

## **2444 Eglinton Avenue East – Zoning Amendment – Decision Report – Approval**

Date: May 29, 2024

To: Planning and Housing Committee

From: Interim Chief Planner and Executive Director, City Planning

Ward: 21 - Scarborough Centre

**Planning Application Number:** 24 136301 ESC 21 OZ

### **SUMMARY**

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This application proposes to amend the Zoning By-law for the lands at 2444 Eglinton Avenue East to permit the construction of a mixed use building consisting of 3 towers above a base building containing above grade parking and non-residential uses at grade.

The development would include a 31-storey condominium building above a 4 storey podium, along with two co-op buildings of 19 and 41-storeys atop a 5-storey podium. The two co-op buildings consist of 612 co-op housing units and the condominium building consists of 307 units. The tenure of the units includes, market condominium units (307), market co-op units (306) and affordable co-op units (306). The total gross floor area of the proposal is 64,143 square metres, inclusive of 1871 square meters of non-residential uses.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposed development also conforms to the City's Official Plan. The development is part of the City's Housing Now Initiative to deliver affordable housing and mixed-income, mixed-use, transit-oriented communities on City-owned properties. This proposed development intensifies an underutilized site with a range of housing options in terms of tenure and affordability, while providing a mix of at-grade non-residential uses that will support and enhance the public realm. It is immediately adjacent to a multi-modal transit station with convenient connections to multiple transit lines and surface transit routes.

This report recommends approval of the application to amend the Zoning By-law subject to a Holding Provision required to address servicing matters.

## RECOMMENDATIONS

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The Interim Chief Planner and Executive Director, City Planning recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2444 Eglinton Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Zoning By-law Amendment as may be required.

## FINANCIAL IMPACT

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City Council has authorized Open Door incentives and exemption from taxation for municipal and school purposes for 99 years to be applied to up to 620 affordable units for Housing Now Phase Two Sites (2020 CC21.3) including 2444 Eglinton Avenue East. For 306 affordable rental units at 2444 Eglinton Avenue East, this includes exemption from the payment of development charges, a waiver of all planning application and building permit fees and parkland dedication fees (\$15,018,266) and the exemption of municipal and school taxation over a 99-year term (\$13,225,925) as shown in Table 1 for an estimated total of \$28,244,192 based on current rates.

Table 1: Open Door Incentives and Exemption of Municipal and School Taxation for 2444 Eglinton Avenue East

Site	Net New Affordable Rental Homes	Estimated Affordability Period (Years)	Estimated Development Charges*	Estimated Planning Fees and Charges**	Estimated Total Value of Incentives	Estimated Net Present Value of Property Taxes***
2444 Eglinton Ave. E.	306	99	\$9,712,592	\$5,305,674	\$15,018,266	\$13,225,925

\*Calculated using May 2024 Development Charge rates

\*\*Includes estimated January 2024 building permit fees of \$374,739, January 2024 Planning Fees of \$340,935, and parkland dedication fees of \$4,590,000.

\*\*\*Calculated using 2024 property tax rates

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## DECISION HISTORY

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In November 2023, City Council approved EX9.3 - Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes. This report identified policies and strategies to strengthen and shift the housing system to deliver

more non-market housing with a renewed focus on public delivery of sites; increasing public and non-profit owned housing stock (including new co-operative homes) through new development to increase the supply of net new RGI homes, affordable, co-op, and rent-controlled market rental homes. City Council's decision can be found at the following link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX9.3>

The Housing Now project partners (Housing Secretariat, City Planning and CreateTO) provide an annual progress report to City Council on the Housing Now Initiative, including recommendations for updates to Council authorities to implement Housing Now, setting out the Housing Now program requirements, updating financial, real estate and planning program requirements, as appropriate. The subject site forms part of the second phase of the Housing Now Initiative which is expected to create between 1,455 to 1,710 new residential units. Approximately 1,060 to 1,240 units will be purpose-built rentals, of which half (530 to 620) will be affordable rental units – affordable to households earning between \$21,000 to \$56,000 a year. There will also be 470 to 495 ownership units. Further information on Phase 2 of Housing Now can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC21.3>

The most recent update, 2023 Housing Now Progress Update, was presented to Council on May 11, 2023 and can be accessed at the following link:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH3.6>

## **THE SITE**

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### **Description**

The site is located east of Kennedy Road west of Midland Avenue and north of Eglinton Avenue East. The lands abut the Eglinton Avenue North Service Road, as the main travel portion of Eglinton Avenue East rises on a bridge to traverse the adjacent rail corridor. Across the street is Kennedy Station, with connections to GO Transit, the TTC subway, multiple frequent surface transit routes and the Eglinton Crosstown line. Attachment 2 contains a Location Map.

The lot is triangular in shape, with an area of 11,553 square metres and a frontage of 178.91 metres on the Eglinton Avenue East North Service Road which forms the southern property line. The east property line runs alongside the Stouffville GO rail line and the northwest runs along the Hydro Corridor.

The site is part of City Council's Housing Now program to deliver affordable housing and mixed-income, mixed-use, transit-oriented communities on City-owned properties. The Housing Now Initiative is an approach to city-building whereby City-owned lands are used to facilitate private sector, or non-profit development of affordable rental, market rental and ownership housing within mixed-use, mixed-income, transit-oriented communities.

## Existing Use

Existing on the property is a 1-storey commercial building, surrounded by surface parking. The existing 1-storey commercial building and parking lot will be demolished to make way for the proposed development. A large portion of the site has also been used as a commuter parking facility containing 199 parking spaces.

## THE APPLICATION

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**Description:** 3 mixed-use tall buildings (31-storey condo, and a 19-storey and 41-storey, co-op building) generating a total of 919 residential units. The total residential gross floor area proposed is 62,271 square metres and the total commercial gross floor area is 1,871 square metres, making it a total gross floor area of approximately 64,143 square metres.

