

2636-2654 Eglinton Avenue West and 1856 and 1856A Keele Street – Zoning By-law Amendment and Site Plan Control Applications – Appeal Report

Date: April 25, 2024

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 5 – York South-Weston

Planning Application Number: 22 241754 WET 05 OZ and 22 241752 WET 05 SA

SUMMARY

On December 22, 2022, Zoning By-law Amendment and Site Plan Control applications were submitted for a proposed mixed-use development of a 33-storey building at 2636-2654 Eglinton Avenue West and 1856 and 1856A Keele Street. The proposal would have a total gross floor area of approximately 22,529 square metres, with a total of 370 residential units in various sizes and 324 square metres of non-residential space.

On January 24, 2024, the applicant appealed the applications to the Ontario Land Tribunal (OLT) citing City Council's failure to make a decision on the applications within the time period prescribed under the *Planning Act*. The OLT hearing date has not been scheduled.

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

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal to oppose the current applications regarding the Zoning By-law Amendment and Site Plan Control appeals for 2636-2654 Eglinton Avenue West and 1856 and 1856A Keele Street, and to continue discussions with the applicant to resolve outstanding issues.
2. If the Ontario Land Tribunal allows the appeals, in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Order(s) be withheld until such time as the City Solicitor advises that:

- a. The form and content of the Zoning By-law Amendment is satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;
- b. The owner has addressed all outstanding issues identified within the Engineering and Construction Services memorandum, dated February 12, 2024, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- c. The owner has submitted a revised Functional Servicing and Stormwater Management Report, Servicing Report Groundwater Summary, Foundation Drainage Summary Form, Foundation Drainage Technical Brief and Hydrological Review Summary to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- d. The owner makes satisfactory arrangements with Engineering and Construction Services and enters into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Functional Servicing and Stormwater Management Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services;
- e. The owner has submitted an Environmental Noise and Vibration Assessment, such report to be peer reviewed by a third-party consultant on behalf of the City and at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- f. The owner has provided a revised Pedestrian Level Wind Study including a revised Wind Tunnel Study, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- g. The owner has addressed all outstanding issues raised by Metrolinx noted in correspondence, dated March 28, 2022, including the need for a technical review and makes required revisions, to the satisfaction of the Manager, Technical Review, Metrolinx;
- h. The owner has addressed and accommodated the required road widening, noted in correspondence, dated February 12, 2024, to the satisfaction of the General Manager, Transportation Services;
- i. The owner has submitted a revised Transportation Impact Study, including all requested revisions, to the satisfaction of the General Manager, Transportation Services;
- j. The owner has addressed all outstanding issues raised by Urban Forestry noted in correspondence, dated March 29, 2023, including the need for an updated Arborist Report, Landscape Plan, Planting Plan and Soil Volume Plan, to the satisfaction of the General Manager of Parks, Forestry and Recreation;

k. The owner has made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Chief Planner and Executive Director, City Planning; and

l. The owner has provided an acceptable Tenant Relocation and Assistance Plan to address Official Plan Policies 3.2.1.12, to the satisfaction of the Chief Planner and Executive Director, City Planning and City Solicitor.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing and Stormwater Management Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment and the Holding Provision not to be lifted until such a 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 other City staff to take any necessary steps to implement City Council's decision.

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

On May 6, 2014, City Council adopted the Final Directions Report for the Eglinton Connects Planning Study; a study to respond to planning opportunities presented by the Crosstown Light Rail Transit project. Council adopted 21 recommendations under the themes of Travelling, Greening and Building Eglinton, and directed staff to report back to Council on implementation measures. The decision document and background information on the study can be found here:

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

On July 11, 2014, City Council adopted Official Plan Amendment No. 253 (OPA 253), an amendment to implement policy directions based on the Eglinton Connects Planning Study to provide development standards for areas surrounding the future Crosstown Light Rail Transit stations. In regards to the subject site, OPA 253 amends includes a planned public laneway adjoining this site. OPA 253 was subsequently appealed to the Ontario Municipal Board and a final Order was issued on September 28, 2018. Council's decision document of OPA 253 can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.1>.

On August 25, 2014, City Council adopted amending Zoning By-laws to reduce vehicular parking and mid-rise building standards, along with the Urban Design Guidelines for Eglinton Avenue to implement the directions of the Eglinton Connects Planning Study. The decision document, including the Urban Design Guidelines, can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>.

On February 24, 2022, a pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

The applications were received on December 22, 2022, and deemed complete as of February 15, 2023.

THE SITE

Description

The development parcel is located at the northwest corner of Eglinton Avenue West and Keele Street. It is adjacent to Keelesdale Light Rail Transit (LRT) Station. The site has a two-metre grade difference from east to west, is rectangular in shape, and has an area of 0.14 hectares, with a frontage of 42 metres on Eglinton Avenue West (see Attachment 1: Location Map).

Existing Uses

The site is currently occupied by a one-storey commercial building and a two-storey mixed-use building. The mixed-use building contains five retail units on the ground floor and four residential units on the second floor.

Surrounding Uses

North: A public laneway and a pedestrian connection leading to the future Keelesdale LRT Station and bus loop. Within the same block, at 1860-1868 Keele Street, there are currently two two-storey semi-detached houses and three detached houses of one to two storeys in height, which were recently approved for a 19-storey 245-unit building.

East: Across Keele Street fronting Eglinton Avenue West there are retail buildings occupied by various retail establishments.

South: Along the south side of Eglinton Avenue West there are two-storey mixed-use buildings with ground floor retail and dwelling units or offices above.

West: The Keelesdale LRT station is located immediately west of the subject site.

THE APPLICATION

Proposed Use

The applications propose to permit a 33-storey residential building with a six-storey base building and three levels of underground parking.

Heights

The proposed 33-storey tower would be 106.1 metres high (excluding the mechanical penthouse).

Density (Floor Space Index)

The development would have an overall Floor Space Index (FSI) of 16.7.

Unit Breakdown

The proposed 370 dwelling would include 179 one-bedroom (48.4%); 154 two-bedroom (41.6%); and 37 three-bedroom (10%) units.

Access, Parking, and Loading

Pedestrian and retail access would be from Eglinton Avenue West and Keele Street.

Vehicular access and loading access to the site is proposed from the east-west public laneway adjoining the site to the north.

