

## **2823, 2825, 2827 and 2829 Eglinton Avenue East - Zoning By-law Amendment – Decision Report – Approval**

Date: June 4, 2025

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

**Planning Application Number:** 22 139337 ESC 20 OZ

**Related Planning Application Number:** 22 139336 ESC 20 SA

### **SUMMARY**

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This Report recommends approval of the application to amend the Zoning By-law for the site municipally known as 2823, 2825, 2827 and 2829 Eglinton Avenue East to permit the development of a 14 storey (49.3 metre including mechanical penthouse) mixed-use building containing 190 residential units and retail uses on the ground floor. The development is proposed to contain 15,231 square metres of residential gross floor area and 672 square metres of retail with one level of underground parking. Access to the underground garage is proposed from one driveway to the rear of the site off Oswego Road.

The proposed development is consistent with the Provincial Planning Statement (2024). The proposed development also conforms to the City's Official Plan. It would provide housing options in a mid-rise form, intensifying an underutilized site along Eglinton Avenue East consistent with the emerging context.

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

### **RECOMMENDATIONS**

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The Director, Community Planning, Scarborough District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the property municipally known as 2823, 2825, 2827 and 2829 Eglinton Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this Report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning By-law Amendment as may be required.

## **FINANCIAL IMPACT**

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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**

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A pre-application consultation (PAC) meeting was held on April 11, 2022. The current application was submitted on April 27, 2022, and deemed complete on May 4, 2022.

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The subject site is located at the southwest corner of Eglinton Avenue East and Oswego Road and is municipally known as 2823, 2825, 2827 and 2829 Eglinton Avenue East.

The subject site is approximately 2,811 square metres in size and is rectangular in shape. It has frontages of approximately 45.7 metres along Eglinton Avenue East and approximately 61.5 metres along Oswego Road. See Attachment 2 for the Location Map.

The subject site includes two buildings, both proposed to be demolished. At 2823 Eglinton Avenue East, a single-storey commercial building is currently occupied by a mattress retail store fronting on Eglinton Avenue and an auto detailing operation to the rear. The second building at 2829 Eglinton Avenue East is also a single-storey commercial building and is currently vacant.

Surface parking is located at the front and rear of the buildings on this relatively flat site.

### **Surrounding Uses**

**North:** On the north side of Eglinton Avenue East, there are two 3-storey townhouse complexes which extend north halfway to Trudelle Street, west to Danforth Road and east to Barbados Boulevard (2758 and 2774-2800 Eglinton Avenue East).

**South:** Three 1-2 storey detached dwellings on large lots fronting onto Horton Boulevard.

**East:** East of Oswego Road, a single-storey commercial building at the southeast corner of Eglinton Avenue and Oswego Road (2839 Eglinton Avenue East).

**West:** A 2-storey commercial-residential building, consisting of ground floor retail and service commercial uses with office and residential units on the second floor (2795-2817 Eglinton Avenue East).

## **THE APPLICATION**

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### **Description**

The application proposes to permit the development of a 14-storey mid-rise rental building along Eglinton Avenue East, with 672 square metres of non-residential uses on the ground floor and 14,559 square metres of residential uses above. The total proposed Floor Area is 15,231 square metres. The total proposed height is 43.8 metres (49.3 metres with the mechanical penthouse).

### **Density**

The application proposes to permit a Floor Space Index (FSI) of 5.42 times the area of the lot.

### **Residential Component**

The application proposes 190 residential units, consisting of 22 studio units (12%) 65 one-bedroom units (34%), 84 two-bedroom townhouse units (44%) and 19 three-bedroom townhouse units (10%).

### **Non-Residential Uses**

The proposal includes 672 square metres of retail space on the ground floor accessed from Eglinton Avenue East.

### **Amenity**

A total of 380 square metres of indoor amenity space and 380 square metres of outdoor amenity space is proposed.

### **Access, Bicycle Parking, Vehicular Parking and Loading**

The proposal includes vehicular access from one driveway to the rear of the site off Oswego Road. No vehicular access is proposed from Eglinton Avenue East. One level of below grade parking is proposed as part of this development, providing a total of 47 vehicular parking spaces, including 36 resident vehicular parking spaces and 11 visitor parking spaces. Two pick-up and drop-off parking spaces, are proposed at the rear of the building to accommodate service vehicles such as couriers, taxis or food delivery vehicles.

## **Additional Information**

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views 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: [www.toronto.ca/2823EglintonAveE](http://www.toronto.ca/2823EglintonAveE)

## **Reasons for Application**

An application to amend the Zoning By-law is required to establish appropriate performance standards including building height, density, building setbacks, amenity space and minimum commercial / retail space.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Survey
- Bird Friendly Statistics
- Architectural Plans, Elevations and Sections
- Block Context Plan
- Green Roof Statistics and Rooftop Plan
- Sun and Shadow Study
- 3D Modelling
- Landscape Plans
- Soil Volume Plan
- Arborist Report
- Civil and Utilities Plans
- Planning Rationale Report
- Public Consultation Strategy Report
- Community Services and Facilities Study
- Pedestrian Wind Study
- Transportation Impact Study
- Private Water Discharge System Letter
- Noise Impact Study
- Avenue Segment Review
- Landscape and Lighting Plans
- Lighting Plans
- Land Use Compatibility Study
- Tree Preservation Plans
- Energy Efficiency Report
- Accessibility Design Guidelines or Report
- Vibration Study
- Silva Cell Sections Plan

- Soil Cell Sections
- Functional Servicing Report
- Stormwater Management Report
- Hydrogeological Review Summary and Report
- Preliminary Geotechnical Investigation
- TGS V3 Checklist
- Energy Modelling / Strategy Report
- Draft Zoning By-law Amendment

The current application was submitted on April 27, 2022, and deemed complete on May 4, 2022. [Application Information Centre – City of Toronto](#)

### **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.

## **POLICY & REGULATION CONSIDERATIONS**

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

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) (the "PPS"). As of October 20, 2024, the PPS replaced A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Provincial Policy Statement (2020).

### **Official Plan**

The subject property is designated *Mixed Use Areas* in the Official Plan. *Mixed Use Areas* are areas designated for growth and anticipate a range of residential and employment uses.

