

3174, 3176, 3178, 3180 and 3182 Eglinton Avenue East and 1 and 7 Centre Street – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Approval

Date: November 19, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 23 143925 ESC 24 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit the redevelopment of the subject site with a 23-storey mixed use building. A total of 335 dwelling units are proposed and a total gross floor area (GFA) of 21,167 square metres, including 386 square metres of first floor retail/commercial floor space.

The proposed development is consistent with the Provincial Planning Statement (2024). The proposed development is also consistent with the general intent of the City's Official Plan and complies with Site and Area Specific Policy (SASP) 127 by proposing residential and retail/commercial uses only. It will intensify a site along a major street that is well served by both surface transit and emerging higher order transit networks.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The recommended Zoning By-law Amendment includes a Holding (H) provision on the subject site to ensure that the identified infrastructure matters are addressed.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan, for the lands at 3174, 3176, 3178, 3180 and 3182 Eglinton Avenue East and 1 and 7 Centre Street in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.

2. City Council amend Zoning By-law 569-2013, as amended for the lands at 3174, 3176, 3178, 3180 and 3182 Eglinton Avenue East and 1 and 7 Centre Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council require the owner to provide and implement an acceptable Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning for Eligible Tenants of the existing rental dwelling unit proposed to be demolished, addressing financial compensation and other assistance to lessen hardship, including the provision of rent gap payments.
5. City Council require the owner to enter into an agreement or legal undertaking with the City to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, securing the implementation of the Tenant Relocation and Assistance Plan required by Part 6 above, prior to the issuance of the Notice of Approval Conditions for Site Plan Approval by the Executive Director, Development Review or their designate, pursuant to Section 114 of the *City of Toronto Act, 2006*.

FINANCIAL IMPACT

The Development Review 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 consultation (PAC) meeting was held on August 10, 2022. The Planning Application Checklist Package resulting from the PAC meeting is available here: <https://www.toronto.ca/city-government/planning-development/application-details/?id=5266301&pid=879259&title=3174-3182-EGLINTON-AVE-E-&-1-7-CENTRE-ST>

The Official Plan Amendment and Zoning By-law Amendment application was submitted on May 15, 2023 and deemed complete on July 4, 2023. Staff conducted a community consultation meeting for the application on January 18, 2024. The community consultation is summarized in the Comments section of this Report.

THE SITE

Description

The subject site is a rectangular corner lot which is located at the northwest corner of Eglinton Avenue East and Markham Road, immediately east of Centre Street. The subject site has an area of approximately 2,880 square metres, with a frontage of 50 metres on Eglinton Avenue East and 48.8 metres on Centre Street.

Existing Use

The site currently contains a single-storey detached dwelling at 7 Centre Street and a two-storey multi-tenant commercial building containing various tenants that include a pharmacy, and currency exchange store, among other uses on 1 Centre Street and 3174 to 3182 Eglinton Avenue East. Surface parking is located between the commercial building and Eglinton Avenue East.

Surrounding Land Uses

North: To the immediate north of the subject site are detached dwellings fronting Centre Street. Further north, beyond Luella Street, is the CN rail corridor.

South: Several apartment buildings ranging between 6-16 storeys in height are located on the south side of Eglinton Avenue East.

East: To the immediate east of the subject site is a single-storey multi-tenant commercial building containing fast food restaurants, a barber shop, a dental office, a textile business and a currency exchange store located at the corner of Eglinton Avenue and Markham Road.

West: To the immediate west of the subject site is a single storey medical building and surface parking area and the Hope Lutheran Church which is a designated under the *Ontario Heritage Act*. North of the church lands is Scarborough Village Public School.

THE APPLICATION

Description

A 23-storey tower (73.3 metres excluding the mechanical penthouse) with a total of 335 residential dwelling units. The total gross floor area (GFA) proposed is 21,167 square metres, including 386 square metres of non-residential gross floor area. The proposed 8 storey base building contains a mix of residential uses including townhomes and retail uses on the ground floor and residential uses through floors 2 to 8, with a lobby on the ground floor and indoor and outdoor amenity space on floor 1.5 and floor 8. The existing

single-storey detached dwelling and the two-storey commercial building would be demolished.

Density

The proposal has a density of 7.35 times the area of the lot.

Dwelling Units

The proposal includes 335 residential dwelling units with 98 studio units (29.3%), 153 one-bedroom units (45.7%), 51 two-bedroom units (15.2%), and 33 three-bedroom units (9.9%).

Amenity

A total of 904 square metres of indoor amenity space and a total of 474 square metres of outdoor amenity space is proposed.

Non-Residential Uses

The proposal includes 386 square metres of retail/commercial gross floor area.

Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 44 vehicular parking spaces including 24 residential parking spaces, 10 accessible parking, 19 visitor parking and 1 car share parking spaces within one level of underground parking. A singular vehicular access would be provided from Centre Street.

A total of 276 bike parking spaces are proposed, including 240 long-term bicycle parking spaces and 24 short-term parking spaces, with an additional 12 short-term parking spaces. Long-term bicycle parking will be provided on Level P1 and on the ground level adjacent to the ramp to Level P1. Short-term bicycle parking will be provided on Level P1 and at-grade in front of the retail units.

One Type G loading space will be located at-grade within the interior of the building, adjacent to the residential garbage area.

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: toronto.ca/7CentreSt

Reasons for Application

An Official Plan Amendment is required to redesignate the lands at 7 Centre Street from *Neighbourhoods* to *Mixed Use Areas*. An Official Plan Amendment is also required to amend Site and Area Specific Policy 127 (SASP 127), to remove the lands at 3174, 3176, 3178, 3180 and 3182 Eglinton Avenue East and 1 and 7 Centre Street, and to create a new Site and Area Specific Policy for these lands to provide for a height of up to 74 metres and a density of 7.35 times the lot area. All other policies of Site and Area Specific Policy 127 would carry over to the new Site and Area Specific Policy for the above lands.

A Zoning By-law Amendment is required to bring the lands into the City-wide Zoning By-law 569-2013, as amended, and re-zone the entire property to Commercial Residential (CR) zone. The Zoning By-law application also seeks to establish various performance standards on the entire property under 569-2013, as amended, including height, density, and building setbacks, among other matters.

Additionally, the lands at 3174, 3176, 3178, 3180, 3182 Eglinton Avenue East and 1 Centre Street currently do not form part of City-wide Zoning By-law No.569- 2013, as amended. Should this application be approved, the lands would be brought into Zoning By-law 569-2013.

APPLICATION BACKGROUND

Application Requirements

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

- Application Checklist
- Application Form
- Project Data Sheet
- Archeological Assessment
- Topographic Plan of Survey
- Architectural Plans, Elevations and Sections
- Geotechnical Study
- Hydrogeological Review
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment
- Draft Zoning By-law Amendment
- Computer Generated Building Mass Model
- Housing Issues Report
- Natural Heritage Impact Study
- Toronto Green Standard Checklist
- Energy Strategy Report
- Sun/Shadow Study
- Arborist Report

- Tree Preservation Plan
- Concept Site and Landscape Plan
- Tree Preservation Report and Plan
- Civil and Utilities Plans:
- Vibration Study
- Noise Impact Study
- Public Consultation Strategy Report
- Planning Rationale Report:
- Community Facilities & services Study
- Pedestrian Level Wind Study
- Transportation Impact Study
- Energy Strategy

Detailed information about the application, including plans and reports, are available at the Application Information Centre (AIC) at the following link: toronto.ca/7CentreSt

Agency Circulation Outcomes

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

POLICY & REGULATION 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 Planning Statement (2024).

