

# **943-963 Eglinton Avenue East and 23 Brentcliffe Road – Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications – Appeal Report**

**Date:** February 3, 2023  
**To:** North York Community Council  
**From:** Director, Community Planning, North York District  
**Ward:** 15 - Don Valley West

**Planning Application Number:** 21 235960 NNY 15 OZ and 21 235961 NNY 15 SB

## **SUMMARY**

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On November 8, 2021, an Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted to permit 4 new mixed-use residential buildings (containing 1,279 units) ranging in height from 16 to 28 storeys (57.5 metres to 93 metres) with a total gross floor area (GFA) of 103,743 square metres.

On September 27, 2022, the applicant appealed the Official Plan, Zoning By-law Amendment and the Draft Plan of Subdivision Applications to the Ontario Land Tribunal (OLT) due to Council not making a decision within the time frame prescribed in the Planning Act.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current applications regarding the Official Plan and Zoning By-law Amendment and the Draft Plan of Subdivision appeals for the lands at 943-963 Eglinton Avenue East and 23 Brentcliffe Road and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

- a) the final form and content of the draft Official Plan and Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
- b) the owner has satisfactorily addressed the Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated February 23, 2022, or as may be updated, in response to further submissions filed by the Owner, all to the satisfaction of the Chief Engineer;
- c) the owner has submitted a revised Travel Demand Management Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services and that such matters arising from such study be secured if required;
- d) the owner has addressed all outstanding issues raised in the Urban Forestry Memorandum dated January 5, 2022, or as may be updated, in response to further submissions filed by the Owner, as they relate to tree planting, soil volume, utility conflicts, tree protection, and Toronto Green Standards, to the satisfaction of the Supervisor, Tree Protection and Plan Review;
- e) the City has advised that updated sun/shadow and wind tunnel studies have been submitted to the satisfaction of the Chief Planner and Executive Director, City Planning;
- f) the owner has provided a revised draft Plan of Subdivision to the satisfaction of the Chief Planner and the Executive Director, City Planning; and,
- g) the Conditions of Draft Plan Approval respecting the proposed Plan of Subdivision are in a form acceptable to the Chief Planner and Executive Director, City Planning, prepared in consultation with the City Solicitor and appropriate Divisions.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City, for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

4. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

5. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant to address outstanding issues, including but not limited to those outlined in this report.

## FINANCIAL IMPACT

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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

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The Applications for Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision were determined to meet the complete application submission requirements of the *Planning Act* and the Toronto Official Plan as of November 9, 2021.

A Preliminary Report was adopted by North York Community Council on February 23, 2022, recommending that staff schedule a Community Consultation Meeting, together with the Ward Councillor. The preliminary report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY30.18>

## THE SITE AND SURROUNDING AREA

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**Description:** The site is generally rectangular in shape and has an approximate area of 27,335 m<sup>2</sup>, with a frontage of approximately 151 metres along Eglinton Avenue East. The site has an approximate depth of 178 metres. The site is generally flat with a minor slope downwards towards the northeast corner of the site.

**Existing Uses:** The site is currently occupied by a single storey retail commercial plaza that has approximately 13,842m<sup>2</sup> of commercial floor space occupied by a number of mid to large format retailers.

### Surrounding uses include:

**North:** Immediately north of the site is Eglinton Avenue East. The north side of Eglinton Avenue East includes low and mid-rise residential apartment buildings. Further north is a mix of predominately single and semi-detached homes.

**East:** Immediately east of the site is Aerodrome Crescent along with 3-storey townhouse development. Further east are three residential buildings with heights of 12, 16 and 18-storeys.

**South:** Immediately south of the site is Vanderhoof Avenue. The south side of Vanderhoof Avenue includes low-rise employment buildings. Additional low-rise employment buildings are located further south.

**West:** Immediately west of the site is Brentcliffe Road. The west side of Brentcliffe Road includes an approved redevelopment for three mixed-use buildings with heights ranging from 18 to 28-storeys. Further west are more proposed and approved mixed-use high-rise buildings.

## THE APPLICATION

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**Description:** The proposal is for a new phased mixed-use development with four new residential buildings on the site with a total gross floor area of 103,743m<sup>2</sup> and includes 3,633m<sup>2</sup> of retail commercial space. Building A is proposed at the northwest corner of the site with a height of 20 storeys (69 metres) and includes a 6-storey L-shaped base building along Eglinton Avenue East and the proposed new public street. Building B is proposed at the southwest corner of the property with a building height of 28 storeys (93 metres) and includes a 6-storey L-shaped base building along Vanderhoof Avenue and the proposed new public street. Building C is proposed at the northeast corner of the site with a height of 16 storeys (57.5 metres) and includes a 4-8 storey U-shaped base building along Eglinton Avenue East, the proposed new public street and the proposed pedestrian connection from the new public street to Aerodrome Crescent. Building D is proposed at the southeast corner of the site with a height of 23 storeys (79 metres) and includes a 4-6 storey U-shaped base building along the proposed new public street, Vanderhoof Avenue and the proposed pedestrian connection.

**Density:** 3.8 times the area of the lot.

**Dwelling Units:** The proposed 1,279 dwelling units, includes 754 one-bedroom (60%), 321 two-bedroom (25%), 144 three-bedroom (10%) and 60 townhouse style units (5%), which includes one two-bedroom unit and 59 three-bedroom units.

**Residential Amenity:** The proposal includes a range of indoor and outdoor amenity space exclusively for future residents at grade within the building and on the landscaped rooftops of the base buildings. Overall there is 5,205m<sup>2</sup> of amenity space proposed which is approximately 4m<sup>2</sup> per dwelling unit.

**Streets, Access, Parking and Loading:** A new mid-block, north-south 18.5 metre wide public street has been proposed linking Vanderhoof Avenue to Eglinton Avenue East. An 8.5 metre wide private street is proposed between the new public street and Brentcliffe Road. The proposed vehicular access to the two underground garages are accessed from one driveway for each garage. One will be in Building B on the west side of the new public street and the other in Building D off of Aerodrome Crescent. Each of the proposed garages will have two levels of parking. There are a total of 937 parking spaces proposed, with 769 spaces for residents, 130 space for visitors and 38 spaces for commercial parking. Loading facilities are proposed on the ground floor of each of the four buildings, with a Type G space in each. A total of 1,302 residential bicycle parking spaces are also proposed, with 1,160 being long-term and 142 being short-term. Bicycle parking spaces are proposed to be located on the ground floors and predominately on the first level of the underground garages.

