

Final Report - 1910 Eglinton Avenue East – Official Plan and Zoning By-law Amendment

Date: June 13, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough

Wards: 21 - Scarborough Centre

Planning Application Number: 20 161237 ESC 21 OZ

SUMMARY

This application proposes to amend the Official Plan to add a Site and Area-Specific Policy ("SASP") and city-wide Zoning By-law 569-2013 to permit the development of a 40-storey mixed use building (127.75 metres in height, excluding the mechanical penthouse) containing 387 rental dwelling units at the lands municipally known as 1910 Eglinton Avenue East. The development would have a total gross floor area of 28,787 square metres, of which 25,919 square metres would be for residential uses and 2,868 square metres would be for non-residential uses including 2,169 square metres of office space and 699 square metres of retail space. A total of 187 vehicle parking spaces are proposed within a two level below-grade parking garage.

The subject lands are located within the Golden Mile Secondary Plan ("Secondary Plan") area adopted through Official Plan Amendment No. 499 ("OPA 499"), and are also subject to new Golden Mile Urban Design Guidelines, as adopted by City Council on October 30, 2020.

The proposed SASP is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and consistent with the general intent of the Official Plan and Golden Mile Secondary Plan. The proposed Zoning by-law Amendment is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and conforms to the Official Plan and Golden Mile Secondary Plan, as amended by the proposed Official Plan Amendment.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The proposal represents appropriate intensification, conforms with the Official Plan and is generally consistent with the Council-adopted Golden Mile Secondary Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 1910 Eglinton Avenue East substantially in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend city-wide Zoning By-law 569-2013, as amended for the lands at 1910 Eglinton Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. 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.
4. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
5. City Council authorize the City Solicitor to enter into and register on title to the lands, in one or more agreements pursuant to Section 37 of the *Planning Act*, at the Owner's expense, to secure the following matters, on such terms and conditions as may be required, all satisfactory to the Chief Planner and Executive Director, City Planning, and the City Solicitor:
 - a. Prior to the issuance of the first above-grade building permit, a cash contribution in the amount of three million (\$3,000,000.00) dollars allocated as follows:
 - i. one million (\$1,000,000.00) dollars to be allocated to the new Community Recreation Centre in the Golden Mile Area;
 - ii. one million (\$1,000,000.00) dollars to be allocated towards the provision of Affordable Housing units that would benefit the community in the vicinity of the lands, to the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor; and
 - iii. one million (\$1,000,000.00) dollars to be allocated to commission public art in a process in accordance with the Percent for Public Art Program Guidelines. Prior to the issuance of the first above-grade building permit, the owner will submit a plan that details the possible locations of any public art installations on the site or on public space adjacent to the site

and the method of art selection, to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor;

b. the cash contribution referred to in Recommendation 5 a. above shall be indexed upwardly in accordance with the Statistics Canada Residential or Non-Residential, as the case may be, Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135, or its successor, calculated from the date of the Agreement to the date of payment; and

c. in the event the cash contribution referred to in Recommendation 5 a. above cannot be directed for the determined purpose within three years of the amending Zoning By-law coming into full force and effect, the amount of funds allocated towards a community benefit may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided the purpose is identified in Official Plan and will benefit the community in the vicinity of the lands.

6. City Council direct that the following matters are also to be secured in the Section 37 Agreement as matters required to support the development of the lands, including:

a. The required transportation improvements and transportation demand management measures identified in a Transportation Demand Management Plan accepted and satisfactory to the General Manager, Transportation Services and secured to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning through the Site Plan Control Approval process in addition to the following:

1. The owner shall pay to the City, by certified cheque, \$50,000, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the execution of this Agreement to the date of payment, for the future implementation of one (1) bike-share station, at a location that may be determined by the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services.

b. The owner shall construct and maintain, at its own expense, privately owned publicly-accessible spaces ("POPS"), of not less than 319 square metres north of Eglinton Avenue East, and the Owner shall convey to the City, for nominal consideration, easement(s) along the surface of the lands, to the satisfaction of the City Solicitor, which shall constitute the POPS and any required public access easements to connect the POPS to adjacent POPS and/or public rights-of-way, where necessary; and the Owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that

members of the public shall be entitled to use the POPS at all times of the day and night, 365 days of the year; and the specific location, configuration and design of the POPS shall be determined in the context of a Site Plan Approval for each building and/or block pursuant to Section 114 of the City of Toronto Act, 2006, and secured in a Site Plan Agreement with the City;

c. As a condition of site plan approval, the owner shall prepare all documents and convey, a road widening of approximately 3.0 metres along the frontage of the property on Eglinton Avenue East, in an acceptable environmental condition, to the satisfaction the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services and the City Solicitor;

d. The owner shall construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the owner shall be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the Site Plan Control application;

e. The owner shall satisfy conditions and requirements as identified in memorandums provided to the City on behalf of Metrolinx as it relates to the Eglinton Crosstown LRT, utility companies, Toronto District School Board and Toronto Catholic District School Board, based on their review of the development application, all to the satisfaction of the Chief Planner and Executive Director, City Planning and secured in the appropriate agreement(s) satisfactory to the City Solicitor;

f. The owner shall, at its own expense, address the following matters in any application for Site Plan Approval for the development, which shall be determined and secured in a Site Plan Agreement with the City, as applicable, all to the satisfaction of the Chief Planner and Executive Director, City Planning:

1. Provision of on-site dog-relief facilities, with the location, nature and size of the facilities to be determined through the site plan approval process to the satisfaction of the Chief Planner and Executive Director, City Planning;

2. Implementation of any required air quality, dust and odour mitigation or other recommendations, in the Air Quality and Odour Study, subject to a peer review, satisfactory and accepted by the Chief Planner and Executive Director, City Planning;

3. Implementation of any required Compatibility and Mitigation measures in the Compatibility/Mitigation Study, subject to peer review, satisfactory and accepted by the Chief Planner and Executive Director, City Planning;

4. Implementation of any required Wind mitigation measures, in the Pedestrian Level Wind Study, satisfactory and accepted by the Chief Planner and Executive Director, City Planning;
5. Implementation of any required of Metrolinx, particularly regarding noise and vibration attention requirements, warning clauses in purchase and sale/tenancy agreements, and construction traffic management plan and schedules;
6. Submission of a revised Energy Strategy Report that includes all required information outlined in the Energy Strategy Terms of Reference, to the satisfaction of the Project Manager, Environment and Energy Division;
7. Submission of a detailed Landscape and Soil Volume Plans to determine compliance with Toronto Green Standard Volume 3, Tier 1 to the satisfaction of the General Manager, Parks, Forestry and Recreation Division;
8. Construction of a bus stop platform on the Eglinton Avenue East frontage to the satisfaction of the Toronto Transit Commission; and
9. Requirements for a construction management plan to be provided at Site Plan Approval, including but not limited to, noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, coordination with adjacent on-going development construction, parking and access, refuse storage, site security, site supervisor contact information, any required coordination with Metrolinx regarding the Eglinton Crosstown LRT, and a communication strategy with the surrounding community, and any other matters requested by the Chief Planner and Executive Director, City Planning and the General Manager, Transportation 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

Eglinton Connects Planning Study

In May 2014, City Council directed City Planning staff to undertake further study of the six focus areas that were identified in the Eglinton Connects Planning Study, including the Golden Mile. Further information regarding the Eglinton Connects Planning Study can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

Golden Mile Market Analysis and Economic Study

The Golden Mile Market Analysis and Economic Strategy Study was completed in December 2016 and analyzed the existing economic and employment conditions in the Golden Mile. Further information regarding the Golden Mile Market Analysis and Economic Strategy Study can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC21.12>

Golden Mile Secondary Plan Study

In May 2016, City Planning staff initiated the Golden Mile Secondary Plan ("GMSP") Study to develop a vision and comprehensive planning framework for the Golden Mile area that would include Secondary Plan policies and guidelines/strategies that direct:

- Built form, public realm, community infrastructure, and public art strategies;
- A transportation master plan and master servicing plan;
- Urban design guidelines; and
- Implementation/financial strategies.

In consultation with staff from other City divisions and agencies, City Planning staff worked with a team of land use planning, urban design, transportation, servicing, and community services and public engagement consultants led by SvN Architects + Planners Inc. City Planning staff also consulted with the broader Golden Mile community during numerous meetings throughout the Study process as part of the public engagement strategy.

The Study focussed on encouraging appropriate residential and non-residential growth on lands currently designated Mixed Use Areas, and employment uses, including office development/investment on lands currently designated Employment Areas. The Study also identified infrastructure required to support the anticipated growth in the Golden Mile, including streets, servicing, parks, and community service facilities. Each of the three GMSP Study phases included multiple public engagement/consultation meetings for City staff, external stakeholders, a Local Advisory Committee ("LAC"), and members of the general public.

Further details on the Golden Mile Secondary Plan Study can be found at:
<https://www.toronto.ca/city-government/planning-development/planning-studiesinitiatives/golden-mile-secondary-plan-study/>

Official Plan Amendment No. 499 (Golden Mile Secondary Plan)

OPA 499 was approved by City Council through By-law No. 911-2020 enacted on October 30, 2020. The City Council decision can be found at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC18.1>

The new Golden Mile Secondary Plan as set out in OPA 499 can be reviewed in its entirety at: <https://www.toronto.ca/legdocs/bylaws/2020/law0911.pdf>

City Council also approved the area-specific Golden Mile Urban Design Guidelines on October 30, 2020, concurrent with approval of OPA 499. The Guidelines can be found at: https://www.toronto.ca/wp-content/uploads/2021/01/8d99-CityPlanning_Golden_Mile_Urban_Design_Guidelines_Final_Reduced.pdf

OPA 499 has been appealed to the Ontario Land Tribunal by 20 appellants within the Golden Mile Secondary Plan area ("Plan Area"), including the owner of the Subject Lands. A CMC was held on May 19, 2021 and April 1, 2022.

On March 9, 2022, City Council considered a report from the City Solicitor on proposed modifications to Official Plan Amendment No. 499. The decision of City Council may be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.CC41.9>

Official Plan and Zoning By-law Amendment Application (20 161237 ESC 21 OZ) - Preliminary Report

A pre-application meeting was held on May 30, 2019. The current application was submitted on June 29, 2020 and deemed complete on July 29, 2020. On October 16, 2020, Scarborough Community Council adopted the Preliminary Report dated September 17, 2020 from the Director, Community Planning, Scarborough District regarding the application.

City staff were authorized to process the application concurrently with, and within the context of OPA 499 as may be further revised. Planning staff were also authorized to schedule a community consultation meeting for the subject lands with an expanded notification area of 300 metres of the site.