Eglinton Avenue at this location is identified as an *Avenue* on Map 2 - Urban Structure in the Official Plan. The Plan provides that growth will be directed to the *Centres*, *Avenues*, *Employment Areas* and *Downtown*.

Map 4 of the Official Plan (Higher Order Transit Corridors) identifies Eglinton Avenue East, east of the Kennedy Subway Station as an Expansion Element (Transit Corridor), corresponding with the planned Eglinton East LRT line. Map 5 of the Plan (Enhanced Surface Transit Network) identifies Eglinton Avenue East as a Transit Priority Segment.

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

## **Zoning**

The subject property is zoned Commercial Residential ("CR") under the City of Toronto Zoning By-law 569-2013, as amended. Generally, the CR) zone permits a wide range of residential and non-residential uses including dwelling units in apartment buildings, mixed use buildings and townhouses, as well as retail stores, services shops and offices. Residential uses are only permitted if residential density is indicated after the "r" symbol in the zoning code for each site.

The easterly 30.5 metres of the site is zoned CR 0.4 (c0.4; r0.0) SS3 (x686), and the westerly 15.2 metres is zoned CR 0.63 (c0.63, r0.0) SS3 (x685), both with a maximum permitted height of 11.0 metres. As explained above, r0.0 indicates no residential permission for the lands despite the general permissions of the CR Zone.

City-wide Zoning By-law No. 569-2013, as amended, can be found here: [Zoning By-law 569-2013 – City of Toronto](#)

See Attachment No. 4 of this Report for the existing Zoning By-law Map

## **Design Guidelines**

The following Design Guidelines have been used in the evaluation of this application:

- Mid-Rise Building Performance Standards
- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Bird Friendly Guidelines
- Retail Design Manual
- Streetscape Manual
- Toronto Accessibility Design Guidelines
- Best Practises for Effective Lighting

The City's Design Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-planguidelines/design-guidelines>

## **Toronto Green Standard**

The Toronto Green Standard (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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

## **Site Plan Control**

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

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

A virtual community consultation meeting was held on September 27, 2023 and attended by approximately 7 members of the public, City staff, and the applicant's team. As there was no sitting Councillor in Ward 20 at this time, there was no Councillor in attendance at the meeting. At the meeting, City staff and the applicant's team gave presentations on the site context and an overview of the application. Feedback and questions relating to the application that were raised by the community were primarily positive and included:

- The provision of housing options in the vicinity that will be provided for in this project.
- Retail replacement: and the type of retail tenants that might be expected in the new proposal.
- The difference between a green roof and the blue roof that is proposed to be provided.
- The provision of adequate bicycle parking on site; and
- The location of the main entrance to the residential component of the building being located on Oswego Road and not on Eglinton Avenue East.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of 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**

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### **Provincial Planning Statement and Provincial Plans**

City 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).

## Land Use

The application has been reviewed against the Official Plan policies described in the Policy & Regulation Considerations section of the report.

The subject property is located in a designated *Mixed Use Areas* and along an *Avenue* where an Avenue Study has not been completed.

The proposed residential/mixed-use development conforms with the applicable *Mixed Use Areas* designation in the Official Plan, which permits a broad range of residential and non-residential uses on the subject site.

The proposed mix of residential and retail uses on the subject site is appropriate and will implement the overall planning objectives of the *Mixed Use Areas* designation. The proposal will implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high quality commercial and residential uses in a manner that reduces automobile dependency and meets the needs of the local community. The proposal will accommodate additional job opportunities through the proposed retail/commercial floor space on the site and provide for new homes for Toronto's growing population.

The proposed mixed-use building is in keeping with the City's Official Plan policies for *Avenues* and *Mixed Use Areas* as it is deployed with appropriate scale and massing and proposes to combine residential and non-residential uses. The application also proposes to replace the existing non-residential gross floor area on the site, contributing to the walkability of the area by providing a similar amount of non-residential gross floor area than exists on the site today.

City staff support the mix of uses proposed.

## Avenue Segment Review Study

Under the policy framework in force at the time of application, applicants were required to submit an Avenue Segment Review Study for Rezoning Applications for any contemplated development in the *Mixed Use Areas* on *Avenues* where an Avenue Study has not yet been completed. The Study Area for the submitted segment review was bounded by Brimley Road to the west and McCowan Road to the east and relied partially on earlier Segment Reviews in the vicinity.

The Avenue Segment Study identified several larger sites that could accommodate a mid rise or tall building, based on their site depth, context and distance to Eglinton GO Station. In total, 6 such sites were identified in the Study Area and the Study concluded that if the 6 soft sites considered were redeveloped in a manner similar to what is being proposed for the subject site the resulting cumulative impacts of such development would be appropriate and will not adversely impact the overall area. City staff concur with the findings of the Avenue Segment Review study.



## Density, Height and Massing

Staff have reviewed the proposal against policies from the Official Plan and the relevant performance standards from the Mid-Rise Guidelines, including the performance standards addendum and the Mid-Rise Building Design Guidelines Draft Update 2024 as described in the Policy Considerations section of this Report.

The proposal protects for a 7.6 metre road widening along Eglinton Avenue East necessary to accommodate pedestrian and cycling infrastructure to be implemented through the future EELRT, improving multimodal connectivity. The building is positioned on the site such that a 0-metre setback for the street wall would be provided from the future property line and is considered acceptable, as the balconies are recessed and occupy no more than half of each unit frontage. Canopies above ground-floor retail are provided to improve pedestrian comfort.

To protect for the future EELRT infrastructure, the application was revised from the originally submitted 13 storey proposal to the recommended 14 storey height despite a reduction in overall gross floor area. This increase in height is appropriate given the width of the ultimate right-of-way to be implemented through the EELRT construction.

From a massing perspective, the revised proposal maintains a similar streetwall height of 7 storeys (23 metres) along Eglinton Avenue East and Oswego Road, with a similar stepback of 3.0 metres above the 7th storey, well below the specified streetwall height of 28.8 metres (i.e. 80% of the planned Eglinton right-of-way width). For the subject building, shadowing on Eglinton Avenue East has been limited with the stepback of 3 metres above the 7th storey and 3 metres above the 13th storey. There are no projection balconies but inset balconies for units fronting Eglinton Ave East and Oswego from the 3rd storey.

