

## **2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road – Official Plan and Zoning By-law Amendment Applications – Final Report**

Date: October 9, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 8 - Eglinton-Lawrence

**Planning Application Number:** 17 278869 NNY 15 OZ

### **SUMMARY**

---

These applications propose an 8-storey mixed-use residential and commercial development at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road consisting of 141 residential units in 10,001 square metres of residential use and 822 square metres of commercial use at grade for a total of 10,823 square metres of gross floor area. The proposed density (Floor Space Index - FSI) is 4.08 times the area of the lot and the proposed height is 29 metres including the mechanical equipment. Two levels of below grade parking would accommodate 86 vehicular spaces along with 149 bicycle parking spaces.

The subject property presently consists of an irregular front lot line along Eglinton Avenue West. A 40.8 square metres portion of the lands will be required to be conveyed to the City of Toronto for road widening proposes. The design of the proposed building will also require the applicant to purchase a 33.4 square metre portion of the Eglinton Avenue West road allowance from the City of Toronto. A stub portion of roadway that exists in front of the proposed development that presently permits a westbound right turn from Eglinton Avenue West onto northbound Croham Road is also proposed to be closed but will remain in City of Toronto ownership. The former roadway and boulevard is proposed to be improved and utilized as a public plaza with pedestrian amenities. This public plaza would be located just east of the public access to the Caledonia LRT/GO Transit Station at 2400 Eglinton Avenue West which is currently under construction.

To the north of the subject property a rear two-way publicly accessible private laneway would provide access to 2 at-grade visitor parking spaces, as well as to enclosed ground floor bicycle parking and a shared commercial and residential loading area. The lane would also provide access to the below grade parking levels. The proposed

laneway would occupy the 2 lots known as 9 Croham Road and 6 Sanderstead Avenue, and the two existing residential dwellings would be demolished.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019).

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-laws. The proposal represents an appropriate built form for a mixed use building and provides for an appropriate transition from *Mixed Use Areas* to *Neighbourhoods*. The proposal implements the setback and streetscape requirements of the Eglinton Crosstown Plan.

## RECOMMENDATIONS

---

The City Planning Division recommends that:

1. City Council amend the Official Plan Site and Area Specific policies 474 and 476, for the lands at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report.
3. City Council amend former City of York Zoning By-law I-83 for the lands at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to this report.
4. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendments as may be required.
5. Before introducing the necessary Bills to City Council for enactment, the Owner of the lands at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road shall provide pursuant to Section 37 of the Planning Act, at no expense to the City, and secure such in the implementing Zoning By-law Amendments and enter into and register on title to the above noted lands, one or more agreements pursuant to Section 37, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor the following:
  - a. prior to the issuance of the first above grade building permit the Owner shall:
    - i) pay to the City the sum of \$200,000.00 to be used towards area parks improvements and/or streetscape improvements; and

ii) Streetscaping and public realm improvements nearby the site with a minimum value of \$270,000.00; and such improvements will ensure that the design of the streetscape improvements comply with the Streetscape Manual to the satisfaction of the Chief Planner and Executive Director, City Planning.

b. the financial contribution referred to in Recommendation 5.a.i above shall be indexed upwardly in accordance with the Statistics Canada Residential Building or Non-Residential Building Construction Price Index, as the case may be, for the Toronto Census Metropolitan Area, reported by Statistics Canada in the Building Construction Price Indexes Publication 327-0058, or its successor, calculated from the date of the Section 37 Agreement to the date the payment is made;

c. in the event the cash contribution referred to in Recommendation 5.a.i above has not been used for the intended purpose within three (3) years of the implementing Zoning By-law Amendment coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the local Councillor, provided that the purposes are identified in Toronto's Official Plan and will benefit the community.

d. The following matters will also be secured in the Section 37 Agreement as a legal convenience to support development:

i) Prior to the issuance of any building permit for the site, including shoring and excavation, the Owner shall have obtained title to the lands shown on Attachment No. 16 as "Lands to be purchased from the City", such lands to be purchased from the City at fair market value;

ii) The Owner shall be required to register on title a stratified surface easement on the east-west driveway at the rear of the property to secure unrestricted public access in favour of the City of Toronto and to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the Chief Engineer and Executive Director of Engineering and Construction Services;

iii) The Owner shall provide the City with indemnification for the stratified surface easement to secure unrestricted public access over the private east-west laneway to the satisfaction of the City Solicitor;

iv) The public plaza at the front of the property shall be maintained by the Owner, at its sole expense, including, but not limited to indemnification provisions for the City, in a manner satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;

v) The Owner shall be required to secure the design and construction, and provide financial securities for, at no cost to the City, any upgrades or required improvements to the existing municipal infrastructure identified in the accepted

Functional Servicing Report and Stormwater Management Report and Hydrological Review, and related engineering reports ("Engineering Reports"), to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements or upgrades are required to support the development, according to the accepted Engineering Reports; and

vi) The Owner will be required to review and implement, though the site plan approval process, final pavement markings and signage along Croham Road and Sanderstead Avenue, including any safety, access to the private lane, and transportation requirements related to these matters all to the satisfaction of the General Manager, Transportation Services and which shall be at no cost to the City.

## **FINANCIAL IMPACT**

---

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

---

At its meeting of December 16, 17 and 18, 2013, City Council adopted amendments to the Official Plan (OPA 231) to implement the results of the Official Plan and Municipal Comprehensive Review for Economic Health and Employment Lands Policies and Designations and Recommendations of Conversion Requests. Among other matters, OPA 231 introduced amendments aimed to stimulate the growth of new office space and maintain current concentrations of office space near rapid transit, such as the subject site.

The report and council direction is available on the City's website at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

OPA 231 was approved by the Minister of Municipal Affairs and Housing in July 2014. Portions of the amendment are under appeal at the Local Planning Appeal Tribunal (LPAT), including an appeal made by the applicant on July 28, 2014 with respect to the office replacement policies. Although not in full force and effect for the subject lands, OPA 231 represents Council's long-term land use planning direction for the lands.

The subject site is situated within the area of the Eglinton Connects Planning Study. At its meeting of May 6, 7 and 8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study. City Council adopted 21 recommendations under the themes of Travelling, Greening and Building Eglinton.

The report and Council's direction are available on the City's website at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

The Phase 1 (Part 1) Implementation Report for the Eglinton Connects Planning Study was considered by City Council at its meeting of July 8, 2014. City Council adopted

Official Plan Amendment 253 that included policies regarding provision of rear laneways for servicing and access along many sections of Eglinton Avenue, including the subject site. City Council also adopted resolutions regarding implementation of the Streetscape Plan. The report and Council's direction are available on the City's website at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.1>

The recommendations of the Phase 1 (Part 2) Implementation Report for Eglinton Connects Planning Study were adopted at the August 25, 26, 27 & 28th, 2014 City Council meeting, including the enactment of Zoning By-law 1030-2014. As the submission of a previous rezoning application on a portion of the site, pre-dated the enactment of By-law 1030-2014, a portion of the subject lands were excluded from the Eglinton Connects zoning by-law (By-law 1030-2014). In addition, City Council passed a motion to have the subject site be included in the intent of the By-law and the Eglinton Connects Study as a mid-rise site.

The report for the Eglinton Connects Planning Study Phase 1 (Part 2) Implementation Report, is available on the City's website at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>

### **Previous Rezoning Application**

In July 2013, City Council approved a Zoning By-law Amendment for a 7 storey mid-rise rental apartment building with 29 dwelling units and commercial uses on the ground floor at 2270-2280 Eglinton Avenue West (File # 12 233124 NNY 15 OZ). Zoning By-law 1044-2013, which amended the former City of York Zoning By-law No. 1-83, was enacted on July 19, 2013. As the applicant began to consider consolidating additional lots to the original proposal, the rezoning application was closed on March 10, 2015. Council's decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.NY25.40>

A Site Plan application (12 212273 NNY 15 SA) for the site was submitted in 2012 for the previous proposal. The application has been revised to include the proposed development which is the subject of this report.

A pre-application consultation meeting was held on September 27, 2017 with the applicant to discuss complete application submission requirements for a revised built form at 2270-2280 Eglinton Avenue West which would also include properties at 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road. Items that were discussed included:

- adherence to front and rear 45 degree angular planes; and
- closure of the right turn lane from westbound Eglinton Avenue West to northbound Croham Road.

The current application for a Zoning By-law Amendment was submitted on December 22, 2017. A Preliminary Report on the application was adopted by North York Community Council on February 21, 2018, authorizing staff to conduct a community

consultation meeting with an expanded notification area. The Community Council decision and the Preliminary Report can be viewed at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY28.5>

An application to amend the Official Plan for the site for the private lane was submitted on October 24, 2018, and has been reviewed concurrently with the zoning by-law amendment and site plan applications.

Community consultation is summarized in the Comments section of this Report.

## **PROPOSAL**

---

The application proposes an eight storey mixed-use mid-rise building containing 141 residential dwelling units with 822 square metres of retail space at grade. The proposed building is comprised of 9 studio units, 84 one bedroom units, 34 two bedroom units, 14 three bedroom units, and 4 at-grade retail units. The mixed-use building would have a total gross floor area (GFA) of 10,823 square metres and a Floor Space Index (FSI) of 4.08 times the area of the lot.

The subject lot contains an irregular front lot line and the proposal contemplates the purchase of 33.4 square metres from the City of Toronto to the landowner, and the conveyance of 40.8 square metres to the City for road widening purposes, resulting in a total proposed lot area of approximately 2,652 square metres (see Attachments No. 15 and No. 16).

The front yard setback at the ground floor along Eglinton Avenue West would vary between 0.39 metre and 3.4 metres after the land acquisition due to the irregular front lot line. The principal entrance to the residential portion of the proposed building would be from the west off of Croham Road. A secondary residential access and access to the proposed bicycle storage area would be provided at the rear of the building via a pedestrian walkway which runs along the south portion of the rear private laneway. This proposed private laneway at the rear also provides access to the below grade parking and shared loading area. On the east side of the proposed building, three individual residential units would have their own access directly from Sanderstead Avenue. The proposed at grade retail units would have access directly from the Eglinton Avenue West frontage.

The building would incorporate a 4 storey street wall along Eglinton Avenue West at the east side, which would rise to five storeys towards Croham Road. The proposed building would then step back along the Eglinton Avenue West frontage 3 metres for a portion of the 5th floor and additionally for the 6th and 7th floors and a further 1.5 metres for the 8th floor which would incorporate mechanical as well as indoor and outdoor residential amenity space.

At ground level the proposed building would have a street yard setback along the south portion of Croham Road of approximately 3 metres and on the south portion of Sanderstead Avenue of about 2 metres after which the proposed building would extend

to the property line for the upper floors. Stepbacks would occur on the fifth floor along Sanderstead Avenue and at the sixth floor along Croham Road. The building would maintain a setback from the residential properties to the north of 8.3 metres at the west and 9.2 metres from the east property line. Within this setback would be located a 6 metre two-way private laneway, a 1.5 metre landscape strip along the north property line and a walkway along the north side of the proposed building. From the rear, the proposed building incorporates step-backs at the fourth, fifth, sixth, seventh and eighth floors. The ground floor retail would have a height of 4.6 metres. The 2nd floor is also proposed to be cantilevered over the ground floor from west to east along Eglinton Avenue West to provide weather protection for pedestrians.