**Parks and Open Spaces:** The proposal includes a 3,378m<sup>2</sup> off-site parkland dedication to the westerly side of the existing Leonard Linton Park, located on the south side of Vanderhoof Avenue to the east of the site. The proposal also includes three privately owned publicly accessible spaces (POPS) having sizes of 1,617 square metres, 1,458 square metres, and 936 square metres. Two on either side of the proposed private street between Eglinton Avenue East and Vanderhoof Avenue on Brentcliffe Road and

the third is a pedestrian connection/greenway to the east of the proposed new public street in the middle of the development connecting to Aerodrome Crescent.

**Additional Information:** See Attachment 2, 3, 4 and 7 of this report, for a three dimensional representation of the project in context, a site plan of the proposal, the draft plan of subdivision and the Application Data Sheet respectively. Detailed project information is found on the City's Application Information Centre at:

<http://app.toronto.ca/AIC/index.do?folderRsn=yaeDdwPDSF1Jodd7qVT03Q%3D%3D>

**Reasons for the Application:** The Official Plan Amendment seeks to add a site-specific amendment to the Laird in Focus Official Plan Amendment No. 450, which is currently appealed by the property Owner, and includes amending maximum permitted storeys, maximum permitted streetwall heights, and amending the Structure Plan map, Building Heights in Storeys map, and the Mobility map. A site-specific Zoning By-law Amendment is required to allow the proposed mixed-use development under Zoning By-law 569-2013 and to implement performance standards including: gross floor area and floor space index; building heights; building setbacks; amenity space; and vehicular and bicycle parking space requirements. Additional amendments to the Zoning By-law may be identified as part of the application review. The Draft Plan of Subdivision proposes to create two large development blocks, which would include the four proposed residential and mixed-use buildings, as well as a new public street and a road widening along Eglinton Avenue East and Brentcliffe Road.

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

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

## **Official Plan Designation**

The site is designated Mixed Use Areas in the Official Plan. See Attachment 5 of this report for a land use map.

## **Laird in Focus**

The site is also subject to Site and Area Specific Policy (SASP) No. 568 (Laird in Focus, OPA 450). However, it is noted that the property owner has appealed these policies.

## **Zoning**

The site is zoned Business Commercial (BC) under the Town of Leaside Zoning By-law 1916, with a height limit of 7 and 10 storeys. The property is not currently subject to the City of Toronto Zoning By-law 569-2013.

## **Design Guidelines**

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Laird in Focus: Urban Design Guidelines;
- Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Best Practices for Bird-Friendly Glass;
- Best Practices for Effective Lighting;
- Retail Design Manual; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found here:

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

## **Toronto Green Standard**

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.

The TGS can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/>

Additional information on applicable policy documents can be found in Attachment 5.

## COMMUNITY CONSULTATION

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A virtual Community Consultation Meeting was held on April 4, 2022, and approximately 26 people attended. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a question and answer format meeting. Comments and questions provided by the attendees included:

- Concerns over increased traffic impacts along Brentcliffe Road and nearby streets;
- Support for more housing and denser compact built forms;
- More greenspace and parkland on the site;
- Cumulative impact of the number of tall building proposals in area adjacent to low-rise community;
- Concerns over lack of infrastructure and schools to support growth;
- Concerns over housing affordability and alternative tenures; and
- Issues with climate change.

City staff also met with representatives from the Leaside Business Park Association on May 4, 2022 where increased traffic concerns in the area were discussed.

The issues raised through community consultation have been considered through the review of the application.

## COMMENTS

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### Provincial Framework

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. 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 to provincial plans. Staff find the proposal to be consistent with the PPS and in conformity with the Growth Plan.

### Land Use

The subject site is designated *Mixed Use Area* in the City of Toronto Official Plan as noted in Attachment 5. As per Policy 3.3 in the Laird in Focus SASP 568, buildings that abut Eglinton Avenue East are not permitted to have at-grade dwelling units or amenity areas at grade. However, Building C has indoor amenity space specifically located along the Eglinton Avenue frontage. While grade issues exist along the Eglinton Avenue East frontage, amenity space is not permitted in this location under SASP 568. The applicant is also encouraged to explore additional non-residential uses at-grade as per Policy 3.1 of SASP 568, including commercial and office space.

### Site Organization and Public Realm

Map 2, Structure Plan, of the Laird in Focus SASP 568 identifies a new east-west 'L' shaped local street through the subject site, a mid-block pedestrian connection between the 'L' shaped street and Eglinton Avenue East, and a mid-block pedestrian connection

between the 'L' shaped street and Aerodrome Crescent. The proposal includes a new public north-south connection between Eglinton Avenue East and Vanderhoof Avenue, and a new private east-west road between Brentcliffe Road and the new public road which does not provide a connection to Aerodrome Crescent which does not comply with Laird in Focus SASP 568.

The subject site and its frontages along Eglinton Avenue East, Brentcliffe Road, and Vanderhoof Avenue should be designed and implemented based on the policies and maps in the Laird in Focus SASP 568, Mobility Report and Functional Plans. In particular, City staff have concerns with the introduction of a new intersection east of the Brentcliffe Road intersection, which could encourage illegal unsafe pedestrian crossing of Eglinton Avenue East without proper signalization. In particular, the streetscape along Vanderhoof Avenue and Brentcliffe Road should be designed and implemented based on the Laird in Focus Functional Plans.

With respect to grading, greater design thought is required for the Eglinton Avenue East frontage, especially as it relates to Building C. It is unclear how the building framing Eglinton Avenue East interfaces with the public realm which has significant grade changes. Site grading along the eastern portion of the Eglinton Avenue East frontage requires improvement.