The revised proposal incorporates strategic stepbacks and setbacks to enhance compatibility with adjacent properties. The proposal has a setback of 9.3 metres from the south property line which includes a 6 metre right of way easement to the adjacent property to the west. On the south side, the 9.3 metre setback is maintained until the 5th storey. At the 6th storey a 1.5 metre stepback with private terraces is provided, followed by another 1.5 metre stepback at the 7th storey, also incorporating private terraces.

Along the west property line, the 3rd storey steps back 1.5 metres, except for a small portion that remains at 0m with a blank wall condition and no windows. This condition continues for the 4th, 5th, and 6th storeys. At the 7th storey, a 5.5 metre stepback is introduced to refine the massing with a minor projection of 1.5 metre into the 5.5 metre stepback.

There is a separation distance of 9.3 -10.7 metres to the *Neighbourhoods*-designated lands to the south which increases to 25.7 metres for portions of the building above 8 storeys. On level 3, private terraces are provided on the south that project into the 9.3 metre setback. Outdoor amenity is on the 7th storey on the south increasing the distance between the building face and the south property line to 25.7 metres.

The sculpting and setback of the taller elements of the building minimize the impact of the proposed building on the adjacent neighbourhood to the south and the Oswego Road streetscape.

The proposed 14-storey building with a height of 43.8 metres is in slightly beyond the 1:1 right of way width of Eglinton Avenue East. According to the 2024 Midrise Building Design Guidelines Draft Update, additional height taller than the adjacent ROW width may be considered provided that the development meets the objectives of the Official Plan policies, fits with the existing and planned context, maintains an overall mid-rise building scale with good street proportion, meets the required sun/shadow performance on the adjacent street and public realm, provides appropriate setbacks, step-backs and separation distances and provides appropriate transition in scale and massing to adjacent context.

The 7-storey streetwall height maintains a strong relationship with Eglinton Avenue East while staying within the mid-rise guidelines. The 5.5m stepback at the 7th storey helps achieve a gradual transition, ensuring a pedestrian-friendly scale. Overall, the proposal adheres to key mid-rise performance standards, maintaining a pedestrian-scaled streetwall, respecting transitions, and supporting an appropriate built form relationship with the surrounding context.

City staff will continue to work with the applicant through the Site Plan Control Approval process to implement excellence in the design of the development. Staff are satisfied that the built form and massing of the proposed building conforms to the policies of the Official Plan and meets the intent of the Midrise Building Guidelines and Performance Standards and the Mid-Rise Building Design Guidelines Draft Update (which now have been approved by City Council).

### **Housing and 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. This proposal would result in a 190 units of rental housing being added to the city's supply, with a unit mix (44% 2-bedroom and 10% 3-bedroom) that exceeds the minimums expressed in the Growing Up Guidelines.

### **Public Realm**

The proposal will include elements to enhance the public realm. The proposal allows for a 3.2 metre wide sidewalk along Eglinton Avenue and a new 2.1 metre wide sidewalk along Oswego Road (which currently does not have a sidewalk). This will create an expanded pedestrian realm with co-ordinated landscaping along the Eglinton Avenue East and Oswego Road. The expanded public realm will be animated by retail uses at grade along the Eglinton Avenue East frontage. Further improvements to the streetscape and public realm along both frontages will be secured through the Site Plan Control approval process.

## 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 (Version 4). The applicant is encouraged to achieve Tier 2 or higher to advance the City's sustainability objectives, including the TransformTO NetZero Strategy. Performance measures for the Tier 1 development features will be secured through the Site Plan Approval process.

## Sun, Shadow, Wind

The Official Plan requires that new development in *Mixed Use Areas* be located and massed so as to adequately limit shadows on properties in lower scale *Neighbourhoods* particularly during the spring and fall equinoxes; and that new buildings be located and massed to frame the edges of streets and parks to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The shadow study indicates the shadows cast by the proposed building at the spring and fall equinoxes shows minimum increase of shadow at 11:18am from the additional 13 to 14 storeys of the proposed building in the spring and fall equinoxes on Eglinton Avenue East.

There is no shadow impact on the butting lands designated *Neighbourhoods* as it is located to the south of the subject site. The shadow studies demonstrate that, there will be no shadow impact on the rear yards of properties along the north side of Horton Boulevard.

At the spring/fall equinox, shadows from the proposed development will start to fall on a portion of the sidewalk along Oswego Road resulting in incremental shadowing on the west side of Oswego Road from 3:18 p.m. The proposed development's shadow does not touch the northerly edge of Horton Park until 6:18pm on the spring and fall equinox. The shadow impacts resulting from the proposal are acceptable. The proposal adequately limits shadow impacts on sensitive areas, including the neighbourhoods and the park particularly during the shoulder seasons, spring and fall equinoxes.

The potential sun and shadow impacts of the proposal on adjacent properties and the adjacent streets are acceptable to staff as the shadowing impacts from the proposed development on nearby lands, would be "adequately limited" in accordance with the Official Plan with respect to providing a minimum of 5 hours of sunlight onto the sidewalks.

A pedestrian level wind study found wind conditions at all grade-level areas within and surrounding the subject site predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions

over surrounding sidewalks, drop-off area, Horton Park, and in the vicinity of building access points, are considered acceptable.

Wind conditions for the outdoor amenity areas are predicted to be suitable mostly for sitting during the typical use period which are considered acceptable according to the wind comfort guidelines and will be mitigated if necessary, through measures secured via the Site Plan Control approval.

## **Road Widening**

There is a requirement for road widening dedication along the Eglinton Avenue East frontage of the subject site. To achieve the current planned right-of way width of 36m, a 0.13m widening is required. The location of the building also protects for a full 7.6 m to be provided to protect for the future Eglinton East Light Rail Transit line ("EELRT"). This necessitated a design change to the proposal outlined elsewhere in this report.

## **Traffic Impact, Access, Parking and Loading**

The subject property is currently accessed by one entrance off Eglinton Avenue East and two entrances off Oswego Road. The proposal eliminates the access point onto Eglinton Avenue East, and consolidates access to one driveway at the rear of the site on Oswego Road.

The applicant submitted a Transportation Impact Study which estimates the project is expected to generate:

- 40 and 53 two-way vehicle trips during the morning and afternoon peak hours respectively; and
- 55 and 62 two-way transit trips during the weekday morning and afternoon peak hours respectively.