Official Plan

The land use designation for the lands at 3174, 3176, 3178, 3180, 3182 Eglinton Avenue East and 1 Centre Street is *Mixed Use Areas*, and the land use designation for the land at 7 Centre Street is *Neighbourhoods*, as per Official Plan Land Use Map 23 of the Official Plan. Please see Attachment 3 for an excerpt from this land use map.

The Official Plan directs development in *Mixed Use Areas* to create a balance of high-quality commercial, residential, institutional, and open space uses that meets the needs of the local community.

Additionally, the Official Plan indicates that *Neighbourhoods* are physically stable areas providing for a variety of lower-scale residential uses as well as parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses.

Map 2 (Urban Structure) of the Official Plan identifies Eglinton Avenue East as an Avenue. Map 3 (Right-of-Way Widths of Existing Major Streets) of the Official Plan identifies Eglinton Avenue East as Major Streets with right of way widths of 36 metres. Additionally, Eglinton Avenue East is identified on Map 4 (Higher Order Transit Corridors) of the Official Plan as a Transit Corridor and on Map 5 (Enhanced Surface Transit Network) of the Official Plan as a Transit Priority Segment.

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

Site and Area Specific Policy (SASP 127)

Site and Area Specific Policy (SASP) 127 applies to the site and establishes that future development on lands designated *Mixed Use Areas* shall not exceed an overall density of 1.5 times the area of the lot for all uses. SASP 127 also establishes that automobile service stations are not permitted.

Additionally, SASP 127 establishes that the maximum building height will be in the range of 6 to 10 storeys along the Eglinton Avenue East and Markham Road frontages and will step down towards the low scale residential areas to the north and west of these two roads.

Zoning

The lands at 7 Centre Street are zoned Residential Detached (RD) by the City-wide Zoning By-law 569-2013, as amended. The Residential Detached zone permits lawfully existing public or private schools, various residential uses.

The lands at 1 Centre Street and 3174 to 3182 Eglinton Avenue East are zoned Community Commercial (CC) by the former City of Scarborough's Scarborough Village Community By-law 10010. The Community Commercial zone permits a range of commercial uses including Day Nurseries, Neighbourhood Commercial Uses, Auto Sales Rooms, Automobile Service Stations, Banks, Business and Professional Offices. Refer to Attachment #4 of this report for the existing Zoning By-law Map.

The entirety of the lands within the subject site are not zoned under City-wide Zoning By-law 569-2013, as amended. Should this application be approved, these lands would be brought into By-law 569- 2013, as amended.

The Draft Zoning By-law establishes appropriate performance standards that reflect the proposal, including use permission, height, building setback, encroachments, and parking.

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
- Pet Friendly Design Guidelines for High Density Communities
- Percent for Public Art Program
- 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/>

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 Application. A Site Plan application has not been submitted.

COMMUNITY CONSULTATION

A virtual community consultation meeting was hosted by City Planning staff on January 18, 2024. Approximately 20 members of the public attended the meeting as well as the Ward Councillor and applicant team.

The following comments, questions and concerns were raised by members of the public:

- Concerns related to the proposed building height;
- Concerns about increased traffic in the area with existing traffic congestion;
- Concerns related to shadow impact on the surrounding dwellings;
- Concerns related to pedestrian safety in the neighbourhood and the nearby school;
- Questions regarding the tenure of units; and,
- Questions regarding the relocation of existing retail stores.

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

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 Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report as well as the policies of the Official Plan as a whole.

Land Use

The subject site is designated *Mixed Use Areas* and *Neighbourhoods* in the Official Plan (refer to Attachment 3). The proposed residential and retail/ commercial and park uses within the mixed use development are acceptable and conform to the applicable policies of the Official Plan's *Mixed Use Areas* designation and SASP 127.

Mixed Use Areas are described as areas anticipated to accommodate much of the City's retail, office and service employment, as well as much of the new housing. The proposal therefore adheres to Policy 4.5 of the Official Plan by providing a broad range of retail/commercial and residential, in a mixed-use building. The site is well positioned to accommodate this level of intensification as it is well serviced by public transit along a priority surface transit route. The proposal also includes ground floor retail/commercial space to animate the streetscape, creating a pedestrian-oriented development that will be supported by future transit.

Official Plan policy 4.5.2 states that the development of new buildings should create a good transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights. The proposed building has incorporated appropriate massing through setbacks, façade articulation, and stepbacks of height to achieve an appropriate built form within the site and surrounding context.

The application proposes 20,781 square metres of residential gross floor area and 386 square metres of non-residential gross floor area. While not a full replacement of the 613 square metres of the existing non-residential gross floor area currently on the

subject lands, the proposal represents a more pedestrian-oriented form than the existing building and provides new housing opportunities. The site is also located in an area served by frequent bus routes including express service. The site is in close proximity to the Eglinton GO station and also is in close proximity to the future Eglinton East Light Rail Transit line with a proposed stop at the intersection of Markham Road and Eglinton Avenue. The proposal therefore adheres to Policy 3.5.3.3 of the Official Plan with respect to supporting retail opportunities in a form that promotes pedestrian and transit use.

The redesignation of 7 Centre Street from *Neighbourhoods* to *Mixed Use Areas* is appropriate as it allows for a comprehensive redevelopment of a site with frontage on Eglinton Avenue East. The *Mixed Use Areas* designation on other parts of Eglinton Avenue East in the vicinity do project further north than the existing land use designations, and lands abutting the property to the east of the proposed redesignation are also *Mixed Use Areas*. Given the existing and the planned context for the subject property and the surrounding area, the redesignation and proposed uses are consistent with the Official Plan's policy intent of accommodating new housing and commercial uses.

Site Organization and Public Realm

The Official Plan states that the public realm is the fundamental organizing element of the city and its neighbourhoods. The Official Plan acknowledges that the scale and massing of buildings define the edges of, and give shape to, the public realm. The way in which buildings are sited frame and support adjacent streets, lanes, parks, and open spaces to promote civic life and the use of the public realm, and to improve safety, pedestrian comfort, interest and experience.

The proposal responds to this direction by taking vehicular access from Centre Street which leads to a drop-off layby, loading area, and parking ramp area all interior to the building. A 3 metre landscape buffer is proposed between the proposed driveway and the residential neighbourhood to the north of the site. This area is appropriately screened and conforms to Official Plan policies as well as the Tall Building Design guidelines with respect to internalizing service activities and access and minimizing the impact of this area on the public realm.

The proposed pedestrian access is from Centre Street to the ground floor residential units and residential lobby, and from Eglinton Avenue East to the retail space. The proposed retail space that would have a frontage on Eglinton Avenue East provides high visibility and access to pedestrian and vehicular traffic supporting and activating the public realm. The proposed ground floor retail/commercial uses, landscaping and street trees will provide an animated and pedestrian-focused public realm. The location of residential lobby uses at the corner of Centre Street and Eglinton Avenue East appropriately responds to the transition in use characteristics between these streets.

The proposed development provides for a 3.9 metre widening along Eglinton Avenue East in order to accommodate the future construction of the Eglinton East LRT and associated cycle tracks and public realm improvements. In addition, a 2.44-metre widening is provided at the north end of the site along Centre Street to regularize the street cross section. This facilitates a distance of 6.87 metres between the building face to the curb, with a 5 metre pedestrian clearway along the Eglinton Avenue East frontage and a 3 metre pedestrian clearway along the Centre Street frontage. The proposed base building setbacks reduce the built form impact along Eglinton Avenue East and provide a widened public realm which includes a large landscaped area and a pedestrian clearway.