In accordance with the Public Realm and Built Form policies of the Official Plan, appropriate building setbacks and active uses at grade should be provided along all adjacent streets including the new public street within the site. Staff have concerns with the public realm as currently proposed.

### **Built Form**

City Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan as well as relevant design guidelines. The proposed massing does not fit within the planned context and does not conform to Laird in Focus SASP 568.

### **Building Massing and Heights**

The subject site permits buildings heights of 12 to 16-storeys as shown on Map 3 (Building Heights in Storeys) in the Laird in Focus SASP 568. The proposed building heights exceed the maximum permissions with heights of 12 to 28-storeys. The location of the proposed buildings also differentiates from Map 3.



On Map 3, the location of Building C shows a mid-rise building. The portion of the building along Eglinton Avenue East should provide a 6-storey streetwall height with a stepback above as per Policy 9.3. The mid-rise portion of Building C along Eglinton Avenue East is proposed to be 8-storeys with no stepback above the 6<sup>th</sup> storey. In addition, the mechanical penthouse and a portion of the 20<sup>th</sup> storey of Building A exceeds the height of the 45-degree angular plane at the property line from a height of 80% of the ROW width.

### **Building Citing**

The layout of the proposed buildings creates a number of courtyard spaces that do not have ideal sightlines to and from the public realm. This creates concerns with respect to Crime Prevention through Environmental Design (CPTED) along with street connectivity issues as previously mentioned which differ than those contemplated in the Laird in Focus SASP 568.

With respect to streetwalls, those along Brentcliffe Road for Buildings A and B may be better suited to frame the street in order to provide more eyes on the street and eyes on the approved public park in the adjacent development immediately to the west at 939 Eglinton Avenue East. These POPS spaces could be relocated to the west side of the new public street.

The configurations of the proposed forecourts of Building C and D should be reconsidered, such as introducing wider forecourts and plazas to expand the perceived public realm, as per section 2.4 of the City's Tall Building Design Guidelines and POPS Design Guidelines.

The servicing areas for the proposed buildings are inappropriately located. For Buildings C and D, the servicing areas are located immediately adjacent and visible from the low-rise townhouses on the east side of Aerodrome Crescent. For Building A, the servicing area is too close to Eglinton Avenue East and the new proposed intersection east of Brentcliffe Road. Servicing and vehicular movement activities of these buildings needs to be better coordinated in a manner that consolidates most or all of these activities.

The proposed building siting and built form issues may result in modifications to the built form and building envelopes. City staff recommend that an updated sun/shadow and wind tunnel study be submitted to the satisfaction of the Chief Planner and Executive Director, City Planning.

### **Parks and Open Spaces**

The Laird in Focus SASP 568 shows a planned park in the southeast quadrant of the subject site, with frontage on Vanderhoof Avenue along with a mid-block Privately-Owned Publicly Accessible Space (POPS). The proposal includes a 3,378 square metre off-site public parkland dedication to the westerly side of the existing Leonard Linton Park, located on the south side of Vanderhoof Avenue to the east of the site. In addition, the redevelopment proposal provides three different POPS on-site.

The POPS should be reconfigured to allow for better sun/shadow conditions on those open spaces. In addition, the smallest POPS should be reconfigured, along with

Buildings C and D, to accommodate a public road connection to Aerodrome Crescent and either relocating or reconfiguring the size of this specific POPS, as contemplated by the Laird in Focus SASP 568.

The appropriateness of the off-site parkland dedication and proposed POPS location and configurations will be determined based on future discussions between the applicant and the Parks Development Section and City Planning, and will be required to comply with Policy 3.2.3.8 of the Toronto Official Plan.

### **Servicing and Stormwater Management**

Per the memo from Engineering and Construction Services dated February 23, 2022, the applicant is required to provide a revised Functional Servicing and Stormwater Management Report, Hydrogeological Assessment Report, Functional Servicing Plan, and Functional Grading Plan.

In the event that the OLT allows the Zoning By-law Amendment application appeal in whole or in part, the final Order should be withheld pending the confirmation that ECS matters in the memorandum have been addressed and that the Functional Servicing and Stormwater Management Report has been revised to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and it is demonstrated that the municipal water, waste, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.

### **Soil Volume**

The proposal is required to meet Soil Volumes for Version 3 of the Toronto Green Standard at the Zoning By-law Amendment Stage. The included soil volumes for the POPS which has not used the correct soil volume chart. The applicant is required to provide a revised soil volume plan that meets the required soil volumes, has accurate information and scales, and uses the correct templates provided on the City's website. Revisions to the plans of most disciplines will be required to accommodate the soil volumes.

### **Transportation**

An Urban Transportation Considerations Report (UTCR), dated November 1, 2021, was submitted and reviewed by Transportation Services staff. Transportation Services staff have requested a number of revisions to the UTCR as it relates to recent traffic counts, trip generation, traffic operations at specific intersections, and queuing analysis.

Staff note that in accordance with By-law 569-2013 under Policy Area 3, a minimum of 1,177 parking spaces are required for the proposed development. According to the site plan, a total of 962 parking spaces (consisting of 766 residents, 161 visitor parking spaces within 2 levels of underground parking garages and 35 parking spaces for retail uses on the site) will be provided. This represents a total shortfall of 215 parking spaces. Reduced parking standards could be considered provided acceptable traffic demand management measures and that acceptable documentation in the revised UTCR is submitted for review which justifies alternate parking standards.

In addition, the proposal provides for a total of 4 Type 'G' loading spaces located at grade which does not meet the minimum By-law requirements. Staff require that loading spaces for the project be provided in accordance with the rates stipulated in Zoning By-law No. 569-2013, unless acceptable documentation is submitted which justifies otherwise. Staff have also determined that transportation-related requirements in the Toronto Green Standard (TGS), have not been satisfied, including the requirements for the reduction of Single-Occupant Auto Vehicle Trips, Electric Vehicle Infrastructure, and Sidewalk Space.

In the event the OLT approves this application the recommendations contained in this report includes addressing outstanding issues indicated in the memorandum from Engineering and Construction Services (which include Transportation Services) and any necessary securities required to implement the recommendations. The owner is also required to submit an updated Travel Demand Management plan (the "TDM") to the satisfaction of the Chief Planner and Executive Director, City Planning and that such matters arising from the accepted TDM, be secured if required.