One level of below grade parking is proposed as part of this development, providing 47 parking spaces, including 36 resident parking spaces and 11 visitor parking spaces. Two pick-up and drop-off parking spaces, are proposed at the rear of the building to accommodate service vehicles such as couriers, taxis or food delivery vehicles, including one type G loading space. A total of 164 bicycle parking spaces are provided, including 144 resident long-term, 14 resident short-term, 1 retail long-term and 5 retail short-term.

The assessment concludes the new site traffic generation by the proposal development can be accommodated in the existing area road network and no improvement or mitigation measures are required or necessary. Staff concur with the results of Traffic Impact Study.

## **Transportation Demand Management**

Transportation Demand Management (TDM) strategies have been proposed including the provision of a real-time transportation display screen in the lobby, and the provision of one-month transit passes for the new residents of the building. The site provides

public realm and infrastructure improvements along all frontages to improve active transportation and transit users' experience. The applicant has indicated a willingness to consider a partial financial contribution to an 11-position bike share docking station to be considered in an area wide context.

Transportation Planning staff finds the strategies acceptable, and the City will secure these strategies through the Site Plan application.

### **Servicing**

Development Engineering staff have reviewed the application and have confirmed that adequate servicing is available for the subject property. If any existing easements are in place the owner is to confirm them and they will be assessed and dealt with through the Site Plan Review process.

If any stormwater management and or servicing issues arise they will be resolved at the Site Plan Review process. The application will be required to comply with the relevant stormwater management and water quality elements of the Toronto Green Standard (TGS).

### **Parkland**

The site is approximately a 180 m walk away from Horton Park, a 7,100 square metre park which contains open space, a soccer field and a playground.

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.

### **Amenity Space**

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

The proposed development has 190 residential units and provides 380 square metres of indoor amenity space and 380 square metres of outdoor amenity space. The applicant is proposing a minimum rate of 2.0 square metres each of outdoor and indoor amenity space per unit, to be secured through the site-specific zoning by-law. This is consistent with the City of Toronto's Zoning By-law 569-2013.

### **Tree Preservation**

This 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).

The locations of utilities and services are to be confirmed through the Site Plan review process and should be planned and coordinated with planting plans early in the development process, to ensure that sufficient tree planting can be accommodated and that new (or existing) utilities will not conflict with tree plantings.

Urban Forestry has no objection to the Zoning By-law amendment application. The application appears to comply with TGS Version 4, Tier 1, Ecology requirements.

### **School Boards**

The application was circulated to the publicly funded school boards for review. Toronto District School Board (TDSB) has indicated that sufficient capacity at the local schools is anticipated, based on the data available at this time. The local schools are Walter Perry Junior Public School, Robert Service Senior Public School and David & Mary Thomson Collegiate Institute.

The Toronto Catholic District School Board (TCDSB) has indicated that there is insufficient space within the local elementary school. Sufficient space exists within the local secondary schools to accommodate additional students. As part of the site plan approvals process, the TCDSB has requested that warning clauses indicating that school spaces are potentially subject to change be included within any agreements of purchase and sale for the proposed units of this plan. A Notice Sign should also be erected on site to this effect.

### **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 Community Services and Facilities Study submitted identifies 15 child care facilities offering a total of 684 spaces in the study area. This proposal is estimated to generate the need for 19 child care spaces. Bendale Neighbourhood Library is the local library serving the subject site. Toronto Public Library's Master Plan identifies Bendale Library for expansion over the long term, but this project is not yet Board approved or funded. The Parks and Recreation Facilities Master Plan identifies the need for additional gymnasias or indoor pools in this part of Scarborough.

Community Benefits contributions may be considered to facilitate the advancement of the above services as needed.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2024) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024) and

conforms to the Official Plan, particularly as it relates to the development criteria for *Mixed Use Areas*. The proposal will permit a 14-storey mixed-use building that adds density to an underutilized site within an area that is designated for growth in the Official Plan, while replacing the existing non-residential uses and creating a built form that is respectful of the emerging and planned context of Eglinton Avenue East.

The proposal is on Eglinton Avenue East, a corridor designated as a Transit Priority Segment, and planned for the for the future Eglinton East Light Rail Transit line ("EELRT"). The proposal is an example of good planning and City staff recommend that Council support its approval.

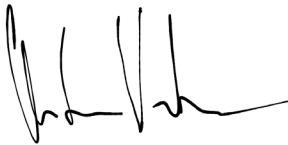
## **CONTACT**

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John Lyon, Senior Planner, Community Planning, Scarborough District, Tel. No. 416-396-7011, E-mail: John.Lyon@toronto.ca

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

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

### **Applicant Submitted Drawings**

- Attachment 6: Site Plan
- Attachment 7: East Elevation
- Attachment 8: North Elevation
- Attachment 9: South Elevation
- Attachment 10: West Elevation
- Attachment 11: 3D Perspective Looking Southwest

## Attachment 1: Application Data Sheet

Municipal Address: 2823 -2829 EGLINTON AVE E Date Received: April 27, 2022

Application Number: 22 139337 ESC 20 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Rezoning for a proposed 14-storey mixed-use building having a non-residential gross floor area of 672 square metres, and a residential gross floor 14449 square metres. 190 dwelling units are proposed.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			2872136 ONTARIO INC

### EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR Heritage Designation: N

Height Limit (m): 11 Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 2,450 Frontage (m): 46 Depth (m): 62

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	750		1,804	1,804
Residential GFA (sq m):			14,559	14,559
Non-Residential GFA (sq m):	750		672	672
Total GFA (sq m):	750		15,231	15,231
Height - Storeys:	1		14	14
Height - Metres:			44	44

Lot Coverage Ratio (%): 73.64 Floor Space Index: 5.42

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	14,559	
Retail GFA:	672	



Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			190	190
Freehold:				
Condominium:				
Other:				
Total Units:			190	190

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		22	65	84	19
Total Units:		22	65	84	19