The Preliminary Report and Scarborough Community Council decision can be found at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC18.2>

PROPOSAL

This application proposes to amend the Official Plan to add a Site and Area-Specific Policy ("SASP") and amendments to city-wide Zoning By-law 569-2013, as amended to permit the development of a 40-storey mixed use building (127.75 metres in height, excluding the mechanical penthouse) containing 387 rental dwelling units at the lands municipally known as 1910 Eglinton Avenue East. The development would have a total gross floor area of 28,787 square metres, of which 25,919 square metres would be for residential uses and 2,868 square metres would be for non-residential uses including 2,169 square metres of office space and 699 square metres of retail space.

The proposed office space would be located on the second storey and accessed by an office lobby on the ground floor of the building located along the west property line, adjacent to Hakimi Avenue. Two retail units are also proposed on the ground floor, one would be located at the front of the building along Eglinton Avenue East and would be 501 square metres in area, and the other retail unit would be situated along the west property line adjacent to Hakimi Avenue and would be 198 square metres in area.

The pedestrian resident entrances to the building are proposed to be located on Hakimi Avenue and at the rear of the building. Of the 387 rental dwelling units proposed, 211 (54.5 per cent) would be one-bedroom units, 134 (34.6 per cent) would be two-bedroom units, and 42 (10.9 per cent) would be three-bedroom units. The development would contain a total of 838 square metres of indoor amenity space and 720 square metres of outdoor amenity space that would be provided on both the first and seventh storeys of the building through outdoor terraces that would adjoin the indoor amenity space.

The proposal includes a Privately Owned Publicly Accessible Open Space (POPS) of 319 square metres in front of the building along the Eglinton Avenue East frontage of the site.

A total of 187 vehicle parking spaces are proposed within a two level below-grade parking garage, with 154 residential parking spaces and 33 shared visitor and non-residential parking spaces. Vehicular access to the site would be provided from Hakimi Avenue with a driveway located at the rear of the building. Access to the underground parking garage would also be provided at the rear of the building. One Type G loading space is proposed to service the development and would be located within the rear portion of the building and accessed from the driveway off of Hakimi Avenue. A total of 271 bicycle parking spaces are proposed, including 258 bicycle parking spaces for residential use, 4 bicycle parking spaces for retail use and 9 bicycle parking spaces for office use.

Attachments 7 and 8 (Site Plan and Elevations) illustrate the development proposal for the subject site.

Site and Surrounding Area

The subject site is located on the north side of Eglinton Avenue East, immediately east of Hakimi Avenue. The site is rectangular in shape with an area of approximately 3,542 square metres. The site has a frontage of approximately 43 metres on Eglinton Avenue East and has a depth of approximately 82 metres. The site is currently occupied by a one-storey car dealership.

Surrounding land uses include:

North: To the north of the site, is a triangular property owned that is currently leased by the Mitsubishi car dealership that occupies the subject site for the purposes of car storage and the City understands is owned by 1900 Eglinton Avenue East (SmartCentres).

South: On the south side of Eglinton Avenue East is a low-rise commercial building, containing employment uses, including the Ontario Court of Justice, as well as retail uses. Further south and southeast are low-rise industrial and retail buildings. The lands immediately south are *Employment Areas*.

East: Immediately east is the Eglinton Corner Shopping Mall which is a power centre containing a number of low-rise buildings with retail uses, including a grocery store, and restaurants, with associated surface parking lots.

West: Immediately west of the site, east of Hakimi Avenue, is a narrow triangular parcel of land that is leased and used for parking by the Mitsubishi car dealership that occupies the subject site. On the west side of Hakimi Avenue, is a large commercial property operated by 1900 Eglinton Avenue East, containing numerous retail stores, restaurants and big box stores with associated surface parking lots.

Please see Attachment 2: Location Map

Reasons for Application

An Official Plan Amendment is required to add a Site and Area Specific Policy ("SASP") to the Official Plan. A Zoning By-law Amendment is required to amend the zoning of the lands to permit the proposed mixed use building, including predominantly residential uses, and provide for new development standards.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Planning Rationale;
- Survey Plans;
- Architectural Plans;
- Landscape and Lighting Plans;
- Tree Inventory and Preservation Plan;
- Civil Plans;
- Arborist Report;
- Public Consultation Strategy;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Site Servicing Assessment and Stormwater Management Implementation Report;
- Hydrogeological Assessment;
- Geotechnical Study;
- Transportation Impact Study;
- Noise and Vibration Impact Study;
- Air Quality Study;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Toronto Green Standard Template and Checklist;
- Energy Efficiency Report; and
- Computer-Generated Building Massing Model.

The above materials are available online at the Application Information Centre (AIC) and may be found at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

Agency Circulation Outcomes

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

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to view the submissions received prior to and at the statutory public meeting held by the Scarborough Community Council. Oral submissions made at the meeting are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities. The outcome of staff analysis and review of relevant matters of provincial interest are summarized in the Comments Section of this report.

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 4.6 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 subject lands are located immediately adjacent to the Hakimi Lebovic Eglinton Crosstown LRT station and within approximately 500 metres of the Pharmacy and Golden Mile Eglinton Crosstown LRT stations.

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. On June 29, 2020, City Council approved a work plan (Item No. PH14.4) for the Growth Plan Conformity and MCR of the Toronto Official Plan and established August 4, 2020 as the commencement of the City's MCR. Regarding MTSAs, the MCR work plan includes delineating and setting density targets for the 140+ MTSAs in Toronto. The draft delineations for Hakimi Lebovic, Pharmacy and Golden Mile Eglinton Crosstown LRT stations were endorsed by Planning and Housing Committee ("PHC") for consultation on March 25, 2022 and final delineations for this segment of the Eglinton Crosstown LRT will be brought to PHC on July 5, 2022.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the report.

Toronto Official Plan

The site is located on an *Avenue* on Map 2 - Urban Structure and designated *Mixed Use Areas* on Map 20 - Land Use Plan of the Toronto Official Plan (see Attachment 3: Official Plan Land Use Map OPA 499). The site is located on a transit corridor along Eglinton Avenue East as identified on Map 4 - Higher Order Transit Corridors of the Official Plan.

This application has been reviewed against the policies of the City of Toronto Official Plan. Key policies include:

Chapter 2 – Shaping the City

Section 2.2 - Structuring Growth In The City: Integrating Land Use And Transportation

Policy 2.2.5 states that the City's servicing for water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives by providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair.

Policy 2.2.4 requires new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities. In consideration of appropriate forms of development around transit stations the Official Plan directs that there be established minimum and maximum density requirements, minimum and maximum parking requirements, and limitations on surface parking. These measures are, in part, supported by appropriate transportation demand management strategies and multi-modal studies that demonstrate overall, as well as phased limits, in consideration of the site specific and broader transportation network context.

The Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Official Plan Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development.

Section 2.2.3 - Avenues

Policy 2.2.2 of the Official Plan directs growth to areas such as the *Avenues* as shown on Map 2, to use land, infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and higher order transit stations; promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; offer opportunities for people of all means to be affordably housed; facilitate social interaction, public safety and cultural and economic activity; improve air quality, energy efficiency and reduce greenhouse gas emissions; improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

Policy 2.2.3.4 of the Official Plan directs that development in *Mixed Use Areas* on *Avenues* prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. As the City has conducted both an Avenue Study (EglintonConnects Planning Study) and completed the Secondary Plan (in accordance with Section 5.2.1 of the Official Plan), the Secondary Plan now informs

proposals on lands within the Plan Area to ensure Policy 2.2.3.4 continues to be met in addressing the larger context and examining implications of the proposed development along the *Avenue* and its impacts on development capacity and development potential of the broader area.

Section 2.2.4 - Employment Areas

The subject site is located adjacent to and near *Employment Areas* and are within the influence area of major facilities, including some of the low-rise employment uses south of Eglinton Avenue East. The Secondary Plan maintains the *Employment Areas* policies in Section 2.2.4 of the Official Plan.

Section 2.2.4 of the Official Plan includes land use compatibility/mitigation policies that require appropriate design, buffering and/or separation between sensitive lands uses that are adjacent to or near *Employment Areas* or within the influence area of major facilities, which includes the proposal for the subject lands.

In addition to Policies 2.2.4.7, 2.2.4.8 and 2.2.4.9 of the Official Plan, the Secondary Plan requires development to be sequenced to ensure appropriate infrastructure is available and a Holding ("H") provision may be placed on lands, where appropriate, for additional matters beyond those in the Official Plan, including lands with potential land use compatibility issues.

Chapter 3 – Building a Successful City

Section 3.1.1 - The Public Realm

Policy 3.1.1.1 defines the public realm as all public spaces and private spaces that are publicly accessible, while Policy 3.1.1.2 directs the public realm to be the organizing framework for development and to foster and contribute to complete and walkable communities and the physical character of the city and its neighbourhoods.

Policy 3.1.1.9 states that new streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets.

Policy 3.1.1.13 requires sidewalks to be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities. Further, Policy 3.1.1.14 requires that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1.16 states that all development will prioritize the preservation, long-term growth, and numerical increase of trees, and new development proposals must demonstrate how this will be achieved.

In accordance with Policy 3.1.1.18(c), new parks and open spaces will be located and designed to provide a comfortable setting with wind and sunlight conditions that promote use and enjoyment of the space for community events and users of all ages and abilities.

Section 3.1.2 - Built Form

Policies 3.1.2.1, 3.1.2.5, and 3.1.2.6 direct development to be located and organized to fit within its existing and planned context. Development is to transition in scale between areas of different building heights and intensities of use while considering the existing and planned context of neighbouring properties and the public realm. The massing of new development is required to frame and define the public realm while ensuring appropriate levels of sunlight on public sidewalks and parks.

Policy 3.1.2.3 provides greater specifics on transition by stating that development will provide setbacks and separation distances from neighbouring properties and adjacent windowed walls, in order to protect privacy.

Policy 3.1.2.4 requires that development locate and organize vehicle parking and vehicular access, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties.

Policies 3.1.2.11, 3.1.2.12 and 3.1.2.13 encourage new indoor and outdoor amenity spaces be provided in multi-unit residential development, and that it be high quality, well designed and consider the needs of all ages and abilities over time and throughout the year. Outdoor amenity spaces should be located above grade, have access to daylight, direct access to sunlight, provide comfortable wind, shadow and noise conditions, be located away from and physically separated from loading and servicing areas, have generous well designed landscaped areas to offer privacy and an interface with the public realm, accommodate mature trees and promote use in all seasons.

Section 3.1.3 - Built Form – Tall Buildings

Tall buildings are desirable in the right places but they do not belong everywhere. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Tall buildings come with larger civic responsibilities and obligations than other buildings.

