



STAFF REPORT ACTION REQUIRED

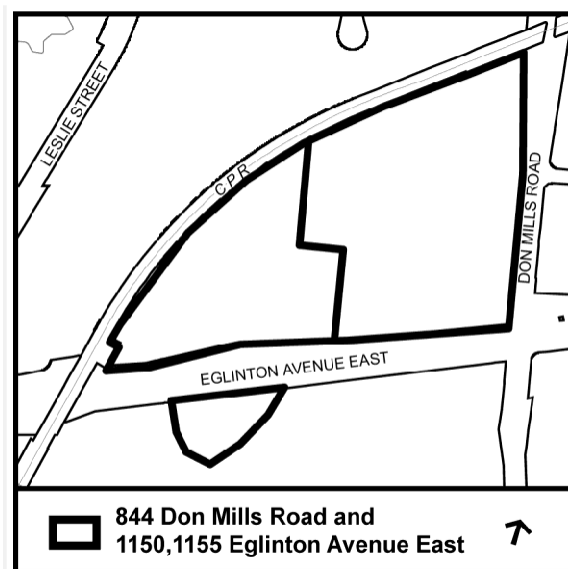
844 Don Mills Road, 1150 and 1155 Eglinton Avenue East - Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications – Request for Direction Report

Date:	May 29, 2018
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning
Wards:	Ward 26 – Don Valley West
Reference Number:	14 153614 NNY 26 OZ (OPA) 16 236387 NNY 26 OZ (ZBA) 16 236405 NNY 26 SB

SUMMARY

These applications propose the redevelopment of the 60 acre (24 hectare) property at the northwest quadrant of Eglinton Avenue East and Don Mills Road into a new mixed-use, transit supportive community called Wynford Green. The proposal includes a total gross floor area of 461,953 square metres consisting of: 376,408 square metres of residential uses; 59,966 square metres of offices uses; 11,119 square metres of commercial and retail uses; 2,231 square metres of community uses including a not for profit child care facility; 25,720 square metres of affordable housing; and 2.57 hectares of parkland including land to accommodate a 12,229 square metre community centre.

There are 4,974 residential units proposed within buildings ranging in height from three and four storey townhouses, eight to ten storey midrise buildings and tall buildings with heights between 27 and 48 storeys. The office uses would be located within two buildings of eight and nine storeys situated closest to the Eglinton



Avenue East and Don Mills Road intersection. Celestica Inc. is proposing to relocate their corporate headquarters into one of the office buildings adjacent to the intersection. Retail uses would be focused along the Don Mills Road frontage and along a new publicly accessible private retail street interior to the site.

The proposal includes a 2.25 hectare public park (5.58 acre) at the northeast end of the site and a 0.31 hectare (0.77 acre) public park at the south end of the site adjacent to Eglinton Avenue East. Wynford Drive is proposed to be extended west and south through the site along with a network of additional public streets (see Attachment 1: Master Site Plan).

The property at 844 Don Mills Road contains the former Canadian IBM head office and factory complex (now known as Celestica), completed in 1951 with later additions. The property was included on the City of Toronto's Heritage Register in 2006. The property at 1150 Eglinton Avenue East contains the former IBM Headquarters (Canada) building completed in 1967. Both properties have been identified and evaluated by staff as significant examples representing the Modern Movement of Architecture. In order to acknowledge the history, place and important role that 844 Don Mills Road had in the evolution of the Don Mills Community, key features of the building will be retained and incorporated into the proposed development. These include the north and south entrance portals. Staff have negotiated a conservation strategy for 1150 Eglinton Avenue East that incorporates the building's landmark qualities and conserves the prominent public view of the building from the south side along Eglinton Avenue East.

The site is proposed to be developed in a number of phases with the first phase consisting of the nine-storey Celestica office building (24,258 square metres), a total of 1,604 residential dwelling units (127,509 square metres) in the form of three residential apartment buildings with heights of 32, 34 and 39 storeys, three midrise buildings of 8 storeys, three to four storey freehold and stacked townhouses and the public park at the south end of the site adjacent to Eglinton Avenue East.

On December 1, 2017 the Owner appealed the Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications to the Local Planning Appeal Tribunal (LPAT) citing Council's failure to make a decision within the prescribed time frames set out in the Planning Act. Since the LPAT appeal, the applicant has continued to work collaboratively with staff in order to advance the applications and resolve outstanding issues. The applicant continued to attend community consultation meetings, present revisions and make their resubmitted plans, drawings and materials available online to the public through the City's website. On May 28th, 2018 the applicant submitted a with prejudice public settlement offer to the City for its consideration.

The proposal has been reviewed in conjunction with the City's Don Mills Crossing (DMC) Study. The Study, launched in 2016, is a comprehensive review of the anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East that builds on the principles advanced through the Eglinton Connects Planning Study. The DMC Study will result in a new planning framework which will include implementation measures to support the co-ordinated development of a complete, sustainable, transit- oriented, mixed-use, mixed-income community predicated on a

vibrant public realm, access to existing and proposed parks and open spaces, integration with the future Eglinton Crosstown LRT and new community services and facilities. The proposals report and draft Secondary Plan for the Don Mills Crossing Study will also be considered at the June 7, 2018 Planning and Growth Management Committee meeting together with this report.

The proposal by the applicant is appropriate and represents good planning. The master planned Wynford Green community is being proposed along a higher order transit corridor by utilizing an underdeveloped brownfield site that is isolated and disconnected from the surrounding community. The proposal integrates these lands into the larger community and the Eglinton LRT by introducing a network of public streets; providing active pedestrian and cycling connections; providing direct at-grade and underground connections to the future Eglinton LRT; two new public parks with land large enough to accommodate a new community centre; providing for a mix of uses including residential, retail, employment and community uses; retaining and incorporating heritage resources, a variety of building types and range of residential unit sizes; providing both rental and ownership affordable housing totalling approximately 390 dwelling units; and a non-profit child care facility. The proposal conforms to Official Plan policies, to Site and Area Specific Policy (SASP 511) and aligns with the emerging draft policy direction from the Don Mills Crossing Study.

The proposal will provide a number of sustainability initiatives including: the dedication of 3.77 hectares of open space to the City; electric vehicle charging stations and auto-share spaces; active transportation connections; ravine stewardship plan; bike sharing facilities; Toronto Green Standards Tier 2 bicycle parking standards; and other Tier 2 incentives that will be assessed during the site plan control process.

The purpose of this report is to seek Council's direction for staff representation at the LPAT hearing to support the settlement offer in principle, as outlined in this report and the with prejudice settlement offer letter dated May 28th, 2018 and continue to work with the applicant to resolve details of the proposal through the drafting of the detailed official plan and zoning by-law amendments and subdivision approval conditions. A pre-hearing conference has been set for September 14, 2018. A full hearing date has not yet been set.

RECOMMENDATIONS

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

1. City Council direct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the Local Planning Appeal Tribunal hearing in support of the with prejudice settlement offer dated May 28, 2018 (“Settlement Offer”), which is substantially in accordance with the plans identified as Attachments 1 – 15 in this report and conditions identified as Attachments 19, 21 and 22 in this report dated May 29, 2018 from the Chief Planner and Executive Director, City Planning.

2. City Council authorize the City Solicitor to request the Local Planning Appeal Tribunal to withhold its Order on the appeals of the Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision Approval until such time as:
 - a. An Official Plan amendment and Zoning By-law amendment(s) are prepared to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, to provide for the development substantially in accordance with the plans referred to in the Settlement Offer identified in Recommendation 1. above, which includes Attachment 1 (Master Site Plan), Attachment 3 (Draft Plan of Subdivision) and Attachment 16b (Applicant's Project Statistics) to the report dated May 29,2018;
 - b. The Owner has agreed that the approval of the Draft Plan of Subdivision shall be subject to conditions to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - c. Any such revisions to the proposed subdivision plan dated March 16, 2018 (Attachment 3), or any such additional or modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to reflect the recommendations in this report or to address matters arising from the on-going technical review of this development, have been made;
 - d. The Owner has addressed the comments in the Engineering and Construction Services Memo dated April 18, 2018, as applicable, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
 - e. The Owner has submitted a revised plan of subdivision with adjustments to the boundary of Block 12 and Block 14B to retain the West Courtyard and East Courtyard in private ownership for amenity space, as per the Toronto and Region Conservation Authority (TRCA) memorandum dated April 30, 2018, all to the satisfaction of the TRCA in consultation with the Chief Planner and Executive Director, City Planning;
 - f. The Owner has provided alternative rail safety mitigation measures, as set out in Recommendation 2.h.i, below, for any proposed development on the site, which is set back less than 30 metres from the CP Rail corridor, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning;
 - g. The Owner has entered into an agreement with the City to secure community benefits pursuant to Section 37 of the *Planning Act*, including the following, which shall also be secured in the zoning by-laws, all to the satisfaction of the City Solicitor:
 - i. Prior to issuance of the first above grade building permit for any development on Blocks 6B, 6C,10, 11, 13 (being a portion of phase 2) and Blocks 1B, 4, 5 and 7 (being a portion of phase 3), as shown on Attachment 3 to the report (May 29, 2018) and all subsequent Blocks

referring to Attachment 3, the Owner shall provide a financial contribution of twelve million dollars (\$12,000,000) to be used for the enhancement/enlargement of the community centre within the development site, which will include the relocated twin pad arena planned on the development site, and may also include additional recreation facilities and community services (the “Enhanced and Enlarged Community Centre”). In the event that the Owner enters into an agreement with the City to construct the Enhanced and Enlarged Community Centre as set out in Recommendation 20 prior to issuance of the first above grade building permit for any development on Blocks, 6B, 6C, 10, 11, 13 (being a portion of phase 2) and Blocks 1B, 4, 5 and 7 (being a portion of phase 3), the Owner shall, prior to issuance of the first above grade building permit for any development on Blocks 6B, 6C, 10, 11, 13 (being a portion of phase 2) and Blocks 1B, 4, 5 and 7 (being a portion of phase 3), provide a letter of credit, including provisions for upward indexing, for twelve million dollars (\$12,000,000) in lieu of such financial contribution to secure such construction, in a form and from an institution to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Parks, Forestry and Recreation.

- ii. Prior to the first above grade building permit for development within Blocks 1A, 8, 9 and 12 (being a portion of phase 1), the Owner shall provide a financial contribution of one million five hundred thousand dollars (\$1,500,000) to be used for parks and/or recreational facility improvements in the Flemingdon Park or Thorncliffe Park neighbourhoods;
- iii. Prior to the registration of a plan of subdivision for Blocks 1A, 6A, 8, 9, 12, 14A, 14B, 15 and 16 (“phase 1”), the Owner shall submit a Public Art Plan and prior to the first above grade building permit for residential development in phase 1, the Owner shall provide a financial security of one million five hundred thousand dollars (\$1,500,000) to secure the commission of public art in a process in accordance with City Planning’s Public Art Program;
- iv. Prior to the issuance of the first above grade building permit for residential development in phase 1, the Owner agrees to prepare the Public Art Plan in consultation with the local Councillor identifying locations for the anticipated public art works within Blocks 1B (with the completion of public art within 12 months of the occupancy of either Blocks 4 or 7), 3A and 6A (with the completion of public art concurrent with the completion of above base park improvements), or other Blocks deemed appropriate (completion with the completion of public art as set out in the public art plan), and a cost projection for each proposed location, with the total amount not to exceed the amount identified in Recommendation 2.g.iii above. The Public Art Plan is subject to review and recommendation by the Toronto Public Art Commission through the Chief Planner and Executive Director, City Planning;

- v. The fifteen million dollar (\$15,000,000) total cash or value contribution referred to in Recommendations 2.g.i, ii, and iii, above is to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of execution of the agreement to the date of payment;
- vi. The Owner agrees to design, construct, finish, furnish, and equip at its expense, a two-storey (ground floor and second floor) non-profit licensed child care facility within the Block 1A Office Building to accommodate a minimum of 62 children, including infants, toddlers and preschoolers, comprising of a minimum of 985 square metres of interior space and a minimum of 270 square metres of exterior space adjacent to the second floor interior space which may be increased to meet daycare licensing standards, including outdoor storage, and the provision for a child pick-up and drop-off area with safe access to and from the underground garage, to the satisfaction of the Director, Real Estate Services in consultation with the General Manager, Children's Services;
- vii. The Owner shall enter into a lease agreement with the City for 99 years for the child care facility in Recommendation 2.g.vi above, prior to occupancy of Block 1A, to the satisfaction of the Director, Real Estate Services in consultation with the General Manager, Children's Services and the City Solicitor; and such facility shall be free of all rent, the cost of all utilities and municipal services supplied to the facility, caretaking costs (of the building common areas), repair and maintenance costs (excluding wear and tear), property damage, and local improvement charges; and the Owner shall agree to the registration of such agreement at the Owner's expense, to the satisfaction of the City Solicitor;
- viii. The Owner shall provide a letter of credit in the amount of four million three hundred seventy one thousand dollars (\$4,371,000), being 120% of the value of the day care contribution of \$3,643,000 to the City, including provisions for upward indexing, in a form and from a bank satisfactory to the Director, Real Estate Services, in consultation with the General Manager, Children's Services, prior to the issuance of the first above grade building permit for Block 1A to secure the child care facility pursuant to Recommendation 2.g.vi above, with such child care facility to be made available to the City within 6 months of occupancy of the Block 1A Office Building. Such letter of credit to be returned once the child care facility is made available to the City, to the satisfaction of the Director, Real Estate Services, in consultation, with the General Manager, Children's Services;
- ix. The Owner shall provide a one-time cash contribution in the amount of one-hundred fifty thousand dollars (\$150,000) to the Child Care Facility Replacement Reserve Fund to replace appliances and large equipment due to wear and tear, to be paid prior to the child care facility being made available to the City;

- x. The Owner shall provide a one-time cash contribution in the amount of one-hundred fifty thousand dollars (\$150,000) towards Start-Up Operating Costs for the defrayment of operational deficits during the first year of operation, to be paid prior to the child care facility being made available to the City;
- xi. The Owner agrees that one parking space will be provided free-of-charge for the use of the supervisor of the child care facility to the satisfaction of the General Manager, Children’s Services. A parking pass will be provided for officials conducting inspections of the child care facility. An appropriate pick-up/drop-off area will be identified through the site plan approval;
- xii. The amounts referred to in Recommendations 2.g.ix and x, above are to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of execution of the Section 37 agreement to the date of payment;
- xiii. The Owner will construct and operate a minimum 25,000 square metres of affordable rental housing on Block 5A, in accordance with the terms outlined in Attachment 21 to the report (May 29, 2018), from the Chief Planner and Executive Director, City Planning.
- xiv. The Owner shall construct and enter into Agreements of Purchase and Sale (“the APS”) for at least 8 Affordable Ownership Housing Units (the “Affordable Ownership Housing Units”) with a non-profit affordable housing provider at nominal cost to the provider, with such units to be located on Block 9 and / or 12, with such APS to be assignable at no additional cost, in accordance with the terms outlined in Attachment 22, to the report (May 29, 2018) from the Chief Planner and Executive Director, City Planning.
- xv. Prior to the first residential use on the subject Block(s) containing the Affordable Ownership Housing Units, the Owner shall make ready and available for occupancy such Affordable Ownership Housing Units, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- xvi. Prior to issuance of the first above grade building permit on Block 9 and/or Block 12, whichever is earlier, unless such later time is acceptable to the Chief Planner and Executive Director, City Planning, the Owner shall register, to the satisfaction of the City Solicitor, a Section 118 Restriction under the *Land Titles Act* on the portion of the lands containing Affordable Ownership Housing Units agreeing not to transfer or charge any part of such lands without the written consent of the Chief Planner and Executive Director, City Planning, all to the Satisfaction of the Chief Planner and Executive Director, City Planning.

- h. The following matters are also recommended to be secured in the Section 37 Agreement and / or the zoning by-laws as a legal convenience or otherwise to support development:
 - i. Prior to the final order of the Local Planning Appeal Tribunal, the Owner agrees to provide alternative rail safety mitigation measures for any proposed development on the site, which is set back less than 30 metres from the CP Rail corridor, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning, including the following:
 - 1) Proposed rail safety mitigation measures that provide at least the same level of rail safety for nearby residents, workers, visitors and shoppers as the required 30 metre setback and berm;
 - 2) A development viability report bearing the stamp of a fully insured, qualified, professional structural engineer, in addition to the noise, air quality and vibration reports, showing how at least the same level of rail safety is to be achieved, with reliance to be extended to the City, to be subject to peer review by a rail safety expert retained by and reporting to the City, at the expense of the Owner, and to be provided to the Canadian Pacific Railway for review;
 - 3) If the development viability assessment is accepted by the City:
 - a. construction and on-going maintenance of the alternative mitigation measures will be secured through an agreement between the City and the landowner;
 - b. warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
 - c. the Owner will enter into an agreement with the City to be registered on title, whereby the Owner assumes responsibility for, and indemnifies the City from, damages to the property resulting from a derailment on the Canadian Pacific North Toronto rail corridor.
 - 4) Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the south face of noise walls and other structures;
 - ii. The Owner has submitted a Construction Management Plan and Neighbourhood Communication Strategy for each phase of development,

prior to the issuance of the first building permit within such phase of development (including demolition and/or excavation permit), to the satisfaction of the Chief Building Official, and Executive Director of Engineering and Construction Services in consultation with the Chief Planner and Executive Director City Planning, and thereafter shall implement such approved plan(s) to the satisfaction of such City Officials;

- iii. No above grade building permit, including for clarity any conditional above grade building permit, on Blocks 1B, 4, 5, 6B, 6C, 7, 10, 11, and 13 (phase 2 and phase 3 lands), from the Chief Planner and Executive Director, City Planning, shall be issued prior to:
 - 1) issuance of the first above grade building permit for the affordable housing Block 5A; and
 - 2) conveyance of park Blocks 3A and 3B to the City;
- iv. No above-grade building permit for any high-rise buildings on Blocks 4 and 5 shall be issued, prior to the affordable rental housing building on Block 5A being ready and available for occupancy to the satisfaction of the Chief Planner and Executive Director, City Planning and the Chief Building Official;
- v. Prior to any residential use on Blocks 8, 9 and 12 at 1150 Eglinton Avenue East, all existing manufacturing and industrial uses located at 844 Don Mills Road will cease operation, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- vi. The Owner shall apply for and receive a TRCA Permit under O. Reg. 166/06 on behalf of itself and the City of Toronto for a trail connection from Block 15 to E. T. Seton Park, and associated road, underpass and sidewalk works, and construct the works prior to any residential use on Block 12. The TRCA permit application shall include the preparation of a Natural Heritage Impact Study, a Geotechnical Slope Stability Assessment, and associated Restoration and Planting Plans, and any other necessary studies and plans, to the satisfaction of TRCA.
- vii. The Owner agrees that above grade building permits for any buildings in phase 1 on Blocks 8, 9 or 12, shall not be issued until the first above grade permit is issued for Block 1A (office), to the satisfaction of the Chief Planner and Executive Director, City Planning;
- viii. Prior to any residential use on Block 12, an occupancy permit shall be issued for Block 1A (office);
- ix. Prior to registration of phase 2 of the plan of subdivision (Blocks 3A, 3B, 5A, 6B, 6C, 10, 11, and 13), the Owner shall register, to the satisfaction of the City Solicitor, a Section 118 Restriction under the *Land Titles Act*

on Block 5A agreeing not to transfer or charge any part of the lands without the written consent of the Chief Planner and Executive Director, City Planning or his designate;

- x. The Owner agrees to the following heritage preservation matters for the property at 844 Don Mills Road:
 - 1) Carefully document, dismantle and store the reconstructed heritage elements (entrance portals) until such time that they can be re-introduced in tandem with phasing and construction related to development of Blocks 4 and 5A, all to the satisfaction of the Senior Manager, Heritage Preservation Services;
 - 2) Prior to the issuance of a demolition permit for 844 Don Mills Road, submit a dismantling and reconstruction plan, lighting plan and interpretation plan, for the heritage elements (entrance portals), to the satisfaction of the Senior Manager, Heritage Preservation Services; and
 - 3) To design and construct a base building for each of the mixed-use towers on Blocks 4 and 5A that incorporates the entrance portals, including the use of appropriate exterior finishes, the details of which to be secured during site plan approval, all to the satisfaction of the Senior Manager, Heritage Preservation Services;

- xi. Prior to the earlier of final site plan approval or the issuance of any building permit on Block 12, including for clarity any conditional permit or any demolition permit but excluding any building permit otherwise acceptable to the Senior Manager, Heritage Preservation Services, the Owner shall:
 - 1) Provide a detailed Conservation Plan, prepared by a qualified heritage consultant, for the existing building at 1150 Eglinton Avenue East, substantially in accordance with the Heritage Impact Assessment prepared by Goldsmith Borgal & Company Ltd., dated February 13, 2018 and the listed plans and drawings that form part of such Heritage Impact Assessment, subject to revisions, to the satisfaction of the Senior Manager, Heritage Preservation Services;
 - 2) Enter into a Heritage Easement Agreement with the City for the property at 1150 Eglinton Avenue East substantially in accordance with the Heritage Impact Assessment prepared by Goldsmith Borgal & Company Ltd., dated February 13, 2018 and the listed plans and drawings that form part of such Heritage Impact Assessment, subject to revisions, to the satisfaction of the Senior Manager, Heritage Preservation Services subject to and in accordance with the approved Conservation Plan required in

Recommendation 2.h.xi.1 above, all to the satisfaction of the Senior Manager, Heritage Preservation Services, and shall register such agreement to the satisfaction of the City Solicitor; and

- 3) Provide a Letter of Credit, including provisions for upward indexing, in a form and amount and from a bank satisfactory to the Senior Manager, Heritage Preservation Services to secure all work included in the approved Conservation Plan;
- xii. The Owner agrees to produce urban design guidelines prior to issuance of Notice of Approval Conditions for the first residential development on the lands, to the satisfaction of the Chief Planner and Executive Director, City Planning, that will:
- 1) Achieve a high quality public realm;
 - 2) Allow incremental development with each phase adding to the fully built out development;
 - 3) Provide a context for existing heritage features for both landscape and buildings;
 - 4) Foster design excellence, and an innovative architecture and landscape design;
 - 5) Provide explicit direction for the new portions of the development, particularly those Blocks that are adjacent to 844 Don Mills Road and 1150 Eglinton Avenue East, in order to capitalize on the important thematic qualities of modernist architecture inherent in the design of these landmarks, and to ensure a continued spirit of architectural excellence augments the importance of other noteworthy buildings of the post-war era that contribute to the unique heritage of the Don Mills Community.
- xiii. Prior to Notice of Approval Conditions, the Owner agrees to provide architectural control guidelines for Blocks 8, 10 and 13 to the satisfaction of the Chief Planner and Executive Director, City Planning.
- xiv. Prior to the issuance of any above grade building permit on Blocks 8, 9, and 12 (being a portion of phase 1), the Owner is required to pay five hundred thousand dollars (\$500,000), indexed from the date of execution of the Section 37 Agreement to the date of payment, for the remainder of the parkland dedication requirement through cash-in-lieu. Such cash-in-lieu payment and the dedication of Blocks 3A, 3B and 6A satisfies the parkland dedication for the development before City Council.
- xv. The Owner agrees that appropriate conditions of approval for the draft plan of subdivision relating to parkland shall be reflected in Schedule A

to the Zoning By-laws and the Section 37 Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning.

- xvi. The Owner agrees to provide the following transportation-related improvements:
- 1) Prior to September 15, 2018 and, in any event, no later than execution of the Section 37 Agreement, pay for the cost of a Phase 3 and 4 Municipal Class Environmental Assessment in an amount of three hundred and fifty thousand dollars (\$350,000), for the extension of Wynford Drive and an active transportation connection to the Don Mills Trail across the railway tracks to the west of the site (the “Active Rail Crossing”) on such terms and conditions satisfactory to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor.
 - 2) Within 30 days of final approval of the Phase 3 and 4 Municipal Class Environmental Assessment, provide a schedule for the submission and review of detailed design submissions (including, at a minimum, submissions at the 30/60/90/100 percent stages) for the Active Rail Crossing to the satisfaction of the General Manager, Transportation Services.
 - 3) To provide refined cost estimates as part of the 30/60/90/100 detailed design submissions for proposed hard and soft costs, to the satisfaction of the General Manager, Transportation Services.
 - 4) Within one year of final approval of the Phase 3 and 4 Municipal Class Environmental Assessment, to design the Active Rail Crossing to 60% detailed design to the satisfaction of the General Manager, Transportation Services.
 - 5) Prior to the City securing the land rights set out in Recommendation 13 and required third party approvals, to design the Active Rail Crossing to 100% detailed design to the satisfaction of the General Manager, Transportation Services.
 - 6) Within two years of the City securing the land rights set out in Recommendation 13, the required third party approvals, as well as any City funding if required, to construct and make operational the Active Rail Crossing to the satisfaction of the General Manager, Transportation Services, unless the City has not secured the land rights and required third party approvals and any required funding within three years of approving a 100% detailed design for the Active Rail Crossing. If such matters have not been secured within the aforesaid three-year period, Recommendation 2.h.xvi.7 below, does not apply.

- 7) No above grade building permit, but excluding any building permit otherwise acceptable to the General Manager, Transportation Services, will be issued for Block 2 until the Active Rail Crossing has been constructed and made operational to the satisfaction of the General Manager, Transportation Services.
- 8) Prior to the issuance the first above-grade building permit on Blocks 6B, 6C, 10, 11, and 13 (being a portion of phase 2) and Blocks 1B, 4, 5 and 7 (being a portion of phase 3), whichever is earlier, to submit a letter of credit in a form and amount and from a bank to the satisfaction of the General Manager, Transportation Services, for:
 - a. four million dollars (\$4,000,000), indexed from the date of execution of the Section 37 Agreement to the date the letter of credit is provided to the City; and
 - b. the total amount of the Development Charge Credit available to the Owner in accordance with Recommendation 14 below.
- 9) To adhere to City policies, as applicable, for procurement and construction of the Active Rail Crossing including but not limited to the Fair Wage Policy and Contractual Trades Obligations.
- 10) Prior to occupancy of the Block 1A Office Building, to design, construct, and make operational a direct underground connection from the proposed Block 1A Office Building, underneath Don Mills Road and/or Eglinton Avenue East into the LRT underground system for pedestrian access, with a minimum width of five (5) metres or the minimum width required by Metrolinx, to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services. In the event the Owner is unable to obtain the necessary rights to construct and complete the direct underground connection, the Chief Planner and Executive Director, City Planning may extend the time to construct and make operational the direct underground connection in his sole discretion.
- 11) To provide a minimum of twenty five (25) publicly accessible car-share spaces on site, in locations satisfactory to the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Planning.
- 12) Prior to issuance of the first above-grade building permit, provide one-time funding for five (5) bike-share stations totaling two hundred and fifty thousand dollars (\$250,000) (\$50,000 per

station), and submit a general plan identifying locations on-site for five (5) bike-share facilities, with detailed information to be secured at site plan approval; all to the satisfaction of the General Manager, Transportation Services, and the Chief Planner and Executive Director of City Planning.

- 13) Prior to registration of the plan of subdivision, submit a plan identifying locations for publicly accessible rideshare drop-off locations on-site, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- 14) To design and construct Blocks 1A, 1B, 4 and 7 with a shared underground parking facility with direct underground access to the below grade LRT connection and consolidate parking and loading access/facilities for these Blocks, the detailed design and location of such facilities to be secured through site plan approval, all to the satisfaction of the Chief Planner and Executive Director, City Planning. For clarity, such pedestrian connection may be combined with vehicular access in the underground parking facilities, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- 15) To design and construct Blocks 2, 5 and 5A with a shared underground parking facility and consolidate parking and loading access/facilities for these Blocks, the detailed design and location of such facilities to be secured through site plan approval, all to the satisfaction of the Chief Planner and Executive Director, City Planning. For clarity, such pedestrian connection may be combined with vehicular access in the underground parking facilities, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- 16) Prior to the issuance of any building permit on Block 2, to design, construct, and make operational a pedestrian connection between underground parking facilities and provide knock-out panels underneath Public Street C between Blocks 1A, 1B, 4, 7 and Blocks 2, 5, 5A, to the satisfaction of the Chief Planner and Executive Director, City Planning. For clarity, such pedestrian connection may be combined with vehicular access in the underground parking facilities.
- 17) To illustrate the locations of such future connection and knockout panels on the site plans for Blocks 1A, 1B, 4, 7 and Blocks 2, 5, 5A to the satisfaction of the Chief Planner and Executive Director, City Planning.
- 18) To design, install and provide real-time transportation displays for all mid-rise buildings, tall buildings, and office buildings on the development site (Blocks 1A, 2, 4, 5, 5A, 6B, 6C, 7, 9, 11 and

- 12), to the satisfaction of the Chief Planner and Executive Director, City Planning;
- 19) To provide and designate twenty-five (25) carpool spaces within the underground parking of Block 1A (office) and fifteen (15) carpool spaces within the underground parking of Block 2 (office), or as otherwise agreed to by the Chief Planner and Executive Director, City Planning;
 - 20) To provide a minimum of 20% of parking spaces designated for low-emission vehicles and install rough-in connections for publicly accessible plug-in stations for electric vehicle charging facilities as part of all development phases, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - 21) To design, construct and make operational, with specifications and in locations to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the General Manager of Transportation Services, conduits to on-street parking spaces for future electric vehicle charging facilities for public parking and shared vehicles;
 - 22) To provide space and design for at least one bicycle repair stand for each tall and mid-rise building on the site, as part of site plan approval, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - 23) To provide additional bicycle parking as per Tier 2 in the Toronto Green Standard or additional publicly accessible short-term bike parking facilities with shelter and lockers, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - 24) Prior to registration of the plan of subdivision, to submit a one-time payment in the amount of fifty thousand dollars (\$50,000) for Smart Commute services to City Planning Division in the form of a bank draft or certified cheque;
 - 25) To design and provide for pick-up-drop-off space for taxi/rideshares and deliveries for each mid-rise and tall building, as part of site plan approval, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - 26) Prior to the registration of the plan of subdivision, to provide a one-time funding contribution to the City of fifty thousand dollars (\$50,000) for a transportation monitoring program, to the satisfaction of the General Manager, Transportation Services.

xvii. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as

adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

- xviii. The Owner shall submit wind studies for all Blocks with buildings over four storeys in height, as part of site plan approval, to the satisfaction of the Chief Planner and Executive Director, City Planning.
 - xix. The Owner agrees not to register phase 2, 3 or 4 of the plan of subdivision until the Don Mills Crossing Secondary Plan is adopted by City Council.
 - xx. The Owner agrees that appropriate conditions of approval for the draft plan of subdivision shall be reflected in Schedule A to the Zoning By-laws and the Section 37 Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning.
3. City Council direct that the Owner shall convey to the City any necessary public easements securing access to the publicly accessible private open spaces (POPS) and or surface easement(s), to the satisfaction of the City Solicitor, and Chief Planner and Executive Director, City Planning, as generally shown on Attachment 1 (Master Site Plan), including:
- a. Over the Block 1B plaza space (POPS);
 - b. Private Street B public access having a minimum width of 16.5 metre (surface easement);
 - c. Over Block 12 between Public Street C and Block 14B connecting in between the central and eastern most towers (POPS);
 - d. The easements will acknowledge the use of the space as part of a large pedestrian area which will be animated with a variety of activities throughout the year, but a portion of which will remain open and accessible to the public, subject to temporary closures on terms and conditions satisfactory to the Chief Planner and Executive Director, City Planning and permitted encroachments for commercial activities, buildings and structures where appropriate and permitted by the Zoning By-law.
 - e. The exact location and design and timing of delivery of the POPS and surface easement(s) to be determined in the context of site plan approval, with the POPS to be generally secured in the Section 37 Agreement, in addition to the matters listed in Recommendation 2.h. above.
4. City Council direct that a Holding (H) symbol be included in the site specific Zoning Bylaw Amendments for Blocks 1B, 6B, 6C, 7, 10, 11, and 13, which shall prohibit the

erection or use of the above grade component of a residential or mixed-use building otherwise permitted by the site specific zoning by-laws, except that a foundation, as well as an underground parking garage including the associated structural ramping system including any uses accessory thereto, or any use otherwise permitted at the sole discretion of the Chief Planner and Executive Director, City Planning, as well as temporary sales centre, may be erected and used on such lands, until such time as the first above grade permit is issued for the affordable housing Block 5A, all to the satisfaction of the Chief Planner and Executive Director, City Planning.

5. City Council direct that a Holding (H) symbol be included in the site specific Zoning Bylaw Amendments for Blocks 4 and 5, which shall prohibit the erection or use of the above grade component of a residential or mixed-use building otherwise permitted by the site specific zoning by-laws, except that a foundation, as well as an underground parking garage including the associated structural ramping system including any uses accessory thereto, or any use otherwise permitted at the sole discretion of the Chief Planner, as well as a temporary sales centre, may be erected and used on such lands, until such time as the affordable rental housing building on Block 5A is ready and available for occupancy, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the Chief Building Official.
6. City Council direct that a Holding (H) symbol be included in the site specific Zoning Bylaw Amendments for Block 2, requiring the following matters to be provided, to the satisfaction of the City Solicitor, in consultation with the Chief Planner and Executive Director, City Planning:
 - a. The development of lands designated *Employment Areas* (identified as *General Employment Areas* in Official Plan Amendment 231 necessary to achieve a minimum of 70,000 square metres of non-residential gross floor area, comprised of non-residential uses permitted in an *Employment Areas* designation or otherwise permitted for the lands under Site and Area Specific Policy 511 (SASP 511), the majority of which is to be office space, to proceed prior to, or concurrent with, the provision of up to 300 units of residential development on the lands located within Block 2.
7. City Council direct City staff to continue discussions with area land owners and the Toronto District School Board regarding securing a school facility in the Don Mills Crossing Secondary Plan area to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the Toronto District School Board.
8. City Council direct that the subdivision agreement shall be subject to the conditions as generally listed in Attachment 19 to the report dated May 29, 2018 which except as otherwise noted must be fulfilled prior to final approval and the release of the plan of subdivision for registration.
9. City Council direct that prior to final approval and the release of the plan of subdivision for registration, the Owner agrees to address the comments in the Engineering and Construction Services Memo dated April 18, 2018, as applicable, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

10. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 Restriction from title on Blocks 3A and 3B at such time as confirmation is received that Blocks 3A and 3B have been conveyed to the City, to the satisfaction of the General Manager, Parks, Forestry and Recreation.
11. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 Restriction from title on Block 5A at such time as confirmation is received that the first above grade permit has been issued for the affordable housing Block 5A, to the satisfaction of the Chief Planner and Executive Director, City Planning.
12. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 Restriction from title on the Affordable Ownership Housing Units on Blocks 9 and/or 12 following the 20-year period referred to in the terms outlined in Attachment 22, to the report (May 29, 2018) from the Chief Planner and Executive Director, City Planning.
13. City Council authorize the Director, Real Estate Services, in consultation with the General Manager, Transportation Services, to secure the necessary land rights to extend the existing active transportation trail across the rail corridor to the site, including if necessary, to negotiate with the Owner of the adjacent rail corridor to acquire such land rights, and to seek further authority to acquire such land rights once negotiations have been settled.
14. City Council approve a development charge credit against the Roads and Related component of the Development Charges for the construction by the Owner of the Active Rail Crossing, all to the satisfaction of the General Manager, Transportation Services; such credit to be a maximum amount that is the lesser of i) the costs to the Owner of constructing the crossing, such costs including but not limited to all the costs of design, consulting, working drawings and specifications, construction labour and materials, general supervision during construction, contract administration, inspection and testing and certification of completions as approved by the General Manager, Transportation Services less the Owner's four million dollar (\$4,000,000 as indexed) contribution, and ii) the Roads and Related component of Development Charges payable for the development, in accordance with the City's Development Charges By-law, as may be amended.
15. City Council authorize the execution of a development charge credit agreement between the City and the Owner to give effect to the foregoing, in a form satisfactory to the City Solicitor.
16. City Council authorize the General Manager, Transportation Services, to enter into and execute an agreement with the Owner to fund the City's completion of Phase 3 and 4 requirements under the Municipal Class Environmental Assessment referred to in Recommendation 2.h.xvi.1 above.
17. City Council direct that in the event the cost of constructing the Active Rail Crossing, less the Owner's four million dollar (\$4,000,000, as indexed) contribution, exceeds the value of the Roads and Related component of the Development Charges for the development, the General Manager, Transportation Services report back to City Council

through the subsequent Capital Budget process with options and a funding strategy to complete the Active Rail Crossing.

18. City Council include the property at 1150 Eglinton Avenue East on the City of Toronto's Heritage Register in accordance with the Statement of Significance (Reasons for Inclusion): 1150 Eglinton Avenue East, attached as Attachment 20 to the report (May 29, 2018), from the Chief Planner and Executive Director, City Planning.
19. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements on Blocks 6A, 3A, and 3B, to the satisfaction of the General Manager, Parks, Forestry and Recreation; such credit to be in an amount that is the lesser of (i) the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, less the Owner's five hundred thousand dollar (\$500,000, as indexed) cash-in-lieu contribution to parkland dedication and (ii) the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended.
20. City Council authorize the General Manager, Parks, Forestry and Recreation to negotiate and enter into an agreement with the Owner for the construction of an Enhanced and Enlarged Community Centre, which includes the relocated twin pad arena planned on the development site, on terms and conditions satisfactory to the General Manager, Parks, Forestry and Recreation, and in a form satisfactory to the City Solicitor.
21. City Council, if an agreement to construct the Enhanced and Enlarged Community Centre with the Owner is reached, approve a development charge credit against the Parks and Recreation component of the Development Charges for the construction by the Owner of the Enhanced and Enlarged Community Centre, all to the satisfaction of the General Manager, Parks, Forestry and Recreation; such credit to be in the amount that is the lesser of i) the cost to the Owner of constructing the Enhanced and Enlarged Community Centre as approved by the General Manager, Parks, Forestry and Recreation, less the Owner's contributions of five hundred thousand dollars (\$500,000 as indexed) and twelve million dollars (\$12,000,000, as indexed), and ii) the Parks and Recreation component of Development Charges payable for the development, in accordance with the City's Development Charge By-law, as may be amended.
22. City Council direct that in the event the cost of constructing the Enhanced and Enlarged Community Centre less the Owner's contributions of five hundred thousand dollars (\$500,000 as indexed) and twelve million dollars (\$12,000,000, as indexed) exceeds the Parks and Recreation component of the Development Charges, the General Manager of Parks, Forestry and Recreation report back to City Council through the subsequent Capital Budget process with options and a funding strategy to allow for the planned scope of work to be fully implemented.
23. City Council direct that the total combined Development Charge credit under Recommendations 19 and 21 above shall under no circumstances exceed the Parks and Recreation component of Development Charges payable for the development, in accordance with the City's Development Charge By-law, as may be amended.