The application also includes four townhouse-style units located on the west side of the building. These units fronting Centre Street help to create an active and engaging streetscape. These grade-related units have direct pedestrian access from the Centre Street sidewalk. A 3 metre setback from the property line provides a wide pedestrian clearway and opportunities for landscaping, enhancing the public realm.

The application proposes large shade trees within the public boulevard, a widened 5-metre pedestrian pathway to the north of the trees, and landscaped planters separating the ground-level retail units from the public realm on Eglinton Avenue East. City staff will work with the applicant during the site plan process to ensure there is an adequate walkway, tree planting and screening of the building's façades.

Staff consider the proposal to provide a generous landscaped frontage and public realm area, with new tree plantings, landscaping and pedestrian clearway that will enhance the public realm and meet the intent of the Official Plan policies.

Density, Height, Massing

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report.

Through the review of the application, and in consideration for the comments received through correspondence from the public, including at the community consultation meeting, the following revisions are proposed with the revised submission:

- The proposed building's number of storeys has been reduced from 29 storeys (98 metres in height) to 23 storeys (73.3 metres in height) to reduce shadow impact on TDSB's Scarborough Village Public School;
- The proposed gross floor area is reduced from 22,819 square metres to 21,167 square metres, and the proposed density is reduced from 9.07 times the lot area to 7.35 times the lot area;
- The proposed total number of residential units has decreased from 342 units to 335 units;

- The proposed retail gross floor area has increased from 249.8 square metres to 386.8 square metres to increase retail frontage along Eglinton Avenue East; and
- The base building setback to the southern property line along Eglinton Avenue East has been increased from 3.9 metres to 5 metres.

The proposed total gross floor area is 21,167 square metres with a floor space index (FSI) of 7.35 times the area of the lot. The density proposed for the site will be well serviced by frequent bus routes including express services. The site is in close proximity to the Eglinton GO station and to the future Eglinton East Light Rail Transit line that will include with a proposed stop at the intersection of Markham Road and Eglinton Avenue. The base building is setback 5 metres from Eglinton Avenue East and is setback 3 metres from Centre Street. These setbacks reduce the impact along the adjacent streets and encourage pedestrian activity along Eglinton Avenue East.

The proposed retail/commercial uses that would be located along the frontage of Eglinton Avenue East would provide high visibility and access to both pedestrian and vehicular traffic. The proposed buildings have a street wall height of 8 storeys. The proposed first floor height including retail units is 6.30 metres, which exceeds the minimum 4.5 metre requirement in the Tall Buildings Design Guidelines. The proposed development provides a retail frontage of approximately 32.11 metres along Eglinton Avenue East.

With regard to transition to the *Neighbourhoods* designated land to the north of the site, a rear yard setback of 11.08 metres (which includes a 3.0 metres landscape buffer and a 6.0 metre wide driveway) is proposed. Along the north elevation, the base building is 8 storeys (24.5 metres) in height.

Additionally, along the north elevation of the base building, a number of stepbacks are proposed between the existing single-family dwellings to the north and the proposed development. The proposed development provides a stepback of 4.4 metres above the 4th floor and a 8.03 metre stepback above the 8th floor.

The tower element commences on the 8th floor and has a minimum stepback of 3 metres with no projecting balconies along Eglinton Avenue East, a minimum 5.0-metre stepback from Centre Street and a 12.5-metre tower setback along the east lot line. The tower is setback 22 metres from the north lot line.

Given the location of the subject site fronting onto Eglinton Avenue East in a *Mixed Use Areas* designation with existing and planned transit networks, the proposed density, height and massing are considered appropriate for the surrounding context.

Sun, Shadow, Wind

The Official Plan requires new development to be designed in a manner that adequately limits the impact of shadowing on the public realm and provide comfortable wind conditions for neighboring streets and open spaces.

The applicant has submitted a Sun/Shadow Study in support of the application and the modifications to the building that reduce the overall height proposed. The study demonstrates that during the March and September equinoxes, there are minimal shadows casted on the Scarborough Village Public School throughout the morning. The shadows are cast towards the school's central playfield from 9:18am by 10:18am the shadows are limited to the small play area during a time that it is not in use. By 11:18am the shadows are limited to the school's surface parking area. There is also a period of two hours during where the shadows are cast on the Washington Manse building at 14 Centre Street, and three hours 11:18 am to 1:18 pm where there is shadowing on the *Neighbourhoods* lands to the north.

Staff have reviewed the submitted shadow study and consider the shadow impacts acceptable and minimal.

The applicant has submitted a Pedestrian Level Wind Study and an Addendum letter in support of the application. The study and letter describe and assess the wind conditions within and surrounding the site. All grade-level areas including conditions surrounding sidewalks, transit stops, surface parking, laneways and surface parking surrounding the site are anticipated to have conditions that are considered acceptable for year-round pedestrian use. The level 5 and level 7 amenity terraces are predicted to be appropriate for sitting within the majority of the terrace being comfortable for standing activities within the east and west areas of the level 5 amenity terrace and the northeast and south of the level 7 amenity terrace.

Additional mitigation measures will be determined through the Site Plan application process, if necessary.

Public Art

The applicant has had preliminary discussions around proposing public art as an in-kind community benefit to be secured via a Community Benefit Charge (CBC) Agreement. The public art would be located in a prominent publicly accessible location on-site.

Pursuant to Section 37 of the *Planning Act*, the City has adopted a Community Benefits Charge By-law which authorizes the connection of CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. In-kind contributions can be provided in lieu of payment of the CBC by way of an agreement with the owner of the land. Staff will continue discussions with the applicant to determine if public art is appropriate to be secured as an in-kind benefit which would require further reporting to Community Council and City Council.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Furthermore, the Growing Up Guidelines require a minimum of 25% of all units to be two and three-bedroom units.

The proposed development consists of residential dwelling units. The proposed unit mix consists of 98 studios (29.3%), 153 one-bedroom units (45.7%), 51 two-bedroom units (15.2%), and 33 three-bedroom units (9.9%). The proposed unit mix meets the general intent of the objectives of the Growing Up guidelines.

Staff will work with the applicant to ensure that 10% of all new residential units are three-bedroom units.

Rental Housing and Tenant Assistance

The proposed development includes the demolition of one occupied rental dwelling unit. Official Plan policy 3.2.1.12 requires a Tenant Relocation and Assistance Plan be provided to lessen hardship for existing tenants. The tenant relocation and assistance plan is consistent with the City's current practices and will support tenants to access alternative accommodation within the neighbourhood.

This report includes a recommendation that the Chief Planner and Executive Director, City Planning require that the owner enter into an agreement with or provide a lawyer's undertaking to the City, in a form satisfactory to the City Solicitor, to secure the implementation of the required Tenant Relocation and Assistance Plan before the issuance of Notice of Approval Conditions.

Amenity Space

Official Plan Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

A total of 1,378 square metres of amenity space is proposed, with 904 square metres of interior amenity space and 474 square metres of outdoor amenity space. This represents an overall ratio of 4.11 square metres of amenity space per unit, which exceeds the Zoning By-law requirement of 4 square metres per unit.

At Level 1.5 (above level 1), 688.8 square metres of indoor amenity space and 79.8 square metres of outdoor amenity space is proposed. Additional indoor amenity space of 214.8 square metres and outdoor amenity space of 394.3 square metres is proposed on the 8th floor.

All the areas of proposed outdoor amenity space are in a location directly accessible to the indoor amenity space, thereby complying with the requirements of Zoning By-law 569-2013. City staff are satisfied with the proposed size and locations of amenity space.

Traffic Impact

A Transportation Impact Study and a Transportation Addendum Report were submitted in support of the proposed development. The report estimates that the proposed 342 residential units will generate approximately 102 and 38 net new two-way vehicular trips during the a.m. and p.m. peak hours, respectively.