To ensure that tall buildings fit within their existing and planned context and limit local impacts, Policy 3.1.3.1 states that tall buildings should be designed to consist of three parts, carefully integrated into a single whole: base building, middle and top. Policy 3.1.3.2 requires tall building proposals to address key urban design considerations, including: meeting the built form principles of the Official Plan; demonstrating how the proposed building and site design contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; taking into account the relationship of the site to topography and other

tall buildings; providing high quality, comfortable and usable publicly accessible open space areas; and meeting the other goals and objectives of the Plan.

Section 3.1.4 - Public Art

Section 3.1.4 of the Official Plan recognizes the importance of Public Art to reflect the City's cultural diversity and history. Public art is encouraged to be included in all significant private sector developments.

Section 3.2.1 - Housing

Adequate and affordable housing is a basic requirement for everyone. Current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The city's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. Policy 3.2.1.1 requires that a full range of housing, in terms of form, tenure and affordability be provided.

Chapter 4 – Land Use Designations

Section 4.5 - Mixed Use Areas

The *Mixed Use Areas* designation provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks, open spaces and utilities. Section 4.5.2 includes development criteria in *Mixed Use Areas*, which direct that new development:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) Provide for new jobs and homes for Toronto's growing population, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) Provide an attractive, comfortable and safe pedestrian environment;
- g) Take advantage of nearby transit services;

- h) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) Locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- j) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 – Implementation

Section 5.1.1 - Height and/or Density Incentives

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the Planning Act to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies of the Plan. The community benefit to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development.

Section 5.1.2 - Holding By-laws

In accordance with Policy 5.1.2.1, a holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the Plan or by-law are satisfied. Policy 5.1.2.2 states that conditions to be met prior to the removal of the holding provision may include: transportation or servicing improvements; environmental protection, remediation or mitigation measures; and professional or technical studies to assess potential development impacts.

Section 5.2.1 - Secondary Plans

Section 5.2.1 of the Official Plan identifies that Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Secondary Plans will be prepared to guide the creation of new neighbourhood and employment areas while ensuring adequate public infrastructure and environmental protection. Further, Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local context and are adopted as amendments to the Official Plan. City Council has established new Secondary Plan policies for the Golden Mile through OPA 499 adopted on October 30, 2020.

Policy 5.2.1.1 recognizes that Secondary Plans set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Further, policy 5.2.1.3 states that Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive

communities and plan for an appropriate transition in scale and activity between neighboring districts. As per policy 5.2.1.4, Secondary Plans will also recognize city-building objectives and will identify or indicate the following:

- Overall capacity for development in the area, including anticipated population;
- Affordable housing objectives;
- Land use policies for development, redevelopment, intensification and/or infilling;
- Urban design objectives, guidelines and parameters;
- Necessary infrastructure investment with respect to any aspect of: transportation services, environmental services including green infrastructure, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services; and
- Where a Secondary Planning area is adjacent to an established neighbourhood, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhood.

Chapter 7 - Site and Area Specific Policies

The lands north and south of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road, including this site, are subject to Site and Area Specific Policy ("SASP") No. 129. SASP 129 permits retail and services uses, including stand-alone retail stores and/or power centers, subject to amendments to the zoning by-law. The implementation of this policy may require the provision of additional public roads or other transportation improvements, and may require the provision of financial compensation to equitably allocate the capital costs of any such improvements

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

The outcome of staff analysis and review of relevant Official Plan policies and designations and Site and Area Specific Policies noted above are summarized in the Comments section of the report.

Official Plan Amendment 231 - Employment Policies

In December 2013, City Council adopted Official Plan Amendment ("OPA") No. 231, which provides new and revised economic policies and designations for employment lands in the city. OPA No. 231 was approved by the Province with minor modifications in July 2014 and portions of OPA No. 231 are under appeal at the Ontario Land Tribunal ("OLT"). The OLT (previously the Local Planning Appeal Tribunal) has issued several Orders partially approving OPA No. 231.

OPA No. 231 also added new policies to Section 3.5.1 of the Official Plan respecting the promotion of office development within *Mixed Use Areas* and on lands within 500

metres of a subway/LRT/GO Station. While currently under appeal, these policies are intended to provide for minimum standards for commercial development and increased non-residential gross floor area within mixed use buildings.

Official Plan Amendment 456 – Transportation Policies

On June 9, 2021, the Minister of Affairs and Housing approved, OPA No. 456 ("OPA 456"), which amended the Official Plan's transportation policy and text changes as part of the Five Year Review of the Official Plan pursuant to Section 26 of the Planning Act. The recommended changes affect transportation policies in the areas of transit, cycling, automated vehicles, shared mobility and other emerging mobility technologies; and the transportation of water, wastewater and stormwater. Updates to the street related map and schedules were also adopted. OPA 456 also included a new Section into the Official Plan regarding "Public Realm - Higher-Order Transit", as well as the revisions the other sections in the Official Plan.

Official Plan Amendments 479 and 480 – Public Realm and Built Form Policies

On December 17, 2019, City Council adopted OPA No. 479 regarding public realm ("OPA 479") and OPA No. 480 regarding built form ("OPA 480") to amend Section 3.1.1, Public Realm, Section 3.1.2, Built Form and Section 3.1.3, Built Form - Tall Buildings, of the Official Plan in their entirety as part of the Five Year Review of the Official Plan pursuant to Section 26 of the Planning Act. On September 11, 2020, the Minister of Municipal Affairs and Housing approved OPA 479 and OPA 480, bringing them into full force and effect and updating the Official Plan consistent with the Planning Act, the PPS and in conformity with the Growth Plan (2020).

OPA 479 and OPA 480 strengthen the existing public realm and built form policies and provide greater clarity through new policies that describe the public realm, built form and built form types. The policies reflect the continuous evolution of the application of urban design principles to achieve critical city-building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design and help create a high quality of life for people of all ages and abilities.

Similarly, both the Secondary Plan and the Official Plan continue to recognize the importance of the public realm and how development fits within its existing and planned context. Principles such as site organization, fit into the existing and planned context, building massing, transition and scale, good street proportion and encouraging a mix of building types continue to be reflected and emphasized through the Official Plan.

Official Plan Amendment 499 – Golden Mile Secondary Plan

Key Official Plan changes implemented through OPA 499 that particularly relate to the subject lands include:

- A new *Parks* designation (Hakimi Park) is introduced immediately east of the subject site on Land Use Map 20 through OPA 499;
- Map 3, Right-of-Way Widths Associated with Existing Major Streets is amended by increasing the Planned Right-of-Way Width for Eglinton Avenue East, adjacent to the subject lands, from 36 metres to 43 metres;
- The subject lands are located within the Central District and the Mixed Use Transit Nodes Character Area.
- Potential location for Privately-Owned Publicly-Accessible Space ("POPS")/ Public Art at LRT stop is identified;
- A gross overall site density permission of 3.2 times the site area;
- A mix of mid-rise and tall buildings are provided for up to a maximum of 30 storeys, generally located near the ECLRT stops;
- The built form policies of the Secondary Plan identify key built form parameters that help define and support the vision for the Character Areas and public realm elements on the subject site;
- In accordance with the land use and density policies of the Secondary Plan, residential intensification combined with non-residential uses is to occur within lands designated *Mixed Use Areas* to create a mix and balance of uses;
- Policy 4.5 of the Secondary Plan states that "To support the economic function of the Plan Area, each Site within the Golden Mile Commercial Gateway, the Mixed Use Transit Nodes, and the East Park Mid- Rise and Tall Building Community will provide a minimum of 10 per cent of the gross floor area of the development as non-residential uses in one or multiple buildings";
- Policy 7.47 of the Secondary Plan states that "Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum of 75 per cent of park area for all new parks designated Parks between March 21st and September 21st";
- Policy 7.48 of the Secondary Plan states that "Development in the Mixed Use Areas on the south side of Eglinton Avenue East will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum of 50 percent of the sidewalk on the north side of Eglinton Avenue East between March 21st and September 21st"; and

- Furthermore, Policy 7.50 of the Secondary Plan states, "While not encouraged by the policies of this Plan, minor deviations to Policies 7.46, 7.47, 7.48 and 7.49 may be permitted through a Zoning By-law Amendment provided that the intent of the policies are maintained in a quantitative and qualitative sense".

Zoning

The site is not subject to city-wide Zoning By-law 569-2013, as amended. The site is zoned Industrial (M) under former City of Scarborough Employment Districts Zoning Bylaw No. 24982 (Golden Mile Employment District), as amended. The M Zone permits industrial and office uses (excluding medical and dental offices), marihuana production facilities, day nurseries, educational and training facility uses, places of worship as the sole use, and recreational uses. The site is also subject to Exception 329 which permits vehicle sales operations with an ancillary vehicle repair garage.

Design Guidelines

Golden Mile Urban Design Guidelines

The Golden Mile Urban Design Guidelines were adopted by City Council on October 30, 2020, concurrently with OPA 499. The area-specific Golden Mile Urban Design Guidelines are an implementation tool for the Secondary Plan and provide more detailed guidance to assist in the development and review of public and private initiatives in the Plan Area.

The Golden Mile Urban Design Guidelines are intended to provide guidance on creating high quality and appropriately scaled development, coupled with a cohesive, green and vibrant public realm, to support the Vision for the Plan Area. Developed as a direct outcome of the Council-directed Golden Mile Secondary Plan Area Study, these Guidelines are an accompanying document to implement the Official Plan and the Secondary Plan as contemplated by Policies 5.3.2.1 and 5.2.1.4 e) of the Official Plan.

The Urban Design Guidelines illustrate the essential public realm elements and important built form relationships that will shape the emerging community, and that reflect the intent of the policies of the Secondary Plan. Together with the built form, public realm and mobility policies, the Urban Design Guidelines support ongoing implementation through incremental change and provide detailed guidance to assist the planning and design, as well as the review of development proposals.

The Urban Design Guidelines build upon the existing City-wide standards, to ensure consistency, and also provide additional guidelines to respond to local conditions and create unique characters for the Plan Area that help build its sense of place. Supplementary guidelines are recommended for larger sites to address site specific issues, promote design excellence at a more detailed level, and ensure coordination through various phases of development. Development applications in the Golden Mile

will also continue to be evaluated on the basis of other City-wide guidelines as applicable.

