

Preliminary Report – 2956 to 2990 Eglinton Avenue East – Zoning By-Law Amendment and Subdivision Applications

Date: December 6, 2021

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 21 - Scarborough Centre

Planning Application Number: 21 201461 ESC 21 OZ and 21 201457 ESC 21 SB

Notice of Complete Application Issued: October 6, 2021

Current Use(s) on Site: Three, 1-storey commercial buildings with surface parking in the front

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 2956 to 2990 Eglinton Avenue East.

The application seeks to permit 3 mixed-use buildings consisting of 25, 30 and 37 storeys. The proposed development would have a gross floor area of 68,513 square metres, comprising 67,992 square metres of residential uses, 522 square metres of commercial uses and a Floor Space Index of 7.36. A total of 935 residential units, 742 vehicular and 714 bicycle parking spaces would be provided. The proposal would also provide a new 930 square-metre public park, pedestrian connections and privately-owned publicly accessible open spaces.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment.

Given the significant scale of this application, its proximity to Eglinton GO Station, as well as its potential to set a precedent in this segment of Eglinton Avenue East, City staff have determined that a Planning Study should be undertaken to update the existing Planning Framework to appropriately and concurrently review the proposed development. As such, staff have recommended a more extensive community engagement process that will inform the planning and design for the site and its surrounding context. This process will be initiated and led by the City.

Staff will proceed to schedule a community consultation meeting for the application in consultation with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct City Planning staff to initiate a Planning Study, for the segment of Eglinton Avenue East (on the north and south side of the *Avenue* generally between McCowan Road and Mason Road) in consultation with the Ward Councillor and the Owner of the lands at 2956 to 2990 Eglinton Avenue East.
2. This application be considered by Scarborough Community Council concurrently or following Scarborough Community Council's consideration of the outcome of the Planning Study.
3. City Council determine that an Avenue Segment Study is not required given that City Planning Staff are undertaking a Planning Study for the area that includes the subject lands.
4. Within the context of a Planning Study, staff be authorized to:
 - a. schedule a community consultation meeting for the lands at 2956 to 2990 Eglinton Avenue East, either as a separate meeting or in conjunction with public engagement meetings for the Planning Study, together with the Ward Councillor; and
 - b. provide notice for a community consultation meeting to be given to landowners and residents within 120 metres of the site and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Eglinton East LRT

In March 2016, City Council endorsed the Eglinton East LRT (EELRT) extension as part of the Scarborough rapid transit network. In April 2019 Council supported an EELRT alignment to Malvern Town Centre. The subject property abuts the EELRT corridor. Additional information about the Eglinton East LRT can be found at this web link: <https://www.toronto.ca/legdocs/mmis/2019/ex/bgrd/backgroundfile-131528.pdf>

Pre - Application Consultation

City staff held a pre-application meeting with the applicant on March 4, 2021, to discuss their development intentions for the site. At the meeting, the applicant communicated their goals and objectives for intensification. Staff expressed concerns with the scale and magnitude of development proposed by the applicant.

A number of key issues were identified by City staff including the planning framework, which calls for midrise buildings; whereas tall buildings are proposed by the applicant; the requirement for an Avenue Segment Study; providing a block context plan; providing appropriate access and egress from the site including the provision of a public lane at the rear of the site; the requirements for boulevard widening along Eglinton Avenue East; a new public park and other community services and facilities.

In addition, staff noted that development should be sensitive to the existing and planned context, particularly the adjacent *Neighbourhoods* and *Apartment Neighbourhoods* to the north and northeast. Appropriate phasing of the proposed development; its proximity to the Eglinton GO Station, an extensive community engagement process and complete application submission requirements were also discussed.

ISSUE BACKGROUND

Application Description

This application proposes to amend the Zoning By-law to permit three mixed-use buildings with heights of 25, 30 and 37 storeys. The proposed development would have a gross floor area of 68,513 square metres, comprising 67,992 square metres of residential uses (935 residential units) and 522 square metres of commercial uses and a Floor Space Index of 7.36. The proposal would provide a new 930 square-metre public park at the western portion of the site, pedestrian connections and 400 square metres of privately-owned publicly accessible open space. A draft Plan of Subdivision application to create four (4) blocks has been submitted in conjunction with the rezoning application.

The proposed development would be deployed in 2 phases with phase 1 consisting of the 37-storey building (Building A) and phase 2 consisting of the 25 (Building B) and 30 (Building C) storeys buildings and the balance of the site.

A 6-metre private rear laneway is proposed to provide access to the buildings. A driveway access is also proposed along Eglinton Avenue East between the two westerly buildings (B and C), connecting to the rear laneway. Nine loading spaces would be provided, consisting of one Type 'G' and two Type 'C' for each building. The application also proposes a total of 742 vehicular and 714 bicycle parking spaces. The parking spaces would primarily be provided in a 4-level underground parking structure, with the parking for Building "A" separated from Building B and C.

The Zoning By-law Amendment and Subdivision applications propose four (4) blocks, which are summarized as follows:

Block 1 is located at the northwest corner of Eglinton Avenue East and Bellamy Road North and it would be occupied by Building "A" a 37-storey (116 metres) mixed-use building. Building "A" would have a 6-storey base building along Eglinton Avenue East and Bellamy Road North, with a residential tower above. Building "A" would contain 375 residential units and approximately 145 square metres of grade-related commercial/retail space fronting Eglinton Avenue East. The building would have a total gross floor area of 28,266 square metres.