The proposal would include three underground parking levels with a total of 53 parking spaces for residents (at a rate of 0.14 spaces per unit), eight spaces for residential visitors (at a rate of 0.02 spaces per unit) and two visitor spaces for retail customers.

A total of 434 bicycle parking spaces are proposed, consisting of 348 (at a rate of 0.94 space per unit) long-term parking spaces and 86 (at a rate of 0.23 space per unit) spaces for short-term spaces.

One Type G loading space is proposed.

Amenity Space

A total of 735 square metres (at a rate of 1.98 square metres per unit) of indoor and 622 square metres (at a rate of 1.68 square metres per unit) of outdoor amenity spaces are proposed. The proposed indoor/outdoor amenity spaces would be organized across the ground, fourth and seventh floor.

Additional Information

See Attachments 1-7 of this report for a Location Map, Application Data Sheet, Site Plan, an Elevations and two three-dimensional representations of the project in context. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre [here](#).

Reasons for Application

The Zoning By-law Amendment application proposes to amend city-wide Zoning By-law 569-2013 to introduce site-specific performance standards to permit the proposed

development zoning standards that need to be amended include building heights and building setbacks, among other standards.

Site Plan Control

The proposal is subject to Site Plan Control. A concurrent Site Plan Control application was submitted and appealed to the OLT.

POLICY CONSIDERATIONS

Provincial Land-use Policies

All decisions of City 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

The proposed site is located on an *Avenue*, on Map 2 - Urban Structure and is designated *Mixed Use Areas*, on Map 17 - Land Use Plan of the Official Plan. The site is within OPA 253 and Site and Area Specific (SASP) 476 which implemented the Eglinton Connects Planning Study. The site is also within the Keele Major Transit Station Area (PMTSA) as adopted with Official Plan Amendment 570 and SASP 673. This PMTSA has received Council adoption and is awaiting Ministry of Housing and Municipal Affairs approval. See Attachment 9 of this report for the Official Plan Land Use Map.

Toronto Official Plan policies may be found [here](#).

Zoning

The site is zoned Commercial Residential (CR SS2 (x2624)) by Zoning By-law 569-2013. The CR zone permits various residential, commercial, office, community, and institutional uses in a variety of building types including apartment buildings, mixed-use buildings, and townhouses. Exception 2624 under CR zone defines height, set back and separation distance required for the building. Zoning By-law 569-2013 can be found [here](#).

The site is also zoned MCR (mixed commercial zone) by the former City of York Zoning By-law No. 1-83, as amended.

See Attachment 10 of this report for the Zoning Map.

Design Guidelines

The following design guidelines are relevant in the consideration of the proposal:

- Tall Building Design Guidelines;
- Eglinton Connects Planning Study;

- Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Design guidelines can be found [here](#).

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments 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](#).

COMMUNITY CONSULTATION

A Community Consultation Meeting hosted by City staff on September 18, 2023. The meeting was attended by City staff, the Ward Councillor, the applicant, along with more than 25 members of the community. Community members provided feedback and discussed their concerns with the proposed development at the Community Consultation Meeting. Key comments and concerns raised by the community included:

- Density (too much);
- Height (too tall);
- Units were too small and requested that family sized units be large enough for families;
- Lack of landscaped open space and requested that more landscaped space on the Eglinton Avenue frontage be provided;
- Construction and disruption during construction to the community;
- Type of tenure would be provided and whether there would be affordable units;
- Servicing capacity; and
- School capacity and other community infrastructure.

COMMENTS

Provincial Framework

The proposal has been reviewed against the Planning Act, Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan).

The site is located within the PMTSA and is proposed to be redeveloped in a transit-supportive manner that maximizes the number of potential transit users and increases housing options as required by the Growth Plan. However, the proposed development is not consistent with certain policies of the PPS and does not conform to certain policies of the Growth Plan in achieving policy objectives of orderly development of land, including the promotion of built form that is well designed, encourages a sense of place, and provides for high quality, safe, accessible, attractive and vibrant public spaces.

Official Plan: Urban Structure and Land Use

The site is designated *Mixed Use Areas* in the Official Plan and identified within an *Avenue* in the City's Urban Structure (Map 2 of the Official Plan). Lands located north of the block are designated *Neighbourhoods*.

The Official Plan directs *Mixed Use Areas* along *Avenues* to be the focus of the majority of the growth while providing a transition in scale and density to adjacent *Neighbourhoods*.

While the proposal does provide for intensification, staff have concerns with the proposed built form, including height, massing, setbacks, step-backs and transition, which do not meet the policies of the Official Plan as well as relevant design guidelines. The proposed built form does not provide appropriate transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*.

Built Form and Height

Though the subject is suitable for redevelopment and intensification, the proposal contemplates a tall building that does not fit appropriately within the site and block and is not in keeping with the existing and planned context. The proposed building height also requires revision to provide a good transition in scale to the surrounding context, including the low-rise *Neighbourhoods* to the north.

Building Placement, Massing and Separation Distances

The proposed building placement does not appropriately accommodate the required right-of-way widenings for Eglinton Avenue West and Keele Street.

The proposed tower setback from the northern lot line ranges from 0.5 to 8.5 metres and from three to eight metres along the western lot line, which would result in inadequate separation distances to neighbouring properties, including approved and potential future developments within the block.

The proposed step-backs of the tower, including projecting balconies, are less than two metres from the base building which is insufficient to appropriately distinguish a well-proportioned base along the street frontages and mitigate impacts from the proposed tall building height and massing on the public realm and surrounding properties.

The proposed design would require modification to provide appropriate building setbacks, step-backs and separation distances.

Public Realm and Streetscape Improvements

Streetscape design should include sufficient space for street trees, street furniture, and an unobstructed accessible pedestrian clearway. An unobstructed 2.1-metre-wide clearway is required for all shared walkways. This will support creating a high quality public realm.

The conflict with the required right-of-way widenings would affect the streetscape design. Revisions to the site organization are required to support the provision of appropriate road conveyances and improved streetscapes along Eglinton Avenue West and Keele Street.

Sun, Shadow and Wind

The Sun and Shadow Study prepared by gh3* Inc., dated December 21, 2022, demonstrates that the proposed development would cast shadow on designated *Neighbourhoods* properties throughout the day particularly during Spring and Fall. Changes to the built form are required to improve fit and transition, as well as resulting shadow conditions, which are not currently acceptable.