The applicant's transportation consultant has stated that the 95-percentile queue analysis will be accommodated by minimal change in traffic operations during the peak hour periods and there is no intersection modification work proposed at the intersection of Eglinton Avenue East and Centre Street.

As part of a complete submission for the future site plan application, the applicant is required to submit a revised Transportation Addendum report for the following comments:

- Identify intersection improvements for reducing the pedestrian crossing distance to across the Centre Street at the intersection of Eglinton Avenue East and Centre Street.
- Provide traffic warrant analysis for the mitigation measures and the intersection improvement at the intersection of Markham Road and Luella Street/Cougar Court;
- Provide traffic warrant analysis to justify an adequate length for the extended southbound right-turning traffic lane at the intersection of Markham Road and Eglinton Avenue East.
- Prepare a functional design plan for (i) the extended southbound right turning traffic lane at the intersection of Markham Road and Eglinton Avenue East, and (ii) the intersection improvement for reducing the pedestrian crossing distance across Centre Street at the intersection of Eglinton Avenue East and Centre Street, and the recommended mitigation measures.
- Provide a table for the recommended signal timing adjustments in the future total traffic analysis for site vehicular trips travelled to/from adjacent signalized intersections.

Prior to accepting the transportation impact study, the applicant's consultant (LEA) is required to submit a revised Transportation Addendum Report to address the above-noted comments with any required infrastructure improvements secured through an appropriate development agreement.

Access, Vehicle Parking, Loading and Bicycle Parking

Vehicle access to the building is provided from Centre Street to the west of the site. A new 6 metre wide driveway is proposed to access the underground parking garage and the loading space to the rear of the building.

The primary pedestrian access to the building is from the corner of Eglinton Avenue East and Centre Street to a lobby, with secondary access to the building from the private driveway to the rear of the site. A pedestrian clearway of 5 metres in width is proposed along Eglinton Avenue East which will access the proposed retail units. During the site plan process, staff will work with the applicant to ensure there is direct sidewalk access to the proposed retail units on the south sides of the building.

The proposed development will incorporate 44 vehicle parking spaces comprised of 24 resident parking spaces, 19 visitor parking spaces and 1 car-share spaces. A total of 10

accessible parking spaces are also proposed, which meets the requirement of the City of Toronto Zoning By-law 569-2013, as amended.

The overall total maximum required parking supply is 323 spaces, of which 270 spaces are for residential parking (including 1 car-share space), 38 spaces for residential visitor parking, and 15 spaces for retail parking.

The proposed number of parking spaces will be confirmed through the Site Plan Approval process to comply with the requirements of the site-specific Zoning By-law Amendment.

All the long-term residential parking spaces, and 25% of visitor parking spaces will be Electrical Vehicle Supply Equipment (EVSE) spaces, in order to meet the requirements of the Toronto Green Standard (TGS).

One 'Type G' loading space is located at-grade and accessed from the private street to the west of the site, to accommodate waste collection, loading and delivery activities. The proposed loading space is a shared-use loading space for the proposed mixed-use building with 335 residential units and retail uses.

A total of 276 bicycle parking spaces are proposed, with 240 long-term bicycle parking spaces located on the P1 underground level and L1 ground level, 24 short-term bicycle parking spaces located on the P1 underground level, and an additional 12 short term parking spaces at grade in front of the retail units, thereby meeting the Zoning By-law requirement. A bicycle maintenance facility is proposed on the ground floor within the long-term bicycle parking room which is accessed directly via the rear pick up/drop off area.

Transportation Demand Management (TDM)

The Transportation Impact Study proposes numerous of transportation demand management measures. Staff are requesting TDM measures, including the following:

- Given the sites proximity to major transit facilities, the inclusion of a Bike Share station may be warranted. Additional discussions between the applicant and Bike Share Toronto should be facilitated to determine if a station should be included on-site, and if so, the size of the bike station. The provision of a Bike Share station may be considered a TDM measure. Space within the boulevard should be protected, should a Bike Share station be needed in the future.
- The applicant should provide a publicly accessible bicycle repair station near the short-term bicycle parking.
- The applicant should provide one pre-loaded Presto card for each unit to the value of \$150 including taxes; and,
- The proposal includes 1 carshare space. A TDM measure should be to provide one car-share membership per unit for one year.

Transportation Planning staff finds the strategies acceptable, and these strategies will be secured through the future site plan application.

Eglinton East Light Rail Transit (EELRT) and Road Widening

Official Plan Map 3 (ROW Widths Associated with Major Streets) identifies a right-of-way width of 36 metres for Eglinton Avenue East. The subject property has frontage along Eglinton Avenue East, where the Eglinton East Light Rail Transit (EELRT) is being planned. The proposed EELRT and associated cycling, public realm and pedestrian facilities requires that a planned Right-of-Way of 44m be protected for Eglinton Avenue East.

Eglinton Avenue East is identified on Map 4 of the Official Plan as a Transit Corridor, and as Transit Priority Segment on Map 5. As the Eglinton East Light Rail Transit (EELRT) is planned along this segment of Eglinton Avenue East, proposal is required to meet the requirements of the 10% design stage for the EELRT.

Accordingly, a gradual road widening conveyance of 1.87 metres to the west and 1.92 metres to the east along Eglinton Avenue East and a 10m by 10m triangular corner splay at the southwest corner of the site are to be conveyed to the City along the Eglinton Ave East frontage. Staff consider the widenings and the building setbacks appropriate to support the future EELRT right-of-way design.

Streetscape

The application would result in an expanded public realm along Eglinton Avenue East, due to the 5-metre front yard setback and a gradual road widening conveyance with a width of 1.87 metres from the west to 1.92 metres along Eglinton Avenue East. This will ensure that there is adequate separation between the retail space and residential units at-grade and the public realm, as well as allowing for the planting of trees and soft landscaping, and a widened sidewalk along Eglinton Avenue East. Specifically, the application proposes large-growing shade trees within the public boulevard, and 2-metre wide planters with landscaping separating the retail at-grade units from the public realm on Eglinton Avenue East.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report in support of the application, which was reviewed by Development Engineering staff. Given the comments received from Engineering Review staff, a holding provision has been included in the proposed Zoning By-law Amendment which requires the owner to submit a revised Functional Servicing Report confirming the capacity in the existing sanitary infrastructure to accommodate the proposed development and what, if any, sanitary infrastructure improvements are required.

In addition, where municipal infrastructure work, or upgrades, are determined to be required, the applicant will be required to enter necessary financially secured

agreements for the design and construction, including any accepted temporary and final conditions. Prior to the enactment of the site-specific Zoning By-law Amendment, an application to lift the holding symbol must be approved by providing the required report(s) to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Parkland

The City of Toronto Parkland Strategy (PLS) 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 PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 0 - 4 square metres of parkland per person, which is well below the Citywide average provision of 28 square metres of parkland per person.

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.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The applicant prepared a Community Services & Facilities (CSF) study to support this proposal. The applicant's CS&F Study did not identify any general growth-related needs in the area of the proposed development. However, given the amount of growth proposed in this application, child care facility is anticipated to be required on the subject site to address the demand created.

Consideration could be given to including additional child care facilities or community space as an in-kind Community Benefits Charge.

Tree Preservation

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

As proposed, this project would require the removal of three by-law-protected privately-owned trees, located on the subject site. The proposed building footprint, excavation and grading will require the removal of these trees. The planting of three replacement trees for each by-law protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved. The provision of a detailed arborist report and tree protection plan will be a requirement of the subsequent Site Plan Control application.