Block 2 is located centrally and it would be occupied by Building "B" a 30-storey (96 metres) and Building "C" a 25-storey (81 metres) mixed-use building. Buildings B and C both share a common 6-storey podium containing 155 residential units.

Building "B" would contain 228 residential units and approximately 167 square metres of grade-related commercial/retail space fronting Eglinton Avenue East. Building "B" would have a total gross floor area of 16,920 square metres.

Building "C" would contain 177 residential units and approximately 210 square metres of grade-related commercial/retail space fronting Eglinton Avenue East. Building "C" would have a total gross floor area of 13,080 square metres.

Block 3 located at the western portion of the site would contain the proposed 930 square-metre public park.

Block 4 would be located along the entire Eglinton Avenue East frontage consisting of a 4.2-metre boulevard widening to support the future EELRT.

See Attachment 3: Location Map, Attachment 4: Site Plan and Attachment 7: Draft Plan of Subdivision Plan.

See Attachments 1 and 2: 3D Model of Proposal in Context (Northeast and Southwest Views), for a three-dimensional representation of the project in context.

Detailed project information is found on the City's Application Information Centre at: www.toronto.ca/2956EglintonAveE

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) 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 (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

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, and better connected 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 (2020), 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 (2020) 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) as amended 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 (2020) 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 are planned for the prescribed densities.

City Planning staff have begun a three-phased approach to delineate and set the minimum density targets for all MTSAs across the City. Eglinton GO Station falls under Phase 3 and may require a local area study to demonstrate how the minimum targets will be planned for.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

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

The subject property is located on an *Avenue* with an existing and planned right-of-way width of 36 metres on Maps 2 (Urban Structure) and 3 (Right-of-Way Widths) respectively. The subject property is also located on a High Order Transit Corridor (Map 4) and a Surface Transit Priority Network (Map 5).

The application is located on lands shown as *Mixed Use Areas* on Map 20 of the Official Plan. See Attachment 5: Official Plan Map.

Official Plan Amendment Nos. 479 and 480 - Public Realm and Built Form Policies

On September 11, 2020, the Minister of Municipal Affairs and Housing approved city-wide amendments to the Official Plan regarding public realm (OPA No. 479) and built form (OPA No. 480) as part of the Five-Year Official Plan Review under Section 26 and Subsection 17(34) of the *Planning Act*. These OPAs replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types to:

- Promote a walkable city;
- Clarify the role of the public realm and the need for new public streets;
- Introduce development criteria for low-rise, mid-rise and tall buildings; and
- Promote public squares and Privately Owned Publicly-Accessible Spaces ("POPS").

OPA 479 also introduced planning application requirements including the submission of a Block Context Plan to demonstrate how the proposed development will be designed and planned to fit in the existing and/or planned public realm and built form context.

OPA 479 regarding public realm can be found at:

<https://www.toronto.ca/legdocs/bylaws/2020/law0083.pdf>

OPA 480 regarding built form can be found at:

<https://www.toronto.ca/legdocs/bylaws/2020/law0084.pdf>

Zoning By-laws

The property is subject to two By-laws, namely, the City of Toronto Zoning By-law No. 569-2013, as amended and Eglinton Community Zoning By-law No. 10048, as amended. See Attachment 6: Existing Zoning By-law Map.

The City of Toronto Zoning By-law No. 569-2013, as amended zones the subject lands as Commercial Residential CR 0.4 (c0.4; r0.0) SS3 (x691). A variety of uses including Automobile Sales, Service and Maintenance Uses, Funeral Homes, Fraternal Organizations, Hotels and Motels, Place(s) of Worship and Professional and Business Offices are permitted, but it does not permit residential uses as shown by numerical value of zero density for residential uses, in the zoning standards noted above.

The Commercial Residential zoning permits a maximum building height of 11 metres, a maximum building coverage of 33%, and a floor space index of 0.4 times the lot area for non-residential uses. This By-law contains a 45 degree angular plane requirement measured from the rear property line. This By-law also establishes minimum building setbacks from Eglinton Avenue East.

The Eglinton Community Zoning By-law No. 10048, as amended, zones the subject site Highway Commercial (HC 29-52-76-86), which permits day nurseries and “highway commercial”, but does not permit residential uses. Highway commercial uses are defined as commercial uses which necessitate a location adjacent to a major traffic arterial and do not require large areas for sustained off-street parking or those which are not suited to locations in shopping centres. Like By-law No. 569-2013, Eglinton Community By-law No. 10048 does not permit residential uses on the subject property.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guideline(s) will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Mid-Rise Design Guidelines;
- Mid-Rise Building Performance Standards Addendum;
- Draft Growing Up: Planning for Children in New Vertical Communities;
- Bird-Friendly Design Guidelines;
- Pet-Friendly Design Guidelines;
- Toronto Greet Standards (TGS) Version 3;
- Complete Streets Guidelines; and
- Retail Design Manual.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Reasons for the Application

An application to amend the Zoning By-law is required to permit residential uses, the proposed number of storeys, the floor space index/density, the number of dwelling units proposed, and to establish appropriate performance standards relating to building heights, building setbacks, coverage and parking requirements to facilitate the development as proposed.

Issues to be Resolved

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Staff will evaluate this application to determine its consistency with the PPS and conformity to the Growth Plan (2020), including but not limited to whether:

- the proposal makes efficient use of land and resources
- there is adequate infrastructure and public facilities;
- employment strategies to attract and retain jobs;
- the requirement to provide a range of housing options;
- there is sufficient recreation and green space;
- the proposal is located at an appropriate location;
- appropriate development standards are promoted which facilitate a compact built form; and
- the proposal represents an appropriate type and scale of development and transition of built form to adjacent areas.

