



**STAFF REPORT  
ACTION REQUIRED**

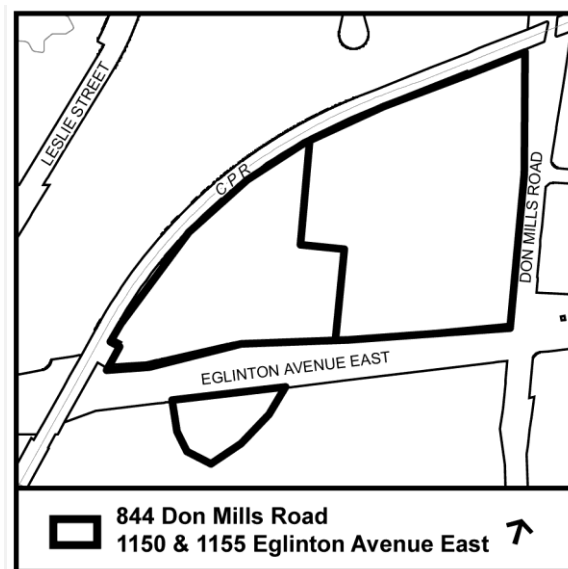
**844 Don Mills Road, 1150 and 1155 Eglinton Avenue East - Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications - Preliminary Report**

<b>Date:</b>	December 12, 2016
<b>To:</b>	Planning and Growth Management Committee
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	Ward 26 – Don Valley West
<b>Reference Number:</b>	P:\2016\Cluster B\PLN\PGMC\PG16158

**SUMMARY**

These applications propose the redevelopment of the 60 acre (24 hectare) property at the northwest quadrant of Eglinton Avenue East and Don Mills Road into a new mixed-use community. The proposal includes a total gross floor area of 384,248 square metres consisting of: 300,826 square metres of residential uses; 56,248 square metres of offices uses; 11,162 square metres of commercial and retail uses; and 16,012 square metres of recreational and cultural uses.

There are 3,887 residential units proposed within buildings ranging from three and four storey townhouses to tall buildings with heights between 15 and 44 storeys. The office uses would be located within two eight storey buildings situated closest to the Eglinton Avenue East and Don Mills Road intersection. Celestica Inc. is proposing to relocate their corporate headquarters to one of the new office buildings. Retail uses would be focused along the Don Mills Road frontage and the intersection of Don Mills Road and Eglinton Avenue East.



The proposal includes a 2.25 hectare public park (5.58 acre) at the north end of the site and a 0.593 hectare (1.46 acre) public park at the southwest portion of the site. Wynford Drive is proposed to be extended west and south through the site along with a network of additional public and private streets.

The development is proposed to be developed in phases with the first phase consisting of an 8-storey office building (18,730 m<sup>2</sup>), a total of 684 residential dwelling units (71,975 m<sup>2</sup> of residential gross floor area) in the form of a 29-storey residential apartment building and townhouses and the park at the southwest portion of the site. The proposal is being reviewed in conjunction with the City's Don Mills Crossing Study. The Study is a comprehensive review of the anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East and builds on the work of the Eglinton Connects Study. It will result in a new planning framework which will include implementation measures to support the co-ordinated development of a sustainable, transit-oriented, mixed-use, mixed-income community predicated on a vibrant public realm, access to existing and proposed parks and open spaces, integration with the future Eglinton Crosstown LRT and new community services and facilities.

The current proposal is a revision to the May 2014 Official Plan Amendment application (14 153614 NNY 26 OZ) and includes submission of a Zoning By-law Amendment and Draft Plan of Subdivision applications.

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

## **RECOMMENDATIONS**

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

1. Staff be directed to review the applications concurrently with the Don Mills Crossing Study.
2. Staff be directed to schedule a community consultation meeting for the lands at 844 Don Mills and 1150 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

### Employment Lands Redesignation

As part of the Municipal Comprehensive Review (MCR) of employment lands, the owners of the subject lands submitted a conversion request in August 2012 to redesignate the lands from *Employment Areas* to *Mixed Use Areas*, which would have provided for residential uses on the entire subject site.

At its meeting of December 16, 17 and 18, 2013, City Council considered the request for conversion of these employment lands to *Mixed Use Areas* as part of the MCR. Under Section 2.2.6.5 of the Provincial Growth Plan for the Greater Golden Horseshoe, the City may convert employment lands for non-employment uses only through the MCR. At the same meeting, City Council adopted Official Plan Amendment (OPA) 231 which designated the lands as *General Employment Areas*, which does not permit residential uses.

In January 2014, the City submitted OPA 231 to the Minister of Municipal Affairs and Housing for approval. On July 9, 2014, the Minister of Municipal Affairs and Housing issued a decision confirming City Council's decision to retain the subject lands for employment uses. On July 29, 2014 the applicant appealed OPA 231 to the Ontario Municipal Board (OMB).

The Final staff report for Official Plan Amendment 231 can be found here:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

In May 2014, the applicant submitted an Official Plan Amendment application and on August 7, 2014 Planning and Growth Management Committee considered a Preliminary Report (dated July 10, 2014) for a proposed amendment to the Official Plan to convert the majority of the *Employment Areas* designation at 844 Don Mills Road and 1150 Eglinton Avenue East by redesignating the western portion of the lands to *Mixed Use Areas* in order to permit residential uses. Planning and Growth Management Committee directed that staff:

- investigate and report on the opportunity for an enhanced trail connection between the Don Mills Trail and the Don Valley Trail system in conjunction with the Official Plan Amendment application;
- evaluate the property at 1150 Eglinton Avenue East for potential listing on the City's Inventory of Heritage Properties;
- evaluate the heritage listed property at 844 Don Mills Road for potential designation under Part IV, Section 29 of the Ontario Heritage Act;
- schedule a community consultation meeting for the lands at 844 Don Mills Road and 1150 Eglinton Avenue East together with the Ward Councillor and with an expanded notification area; and

- submit the Final Report on 844 Don Mills Road and 1150 Eglinton Avenue East to the Planning and Growth Management Committee.

In December 2015 Planning staff received a letter advising that there was a new company that had an interest in these lands, pursuant to an Agreement of Purchase and Sale.

The preliminary staff report for the OPA can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.12>

On May 20, 2016, the new landowners submitted a settlement offer to the City and at its meeting of June 7, 2016, City Council adopted a report from the City Solicitor on the proposed settlement offer and appeal of Official Plan Amendment 231. The modification to OPA 231 adopted by City Council as a settlement to the landowner's OMB appeal of OPA 231, as it related to the subject lands, retains the sites frontage along Don Mills Road for *Employment Areas* while redesignating the remainder of the site to *Regeneration Areas*. The modification also brought forward a new Site and Area Specific Policy (SASP) 511 for 844 Don Mills Road and 1150 Eglinton Avenue East, which provides for the development of a complete and sustainable new community on the lands. SASP 511 requires the preparation of a comprehensive planning framework for the lands to be prepared in conjunction with the Don Mills Crossing Study currently being undertaken by the City.

The modifications adopted by City Council as a settlement to the landowner's OMB appeal of OPA 231 was heard before the OMB at a hearing conference on June 20, 2016. The OMB has not yet issued its final order on this matter.