The applicant originally proposed to close the right turn lane from westbound Eglinton Avenue West to northbound Croham Road along a portion of the frontage and incorporate the land into the proposed development as private outdoor amenity space. Given that there are public utilities beneath the portion of roadway proposed to be closed, the proposal would instead leave the land in public ownership and create a public plaza with pedestrian amenities. This public plaza would be opposite a proposed plaza in front of the GO Transit / LRT station at 2400 Eglinton Avenue West and currently under construction. The applicant also proposes to remove the parking lay-by on the west side of Sanderstead Avenue which abuts the site, widen the public sidewalk and add landscaping.

A total of 281.9 square metres of indoor amenity space and 203 square metres of outdoor amenity space is proposed on the ground and eighth floors of the building. Private terraces or balconies are proposed for a majority of the residential units.

There are 86 proposed vehicular parking spaces (77 for residential use, and 9 for combined visitor and retail use) which will have provision for future charging stations. Vehicular and bicycle parking access would be off of the 6 metre wide private laneway proposed along the northern boundary of the subject site that will connect to Croham Road and Sanderstead Avenue. The private laneway would lead to two levels of underground parking. A total of 149 bicycle parking spaces (129 for residential use, and 20 for visitor use) are proposed primarily indoors on the ground floor accessed via the rear private laneway. The remaining bicycle parking spaces would be provided in the P1 Level of the underground parking garage and outdoors. A combined Type 'G' and Type 'B' loading space is also proposed along the rear of the building to accommodate both residential and retail commercial activity including garbage and recycling pick up, commercial deliveries and residential move-ins.

The application proposes 7 street trees fronting on Eglinton Avenue West along with an additional 4 trees proposed in the public plaza fronting Eglinton Avenue West. Additionally, 3 street trees are proposed along Croham Road, 8 trees are proposed along the rear of the site within the 1.5 metre landscape buffer and 4 street trees are proposed along Sanderstead Avenue.

Table 1 – Site Statistics

Total Gross Floor Area (m <sup>2</sup> )	10,823
Retail Gross Floor Area (m <sup>2</sup> )	822
Residential Gross Floor Area (m <sup>2</sup> )	10,001
Floor Space Index	4.05
Vehicular Parking	86
Bicycle Parking	149
Proposed Residential Units	141
Unit Mix	84 - one bedroom units (60%) 34 - two bedroom units (24%) 14 - three bedroom units (10%) 9 - studio (6%)
Retail Units	4

### Site and Surrounding Area

The site is located on the north side of Eglinton Avenue West, between Croham Road and Sanderstead Avenue. The site has an approximate area of 2,652 square metres (including acquisition of a 33.4 square metre portion of road right-of-way from the City of Toronto), with approximately 67 metres of frontage on Eglinton Avenue West and a depth of approximately 41 metres. The site consists of four properties municipally known as 2270-2280, 2296 Eglinton Avenue West, 9 Croham Road and 6 Sanderstead Avenue. The property at 2296 Eglinton Avenue West was once the site of a restaurant contained in a one storey building and the property at 2270-2280 Eglinton Avenue West is currently a vacant lot. The properties at 9 Croham Road and 6 Sanderstead Avenue are residential lots which contain 2-storey residential dwellings. All existing dwellings on the site are to be demolished.

The site is located to the immediate east of the future Caledonia LRT station on the Eglinton Cross-town line and GO Transit railway station on the Toronto-Barrie Line which is currently under construction at 2400 Eglinton Avenue West.

Land uses surrounding the subject site include:

North: Directly to the north of the site is a low density residential neighbourhood consisting of one and two storey single detached dwellings with some semi-detached houses and 3-storey rental apartments. Further north of the residential area is the Castlefield Caledonia employment area, after which is found the western portion of the York Beltline Park with a cycling and pedestrian trail.

East: East of Sanderstead Avenue is *Mixed Use Areas* in the Official Plan with a main street commercial area fronting Eglinton Avenue West consisting of two storey buildings

containing retail at grade and a mix of office and residential units on the upper floors. Further to the south-east is located Prospect Cemetery.

South: Directly southwest of the site on Eglinton Avenue West is a 2-storey Shoppers Drug Mart with surface parking. The Eglinton-Gilbert Parkette is located immediately across Eglinton Avenue West. Further south along Gilbert Avenue is a mix of residential uses in the form of single-detached dwellings, three storey walk up apartments, and commercial uses.

West: West of Croham Road is a two storey commercial building containing retail uses and a vacant lot which will be the site of the future Eglinton Crosstown Caledonia LRT Station and GO Transit train station currently under construction. Further west of the commercial building and vacant lot is the Toronto Barrie rail line which is scheduled for double tracking, electrification and a GO Transit train station at Eglinton Avenue West. West of the Toronto Barrie rail line is a commercial retail area known as Westside Shopping Centre, containing a Canadian Tire, Freshco and smaller retail stores and services.

### **Reasons for Application**

An application is required to amend the former City of York Zoning By-law 1-83 and the City of Toronto Zoning By-law 569-2013 to provide for appropriate performance standards to accommodate the proposed development, including density, height, setbacks and vehicular parking requirements.

The Zoning By-law amendment application is also required to bring the properties fronting on Eglinton Avenue West into the City of Toronto Zoning By-law 569-2013 and permit the proposed residential and commercial uses on the entirety of the subject site.

A portion of the proposed development is also proposed to extend beneath a rear private laneway that would have an at-grade public access easement, which necessitates an Official Plan Amendment to Site and Area Specific Policies 474 and 476, which require that all rear access for parking and loading be via a public roadway.

## **APPLICATION BACKGROUND**

---

### **Application Submission Requirements**

The following reports/studies were submitted with the application:

- Arborist Report;
- Building Massing Model;
- Draft Zoning By-law Amendments;
- Draft Official Plan Amendments;
- Energy Efficiency/Strategy Report;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Study;
- Hydrogeological Investigation;
- Noise Impact Study;
- Planning Rationale;

Public Consultation Plan;  
Servicing Plans;  
Shadow Study;  
Toronto Green Standards Checklist, and  
Transportation Impact/Parking/Loading Study.

The background information and studies are available at the Application Information Centre (AIC) and can be found at:  
<https://www.toronto.ca/city-government/planning-development/application-information-centre>.

A Notification of Incomplete Application issued on January 17, 2018, identified a Community Services and Facilities Study was required for a complete application submission.

The Community Services and Facilities Study was subsequently submitted and Notification of Complete Application was issued November 14, 2018.

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan Amendments and Zoning By-law standards.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

### **Community Consultation**

On May 9, 2018, a community consultation meeting was attended by approximately 23 members of the public, the former local Councillor, the applicant and their consultants as well as planning staff, at the St. Clair West Services for Seniors Centre at 2562 Eglinton Avenue West.

The attendees asked questions and expressed a number of concerns, including:

- rental rates for the new units;
- overlook and privacy issues associated with the rear proposed balconies;
- built form and massing;
- shadowing on existing residential buildings to the north;
- increased density;
- overflow retail parking onto local roads;
- traffic generated as a result of the proposed development onto and from Croham Road and Sanderstead Avenue;
- retail uses proposed;

- design specifications of the public plaza;
- snow storage and removal;
- cumulative impacts of developments on Eglinton Avenue West;
- stormwater retention measures, and
- construction management plans to mitigate impacts on the adjacent neighbourhoods.

## **POLICY CONSIDERATIONS**

---

### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

#### **The Provincial Policy Statement (2014)**

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH

region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Section 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

### **Planning for Major Transit Station Areas**

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

### **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan, Site and Area Specific Policies 474 and 476, the Eglinton Connects Planning Study and urban design guidelines as follows:

The portion of the site fronting onto Eglinton Avenue West is located on an *Avenue* as noted on Map 2 in the Official Plan. The southerly portion of the site fronting onto Eglinton Avenue West is located within a *Mixed Use Areas* designation within the Official Plan. *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 in *Mixed Use Areas* should:

- create 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 by 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;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen services areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The rear (northerly) portion of the site is designated *Neighbourhoods in the Official Plan*. *Neighbourhoods* are considered physically stable areas, which include residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and walk-up apartments up to four storeys. Parks, local institutions, home occupations, cultural and recreational facilities and small scale retail service and office uses are also provided for in *Neighbourhoods*. Local institutions include uses such as seniors and nursing homes and long term care facilities.

The Official Plan states that no changes will be made through rezoning that are out of keeping with the physical character of the neighbourhood. In addition, physical changes to established *Neighbourhoods* must be sensitive and fit its existing context and physical character.

Section 2.2.3 of the Official Plan speaks to policies regarding lands situated on *Avenues* as per Map 2 – Urban Structure. The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Although intensification is encouraged along *Avenues*, each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. Therefore, there is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local *Avenue Study*. The Eglinton Connects Planning Study

represents the complete 'Avenue' study for Eglinton Avenue from Weston Road to the Kennedy Subway Station.

Section 2.3.1, Healthy Neighbourhoods in the Official Plan includes policies for development in *Mixed Use Areas* adjacent to *Neighbourhoods*. In particular, policy 2 in this section states that development in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- a) Be compatible with those Neighbourhoods;
- b) Provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods;
- c) Maintain adequate light and privacy for residents in those Neighbourhoods; and
- d) Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods.

The public realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great City. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

The Official Plan recognizes that most of the City's future development will be infill and as such will need to fit in, respect and improve the character of the surrounding area. As a result, the built form policies of Section 3.1.2 seek to ensure that new development is located, organized and massed to fit harmoniously with the existing and/or planned context and will limit its impacts on neighbouring streets, parks, open spaces and properties. Among other things this harmony is achieved by: massing new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion; creating appropriate transitions in scale to neighbouring or existing and/or planned buildings, providing for adequate light and privacy and adequately limiting any resulting shadowing of, and uncomfortable wind conditions, on neighbouring streets and properties.

The Official Plan includes policies to encourage the provision of a full range of housing, in terms of form, tenure and affordability, and the protection of rental housing units. Policy 3.2.1.2 requires that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the *Planning Act*. The proposal meets the Official Plan's threshold for Section 37 considerations, as it has a gross floor area in excess of 10,000 square metres. Accordingly, this development proposal would be subject to the Section 37 policies of the Official Plan should City Council approve the application.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **Official Plan Amendment 320**

The Local Planning Appeal Tribunal issued an Order on December 7, 2018 to approve and bring into force OPA 320. The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants.

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods*. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized *Apartment Neighbourhood* sites and help attain Tower Renewal Program goals.

In its Order that approves OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

More information regarding OPA 320 can be found at the following link:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

### **Eglinton Connects Study**

The site is situated within the study area of the Eglinton Connects Planning Study. This comprehensive planning study examined the land use planning framework, built form, public realm and road configuration on Eglinton Avenue between Weston Road and Kennedy Subway Station, corresponding to the extent of the Eglinton Crosstown LRT.

A vision for the intensification of Eglinton Avenue was developed through extensive public consultation with residents and stakeholders. The vision states that Eglinton Avenue will become Toronto's central east-west avenue and a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger City and the region.

The Study findings and implementing zoning by-laws and Official Plan Amendment 253 (currently under appeal, but not pertaining to this property) were adopted by City Council in 2014.