Official Plan Conformity

Staff will evaluate this planning application to determine its conformity to the Official Plan policies pertaining to *Mixed Use Areas*, *Healthy Neighbourhoods*, *Housing*, *Parkland*, and *Public Art*, amongst others.

The magnitude of the proposal and the level of intensification is greater than what is contemplated in the existing planning framework. Achieving the full development potential of these lands will require investment in transportation, servicing, community services and facilities infrastructure to ensure it is integrated into the surrounding community to create a well-balanced and complete community.

As noted in this report, City staff have determined that a Planning Study is required to update the existing Planning Framework to appropriately and concurrently consider the proposed development in the context of the larger neighbourhood. The Planning Study, in collaboration with the community will create a vision statement, guiding principles and evaluation framework that will explore alternative development concepts.

. The Planning Study will ensure that the preferred development option to anchor development on the subject lands are consistent with the vision and guiding principles to be developed while conforming to the Public Realm and Building New Neighbourhood policies of the Official Plan.

Built Form, Planned and Built Context

City staff will evaluate the proposed development to ensure that it is compatible with the adjacent lands to the north and north east which are designated *Apartment Neighbourhoods* and *Neighbourhoods*.

Staff will continue to assess:

- The appropriateness of the proposed tall buildings;
- The appropriate combination of building types including midrise and lowrise buildings;
- Conformity with the *Mixed Use Areas* policies including the requirement that development results in height which provide for an appropriate transition to areas of different development, intensity and scale;
- Providing for adequate light and privacy and limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties, parks and open spaces, having regard for the varied nature of such areas and as necessary to preserve their utility;
- The orientation and organization of the buildings on the site including loading/unloading and service areas, building entrances and relationship to each of the proposed buildings;
- The adequacy of the location and amount of proposed outdoor amenity space; and
- The provision of sufficient retail and non-residential gross floor area.

Development Blocks

Official Plan Section 3.3 states that New neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities.

Staff will continue to assess the appropriateness of the proposed development during the review of the application and in the context of the Planning Study.

Parks and Open Space

Parks and open spaces are essential elements of complete communities. They shape the urban landscape, create a healthy and connected city and contribute to place-making, liveability and resiliency. The subject application proposes a new 930 square-metre public park at the western portion of the site, which will be reviewed by staff to determine its appropriateness.

Range of Housing

The Toronto Official Plan contains City Council's policies and objectives for the physical development and redevelopment of the City. Policy 3.2.1 states that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate housing. It states that adequate and affordable housing is a basic requirement for everyone.

Official Plan policy 3.2.1 further acknowledges that "the current production of ownership housing, especially condominium apartments, is in abundant supply. What is needed is a healthier balance among high rise ownership housing and other forms of housing, including purpose-built rental housing." Stimulating the production of new private-sector rental housing supply is identified as one of the key housing areas in need of attention. The proposed development does not indicate the tenure of the residential units. Staff encourage the provision of purpose-built rental housing as part of the proposed development.

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Policy 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. The Growth Plan (2020) also contains policies to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

Staff will engage in discussions with the applicant, the Ward Councillor, and City staff to evaluate potential opportunities for the provision of affordable housing. Staff will also encourage the applicant to consider the City's [Open Door Affordable Housing program](#), which provides incentives for the creation of new affordable housing beyond the requirements in the Official Plan.

Tree Preservation

The application 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). The applicant has submitted an Arborist Report and a Tree Preservation Plan which are currently under review by City staff.

Staff will be evaluating the application to ensure that it supports the Official Plan policies of increasing the amount of tree canopy coverage while protecting existing public/private trees.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit.

The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

Staff will review the CS&F Study that was submitted with the application to determine whether any capital improvements or expansion of facilities opportunities were identified by the applicant or by staff and following up on the Study deficiencies to identify other issues that need to be addressed.

The subject property is also located in Neighbourhood Improvement Area Eglinton East 138) and is subject to Toronto Strong Neighbourhoods Strategy (TSNS) 2020. TSNS aims at strengthening the social, economic and physical conditions and deliver local impact for city-wide change. Staff will evaluate the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity to support the proposed future population. Additional information can be found through this link to the neighbourhood profile:

<https://www.toronto.ca/wpcontent/uploads/2017/11/8ff9-138-Eglinton-East.pdf>.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

If it is determined that Section 37 benefits will be secured please refer to the Council approved Implementation Guidelines and Protocol for Negotiating Section 37 Community Benefits which are available here: <https://www.toronto.ca/wp-content/uploads/2017/08/8f45-Implementation-Guidelines-for-Section-37-of-the-Planning-Act-and-Protocol-for-Negotiating-Section-37-Community-Benefits.pdf>.

It should be noted that Section 37 has been altered and replaced with the New Community Benefits Charge regime. The new regime while in place in legislation, provides for a transition period. The continued use of the S.37 density bonusing framework remains in place and should be utilized where applicable until the City passes a Community Benefit Charge By-law.

Infrastructure/Servicing Capacity

Staff and commenting agencies are reviewing the application to determine if there is sufficient infrastructure capacity (roads, transit, water, sewage, hydro, community services and facilities, etc.) to accommodate the proposed development.