The City Solicitor's report on the appeal of OPA 231 can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC19.8>

#### Don Mills Arena

On July 12, 13, 14 and 15, 2016, City Council considered a report (dated June 2, 2016) from the General Manager, Parks, Forestry and Recreation, and the Chief Planner and Executive Director, City Planning, which presented possible options for relocating the Don Mills (Civitan) Arena in the Don Mills Road and Eglinton Avenue East area.

The report recommended that City Council approve in principle the relocation of the Don Mills Arena to the Celestica site, pending the resolution of matters related to land dedication and timing; authorizing staff to advance negotiations with the land owners; and request an update to City Council by the first quarter of 2017.

The arena replacement report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.GM13.15>

#### Heritage Designation

On October 13, 2016, North York Community Council considered a report from the Chief Planner and Executive Director, City Planning Division (dated September 7, 2016)

recommending that City Council state its intention to designate under Part IV, Section 29 of the Ontario Heritage Act the lands at 844 Don Mills Road and 1150 Eglinton Avenue East.

It was the decision of North York Community Council to refer the matter to the Chief Planner and Executive Director, City Planning Division to allow any recommendations with respect to cultural heritage to be made in tandem with recommendations on the comprehensive development framework and the final report on the planning application for the lands. Additionally, it was requested that the owner provide a written undertaking within 30 days that the owner will not apply for a demolition permit with respect to the subject building prior to the final report being considered by City Council. The applicant submitted this undertaking on November 8, 2016.

Community Council's Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY17.30>

## **Pre-Application Consultation**

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements on May 26, 2016 and on October 6, 2016.

## **ISSUE BACKGROUND**

### **Proposal**

#### Summary

The applications propose the redevelopment of the approximately 60 acre (24 hectare) Celestica Inc. (formerly IBM) property into a new mixed-use community. The proposed mix of uses for the site includes employment, commercial, residential, parks, open spaces, and community uses. The proposal also includes an affordable housing component, preservation of heritage resources, land for a new community centre, public streets and pedestrian/cycling connections to the surrounding community, and public access to the future Eglinton LRT (see Attachment 1 – Site Plan, Attachment 5 – Bird's Eye View Perspective and Attachment 6 – Structure Plan).

The project is proposed to be developed in phases with the first phase consisting of an 8-storey office building (18,730 m<sup>2</sup>), a total of 684 residential dwelling units (71,975 m<sup>2</sup> of residential gross floor area) in the form of a 29-storey residential apartment building and townhouses and the park at the southwest portion of the site. The project is being reviewed in conjunction with the Don Mills Crossing Study. The Study is a comprehensive review of the anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East, and builds on the work of the Eglinton Connects Study. It will result in a new planning framework which will include implementation measures to support the co-ordinated development of a sustainable, transit-oriented, mixed-use, mixed-income community predicated on a vibrant public realm, access to existing and proposed open spaces, integration with the future Eglinton LRT, and new community services and facilities.

### Subdivision of Lands

The subject site is proposed to be subdivided into 25 blocks, 5 new public streets and developed in phases (see Attachment 2 – Draft Plan of Subdivision) to accommodate the proposed development. Table 1 below provides a summary of the different blocks along with the proposed use and area.

**TABLE 1 – Plan of Subdivision**

<b>Proposed Uses</b>	<b>Proposed Blocks</b>	<b>Area (Hectares)</b>
Multiple Attached Residential	6B, 8A, 8B, 8C, 9, 10A, 10B, 11	6.391
Apartment Residential	4, 5, 5A, 6A, 6C	2.463
Commercial (office) / Apartment Residential	2, 7	1.697
Commercial (office)	1	0.612
Park	3A, 3B, 12	2.852
Private Street	13	0.223
Open Space	14, 15, 16	1.631
Open Space (storm water pond)	17	1.752
Road Widening	18	0.053
Roads		6.750
<b>TOTAL</b>		<b>24.424</b>

### Built Form and Project Statistics

There are 3,887 residential units proposed within buildings ranging from three to four storey townhouses to tall buildings with heights between 15 and 44 storeys. The office uses would be located within two eight storey buildings situated closest to the Eglinton Avenue East and Don Mills Road intersection. Celestica Inc. is proposing to relocate their corporate headquarters to one of the new office buildings. Retail uses would be focused along the Don Mills Road frontage and near the intersection of Don Mills Road and Eglinton Avenue East. Table 2 below provides a summary of some of the key project statistics.

**Table 2 – Key Project Statistics**

<b>Key Project Statistics</b>	<b>TOTAL</b>
Residential GFA	300, 826 m <sup>2</sup>
Retail GFA	11,162 m <sup>2</sup>
Office GFA	56,248 m <sup>2</sup>
Recreational/Community GFA	16,012 m <sup>2</sup>
<b>TOTAL GFA</b>	<b>384,248 m<sup>2</sup></b>
Floor Space Index (gross)	1.57 (1.92 above top of bank lands)
1-bedroom units	1,975 (51 %)
1-bedroom plus den units	318 (8%)
2-bedroom units	901 (23%)
2-bedroom plus den units	20 (1%)

3-bedroom units	601 (15%)
4-bedroom units	72 (2%)
<b>TOTAL UNITS</b>	<b>3,887</b>
Low-rise Townhouse units	604
Mid-rise and High-rise units	3,283
Indoor Amenity Space	11,483 m <sup>2</sup>
Outdoor Amenity Space	2,133 m <sup>2</sup>
Vehicular Parking Residential	3,101
Vehicular Parking commercial/visitor	1,131
<b>TOTAL VEHICULAR PARKING</b>	<b>4,232</b>
Bicycle Parking Spaces	3,937
Loading Spaces	22

### Public and Private Streets

The redevelopment of the site will include a new network of public streets (see Attachment 2 – Draft Plan of Subdivision). The extension of Wynford Drive with a 27 metre right-of-way (ROW) is proposed to be one of the main new streets within the development and it would extend across Don Mills Road and west through the site, then curve southwards near the west property line adjacent to the railway tracks. The western end of the Wynford Drive extension would link to the existing cloverleaf access point from Eglinton Avenue East. Two-way, off-street bike lanes are proposed along the northern edge of the proposed Wynford Drive extension connecting southwards to future bike lanes along Eglinton Avenue East.

Also proposed is a new Public Street A (24 metre ROW) that would run north from Eglinton Avenue East along the western edge of Blocks 3, 4, 5 and 7. This street is proposed to narrow (18.5m ROW) and curve eastwards to the north of the proposed park and arena block (Blocks 3A and 3B) and connect to Don Mills Road as a right-in and right-out access only. There are on-street bike lanes proposed on Street A from Eglinton Avenue East to the Wynford Drive extension. Street A is also proposed to align with Eglinton Avenue East at the south end to potentially accommodate for a future public street crossing Eglinton Avenue East and extending into the Build Toronto site at the southwest corner of Eglinton Avenue East and Don Mills Road. This would be in keeping with the demonstration plans brought forward as part of the Eglinton Connects Study.

The proposal also includes a number of other public streets with ROWs ranging from 16.5 metres to 20 metres. Street B with a 20 metre ROW is the only proposed private street and it would travel north-south connecting Street C with the Wynford Drive extension. This private Street B abuts commercial Block 2 which would contain small format commercial and retail space along Street B. It is anticipated that Street B will encourage local shopping; facilitate a retail environment with programming opportunities for the street; add additional design and streetscape detail; permit spill-over retail and restaurants into the boulevard; and provide long-term maintenance and landscaping conducive to retail and programming activities.