24. City Council allocate the cash-in-lieu payment for the parkland dedication requirement required by Recommendation 2.h.xiv towards Above-Base improvements to the on-site parkland or Enhanced and Enlarged Community Centre construction.
25. City Council direct that should the Owner and the General Manager, Parks, Forestry and Recreation mutually agree that the Owner may construct the Enhanced and Enlarged Community Centre, the Owner must adhere to City policies for procurement and construction, as applicable, including but not limited to the Fair Wage Policy and Contractual Trades Obligations.
26. City Council direct that the Owner agrees to withdraw the Local Planning Appeal Tribunal appeal of the fees levied by the City of Toronto for the processing of the applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision within 14 days of an Official Plan and Zoning By-law amendment which provides for the development coming into full force and effect and obtaining Draft Plan Approval, to the satisfaction of the City Solicitor.
27. City Council be advised that the Chief Planner and Executive Director, City Planning intends to authorize the City Solicitor to support the Local Planning Appeal Tribunal appeal of Draft Plan of Subdivision Application 16 236405 NNY 26 SB as generally illustrated on Attachment 19 to the report dated May 29, 2018 from the Chief Planner and Executive Director, City Planning.
28. City Council direct that the City Solicitor request the Local Planning Appeal Tribunal to delegate the clearance of conditions of subdivision approval back to the Chief Planner and Executive Director, City Planning.

Financial Impact

Parks and Community Centre

The applicant is proposing two parks on-site with a combined area of 25,720 square metres. One park would be comprised of Blocks 3A and 3B and the second park would be Block 6A. The balance of the required parkland is to be satisfied through cash-in-lieu prior to the issuance of any building permit in phase 1. The design and construction of the above base park improvements may be completed by the applicant, and in such event, a development charge credit against the Parks and Recreation component of the Development Charges is recommended for the above base park improvements.

The City currently has the capital budget to construct a new twin pad arena on the development site (Blocks 3A and 3B). Additionally, through Section 37 under the Planning Act, the applicant is providing a financial contribution in the amount of \$12,000,000.00 for the enhancement and enlargement of the arena to include additional recreational and community space. The applicant is requesting flexibility to continue negotiations with Parks, Forestry and Recreation staff to potentially construct the facility and receive a development charge credit for the development charges generated through the development.

City Council approval is being recommended in this report to approve credit against the Parks and Recreation component of the Development Charges for the above base park

improvements and the construction of the facility, except for the Section 37 contribution for the community centre. The design and program of the community centre will be determined prior to site plan approval, to the satisfaction of the General Manager, Parks, Forestry and Recreation. In the event the value of the approved design is larger than the combined value of the Section 37 benefit and Parks and Recreation component of the Development Charges, Parks, Forestry and Recreation would report back to City Council with options to allow for the planned scope of work to be fully implemented.

Future financial impacts resulting from planned parks and recreation facilities will be reported on as the detailed design is developed and will also be identified and included in future year Operating Budget submissions.

Child Care Centre

The City will secure, as part of the Section 37 Agreement, a letter of credit from the Owner in the amount of \$4,371,000 to support the construction and fit up of a new two-storey child care centre with 62 spaces for infants, toddlers and preschoolers, comprised of a minimum of 985 square metres of interior space and 270 square metres of exterior space. The child care centre will be located within Office Block 1A of the newly constructed building. The design of the child care centre will be determined prior to site plan approval, to the satisfaction of the General Manager, Children's Services.

The City will also receive from the developer \$150,000 to support the start-up costs of the new child care centre, and \$150,000 to replace appliances and large equipment required to continue the on-going operation of the child care centre.

The child care services in the new facility will be provided by an independent third party operator in accordance with the Children's Services Child Care Development Guidelines (2016), with the choice of the provider to be determined through an expression of interest. Operating costs for the child care centre will be fully recovered through fees for service and will result in no operating impact to the City.

Transportation – Active Rail Crossing

This report recommends that City Council approve a development charge credit against the Roads and Related component of the Development Charges for the construction by the Owner of an active rail crossing, to the satisfaction of the General Manager, Transportation Services. In the event the cost of constructing the crossing, less the Owner's \$4,000,000 contribution, exceeds the value of the Roads and Related component of the Development Charges, the General Manager of Transportation Services will report back to City Council through the subsequent Capital Budget process with options and a funding strategy to allow for the crossing to be completed.

The report also recommends that City Council authorize the General Manager, Transportation Services, to negotiate, enter into and execute an agreement with the Owner to fund, in the amount of \$350,000, the City's completion of Phase 3 and 4 requirements under the Municipal Class Environmental Assessment for the extension of Wynford Drive and the active rail crossing. Phase 3 and 4 of this Environmental Assessment is included in the 2018-2027 Capital Budget and Plan for Transportation Services and third party funding received from the Owner will be applied against this

project. The Deputy City Manager and Chief Financial Officer have reviewed this report and agree with the financial impact information.

DECISION HISTORY

Employment Lands Redesignation

As part of the City's Municipal Comprehensive Review (MCR) of employment lands, the Owners of the subject lands submitted a conversion request in August 2012 to redesignate the lands from *Employment Areas* to *Mixed Use Areas*, which would have provided for residential uses on the entire subject site.

At its meeting of December 16, 17 and 18, 2013, City Council considered the request for conversion of these employment lands to *Mixed Use Areas* as part of the MCR. At the same meeting, City Council adopted Official Plan Amendment (OPA) 231 which designated the lands as *General Employment Areas*, which does not permit residential uses.

In January 2014, the City submitted OPA 231 to the Minister of Municipal Affairs and Housing for approval. On July 9, 2014, the Minister of Municipal Affairs and Housing issued a decision confirming City Council's decision to retain the subject lands for employment uses. On July 29, 2014 the applicant appealed OPA 231 to the Ontario Municipal Board (OMB).

The Final staff report for Official Plan Amendment 231 can be found here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

In May 2014, the applicant submitted an Official Plan Amendment application and on August 7, 2014, Planning and Growth Management Committee considered a Preliminary Report (dated July 10, 2014) for a proposed amendment to the Official Plan to convert the majority of the *Employment Areas* designation at 844 Don Mills Road, 1150 and 1155 Eglinton Avenue East by redesignating the western portion of the lands to *Mixed Use Areas* in order to permit residential uses. Planning and Growth Management Committee directed that staff:

- investigate and report on the opportunity for an enhanced trail connection between the Don Mills Trail and the Don Valley Trail system in conjunction with the Official Plan Amendment application;
- evaluate the property at 1150 Eglinton Avenue East for potential listing on the City's Inventory of Heritage Properties;
- evaluate the heritage listed property at 844 Don Mills Road for potential designation under Part IV, Section 29 of the *Ontario Heritage Act*;
- schedule a community consultation meeting for the lands at 844 Don Mills Road and 1150 Eglinton Avenue East together with the Ward Councillor and with an expanded notification area; and
- submit the Final Report on 844 Don Mills Road and 1150 Eglinton Avenue East to Planning and Growth Management Committee.

In December 2015, Planning staff received a letter advising that there was a new company that had an interest in these lands, pursuant to an Agreement of Purchase and Sale, who is the present applicant.

The preliminary staff report for the OPA can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.12>

On May 20, 2016, the new landowners submitted a settlement offer regarding the appeal of OPA 231 to the City, and at its meeting of June 7, 2016, City Council adopted a report from the City Solicitor on the proposed settlement offer and appeal of OPA 231. The modification to OPA 231, adopted by City Council as a settlement to the landowner's OMB appeal of OPA 231 as it related to the subject lands, retained the site's frontage along Don Mills Road for *Employment Areas* while redesignating the remainder of the site to *Regeneration Areas*. The modification also brought forward a new Site and Area Specific Policy (SASP) 511 for 844 Don Mills Road and 1150 Eglinton Avenue East, which provides for the development of a complete and sustainable new community on the lands. SASP 511 requires the preparation of a comprehensive planning framework for the lands to be prepared in conjunction with the DMC Study.

The modifications adopted by City Council as a settlement to the landowner's OMB appeal of OPA 231 was heard by the OMB on June 20, 2016. The OMB issued its final order on OPA 231 and SASP 511 as it relates to the subject site on December 20, 2016.

The City Solicitor's report and City Council decision on the appeal of OPA 231 can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC19.8>

Don Mills Arena

On July 12, 13, 14 and 15, 2016, City Council considered a report (dated June 2, 2016) from the General Manager, Parks, Forestry and Recreation, and the Chief Planner and Executive Director, City Planning, which presented possible options for relocating the Don Mills (Civitan) Arena to the Don Mills Road and Eglinton Avenue East area.

The report recommended that City Council approve in principle the relocation of the Don Mills Arena to the subject (Celestica) site, pending the resolution of matters related to land dedication and timing. City Council authorized staff to advance negotiations with the land Owner; and requested an update to City Council by the first quarter of 2017.

The arena re-location report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.GM13.15>

The update report to City Council on the relocation of the Don Mills Civitan Arena to 844 Don Mills Road (Celestica) and Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.GM19.6>

Heritage Preservation

On October 13, 2016, North York Community Council considered a report from the Chief Planner and Executive Director, City Planning Division (dated September 7, 2016), recommending that City Council state its intention to designate, under Part IV Section 29 of the *Ontario Heritage Act*, the properties at 844 Don Mills Road and 1150 Eglinton Avenue East.

It was the decision of North York Community Council to refer the matter to the Chief Planner and Executive Director, City Planning Division, to allow any recommendations with respect to cultural heritage to be made in tandem with recommendations on the comprehensive development framework and final report on the planning application for the lands. Additionally, it was requested that the Owner provide a written undertaking within 30 days that the Owner will not apply for a demolition permit with respect to the subject buildings prior to the final report being considered by City Council. The applicant submitted this undertaking on November 8, 2016.

Community Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY17.30>

Don Mills Crossing Study

Launched in June 2016, the Don Mills Crossing (DMC) study emanated from City Council's May 2014 adoption of the Eglinton Connects Planning Study and its June 2016 settlement of the Ontario Municipal Board appeal on OPA 231 for the subject (Celestica) lands. The DMC Study included a Core Study Area that generally consisted of the four quadrants of the intersection of Don Mills Road and Eglinton Avenue East, with larger areas of influence for servicing, community services and facilities, and transportation. Both Council decisions require the development of a comprehensive planning framework prior to new development occurring in the area.

Don Mills Crossing is a three-phase study. In January 2017, Planning and Growth Management Committee adopted a Profile Report as the conclusion of phase 1. During phase 2, a Public Realm Plan and guiding principles were developed and refined through a series of community and stakeholder consultation events. The Public Realm Plan proposes to enhance the relationship between the natural setting of the area and future development which will serve as both a placemaking and resiliency strategy. A key component of the Public Realm Plan is improved connectivity to help ensure that future intensification does not occur in isolation, but connects to the surrounding communities and open spaces. Guiding principles were adopted by Planning and Growth Management Committee in November, 2017 as a framework upon which a Secondary Plan would be prepared through phase 3.

City Council and Planning and Growth Management Committee's decisions on the Don Mills Crossing Study can be found here as follows:

Phase 1 (Profile):

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG17.7>

Phase 2 (Public Realm Plan Report):

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.9>

The proposals report for the Don Mills Crossing Study will also be considered at the June 7, 2018 Planning and Growth Management Committee meeting together with this report.

Preliminary Staff Report

The rezoning and plan of subdivision applications were received on October 12, 2016 and on January 11, 2017, Planning and Growth Management Committee adopted a Preliminary Report on the applications. Committee directed that City Planning staff review the applications concurrently with the Don Mills Crossing Study and schedule a community consultation meeting together with the Ward Councillor with an expanded notification area.

Community Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG17.8>

Local Planning Appeal Tribunal

On December 1, 2017 the Owner appealed the Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications to the Local Planning Appeal Tribunal (LPAT) citing Council's failure to make a decision within the prescribed time frames set out in the Planning Act. Since the LPAT appeal, the applicant has continued to work collaboratively with staff in order to advance the applications and resolve outstanding issues. The applicant continued to attend community consultation meetings, present revisions and make their resubmitted plans, drawings and materials available online to the public through the City's website. On May 28th, 2018 the applicant submitted a with prejudice public settlement offer to the City for its consideration.

Upon proclamation of Bill 139 on April 3, 2018, the Ontario Municipal Board became the Local Planning Appeal Tribunal (LPAT). However, given the date of the appeal of this matter, the pre-Bill 139 planning appeal system will apply.

Pre-Application Consultation

A pre-application consultation meeting for the rezoning and plan of subdivision applications was held with the applicant to discuss complete application submission requirements on May 26, 2016 and on October 6, 2016. Also discussed was ensuring that the proposal addressed policy matters within SASP 511 and that the development proposal would be reviewed concurrently with the Don Mills Crossing Study.

ISSUE BACKGROUND

Proposal

Summary

The Wynford Green (Celestica) applications propose the redevelopment of the approximately 60 acre (24 hectare) Celestica Inc. (formerly IBM) property into a new mixed-use, transit-supportive community. The proposed mix of uses for the site includes

employment, retail, residential, parks, open spaces, and community uses. The proposal includes an affordable housing component, preservation of heritage resources, land for a new community centre, a network of public streets, pedestrian and cycling connections to the surrounding community and ravine lands, and public pedestrian access to the future Eglinton LRT (see Attachment 1 – Master Site Plan, Attachments 2a and 2b - Bird's Eye View Perspectives).

The project is proposed to be developed in multiple phases with the first phase consisting of:

- a nine-storey office building (24,258 square metres),
- a not-for-profit daycare within the ground and second floor of the office building,
- direct underground Eglinton LRT pedestrian connection from the office building;
- a total of 1,604 residential dwelling units (127,509 square metres), consisting of: three residential apartment buildings with heights of 32, 34 and 39 storeys; three midrise buildings of 8 storeys; and three and four-storey freehold and stacked townhouses,
- a 3,120 square metre public park at the south end of the site adjacent to Eglinton Avenue East, and
- 720 square metres of affordable ownership housing (minimum of 8 units).

The project's second phase would be developed in multiple stages and would consist of:

- An eight-storey office building (36,880 square metres),
- A total of 3,370 residential dwelling units (248,899 square metres), consisting of: seven residential apartment buildings with heights of 27, 29, 31, 34, 39, 40 and 48-storeys; one mid-rise building of ten-storeys and two mid-rise buildings of eight-storeys; and various three and four-storey freehold and stacked townhouses,
- A large public park 2.26 hectares in size at the northeast end of the site that would include lands for the Civitan Don Mills Arena relocation,
- A rental affordable housing building of a minimum 25,000 square metres of residential GFA (approximately 382 units),
- A pedestrian/cycling bridge to be constructed in partnership with the City across the CP railway to the west;
- Ravine pedestrian/cycling connection into E.T. Seton Park; and
- Dedication of 3.77 hectares of natural area consisting of Blocks 14A, 14B, 15 and 16 into public ownership, free of charge.

It is estimated that upon full build-out of all phases of the development, the new Wynford Green community would consist of approximately 9,300 residents and 3,300 employees.

Subdivision of Lands

The subject site is proposed to be subdivided into 23 blocks, with 6 new public streets including the extension of Wynford Drive west and south into the site, a private street and private lanes, two park blocks totalling 2.57 hectares, and developed in phases (see Attachment 3 – Draft Plan of Subdivision) to accommodate the proposed development. Table 1 below provides a summary of the different blocks along with the proposed use and area.

Table 1 – Draft Plan of Subdivision

Proposed Uses	Proposed Blocks	Area (Hectares)
Multiple Attached Residential (townhouses)	8,10, 11, 13	4.040
Apartment Residential	5A, 6C	0.698
Apartment/Multiple Attached Residential (stacked townhouses)	4, 5, 6B, 9, 12	4.858
Apartment Residential / Commercial	2, 7	1.466
Commercial (Office)	1A, 1B	0.820
Park	3A, 3B, 6A	2.572
Public Open Space	14A, 14B, 15, 16	3.770
Road Widening along Don Mills Road	17	0.053
Public Roads		6.147
TOTAL		24.424

Built Form and Project Statistics

There are 4,974 residential units proposed within buildings ranging in height from three and four storey townhouses, eight to ten storey midrise buildings and tall buildings with heights between 27 and 48 storeys. The office uses would be located within two buildings of eight and nine storeys situated closest to the Eglinton Avenue East and Don Mills Road intersection. Celestica Inc. is proposing to relocate their corporate headquarters to the nine-storey office building (Block 1A) adjacent to the intersection. Retail uses would be focused along the Don Mills Road frontage and along a new publicly accessible private pedestrian focused retail street (Private Street B) interior to the site situated parallel to Don Mills Road. Table 2 below provides a summary of some key project statistics.

Table 2 – Comparison of Key Project Statistics of Applicant's Submission

Key Project Statistics	Submission Date		
	October 2016	August 2017	February 2018
Residential GFA	300,826 m ²	352,310 m ²	376,408 m ²
Retail GFA	11,162 m ²	10,415 m ²	11,119 m ²
Office GFA	56,248 m ²	63,776 m ²	59,966 m ²
Recreational/Community GFA	16,012 m ²	12,229 m ²	14,460 m ²
Total GFA	384,248 m²	438,730 m²	461,953 m²
Floor Space Index – FSI (net of ravine lands)	1.92	2.20	2.31
Bachelor Units	n/a	n/a	85 (1.5%)
1-Bedroom Units	2,293 (59%)	2,737 (60%)	3,025 (61%)
2-Bedroom Units	921 (24%)	1,015 (22%)	1,186 (24%)
3-Bedroom & larger Units	673 (17%)	842 (18%)	678 (13.5%)
Total Units	3,887	4,594	4,974
Low-rise townhouse Units	604	641	402
Mid-rise and High-rise Units	3,283	3,953	4,572
Indoor Amenity Space	11,483 m ²	9,173 m ²	10,419 m ²

Outdoor Amenity Space	2,133 m2	4,827 m2	8,752 m2
Vehicular Parking Residential	3,101	3,663	3,664
Vehicular Parking Commercial/Visitor	1,131	1,093	843
Total Vehicular Parking	4,232	4,756	4,507
Total Bicycle Parking	3,937	4,687	5,094

Public and Private Streets

The Wynford Green Community will include a new network of public streets (see Attachment 3 – Draft Plan of Subdivision). The extension of Wynford Drive is proposed to be one of the primary new streets within the development and it would extend across Don Mills Road and west through the site with a right-of-way (ROW) width of 27 metres up to Public Street F. West of Public Street F, Wynford Drive would curve southwards near the west property line adjacent to the railway tracks and below the Toronto and Region Conservation Authority (TRCA) top-of-bank with ROW widths varying between 23.7 metres and 25.6 metres, following the path of the existing private driveway. The western end of the Wynford Drive extension would link to the redesigned cloverleaf access point from Eglinton Avenue East. Two-way, off-street bike lanes are proposed along the northern edge of the proposed Wynford Drive extension connecting to a proposed multi-use trail along the western portion of Wynford Drive west of Public Street F and southwards connecting to future bike lanes along Eglinton Avenue East.

Also proposed is Public Street A (24 metre ROW) that would run north from Eglinton Avenue East along the western edge of Blocks 3, 4, 5 and 7. This street is proposed to narrow (18.5m ROW) north of the extension of Wynford Drive and curve eastwards to the north of the proposed park and arena/community centre (Blocks 3A and 3B) and connect to Don Mills Road as a right-in and right-out access only. There are on-street bike lanes proposed on Street A from Eglinton Avenue East to the Wynford Drive extension. Street A is also proposed to align with Eglinton Avenue East at the south end to accommodate a future signalized public street crossing at Eglinton Avenue East and extending into the CreateTO site at the southwest corner of Eglinton Avenue East and Don Mills Road (770 Eglinton Avenue East). This would be in keeping with the demonstration plans brought forward as part of the Eglinton Connects Planning Study and advanced through the transportation work through the DMC Study.

The proposal includes a number of other public streets with ROW widths of 18.5 metres. These streets are primarily used to access and serve the residential blocks throughout the development. Street C from Don Mills Road to Street A will have a public ROW width of 20 metres.

Street B is the only proposed private street, with a proposed width of approximately 18.5 metres. Street B is located north of Block 7 and to the west of blocks 1A and 2 bisecting these larger development blocks (Attachment 1- Master Site Plan). Private Street B abuts the office and commercial blocks where most of the non-residential uses are concentrated. Street B will be designed to: encourage local shopping; facilitate a retail environment with programming opportunities on the street; add additional design and streetscape detail; permit spill-over retail and restaurants into the boulevard; and provide long-term maintenance and landscaping conducive to retail and programming activities.

Mews, private shared driveways and rear townhouse laneways are also incorporated into Blocks 4, 5, 6, 8, 9, 10, 11, 12 and 13. They are predominately used to serve these blocks for vehicular access and servicing.

Site Access

The Wynford Green community will have multiple vehicular access points to the existing arterial roads. Along Don Mills Road at the north end of Block 3B, the community can be accessed off of Public Street A with a right-in and right-out movement only. Don Mills Road and Public Street C between Block 1A and Block 2 will also only permit a right-in and right-out movement. Don Mills Road and Wynford Drive will be a signalized full movement intersection into and out of the community.

The intersection of Eglinton Avenue East and Public Street A will be signalized and permit all movements into and out of the community with the exception of an eastbound left turn into the site, as the location of the Eglinton Crosstown LRT portal does not provide enough space for a left turn lane into the site.

To the west of proposed Public Street A is the existing cloverleaf access ramp. This cloverleaf would be modified to allow vehicles to exit the Wynford Green community onto Eglinton Avenue East from westbound and southbound along the Wynford Drive extension, and to enter the community travelling eastbound along Eglinton Avenue East.

Public sidewalks would be included on all public streets within the community and along Private Street B with public access. The proposal also includes a number of informal private mid-block connections through all of the development blocks. The Wynford Drive extension would include a multi-use path along its northern boundary that continues south to Eglinton Avenue East and under Eglinton Avenue East around the cloverleaf access ramp. This multi-use trail would continue south of the cloverleaf access ramp at Block 15 and into E.T. Seton Park.

In addition, access to the site for pedestrians and cyclists includes a new active rail crossing in the form of a bridge or tunnel across the CP railway to the west. This active rail crossing is proposed to connect the Don Mills Trail west of the CP railway tracks to the new multi-use trail on the north side of the Wynford Drive extension. Pedestrians will also be able to access the site from the intersection of Eglinton Avenue East and Don Mills Road both at-grade and below-grade with a direct underground connection to the Eglinton LRT, consistent with the Public Realm Plan for DMC.

Proposed Subdivision Blocks

A general description of each of the development blocks as shown in the draft plan of subdivision in Attachment 3, can be found in Attachment 3b. For a detailed statistical breakdown of all development blocks please refer to the Application Data Sheet (Attachment 16a) and the applicant's submitted Project Statistics Summary (Attachment 16b).

Parking, Bicycle Parking and Loading

The proposed number of vehicle parking spaces over the entire development site would be 4,507 spaces comprised of 3,664 resident spaces and 843 commercial and visitor spaces. Parking is proposed to be in a number of shared underground parking garages for the various blocks. There would be some on-street parking along the retail-oriented Private Street B and along some of the public streets. Detailed design of on-street parking will be finalized through the subdivision conditions.

The proposal includes a total of 5,094 bicycle parking spaces consisting of 4,433 long-term and 661 short-term bicycle parking spaces. The proposal also includes a total of 22 loading spaces throughout the site comprised of six Type 'B' spaces, nine Type 'G' spaces and seven Type 'C' spaces.

Development Phasing

This master planned, mixed-use community, will be developed and built-out over a number of years, estimated at approximately 15-20 years. The substantial amount of proposed public infrastructure including: parks, streets, public squares, underground LRT connections and an active connection across the railway track, will be implemented in phases. The applicant has provided an anticipated phasing plan of how the ultimate build out would occur, as outlined below. Each phase of development would include the necessary public infrastructure to support the development (Attachment 16c – Applicant's Proposed Phasing Plan).

First Phase

The first phase of development includes Blocks 1A, 6A, 8, 9 and 12. This phase includes the nine-storey Celestica office building with 174 square metres of retail GFA, a total of 1,604 residential dwelling units in the form of the three residential towers above the partially retained heritage building at 1150 Eglinton Avenue East, three midrise buildings, and three to four storey freehold and stacked townhouses.

Phase 1 would include a 62 space not-for-profit childcare centre within the office building in Block 1A and 720 square metres or approximately 8 residential units of affordable ownership housing within Blocks 9 or 12. The applicant is also proposing Block 6A as a 3,120 square metre public park. This phase of development would also include the underground connection and at-grade entrance to the Eglinton LRT from the proposed office building. This would allow for a direct, underground, weather protected connection for the future office employees and the general public.

Second Phase

Once phase 1 is underway and the proposed nine-storey office building for Celestica in Block 1A is complete, the existing employees can move into the new office building and the existing Celestica office building at 844 Don Mills Road can be demolished. The two heritage entrance portals would be dismantled and stored off-site as part of the demolition of the building. Included in the second phase of development would be Blocks 5A, 6B, 6C, 10, 11 and 13. This phase would include a total of 864 square metres of retail GFA, and 1,405 residential units in the form of 27 to 39 storey high-rise buildings, two eight-storey and a ten-storey mid-rise building, and three to four storey townhouse units. The first of the two heritage portals would be incorporated into the base building of Block 5A.

The affordable housing building (Block 5A) with 382 units would be the first block to be developed in phase 2. Additionally, once the existing office building is demolished, the applicant would be able to convey park Blocks 3A and 3B to the City. During the second phase, the applicant would also be required to construct the active (pedestrian/cycling) connection across the Canadian Pacific (CP) rail corridor in partnership with the City.

Third Phase

The third phase of development focuses on the remaining blocks closest to the Don Mills Road and Eglinton Avenue East intersection. Blocks 1B, 4, 5 and 7 would be developed with 4,755 square metres of retail GFA and 1,665 residential units. The built form would consist of three to four storey townhouses and 29 to 48-storey apartment buildings. The Block 1B public plaza would also be completed at this stage.

Fourth Phase

The final phase of development would be Block 2. Prior to Block 2 being developed, it would function as an interim landscaped surface parking area for the office development within Block 1A. Once Block 2 is developed it would consist of an eight-storey office building, a total of 300 residential units within a 31-storey apartment building and 5,326 square metres of retail GFA.

Site and Surrounding Area

The 24.42 hectare (60.35 acre) property is located at the northwest corner of Don Mills Road and Eglinton Avenue East with a small portion of the total area located south of Eglinton Avenue East. The main portion of the subject lands at the northwest corner of the intersection includes 844 Don Mills Road and 1150 Eglinton Avenue East comprising 22.94 hectares (56.69 acres). The smaller parcel of 1.48 hectares (3.65 acres) on the south side of Eglinton Avenue East consists of an existing cloverleaf that provides vehicular access underneath Eglinton Avenue East to and from the subject lands. This portion of the site has a municipal address of 1155 Eglinton Avenue East.

The main northerly portion of the site is pie shaped with a frontage of approximately 697 metres (2,287 feet) along Eglinton Avenue East and approximately 475 metres (1,558 feet) along Don Mills Road. The lands slope from northeast to southwest with larger grade changes along Eglinton Avenue East as you move away from the intersection.

Two large industrial/office buildings with a current gross floor area of approximately 113,000 square metres (1,216,000 square feet) exist on site. The building at 844 Don Mills Road is a two to three storey industrial/office building on the easterly portion of the site and is used as the head office for Celestica Inc. There is a one to four storey office building on the westerly portion of the site at 1150 Eglinton Avenue East, which is currently vacant.

The site has two existing vehicular access points from Eglinton Avenue East and one from Don Mills Road. The first access point from Eglinton Avenue East is the previously mentioned cloverleaf, the second is a right-in and right-out closer to the intersection, and the third is from Don Mills Road at the northeast end of the site allowing for right-in and right-out access only. There is a large surface parking area abutting both Don Mills Road

and Eglinton Avenue East that occupies approximately 7.11 hectares (17.6 acres) of the site. The site includes large landscaped setbacks along Eglinton Avenue East and also at the southwest corner of the site from the top of bank of the Don River valley. The area of the site that falls within the natural area below top of bank is well treed and 3.77 hectares (9.3 acres) in area.

The three other corners at the Don Mills Road and Eglinton Avenue East intersection, which include the northeast, southeast and southwest quadrants, consist of three vacant parcels of land with the southeast and southwest parcels used as surface parking lots. All three of these parcels are owned by the City of Toronto (CreateTO) and are currently being used as construction staging areas for the Eglinton Crosstown LRT. In March of 2018, the City received Official Plan and Zoning By-law amendment applications for two of these properties at the southeast and southwest quadrants from CreateTO (formerly Build Toronto) to develop the two separate properties into mixed-use, transit-oriented developments (File No: 18 131430 NNY 26 OZ).

Surrounding Area:

North: CP rail line, employment lands and further north the Don Mills community.

East: Don Mills Road and Eglinton LRT station and bus terminal under construction at the northeast corner of the intersection. The Wynford employment lands are on the east side of Don Mills Road north of Eglinton Avenue East, as well as a Superstore grocery store, and employment lands further east along Eglinton Avenue East. To the southeast there is a surface parking lot used as a staging area for the Eglinton LRT, an existing 18-storey residential building, 24-storey office building (Foresters), a low-rise residential neighbourhood, the Flemingdon Park community, and residential towers of 28 and 30 storeys under construction at 1185 Eglinton Avenue East.

West: CP rail line, employment lands along Leslie Street, Lexus auto dealership and residential condominiums (the Carrington) with access from Leslie Street. On lands south of the condominiums, a 2017 OMB settlement to permit the development of three residential buildings having heights of 29, 39 and 45-storeys (File Nos. 15 108593 NNY 25 OZ and 15 108578 NNY 25 SB).

South: Eglinton Avenue East including the Eglinton Crosstown LRT and Science Centre Station entrance under construction, the Ontario Science Centre and the West Don River Valley, including E.T. Seton Park.

Provincial Policy Statement and Growth Plan

The Provincial Policy Statement (2014) provides policy direction on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;

- Building strong, sustainable and resilient communities that enhance health and social wellbeing by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

Policy 4.7 of the PPS recognizes that the Official Plan is the most important vehicle for implementation of the PPS and that comprehensive, integrated and long term planning is best achieved through Official Plans (which would also include Secondary Plans).

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe (GGH) region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

Official Plan

Land Use

The modification adopted by Council as a settlement to the applicant's OMB appeal of OPA 231 for which the OMB issued its final order on December 20, 2016, retains the site's frontage along Don Mills Road as *Employment Areas* (identified as General *Employment Areas* in OPA 231) while redesignating the remainder of the site to *Regeneration Areas* (Site and Area Specific Policy 511).

Employment Areas are places of business and economic activity (see Attachment 17). Policy 4.6.1 provides for uses that support this function consisting of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. Policy 4.6.6 sets out development criteria for *Employment Areas*, which was amended by OPA 231 and is currently before the LPAT. The objective of these criteria is to ensure that development contributes to the creation of competitive, attractive and highly functional *Employment Areas* including the creation of comfortable streets and landscaped streetscapes to attract business.

General Employment Areas are generally located on the peripheries of *Employment Areas*. In addition to all uses permitted in a *Core Employment Area*, which includes: all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities and vertical agriculture; a *General Employment Area* also may permit retail and service uses, restaurants, fitness centres and ice arenas. OPA 231 has been approved in part, with the remainder under appeal.

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use of buildings, encourage new construction and bring life to the streets. *Regeneration Areas* provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:

- Revitalize areas of the City that are largely vacant or under-used;
- Create new jobs and homes that use existing roads, transit, sewers, social services and other infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities;
- Restore, re-use and retain existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures, through the use of incentives;
- Achieve streetscape improvements and the extension of the open space network; and
- Promote the environmental clean-up and re-use of contaminated lands.

Development criteria in *Regeneration Areas* require that a framework for new

development will be set out in a Secondary Plan. This Plan will guide the revitalization of the area through a number of matters that includes various guidelines, policies and strategies for greening, community services, heritage and transportation.

As part of Site and Area Specific Policy 511 for these lands, revitalization of the subject lands requires:

- A minimum of 18,580 square metres of office space, including associated retail and services uses, to be provided in phase 1 on the portion of lands designated as *Employment Areas* (identified as *General Employment Areas* in OPA 231);
- Redevelopment of the lands will create a complete and sustainable new community with residential uses, substantial replacement of the gross floor area of employment uses, retail and service facilities, community services and facilities, and parks and open space that;
 - Connect to, and enhance the natural heritage system;
 - Improve vehicular, pedestrian and bicycle connections within the site and to the surrounding areas; and
 - support the Eglinton Crosstown Light Rapid Transit Line.
- A comprehensive planning and development framework for the lands in conjunction with the Don Mills and Eglinton Study; and
- The following plans, policies and strategies: a Physical Structure Plan, Land Use Plan, Parks and Open Space Plan, Servicing Plan, Transportation Plan, Built Form policies, Community Services and Facilities Strategy, Economic Revitalization Strategy, Housing Plan, Heritage Conservation Plan, Environmental Strategy, Rail Safety Strategy and a Phasing Strategy and Implementation Plan.

The parcel of land owned by the applicant and located on the south side of Eglinton Avenue East (1155 Eglinton Avenue East) contains the cloverleaf vehicular on/off access ramps to Eglinton Avenue East. This parcel is designated as *Natural Areas* and portions of the site are located within or abut the City's Natural Heritage System within Map 9 of the Official Plan.

Natural Areas will be maintained primarily in a natural state, while allowing for compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impact on natural features and functions. Policies in Section 3.4 Natural Environment call for protecting and improving the health of the natural ecosystem. Lands below top-of-bank, or other hazard lands, are not used to calculate permissible density.

The subject lands abut lands designated as *Utility Corridors* (the CP rail corridor). Utility Corridors are hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods. This land use designation requires that any development or redevelopment on lands nearby or adjacent to a *Utility Corridors* will:

protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreational facility exists; and screen and secure the property edge through measures such as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

Transportation

Official Plan transportation policies speak to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. At this location, both Eglinton Avenue East and Don Mills Road are major streets as identified on Map 3 of the Official Plan with right-of-way widths of 45 metres and over.

Also, both Eglinton Avenue East and Don Mills Road are identified on Map 4 of the Official Plan as transit corridors and on Map 5 of the Official Plan as transit priority segments. The Eglinton Avenue corridor has been planned to accommodate the Eglinton Crosstown LRT which is to extend from Weston Road to the Kennedy TTC Subway Station and is currently under construction. The Don Mills Road corridor from Steeles Avenue to Eastern Avenue is being considered for rapid transit expansion as a longer term project that Metrolinx identified in their regional transit plan. A joint study between the Toronto Transit Commission, Metrolinx and the City is underway. Details can be found here: <http://www.relieflinenorth.ca/>

Transportation policies encourage active forms of transportation by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City. Transportation studies will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development.

New transportation policies (OPA 274) adopted by City Council speak to developing mobility systems for future generations while taking full advantage of existing transit infrastructure to reduce dependency on vehicles. The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility to transportation infrastructure and services throughout the City of Toronto.

The Official Plan stresses the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility. In addition, the policies direct that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. Streets will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users and act as a fundamental organizing element of the City's physical structure.

The "Complete Streets" policies of the Official Plan overall objectives are to create a

well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions; to provide safe and comfortable pedestrian, cycling and transit facilities; and balance the competing demands placed upon the use of street rights-of-way, including as settings for community and civic life. These objectives are to be applied when streets are constructed, reconstructed or otherwise improved.

Housing

The Plan's Housing policies in Section 3.2.1 encourage a full range of housing opportunities to meet the current and future needs of residents which includes ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Section 3.2.1.9 of the Official Plan states that on large sites, generally greater than 5 hectares in size, a minimum of 30 per cent of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing, or, at the discretion of the City: with the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City; the conveyance of land to the City for the purpose of affordable housing near the proposed development site; or cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.

The Built Environment

Among other relevant policies in evaluating development proposals are policies related to the Built Environment (Section 3.1). For larger sites, the Official Plan includes Public Realm policies (Section 3.1.1) which promote City streets as significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians. New streets provide connections and divide larger sites into smaller development blocks. These development blocks should be appropriately sized and configured in relation to the requested land use and scale of development, provide adequate room within the block for parking and servicing needs and allow for phasing to be properly undertaken. Policies also require that new parks and other public spaces front onto a street for good visibility, access and safety.

Section 3.1.2 identifies the importance of urban design and built form as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new development to be located and organized to fit with its existing and/or planned context. They will frame and support

adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. New developments will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view and limit shadows for the proposed and future use of these areas. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Also, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Similar built form policy objectives are found in Section 3.1.3 as they specifically relate to tall buildings and speak to tall buildings having a larger civic responsibility and obligation than other buildings. Tall buildings shall fit within their existing and/or planned context and limit local impacts.

Building New Neighbourhoods

Section 3.3 of the Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's City-wide goals as well as the local context. The framework should include: the pattern of streets, development blocks, open spaces and other infrastructure; the mix and location of uses; a strategy to provide parkland and to protect, enhance or restore natural heritage; a strategy to provide community services and local institutions; and a strategy to provide affordable housing. New neighbourhoods will be viable as communities. They should have: a community focal point within easy walking distance of the neighbourhood's residents and workers; a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings; and services and facilities that meet the needs of residents, workers and visitors.

New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have: good access to transit and good connections to surrounding streets and open spaces; uses and building scales that are compatible with surrounding development; community services and parks that fit within the wider system; and a housing mix that contributes to the full range of housing.

Heritage

Toronto's cultural heritage can be seen in the significant buildings, properties, districts, landscapes and archeological sites found throughout the City. Their protection, wise use and management demonstrate the City's goal to integrate the significant achievements of our people, their history, our landmarks, and our neighbourhoods into a shared sense of

place and belonging for its inhabitants. Our heritage properties represent a collective past and their protection, use and adaptive reuse also enrich our daily experience of the City.

Official Plan policies speak to properties of potential cultural heritage value or interest being identified and evaluated to determine their cultural heritage value or interest consistent with Provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value.

Heritage properties of cultural heritage value or interest properties that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time as adopted by Council.

Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the Owner, to the satisfaction of the City.

New construction on or adjacent to a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it. Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged.

