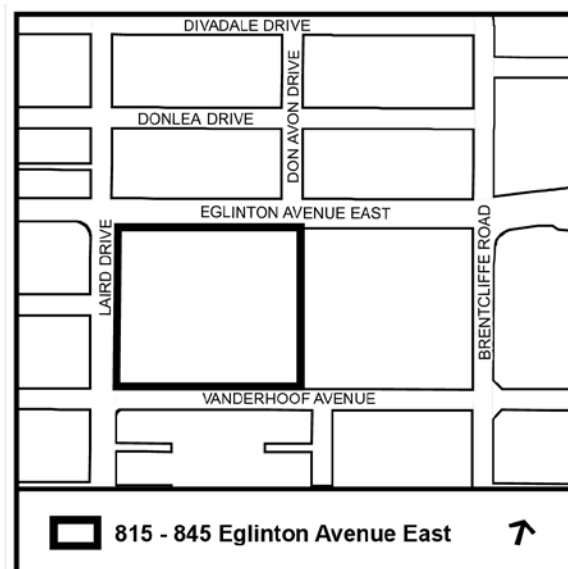
**SUMMARY**

This application proposes the redevelopment of the existing 3.46 hectare (8.8 acre) site at the southeast corner of Eglinton Avenue East and Laird Drive. The proposal consists of a total gross floor area of approximately 132,941 square metres, including 16,132 square metres of retail, 116,107 square metres of residential uses (1,435 dwelling units), a new public park (0.34 ha), privately-owned publicly accessible space (POPS 1,687 square metres), community space (701 square metres) and a network of public and private streets. The proposal includes 7 buildings with heights of 6, 8, 9 and 12 storeys along Laird Drive and Eglinton Avenue East and a 26 storey and two 34-storey buildings towards the southeast portion of the site.

The overall floor space index proposed for this project is 3.7 times the area of the lot.

The proposal will be reviewed in conjunction with the Laird in Focus planning study currently underway. The Study is a comprehensive review of the anticipated growth around the Laird Drive and Eglinton Avenue East area and builds on the work of Eglinton Connects. The Study will result in a new planning framework to guide future development for this area.

This report provides preliminary information on the above-noted application



and seeks Community Council's directions on further processing of the application and on the community consultation process.

## **RECOMMENDATIONS**

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

1. Staff be directed to review this application in conjunction with the Laird in Focus Planning Study.
2. Staff be directed to schedule a community consultation meeting for the lands at 815-845 Eglinton Avenue East together with the Ward Councillor.
3. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
4. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its December 16, 17, and 18, 2013 meeting, City Council adopted Official Plan Amendment 231 (OPA 231), which provided new economic health and employment lands policies and designations, as well as recommendations on conversion requests.

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

On July 24, 2014 the applicant appealed OPA 231, indicating that the *Mixed Use Areas* designation is more appropriate over the entire site with no requirement for an Employment designation on the southern portion of the site. Additionally, the applicant's appeal indicated that Site and Area Specific Policy 396 was unnecessary as it applied to their lands.

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

On June 22, 2015, the Ontario Municipal Board issued an order partially approving Official Plan Amendment 231. Through this OMB partial approval, all of the subject site, with the exception of the southerly 50 metres, was redesignated to *Mixed Use Areas*.

The southerly 50 metres of the site remains under appeal and within the in-force *Employment Areas* designation and proposed *General Employment Areas* designation of OPA 231. Site and Area Specific Policy 396, as it applies to the subject site, also remains under appeal. The 7th Ontario Municipal Board pre-hearing conference on OPA 231 is scheduled for January 13, 2017.

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 Phase 1 (Part 1) Implementation Report for the Study was considered by City Council at its meeting of July 8-9, 2014 and the Phase 1 (Part 2) Implementation Report was considered by City Council at its meeting of August 25-28, 2014.

The reports and Council's directions can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=44ae86664ea71410VgnVCM10000071d60f89RCRD>

## **Pre-Application Consultation**

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements on June 8, 2016. Staff advised the applicant that their application would be reviewed concurrently with the Laird in Focus Study.

## **ISSUE BACKGROUND**

### **Proposal**

This application proposes the redevelopment of the existing 8.8 acre (3.46 hectare) site with a total gross floor area of approximately 132,941 square metres, including 16,132 square metres of retail, 116,107 square metres of residential (1,435 units), a new public park (0.34 ha), privately-owned publicly accessible space (POPS 1,687 square metres), community space (701 square metres) and a network of public and private streets. The proposal includes 7 buildings with heights of 6, 8, 9 and 12 storeys along Laird Drive and Eglinton Avenue East and a 26 storey and two 34-storey buildings towards the southeast end of the site. The overall floor space index proposed for this project is 3.8.

The proposal would subdivide the existing site into smaller blocks with a proposed north-south public street with a right-of-way of 20 metres along the eastern boundary of the site connecting Vanderhoof Avenue with Eglinton Avenue East. Additionally, midway through the site a new private east-west internal road would connect this new north-south street to the east with Laird Drive to the west. The western end of this private street would have a proposed width of 22.4 metres and narrow to 16 metres at its eastern terminus. Another private street of 19.5 metres in width travelling north-south is also proposed midblock from Vanderhoof Avenue terminating at the new proposed east-west street (see Attachments 1 and 2).

The proposal would retain and relocate two existing large retail units of 4,379 square metres and 2,528 square metres and incorporate approximately 9,225 square metres of additional street-related retail across the site for approximately 16,132 square metres of total retail space. Retail uses are predominantly proposed to line the Eglinton Avenue East frontage and the intersection of Laird Drive and Eglinton Avenue East (see Attachment 2). Some additional retail would line the internal private streets.