The Pedestrian Level Wind Study, prepared by SLR Consulting (Canada) Ltd., on December 19, 2022, predicts several uncomfortable and unsafe wind conditions at different locations. A safe and comfortable wind condition should be ensured in the public realm, by adjusting the proposed massing and step-backs, alongside with implementing other mitigation measures.

Amenity Areas

The proposal is not complying with the minimum standard zoning requirement of four square metres of amenity space per dwelling unit. Additional indoor and outdoor amenity space is required. Revisions are required to the size, location, design, and functionality of the amenity spaces in a revised proposal.

Housing Issues

The housing unit mix proposed is 179 one-bedroom (48.4%); 154 two-bedroom (41.6%); and 37 three-bedroom (10%) units and meets the Growing Up Guidelines.

Since the proposed development would require the demolition of four rental dwelling units, Policy 3.2.1.12 of the Official Plan applies to this proposal and the applicant is required to provide an acceptable Tenant Relocation and Assistance Plan to lessen hardship for existing tenants. A Tenant Relocation and Assistance Plan that is consistent with the City's current practices includes the following:

- At least six months' notice before having to vacate their existing dwelling unit;
- Financial compensation equal to one months' rent or an alternative unit acceptable to the tenant, as required under the Residential Tenancies Act, 2006 when a tenant receives a notice of termination to terminate their tenancy for the purposes of demolition;
- Additional financial compensation, above and beyond the requirements of the Residential Tenancies Act, 2006, in the form of a rent gap payment. The rent gap payment would assist tenants in transitioning to market rents, calculated as the difference between the rent paid by a tenant on the date their tenancy is terminated and the most recent average rent for vacant private rental apartments by unit type in CMHC Rental Market Survey (RMS) Zone 8 – York, and be paid

out to each tenant in a lump sum on the date they provide vacant possession of their existing rental unit;

- A moving allowance to cover expenses for moving into alternative accommodation;
- Special needs compensation for applicable tenants; and
- Upon request, make a rental leasing agent available to provide tenants with a list of rental vacancies in the neighbourhood, co-ordinate referrals and references from the current landlord, and provide similar assistance commensurate with tenant needs.

The tenant assistance obligations would be secured through a legal undertaking prior to the issuance of Notice of Approval Conditions (NOAC) for the Site Plan Control approval.

Transportation, Access and Parking

A Transportation Impact Study (TIS), prepared by BA Group, dated December, 2022, was submitted in support of the application. Additional information is required, including justification and rationale of the number of proposed residential and accessible parking spaces. Staff require a Vehicle Maneuvering Diagram (VMD) for passenger vehicles traversing the drive aisles and entry/exit from parking spaces.

Prior to accepting the traffic impacts of the proposal, revisions to the TIS and architectural drawings are required as outlined in the Engineering and Construction Services memorandum dated February 12, 2024.

Road Widening

To satisfy the Official Plan requirement of a 30-metre-wide right-of-way for this segment of Eglinton Avenue West, a 2.81-metre road widening dedication along the Eglinton Avenue West frontage of the site is required to be conveyed to the City.

Further, a 1.92-metre road widening dedication along the Keele Street frontage of the site is also required to meet a 27-metre-wide right-of-way, and is to be conveyed to the City.

The proposed laneway adjoining the site will accommodate two-way traffic and operate under stop-control at the Keele Street/Lane north of Eglinton Avenue West intersection. Under the Official Plan requirements, no lane widening is required as the requirement for a six-metre-wide lane right-of-way has been satisfied.

Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report and associated plans prepared by IBI Group, dated December 20, 2022, was submitted in support of the proposal. In their memorandum, dated February 12, 2024, Engineering and Construction Services did not accept the findings of these reports, and require that the applicant submit reports that accurately determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and determine whether there

is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.

If the OLT allows the appeals, in whole or in part, the final Order should be withheld pending the confirmation the 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.

Noise and Vibration Study

An Environmental Noise and Vibration Assessment, prepared by SLR Consulting (Canada) Ltd., dated December 15, 2022, were submitted in support of the application.

This site is located adjacent to the Keelesdale LRT station. As such, an Environmental Noise and Vibration Assessment is required to be peer reviewed by a third-party consultant on behalf of the City and at the owner's expense.

Metrolinx

In correspondence, dated March 28, 2023, Metrolinx staff advise that the proposed development is subject to Level Four Technical Review with a potential to become a Level Three Technical Review, which may require the applicant to provide developments project schedule, site management plan, traffic staging plans, landscape, civil and utility designs.

Metrolinx requires the applicant to provide a 12.5-metre tower setback from the mutual property line as per the Tall Building Design Guidelines. In addition, Metrolinx has concerns with the proposed setback abutting the Keelesdale LRT Station below grade, at-grade, and at level four and up. The proposed setback would restrict Metrolinx from pursuing future development opportunities at the Keelesdale LRT Station.

Tree Preservation

An Arborist Report and Tree Protection Plan, prepared by Central Tree Care, dated November 4, 2022, was submitted in support of the application. The applicant is proposing to protect three by-law protected City-owned street trees. Urban Forestry reviewed the report and requested revisions and additional information.

In their correspondence, dated March 29, 2023, Urban Forestry, Tree Protection & Plan Review, requires the applicant to meet the TGS planting and soil volume requirements. The current proposal lacks information on soil volume template, soil volume plan, soil depth, species and quantity of each planting area, soil specifications for tree planting watering program method and watering area

Urban Forestry also requires additional information and removal of discrepancies in the statistics template, landscape and planting plan and soil volume letter.

Toronto Green Standard (TGS)

The applicant is required to meet Tier 1 of the TGS- Version 4 and 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.

TGS Version 4.0 Checklist - Mid to High Rise Residential and all New Non-Residential Development, Section EC1.1, EC1.2 and EC1.4 needs appropriate correction to reflect the proposed design. Information regarding soil volume template, soil volume, species and quantity of each planting area (private and street frontage), soil volume plan, watering program methods and water schedule needs to be provided to meet TGS requirements. In addition, the applicant needs to revise design to meet TGS measures such as Stormwater Retention and Reuse, Total Suspended Solids, Waste Collection and Sorting, Waste Storage Space and Compaction.