### **Road Widening**

The site is required to convey to the City, a 6.0 m corner rounding at the southeast and southwest corner of the site adjacent to the intersection of Vanderhoof Avenue and the new public street, and a 6.0 m corner rounding at the northeast and northwest corners of the site adjacent to the intersection of Eglinton Avenue East and the new public street. This will be secured as part of the site plan approval process.

### **Plan of Subdivision**

The issues raised above may result in modifications to the proposed draft plan of subdivision. Additionally, staff have not completed their review and finalized draft plan conditions. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, the issuance of any final Orders should be withheld until the owner has provided a revised draft Plan of Subdivision and the Conditions of Draft Plan Approval respecting the proposed Plan of Subdivision are in a form acceptable to the Chief Planner and Executive Director, City Planning, prepared in consultation with the City Solicitor and appropriate Divisions.

### **Further Issues**

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through deputations made by members of the public to Community Council. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the Applicant after the date of this report. As a result, City Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the Applicant, Staff may report back to City Council as necessary.

## **CONCLUSION**

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The application has been reviewed against the policies of the PPS, the Growth Plan, the Official Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal does not conform to the Official Plan.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form, and to continue to work with the Applicant in an attempt to resolve outstanding issues.

## **CONTACT**

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## **SIGNATURE**

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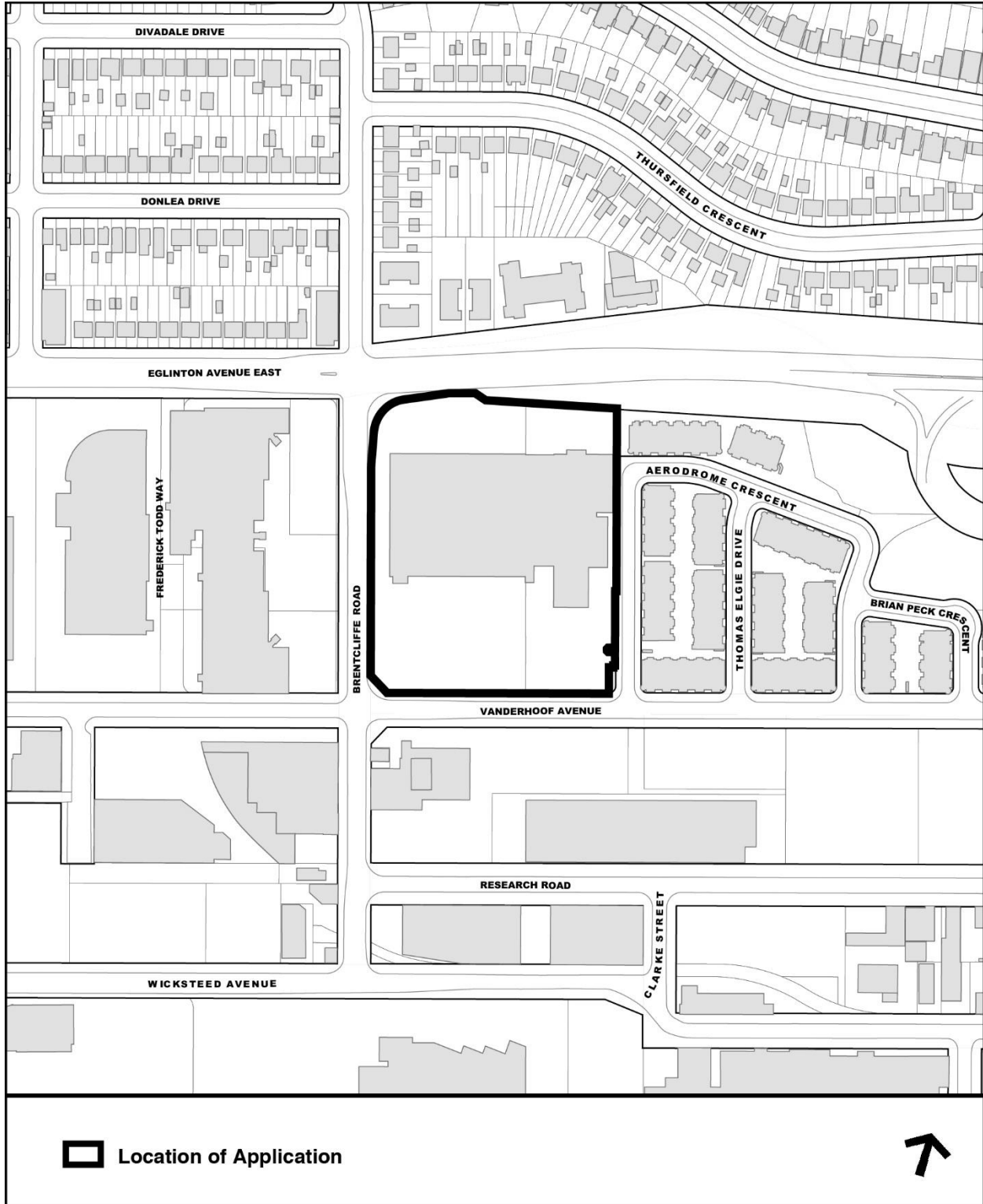