In support of the proposed development, the applicant has submitted the following studies and reports for review by Engineering and Construction Services and

Transportation Services staff: Geotechnical Study, Hydrogeological Report, Servicing Report, Stormwater Management Report, and Transportation Impact Study.

Staff will continue to assess:

- The Servicing Report provided by the applicant, to evaluate the effects of the development on the City's municipal servicing infrastructure and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure, necessary to provide adequate servicing to the proposed development; and
- The Transportation Impact Study submitted by the applicant, to evaluate the effects of the development on the transportation system, and to identify any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

Phasing of the Development and Interim Conditions

The development application proposes two phases of development. Phase 1 would comprise the 37-storey building (building A), while Phase 2 comprises the 25 and 30 storey buildings (buildings B and C) and the balance of the site. It is expected that the proposed development would function as a complete community when it is fully constructed and appropriately through its various phases of development. It is important to phase development in a way to ensure it proceeds logically and that a full range of public realm improvements, community facilities and services, and the required infrastructure is provided.

Policies associated with phasing and holding provisions may be employed to ensure planned hard and soft infrastructure is available when development occurs. Further review is required regarding the phasing of the development related to parkland, community services and facilities, transportation, and servicing.

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 TGS. Tiers 2, 3 and 4 of the TGS are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

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

Public Engagement

Even though pre-application and other high-level discussions have occurred with the applicant, the City-led public engagement has not yet commenced. Given the significant scale and size of this application and its potential to set a precedent for other sites with

development potential on this segment of Eglinton Avenue East, City Staff have determined that an enhanced public engagement strategy is required.

As part of the concurrent review of the proposed development and the future Planning Study, the enhanced engagement program would seek to obtain input and feedback from technical experts, stakeholders, the general public and the Ward Councillor. A Technical Advisory Committee (TAC) comprised of City, TTC and Metrolinx staff and other government agencies will be established. The purpose of the group is to provide specialized advice and technical input on various key aspects of the proposed development and the Planning Study.

A Local Advisory Committee (LAC) comprised of area residents, landowners, business owners, a representative from the Ward Councillor's office, the applicant, Metrolinx staff, the developer and other interested parties will be established. It is expected that the LAC will provide input and advice on existing conditions, current community needs and requirements, as well as feedback during the various phases of the Planning Study. It is anticipated that meetings and design exercises on key focus areas would include: transportation; urban structure, streets and blocks, public realm, parks and open space, links to the transit station; community services and facilities, and built form.

Staff will commence the public engagement process in the 2nd quarter of 2022 and the Planning Study is intended to inform City staff's recommendations on this application.

Other Matters

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

CONTACT

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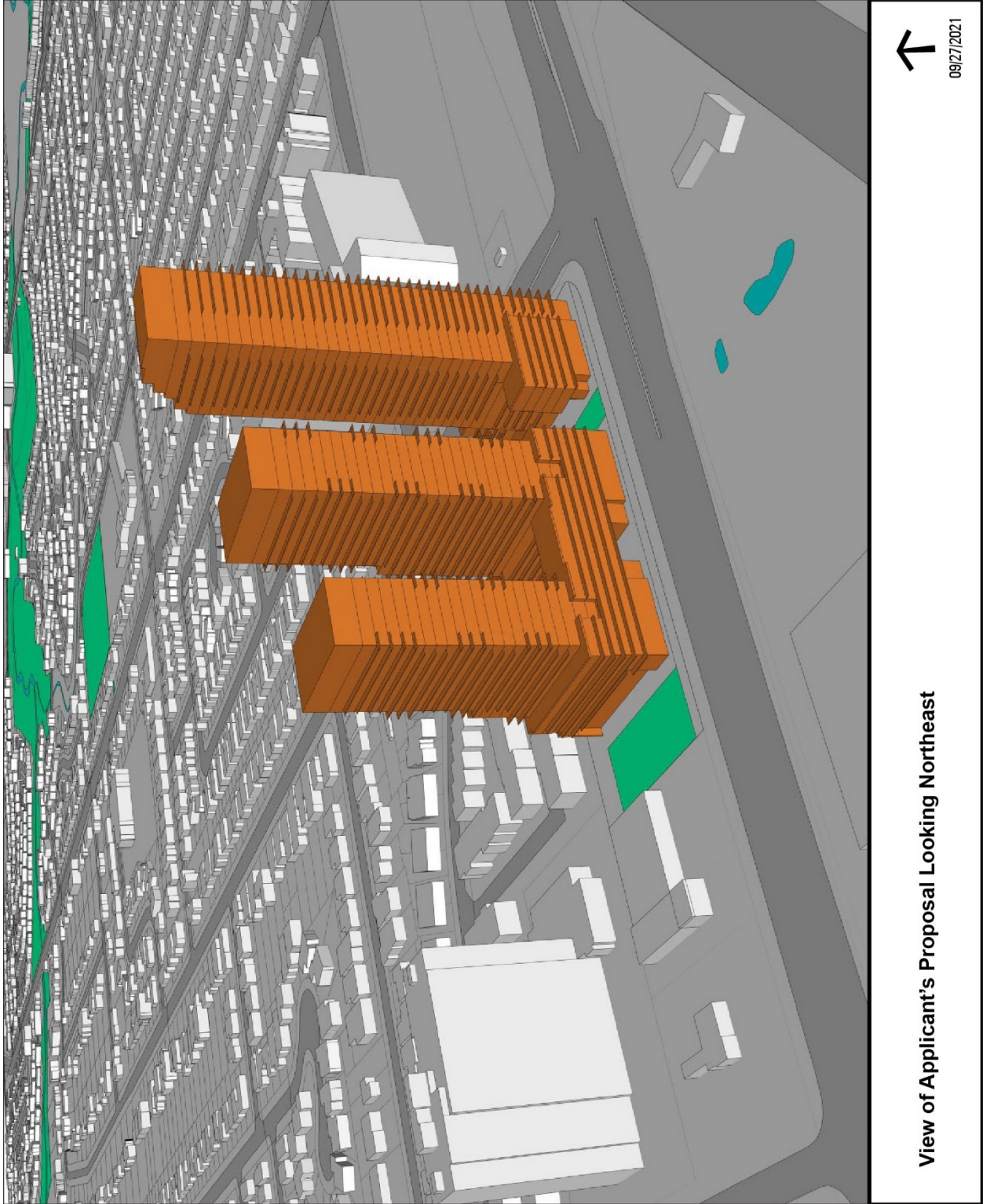
Paul Zuliani, MBA, RPP, Director
Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Drawings