Section 37

Section 37 of the Planning Act enables the City to pass a zoning by-law to grant a height and/or a density increase for a proposal that is greater than the zoning by-law would otherwise permit in return for community benefits. Section 37 may be used for development with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or significantly increases the permitted height.

The Toronto Official Plan is available on the City's website at:

www.toronto.ca/planning/official_plan/introduction.htm

Eglinton Crosstown LRT and Eglinton Connects Planning Study

The Eglinton Crosstown LRT is currently under construction along the Eglinton Avenue corridor between Weston Road and the Kennedy TTC station and will have both underground and at-grade sections. The Eglinton LRT is generally located above ground through this section of Eglinton Avenue East, however, as the LRT approaches the intersection of Eglinton Avenue East and Don Mills Road, it travels below grade for approximately 490 metres. The LRT and the Science Centre Station will be underground at the intersection of Don Mills Road and Eglinton Avenue East. The main station entrance is to be located on the southwest corner and a secondary entrance is to be located at the northeast corner along with a bus terminal.

City staff undertook the Eglinton Connects Planning Study of the Eglinton LRT corridor which developed a vision for Eglinton Avenue to guide future development. City Council considered the Final Directions Report for the Eglinton Connects Planning Study in May 2014 and identified six Focus Areas at stations along the corridor that could accommodate additional population and employment growth for further study and master planning. New street and block patterns, open spaces and improved or new connections are to be developed for the Focus Areas. The intersection of Don Mills Road and Eglinton Avenue East was identified as one of the six Focus Areas. Three properties abutting the intersection of Don Mills Road and Eglinton Avenue East are located within the Focus Area and they are the City of Toronto owned parcels at the northeast, southeast and southwest corners of Eglinton Avenue East and Don Mills Road. The two southerly parcels have been turned over to CreateTO for redevelopment and planning applications have recently been submitted. The subject property at the northwest corner of the intersection was not included in the Focus Area other than the frontage of the site along Eglinton Avenue which was identified as a 'greenway' in the Eglinton Connects study. However, as part of the Don Mills Crossing Study, the entirety of the Celestica lands have been included within the study area.

The community services and facilities strategy prepared as part of Eglinton Connects recommended a number of key priorities to be pursued in the Don Mills Focus Area to address existing needs and support growth. Some of the key priorities that were recommended included: child care space, libraries, green and open space, community recreation facilities and community agency space.

The Final Directions Report and Council's decision on the Eglinton Connects Study can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

The Phase 1 (Part 1 and Part 2) Implementation Report and Council decision on the Eglinton Connects Study can be found here:

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

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>

The Eglinton Connects – Environmental Assessment Study and City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW30.7>

Don Mills Crossing Study

Launched in June 2016, the Don Mills Crossing Study is one of the outcomes of City Council's May 2014 adoption of Eglinton Connects and its June 2016 settlement of an Ontario Municipal Board appeal for the Celestica lands. Both Council decisions require the development of a comprehensive planning framework concurrent with new development occurring in the area.

Don Mills Crossing is a three-phase study. In January 2017, Planning and Growth Management Committee adopted the Profile Report completed at the conclusion of phase 1. During phase 2, a Public Realm Plan and guiding principles were developed and refined through a series of community and stakeholder consultation events. The Public Realm Plan proposes to enhance the relationship between the natural setting of the area and future development parcels, which will serve as both a placemaking and a resiliency strategy. A key goal of the Plan is improved connectivity to help ensure that future intensification does not occur in isolation, but connects to the surrounding communities.

The next step in the Don Mills Crossing Study is the preparation of draft proposed policies to support the development of a Secondary Plan. These are being brought forward to Planning and Growth Management Committee concurrently with this application at the June 2018 meeting. The final phase of Don Mills Crossing Study will result in the development of policy documents and implementation strategies for consideration by City Council.

The website for Don Mills Crossing can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/don-mills-crossing/>

Zoning

The subject site is zoned Industrial – Office Business Park M0(16) in the former City of North York Zoning By-law 7625 (Attachment 18a), which permits office, manufacturing, industrial sales and service, adult education and university uses and community centres among other uses. The cloverleaf parcel of land on the south side of Eglinton Avenue East contains the existing vehicular on/off ramp system to Eglinton Avenue East and is zoned O3 Semi-Public Open Space and permits any station, yard, building, park or parkway, operated or used by various public agencies, boards and commissions.

The main portion of the property north of Eglinton Avenue East is not subject to City of Toronto Zoning By-law 569-2013. The cloverleaf parcel of land on the south side of Eglinton Avenue East is zoned under By-law 569-2013 (Attachment 18b) as Open Space – Natural Zone (ON).

Site Plan Control

The proposed development is subject to site plan control. A site plan control application has not been submitted. It is anticipated that site plan applications for individual blocks will be submitted in accordance with the development's phasing plan.

Ravine Control

The southwest portions of the subject lands and lands south of Eglinton Avenue East are part of the Don River Valley Ravine System and are subject to the Ravine Protection By-law. The By-law regulates and seeks to prohibit the injury and destruction of trees, filling and grading in ravines and associated wooded areas. These areas are also located within a Toronto and Region Conservation Authority area of interest.

Tree Preservation

The application is subject to the City of Toronto Private Tree By-law. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property. An arborist report and tree preservation plan was submitted with the application and it has been reviewed by staff.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The City-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, in the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

Mid-Rise Building Design Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

Mid-Rise Building Performance Standards Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until

such time as Council considers and adopts updated Mid-Rise Building Design Guidelines. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Townhouse and Low-rise Apartment Guidelines

The City-wide Townhouse and Low-rise Apartment Guidelines, where approved by City Council in March 2018. These guidelines address infill townhouse developments as well as mid to larger sites, and more complex and intense types of low-rise, multi-unit development in terms of site context, site organization, building massing, detailed design and private and public realm. The Townhouse and Low-rise Apartment Guidelines are available at: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-112536.pdf>

Growing Up: Planning for Children in New Vertical Communities Guidelines

The City-wide Growing Up: Planning for Children in New Vertical Communities draft guidelines were adopted by City Council in July 2017. The objectives of the study are rooted in the Official Plan vision to create an attractive, safe and healthy city where children are valued and residents have access to housing, support services and recreational activities. The study outcome has resulted in draft guidelines to implement Official Plan policies that highlight the importance of integrated community facilities and amenities, the need for a comfortable and safe public realm and the creation of a range of housing options in communities. The Guidelines and Council's decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

Reasons for the Application

An amendment to the Official Plan is required to implement a comprehensive planning and development framework for the lands with appropriate policies, plans and strategies, and to replace the *Regeneration Areas* designation with appropriate Official Plan designations.

A zoning by-law amendment application is required to permit residential development as well as the various proposed components of this new community which are not provided for by the current zoning. A zoning by-law amendment is also required to establish appropriate development standards such as building heights, density, setbacks, landscaping, vehicle and bike parking requirements.

A plan of subdivision application is required in order to ensure the orderly development of the site, creation of development blocks and parks, and the provision of new public roads and infrastructure to support development.

Design Review Panel

The initial design submitted in October 2016 for the Wynford Green development proposal was presented to the Design Review Panel (DRP) on March 2, 2016. The Wynford Green application was before DRP together with the DMC Study as they have been undertaken concurrently with one another. The purpose the review was to introduce the Don Mills Crossing Study, provide background information on the Wynford Green applications and receive comments on early study directions.

The DRP provided advice regarding the Wynford Green development related to issues on, but not limited to: key links (pedestrian, cycling or vehicle) that should be considered to connect the Core Study Area with the surrounding communities and public places; how the public realm and built form promote convenient pedestrian and cycling connections through the Core Study Area to the LRT transit stop and create a successful urban place at the four corners of the Don Mills and Eglinton intersection; increasing the retention and repurposing of the site's existing heritage resources; increasing connectivity with the surrounding context, including connecting the Don Mills Trail into the proposed new neighbourhood; and the provision of a high quality landscape strategy and mitigation of vehicular traffic for pedestrians and cyclists along Eglinton Avenue East and Don Mills Road.

The second DRP review on October 12, 2017 specifically focused on the revised August 2017 submission for the Wynford Green development application. City staff outlined the area context, history and area policy priorities and sought advice on: the public realm and if the proposed streets, parks and open spaces, trails, plaza, POPS, private street, and bridge link, provided for appropriate connections through the site and to the surrounding neighbourhood; if the proposal appropriately incorporated and repurposed the site's existing heritage resources including, integrating noteworthy features of the McLean Building at 844 Don Mills Road, and the proposed conservation of the Parkin Building at 1150 Eglinton Avenue East and its integration with the proposed tall buildings; and if the proposal appropriately transitions from the high-rise to the low-rise areas on the site.

The Panel complimented the design team on their presentation and the enormous improvements from the last time they had seen the project. The DRP discussion and meeting summary was used to assist Planning staff in their review of the development proposal. Below is the panel's summary of the key recommendations:

- The master planning was very developed, but the massing and architecture still needed to be brought up to higher standards.
- Project has the potential to become "completely different and exemplary" and "a landmark project".
- Project was successful in several ways, but they were particularly interested in the treatment of the heritage buildings and natural features on the site.
- Push design further to achieve seamless integration between living, working, site history and natural setting for a cohesive community.
- Resolve confusion of building types along Eglinton Avenue East frontage.
- Infuse an interconnected necklace of small outdoor amenity nodes throughout the development.

- The incorporation of community amenities is very important, the design team

should think about children living in this community and what makes spaces "home".

- Appreciated the overarching site organization coming from the Aga Khan building in the east and then sweeping into the ravine.
- The proposed bike path connection over the CP Rail line to the Don Mills Trail is a very positive connection to have.
- The proposed urban plaza along Private Street 'B' looked really enticing. There would be some amount of shading in the space, but despite the shading issues the plaza had the potential to become a lively space.
- They liked the strong linkages between the different parks and appreciated how the proposed various green spaces went from small to large (parkettes-parks-ravine). The scale of the parks, as well as the sensitivity in which the public realm infrastructure were knitted through the site, was working well.
- Appreciated how accessible the ravine was for the community, feeling there was a lot of potential embodied by this natural space.
- Liked the reuse of the original entrance portals to highlight the new retail. The heritage of the building had been integrated into the project in a meaningful way.
- Commended the design team on their strategy for the Parkin Building and the way they incorporated the heritage into the new architecture. This building was very important both architecturally and to the history of the site.
- Slide the two leftmost towers further north to incorporate/retain more of the Parkin Building on the north face the way the design team was starting to do with the third, east-most tower. They suggested that in addition to retaining more of the building, this would allow the design to further separate the heritage base from the new towers.
- With respect to the Parkin Building, although the Panel appreciated the moves on the south face, several members thought the north side generally needed further examination and refinement.
- The intersection between Public Street 'A' and Eglinton Avenue East will function as a gateway for the neighbourhood. Suggestion of creating an architectural dialogue between the proposed tower on Block 6C and the west tower of Block 7 as they will be framing this gateway. The east tower on Block 7 could become a unique building.

These comments informed staff's review of the project and the applicant's latest submission addresses a number of the items highlighted by the DRP above. Other matters will be pursued through the detailed subdivision review and site plan approval on specific blocks. It is expected that the development proposal will return to the DRP for key individual blocks and/or buildings during the site plan approval stage.

The complete minutes from the Design Review Panel meeting on October 12, 2017 can be found here: <https://www.toronto.ca/wp-content/uploads/2017/12/95bc-UrbanDesign-DesignReviewPanel-MtgMinutes-12Oct2017.pdf>

Community Consultation

Community consultation meetings were held on February 21, 2017, September 27, 2017 and most recently on April 19, 2018, to present the project to the community, provide updates, answer questions and receive input on the proposal.

The Don Mills Crossing Study and the Wynford Green development applications have been undertaken and reviewed concurrently to help guide and inform one another. A meeting held by the Don Mills Crossing Study team on October 13, 2016 launched the DMC Study and two additional meetings on the study on June 27 and 28, 2017 assisted in informing the review of the development applications and receiving input from the community on matters related to the public realm.

Additionally, in support of the Don Mills Crossing Study and the Wynford Green development applications, there have been a number of Planners in Public Spaces (PiPs) engagement events over 2016 and 2017 to inform and gather input from the community. The complete list of PiPs engagement events and feedback can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/don-mills-crossing/planners-in-public-spaces-don-mills-crossing/>.

Issues raised at community meetings, PiPs events and through correspondence can be summarized as follows:

Land Use and Built Form

- Support for the proposed mix of uses in the community, including residential, office, retail, parks and open spaces.
- Support for the unique design above the heritage building at 1150 Eglinton Avenue East.
- Concerns that the residential tower heights above the heritage building on Block 12 competed with the heritage features of the existing building and affected views along Eglinton Avenue East.
- The site is appropriate for tall buildings but don't want to see development at the scale and intensity of Yonge Street and Eglinton Avenue East.
- Ensure that there is an appropriate unit mix and that the units should accommodate families and build in flexibility for future changes to the housing market. It was suggested that there be units with knockout panels for changing family sizes.
- Desire for a mix of retail options. One grocery store in the area may not be enough.
- Desire for a greater mix of housing types providing units for young families, seniors and affordable housing.
- Tall buildings should be sited away from the parks and ravines.
- Ensure sufficient parking and landscaping buffer between the public street and the office uses.
- Active uses should front streets and create interesting spaces.

Parks and Community Facilities

- Need for playgrounds and children's play areas.
- Need for a multi-purpose community centre with services for the entire community.
- Very strong support and interest in adding recreational facilities and community space to the proposed twin pad arena.
- Need for a facility and programs that are for all age groups and low-income residents.
- Community centre should include indoor swimming pool, gymnasium, indoor walking/running track, and indoor turf sports field.

Public Realm and Connections

- Support for the active transportation connection to the Don Mills trail across the railway tracks to the west.
- Desire to limit or restrict vehicle access to some streets within the development such as Street B.
- Streets could be designed as "woonerfs" with wide sidewalks and different paving.
- There needs to be weather-protected active transportation infrastructure such as bike parking at the LRT station and underground pedestrian connections to the LRT station and community centre.
- Ensure there is adequate tree planting and cycle tracks along Eglinton Avenue East.
- Limit pedestrian and cyclist conflict along trails to ensure they are safe.
- Development site and entire area generally requires more ravine connections with formal multi-use trails and naturalized trails.
- Improve connectivity of the site by adding a north-south and east-west trail connection through the site.

Transportation

- Concerns about vehicular congestion in the area and the impact of the Eglinton Crosstown LRT infrastructure on traffic.
- Poor traffic conditions already exist around the area. Need to ensure any increase in congestion from the development site is minimized.
- Improve pedestrian environment along Don Mills Road, Eglinton Avenue East and in particular at the intersection of these streets. This intersection is very wide and not pedestrian or cyclist friendly.
- Wynford Drive east of Don Mills Road should include new bike lanes to connect the Wynford Green community with the Aga Khan Park and Museum.
- Concerns about increased vehicular congestion along Wynford Drive.
- Concerns that the potential new arena/community centre traffic will negatively impact the Don Mills Road and Wynford Drive intersection.
- Support for active connection across railway to the west, however there were mixed opinions on whether the connection should be a bridge or an underpass.
- The existing cloverleaf access on the south side of Eglinton Avenue East should allow for two-way traffic.

- suggestions that the City should consult with the Toronto Parking Authority about having paid parking in the area.
- Improve pedestrian and cycling infrastructure by improving connectivity and safety.
 - Wider sidewalks, street furniture, boulevard landscaping and traffic calming are necessary.

Staff have considered these comments during the review of the application and issues raised have been addressed in the latest submission, as discussed in the comments section of this report.

Agency Circulation

The applications were circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the applications.

COMMENTS

Provincial Policy Statement and Growth Plan

Provincial Policy Statement

The proposal promotes a healthy, liveable and safe community consistent with Policy 1.1.1 b) by accommodating an appropriate range and mix of uses including: residential uses with units of one, two, three and four-bedrooms; providing both apartment (high-rise and mid-rise forms) and grade related units (freehold townhouses and stacked townhouses); providing for affordable housing in the form of rental and home ownership units; providing for employment uses with the creation of two new office buildings on site including the relocation of Celestica's corporate head office on-site; providing for a mix of commercial retail spaces; planning for recreational uses with the relocation of the Civitan twin pad arena and expansion of that facility into a larger community centre; provision of new child care space; creation of two new public parks on-site; and enhancing the connections into the surrounding open space areas to be better utilized by the new and existing residents.

The proposal directs the development of new housing to a location where appropriate levels of infrastructure and public service facilities will be available to support the projected needs consistent with Policy 1.1.1 g). The development promotes densities for new housing which efficiently use land, resources, and infrastructure and support the use of active transportation and transit in areas where it exists and is soon to be available consistent with Policy 1.1.3.2 a). The majority of the proposed development is located within 500 metres of both the Eglinton Crosstown LRT's Science Centre Station and Sunnybrook Park Station, with the most intense mixed-use and employment areas of the development located within 250 metres of the Science Centre Station including a direct underground connection to the station.

Through OPA 231 and the DMC Study, this site was identified as an appropriate location to promote opportunities for intensification and redevelopment. This brownfield site is to be redeveloped into a mixed-use and transit-friendly community on an underutilized site along the Eglinton Crosstown LRT corridor in a compact and efficient form. This will

provide for efficient use of land and infrastructure over the long term and works to minimize impacts on air, water and other resources.

The proposal helps to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities consistent with Policy 1.3.1 c). The current site houses employment uses in two large one to three storey buildings spread across the 60 acre site. The subject development application proposes compact employment uses in the form of two office buildings located closest to the intersection of Don Mills Road and Eglinton Avenue East with direct at grade and underground access to higher order transit. Additionally, the office employment uses will be surrounded by a mix of uses for people to live, work and shop in the same area. This helps to build strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment.

Public spaces, recreation, parks, trails and open spaces help promote healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. Healthy and active communities are promoted by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation consistent with Policies 1.5.1 a) and b). The development application proposes a network of public streets that break up the 60 acre site into smaller development blocks that will provide direct and safe access across the new community. Additionally, the new public streets connect the subject site with the surrounding community by extending Wynford Drive westwards and southwards to Eglinton Avenue East, creating new Public Street A and extending it south across Eglinton Avenue East into the CreateTO site and helping to establish a framework for an improved street network for all of the Don Mills and Eglinton Avenue East area as per the DMC Study. New public streets will include public sidewalks, street trees, cycling lanes and/or multi-use trails. The proposal also contains trails connecting into the surrounding ravine system and an active pedestrian/cycling rail crossing across the CP rail track connecting the communities and employment uses to the west. Recreational uses are proposed in the form of a relocated twin pad ice arena with the expansion into a larger facility to possibly accommodate a pool, gymnasiums, meeting rooms and other community facilities. A number of publicly accessible spaces are proposed over Blocks 12, Private Street B, the public square/plaza over Block 1B, and along the Don Mills Road and Eglinton Avenue East frontages.

PPS Policy 2.1.1 related to the wise use and management of resources speak to natural features and areas being protected for the long term. Policy 2.1.2 speaks to the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among the natural heritage features and areas. With the development proposal, much of the southwestern portion of the site is located below the Toronto and Region Conservation Authority's top-of-bank line and much of the vegetation in that area is non-native species. As part of the redevelopment proposal, all lands located below the top-of-bank (Blocks 14A, 14B, 15 and 16) totalling 3.77 hectares would be conveyed into public ownership to the TRCA

and the City of Toronto. Additionally, these lands would be restored, replanted and managed with a ravine stewardship and forest management plan. South of Block 15, beyond the access ramp, are informal trails that exist into E.T. Seton Park. The proposal would formalize this trail system for cyclists and pedestrians and assist in reducing any impacts to this natural area, consistent with PPS Policies 2.1.5 and 2.1.8. Conveying these lands into public ownership, restoring and replanting of these natural areas, and formalizing trails will help to protect the natural environment over the long term.

PPS Policy 1.6.7.1 speaks to transportation systems being provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. PPS Policy 1.6.7.2 speaks to efficient use being made of existing and planned infrastructure, including through the use of transportation demand management (TDM) strategies. The development proposal on the Eglinton LRT line is transit-oriented and consists of a mix of land uses located in close proximity to the Science Centre and Sunnybrook Park LRT stations, with the closest station at the intersection of Don Mills Road and Eglinton Avenue East. The proposal will incorporate a number of area wide TDM strategies that include:

- bicycle sharing facilities located within the Wynford Green community, and additional facilities to be added along Eglinton Avenue East through other development proposals overtime to complete a network for the larger area;
- cycling and multi-use trails through the site connecting to the larger area;
- autoshare spaces;
- multi-modal mobility hubs that include a mix of bike and autoshare locations;
- direct pedestrian access to the Science Centre Station and future bus terminal at the northeast corner of the Don Mills Road and Eglinton Avenue East intersection;
- transit information display screens within mid-rise and tall buildings;
- opportunities for public parking lots and shared visitor parking facilities; and
- maximum vehicular parking rates.

The subject site is an appropriate location for intensification. This development proposal takes an existing brownfield site with the availability of existing and planned infrastructure and proposes a mixed-use, transit-oriented community on underutilized lands. The development promotes a mix of housing, recreation, parks and open space uses, and transportation choices that increase the use of existing and proposed active transportation and transit in the area.

The PPS recognizes that the Official Plan is the most important vehicle for implementation of the PPS and that comprehensive, integrated and long term planning is best achieved through Official Plans. The work being undertaken through the DMC Study will result in a new Secondary Plan for the area. This Plan will include implementation measures such as: a public realm and parks plan; mobility strategy; and policies to preserve and enhance natural areas. This will support PPS and Growth Plan policies for the co-ordinated development of a sustainable, transit-oriented, mixed-use community, not only on the subject site but in the larger Don Mills Road and Eglinton Avenue East area. Wynford Green will include a vibrant public realm, access to existing and proposed parks and open

spaces, integration with the future Eglinton Crosstown LRT and new community services and facilities. The proposal is consistent with the PPS.

Growth Plan

Section 1.2.1 of the Growth Plan's guiding principles supports the achievement of complete communities that are designed to support healthy and active living, prioritizes intensification and higher densities to make efficient use of land and infrastructure and support transit viability; supports a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and protects and enhances natural heritage.

Growth Plan Policy 2.2.1.2.c) focuses development in settlement areas within built-up areas, strategic growth areas and locations with existing or planned transit, with a priority on future higher order transit where it exists or is planned. The subject site is a former industrial site on a higher order transit line that is currently underutilized. One of the existing two buildings is proposed to be demolished and one is proposed to be partially demolished, and new office buildings constructed in a more compact urban form at the intersection, in which Celestica will occupy a portion of one of the office buildings. The office buildings would have direct at grade and underground access to the new Eglinton Crosstown LRT Science Centre Station currently under construction. The ultimate build out of this area would have employment uses with minimal surface parking areas and the development of an active transportation network and transit-supportive built form.

Policy 2.2.1.4 a) of the Growth Plan supports the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities. Policy 2.2.1.4 c) speak to providing for a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes.

As previously indicated in the PPS section of this report, the proposal is for a mixed-use community that includes residential, recreational, parks and open spaces, office and retail uses, all within a compact urban form in close proximity to future LRT stations. The proposal includes an affordable housing component that is being considered as family and senior's affordable housing, an on-site not-for-profit childcare, secondary suites permissible in the low-rise units, and integration with existing and proposed parks and open spaces.

Growth Plan Policies 2.2.1.4 d) i) and iii) speak to providing: a range of transportation options including the safe, comfortable and convenient use of active transportation; an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and Policy e) requires developments of high quality compact built form with attractive public realms, and public open spaces.

The proposed development conforms to Growth Plan policies by providing a mix of land uses; development in proximity to transit; mix of dwelling types and sizes; public roads laid out in a network convenient and safe for walking and cycling; a pedestrian-friendly environment along roads and blocks that encourages active transportation; and TDM

measures and transportation infrastructure that will reduce reliance on the automobile and promote transit use and active transportation. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Don Mills Crossing Planning Study & SASP 511

The planning context around the Don Mills Road and Eglinton Avenue East area has changed significantly. The catalyst for this change has been the Eglinton Crosstown LRT. To plan for the anticipated growth that the LRT would bring, City Planning completed the Eglinton Connects Planning study. The study identified this intersection as the Don Mills Focus Area with underutilized lands at the northeast, southeast and southwest corners of the intersection that could accommodate additional growth. At that time, the Celestica site was not included as part of the focus area, however, as a result of a settlement related to the City's Municipal Comprehensive Review of its employment lands and OPA 231, this site was also identified as a site that could accommodate additional growth. Consideration of residential uses was provided through the *Regeneration Areas* designation applied to the site.

The purpose of the Don Mills Crossing Study is to comprehensively examine and plan for anticipated growth around all four corners of this intersection. The DMC Study will re-imagine and transform this area with a new planning framework. The Wynford Green (Celestica) lands occupy 60 acres of land at the key intersection of the study area. The development proposal has been reviewed in conjunction with the City's DMC Study and adheres to the emerging draft Secondary Plan's Vision, Guiding Principles and policies. The proposal adheres to the DMC Secondary Plan by: organizing the community to conform with the structure and Character Areas; proposing a land use plan with a mix of uses; providing parks, open spaces and recreational opportunities; providing mobility choices and active infrastructure; protecting and enhancing natural areas; and preserving heritage resources. The DMC Draft Secondary Plan Proposals Report is also scheduled for consideration at the June 7, 2018 Planning and Growth Management Committee meeting.

The modification to OPA 231 brought forward new Site and Area Specific Policy (SASP 511) for 844 Don Mills Road and 1150 Eglinton Avenue East. The SASP provides direction for a comprehensive planning and development framework to be prepared with the DMC Study for those lands within the vicinity of Don Mills Road and Eglinton Avenue East. The SASP allows for the first phase of residential and non-residential development on the subject lands to proceed prior to completion of the DMC Study and to be evaluated on the basis of Official Plan policies and SASP 511. Phase 1 of the proposal adheres to SASP 511 as it does not adversely impact the development of the remainder of the lands and residential development proposed as part of phase 1 is viable in the absence of development on the remainder of the lands. Additionally, secured as part of the Section 37 agreement, phases of development beyond phase 1 cannot be registered until the Don Mills Crossing Secondary Plan has been adopted by City Council. The proposal conforms to SASP 511 policies requiring: a public park as a community focal point within walking distance of all phase 1 lands; interconnected public streets and pedestrian routes that define development blocks; and development integrated with the existing and planned surrounding street network. The ultimate master

plan community also conforms to SASP 511 as it creates a complete and sustainable new community with residential uses, substantial replacement of employment uses, retail and services, community services and facilities; and parks and open spaces. Also, the new community will; connect to and enhance the natural heritage system; improve vehicular, pedestrian and bicycle connections within the site and to the surrounding area; and support the Eglinton LRT.

Public Realm - Public Streets, Trails, Parks and Open Spaces

The public realm includes all public and private spaces to which the public has access. It is a network that includes streets, sidewalks and pedestrian connections, public parks, open spaces and natural areas. Privately Owned Publicly-accessible Spaces (POPS) also form part of the public realm. The proposed public realm for the Wynford Green development plays an integral part in the site's overall organization, connectivity and active transportation network.

The Building New Neighbourhoods policies in the Official Plan require that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's City-wide goals as well as the local context and that new neighbourhoods will be carefully integrated into the surrounding fabric of the City. Additionally, Public Realm policies require that new streets are designed to provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks, and provide access and addresses for new development.

The emerging draft policy direction for the DMC Study organizes the Wynford Green site into three distinct Character Areas that provide an urban structure for the new community and enables development at varying intensity and scale. The Core Area Character Area forms the primary area for intensification where the greatest heights and densities in the emerging Secondary Plan are located and this includes Blocks 1A, 1B, 2, 4, 5, 5A and 7, which are closest to the intersection. The Ravine Valley Edge Character Area includes developments with tall buildings that are appropriately setback from the top of bank to respect the natural setting with heights and densities that will not exceed the Core Area. Development in this area emphasizes the relationship with the adjacent ravine system through enhanced landscape treatments. Blocks 6A-C and Block 12 form the Ravine Valley Edge. The Wynford Neighbourhood Character Area consists of mid-rise and low-rise buildings containing residential uses on a walkable street network of appropriately scaled blocks. This Character Area has the least intensity and scale of development and includes Blocks 3A, 3B, 8, 9, 10, 11, and 13. These Character Areas will be referred to in subsequent sections of the report.

Public Realm - Streets

The total site is a large 60 acre parcel of land that is currently isolated from the surrounding community by Eglinton Avenue East at its southern boundary, Don Mills Road along the eastern boundary and the CP rail corridor along the western and northern boundary. There are no existing public streets through the lands and the entire

site is accessed via private driveways with two access points from Eglinton Avenue East and one from Don Mills Road.

Eglinton Avenue East and Don Mills Road are the two largest public streets in this area and form the boundary of the site with a frontage of 697 metres (2,287 feet) along Eglinton Avenue East and approximately 475 metres (1,558 feet) along Don Mills Road. The blocks fronting Eglinton Avenue East from the CP rail corridor to proposed Public Street A, are located within and form part of the Ravine Valley Edge Character Area. This area will include continuous extensive landscaping which will be designed and informed by the adjacent natural setting and blend in with the existing topography. Within the Core Area located between Public Street A and Don Mills Road, Eglinton Avenue East will include an appropriate mix of hard and soft landscaping treatments within boulevards, plazas and building setbacks to accommodate pedestrian and cycling movements.

As a result of the LRT, Eglinton Avenue East will be re-designed to include a two-way cycle track and tree-lined wider sidewalks. Through the proposed Wynford Green development, cycling and pedestrian pathways and enhanced streetscaping will be provided on the north side of the Eglinton Avenue East boulevard. Additionally, the westbound deceleration lane into the site will be removed and converted into a multi-use path. The boulevard landscape treatment of Eglinton Avenue East through the Core Area will be more urban in design with direct access to the LRT, plaza, and reduced setbacks of a minimum of 3 metres to buildings. The west end of Eglinton Avenue East fronting the site will have buildings with generous setbacks as a result of the ravine area, retained heritage building, large landscaped open areas, and access to trails.

The Don Mills Road boulevard functions as a well landscaped north-south arterial along the eastern boundary of the site and will be designed to support enhanced pedestrian movement. Don Mills Road will have a consistent streetscape treatment with a setback of 5 metres providing space to animate the Don Mills Road frontage with high quality pedestrian walkways, weather protection, trees, and patios to support the proposed non-residential uses on the ground floor.

The development proposal appropriately subdivides the site into smaller, more appropriate development blocks. The two main new public streets providing access to this community are the Wynford Drive extension and Public Street A. These two new public streets act as the major east-west and north-south spines to this neighbourhood. They will connect this new community to the Wynford employment area and community east of Don Mills Road, and will connect this community south across Eglinton Avenue East to the CreateTO lands and Science Centre.

These two new public streets not only play an important structural role for the organization of the Wynford Green development, they also play an important organizational role for the larger DMC Study area by introducing the public street network in the northwest quadrant of the study area that would ultimately link to the planned public street network for the DMC Core Study area connecting all three other quadrants of the intersection. The Wynford Drive extension is identified in the draft

Secondary Plan for the DMC study as a new public street that extends Wynford Drive west from Don Mills generally along the CP rail corridor to connect with Eglinton Avenue East to facilitate local and area-wide mobility for all modes of transportation. All new buildings will be setback a minimum of 2-3 metres from the Wynford Drive extension and designed to blend in with the topography of the area to minimize the use of retaining features and walls through the use of terraced landscaping and decorative features.

Wynford Drive and Public Street A are supported by a network of smaller public streets such as Public Streets C, D, E, F, and a supplementary network of driveways, mews and laneways. The public streets help to further organize and connect the smaller development blocks, and give public frontage and access to all low-rise, mid-rise and high-rise residential buildings. For the low-rise residential buildings, the private driveways and laneways will remove parking garages and curb cuts from the public streets and move them into the rear accessed from the laneways. This helps to create more active and vibrant streetscapes. As per the draft Secondary Plan for the DMC study, the planned public street network will provide a fine grain of public streets and a high level of permeability for pedestrian, cycling and vehicular circulation while creating new blocks that will be appropriately scaled for development.

The network of public streets form part of the public realm. All of the public streets are designed to be pedestrian and bicycle friendly, safe and walkable. Public streets are proposed to: be landscaped and have sidewalks; provide multi-use trails and bike lanes where appropriate; and provide for direct connections through the neighbourhood. The new public streets would be secured as part of the draft plan of subdivision application and prior to the registration of the various phases of the plan of subdivision, the Owner would be required to dedicate to the City all roads, corner roundings and road widening on the plan.

Public Realm - Trails

The introduction of new public streets will integrate and connect the site into the larger surrounding neighbourhood. Another key connection as part of this development proposal is connecting the Wynford Green community to the west with the existing and planned employment and residential uses along Leslie Street. As part of this development proposal, an active rail crossing for cyclists and pedestrians is proposed across the rail corridor. This link would be in the form of a bridge over or a tunnel under the CP rail track. This active rail crossing would provide a vital east-west link across the rail tracks connecting all existing and future residents and workers on both sides of the rail tracks to LRT stations, Sunnybrook Park, Wilket Creek Park, new twin pad ice arena plus community centre, retail shops and new parks. It would also connect to the Don Mills Trail, which currently stops and dead ends behind 1121 Leslie Street, approximately 350 metres from Eglinton Avenue East. This link across the rail corridor will not only connect the existing and proposed employment and residential uses on the east and west side of the CP rail tracks, it will also connect communities from as far north as York Mills Road where the Don Mills Trail originates.

The active rail crossing across the CP rail corridor would connect into Wynford Drive's future multi-use trail in a location to be determined during detailed design and would allow cyclists and pedestrians to travel south through the proposed development connecting into the cycling lanes and sidewalks along Eglinton Avenue East. The multi-use trail would also provide an active connection further southwards towards the cloverleaf access into a new formalized multi-use trail into E.T. Seton Park and ultimately connecting to downtown Toronto.

The specific form, location and design of the active rail crossing is currently under review. As part of the Don Mills Crossing Mobility Plan, the preferred form of a bridge or tunnel will be determined upon completion of the phase 1 and 2 Environmental Assessment currently underway. The developer will also be responsible for the design and construction of the multi-use trail connection south of the cloverleaf access ramp at Blocks 15 into E.T. Seton Park. Prior to the registration of the plan of subdivision, the applicant would be required to design the multi-use trail south of the cloverleaf. Construction of both the active rail crossing and multi-use trail connection south into E.T. Seton Park would be constructed in phase 2.

The active rail crossing and the formalization of the multi-use trail south of the cloverleaf completes a missing link in the active transportation network for this area by providing connectivity and access for not just the Wynford Green development, but also for the larger community. As part of the DMC Study, a multi-use trail connection is also proposed from the CreateTO lands at the southwest corner of the Don Mills Road and Eglinton Avenue East intersection westwards along the south side of Eglinton Avenue East and connecting into the Wynford Green multi-use trail system taking you north into the Wynford Green development or south into the trail system of E.T. Seton Park.

The Wynford Green development proposal is consistent with the draft DMCSPP as the plan speaks to the need for a grade-separated pedestrian and cycling connection to be implemented to connect the Wynford Drive extension to the Don Mills Trail. This connection across the rail corridor could potentially include a future connection to Leslie Street. Additionally, DMCSPP policies require a trail connection from the Wynford Drive extension cloverleaf to be implemented to connect existing trails within E.T. Seton Park with new multi-use trails along the Wynford Drive extension.

Public Realm -Parks and Open Spaces

The proposal includes a 2.26 hectare public park (5.58 acre) at the north end of the site (Blocks 3A and 3B) and a 0.31 hectare (0.77 acre) public park at the south end of the site (Block 6A) adjacent to Eglinton Avenue East. Also included is a total of approximately 3.77 hectares (9.3 acres) of open space land located below the TRCA top of bank (Blocks 14A, 14B, 15 and 16) to be transferred to the TRCA and the City at no cost. A total of 6.33 hectares (15.6 acres) of parkland and ravine lands representing approximately 26% of the site would be transferred into public ownership.

The Block 1B plaza is proposed to be a privately-owned publicly-accessible space (POPS) and connect Public Street C and Block 7. This area would offer seating, landscaping, space for outdoor patios and a pavilion providing an underground connection to the Eglinton Crosstown LRT station. It is also anticipated that this area would be used as programmable space for events and public gatherings. Private Street B located between Public Street A and the Wynford Drive extension, would have a public access easement over it allowing residents and visitors access between Blocks 1A, 1B, 2, 4, 5, 5A, and 7. Additionally, the proposal includes a POPS area through Block 12 between Street C and Block 14B. This POPS area would allow public access to the open space area on Block 12 between the central and east residential tower on this block and provide permeability through the block and into the ravine system.

Proposed public parks front along public streets, having direct access and visibility to these spaces. Parks areas would create spaces with active and passive recreational uses. POPS areas would create interesting public spaces in the form retail shopping areas along Private Street B and spaces for public and social gatherings within the Block 1B plaza.

The proposal conforms to Official Plan and SASP 511 policies requiring that larger sites promote City streets as significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. Of the 60 acre site, more than 52% of the site would be transferred into public ownership or have public access over lands including parks, ravine lands, open spaces, public streets and POPS.

Land Use

Under SASP 511, the proposed development site is designated as *General Employment Areas* fronting along Don Mills Road, *Regeneration Areas* along the remainder of the site north of Eglinton Avenue East, and *Natural Areas* for the portion of the site south of Eglinton Avenue East. Section 3.3 of the Official Plan "Building New Neighbourhoods" policies speak to new neighbourhoods being viable communities that have: a mix of uses; services and facilities that meet the needs of residents, workers and visitors; and community services and parks that fit within the wider system.

Employment Areas

As part of OPA 231 and SASP 511, the *General Employment Areas* land use designation along the frontage of Don Mills Road is to remain. This designation includes all of Blocks 1A and 1B and the majority of Block 2. A minimum of 18,580 square metres (200,000 square feet) of office space, including associated retail and services uses, are to be provided in phase 1 of any development within the *General Employment Areas*.

Additionally, SASP 511 indicates that the initial phase of residential development within the portion of lands designated as *Regeneration Areas* may proceed without a Secondary Plan provided it is preceded by, or developed concurrently with, a minimum gross floor area of 18,580 square metres of office space, including associated retail and services uses, on the portion of the lands designated as *General Employment Areas*, and the necessary physical and social infrastructure are available.