David Sit, MCIP, RPP  
Director Community Planning  
North York District

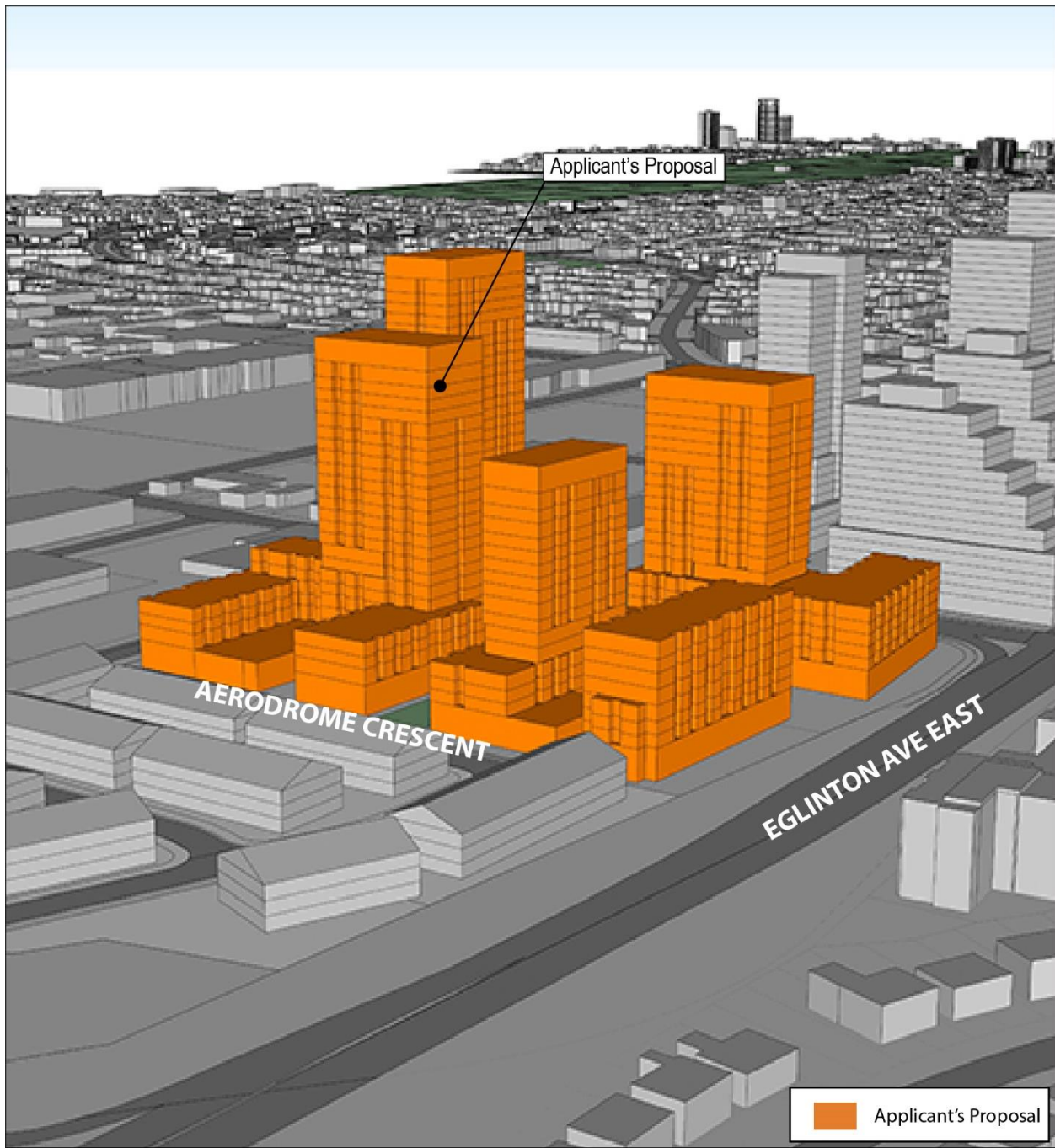
## **ATTACHMENTS**

Attachment 1: Location Map  
Attachment 2: 3D Model of Proposal in Context  
Attachment 3: Site Plan  
Attachment 4: Draft Plan of Subdivision  
Attachment 5: Policy Considerations  
Attachment 6: Official Plan Map  
Attachment 7: Zoning By-law Map  
Attachment 8: Application Data Sheet