#### Parking and Loading

Parking Spaces:	47	Bicycle Parking Spaces:	164	Loading Docks:	1
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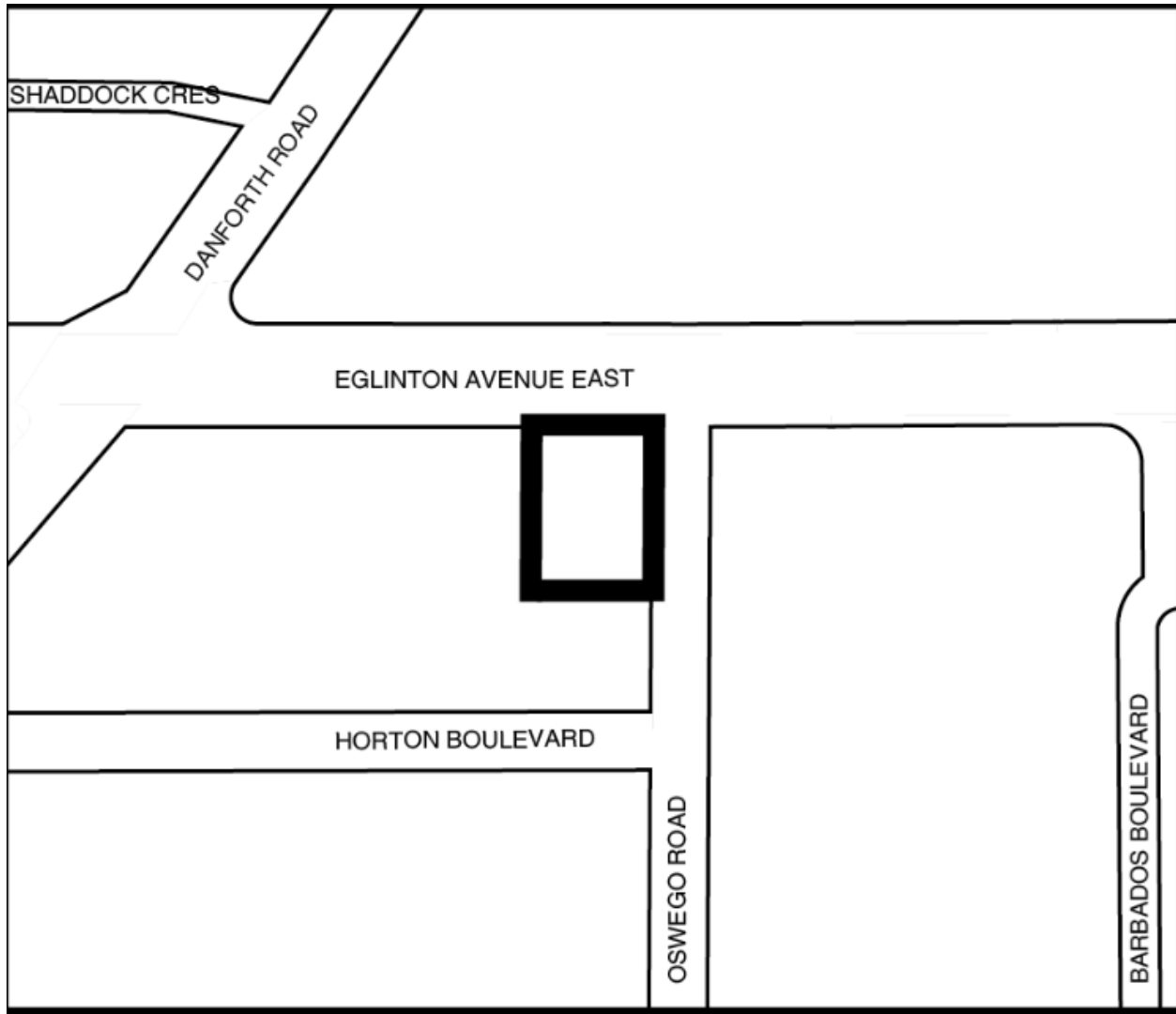
#### CONTACT:

John Lyon, Senior Planner

416-396-7011

John.Lyon@toronto.ca

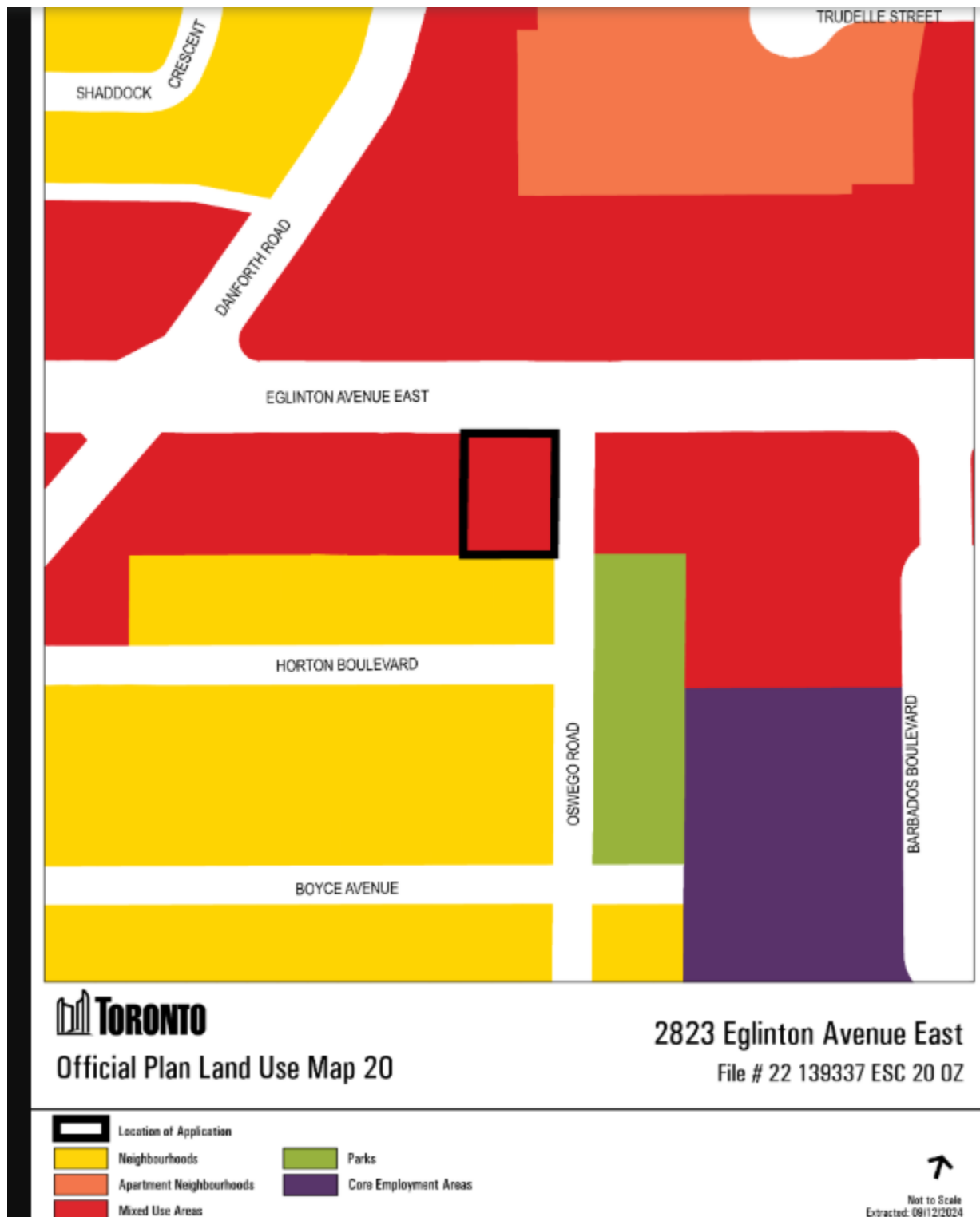
## Attachment 2: Location Map



**2823 EGLINTON AVENUE EAST**



### Attachment 3: Official Plan Land Use Map



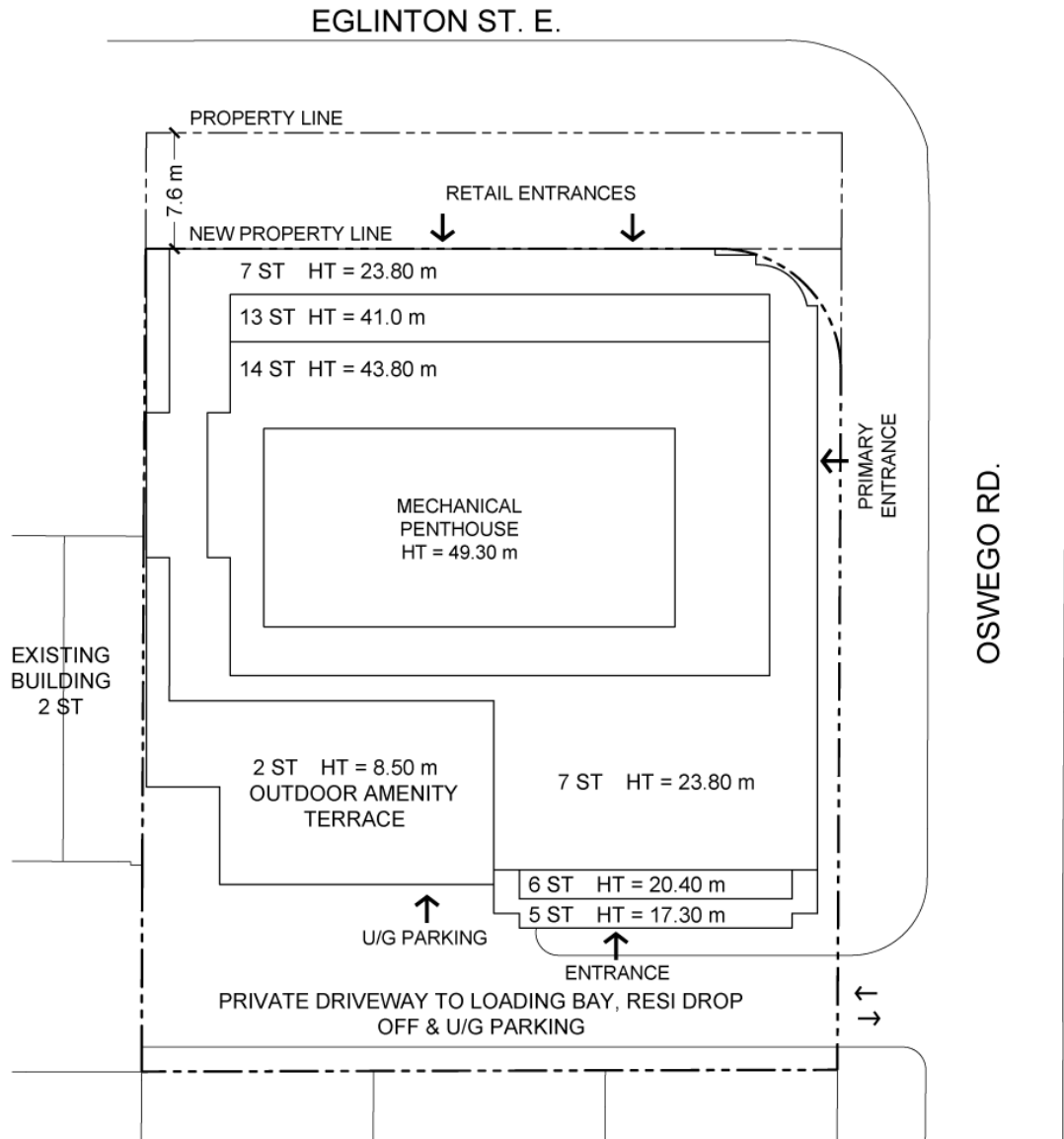
## Attachment 4: Existing Zoning By-law Map