TGS measures such as bicycle parking and soil volume would need to be secured in the Zoning By-law process. Other applicable TGS performance measures would be secured through the Site Plan Control review process, should the application be approved.

Solid Waste

Solid Waste Management Services have reviewed the application and provided comments to the applicant. The comments include the request for a methane testing report along with a certified letter, signed and stamped by a qualified person.

Solid Waste Management will also require additional changes to the proposed development to meet the municipal standards.

School Boards

The Toronto Catholic District School Board (TCDSB) noted that the proposed development falls within the fixed attendance boundary of St. Francis Xavier Catholic School, St. Oscar Romero Catholic Secondary School, Chaminade College School and Madonna Catholic Secondary School. The local elementary school is operating at capacity and may not be able to accommodate additional students from the development as proposed. Students from this development may need to be accommodated in a school located outside the area. Should the application be approved, the applicant will be required to erect and maintain signs and add clauses in the purchase and sale of units agreement with this advisement.

The Toronto District School Board (TDSB) has determined that sufficient capacity at the local schools is anticipated to be available for the proposed development.

Further Issues

City Planning may receive additional information regarding these applications as a result of review by commenting partners and may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As such, further issues may be identified later.

CONCLUSION

As currently proposed, the application does not have regard for matters of Provincial Interest, is not consistent with the PPS (2020), does not conform to the Official Plan, and does not meet the intent of the applicable design guidelines. In its current form, the height, scale and massing of the proposal are not in keeping with the existing and planned context. The proposal does not represent good planning and is not in the public interest.

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

CONTACT

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SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Site Plan
Attachment 4: South Elevation
Attachment 5: West Elevation
Attachment 6: 3D Model of Proposal in Context Looking towards Northeast
Attachment 7: 3D Model of Proposal in Context Looking towards Southwest
Attachment 8: Keele Protected Major Transit Station Area (PMTSA)
Attachment 9: Official Plan Land Use Map
Attachment 10: Existing Zoning By-law Map (569-2013)

Attachment 1: Application Data Sheet

Municipal Address: 2636 EGLINTON AVENUE WEST **Date Received:** December 22, 2022

Application Number: 22 241754 WET 05 OZ and 22 241752 WET 05 SA

Application Type: Rezoning and Site Plan Control Application

Project Description: The development applications would permit a 33-storey mixed use building with height of 106.1 metres (112.1 inclusive of the mechanical penthouse), containing 370 dwelling units, 324 square metres of non-residential space, 63 parking spaces and 434 bicycle parking spaces within three levels of underground parking. The total proposed gross floor area is 22,529 square metres, would result in a density of 16.7 times the area of the lot.

Applicant	Agent	Architect	Owner
Fora Developments Inc., 2440, Dundas Street West, Suite 200, Toronto	Bousfields Inc. 3 Church Street, Suite 200, Toronto	GH3*, 55 Ossington Avenue, Suite 100, Toronto	Keel Li Properties Inc., 1840 Eglinton Avenue West, Toronto

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	NO
Zoning:	CR SS2 (x2624)	Heritage Designation:	NO
Height Limit (m):	25.5	Site Plan Control Area:	YES

PROJECT INFORMATION

Site Area (sq m): 1,352 Frontage (m): 42 Depth (m): 30

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,135	1,135
Residential GFA (sq m):			22,205	22,205
Non-Residential GFA (sq m):			324	324
Total GFA (sq m):			22,529	22,529
Height - Storeys:			33	33
Height - Metres:			112	112

Lot Coverage Ratio 83.95 Floor Space Index: 16.66
 (%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	22,205	
Retail GFA:	324	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			370	370
Other:				
Total Units:			370	370

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		0	179	154	37
Total Units:		0	179	154	37

Parking and Loading

Parking Spaces: 63 Bicycle Parking Spaces: 434 Loading Docks: 1

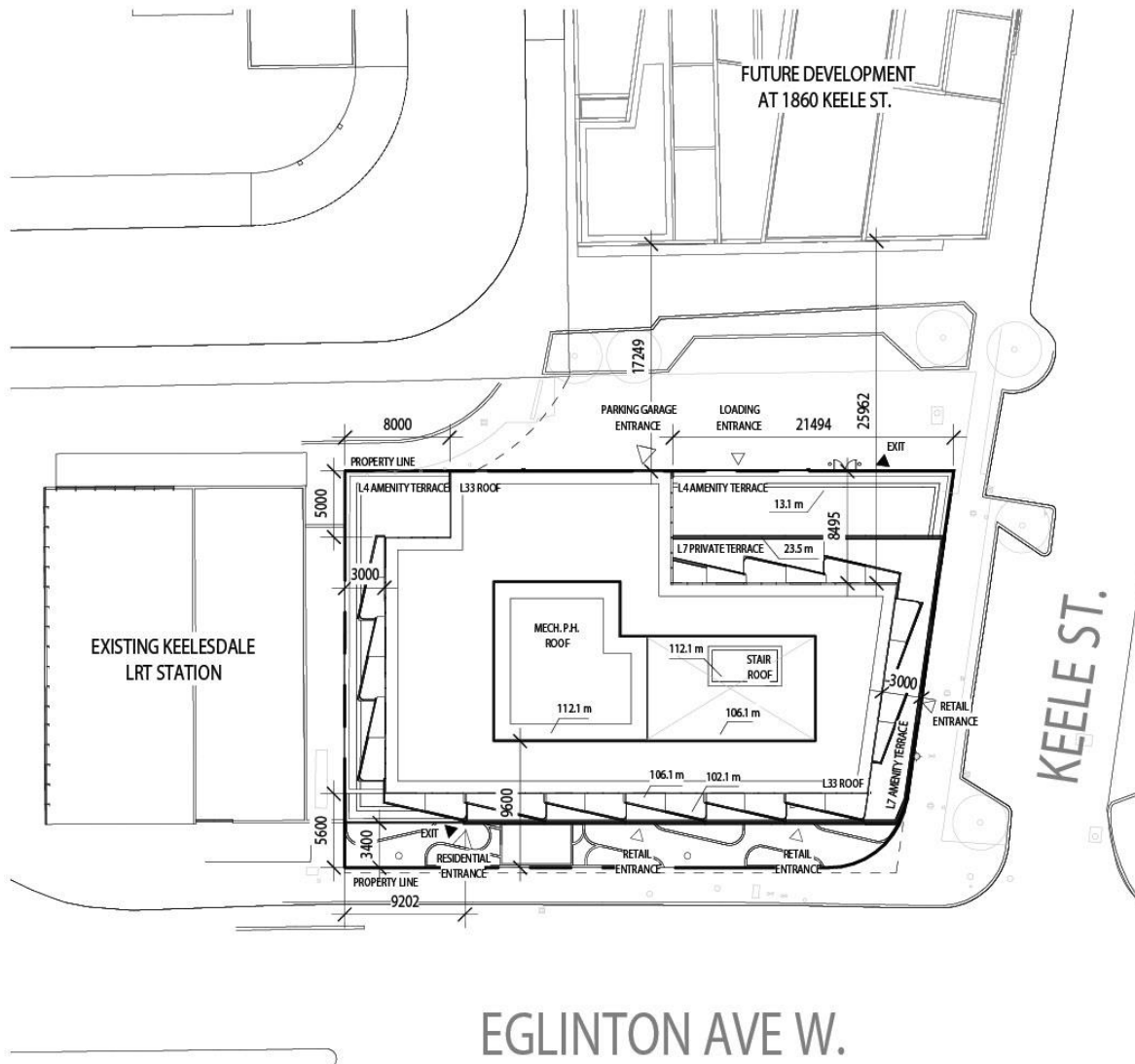
CONTACT:

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 Prabhat.Dahal@toronto.ca

Attachment 2: Location Map



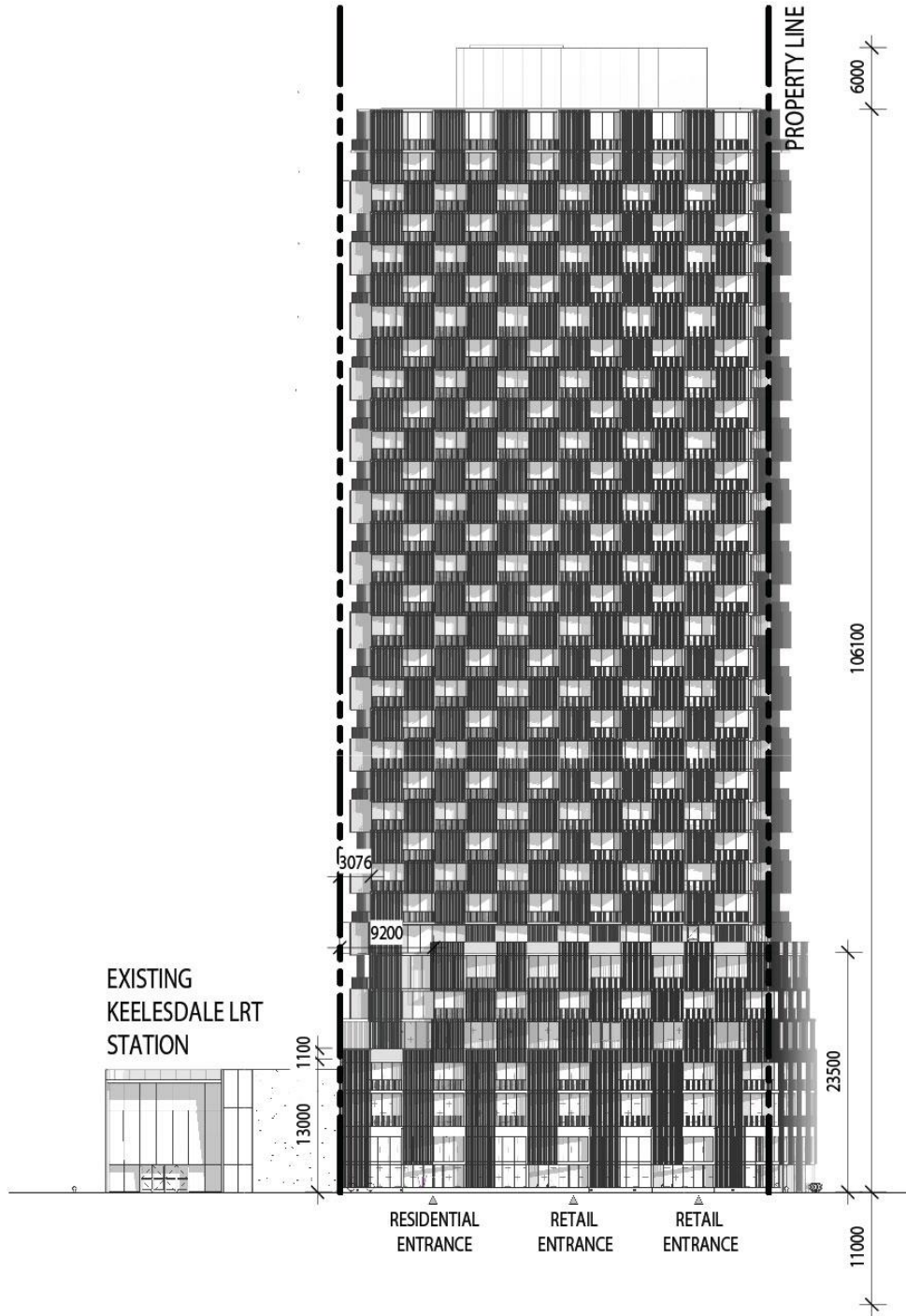
Attachment 3: Site Plan



Site Plan

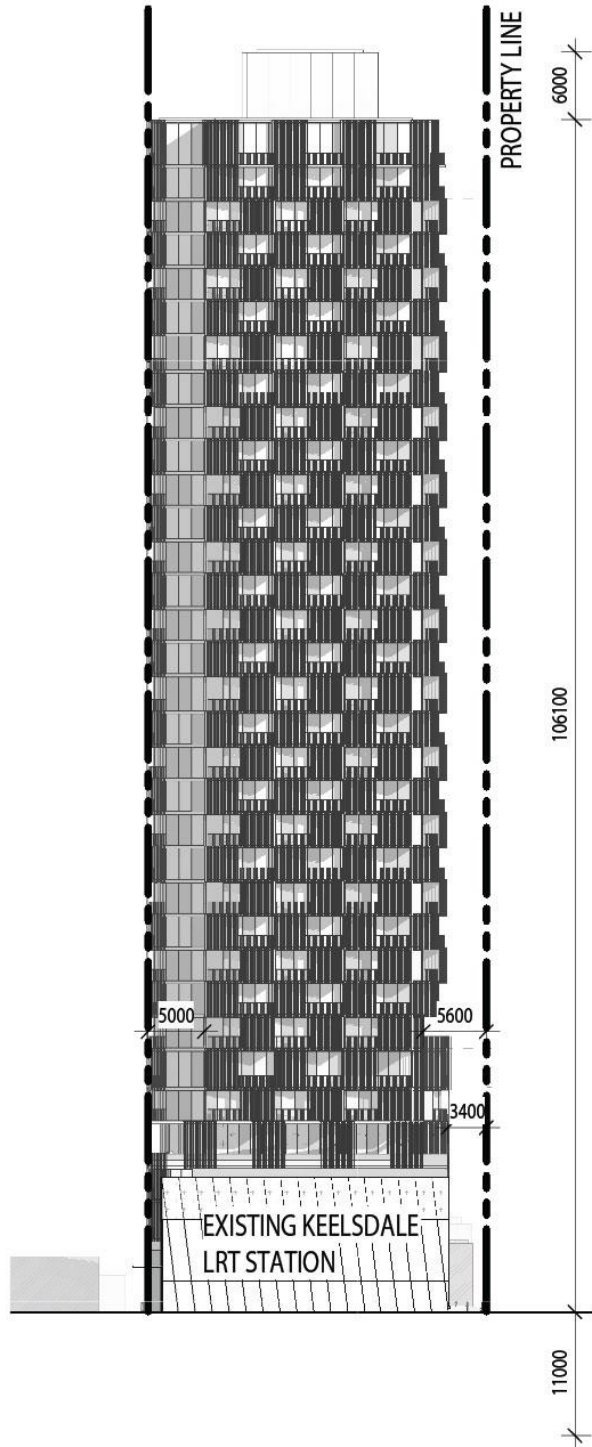


