

3060 Eglinton Avenue East, Zoning Amendment Application, Decision Report - Approval

Date: January 30, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 24 - Scarborough-Guildwood

Planning Application Number: 18 198833 ESC 38 OZ

SUMMARY

This application proposes to amend the City of Toronto Zoning By-law No. 569-2013, as amended, to permit the construction of an 80 unit townhouse development at 3060 Eglinton Avenue East, including 10 affordable housing units.

The development consists of 4-storey stacked townhouses, organized into 6 blocks having a total gross floor area of approximately 10,040 square meters and an overall density of 0.72 times the area of the lot. A total of 92 parking spaces are proposed including 12 visitor parking spaces. Vehicular access is proposed from an 8 metre wide private street off Eglinton Avenue East.

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 proposal conforms to the applicable Official Plan policies and complies with the criteria in the City's Townhouse and Low-Rise Apartment Guidelines with a built form that is compatible with the adjacent uses. The proposal would intensify an underutilized site in proximity to existing and emerging higher order transit.

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

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend Zoning By-law 569-2013, as amended for the lands at 3060 Eglinton Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this Report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

A pre-application meeting was held on February 14, 2018. The current application was submitted on July 24, 2018 and deemed complete on September 19, 2018. A Preliminary Report on the application(s) was adopted by Scarborough Community Council on January 15, 2019 authorizing staff to conduct a community consultation meeting with an expanded notification area. Community consultation is summarized in the Comments section of this Report.

THE SITE

The subject lands are located north of Eglinton Avenue East and west of Markham Road, and approximately 500 meters from Eglinton Go Station. It is approximately 1.39 hectares in size, generally rectangular in shape and having a frontage of 245 meters along Eglinton Avenue East.

Existing Uses: The subject lands are currently vacant.

Surrounding land uses: The surrounding uses are as follows:

North: To the immediate north of the subject site is the GO/CNR rail corridor. Further north is a residential subdivision consisting of semi-detached dwellings fronting Porchester Drive, and single detached dwellings further north.

South: To the immediate south, abutting the site's southern property line is a restaurant, (3090 Eglinton Avenue East), a Toronto EMS station (3100 Eglinton Avenue East), and a large retail store (3122 Eglinton Avenue East).

East: To the immediate east of the site are 3-storey townhouses fronting Conn Smythe Drive. South of these townhouses is a Walmart Supercentre (3132 Eglinton Avenue East) and other non-residential uses (commercial and retail plazas) fronting Eglinton Avenue East (3150 Eglinton Avenue East, 3160 Eglinton Avenue East, 3170 Eglinton Avenue East, 3174-3182 Eglinton Avenue East, and 3192 Eglinton Avenue East). In the neighbourhood to the east is Scarborough Village Public School (15 Luella Street), and a place of worship, Hope Lutheran Church (14 Centre Street).

West: To the immediate west of the subject site, on the north side of the GO/CNR rail corridor, is a 12-storey apartment building (123 Bellamy Road North), north of which are three apartment buildings: a 16-storey building (126 Bellamy Road North), an 8-storey

building (130 Bellamy Road North), and a 5-storey building (138 Bellamy Road North). Further to the west, on Trudelle Street, is a townhouse complex called Trudelle Place (331 Trudelle Street).

THE APPLICATION

Description: This application proposes to amend the City of Toronto Zoning By-law No. 569-2013, as amended, to permit the construction of back to back stacked townhouses organized into 6 blocks. The applicant advises that block 1, comprised of 10 units, will be operated by Habitat for Humanity. Blocks 2 to 6 comprised of 70 stacked townhouse units, will be a standard condominium. A total of 665 square meters of outdoor amenity will be provided

Height: 4-storey back to back stacked townhouses.

Density: The proposal has a density of 0.72 FSI.

Dwelling Units: All 80 units proposed are 3 bedroom townhouse units.

Access, Parking and Loading: The vehicular access to the site is proposed from a new 8.0 metre wide private driveway from Eglinton Avenue East. A total of 92 parking spaces are proposed including 12 visitor parking spaces. A total of 98 bicycle parking spaces, including 18 spaces for short-term bicycle parking are also proposed.

Affordable Housing: In 2017, 3060 Eglinton Avenue East Developments Inc. (“3060”) acquired the subject site from Build Toronto (“Build”). On closing, the documents included a Development Agreement between Build and 3060, referred to as the Affordable Housing Reconveyance Agreement. This Agreement obliged 3060 to convey to Build, Affordable Housing Lands to facilitate the construction of ten (10) Affordable Housing Units. Build selected Habitat for Humanity (“Habitat”) to be the provider for same.

The terms of the Agreement state that Habitat is to be provided with serviced, buildable land for these 10 affordable units and it is their option to either construct the unit themselves or have 3060 manage the construction which has yet to be determined.

Additional Information: Additional information on the proposal can be found in Attachment 1 – Application Data Sheet. Also see Attachments 1, 2, 7 and 8 for Location Map, Site Plan and Elevation Drawings for the proposal, respectively. 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 – City of Toronto](#)

Reasons for Application: A Zoning By-law amendment application is required to permit the proposed stacked, back to back townhouse development and to establish the appropriate zoning provisions applying across the site to regulate the development under the City's Zoning By-law 569-2013, as amended.

APPLICATION BACKGROUND

Application Requirements

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

- Draft Zoning By-law Amendment;
- Toronto Green Standards Checklist;
- Public Consultation Strategy Report;
- Traffic Operations Assessment;
- Traffic Impact Study
- Vibration Report
- Rail Berm Report
- Solid Waste Report
- Arborist/Tree preservation Report/Declaration;
- Composite Utility Plan
- Planning & Urban Design Justification Report;
- Hydrogeological Report;
- Preliminary Geotechnical Investigation;
- Functional Servicing and Stormwater Management Report;
- Tree Preservation Plan
- Contaminated Site Assessment
- Derailment Protection Plan
- Derailment Protection Report
- Downstream Sanitary Sewer Study
- Downstream Sanitary Study
- Erosion Sediment Control Plan
- Archaeological Assessment
- Civil and Utility Plans
- Energy Efficiency Report
- Landscape and Lighting Plan
- Noise Impact Study
- Rail Safety Plan
- Sanitary Analysis Report
- Servicing Report Groundwater Summary
- Stormwater Management Report

Agency Circulation Outcomes

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

POLICY CONSIDERATIONS

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, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the Eglinton Avenue East frontage of the site as an *Avenue*. The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for an excerpt from the Official Plan Land Use Map.

Zoning

The majority of the subject site is zoned Commercial Residential (CR) Zone with a small part of the northeast portion of the site zoned Residential Detached (RD) Zone in City of Toronto Zoning By-law 569-2013, as amended. Permitted Uses in the (CR) Zone include uses such as a dwelling unit, retail store office and personal service shop and in the RD Zone a use such as a dwelling unit within a detached house. Of note, the majority of the site is subject to Exception No. 646 which permits a prescriptive list of land uses such as office uses not including dental or medical office, retail store, eating establishment, personal service shop.

The maximum permitted gross floor area of all buildings in the (CR) Zone is 0.4 times the area of the lot and this is reserved only for permitted commercial uses. There are no residential density permissions on the portions of the land zoned (CR). A maximum building height of 11 meters is permitted.