The study and links to the various staff reports and implementing by-laws can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=of8e86664ea71410VCM10000071d6of889RCRD>

The 'Travelling' Recommendations from City Council's approval of the Final Directions Report for the Eglinton Connects Planning Study, on May 6-8 2014, give direction for the future public realm and adjacent right-of-way, and include recommendations for a wider sidewalk, lay-by parking, a bike lane and four lanes of traffic for the right-of-way adjacent to this site.

Recommendation #6 also gives direction for a new public lane along the rear of this site to be provided in conjunction with new development and is also required under Official Plan Amendment 253, Site and Area Specific Policy 474.

The purpose of the rear lane is to extend the network of rear lanes specifically to provide new development with rear access to below-grade parking, servicing and loading in order to avoid conflicts on Eglinton Avenue. The applicant has however, proposed a private, publicly accessible rear lane in their proposal. The proposed building would extend beneath the rear lane to provide below grade parking and storage for the use of future residents. As the City does not ordinarily accept below grade private uses beneath publicly owned roadways, an at-grade public access easement, which necessitates an Official Plan Amendment to Site and Area Specific Policies 474 and 476, will be required.

The 'Building' Recommendations from the Study anticipated a mid-rise built form (recommendation #15) on the subject site. Preliminary analysis based on the Mid-Rise Buildings Performance Standards and the property depth indicated that a building height of approximately 26 metre or 8-storeys could be achieved. Although zoning for a portion of this site was not included in the zoning by-law implementing the Study (as all sites with active applications were excluded), City Council amended the report recommendations on May 6-8 2014, to reinforce the Study finding that mid-rise development is the appropriate built form here.

The site is subject to Site and Area Specific Policy 474 which implemented a Pilot Project to demonstrate the designation of a Neighbourhood Transition Area between Croham Road and Sanderstead Avenue. The policy allows for lands to remain designated as Neighbourhoods where a lot is located partly within the Neighbourhoods designation and the Mixed Use Areas designation. The Neighbourhoods component of the lot may then be used only for the following uses:

- a) new or widened public lanes;
- b) soft-landscaping ancillary to the Mixed Use Areas designation component of the lot; and
- c) parking ancillary to the Mixed Use Areas designation component of the lot.

As stipulated in Site and Area Specific Policy 474, if any part of the lands is consolidated with the lands designated *Mixed Use Areas* to the south, the part of the lot designated Neighbourhoods shall not be severed from the part of the lot designated as

*Mixed Use Areas* once development has occurred and the *Neighbourhoods* designated lands have been converted to a new or widened public lane. These *Neighbourhoods* lands can also be used as a transition area to the *Neighbourhoods* designation to the north by way of a 45 degree angular plane projected from the rear property line of the properties at 9 Croham Road and 6 Sanderstead Avenue.

The outcome of staff analysis and review of relevant Official Plan policies and designations; Site and Area Specific OPAs and planning studies noted above, are summarized in the Comments section of the Report.

### **Avenues and Mid-rise Buildings Study and Performance Standards and Addendum**

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

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. 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. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites.

The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings.pdf>

Mid-Rise Building Performance Standards Addendum may be found here:

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

### **Growing Up Draft Urban Design Guidelines**

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

The link to the Growing Up Draft Urban Design Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

## **Zoning**

The site is subject to the former City of York Zoning By-law 1-83, as amended and the City of Toronto Zoning By-law 569-2013.

As the southerly portion of the site fronting on Eglinton Avenue West is not subject to the City of Toronto Zoning By-law 569-2013, the former York Zoning By-law 1-83 continues to apply for this portion of the site. Under By-law 1-83, the southerly portion of the site is zoned MCR – Main Street Commercial/Residential. The maximum height and density permitted is eight storeys or 24 metres, whichever is the lower, and an FSI of 2.5. Additionally, the maximum height of any portion of a building shall not be greater than 70% of the horizontal distance of that portion of the building from an R1 or R2 District, when these zones are adjacent to the rear lot line of the property. The provision applies since the subject site abuts a property zoned R2 to the north. The MCR zone permits townhouses, apartment houses, nursing homes, home occupations, retail stores, offices, restaurants, hotels, recreational uses, theatres, funeral parlours, institutional uses (with exceptions), commercial schools, public garages and any use accessory to these uses.

MCR regulations also require all access for vehicles be from a flanking street or public lane; angular plane provisions from a rear lot line which abuts an R1 or R2 district; and the requirement that at least one major building entrance provide direct access to the street.

The northerly portion of the subject site municipally known as 9 Croham Road and 6 Sanderstead Avenue is zoned Residential Multiple (RM) under the City of Toronto Zoning By-law 569-2013, and R2 – Residential under the City of York Zoning By-law 1-83. The RM and R2 zones permit a full range of residential uses, a height of 11 metres or 3 storeys and an FSI of 0.8.

The south-west portion of the Eglinton Avenue West and Croham Road frontage is also subject to By-law 1030-2014. This includes site specific provisions under zone CR SS2(x2621) (Commercial Residential Zones, Development Standard Set 2). Site specific provisions include at least 75% of the main wall of the building facing a lot line abutting Eglinton Avenue to be between 0 and 0.5 metre from the front lot line and all of the main wall of the building facing a lot line abutting Eglinton Avenue be between 0 and 5.5 metres from the front lot line. Furthermore, any part of a building located above 13.5 metres above average elevation of the grade of the lot line abutting Eglinton Avenue must have a step-back of at least 1.5 metres from the building setback of the highest storey of the building located below that point. The south-west portion of the site also contains a height limit under this By-law of 24 metres.

The south-west corner of the site is also subject to Policy Area 3 under By-law 1030-2014 which corresponds to specific residential, visitor and retail parking rates. This includes a minimum of 1 parking space for each 100 square metres of gross floor area and a minimum rate of 0.1 parking space for each dwelling unit. Visitor spaces must be provided at a minimum rate of 0.2 parking space for each dwelling unit. Residential parking spaces are subject to the following depending on unit mix at a minimum rate of: 0.6 for each bachelor dwelling unit up to 45 square metres and 1 for each bachelor dwelling unit greater than 45 square metres; 0.7 for each one bedroom dwelling unit; 0.9 for each two bedroom dwelling unit; and 1 for each three or more bedroom dwelling unit; and

at a maximum rate of:

0.9 for each bachelor dwelling unit up to 45 square metres and 1.3 for each bachelor dwelling unit greater than 45 square metres; 1 for each one bedroom dwelling unit; 1.3 for each two bedroom dwelling unit; and 1.5 for each three or more bedroom dwelling unit.

### **Site Plan Control**

The proposal is subject to Site Plan Control under Section 41 of the *Planning Act*. A Site Plan application has been submitted and is being reviewed concurrently with this application (File # 12 212273 NNY 15 SA).

## **COMMENTS**

---

### **Section 2 of the *Planning Act***

The Planning Act governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. In particular, section 2 of the Planning Act requires that municipalities, when carrying out their responsibility under the Act shall have regard to matters of provincial interest including, 2 (p) the appropriate location of growth and development, (q) the promotion of development that is designed to support public transit and to be oriented to pedestrians and (r) the promotion of built form that, is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

These matters, which all approval authorities shall have regard for in carrying out their responsibilities under the Planning Act, are relevant to this proposal. The proposed development appropriately addresses these matters by proposing a well-designed built form on a major street well served by higher order transit that also provides for housing intensification in an appropriate location.

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

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019).

Staff have determined that the proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019) as discussed below.

One of the key policy directions in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well-served by public transit.

Section 1.1 of the PPS focuses on 'Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns'. Policy 1.1.1.a) requires that efficient development and land use patterns be promoted which sustain the financial well-being of the Province and municipalities over the long term. Policy 1.1.1.e) requires the promotion of cost effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.8.1 of the PPS requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development promotes efficient development patterns and utilizes existing municipal infrastructure to optimize their efficiency. The proposed development is a compact form located in an area in close proximity to retail and service uses and along a street providing excellent public transit service, thus having the potential to minimize the length and number of vehicle trips and support transit and energy conservation.

Policy 1.1.3.1 states that "settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted". Policies 1.1.3.3 and 1.1.3.4 direct the City identify appropriate locations and promote opportunities for growth where it can be accommodated and to establish appropriate development standards to facilitate such appropriate intensification. The mid-rise development proposal represents a consolidation of lots along Eglinton Avenue West, which is considered a major street in the City's Official Plan, assisting the City in meeting its growth objectives. The proposed mid-rise development will also assist in diversifying the range and mix of residential uses within this area.

Policy 1.6.7.2) states that efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management

strategies, where feasible. The proposed development will make use of the existing road network, and make use of the future Eglinton Crosstown LRT and adjacent GO Transit/LRT station immediately west of the site.

With respect to transportation systems, Policy 1.6.7.4) promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. The proposed development will support greater pedestrian and transit use that will assist in the reduction of car usage.

The proposed development is located between the Toronto-Barrie GO rail corridor and Caledonia Road, and will be located less than 100 metres from the future Caledonia GO Transit/LRT Station. The proposed development is also well served by the Eglinton Avenue TTC bus which also connects to Toronto's Pearson Airport and the Eglinton West Subway station, and the Caledonia Road TTC bus which connects Yorkdale Subway Station to the Lansdowne Subway Station.

In summary, the proposed zoning by-law amendment and official plan amendment are consistent with the applicable policies of the Provincial Policy Statement.

The Growth Plan supports intensification within built-up urban areas and focuses on accommodating forecasted growth in "complete communities", designed to meet people's needs for daily living through an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes.

The proposed development supports the Growth Plan's growth allocation directive by focusing new growth through intensification in appropriate areas well served by transit to meet the forecasted residential demand for the City of Toronto, adding new residential units within Toronto's delineated urban boundary that is serviced by municipal infrastructure, and providing a pedestrian friendly environment adjacent to existing frequent bus transit and other public service facilities such as parks.

Policy 2.2.1.4.c) of the Growth Plan states that applying the policies of the Growth Plan will support the achievement of complete communities that provide a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The proposed development will provide an additional housing form in this neighbourhood in which the predominant housing forms are detached dwellings within the area to the north and two storey mixed office, commercial and residential buildings to the east along Eglinton Avenue West.

Policy 2.2.1.4 of the Growth Plan indicates that complete communities will expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation. The achievement of complete communities will ensure the development of high quality compact built form and an attractive vibrant public realm among other things. The proposed development provides

convenient access to a range of transportation options, including bus service along Eglinton Avenue and Caledonia Road and pedestrian access to the future Eglinton Cross town LRT and Adjacent GO Transit/LRT station immediately west of the site and within 100 metres. The design of the project will also promote a vibrant public realm along Eglinton Avenue West.

The development supports the Growth Plan's directive to achieve complete communities by contributing to a mix of housing, and providing a pedestrian-friendly environment in an area with convenient access to local stores and businesses, public service facilities such as parks, and existing public transportation. The proposed development will also assist in diversifying the mix and range of housing options for residents in the neighbourhood and provide new residential units in a location that will support the existing community infrastructure, public open spaces, and public transportation.