# Attachment 1: Location Map



## Attachment 2: 3D Model of Proposal in Context

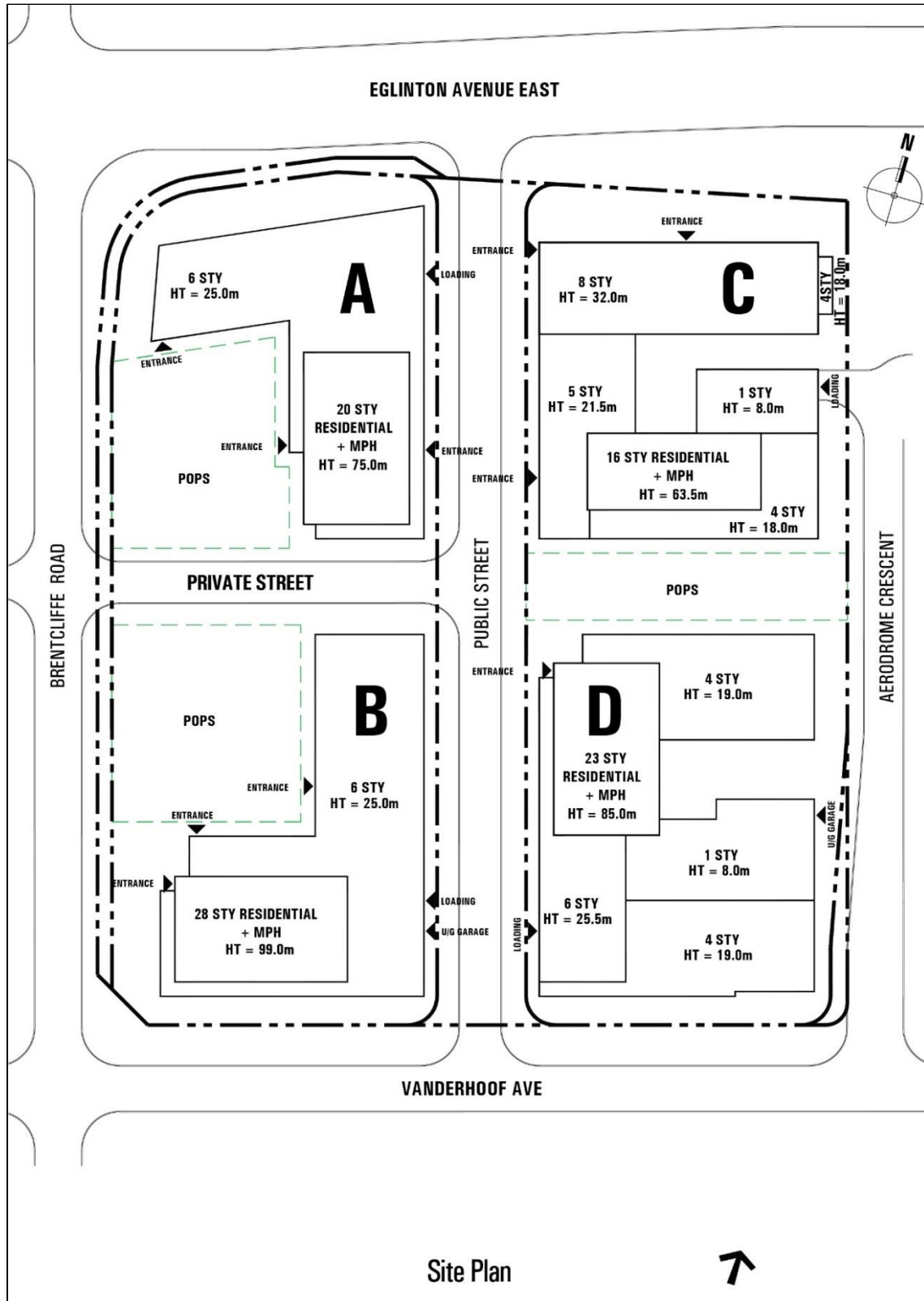


View of Applicant's Proposal Looking Southwest



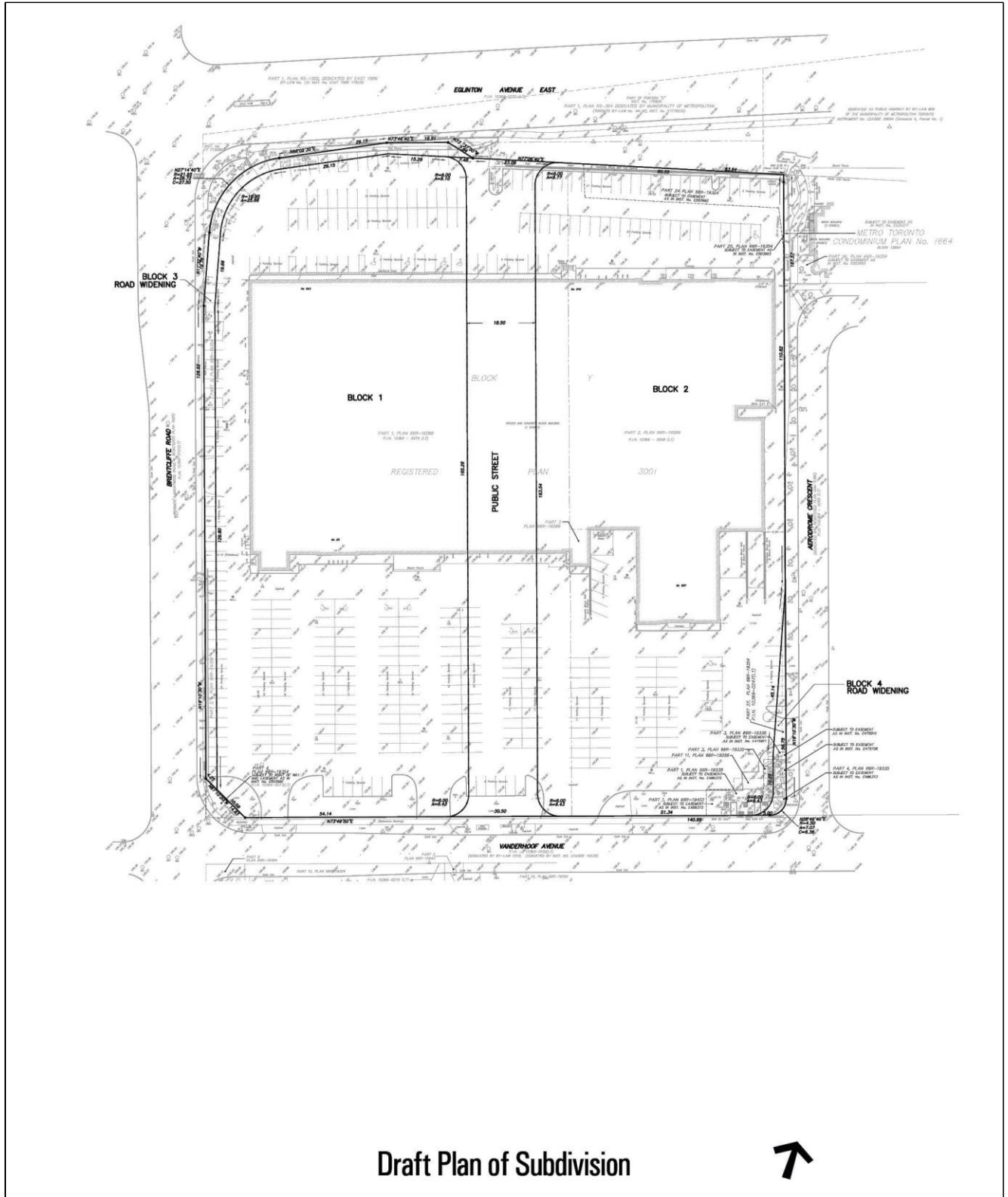
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# Attachment 3: Site Plan





# Attachment 4: Draft Plan of Subdivision



Draft Plan of Subdivision





## **Attachment 5: Policy Considerations**

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.

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.

### **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:

- encouraging a sense of place, by promoting well-designed built form;
- 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 interrelationships 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."

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region (the "GGH"), of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the Planning Act.

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

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

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

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

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next MCR, the

City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities.

In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review ("MCR"), which includes the delineation of approximately 180 potential Major Transit Station Areas (MTSAs) to meet Provincial minimum intensification requirements. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where the Council-approved inclusionary zoning policy framework can be implemented. The report can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

On July 19, 2022, City Council approved 115 MTSA/PMTSAs, of which Laird Station was identified as a MTSA with a proposed minimum density target of 160 people and jobs per hectare. The report can be found at the following link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

### **Toronto Official Plan**

The Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. The Official Plan directs growth towards the Downtown, Centres, Avenues, and Employment Areas. The Official Plan is supplemented by urban design guidelines, which provide further guidance on development and design considerations. The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/>

The site is designated Mixed Use Areas as shown on Land Use Map 20. See Attachment 6 of this report for the Official Plan Land Use Map.