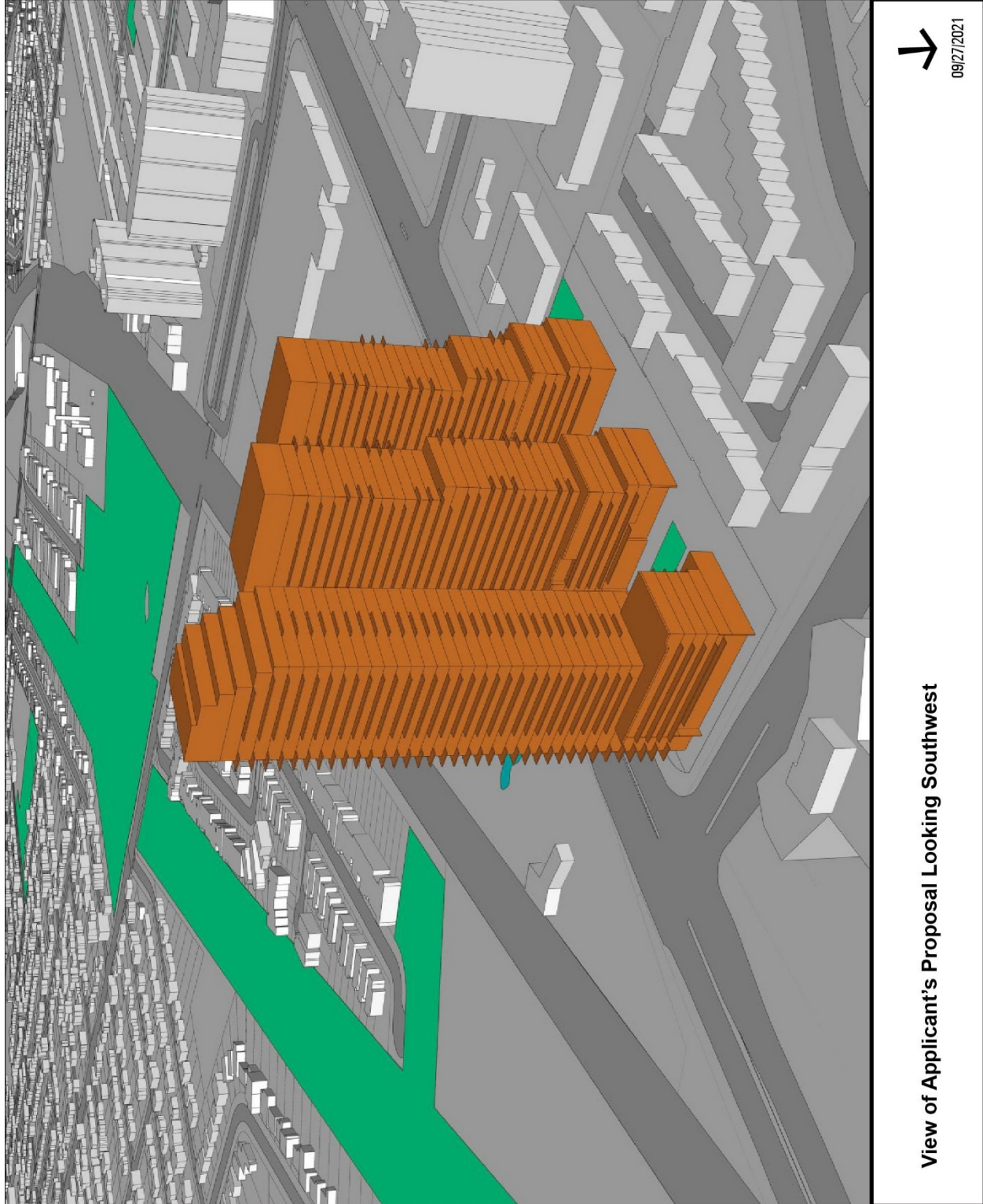
- Attachment 1: 3D Model of Proposal in Context (Northeast View)
- Attachment 2: 3D Model of Proposal in Context (Southwest View)
- Attachment 3: Location Map
- Attachment 4: Site Plan
- Attachment 5: Official Plan Map
- Attachment 6: Zoning By-law Map
- Attachment 7: Draft Plan of Subdivision Plan

Attachment 1: 3D Model of Proposal in Context (Northeast View)