Policy 2.2.4.10 of the Growth Plan states that lands adjacent to or near existing and planned frequent transit should be transit-supportive. The proposed mid-rise development will house additional residents that will become potential transit riders for the existing frequent transit service. The proposed development will be connected to the neighbourhood sidewalk network to ensure pedestrian connectivity, and public realm improvements that will provide an attractive and comfortable pedestrian environment to encourage walkability for existing and future residents.

Based upon the forgoing analysis, it is the opinion of staff that the proposed zoning by-law amendment and official plan amendment conform to, and do not conflict with A Place to Grow; Growth Plan for the Greater Golden Horseshoe, 2019.

### **Major Transit Station Areas (MTSA)**

The subject site will have frontage on Eglinton Avenue West and the future Eglinton Crosstown Light Rapid Transit line, and will be situated less than 100 metres east of the Caledonia GO Transit/LRT transit station presently under construction. The City of Toronto's next Municipal Comprehensive Review (MCR) will include determining the appropriateness of a MTSA for the Caledonia GO Transit/LRT station. The City's MCR will also include delineating the boundaries of identified MTSA's and the required strategy for planning for density targets, within those areas.

### **City of Toronto's Official Plan**

This application has been reviewed against the Official Plan policies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole.

### **Land Use**

The Official Plan designates the subject site as *Mixed Use Areas* along Eglinton Avenue West and Neighbourhoods (6 Sanderstead Avenue and 9 Croham Road) on Map 17, Land Use Plan (Attachment No. 3). The Official Plan calls for development in Mixed Use Areas that will assist to achieve a variety of planning objectives by combining a broad array of residential uses, offices and retail services. Specifically, Policy 4.5.2(a) states that *Mixed Use Areas* will create a balance of high quality uses that reduces automobile

dependency and meet the needs of the local community, while also (c) locating and massing new buildings to provide a transition between areas of different development intensity and scale, (d) limiting shadow impacts on adjacent neighbourhoods and (h) taking advantage of nearby transit services.

The Official Plan also states that the *Neighbourhoods* designation policy direction for this land use is intended to respect and reinforce the existing physical character of this area. Policy 4.1.1 states that *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses no higher than four storeys. The proposal is for a development with a mix of residential and retail uses to be built within the *Mixed Use Areas* portion of the site and the balance of the site that is *Neighbourhoods* will provide public pedestrian and vehicular access through a rear private lane with public access, and landscaped buffer.

The inclusion of the *Neighbourhoods* designated property is appropriate in this particular circumstance, as it provides a transition between the proposed building and the Neighbourhood to the north, consistent with SASP 474, while also establishing a clear boundary with the introduction of the landscaped buffer and the rear lane that is in keeping with the intent of OPA 253. The proposal is within walking distance to transit along Eglinton Avenue West and Caledonia Road and the future Eglinton Crosstown LRT and Caledonia GO Transit/LRT station, places of employment, retail stores, services and places of entertainment. These attributes establish this site as being well suited for intensification consistent with the Provincial policies and the Official Plan.

The applicant has submitted an application for an Official Plan Amendment to Site and Area Specific Policies 474 and 476 to permit the properties at 6 Sanderstead Avenue and 9 Croham Road to be used as a private rear laneway, with public access easements. The current site and area specific policies require rear access for parking and loading to be via a public laneway. The amendment to the site and area specific policies will continue to permit the subject properties to remain designated as *Neighbourhoods*, and limits the uses to a private laneway with public access easement, as presented in the subject proposal. The SASP will allow only a private laneway with public access easements, a landscaped buffer, pedestrian access, and an accessible driveway to underground parking, and servicing related uses at the rear of the proposed building, but not above-grade buildings. This will ensure no additional *Mixed Use Areas* type of development will occur on these properties in the future through the submission of either a revised zoning by-law amendment or minor variance application. (Refer to the draft Official Plan Amendment, Attachment No. 6). The proposed amendments are consistent with the intent of Site and Area Specific Policy 474 and 476 to provide a publicly accessible rear lane and appropriate transition to the *Neighbourhoods* to the north.

### **Height, Massing, Density**

Staff have reviewed the proposal against the Official Plan policies, the Mid-rise Design Guidelines and the Eglinton Connects Study which implements the Mid-rise Guidelines and Avenues policies of the Official Plan.

The Official Plan Policy 3.1.2.3(a) and (b) states that new development will be massed and its exterior façade to be designed to fit harmoniously into its existing and/or planned context by:

- massing new buildings to frame adjacent streets and open spaces in a way that respect the existing and/or planned street proportion; and
- incorporate exterior design elements, their form, scale, proportion, and pattern, and materials to influence the character, scale and appearance of the development.

The 'Building' Recommendations from the Eglinton Connects Study anticipate a mid-rise built form (recommendation #15) on the subject site. Analysis based on the Mid-Rise Buildings Performance Standards and the property depth indicated that a building height of approximately 26 metre or 8-storeys could be achieved. Although zoning for a portion of this site was not included in the zoning by-law implementing the Study (as all sites with active applications were excluded), City Council amended the report recommendations on May 6-8 2014, to reinforce the Study finding that mid-rise development is the appropriate built form here.

The Mid-rise Guidelines stipulate that the building be no taller than the street's public right-of-way to achieve a building that is moderate in height and allows for sunlight on the street. When implementing this 1:1 relationship, it would result in a 27 metre (or 8-storeys) high building.

The proposal achieves these requirements with a proposed height of 24.94 metres, excluding the mechanical penthouse, which is within the 1:1 relationship or 27 metre right-of-way height. As such, the building responds to the existing and planned context along Eglinton Avenue West.

With respect to the provision of angular planes and transition, the Official Plan Policy 3.1.2.3 (a) states that new development should be massed to and its exterior façade 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 by creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan.

In addition, the Official Plan Policy 2.3.1.2(b) states that development in Mixed Use Areas that are adjacent or close to Neighbourhoods will:

- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods.

Zoning By-law 569-2013 requires a front angular plane to commence at a height of 21.6 metres which represents 80% of the road width. The building generally complies to this front angular plane which results in a streetwall height in proportion to the right-of-way. The subject site is considered to be a shallow site in the Mid-rise Guidelines. The Mid-

rise Guidelines and Zoning By-law 569-2013 require that for properties with a shallow lot depth and with a rear transition to Neighbourhoods, a 45 degree angular plane be provided taken from a height of 10.5 metres and setback of 7.5 metres from the rear property line. The proposal generally complies with this angular plane, and provides an appropriate transition to the Neighbourhoods to the north.

Although the existing context for the segment of Eglinton Avenue West in relation to the subject site is predominantly composed of a series of low-rise mixed-use buildings, the planned future context for this segment is a mid-rise, mixed-use built form. City wide Zoning By-law 569-2013 and Eglinton Connects Study Zoning By-law 1030-2014 limit density to a maximum of 3.0 times the area of the lot. The proposal moderately exceeds that limit with a proposed density of 4.08 times the area of the lot. The proposed density can be appropriately deployed on-site with minimal impact to the surrounding area and will support the significant public transit infrastructure under construction adjacent to the site.

The proposed redevelopment is located at a future GO Transit/LRT station and involves a building height of 8 storeys which represents intensification in line with the vision of the Eglinton Connects Study. In addition, there is appropriate transition provided between the areas of different development intensity and scale, and the proposal responds well to the low scale character of the Neighbourhoods to the north. Staff are satisfied with respect to density, height and massing and the proposal is appropriate and compatible with the existing and planned context.

### **Sun, Shadow**

Sections 4.2.2(b) & (c) of the Official Plan require that new development in Mixed Use Areas be located and massed so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods particularly during the spring and fall equinoxes; and that new buildings be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The shadows cast by the proposed building pass across a portion of some of the neighbourhood properties to the north and northwest but move off the properties to the northwest by 11:00 a.m. and to the north by 3 p.m. General adherence to the rear 45 degree angular plane results in limited shadows. The potential sun and shadow impacts of the proposal on adjacent existing buildings and local streets are acceptable to staff.

### **Traffic Impact, Access, Parking**

The development would have 86 vehicular (77 for residential use, and 9 for combined visitor and retail use) and 149 bicycle parking spaces (129 for residential use, and 20 for visitor use). A Traffic Impact Study dated December 2017 and revised Traffic Impact Study dated October 2018 were submitted for the development assessing the traffic impacts of the proposal. The study estimates the proposed development will generate approximately 32 and 46 new two-way trips during the morning and afternoon peak hours, respectively. Given these estimated trips, the study concluded that site traffic would have a minor impact on the street system.

Transportation Services staff acknowledge that based on the scale of the building, traffic impacts from this site will be minimal on the surrounding area. Given the site's close proximity to higher order transit, the proposed retail and visitor parking supply is sufficient.

Transportation Services staff have additional requests as to the final pavement markings and signage on both Croham Road and Sanderstead Avenue. Transportation Services also agrees to the proposed changes for both streets to allow partial two-way access from Eglinton Avenue West only to the proposed rear private laneway, but will require additional functional plans to finalize. This will be dealt with through the site plan control approval process.

### **Road Widening / Land Purchase**

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Eglinton Avenue West, two pieces of land with a 0.39 metre and 3.44 metre width (approximately 40.8 square metres) along the southern frontage of 2270 and 2280 Eglinton Avenue West are required and are proposed to be conveyed to the City with this application. This conveyance to the City is in conformity with the City's Official Plan policies regarding road widening and will be secured through the site plan approval process.

A 33.4 square metre portion of the City road allowance along Eglinton Avenue West is proposed by the applicant to be added to the overall site (see Attachment No. 14: Existing City Owned Land (Part 1)). This land will be required to be declared surplus by the City's Real Estate Services Division. This process is now underway. On September 4, 2019, Transportation Services staff advised the applicant that the portion of public highway was feasible to stop up and close. A fair-market value for the land will be established through the appraisal and valuation process after which the applicant will be able to acquire the land through a purchase and sale agreement.

### **Public Plaza and Streetscape**

The stump portion of Eglinton Avenue West (the right turn channel lane from Eglinton Avenue West, westbound to northbound Croham Road) which is no longer considered necessary by the City's Transportation Services staff will be closed, but will remain in City ownership. The closed roadway and the existing traffic island will be converted into a public plaza, and will be secured through a Section 37 agreement for public realm improvements by the applicant ( see Attachment No. 9: Site Plan).

Policy 3.1.2.5 of the Official Plan indicates new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Both Croham Road and Sanderstead Avenue, which are presently one-way streets, would be converted at their southern end, to allow partial two-way access to the proposed rear laneway. In addition, both streets will be provided with wider sidewalks, and improved landscaping and street trees and allow for a much improved streetscape

to tie into the public plaza along Eglinton Avenue West, as well as the entrance to the future GO Transit/LRT station.

The required streetscape improvements are to be secured as a legal convenience item in the Section 37 Agreement, and to be implemented through the site plan approval process.

City Planning staff reviewed the landscape plan submitted in regard to the proposed public realm within and surrounding the subject site, and are in support of the concept. Staff consider the proposed public plaza to be a positive element of the proposed development. In conjunction with the public plaza to the west which will form the entry way into the Caledonia GO Transit/LRT station presently under construction, the public plaza will provide a significant public realm enhancement to the local community. The improvements to the open spaces will be secured through a Section 37 Agreement and Site Plan Agreement.

