

Final Report - 30 Gilder Drive - Zoning Amendment Application

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 21 - Scarborough Centre

Planning Application Number: 21 186964 ESC 21 OZ

SUMMARY

This application proposes to introduce a 25-storey, 263-unit residential rental apartment building (including 58 affordable rental units) having a gross floor area of approximately 18,783 square metres. The existing 14-storey residential building currently on the subject site at 30 Gilder Drive will remain in place, resulting in a combined total Floor Space Index ("FSI") of 3.02 times the overall site area. The proposed development contemplates 97 new underground parking spaces and 5 new surface parking spaces as well as 198 new bicycle parking spaces.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Staff have considered the application within the context of applicable Official Plan policies and Tall Buildings Guidelines.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 30 Gilder Drive, substantially in accordance with the draft Zoning By-law Amendments attached as Attachment No. 5 to the June 14, 2022 report from the Director, Community Planning, Scarborough District.

2. City Council amend Eglinton Community Zoning By-law No. 10048, as amended, for the lands at 30 Gilder Drive, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the June 14, 2022 report from the Director, Community Planning, Scarborough District.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

4. City Council authorize the City Solicitor to submit the necessary Bill(s) to implement the foregoing recommendation(s) provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered to secure:

(i) The owner shall provide and continue to provide and maintain two hundred and five (205) market rental dwelling units in the proposed "new building" and the one hundred and ninety-two (192) rental dwelling units in the "existing building" on the lands at 30 Gilder Drive as rental housing, together with the new and retained associated facilities and amenities of the existing residential rental property, for a period of at least 20 years commencing from the date that the Zoning By-laws come into force and effect, and with no applications for demolition or conversion from residential rental use during such 20 year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

(ii) The owner shall provide tenants of the rental dwelling units in the "existing building" with access to and, use of, all indoor and outdoor amenities on the lands, at no extra charge, and on the same terms and conditions as any other resident of the development, without the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings.

(iii) The owner shall undertake improvements to the "existing building", taking into account tenant responses to the required Tenant Survey related to indoor and outdoor common area and amenity space as follows:

a. Prior to the issuance of Notice of Approval Conditions for site plan approval, the owner shall submit to the City a Construction Mitigation Strategy and Tenant Communication Plan to mitigate the impacts of construction of the development on tenants of the "existing building" at 30 Gilder Drive, to the satisfaction of the Chief Planner and Executive Director, City Planning.

b. Prior to the first above-grade building permit for any part of the "new building" development:

i. Accessibility improvements within the "existing building", including a clothes folding table which are universally accessible within the laundry room, and push button automatic door openers for the front entrance and laundry room doors and other common doors where feasible;

ii. Upgrades to the laundry room in the "existing building";

iii. Improvements to the open area within the front lobby area of the "existing building" in the form of unmovable, durable furniture or artwork;

- c. Prior to first occupancy of any new residential units in the "new building":
 - i. Accessibility improvements surrounding the "existing building", including improving existing pedestrian paths, repairing damaged curbs and creating new curb cuts, and the creation of new pedestrians paths;
 - ii. 208 bicycle parking spaces, including 180 interior spaces within the "new building", to be shared between the residents of the "existing building" and "new building";
 - iii. Accessibility improvements within the "existing building", including push button automatic door opener to the new indoor refuse drop-off area and other waste facilities;
 - iv. Improved waste management facilities, including either the consolidation of the storage of garbage within the "existing building", or an enclosed garbage collection area to west of the "existing building"; and,
 - v. Indoor hand-delivered refuse drop-off area for recycling and kitchen waste drop-off within the "existing building" will be added.

(iv) The costs associated with the provision and maintenance of the rental housing improvements and Construction Mitigation Strategy and Tenant Communication Plan required in Part (iii) above shall not be passed on to tenants of the "existing building" at 30 Gilder Drive in any form. For clarity, the Owner shall agree to not apply to the Landlord and Tenant Board, or any successor tribunal with jurisdiction to hear applications made under the legislation governing residential tenancies in Ontario, for an above-guideline increase in rent to recover expenses incurred in completing the rental housing improvements identified by the tenant survey as required in Part (iii) above.

(v) The Owner shall provide a minimum of 10-percent of all new units in the "new building" as three-bedroom units; and

(vi) The Owner shall provide a minimum of 25-percent of all new units in the "new building" as two-bedroom units;

5. City Council direct that, as a legal convenience, the applicant be required under the Section 37 Agreement to submit a revised functional site servicing plans and information to address Development Engineering zoning-related comments dated May 24, 2022 to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

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

A number of pre-application meetings were held with the applicant over the summer of 2020 to review application requirements. The subject Zoning By-law amendment application was submitted on July 20, 2021 and deemed complete August 26, 2021.

A Preliminary Report on the application was adopted by Scarborough Community Council January 10, 2022 authorizing staff to conduct a community consultation meeting with expanded notification paid for by the applicant. The Preliminary Report and Community Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.SC29.2>

A virtual community consultation meeting was conducted by Community Planning staff on February 9, 2022.

On May 31, 2022, Planning and Housing Committee ("PHC") approved the recommendations of a May 16, 2022 report from the Executive Director, Housing Secretariat recommending that Council authorize approximately \$64,979,295 in financial incentives under the terms of the Open Door Affordable Rental Housing Program. This includes the subject proposal to provide 58 affordable rental housing units with Estimated Fees and Charges Exemptions of \$3,258,883 and Estimated Net Present Value of Property Tax Exemption of \$1,436,374. The recommendations of PHC will be considered by Council at its meeting on June 15, 16 and 17, 2022 and can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH34.8>

PROPOSAL

This application proposes the development of the subject lands with a 25-storey (77.5 metre), approximately 18,783 square metre residential building. The proposal contemplates a total of 263 new rental dwelling units with a unit mix consisting of 135 one-bedroom units (51%), 99 two-bedroom units (38%) and 29 three-bedroom units (11%). Of note, 58 units are proposed to be affordable rental units. The application proposes 20% site coverage and a total FSI of 3.02 times the area of the development parcel. The proposed development represents intensification of residential land use as the proposed total FSI includes retention on the subject approximately 1.23 hectare site of an existing 14-storey, 192-unit rental apartment building containing 82 one-bedroom units (42.7%), 109 two-bedroom units (56.8%) and 1 three-bedroom (0.5%) unit.

The applicant proposes a total of 104 new vehicular parking spaces consisting of 97 underground parking spaces to serve the new building as well as 5 new surface carshare spaces. A total of 179 resident bike parking spaces and 18 visitors bike parking spaces are proposed for a total of 197 spaces. All bike parking spaces have been internalized on the 1st level and P1 parking levels with the exception of the visitor spaces. The proposal incorporates the provision of a secondary vehicular access and a Type G loading space for the new building and another Type G loading space for the retained building.

Resident indoor and outdoor amenity space for the new building is proposed to be provided at a rate of 2.0 square metres and 3.1 square metres respectively per dwelling unit. Approximately 190 square metres of Green Roof terraces are proposed above the second and third floors.

The proposed base building would be a maximum of 6 storeys having a minimum building setback from Gilder Drive of 11 metres and 61 metres from the north property line. The tower separation distance proposed is approximately 25 metres. A series of stepbacks of varying depths are proposed in the new building ranging from 1.5 metres to 5 metres at various locations.

Please refer to Attachment 1: Application Data Sheet and Attachment 10: Site Plan for additional information. Attachments 8 and 9 of this report also provide a three dimensional representation of the project in context. Additional detailed project information is also found on the City's Application Information Centre at: <http://app.toronto.ca/AIC/index.do?folderRsn=2PNBVxD6L7F9yUW87po95Q%3D%3D>

Site and Surrounding Area

The development site is located on the north side of Gilder Drive, east of Midland Avenue within the Eglinton Community, and is within an existing physical context mainly characterized by mid-rise and tall residential buildings, open spaces and single storey institutional uses. Surrounding land uses include:

North: Immediately north of the subject lands is the St. Joan of Arc Catholic Academy sports field, with low-rise residential beyond.

East: Glen Ravine Park, with Glen Ravine Junior Public School and low-rise residential further to the east.

South: On the opposite side of Gilder Drive is an 18-storey apartment rental building developed by Toronto Community Housing, with one and two-storey commercial uses and restaurants further south along Eglinton Avenue East.

West: West of the subject lands are two 13-storey apartment buildings, with low-rise residential beyond.

Reasons for Application

The application to amend both City of Toronto Zoning By-law No. 569-2013, as amended, and Eglinton Community Zoning By-law 10048, as amended, is required to permit the additional residential density being proposed, and to establish appropriate associated zoning performance standards to reflect the development as illustrated on Attachment 10 - Site Plan.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Draft Zoning By-law Amendments;
- Planning Rationale;
- Public Consultation Strategy Report;
- Architectural Plans (including, underground garage plan, floor plans, building elevations and sections, perspective views and sun/shadow study, Toronto Green Standards Checklist and Statistics;
- Pedestrian Level Wind Study;
- Computer generated building mass model;
- Landscape Plan;
- Site Grading Plan;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Study;
- Hydrogeological Report;
- Transportation, Parking and Loading Study;
- Stage 1 Archaeological Assessment;
- Arborist Report and Tree Preservation Plan;
- Community Services and Facilities Study;
- Housing Issues Report;
- Energy Strategy Report; and
- Phase 1 Environmental Site Assessment.

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 Zoning By-law standards.

Community Consultation

A virtual Community Consultation Meeting to consult with area residents on the proposed rezoning of the subject site was held on February 9, 2022. The virtual Community Consultation Meeting was hosted on the City's WebEx platform and was attended by the Ward Councillor, the applicant team, City Planning staff and

approximately 10 members of the public. City staff provided an overview of the policy context and the applicant presented the proposal, after which questions were asked of staff and the applicant.

Notice for the public meeting was provided to landowners and residents within 300 metres of the subject site. Results of the public consultation and applicant responses are summarized in Attachment 7: Summary of Public Consultation.

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 Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

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 (2020)

The Provincial Policy Statement (2020) (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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the 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).

Planning for Major Transit Station Areas

The Growth Plan (2020) 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 plan for the prescribed densities.

The existing Kennedy Subway Station, Kennedy GO Station, and future Kennedy LRT Station are within an 800m radius from the subject lands.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan, which can be found here:

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

The current application is located on lands designated *Apartment Neighbourhoods* on Land Use Map 20. See Attachment 3: Official Plan Map.

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing.

Chapter 2 - Shaping the City

The subject lands are proposed to be retained within the *Apartment Neighbourhoods* designation. Section 2.3.1: Healthy Neighbourhoods of the Official Plan includes Policy 2.3.1.3 which requires developments in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* to be compatible, provide gradual transition and scale, maintain adequate light and privacy and screen service areas to minimize impacts on

adjacent *Neighbourhoods* designated lands. Further, Policy 2.3.1.4 identifies that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact.

Chapter 3 - Building a Successful City

Section 3.1.1: The Public Realm

Public realm policies promote quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The policies also recognize the essential role of the City's 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.

Section 3.1.2: Built Form

The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area.

New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street with a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the street. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm.

Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Multi-unit residential developments are also to provide indoor and outdoor amenity spaces of high quality for the use of residents of all ages and abilities over time and throughout the year.

Section 3.1.3: Built Form – Building Types

Tall buildings play a role in achieving residential and office growth ambitions in parts of the Downtown and Central Waterfront and the Centres, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

The housing policies of the Official Plan support a full range of housing in terms of form, tenure and affordability, across the City and within Neighbourhoods. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Chapter 4- Land Use Designations

Section 4.2: Apartment Neighbourhoods

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. While built-up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing.

Policy 4.2.2 outlines the development criteria within *Apartment Neighbourhoods* including the location and massing of new buildings, which should provide a transition between areas of different development intensity and scale, with adequate setbacks, and minimal shadow impacts on properties in adjacent lower-scale *Neighbourhoods*. The Policy further outlines that new buildings should 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. There should be sufficient off-street motor vehicle and bicycle parking for residents and visitors including locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences. The Policy also requires the provision of appropriate indoor and outdoor recreation space for building residents in every significant multi-unit residential development and ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces. Buildings are required to conform with the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Zoning

The subject lands are zoned Apartment Residential (A) Zone in the Eglinton Community Zoning By-law 10048, as amended. Permitted uses within the Eglinton Community Zoning by-law include land uses such as Apartment Buildings, Day Nurseries and Group Homes. The lands are subject to performance standards regulating matters such as setbacks, minimum unit size and required minimum landscaping.

The subject lands are zoned Residential Apartment Commercial (RAC) Zone (au67.0) (x31) in Zoning By-law No. 569-2013, as amended. Permitted uses include dwelling units within an apartment building, fire hall and park as well as medical offices, libraries and group homes which meet certain prescribed conditions. The lands are also subject to Exception RAC 31 containing regulations relating to setbacks, minimum parking rates amenity space. See Attachment 4: Zoning By-law Map.

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) were used in the evaluation of this application:

- City Wide Tall Building Design Guidelines
- Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Guidelines for the Design and Management of Bicycle Parking Facilities
- Toronto Greet Standards (TGS) Version 3.0
- Privately-Owned Publicly Accessible Spaces (POPS)
- Bird-Friendly Design Guidelines
- Complete Streets Guidelines

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

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to these guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Site Plan Control

The lands are subject to site plan control approval. An application for Site Plan Control approval under file number 22 139346 ESC 21 SA was submitted on April 27, 2022, and remains under review by City divisions and regular commenting agencies.

COMMENTS

Planning Act

It is staff's opinion the current application has regard to relevant matters of provincial interest in Section 2 of the Planning Act. The proposal enables the orderly development of the subject lands for additional residential intensification. The development is an appropriate location for residential intensification, supportive of current and future transit, represents an appropriate built form that provides a range and mix of housing including family-sized units, encourages a sense of place and promotes a vibrant public realm. These provincial interests are further articulated through the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

PPS (2020)

The PPS came into effect on May 1, 2020 and provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS. This application has been reviewed against the policies of the PPS (2020) and key policies include:

Policy 1.1.1 states that healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential uses, including second units, affordable housing and housing for older persons.

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.

The proposal is consistent with Policy 1.1.3.2 which directs that land use patterns be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation.

The proposed development is consistent with Policy 1.1.3.3 which directs that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated.

Policy 1.1.3.4 states that development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.2.6.1 states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification and redevelopment where existing or planned infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also directed to establish development standards for residential intensification which minimize the cost of housing and facilitate compact form.

Policy 1.5.1(a) and (b) states that healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources.

The proposed development intensifies the site in a compact built form that uses land efficiently and optimizes available infrastructure, and is thus consistent with Policy 1.6.6.1 which states that planning for sewage and water services shall: accommodate forecast growth in a manner that promotes efficient use and optimization of existing municipal sewage services; ensure that these systems are provided in a manner that can be sustained, prepares for the impacts of a changing climate, is feasible and financially viable over their lifecycle; and protects human health and safety, and the natural environment.

Policy 1.6.6.7 provides that planning for stormwater management shall: be integrated with planning for sewage and water services; minimize or prevent contaminants; minimize erosion and changes in water balance; mitigate risks to human health, safety and the environment; maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 4.6 states that the official plan is the most important vehicle for implementation of the PPS and that official plans shall identify provincial interests, as identified in Section 2 of the Planning Act, which includes the promotion of a well-designed built form.

The proposed residential apartment building is located in proximity to higher order transit facilities, would promote intensification through a compact urban form, would result in a variety of residential unit types (ranging from one to three bedroom units) and represents an efficient land use pattern that would minimize land consumption. Based on the analysis of the policies, it is Planning staff's opinion that the application and the proposed Zoning By-law Amendments are consistent with the PPS (2020) and conform to all the above noted policies.