The proposed residential uses would be located within a variety of both mid-rise and tall buildings onsite. The proposal includes a six-storey building (Building A) along Laird Drive and a nine-storey building (Building F) along Laird and the new east-west private street. Proposed along Eglinton Avenue East is an eight-storey building (Building B) and a 12-storey building (Building C1). The proposal includes a 26-storey building (Building C2) at the northwest corner of the proposed new public street and east-west private street and a 34-storey building (Building D) at the southwest corner of this same intersection. Another 34-storey building (Building E) would be located at the southeast corner of the new east-west and north-south private street. The 26-storey and 34-storey buildings would be setback a minimum of approximately 55 metres and 98 metres respectively from Eglinton Avenue East.

The existing site has a total of approximately 11,500 square metres of non-residential gross floor area as retail uses. The proposal includes a total of 16,130 of non-residential gross floor area as retail uses, which corresponds to 140% replacement of the existing non-residential gross floor area on-site.

Of the total 1,435 units proposed, it is anticipated that there would be 862 one-bedroom units (60%), 429 two-bedroom units (30%) and 144 three-bedroom units (10%).

A new public park of 0.34 hectares is proposed at the northeast corner of Vanderhoof Avenue and Laird Drive. East of the proposed public park and fronting onto Vanderhoof Avenue, the applicant is proposing 1,687 square metres of privately-owned publicly accessible space (POPS) that would expand the public realm along both Vanderhoof Avenue and the new public and private streets. A new community facility of 701 square metres is also proposed contiguous to the proposed POPS and fronting onto the new north-south public street.

At the northwest corner of the site is the Laird LRT Station secondary entrance for the future Eglinton Crosstown LRT. This station is currently under construction and the applicant will continue to explore opportunities to integrate this transit station with the proposed mix-use development.

The development site is proposed to be developed in several phases. The first phase includes Buildings A and B, while phase 2A includes Building C1 and phase 2B includes building C2. Phases 3A (Building D) and 3B (Building E) would also include the proposed community space as part of phase 3A and the POPS would be divided amongst phases 3A and B. Phase 4 is the final phase and includes Building F and the new public park (see Attachment 2).

All of the proposed parking for residents, residential visitors and commercial uses, along with loading facilities would be located underground. The proposal includes a total of 1,704 vehicular parking spaces within four levels of underground, 1,520 bicycle parking spaces and 10 loading spaces.

The proposal indicates that there would be a total indoor and outdoor amenity area of 12,310 square metres consisting of 2,479 square metres (1.7 m<sup>2</sup> / unit) of indoor amenity space and 9,831 square metres (6.8 m<sup>2</sup> / unit) of outdoor amenity space.

For further project details please see Application Data Sheet (Attachment 6).

### **Site and Surrounding Area**

The property is located at the southeast corner of Eglinton Avenue East and Laird Drive. It is approximately 3.46 hectare (8.8 acre) with a frontage of approximately 178 metres along Laird Drive, and approximately 199 metres along both Eglinton Avenue East and Vanderhoof Avenue.

The site is currently developed with approximately 11,500 square metres (123,785 square feet) of commercial retail space. There is a large commercial building set back from Eglinton Avenue East with a commercial parking area abutting the street accommodating 615 surface parking spaces. This building is occupied by Alexanian Carpet and Flooring (859 square metres), a Canadian Tire showroom (4,250 square metres), a Canadian Tire store (4,350 square metres) and a Petsmart (2,200 square metres). The remaining retail use is Pier 1 Imports (700 square metres) in a smaller stand-alone building located at the northwest corner of the site. Loading activities for these commercial uses occur at the south end of the building with access from Vanderhoof Avenue.

The future Eglinton Crosstown LRT's Laird Station main entrance will be at the southwest corner of Laird Drive and Eglinton Avenue East and the secondary entrance will be located on the southeast corner of the intersection on the subject site.

Surrounding land uses include a mix of residential, commercial and employment uses as follows:

**North:** Residential uses fronting the north side of Eglinton Avenue East in three and four-storey walk-up apartments. Further north are residential uses in detached and semi-detached dwellings. Northwest, on the north side of Eglinton Avenue East, are commercial uses in two-storey buildings with a main-street form.

**West:** At the southwest corner of Laird Drive and Eglinton Avenue East is the under-construction Laird Station main entrance for the future Eglinton Crosstown LRT, residential uses in detached dwellings and a restaurant.

**South:** Two-storey office/commercial building, large vacant industrial property and one-storey industrial building.

East: Mercedes-Benz car dealership, service centre and associated office building.

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

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

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

## **Official Plan**

### Mixed Use Areas

OPA 231 designates the northern portion (128 metres) of this site as *Mixed Use Areas* (Attachment 4). *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development criteria in *Mixed Use Areas* includes, but is not limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- and provide an attractive, comfortable and safe pedestrian environment.

Additionally, Section 3.5.1 Creating a Strong and Diverse Civic Economy from OPA 231, policy 6 remains under appeal and states that new office development will be promoted in *Mixed Use Areas* and *Regeneration Areas* in the *Downtown* and *Central Waterfront* and *Centres*, and all other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas* within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Policy 9 of OPA 231 also

remains under appeal and states that new development that includes residential units on a property with at least 1,000 m<sup>2</sup> of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a *Mixed Use Area* or *Regeneration Area* within: the *Downtown* and *Central Waterfront*; a *Centre*; or 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station.