Attachment 4: South Elevation



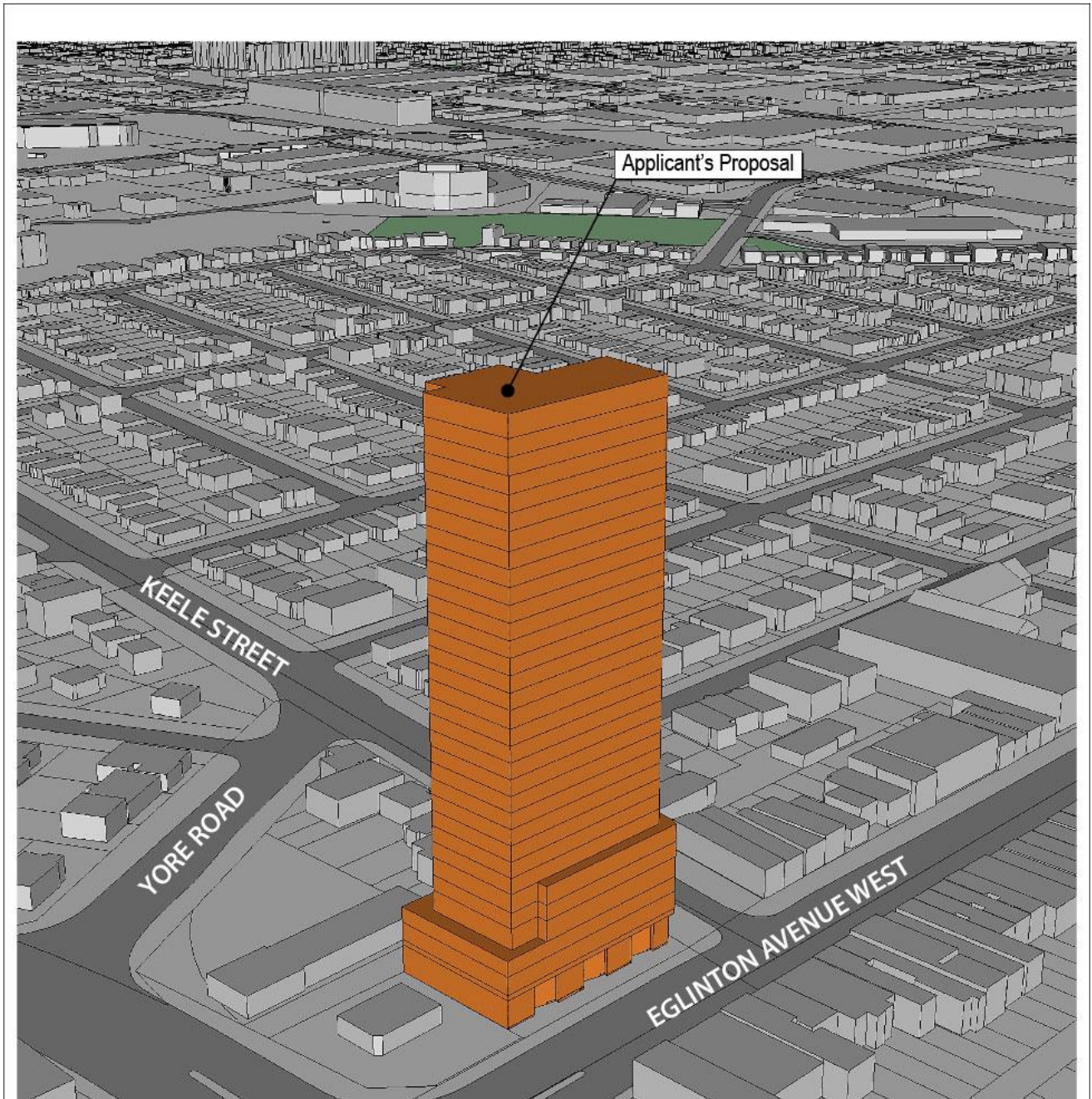
South Elevation

Attachment 5: West Elevation



West Elevation

Attachment 6: 3D Model of Proposal in Context Looking towards Northeast