The City's Zoning By-law No. 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

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

- Townhouse and Low-Rise Building Design Guidelines.
- The City's Design Guidelines can be found here: <https://www.toronto.ca/citygovernment/planning-development/officialplanguidelines/design-guidelines/>

Eglinton East Light Rail Transit

The City of Toronto has commenced a design exercise for the Eglinton East Light Rail Transit (EELRT) corridor implementing higher order transit from Kennedy Station to University of Toronto Scarborough Campus (UTSC) and Malvern. The preliminary design indicates LRT stops at the Eglinton Avenue / Bellamy Road North

and Eglinton Avenue / Mason Road intersections which are located in the vicinity of the subject site.

Toronto Green Standard

For the subject application, Tier 1 of Toronto Green Standard (TGS) Version 4 is required. The TGS is a set of performance measures for green development. Applications for Zoning By-law amendments are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

Site Plan Control

In conjunction with the proposed zoning by-law amendment application, Site Plan Control Application 18 198844 ESC 38 SA for the proposed development has been submitted and is currently under review.

COMMUNITY CONSULTATION

A Community Consultation Meeting was held on March 20, 2019 and was attended by approximately 15 members of the public, the Ward Councillor, City Planning Staff, the applicant, owner and project architect. Matters raised by the community at the meeting and through correspondence included:

- Potential traffic impacts/assessment especially near the school;
- Questions relating to parking and visitor parking spaces.
- Questions relating to the design details of the proposed buildings; and
- Question and concerns about the construction process.

These concerns were considered in the review of the application and the applicant revised their plans to improve the design quality of the proposal. Staff have reviewed concerns on traffic and parking and have found these matters satisfactory addressed as noted previously in this report.

Statutory Public Meeting Comments

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

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of Provincial interest as set out in the *Planning Act*. Staff has reviewed the current proposal for

consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan

Land Use

This application has been reviewed against the Official Plan policies discussed in the Policy Considerations section of this report as well as the policies of the Toronto Official Plan as a whole. The proposed development builds upon the land use, lot pattern and road configuration established in the surrounding area. As provided for in the *Mixed Used Areas* policies, the proposed built form is compatible with the surrounding lot fabric.

Density, Height, Massing

The development proposes minimum front yard setbacks ranging from 8.8 to 10.7 meters along Eglinton Avenue East. A rear yard setback of 25.2 meters is maintained to the north property line. The 4 storey townhouse development ranges in heights to a maximum of approximately 17 meters and provides adequate separation distances of 12.3 meters that conform with the applicable urban design guidelines.

The proposed height, massing, scale and the setbacks of buildings are appropriate and compatible with the nearby development on lands designated *Mixed Use Areas*. The new townhouse blocks appropriately frame Eglinton Avenue East and improve pedestrian safety and the public realm through the provision of a new wider public sidewalk along Eglinton Avenue East.

Locating the buildings closer to the perimeter of the site also supports the adjacent public realm along with enhanced streetscape treatments allowing for a desirable landscape amenity between the boulevard and the development site. The site organization and proposed landscaping will provide improved public realm conditions with the private driveway designed to resemble a public street condition with sidewalks, trees and other features creating a comfortable attractive environment for pedestrian movement within and through the site.

City Planning staff have reviewed this application against the applicable Official Plan Policies with respect to built form and massing and the overall intent of the Townhouse and Low-Rise Building Design Guidelines.

Traffic Impact, Access, Parking

A Traffic Impact Study has been submitted by the applicant in support of the application and reviewed by staff. Staff has reviewed the study and concluded the additional vehicular traffic can be accommodated by the surrounding road network.

Vehicular access to the site is proposed from an 8.0 metre wide private road that intersects with Eglinton Avenue East. The narrow geometry of the site and grading issues approaching the railway corridors constrained the ability of the proposal to deliver a full public street. In this case the City was able to accept a private driveway to achieve access to service the development and designed to extend the public realm

with positive features as described above. The private road will terminate within the site with a 6.0 metre wide pedestrian connection provided to access Conn Smith Drive.

Transportation Planning is supportive of the sidewalk connection being provided to Conn Smythe Drive.

A total of 92 parking spaces have been provided of which 12 will be for visitor parking, and 4 will be accessible parking space. The parking rates are appropriate for the local context and will be secured as proposed in the attached Draft Zoning By-law.

The consultant (WSP) provided a Response Letter to the City's comments on the Transportation Operation Assessment Addendum, dated on March 4, 2022. The 12 visitor parking spaces proposed will meet the visitor parking rate of 0.15 spaces per dwelling unit. The location of proposed visitor parking spaces is illustrated on Attachment 7: Site Plan. The consultant conducted the sightline assessment and provided the vehicle turning path diagrams, which were found to be acceptable to City staff.

Eglinton Avenue East was identified for a study in the City's Cycling Network Plan and is in the City's Long-Term Cycling Network Vision.

Eglinton Avenue East is identified on Map 4 of the Official Plan as Transit Corridor, and as Transit Priority Segment on Map 5. As the EELRT is planned along this segment of Eglinton, the boulevard along the subject property should be planned to protect for the future implementation of the transit line. The proposed development provides appropriate connectivity to the future transit line for pedestrians and access is arranged in a right-in, right-out arrangement so as not to conflict with future transit infrastructure.

Amenity Space

A proposed 665 square metre children play area and a community garden located at the north east corner of the site will be secured through the draft zoning by-law.

Servicing

Engineering and Construction Services staff reviewed the submitted Functional Servicing & Storm water Management report, revised in December 2023, and the Downstream Sanitary Sewer Study both prepared by The Odan/Detech Group Inc., updated on September 22, 2023.

Engineering and Construction Services have accepted the findings of both reports with standard conditions. The submitted materials will be further reviewed with any necessary appropriate development agreements to be entered into as part of Site Plan Control approval process.

Open Space/Parkland

The site is approximately a 500 metre walk away from Bellamy Park, a 3,400 square metre park which contains a playground. In addition, the site is approximately a 750

metre walk away from Lochleven Park, a 13,100 square metre park which contains a playground and baseball diamond.

The City of Toronto [Parkland Strategy](#) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28 + square meters of parkland per person, which is comparable to the city-wide average provision of 28 square meters of parkland per person in 2022.

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Pet Amenities

Given the current rise in dog-owning populations, the owner is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on public parkland. Comments in reference to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings will be provided by Urban Design during site plan approval. New outdoor Pet Relief Areas will not be located adjacent to parkland.

Tree Preservation

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment. The City's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent. The planting of large growing shade trees on both public and private lands should be an important objective for all development projects. Suitable conditions for tree planting must be considered integral to the design, planning, and construction of all development projects.

Urban Forestry has no objections to the proposed Zoning By-law Amendment application. As proposed, the application appears able to comply with TGS Version 3, Tier 1, Ecology requirements.

Rail Safety

Arup Consultants completed a peer review for the City of Toronto on the Derailment Protection Report prepared by JSW Associates for the subject application. Arup's

report, dated September 29, 2021, had provided a number of comments for the applicant to consider.

Since that time the applicant and their engineer have provided two rounds of responses to the comments as well as an updated report dated November 1, 2021.