**Density:** The proposal has a density of 5.55 times the area of the lot.

**Dwelling Units:** The proposal includes a total of 919 residential dwelling units, distributed as follows: 72 studio (8%), 583 one-bedroom (63%), 166 two-bedroom (18%), and 98 three-bedroom units (11%). The tenure of the units includes, market condominium units (307), market co-op units (306) and affordable co-op units (306).

**Non-Residential Uses and Amenity Space:** The proposal includes 1,871 square metres gross floor area of commercial space; 1,866 square metres of indoor amenity space; and 2,246 square metres of outdoor amenity space.

**Access, Parking, and Loading:** Vehicular access will be from the Eglinton Avenue East North Service Road via a single shared driveway that also provides pedestrian connectivity through the site. The proposal includes a total of 429 above grade vehicular parking spaces (11 visitor, 111 condo, 307 spaces for the co-op and visitors shared with the commercial uses. Of these spaces 18 will be accessible and 191 will be equipped with EV charging. A total of 1018 bike parking spaces (83 short-term and 935 Long-term), and 3 loading spaces (1 Type B and 2 Type G).

## Additional Information

The report attachments contain the Application Data Sheet, Location Map, a site plan, and elevations of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [Application Information Centre - 2444 Eglinton Ave. E.](#)

## Reasons for Application

A Zoning By-law Amendment to the City-wide Zoning By-law 569-203, as amended is required to permit the proposed height and density and to set out the necessary series of performance standards to guide the future site plan control application.

## **APPLICATION BACKGROUND**

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A pre-application consultation (PAC) meeting was held on December 6, 2023. The Planning Application Checklist Package resulting from the PAC meeting is available here [Application Information Centre - 2444 Eglinton Ave. E.](#)

The current application was submitted on April 19, 2024 and deemed complete.

### **Application Requirements**

In addition to architectural plans and drawings, the following reports/studies were submitted in support of the application:

- Planning Justification Report
- Public Consultation Strategy Report
- Sun/Shadow Study
- Arborist Report
- Functional Servicing and Stormwater Management Report
- Daylighting Report
- Rail Safety Report
- Archaeological Resource Assessment
- Environmental Site Assessment – Phase One and Phase Two
- Geotechnical Report
- Noise and Vibration Impact Study
- Pedestrian Wind Study
- Energy Strategy
- Urban Transportation Considerations Report

These reports, together with the plans and drawings submitted for the application, are available on the AIC: [Application Information Centre - 2444 Eglinton Ave. E.](#)

### **Agency Circulation Outcomes**

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

## **POLICY & REGULATION 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 (2020), and shall conform to provincial plans, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

### **Official Plan**

The Official Plan Urban Structure Map 2 identifies this segment of Eglinton Avenue East as an *Avenue* and Map 3 (Right-of-Way Widths Associated with Existing Major Streets) identifies Eglinton Ave East in this location as a Major Street with a planned right-of-way width of 36 metres.

*Avenues* are important corridors along major streets where growth and redevelopment should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable, and attractive for pedestrians and cyclists.

The lands at 2444 Eglinton Avenue East are designated *Mixed Use Areas* on Land Use Map 23 (see Attachment 3). The site fronts Eglinton Avenue East which is identified by the Official Plan as a Higher Order Transit Corridor and part of the Enhanced Surface Transit Network (Official Plan Maps 4 and 5).

*Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces.

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **Zoning**

The subject site is zoned CR 0.4 (c0.4; r0.0) SS3 (x539) under Zoning By-law 569-2013 which permits a range of commercial and residential uses. See Attachment 4 of this report for the existing Zoning By-law Map. The CR zoning is subject to Exception 539 which limits gross floor area to 0.4 times the area of the lot along with minimum building setbacks for both the front lot line (23 metres from the original centreline of Eglinton) and rear lot line (7.5 metres).

### **Design Guidelines**

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

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities

- Retail Design Manual
- Toronto Accessibility Design Guidelines

[The City's Design Guidelines may be found here: https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/](https://www.toronto.ca/city-government/planning-development/official-planguidelines/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.

### **Site Plan Control**

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

## **COMMUNITY CONSULTATION**

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In 2021, prior to the submission of the application, a series of community events were hosted by CreateTO, City Planning and the Ward Councillor to shape the proposal through the Housing Now program. This community engagement included working groups to address issues of height and massing raised by local residents and informed the design parameters advanced by CreateTO used through the process of finding a development proponent for the site.

A Virtual Community Consultation Meeting on the subject application was hosted by City staff on May 16, 2024. The meeting was attended by the Ward Councillor, the applicant team, City Planning staff and approximately 186 members of the public.

Comments, questions and concerns raised by members of the public included:

- How to get access to the Co-op rental housing being provided and what criteria would be in place to allow individuals to become tenants;
- Concerns about traffic generated from the proposed development;
- Concerns about the development's proximity to the Hydro Corridor;
- Concern about the loss of commuter parking;
- Support for the affordable housing the development will provide;
- The number of co-op units and RGI units
- How can community groups access the amenity/gathering spaces in the buildings;
- Concern about the building heights;
- Support for Co-op housing; and
- Encourage the use of the word "homes" instead of "units".

The issues raised through community consultation were considered through the review of the application. Community members can also submit comments to Planning and Housing Committee as part of the statutory public meeting on the proposal.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

Staff's review of this application had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). The proposal is consistent with the PPS and conforms with the Growth Plan.

### **Land Use**

This application has been reviewed against the official plan policies and the Policy and Regulation Considerations Section of the Report.