### Employment Areas

The southern 50 metres of the site is designated as *Employment Areas* within the Official Plan (Attachment 4). The land use policies of Section 4.6, *Employment Areas* state that *Employment Areas* are intended to be places of business and economic activity. Uses that support this function include offices, parks, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

OPA 231 redesignated the southerly 50 metres of the site to *General Employment Areas*. *General Employment Areas* are places for business and economic activities generally located on the peripheries of *Employment Areas* where, in addition to all uses permitted in a *Core Employment Area*, retail and service uses, restaurants, fitness centres and ice arenas may also be established. Uses permitted in the *Core Employment Areas* are manufacturing, warehousing, wholesaling, transportation facilities, offices, research and development facilities, utilities, industrial trade schools, media facilities, and vertical agriculture. Secondary uses, which support the primary employment uses permitted in *Core Employment Areas* include uses such as: hotels, parks, small-scale restaurants and catering facilities, and small-scale services uses that directly serve business needs such as courier services, banks and copy shops.

### Site and Area Specific Policy 396

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

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

residential development so that appropriate design standards and building heights can be determined for buildings containing residential uses.

### The Built Environment

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

Section 3.1.2 identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies require new development to:

- be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces.
- 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.
- 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.
- 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.
- provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.
- provide indoor and outdoor amenity space for residents of new multi-unit residential 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.

Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure tall buildings fit within their existing and/or planned context and limit local impacts, there are additional built form principles that apply to the location and design of tall buildings. These built form policy objectives are found in Section 3.1.3 as they specifically relate to tall buildings.

### Transportation

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 of right-of-ways as shown on Map 3 of the



Official Plan. At this location, Eglinton Avenue East with a right-of-way (ROW) of 30 metres and Laird Drive with a ROW of 27 metres are major streets as identified on Map 3. Also, Eglinton Avenue East is identified on Map 4 of the Official Plan as a transit corridor and on Map 5 of the Official Plan as a transit priority segment.

The new transportation policies (OPA 274) adopted by City Council speak to developing mobility systems for future generations while taking full advantage of existing transit infrastructure to reduce dependency on vehicles. The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility to transportation infrastructure and services throughout the City of Toronto. Accessibility can be delivered through two components: increasing mobility by providing modal choice, and/or increasing the speed of travel, which allows more trips to be made within a given time (transportation); and, increasing proximity through greater mixing of uses and/or higher densities, which can achieve the same effect by shortening trip lengths (land use).

The Official Plan stresses the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility. In addition, the policies direct that existing and proposed streets be part of the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. Streets will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users and act as a fundamental organizing element of the City's physical structure.

The "Complete Streets" policies of the Official Plan overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. They are to provide safe and comfortable pedestrian, cycling and transit facilities and balance the competing demands placed upon the use of street rights-of-way. These objectives are to be applied when streets are constructed, reconstructed or otherwise improved.

### Housing

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure and affordability across the City and within neighbourhoods, to be provided and maintained to meet the current and future needs of residents. A full range includes housing such as: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

### Building New Neighbourhoods

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

parkland; a strategy to provide community services and local institutions; and a strategy to provide affordable housing.

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

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

Other relevant policies in the "Public Realm" and "Built Form" sections of the Plan will also be used to review this development proposal. The Toronto Official Plan is available on the City's website at: [http://www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

### **Eglinton Connects Planning Study**

Eglinton Avenue is identified as an intensification corridor in Metrolinx's Regional Transportation Plan. The Eglinton Crosstown is a light rail transit (LRT) line across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station that is currently under construction. From Keele station to Laird station the line will operate underground and will resurface onto Eglinton Avenue East just east of Brentcliffe Road. The intersection of Laird Drive and Eglinton Avenue East has been identified as a location for an LRT station.

The subject site falls within the Laird Focus Area (see Attachment 3), which was one of six Focus Areas identified in the Eglinton Connects Planning Study, as areas with larger parcels of land fronting Eglinton Avenue East (and/or places where two Avenues intersect), that could have a greater capacity to accommodate future population and employment growth. As part of the Eglinton Connects Planning Study, demonstration plans showing the potential arrangement of streets and blocks, building massing, and open spaces were created for each Focus Area. The Eglinton Connects Planning Study report indicated that three Focus Areas (Laird, Don Mills and The Golden Mile) required additional study and public consultation.

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

Street Edge Continuity; Character Areas; Retail Edges; and Public Boulevard Enhancements.

## **Laird in Focus Planning Study**

The Laird in Focus Planning Study is an initiative lead by the City of Toronto City Planning Division that is examining ways to focus and shape anticipated growth in the Laird Drive and Eglinton Avenue East area anchored by the transit infrastructure being constructed as part of the Crosstown LRT. Building on the work of Eglinton Connects, Laird in Focus is looking to improve connections to the surrounding areas, lay out a network of blocks, streets and open spaces, and identify community services necessary to support new growth. The Study centres on the Laird Focus Area, as identified in the Eglinton Connects Planning Study, consisting of four large sites with large-format, low-rise buildings and surface parking, bounded by Eglinton Avenue East, Laird Drive, Vanderhoof Avenue and Aerodrome Crescent. In addition, the properties designated Mixed Use Areas located on the west side of Laird Drive, between Vanderhoof Avenue south to Millwood Road, consisting of mostly commercial uses in 1-2 storey buildings have also been included as part of the Study (see Attachment 3).

Laird in Focus will result in a new planning framework to guide future development and establish a vision for this area. It will include a transportation review and strategies to address current challenges and future demands as well as promote the use of the Eglinton LRT. The Study was initiated in July 2016 with a formal community launch including the retained consultant team on November 30, 2016. It is being undertaken in four phases with the first phase focussed on the Study initiation, background analysis, consultation and visioning. The second phase will focus on the design and testing of various alternatives for the Study area. Phase 3 will focus on the development of a preferred option for the Study area and the development of policy documents and strategies for consideration by City Council. Phase 4 will be the implementation of these documents and strategies by the City.