The first phase of this development proposal includes the construction of the nine-storey office building located within Block 1A. The proposed total GFA of this office block is 24, 258 square metres consisting of 23,086 square metres of office, 174 square metres of retail, and a 998 square metre child care facility. This would meet the minimum office GFA requirement for phase 1. As part of the Section 37 and plan of subdivision agreements, it will be ensured that no above-grade building permits would be issued for the proposed residential buildings on Block 9 or Block 12 within phase 1 until the first above grade permit is issued for the office building. Low-rise building permits for the freehold townhouses on Block 8 can be issued. Additionally, a 62 space childcare centre is proposed within this office building. Financial security will be taken for the child care centre upon issuance of the first above grade building permit for the office. Once the above grade building permit is issued for the office building, residential building permits could be issued for Blocks 9 and 12 within phase 1 of the residential development. It would also be ensured that as part of the subdivision conditions, no additional building permits would be issued for any residential units beyond phase 1 until the office building has been completed. This phasing strategy appropriately satisfies the requirement of SASP 511.

In addition to the phase 1 office and non-residential GFA requirements, SASP 511 requires that the development of lands designated as *General Employment Area* to achieve a minimum of 70,000 square metres of non-residential gross floor area comprised of uses permitted in *General Employment Areas*, the majority of which is to be office space, prior to, or concurrent with, the final 300 units of residential development on lands designated as *Regeneration Areas*.

With the ultimate build out of the 60 acre site, the Wynford Green development proposes a total non-residential GFA of 85,545 square metres consisting of 59,966 square metres of office, 11,119 square metres of retail, and 14,460 square metres of community services and facilities uses, including a daycare and land for an arena/community centre. The proposed total non-residential GFA within the *General Employment Areas* designation would be approximately 72,000 square metres, of which office GFA would consist of approximately 85% of the minimum 70,000 square metres of non-residential GFA required as part of SASP 511. This would satisfy the SASP 511 requirement for non-residential uses onsite. As currently proposed, Block 2 would be the final block in this development proposal. Block 2 consists of 18,803 square metres of residential GFA in 300 units, total retail GFA of 5,326 square metres and total office GFA of 36,880 square metres. In order to address the requirements of SASP 511, a Holding provision would be included in the zoning by-law to not permit the final 300 dwelling residential units of development until a minimum of 70,000 square metres of non-residential GFA has been built.

These lands are intended to develop with office uses and other complimentary land uses to support the creation of a competitive, attractive and highly functional employment area. The Wynford Green development proposal adheres to this policy direction as the majority of the employment proposed is office use. Retail, community and recreational uses are also proposed in the immediate area which would support the office employees.

Regeneration Areas

SASP 511 directs that a land use plan provides for redesignation of the *Regeneration Areas* lands to *Mixed Use Areas*, *Apartment Neighbourhoods*, *Parks and Open Space Areas* and *Neighbourhoods*, as appropriate, and prohibits large-scale, stand-alone retail stores and power centres, which are generally greater than 6,000 square metres. The draft DMCSPP and applicant's land use plan proposes redesignating the *Regeneration Areas* portion of the site to include *Mixed Use Areas*, *Apartment Neighbourhoods*, *Parks*, and *Natural Areas* designations.

SASP 511 requires a Parks and Open Space Plan that provides and improves parkland and which connects into the local network of parks and ravines, and protects and restores Natural Heritage Areas. The *Parks* designation is proposed to generally correspond to Blocks 6B, 3A and portions of Block 3B. Arena and community facilities are permitted within the *Parks* designation. The *Natural Areas* designated lands would consist of Blocks 14A, 14B, 15, and 16. The *Natural Areas* would include passive recreational uses and trails. All these parks and open space areas are interconnected through a robust public realm of tree-lined public streets, generous public sidewalks, multi-use trails, and cycling lanes. This is consistent with the draft DMCSPP requiring that natural areas are to be maintained primarily in a natural state while allowing for the provision of pedestrian and cycling trail connections from development areas into the ravine provided adverse impacts on natural features and functions are minimized.

The *Mixed Use Areas* designation is proposed for Blocks 4, 5, 5A, 7 and the residential use portion of Block 2. This designation would include a mix of both low-rise, mid-rise and high-rise residential and commercial retail uses. The draft DMCSPP identifies *Mixed Use Areas* as areas where significant intensification of residential land uses occurs along with non-residential land uses to ensure a balanced mix of uses in the Core Area. Additionally, development is encouraged to provide loading and parking facilities that can be shared with development in *General Employment Areas* to consolidate access points and minimize impact on publicly accessible open spaces and pedestrian routes in the public realm. The Wynford Green development proposal conforms to this policy direction by locating the most intense residential buildings in this *Mixed Use Areas* designation and by consolidating access and parking facilities with the offices in the *General Employment Area*.

The draft DMCSPP and applicant's land use plan propose to designate Blocks 6B, 6C, 8, 9, 10, 11, 12 and 13 as *Apartment Neighbourhoods*. The DMCSPP further refines this designation to include *Apartment Neighbourhoods A, B and C*. Lands designated as *Apartment Neighbourhoods A* would apply to Blocks 6B-C and Block 12 and allows for residential uses, parks, local institutions and cultural and recreational uses. Retail, service and office uses that primarily serve the residents are permitted along the entire Wynford Drive extension, the Core Connector (Public Street A) and Eglinton Avenue East. *Apartment Neighbourhoods B* would apply to Blocks 9 and 11 and allow for residential uses in mid-rise apartment buildings, the height of which shall not exceed the width of the portion of the Wynford Drive extension to which it fronts. *Apartment Neighbourhood B* would also allow for low-rise buildings four storeys in height. *Apartment Neighbourhood C* would apply to Blocks 8, 10 and 13 and contain residential uses in low-rise buildings no greater than four storeys in height, parks, low scale

institutions, home occupations, cultural and recreational facilities.

The proposed land uses for the Wynford Green development conform to the draft DMCSPP land use plan as shown on Attachment 17b. The Wynford Green development proposal is consistent with the draft DMCSPP's Vision and Guiding Principles by creating a vibrant neighbourhood with a mix of residential, employment, retail, parks and open space uses. Additionally, the proposal conforms with the policy direction in SASP 511 by creating a complete community with residential uses, employment uses, retail and service facilities, community services and facilities and parks and open spaces.

Built Form and Massing

The development proposal integrates a variety of built forms at various scales of intensity across the site, including low-rise townhouses, mid-rise buildings and high-rise towers. The draft DMCSPP speaks to the scale and form of development being contextually appropriate to its relationship to adjacent sites, nearby lands designated *Neighbourhoods* and *Employment Areas* and its access to transportation facilities. The built form and heights proposed for each building is summarized in Table 3 below.

Table 3 – Built Form and Height Summary

Block	Built Form	Height	
		Storeys	Metres
1A	Office Building	9-storeys	40.98 m
1B	Public Plaza	1-Storey	4.56 m
2	Office Building	8-Storeys	36.98 m
	High-rise	31-storeys	103.48 m
4	Low-rise (stacked back-to-back townhouses)	4-storeys	12 m
	High-rise	34-storeys	105.71 m
5	High-rise	29-Storeys	90.9 m
5A	Low-rise (stacked back-to-back townhouses)	4-Storeys	12 m
	High-rise	27-storeys	86.27 m
	Mid-rise base building	9-storeys	32.27 m
6B	Low-rise (stacked back-to-back townhouses)	4-storeys	12 m
	Mid-rise	10-storeys	32.23 m
6C	High-rise	39-storeys	119.73 m
7	High-rise West Building	48-storeys	147.43 m
	High-rise East Building	40-storeys	123.43 m
8	Low-rise (freehold townhouses)	4-storeys	12 m
9	Low-rise (back-to-back townhouses)	3-storeys	13 m
	Mid-rise North Building	8-storeys	25.18
	Mid-rise South Building	8-storeys	24.43 m
10	Low-rise (freehold townhouses)	4-storeys	12 m
11	Low-rise (stacked back-to-back townhouses)	4-storeys	12 m
	Mid-rise West Building	8-storeys	22.76 m
	Mid-rise East Building	8-storeys	22.76 m
12	Low-rise (stacked back-to-back townhouses)	4-storeys	13 m
	Mid-rise	8-storeys	24.59 m
	High-rise West Building	32-storeys	99.29 m
	High-rise Central Building	39-storeys	121.39 m

	High-rise East Building	34-storeys	105.19 m
13	Low-rise (freehold townhouses)	4-storey	12 m
*Height excludes mechanical penthouse.			

Townhouses

The proposed Wynford Green community includes a number of townhouse forms. The freehold townhouses within Blocks 8, 10 and 13 are all four-storeys in height and massed fronting on to public streets. Townhouses with facing rear yards have minimum separation distances of 15 metres and there are not any inappropriate front yard to rear yard townhouse relationships. These townhouse buildings are appropriately setback a minimum of 3 metres from public streets allowing for private landscaping, animated with residential uses, and eliminating the need for paving and curb cuts within the public boulevard. To ensure that these freehold townhouses are distinct, foster design excellence, and provide an innovative architecture and landscape, the applicant will be required to provide architectural control guidelines for Blocks 8, 10 and 13. This will be secured as a matter of legal convenience in the Section 37 agreement.

Stacked townhouses and stacked back-to-back townhouses are located on Blocks 4, 5, 6, 9, 11 and 12. These townhouse form buildings are three and four-storeys in height and are massed along public streets and set back a minimum of 3 metres. All units are accessed from public streets, open space areas, and/or private landscaped mews. Parking for this stacked townhouse form would be below grade. Staff will collaborate with the applicant to ensure that the townhouse units facing internal private mews are designed as public streets and the townhouses are directly connected and visible from the public streets during the site plan approval process.

Mid-Rise Buildings

The Wynford Green community proposes six mid-rise buildings with one ten-storey building massed along Eglinton Avenue East (Block 6B) and all other mid-rise buildings eight-storeys in height along various portions of the Wynford Drive extension (Blocks 9, 11 and 12). The proposed eight-storey buildings consist of heights not exceeding the ROW width they are located on and are massed with the seventh and eighth floors stepped backed 3 metres. Each building is set back a minimum of 3 metres from the Wynford Drive extension allowing for front yard landscaping and ground floors along public street frontages to be animated with residential uses and amenity areas. The Block 6B mid-rise building at ten-storeys is taller as it is associated with the wider Eglinton Avenue East ROW width. The ten-story mid-rise building steps back its seventh through tenth storeys a minimum of 3 metres.

The proposed mid-rise building located on Block 6B is appropriately setback from park Block 6A a minimum of 5 metres. The eastern most mid-rise building on Block 11 is proposed to be set back a minimum of 5 metres from Public Street A across from park Block 3A with its seventh and eighth floors stepped back 5 metres along its eastern edge.

Office Buildings

Don Mills Road between Eglinton Avenue East and the proposed Wynford Drive extension is massed with a nine-storey office building within Block 1A and an eight-storey office building within Block 2. Both office buildings would have floorplates of approximately 2,800 square metres (30,150 square feet), various base building elements of one to six-storeys in height, and set back a minimum of 5 metres from Don Mills Road, 2 metres from the Wynford Drive extension and 6 metres from Eglinton Avenue East. The office buildings frame Don Mills Road and activate this frontage primarily with office and retail uses at-grade. The 5 metre setback along Don Mills Road provides space to animate the public realm with high quality pedestrian walkways, weather protection, trees with understory planting, patios and seating to support non-residential uses on the ground floor. The office building in Block 1A is also appropriately setback from Eglinton Avenue East to accommodate pedestrians at this intersection.

Tall Buildings

Tall buildings are proposed to be located on Blocks 2, 4, 5, 5A, 6C and the tallest two buildings on Block 7 within the Core Area. Block 6C consists of a 39-storey residential building and Block 7 consists of 40 and 48-storey buildings. Both these blocks are massed with six-storey podiums framing Eglinton Avenue East and Public Street A. The ground floors of these podiums activate Eglinton Avenue East with retail uses, amenity areas, lobbies and residential uses. The towers are stepped back a minimum of 5 metres from all edges of the podium. All other tall buildings on Blocks 2, 4, 5 and 5A, include buildings situated on top of base buildings of various heights ranging from two-storeys to five-storeys and stepped back a minimum of 5 metres. In order to minimize shadow and wind impacts, balconies on tall buildings will not project more than 1.5 metres in depth, should include breaks in order to avoid large continuous balconies adding to the bulk of the tower, and be placed a minimum of 3 metres away from the corners of towers. These massing details will be finalized as part of the Zoning By-law.

The three tall buildings on Block 12 are unique as they are proposed to be massed on top of a heritage base building. The heritage base building varies from one to four storeys in height with the tall buildings articulated with a variety of step backs ranging generally from 1.5 metres to 9.3 metres as a result of the configuration of the base building. The tall buildings and the base buildings are situated within the valley setting of the ravine with generous landscaped setbacks from Eglinton Avenue East. A three-storey portion of the base building of Block 12 would be setback a minimum of 5 metres from park Block 6A. These three tall buildings play an important role in emphasizing the heritage building on Block 12 and will not have balcony projections into the tower step back areas.

The proposed tall buildings for this project satisfactorily address tall building design guidelines related to such matters as, but not limited to: building parallel to the street and extending the base building the length of the site along the edges of streets, parks and open spaces; minimizing the extent of site area dedicated to servicing and vehicular access through the use of shared infrastructure and efficient layouts; locating and designing publicly accessible space to read as a public place; maintaining tower floor plates to 750 square metres or less, minimizing shadow impacts and negative wind conditions; and providing separation distances between towers of 25 metres or greater.

The guidelines will be used to review each tower on every block in greater detail during the site plan approval stage.

The proposed built form and massing conform to the draft DMCSPP as buildings are generally massed to frame streets, parks, open spaces and connections with good proportion and provide active and animated uses at the ground level with direct access to the public realm. Detailed zoning provisions such as setbacks, stepbacks, and maximum heights, will be resolved and implemented through the zoning by-law. A detailed review of the site plan and block layouts, vehicular access points and pedestrian connections in each block will be undertaken during the site plan review for each block.

Blocks 1A, 1B, 4 and 7

The area at the southeast corner of the site consisting of Blocks 1A, 1B, 4 and 7 contains the most intense form of development blocks. Don Mills Road is massed with an eight and nine-storey office built form. The Eglinton Avenue East frontage is massed with the south end of the office building, an LRT transit station pavilion entrance and a base building predominantly six-storeys in height for the Block 7 residential towers. Public Street A is massed with the west end of the Block 7 six-storey base building and the four-storey stacked back-to-back townhouses of Block 4. Prior to finalizing the zoning by-law and as part of site plan control, these blocks will be further reviewed to ensure that impacts from servicing and access on the surrounding public realm are minimized through shared service and access within the block.

Blocks 2, 5A and 5

Block 2 would be massed with an eight-storey office building along Don Mills Road. Public Street C's north end would be massed with the south end of the office building, with the office lobby entrance and the base of the Block 2, 31-storey residential tower. The Block 5, 29-storey residential tower would be located on the west side of Private Street B, also having a four-storey base massing this corner with the residential tower set back a minimum of 5 metres. Block 5A is proposed as an affordable housing block with an L-shaped building framing the west end of the block along Public Street A with a nine-storey building and the east end of the block with a 27-storey residential building on a four-storey base building. The floor plate for the affordable housing Block 5A is slightly larger at approximately 800 square metres.

Blocks 6B and 6C

Block 6B is proposed to be massed with four-storey stacked back-to-back townhouses fronting Public Street D. The south end of Block 6B would consist of a ten-storey mid-rise building massed along Eglinton Avenue East. All three public street frontages along Block 6C would be massed with a C-shaped six-storey base building. The tower above is proposed to be 39-storeys.

Blocks 8, 10 and 13

Four-storey freehold residential townhouses associated with Blocks 8, 10 and 13 frame the Wynford Drive extension, Public Streets A, C, D, E and F. Prior to finalizing the zoning by-law and during site plan control, these blocks will be further reviewed to ensure that mid-block walkways are an appropriate width and that townhouses maintain an appropriate grading relationship between the street and the front doors of the

residential units.

Block 9

Public Streets C and F are massed with two buildings of three-storey back-to-back townhouses located at the southeast corner of Block 9. Access to Block 9 is proposed from a shared private driveway from Public Street F to Public Street C. As part of the site plan review, the driveway width should be minimized and additional landscaping incorporated into this area. Additionally, prior to finalizing the zoning by-law, the block should be revised to ensure that mid-rise buildings with side-to-side relationships have a minimum separation distance of 11 metres.

Block 11

Block 11 consists of the Wynford Drive extension being massed with two eight-storey mid-rise buildings. An L-shaped access driveway from Public Street A through to the Wynford Drive extension is incorporated into the site. Similar to the comments for Block 9, the block designs should be revised to ensure that the side-to-side separation distance between the mid-rise buildings is increased to a minimum of 11 metres. In addition, the rear driveway area is a large paved area. This area should be minimized in order to maximize landscaping on-site during the site plan review.

Block 12

Block 12 is the most diverse block with respect to residential built form as it consists of townhouses, mid-rise and tall buildings. The northeast corner of Block 12 is massed with a single four-storey stacked back-to-back townhouse building. The northwest corner of the block consists of an eight-storey L-shaped building massed to frame portions of Public Street C and the Wynford Drive extension. The southern end of Block 12 consists of three residential towers with heights of 32, 34 and 39-storeys. These towers are situated on top of a heritage base building that varies in height from one to four-storeys in height. Through the site plan review, staff will ensure that the east-west driveway is appropriately landscaped with paving minimized.

With regards to visibility of front door entrances to the stacked townhouse forms and tall buildings onsite which do not directly front onto public streets, the design of private mews or driveways on which they front will be improved during the site plan process to ensure the mews and driveways are designed as public streets and/or have a direct visible connection to the public street. The proposal conforms to the draft DMCSPP as the development is massed to frame streets, parks, open space and mid-block connections with good proportion and provides active and animated uses at the ground level.

Density, Height, and Transition

The proposed Wynford Green community has an overall gross site density of 2.31 times the area of the lot. The lands located below top-of-bank have not been included in the calculation of density as per Official Plan Policy 3.4.9. The site is organized with various scales of intensity corresponding to the three Character Areas identified in the draft DMCSPP.

The greatest scale and intensity of uses is centred around the corner closest to Don Mills Road and Eglinton Avenue East. This would include Blocks 1A, 1B, 4, 7, and Blocks 2, 5, 5A. Each of these groups of development blocks have the greatest mix of uses consisting of residential, office, retail, community services, and public spaces. The tallest buildings are located on Block 7 with heights of 48 and 40 storeys. With a significant amount of office uses at this location and direct access to the future Eglinton LRT, it is appropriate that these blocks are the densest. These blocks closest to the intersection form the centre of the DMC Study Area on this quadrant and function as an urban core with a gross density of approximately 4.4 times the site area.

This is consistent with the draft DMCSPP, as this area is identified as part of the Core Area within the Structure section of the Secondary Plan with a maximum permitted gross density of 4.5. The draft DMCSPP states that the Core Area will form the primary area for intensification where the greatest heights and densities in the Secondary Plan are located to take advantage of the walkable scale of these lands and their proximity to transit. Emerging policy direction indicates that a significant portion of density will comprise of employment uses to reflect the underlying *General Employment Areas* land use designation along Don Mills Road. Additionally, tall buildings in *Mixed Use Areas* within the Core Area should mark the intersection of Don Mills and Eglinton Avenue East but demonstrate transition to lower scale development.

Blocks 4, 5 and 5A are designated as *Mixed Use Areas* within the DMC Core Area and include tall buildings along their eastern edge (34, 29 and 27-storeys) fronting on to Private Street B. The taller buildings within these blocks begin to transition to the four-storey stacked back-to-back townhouses located along the western edge of these blocks fronting Public Street A, which is the Core Area boundary. The western edge of Block 5A transitions to a nine-storey base building along Public Street A and Wynford Drive. The taller apartment buildings in Blocks 4, 5 and 5A transition from east to west to the lower scale four-storey townhouses within the *Apartment Neighbourhoods "C"* designated area outside of the Core Area (Blocks 8, 10 and 13). Blocks 8, 10 and 13 are the least intense blocks with respect to height, density and mix of uses. These blocks consist of low-rise freehold residential townhouses with maximum heights of four-storeys.

Blocks 3A, 3B, 8, 9, 10, 11 and 13 make up the Wynford Neighbourhood Character Area of the draft DMCSPP which indicates that development within this area will consist of mid-rise and low-rise buildings containing residential uses on a walkable street network of appropriately scaled blocks and mid-rise buildings that will front the Wynford Drive extension. Along with the low-rise *Apartment Neighbourhoods "C"* designation, Blocks 9 and 11 are designated as *Apartment Neighbourhoods "B"*, which contain residential uses in heights that will not exceed the width of the portion of the Wynford Drive extension they front. The Wynford Neighbourhood Character Area will also provide for grade-related building types. This Character Area has a proposed gross density of 0.55 and complies with the density maximum of 1.0 as outlined in the draft DMCSPP. Blocks 3A and 3B are designated as *Parks*.

A secondary area of development that includes taller buildings consists of Blocks 6B, 6C and 12 that front along Eglinton Avenue East in close proximity to the ravine system. Although this area consists of residential uses in tall buildings, development within the Ravine Valley Edge Character Area will be appropriately setback from the top-of-bank with tall buildings arranged to respect the natural setting. Heights and densities within the Ravine Valley Edge are not to exceed those found within the Core Area with a maximum gross density of 3.5. The DMCSPP designates these blocks as *Apartment Neighbourhood "A"* and the Wynford Green development proposal is consistent with the draft DMCSPP as the residential uses in the Ravine Valley Edge are less intense than the Core Area with a density of 3.5. Additionally, buildings are setback from the top-of-bank edges, building heights are generally lower than the Core Area, more open spaces are incorporated into these blocks and the towers have greater separation distances between them.

Along Eglinton Avenue East, Public Street A functions as the boundary between the Core Area with that of the Ravine Valley Edge and Wynford Neighbourhood areas to the west. Block 7 with the tallest building at 48-storeys transitions west towards Block 6C with a building height of 39-storeys. Both these buildings work together to frame Street A as the southerly entrance to this neighbourhood. Eglinton Avenue East continues westwards to be framed by the ten-storey mid-rise building of Block 6B and then the heritage podium of Block 12 along with the residential towers which are generously set back from the Eglinton Avenue East frontage.

Public Street D is the boundary between the lower density Wynford Neighbourhood Character Area and the Ravine Valley Edge Character Area separating Blocks 6A, B and C with that of the south side of Block 8. Public Street D is appropriately framed on the south side with four-storey stacked back-to-back townhouses and a six-storey base building. This south edge of the street provides for an appropriate transition to the lower scale four-storey freehold townhouses on the north side of Public Street D.

The western limit of Public Street C separating Block 12 (Ravine Valley Edge) and Block 9 (Wynford Neighbourhood) has both of these blocks organized with mid-rise buildings fronting along Wynford Drive with the built form transitioning to three-storey stacked townhouses (Block 9) and four-storey stacked back-to-back townhouses (Block 12). These townhouse forms appropriately front Public Street F transitioning to the four-storey freehold townhouses on the east side of Public Street F.

The built form is massed and organized in a manner that appropriately transitions to surrounding areas and between areas of different scales and intensities. Additionally, the proposed development conforms to the maximum densities permitted in the DMCSPP Character Areas.

Heritage

The PPS directs that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.” Properties included on the City’s Heritage Register are considered to be significant in this context. The heritage policies in the City of Toronto’s Official Plan provide the policy framework for heritage conservation in the City.

The property at 844 Don Mills Road contains the former Canadian IBM head office and factory complex (now known as Celestica), completed in 1951 with later additions. This property was included on the City of Toronto's Heritage Register in 2006. The property at 1150 Eglinton Avenue East contains the former IBM Headquarters (Canada) building completed in 1967 which is not included on the City's Heritage Register. Notwithstanding, both properties have been identified and evaluated by staff as significant examples of the Modern Movement of Architecture.

Given the proposal to redevelop the site comprehensively, the designation of both buildings was recommended by Heritage Preservation Services staff in order to identify important heritage attributes on the site and to inform how the unique and significant cultural heritage value of both buildings could be conserved. The recommendations were also made to ensure that adjacent parcels within the new development were complementary to the character of both buildings and that visual and physical impacts were mitigated. At the outset, the proposed road network and balance of objectives made conservation of the large-scale head office and factory complex, which occupies a significant and impermeable building foot print set back substantially from Don Mills Road, a challenging task.

844 Don Mills Road (former Canadian IBM Head Office)

The building located at 844 Don Mills Road, known as the former Canadian IBM Head Office is a listed building on the City's Heritage Register.

The 1951-54 former IBM building at 844 Don Mills Road is valued for its historical associations with the IBM corporation, founded in Binghamton, New York and world-renowned for its century of innovations in information technology. It was with the opening of its Canadian branch in 1917 that the company adopted the name International Business Machines Co. Ltd. (IBM). The 1951-54 head office and factory building was a symbol of IBM's technological progress. As one of the first industries to locate in Don Mills, it was an early contributor to its transformation as a significant post-war commercial and industrial centre of Metropolitan Toronto. The design values are evident in the form, materials and details of the building which make it a fine representative of the style known as "Style Moderne," a transitional style between Classicism, Art Deco and Modernism. The building is an important contributor to the significant modern architectural landmarks that contributed to the high design standard which characterized Don Mills' development.

In consideration of the fine grain nature and configuration of the new street network and corresponding development blocks superimposed on the Wynford Green development lands, the building located at 844 Don Mills Road is not being conserved.

Notwithstanding, in order to acknowledge the history, place and important role that 844 Don Mills Road had in the evolution of the Don Mills Community, key features of the building will be retained and incorporated into the proposed development. These include the north and south entrance portals which will be dismantled, rebuilt and relocated on development Blocks 4 and 5A (see Attachments 7c, 7d, 8a and 8b). The two entrance portals will face eastward in order to interpret their original orientation towards Don Mills Road, including their new relationship to the north and south wings of the building as they originally existed on the site. The Block 1B plaza should be designed to

incorporate the architectural character, landscaping and materials of the original heritage building, reflecting the function of the modernist 'forecourt'. In addition, there may be other opportunities to incorporate some of the existing elements of the building such as the glass block corner treatments which staff would like to explore further with the applicant prior to dismantling and demolition of the building.

While the integration of the two entrance portals is a strong commemorative gesture within the development, it does not constitute conservation. Therefore it is recommended that the reconstructed elements be secured as features to be carefully documented, dismantled and stored until such time that they can be re-introduced in tandem with phasing and construction related to development Blocks 4 and 5A of the Wynford Green Development. Furthermore, in securing the portals, staff are recommending that this undertaking require a dismantling and reconstruction plan, lighting plan and interpretation plan and that these be secured within the Section 37 agreement (as a legal convenience, not a community benefit), noting that designation and/or a heritage easement agreement under the *Ontario Heritage Act* is not being pursued given that the building will no longer have sufficient integrity.

1150 Eglinton Avenue East (former IBM headquarters)

The former IBM headquarters building is not currently listed on the City's Heritage Register, but it has significant heritage value indicative of a corporate building designed in the Late Modern style.

To the west of 844 Don Mills Road, on the north side of Eglinton Avenue East and contained by the Don River ravine and CPR railway line, the 1966-67 IBM Headquarters building at 1150 Eglinton Avenue East is also valued for its associations with the history of the IBM corporation, the development of the industrial manufacturing sector of Don Mills and with the prolific, modernist, architectural firm of John B. Parkin and Associates. The building has design value for its Late Modern style which rejected the technological bias of early Modernism in favour of a more organic approach evident in the response to the natural qualities of the Don River Valley site. As a corporate headquarters for Canada, this was an innovative design approach for both IBM and Parkin Associates. Contextually, the building has been a landmark emphasizing the natural topography of the ravine site and contributes to the sequence of high-quality-designed, third-quarter twentieth century Modernist structures that characterize Don Mills. The building displays a high degree of craftsmanship and artistic merit in its innovative and dramatically simple composition of blocks, clad in brick and alternating window walls which step incrementally in relation to the surrounding lawns, mature planting and hill-top setting which responds to the adjacent Don Valley ravine landscape. The high quality design was recognized in 1970 with a nomination for a Massey Medal for Architecture.

Despite the building not having status on the City's Heritage Register, staff have negotiated a conservation strategy that incorporates the building's landmark qualities and conserves the prominent public view of the building from the south side along Eglinton Avenue East. The proposed conservation strategy currently includes 100% of the linear length of the south elevation to be retained in situ (representing 50% of the overall building elevation) comprising a tri-partite block composition, terraced form and

massing, and the relationship to the existing landscape of the Don Valley ravine. Views from the podium level to the Don River Valley will be conserved, and landscaping elements will frame the view of the building from the north and south sides of Eglinton Avenue East. Three individual towers of 32, 34 and 39 storeys respectively are proposed for each architectural block with varying step-backs (3.5m – 9.7m) from the parapet edges. In this way, the heritage building serves as a base building for the towers, and the towers themselves are conceptually designed in a manner which vertically extrudes the 2 dimensional (in-plan) shape of each block with rounded corners that simultaneously relate to and contrast with the heritage building to create legibility.

It is proposed that the northern portion of the building be removed to allow for access, frontage, open space and new housing types. The mitigation strategy for the north elevation includes a screen wall which retains the fenestration and brick portions of the elevation and links the most easterly and central blocks to allow for access and enhanced permeability to courtyards on the south side facing Eglinton Avenue East. While the increase in permeability improves site access, it diminishes the appreciation of the heritage building on all sides. Staff will continue to work with the applicant to improve the design of this northern portion of the site, and will continue to advocate for compatibly designed new development and adequate transitions into the new neighborhood.

The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) is the official document guiding planning, stewardship and the conservation approach for all listed and designated heritage resources within the City of Toronto. The General Standards (1-9) and the Standards for Rehabilitation (10-12) apply to this project.

Given the expansive site and the broad mandate of the plan area the current application has not been designed to the level of detail necessary to fully evaluate the conservation strategy. While heritage staff have agreed in principle to the conservation strategy for each building as described above, it should be noted that the discussions with the applicant concerning the incorporation of portal elements of 844 Don Mills and the conservation and adaptive re-use of 1150 Eglinton Avenue East have, to date, taken place on a conceptual level and future phases of work will continue to improve the current proposal and will provide a greater level of detail as required.

Given that the entrance portals for 844 Don Mills are being incorporated within the elevations of mixed-use tower development, heritage staff are recommending that additional discussions with the applicant take place at the site plan stage related to the design and elevations of the base building and its interface and relationship to the portals. The dismantling, reconstruction and interpretation strategy can likewise be submitted at that time. In respect of the Parkin Building located at 1150 Eglinton Avenue East, further discussion with the applicant will be required related to additional details and design requirements. These include a strategy for windows and other openings on the south side that may be contemplated as a result of the adaptive re-use of the building; the design and execution of the proposed screen wall spanning between the easterly block and middle block; the treatment and infilling of built form which replaces the removed portions of the building; along with the approach and strategy for the landscape design in

light of the inherent modernist expression of the existing site and buildings. Once the uses (and/or users) within the base building have been confirmed, the approach to exterior conservation will be reviewed further.

City Planning will be seeking to secure the designation of 1150 Eglinton Avenue East under Part IV of the *Ontario Heritage Act* as a part of this development and will require that the modified building be protected in the long term through a heritage easement agreement, along with the requirements for a conservation plan, lighting plan, signage and landscape plan and interpretation plan and a letter of credit to be secured through the site plan approval process, and prior to the release of any demolition permits on the site.

At this time it is recommended that City Council add the property at 1150 Eglinton Avenue East to the City's heritage register (see Attachment 20), with designation to occur within the site plan approval process, along with any necessary conditions of approval. Adding the property to the Heritage Register now will allow staff to monitor the site in the intervening period and will ensure that a significant modernist building be conserved within the former Celestica complex. Heritage listing also gives City Council 60 days to respond to a request for demolition. While heritage staff have agreed in principle to the conservation strategy as proposed, and the applicant has expressed a willingness to undertake the work, it is in the public interest to secure the requirement for future conservation at this time, understanding that the design will continue to evolve within the site plan approval process.

Urban Design Guidelines

Staff are also recommending that the applicant produce urban design and architectural guidelines that will provide explicit direction for the new portions of the development, particularly phases of development that are adjacent to 844 Don Mills Road and 1150 Eglinton Avenue East, in order to capitalize on the important thematic qualities of modernist architecture inherent in the design of these landmarks, and to ensure a continued spirit of architectural excellence augments the importance of other noteworthy buildings of the post-war era that contribute to the unique heritage of the Don Mills Community. The guidelines will be secured as a matter of legal convenience as part of the section 37 agreement.

Sun, Shadow, Wind

The shadow study submitted for the Spring and Fall Equinox on (March 21 and September 21) indicate that the majority of the low-rise townhouses within Blocks 8, 10 and 13 are free of shadow between 11:18am to 4:18pm and the majority of the park areas have adequate sunlight. Areas immediately adjacent to tall buildings within the Core Area experience longer periods of shadow, as is expected in denser areas. Shadow studies were also submitted for June 21 (Summer Solstice). Most of the low-rise townhouse Blocks 8, 10 and 13 receive sunlight beginning at 9:18am in the morning for the duration of the day until 5:18pm. The shadow impacts proposed are acceptable, as the development proposal integrates a variety of building types throughout the site.

The proposed mid-rise buildings are designed to meet the City's Mid-Rise Building Guidelines with building heights generally the width of their associated right-of-way, appropriate setbacks and upper storey stepbacks. Additionally, the proposed tall

buildings are designed to meet the City's Tall Building Guidelines with maximum floorplates of 750 square metres and minimum tower separation distances of 25 metres with the towers on Block 12 exceeding this minimum separation distance requirement. These tall, slim towers with sufficient separation distances allow for shadows to pass quickly. By adhering to the City's design guidelines any shadow impacts on blocks, streets and public spaces are minimized.

The draft DMCSPP also requires that the base portion of tall buildings and midrise buildings will permit a minimum of five hours of continuous sunlight between 10:18am and 3:18pm from March 21st to September 21st on the public sidewalks throughout the site. The proposed development achieves this, as base buildings are generally low in scale between two and six storeys. This quantitative requirement ensures that residents can walk along most sidewalks without being in shadows cast by large, oversized base buildings.

Other policies from the draft DMCSPP require that development around public parks will be shaped to preserve appropriate sunlight conditions. The height of the base buildings and the mass, location and height of the tall buildings nearby the parks will be designed to maximize access to sunlight throughout the day and minimize shadows in the parks. This is successfully achieved on park Block 6A as the park block receives sunlight for most of the day from 10:18am until 5:18pm from March 21st to September 21st.

Additionally, the draft DMCSPP requires that buildings are located and massed to ensure that not less than 75% of the Block 3A/3B park is in direct sunlight between 9:18am and 5:18pm from March 21st to September 21st. This provides a more defined and measurable requirement for shadowing on this park. The proposed Wynford Green development shadows a maximum of 25% of the park during these hours, thereby adhering to this policy.

The applicant's submitted shadow study and shadow impact from the development is generally acceptable and meets the draft DMCSPP. Staff will review the shadow impacts in further detail at the site plan stage and work with the applicant to further limit shadow impacts through refinement of building massing and articulation, architecture, and balcony projections/location, among other means.

Winds have been tested for development massing to ensure for appropriate wind conditions in the public realm for walking, standing and sitting. The wind study submitted by the applicant is generally acceptable, however the study identified some public areas in need of improvement, as well as mitigation measures for the proposed development. Staff will review the wind impacts in further detail at the site plan stage for each site with buildings greater in height than four-storeys and work with the applicant to further refine and limit the wind impacts through the massing and articulation of the buildings, including increasing building step backs, adding canopies and wind screens, and landscaping.

Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with less than 300 people per hectare. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The applicant's draft plan of subdivision proposes two park areas: Block 6A, a 3,120 square metre (0.312 ha) park; and Blocks 3A & 3B, which together comprise a 22,600 square metres (2.26 ha) in park area. The total on-site parkland dedication will be 25,720 square metres (2.57 ha). The location and the configuration of the proposed parks are satisfactory. The balance of the required parkland shall be satisfied through cash-in-lieu prior to the issuance of any building permit in phase 1.

The draft DMCSPP identifies a local park to be established along the north side of Eglinton Avenue East above the top of bank area to be a community focal point for the Ravine Valley Edge Character Area. The location of proposed park Block 6A satisfies this direction. This park can provide active recreational uses for local residents and provide a passive look out over the ravine lands south of Eglinton Avenue East.

The Owner will be required to convey park Block 6A for public parkland purposes at the completion of phase 1, once construction of this phase is completed and the residential buildings are occupied. Parks staff are interested in securing the design and construction, by the Owner, of above base park improvements. There may be opportunities to use the parks and recreation component of the development charges for this work. Further discussion is required. Should this be agreeable, Council should approve a development charge credit against the parks and recreation component of the development charges for the design and construction by the Owner of the above base park improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation.

The draft DMCSPP identifies the largest park being a Signature Park of a minimum of 2 hectares to accommodate a community centre consisting of the relocated Don Mills Arena with an opportunity to expand and accommodate additional community and recreational uses. This Signature Park will be designed to serve the local area as well as the broader community in a campus setting, focussing on active recreation uses. The location and size of proposed park Block 3A and 3B satisfies this direction. These park blocks will be conveyed to the City during phase 2 after the existing building at 844 Don Mills Road is demolished.

Toronto and Region Conservation Authority

The development site contains part of the West Don River valley at the southwest end of the site (Blocks 14A and 14B). The portion of land south of Eglinton Avenue East contains an existing cloverleaf (Blocks 15 and 16) that was historically constructed within the valley and now adjoins the current top of slope of the larger adjacent West Don River Valley owned by TRCA. All of the above mentioned blocks are located within a regulated TRCA area.

The western corner of 1150 Eglinton Avenue East and all of 1155 Eglinton Avenue East are contained within the valley system. The valley contains slope erosion hazards defined as natural hazards in the PPS. Section 3.1.1. b) of the PPS requires that development generally be directed to areas outside of hazardous lands impacted by an erosion hazard. The properties are also partially located within the Natural Heritage System. Section 2.1.5 and 2.1.8 of the PPS provides that development shall not be permitted within or adjacent to a significant valley land or significant woodland containing significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Section 3.4 of the City's OP provides policies for development within or near natural hazards and lands containing the natural heritage system. Policy 8 states that development will be set back at least 10 metres from the stable top of bank. The properties are also within the natural heritage system as defined in the Official Plan. Policy 10 states that development is generally not permitted within the natural heritage system. Policies 3 and 12 require that a study be provided to assess a development's impact on the system, and provide measures to reduce negative impacts on and/or improve the system.