### Parks, Open Spaces and Plaza

The proposal includes a 2.25 hectare public park (5.58 acre) at the north end of the site and a 0.593 hectare (1.46 acre) public park at the southwest portion of the site adjacent to the top of bank. The proposal also includes a total of approximately 4.45 hectares of land that would be located below the top of bank as open space and within the Toronto and Region Conservation Authority's area of interest.

At the southeast corner of the site a publicly accessible private walkway and plaza are proposed which would function as a link connecting the Don Mills Road and Eglinton Avenue East intersection to the proposed development site. This area would offer seating, landscaping and space for outdoor patios.

### Proposed Subdivision Blocks (see Attachment 2 – Plan of Subdivision).

**Block 1** – Proposed is one office tower with a height of eight storeys having ground level commercial uses. This building is anticipated to be the future headquarters for Celestica Inc. (see Attachment 4 – Street View Office Tower Perspective). The building is proposed to frame Don Mills Road and Public Street C, and is part of the gateway from the Don Mills Road and Eglinton Avenue East intersection. This Block will only contain employment uses with 18,730 square metres of office gross floor area and 1,164 square metres of retail GFA. It would have an underground connection to the Eglinton LRT Science Centre station under construction at the southwest corner of the intersection. The applicant advises that this office building will advance in the initial phase of the site's redevelopment with a target completion aligned with the opening of the Eglinton Crosstown LRT in 2021.

**Block 2** – A 9-storey office tower is proposed at the south end of the block, and a 37-storey residential tower at the northwest corner of the block, connected by a one-to three storey base building containing retail uses. This Block is proposed to have a total of 28,307 square metres of residential GFA, 6,728 square metres of retail GFA, and 18,595 square metres of office GFA. The residential tower would be located outside of the proposed *Employment Areas* designation that runs parallel to the Don Mills frontage.

**Blocks 3A and 3B** – A park of 1.019 hectares is proposed for **Block 3A** with open green space, a dog park, playground, and water playground. **Block 3B** is 1.240 hectares in size and is the potential location for the proposed relocated Don Mills (Civitan) Arena. Currently, the approved Parks, Forestry and Recreation's Capital Budget includes a plan for an arena. The applicant's proposal includes concepts for the relocated arena along with additional community recreation uses, including a gymnasium and pool, having a total GFA of 12,229 square metres. Funding to deliver the arena or recreational uses do not form part of the applicant's proposal.

**Block 4** – Two residential buildings are proposed and would be connected by a 'U'-shaped 3-storey mixed-use base building with ground floor retail uses fronting a west-facing landscaped courtyard/plaza. The southern building would step up to 7-storeys, then up to a tower component with a total height of 30 storeys. The northern building would step up to 5 storeys, then up to the tower component with a total height of 21



storeys. Ground level commercial uses would line the urban plaza to the east. Ground level townhouse-style units, amenity space and lobby would be provided along the southern edge of the building, the southern portion of the landscaped courtyard, and the western edge of the building along Public Street A. A total of 710 residential units are proposed with a total residential GFA of 47,791 square metres, and with 965 square metres of retail GFA. This Block would have an underground connection to the Science Centre LRT station via an underground parking garage shared with Blocks 1 and 7.

**Block 5 and 5A** – These blocks propose three residential towers connected by a ‘U’-shaped 3- to 6-storey base building that connects across both blocks. The proposal illustrates a building within **Block 5A**, however, the land is proposed to be dedicated to the City of Toronto for the development of new affordable housing units and would contain entirely residential uses. Grade-related townhouse-style units with front doors onto the street are proposed along Public Street A. The Block 5A tower is proposed to be 22 storeys in height, contain a total of 226 units and a total residential GFA of 16,183 square metres. **Block 5** is proposed to contain market units. The eastern tower is proposed with a height of 15 storeys while a 32-storey tower is proposed at the southwest corner of the Block. The two towers would have a total of 612 residential units. Along Private Street B, ground floor small-scale commercial storefronts would be provided. Grade-related townhouse-style units would be provided along Public Street A and a portion of Public Street C. The total GFA of Block 5 is 41,302 square metres of residential GFA, with 1,876 square metres of retail GFA.

**Block 6A** – Proposed along the frontage of Public Street D are stacked townhouses and a 29-storey residential tower located near the centre of the block that steps down to the west and south. The base of the tower would contain a portion of the red brick 1150 Eglinton Avenue East facade. The total residential GFA of Block 6A is 25,839 square metres with 392 high rise and ten townhouse units proposed.

**Block 6B** – There are 88 townhouse units proposed comprised of a mixture of stacked, back-to-back and standard townhouse units. On this Block, townhouses are proposed to be oriented to front onto Public Street D and also to face south towards Eglinton Avenue East. The total residential GFA of Block 6B is 8,038 square metres.

**Block 6C** – A 35-storey residential tower is proposed along the corners of Public Street A, Public Street D and Eglinton Avenue East. The building would step down to a 6-storey base building to the west. Stacked townhouse units would line the south side of public Street D. Block 6C proposes a total of 27,925 square metres of residential GFA with 444 high rise units and 10 townhouse units.

**Block 7** – Proposed is an 8 -storey office tower located along the eastern end of the block and a 44-storey residential tower at the west end, connected by a 1-storey base building containing retail uses. The office tower would be oriented along Eglinton Avenue East in close proximity to the Science Centre LRT station and forms part of the gateway from the Don Mills Road and Eglinton Avenue East intersection. The residential tower would be located at the intersection of public Street A and Eglinton Avenue East, lining the new

street and intersection. A total of 18,923 square metres of office GFA is proposed, with 29,299 square metres of residential GFA and 429 square metres of retail GFA. A total of 473 units are proposed. This Block would have an underground connection to the Science Centre LRT station via an underground parking garage shared with Blocks 1 and 4.

**Blocks 8A, 8B, 8C, 9, 10A and 10B** – There are a variety of townhouse forms proposed including freehold townhouses and back-to-back townhouses fronting onto public and private streets, and interior courtyards and walkways. A total of 370 units are proposed, with a total residential GFA of 64,988 square metres. Two neighbourhood 'tot lot' play areas are proposed within Block 9 and Block 8A.

**Block 11** – Stacked and stacked back-to-back townhouse units are proposed fronting onto the Wynford Drive Extension, and onto interior courtyards. There would be a total of 126 units with a total residential GFA of 11,154 square metres. Townhouses would be separated from the rail corridor by a minimum of 20 metres and a proposed crash wall.

**Block 12** – Proposed is a 0.593 hectare public park. A portion of the red-brick 1150 Eglinton Avenue East heritage building would be retained as community space, with a total of 3,783 square metres of gross floor area.

#### Parking, Bicycle Parking and Loading

The proposed number of vehicle parking spaces over the entire development site would be 4,232 spaces comprised of 3,101 resident spaces and 1,131 commercial and visitor spaces. The following Blocks would have underground parking garages:

- Blocks 1, 4 and 7 would be shared
- Block 2
- Blocks 5 and 5A would be shared
- Blocks 6A, 6B and 6C townhouses and 29 and 35-storey buildings would be shared
- Block 11 townhouses would be shared
- Block 3B - New community centre on Block 3B would have 250 underground parking spaces which have not been included in the overall total parking count.