The website for the Laird in Focus Planning Study can be found here:

<http://www.toronto.ca/lairdinfo>

## **Zoning**

The subject site is zoned Light Industrial M1(7) and M1(8) in the former Town of Leaside Zoning By-law No. 1916 (see Attachment 5). The base M1 zone permits a number of industrial uses such as manufacturing, warehousing, data processing, communications, graphic arts, wholesaling and accessory offices. Office uses are also permitted including business and professional offices, as well as a limited range of business service uses located on the first floor. The zoning limits retail uses if they are accessory to a manufacturing or wholesaling use provided the area of such retail use is not greater than 30% of the gross floor area. The M1 zone permits a maximum density or Floor Space Index of 0.75 (equivalent to a gross floor area of 26,709 m<sup>2</sup>).

In addition to the above noted uses, the site specific exceptions that apply also permit a number of additional uses such as garden supply centres, restaurants, automotive repair, retail stores and service shops, and banks. Also included are a number of additional provisions and development standards. The subject site is not subject to City of Toronto Zoning By-law 569-2013.

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

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

### **City-Wide Avenues and Mid-Rise Building Design Guidelines**

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines, which is targeted for the fourth quarter of 2017. Refer to the Council Decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

and

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

While the subject site is not on an *Avenue*, the approved 2010 Mid-Rise Building Guidelines and Addendum will be used to inform the review and assessment of the proposal.

### **Reasons for the Application**

The purpose of the proposed Official Plan amendment is to adopt site-specific planning policies and development principles to establish a vision for future development of the site. The Official Plan amendment application will inform and be informed by the Laird in Focus study.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Shadow Studies, August 18, 2016.
- Planning Rationale Report, August 2016.
- Community Services and Facilities, August 2016.

- Design Principles and Demonstrations Plans (incl. Concept Landscape Plans).
- Pedestrian Wind Assessment, August 4, 2016.
- Environmental Noise and Vibration Assessment, August 5, 2016.
- Urban Transportation Considerations Report, August 19, 2016.
- Servicing Study and Stormwater Management Strategy, July 27, 2016.
- Phase One ESA-Main Site, Phase One ESA-Eastern Conveyance and Phase One ESA-Southern Conveyance, August 2016.

A Notification of Complete Application was issued on November 18, 2016 deeming the application complete as of October 20, 2016.

## **Issues to be Resolved**

### Laird in Focus Study

The subject site falls within the Laird Focus Area, which was identified in the Eglinton Connects Planning Study as an area with larger parcels of land that could have a greater capacity to accommodate future population and employment growth. The Laird in Focus Study will result in policies to guide future development by providing direction on appropriate building heights and massing, transition, connections, infrastructure, transportation management, arrangement of streets, parks and open spaces and community services required to support development. The proposal will be reviewed concurrently with the ongoing study and within the emerging policy context arising from it.

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

- Reviewing the proposal within the context of OPA 231 and Site and Area Specific Policy 396;
- The connectivity and urban structure of the subject site and how it connects to surrounding neighbourhoods, parks and open spaces, transportation networks, and the Eglinton LRT.
- The impact of the proposed uses on the existing employment uses to the south and immediately east of the site;
- Appropriate location and mix of uses on the site;
- Appropriate location and configuration of the new public and private streets and parcels/blocks for development;
- Ensure the development supports transit investment in the area and promotes the use of the Eglinton LRT;
- Assess proposal to ensure that adjacent property to the east can be developed with appropriate connections and linkages between sites, connections to the Eglinton LRT and connections to open space areas/parks;
- The fit of the proposal with the planned context of the area;
- Ensure that the proposed building types, scale and massing fit into the existing built form context of the area, as well as the built form context resulting from the Laird in Focus Study;

- Create a new neighbourhood that should function as a viable community with interconnected streets and pedestrian routes that define appropriately shaped and scaled development blocks and create high quality parks and open spaces with services that meet the needs of residents, workers and visitors;
- Provide a focus and destination for the new neighbourhood;
- The availability and adequacy of community services and facilities in the area to support the proposed residential development;
- Assessing transportation impacts of major and local streets to ensure there is sufficient capacity and an appropriate network to accommodate the additional trips for all modes of travel generated by the development;
- Adequacy of public streets to organize the site into appropriate development blocks;
- Adequacy of public mid-block connections through the site;
- The appropriate location and mix of uses on the site including the character of Eglinton Avenue East, Laird Drive, Vanderhoof Avenue and the proposed new public and private streets;
- Ensure that there are only employment uses within the southerly 50 metres of the site as per SASP 396;
- Appropriate amount of non-residential uses on the site;
- Encourage the inclusion of affordable housing;
- A network of public streets and park that fit within a larger pattern to enhance the surrounding neighbourhood;
- Appropriateness of the proposed built form, density, massing and building heights;
- Transition of building heights through angular planes and massing including shadow impacts on the stable low density residential areas located north of Eglinton Avenue East and west of Laird Drive;
- Appropriate ground floor uses along streets and parks to support a safe pedestrian environment;
- Appropriate mix and type of residential dwelling units;
- Parkland dedication and location;
- Appropriate design of public realm along public streets, including Privately Owned Publicly-Accessible Space (POPS) at key locations;
- Appropriate phasing of the development;
- Adequacy of residential amenity spaces;
- Adequacy of proposed community facility proposed on-site;
- Fit of the proposal with the City's Tall Building Guidelines and Mid-Rise Building Guidelines;
- The impact from the proposed residential uses on the existing industrial uses further south and southeast of the site;
- Assessment of noise, dust, vibration and odour from surrounding industry on the proposal;
- Appropriateness of the proposed site access, road connections and public/private streets;
- Assessment of transportation impacts and required infrastructure to support the proposed level of development;
- Comprehensive TDM measures that advance the investment in the Eglinton Crosstown LRT and maximize the modal shift to transit, active transportation, and shared mobility uses;
- Assessment of site servicing including stormwater management;

- Determination of appropriate Section 37 community benefits; and
- Appropriate level of parking given the site's proximity adjacent to the Laird LRT Station; and
- Resolution of outstanding appeal of OPA 231 as it relates to the site.