Arup Consultants have reviewed the responses and information provided and confirm that the comments provided in their review have been addressed in the responses and updated their report.

Arup Consultants has no concern with the proposal and that any details will be further addressed through the review and approval of the site plan application.

Metrolinx

This proposal is directly adjacent to Metrolinx's Kingston Subdivision which carries the Lakeshore East Go Train services. The site is also in proximity to the Eglinton GO station.

Metrolinx has reviewed the application and associated material and have no comments at this time, however, additional commentary may provide input and approval conditions during the site plan 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 or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through Building permit stage.

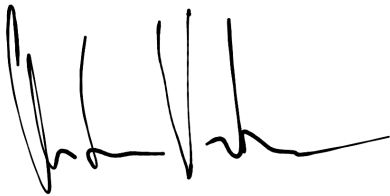
Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to supporting the intent of the Healthy Neighbourhoods and Built Form policies. Staff worked with the applicant and the community to address and resolve the following key concerns related to improving the quality of the built form and to provide much needed family-size dwelling units compatible with the surrounding context. The proposal will also deliver 10 affordable housing units pursuant to the 2017 Agreement made with the land was purchased from Build Toronto. Staff recommend that Council approve the application to amend the Zoning By-law.

CONTACT

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SIGNATURE



Christian Ventresca, MScPI, MCIP, RPP
Director, Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment
- Attachment 6: Summary of Public Consultation

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 3060 EGLINTON AVE E Date Received: July 24, 2018

Application Number: 18 198833 ESC 38 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: REVISED PROPOSAL: 4 storey stacked townhouses with 80 new residential units totalling 10,040 square meters of new GFA on a proposed private street. BLOCK 1: stacked townhouses (10 units) to be operated by Habitat for Humanity, BLOCK 2-6 stacked townhouses (70 units) are intended to be standard condominium. All units are to be 3 bedroom units.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR Commercial Residential Zone 569-2013 & Neighbourhoods Heritage Designation:

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

PROJECT INFORMATION

Site Area (sq m): 13,939 Frontage (m): 253 Depth (m): 49

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,435	2,435
Residential GFA (sq m):			10,040	10,040
Non-Residential GFA (sq m):				
Total GFA (sq m):			10,040	10,040
Height - Storeys:			4	4
Height - Meters:			16	16

Lot Coverage Ratio (%): 17.47 Floor Space Index: 0.72

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)
Residential GFA: 10,040
Retail GFA:
Office GFA:
Industrial GFA:
Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			80	80
Other:				
Total Units:			80	80

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					80
Total Units:					80

Parking and Loading

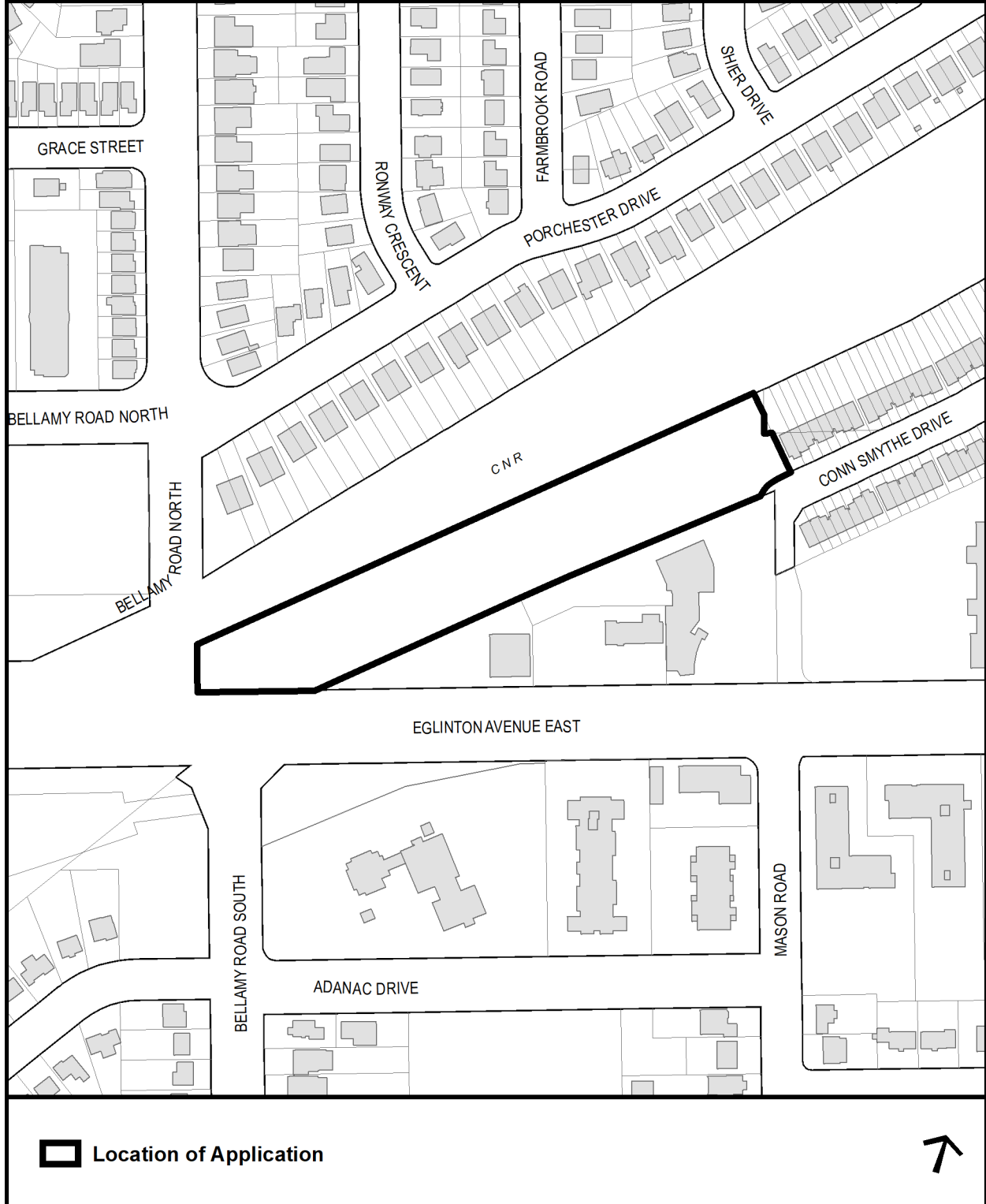
Parking Spaces: 92 Bicycle Parking Spaces: 98 Loading Docks:

CONTACT:

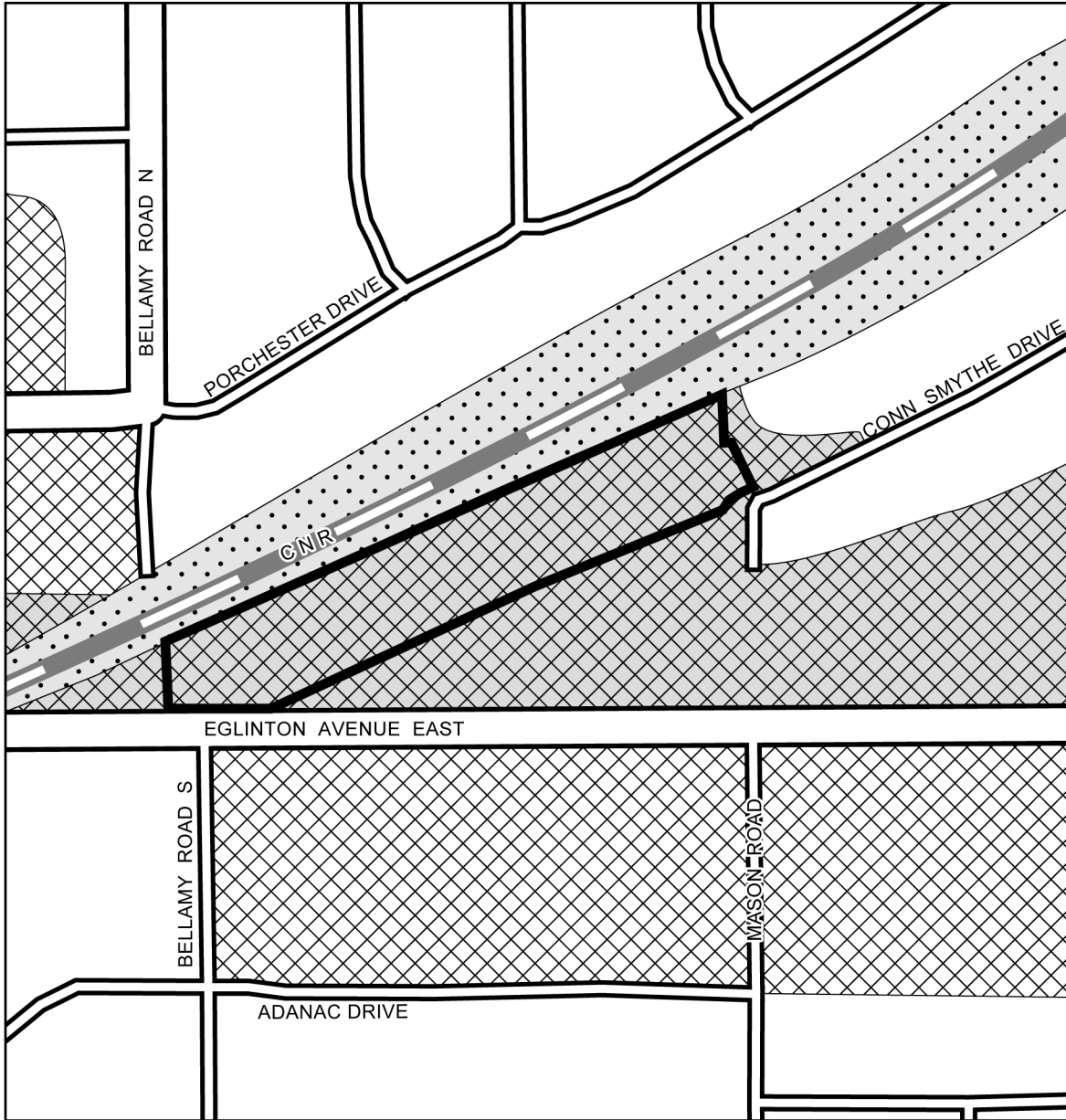
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Attachment 2: Location Map








Attachment 3: Official Plan Land Use Map



TORONTO
Official Plan Land Use Map #23

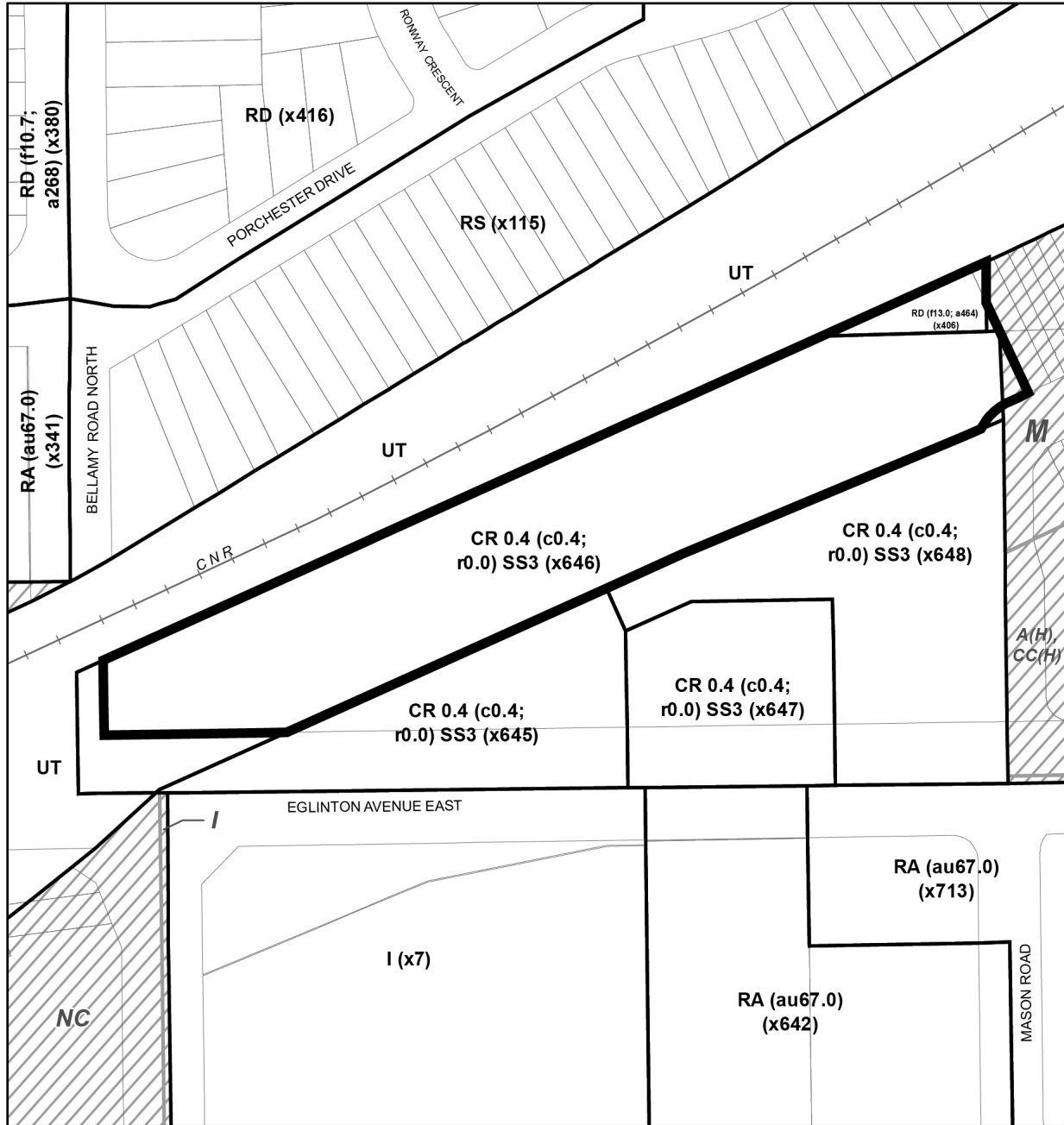
3060 Eglinton Avenue East

File # 18 198833 ESC 38 0Z

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


 Not to Scale
 12/12/2018

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3060 Eglinton Avenue East

File # 18 198833 ESC 38 0Z

Location of Application



See Former City of Scarborough Cliffcrest Community By-law No. 9396
 See Former City of Scarborough Eglinton Community By-law No. 10048
 See Former City of Scarborough Scarborough Village Community By-law No. 10010

RD Residential Detached
RS Residential Semi-Detached
RA Residential Apartment
CR Commercial Residential

I Institutional
UT Utility and Transportation

M Multiple-Family Residential
A Apartment Residential
NC Neighbourhood Commercial

I Institutional Uses
A, CC Apartment Residential
 Community Commercial

Not to Scale
 10/10/2023

Attachment 5: Draft Zoning By-law Amendment

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

CITY OF TORONTO

BY-LAW ##-2023

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2022 as 3060 Eglinton Avenue East.