The Golden Mile Urban Design Guidelines can be found at:

https://www.toronto.ca/wp-content/uploads/2021/01/8d99-CityPlanning_Golden_Mile_Urban_Design_Guidelines_Final_Reduced.pdf

City-Wide Tall Building 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 the guidelines is here:

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

Growing Up: Planning for Children in New Vertical Communities

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines ("Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The guidelines can be found here:

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

Retail Design Manual

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing ground floor retail spaces. City's ability to deliver on the objectives of complete communities and great streets are closely tied to its ability to secure successful, resilient, dynamic and vibrant retail uses through the development review process. The Guidelines can be found here:

<https://www.toronto.ca/wpcontent/uploads/2020/01/960d-Toronto-Retail-Design-Manual-December-2019.pdf>

Pet Friendly Design for High Density Communities

The purpose of this document is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/pet-friendly-designguidelines-for-high-density-communities/>

Privately-Owned Publicly Accessible Spaces ("POPS") Design Guidelines

POPS are a specific type of open space which the public is welcome to enjoy, but remain privately owned. POPS are a key part of the city's public realm network, providing open space in much-needed locations across the city and complementing existing and planned parks, open spaces and natural areas. On July 8, 2014, City Council endorsed the Draft Urban Design Guidelines for Privately Owned Publicly Accessible Spaces. The Draft Guidelines can be found here: <https://www.toronto.ca/wp-content/uploads/2017/08/8527-draft-design-guidelines-forprivately-owned-publicly-accessible-space-Di....pdf>

Site Plan Control

A Site Plan Control application (File No. 20 161239 ESC 21 SA) was submitted by the applicant on June 29, 2020 and is currently being reviewed by staff.

COMMENTS

Planning Act

The current application has regard to relevant matters of provincial interest in Section 2 of the Planning Act. These include:

- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (k) The adequate provision of employment opportunities;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) The promotion of a built form that:

- i. is well designed;
- ii. encourages a sense of place; and
- iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The development is an appropriate location for intensification, supportive of transit, represents an appropriate built form that provides a range and mix of housing, including family sized units, and employment opportunities through the proposed office and retail spaces, and promotes a vibrant public realm/streetscape. 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).

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.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transit-supportive.

Policy 1.1.3.3 states 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.

Policy 1.6.6.1 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 proposal is located on a higher order transit corridor. The proposed mixed use development would promote intensification through a compact urban form, would result in both a variety of residential unit types (ranging from one to three bedroom units) and commercial uses, including office and retail space, that utilize existing services within an existing built-up area, and represents an efficient land use pattern that would minimize land consumption. Based on the analysis of the policies, the application and the draft Official Plan and Zoning By-law Amendments are consistent with the PPS (2020).

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 areas.

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 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

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 and office and retail uses in close proximity to public transit; providing public realm improvements; and contributing to the overall achievement of a complete community. Based on the analysis of the Growth Plan (2020) policies, the application and proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan (2020).

Land Use

This application has been reviewed against the Official Plan policies and in particular the Council-adopted Golden Mile Secondary Plan policies described in the Policy Considerations Section of this Report, as well as the policies of the Toronto Official Plan as a whole. The *Mixed Use Areas* Official Plan designation permits and supports the proposed mixed use building which contains non-residential uses on the first two storeys of the building and residential uses above. Furthermore, the proposal supports the economic function of the Secondary Plan Area by providing a minimum of 10 per cent of the total gross floor area of the building as non-residential uses. The proposal fits within the planned context for the area and is in keeping with the policy direction of the Golden Mile Secondary Plan. Planning staff are therefore of the opinion the proposed land use is appropriate for the subject site and can be supported.

Holding Provisions

The proposed Draft Zoning By-law Amendment for the site includes holding provisions. Under Section 36 of the *Planning Act*, City Council can pass a “holding” zoning by-law that places an “H” symbol over the zoning. The by-law must state what uses are permitted while the holding symbol is in place and set out the conditions that must be met before the “H” symbol is removed and the lands can be developed. Once the conditions for removal of the “H” are met, the property owner may apply to City Council to lift the “H” symbol. Under the *Planning Act*, there is no requirement for public meetings prior to lifting of the “H” and no right of appeal to the Ontario Land Tribunal (“OLT”), except by the owner.

As noted above, the Official Plan, Section 5.1.2 includes policies with respect to Holding By-laws. OPA 499 also supplements Section 5.1.2 of the Official Plan by providing additional detailed matters specific to the Golden Mile Area that may be addressed

through the use of a Holding By-law. The use of the holding symbol is an important strategy to ensure that necessary servicing improvements are provided and technical studies to assess potential development impacts and mitigation measures are reviewed and secured in advance of permitting the development. The “H” may be lifted once certain conditions are fulfilled.

The Holding By-law will include conditions with respect to the following matters, whereby the owner, at their sole cost and expense:

- submits Functional Servicing and Stormwater Management Reports, including confirmation of water and fire flow, sanitary and stormwater capacity, acceptable and satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services and thereafter has secured any required upgrades/improvements to municipal servicing infrastructure to support the development in a manner acceptable to the Chief Engineer and Executive Director, Engineering and Construction Services and City Solicitor;
- submits a Multi-Modal Transportation Impact Study, including a comprehensive Travel Demand Management Plan that is acceptable and satisfactory to the General Manager, Transportation Services and Chief Planner and Executive Director, City Planning and thereafter has secured such matters in a manner satisfactory to the General Manager, Transportation Services, the Chief Planner and Executive Director, City Planning, and the City Solicitor;
- submits a Compatibility/Mitigation Study, including assessments of Noise, Vibration, Dust, Odour, and Air Quality, subject to a third peer review at the owners expense, which may be submitted separately or jointly, that is acceptable and satisfactory to the Chief Planner and Executive Director, City Planning and thereafter has secured such matters in a manner satisfactory to the Chief Planner and Executive Director, City Planning, and the City Solicitor;
- provides confirmation that a public access easement has been obtained for pedestrian and vehicular use of the rear access having a width of not less than 8.1 metres measured along the west property boundary to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and City Solicitor; and
- The owner entered into and registered on title to the lands a Section 37 Agreement pursuant to Section 37 of the Planning Act, on such terms and conditions, acceptable and satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor.

Density, Height, Massing

The proposal is for a tall mixed use building that would be 40-storeys in height. The Official Plan requires tall buildings to be comprised of three parts, the base, the middle and the top, which are to be carefully integrated into a single whole. The base building should provide definition and support at an appropriate scale and integrate with adjacent buildings. In accordance with the direction provided in the Official Plan, the middle of the tower should be designed with a floor plate size and shape with appropriate dimensions for the site. Taller buildings are to be located to ensure adequate access to sky view. The Tall Building Design Guidelines direct that the top of tall buildings shall contribute to the skyline character and integrate roof top mechanical systems into the design.

Staff have worked with the applicant to shape both the base building and the tower to achieve an appropriate fit in keeping with the existing and planned context of the area. The base building is six-storeys (23.8 metres in height) and is set back a minimum of 7.5 metres from the south property line along Eglinton Avenue East and 2.5 metres from the west property adjacent to Hakimi Avenue on the ground floor. Along the west side, the massing of the base building has been revised to mimic the curvature of Hakimi Avenue at this location. The southeast corner of the base building also includes angular stepbacks on the fourth, fifth and sixth floors to provide visual interest.

The floorplate of the tower is limited to 750 square metres in gross construction area and is shaped in an elongated form with the slender side facing Eglinton Avenue East and the elongated side facing Hakimi Avenue. This built form reduces the physical and visual impact to Eglinton Avenue East and maximizes access to sunlight and open views of the sky from the public realm. The top of the tower provides visual interest to the skyline identity and character by including a tapering floor plate of less than 750 square metres through angular stepbacks at the southeast corner of the building on the upper storeys. The middle of the tower similarly provides visual interest through angular stepbacks at the southwest corner of the building on the seventh through to the eleventh floors. The proposed development is shaped and situated to provide appropriate setbacks to the property lines, maximize sunlight and open sky views, and contribute to the public realm, in keeping with the Official Plan policies and Tall Building Guidelines. The proposed Site and Area Specific Policy ("SASP"), amending the Official Plan, would establish site-specific permissions with respect to the proposed height and density of the development that are not otherwise contemplated in OPA 499.

Sun, Shadow, Wind

The applicant provided a shadow study illustrating the shadow movements during the spring and fall equinoxes. The shape of the proposed building provides a narrow elongated shadow that would move quickly across the abutting new Hakimi Park to the east. As demonstrated through the shadow study, approximately 4.5 hours of consecutive sunlight would be maintained on Hakimi Park on a minimum of 75 per cent

of the park area between 9:18 a.m. and 4:18 p.m. during the spring and fall equinoxes. Further, the proposed building would not cast shadows on the public boulevard on the north side of Eglinton Avenue East between 9:18 a.m. and 4:18 p.m. during the spring and fall equinoxes. City Planning staff are of the opinion the shadow impacts created by the proposed development are acceptable and in keeping with the policy direction of the Council-adopted Golden Mile Secondary Plan.

The applicant also submitted a Pedestrian Level Wind Study, dated June 23, 2020, prepared by RWDI. The study concludes that the proposed development includes a number of positive design features that would help to mitigate strong winds on and around the site including the following: the 6-storey base building; the setback of the tower on the base building; recessed main and retail entrances; overhead canopies above entrances; sidewalks set back away from the building facades; trellises and overhangs along the west and south sides of the tower on the third storey; privacy screens between the units on the third storey; 2.0-metre tall porous screen around the west and north perimeters of the outdoor amenity area on the seventh storey; and a large trellis at the base of the north side of the tower at Level 7. With these features, the Study finds the expected wind conditions on and around the proposed development to be acceptable. Through the Site Plan Control application review process, the final design of the development and wind mitigation measures would be secured to ensure the wind effects are acceptable, should this application be approved.

Traffic Impact, Access, Parking and Loading

The applicant's traffic engineering consultant, BA Consulting Group Ltd., submitted an Urban Transportation Considerations Report, dated June 25, 2020 and subsequently updated October 13, 2021, in support of the application. The report estimates that the proposed development is expected to generate 75 two-way net auto trips during the morning and afternoon peak hours, respectively. The consultant concludes that the additional traffic generated by the development would have a negligible impact on the overall intersection operations. In review of the report, Transportation Services staff concur with the consultant's conclusion.

A total of 187 parking spaces are proposed to serve the development, comprised of 154 residential parking spaces and 33 shared visitor and non-residential parking spaces that would be located within a two-level underground parking garage. Transportation Services staff advise that the proposed supply would comply with the new parking requirements of city-wide Zoning By-law 569-2013.

Vehicular access to the site would be provided by a 6.0-metre wide driveway off Hakimi Avenue at the rear, northwest corner, of the site. The consultant indicates that the driveway access will provide sufficient site distances. Transportation Services find the location of the driveway acceptable. As the small parcel of land immediately west of the site abutting Hakimi Avenue is under a different ownership, the owner of the subject site is required to provide confirmation that an easement has been obtained for vehicular

use for the rear access over the abutting lands, in addition to pedestrian use of an adjacent 2.1-metre wide walkway, as outlined in the recommendations of this report. The proposed driveway would lead to a pick-up/driveway area at the rear, northeast corner, of the site and to the underground parking garage ramp.

One Type G loading space is proposed to serve the development and be shared between the residential and non-residential uses. The proposed loading space is considered acceptable by Transportation Services staff. The Type G loading space would be located centrally within the building at the rear of the site.