The majority of the townhouses on Blocks 8A, 8B, 8C, 9, 10A and 10B would include integral garages as part of their design. Also proposed is an underground garage with 112 parking spaces consisting of 102 resident spaces and 10 visitor spaces for Block 10A.

The proposal includes a total of 539 short-term and 3,398 long-term bicycle parking spaces. The proposal also includes a total of 22 loading spaces throughout the site comprised of 7 Type 'B' spaces, 7 Type 'G' spaces and 8 type 'C' spaces.

#### Development Phasing

The applicant proposes phasing the development with the first phase comprising the new headquarters for Celestica Inc. within the proposed 8-storey office building (18,730 m<sup>2</sup>) within Block 1. This initial phase also includes a total of 684 residential dwelling units (71,975 m<sup>2</sup> of residential gross floor area) in the form of the proposed 29-storey residential apartment building within Block 6A and the townhouses within Blocks 6B,

8A, 8B and 9 (see Attachment 3 – Phasing Plan). As part of phase 1 the applicant is also proposing a new public park and retention of a portion of the existing heritage building at 1150 Eglinton Avenue East as community space within Block 12. This first phase would also include the necessary public streets and pedestrian linkages to enable the blocks to function as part of a connected network.

For further information and details please refer to Application Data Sheet (Attachment 10).

### **Site and Surrounding Area**

The 24.42 hectare (60.35 acre) property is located at the northwest corner of Don Mills Road and Eglinton Avenue East with a small portion of the total area located south of Eglinton Avenue East. The main portion of the subject lands at the northwest corner of the intersection includes 844 Don Mills Road and 1150 Eglinton Avenue East comprising 22.94 hectares (56.69 acres). The smaller parcel of 1.48 hectares (3.65 acres) on the south side of Eglinton Avenue consists of an existing cloverleaf that provides dedicated vehicular access underneath Eglinton Avenue East to and from the subject lands. This portion of the site has a municipal address of 1155 Eglinton Avenue East.

The main northerly portion of the site is pie shaped with a frontage of approximately 697 metres (2,287 feet) along Eglinton Avenue East and approximately 475 metres (1,558 feet) along Don Mills Road. The lands slope from northeast to southwest with larger grade changes along Eglinton Avenue East as you move away from the intersection.

Two large industrial/office buildings with a current gross floor area of approximately 113,000 m<sup>2</sup> exist on site. The building at 844 Don Mills Road contains a two to three storey industrial/office building on the easterly portion of the site and is used as the head office for Celestica Inc. There is a one to three storey office building on the westerly portion of the site at 1150 Eglinton Avenue East, which is currently vacant.

The site has two existing vehicular access points from Eglinton Avenue East and one from Don Mills Road. The first access point is the previously mentioned cloverleaf, the second on Eglinton Avenue East is a right in and right out closer to the intersection, and the third is from Don Mills Road at the northeast end of the site allowing for right-in and right-out access. There is a large surface parking area abutting both Don Mills Road and Eglinton Avenue East that occupies approximately 7.11 hectares of the site. The site also includes large landscaped setbacks along Eglinton Avenue East and at the southwest corner of the site located below the top of bank of the river valley.

Surrounding land uses include:

- North: CP rail line, employment lands and further north the Don Mills community.
- East: Don Mills Road and a proposed LRT station and bus terminal at the north east corner of the intersection. The Wynford employment lands are on the

East side of Don Mills Road north of Eglinton Avenue East, as well as a Superstore grocery store.

West: CP rail line, Leslie Street employment lands, Lexus auto dealership and residential condominiums (the Carrington) with access from Leslie Street.

South: Eglinton Avenue East including the proposed Eglinton Crosstown LRT, the Ontario Science Centre and West Don River Valley.

## **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 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. The Growth Plan allows municipalities to permit conversion of lands within employment areas to non-employment uses only through a 'municipal comprehensive review' where key criteria have been met. A Municipal Comprehensive Review is an Official Plan review initiated by a municipality that comprehensively applies to the Growth Plan policies.

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

## **Official Plan**

### Land Use

The site is designated as *Employment Areas* on Map 20 of the Official Plan which are places of business and economic activity (see Attachment 7). Policy 4.6.1 provides for uses that support this function consisting of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. Policy 4.6.6 sets out development criteria for *Employment Areas*. The objective of these criteria is to ensure that development contributes to the creation of competitive, attractive and highly functional *Employment Areas* including the creation of comfortable streets and landscaped streetscapes to attract business.

Official Plan Amendment 231 redesignated these lands as *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. OPA 231 is currently under appeal.

The modification adopted by Council as a settlement to the landowner's OMB appeal of OPA 231 for which the OMB has not yet issued its final order, retains the site's frontage along Don Mills Road for *Employment Areas* (identified as *General Employment Areas* in OPA 231) while redesignating the remainder of the site to *Regeneration Areas*.

*Regeneration Areas* provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:

- a) Revitalize areas of the City that are largely vacant or under-used;
- b) Create new jobs and homes that use existing roads, transit, sewers, social services and other infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities;
- c) Restore, re-use and retain existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures, through the use of incentives;
- d) Achieve streetscape improvements and the extension of the open space network; and
- e) Promote the environmental clean-up and re-use of contaminated lands.

Development criteria in *Regeneration Areas* require that a framework for new development will be set out in a Secondary Plan. This Plan will guide the revitalization of the area through a number of matters that includes various guidelines, policies and strategies.

As part of Site and Area Specific Policy 511 for these lands, revitalization of the subject lands must include:

- A minimum of 18,580 square metres of office space, including associated retail and services uses, will be provided in Phase 1 on the portion of lands designated as *Employment Areas* (identified as *General Employment Areas* in OPA 231);
- Redevelopment of the lands will create a complete and sustainable new community with residential uses, substantial replacement of the gross floor area of employment uses, retail and service facilities, community services and facilities, and parks and open space that;
  - o Connect to, and enhance the natural heritage system;
  - o Improve vehicular, pedestrian and bicycle connections within the site and to the surrounding areas; and
  - o support the Eglinton Crosstown Light Rapid Transit Line.
- A comprehensive planning and development framework for the lands in conjunction with the Don Mills and Eglinton Study; and
- The following plans and strategies: a Physical Structure Plan, Land Use Plan, Parks and Open Space Plan, Servicing Plan, Transportation Plan, Built Form policies, Community Services and Facilities Strategy, Economic Revitalization

Strategy, Housing Plan, Heritage Conservation Plan, Environmental Strategy, Rail Safety Strategy and a Phasing Strategy and Implementation Plan.

The parcel of land owned by the applicant and located on the south side of Eglinton Avenue East (1155 Eglinton Avenue East) contains the cloverleaf vehicular on/off access ramps to Eglinton Avenue East. This parcel is designated as *Natural Areas* and portions of the site are located within or abut the City's Natural Heritage System within Map 9 of the Official Plan.

*Natural Areas* will be maintained primarily in a natural state, while allowing for compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impact on natural features and functions. Policies in Section 3.4 Natural Environment call for protecting and improving the health of the natural ecosystem. Lands below top-of-bank, or other hazard lands, may not be used to calculate permissible density.