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

Whereas pursuant to Section 39 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Include in the site specific by-law, for a requirement to provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.
4. The parking requirements for the project are governed by the applicable parking provisions contained in the former City of Scarborough Eglinton Community By-law No.10048 and the City of Toronto Zoning By-law No. 569-2013.
5. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.1 respecting the lands outlined by heavy black lines from a zone label of CR 0.4 (c0.4; r0.0) SS3 (x646) and RD (f13.0; a464) (x406) to a zone label of CR 0.4 (c0.4; r0.0) SS3 (x952) as shown on Diagram 2 attached to this By-law.
6. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number **952** so that it reads:

(952) Exception CR 952

Site Specific Provisions:

- (A) On 3060 Eglinton Avenue East, as shown on Diagram 1 of By-law [Clerks to insert By-law ##], if the requirements of By-law [Clerks to insert By-law ##] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (R) below:
- (B) Despite Regulation 40.10.20.40(1)(A), **dwelling units** are permitted in an **apartment building**;
- (C) Despite Regulation 40.10.40.40(1), the maximum permitted **gross floor area** of all **buildings** shown on Diagram 3 of By-law [Clerks to supply by-law ##] is 10,300 square metres;
- (D) A maximum of 80 **dwelling units** are permitted on the **lot**, as shown on Diagram 1 of By-law [Clerks to supply by-law ##];
- (E) Despite Regulation 40.5.40.10(1), the height of a **building** or **structure** is measured as the distance between the Canadian Geodetic Datum elevation of 162.54 metres and the highest point of the **building** or **structure**;
- (F) Despite Regulations 40.10.40.10(3) and (7), the maximum permitted height and number of **storeys** for a **building** or **structure** is specified by the numbers in metres and **storeys** following the letters HT and ST on Diagram 3 of By-law [Clerks to supply by-law ##];
- (G) Despite Regulation 40.10.40.10 (5), the required minimum height for the first **storey** is 2.6 metres;
- (H) Despite Regulations 40.5.40.10(3) to (8), the following equipment and **structures** may project above the permitted maximum **height**:
 - (i) equipment used for the functional operation of the **building** including electrical, utility, mechanical and ventilation equipment, enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents may project above the height limits to a maximum of 4.0 metres;
 - (ii) **structures** that enclose, screen or cover the equipment, **structures** and parts of a **building** listed in (i) above, inclusive of a mechanical penthouse, may project above the height limits to a maximum of 4.0 metres;
 - (iii) architectural features, parapets, and elements and **structures** associated with a **green roof** may project above the height limits to a maximum of 3.0 metres;

- (iv) **building** maintenance units and window washing equipment may project above the height limits to a maximum of 4.0 metres;
 - (v) **landscaping** features, guard rails, and divider screens on a balcony and/or terrace may project above the height limits to a maximum of 3.0 metres; and
 - (vi) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop terraces may project above the height limits to a maximum of 4.0 metres;
- (I) Despite regulation 40.10.40.50(1), **amenity space** on the **lot** must be provided as follows:
- (i) a minimum of 665 square metres of outdoor **amenity space** (communal garden) is required;
 - (ii) indoor **amenity space** is not required; and
 - (iii) the required outdoor **amenity space** in (i) above is not permitted to be a **green roof**;
- (J) Despite Regulation 40.10.40.70(3), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law [Clerks to supply By-law ##];
- (K) Despite Regulation 40.10.40.80(2), the required separation of **main walls** are as shown in metres on Diagram 3 of By-law [Clerks to supply By-law ##];
- (L) Despite Regulation 40.5.40.60(1) and Clause 40.10.40.60 and (J) above, the following elements may encroach into the required minimum **building setbacks** and separation distances as follows:
- (i) decks, porches, privacy screens, and balconies, to a maximum extent of 2.5 metres;
 - (ii) canopies and awnings, to a maximum extent of 2.0 metres;
 - (iii) exterior and enclosed stairs, access ramps and elevating devices, to a maximum extent of 3.0 metres;
 - (iv) cladding added to the exterior surface of the **main wall** of a **building**, to a maximum extent of 1.0 metre;
 - (v) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, to a maximum extent of 2.0 metres;
 - (vi) window projections, including bay windows and box windows, to a maximum extent of 2.0 metres;
 - (vii) eaves, to a maximum extent of 2.0 metres;

- (viii) a dormer, to a maximum extent of 3.0 metres; and
- (ix) air conditioners, satellite dishes, antennae, vents, and pipes to a maximum extent of 2.0 metres;
- (M) Despite Regulation 40.10.30.40(1), the permitted maximum **lot coverage** for the **buildings** on the **lot** is 20 percent;
- (N) Despite Regulation 970.10.15.5(11), 4 accessible **parking spaces** are required;
- (O) Despite Regulation 970.10.15.5(5) and Table 970.10.15.5, the required minimum number of **parking spaces** on the **lot** is:
 - (i) 1.0 residential occupant **parking spaces** per **dwelling unit**; and
 - (ii) 7.0 **parking spaces** for residential visitors;
- (P) Despite Regulation 220.5.10.1(2), no **loading space** is required;
- (Q) Despite Regulation 230.30.1.20(1)(c), a “long-term” **bicycle parking space** may be located in a storage locker; and
- (R) Despite Regulation 230.30.1.20(2), a “short-term” **bicycle parking space** may be located more than 30 metres from a pedestrian entrance to the **apartment building** on the **lot**.

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

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

8. Temporary use(s):

- (A) None of the provisions of By-law 569-2013, as amended, apply to prevent the erection and use of a temporary sales centre on the **lot** for a period of not more than 3 years from the date this By-law comes into full force and effect.