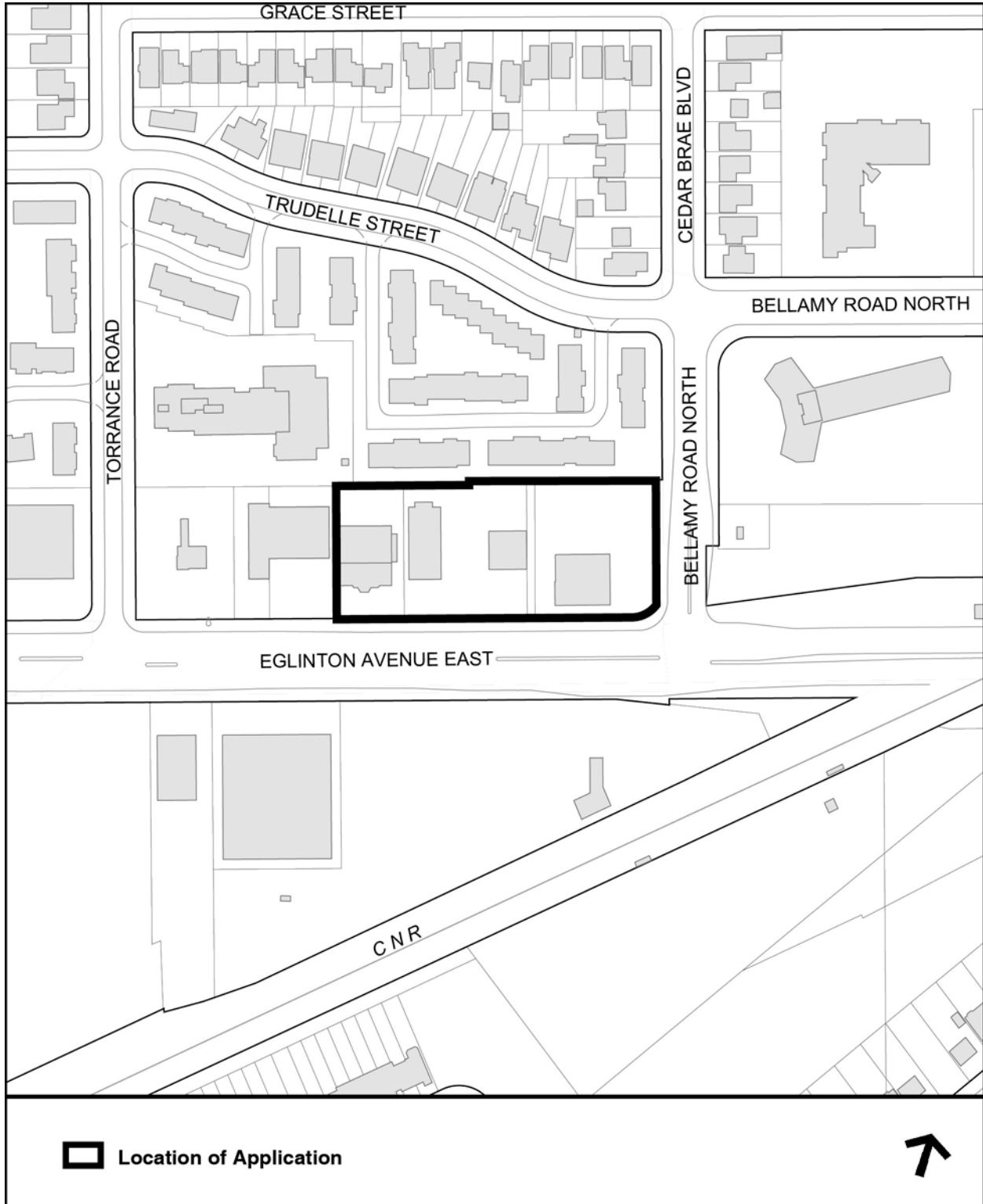
View of Applicant's Proposal Looking Northeast

Attachment 2: 3D Model of Proposal in Context (Southwest View)