TRCA's policy document, the Living City: Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (LCP) guides TRCA's role as an approval authority and as an advisor to municipalities with respect to natural heritage and natural hazards. Because portions of the subject property are contained within the valley system associated with the Don River Watershed, the LCP applies to this application. The LCP recommends that development not be permitted within the Natural System, that they be re-designated and re-zoned as Natural Areas/Natural Hazards and that the lands be conveyed into public ownership for their long term protection and enhancement.

TRCA is supportive of this unique opportunity to create a sustainable new community. TRCA staff staked the top of valley slope and dripline of contiguous vegetation of the valley as one line and the plans provided show the staked feature to TRCA's satisfaction. The geotechnical slope stability study confirms that this upper valley slope is long term stable and this was accepted by TRCA staff. The lands in the Natural System should be re-naturalized with native trees and shrubs and be redesignated to *Natural Areas* and re-zoned to Open Space.

To improve connectivity and access into the ravine, the development proposes two new trail connections within the valley lands, including a multi-use trail from the cloverleaf interchange ramp into E.T. Seton Park and a new switchback sidewalk from the upper slope of Block 12 down to Eglinton Avenue East. The portion of the Wynford Drive extension within the TRCA regulated area also includes a multi-use trail on its northern and western limits, a new sidewalk along its eastern limit, and a multi-use trail around the outer rim of the cloverleaf. One of the lanes on the cloverleaf access ramp will be removed in order to accommodate the multi-use trail that ultimately connects into E.T. Seton Park. TRCA staff support the trails provided approval conditions pertaining to each trail is secured as part of the draft plan of subdivision (Attachment 19).

The development proposes extending Wynford Drive west into the site from Don Mills Road and below the top of bank within the TRCA regulated area. The existing private driveway below the top-of-bank would form part of the Wynford Drive extension and would be reconstructed to a City standard including the cloverleaf south of Eglinton Avenue East. The development does not propose any new buildings or structures below the top of bank within the TRCA regulated area, however the development does propose three residential apartment buildings located on top of the existing heritage building at 1150 Eglinton Avenue East. The existing heritage building is located outside of the TRCA top of bank area, however, portions of the existing building are located within the required 10 metre setback buffer. The development proposes maintaining and incorporating significant portions of the heritage building as a base building, and adding three residential buildings on top of the existing heritage building. The proposed centre and east residential towers situated on top of the heritage building would be located outside of the 10-metre setback, while the west tower has a small portion of the northwest corner of the tower within the TRCA 10-metre setback. This has been considered acceptable by the TRCA. These setback matters will need to be recognized through the Official Plan amendment.

To normalize the 10-metre setback line, the TRCA has requested that the applicant revise the 10-metre setback line in order to limit impacts on the TRCA regulated area. As part of the approval process, Blocks 14A, 14B, 15 and 16 with a total area of 3.77 hectares of natural area are to be conveyed into public ownership, they are to be redesignated to Natural Areas, and rezoned to Open Space. The conveyance of these lands will be free of charge and will ensure that these natural areas remain in public ownership for the enjoyment of the public and protection of the natural environment. Additionally, in accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shoreline and Watercourse Regulation), a permit is required from the TRCA prior to any development taking place on these lands. As part of the approval within the TRCA area of interest, the applicant will also be required to submit a ravine restoration and stewardship plan. The applicant will be required to address TRCA draft plan approval conditions in Attachment 19.

The proposed approach to dealing with the valley lands, conforms to the draft DMCSPP, requiring that the relationship between the new community and the adjacent ravine system is more than a passive engagement. Natural systems are fully integrated with the design of the public realm and development blocks extend the experience of the ravine into the city while protecting nearby environmentally sensitive areas.

Ravine and Natural Feature Protection By-law

The southwestern corner of the property, generally including Blocks 14A, 14B, 15, 16 and the cloverleaf access ramp, is subject to the provisions of the City of Toronto Municipal Code Chapter 658 – Ravine & Natural Feature Protection (RNFP). Any vegetation and any tree located in an area regulated under the RNFP By-law is protected and any activity that could result in injury, destruction or removal of a protected tree is prohibited, unless authorized with a permit.

Work within the RNFP area includes the extension of Wynford Drive, addition of multi-use trails and sidewalks, and construction of a trail south of the cloverleaf access ramp into E.T. Seton Park. The RNFP area and work within this area correspond to the same area and work as within the TRCA areas of interest. As part of the approval process for this area, the applicant will be required to submit a detailed design of the trail into E.T. Seton Park that minimizes any impacts on the natural area, submit financial securities for the trail, submit a ravine stewardship/forest management plan for the RNFP and TRCA regulated lands, obtain permits for work within the RNFP area, convey these lands into public ownership, redesignate and rezone the lands for natural and open space uses. The ravine stewardship plan is an inventory and assessment of the health of the ravine and includes strategies for its restoration to improve the overall health of the ravine.

As per the draft DMCSPP, the formalization of trail access into the ravine will provide an opportunity to remove informal points of access in environmentally significant areas. Parameters for connections in proximity to environmentally sensitive areas will include appropriate buffer widths and buffer functions, determined in consultation with the TRCA and RNFP.

The application and plans have been reviewed by RNFP staff. They are satisfied with the proposed development within the RNFP area, provided that the applicant satisfies the draft plan approval conditions as shown in Attachment 19.

Toronto Private Tree By-law and City Street Trees

Trees on Private Property

The Arborist Report identifies a minimum one hundred and seventy eight (178) private trees on the subject site that are 30 cm or greater in diameter that will be directly impacted by the proposed development. Where it is not possible to adequately protect or retain trees on private property that qualify for protection under the City of Toronto's Private Tree By-law, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry.

Where tree planting to replace trees to be removed is not physically possible on site at a replacement ratio of 3:1, the General Manager of Parks, Forestry & Recreation will accept a cash in lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. Only large growing shade tree species will be counted in the 3:1 replacement ratio. For this development, the applicant is proposing to remove 178 trees protected under the provisions of the Private Tree By-law, which would require at minimum the planting of five hundred and thirty four (534) replacement trees. A cash payment per tree in lieu of planting is required for all replacement trees that cannot be accommodated on private property

The redevelopment of this former industrial site requires the demolition of two large buildings, the construction of public infrastructure including roads and sewers, re-grading and disturbance to much of the site. The applicant will be required to submit detailed landscape plans for each block as part of site plan control. Urban Forestry will comment further when detailed landscape plans have been provided showing the type of tree species proposed, to determine the final proposed tree planting and associated payment

for cash in lieu. City staff will work with the applicant to maximize the number of trees that are replanted on site or in the surrounding area and limit the amount of cash-in-lieu received. The ravine area is to be conveyed into public ownership and a ravine stewardship plan is to be prepared and implemented to improve the overall health of the ravine.

City Owned Tree Protection

Urban Forestry will require a complete “Application to Injure or Destroy City Trees and an application fee. Planting of City trees for the new public streets must be in accordance with the City of Toronto planting details and specifications. Trees must be planted at 8 – 10 metre spacing with each tree having 30 cubic metres of soil. The applicant's submitted arborist report indicates that 38 City owned street trees are to be protected and 13 street trees are to be removed. The applicant will be required to protect these City owned trees during construction and submit a financial guarantee.

The applicant's submitted plans illustrate the planting of four hundred and nine (409) new City owned street trees on the new public right of ways. A planting deposit of \$583.00 per new tree will be required to ensure the planting and care of new trees on the City road allowance; totaling \$238,447.00. The deposit will be drawn upon to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period. The General Manager of Parks, Forestry & Recreation shall hold the tree planting security deposit for the duration of the renewable guarantee period.

Tree protection, tree replanting and financial guarantees will be secured as part of the subdivision conditions (Attachment 19). The applicant is also required to submit a revised arborist report to address various outstanding private tree and City tree issues, such as: commenting on the health and diameter of each tree that was inventoried as a group, and including some omitted street trees. Further details are to be addressed during the site plan control process.

Transportation

The City has retained a consultant to conduct a Mobility Plan Study (MPS) for the Don Mills Crossing Study as per the Municipal Class Environmental Assessment (MCEA) process to assess transportation needs for the Core Study area around the intersection of Don Mills Road and Eglinton Avenue East as well as the broader study area. In order to accommodate development within the study area with a mix of uses, necessary transportation infrastructure and services are required for all modes of transportation to be built to support the residents, employees and visitors to this area. In addition to the proposed new network of public streets proposed for the Wynford Green community, the development would require transit supportive services and supporting infrastructure and connections, active transportation facilities, reduced parking and multimodal choices.

Public Street Network

The MPS has done a review of the street network proposed and provided direction with respect to the phasing and ultimate street configuration necessary to support the proposed development. The MPS has also provided direction on active transportation infrastructure to be included as part of the new public street network as summarized below.

Wynford Drive Extension

The MPS findings indicate that the proposed Wynford Drive section between Eglinton Avenue East and Public Street F, including the redesigned and normalized eastbound and westbound off-ramps and conversion of the westbound on-ramp into a multi-use pathway, should be designed and built by the applicant as part of phase 1. This would also include protecting for the active transportation rail crossing near Block 9. Additionally, the Wynford Drive extension in this area, as per the City's preferred solution in the Mobility Plan, would include a multi-use path on the north side of Wynford Drive and a standard tree-lined sidewalk on the south side. The design concept for the Wynford Drive extension will be advanced further as part of future phases 3 and 4 of the Municipal Class Environmental Assessment. The Owner will be providing the City with \$350,000, for the City's completion of the phase 3 and 4 requirements under the Municipal Class Environmental Assessment for the extension of Wynford Drive and the active connection across the rail corridor. This will be secured as part of the Section 37 agreement.

Wynford Drive located between proposed Public Street F and Public Street A will be designed and built as part of phase 2, including a tree-lined multi-use path on the north side and a tree-lined sidewalk on the south side. The Wynford Drive section between Public Street A and Don Mills Road will also be designed and built as part of phase 2, including cycle track and standard tree-lined sidewalks on both sides of the street.

Public Street A

Public Street A between Eglinton Avenue East and Public Street C will be designed and built as part of phase 1, including the cycle track and tree-lined sidewalks on both sides of the street. A functional intersection and pedestrian crossing facility will be located at Private Street B. Public Street A between Wynford Drive and Public Street C will be designed and built as part of phase 2 including a cycle track and tree-lined sidewalks on both sides of the street and a functional intersection at Wynford Drive. Public Street A between Wynford Drive and Don Mills Road will also be designed and built as part of phase 2 including bicycle lane on both sides of the street, tree-lined sidewalks on the park side, and sidewalk and on-street parking on the north side.

Public Street C

Public Street C between Wynford Drive and Public Street A will be designed and built as part of phase 1 including horizontal traffic calming features, on-street parking on the south side of the street and tree-lined sidewalks on both sides. Public Street C between Don Mills Road and Street A will be designed and built as part of phase 3 including traffic calming features, on-street parking on the south side and tree-lined sidewalks on both sides.

Public Streets E, F and D

Public Street E will be designed and built as part of phase 2 including, on-street parking on one side and tree-lined sidewalks on both sides. Public Streets F and D will be designed and built as part of phase 1, including on-street parking on one side and tree-lined sidewalks on both sides.

Private Street B

Private Street B will have public access over it and between Public Street C and Public Street A it will be designed as a shared/curbless street and built as part of phase 3 of the development. It will include on-street parking, bicycle lanes leading to the LRT entrance, WheelTrans service bays, and bollard protected/tree-lined sidewalks on both sides. Private Street B between Public Street C and Wynford Drive will be designed as a shared/curbless street and built as part of phase 4 including on-street parking, and bollard protected/tree-lined sidewalks on both sides.

Eglinton Avenue East

The Eglinton Avenue East streetscape and associated traffic signal at Public Street A will be designed with Metrolinx under the City's guidance as part of ECLRT variance process, and the remaining streetscaping post-ECLRT construction will be designed and built as part of phase 1 and the subdivision process including two-way cycle track, tree-lined wider sidewalks, cycling and pedestrian crossings and enhanced streetscape along the Eglinton Avenue East corridor on the north and the converted multi-use path on the westbound on-ramp to the Wynford Drive extension.

Don Mills Road

The Don Mills Road streetscape will be designed and built to provide a number of improvements as part of the subdivision process. These improvements include: the installation of a wider boulevard; reduced lane width to reclaim unused wider pavement; installing a double row tree-lined promenade to improve pedestrian conditions and be compatible with future transit-oriented uses; separate pedestrian and cycle track crossing at the Wynford Drive and Don Mills Road intersection as per the DMC Mobility Plan; wider pedestrian waiting areas at all intersection corners; and improved bus shelter waiting areas at bus stops.

As previously discussed in this report, the introduction of the Wynford Drive extension and Public Street A provide two new main public streets into the new community that play an important structural role in the Don Mills Secondary Plan Area and will connect the Wynford Green community with the south side of Eglinton Avenue East and the east side of Don Mills Road. Additionally, the introduction of the supporting network of public streets divides the 60-acre site into more manageable and pedestrian friendly development blocks. The proposed new public and private street network includes active transportation infrastructure such as sidewalks, bike lanes, landscaping, and traffic calming features that contribute to the overall connectivity of the area. These new public streets, along with the sidewalks and bike lanes, will be secured as part of the subdivision process.

Active Transportation Infrastructure

In addition to the proposed new public street network and streetscape improvements to Don Mills Road and Eglinton Avenue East, the proposed transportation network also focuses on the efficient movement of people within the proposed development with an emphasis on the use of walking, cycling and transit. The proposal includes and relies on three key pieces of transportation services that contribute to the overall area connectivity and active movement of people: infrastructure, pedestrian/cycling amenities and transit.

Infrastructure

The multi-use trail extension to E.T. Seton Park from the cloverleaf ramp south of Eglinton Avenue East is to be designed and built by the developer as part of phase 1 and 2 of the subdivision process.

The proposed development will provide a direct at-grade and underground connection to the LRT that will be designed, built and paid for by the developer as part of phase 1 of the subdivision process and connect the new Celestica office building to the Don Mills Road bus terminal and Science Centre LRT station under Don Mills Road with a pedestrian connection. An above grade pedestrian LRT transit pavilion would be located at the south end of office Block 1A that includes a connection to the LRT. The underground parking areas for Blocks 1A/B, 4 and 7 will be connected underground allowing pedestrian access to the LRT connection underground while consolidating parking and loading facilities. Phases 3 and 4 of development should provide knock out panels to allow the underground pedestrian connection the opportunity to continue beneath Public Street C connecting Block 2 into this underground pedestrian system.

The trail connection into E.T. Seton Park, the underground pedestrian connection to the Eglinton LRT Science Centre Station and the Don Mills bus terminal, and the knock out panels connecting the underground garages of Blocks 1, 4 and 7 with that of Block 2 will be secured as part of the subdivision process.

Another key piece of active transportation infrastructure is the proposed pedestrian/cycling Active Rail Crossing that would connect the Don Mills Trail to the Wynford Drive extension. The specific form, location and ultimate design of the Active Rail Crossing is currently under review. As part of the Don Mills Crossing Mobility Plan, the preferred form of Active Rail Crossing will be determined upon completion of the phase 1 and 2 Environmental Assessment. As part of the phase 3 and 4 Environmental Assessment, the City's consultants would design the Active Rail Crossing to a 10% detailed design level. Once this has been completed, the applicant will be required to proceed with a detailed design of the Active Rail Crossing and construction in collaboration with the City and CP rail. The Active Rail Crossing will be secured as part of the subdivision and Section 37 agreements. The Owner is required to design the Active Rail Crossing prior to the completion of phase 1 of their development and construct the Active Rail Crossing prior to the registration of phase 2 of their development. The Active Rail Crossing would be constructed by the developer through development charge credits and the developer would also contribute \$4,000,000 towards the cost of the Active Rail Crossing, which contribution will not be eligible for development charge credits.

Pedestrian/Cycling Amenities

Wayfinding and pedestrian amenities along the Wynford Drive extension will be installed as part of all phases of development providing information on area historic/cultural significance, key destinations and mobility facilities. The development will include enhanced corner features at key intersections such as the Wynford Drive extension at Public Street F, intersection of Public Street F and Public Street C, and intersection of Public Street C and Private Street B. These enhanced corners will be part of all development phases and include: enhanced pedestrian waiting areas, bicycle parking on boulevard or on-street bike-corrals, and amenities like benches or weather protected shelters for bicycle parking where space permits. Additionally, large growing shade trees

and understory planting should be included along all streets as part of all development phases. The above design elements will be secured as part of the subdivision and/or site plan approval process and approved in consultation with Transportation Services staff.

Transit

Public transit is an important component of any mobility plan. In addition to the Eglinton Crosstown LRT and the direct underground connection into the Science Centre Station, public transit services should be extended into the Wynford Green development, to serve the new community where warranted. The Wynford Drive extension and Public Street A will be designed to accommodate for future bus transit services. The Wynford Drive extension and Public Street A streetscapes will be designed to include space for bus stops and shelter facilities making it convenient for area residents, employees and visitors to access public transit throughout the new community. The above design elements will be secured as part of the subdivision process and incorporated during the site plan approval process. Discussions will continue with the TTC to ensure bus service to the new community will be provided at the appropriate time when warranted.

Parking and Traffic

The MPS involves a review of parking and traffic for the entire Don Mills Crossing Study area and not just the Wynford Green development. As part of the MPS analysis, a review was undertaken taking into consideration the potential build out of the entire Secondary Plan area. The level of development proposed by Wynford Green and the associated parking and traffic numbers generated, in particular during the phase 1 portion, can be adequately accommodated within the existing public street network, proposed public street network and through the proposed on-site parking supply. However, at full build of the Secondary Plan, there are potential parking and traffic challenges in this area. To support the build out of this area over the long-term and address these challenges, Travel Demand Management (TDM) measures should be provided with every development within the Secondary Plan area in order to minimize the use of vehicles and promote public transit, cycling and walking. The proposed and recommended TDM measures are outlined further in this report.

Parking

Zoning By-law No. 569-2013 adopted by City Council in April 2013, was developed by City staff in order to update the parking requirements for developments. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York general Zoning By-law. As a result, parking for this project is to be provided in accordance with Zoning By-law 569-2013 for Policy Area 3, which consists of parking rates for areas along higher order transit corridors.

The current submission at Policy Area 3 parking requirements would include the provision for a total of 4,815 parking spaces, including 3,723 spaces for residents, 244 visitor spaces, and 848 shared parking spaces for non-residential uses (office, retail, etc.). In principle, Transportation Services agrees with the application of the Policy Area 3 parking rates (as per By-law 569-2013) for the subject lands. However, to reduce this parking requirement, the applicant's transportation report suggests a consolidation/sharing

of non-residential visitor parking on Blocks 1/4/7 and 2/5/5A, with the visitor parking requirement on Block 6. To this end, the report uses the sharing formulas outlined in Zoning By-law No. 569-2013. Given the residential and non-residential mix of uses on these blocks, this is an acceptable practice. It reduces the non-residential shared parking requirement to 654 spaces. The report also includes the provision for car share spaces on Blocks 1/4/7, 2/5/5A, and 12), for a net reduction in residential visitor parking of 55 spaces. Overall, the parking required for the development is reduced to 4,507 spaces, including 3,664 spaces for residents, and 843 spaces shared for residential visitor, retail, and office uses. Transportation Services accepts the conclusions of this approach and the overall proposed parking supply and methodology. Parking will be minimized to discourage more traffic in this area and promote transit. TDM measures will assist in promoting public transit, cycling and walking and further reduce parking by approximately 540 spaces as discussed in the TDM section of this report. The new total required site parking would be 3,967 spaces.

Traffic

The applicant's transportation consultant submitted an Urban Transportation Considerations report for their initial submission, dated September 2016. The report includes a specific breakdown of the trip generation of the proposed development. As part of the revised submission, the report was revised (dated August 15, 2017) and concludes that the development at full build-out will produce in the order of 4,175 and 3,920 peak hour trips during the morning and afternoon peak hours across the entire proposed new and existing road network. This represents an increase by 555 and 380 trips for all intersections combined in the Wynford Green community, during the morning and afternoon peak hours, respectively.

The draft DMCSPP encourages a transportation network that focuses on the efficient movement of people with an emphasis on the use of transit, walking and cycling. The DMCSPP supports local connectivity and mobility by implementing a fine grain transportation network and a complete streets approach to integrate facilities for cyclists and pedestrians making it possible for the day-to-day mobility needs of residents, workers and visitors to the area to be met without the need for a car. The public transit infrastructure being implemented through the Eglinton LRT will serve the new Wynford Green community. Surface transit service on local routes will play an important role as a feeder system to the LRT along with enhanced surface transit along Don Mills Road connecting the Bloor-Danforth and Sheppard Subway lines. The draft DMCSPP also requires development to protect for long-term rapid transit initiatives such as the extension of higher order transit along the Don Mills Road corridor (Relief Line) and potential regional rail within the CP Rail Corridor.

Parking and Travel Demand Management Plan

Vehicle demand could be reduced through TDM measures that enhance transportation options for area users and decrease overall vehicles trips and parking requirements. In order to further reduce vehicle trips and parking, as part of the travel demand management plan for this site, the development will provide twenty five (25) publicly accessible car-share spaces and opportunity for on-street parking for car-sharing vehicles that are visible at ground level. They will be located preferably at street corners and parking laybys, or if not possible, through a publicly accessible door to an underground

garage as part of all development phases. The applicant will also provide funding for five (5) bike share-stations at \$50,000 per station totalling \$250,000 and create spaces for bike-share facilities. Integrated into the development proposal the applicant will also create publicly accessible rideshare drop-off spaces.

Another important component of the TDM strategy for this site is to create a shared parking facility in below grade parking levels and consolidate visitor parking. Parking areas should be consolidated in the urban Core Area creating multimodal hubs, in particular Blocks 1A/B, 4 and 7, and will include publicly accessible carshare spaces, electric vehicle charging plug-ins, bike parking (separate from public parking), and separate entrances for public and residential parking access. The public parking and multimodal hub will require public access from Private Street B and Public Street A. Creating opportunities for shared public parking lots contributes to the reduction of vehicle usage.

The development will provide real-time transportation displays for all major residential and office blocks displaying all modes of travel showing location, distance, and alerts for all modes. These displays shall be strategically located at publicly accessible corners, building lobbies, LRT entrances or bus stop locations. A display should be located within Blocks 1A, 2, 3B, 4, 5, 5A, 6C, 7 (both buildings), and all three buildings in Block 12 for a total of 11 displays.

The office component of the development within Block 1A will provide and designate twenty-five (25) carpool spaces within the underground parking area that are located closer to the building access/elevators in phase 1 and an additional fifteen carpool spaces for block 2 within phase 4.

As part of all phases of the development, the applicant will be required to designate 20% of the parking spaces for low-emission vehicles and install a publicly accessible network of plug-in stations for electric vehicle charging facilities. The applicant will also coordinate with City staff to design on-street parking spaces with electric vehicle charging facilities for public parking, and shared vehicles. Large residential, office and retail development blocks should provide at least one dedicated pick-up/drop-off space for taxi/rideshares and one delivery vehicle zone for each building while minimizing the impact on pedestrians and cyclists.

City staff suggests the Owner coordinates with demand management partners such as local Smart Commute and other land owners to develop a “transportation demand management (TDM) Plan” in the next two years for the site and surrounding area. This multi-year TDM plan should be implemented before building occupancy and will include priority spaces for bike-share, carpool, and car-share. The Smart Commute services should be implemented for the Core Area in two phases with the first by the Owner at a cost of \$50,000 to be secured as part of the subdivision process.

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. Providing appropriate cycling infrastructure within each phase of

development will increase active transportation modes for trips necessary to meet the daily needs of the community.

The applicant has proposed to provide 5,094 bicycle parking spaces. Of this total, 4,433 will be long-term spaces and 661 will be short-term spaces. The location, access and configuration of these bicycle parking spaces will be finalized through the site plan process. Staff will ensure that bike parking facilities are safe, convenient and sufficient enough to encourage cycling as a viable transportation mode. The bicycle parking supply meets the requirements of By-law 569-2013. However, in order to reduce automobile usage and focus on a transportation network that emphasizes the use of transit, walking and cycling, the applicant will meet TGS Tier 2 bicycle parking requirements as part of their TDM plan. TGS Tier 2 bike parking will require approximately an additional 1,000 spaces that will be secured through the zoning by-law and the applicant will look at opportunities to increase the amount of bicycle parking on-site through a more detailed review at the site plan control stage. In combination and support of the 5,094 bicycle parking spaces proposed, the applicant should provide at least one bicycle repair stand for each tall and mid-rise building as part of all developments phases.

The proposed parking supply will be further reduced with the implementation of the aforementioned multimodal and TDM measures in order to reduce vehicle usage among future area residents and visitors. Compared to the proposed parking supply, approximately an additional 12% or 540 spaces could be reduced within the high-rise and mid-rise residential, office and retail portions of the development for a total parking supply of 3,967 spaces. Implementing the TDM measures results in less pressure on the area road network and promotes walking, cycling and transit use. The applicant supports a reduced parking supply, which will be secured as part of the site specific Zoning By-law for these lands, and will work with staff to ensure that the necessary revisions to plans reflect this parking reduction and the required TDM measures.

Mobility

The development proposal includes a land use pattern with a mix of uses that enable live-work opportunities within the community reducing the need for longer trips. The proposal also conforms to the draft DMCSPP that implements a fine grain public street network to expand the number of route options to and through the neighbourhood, and the development conforms to draft emerging policy that incorporates active transportation infrastructure with improvements to the public realm, particularly around transit stations.

The Don Mills Crossing Study speaks to a community that is anchored by new public transit infrastructure and an area that will evolve to include a full range of mobility options integrated into a well-designed public realm. DMCSPP policy direction speaks to the transportation network focussing on the efficient movement of people with an emphasis on the use of transit, walking and cycling supported by: the integration of active transportation infrastructure with improvements to the public realm, particularly around transit stations and intersections; applying transit oriented principles to the design of new development and public realm to ensure seamless mobility across all modes of transportation; managing travel demand and behaviour through the implementation of comprehensive travel demand management (TDM) programs with new developments;

and expanding and incrementally enhancing surface transit routes in and around the Secondary Plan area to support the Crosstown LRT.

The proposal still relies on vehicular travel, however, through maximizing the higher order public transit in the area, integration of active transportation facilities, and incorporating parking and travel demand management strategies for this development as detailed in the above sections, parking and traffic can substantially be reduced in order to make this development a truly multimodal community.

Monitoring

As this development and the proposed 4,974 units will be phased over time, so too will accompanying public infrastructure. Travel patterns and modal choices change over time, neighbourhoods evolve, and new technologies are introduced. As part of such a phased development, it is appropriate to monitor transportation over time. As per the draft DMCSPP, a transportation monitoring program will be developed and undertaken within the area to monitor development levels and travel patterns within the Secondary Plan Area as the transportation network and associated improvements identified by the DMC Mobility Plan are implemented. At appropriate times, the monitoring program will be conducted to inform Transportation Impact Studies (TIS) submitted with development applications.

The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of the DMC Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM programs. As part of the planning application approval process, the active transportation facilities, parking and TDM measures highlighted in this section of the report and the requirement for transportation monitoring at each phase of development, will be secured through the subdivision conditions and section 37 agreement.

Loading

The proposal offers opportunities to consolidate or share loading spaces in certain instances. The development would require a total of 22 loading spaces, including six Type B spaces, nine Type G spaces and seven Type C spaces. The loading space configurations for some of the blocks require revision. Further comments will be provided as the development process refines the specific layout of the proposed blocks and sites. Additionally, staff will work with the applicant to ensure developments will share service areas within the blocks, and consolidate and minimize the width of driveways and curb cuts across streets as per the emerging draft policy direction of the DMCSPP.

Development Engineering

In order to support the new residents and employees of this area, the Wynford Green development proposal is providing the necessary new infrastructure for the proposed change in land use. The proposal includes new: public streets, sanitary and storm sewers, and appropriate site grading.

The applicant has submitted a number of plans and reports to Development Engineering staff for review that include: Draft Plan of Proposed Subdivision, Ground Floor Plans illustrating loading and waste collection areas, Hydrogeological Report, Geotechnical Report, Stormwater Management Report, and Functional Servicing Report that reviewed matters related to: sanitary waste water disposal, water distribution, stormwater management, grading considerations and geotechnical and hydrological investigation.

Additionally, all lands that are to be conveyed to the City will be tested to verify that contaminants do not exceed the Site Standards or Property Specific Standards as prescribed in Provincial Guidelines. All land conveyances to the City are subject to the Harmonized Peer Review Process and require concurrence by the City's peer reviewer and appropriate filing of any Record of Site Condition.

Engineering and Construction Services staff have reviewed the plans and reports submitted and have provided their formal comments that outline a number of amendments to reports, studies and drawings that are required to be resubmitted for review and acceptance by the Chief Engineer and Executive Director, Engineering and Construction Services. These changes include, but are not limited to:

- Revise the Functional Servicing Report to address issues related to sanitary, water and storm services.
- Revise the proposed road profiles drawing and functional grading plan drawing to include missing man-holes and label proposed watermain in cross sections.
- For Blocks 1 and 2, clarify the location of the public sidewalk along the Don Mills Road frontage. The 2.1m wide sidewalk must be provided entirely on public land and not be encumbered by any surface utilities.
- For Blocks 1 and 2 remove the extended southbound right-turn lane from Don Mills Road and restore the existing right-turn lane at the intersection.
- Provide additional information to address Toronto Water comments.

Generally, Engineering and Construction Services staff concur with the submitted plans and reports and the subject site can be serviced and function appropriately. However, the applicant is required to address outstanding comments prior to the zoning by-laws being approved by the LPAT.

Housing

Affordable Housing

Housing policies require a full range of housing, in terms of form, tenure and affordability across the City and within neighbourhoods, to be provided and maintained to meet the current and future needs of residents. Large residential developments provide an opportunity to achieve a mix of housing in terms of type and affordability. Housing policies within Section 3.2.1 of the Official Plan indicate that on large sites, generally greater than 5 hectares in size, a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings. Additionally, in accordance with Section 5.1.1 of the Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as

affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing.

Given the diversity in the manner in which affordable housing can be provided, the established practice is to vary the level of affordable housing to be provided based on whether lands, units or permanent affordability are being achieved. The varying ratios reflect the cost to both the City and the developer in the delivery of the housing. Where land is being provided, the expectation is land sufficient to provide 20 percent of the units will be conveyed to the City. In the case of delivery of built units, where the developer will maintain ownership of the units, 10 percent of the units are to be provided. If units are to be conveyed to the City or directly to a non-profit housing organization for the purposes of long-term affordability, the affordable housing obligation is significantly reduced to recognize the additional value that ongoing affordability provides.

The site's significant size, location and context comes with the need to develop a complete community with associated infrastructure and services, including the provision of a full range of housing in terms of form, tenure and affordability. The applicant is proposing a combined approach of land conveyance and the conveyance at no cost of built units. The land conveyance is equivalent to construct 6.7% of the housing as affordable rental housing and the 8 affordable ownership units represents about 0.2% to achieve a total contribution of just under 7% of the overall residential gross floor area as affordable housing. An Official Plan Amendment respecting policy 3.2.1.9 is required for two reasons: where land is to be provided it is to be conveyed to the city; and land is to be provided at a rate of 20% of the residential gross floor area. In this case, land is proposed to be conveyed directly to a non-profit housing provider and the land will accommodate 6.7% of the residential gross floor area, which would yield approximately 382 affordable housing rental units. This approach balances multiple objectives for the site that include an enhanced community centre, not-for-profit child care and public art.

Land for Affordable Rental Housing

The land for affordable rental housing is proposed to be located on Bock 5A and will be conveyed directly to a non-profit organization. The developer will be responsible for ensuring the land is ready and available for development, meaning that all related planning approvals have been obtained, the land is serviced to the lot line, and any needed remediation has been completed.

Block 5A provides for approximately 382 units or 25,000 square metres of residential gross floor area. The non-profit will be responsible for designing and constructing the apartment building in accordance with the terms and conditions in Attachment 21. The non-profit will also manage the ongoing operation of the building once it is constructed. The non-profit has identified they plan to develop the building using a multi-generational housing approach, which will include a mix of housing and amenities specifically geared for seniors, as well as housing for families with children. Based on this programming, at least 30% of the units will be 2- and 3-bedroom units. A small percentage (no more than 15%) are proposed to be small bachelors. Unit sizes will be reviewed as part of the site plan approval process in order to ensure well designed units that address the specific programming model of the non-profit.

In the event the non-profit is not able to construct the affordable rental housing units, the developer will be responsible to construct the building. No public funding from the City or administered by the City will be provided to construct the affordable rental. However, funding may be provided to deepen the affordability of the units, as identified below, and discussions in this regard are continuing with the City's Affordable Housing Office.

The rents will be secured at an affordable rate, ensuring they are set at no more than average market rent for the City (e.g. \$1,202 for a 1-bedroom unit in 2018) for a 25 year period. Rents will be determined as of the date that the units are ready and available for occupancy. The non-profit has also expressed interest in working with the City to secure funding to provide rents at 80% of average market rents (e.g. \$962 for a 1-bedroom in 2018). The non-profit will continue to work with staff from the City's Affordable Housing Office to deepen the affordability of the units.

The non-profit will be responsible for delivering the affordable rental housing in phase 2. In order to secure the timely delivery of the units, above grade permits must be in place for Block 5A prior to the issuance of any building permit for the remainder of phase 2. The non-profit will also be required to complete the affordable rental housing building before the Owner receives any above grade building permit for Blocks 4 and 5 in phase 2.

Affordable Ownership Units

In addition to Block 5A, the Owner has proposed to convey 8 stacked townhouse units for the purposes of affordable ownership housing in accordance with the terms outlined in Attachment 22. The Owner has had preliminary discussions with Habitat for Humanity, who has expressed interest in managing the ongoing affordability of the units for the 20 year affordability period. The final non-profit housing provider will be to the satisfaction of the City.

The 8 units will be comprised of four 2-bedroom units of at least 80 square metres and at least four 3-bedrooms units of at least 100 square metres. The inclusion of grade related affordable ownership units will contribute to providing affordable housing for low-income families with children. The units will be provided in phase 1 on Blocks 9 and/or 12. The City will enter into an agreement with Habitat for Humanity and/or register a Section 118 restriction on title to ensure delivery of the affordable housing ownership units.

The price of the units will be secured at the Official Plan affordable ownership price. Final prices will be determined in the year that the units are sold to eligible purchasers. By way of example, the affordable price in 2018 for a 3-bedroom townhouse is just over \$292,000.

Residential Unit Mix

The total number of units proposed is 4,974 which would consist of 3,831 hi-rise units, 691 mid-rise units and 402 low-rise townhouse units. The proposed total unit count includes a variety of bedroom types and as currently proposed, the total overall unit mix for high-rise, mid-rise and low-rise would consist of 85 studio units (1.5%), 3,025 one-bedroom units (61%), 1,186 two-bedroom units (24%) and 678 three-bedroom and larger

units (13.5%).

The draft DMCSF speaks to development containing residential units to generally provide 15% of the total number of units as two-bedroom and three-bedroom units to achieve a balanced mix of unit types and sizes. On developments containing more than 50 residential units, emerging policy directions includes a minimum of 15% of the total number of units as two-bedroom units of at least 87 square metres of GFA and a minimum of 10% of the total number of units as three-bedroom units of at least 100 square metres of GFA. The applicant's proposed unit composition addresses the emerging draft policy direction. Also, this is consistent with the City's Growing Up Vertical Communities Guidelines. Staff will secure unit mix and unit sizes through the draft zoning by-law and section 37 agreement.

Amenity Space

The applicant is proposing amenity space to be provided at a minimum rate of 1.5 metres per unit for indoor amenity space and 2.0 square metres per unit for outdoor amenity space. This rate is being proposed for all apartment buildings containing 20 or more dwelling units, which would include all proposed tall buildings, mid-rise buildings and the stacked townhouse blocks. No common amenity space would be required for the freehold townhouse blocks. The combined overall amenity space provided by the project would be 3.5 square metres per unit. Based on the present unit counts, this would provide a total of approximately 7,143 square metres (76,900 square feet) of indoor amenity space and 9,524 square metres (102,500 square feet) of outdoor amenity space. Residents will also benefit from: the provision of rear yard amenity spaces for the freehold townhouses; private outdoor balconies and terraces on the high-rise, mid-rise, and stacked townhouse units; the two public parks; the relocation of the Don Mills Arena including a potential new community centre; and the large amount of outdoor open space within the surrounding ravine system. The proposed development provides a sufficient amount of amenity space. The detailed design and location of these spaces will be formalized through the site plan control process.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. They are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible neighbourhoods. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

of key priorities to be pursued in the Don Mills Focus Area to address existing needs and support growth on the three corners of the intersection. Some of the key priorities that were recommended included: child care space, library improvements, green and open space, community recreation facilities and community agency space.

The CS&F review through the DMC Study identified priorities for the DMC Secondary Plan area, and this site in particular, including: the timely relocation of the Don Mills Civitan Arena to the Celestica lands into a new facility, co-located with the Signature Park, with the potential to expand this facility over time with additional recreational opportunities; non-profit child care facilities; and flexible, multi-purpose, non-profit community agency space to provide a range of programs for people of all ages and abilities.

Community Centre

The Wynford Green development proposal is providing parkland on site that is large enough to accommodate the relocated Don Mills Civitan Arena on Block 3B adjacent to Block 3A, which together would form the new Signature Park. The applicant has provided demonstration plans with their submission illustrating how such a community centre, with gymnasium, pool, community meeting rooms, and the relocated Civitan twin pad arena, could be accommodated at this location with underground parking. Locating the parking area below grade allows for more open space parkland area and allows for the community centre to be expanded into a potentially larger facility. Parks staff are also currently in the process of undertaking a needs assessment for the Don Mills Road and Eglinton Avenue East area to determine what services and facilities the community requires.

Additionally, through a Section 37 Agreement under the *Planning Act*, the applicant is providing a financial contribution in the amount of \$12,000,000.00 for the enhancement and enlargement of the relocated arena to include additional recreational and community space. The applicant has also requested the flexibility to continue negotiations with Parks staff in order to be able to potentially construct this facility and receive a development charge credit, for any additional cost of the facility beyond the \$12,000,000 contribution to be provided. Both Parks staff and the applicant are interested in securing the design and construction, by the Owner, of above base park improvements to the 3A and 3B park blocks. There is opportunity to use the Parks and Recreation component of the Development Charges for both the community centre and above base park improvements.