Growth Plan (2020)

The Growth Plan (2020) provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan. This application has been reviewed against the policies of the Growth Plan (2020) and key policies include:

Policy 2.2.1.3 c) directs municipalities to undertake integrated planning to manage forecasted growth which will provide for an urban form that will optimize infrastructure,

particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1.4 c), d) and e) state 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 to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to transportation options and publicly-accessible open spaces and parks; and provide for a more compact built form and a vibrant public realm.

Policy 2.2.2.3 c) states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will encourage intensification generally throughout the delineated built-up area.

Policy 2.2.4.10 directs that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Policy 3.2.6.1 states that municipalities will generate sufficient revenue to recover the full costs of providing and maintaining municipal water and wastewater systems.

The proposal conforms with the above noted policies by: promoting intensification within a built-up area; contributing to a range of housing options; providing a compact built form in close proximity to public transit; providing public realm improvements; and contributing to the overall achievement of a complete community.

The City has advanced these objectives through the implementing policies of the Official Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2.

Based on the analysis of the Growth Plan (2020) policies, it is Planning staff's opinion that the application and proposed Zoning By-law Amendments conform to the Growth Plan (2020) by directing growth to an appropriate site within a settlement area, by making efficient use of land, existing services and infrastructure, and by intensifying in proximity to public transit and active transportation route. It advances a high quality site design and built form.

Land Use

This application has been reviewed against the official plan policies described in the Policy Considerations section of this Report as well as the policies of the Toronto Official Plan as a whole. Given the location of the proposal and the proposed development, staff are of the opinion that the proposed new apartment building is in keeping with the intent of the Official Plan.

Density, Height, Massing

This application has been reviewed against the official plan policies and design guidelines described in the Policy Consideration Section of this Report. Given the existing and the planned context for the subject property and the surrounding area, staff are supportive of the built form context, including the density, height and massing proposed by the applicant.

Sun, Shadow, Wind

This application has been reviewed against the official plan policies and design guidelines described in the Policy Consideration Section of the Report.

The applicant provided a shadow study illustrating the shadow movements associated with the proposed development at 30 Gilder Drive during the spring and fall equinoxes. The proposed apartment building would not cause undue shadowing on Glen Ravine park to the east or *Neighbourhoods* designated lands to the north.

The applicant also submitted a Pedestrian Level Wind Study, dated April 13, 2022, prepared by Gradient Wind Engineering Inc. which included wind tunnel simulation model testing. Two configurations were studied, including existing conditions for all approved, surrounding developments without the proposed development, and future conditions with the proposed development in place. The study involved wind tunnel measurements of pedestrian wind speeds using a physical scale model. The study concludes that future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Comparison of existing versus future wind comfort conditions surrounding the site indicates that the proposed development will have a generally neutral influence on grade-level wind conditions, with no areas studied found to experience conditions that could be considered unsafe.

Staff are satisfied with the indicated sun, shadow and wind implications from the proposed development..

Traffic Impact, Access, Parking

The applicant submitted a revised Transportation, Parking and Loading Study dated April 2022, prepared by C.F. Crozier & Associates Inc., which assessed current background and projected traffic levels on area streets and intersections, vehicle operations and safety, multi-modal trip generation, and existing parking conditions on the site. A total of 284 parking spaces are proposed on-site to be shared between the two apartment buildings. Of these, 253 spaces would be for residents with 31 spaces designated for visitors and no spaces assigned to the 58 affordable rental units.

Proposed Transportation Demand Management ("TDM") measures include the provision of excess bicycle parking spaces, a bicycle repair station, a transit information package and live transit departure and arrival boards for residents, and five (5) at-grade publicly accessible carshare spaces to be shared between the two buildings. The report concludes the proposed development can be supported from a transportation operation,

traffic safety, as well as parking justification perspective. Staff agree with the conclusions, and are satisfied.

Streetscape

The Official Plan requires that new development enhance the existing streetscape by massing new development to define edges of streets with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from public and private realms. The public sidewalk across the front of the site is proposed to be widened to the city standard 2.1 width, which will be secured through the site plan approval process.

Servicing

Engineering and Construction Services ("ECS") staff have not identified any significant municipal servicing constraints for the proposed development, however ECS on May 26, 2022 further recommended that the owner be required to:

1. Provide parking in accordance with the following requirements:
 - a. Resident parking at a minimum rate of 0.53 spaces per unit;
 - b. Residential visitor parking at a rate of 0.07 spaces per unit;
 - c. A minimum of 6 accessible parking spaces on-site; and
 - d. Parking calculations to be shown on the drawings Provided 97 new parking does not meet the above guidelines.
2. Provide a minimum of two (2) Type 'G' loading spaces on site (one for each residential building).
3. An easement is required for waste collection as the revised collection point is no longer located on the same property.
4. Enter into a financially secured Development Agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Site Servicing Review and Traffic Impact Study accepted by the Chief Engineer & Executive Director of Engineering and Construction Services.
5. Conduct an investigation of the storm sewer (i.e. CCTV camera inspection, dye testing etc.) to determine if the sewer accommodates storm runoff from adjacent private properties and determine the condition of the infrastructure including the depth of the sewer. If investigations indicate the sewer is not active, the storm sewer will be abandoned by the owner at their own cost and easement quit claimed. Otherwise the owner will replace the existing sewer with new sewer at locations where the depth of the sewer is greater than 3.7m (measured from the current grade to the invert of the sewer) at Owners cost all to the satisfaction of Chief Engineer & Executive Director of Engineering and Construction Services.

6. Include in the site specific by-law, for a requirement to provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.

7. Submit to the Chief Engineer & Executive Director of Engineering and Construction Services for review and acceptance, prior to approval of the Zoning By-law, a Site Servicing Review to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate.

These requirements are reflected in the Recommendations section of this report.

Housing Issues

The applicant's submitted Housing Issues Report notes that the proposal to introduce 263 new dwelling units will add to the City's housing stock of rental units for various household sizes, life stages and incomes. Existing rental units on the subject site will be retained, with the two buildings sharing amenity spaces. The development will proceed in accordance with a Construction Management Plan acceptable to the City that will address measures to mitigate impacts from construction activities. The new development will be transit supportive and will also further support local area retail, office and services uses. The report concludes the proposal is consistent with the relevant housing policies of the PPS, conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (2020), conforms to the policies of the Toronto Official Plan and meets the objectives of the Growing Up Guidelines.

City Planning Housing Policy staff have not raised any concerns with respect to this report.

On May 31, 2022, Planning and Housing Committee ("PHC") approved the recommendations of a May 16, 2022 report from the Executive Director, Housing Secretariat recommending that Council authorize approximately \$64,979,296.00 in financial incentives under the terms of the Open Door Affordable Rental Housing Program. This includes the subject proposal to provide 58 affordable rental housing units with Estimated Fees and Charges Exemptions of \$3,258,883 and Estimated Net Present Value of Property Tax Exemption of \$1,436,374. The recommendations of PHC will be considered by Council at its meeting on June 15, 16 and 17, 2022 and can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH34.8>

Open Space/Parkland

The site is approximately a 150 metre walk away from Glen Ravine Park, a 24,400 square metre park which contains five soccer fields, fitness equipment area and open lawn area. The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population

against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28 + square metres of parkland per person, which is comparable to the city-wide average provision of 28 square metres of parkland per person in 2016.

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 market residential component of this proposal is subject to a cap of 10% 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 ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

This proposal is inclusive of 58 affordable housing units. Under Chapter 415, Article III of the Toronto Municipal Code, Section 30, Sub-Section A(1), the affordable housing component is exempt of the parkland dedication requirement; however, it's the Divisions understanding that the proposal is currently under review for consideration for the City's Open Door Affordable Housing Program. If the applicant's application is not accepted by the City, the parkland dedication requirement for this development will need to be reassessed.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. A Stage 1 Archaeological Background Study dated March 1, 2021 and prepared by The Archaeologists Inc. The study concluded that the property exhibits archaeological potential, and recommends a Stage 2 property assessment be undertaken via a test pit survey for areas of the subject property identified as retaining archaeological potential, which will be secured through the site plan approval process.

Tree Preservation

As proposed, this project would require the removal of twenty-six (26) by-law protected privately owned trees, located on the subject site.

The twenty-six (26) by-law protected private trees include:

- four (4) northern catalpa trees ranging from 31-57 centimetres in diameter;
- seven (7) Siberian elm trees ranging from 36-78 centimetres in diameter;
- one (1) Manitoba maple tree of 50 centimetres in diameter;
- two (2) Norway maple trees of 48 and 49 centimetres in diameter;
- seven (7) Silver maple trees ranging from 41-81 centimetres in diameter; and
- five (5) Austrian pine trees ranging from 32- 40 centimetres in diameter.

The proposed building footprint, excavation and grading will require the removal of these trees. The planting of three replacement trees (or otherwise Cash-in-lieu of planting payment) for each by-law protected private tree removed would be a condition

of Urban Forestry's permit issuance, if an application to remove the subject trees is approved.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 3, which based on the area of the development site (6,033.32m²), requires 1,097m³ of soil volume. The submitted landscape plans specify soil volumes in excess of this requirement, including a combined total of forty-three (43) acceptable new trees on the private and public portions of the site. The provision of fully detailed tree planting plans, satisfactory to Urban Forestry, will be a requirement of the subsequent Site Plan Control application.

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. Tier 1 performance measures are secured 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. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Planning staff recommend that performance measures for the Tier 1 development features will be secured through use of the s.37 agreement as a legal convenience. Performance measures for Tier 1 development features secured through the zoning by-law process include automobile infrastructure, cycling infrastructure, storage and collection of recycling and organic waste.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

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. 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.

City Planning (Community Services and Facilities) staff have reviewed the findings of the applicant's submitted Community Services and Facilities Study relating to community demographic profile, area development activity and population estimates and sector inventories for child care, libraries, community recreation facilities, schools, community spaces, and human service agencies. On the basis of that review staff recommend the following CS&F priorities be considered in review of the subject application:

1. Securing financial contributions towards additions to existing community recreation centres and park-based facilities as identified through the implementation of PF&R's Facilities Master Plan; and/or
2. Securing financial contributions towards the provision of new non-profit child care spaces in vicinity of the subject site.

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 the provision of 58 'affordable' rental housing units as secured for 40 years.

Community Consultation

Issues raised by members of the public in attendance at and subsequent to the February 9, 2022 community consultation meeting, together with applicant responses, as set out in Attachment 7: Summary of Public Consultation have informed the Recommendations of this report.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in conformity with the intent of the Toronto Official Plan, particularly as it relates to particularly as it relates to the Apartment Neighbourhoods policies of Chapter 4.

Staff worked with the applicant and the community to address and resolve the following key concerns: the proposed building siting, height and massing within the existing and planned context for the area, the proposed density/floor space index, the number of dwelling units, how the development defines the edges of adjacent streets, the location and organization of vehicular parking, vehicular access, service areas and utilities, to minimize their impacts on surrounding properties and to improve the safety and attractiveness of adjacent streets. Planning staff also note the proposal would provide much needed affordable family-size rental dwelling units compatible with the surrounding context. Staff recommend that Council support approval of the application.

CONTACT

Renrick Ashby, Manager, Community Planning, Scarborough District, Tel. No. 416-396-7022, E-mail: Renrick.Ashby@toronto.ca

SIGNATURE

Paul Zuliani, MBA, RPP, Director
Community Planning, Scarborough 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: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment (By-law No. 569-2013)

Attachment 6: Draft Zoning By-law Amendment (Eglinton By-law No. 10048)

Attachment 7: Summary of Public Consultation

Applicant Submitted Drawings

Attachment 8: 3D View of the Proposal Looking Southeast

Attachment 9: 3D View of the Proposal Looking Southwest

Attachment 10: Site Plan

Attachment 11: South Elevation

Attachment 12: East Elevation

Attachment 13: West Elevation

Attachment 14: North Elevation

Attachment 1: Application Data Sheet

Municipal Address: 30 GILDER DR Date Received: July 20, 2021

Application Number: 21 186964 ESC 21 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: A new 25 storey rental residential Building containing 205 dwelling units (58 'affordable' units). A gross floor area of approximately 18,783 square metres is proposed.

Applicant	Agent	Architect	Owner
MAC NAUGHTON HERMSEN BRITTON CLARKSON PLANNING LTD (MHBC)			BEVMIKE INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood A, RAC (au67.0)(x31)	Site Specific Provision:
Zoning:		Heritage Designation:
Height Limit (m):		Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 12,329 Frontage (m): 99 Depth (m): 123

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,419	1,419	384	1,804
Residential GFA (sq m):	18,452	18,452	18,752	37,204
Non-Residential GFA (sq m):				
Total GFA (sq m):	18,452	18,452	18,752	37,204
Height - Storeys:			25	25
Height - Metres:			77	77

Lot Coverage Ratio (%)	14.63	Floor Space Index:	3.02
------------------------	-------	--------------------	------

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	37,204	

Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	192	192	58	250
Freehold:				
Condominium:			205	205
Other:				
Total Units:	192	192	263	455

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:			82	109	1
Proposed:			135	99	29
Total Units:			217	208	30

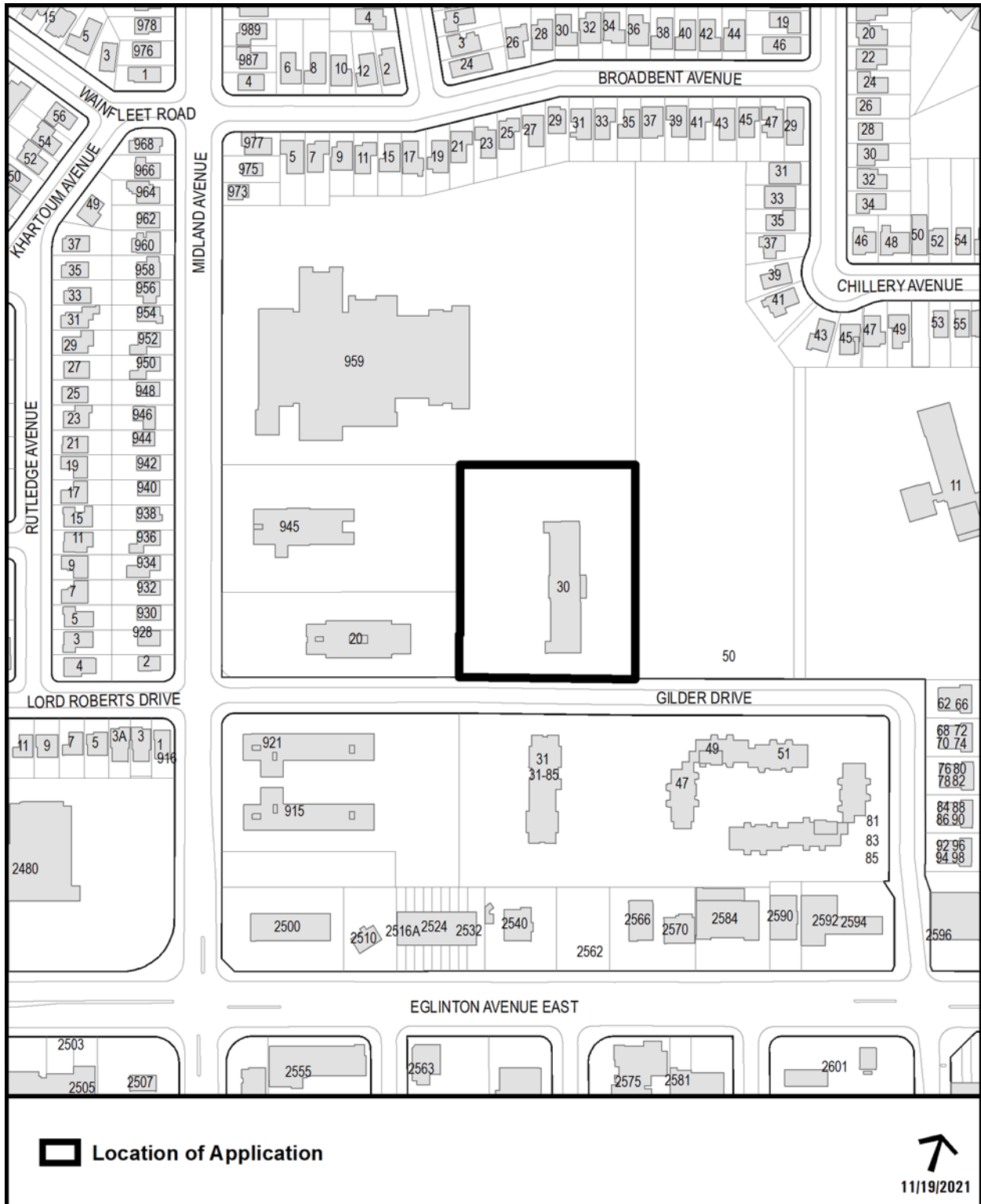
Parking and Loading

Parking Spaces: 272 Bicycle Parking Spaces: 198 Loading Docks: 1

CONTACT:

Renrick Ashby, Manager
 416-396-7022
 Renrick.Ashby@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



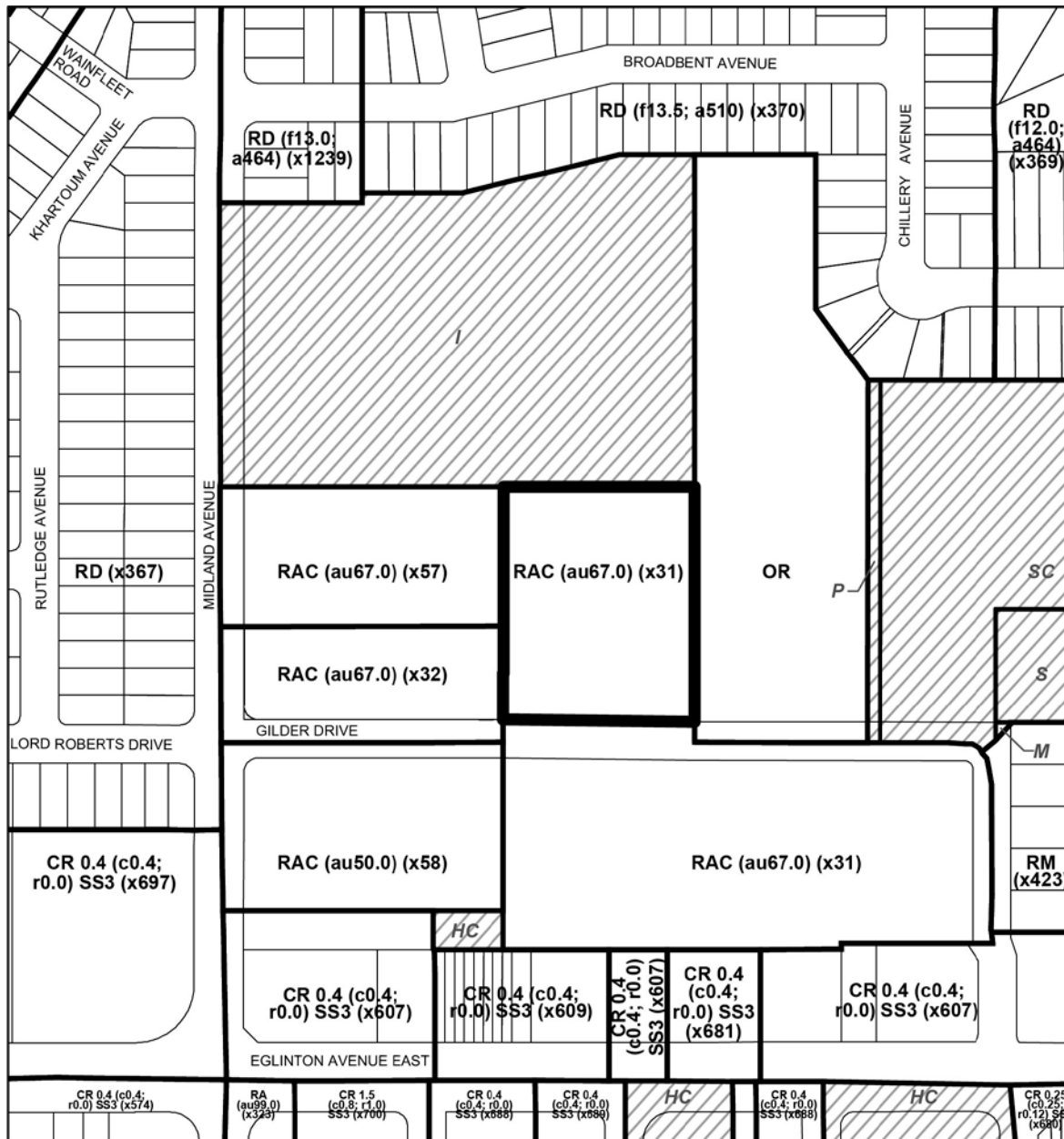
30 Gilder Drive

Official Plan Land Use Map 20

File # 21 186964 ESC 21 0Z



Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

30 Gilder Drive

File # 21 186964 ESC 21 0Z

- Location of Application
- See Former City of Scarborough Eglinton Community By-law No. 10048
- RD** Residential Detached
- RM** Residential Multiple
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- OR** Open Space Recreation
- S** Single-Family Residential
- M** Multiple-Family Residential
- HC** Highway Commercial
- I** Institutional Uses
- SC** School
- P** Park

Not to Scale
Extracted: 11/19/2021

Attachment 5: Draft Zoning By-law Amendment (By-law No. 569-2013)

Authority: Scarborough Community Council Item [##], as adopted by City of Toronto Council on ~, 2022

CITY OF TORONTO

BY-LAW No. ###-2022

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 30 Gilder Drive

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 height and density of development; and

Whereas pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, may authorize increases in the height and 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 height or 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:

- 1.** The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
- 2.** The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.

3. 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 in the heavy black lines from a zone label of RAC (au67.0) (x31) to a zone label of RAC (au67.0) (xXXX) as shown on Diagram 2 attached to By-law **[Clerks to insert By-law ##]**.

4. Zoning By-law No. 569-2013, as amended, is further amended by adding 900.8.10 Exception Number XX so that it reads:

(#) Exception RAC ###

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

(A) On 30 Gilder Drive, if the requirements of By-law **[Clerks to insert By-law ##]** are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (S) below;

(B) The **buildings** and **structures** permitted on the **lot** include the "Existing Building" and "New Building" as shown on Diagram 3 of By-law **[Clerks to supply By-law ##]**:

(i) For the purposes of this exception, "new building" means the **apartment building** labelled as "New Building" as shown on Diagram 3 attached to By-law **[City Clerk to provide By-law #]**;

(ii) For the purposes of this exception, "existing **building**" means the **apartment building** labelled as "Existing Building" as shown on Diagram 3 attached to By-law **[City Clerk to provide By-law #]** and existing ancillary **buildings** or **structures**, including portions below finished ground level, an underground parking garage and garage entry ramp, all as existing on the lot as of July 6, 2021.

(C) The maximum permitted residential **gross floor area** in the "new **building**" is 18,800 square metres;

(D) The total **gross floor area** of the "existing building" must not exceed the **gross floor area** existing therein as of July 6, 2021;

(E) A maximum of 263 **dwelling units** are permitted in the "new **building**";

(F) A maximum of 192 **dwelling units** are permitted in the "existing **building**";

(G) Despite Regulations 15.5.60.50(1) and (2) and 15.20.40.40(1), the maximum permitted floor area is the lesser of a floor space index of 3.1 or **gross floor area** of 38,130 square metres.

(H) Despite Regulation 15.5.40.10(1), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 166.15 metres and the elevation of the highest point of the **building** or **structure**;

(I) Despite Regulation 15.20.40.10(1), the permitted maximum height of a building or structure is the number following the HT symbol in metres as shown on Diagram 3 attached to By-law [**City Clerk to provide By-law #**];

(J) Despite Regulation 15.20.40.10(2), the permitted maximum number of **storeys** in the "new building" is 25 **storeys** and

(i) for the purpose of this exception, a mezzanine, mechanical penthouse or enclosed roof access does not constitute a **storey**;

(K) Despite Regulations 15.5.40.10(2), (3), (4), (5) and (6) and (I) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 of By-law [**City Clerk to provide By-law #**]:

(i) Elevator overruns, mechanical penthouse, enclosure for mechanical equipment, and stair enclosures to a maximum of 7.0 metres;

(ii) Terraces and balcony guards, elements of a green roof and insulation and roof surface materials, planters, railings, parapets, and ornamental architectural features to a maximum of 3.0 metres;

(iii) Window washing equipment to a maximum of 8.0 metres; and

(iv) Ladder for maintenance purposes to a maximum of 1.2 metres;

(L) Despite Regulation 15.20.30.40(1), the permitted maximum **lot coverage**, as a percentage of the lot area, is 21 percent;

(M) Regulation 15.20.40.50(1), with respect to **amenity space**, does not apply to the "existing building" and any **amenity space** existing as of July 6, 2021 must be maintained;

(N) Despite regulation 15.20.40.50(1), **amenity space** for the "new **building**" must be provided as follows:

(i) a minimum of 544 square metres of indoor **amenity space** for use by the residents of the **dwelling units** in the "new **building**" which may be located in a combination of stand-alone or interconnected indoor spaces; and

(ii) A minimum of 816 square metres of outdoor **amenity space** for the residents of the **dwelling units** for the "new **building**" which may be located in a combination of stand-alone or interconnected outdoor spaces;

(O) Despite Clause 15.20.40.70, the required minimum **building setbacks** are as shown in metres on Diagram 4 of by-law [**Clerks to insert by-law ##**];

(P) Despite Regulations 15.20.40.80(1) and (2), the required minimum separation of **main walls** are as shown in metres on Diagram 4 of By-law [**Clerks to insert by-law ##**];

(Q) Despite Clause 15.5.40.60 and (L) and (M) above, the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows:

- (i) Eaves, cornices, columns, landscape features, wheelchair ramps, light fixtures, stairs and stair enclosures, balustrades, guardrails, bollards, awnings, arcades, canopies, raised planters, patios, retaining walls, fences, vents, screens, wind mitigation screens and features, underground parking ramp and associated structures, damper equipment, window washing equipment by a maximum of 4.0 metres;
- (ii) Enclosures housing mechanical elements and ducts, elevators, elevator enclosures and overruns, and associated structures by a maximum of 1.2 metres;
- (iii) Elements or structures on any roof used for outside or open air recreation, including amenity space, and for maintenance, safety, wind protection or green roof purposes by a maximum of 1.2 metres; and
- (iv) Balconies by a maximum of 2.0 metres.

(R) Despite regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** must be provided in accordance with the following:

- (i) A minimum of 0.64 residential occupant **parking spaces** for each **dwelling unit**;
- (ii) A minimum of 0.07 residential visitor **parking spaces** for each **dwelling unit**; and
- (iii) A minimum of 5 "car-share parking spaces".

(S) Despite Regulation 200.5.10.1(1), "car-share **parking spaces**" may replace **parking spaces** otherwise required for residential occupants, subject to the following:

- (i) a reduction of four resident occupant **parking spaces** will be permitted for each "car-share **parking space**" provided and the maximum reduction permitted is capped by the application of the following formula:
 - (a) Four multiplied by the total number of **dwelling units** divided by 60, and rounded down to the nearest whole number;
- (ii) for the purpose of this exception, "car-share" means the practice whereby a number of people share the use of one or more motor vehicles and such "car-share" motor vehicles are made available to at least the occupants of the **building** for short-term rental, including hourly rental; and
- (iii) for the purpose of this exception, "car-share **parking space**" means a parking space exclusively reserved and signed for a vehicle used only for "car-share" purposes;

(T) Despite Regulation 220.5.10.1(2), two (2) Type "G" **loading spaces** to be provided and maintained on the lands for the "new **building**";

(U) Despite regulation 230.5.10.1(1) and Table 230.5.10.1(1), **bicycle parking spaces** must be provided for the "new **building**" in accordance with the following minimum rates:

- (i) 0.68 "long-term" **bicycle parking space** for each **dwelling unit**; and
- (ii) 0.07 "short-term" **bicycle parking space** for each **dwelling unit**.

(V) Despite regulation 230.5.10.1(1), the required **bicycle parking spaces** rates do not apply to the "existing **building**" as shown on Diagram 3 of By-law **[City Clerk to provide By-law #]**;

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

5. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition, or division occurred.

6. Section 37 Provisions:

(A) 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 of By-law **[Clerks to insert by-law ##]** 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;

(B) 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; and

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

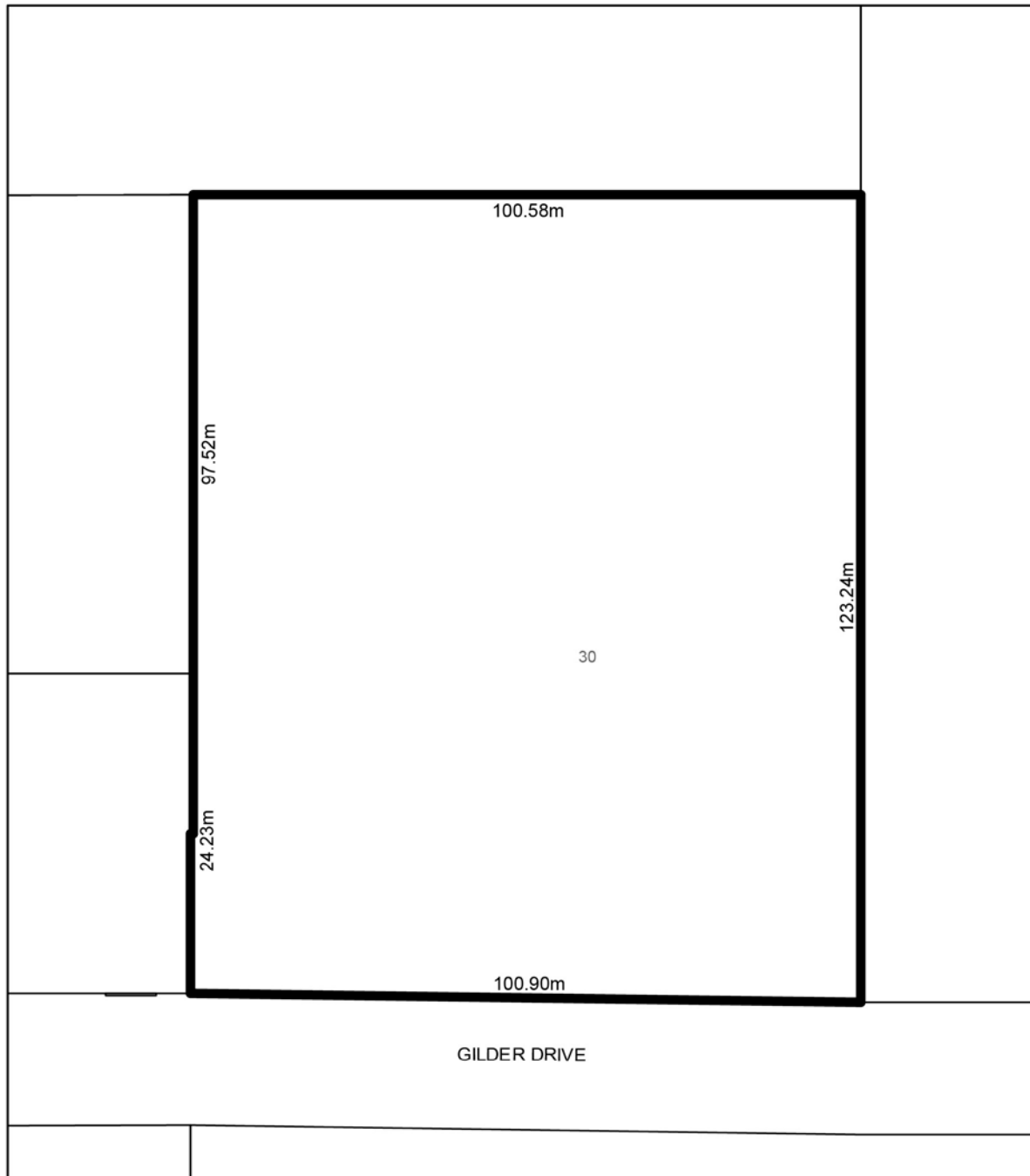
Enacted and passed on **[month day, year]**.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