Enacted and passed on XX Month, 2024

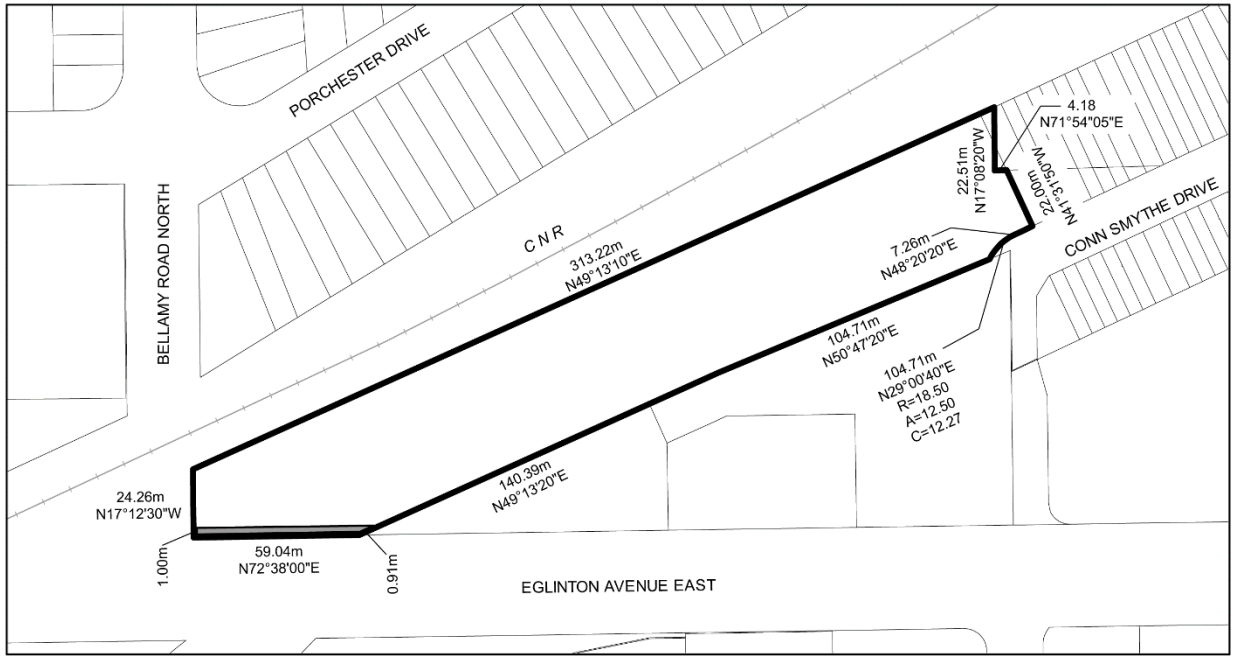
Frances Nunziata

Speaker

(Seal of the City)