As noted previously, the site is located at the northwest corner of Eglinton Avenue East and Don Mills Road. Both Eglinton Avenue East and Don Mills Road are identified as Higher Order Transit Corridors on Map 4 of the Official Plan. The Eglinton Avenue corridor has been planned to accommodate the Eglinton Crosstown LRT which is to extend from Weston Road to the Kennedy TTC station and is currently under construction. The Don Mills Road corridor from Steeles Avenue to Eastern Avenue is being considered for rapid transit expansion as a longer term project that Metrolinx identified in their regional transit strategy known as The Big Move.

The subject lands abuts lands designated as *Utility Corridors* (the CP rail corridor). This land use designation requires that any development or redevelopment on lands nearby or adjacent to a *Utility Corridor* will: protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreational facility exists; and screen and secure the property edge through measures such as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

#### 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 right-of-ways as shown on Map 3 of the Official Plan. At this location, both Eglinton Avenue East and Don Mills Road are major streets as identified on Map 3 of the Official Plan with right-of-way widths of 45 metres and over. Also, both Eglinton Avenue East and Don Mills Road are identified on Map 4 of the Official Plan as transit corridors and on Map 5 of the Official Plan as transit priority segments.

The new transportation policies (OPA 274) adopted by Toronto City Council speak to developing mobility systems for future generations while taking full advantage of existing transit infrastructures 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 (transportation) by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, and increasing proximity (land use) through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths.

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 streets are not closed to public use and stay within 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, to provide safe and comfortable pedestrian, cycling and transit facilities and balancing 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

Large residential developments provide an opportunity to achieve a mix of housing in terms of type and affordability. Housing policies within Section 3.2.1 of the Official Plan indicate that on large sites, generally greater than 5 hectares in size, a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings. Additionally, in accordance with the Section 5.1.1 of the Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing.

### The Built Environment

Among other relevant policies in evaluating the proposal are policies related to the Built Environment (Section 3.1). For larger sites the Official Plan includes Public Realm policies (Section 3.1.1) which promote the use of new streets to provide connections and divide larger sites into smaller development blocks. These development blocks should be appropriately sized and configured in relation to the requested land use and scale of development, provide adequate room within the block for parking and servicing needs

and allow for phasing to be properly undertaken. Policies also require that new parks and other public spaces front onto a street for good visibility, access and safety.

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

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

### Building New Neighbourhoods

Section 3.3 of the Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include: the pattern of streets, development blocks, open spaces and other infrastructure; the mix and location of uses; a strategy to provide parkland and to protect, enhance or restore natural heritage; a strategy to provide community services and local institutions; and a strategy to provide affordable housing. New neighbourhoods will be viable as communities. They should have: a community focal point within easy walking distance of the neighbourhood's residents and workers; a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings; and services and facilities that meet the needs of residents, workers and visitors.

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



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

### **Eglinton Crosstown LRT and Eglinton Connects Planning Study**

The Eglinton Crosstown LRT is under construction along the Eglinton Avenue corridor between Weston Road and the Kennedy TTC station and will have both underground and at-grade sections. The LRT and the Science Centre station at Don Mills will be underground at the intersection of Don Mills Road and Eglinton Avenue East. The main station entrance is to be located on the southwest corner and a secondary entrance is to be located at the northeast corner of the Eglinton Avenue East and Don Mills intersection along with the bus terminal. The Eglinton LRT is located above ground through this section of Eglinton Avenue East, however, as the LRT approaches the intersection of Eglinton Avenue East and Don Mills Road, it travels below grade for approximately 490 metres.

City staff undertook the Eglinton Connects Planning Study of the Eglinton LRT corridor which developed a vision for Eglinton Avenue to guide future development. The Study identified six Focus Areas at stations along the Eglinton corridor that could accommodate additional population and employment growth for further study and master planning. New street and block patterns, open spaces and improved or new connections are to be developed for the focus areas.

The intersection of Don Mills Road and Eglinton Avenue East was identified as one of six Focus Areas. Three properties abutting the intersection of Don Mills Road and Eglinton Avenue are located within the Focus Area and include the City owned parcels at the northeast, southeast and southwest corners of Eglinton Avenue East and Don Mills Road. These parcels have been turned over to Build Toronto for redevelopment. The subject property was not included in the Focus Area other than the frontage of the site along Eglinton Avenue which was identified as a 'greenway' in the Eglinton Connects study. However, as part of the Don Mills Crossing Study, the Celestica lands have been included within the study area.

The community services and facilities strategy prepared as part of Eglinton Connects recommended a number of key priorities to be pursued in the Don Mills Focus Area to address existing needs and support growth on the three corners of the intersection. This strategy did not include the subject lands as it remained within an *Employment Areas* designation at that time. With additional development potential in the area and the integration of the Celestica lands within the study area, the community services and facility needs will need to be re-examined and additional facilities and programming will be required to support this growth.

### **Don Mills Crossing Study**

The Don Mills Crossing Study is an initiative lead by the City of Toronto City Planning Division that will examine ways to focus and shape anticipated growth around the

intersection of Don Mills Road and Eglinton Avenue East anchored by the transit infrastructure being constructed as part of the Crosstown LRT.

Building on the work of Eglinton Connects, Don Mills Crossing will look to improve connections to the surrounding areas, lay out a network of streets, parks and open spaces and identify community services necessary to support new growth. Don Mills Crossing's core study area includes the three City owned Build Toronto parcels and also incorporates the subject site as part of a comprehensive review of the area.

Don Mills Crossing will result in a new planning framework, which will include implementation measures to support co-ordinated development of employment, residential and community uses. The Study was initiated in June 2016 with a formal community launch on October 13, 2016.

The Study will be undertaken in three phases with the first phase focussed on understanding the study area and its surrounding context as well as identifying a way forward with areas of future study. The Don Mills Crossing Profile along with supporting technical analysis summarizes the work undertaken in Phase 1. The Profile report will be considered at the January 11, 2017 meeting of Planning and Growth Management Committee. The second phase on Don Mills Crossing will develop a vision for the study area to develop, analyze and test planning and design alternatives. At the conclusion of Phase 2 a preferred alternative will be recommended and advanced for policy development. The final phase of Don Mills Crossing will result in the development of policy documents and implementation strategies for consideration by City Council.

The website for Don Mills Crossing can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vnextoid=765db4de198e4510VgnVCM10000071d60f89RCRD>

## **Heritage**

The property at 844 Don Mills Road contains the former IBM head office and factory, designed by Clare G. MacLean and completed in 1951 with an extension in 1954. It was included on the City of North York's Inventory of Modernist Architecture in 1997 and listed on the City's Heritage Register in 2006. The adjacent property to the west, 1150 Eglinton Avenue East, contains the IBM headquarters building designed by John B. Parkin Associates in 1966-67. The property was included on the City of North York's Inventory of Modernist Architecture in 1997. Section 3.1.5.2 of the Official Plan requires the conservation of properties listed on the City's Inventory of Heritage Properties.

The link to the heritage report and background information can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY17.30>

## **Zoning**

The subject site is zoned Industrial –Office Business Park M0(16) in the former City of North York Zoning By-law 7625 which permits office, manufacturing, industrial sales and service, adult education and university uses and community centre among other uses (see Attachment 8). The portion of the property located south of Eglinton Avenue East is zoned O3 Semi-Public Open Space and permits any station, yard, building, park or parkway, operated or used by various public agencies, boards and commissions.