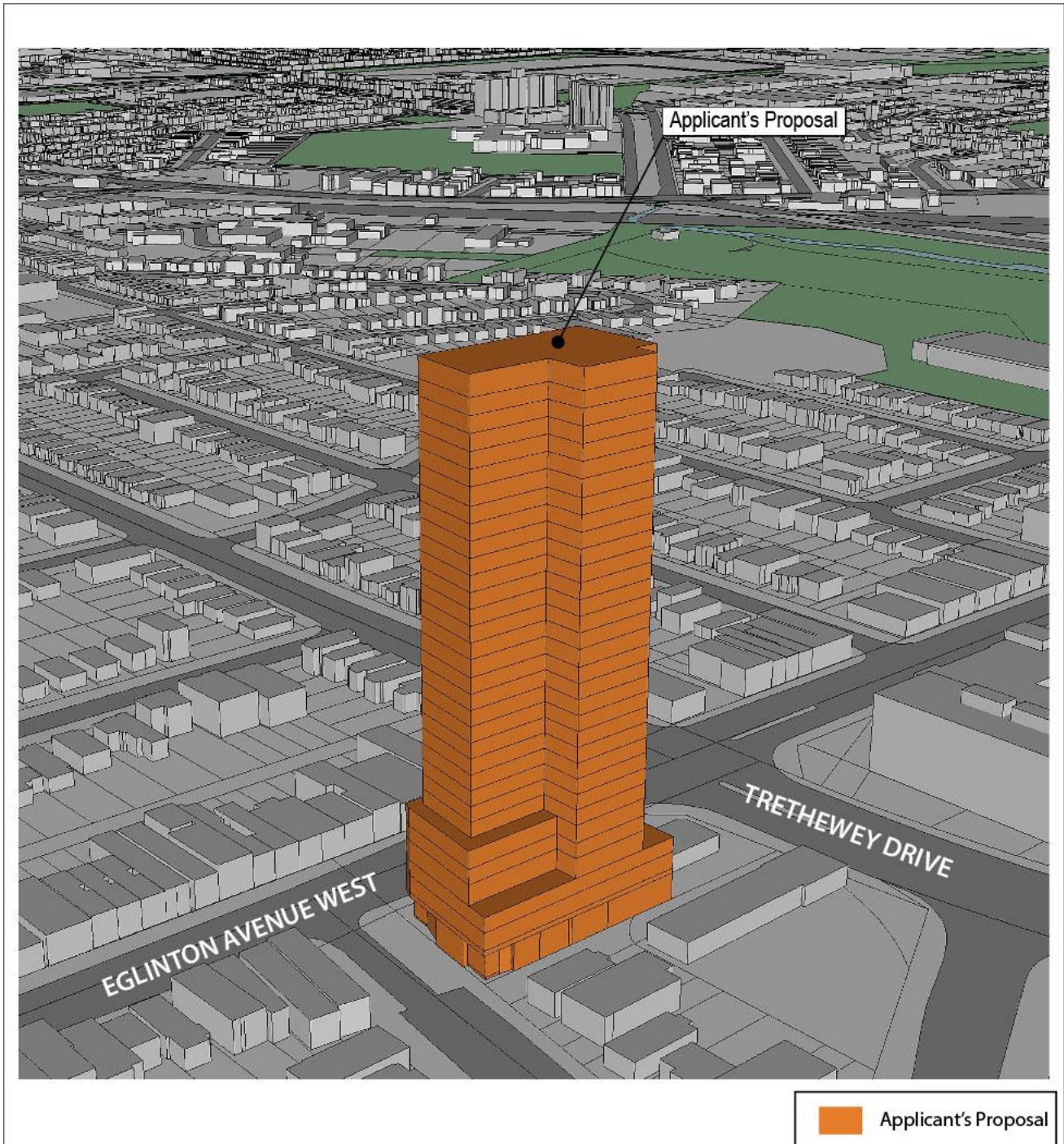


 Applicant's Proposal

View of Applicant's Proposal Looking Northeast


03/15/2024

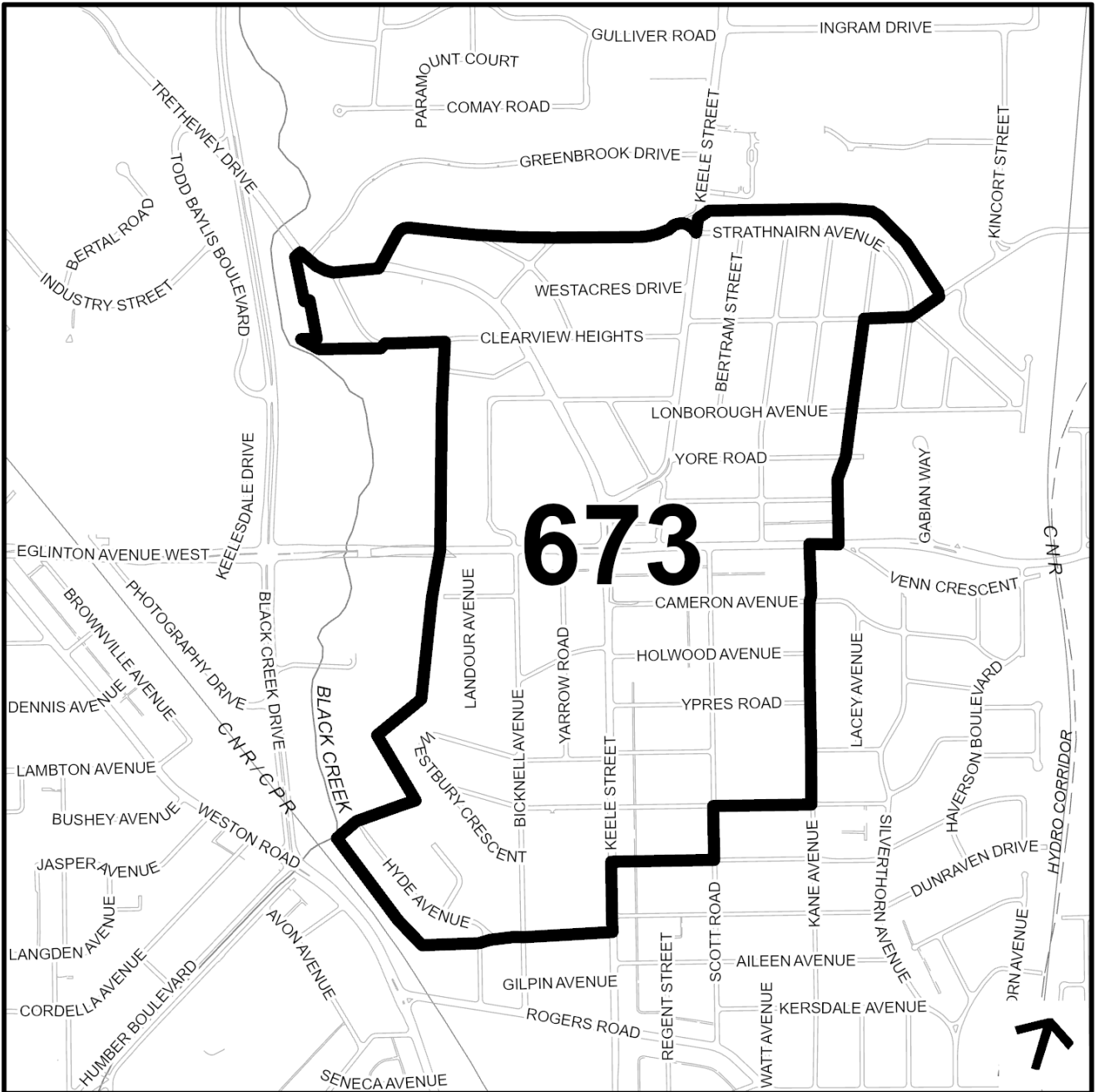
Attachment 7: 3D Model of Proposal in Context Looking towards Southwest