Diagram 1



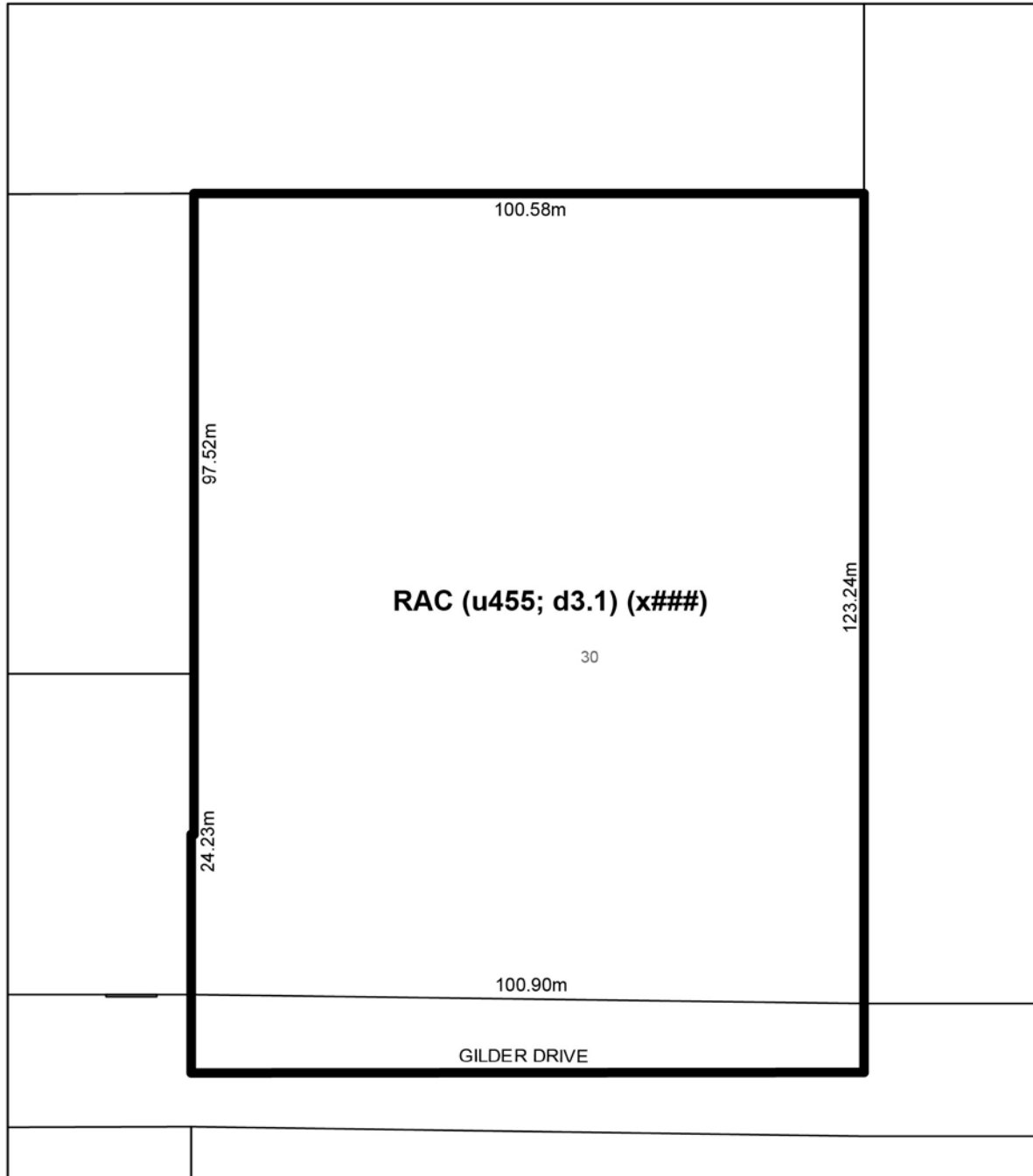
 **TORONTO**
Diagram 1

30 Gilder Drive

File # 21 186964 ESC 21 0Z


City of Toronto By-law 569-2013
Not to Scale
06/07/2022

Diagram 2



 **TORONTO**
Diagram 2

30 Gilder Drive

File # 21 186964 ESC 21 0Z


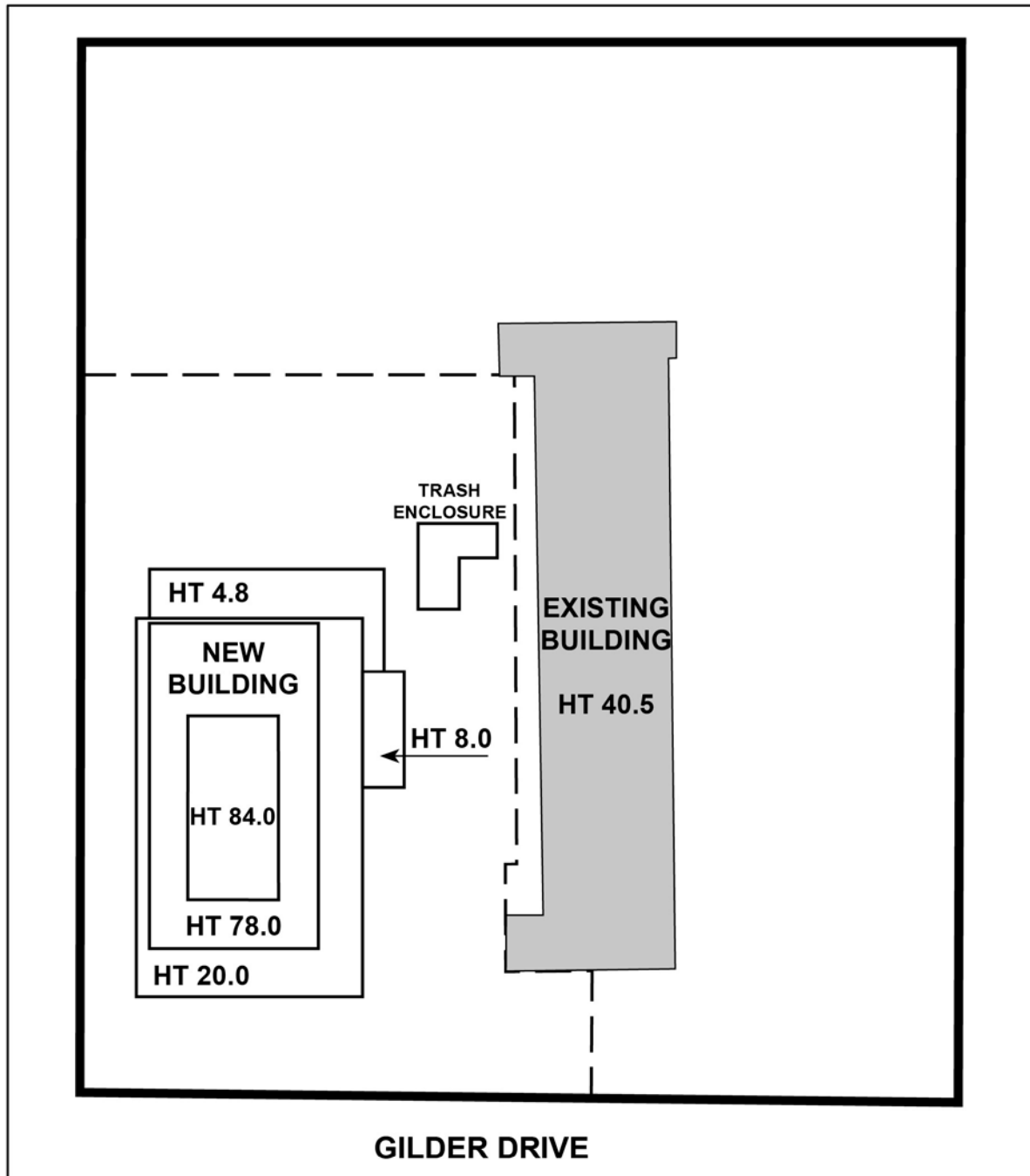

City of Toronto By-law 569-2013
Not to Scale
06/07/2022

Diagram 3



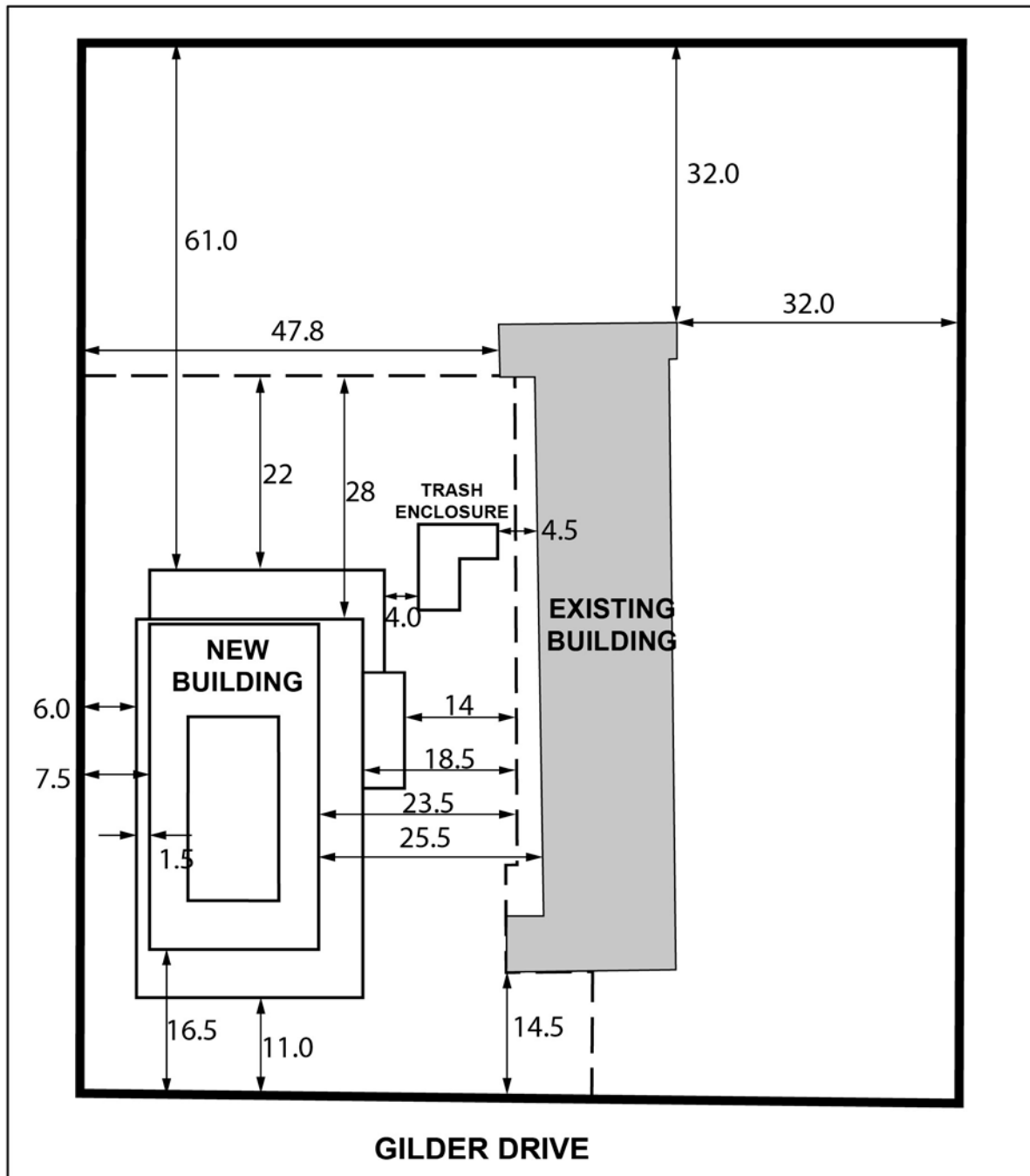
 **TORONTO**
Diagram 3

30 Gilder Drive

File # 21 186964 ESC 21 0Z


City of Toronto By-law 569-2013
Not to Scale
06/09/2022

Diagram 4



 **TORONTO**
Diagram 4

30 Gilder Drive

File # 21 186964 ESC 21 0Z


City of Toronto By-law 569-2013
Not to Scale
06/09/2022

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 following matters are recommended to be secured in the Section 37 Agreement to support development:

(i) The owner shall provide and continue to provide and maintain two hundred and five (205) market rental dwelling units in the proposed "new building" and the one hundred and ninety-two (192) rental dwelling units in the "existing building" on the lands at 30 Gilder Drive as rental housing, together with the new and retained associated facilities and amenities of the existing residential rental property, for a period of at least 20 years commencing from the date that the Zoning By-laws come into force and effect, and with no applications for demolition or conversion from residential rental use during such 20 year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

(ii) The owner shall provide tenants of the rental dwelling units in the "existing building" with access to and, use of, all indoor and outdoor amenities on the lands, at no extra charge, and on the same terms and conditions as any other resident of the development, without the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings.

(iii) The owner shall undertake improvements to the "existing building", taking into account tenant responses to the required Tenant Survey related to indoor and outdoor common area and amenity space as follows:

a. Prior to the issuance of Notice of Approval Conditions for site plan approval, the owner shall submit to the City a Construction Mitigation Strategy and Tenant Communication Plan to mitigate the impacts of construction of the development on tenants of the "existing building" at 30 Gilder Drive, to the satisfaction of the Chief Planner and Executive Director, City Planning.

b. Prior to the first above-grade building permit for any part of the "new building" development:

i. Accessibility improvements within the "existing building", including a clothes folding table which are universally accessible within the laundry room, and push button automatic door openers for the front entrance and laundry room doors and other common doors where feasible;

- ii. Upgrades to the laundry room in the "existing building";
- iii. Improvements to the open area within the front lobby area of the "existing building" in the form of unmovable, durable furniture or artwork;
- c. Prior to first occupancy of any new residential units in the "new building":
 - i. Accessibility improvements surrounding the "existing building", including improving existing pedestrian paths, repairing damaged curbs and creating new curb cuts, and the creation of new pedestrians paths;
 - ii. 208 bicycle parking spaces, including 180 interior spaces within the "new building", to be shared between the residents of the "existing building" and "new building";
 - iii. Accessibility improvements within the "existing building", including push button automatic door opener to the new indoor refuse drop-off area and other waste facilities;
 - iv. Improved waste management facilities, including either the consolidation of the storage of garbage within the "existing building", or an enclosed garbage collection area to west of the "existing building"; and,
 - v. Indoor hand-delivered refuse drop-off area for recycling and kitchen waste drop-off within the "existing building" will be added.

(iv) The costs associated with the provision and maintenance of the rental housing improvements and Construction Mitigation Strategy and Tenant Communication Plan required in Part (iii) above shall not be passed on to tenants of the "existing building" at 30 Gilder Drive in any form. For clarity, the Owner shall agree to not apply to the Landlord and Tenant Board, or any successor tribunal with jurisdiction to hear applications made under the legislation governing residential tenancies in Ontario, for an above-guideline increase in rent to recover expenses incurred in completing the rental housing improvements identified by the tenant survey as required in Part (iii) above.