Child Care

The applicant will also be providing a 985 square metre non-profit child care facility within the Block 1A office during phase 1 of the development, as part of the Section 37 public benefit. The facility would be maintained and operated by an independent third-party operator in accordance with the Children's Services Child Care Development Guideline (2016). City Planning have consulted with the applicant and the Children's Services Division to ensure that the proposed non-profit licensed child care facility in the Block 1A office building will accommodate a minimum of 62-children consisting of infants, toddlers and preschoolers. The construction, finishing, furnishing and equipping of a non-profit licensed child care facility to accommodate at least 62 children is proposed to be laid out on two floors with the main entrance at the north end of the

office building accessed from Public Street C on the ground floor. The ground floor would include a lobby for the exclusive use of the child care facility with a dedicated vestibule with parent stroller storage, elevator and dedicated staircase. The second floor would consist of interior space for the exclusive use of the child care facility, a minimum of 270 square meters of directly adjacent exterior space, and a designated elevator from parking level P1 to the second floor level.

The applicant will enter into a lease agreement with the City for three 25-year terms and one 24-year term for a total of 99 years; such facility shall be free of all rent, the cost of all utilities and municipal services supplied to the facility, caretaking costs, repair and maintenance costs, property damage, liability insurance, realty taxes and local improvement charges. The applicant will also be required to: make a one-time cash contribution in the amount of \$150,000 to the child care facility's replacement reserve fund to replace appliances and large equipment due to wear and tear; a one-time cash contribution in the amount of \$150,000 towards the start-up operating costs for the defrayment of operational deficits during the first year of operation; and provide funds required to fully equip the child care facility with play based material and equipment. Further details of the design of the child care facility will be developed between the applicant and Children's Services staff through the Site Plan Control process. The child care facility and financial security for the facility would be secured as part of the Section 37 agreement.

Schools

Through the DMC Study, City staff had discussions with the various school boards regarding growth and development in the Don Mills Road and Eglinton Avenue East area. The school boards participated as stakeholders in the phase 1 Community Service and Facilities review. The Wynford Green development proposal was also circulated to the various school boards for comment.

The TDSB advised that there is insufficient space at the local schools to accommodate students anticipated from the proposed development. Schools south of Eglinton Avenue East are already at capacity. The TDSB conducted an accommodation study that examined opportunities to accommodate future students at existing schools north of Eglinton Avenue East. The study concluded that the TDSB lands situated to the north of the Wynford Green community are of a suitable size to accommodate future additions and/or replacement schools over the long-term. The sites can also accommodate portables in the interim until there are enough students to support capital projects. The TDSB approved boundary for students from this development is Greenland Public School for students in junior kindergarten to grade five. From there students would move onto Don Mills Middle School for grades six through eight. Greenland Public School would require portables and students residing within the Wynford Green community would be bussed. Toronto District School Board and Toronto Catholic District School Board Secondary Schools are both open enrollment meaning students can go to any secondary school across the City.

The TDSB advises that students from the new development will not displace existing

students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs on site advising that students may be accommodated in facilities outside the area until space in local schools becomes available and also include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside the area and policies on bussing.

The TDSB has also indicated that they will be exploring opportunities to secure a presence for a TDSB elementary school within the vicinity of Don Mills Road and Eglinton Avenue East. This presence may include a new school site or a satellite school site within one of the new developments. City staff will continue discussions with area land owners and the TDSB regarding securing a school facility in the Don Mills Crossing Secondary Plan area.

No other school boards have provided any comments.

Eglinton Crosstown LRT

The subject site is in immediate proximity to the Eglinton Crosstown Light Rail Transit (ECLRT) line that is currently under construction with the planned Science Centre Station below grade stop at the intersection of Don Mills Road and Eglinton Avenue East. The main station entrance is located at the southwest corner and the secondary entrance is located at the northeast corner of the intersection. The northeast corner of the intersection will also include a new Toronto Transit Commission (TTC) bus terminal. The applicant is proposing an underground connection from the office building in Block 1A, eastward beneath Don Mills Road and connecting into a north-south underground connection with access to both the bus terminal and the Science Centre LRT station. Also proposed south of office Block 1A is a LRT pedestrian pavilion leading to the LRT underground.

This underground connection is an important link for the Wynford Green community and for the area's overall connectivity to the transit network, as it will provide future residents and employees with a direct underground connection to the future bus terminal and LRT station. The applicant will work with Metrolinx to ensure that the proper technical reviews and modifications to the plans are completed in collaboration with Metrolinx to achieve the underground connection.

The application was circulated to Metrolinx and they have reviewed the most recent submission. Crosslinx Transit Solutions (CTS), Metrolinx's private sector partner engaged to design, build, operate and maintain the ECLRT, has reviewed the application and indicated that a Level 4 Technical Review should be completed. This is to examine the technical engineering and design aspects of the development proposal and identify issues that may impact existing or future ECLRT infrastructure.

The proposed development also considers changes to the Eglinton Avenue East right of way that involves: removing the eastbound deceleration lane into the Wynford Green Development; removing the eastbound right turn lane from the cloverleaf; adding Public Street A and its associated intersection with Eglinton Avenue East; adding a multi-use

trail on the north side of Eglinton Avenue East; and shifting the curbs on the north side of Eglinton Avenue East. These proposed changes will provide more space and comfort for pedestrians and cyclists. Metrolinx continues to coordinate with City Planning, Transportation Services and the applicant regarding the applicant's proposed changes to the streetscape on the north side of Eglinton Avenue East, west of Don Mills Road. The City will submit a written request to Metrolinx for a variation to the streetscape design. The variation would be for CTS to evaluate the impacts of the applicant's proposed changes to CTS's streetscape plans.

The subject property is located within a mobility hub area within The Big Move, Metrolinx's regional transportation plan. Mobility hubs are places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. They have or are planned to have, an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station. There are two types of mobility hubs identified in The Big Move with this location identified as a Gateway Hub. Gateway Hubs are major transit station areas that are located at the interchange of two or more current or planned regional rapid transit lines with anticipated high levels of ridership. Don Mills and Eglinton Avenue East is identified as a gateway hub in the Greater Toronto & Hamilton Area (GTHA) and is currently served by local TTC bus services. This hub is planned to integrate Regional Rail, Rapid Transit and local bus services. The City of Toronto's Official Plan Map 4, identifies Don Mills Road as a higher order transit corridor and identifies a possible Go Rail Station in the vicinity of Don Mills Road and the CP railway. Map 5 of the Official Plan also identifies Don Mills as a surface transit priority segment.

The Metrolinx Mobility Hub Guidelines provide guidance for the design of development projects. The guidelines generally require that developments provide matters such as: seamless integration of transportation modes at the rapid transit station; safe and efficient movement of people with high levels of pedestrian priority; a vibrant, mixed-use environment with higher land use intensity; and an attractive public realm. This is consistent with the draft DMCSPP which also promotes pedestrian priority and a well designed public realm. The proposed development has been designed to achieve these objectives.

Toronto Green Standard and Sustainability

Toronto Green Standard (TGS)

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green-house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure (electric vehicle charging stations, auto-share spaces) and Cycling Infrastructure (bike parking rates, locations, change/shower facilities, etc.). Performance measures for the Tier 1 development

features that will be secured through the Subdivision Approval process include: active transportation connections, underground LRT connections, and ravine stewardship plan. The applicant has advised that they will be pursuing Tier 2 incentives that they will be assessing during the site plan control and design process.

TGS Version 3 (TGS V3) was adopted by Toronto City Council on Dec. 5, 2017 including raised or improved sustainability performance requirements. At this stage it is important that the applicant consider and apply the new performance requirements against the proposed master plan. The V3 requirements come into effect for all site plan applications received on or after May 1, 2018. In particular the increased Tier 1 and 2 energy performance requirements and energy modelling guidelines should be fully assessed at the current stage to anticipate any changes that may be needed to assist in reaching the required levels of a building's energy performance. For example, the recent architectural renderings show a considerable amount of glazing on west facing facades on the tall buildings that will increase energy demand and may require solar shading. The TGS V3 targets employ the consideration of thermal breaks and improved window to wall ratio among other strategies to improve energy performance.

The TGS will be reviewed in full at the site plan application stage. Projects that meet and demonstrate compliance with Tier 2 levels of performance may be eligible for a development charge refund, only provided following construction and third party compliance monitoring. The TGS V3 requirements and energy modelling guideline can be found on the city's website at: www.toronto.ca/greendevlopment .

Sustainability

The applicant submitted a Community Energy Strategy (CES) as part of their submission. The report identified a number of opportunities including: the implementation of building design solutions to lower energy consumption which has the potential to significantly lower site wide CO2 emissions, and the implementation of low-energy solutions to provide for the potential to reduce energy demands in the Wynford Green community. Wynford Green has committed to a low carbon development by way of high performance building design (higher tiers of TGS V3) and exploring a low carbon /renewable thermal energy network (ie. geothermal, sewer heat recovery, solar thermal, thermal energy storage) in keeping with council approved direction under TransformTO. Wynford Green is working with the City and Enwave to explore the feasibility of implementing energy systems and the plans and programs coming out of the City/Enwave partnership. Many of the additional sustainability opportunities, including the City's Tier 2 incentives, will be further assessed at the site plan control stages of the design process. Staff will continue to encourage the applicant to explore a district energy approach and resiliency objectives for the masterplan and have included a condition in this regard as part of subdivision approval.

CP Rail

The development application was circulated to Canadian Pacific (CP) Rail who are generally not in favour of residential developments adjacent to their right-of-way. However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CP Rail requests that their requirements for Principle Main Lines be included as conditions of any type of approval

(Attachment 19). Conditions of approval include, but are not necessarily limited to: a berm, or a combination berm and noise attenuation fence; warning clauses in all offers of purchase and sale or leases registered on title advising of noise and vibration; dwellings constructed such that interior noise levels meet the criteria of the appropriate Ministry; setbacks of dwellings from the railway right-of-way a minimum of 30 metres; and a 1.83 metre high chain link security fence be constructed and maintained along the common property line of the railway and the development. The applicant's plan currently indicates a building setback of a minimum of 20 metres from the CP railway (Block 11). Distances of less than 30 metres can be considered with appropriate mitigation measures such as berms, fences, and/or retaining walls, provided such measures provide an equivalent or higher level of safety as the preferred mitigation measures of a 30 metre setback combined with a 2.5 metre high earthen berm. The applicant will consult with CP to ensure that they meet their requirements through a combination rail protection measures.

Public Art

Public Art can play an important role in enhancing the quality of public spaces and creating a sense of place. Official Plan policies speak to the creation of public art that reflects our cultural diversity and history that will be promoted by encouraging the inclusion of public art in all significant private sector developments across the City. The draft DMCSPP also speaks to public art contributing to the character of the neighbourhood by enhancing the quality of public spaces and private spaces that are publicly accessible and visible. Public art can facilitate the expression of cultural heritage, community identity and other themes that contribute to a sense of place. There have been three areas identified as potential locations for public art on the Wynford Green development site that include: within the Block 1B public plaza, park Block 3A, and park Block 6A, or other Blocks may also be deemed appropriate through a more detailed review of the proposal. City staff have discussed with the applicant a public art component to the development and the applicant will be undertaking a public art program with a minimum contribution by the Owner of \$1,500,000, which will be secured as a Section 37 contribution. The applicant will work with the City's public art program to integrate public art into the project. The City encourages public art that is interactive and responds to the interests of all ages.

The Owner should also prepare a Public Art Plan, with an emphasis on the principles and objectives that will guide a comprehensive public art program. The Public Art Plan is a framework that proposes long term phasing and budgetary strategies, identification of prominent and priority art locations, site opportunities, art selection methods and possible themes. City Planning, the Toronto Public Art Commission and City Council approves Public Art Plans.

Plan of Subdivision

A plan of subdivision application has been submitted in order to ensure the orderly development of the site, creation of development blocks and parks, and the provision of new public roads and infrastructure to support development. City staff have reviewed the application and have formulated a list of subdivision conditions that would need to be addressed in order to support the development of the site (see Attachment 19). The subdivision plan will be phased and these conditions will be refined through the

submission of additional required information and/or a more detailed review of individual development blocks. City staff will be requesting that the City Solicitor advise the LPAT that we support the approval of the plan of subdivision, subject to the conditions as generally listed in Attachment 19, and that the LPAT delegate the clearance of conditions of subdivision approval back to the Chief Planner and Executive Director, City Planning.

Section 37

Section 37 of the Planning Act enables the City to pass a zoning by-law to grant height and/or density increases for a proposal that is greater than the zoning by-law would otherwise permit, in return for community benefits. Section 37 may be used for development with more than 10,000 m² of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 m² and/or significantly increases the permitted height.

Additionally, SASP 511 states that despite section 5.1.1.4 of the Official Plan, an increase in height/density will only apply to a proposed development that would permit a building or structure with residential gross floor area. The base value, in terms of residential gross floor area, from which increased height and/or density may be permitted in return for certain capital facilities will be zero (0) square metres. Any non-residential gross floor area will not be subject to section 5.1.1.1 of the Plan. Under the current proposal, section 37 policies would apply to the entire 376,408 square metres of proposed residential GFA.

As a result of discussions with the local Councillor, residents, the applicant and various City Departments, Planning staff are recommending, and the Owner has agreed to provide a number of community benefits that have been outlined in detail in the recommendations section of this report. The following is a summary of those community benefits to be secured in the Section 37 agreement:

1. The Owner shall provide a financial contribution of twelve million dollars (\$12,000,000) to be used for the enhancement/enlargement of the community centre within the development site, which will include the relocated twin pad arena planned on the development site;
2. The Owner shall provide a financial contribution of one million five hundred thousand dollars (\$1,500,000) to be used for parks and/or recreational facility improvements in the Flemingdon Park or Thorncliffe Park neighbourhoods;
3. The Owner shall submit a Public Art Plan and provide a financial contribution of one million five hundred thousand dollars (\$1,500,000) to commission public art in a process in accordance with City Planning's Public Art Program;
4. The Owner agrees to design, construct, finish, furnish, and equip at its expense, a two-storey (ground floor and second floor) non-profit licensed child care facility within Office Block 1A to accommodate a minimum of 62 children, including infants, toddlers and preschoolers, comprising of a minimum of 985 square metres of interior space and a minimum of 270 square metres of exterior space adjacent to the second floor interior space, including outdoor storage, and the provision for a child pick-up

and drop-off area with safe access to and from the underground garage;

5. The Owner will construct and operate a minimum 25,000 square metres of affordable rental housing on Block 5A;
6. The Owner shall construct and enter into Agreements of Purchase and Sale for at least 8 Affordable Ownership Housing Units with a non-profit affordable housing provider at nominal cost to the provider.

Additionally, the recommendations section of this report provides a detailed list of matters that are also to be secured in the Section 37 Agreement and the zoning by-laws as a legal convenience to support development. The following is a summary of these matters and includes, but is not limited to: ensuring that the office building is completed and conveyance of parkland in a timely manner; appropriate Holding (H) provisions for phases 2 and 3 to ensure for the delivery of affordable housing, and for the development of Block 2 in order to provide for the associated residential and non-residential GFA; receiving TRCA permits; Section 118 restrictions on certain blocks; securing heritage preservation matters for both 844 Don Mills Road and 1150 Eglinton Avenue East; providing urban design and architectural guidelines; securing parkland related matters; securing transportation infrastructure such as the Active Rail Crossing, below grade LRT access, and multi-use trail into E.T. Seton Park; TDM measures; and TGS standards.

Conclusion

The new Wynford Green community will be a master planned community that will be transit supportive and integrate into the future Eglinton LRT line adjacent to the community. The development promotes a mixed-use community at densities which efficiently use land, resources, infrastructure and support the use of active transportation and transit. The master planned Wynford Green community is being developed along a higher order transit corridor by utilizing an underdeveloped brownfield site that is currently isolated and disconnected from the surrounding community. Upon completion, over half the site would be within public ownership or publicly accessible, including new public streets, parks and open spaces. The proposal integrates these lands into the larger community by introducing a network of public streets; providing active pedestrian and cycling connections; two new public parks with land large enough to accommodate a new community centre; providing for a mix of uses including residential, retail, employment and community uses; retaining and incorporating heritage resources, a variety of building types and range of residential unit sizes; providing both rental and ownership affordable housing; and a not-for-profit daycare. The result will be a complete community in an area well served by public transit.

The proposal conforms to the PPS, Growth Plan, existing Official Plan policies, and to Site and Area Specific Policy (SASP 511). The proposal has been reviewed concurrently with the City's Don Mills Crossing (DMC) Study and is consistent with the proposed draft Secondary Plan also being considered by PGM at the same meeting. The development as detailed in this staff report would be secured through the implementing official plan and zoning by-law, through the Section 37 agreement, and through the conditions of subdivision approval, which are to be presented to the LPAT as part of a Staff report for action—Request for Direction—844 Don Mills Rd. 1150/1155 Eglinton Ave

settlement of the appeal of the applications.

The purpose of this report is to seek Council's direction for staff representation at the LPAT hearing to support the settlement offer and continue to work with the applicant to resolve details of the proposal through the drafting of the detailed official plan amendment, zoning by-law, and subdivision approval conditions. A pre-hearing conference has been set for September 14, 2018. A full hearing date has not yet been set.

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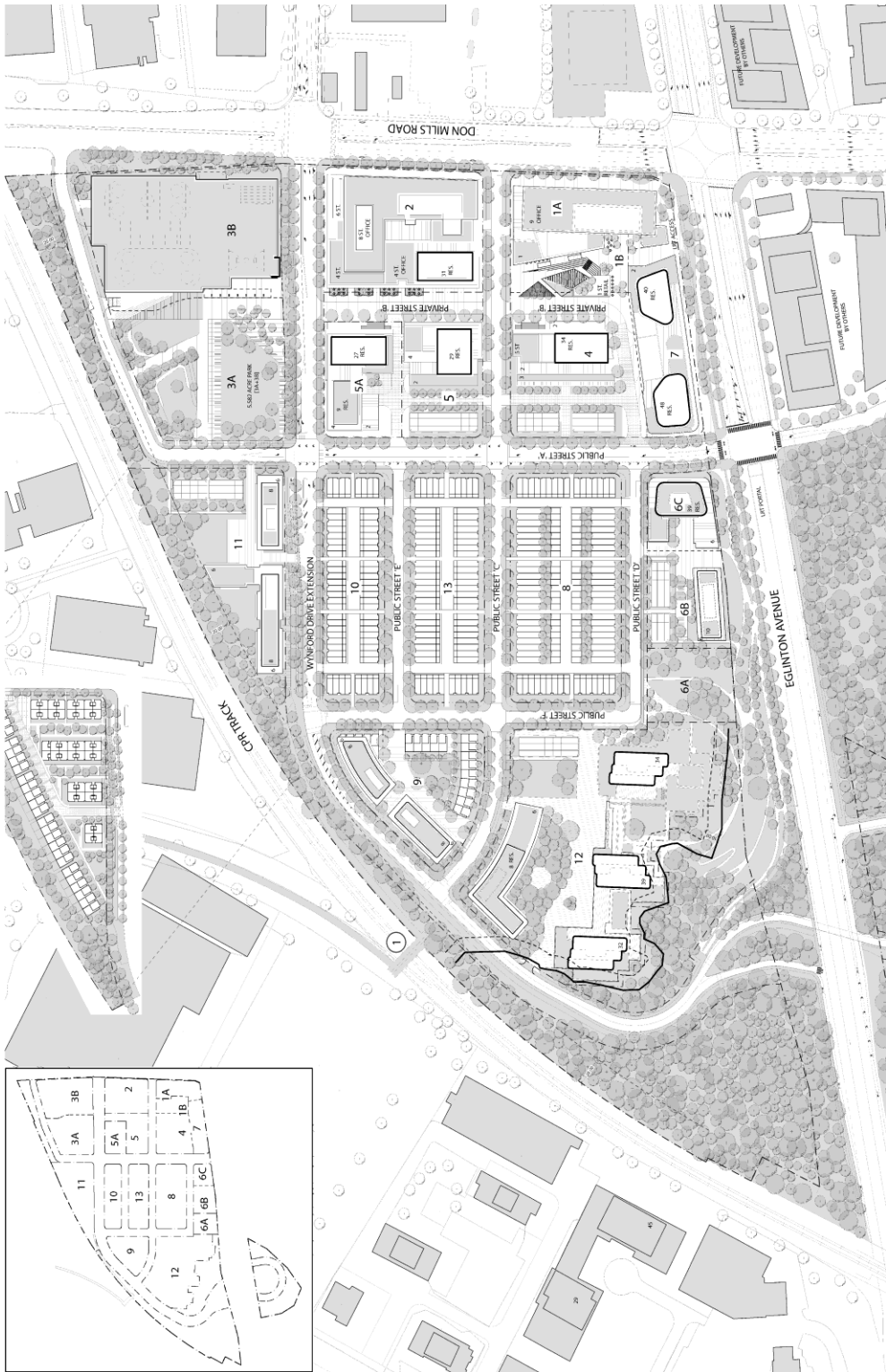
Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Master Site Plan
Attachment 2a: Bird's Eye Perspective (Looking Southeast)
Attachment 2b: Bird's Eye Perspective (Looking Northeast)
Attachment 3: Draft Plan of Subdivision
Attachment 3b: Subdivision Block Descriptions
Attachment 4a: Block 1A - Daycare 2nd Floor Plan
Attachment 4b: Block 1A - Office Building Perspective (looking northwest from Don Mills/Eglinton)
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Attachment 5a: Blocks 2, 5 and 5A - Roof Plan
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Attachment 7a: Blocks 1, 4 and 7 - Roof Plan
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Attachment 7c: Block 4 – East Elevation with Heritage Portal Entrance
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Attachment 8a:	Blocks 5 and 5A – East Elevation with Heritage Portal Entrance
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Attachment 9a:	Blocks 6B and 6C – Roof Plan
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Attachment 10:	Block 8 – Site Plan
Attachment 11:	Block 10 – Site Plan
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Attachment 13a:	Block 9 – Ground Floor/Site Plan
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Attachment 16a:	Application Data Sheet
Attachment 16b:	Applicant's Project Statistics Summary
Attachment 16c:	Applicant's Proposed Phasing Plan
Attachment 17:	Official Plan
Attachment 17b:	Don Mills Crossing Secondary Plan - Proposed Land Use Plan
Attachment 18a:	Zoning By-law 7625 (former North York)
Attachment 18b:	Zoning By-law 569-2013 (Toronto)
Attachment 19:	Draft Plan of Subdivision Conditions
Attachment 20:	Statement of Significance (Heritage – 1150 Eglinton Avenue East)
Attachment 21:	Affordable Rental Housing Terms and Conditions
Attachment 22:	Affordable Ownership Housing Terms and Conditions

Attachment 1: Master Site Plan



844 Don Mills Road & 1150, 1155 Eglington Avenue East

Conceptual Site Plan

Applicant's Submitted Drawing

Not to Scale
04/30/2018

File # 16 236387 NMY 26 0Z



Attachment 2a: Bird's Eye Perspective (Looking Southeast)



Rendering - Birds Eye View

Applicant's Submitted Drawing

Not to Scale
04/04/2018

844 Don Mills Road & 1150, 1155 Eglinton Avenue East

File # 16 236387 NNY 26 0Z

Attachment 2b: Bird's Eye Perspective (Looking northeast)



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

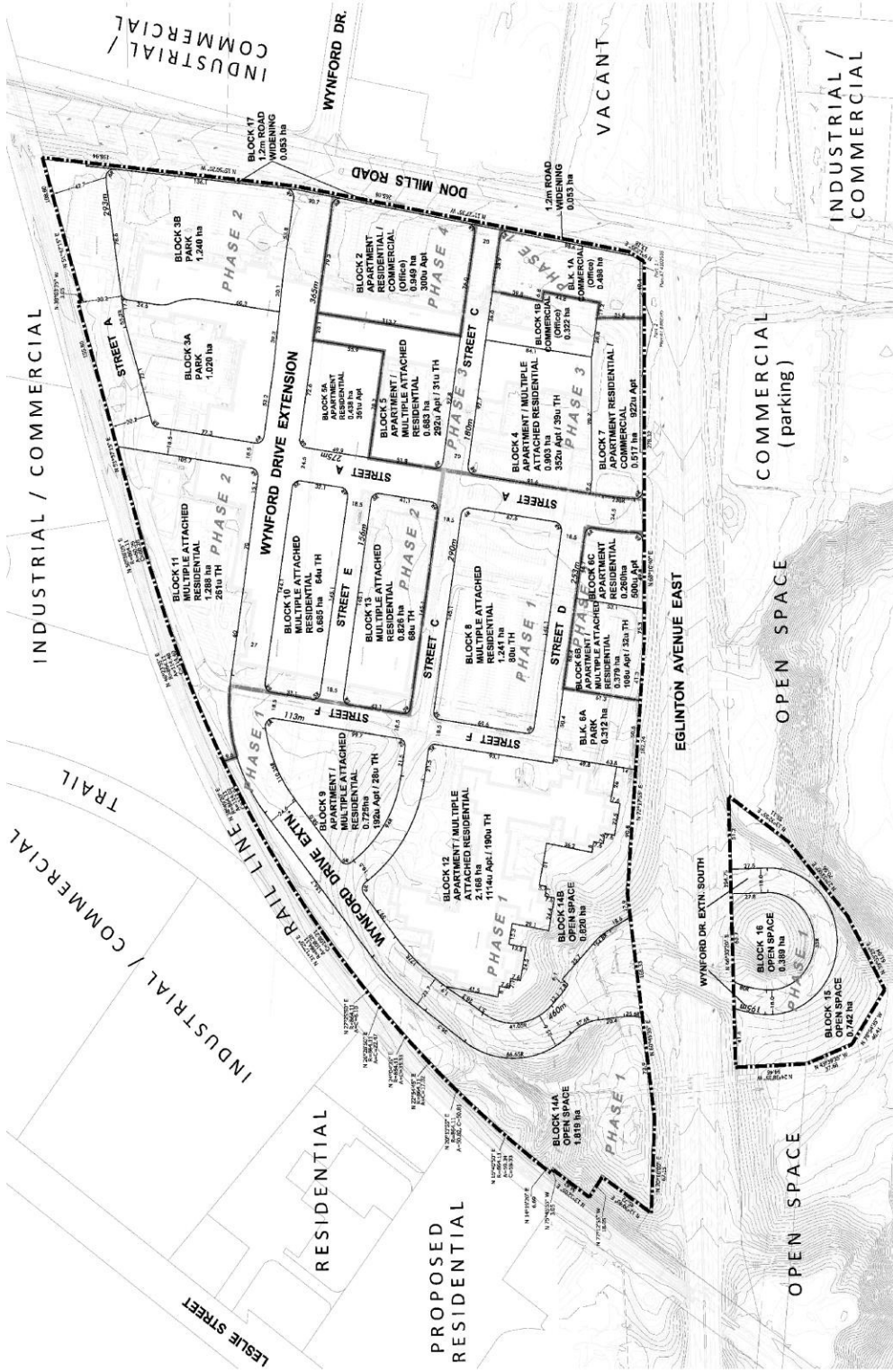
Rendering - View from the South

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16.236387 NNY 26.0Z

Attachment 3: Draft Plan of Subdivision



Draft Plan of Subdivision
844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Draft Plan of Subdivision
 Applicant's Submitted Drawing

Not to Scale
 04/04/2018

File # 16 236405 NNY 26 SB

Attachment 3b – Subdivision Block Descriptions

Blocks 1A and 1B– Proposed is one office tower with a height of nine storeys having ground level retail uses and a daycare on the ground and second floor (Attachment 4a – Daycare 2nd Floor Plan). This building is anticipated to be the future headquarters for Celestica Inc., which would be relocated from their existing building on the site at 844 Don Mills Road into the new building (Attachment 4b –Office Building Perspective). The building is proposed to front Don Mills Road and Public Street C, and will form part of the pedestrian gateway from the Don Mills Road and Eglinton Avenue East intersection into the Wynford Green development. This Block would have an underground connection to the Eglinton Crosstown LRT Science Centre Station which is currently under construction at the southwest corner of the intersection. The applicant advises that this office building will advance in the initial phase of the site's redevelopment with a target completion aligned with the opening of the Eglinton Crosstown LRT in 2021. Vehicular access to the office building would be from the north end of the building off of Street C and this block shares an underground parking garage with Blocks 4 and 7.

Block 1B includes a public pedestrian urban plaza that is designed with an elevated public open space area, retail uses, space for pedestrian circulation and public gatherings. This is a gateway from Don Mills Road and Eglinton Avenue East and forms a focal point and gathering place for Blocks 1A, 4 and 7 (Attachment 7b – Ground Floor/Site - Plan Blocks 1, 4 and 7).

Block 2 – An eight storey 'L' shaped office tower is proposed that frames the new Wynford Drive extension at the north end of the block and Don Mills Road at the east end of the block. Additionally, a 31-storey residential tower is located at the southwest corner of the block (Attachment 5a – Roof Plan - Blocks 2, 5 and 5A). The ground floor of this block contains retail uses fronting Don Mills Road and retail uses and lobbies fronting Private Street B. Access to the office building above is from lobbies along both Wynford Drive and Public Street C and all buildings are connected by a four storey base building (Attachment 5b – Ground Floor/Site Plan - Blocks 2, 5 and 5A). The residential tower would be located outside of the proposed *Employment Areas* designation that runs parallel to the Don Mills frontage. Parking and loading access is from a driveway at the south end of the block from Street C.

Blocks 3A and 3B – A park of 1.019 hectares is proposed for Block 3A illustrated on the applicant's plan as open green space. Block 3B is 1.24 hectares in size and is the potential location for the proposed relocated Don Mills (Civitan) Arena (Attachment 1). The proposed arena location on the Celestica site is situated approximately 900 metres to the south of the existing facility at 1030 Don Mills Road. Currently, the approved Parks, Forestry and Recreation Capital Budget includes funding for a twin pad arena. The applicant's proposal includes concepts for the relocated arena along with additional community recreation uses, including a gymnasium and pool, having a total GFA of 12,229 square metres (Attachment 6 – Park Conceptual Site Plan). A funding model to deliver the arena and community recreation uses do not form part of the applicant's

proposal. However, as part of the negotiated Section 37 public benefits package, the Owner will be contributing \$12,000,000 towards the facility. The proposal for Block 3B is conceptual in nature and illustrates that the proposed lands to be dedicated for public parkland can accommodate a larger community centre and a twin pad arena.

Block 4 – Proposed are two blocks of four-storey stacked, back-to-back townhouses fronting onto Public Street A (Attachment 7b– Ground Floor/Site Plan - Blocks 1, 4 and 7). To the east of these townhouses is a 34-storey residential apartment building (Attachment 7a – Roof Plan - Blocks 1, 4 and 7). The townhouses and apartment building are separated by a north-south private mews that connects Public Street C with Private Street B. The private mews is lined with the four storey stacked back-to-back townhouses to the west and east that form part of a base building for the 34-storey apartment building. The base building of the apartment building has ground floor lobbies and retail uses fronting along Private Street B. The residential apartment building would have a five storey base building which incorporates a three-storey heritage entrance portal from the existing 844 Don Mills Road Celestica building. The ground floor of the heritage portal would be used for retail uses while the upper levels would contain residential uses (Attachment 7c – East Elevation and Attachment 7d – Rendering Heritage Entrance Portal). The vehicular parking ramp/entrance would be located at the south end of the tower off of Private Street B. Loading is proposed from the north end of the tower off of Public Street C. This Block would have an underground pedestrian connection to the Science Centre LRT station via an underground parking garage shared with Blocks 1 and 7, as well as from grade from a public pedestrian connection.

Blocks 5 and 5A – These blocks propose two residential towers separated by a private east-west mews that connects Public Street A with Private Street B. Similar to Block 4 located to the south, Block 5 contains a single block of four-storey stacked, back-to-back townhouses that front Public Street A. To the east is a 29-storey residential apartment building (Attachment 5a – Roof Plan Blocks 2, 5 and 5A). The townhouses and the residential apartment building are separated by a north-south mews that connects to the east-west shared private driveway. The private mews is lined with the four storey stacked townhouses to the west and four storey townhouses to the east that form part of a base building for the 29-storey apartment building. The residential lobby entrance is located along Street C and Private Street B is lined with retail uses (Attachment 5b – Ground Floor/Site Plan - Plan Blocks 2 and 5). Loading is accessed from the north end of the 28-storey building from the east-west driveway.

Block 5A is proposed as an affordable housing block. It contains one 'L' shaped building with a nine-storey portion of the building located along the Wynford Drive extension and Public Street A, and a 27-storey apartment building portion located at the southwest corner of Wynford Drive and Private Street B. The ground floor of the nine-storey building lines the surrounding street frontages with indoor amenities and an outdoor patio. The ground floor of the 27-storey residential building is occupied by retail uses along Private Street B and a private daycare/community space with an outdoor play area towards the interior along the private mews. The four-storey base building of the residential apartment building along Private Street B would incorporate the second two-

storey heritage entrance portal from the existing 844 Don Mills Road Celestica building (Attachment 8a – East Elevation and Attachment 8b – Rendering Heritage Entrance Portal). This heritage portal would include retail uses on the ground floor with bicycle parking and residential uses on the upper floors. Loading and servicing access is located at the south end of the 27-storey building off the east-west shared private driveway. Vehicular access for both Blocks 5A and 5 is from the east-west shared private driveway at the south end of the nine-storey building into a shared underground garage.

Block 6A – This block is proposed as a neighbourhood park having an area of 0.31 hectares (0.77 acres) with 50 metres of frontage along Public Street D. To the east of the park are proposed four-storey stacked townhouses and a ten-storey mid-rise building. To the west are three residential high-rise buildings that incorporate the existing 1150 Eglinton Avenue East heritage building into their base buildings. The proposed park also has 50 metres of frontage along Eglinton Avenue East allowing for access to new sidewalks, proposed bike lanes, proposed multi-use trails and ultimately into the larger ravine system through E.T. Seton Park south of Eglinton Avenue East.

Blocks 6B and 6C – Block 6B consists of two blocks of four-storey stacked back-to-back townhouses fronting onto Street D. A 10-storey mid-rise building is located at the south end of this block fronting Eglinton Avenue East. The ground floor of the mid-rise building consists of amenity and lobby uses at its north end and residential units at its south end along Eglinton Avenue East.

Block 6C consists of a six-storey 'U' shaped podium building that frames Public Street D, Public Street A and Eglinton Avenue East. Above the podium building is a 39-storey residential building. Residential units front Public Street D with amenity uses and lobbies fronting all other sides of the podium building (Attachment 9a – Roof Plan and 9b – Ground Floor/Site Plan).

Blocks 6B and 6C are accessed from a shared private north-south driveway from Public Street D. The driveway provides access to an interior landscaped courtyard between the two blocks that includes a loading area, outdoor amenity area, pick-up/drop-off area and a ramp to a combined underground parking area.

Block 7 – Proposed are two residential apartment buildings with heights of 48 and 40-storeys connected by a base building with a height of six-storeys. Retail uses are located within the base building along Eglinton Avenue East, wrapping along the east end of the building and at the north end of the building abutting the Block 1B plaza area. Amenity and lobby areas also form part of the ground floor uses for these buildings. These two towers share an underground parking garage with Blocks 1A, 1B and 4 and have direct underground access to the Eglinton Crosstown LRT. There is also an at-grade public connection to the LRT. The residential towers would be the tallest buildings within this development and would be the focal point of the development at the intersection.

Loading for these buildings is provided internally at ground level within the six-storey building in between the two towers. Vehicular access is from the north end of the Block

1A office building and from the south end of Block 4 (Attachment 7b– Ground Floor/Site Plan - Blocks 1, 4 and 7).

Blocks 8, 10 and 13 – These blocks consist of a variety of four-storey freehold townhouses that all front onto proposed new public streets. All vehicular access to these units is from shared private rear laneways with parking in the form of rear integral garages or laneway garages (see Site Plan Attachments 10, 11 and 12).

Blocks 9 – This block includes two eight-storey mid-rise buildings fronting onto Wynford Drive and two blocks of three-storey stacked townhouses along Public Street C and Public Street F. The site is accessed from a shared private driveway that bisects the block between Public Street C with Public Street F. An access ramp to a shared underground parking facility is located at the southwest corner of the block. The ground floors of the mid-rise buildings consist of grade related residential units fronting on the Wynford Drive extension and Public Street F, while the internal driveway is lined with lobbies and amenity space (Attachments 13a – Ground Floor/Site Plan and 13b –Roof Plan). A tot lot amenity area is also proposed located between the stacked townhouses and the mid-rise buildings.

Block 11 – Two eight-storey mid-rise buildings front onto the Wynford Drive extension with the western mid-rise building having a six-storey north-south leg to its design. To the northeast of the block fronting Public Street A across from the proposed new park are two blocks of four-storey back-to-back, stacked townhouses. Vehicular access to both buildings and a shared underground parking garage is from an 'L' shaped shared private driveway that connects Public Street A with the Wynford Drive extension. An internal loading area is proposed between the two buildings across from the vehicular access ramp to the underground parking area. The proposal for this block includes two outdoor amenity areas: one located to the north of the western-most mid-rise building and the second to the west of the stacked townhouses. The mid-rise buildings line the Wynford Drive extension with residential units at grade and the north end of the mid-rise building's ground floors are occupied by residential, lobby and amenity uses (Attachment 14a – Ground Floor/Site Plan and 14b –Roof Plan). All residential units are proposed to be setback a minimum of 20 metres from the CP railway with the underground parking garage proposed to abut the CP railway.

Block 12 – This block includes one block of four-storey stacked, back-to-back townhouses fronting Public Street F, an eight-storey 'L' shaped mid-rise building fronting the intersection of Public Street C and the Wynford Drive extension and three residential apartment buildings with heights of 32, 34 and 39-storeys along Eglinton Avenue East (Attachment 15a – Site Plan and 15b – Ground Floor Plan). Portions of the red-brick 1150 Eglinton Avenue East heritage building would be retained as part of the base buildings of the three apartment buildings (Attachment 15c – Bird's Eye Perspective).