The application is required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 4, which based on the development area of the site (2,739.64 square metres), requires 498 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 508 cubic metres, including a combined total of fourteen (14) proposed new trees on the private and public portions of the site. The provision of fully detailed tree planting plans, satisfactory to Urban Forestry, will be a requirement of the subsequent Site Plan Control application.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting 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. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- The owner has submitted, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, a revised Functional Servicing Report confirming the capacity in the existing sanitary municipal infrastructure to accommodate the proposed development and what, if any, sanitary infrastructure improvements are required;
- The Owner has entered into a financially secured agreement with the City, or alternate arrangements have been made, satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, to pay for and construct any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report, should it be determined that improvements to such infrastructure are required to support this development.

The Executive Director, Development Review Division and their designates have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council. A new application to remove the holding symbol will be required.

School Boards

The Toronto District School Board (TDSB) has advised that there is sufficient capacity to accommodate students anticipated from this development at the local schools, including Cedar Drive Junior Public School, Bliss Carman Senior Public School and Sir Wilfrid Laurier Collegiate Institute.

Additionally, Toronto Lands Corporation (on behalf of TDSB) commented on shadow impacts on TDSB's Scarborough Village Public School, municipally located at 15 Luella Street, noting the presence of solar panels on the school building and the shadowing on the school's outdoor play space during the morning. Specifically, a small play area utilized by Kindergarten and special education students does get shadowed by the proposal as described above. However, these outdoor spaces are not in use at the time of day when shadowing is expected. While a preference was expressed for zero shadow impacts, TLC recognizes that the applicant has worked with City staff to minimize and mitigate shadowing on the school grounds.

The Toronto Catholic District School Board (TCDSB) advised that the local elementary school is operating at capacity and cannot accommodate additional students from the development as proposed. The local Catholic secondary schools St. John Henry Newman Catholic High School has been approved for a 1,110 pupil replacement school that anticipates occupancy in 2026. Although the TCDSB has plans to accommodate students from this development, if the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or may have to be redirected to a school located outside the area. A Notice Sign should also be erected on site to this effect. Furthermore, the TCDSB has requested that the warning clauses be included in agreements of purchase and sale for the units proposed within this development.

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 Tier 1 development features secured through the zoning by-law process include parking and cycling infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024), and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024). Furthermore, the proposal conforms to the Official Plan, particularly as it relates to *Mixed Use Areas* and SASP 127.

The proposal provides for an appropriate form of mixed-use intensification along Eglinton Avenue East, with a density that is supported by the future Eglinton East Light Rail Transit (EELRT). The proposal also positively contributes to the public realm with appropriate setbacks, and ground floor retail uses animating Eglinton Avenue East.

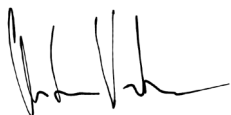
Staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment application, subject to the inclusion of a holding provision in the Zoning By-law Amendment as discussed in the report.

CONTACT

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SIGNATURE



Christian Ventresca, MScPl, 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 Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan

Attachment 8: North Elevation
Attachment 9: South Elevation
Attachment 10: East Elevation
Attachment 11: West Elevation
Attachment 12: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 7 CENTRE STREET Date Received: October 21, 2024

Application Number: 23 143925 ESC 24 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan & Zoning by-law Amendment for a 23-storey mixed-use building (excluding the mechanical penthouse) with a total gross floor area (GFA) of 21,167 square metres (Including 386.8 square metres of non-residential gross floor area. There will be 335 residential dwelling units.

Applicant	Agent	Architect	Owner
ANDREW FERANCIK	WND ASSOCIATES	SvN ARCHITECTS	SCARBORO GOLF & COUNTRY CLUB RESIDENCES INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 127

Zoning: CC-29-51-75-86 Heritage Designation: N

Height Limit (m): 9.0 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,880 Frontage (m): 50 Depth (m): 49

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,752	1,752
Residential GFA (sq m):	95		20,781	20,781
Non-Residential GFA (sq m):	613		386	386
Total GFA (sq m):	708		21,167	21,167
Height - Storeys:	2		23	23
Height - Metres:			73	73

Lot Coverage Ratio (%) 60.82% Floor Space Index: 7.35

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	20,781	
Retail GFA:	386	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	1			
Freehold:				
Condominium:			335	335
Other:				
Total Units:	1		335	335

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		98	153	51	33
Total Units:		98	153	51	33