As outlined above, the planned context for the lands encourages intensification of the subject site with a range and mix of uses which the proposal addresses by its proposal for a range and mix of residential and non-residential uses. Similarly, the deployment of these land uses in close proximity to Kennedy Station advances the Plan's desire to integrate transportation and land uses, critical to achieve the overall aim of increasing access and opportunity throughout the City.

Given the planned context for the subject property and the surrounding area, the proposal is consistent with the Official Plan's policy intent to support new transit-supportive development in this land use context, accommodating new housing and commercial uses.

### **Public Realm**

City Planning staff reviewed the application in the context of the applicable public realm policies of the Official Plan as well as the relevant design guidelines applicable to this site.

The proposed development will provide an enhanced public realm that will help connect the site to its surrounding neighbours and multimodal transit opportunities provided at Kennedy Station. City Planning staff will continue to work with the applicant through the Site Plan Control approval process to improve the public realm around the proposed site, including extensions of planned cycling facilities as they interface with the site.

City Planning also recently commenced the Kennedy Station Public Realm Master Plan study. The study will explore opportunities for public realm improvements to support transit connectivity and improve the pedestrian and cycling experience to the site which will inform the review of the forthcoming application for Site Plan Control approval.



## **Density, Height, Massing**

The proposal conforms with the applicable Official Plan policies with respect to built form and massing and meets the overall intent of the City's Tall Building Guidelines.

The proposed 3 mixed-use tall buildings provide a mix of height and massing:

- 41-storey (104.90 metres) tall, with 800 square metre floor plate;
- 19-storey (67.60 metres) tall with a 1092 square metre floor plate; and
- 31-storey (136.25 metres) tall with an 800 square metre floor plate.

All the buildings have a separation distance of at least 25 metres. Although exceeding the 750 square metre floor plates recommended by the Tall Building Guidelines, the separation distances are adhered to, and the proposal does not include projecting balconies. The buildings were also shaped to limit shadow impact on adjacent properties addressing a community concern.

The above grade parking structure is critical to the function and viability of the project. While the podium containing the above grade parking is scaled appropriately with active non-residential uses prevalent at grade, it will need to be appropriately designed to ensure it positively contributes to the urban design of the site and its surrounding context. City staff will continue to work with the applicant through the Site Plan Control Approval process to implement excellence in the design of the development.

Staff are satisfied that the built form and massing of the proposed building conforms to the policies of the Official Plan and meets the intent of the Tall Building Guideline.

## **Sun and Shadow**

The applicant submitted shadow studies to demonstrate the extent of the shadow from the proposed buildings on the spring and fall equinox (March 21 and September 21) and the solstices (June 21 and December 21). The new buildings will cast shadows on the residential lands to the northwest of the site until 1:18pm during the spring equinox. The new building will cast shadows on portions of the residential areas to the northeast of the site until 2:18pm. The hydro corridor is in shadows until 2:18. Shadow impact during the fall equinox, are very similar to the spring. Shadow impact to the northeast low-rise residential is between 2:18pm and 3:18pm.

The shadow impacts resulting from the proposal are acceptable. The proposal adequately limits shadow impacts on sensitive areas, including the residential lands to the northwest and low-rise residential lands to the northeast of the development particularly during spring, summer and fall equinoxes.

## **Road Widening**

Official Plan Map 3 identifies a right-of-way width of 36m for Eglinton Avenue East. Any further road widening will be identified and confirmed by the City's Transportation Services during the Site Plan Control approval process.

## **Servicing**

Engineering and Construction Services staff reviewed the submitted materials and identified items for further review related to downstream sewer capacity. Modelling completed during the completion of a local basement flooding study indicated existing constraints on downstream infrastructure servicing the site which will need to be addressed through the review of this application.

The applicant provided updated information for review and acceptance by the Chief Engineer and Executive Director, Engineering and Construction Services. At the time of this report's drafting a holding provision is recommended in order to ensure these issues are resolved. If it is determined following the date of this report that no municipal servicing upgrades are required, and all outstanding servicing issues are resolved to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services staff will provide a supplemental report advising Committee/Council that the holding provision is not required.

## **Housing Issues**

2224 Eglinton Ave E is part of the City's Housing Now portfolio. City Council initiated the Housing Now Initiative to deliver affordable housing and mixed-income, mixed-use, transit-oriented communities on City-owned properties. The Housing Now Initiative is an approach to city-building whereby City-owned lands are used to facilitate private sector, or non-profit development of affordable rental, market rental and ownership housing within mixed-use, mixed-income, transit-oriented communities. The new affordable rental homes will remain affordable for 99 years, providing quality housing opportunities for future generations. Investment in these sites will also contribute to the broader community by delivering new amenities, revitalized public spaces and improved access to transit.

As Housing Now sites advance through the zoning by-law amendment process, City Planning staff, in collaboration with the Housing Secretariat and CreateTO, continue to seek opportunities to increase the potential residential yield at each location, in accordance with the Official Plan policies. The recommendations on these sites are informed by Toronto's evolving development context, the urgent need for affordable housing across Toronto and City Council's direction through the Housing Action Plan. The subject proposal is an example of the outcome of the ongoing focus on City-owned sites to support the City's objectives to increase housing supply.

The proposed project at 2444 Eglinton Ave East is well aligned with the City's housing objectives and is proposed to deliver 918 new homes including 612 new co-op rental units, with approximately 50% (306 units) as affordable. Earlier this year, the City and CreateTO announced Civic Developments, Windmill Developments and Co-Operative Housing Federation of Toronto (CHFT) as the development partners for the site following a competitive procurement process. The announcement was well received, and the project represents one of the largest co-op projects in the province's history.