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

## **CONTACT**

John Andreevski, Senior Planner

Tel. No. 416-395-7097

Fax No. 416-395-7155

E-mail: jandree@toronto.ca

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Site Plan/Roof Plan

Attachment 2: Floor One Plan

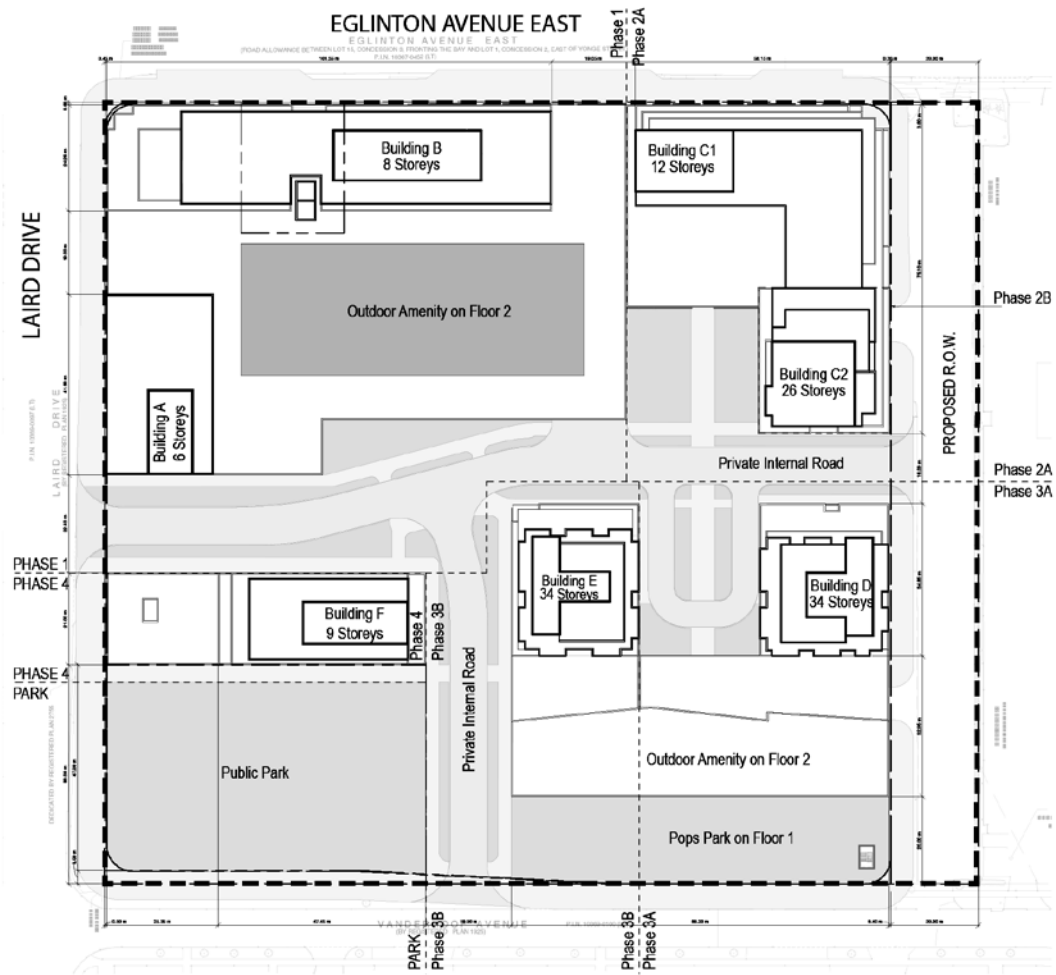
Attachment 3: Laird in Focus –Location Map