The site is also subject to Site and Area Specific Policy (SASP) No. 568 (Laird in Focus, OPA 450). SASP No. 568 can be found at the link below: <https://www.toronto.ca/legdocs/bylaws/2020/law0628.pdf>

### **Zoning By-Laws**

The site is zoned Business Commercial (BC) under the Town of Leaside Zoning By-law 1916, with a height limit of 7 and 10 storeys. The property is not currently subject to the City of Toronto Zoning By-law 569-2013.

See Attachment 7 of this report for the existing Zoning By-law Map.

### **Urban Forestry**

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).

## **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 final Growing Up Urban Design Guidelines ("Growing Up Guidelines") and directed City Planning staff to apply the guidelines in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children living in vertical communities, at the neighbourhood, building and unit scale. The Growing Up Guidelines can be found at:

<https://www.toronto.ca/city-government/planningdevelopment/planningstudiesinitiatives/growing-up-planning-for-children-in-new-verticalcommunities/>

## **Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

The purpose of the Pet Friendly Design Guidelines 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 pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found at:

<https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

## **Retail Design Manual**

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual supports the objectives of complete communities and vibrant streets which are closely tied to the provision of successful, resilient and dynamic retail uses. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces by providing aspirational retail design best practices to inform, guide, inspire and educate those involved in the design and development of retail uses. The Retail Design Manual can be found here:

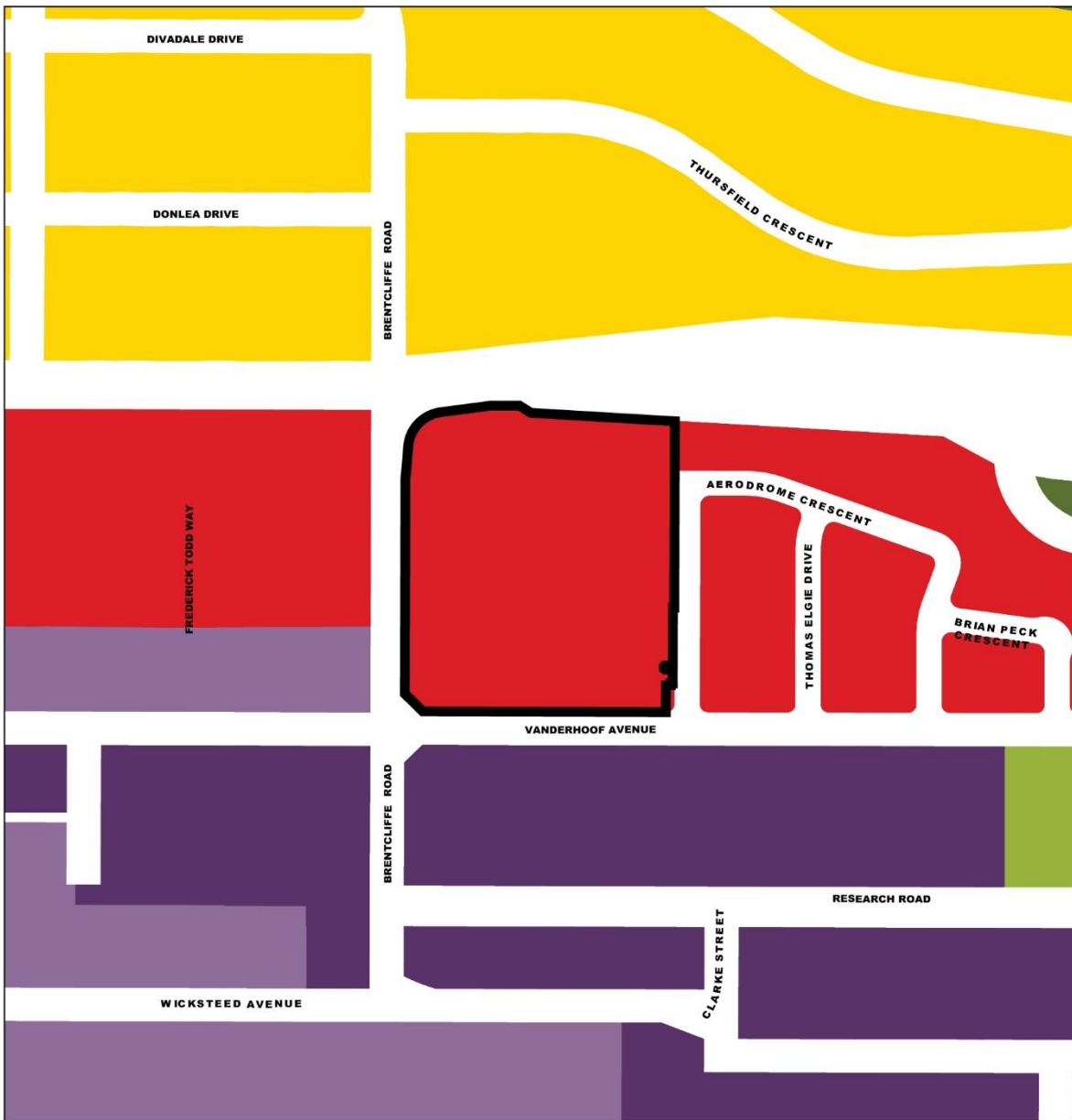
<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>