The main portion of the property north of Eglinton Avenue East is not subject to City of Toronto Zoning By-law 560-2013. The parcel of land on the south side of Eglinton Avenue contains a vehicular on/off ramp system and is zoned under By-law 569-2013 as Open Space – Natural Zone (ON).

## **Site Plan Control**

The proposed development is subject to site plan control. A site plan control application has not been submitted. It is anticipated that individual applications aligning with the development's phasing plan will be submitted.

## **Ravine Control**

The portions of the subject lands at the southwest end and south side of Eglinton Avenue East are part of the Don River Valley Ravine System and are subject to the Ravine Protection By-law. The By-law regulates and seeks to prohibit the injury and destruction of trees, filling and grading in ravines and associated wooded areas. These areas are also located within a Toronto and Region Conservation Authority area of interest.

## **Tree Preservation**

The application is subject to the City of Toronto Private Tree By-law. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property. An arborist report and tree preservation plan has been submitted with the application. Urban Forestry staff are reviewing this material.

## **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>

## **Infill Townhouse Design Guidelines (2003)**

The City-wide Infill Townhouse Design Guidelines, which were approved by City Council in 2003, articulate and clarify the City's interest in addressing impacts from townhouse developments, with a focus on protecting streetscapes and seamlessly integrating new development with existing housing patterns. The Guidelines consider matters such as open space, building location, built form, street proportion, relationships between grade and building height, pedestrian connections, light, privacy, location of

parking, and servicing and utilities. The document notes that townhouse developments should fit within the existing context, so as to minimize impacts on the surrounding neighbourhood. They also consider the interaction between the proposed infill development and existing housing patterns. The Infill Townhouse Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

### **Townhouse and Low-rise Apartment Guidelines**

City Planning staff are currently preparing City-wide design guidelines for townhouses and low-rise developments. These guidelines will address infill townhouse developments as well as mid to larger sites, and more complex and intense types of low-rise, multi-unit development in terms of site context, site organization, building massing, detailed design and private and public realm. The guidelines build upon and, once approved by City Council, are intended to replace the Infill Townhouse Guidelines (2003).

More information on, and the status of these guidelines can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f3064af89de0c410VgnVCM10000071d60f89RCRD>

### **Reasons for the Application**

An amendment to the Official Plan is required to implement a comprehensive planning and development framework for the lands with appropriate policies, plans and strategies to replace the *Regeneration Areas* designation with appropriate OP designations.

A zoning by-law is required to permit residential development as well as the various components of this new community which are not provided for by the current zoning. A Zoning By-law amendment is also required to establish appropriate development standards such as building heights, density, setbacks, landscaping and parking requirements. A plan of subdivision application is required in order to ensure the orderly development of land, including the provision of new public roads and infrastructure to support development such as public parks.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Community Design Vision, October 2016
- Draft Official Plan Amendment, October 2016
- Draft Zoning By-law Amendments for By-laws 7625 and 569-2013, October 2016
- Planning Rationale, October 2016
- Housing Issues report, September 2016
- Addendum to Natural Heritage Impact Study, August 2016
- Toronto Green Development Standards Checklist
- Noise and Vibration Feasibility Study, August 2016
- Stage 1 Archaeological Assessment, August 2016
- Community Energy Plan, August 2016
- Pedestrian Level Wind Study, August 2016
- Heritage Impact Statement, October 2016

- Employment Area Impact Study, September 2016
- Functional Servicing Report, August 2016
- Urban Transportation Considerations report, September 2016
- Derailment Protection Report, September 2016
- Rail Crossing Feasibility Assessment, October 2016
- Geotechnical Report, August 2016
- Slope Stability Assessment, August 2016
- Stormwater Management Report, 2016
- Contaminated Site Assessment, August 2016
- Summary Hydrogeological Report, August 2016
- Arborist Report and Tree Preservation Plan, August 2016.

A Notification of Complete Application was issued on November 18, 2016, deeming the application complete as of October 21, 2016.

### **Issues to be Resolved**

The proposal will be reviewed concurrently and with the Don Mills Crossing Study. It will be assessed to ensure that it fits and contributes to the comprehensive development of the entire Study area in order to appropriately support anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East. It is anticipated that the applications for the subject land will both inform and be informed by the Don Mills Crossing Study.

On a preliminary basis, the following issues have been identified with the proposal.

#### Area Wide Issues

- Reviewing the proposal within the context of OPA 231 and Site and Area Specific Policy 511.
- The connectivity and urban structure of the subject site and how it connects to surrounding neighbourhoods, parks and open spaces, trail connections, transportation networks, and the Eglinton LRT.
- Review and assessment of potential pedestrian, vehicular and/or cycling crossing of the railway tracks to the west. This includes connecting to the Don Mills Trail (Leaside CN Rail Spur Trail).
- Servicing and transportation plan and infrastructure.
- Traffic impacts and parking assessment.
- Timing for conveyance of parkland for the relocation of the Don Mills Arena.
- The appropriate level and location of proposed community services and facilities.
- Potential requirement for environmental assessments for a potential rail crossing and for proposed public streets including the Wynford Drive extension and Street A.
- Cumulative impact of development on surrounding neighbourhoods and infrastructure.
- Precedent implications for surrounding lands.

### Site Specific Issues

- The appropriateness of the land use plan for the entire development site, including the appropriate level of employment uses throughout the site.
- The appropriateness of the proposed mix and location of land uses on the portion of the site designated Regeneration Areas.
- Promoting, enhancing and strengthening office and employment opportunities within the lands designated as Employment and proposed Mixed Use.
- Appropriate physical structure setting out location and configuration of network of public streets, development blocks, pedestrian and cycling facilities and connections, and parks and open spaces.
- Review of the proposed phasing of the development, including in particular, the proposed construction of the 8-storey office building for the new Celestica headquarters.
- Comprehensive TDM measures that advance the investment in the Eglinton Crosstown LRT and maximize the modal shift to transit, active transportation, and share mobility uses.
- Appropriate location for parks, open spaces, community centres/facilities that improve parkland and connects into the local network of parks and ravines and protects and restores natural heritage areas.
- The appropriateness of the proposed height and density.
- Provision of affordable housing as part of the development and its phasing.
- Appropriateness of the proposed mix of building typologies.
- The appropriateness of the proposal's scale and massing in terms of the built form arrangement on the site, and compatibility with the surrounding context.
- Appropriate transition within the site and fit with surrounding areas.
- Appropriateness of ground floor uses and how the public streets, connections, parks and open spaces, squares and public spaces are animated.
- Preserving and incorporating heritage resources.
- Potential impacts on adjacent properties, public streets and open space, including shadow, wind and sky views.
- Review of the proposed amount of non-residential gross floor area.
- Appropriate public realm and streetscaping.
- Review of the vehicular and bicycle parking supply, loading/unloading areas and site access/circulation.
- Appropriateness of the proposed below grade parking areas and underground connections between sites and to the Eglinton LRT.
- Review of proposed mix of housing including family sized units.
- Conformity with all relevant municipal and provincial policies and guidelines.
- The appropriateness of the proposed setbacks and separation distances between buildings.
- Consistency with the Tall Building, Midrise Building and Infill Townhouse Guidelines.
- Review of proposed tree preservation and protection measures and appropriateness of conceptual landscape plans.
- Ensuring that the size and configuration of the parkland dedication is sufficient to accommodate appropriate community facilities, including the Don Mills Arena.