Transportation Demand Management

To support the proposed density increase of the development, which may create incremental transportation issues, the owner is required to consider transportation infrastructure improvements in accordance with the City-adopted Golden Mile Secondary Plan. The owner has agreed to provide a financial contribution of \$50,000 to the City for the future implementation of one bike-share station in the Secondary Plan area. However, a comprehensive Transportation Demand Management ("TDM") Plan is required to be submitted in order for the owner to consider additional TDM measures including: appropriate number of public accessible car-share spaces; dedicated pick-up/drop-off vehicle zones for shared vehicles; publicly accessible bicycle repair stations; real-time transportation display screen; transit passes and incentives for each unit and employee; shuttle bus service for the Secondary Plan area and surrounding communities; and appropriate infrastructure to improve transit and active transportation users' experiences. The required submission of a comprehensive TDM plan is identified in the proposed Draft Zoning By-law Amendment and recommendations of this report.

Road Widening

In order to satisfy the Official Plan requirement of a 43-metre right-of-way, as amended by the Golden Mile Secondary Plan, for this segment of Eglinton Avenue East, an approximate 3.0-metre road widening dedication along the frontage of the subject site is required and is proposed to be conveyed to the City. The applicant must convey the required land for a nominal sum to the City as a condition to Site Plan Approval.

Streetscape and Public Realm

The Official Plan requires that new development enhance the existing streetscape by locating massing 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. Furthermore, the Golden Mile Secondary Plan requires new development to provide appropriate new streetscape and streetscape improvements to existing streets and directs the

streetscape along Eglinton Avenue East to be designed to define and support the street's role as a commercial main street and a vibrant urban place.

In order to comply with current City standards and the requirements of the Accessibility for Ontarians with Disabilities Act (AODA), the owner is required to reconstruct the existing municipal sidewalks to a minimum clear width of 2.1 metres along the frontages of the site. On Eglinton Avenue East, the proposed building would be set back 7.5 metres on the ground floor from the proposed south property line and 2.5 metres from the west property line adjacent to Hakimi Avenue, which allows the development to provide for a Privately-Owned Publicly Accessible Open Space ("POPS"). Through the Site Plan Control application review process, the owner would be required to identify streetscape and landscape opportunities for trees and other streetscape improvements along the frontages of the site, in consultation with City staff, to achieve the streetscape vision for Eglinton Avenue East and Hakimi Avenue generally as identified in the Golden Mile Urban Design Guidelines. The required municipal sidewalks and final streetscape design would be secured through the Site Plan Control application review process. City Planning staff are of the opinion that the proposed development would allow for opportunities to provide improved, landscaped and connected pedestrian-oriented streetscapes. A Complete and Green Street Workshop with City staff and the applicant will be arranged to discuss the detailed design through the Site Plan Control application review process.

The Toronto Transit Commission ("TTC") westbound bus stop no. 2232 on Eglinton Avenue East at Hakimi Avenue is located on the frontage of the site. To provide adequate room to operate the accessible ramp on buses and to accommodate both standard and articulated buses, the TTC has advised that the owner is required to provide a level concrete platform that is at least 16.0 metres in length and 2.4 metres in width from the curb. As a legal convenience, staff recommend the agreement pursuant to Section 37 be used to secure the TTC bus stop requirements.

Servicing

Technical studies are required to be submitted to assess the proposed impacts of development, in particular to identify municipal servicing and stormwater management requirements, demonstrate how each service would be accommodated by existing infrastructure and/or to identify any required improvements to the municipal infrastructure. A Master Servicing Study for the Golden Mile Area has been submitted and prepared by Odan Detech Group Inc., and is currently being reviewed by Engineering and Construction Services staff. In absence of an accepted Master Servicing Study, the owner of the subject site is required to conduct a sanitary sewer analysis and a watermain hydraulic modelling analysis for the Golden Mile area to identify any required watermain upgrades for improving existing low pressures and flows, taking into account the projected population increase in the Golden Mile area. At this time, these required studies have not been submitted in support of the application to the satisfaction of Engineering and Construction Services staff. As such, staff are

including holding provisions in the Draft Zoning By-law Amendment that would remain until such time that the outstanding servicing issues are addressed and satisfactory arrangements for the design and construction of any required improvements to the municipal infrastructure are provided, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

Air Quality, Dust and Odour Assessment

The subject site is adjacent to and near lands currently being used for employment uses. As such, an Air Quality, Dust and Odour Assessment is required to evaluate the proposal and identify needed mitigation measures. A Compatibility Mitigation Study assessing air quality, dust and odour, prepared by SLR Consulting (Canada) Ltd., dated May 2022, was submitted with the application. The Study examined industrial air quality, odour and dust emissions, and transportation-related air pollution and concludes that air quality emissions are not anticipated at the site and therefore, the site is anticipated to be compatible with the surrounding industrial uses from an air quality perspective. City staff are in the process of retaining a third party consultant to undertake a peer review of the Air Quality, Dust and Odour Assessment, at the cost of the applicant, to confirm these conclusions.

Staff are including holding provisions in the Draft Zoning By-law Amendment that would remain until such time that a peer review of the Air Quality, Dust and Odour Assessment submitted for the development is completed with verification of recommendations for appropriate mitigation on this site to inform site plan review to the satisfaction of the Chief Planner and Executive Director of City Planning. Further, it is recommended that the Section 37 Agreement, as a legal convenience, include an obligation that all mitigation measures identified through the peer review process be incorporated in the design of the development and be secured through the Site Plan Control application review process to the satisfaction of the Chief Planner and Executive Director of City Planning.

Noise and Vibration Assessment

The subject site is immediately adjacent to the Eglinton Crosstown LRT, particularly the Hakimi Lebovic station, and adjacent to and near lands currently being used for employment uses. Therefore, a Noise and Vibration Assessment is required to evaluate the development proposal including identifying required mitigation in its design. An Environmental Noise and Vibration Assessment was prepared by SLR Consulting (Canada) Ltd., dated September 2021, and submitted in support of the application. The Environmental Noise and Vibration Assessment examines transportation noise and vibration impacts on the proposed development and the impacts of the development on the surrounding area. The Assessment concludes that impacts of the environment on the proposed development can be adequately controlled through feasible mitigation measures, façade designs, and warning clauses. Further, impacts of the proposal on the surrounding area and itself are anticipated to be negligible and can be adequately

controlled through design guidance. As the mechanical systems for the proposed development have not been designed at this time, the Assessment recommends that acoustical requirements be confirmed by an Acoustical Consultant as part of the final building design. City staff are in the process of retaining a third party consultant to undertake a peer review of the Noise and Vibration Assessment, at the cost of the applicant, to confirm these conclusions.

Staff are including holding provisions in the Draft Zoning By-law Amendment until the peer review of the submitted Noise and Vibration Assessment for the proposed development is completed with verification of recommendations for appropriate mitigation on this site to inform site plan review to the satisfaction of the Chief Planner and Executive Director of City Planning. Further, it is recommended that the Section 37 Agreement, as a legal convenience, include an obligation that all mitigation measures confirmed and identified through the peer review process be incorporated in the design of the development through the Site Plan Control application process to the satisfaction of the Chief Planner and Executive Director of City Planning.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 1.57 to 2.99 hectares of local parkland per 1,000 people. The site is in the second quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised by Real Estate Services staff. Payment will be required prior to the issuance of the first above grade building permit.

Privately-Owned Publicly Accessible Open Space

A Privately-Owned Publicly Accessible Open Space ("POPS") of approximately 319 square metres is being proposed along Eglinton Avenue East. Staff consider the proposed POPS to be a positive element of the proposal, as it would enhance the public realm. Staff recommend that the POPS be secured in the Section 37 Agreement and its final design be secured through the Site Plan Control application review process.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

Additionally, Official Plan policies have been adopted by City Council to increase tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) states that: "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on preserving and enhancing the urban forest by:

- i) Providing suitable growing environments for trees;
- ii) Increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and
- iii) Regulating the injury and destruction of trees."

The submitted Arborist Report, prepared by The MBTW Group, dated January 13, 2020, indicates there are no By-law protected City street trees or privately-owned trees involved in this proposal. As such, an application to injure or remove trees is not required, nor is a Tree Protection Plan.

The applicant submitted Concept Landscape Plans, prepared by SGL Planning and Design Inc., dated February 2020. Urban Forestry staff reviewed the plans and advise that the plans need to be revised in order to determine compliance with Toronto Green Standard, Version 3, Tier 1. As such, this report includes a recommendation requiring the owner to submit detailed Landscape and Soil Volume Plans to the satisfaction of the General Manager, Parks, Forestry and Recreation Division.

Public Art

The proposed development is located at a prominent location within the Golden Mile and warrants the inclusion of Public Art. As part of the Section 37 community benefits, the owner is proposing a contribution of \$1,000,000 towards the City's public art program.

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 2050 or sooner. Performance measures for the Tier 1 development features will be secured through the Site Plan Control application review process.

Local School Boards

The Toronto District School Board ("TDSB") has advised that the application is located in a commercial/industrial area where there is currently no assigned local TDSB elementary school. Through the Golden Mile Secondary Plan Study, the TDSB identified the need for a new elementary school site within the Secondary Plan area to locally accommodate anticipated students. Map 45-16 of the Council-adopted Golden Mile Secondary Plan identifies the TDSB's areas of interest for a new school. The subject site is not located within a TDSB area of interest.

The Toronto Catholic District School Board ("TCDSB") has advised that local elementary and secondary schools are operating at capacity and will not be able to accommodate student growth planned for the Golden Mile Secondary Plan area. Accordingly, the TCDSB has also identified an area of interest for new schools through Map 45-16 of the Council-adopted Secondary Plan. The subject site does not fall within the TCDSB area of interest. The TCDSB has requested that as a condition of approval, the owner erect and maintain signs on the site advising that the TCDSB has plans to accommodate students from the proposed development, however if the schools are oversubscribed, students from the development may need to be accommodated in portable classrooms or redirected to a school outside of the area. The TCDSB has also requested warning clauses be included in all offers of purchase and sale of residential units advising of the potential inability to accommodate students locally.

Through the Section 37 Agreement and subsequent Site Plan Agreement, the requirements and conditions of the TDSB and TCDSB, will be secured should this application be approved.

Housing, Tenure and Family-Sized Units

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) acknowledge the importance of providing a full range of housing as a matter of Provincial interest. The provision of affordable, secure and diverse housing stock to meet housing needs for a wide range of people throughout their life cycle is essential to the creation of complete communities. Further to this policy direction, Official Plan Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents.

The Growing-Up Guidelines provide similar direction on the recommended mix of residential unit types and provide appropriate units sizes for multi-unit developments to accommodate the growing demand for family-oriented housing in vertical communities.