Co-operative housing is a vital part of the City's housing spectrum and provides important stable, non-profit, and member-controlled non-market and affordable housing. In the 1970s, the federal government supported the development of tens of thousands

of non-profit co-op homes across Canada. The construction of purpose-built rental housing and non-profit co-ops, however, has rapidly declined since the 1980s while demand for affordable, co-op, and market rental homes has continued to grow. For example, currently almost 79% of all rental housing in Toronto is privately owned, compared with 15% owned by Toronto Community Housing Corporation (TCHC) and 6% owned by non-profit and co-operative housing providers. The importance of co-op housing is further highlighted by the federal government's recent announcement to launch a Co-operative Housing Development Program, including funding and financing, originally promised as part of the 2022 federal budget.

In addition to meeting the Affordable Housing Design Guidelines, a minimum of 33% of the affordable rental units and 15% of the market rental units will satisfy the accessibility standards defined by O.B.C. requirements. This exceeds the Housing Now program requirement that 20% of affordable units are accessible. The applicant proposes a total of 18% two-bedroom units and 11% three-bedroom units. The average unit sizes proposed for two-bedroom and two-bedroom plus den are 65.99 square metres (710.3 square feet) and 71.19 square metres (766.3 square feet) respectively. The average unit sizes proposed for three-bedroom units are 74.56 square metres (802.5 square feet). The proposal exceeds the Growing Up Guidelines of at least 15% two-bedroom units and 10% three-bedroom units but does not achieve the ideal unit size of 90 square metres (969 square feet) for two-bedroom units and 106 square meters (1140 square feet) for three-bedroom units. The project's affordable and market rental units are similarly designed.

## **School Boards**

The Toronto District School Board (TDSB) staff reviewed the submitted materials and advised that schools currently assigned to this development are Lord Roberts Junior Public School, Charles Gordon Senior Public School, and Winston Churchill Collegiate Institute. TDSB staff determined that there may be insufficient capacity to accommodate students from new residential developments at Lord Roberts Junior Public School by the time this development is occupied. To address accommodation challenges that may arise, the Board may need to use portables to accommodate students or engage in studies to explore options for creating space at a local school. These options include changing school boundaries, moving programs, or bussing new students to another school, among others. These studies are publicly available in the Board's Long-Term Program and Accommodation Strategy and may be subject to Board approval and (in some cases) include public engagement. TDSB staff will continue to work with the applicant regarding the school enrolments. City staff are satisfied with this approach.

Toronto Catholic District School Board (TCDSB) staff reviewed the submitted materials and noted that this development falls within the fixed attendance boundary of St. Albert Catholic elementary School and the closest Secondary schools serving this area are St. Joan of Arc Catholic Academy and Senator O'Connor College School. The TDSB staff concluded that, at this time, sufficient space exists within the local elementary school to accommodate additional students from the proposed development.

## **Parkland and Tree Preservation**

This proposal is exempt from the parkland dedication requirement under [Chapter 415](#), Article III, Section 415-30. A. (15) of the Toronto Municipal Code.

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).

An Arborist Report and Tree Protection Plan were submitted in support of the application and indicate a total 16 standalone trees and two groups of trees (“tree polygons”) on and within 6 metres of the subject land. The Arborist report suggests that the removal of all 16 trees, 1 tree group and a portion of the other tree group would be required to accommodate the proposed development. To compensate for the removal of City trees, the applicant is required to plant 7 new large-growing shade trees and 25 new large-growing shade trees for the removal of Private trees. These matters and any other Urban Forestry matters will be secured through the Site Plan review process.

## **Archaeological Assessment**

Heritage Planning staff have reviewed the Archaeological Resource Assessment submitted by the applicant in support of this Zoning By-law Amendment application and have determined that there are no archaeological concerns regarding the subject property.

## **Traffic Impact**

Transportation Services staff reviewed the Urban Transportation Considerations report submitted in support of the proposed development and accepts the methodology and conclusion of the report related to vehicular traffic.

The consultant estimates that the proposed development will generate 140 and 135 vehicular trips during the AM and PM peak hours respectively. The consultant’s study concludes that the projected site traffic will have minimal impacts on the area intersection given the alternative viable travel modes available to the subject site, and therefore, can be acceptably accommodated on the adjacent road network.

Transportation Services staff accepted the conclusions of the Urban Transportation Considerations report.

## **Holding Provision**

As detailed above at the time of writing this report, servicing matters remain under review which may necessitate the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*. The holding provision would restrict the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision.

An amending by-law to remove the holding provision may be enacted when the following are fulfilled:

1. The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services demonstrating that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands; and

2. If the satisfactory Functional Servicing and Stormwater Management Report accepted from Item 1 above requires any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

- a) the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financially secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor; or,
- b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in Item 1 above are constructed and operational, all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and
- c) all necessary approvals or permits arising from 2a) or 2b) above are obtained, where required all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services.

The Chief Planner and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

### **Metrolinx**

A Rail Safety Report submitted in support of this application is being reviewed by Metrolinx's Technical Advisor, AECOM. Metrolinx noted that, the Rail Safety Report must be approved by Metrolinx and AECOM prior to Metrolinx providing clearance to the City in the Site Plan Control approval stage.

### **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.

The application is targeting Tier 2 of the TGS Version 4 and may be eligible for a post-construction development charge refund for the non-affordable units. This will be further reviewed and secured through the Site Plan Control process.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). This Housing Now development will provide much needed housing, including affordable co-op rental, market co-op rental and condo units adjacent to higher order transit on an underutilized City property. In addition to meeting the Affordable Housing Design Guidelines, there will be a minimum of 33 percent of the affordable rental units and 15 percent of the market rental units that will satisfy the accessibility standards defined by O.B.C. requirements. Staff will continue to work with the applicant to address all outstanding issues with ECS, Metrolinx and advance the design through the site plan process. Staff recommend that Council support approval of the application.