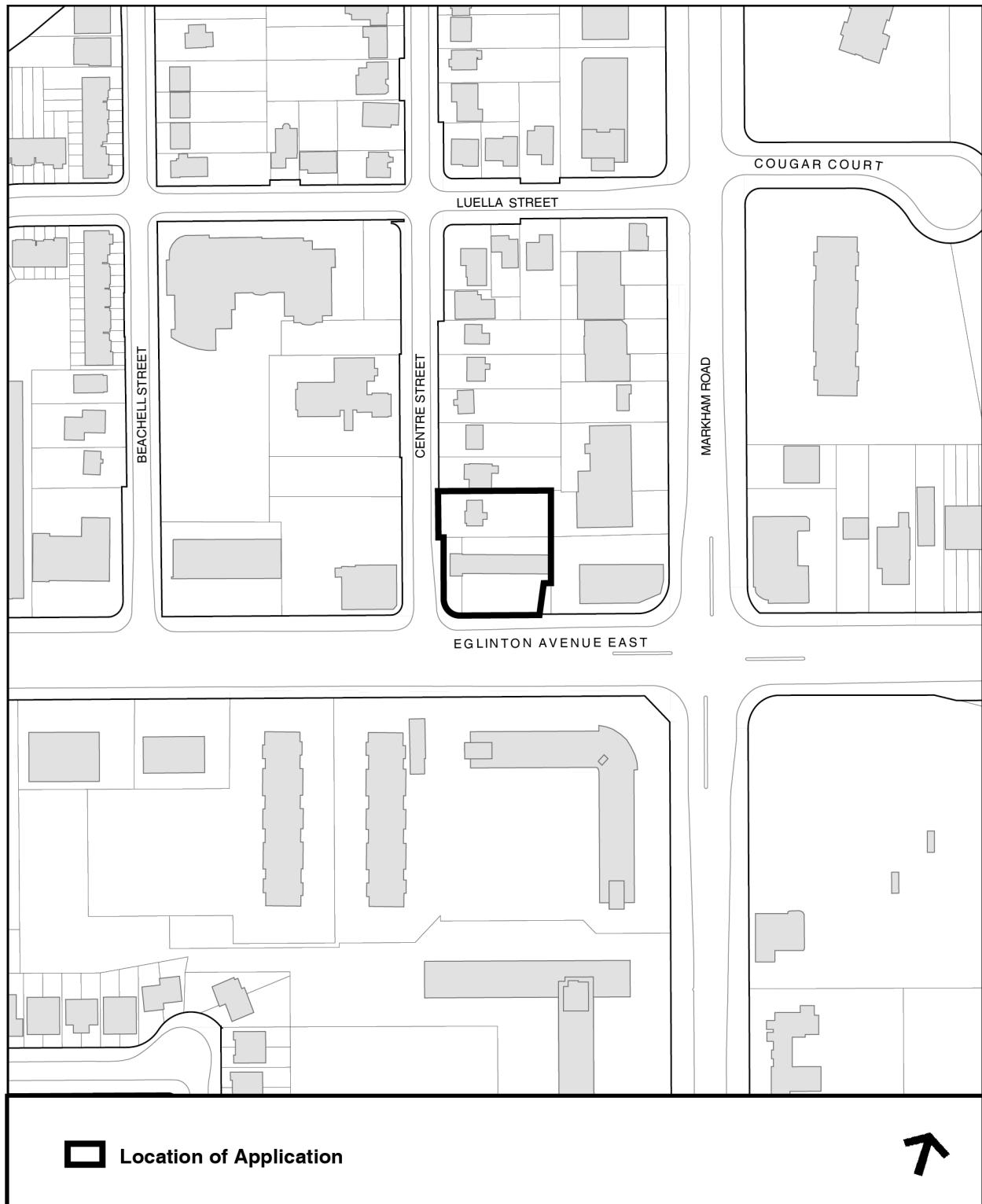
Parking and Loading

Parking Spaces:	44	Bicycle Parking Spaces:	276	Loading Docks:	1
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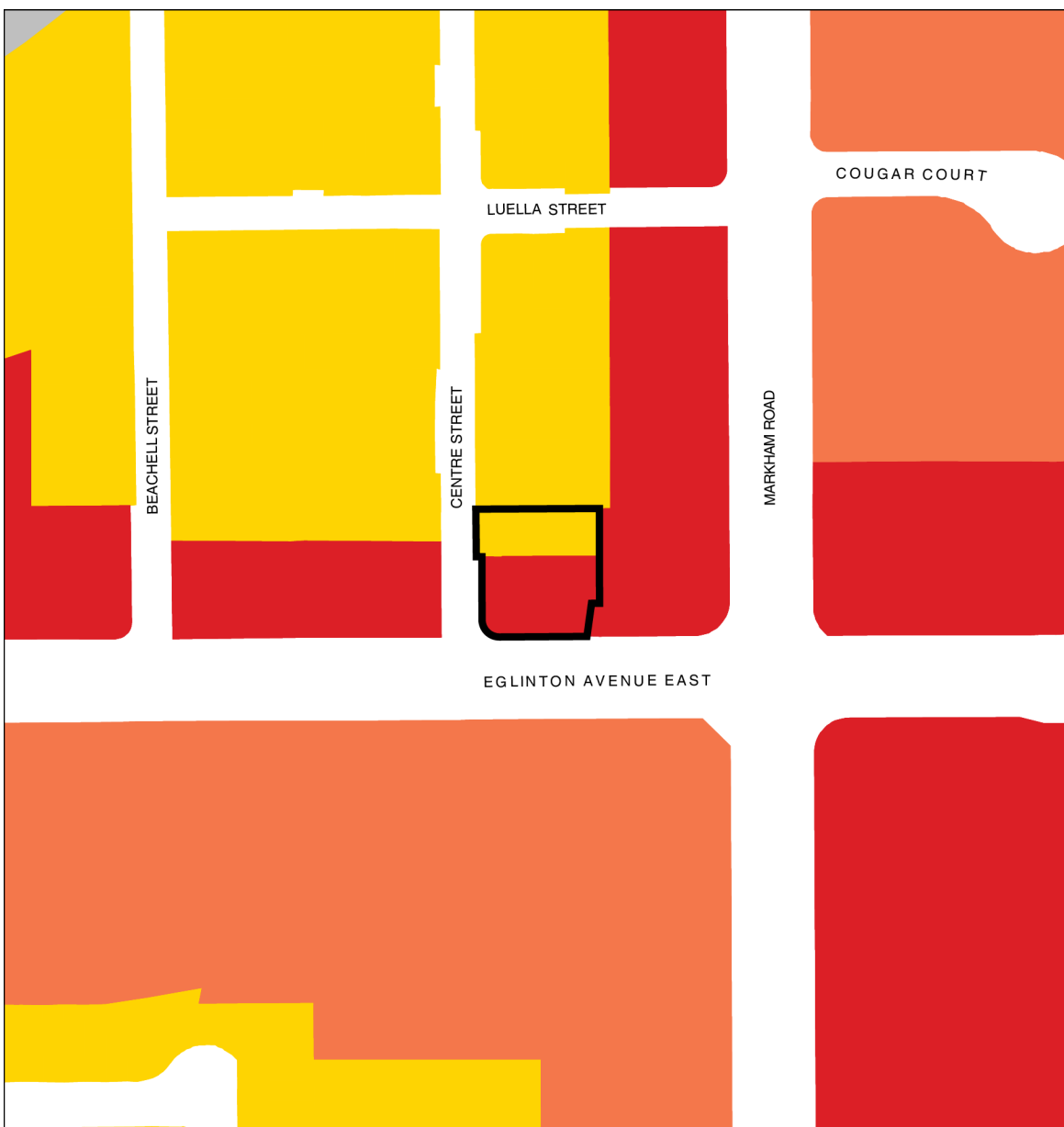
CONTACT:

Bitu Mahjoubi, Planner
416-392-3678
Bitu.Mahjoubi@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