The Guidelines recommend that a building provide a minimum of 25 per cent large units: 10 per cent of the units should be three-bedroom units and 15 per cent of the units should be two-bedroom units. Furthermore, the Guidelines outline an ideal range of unit sizes to represent a diversity of bedroom sizes while maintaining sufficient common space to ensure their functionality. Two-bedroom units should have a floor area of 87 to 90 square metres and three-bedroom units should have a floor area of 100 to 106 square metres.

The proposal meets and exceeds the requirements for minimum number of family-sized dwelling units. Of the 387 rental dwelling units proposed, 134 are two-bedroom (54.5 per cent) and 42 would be three-bedroom units (10.9 per cent). City Planning staff are satisfied with the unit mix within the development. The proposed unit mix will be secured through the proposed Zoning By-law Amendment. Further, as part of the Section 37 community benefits that would be secured, the owner is proposing to provide a financial contribution of \$1,000,000 that would be allocated towards the provision of affordable housing units that would benefit the community.

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.

A CS&F Study was not required to be submitted in support of the application as a CS&F strategy was determined through the Golden Mile Secondary Plan Study. The Council-adopted Secondary Plan includes policies providing direction on the long-term CS&F priorities. Policy 10.1(b) of the Council-adopted Secondary Plan states that community service facility priorities in the Plan Area include, in particular, the revitalization and expansion of existing community centres serving the Plan Area, including O'Connor Community Centre and Don Montgomery Community Centre, in addition to the potential provision of a new community recreation centre within the Plan Area. As part of the Section 37 community benefits, the owner is proposing a financial contribution of \$1,000,000 towards the provision of a new community recreation centre in the Golden Mile area.

Section 37

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

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

- A financial contribution to the City in the amount of \$3,000,000 to be directed as follows:
 - \$1,000,000 to be allocated to the new Community Recreation Centre in the Golden Mile;
 - \$1,000,000 to be allocated towards the provision of Affordable Housing units that would benefit the community in the vicinity of the lands; and
 - \$1,000,000 to be allocated to commission public art in a process in accordance with the Percent for Public Art Program Guidelines.

The Section 37 Agreement is also used as a legal convenience to secure obligations noted in the report and as listed in the recommendations of this report.

Community Consultation

City Planning staff, in consultation with the Ward Councillor, hosted a virtual community consultation meeting on June 2, 2021. Approximately 15 members of the public attended along with City staff, the applicant and their consulting team. Planning staff presented the existing planning framework and an overview of the application. The applicant provided further details on the proposal and its planning rationale. The main issues raised at the meeting include the following: height of the proposed building; tenure of the proposed dwelling units; servicing capacity; the adequacy of community services and facilities in the area to support the development and proposed growth in the Golden Mile; the adequacy of amenity space proposed through the development; and pedestrian safety on adjacent crosswalks.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Toronto Official Plan. The proposed Official Plan Amendment is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020) and is

generally consistent with the intent of the Official Plan. The proposal is also in keeping with the intent of the Toronto Official Plan, particularly as it relates to the Mixed Use Areas, Built Form, and Public Realm policies, and the policy direction of the Council-adopted Golden Mile Secondary Plan. Staff recommend that Council support approval of the application, subject to the recommendations outlined in this report.

CONTACT

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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 (OPA 499)

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Official Plan Amendment

Attachment 6: Draft Zoning By-law Amendment to city-wide Zoning By-law 569-2013

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: Elevations

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1910 Eglinton Avenue East **Date Received:** June 29, 2020

Application Number: 20 161237 ESC 21 OZ

Application Type: OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendment application to permit the redevelopment of the site with a 40-storey mixed use building that would include 387 residential units, two levels of underground parking with 187 vehicle parking spaces, 699 square metres of retail space on the ground floor and 2,169 square metres of office space. The development would have a total gross floor area of 28,787 square metres. The site is located within the Golden Mile Secondary Plan (GMSP) area.

Applicant
YORKREAL
HOLDINGS INC

Agent

Architect

Owner
YORKREAL
HOLDINGS INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 129

Zoning: M-Industrial Heritage Designation:

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

PROJECT INFORMATION

Site Area (sq m): 3,542 Frontage (m): 43 Depth (m): 82

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,586		1,657	1,657
Residential GFA (sq m):			25,919	25,919
Non-Residential GFA (sq m):	1,586		2,868	2,868
Total GFA (sq m):	1,586		28,787	28,787
Height - Storeys:	1		40	40
Height - Metres:	5		128	128

Lot Coverage Ratio (%) 46.79 Floor Space Index: 8.13

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 25,919
Retail GFA: 699
Office GFA: 2,169
Industrial GFA:
Institutional/Other GFA:

Residential Units by Tenure Existing Retained Proposed Total

Rental: 387 387
Freehold:
Condominium:
Other:
Total Units: 387 387

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			211	134	42
Total Units:			211	134	42

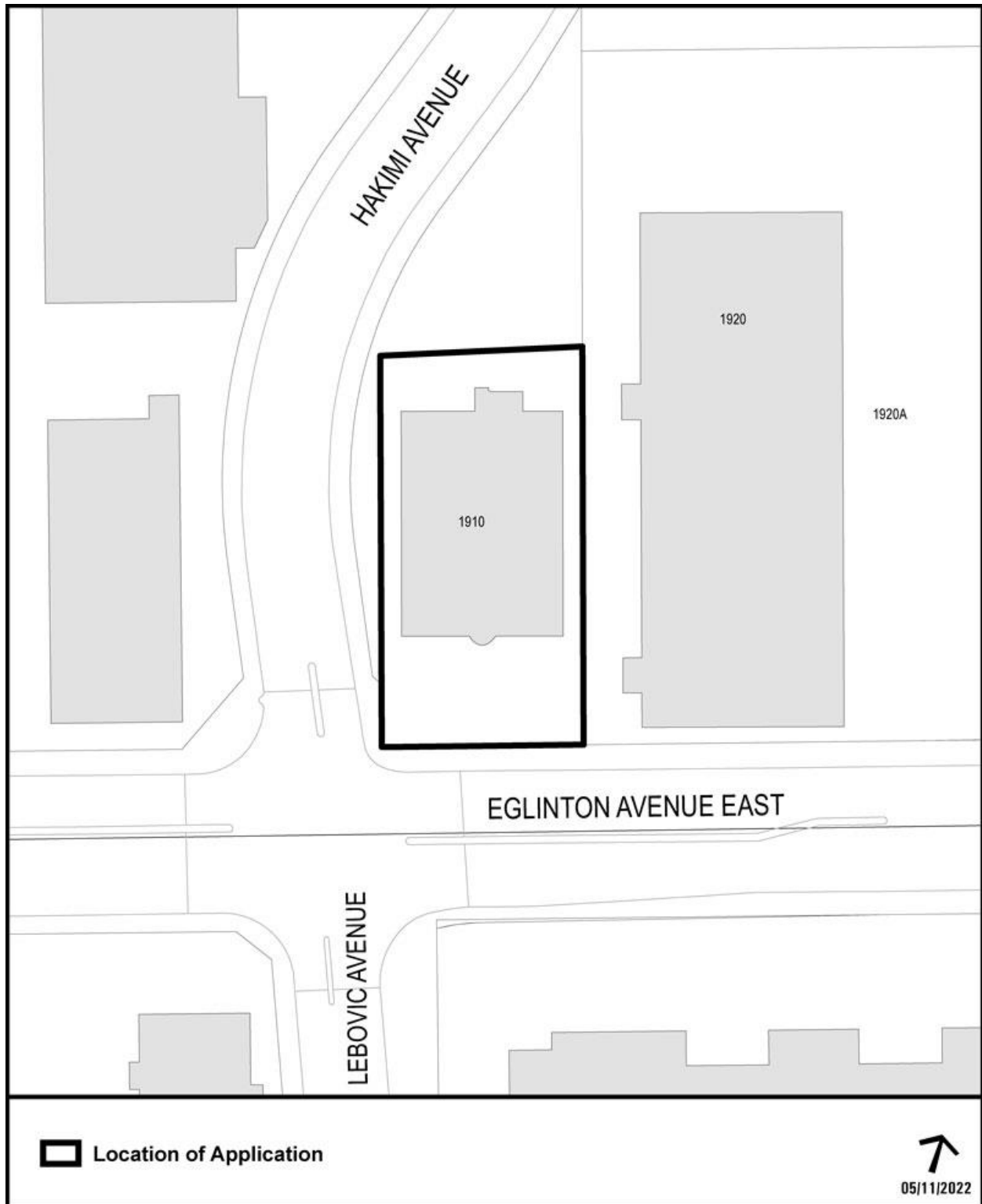
Parking and Loading

Parking Spaces: 187 Bicycle Parking Spaces: 271 Loading Docks: 1

CONTACT:

Olivia Antonel, Senior Planner
(416) 394-6008
Olivia.Antonel@toronto.ca

Attachment 2: Location Map



This is a stylized, colorful map of a neighborhood in Vancouver, British Columbia, Canada. The map features a grid of streets and various colored blocks representing different land uses or property types. Key streets labeled include Birchmount Road, Eglinton Avenue East, Warden Avenue, Pharmacy Avenue, Victoria Park Avenue, Oakwood Drive, and Bartley Drive. Several green rectangular shapes are highlighted, indicating specific locations of interest. The map is oriented with North at the top.

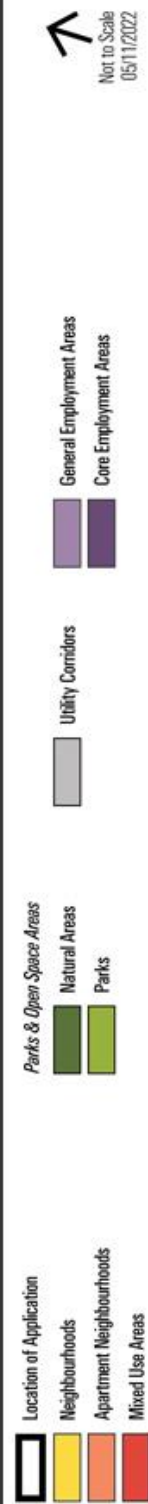
Golden Mile Secondary Plan

Toronto

Official Plan Amendment # 499

Revisions to Land Use Map 20 to Redesignate lands from Apartment Neighbourhoods and Mixed Use Areas to Parks

File # 20 161237 ESC 21 0Z



Attachment 4: Existing Zoning By-law Map



Golden Mile Employment By-law 24982

1910 Eglinton Avenue East

File # 20 161237 ESC 21 02



Location of Application

See Former City of Scarborough Employment District By-law No. 24982 (Golden Mile)

M Industrial Zone
ME Mixed Employment Zone
OU Office Uses Zone



Not to Scale
Extracted: 05/12/2022

Attachment 5: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2021, as 1910 Eglinton Avenue East

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 609 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

**AMENDMENT NO. 609 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2021 AS
1910 EGLINTON AVENUE EAST**

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

1. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy and associated maps:

780. 1910 Eglinton Avenue East

A. INTERPRETATION

- 1) Site and Area Specific Policy No. 780 is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In case of conflict, the policies of SASP No. 780 will prevail.