John D. Elvidge,

City Clerk



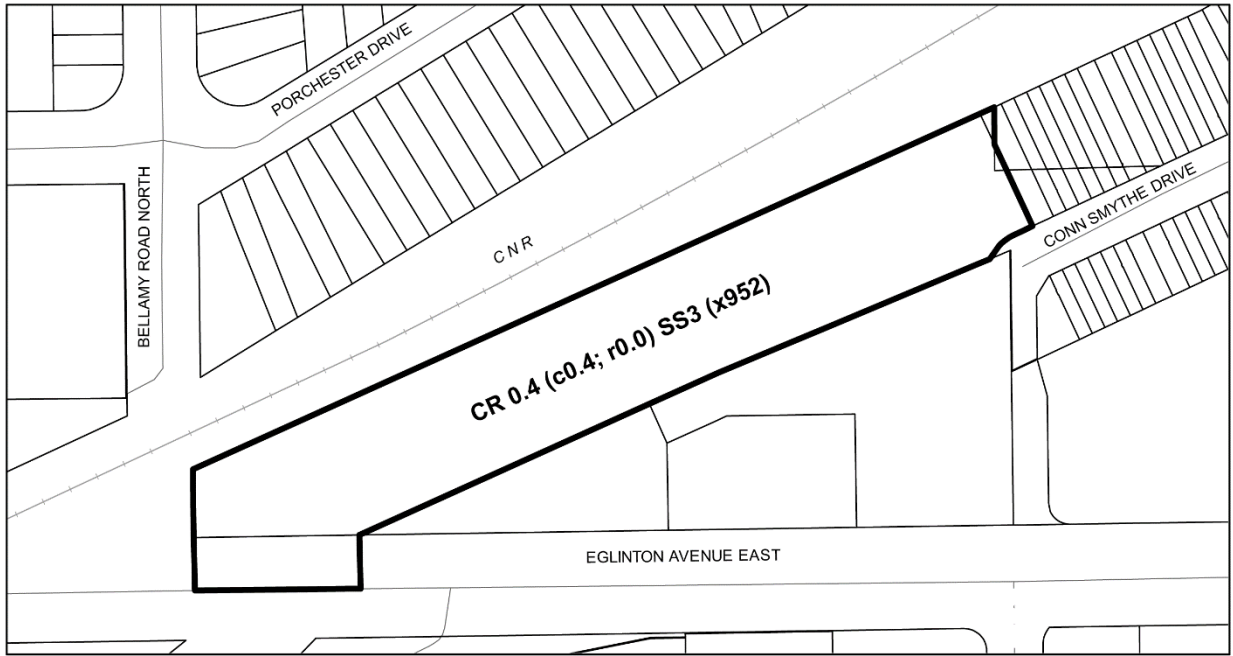
TORONTO
Diagram 1

3060 Eglinton Avenue East

File # 18 198833 ESC 38 0Z

 Road Widening


City of Toronto By-law 569-2013
Not to Scale
01/17/2024

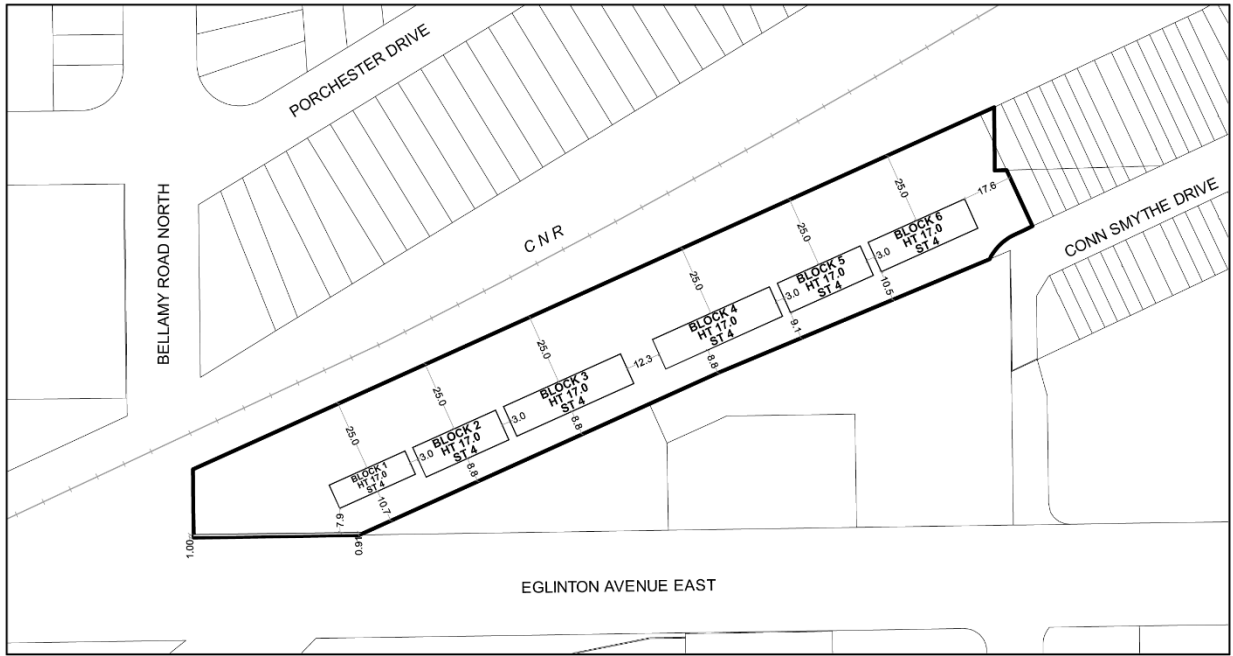


 **TORONTO**
Diagram 2

3060 Eglinton Avenue East

File # 18 198833 ESC 38 OZ


City of Toronto By-law 569-2013
Not to Scale
01/17/2024



TORONTO
Diagram 3

3060 Eglinton Avenue East

File # 18 198833 ESC 38 0Z

 Road Widening

City of Toronto By-law 569-2013
Not to Scale
01/17/2024



Attachment 6: Summary of Public Consultation

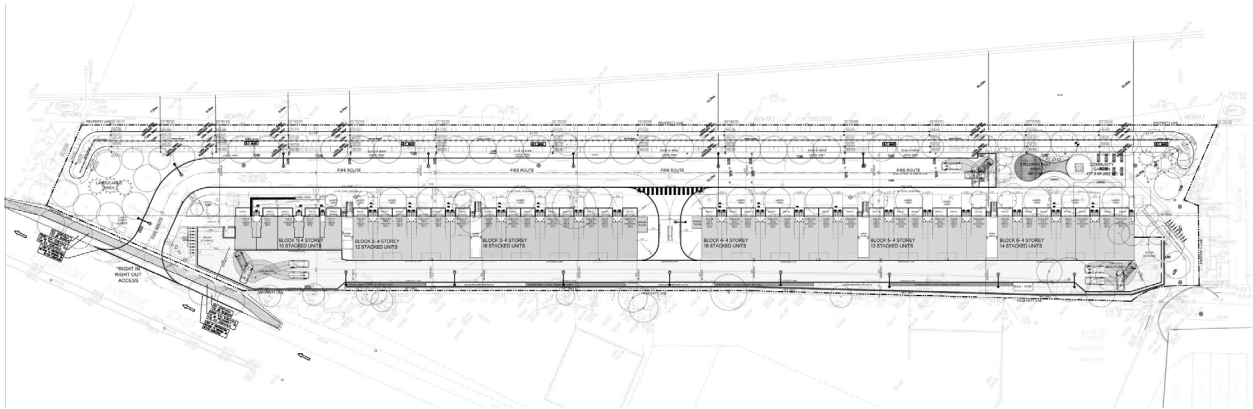
Community Consultation Meeting to consult with area residents on the proposed rezoning of the subject site was held on March 19, 2019.

The Community Consultation Meeting was hosted 7:00- 8:30 PM. The meeting was attended by the Ward Councillor, the applicant team, City Planning staff and approximately 15 members of the public.

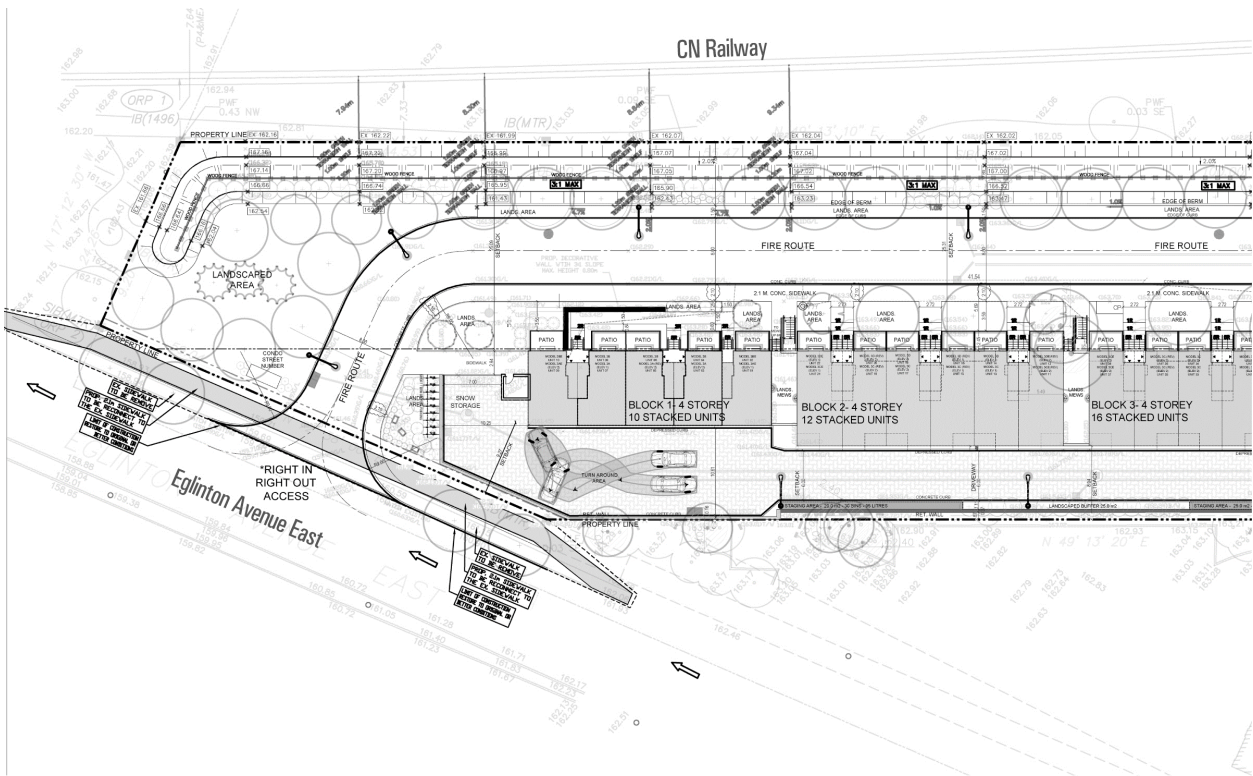
Questions, comments and concerns raised during the community consultation meeting included:

- Potential traffic impacts/assessment specially near the school;
- Question relating to parking and visitor parking spaces;
- Questions relating to design details of the proposed buildings; and
- Questions and concerns about the construction process.