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

Attached separately as a PDF

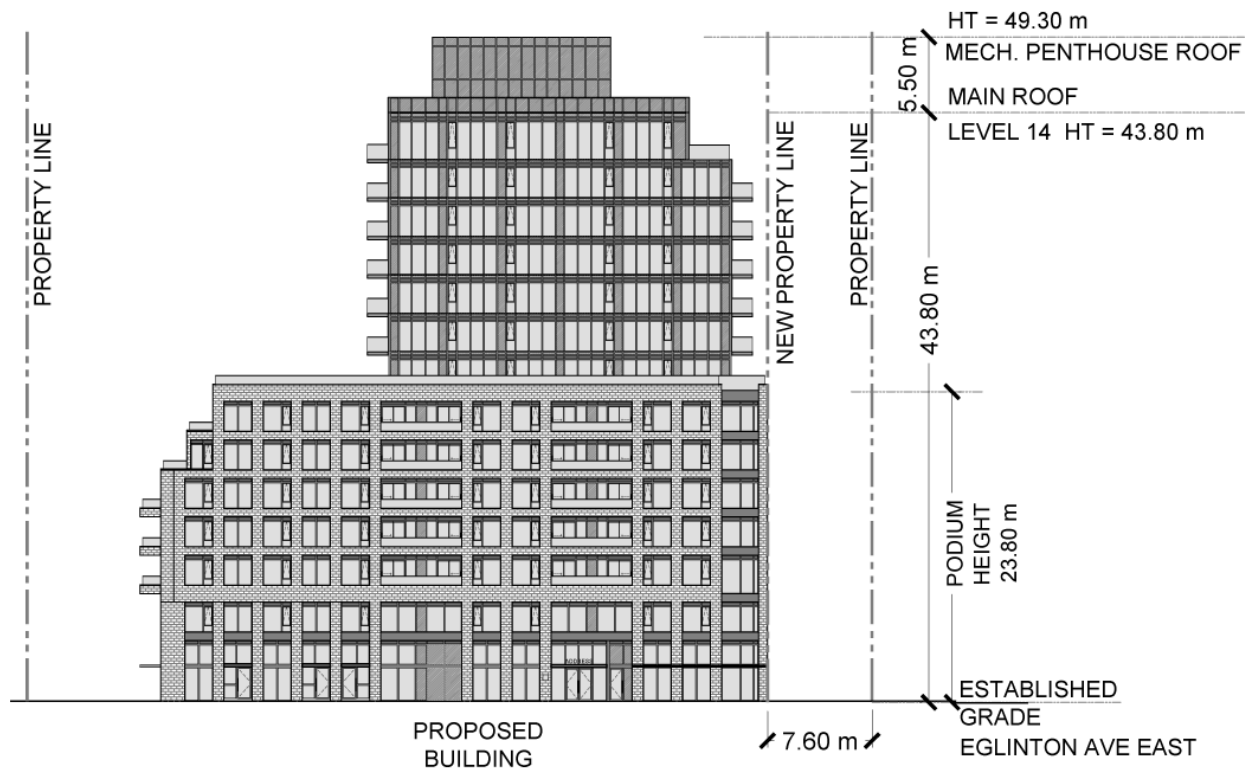
## Attachment 6: Site Plan



Site Plan

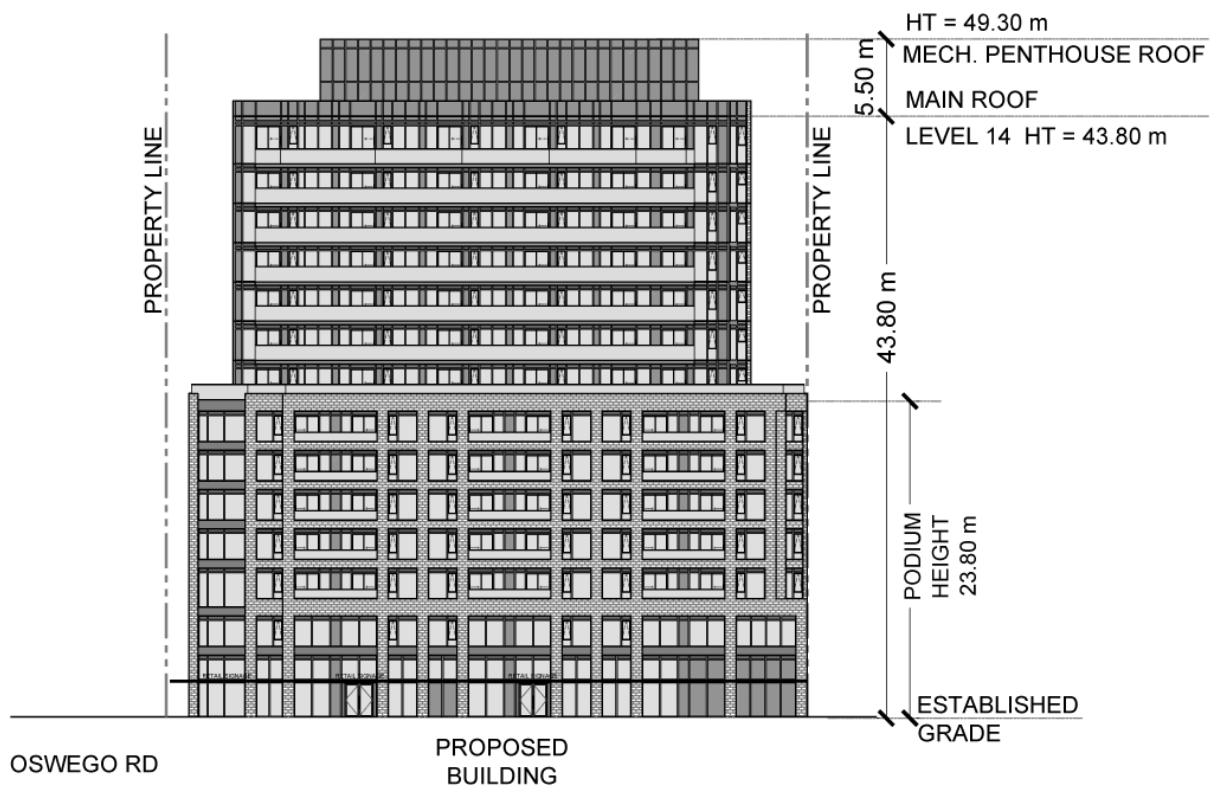


## Attachment 7: East Elevation



East Elevation