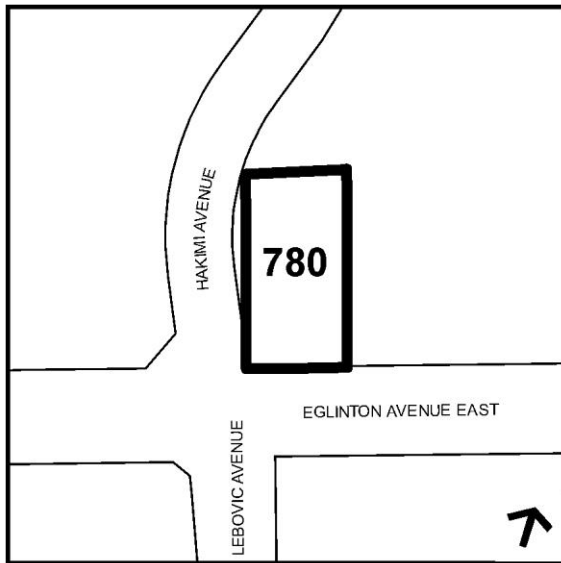
B. LAND USE AND DENSITY

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply.
- 2) The permitted maximum gross floor area on the Site will not exceed 28,787 square metres.
- 3) A minimum of 10 per cent of the gross floor area of the development on the Site shall be provided as non-residential uses.

C. BUILT FORM

- 1) A maximum of one tall building may be permitted on the Site and the maximum tall building height will be 40 storeys.

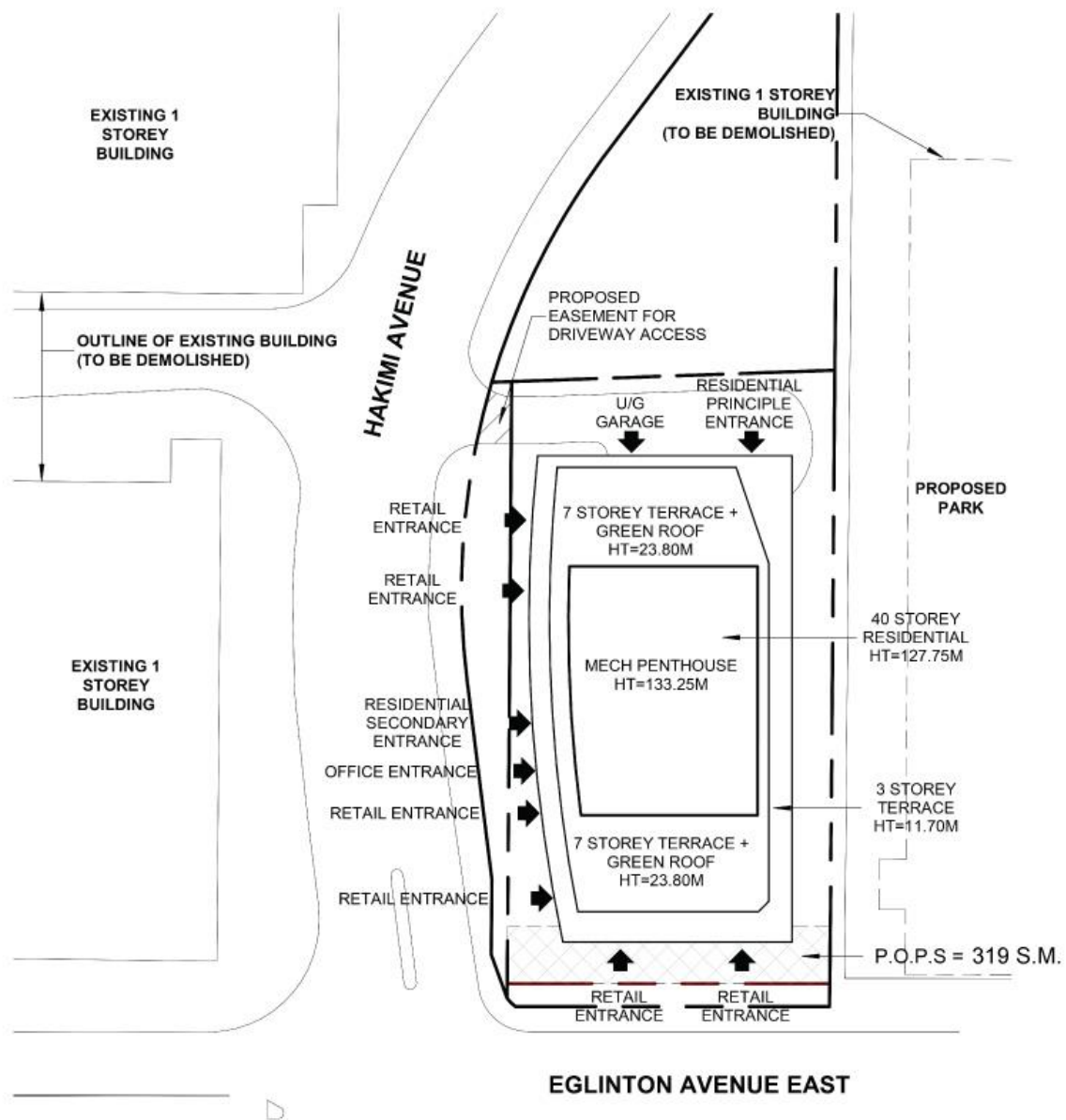
2. Map 31 – Site and Area Specific Policies of the Official Plan of the City of Toronto – is revised by adding lands known municipally in the year 2021 as 1910 Eglinton Avenue East, shown as Site and Area Specific Policy No. 780.



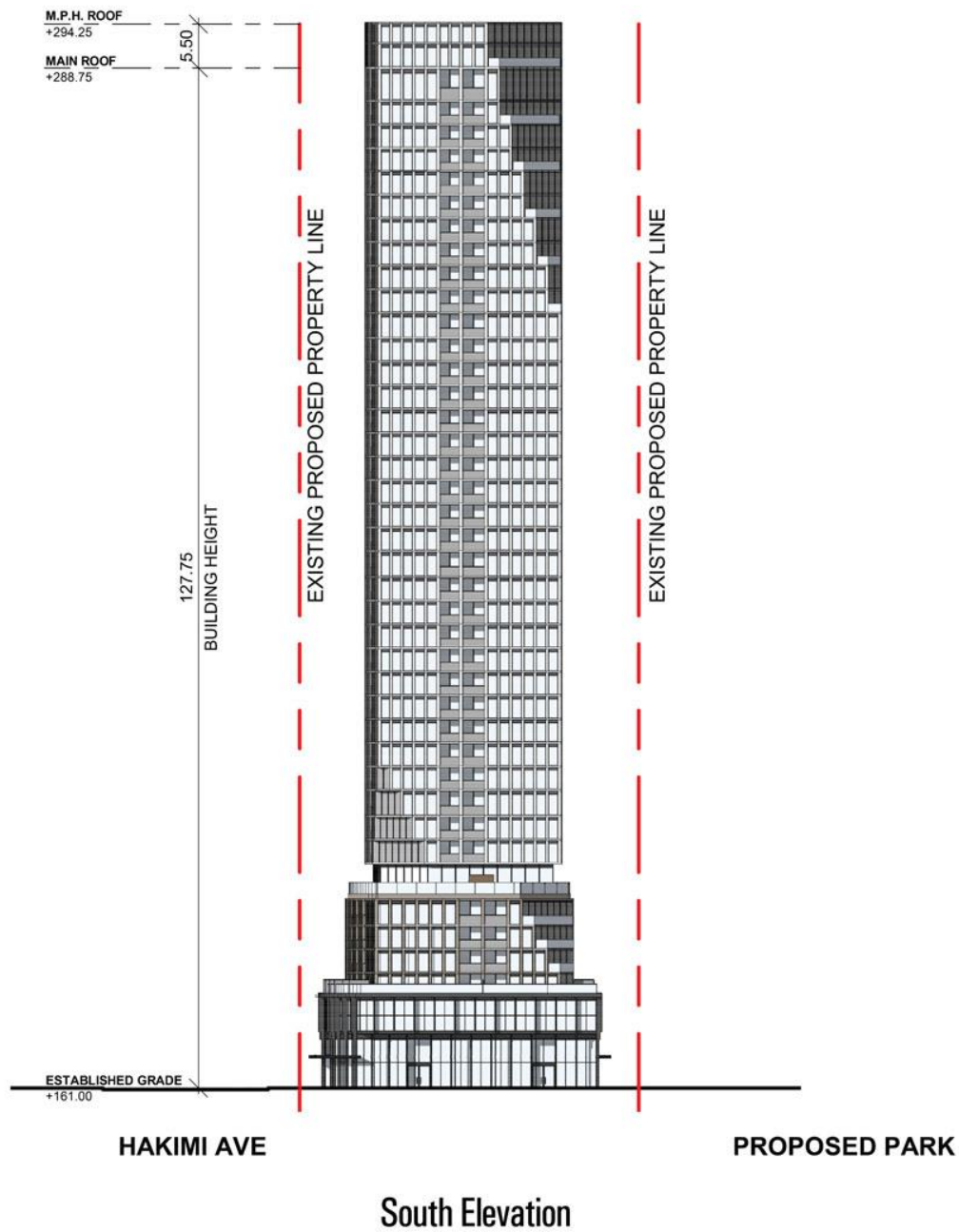
**Attachment 6: Draft Zoning By-law Amendment to city-wide Zoning By-law
569-2013**