## **CONTACTS**

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## **SIGNATURE**

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Kerri A. Voumvakis  
Interim Chief Planner and Executive Director  
City Planning

## **ATTACHMENTS**

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**City of Toronto Data/Drawings**  
Attachment 1: Application Data Sheet  
Attachment 2: Location Map  
Attachment 3: Official Plan Land Use Map  
Attachment 4: Existing Zoning By-law Map  
Attachment 5: Draft Zoning By-law Amendment

**Applicant Submitted Drawings**

Attachment 6: Site Plan

Attachment 7: North Elevation

Attachment 8: East Elevation

Attachment 9: Architectural Rendering

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 2444 EGLINTON AVE E      **Date Received:** April 15, 2024

**Application Number:** 24 136301 ESC 21 OZ

**Application Type:** OPA / Rezoning, Rezoning

**Project Description:** Zoning By-law Amendment for a mixed use Housing Now development comprising of 919 residential units, of which 306 units are affordable units, with commercial/retail use at-grade. The proposed development comprises of 3 towers, 31 storey building plus a 19 and 41 storey co-op building with a shared podium containing above grade parking and community uses.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
SAGE 147 ELDER REAL CO INC			CITY OF TORONTO

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR	Heritage Designation:
Height Limit (m):	11	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 11,554      Frontage (m): 179      Depth (m): 130

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	800		6,480	<b>6,480</b>
Residential GFA (sq m):			62,272	<b>62,272</b>
Non-Residential GFA (sq m):	800		1,871	<b>1,871</b>
<b>Total GFA (sq m):</b>	<b>800</b>		<b>64,143</b>	<b>64,143</b>
Height - Storeys:	1		41	<b>41</b>
Height - Metres:	0		136	<b>136</b>

Lot Coverage Ratio (%): 56.08      Floor Space Index: 5.55



<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	62,272	
Retail GFA:	1,871	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			612	<b>612</b>
Freehold:				
Condominium:			307	<b>307</b>
Other:				
<b>Total Units:</b>			<b>919</b>	<b>919</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		72	583	166	98
<b>Total Units:</b>		<b>72</b>	<b>583</b>	<b>166</b>	<b>98</b>