View of Applicant's Proposal Looking Southwest


03/15/2024

Attachment 8: Keelesdale Protected Major Transit Station Area (PMTSA)



Attachment 9: Official Plan Land Use Map



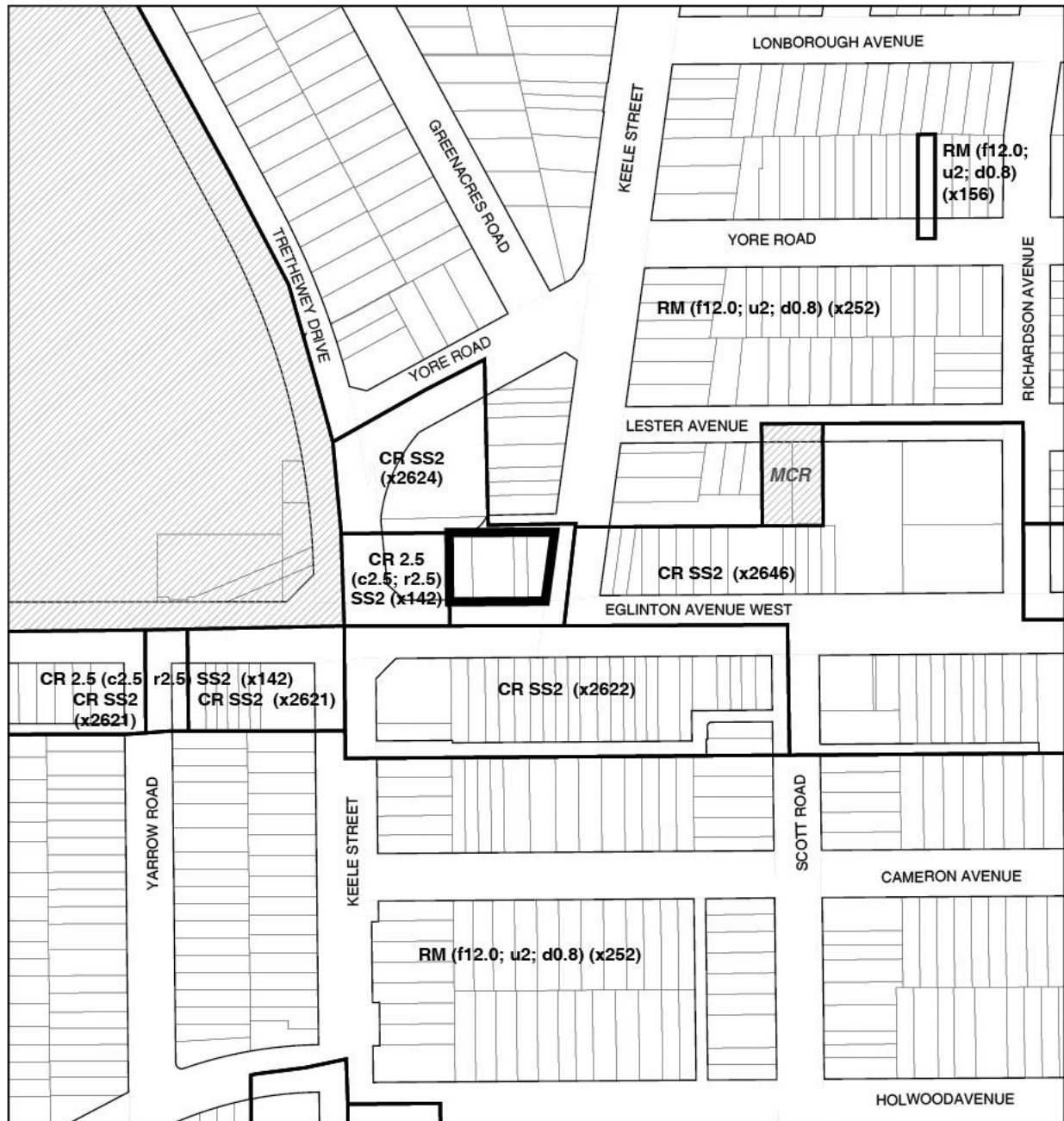
Official Plan Land Use Map #17

2636, 2640, 2642, and 2654 Eglinton Avenue West
and 1856 and 1856A Keele Street
File # 22 241754 WET 05 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas

↑
Not to Scale
Extracted: 04/08/2024

Attachment 10: Existing Zoning By-law Map (569-2013)



Zoning By-law 569-2013

2636, 2640, 2642, and 2654 Eglinton Avenue West
and 1856 and 1856A Keele Street
File # 22 241754 WET 05 02

 Location of Application
RM Residential Multiple
CR Commercial Residential

 See Former City of York By-law No. 1-83
R2 Residential Districts
MCR Mixed Commercial Residential



Not to Scale
Extracted: 01/03/2023