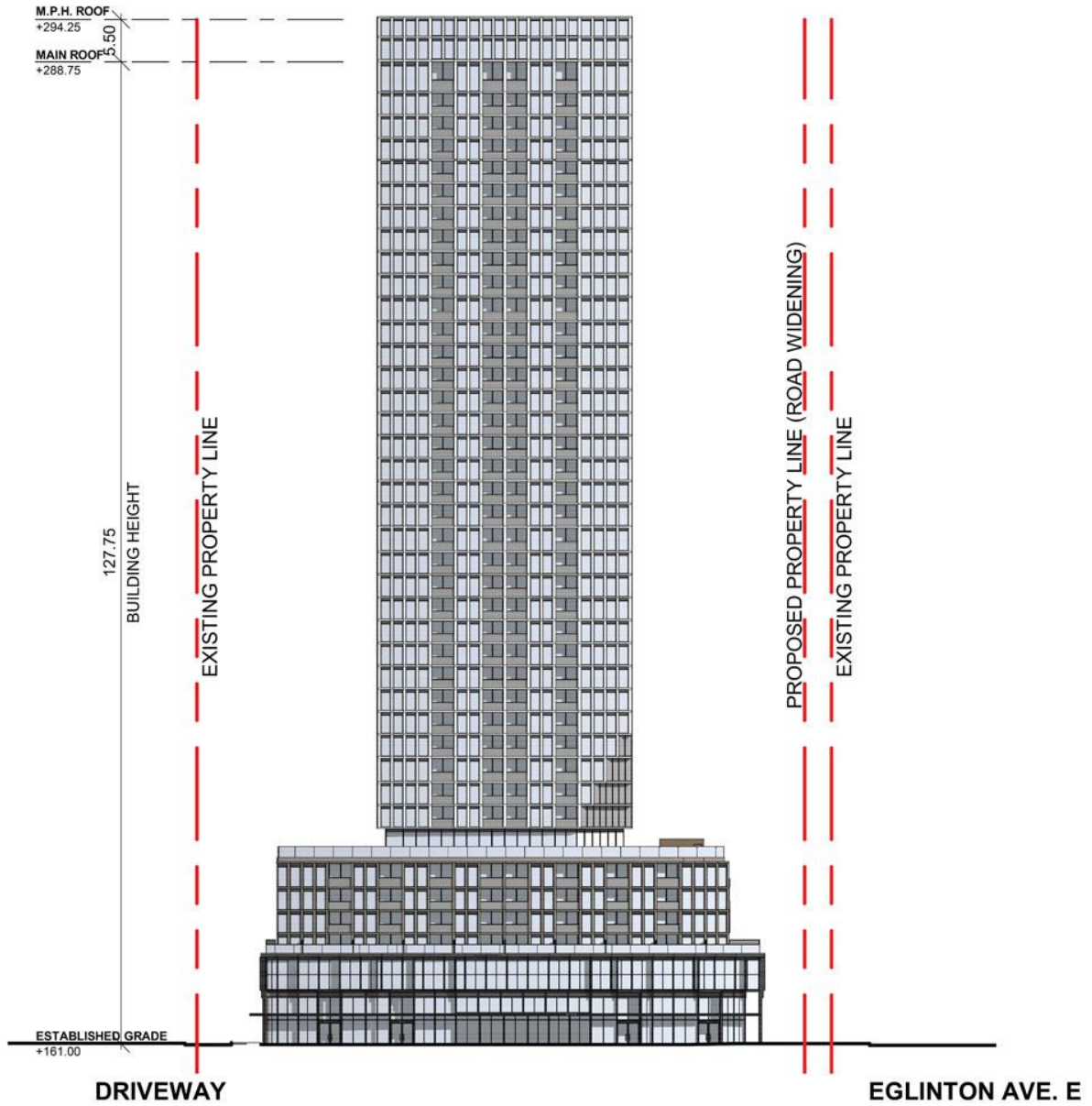
(attached separately as a PDF)

Attachment 7: Site Plan

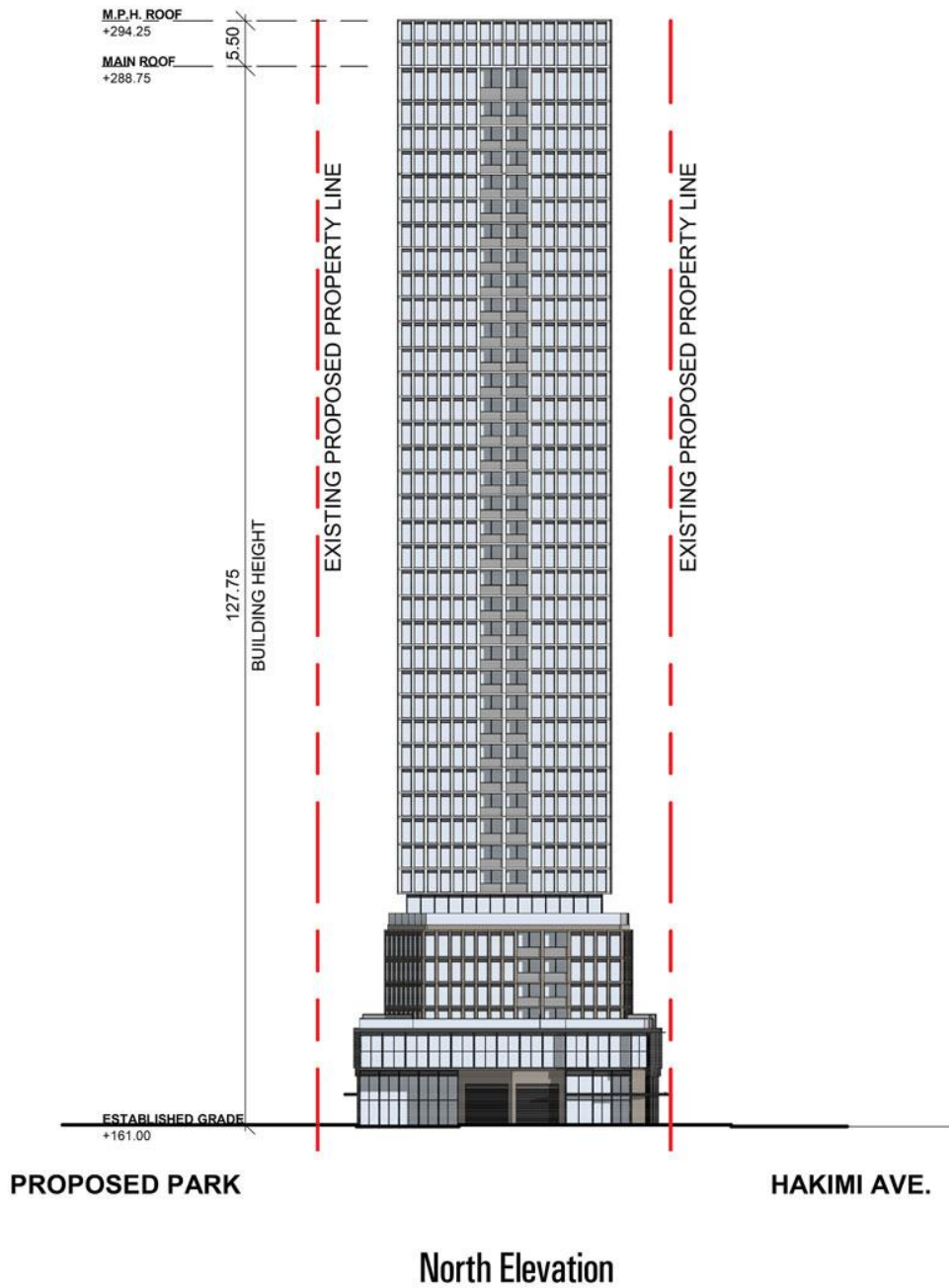


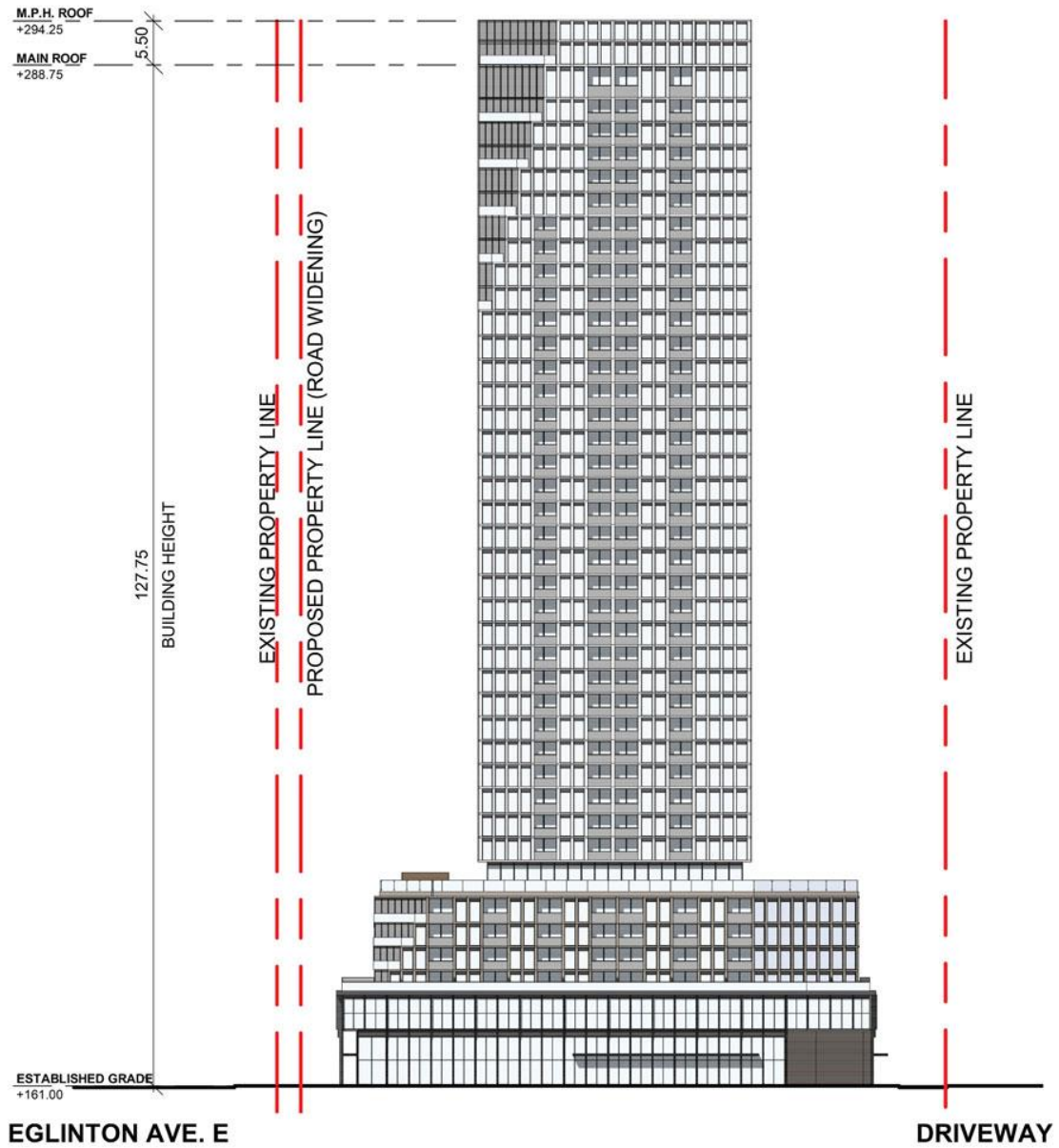
Attachment 8: Elevations





West Elevation





East Elevation