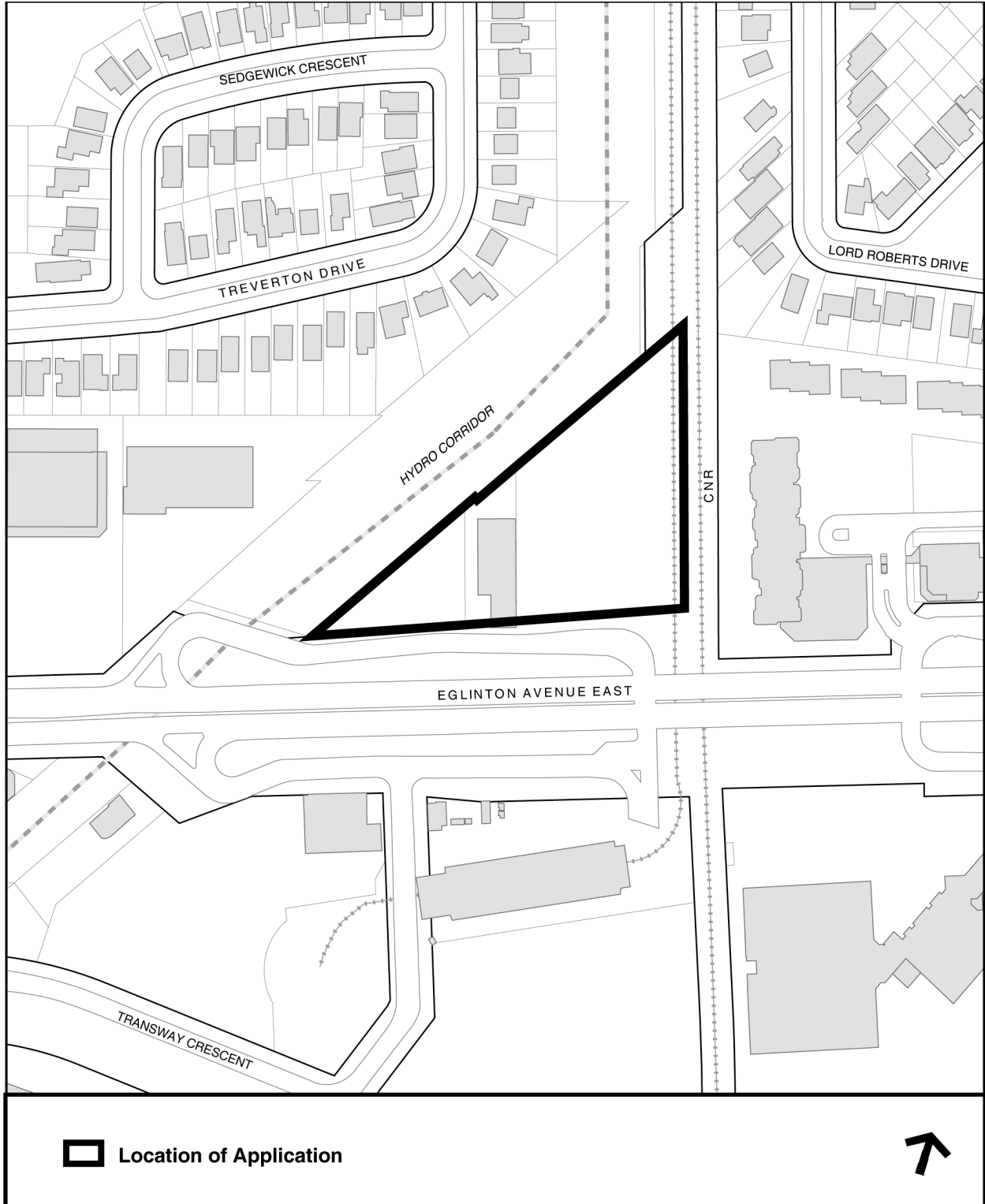
#### **Parking and Loading**

Parking Spaces: 429      Bicycle Parking Spaces: 1018      Loading Docks: 3

#### **CONTACT:**

Kwasi Kankam, Community Planner  
416-396-7040  
Kwasi.Kankam@toronto.ca

## Attachment 2: Location Map



This

### Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 20

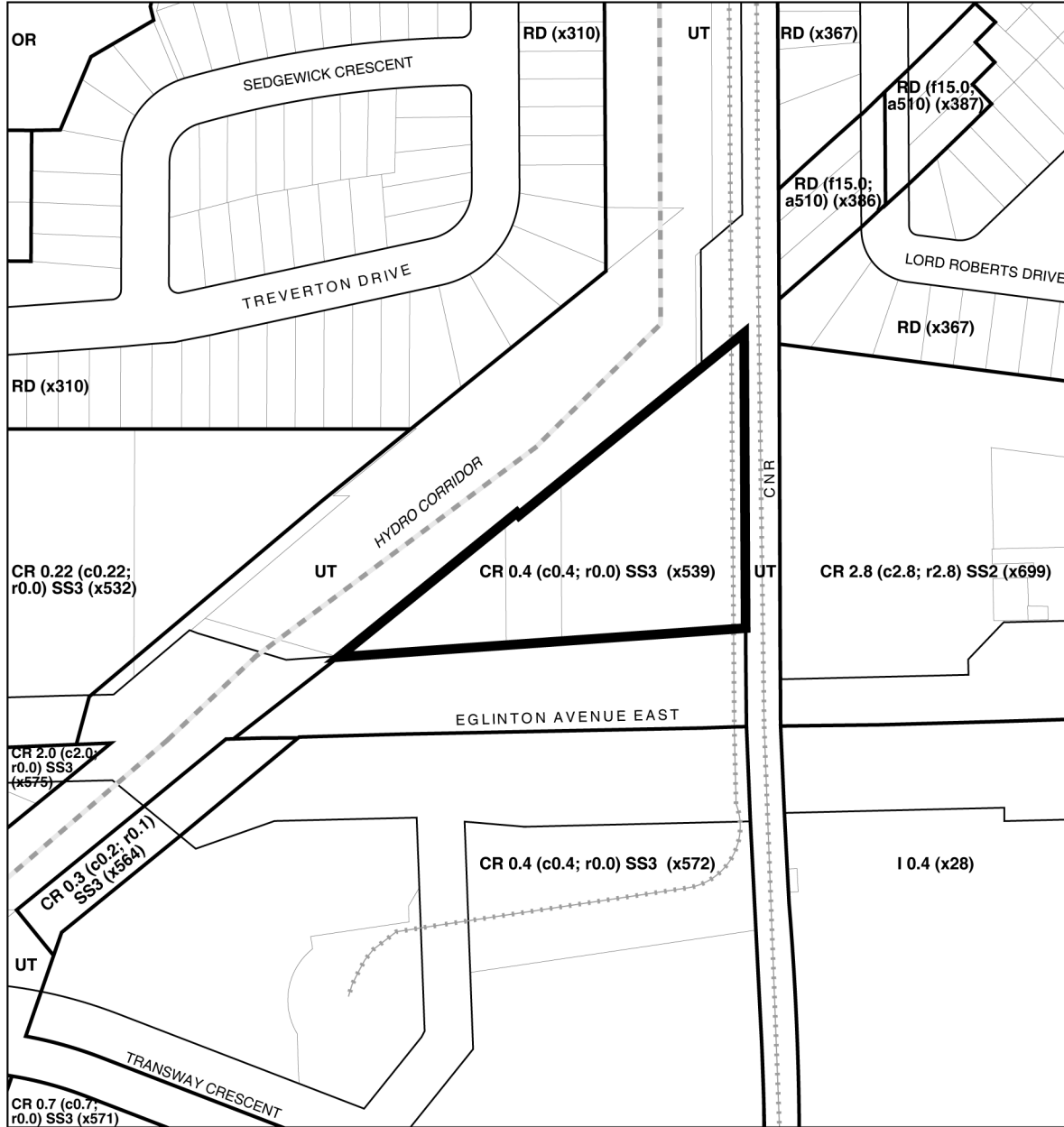
2444 Eglinton Avenue East

File # 24 136301 ESC 21 0Z

- |   |                          |   |                   |
|---|--------------------------|---|-------------------|
|  | Location of Application  |  | Parks             |
|  | Neighbourhoods           |  | Utility Corridors |
|  | Apartment Neighbourhoods |   |                   |
|  | Mixed Use Areas          |   |                   |