(v) The Owner shall provide a minimum of 10-percent of all new units in the "new building" as three-bedroom units; and

(vi) The Owner shall provide a minimum of 25-percent of all new units in the "new building" as two-bedroom units;

2. Prior to the issuance of any Building Permit, the owner shall enter into an agreement to the satisfaction of the City Solicitor pursuant to Section 37 of the Planning Act as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force to secure the community benefits above.

Attachment 6: Draft Zoning By-law Amendment (Eglinton By-law No. 10048)

Authority: Scarborough Community Council Item ##, as adopted by City of Toronto Council on ~, 2022

CITY OF TORONTO

BY-LAW No. XXXX 2022

To amend former City of Scarborough Eglinton Community Zoning By-law No. 10048, as amended, with respect to the lands municipally known in the year 2021 as 30 Gilder Drive

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 height and density of development; and

Whereas pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, may authorize increases in the height and 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 height or 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 height and density permitted beyond that otherwise permitted on the aforesaid lands by former City of Scarborough Woburn Community Zoning By-law No. 9510, 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:

1. **SCHEDULE 'A'** of the Eglinton Community Zoning By-law 10048, as amended, is further amended for the lands outlined in the attached Schedule '1' by deleting the existing zoning and replacing it with the **Apartment Residential (A) Zone** and the performance standards shown on Schedule '1', so that the amended zoning shall read as follows:

2. **PERFORMANCE STANDARDS CHART – SCHEDULE ‘B’**, Eglinton Community Zoning By-law 10048, as amended, is further amended by adding the following Performance Standards:

INTENSITY OF USE

345. **Gross floor area** of all buildings shall not exceed 38,130 square metres.

346. A maximum of 455 **dwelling units** of which a minimum 45.7 percent of the **dwelling units** must have 2-bedrooms and a minimum of 6.5 percent of the **dwelling units** must have 3-bedrooms.

SETBACKS

517. The minimum **setbacks** for the new building and existing building from the lot line(s) to the **main wall(s)** and the minimum separation distances between the existing building and the new building shall be the minimum distance in metres specified by the numbers on the Schedule ‘3’ of By-law **[City Clerk to provide By-law #]**.

518. The following elements are permitted to project beyond the delineated lines specified on ‘Schedule ‘3’ of By-law **[City Clerk to provide By-law #]**:

- (i) Eaves, cornices, columns, landscape features, wheelchair ramps, light fixtures, stairs and stair enclosures, balustrades, guardrails, bollards, awnings, arcades, canopies, raised planters, patios, retaining walls, fences, vents, screens, wind mitigation screens and features, underground parking ramp and associated structures, damper equipment, window washing equipment by a maximum of 4.0 metres;
- (ii) Enclosures housing mechanical elements and ducts, elevators, elevator enclosures and overruns, and associated structures by a maximum of 1.2 metres;
- (iii) Elements or structures on any roof used for outside or open air recreation, including amenity space, and for maintenance, safety, wind protection or green roof purposes by a maximum of 1.2 metres; and
- (iv) Balconies by a maximum of 1.2 metres;

MISCELLANEOUS

570. Notwithstanding **CLAUSE V – INTERPRETATION**; sub-clause (f) **Definitions**:

- (i) “**Amenity space**” means indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.
- (ii) “**Gross floor area**” means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the **main wall** of each floor level. The **gross floor area** can be reduced by the area in the building used for:
- (a) Parking, loading and bicycle parking below established grade;
 - (b) Required loading spaces and required **bicycle parking spaces** at or above established grade;
 - (c) Storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
 - (d) Shower and change facilities required by this By-law for bicycle parking spaces;
 - (e) Indoor **amenity space** required by this By-law;
 - (f) Elevator shafts;
 - (g) Garbage shafts;
 - (h) Mechanical penthouse; and
 - (i) Exit stairwells in the building.
- (iii) “Car-sharing” means the practice where a number of people share the use of one or more vehicles and such car-share vehicles are made available for rent over short periods of time, such as hourly rental.
- (iv) “New building” means the new **apartment building** labelled as “New Building” as shown on Schedule ‘2’ attached to By-law **[City Clerk to provide By-law #]** and municipally known as 30 Gilder Drive.
- (v) “Existing building” means the existing **apartment building** labelled as “Existing Building” as shown on Schedule ‘2’ attached to By-law **[City Clerk to provide By-law #]** and existing ancillary buildings or structures, including portions below finished grade level, an underground parking garage and garage entry ramp, all as existing on the lot municipally known as 30 Gilder Drive as of July 6, 2021.

HEIGHT

655. The **height** of a building or structure is measured as the vertical distance between the Canadian Geodetic Datum elevation of 166.15 metres, and the highest point of the **building or structure**.

656. Maximum **height**: 78 m measured from established grade to the highest point of the new **building or structure** as shown on Schedule ‘2’ of By-law **[City Clerk to provide By-law #]**.

657. Despite the maximum **height** under Performance Standard 656:

- (i) Mechanical penthouse, enclosure for mechanical equipment, covered stairs or stair enclosures, and access hatches may project to a maximum of 6.5 metres above the applicable **height** limit shown above;
- (ii) Terraces and balcony guards, elements of a green roof and insulation and roof surface materials, planters, railings, parapets, and ornamental architectural features, may project to a maximum of 3.0 metres above the applicable **height** limit shown above;
- (iii) Window washing equipment may project to a maximum of 8.0 metres above the applicable **height** limit shown above;
- (iv) Ladder for maintenance purposes may project to a maximum of 1.2 metres above the applicable **height** limit shown above;

PARKING

700. Vehicular **parking spaces** shall be provided in accordance with the following minimum requirements:

- (i) Resident parking: Minimum 0.64 **parking spaces** per unit for each **dwelling unit**;
- (ii) Visitor parking: Minimum 0.07 **parking spaces** per unit for each **dwelling unit**, which can be provided anywhere within the existing building and new building parking lot and underground parking structure(s).

701. A minimum of 5 car-share **parking spaces**, dedicated to car-sharing, shall be provided and maintained on the site, with each car-share **parking space** being considered for the purpose of this by-law to be equivalent to 4 **parking spaces**.

702. **Bicycle parking spaces** must be provided in accordance with the following:

- (i) A minimum of 0.75 **bicycle parking spaces** for each **dwelling unit**, allocated as:
 - (a) 0.68 "long-term" resident **bicycle parking space** per new **dwelling unit**; and
 - (b) 0.07 "short-term" visitor **bicycle parking space** per new **dwelling unit**.

Notwithstanding the above parking provisions, the minimum **bicycle parking space** requirements do not apply to the existing building as shown on Schedule '2' of By-law [**City Clerk to provide By-law #**].

3. **SCHEDULE "C", EXCEPTIONS MAP and EXCEPTIONS LIST** are amended by adding the following Exception No. 77:

77. On those lands identified as Exception No. 77 on Schedule '4' of By-law [**Clerks to insert by-law ##**], the following provisions shall apply:

- (a) 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 subject to this Exception, in return for the owner, at the owner's expense, providing;

(i) The owner shall provide and continue to provide and maintain two hundred and five (205) market rental dwelling units in the proposed "new building" and the one hundred and ninety-two (192) rental dwelling units in the "existing building" on the lands at 30 Gilder Drive as rental housing, together with the new and retained associated facilities and amenities of the existing residential rental property, for a period of at least 20 years commencing from the date that the Zoning By-laws come into force and effect, and with no applications for demolition or conversion from residential rental use during such 20 year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

(ii) The owner shall provide tenants of the rental dwelling units in the "existing building" with access to and, use of, all indoor and outdoor amenities on the lands, at no extra charge, and on the same terms and conditions as any other resident of the development, without the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings.

(iii) The owner shall undertake improvements to the "existing building", taking into account tenant responses to the required Tenant Survey related to indoor and outdoor common area and amenity space as follows:

a. Prior to the issuance of Notice of Approval Conditions for site plan approval, the owner shall submit to the City a Construction Mitigation Strategy and Tenant Communication Plan to mitigate the impacts of construction of the development on tenants of the "existing building" at 30 Gilder Drive, to the satisfaction of the Chief Planner and Executive Director, City Planning.

b. Prior to the first above-grade building permit for any part of the "new building" development:

i. Accessibility improvements within the "existing building", including a clothes folding table which are universally accessible within the laundry room, and push button automatic door openers for the front entrance and laundry room doors and other common doors where feasible;

ii. Upgrades to the laundry room in the "existing building";

iii. Improvements to the open area within the front lobby area of the "existing building" in the form of unmovable, durable furniture or artwork;

c. Prior to first occupancy of any new residential units in the "new building":

- i. Accessibility improvements surrounding the "existing building", including improving existing pedestrian paths, repairing damaged curbs and creating new curb cuts, and the creation of new pedestrians paths;
- ii. 208 bicycle parking spaces, including 180 interior spaces within the "new building", to be shared between the residents of the "existing building" and "new building";
- iii. Accessibility improvements within the "existing building", including push button automatic door opener to the new indoor refuse drop-off area and other waste facilities;
- iv. Improved waste management facilities, including either the consolidation of the storage of garbage within the "existing building", or an enclosed garbage collection area to west of the "existing building"; and,
- v. Indoor hand-delivered refuse drop-off area for recycling and kitchen waste drop-off within the "existing building" will be added.

(iv) The costs associated with the provision and maintenance of the rental housing improvements and Construction Mitigation Strategy and Tenant Communication Plan required in Part (iii) above shall not be passed on to tenants of the "existing building" at 30 Gilder Drive in any form. For clarity, the Owner shall agree to not apply to the Landlord and Tenant Board, or any successor tribunal with jurisdiction to hear applications made under the legislation governing residential tenancies in Ontario, for an above-guideline increase in rent to recover expenses incurred in completing the rental housing improvements identified by the tenant survey as required in Part (iii) above.

(v) The Owner shall provide a minimum of 10-percent of all new units in the "new building" as three-bedroom units; and

(vi) The Owner shall provide a minimum of 25-percent of all new units in the "new building" as two-bedroom units;

(b) Prior to the issuance of any Building Permit, the owner shall enter into an agreement to the satisfaction of the City Solicitor pursuant to Section 37 of the Planning Act as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force to secure the community benefits above.

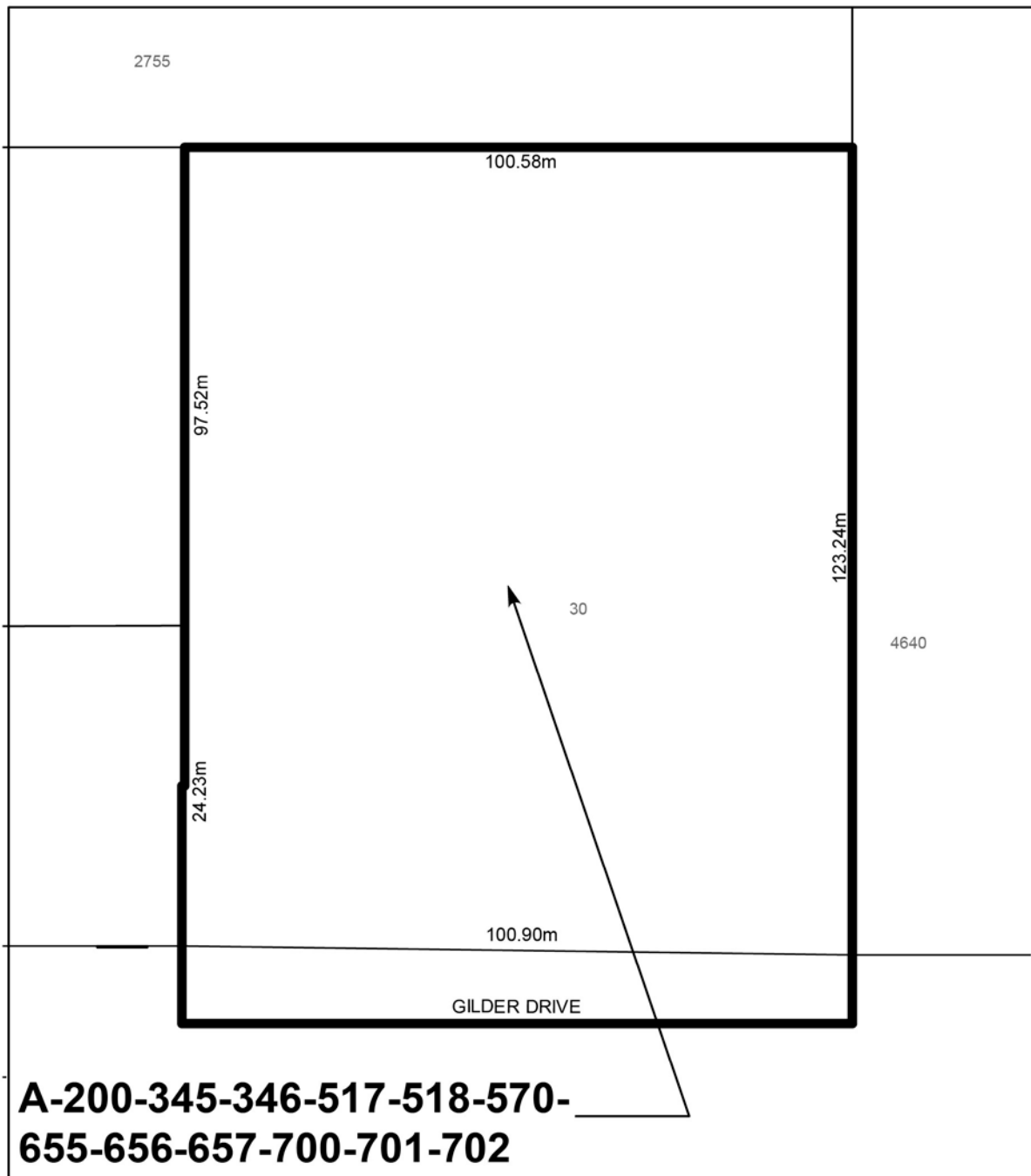
Enacted and passed on [month day, year].