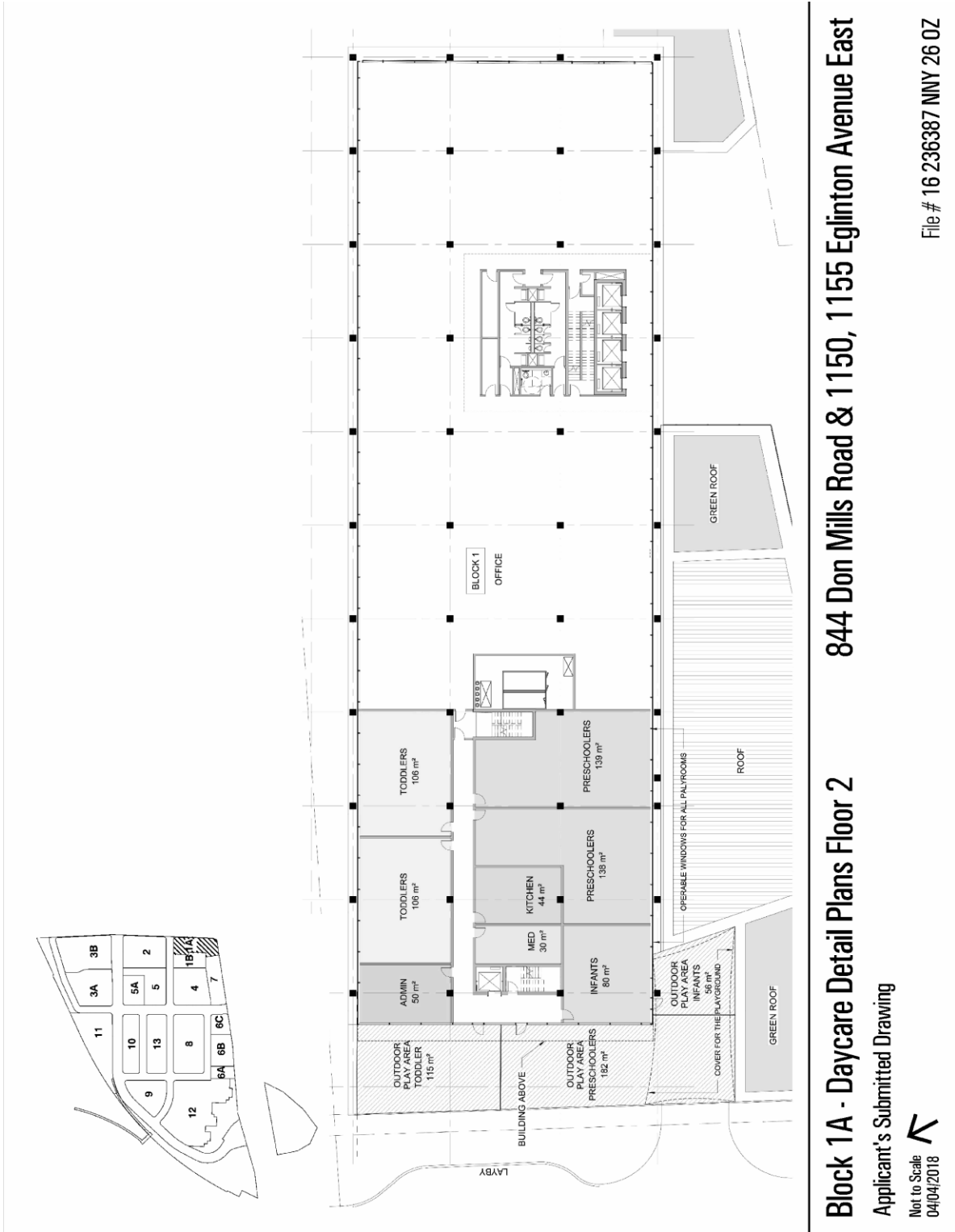
Vehicular access to these buildings would be from a private mews street off of Public Street F and all buildings would share a common underground parking garage. Access to the underground parking garage would be from a ramp located in the base of the eastern-

most apartment building and a second access to the parking garage is proposed to the west from Wynford Drive directly into the first parking level. Servicing and loading is proposed within the base building of the western-most apartment building (Attachment 15b – Ground Floor Plan).

Proposed to the south of the mid-rise building and west of the townhouse block are amenity areas with residential uses and indoor amenity areas fronting onto them. The vehicular access driveway at the north end of the three residential apartment buildings has residential units and lobbies fronting onto it. Two open space/amenity courtyards are proposed with the western courtyard located between the western most tower and the centre tower and the eastern courtyard located between the centre and eastern towers. The western courtyard is for the private use of the residents of the apartment buildings and the eastern most courtyard is proposed to have public access as a POPS area providing direct access through this block to Eglinton Avenue East and the surrounding open space ravine network.

A detailed review of the site plan and block layouts, vehicular access points and pedestrian connections in each block will be undertaken during the site plan review for each block.

Attachment 4a: Block 1A – Daycare 2nd Floor Plan



**Attachment 4b: Block 1A – Office Building Perspective
(looking northwest from Don Mills/Eglinton)**



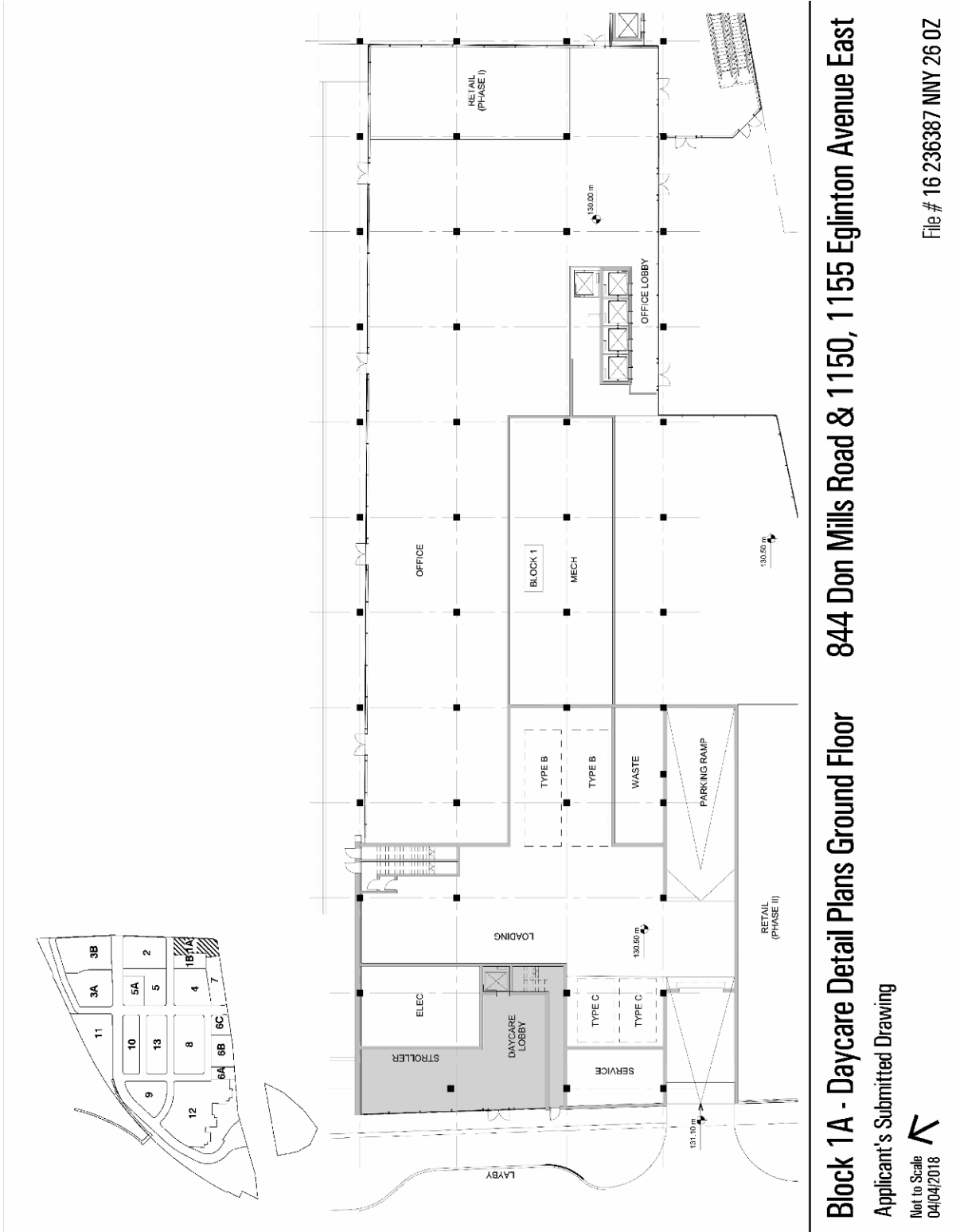
Rendering - View of Corner Office Building 844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 4c: Block 1A – Daycare Ground Floor Plan



Block 1A - Daycare Detail Plans Ground Floor 844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 5b: Blocks 2, 5 & 5A – Ground Floor/Site Plan



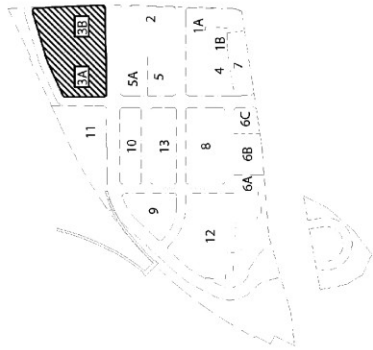
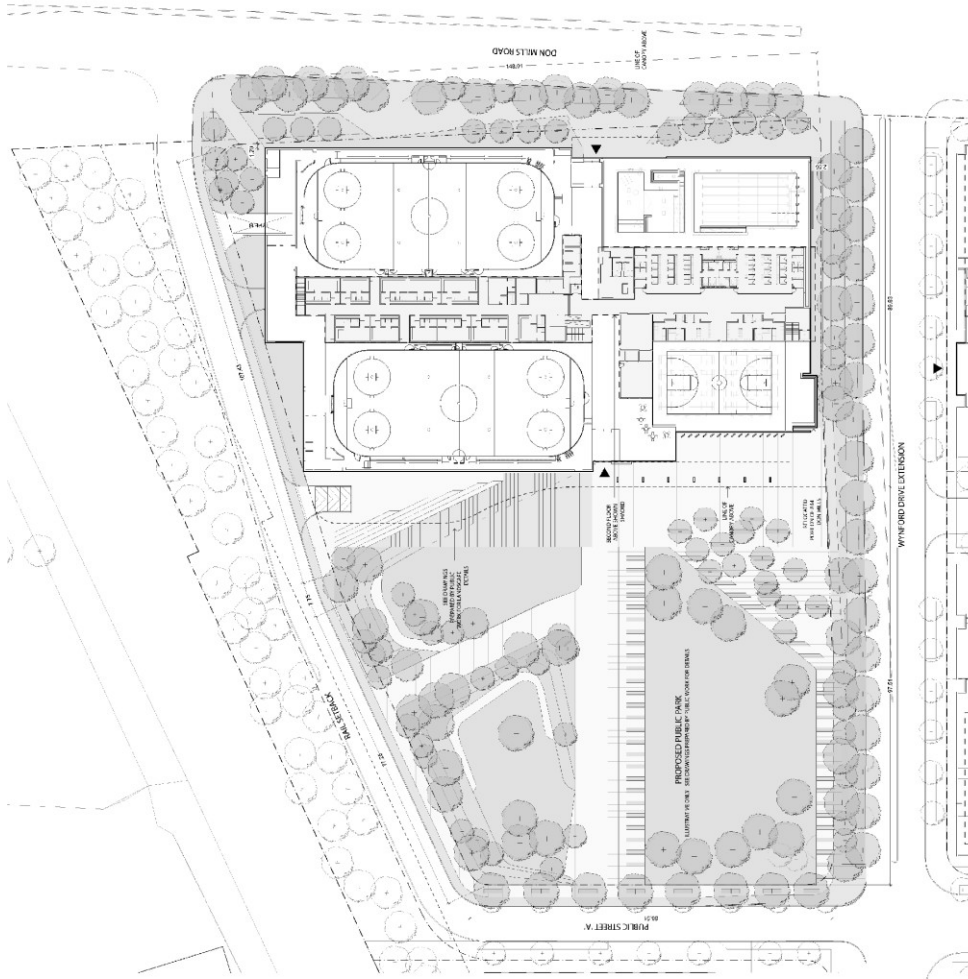
Block 2, 5 & 5A - Site Plan **844 Don Mills Road & 1150, 1155 Eglinton Avenue East**

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 6: Blocks 3A & 3B – Park Conceptual Site Plan



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

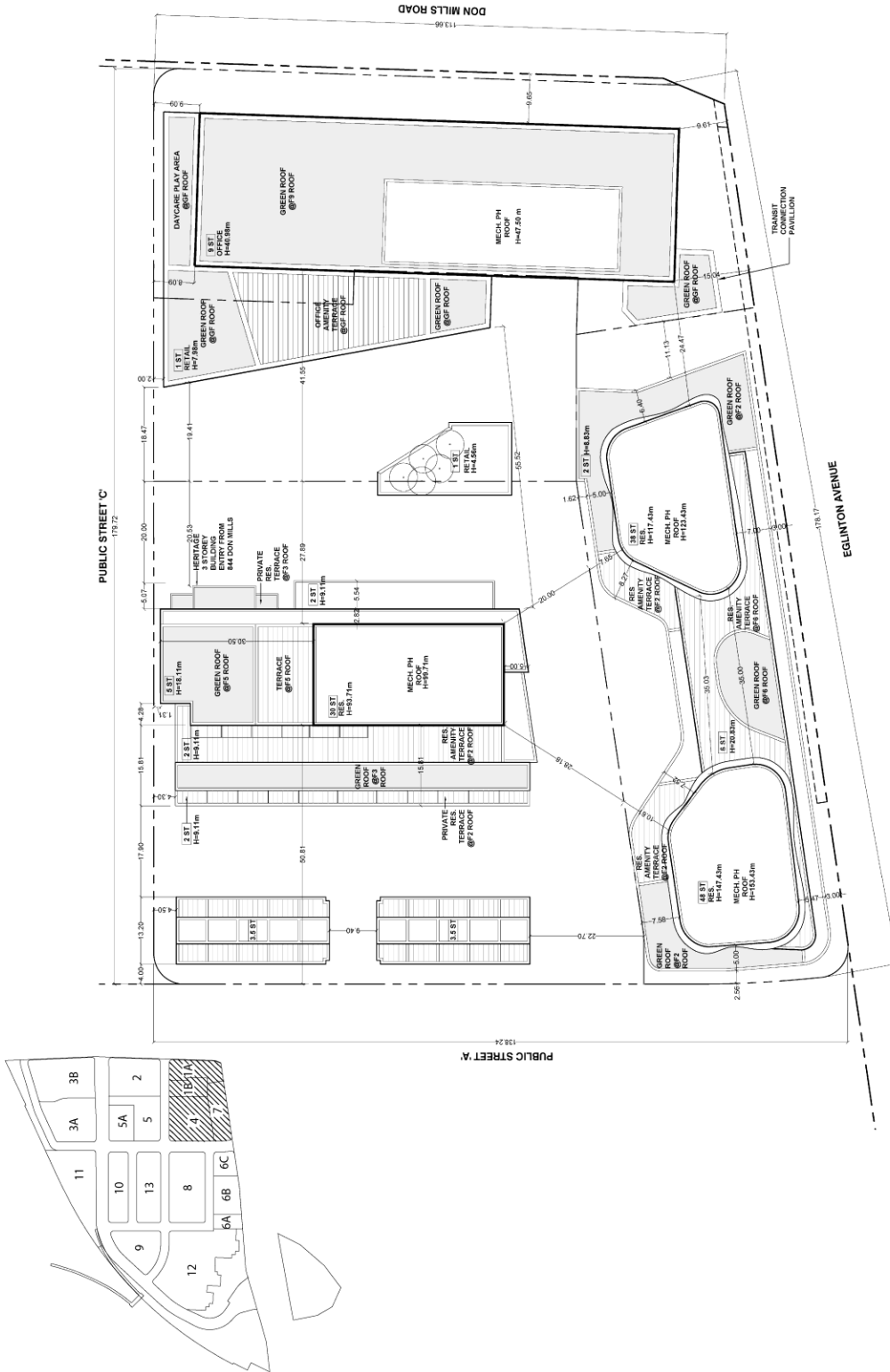
Block 3 - Site Plan

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 7a: Blocks 1, 4 & 7 – Roof Plan



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

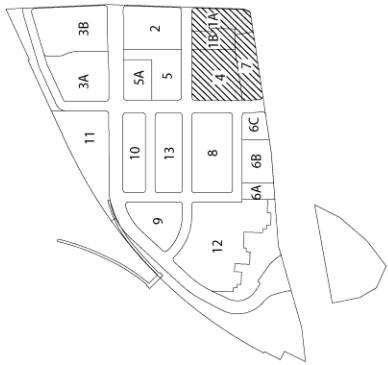
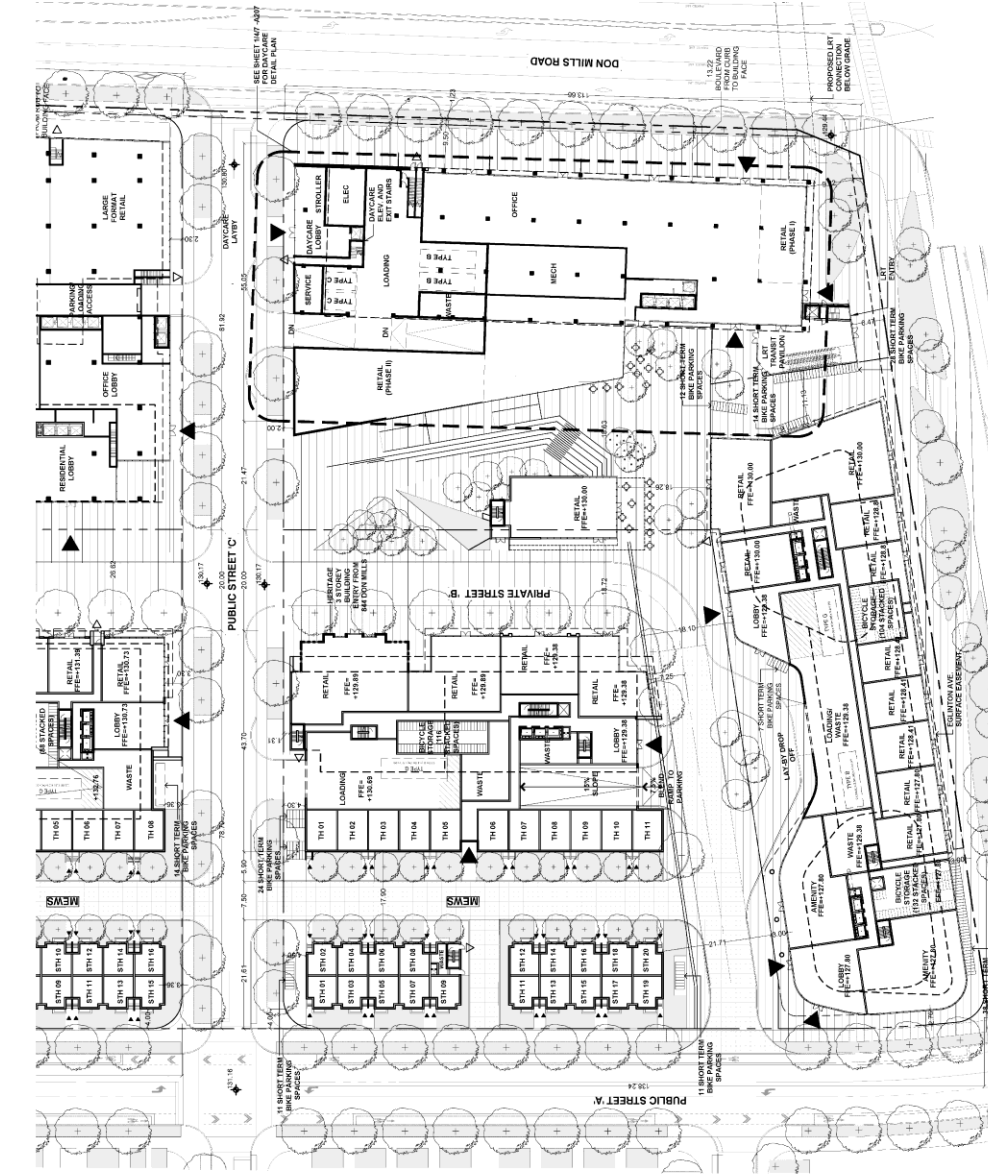
Block 1, 4 & 7 - Roof Plan

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 7b: Blocks 1, 4 & 7 – Ground Floor/Site Plan



844 Don Mills Road & 1155 Eglinton Avenue East

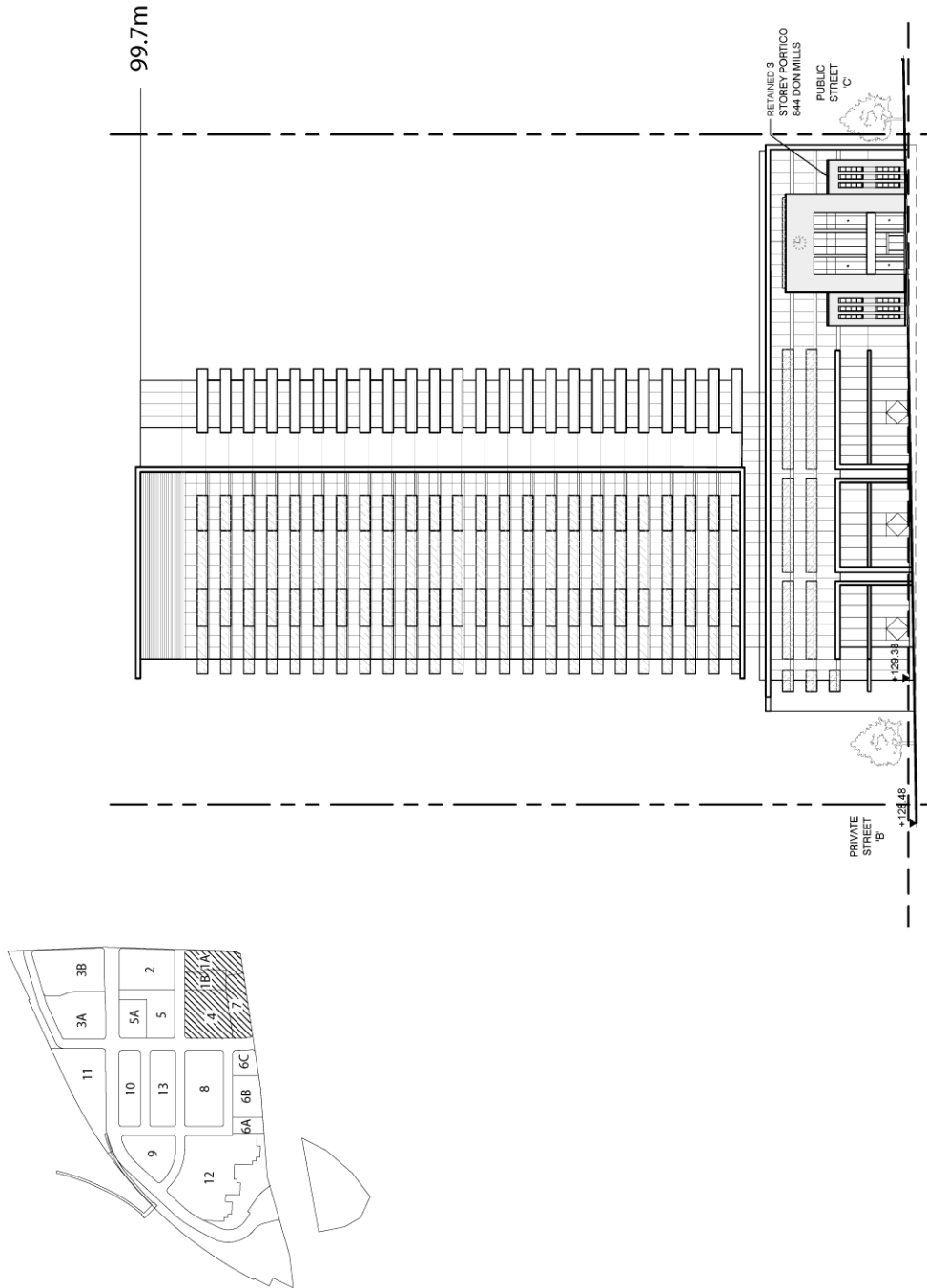
Block 1, 4 & 7 - Site Plan

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 7c: Blocks 1, 4 & 7 – East Elevation with Heritage Portico Feature



844 Don Mills Road & 1155 Eglinton Avenue East

Block 4 - East Elevation

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 OZ

Attachment 7d: Blocks 1, 4 & 7 – Rendering Heritage Portico Feature



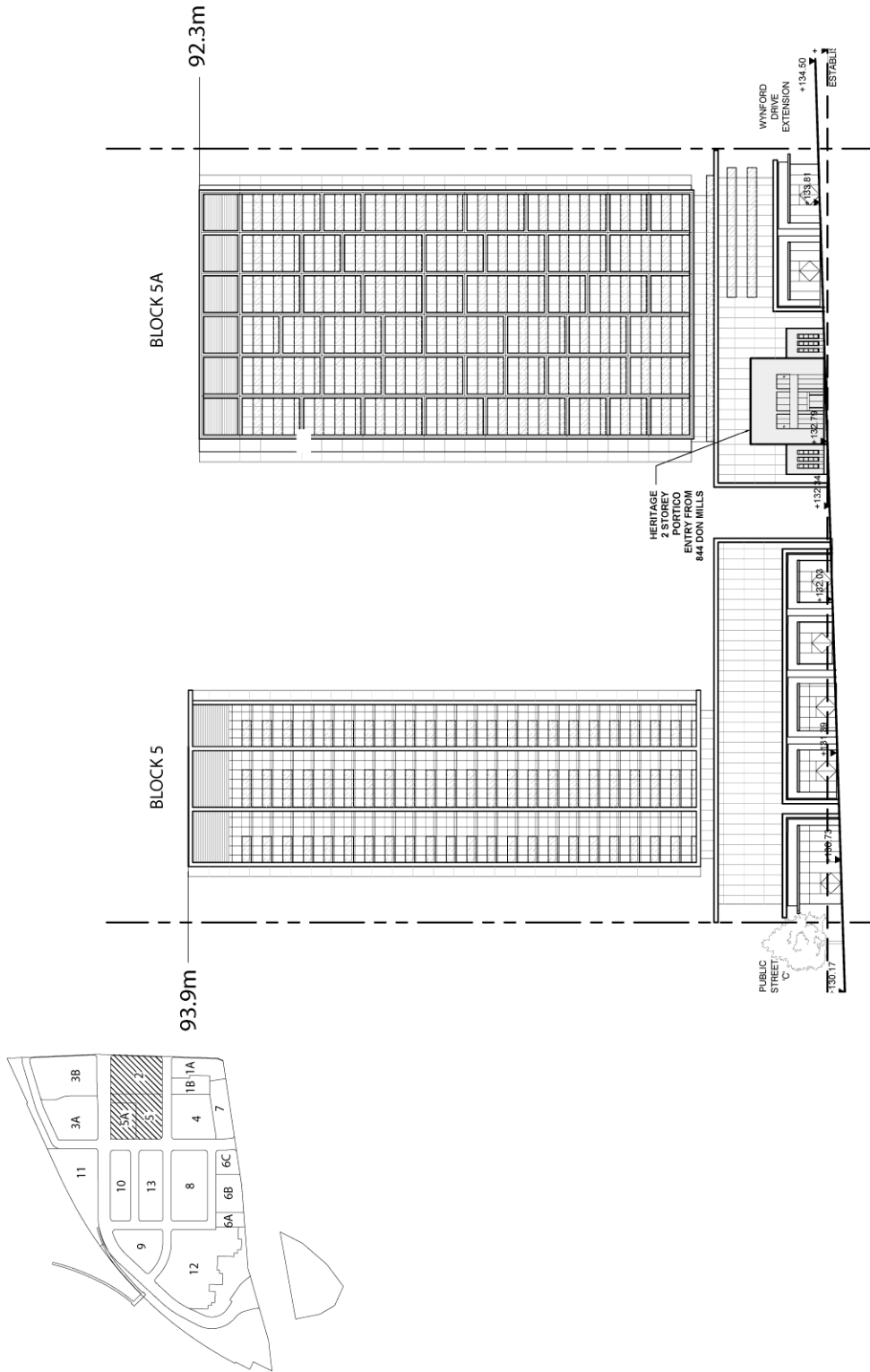
Rendering - 844 Don Mills Heritage Portals 844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 02

Attachment 8a: Blocks 5 & 5A – East Elevation with Heritage Portico Feature



Block 5 & 5A - East Elevation **844 Don Mills Road & 1150, 1155 Eglinton Avenue East**

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 8b: Blocks 5 & 5A – Rendering Heritage Portico Feature



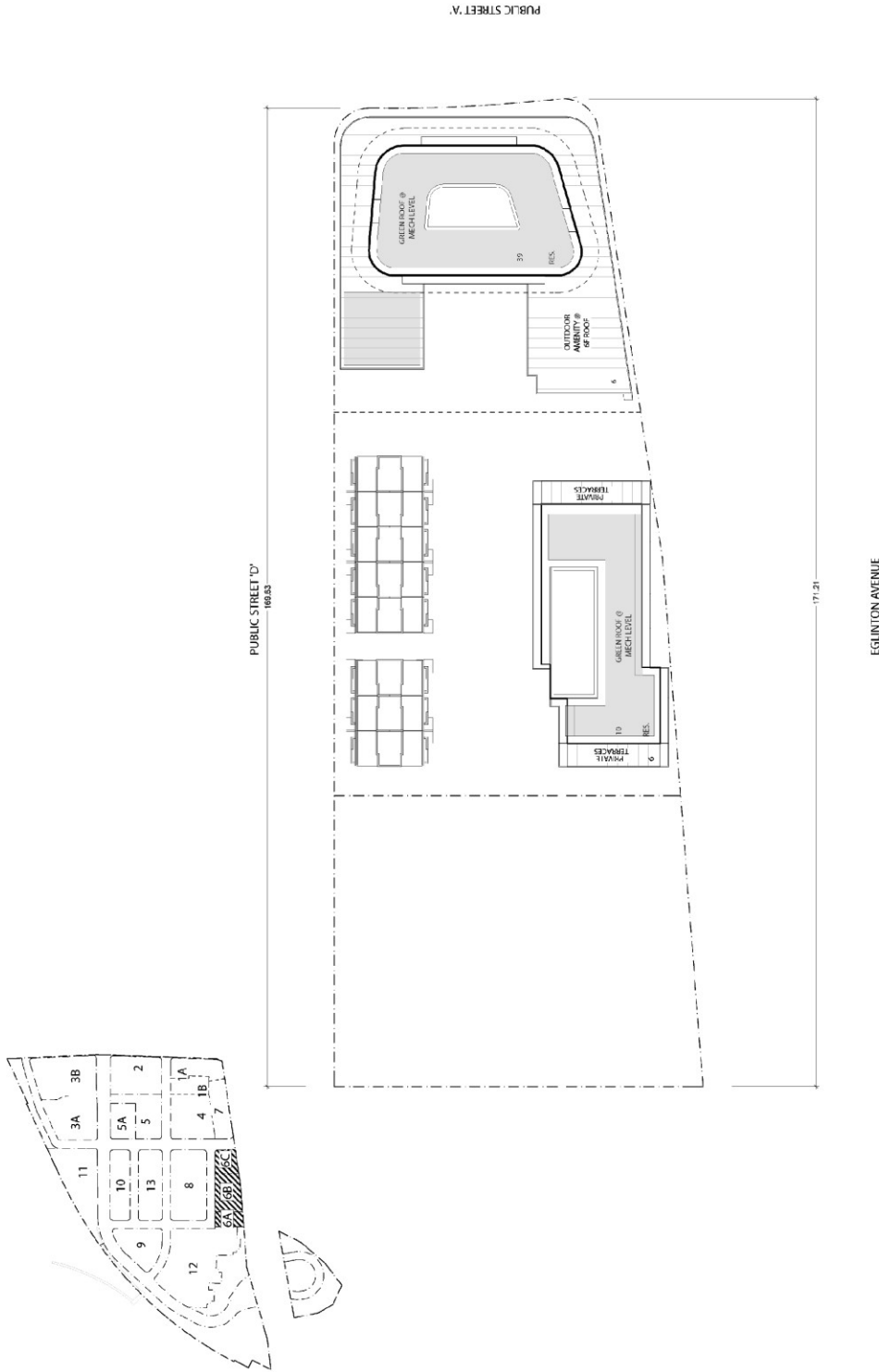
Rendering - 844 Don Mills Heritage Portals 844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/04/2018