  
 Not to Scale  
 Extracted: 04/22/2024

# Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

2444 Eglinton Avenue East

File # 24 136301 ESC 21 0Z

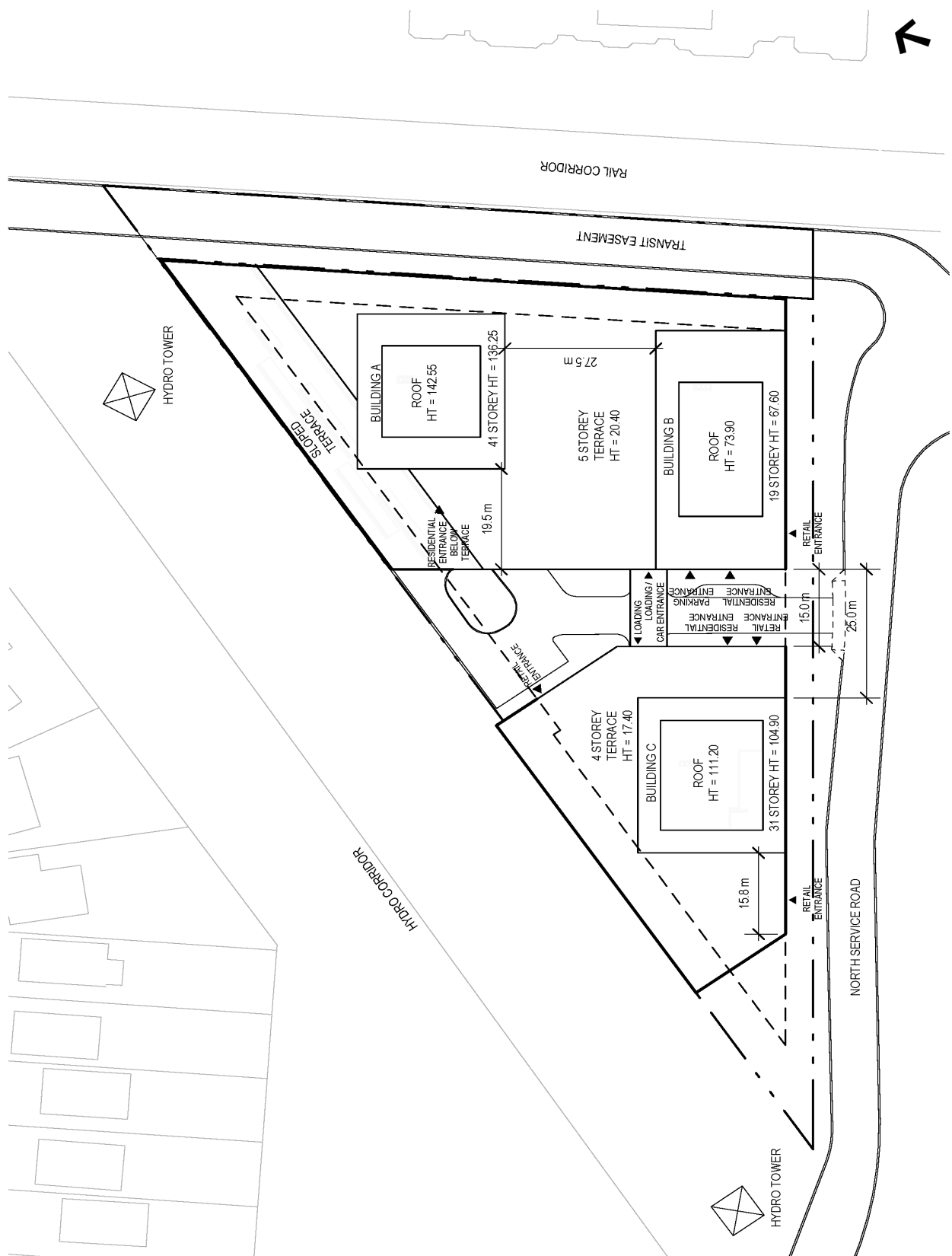
-  Location of Application
- RD** Residential Detached
- RS** Residential Semi-Detached
- CR** Commercial Residential
- I** Institutional
- OR** Open Space Recreation
- UT** Utility and Transportation

  
 Not to Scale  
 Extracted: 04/22/2024

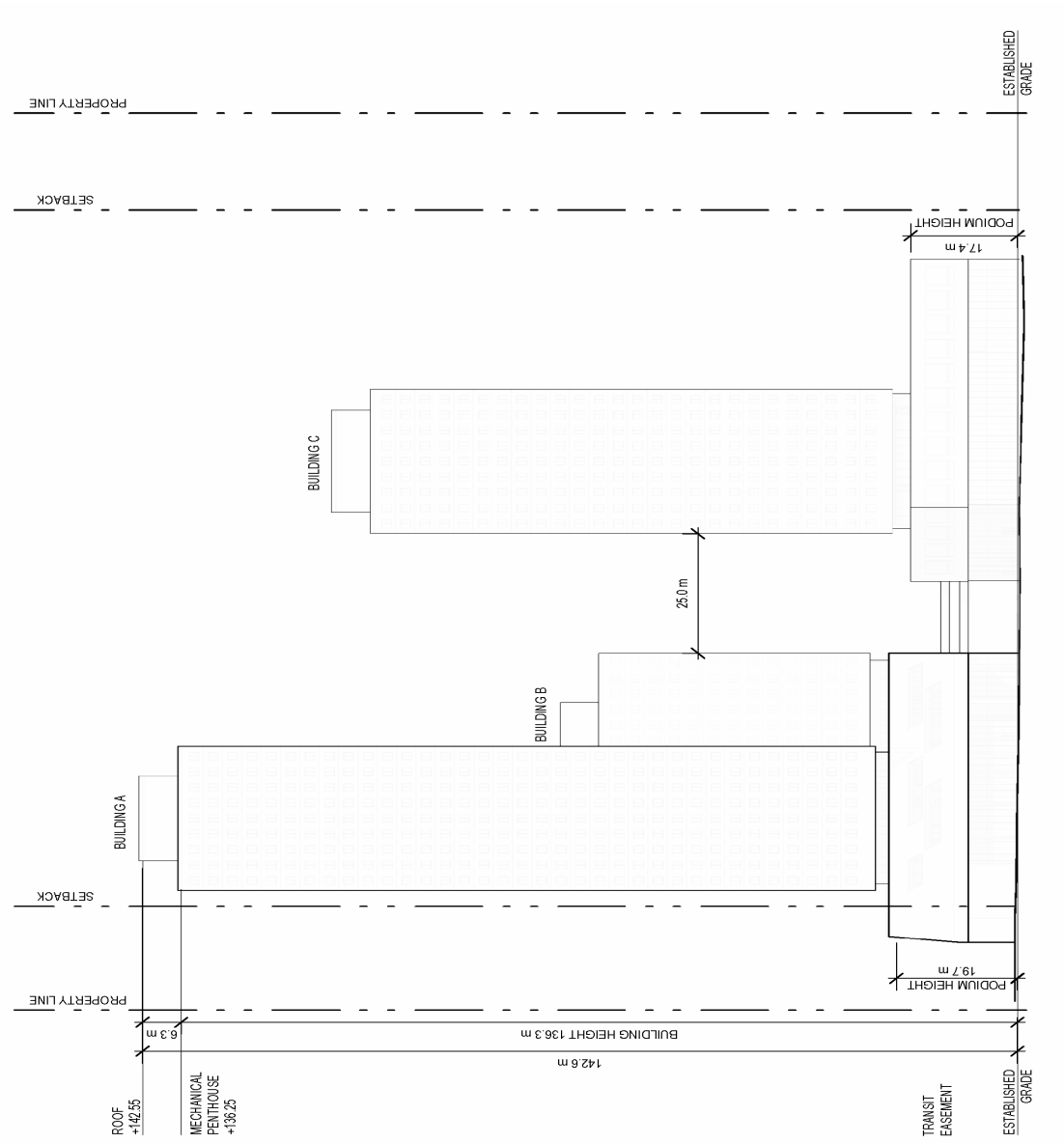
**Attachment 5: Draft Zoning By-law Amendment**