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

Schedule 1



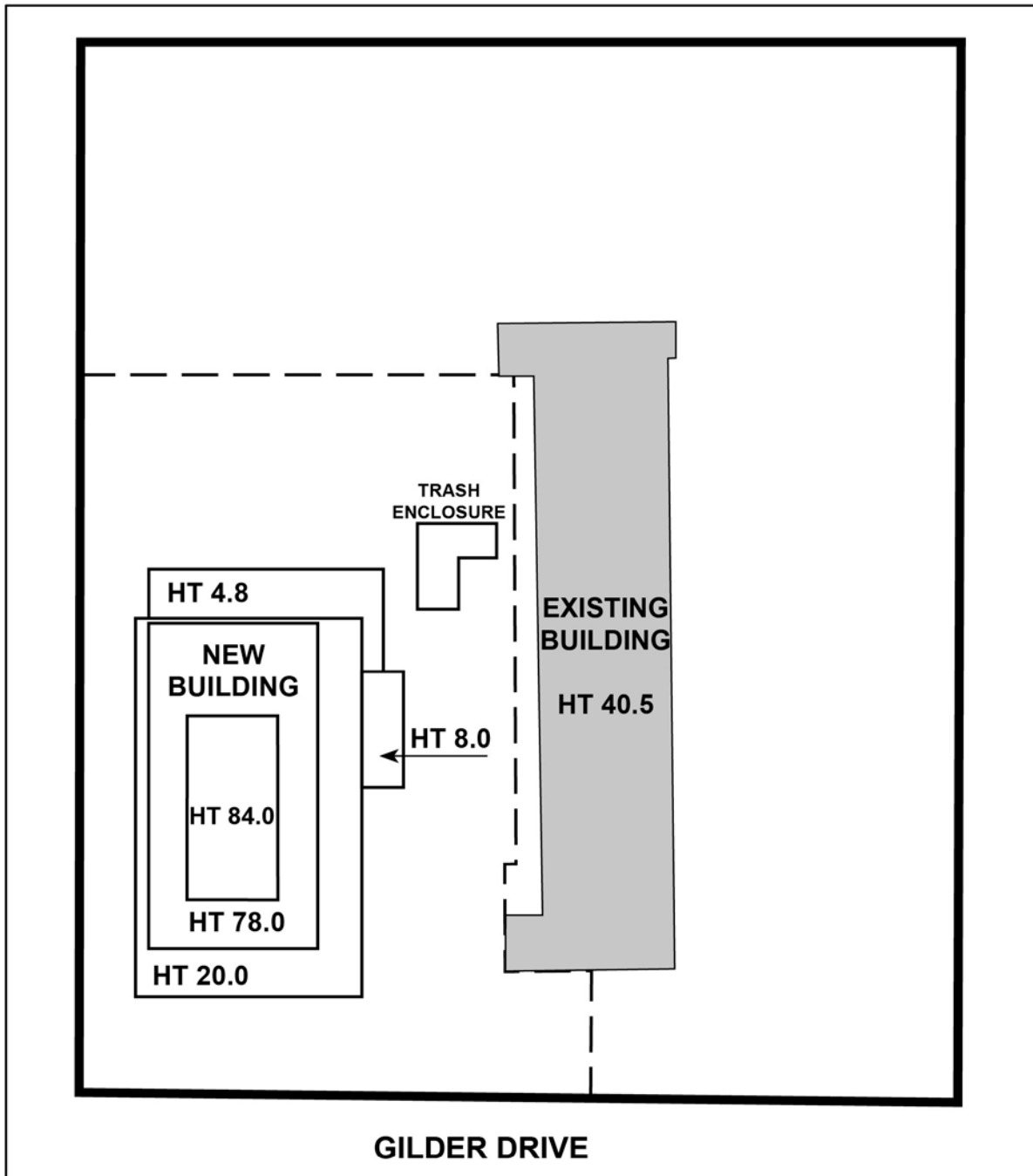
 **TORONTO**
Zoning By-law Amendment
Schedule 1

30 Gilder Drive

File # 21 186964 ESC 21 0Z


Eglinton Community By-law No.10048
Not to Scale
06/07/2022

Schedule 2



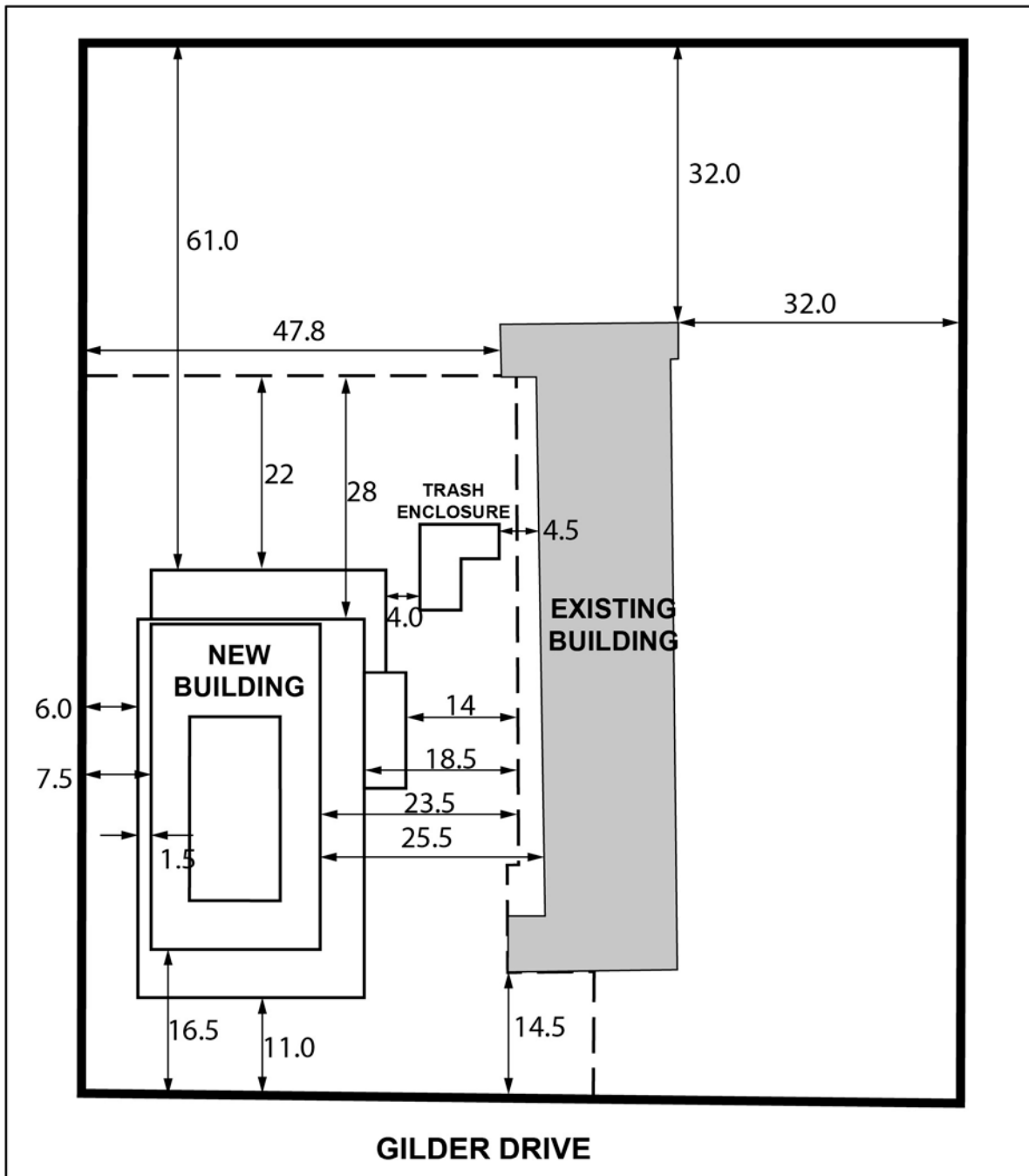
 **TORONTO**
Zoning By-law Amendment
Schedule 2

30 Gilder Drive

File # 21 186964 ESC 21 0Z


Eglinton Community By-law No.10048
Not to Scale
06/08/2022

Schedule 3



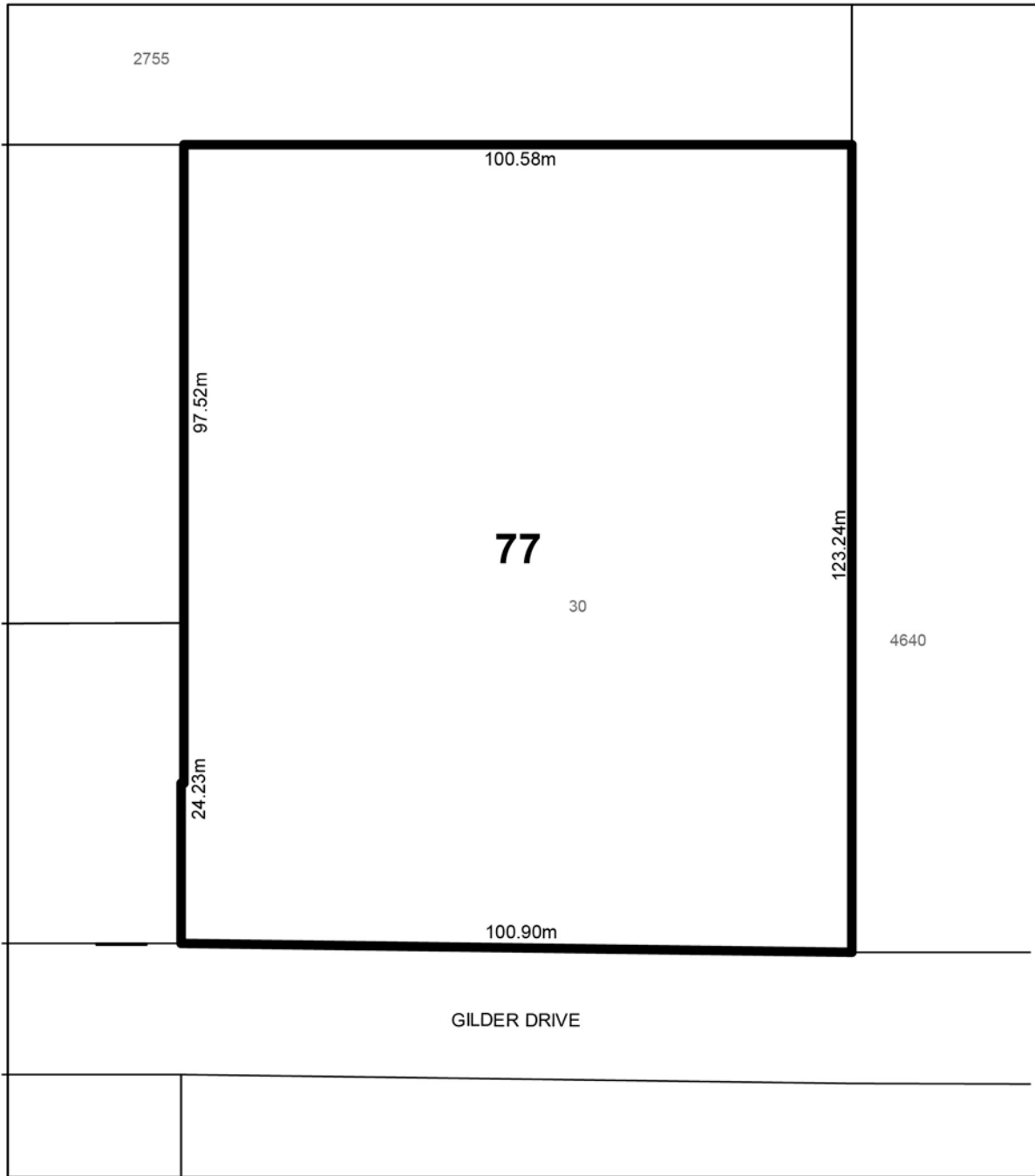
TORONTO
 Zoning By-law Amendment
 Schedule 3

30 Gilder Drive

File # 21 186964 ESC 21 02

↑
 Eglinton Community By-law No. 10048
 Not to Scale
 06/08/2022

Schedule 4



 **TORONTO**
Zoning By-law Amendment
Schedule 4

30 Gilder Drive

File # 21 186964 ESC 21 0Z


Eglinton Community By-law No. 10048
Not to Scale
06/08/2022

Attachment 7: Summary of Public Consultation

1. What is being done to correct problems in existing building a new building?

Applicant response: The applicant has an agreement with the ownership of the existing building to construction a new rental building on a portion of its excess land. The applicant will be making an application to sever the rental building from the existing building once the zoning is approved. A further meeting will be scheduled in April in which residents of the existing building are encouraged to attend to clarify concerns to pass along to the owner for further discussion (Note: Said meeting was conducted on April 13, 3022, with no residents attending.)

2. Concern expressed about resident quality of life!

Applicant response: Relandscaping is proposed for a large portion of the site including outdoor amenities such as a sitting area, dining tables, BBQ's, etc. accessible to all residents.

3. Will a crosswalk be introduced given current issues?

Applicant response: While crosswalks are a City responsibility, the transportation investigation conducted for this application does not demonstrate the need for a crosswalk.

4. Will rents increase for existing residents due to new building?

Applicant response:
There will be different owners and operators of the two buildings, each subject to applicable rent control limits.

5. Time frame for construction?

Applicant response: The proposed timeframe for completion is expected sometime in 2025/2026.

6. Is this already a 'done deal'?

Applicant response: No, the zoning by-law amendment is the first step in the process. A site plan application will follow with subsequent further approvals required, as well.

7. When funding is ready this building is going up whether the community wants it or not!

The only funding received to date is from CMHC to assist with the exploratory costs of proposing affordable housing. The applicant has not yet received any funding from the City's Open-Door program for this development. Municipal fees would only get waived for the affordable units only. This applicant has applied for acceptance into this program but has not yet been accepted by City Council.

8. What is the route to appeal?

Applicant response: Councillor Thompson has indicated, the community has a right to appeal this or any development. However, the City is in the middle of a housing crisis, affordability is a major concern, and this project proposes both new housing for people within the community as well as a significant portion of affordable units for people in need. Should residents in the community want to learn more about this process, the councillor's staff is available to provide further details.

9. With the two buildings facing each other directly what would privacy look like for tenants?

Applicant response: Only approximately 25% of the existing building faces into the proposed building, and an appropriate building separation has been provided (minimum 25m as per City Requirements). Currently the proposed building has no balconies on the tower, and, where possible, the applicant will work with its architects to minimize the line-of-sight impacts from the existing residents.

10. With the existing building losing parking in the back, what are the plan to relocate those who are parking back there?

Applicant response: Based on information from the property manager at the existing building, and the applicant's own study of the parking demand at the exiting building, we have determined that the amount of parking spaces removed will not negatively impact parking demand at 30 Gilder.

11. How would this development affect the school in the community and the raise in population in our community?

Applicant response: The TDSB and TCDSB have provided their input and have determined that the local schools in the area can absorb the proposed building without issue.

12. Aside from the shared amenity spaces, the issues of privacy and the accessibility of underground parking available for existing residents, already with a substantial wait list, haven't been addressed!

Applicant response: The underground parking for existing building residents will largely remain the same. The reduction in parking is almost entirely above ground and all existing tenant parking leases will remain in place. The existing building currently does not have any internal building amenities other than the laundry facilities. The applicant is proposing to provide amenities which are otherwise unavailable in the immediate vicinity to residents of both buildings as a way to provide a higher quality of life without impacting the cost of living at the existing building. The proposed building is separated from the existing building by 25 metres to ensure impacts to skyview, privacy and shadowing are minimized in accordance with City Official Plan policies.

13. Will we have to pay to receive those amenities? Is that how they will raise our rent?

Applicant response: Residents living in both the existing and new buildings will be treated equally in their use of the shared amenities.

14. Will residents be kept informed regarding the appeal process, (i.e. getting notification of specific deadlines, being informed of the current proposal status)?

Applicant response: By participating in the Public Meeting and providing your emails and municipal addresses, you have been added to the interested party list and will be kept informed of new developments by the City planning staff.

15. Is there a way for the community to access the traffic study done? There are multiple concerns over congestion and the height of this proposed plan.

Applicant response: The traffic study can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-informationcentre/>.

16. Please save the approximately 27 mature trees from a cutting proposal to build this new condo.

Applicant response: The majority of the trees which are proposed to be taken down are directly above where the proposed building or underground garage will be located, however the proposal has saved as many mature trees as possible. The applicant will be providing 37 new trees which will provide new greenery and cover for the site in areas around the new building.

17. 20 Gilder Drive west of the proposed building currently doesn't have a lot of green space between that existing and the proposed building. If approved, the landscape of the area would just be like downtown Toronto! We chose to live here and not downtown because of the available spaces between buildings. Building here would cause major congestion of street parking as there are already too many people parking on the streets.

Applicant response: We understand the concerns of neighbouring buildings. In the instance of 20 Gilder drive, a significant portion of the existing trees will remain as a separation between buildings, as they are located on 20 Gilder Drive property. Additionally, the applicant plans to plant 37 new trees within the development area, which will eventually provide more green coverage than was previously on the site. The east side of 20 Gilder was designed to have very few windows, so there will be very little impact to views. The applicant has completed traffic studies and for the proposed building and the impact to Gilder Drive will be minimal. Detailed project information, including traffic studies, can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-informationcentre/>.

18. A concerned resident (owner) at 20 Gilder Drive sent in a letter ahead of the Community Consultation Meeting Notice regarding 30 Gilder Drive, to discuss the application to change the relevant Zoning By-Law. With 3 condominiums (20 Gilder Drive, 915 & 921 Midland Avenue), 3 apartments (31 & 40 Gilder Drive, 945 Midland

Avenue), there is an existing high density of residents within this area. Any new construction in Toronto must be able to accommodate their own parking needs. The street parking has always been a problem, as there is not enough onsite parking at the surrounding buildings. Providing 1 car per unit is inadequate.