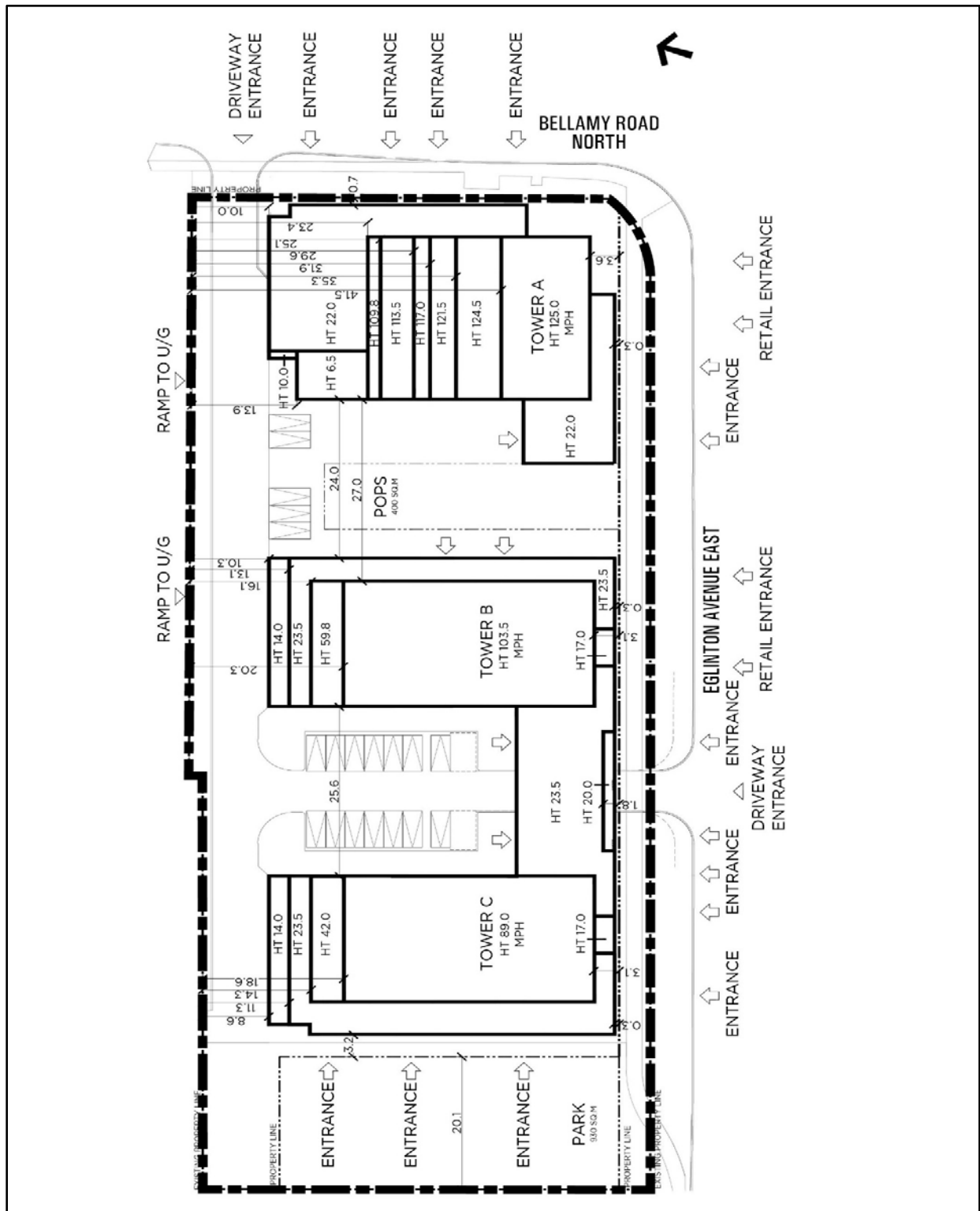


View of Applicant's Proposal Looking Southwest

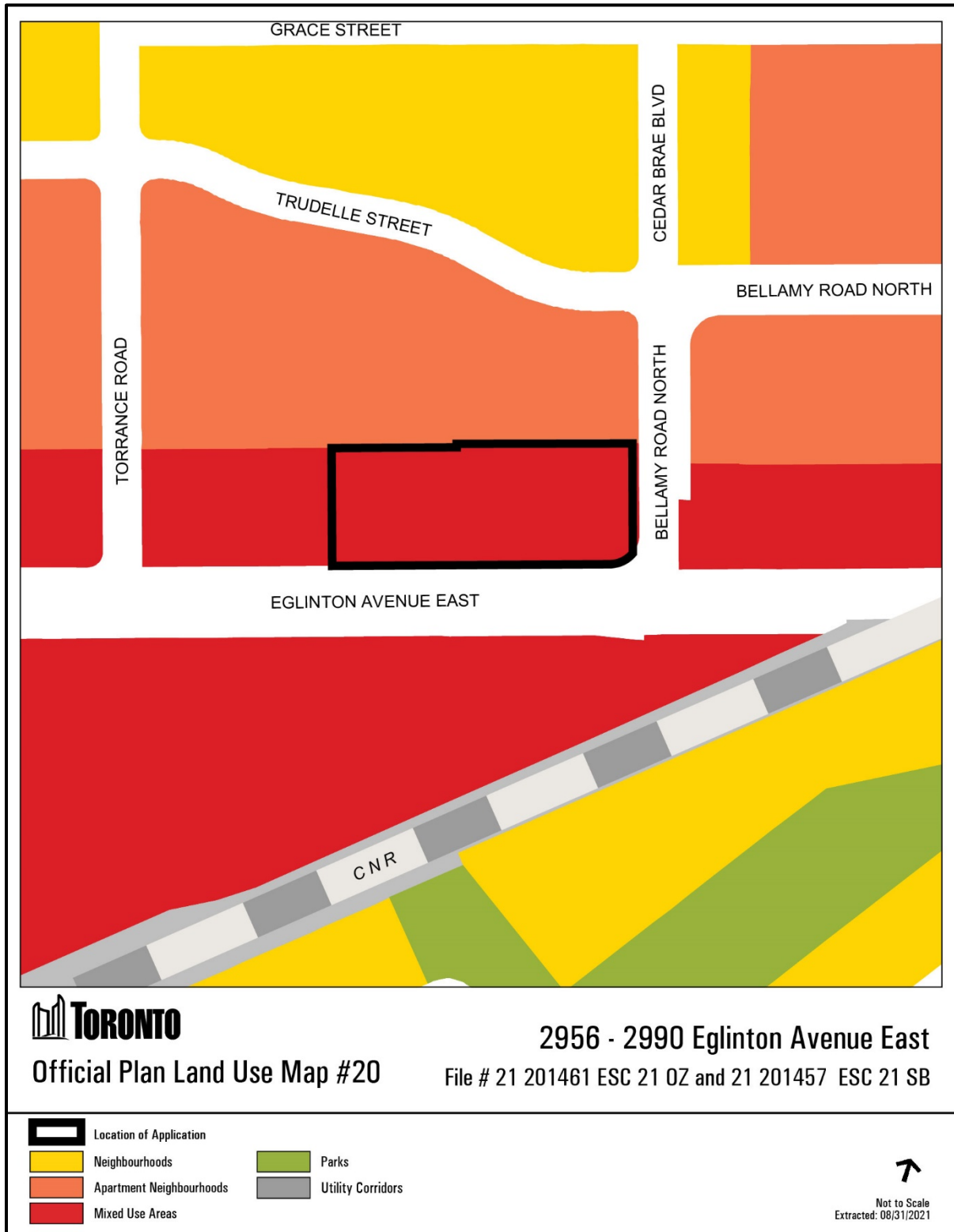
Attachment 3: Location Map



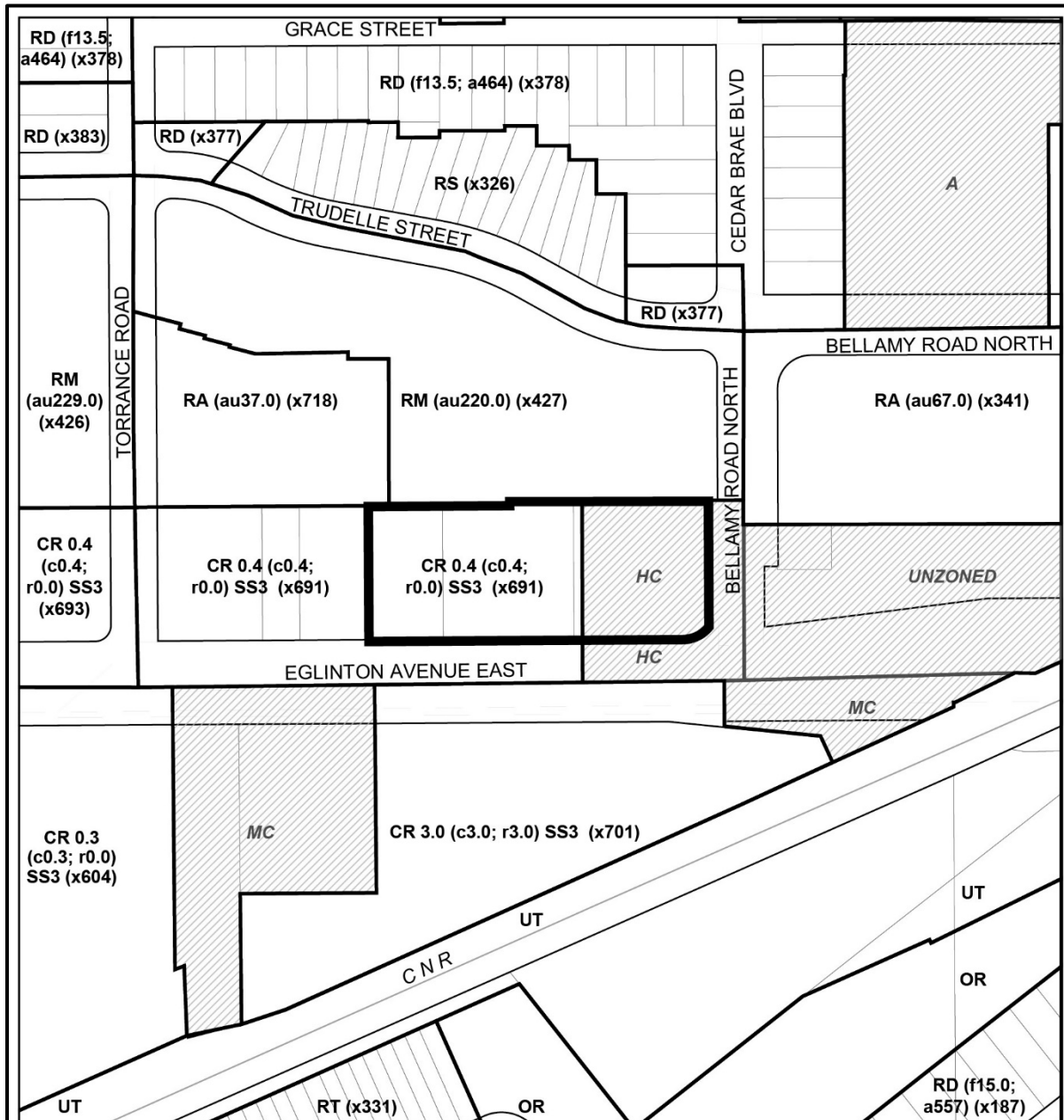
Attachment 4: Site Plan



Attachment 5: Official Plan Map



Attachment 6: Zoning By-law Map



Zoning By-law 569-2013

2956 - 2990 Eglinton Avenue East

File # 21 201461 ESC 21 OZ and 21 201457 ESC 21 SB



Location of Application

- RD** Residential Detached
- RS** Residential Semi-Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RA** Residential Apartment
- CR** Commercial Residential

- OR** Open Space Recreation
- UT** Utility and Transportation



See Former City of Scarborough Community By-laws

- A** Apartment Residential
- HC** Highway Commercial
- UNZONED** UNZONED
- MC** Industrial Commercial Zone



Not to Scale
Extracted: 08/31/2021

Attachment 7: Draft Plan of Subdivision Plan