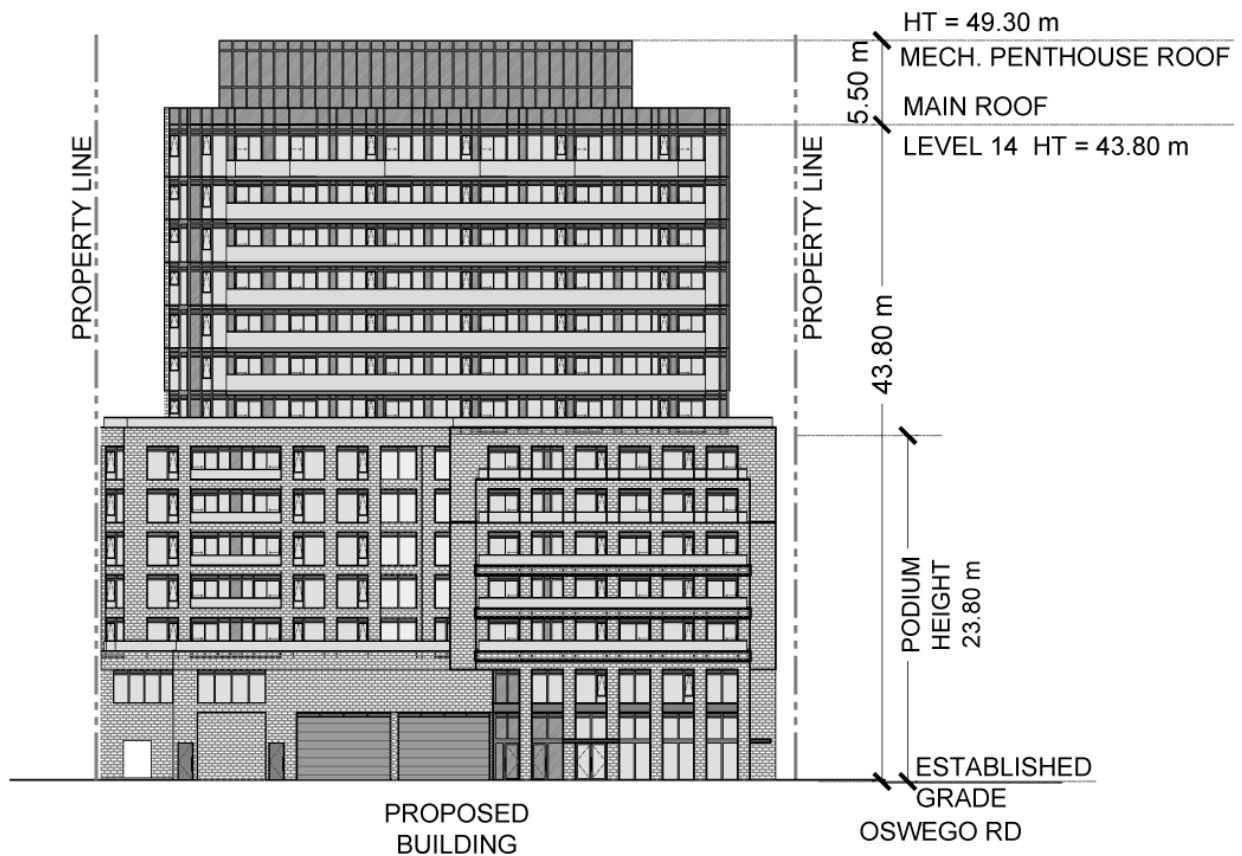
## Attachment 8: North Elevation



North Elevation

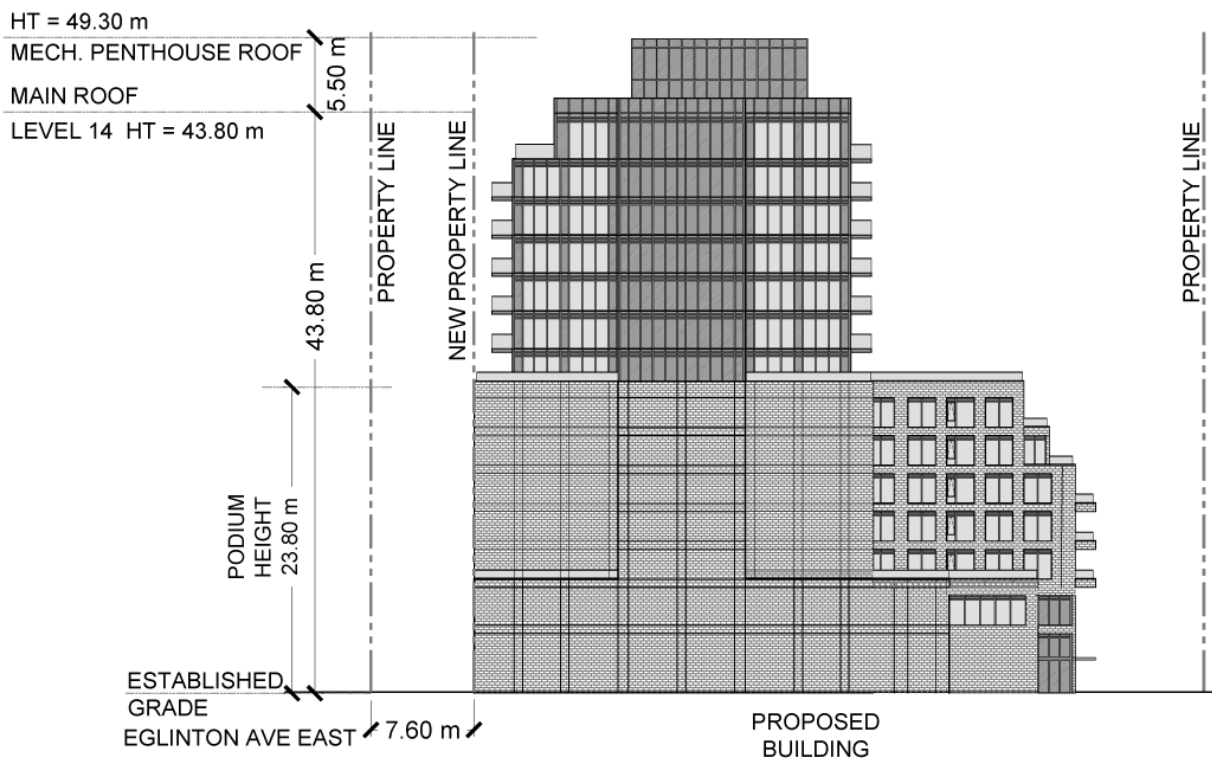


## Attachment 9: South Elevation



South Elevation

## Attachment 10: West Elevation



West Elevation

## Attachment 11: 3D Perspective Looking Southwest