## **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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.




# Attachment 6: Official Plan Map




Official Plan Land Use Map #17

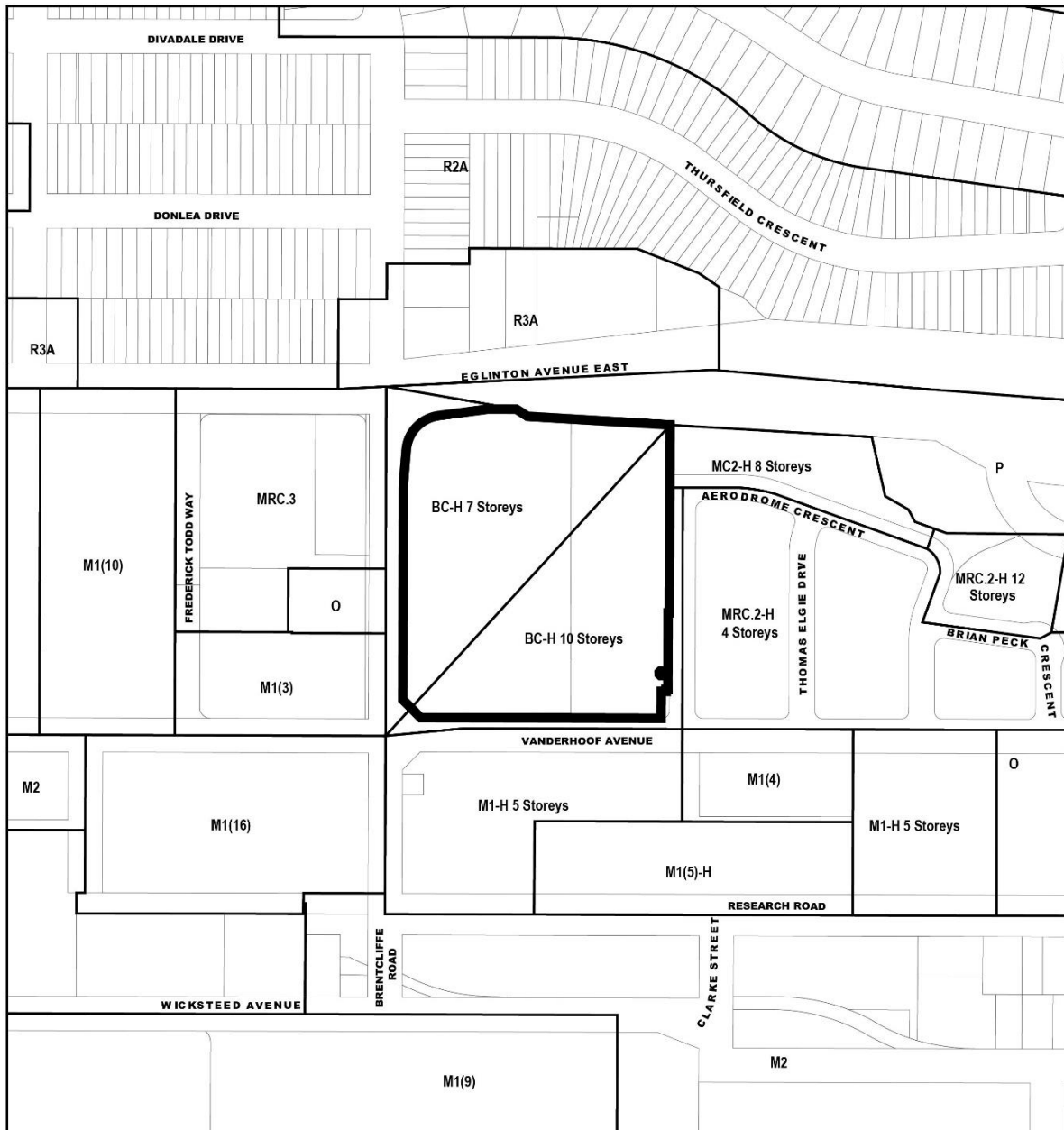
943-963 Eglinton Avenue East & 23 Brentcliffe Road

File # 21 235960 NNY 15 OZ

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Natural Areas
-  Parks
-  General Employment Areas
-  Core Employment Areas

  
 Not to Scale  
 Extracted: 11/15/2021

# Attachment 7: Zoning By-law Map



943-963 Eglinton Avenue East & 23 Brentcliffe Road

Zoning By-law 1916

File # 21 235960 NNY 15 0Z



Location of Application

- See Former Borough of East York By-Law 1916
- R1B Low Density Residential
  - R2A Medium Density Residential
  - R3A High Density Residential
  - MRC Mixed Use Residential Commercial (Site Specific)
  - M1 Light Industrial

- M2 General Industrial
- MC2 Industrial Commercial
- BC Business Centre
- O Open Space (Parks)
- P Conservation



Not to Scale  
Extracted: 11/15/2021

## Attachment 8: Application Data Sheet

Municipal Address: 943-963 EGLINTON AVE E  
21 235960 NNY 15 OZ  
Application Number: and 21 235961 NNY 15 SB  
Application Type: OPA / Rezoning, OPA & Rezoning, Plan of Subdivision

Project Description: The proposal is for the redevelopment of the existing 6.7 acre site with a total density of 3.8 times the site area. The proposal includes 3,633 m<sup>2</sup> of retail commercial space, a network of new public and private streets, two new POPS and a 3,378 m<sup>2</sup> off-site parkland dedication. The proposal includes 4 new residential buildings (containing 1,279 units) ranging in height from 16 to 28 storeys (57.5 to 93 metres, excluding mechanical penthouses).

Applicant	Agent	Architect	Owner
HUNTER & ASSOCIATES LTD	HUNTER & ASSOCIATES LTD	GRAZIANI + CORAZZA ARCHITECTS	KOSMOR CONTRACTING INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	OPA 450/SASP 568
Zoning:	BC-H	Heritage Designation:	N
Height Limit (m):	7, 10	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	27,335	Frontage (m):	151	Depth (m):	178
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	10,624		10,500	10,500
Residential GFA (sq m):			100,110	100,110
Non-Residential GFA (sq m):	13,842		3,633	3,633
Total GFA (sq m):	13,842		103,743	103,743
Height - Storeys:	2		28	28
Height - Metres:			93	93



Lot Coverage Ratio ( % ): 38.41 Floor Space Index: 3.8

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	99,810	300
Retail GFA:	3,533	100
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,279	1,279
Other:				
Total Units:			1,279	1,279

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			754	321	204
Total Units:			754	321	204

Parking and Loading

Parking Spaces: 927 Bicycle Parking Spaces: 1302 Loading Docks: 4

CONTACT:

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