- Ensure a functioning and connected neighbourhood is achieved in every phase of development, including phase one.
- Creating viable public spaces and destinations.
- Potential implications on the relief line extension along Don Mills Road.
- Appropriate separation and mitigation measures adjacent to the railway.
- Appropriate ROW widths and configurations for proposed public streets.
- Review of the student population needs with the school Boards, including the possibility of school facilities within the new community.
- Creating a sustainable energy efficient community.
- The adequacy of the proposed indoor and outdoor residential amenity space.
- Assessment of site servicing including stormwater management.
- The applicability of Section 37 of the *Planning Act* to secure appropriate community benefits should the application be recommended for approval.
- Conformity with the environmental performance measures of the Toronto Green Standard.

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

## **CONTACT**

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## **SIGNATURE**

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Jennifer Keesmaat, M.E.S, MCIP, RPP  
 Chief Planner & Executive Director  
 City Planning Division

## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: Draft Plan of Subdivision
- Attachment 3: Phasing Plan
- Attachment 4: Street View Office Tower Perspective
- Attachment 5: Bird's Eye View Perspective
- Attachment 6: Structure Plan
- Attachment 7: Official Plan
- Attachment 8: Zoning
- Attachment 9: Applicant's Project Statistics Summary
- Attachment 10: Application Data Sheet

Attachment 1: Site Plan



844 Dons Mills Road & 1150, 1155 Eglinton Avenue East

Conceptual Site Plan

Applicant's Submitted Drawing

Not to Scale  
10/31/2016

File # 16 236387 NNY 26 0Z



**Attachment 2: Draft Plan of Subdivision**



**844 Don Mills Rd. & 1150 Eglinton Ave. East**

**Draft Plan of Subdivision**

Applicant's Submitted Drawing

Not to Scale  
10/31/2016

File # 16 236387 NMY 26 02

### Attachment 3: Phasing Plan



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## Phase 1

844 Don Mills Rd. & 1150 Eglinton Ave. East

Applicant's Submitted Drawing

Not to Scale  
10/31/2016

File # 16 236387 NNY 26 0Z

**Attachment 4: Street View Office Tower Perspective**



**Street View Office Tower Perspective**

Applicant's Submitted Drawing

Not to Scale  
10/31/2016



**844 Don Mills Rd. & 1150 Eglinton Ave. East**

File # 16 236387 MWY 26 0Z

**Attachment 5: - Bird's Eye View Perspective**



**Birds Eye View Perspective Looking North East**

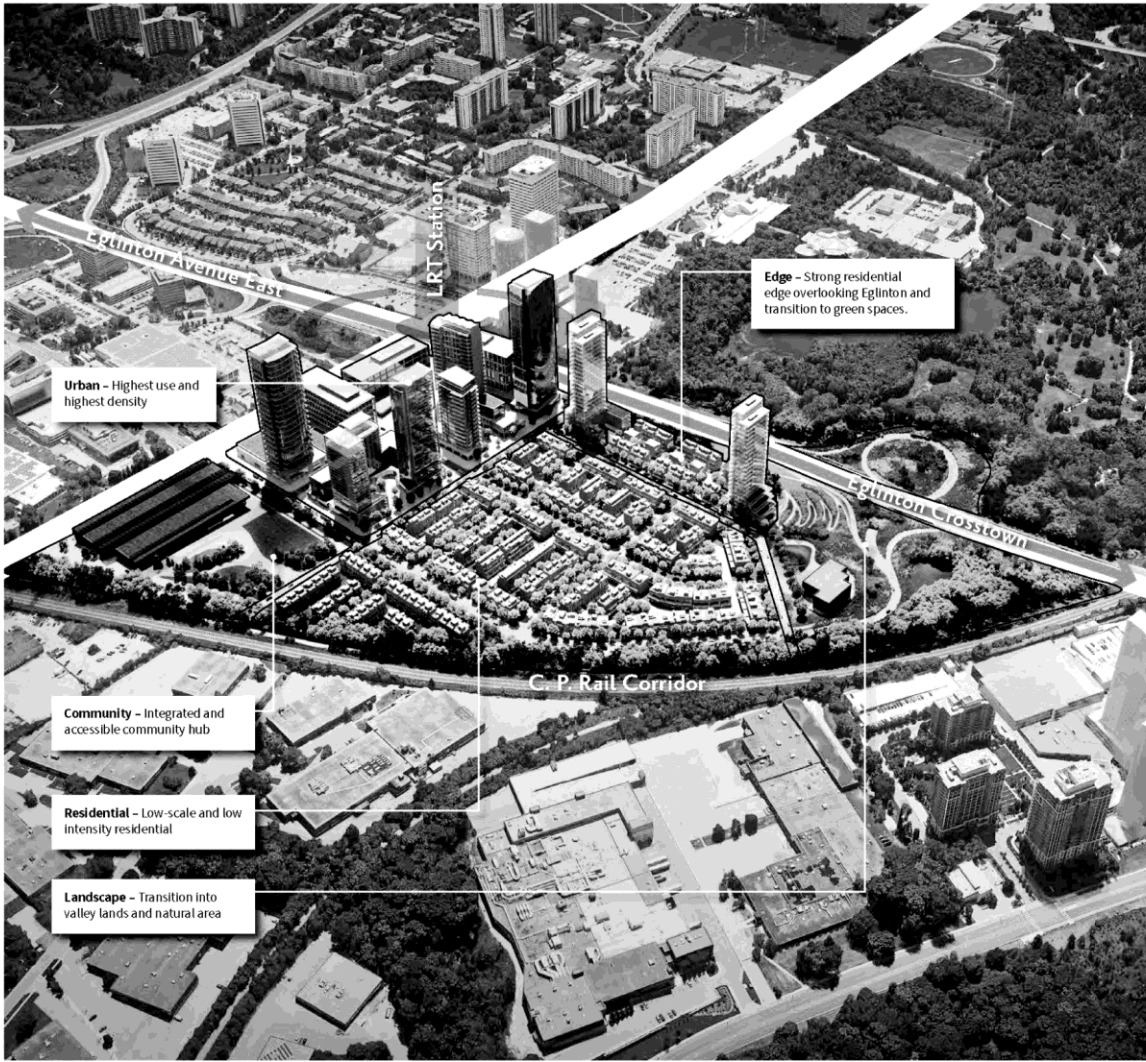
**844 Don Mills Rd. & 1150 Eglinton Ave. East**