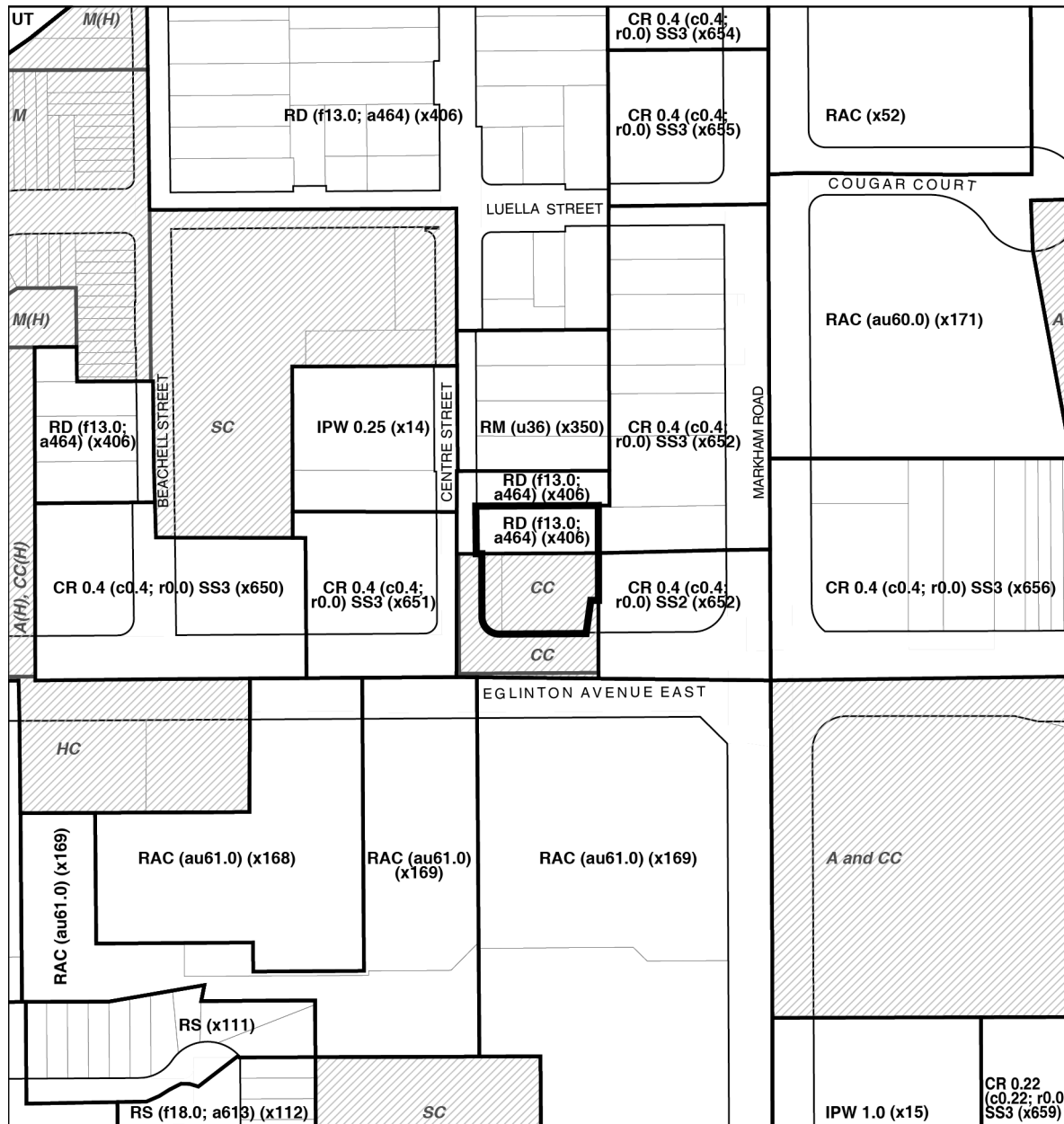
Official Plan Land Use Map 23

3174-3182 Eglinton Avenue East
and 1-7 Centre Street
File # 23 143925 ESC 24 02



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Not to Scale
Extracted: 09/25/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3174-3182 Eglinton Avenue East
and 1-7 Centre Street
File # 23 143925 ESC 24 0Z



Location of Application

RD Residential Detached
RS Residential Semi-Detached
RM Residential Multiple
RA Residential Apartment
RAC Residential Apartment Commercial
CR Commercial Residential

IPW Institutional Place of Worship
OR Open Space Recreation
UT Utility and Transportation



See Former City of Scarborough Scarborough
Village Community By-law No. 10010

M Multiple-Family Residential
A Apartment Residential
CC Community Commercial
HC Highway Commercial
SC School



Not to Scale
Extracted: 09/25/2024

Attachment 5: Draft Official Plan Amendment

(Attached separately as a PDF)

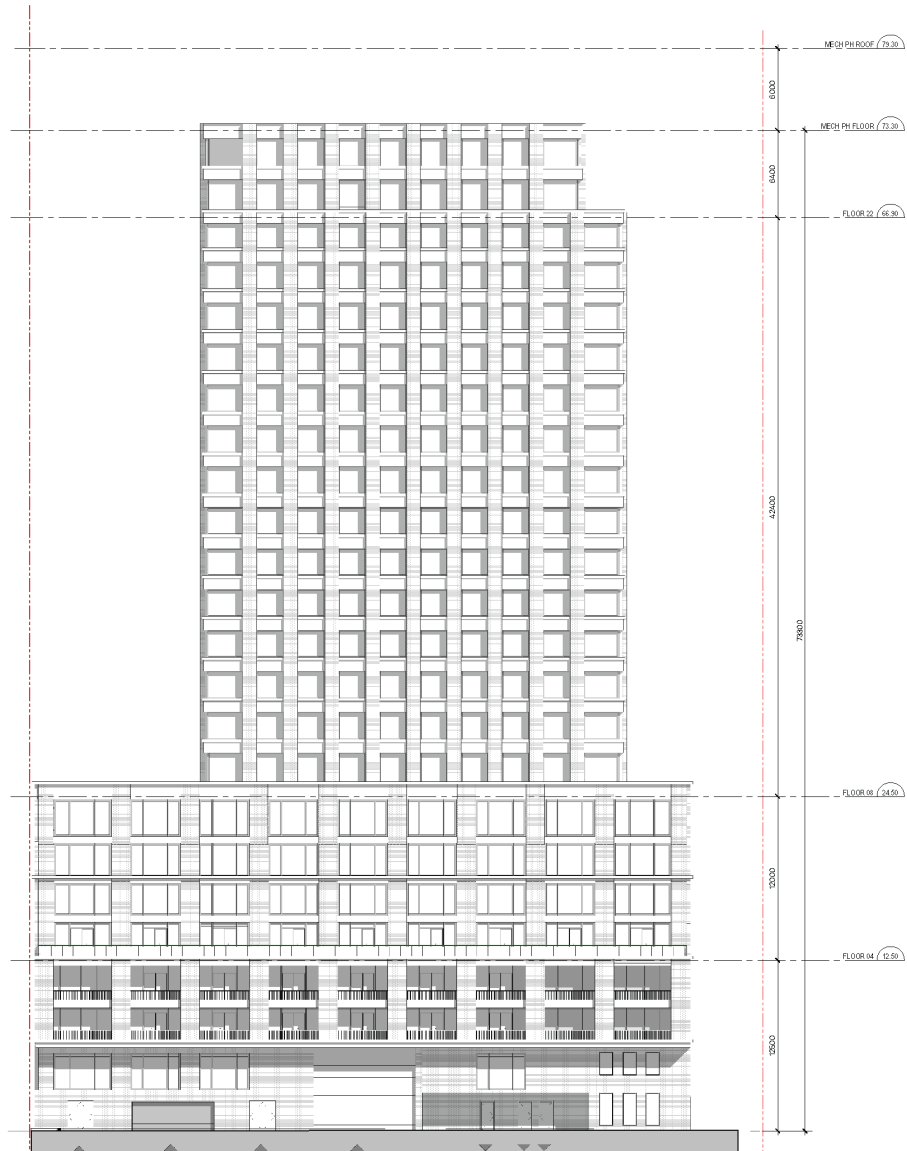
Attachment 6: Draft Zoning By-law Amendment

(Attached separately as a PDF)