Attachment 4: Official Plan

Attachment 5: Zoning

Attachment 6: Application Data Sheet


# Attachment 1: Site Plan/Roof Plan



## Site Plan / Roof Plan

815 - 845 Eglinton Avenue East

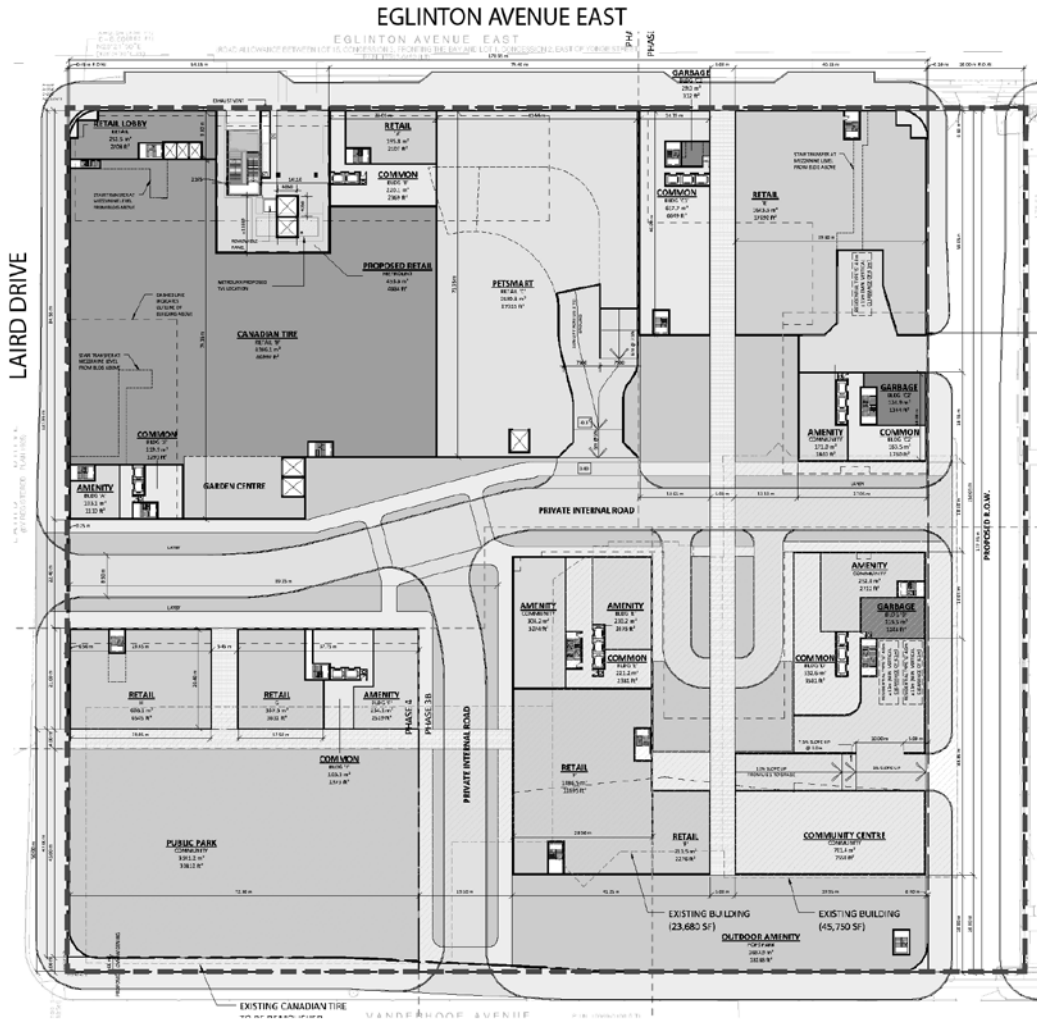
Applicant's Submitted Drawing

Not to Scale 

File # 16 210199 NNY 26 0Z




# Attachment 2: Floor One Plan



Floor One

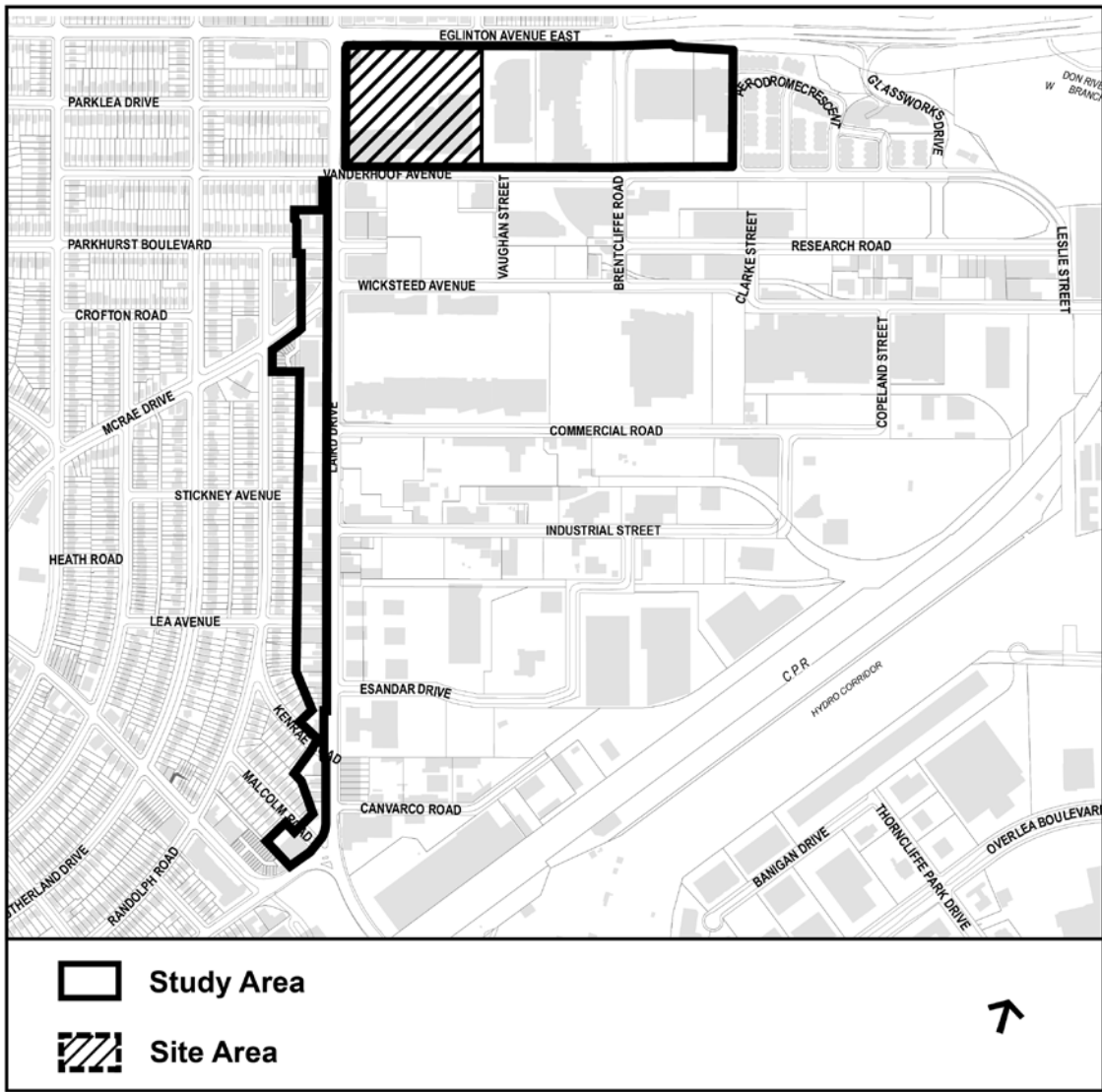
815 - 845 Eglinton Avenue East

Applicant's Submitted Drawing

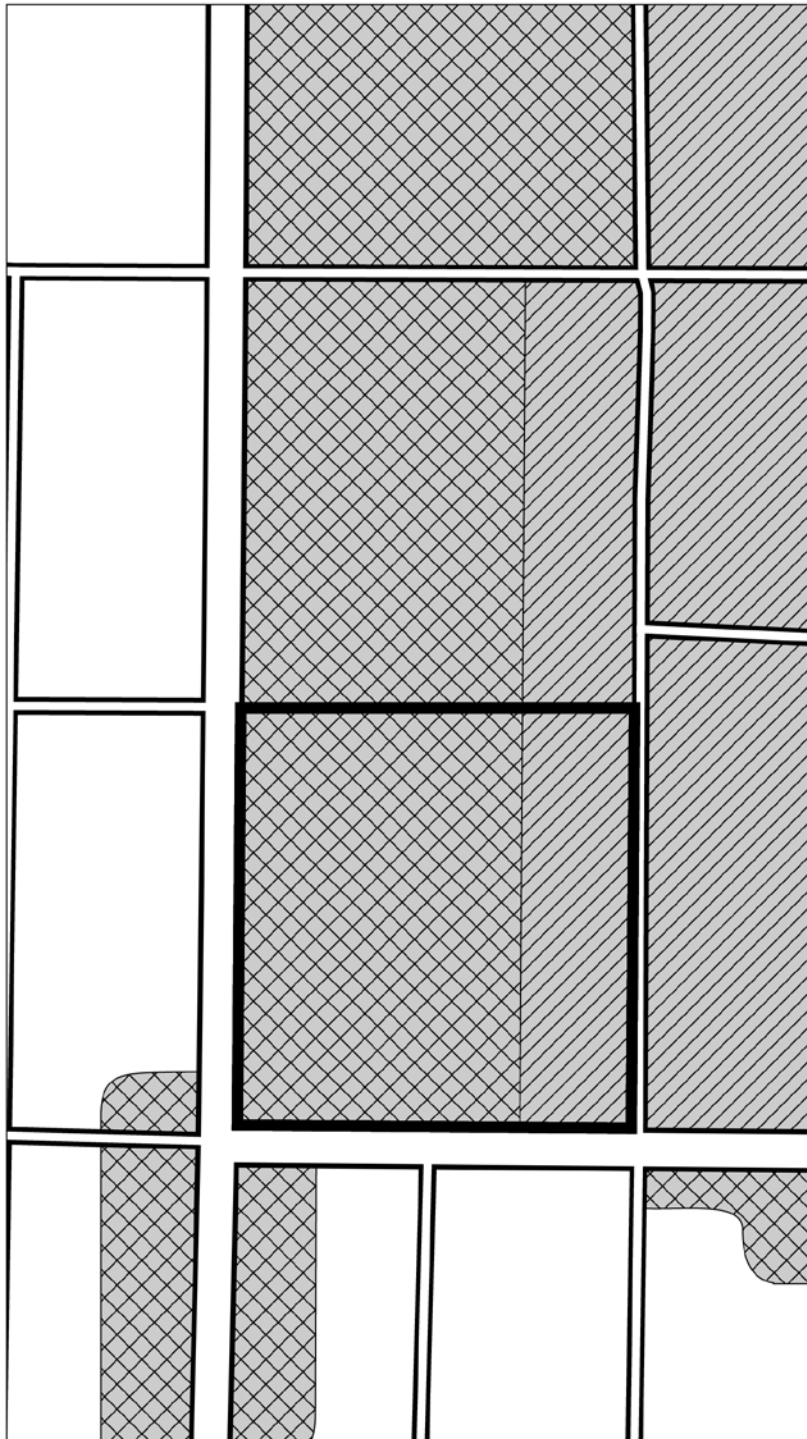
Not to Scale 

File # 16 210 199 NNY 26 0Z

### Attachment 3: Laird in Focus – Location Map



# Attachment 4: Official Plan



**TORONTO**  
Extract from Official Plan

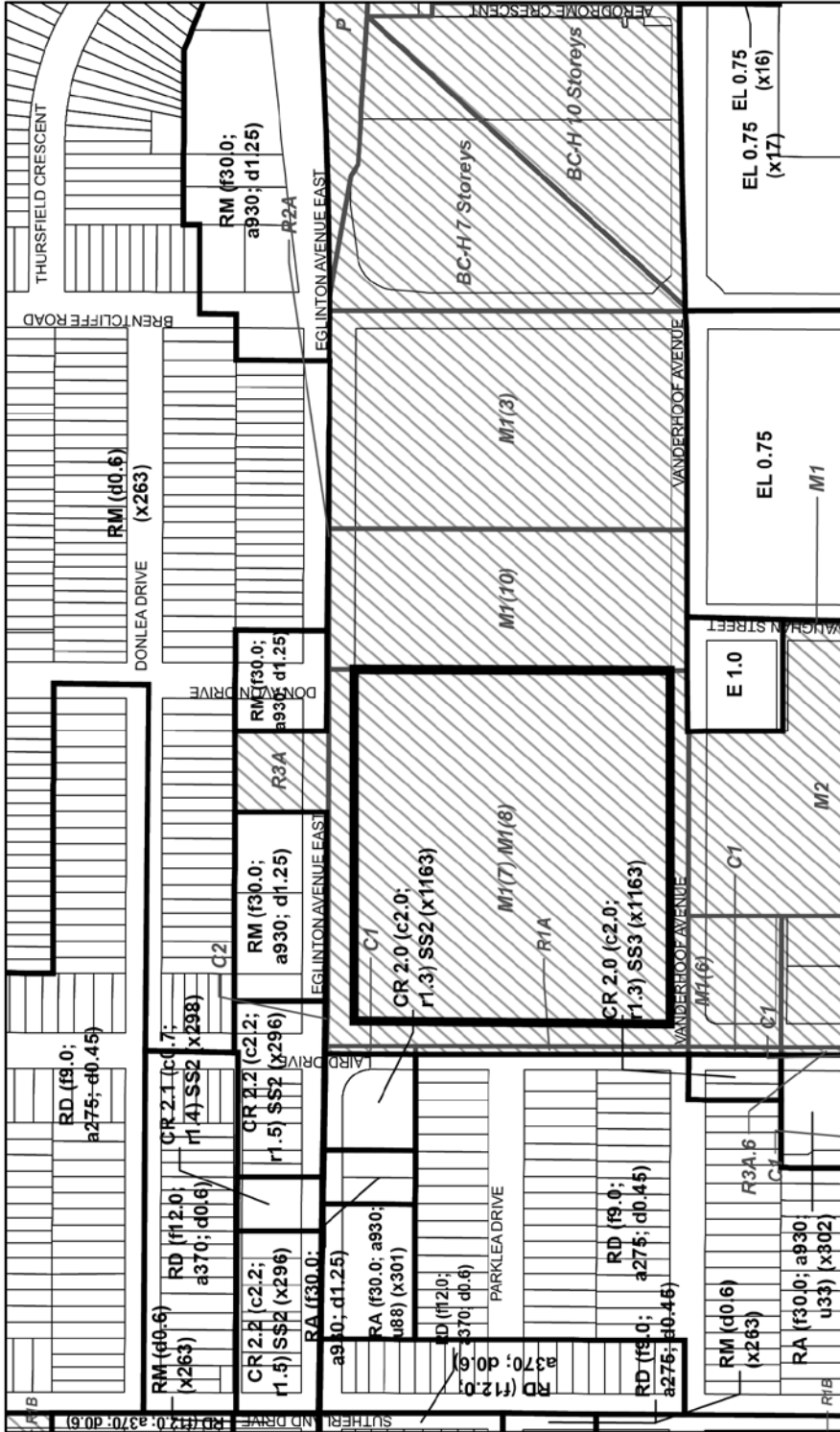
815 - 845 Eglinton Avenue East

File # 16 210199 MNY 26 0Z

- Site Location
- Neighbourhoods
- Mixed Use Areas
- Employment Areas

↑  
Not to Scale  
09/23/2016

# Attachment 5: Zoning



**Toronto** City Planning  
**Zoning By-Law No. 569-2013**  
**815-845 Eglinton Avenue East**  
**File # 16 210199 NMY 26 0Z**

- Location of Application
- Residential Detached
- Residential Multiple
- Residential Apartment