Applicant response: A traffic study was completed for the proposed building addressing an appropriate level of parking for this whole site of 272 spaces will be adequate. Most new developments today provide less than 0.5 stalls/unit. Many residents in the new building will not require a car. If they have the need for multiple vehicles, they would be better served further from the transit corridor and would not choose to rent in this building. It is further noted that City Council has recently enacted a by-law removing minimum parking requirements, leaving it to the marketplace to determine the appropriate minimum level of parking, which we have done through the traffic study submitted with the application.

19. There are also trucks, multiple school buses, and vans that are constantly parked on Gilder Drive. It is difficult and dangerous exiting 20 Gilder's driveway as visibility is impossible due to the height of the vehicles. During the winter months, the street is never plowed properly because of all the vehicles parked on Gilder. With this new building, the volume of cars that will be travelling on Gilder will be increased significantly raising safety concerns for the children that cross the road to go to school and the park.

Applicant response: Please refer to the Traffic Impact Study performed by Crozier & Associates. Detailed project information, including traffic studies, can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-informationcentre/>. The study concludes that the additional traffic generated by the proposal will have a minimal impact on the area.

20. Additional housing is needed in Toronto, however it should not be at the cost of overcrowding an already highly dense area. If this building is supposed to be addressing the housing shortage, why are there only 29 – 3 bedroom units out of this 263 unit building? Also, can park and school accommodate all the children that potentially will be living there?

Applicant response: The of Midland and Eglinton maintains a relatively low population density compared to other subway-accessible neighbourhoods. In order to address the housing crisis in Toronto, increased density is required along transit corridors and is preferred over continued urban sprawl. The proposed building has a typical suite mix including twenty-nine three-bedroom units. This mix will provide a wide range of options for individuals, couples and families to have the opportunity to choose to live in this building. As part of the zoning application process, the school boards provide their feedback on whether school in the area can accommodate additional students. No issues were noted regarding the accommodation of new residents living at the proposed building. Further, the City's Parks Department has not identified any concerns as a result of this proposal with the level of parkland provided in the area of Midland and Eglinton.

21. Why should we be permitting a FSI variance of approximately 3.0 times the area of the lot when the surrounding infrastructure e.g., park, school, and road cannot sustain this additional building? There does not seem to be enough space between the 2 buildings to allow natural light and privacy.

Applicant response: As part of the zoning process, the applicant is required to show that the surrounding parks, school, roads and pipes can support the additional demand. Please refer to the Planning Justification report which can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-informationcentre/>. Furthermore, City Departments and Circulation Agencies, including the school boards, have not identified any capacity issues associated with the new population which will be housed in the proposed building. Privacy is important for the proposed building as much as it is for the existing neighbours, and it is being addressed through building design. As 20 Gilder only has very few east facing windows which are smaller and positioned mid-wall, we do not anticipate this to have much impact on privacy given the separation distances achieved between buildings which meets City guideline requirements.

22. Last year, we had a taste of what it would be like with trucks being parked continually on the street when they were running large spools of wire on the properties. There will be excessive noise and constant trucks coming and going on Gilder. Many people work from home and are on shift work. How will people be able to sleep, work and carry on with their lives during the lengthy time this building will take to build? It will be unbearable living here.

Applicant response: Living in Canada's largest, fastest growing city means there will eventually be construction near your home, however the goal is to minimize its impact on the neighbourhood. As part of site plan approval process, the applicant is required to provide a traffic management plan, as well as a construction management plan, which clearly identify how the flow of traffic will be managed as well as what, if any, road occupancy is required for construction. Construction activities, especially those that create noise, only occur during specific hours as regulated by the City of Toronto.

23. The lands in question are effectively part of the amenity area of the current building at 20 Gilder Drive and transition into open space parkland as part of the Glen Park Ravine!

Applicant response: The lands in question are not part of the 20 Gilder Drive condo. They are owned by the ownership of the 30 Gilder Drive apartments. Additionally, the lands at 30 Gilder Drive do not transition into the park, they are bound along the north edge by a large retaining wall, with no access to the school or Glen Ravine Park.

24. The proposed change of use and the requested height of the proposed building are both inappropriate changes to the existing community.

Applicant response: The height of the proposed building has been reviewed and in its current form is compatible with the existing and planned built environment. This building proposes to add 58 affordable rental unit to the area and this scale of building is required in order to achieve this community benefit.

25. I am transmitting my e-mail with help of friends as I myself do not have an e mail address or access to internet communication. I would ask therefore that any communication with me be sent by regular mail.

Applicant response: We do not have your e-mail or address in order to do this. But your concerns can be addressed at the Public Meeting through issues to Community Council.

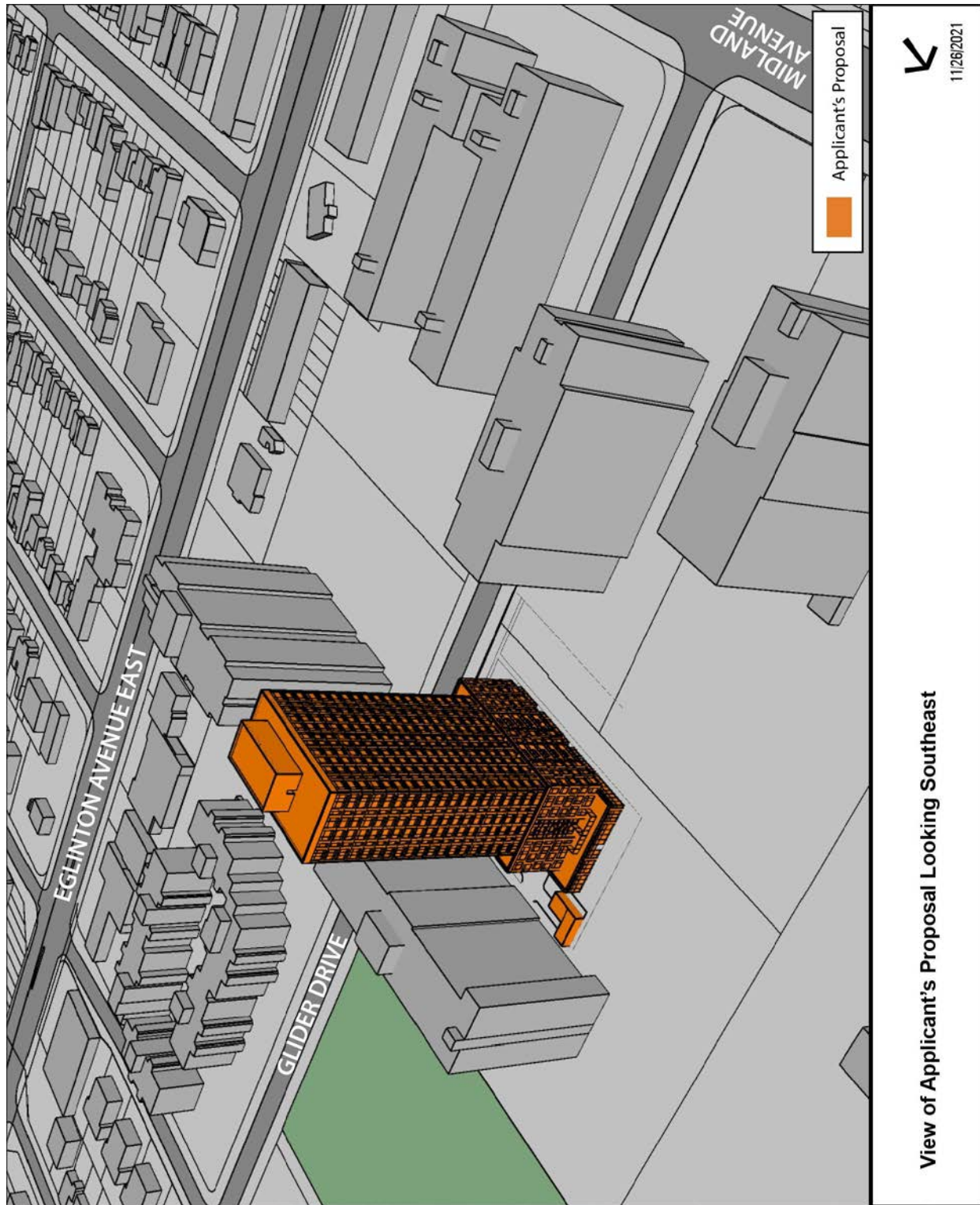
26. Is the site adequate to house a tower?

Applicant response: The spacing of the proposed tower conforms with City Tall Building Guidelines.

27. This proposal will remove green space!

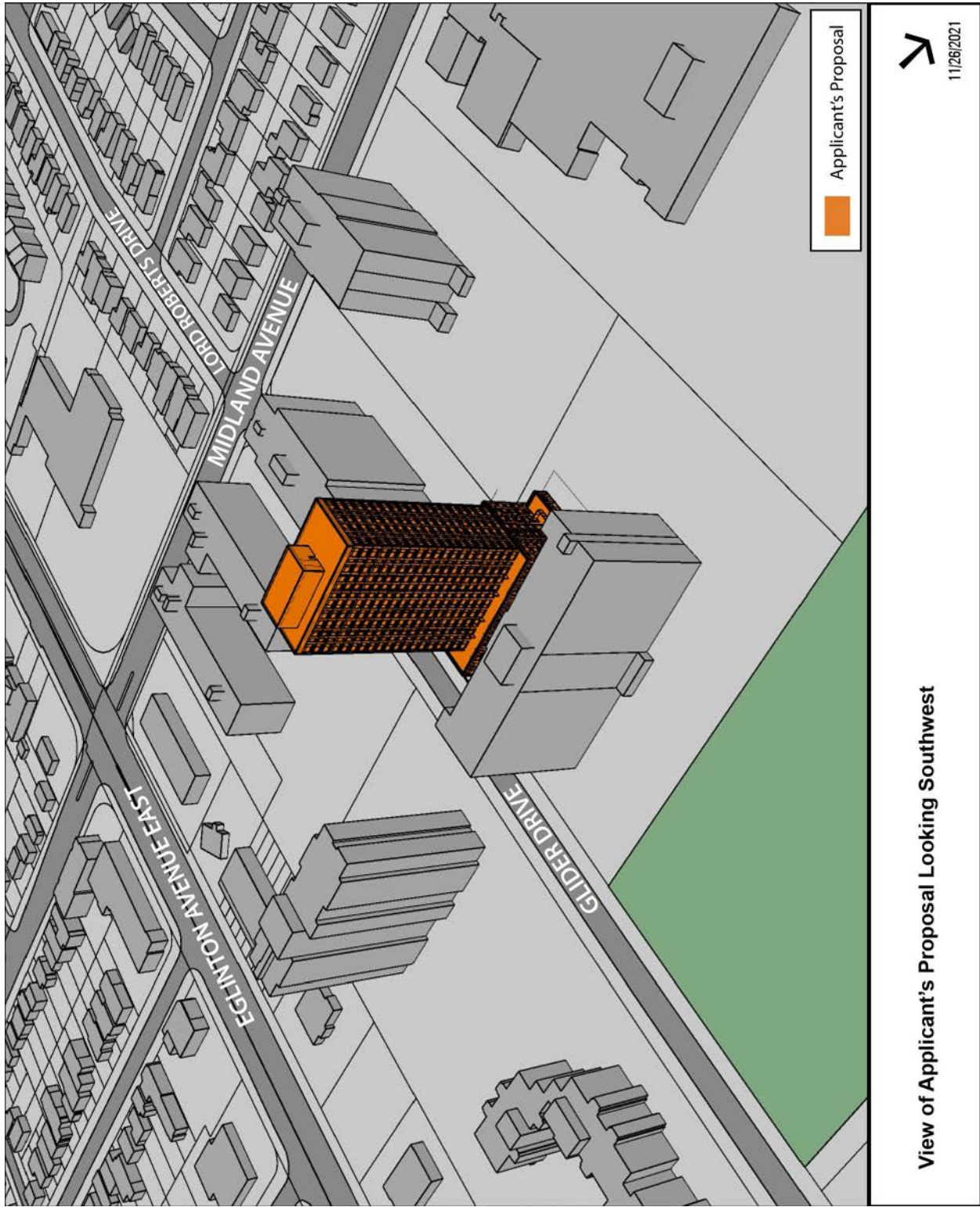
Applicant response: Some green space will be removed to provide buildable area for the proposed building, however, the applicant has reclaimed a major portion of the surface parking in order to maintain 50% green space coverage on site.