### **Servicing**

The applicant has submitted a Functional Servicing Study and Stormwater Management Report. The report concludes there is generally sufficient servicing capacity within the existing municipal infrastructure to accommodate the proposed development. The provision of any improvements to the existing servicing infrastructure to accommodate this development will be at the cost of the applicant, and will be secured as a legal convenience matter in the Section 37 agreement. Detailed functional servicing and stormwater management plans, and additional agreements, as necessary, will be required and entered into as part of the site plan review process.

### **Housing Issues**

The proposed unit mix provides for fourteen, 3-bedroom units (10% of the total proposed units) and adequately supports the unit mix objectives of the Growing Up Guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.

The City's housing policy objective to provide a range of unit types will be secured as part of the Zoning By-law for the proposal.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectare of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application is for an Official Plan and zoning by-law amendment and site plan control application to facilitate the development of an 8-storey mixed use building with 823 square metres of non-residential gross floor area and 9,978 square metres of residential gross floor area comprising 141 units.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above grade building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

### **Tree Preservation**

The development is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). An Arborist Report and Tree Inventory and Preservation Plan, dated December 2017, was submitted for the development outlining which trees would remain on site and which trees are to be removed.

The development proposes the removal of 6 City trees and 2 private trees. The applicant has provided a concept landscape plan which shows 17 new trees to be planted on the City road allowance. Detailed landscape plan, tree planting deposit and securities would all be fully reviewed and secured through the site plan review process for this development.

### **Site Plan Issues**

Several of the issues identified through the community consultation process such as overlook and privacy issues associated with the proposed balconies, the design of the public plaza on Eglinton Avenue West, streetscaping improvements and signage for two-way traffic direction on Sanderstead Avenue and Croham Road, and a construction management plan will be addressed and secured through the site plan approval process.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. The applicant has agreed to reduce the proposed parking supply for the proposal as well as provide for the proposed public plaza along Eglinton Avenue West. Tier 1 performance measures are secured in Zoning By-laws, on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the site plan review process for this development.

## Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

- i) Prior to the issuance of any above grade building permit, pay to the City the sum of \$200,000.00 towards area parks improvements and/or streetscape improvements;
- ii) Streetscaping and public realm improvements nearby the site with a minimum value of \$270,000.00.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

- i) Prior to the issuance of any building permit for the site, including shoring and excavation, the Owner shall have obtained title to the lands shown on Attachment No. 16 as "Lands to be purchased from the City", such lands to be purchased from the City at fair market value;
- ii) The Owner shall be required to register on title a stratified surface easement on the east-west driveway at the rear of the property to secure unrestricted public access in favour of the City of Toronto and to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the Chief Engineer and Executive Director of Engineering and Construction Services;
- iii) The Owner shall provide the City with indemnification for the stratified surface easement to secure unrestricted public access over the private east-west laneway to the satisfaction of the City Solicitor;
- iv) The public plaza at the front of the property shall be maintained by the Owner, at its sole expense, including, but not limited to indemnification provisions for the City, in a manner satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;
- v) The Owner shall be required to secure the design and construction, and provide financial securities for, at no cost to the City, any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing Report and Stormwater Management Report and Hydrological Review, and related engineering reports ("Engineering Reports"), to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements or upgrades are required to support the development, according to the accepted Engineering Reports; and

vi) The owner will be required to review and implement, through the site plan approval process, final pavement markings and signage along Croham Road and Sanderstead Avenue, including any safety, access to the private lane, and transportation requirements related to these matters all to the satisfaction of the General Manager, Transportation Services and which shall be at no cost to the City.

Before introducing the necessary Bills to City Council for enactment, require the Owner of the lands at 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows to secure the above at the Owner's expense.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to intensifying a *Mixed Use Areas* site within the Eglinton Connects Study area. The proposal provides an appropriate transition to areas of different development intensity and scale in the adjacent neighbourhood to the north, and enhances the streetscape and improves the mix and type of housing in the area. Staff worked with the applicant and the community to address and resolve concerns, and the proposal would provide much needed family size units compatible with the surrounding context.

The proposal also provides for an improved public space along Eglinton Avenue West, and additional street trees and public realm improvements along the south portions of Sanderstead Avenue and Croham Road. The proposed public plaza and public realm improvements would also complement the entry-way into the future Caledonia GO-Transit/LRT station across Croham Road. Staff recommend that City Council approve the Official Plan Amendment and Zoning Bylaw Amendment application.

## **CONTACT**

---

Ben DiRaimo, Senior Planner, Community Planning  
Tel. No. (416) 395-7119  
E-mail: Ben.DiRaimo@toronto.ca

## **SIGNATURE**

---

Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

---

### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: City of Toronto Zoning By-law No. 569-2013

Attachment 5: Former City of York Zoning By-law No. 1-83

Attachment 6: Draft Official Plan Amendment

Attachment 7: Draft Zoning By-law Amendment - 569-2013

Attachment 8: Draft Zoning By-law Amendment - I-83

### **Applicant Submitted Drawings**

Attachment 9: Site Plan

Attachment 10: South (Front) Elevation

Attachment 11: North (Rear) Elevation

Attachment 12: West Elevation

Attachment 13: East Elevation

Attachment 14: Parking Garage and Retail Sections

Attachment 15: Existing City Owned Land (Part 1)

Attachment 16: Lands to be Transferred

Attachment 1: Application Data Sheet

Municipal Address: 2270-2280, 2296 Eglinton Ave. W, 6 Sanderstead Ave., 9 Croham Road

Date Received: December 22, 2017

Application Number: 17 278869 NNY 15 OZ

Application Type: OPA & Rezoning

Project Description: 8-storey mixed-use building with at-grade retail, 141 residential units; 86 vehicular & 149 bicycle parking spaces. Access via a private laneway along north property line. Concurrent site plan application.

Applicant	Agent	Architect	Owner
The Biglieri Group, 20 Leslie Street, Suite 121, Toronto Ontario M4M 3L4		Superk**I, 101-35 Golden Avenue, Toronto Ontario M6R 2J5	2270-2280 Eglinton Ave. West GP Inc., 160 Pears Avenue, Suite 418, Toronto Ontario M5R 3P8

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Y

Zoning: MCR; R2; RM Heritage Designation: N

Height Limit (m): 11 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,652 Frontage (m): 67 Depth (m): 41

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,775	1,775
Residential GFA (sq m):			10,001	10,001
Non-Residential GFA (sq m):			822	822
Total GFA (sq m):			10,823	10,823
Height - Storeys:			8	8
Height - Metres:			29	29
Lot Coverage Ratio (%)	66.91		Floor Space Index:	4.08

	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	9,931	70
Retail GFA:	822	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			141	141
Freehold:	2			
Condominium:				
Other:				
Total Units:	2		141	141

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		9	84	34	14
Total Units:		9	84	34	14

Parking and Loading

Parking Spaces:	86	Bicycle Parking Spaces:	149	Loading Docks:	1
--------------------	----	-------------------------	-----	----------------	---

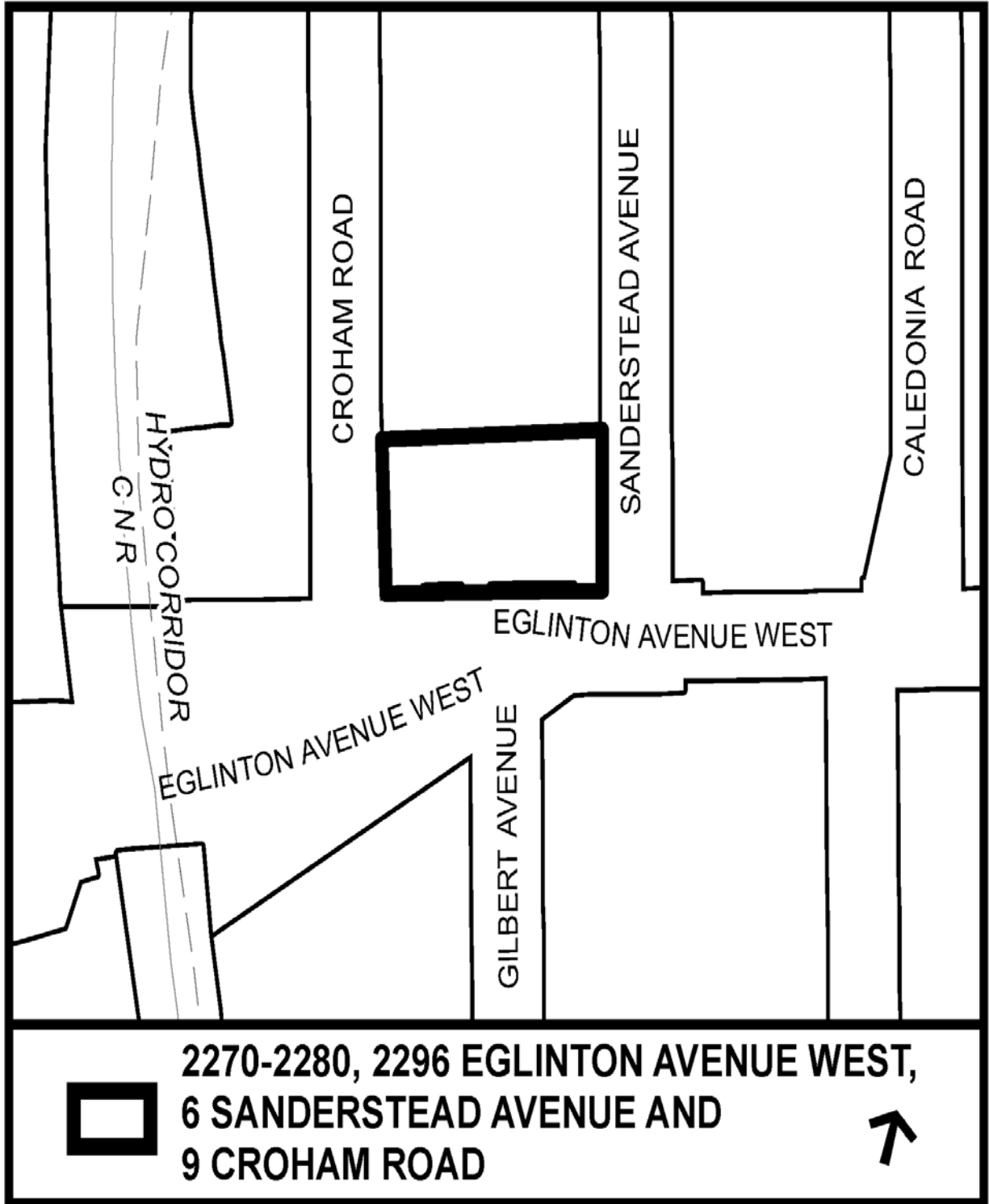
CONTACT:

Ben DiRaimo, Senior Planner, Community Planning

(416) 395-7119

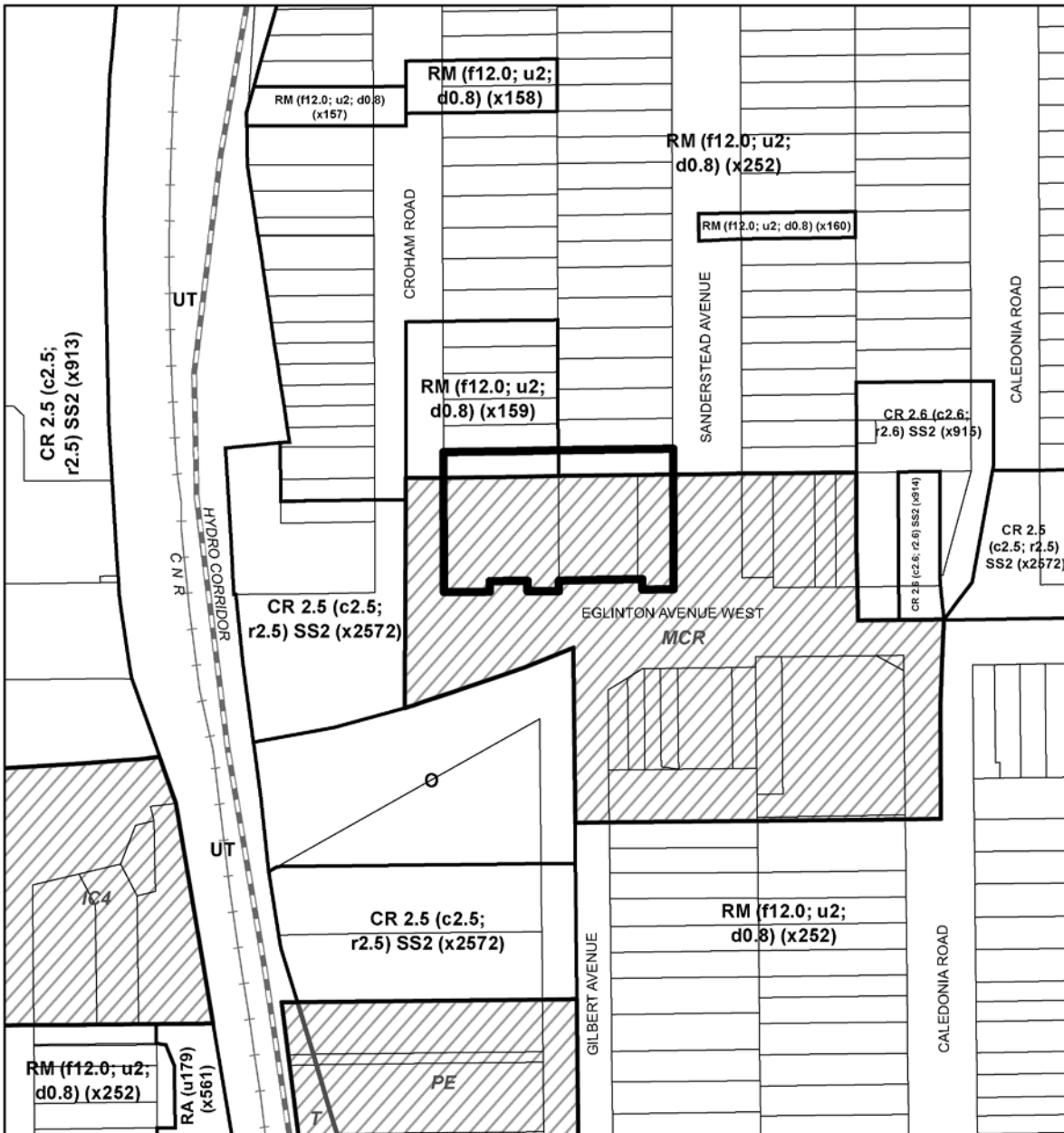
[Ben.DiRaimo@toronto.ca](mailto:Ben.DiRaimo@toronto.ca)

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map

Attachment 4: City of Toronto Zoning By-law No. 569-2013



Zoning By-Law No. 569-2013

2270-2280, 2296 Eglinton Avenue West,  
6 Sanderstead Avenue & 9 Croham Road  
File # 17 278869 NNY 23 02

Location of Application

See Former City of York By-Law No. 1-83

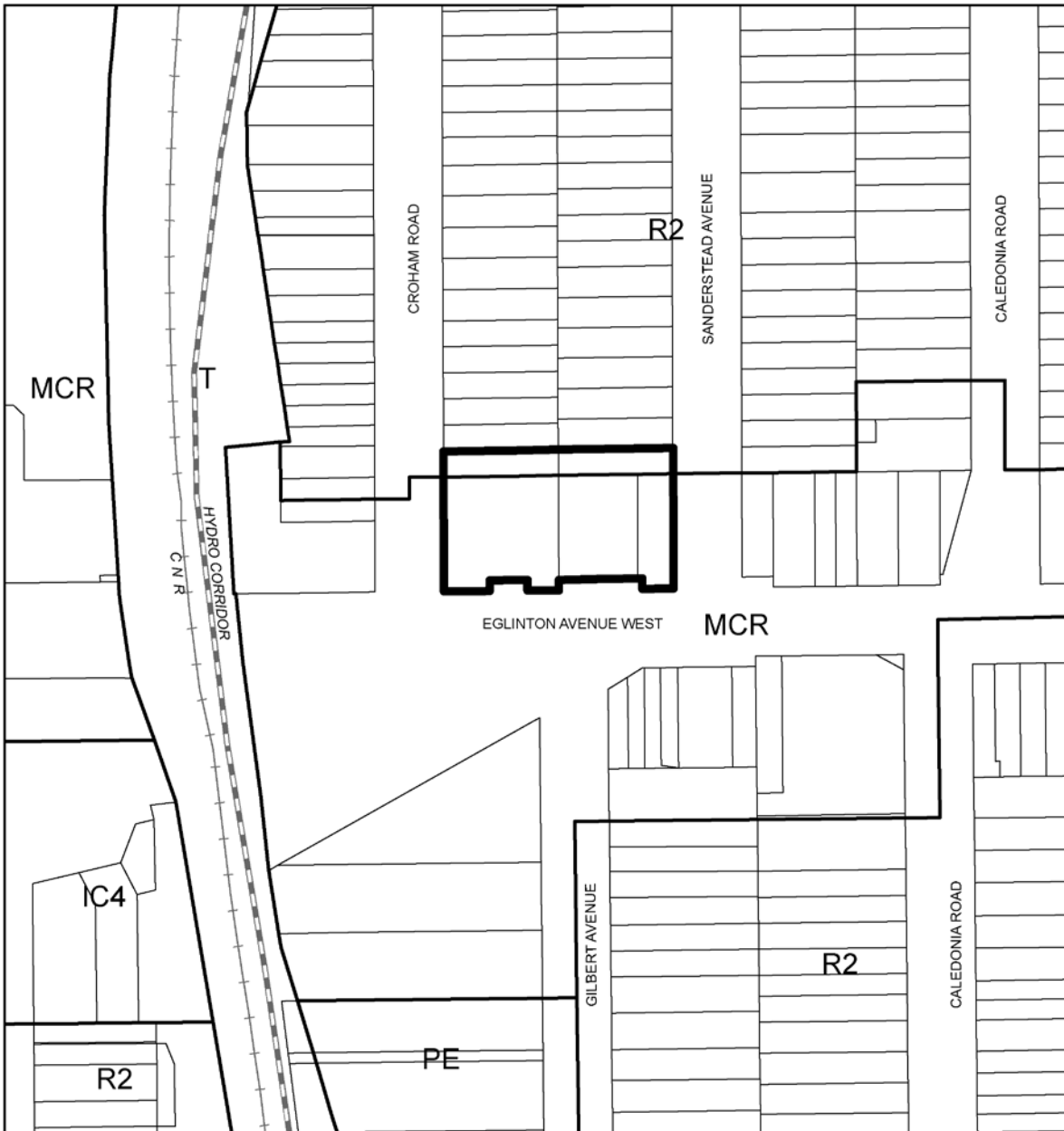
RM Residential Multiple  
RA Residential Apartment  
CR Commercial Residential  
O Open Space  
UT Utility and Transportation

MCR Mixed Commercial Residential Zone  
PE Prestige Employment Zone  
T Transportation & Utilities Zone  
IC4 Industrial/Commercial District 4 Zone




Not to Scale  
Extracted: 02/07/2018


Attachment 5: Former City of York Zoning By-law No. 1-83



Zoning By-Law No. 1-83

2270-2280, 2296 Eglinton Avenue West,  
6 Sanderstead Avenue & 9 Croham Road  
File # 17 278869 NNY 23 02

-  Location of Application
- R2 Residential Zone
- PE Prestige Employment Zone
- T Transportation & Utilities
- IC4 Industrial / Commercial District 4 Zone
- MCR Mixed Commercial Residential

  
Not to Scale  
Extracted: 02/07/2018

Attachment 6: Draft Official Plan Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2019

Enacted by Council: ~, 2019

CITY OF TORONTO

Bill XXX

BY-LAW XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting certain lands on the north side of Eglinton Avenue West between Croham Road and Sanderstead Avenue

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 468 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 2019.

Frances Nunziata, ULLI S. WATKISS,  
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 468 TO THE OFFICIAL PLAN

CERTAIN LANDS ON THE NORTH SIDE OF EGLINTON AVENUE WEST  
BETWEEN CROHAM ROAD AND SANDERSTEAD AVENUE

---

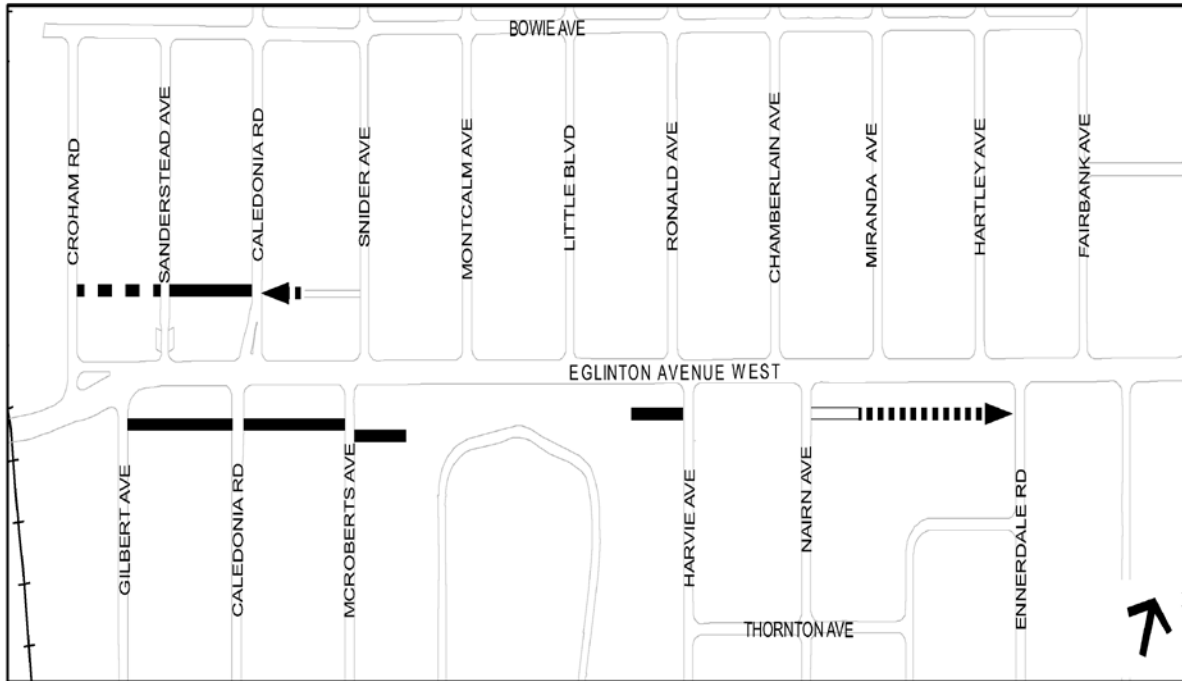
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, Site and Area Specific Policy No. 474 is amended with respect to certain lands on the north side of Eglinton Avenue West between Croham Road and Sanderstead Avenue by deleting sub-policy (a) (i) and replacing it with the following:

"(a) (i) a public lane and/or a publicly accessible private lane."