(Attached separately as a PDF)

# Attachment 6: Site Plan

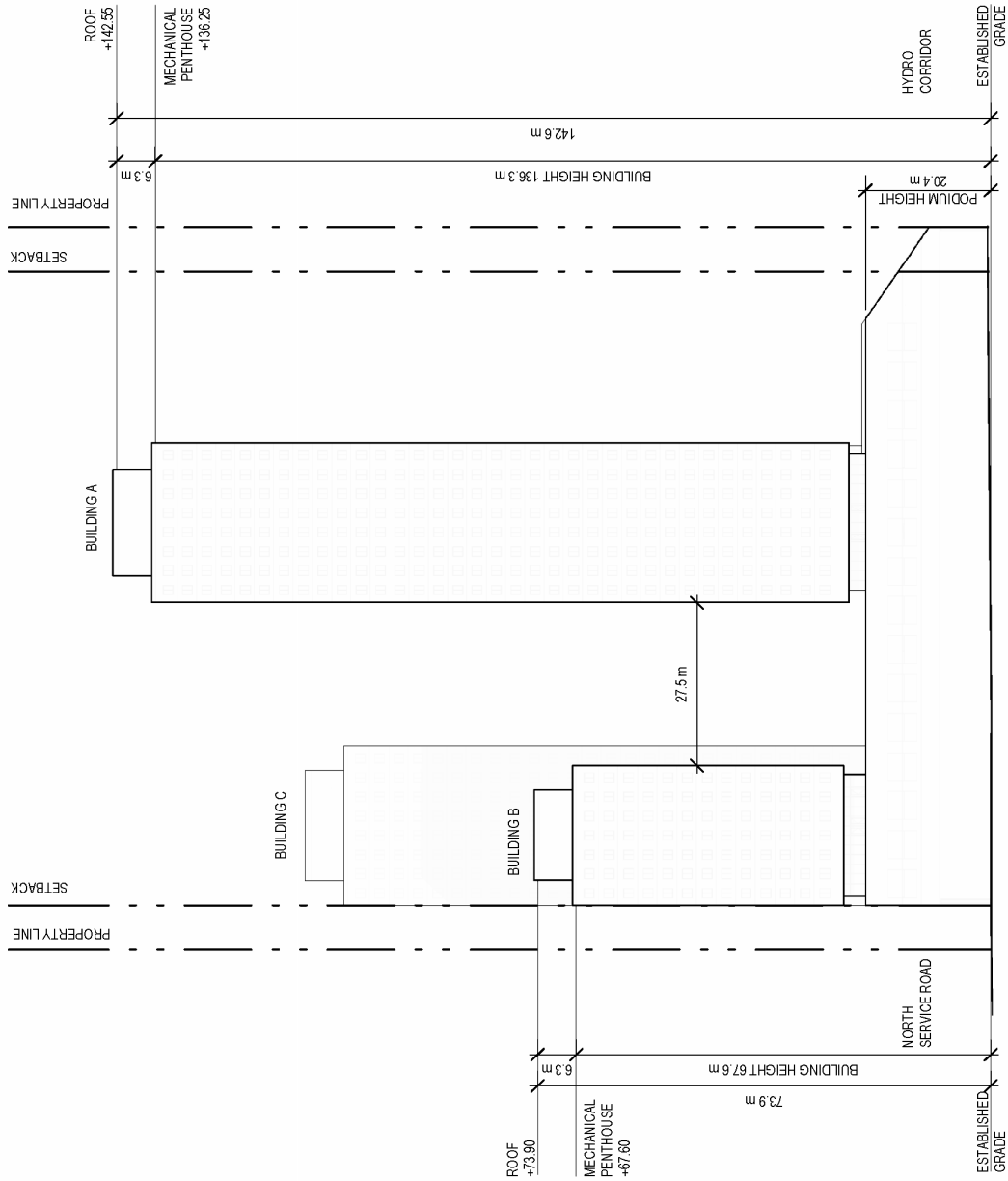


# Attachment 7: North Elevation



North Elevation

# Attachment 8: East Elevation



East Elevation



**Attachment 9: Architectural Rendering**