Attachment 8: 3D View of the Proposal Looking Southeast

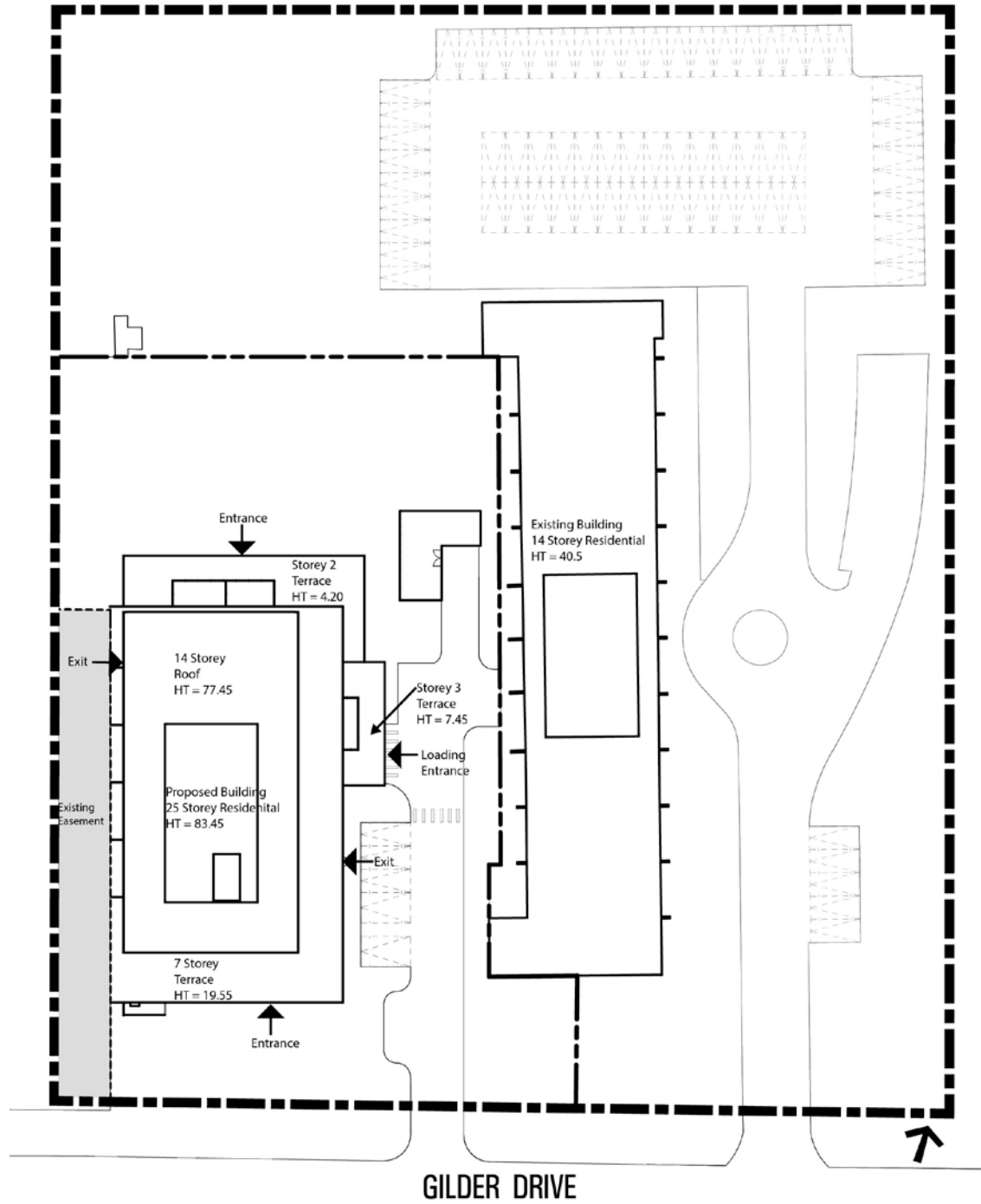


View of Applicant's Proposal Looking Southeast

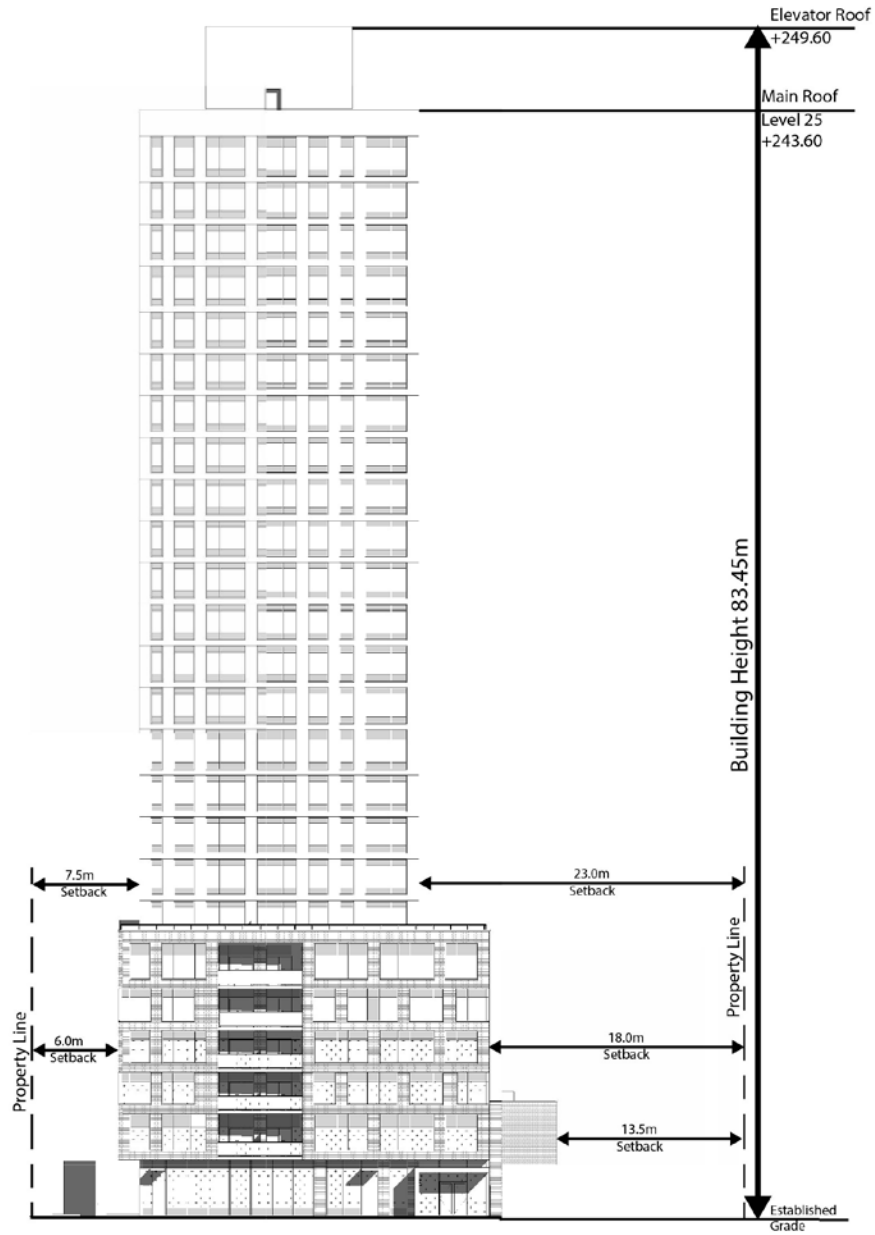
Attachment 9: 3D View of the Proposal Looking Southwest



Attachment 10: Site Plan

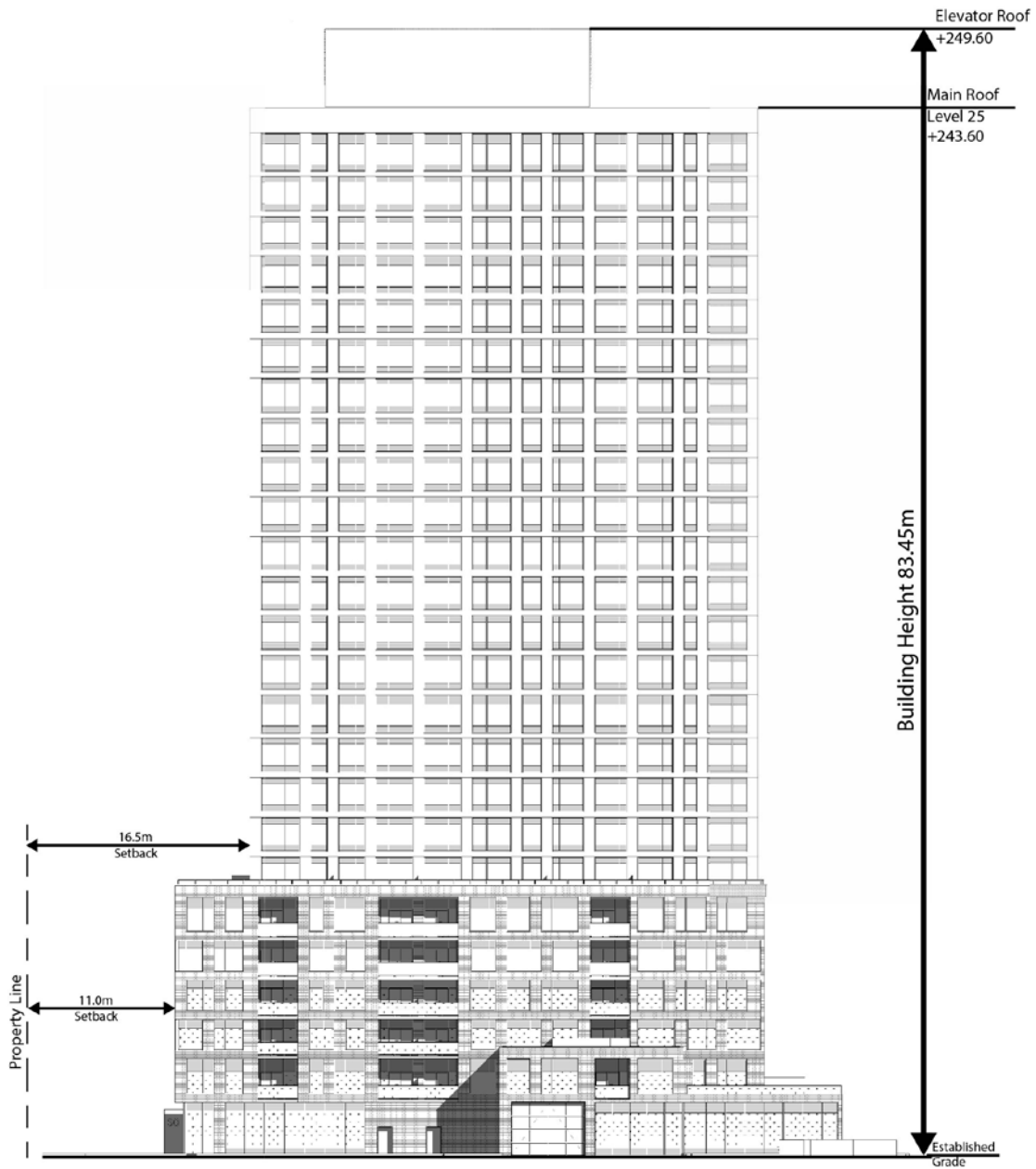


Attachment 11: South Elevation



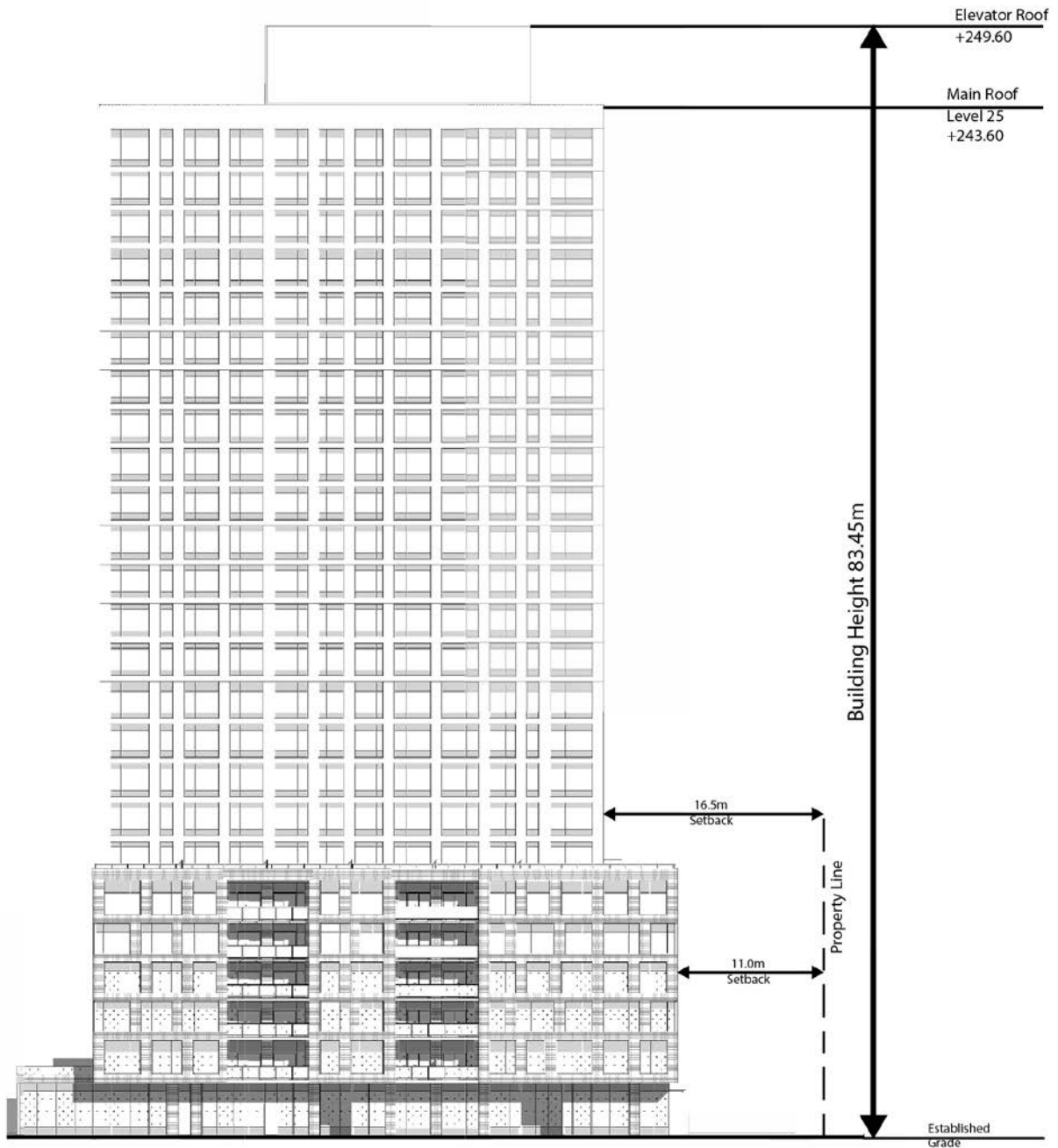
South Elevation

Attachment 12: East Elevation



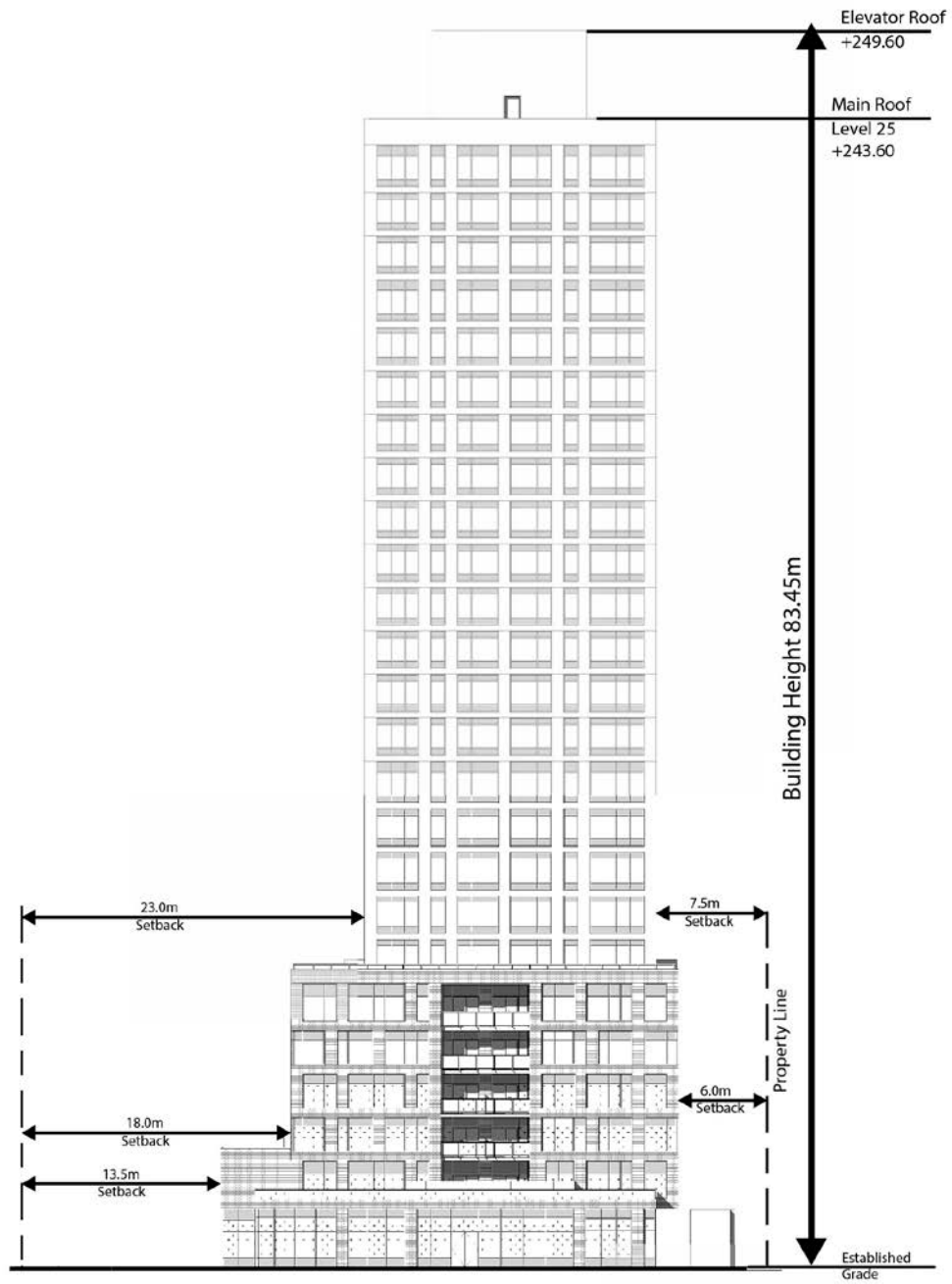
East Elevation

Attachment 13: West Elevation



West Elevation

Attachment 14: North Elevation



North Elevation