CENTRE STREET

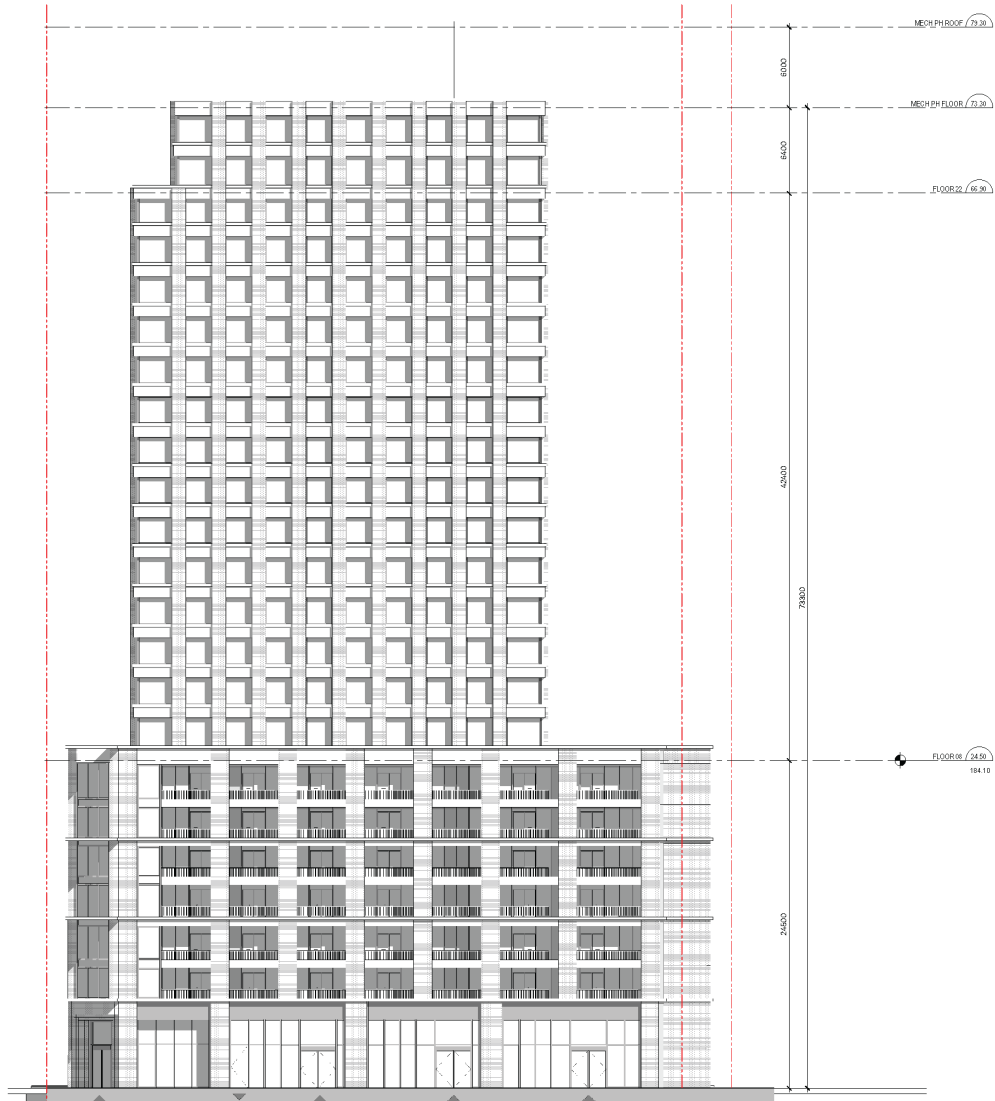


Attachment 8: North Elevation



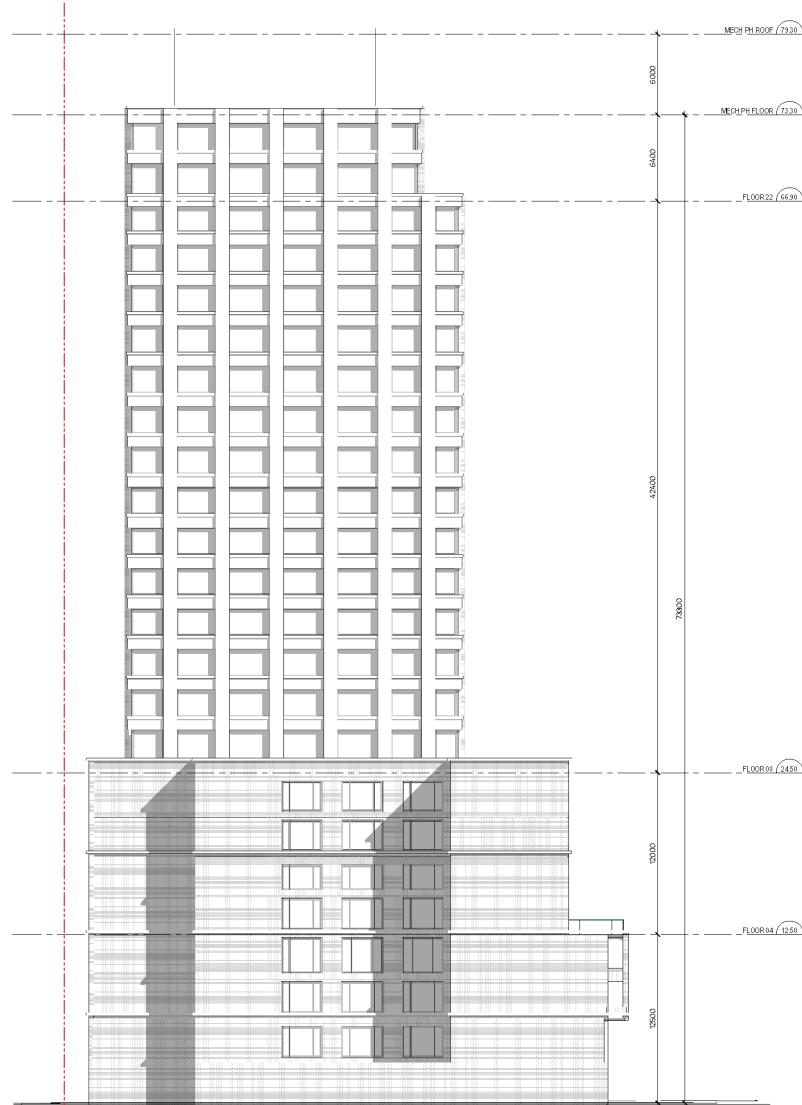
North Elevation

Attachment 9: South Elevation



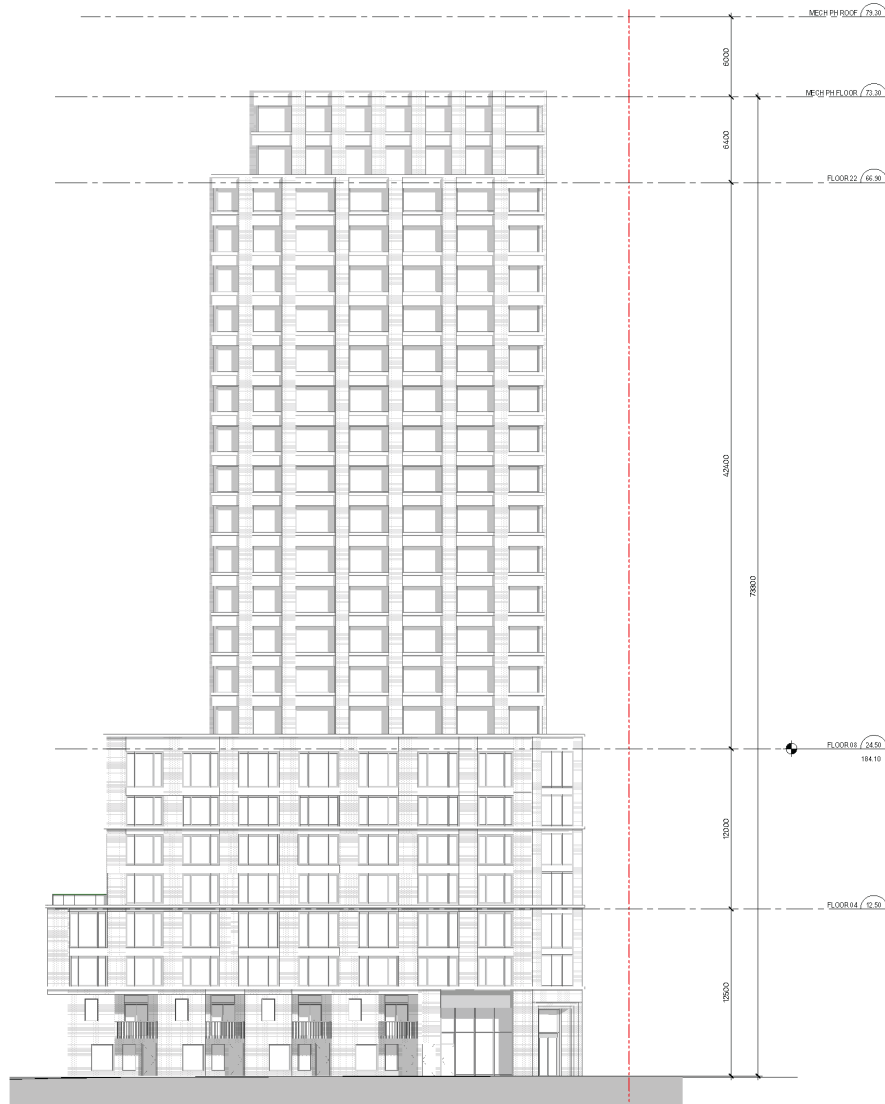
South Elevation

Attachment 10: East Elevation



EastElevation

Attachment 11: West Elevation



West Elevation

Attachment 12: 3D Massing Model