2. Chapter 7, Site and Area Specific Policies, Site and Area Specific Policy No. 476 is amended with respect to certain lands on the north side of Eglinton Avenue West between Croham Road and Sanderstead Avenue by replacing on Plan 2 the "New Public Lane" requirement for the lands between Croham Road and Sanderstead Avenue with a "New Publicly Accessible Private Lane" requirement for the lands between Croham Road and Sanderstead Avenue as follows:



Plan 2

- ▶ Extension of Existing Public Lane
- New Public Lane
- - - ■ New Publicly Accessible Private Lane

Attachment 7: Draft Zoning By-law Amendment - 569-2013

CITY OF TORONTO

Bill No. ~  
BY-LAW No. XXXX-2019

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as, 2270-2280, 2296 Eglinton Avenue West, 6 Sanderstead Avenue and 9 Croham Road

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in density of development;

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act, may authorize increases in the density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in density permitted beyond that otherwise permitted on the aforesaid lands by By-law No. 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

The Council of the City of Toronto enacts:

The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.

The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.

Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR 4.1 (c 0.5; r 4.0) SS2 (x ###), as shown on Diagram 2 attached to this By-law.

Zoning By-law No. 569 -2013, as amended, is further amended by amending the Height Overlay Map in Section 995.20.1 for the lands subject to this By-law and shown by heavy black lines to HT 30.0, ST 8.0, as shown on Diagram 3 attached to this By-law.

Zoning By-law No. 569 -2013, as amended, is further amended by amending the Policy Areas Map in Section 995.10.1 for the lands subject to this By-law and shown by heavy black lines, and applying the following label to the lands: PA-3 as shown on Diagram 4.

Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number [###] so that it reads:

Exception CR [####]

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions.

Site Specific Provisions:

On 2270-2280, 2296 Eglinton Avenue, 6 Sanderstead Avenue and 9 Croham Road, if the requirements Section ( ) and Schedule A of By-law ( ) are complied with, none of the provisions of [list Chapters, Sections, Articles, Clauses or individual regulations] apply to prevent the erection or use of a building, structure, addition or enlargement permitted in by-law [Clerks to supply by-law ##], in compliance with regulations (B) to ( ) below.

Despite Article 40.5.40.10 (1), the height of a building is the distance between Canadian Geodetic Datum elevation of 158.69 metres and the highest point of the building.

Despite Article 40.5.40.70 (1) (B), the permitted setback of a building or structure on a lane may be no closer than 1.5 metres to the property line abutting a Residential Zone category.

Despite 40.10.20.100 (17), the permitted maximum interior floor area of all retail services shall be 800 square metres.

Despite Article 40.10.30.20 (1), the requirements of this By-law apply collectively to the lands outlined in Diagram 1.

Despite Article 40.10.40.10 (1) (A), the permitted maximum height of a building or structure on a lot is the numerical value, in metres, following the letters "HT" as shown on Diagram 3.

Despite Article 40.10.40.50 (1), amenity space must be provided as follows:  
at least 3.4 square metres per dwelling unit of combined indoor and outdoor amenity space, and  
at least 1.0 square metres of amenity space per dwelling unit shall be provided on the roof.

Despite Article 40.10.40.60 (1), Decks, Porches and Balconies, may encroach into the minimum setback requirements as per Diagram 5.

Despite Article 200.5.10 (1) and Table 200.5.10.1, off street parking spaces will be provided as follows:

Residential: a minimum of 0.55 parking spaces per dwelling unit;  
Non-Residential and Visitor parking spaces: a minimum of 0.66 parking spaces per dwelling unit.

Despite Article 200.5.1.10 (2), a maximum of two parking spaces will be permitted to have a minimum length of 5.2 metres and must be identified on a sign as being for small cars.

Despite Article 200.15, a minimum of four accessible parking spaces will be provided.

On 2270-2280, 2296 Eglinton Avenue, 6 Sanderstead Avenue and 9 Croham Road, a minimum of twenty per-cent of the total number of dwelling units shall be two-bedroom in size, and a minimum of ten percent of the total number of dwelling units shall be three-bedroom in size.

Despite 40.5.40.60 (1), a continuous canopy for weather protection with a minimum projection of three metres will be required along the Eglinton Avenue West frontage.

Prevailing By-laws and Prevailing Sections: (None Apply)

### Section 37 Provisions

Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.

Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

The owner shall not use, or permit the use of, a building or structure erected with an increase in density pursuant to this By-law unless all provisions of Schedule A are satisfied.

Enacted and passed on month ##, 2019.

Name, Ulli S. Watkiss,  
Speaker City Clerk

(Seal of the City)

## SCHEDULE A Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in density of the proposed development on the lands as shown in Diagram 1 in this By-law and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follows:

1) The community benefits recommended to be secured in the Section 37 Agreement are as follows:

i) Prior to the issuance of any above grade building permit, pay to the City the sum of \$200,000.00 towards area parks improvements and/or streetscape improvements; and

ii) Streetscaping and public realm improvements nearby the site with a minimum value of \$270,000.00;

iii) The financial contribution referred to in Part i. above shall be indexed in accordance with the Statistics Canada Apartment Building Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the owner to the City, and

iv) In the event the cash contribution(s) referred to in Part i. above has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose(s) is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.

2) The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i) Prior to the issuance of any building permit for the site, including shoring and excavation, the Owner shall have obtained title to the lands shown on Attachment No. 16 as "Lands to be purchased from the City", such lands to be purchased from the City at fair market value;

ii) The Section 37 Agreement will also secure streetscape improvements and a new public plaza at the front of the proposed development along Eglinton Avenue West, and ensure that the design of the streetscape improvements comply with the Streetscape Manual to the satisfaction of the Chief Planner and Executive Director, City Planning;

iii) The public plaza shall be maintained by the owner at its expense in a manner satisfactory to the Executive Director of Engineering and Construction Services together with provisions for indemnification of the City to the satisfaction of the City Solicitor in connection to maintenance;

iv) A stratified easement on the east-west driveway to secure public access in favour of the City of Toronto to the satisfaction of the Chief Planner and Executive Director, and Executive Director of Engineering and Construction Services;

v) The owner shall provide the City with indemnification for the stratified easement to secure public access over the private laneway to the satisfaction of the City Solicitor;

vi) The owner shall be required to provide for the cost of any improvements to the existing servicing infrastructure deemed required to accommodate the proposed development, and

vii) The owner will be required to review, through the site plan approval process, final pavement markings and signage along Croham Road and Sanderstead Avenue, including any safety, access to the private lane, and transportation requirements related to these matters all to the satisfaction of the General Manager, Transportation Services and shall be at no cost to the City.











Attachment 8: Draft Zoning By-law Amendment - I-83

CITY OF TORONTO

BY-LAW No. XXXX-2019

To amend the former City of York Zoning By-law No. 1-83, as amended, with respect to lands municipally known as 2270-2280, 2296 Eglinton Avenue West, 9 Croham Road and 6 Sanderstead Avenue.

Whereas authority is given to Council by Section 34 of the Planning Act R.S.O. 1990, c.P 13, as amended, to pass this by-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and had held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. That Section 6 of the City of York By-law Number 1-83, as amended, be further amended by adding the following as new subsection (xx) 1. (xx) Map 24

By changing the areas shown on District Map 24, which area comprises of the lands known as 9 Croham Road & 6 Sanderstead Avenue and is described in Schedule "1" attached hereto, from R2 to MCR.

2. Section 16(444) of By-law No. 1-83 is amended by deleting all text and adding the following: 1. Except as otherwise provided herein, the provisions of By-law No. 1-83, as amended, shall continue to apply to the lot.

2. Notwithstanding the provisions of Subsection 2, 3.2.1(i), Subsection 3.3.1(a), Subsection 3.4.7(a) and Subsection 12, of this By-law, the lands municipally known as 2270-2280, 2296 Eglinton Avenue West, 9 Croham Road and 6 Sanderstead Avenue, as shown on Schedule "1" to this By-law and to this Subsection may be used for the purpose of erecting an eight-storey apartment house, with grade related commercial uses, subject to the following conditions:

(a) The maximum gross floor area erected on the lot shall not exceed 11,000 square metres, which is exclusive of mechanical/electrical and telecommunications purposes, and storage and parking of bicycles;

16(444) LANDS - 2270-2280, 2296 EGLINTON AVENUE WEST, 9 CROHAM ROAD AND 6 SANDERSTEAD AVENUE

(b) The maximum number of residential units permitted on site shall be 141;

(c) Maximum non-residential gross floor area shall not exceed 850 square metres;

(d) No person shall erect or use a building or structure above established grade on the lot having a greater height in metres than the height of building in metres specified by the numbers following the symbol H on the attached Schedule 16(444), and subject to the following: i. parapets, terrace/balcony guards, planters, railings, decorative screens, window washing equipment, green roof features, ornamental architectural features, stairs, stair enclosures, ladders, wheel chair ramps, vents and landscape features which may extend beyond the height limit shown on the attached Schedule 16(444) to maximum of 1.8 metres;

- i. terrace and balcony dividers/privacy screens which may extend beyond the height limit shown on the attached Schedule 16(444) to maximum of 1.8 metres;
- ii. mechanical equipment as well as associated visual screening, sound isolation, and other related infrastructure which may extend beyond the height limit shown on the attached Schedule 16(444) to a maximum of 5 metres;

(e) Every part of a required yard, on the attached Schedule 16(444), shall be open from its lowest point to the sky unobstructed except for: i. any permitted accessory buildings and structures, raised platforms less than 0.3 metre in height and the ordinary projections of 0.6 metre or less of sills, masonry course, chimneys, ornaments, cornices and other architectural features;

- i. maximum projections of 1.8 metres for balconies and canopies in all yards;
- ii. Maximum projections of 4 metres for terraces in all yards;

(f) In addition to the height of building restrictions shown in Schedule 16(444) herein, the maximum height of building of the apartment-house shall be 8 storeys;

(g) Portions of the building below grade may extend into any required yard;

(h). inclusive of the above, a minimum of 4 accessible parking space shall be provided on the lot;

(i) The minimum dimensions of a parking space, accessed by a drive aisle having a width of 6 metres measured at the entrance of the parking space, shall be: except that 2 'small car' parking spaces shall be permitted with a minimum length of 5.3 metres and shall be signed appropriately;

(j) The minimum dimensions of an accessible parking space, accessed by a drive aisle having a width 6 metres measured at the entrance of the parking space, shall be 3.4 metres wide and 5.9 metres long and provide a 1.5 metre shared aisle width (which may be shared between two accessible parking spaces);