- Commercial Residential
- Employment Light Industrial
- Employment Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial - General
- Commercial - Local
- Light Industrial

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

↑  
 Not to Scale  
 Extracted: 09/23/2016

## Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment	Application Number:	16 210199 NNY 26 OZ
Details	OPA, Standard	Application Date:	August 19, 2016
Municipal Address:	815 EGLINTON AVE E		
Location Description:	PLAN 3001 BLK X **GRID N2604		
Project Description:	The proposal is for the redevelopment of the existing 8.8 acre site with a total density of 3.7. The proposal includes 16,130 m2 of retail, 116,110 m2 of residential (1,435 units), a new public park (0.34 ha), publicly-accessible open space (POPS 1,687 m2), a community centre (701 m2) and a network of public and private streets. The proposal includes 6, 8, 9 and 12 storey buildings along Laird Drive and Eglinton Avenue and a 26 storey and two 34-storey buildings towards the S/E end of the site.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
GOODMANS LLP		Turner Fleischer Architects 67 Lesmill Road Toronto, ON M3B 2T8	RIOCAN HOLDINGS INC.

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SASP 396 (OPA 231)
Zoning:	M1(7) M1(8)	Historical Status:	N
Height Limit (m):	n/a	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	35614.2	Height:	Storeys:	34
Frontage (m):	199.44		Metres:	115
Depth (m):	178.61			
Total Ground Floor Area (sq. m):	13971.1			<b>Total</b>
Total Residential GFA (sq. m):	116107		Parking Spaces:	1704
Total Non-Residential GFA (sq. m):	16834		Loading Docks	10
Total GFA (sq. m):	132941			
Lot Coverage Ratio (%):	39.2			
Floor Space Index:	3.73			

### DWELLING UNITS

Tenure Type:	Other
Rooms:	0
Bachelor:	0
1 Bedroom:	862
2 Bedroom:	429
3 + Bedroom:	144
Total Units:	1435

### FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	116107	0
Retail GFA (sq. m):	16133	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	701	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>John Andreevski, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>416-395-7097 <a href="mailto:jandree@toronto.ca">jandree@toronto.ca</a></b>