Attachment 7: Site Plan

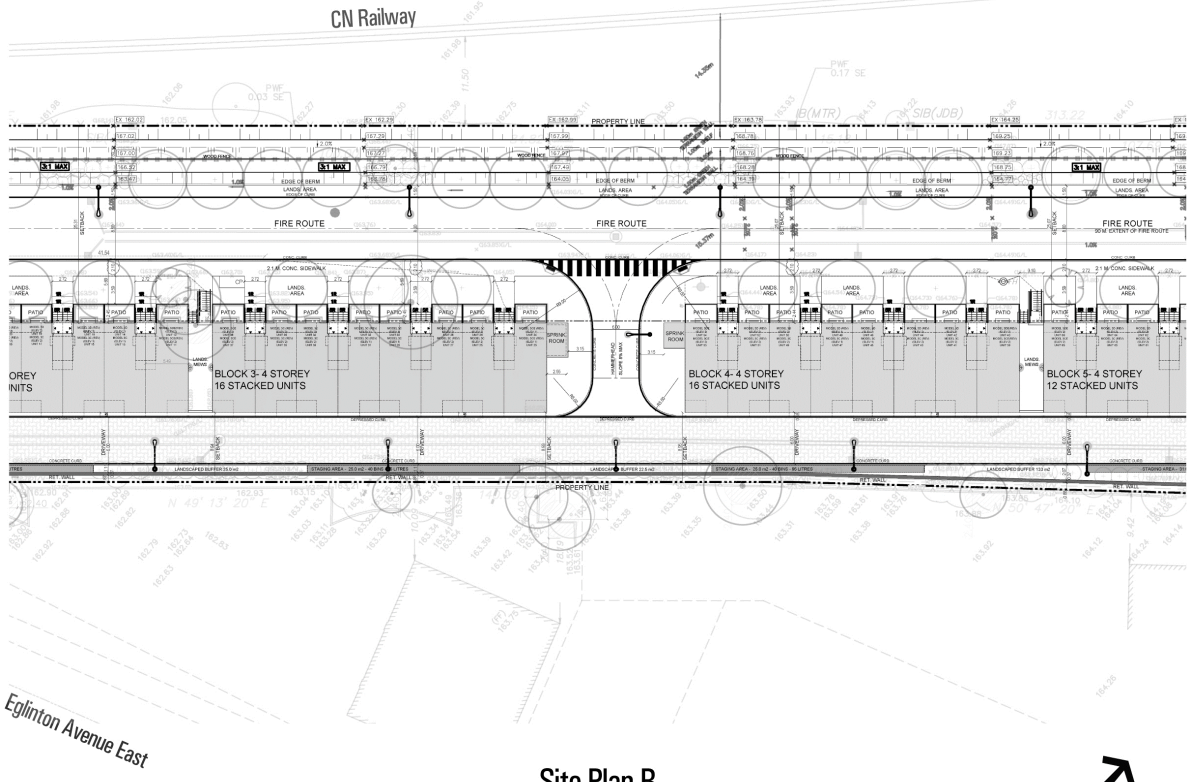


Site Plan

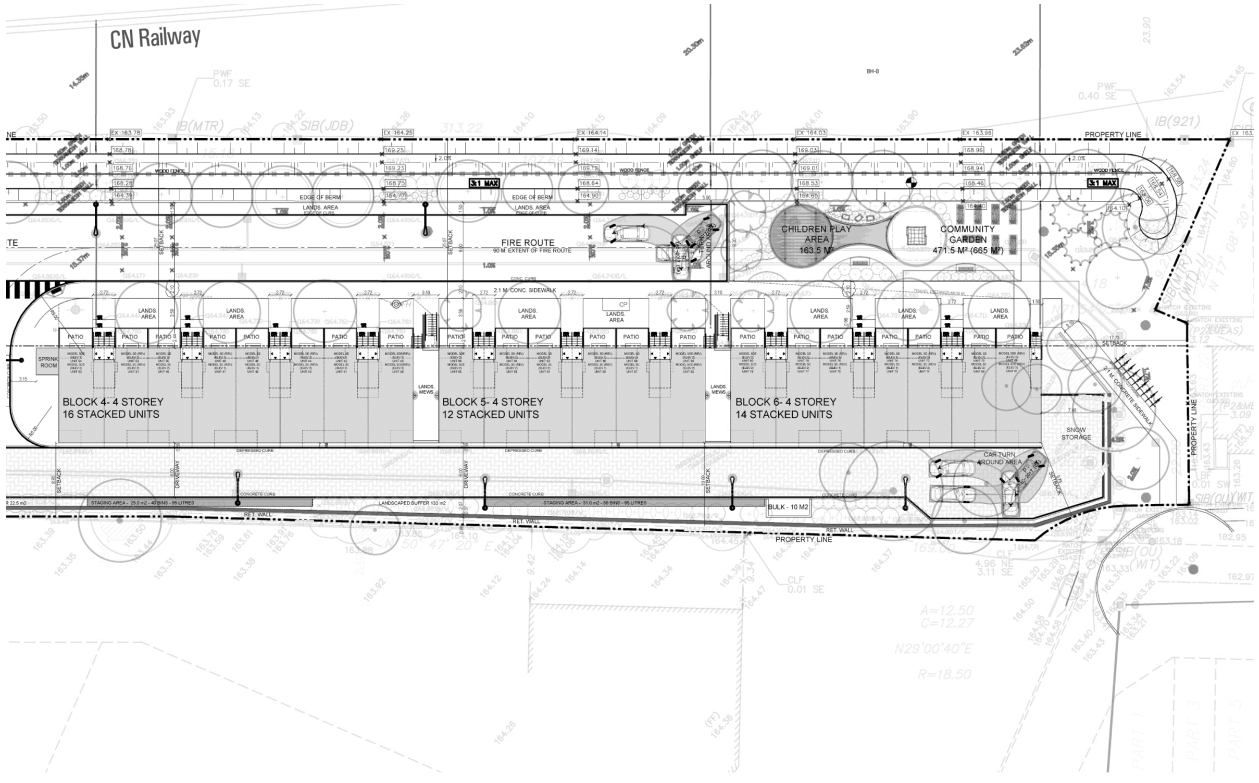


Site Plan A





Site Plan B



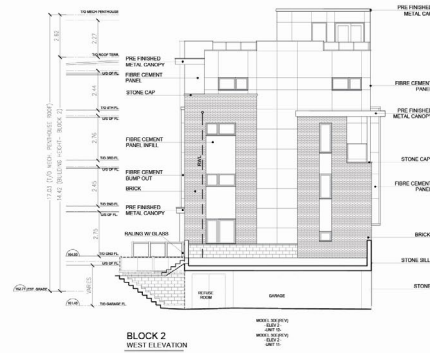
Site Plan C



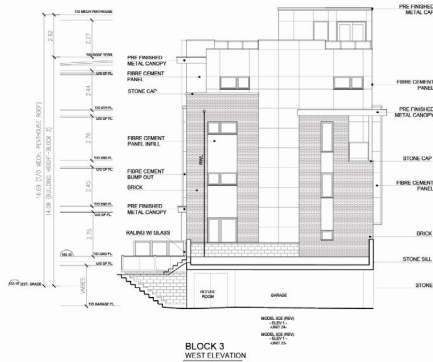
Attachment 8: Elevations



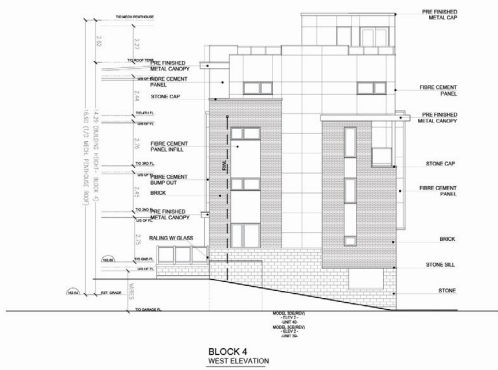
Block 1 Elevation



Block 2 Elevation



Block 3 Elevation



Block 4 Elevation