(k) A minimum of 1 Type G Loading Space must be provided;

(l) Amenity space shall be provided on the site as follows:

i. a minimum of 3.4 square metres per dwelling unit of combined indoor and outdoor amenity space shall be provided and maintained on the lot;

ii. a minimum of 1 square metres per dwelling unit of outdoor amenity space shall be provided and maintained on the lot and can be located on the roof; and

(m) Any balcony or terrace can extend a maximum of 1.8 metres from any building wall located adjacent to a public street provided it is wholly located within the lot;

(n) Parking shall be provided based on the following minimum requirements:

- i. Resident spaces: 0.55 space per residential unit;
- ii. Commercial and Visitor Spaces: 0.06 space per residential unit;
- i. length 5.6 metres;
- ii. height 2.0 metres;
- iii. width 2.6 metres;

iv. except that the minimum required width of a parking space shall be increased by 0.3 metre for each side of the parking space that is obstructed; and,

(o) Bicycle parking spaces shall be provided and maintained on the lot as shown on Schedule 16(444) attached hereto for use without charge by the residents and visitors to the building in accordance with the following standards:

i. a maximum of 128 bicycle parking space - occupant; and

3. Definitions: 1. For the purposes of this By-law the following definitions shall apply:

(a) Bicycle Parking Space - Occupant - means an area that is equipped with a bicycle rack or locker for the purpose of parking and securing bicycles for residents, and:

i. where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.45 metre by 1.8 metres and a vertical dimension of at least 1.9 metres; and

ii. where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metre by 1.2 metres and a vertical dimension of at least 1.9 metres;

(b) Bicycle Parking Space - Visitor - means an area that is equipped with a bicycle rack for the purpose of parking and securing bicycles and may be located outdoors or indoors but not within a secured room, enclosure or bicycle locker;

ii. a minimum of 20 bicycle parking spaces - visitor;

(a) Where a lot abuts an R2 zone, a green landscape open space strip of no less than 1.5 metres, running the full length of the lot line abutting the residential zone shall be provided; and

(b) Where a lot abuts an R2 zone, a fence, 1.8 metre in height running the full length of the lot line that abuts the R2 zone shall be provided.

(c) Established Grade shall mean 158.69 metres Canadian Geodetic Datum;

(d) Height of Building shall mean the vertical height of the building measured from established grade to the top of the roof structure.

(e) Type G

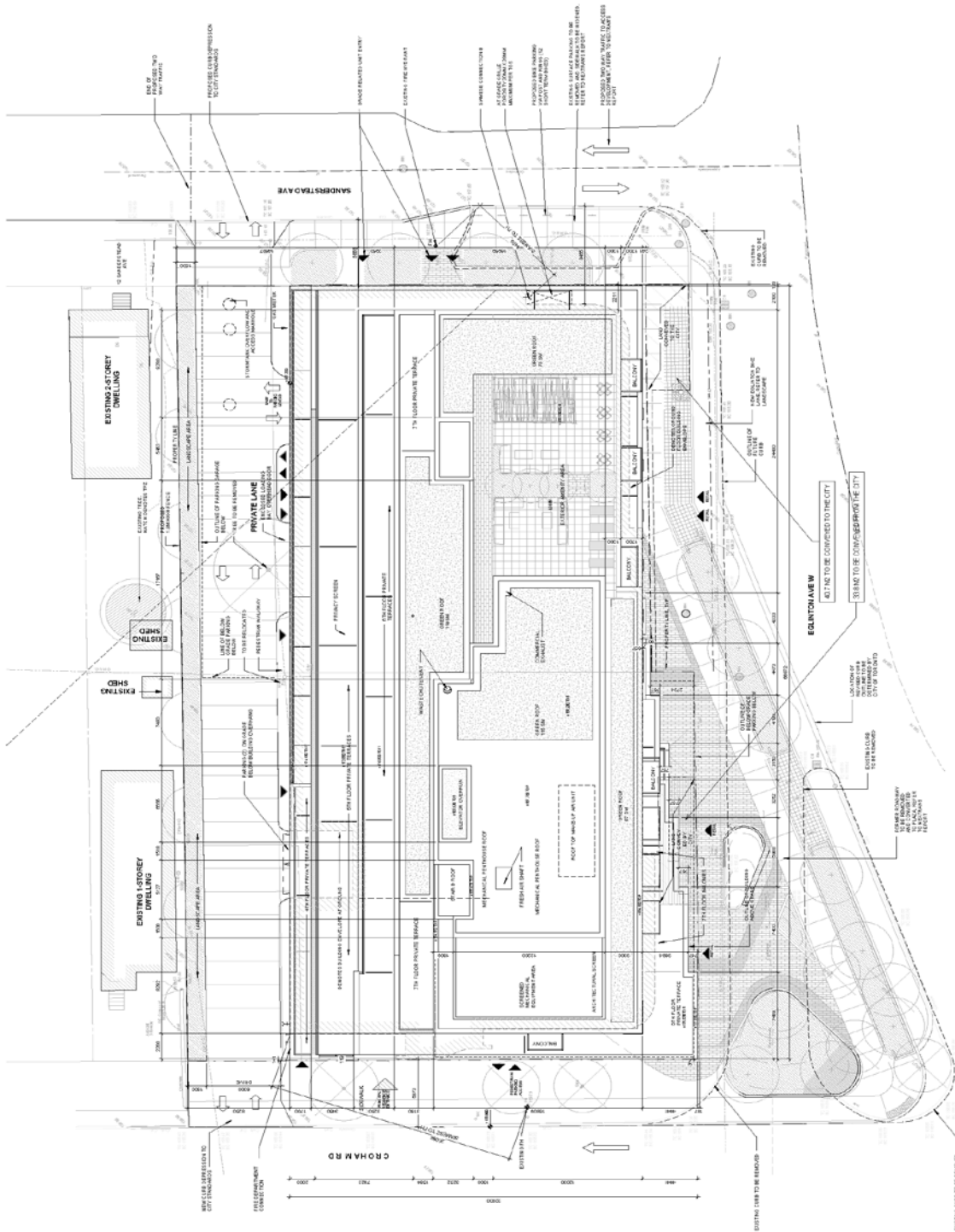
Loading Space means a loading space that is a minimum of 4 metres wide, 13 metres long and has a minimum vertical clearance of 6.1 metres.

Despite any existing or future severance, partition or division of the lot, the provisions of this By-law shall continue to apply to the whole of the lot as if no severance, partition or division occurred included, but not limited to the future widening on Eglinton Avenue West.





Attachment 9: Site Plan



Site Plan

Attachment 10: South (Front) Elevation



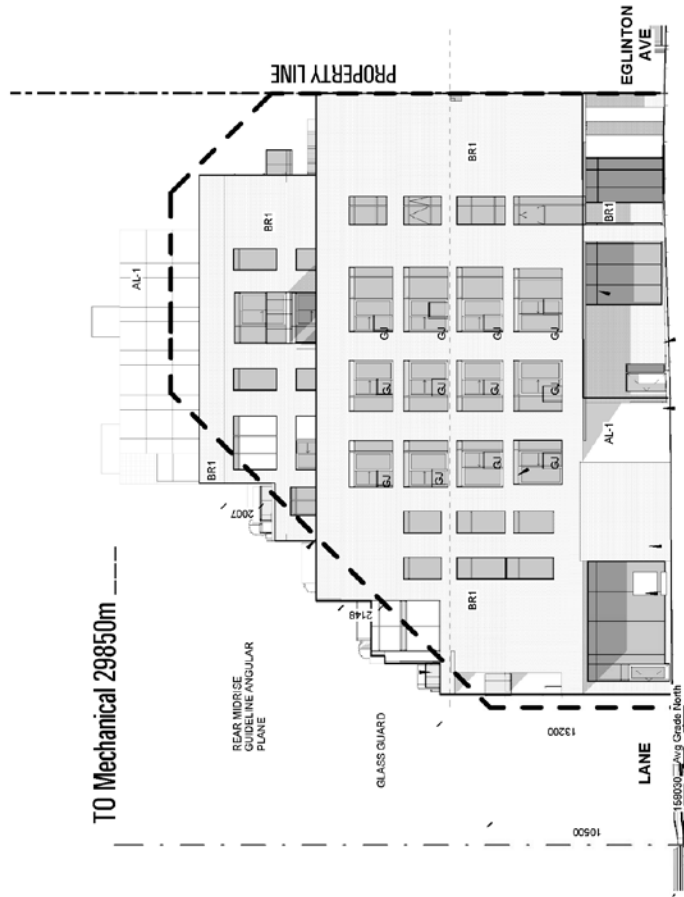
South Elevation

Attachment 11: North (Rear) Elevation



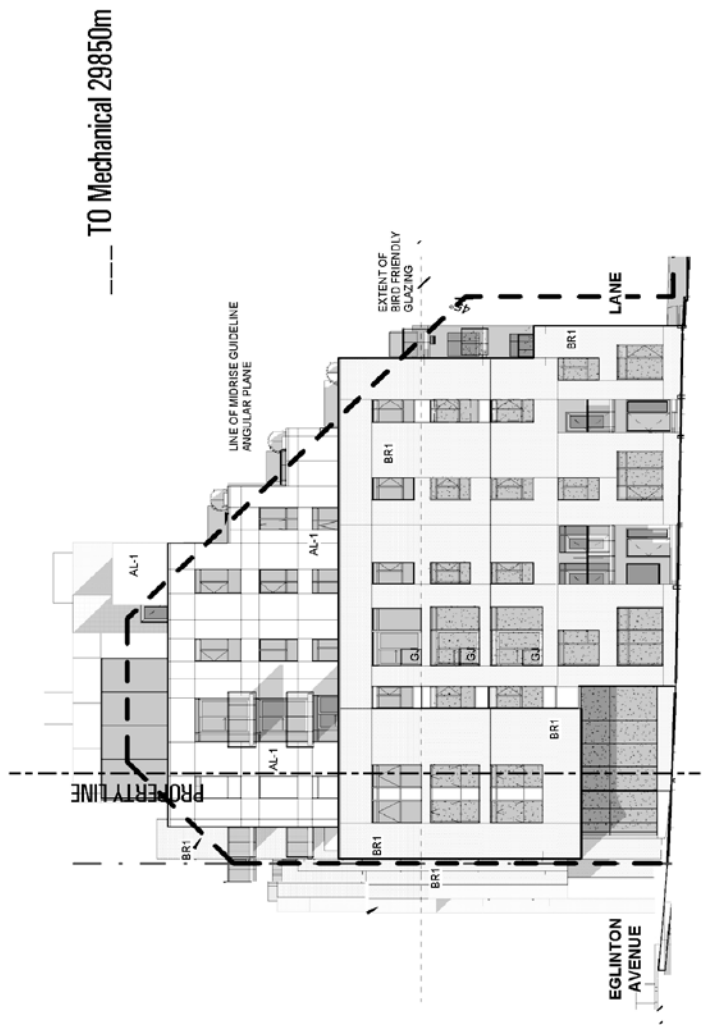
North Elevation

Attachment 12: West Elevation



West Elevation

Attachment 13: East Elevation



East Elevation



Attachment 15: Existing City Owned Land (Part 1)

Attachment 16: Lands to be Transferred