Applicant's Submitted Drawing

Not to Scale  
10/31/2016

File # 16 236387 NNY 26 0Z

**Attachment 6: Structure Plan**



**Structure Plan**

**844 Don Mills Rd. & 1150,1155 Eglinton Ave. East**

Applicant's Submitted Drawing

Not to Scale  
10/31/2016

File # 16 236387 NNY 26 02

## Attachment 7: Official Plan



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

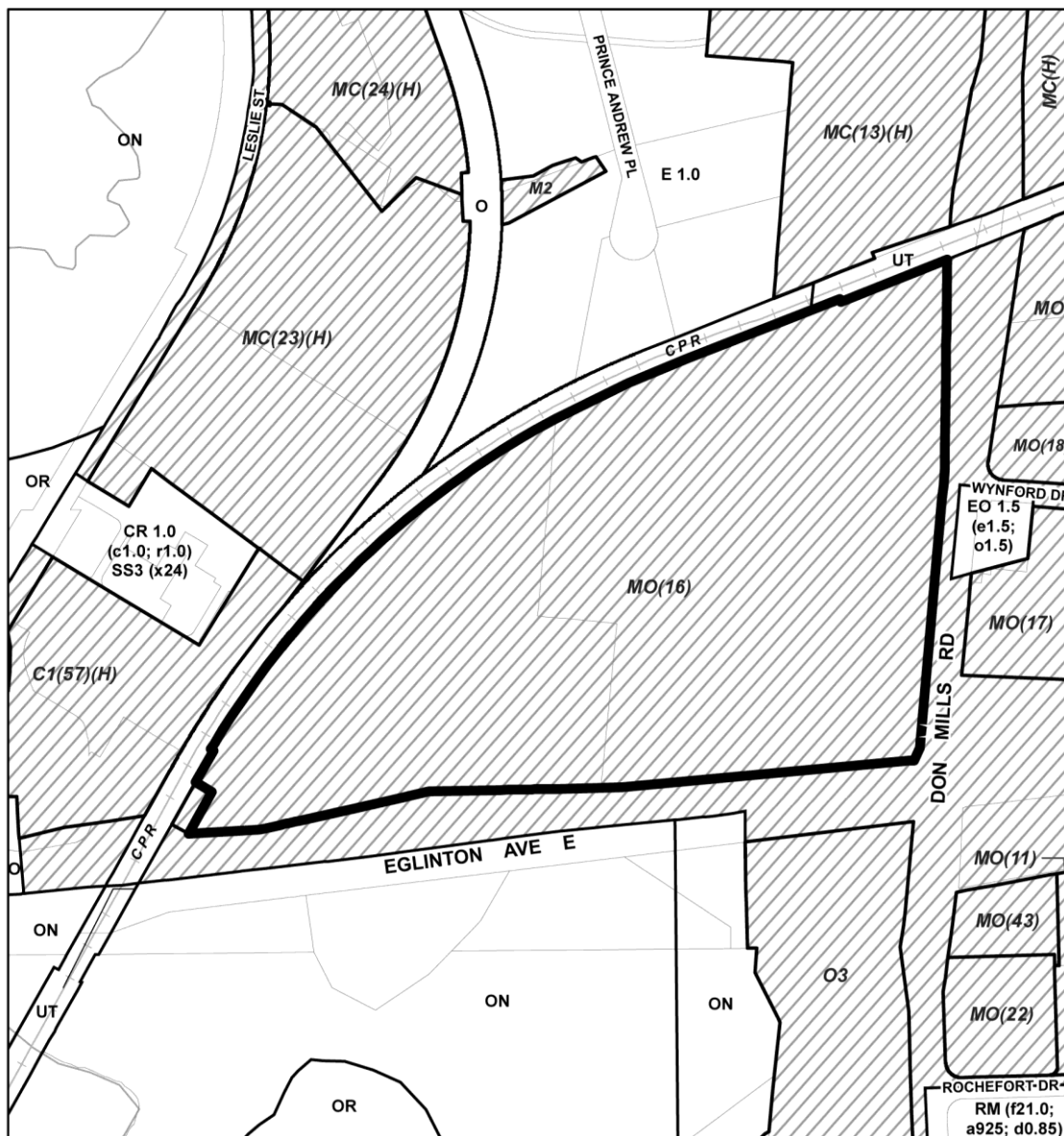
**844 Dons Mills Road & 1150 Eglinton Avenue East**

File # 16 236387 NNY 26 0Z

 Site Location	 Parks & Open Space Areas	 Institutional Areas
 Neighbourhoods	 Natural Areas	 Employment Areas
 Apartment Neighbourhoods	 Parks	 Utility Corridors
 Mixed Use Areas		

  
 Not to Scale  
 10/31/2016

## Attachment 8: Zoning



**844 Don Mills Road & 1150 Eglinton Avenue East**

**Zoning By-law 569-2013**

File # 16 236387 NNY 26 02

Location of Application

**RM** Residential Multiple  
**CR** Commercial Residential  
**E** Employment Industrial  
**EO** Employment Industrial Office

**O** Open Space  
**ON** Open Space Natural  
**OR** Open Space Recreation  
**UT** Utility and Transportation

See Former City of North York Bylaw No. 7625

**MO** Industrial-Office Business Park Zone  
**O3** Semi-Public Open Space Zone  
**MC** Industrial-Commercial Zone  
**C1** General Commercial Zone  
**M2** Industrial Zone Two



Not to Scale  
 Extracted: 10/31/2016





## Attachment 10: Application Data Sheet

Application Type	OPA, Rezoning, Subdivision	Application Number:	16 236387 NNY 26 OZ 16 236405 NNY 26 SB 14 153614 NNY 26 OZ
Details	Rezoning, Standard	Application Date:	October 12, 2016
Municipal Address:	844 DON MILLS RD, 1155 and 1150 EGLINTON AVENUE EAST		
Location Description:	CON 3 EY PT LOTS 1 & 2 64R14728 PARTS 2 TO 11 **GRID N2602		
Project Description:	These applications propose the redevelopment of this 60 acre (24 hectare) property into a new mixed use community. The proposal includes a total gross floor area of 384,248 square metres consisting of: 300,826 square metres of residential uses; 56,248 square metres of offices uses; 11,162 square metres of commercial and retail space; and 16,012 square metres of recreational and cultural uses.		

<b>Applicant:</b>	<b>Architect:</b>	<b>Owner:</b>
DIAMOND CORP 22 St. Clair Avenue East, Suite 1010, Toronto, ON M4T 2S3	TACT Architecture Giannone Petricone Associates Inc. Architects Goldsmith Borgal & Company Ltd. Architects MacLennan Jaunkalns Miller Architects Sweeny & Co Architects	1204362 ONTARIO INC

### PLANNING CONTROLS

Official Plan Designation:	Regeneration and Employment Areas	Site Specific Provision:	SASP 511
Zoning:	MO (16)	Historical Status:	Y
Height Limit (m):	NA	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	244260	Height:	Storeys:	3 to 44
Frontage (m):	470 (Don Mills)		Metres:	135.55 (plus MPH)
Depth (m):	700 (Eglinton)			
Total Ground Floor Area (sq. m):	72,714			<b>Total</b>
Total Residential GFA (sq. m):	300,826		Parking Spaces:	4232
Total Non-Residential GFA (sq. m):	83,422		Loading Docks	22
Total GFA (sq. m):	384,248			
Lot Coverage Ratio (%):	29.8			
Floor Space Index:	1.57			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo, Freehold		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	300826	0
Bachelor:	0	Retail GFA (sq. m):	11162	0
1 Bedroom:	2293 (59%)	Office GFA (sq. m):	56248	0
2 Bedroom:	921 (24%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	673 (17%)	Institutional/Other GFA (sq. m):	16012	0
Total Units:	3887			

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