File # 16 236387 NNY 26 0Z

Attachment 9a: Blocks 6B & 6C – Roof Plan



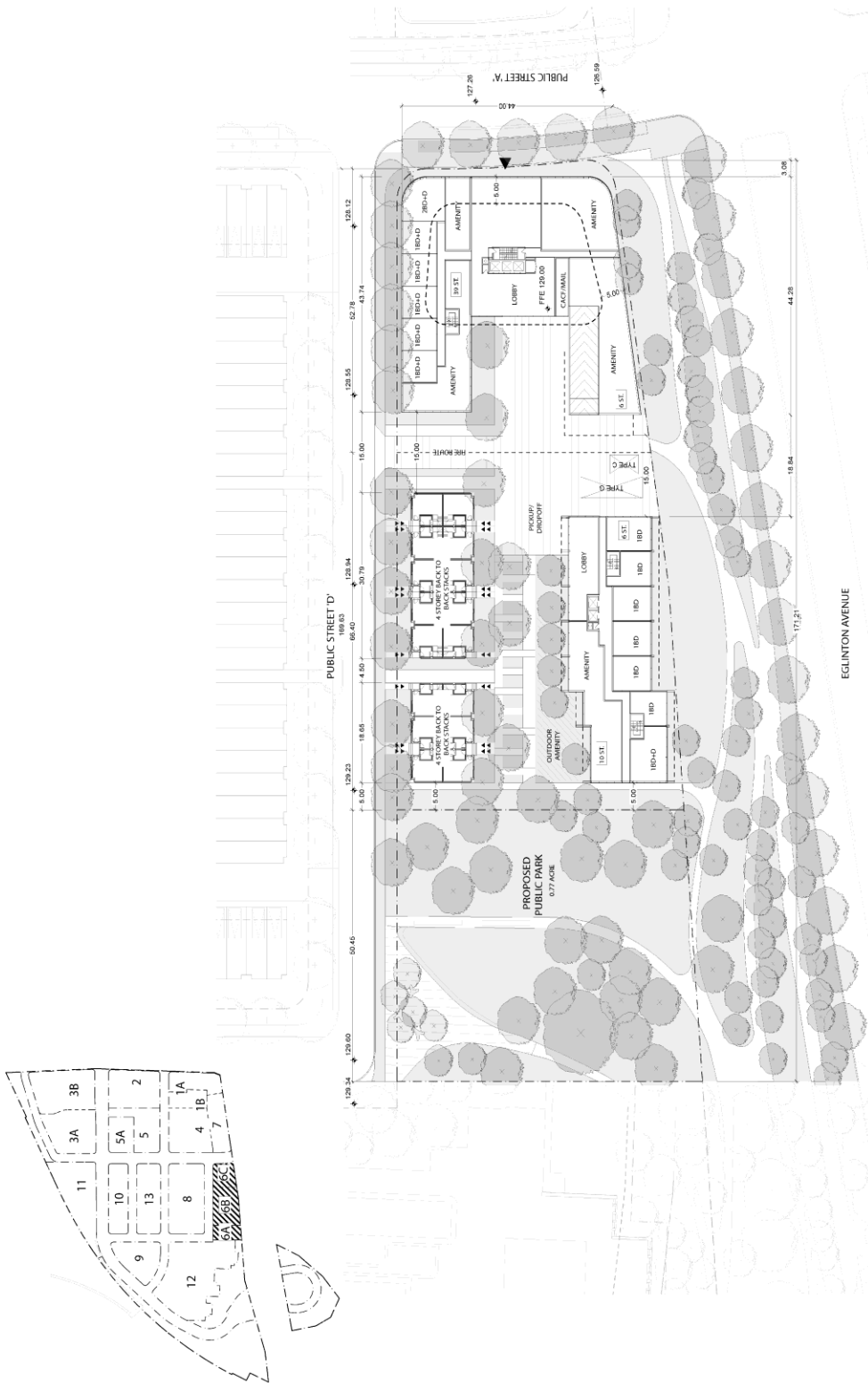
Block 6 - Roof Plan

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 02

Attachment 9b: Blocks 6B & 6C – Ground Floor/Site Plan



Block 6 - Site Plan

Applicant's Submitted Drawing

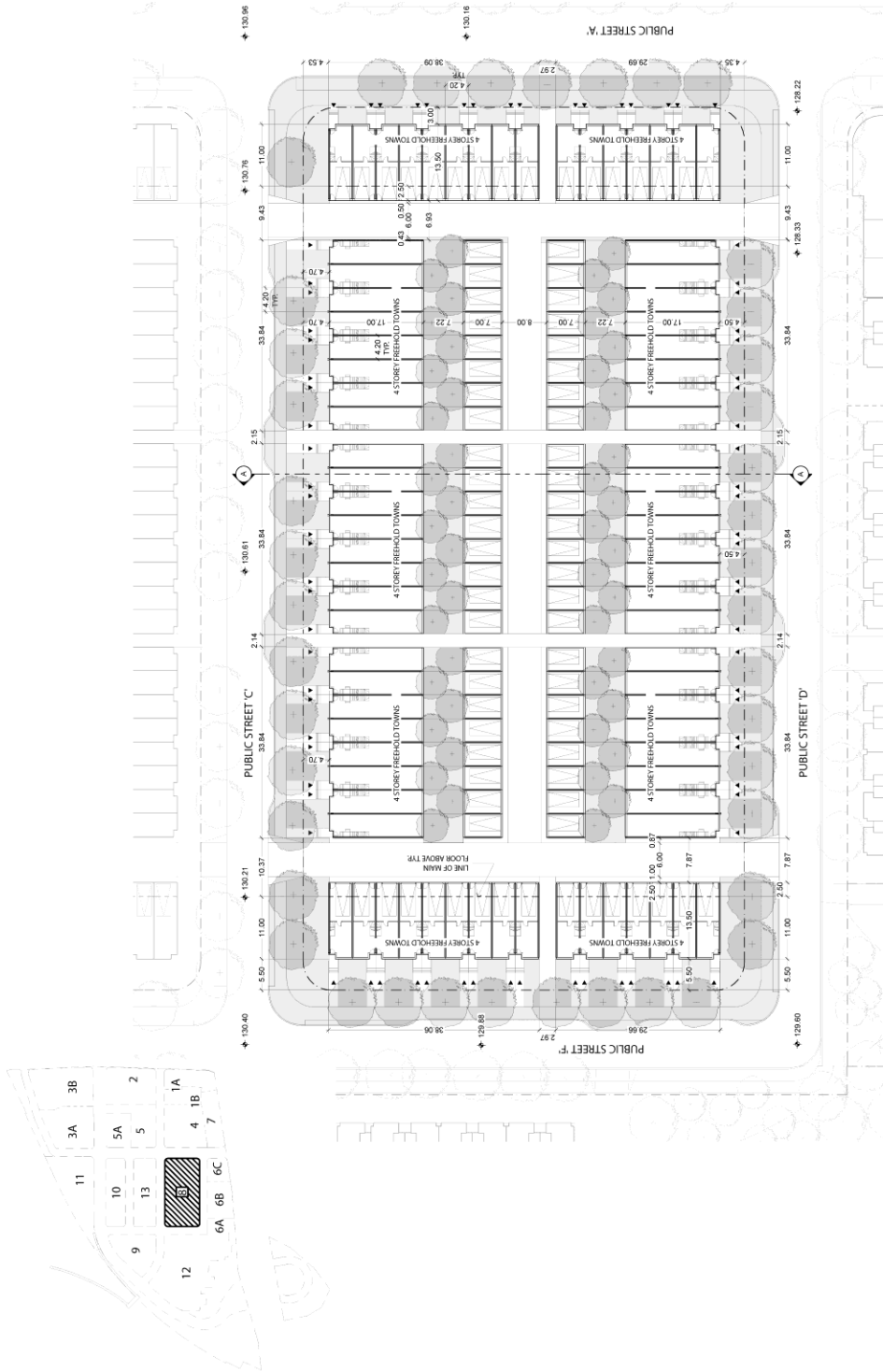
Not to Scale
04/06/2018



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

File # 16 236387 NNY 26 OZ

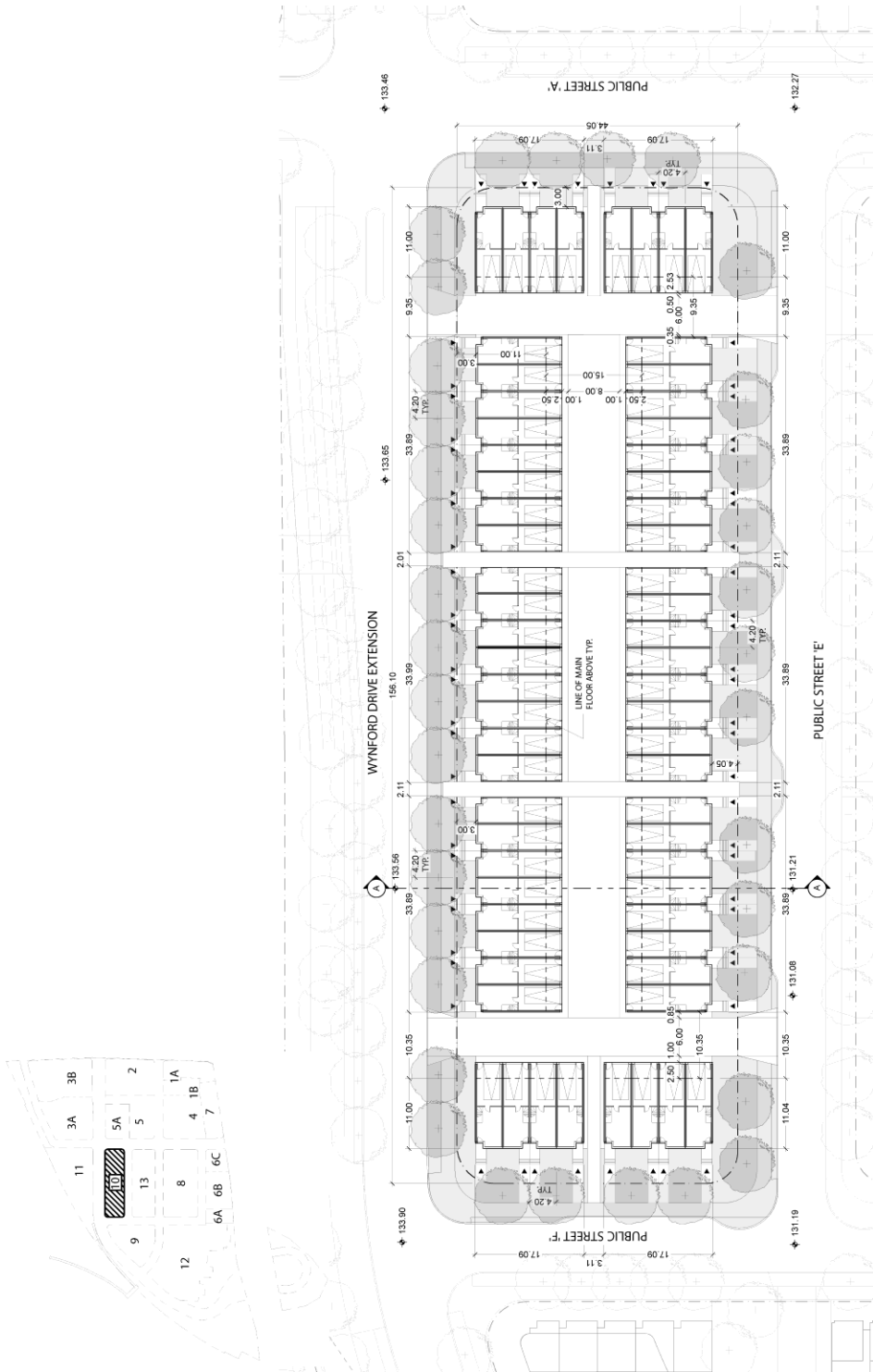
Attachment 10: Block 8 – Site Plan



Block 8 - Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 04/06/2018

844 Don Mills Road & 1150, 1155 Eglinton Avenue East
 File # 16 236387 NNY 26 0Z

Attachment 11: Block 10 – Site Plan



Block 10 - Site Plan

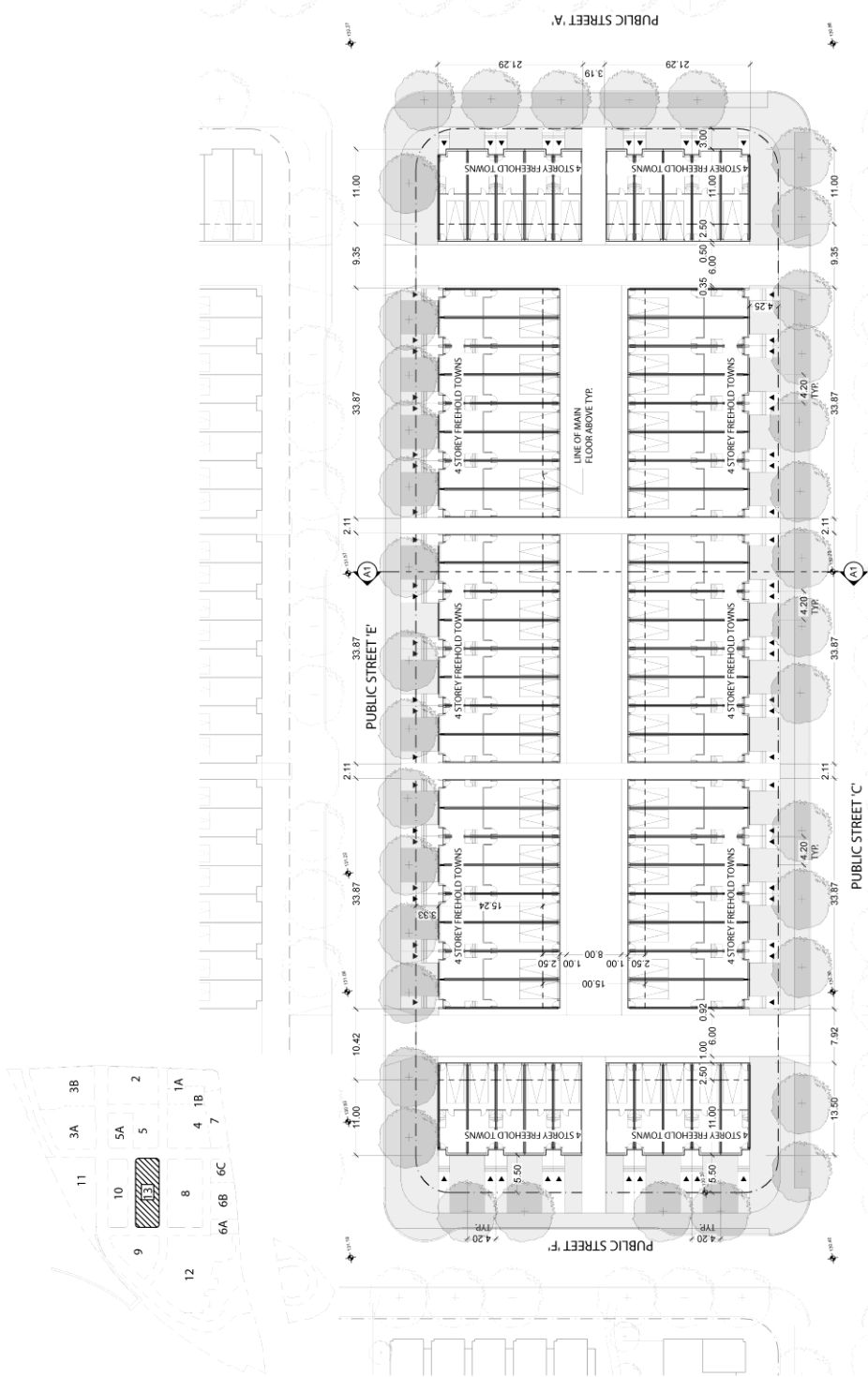
844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 12: Block 13 – Site Plan



Block 13 - Site Plan

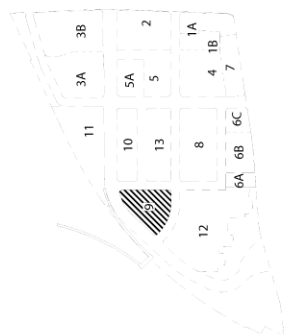
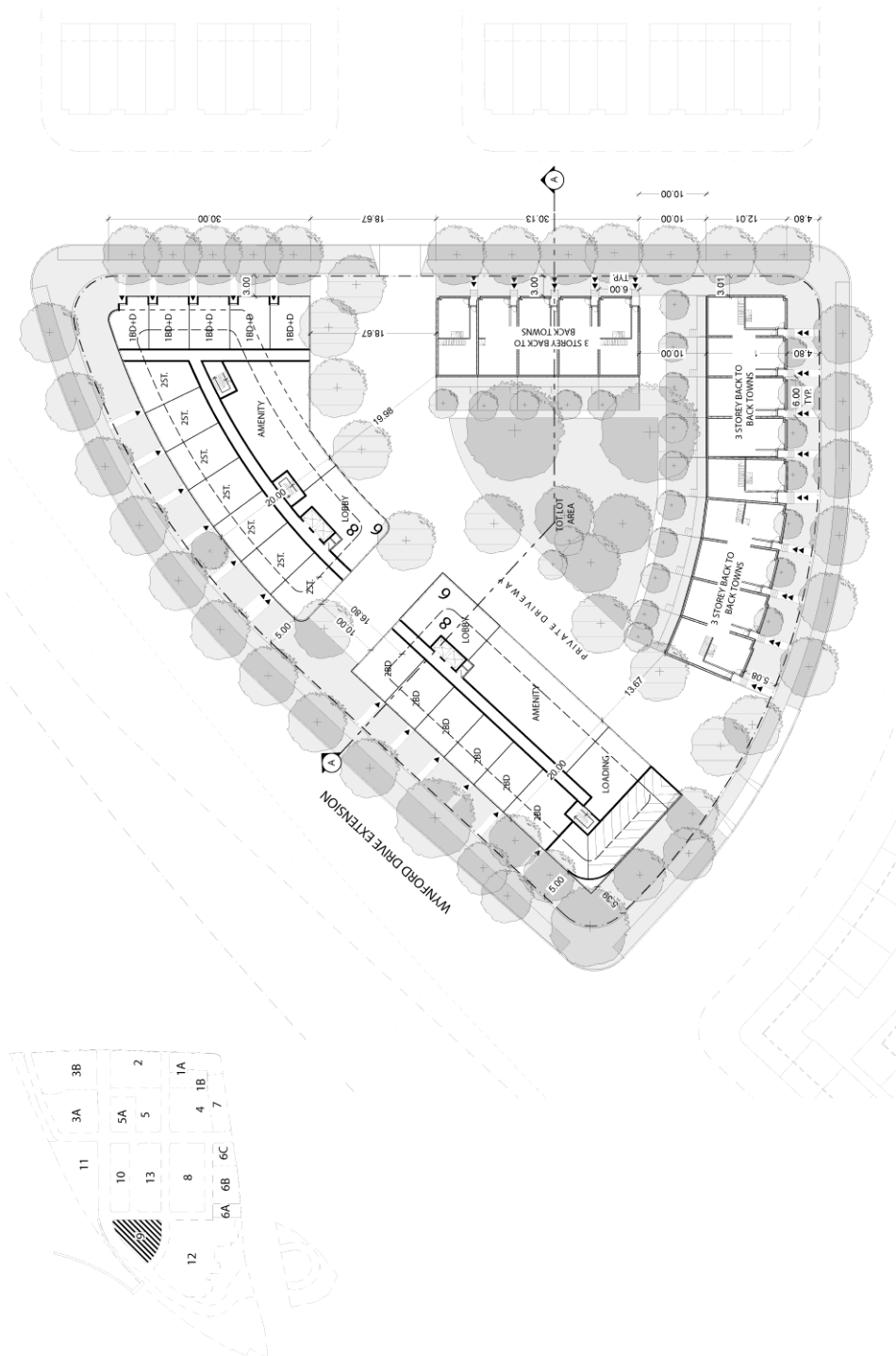
844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 13a: Block 9 – Ground Floor/Site Plan



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

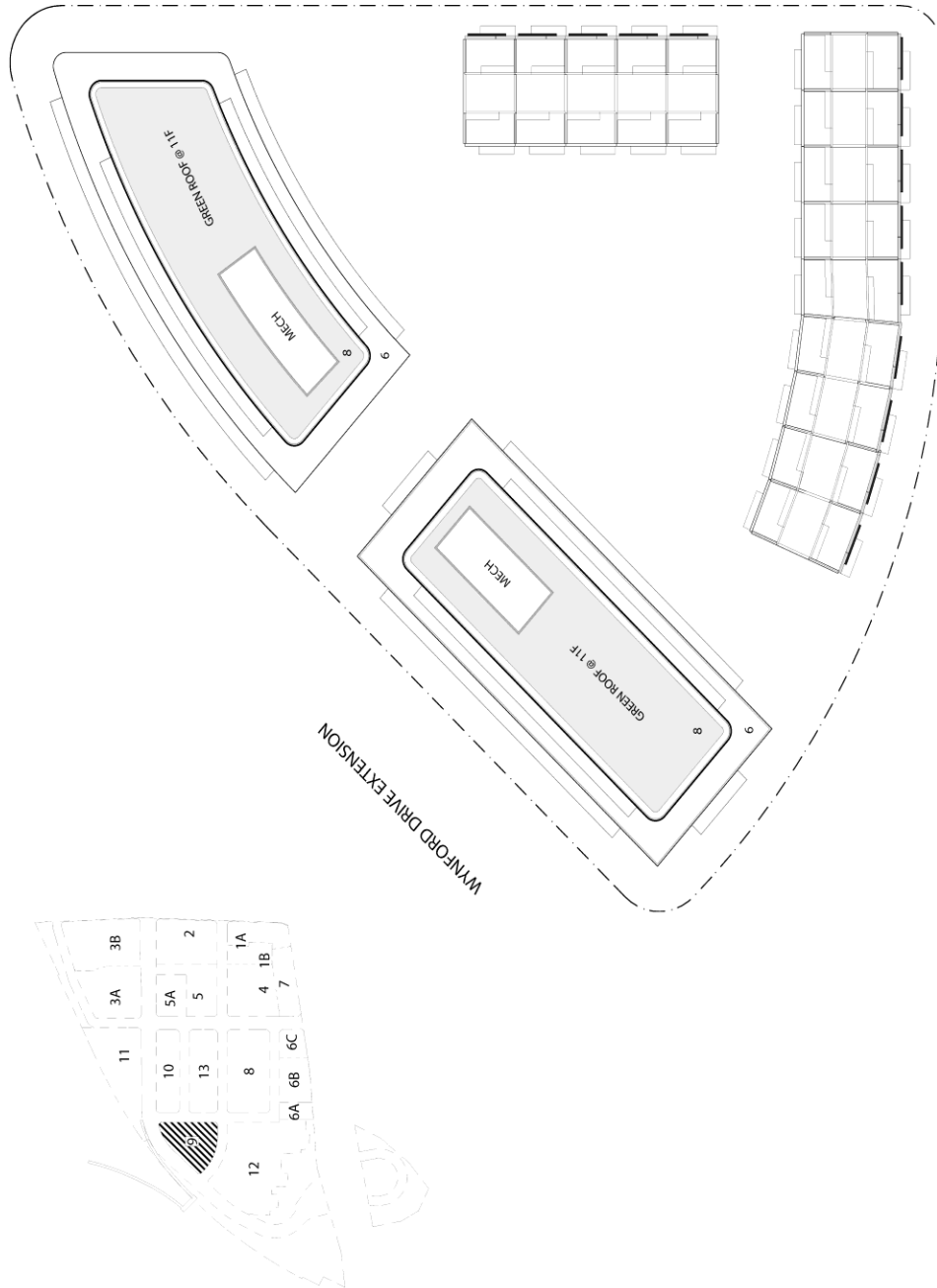
Block 9 - Site Plan

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16-236387 NNY 26 0Z

Attachment 13b: Block 9 – Roof Plan



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

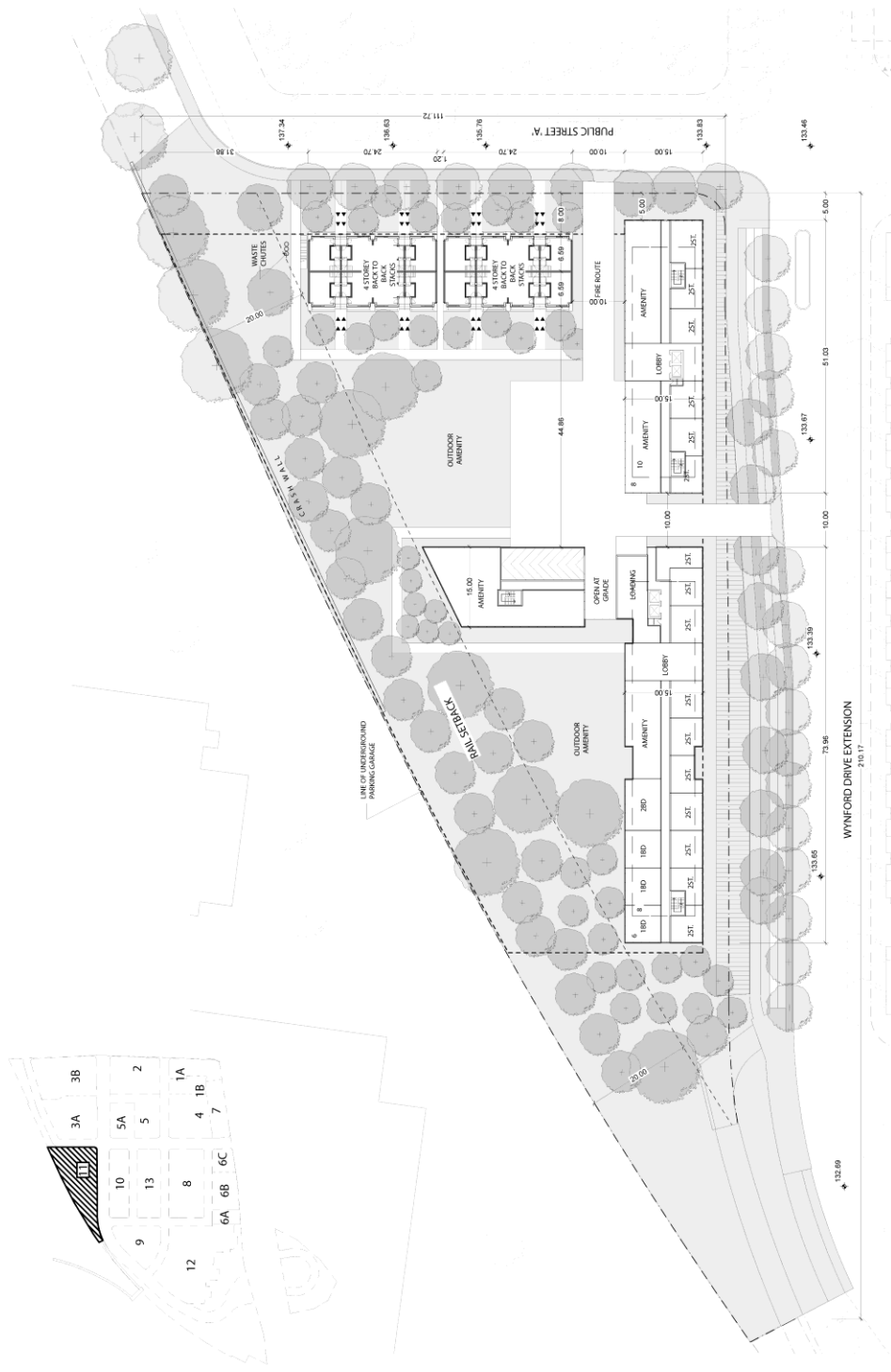
Block 9 - Roof Plan

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 14a: Block 11 – Ground Floor/Site Plan

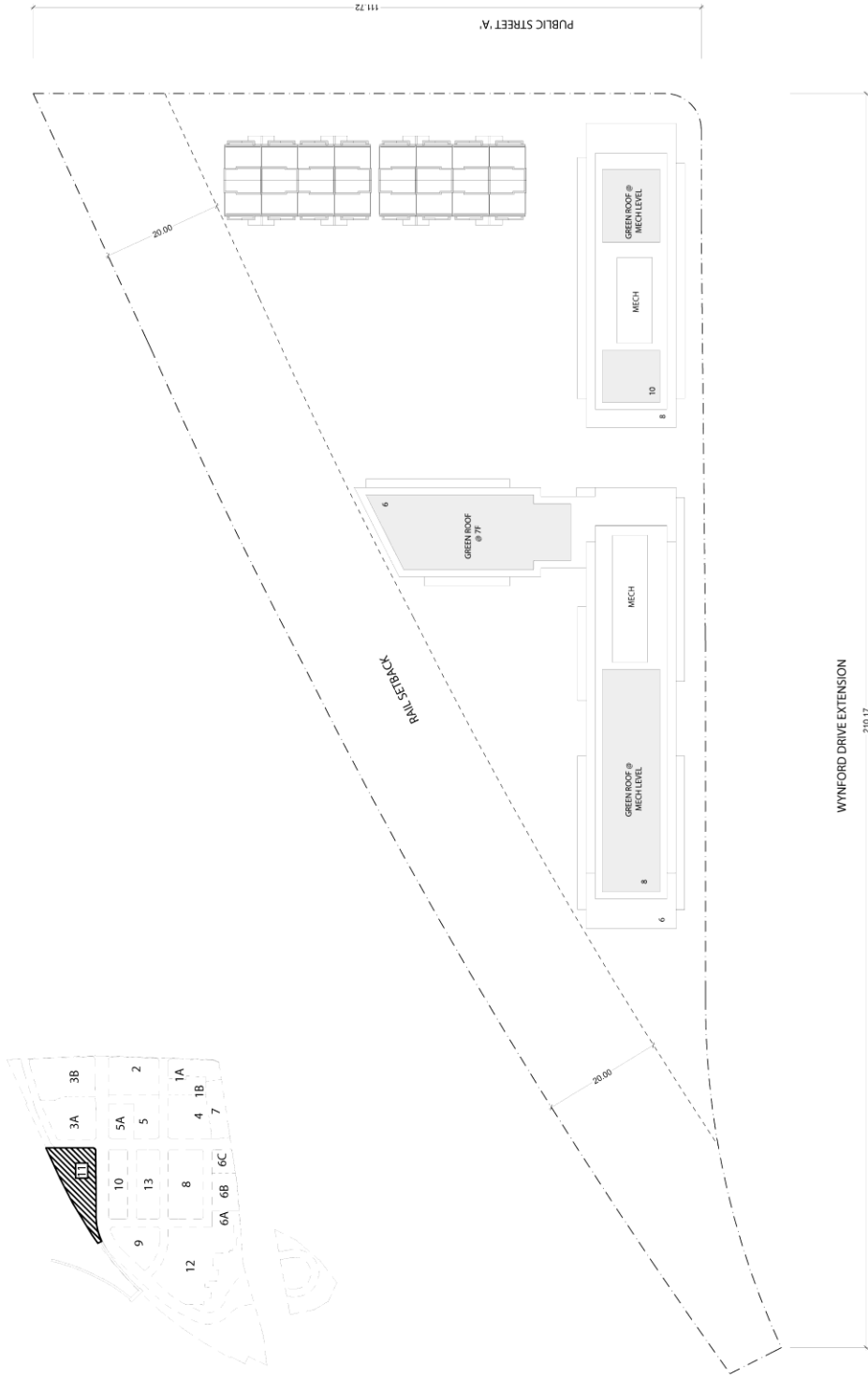


Block 11 - Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 04/06/2018

844 Don Mills Road & 1150, 1155 Eglinton Avenue East

File # 16 236387 NNY 26 0Z

Attachment 14b: Block 11 – Roof Plan



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

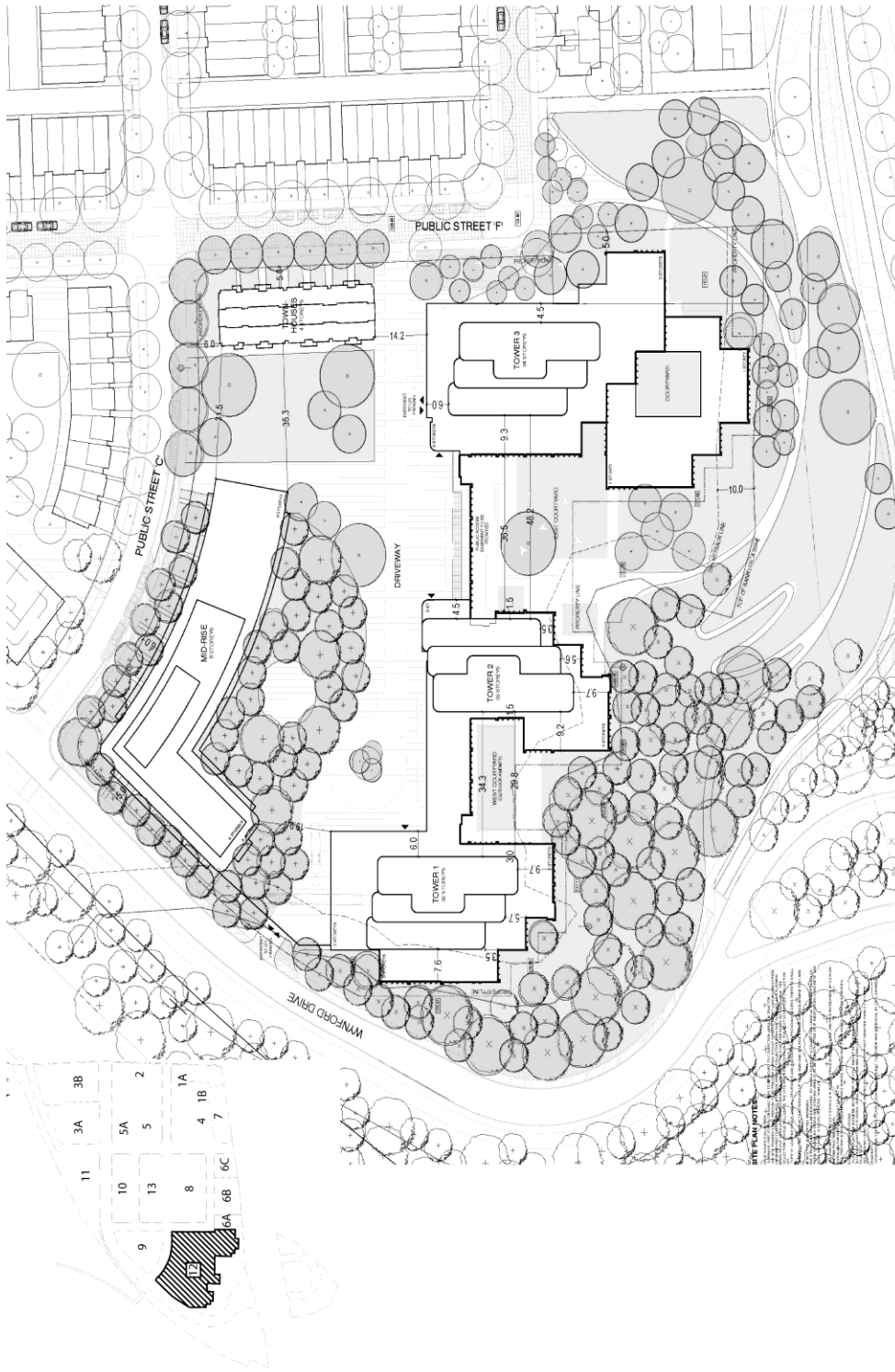
Block 11 - Roof Plan

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 15a: Block 12 –Site Plan



844 Don Mills Road & 1150, 1155 Eglington Avenue East

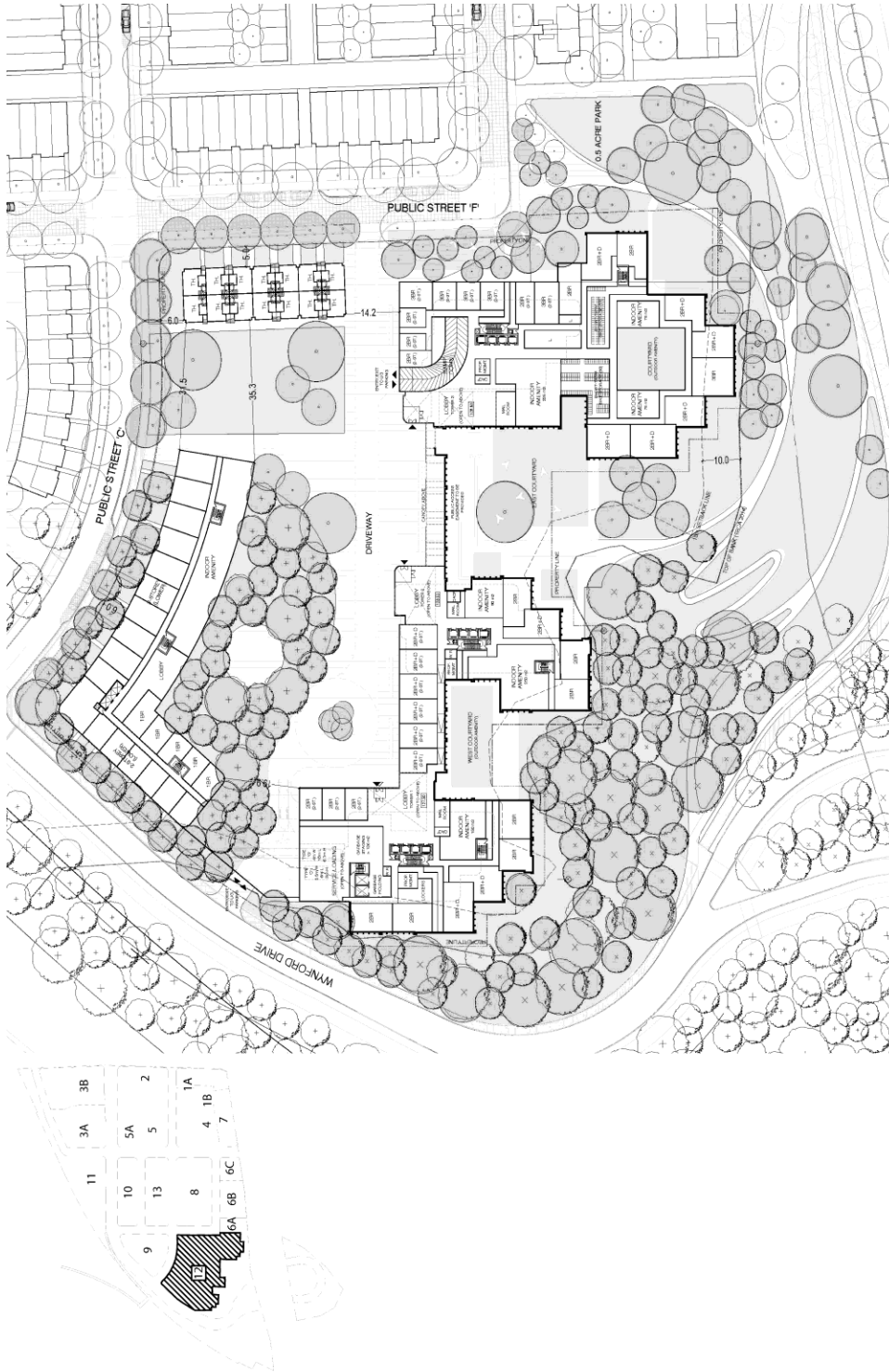
Block 12 - Site Plan

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 MNY 26 0Z

Attachment 15b: Block 12 – Ground Floor Plan



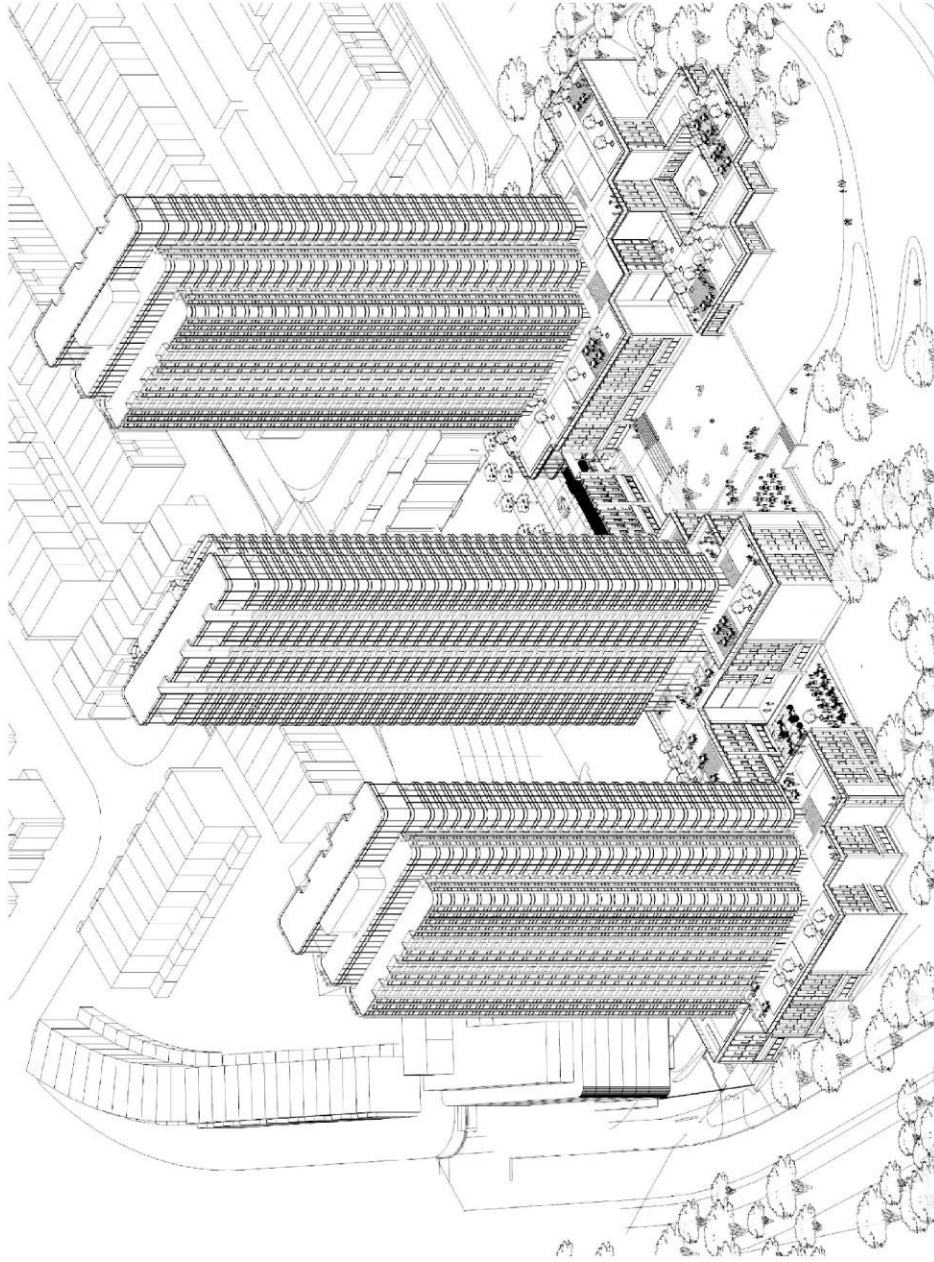
Block 12 - Ground Floor
844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
 04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 15c: Block 12 –Bird's Eye Perspective (Looking northeast)



Block 12 - Birds Eye View Perspective Looking North East 844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Applicant's Submitted Drawing

Not to Scale
04/06/2018

File # 16 236387 NNY 26 0Z

Attachment 16a: Application Data Sheet

Municipal Address: 844 Don Mills Rd. **Date Received:** October 12, 2016
 1150/1155 Eglinton Ave E
Application Numbers: 16 236387 NNY 26 OZ (ZBA), 14 153614 NNY 26 OZ (OPA), 16 236405
 NNY 26 SB (SUB)
Application Types: OPA / Rezoning, Subdivision

Project Description: To permit the redevelopment of the 60 acre subject site into a new community consisting of: office buildings (including the retention of Celestica employees); retail space; 4,974 residential units within a range of building types including tall buildings, mid-rise buildings and low-rise town houses; land for a community centre, new public roads, childcare, affordable housing, open spaces and parks.

Applicant	Developers	Architects	Owner
DIAMOND CORP	Lifetime Developments Diamond Corp. Context	TACT, Giannone Petricone Associates Inc., Goldsmith Borgal & Company Ltd., MacLennan Jaunkalns Miller, Sweeny & Co, Hariri Pontarini.	1204362 ONTARIO INC. Lifetime Developments Diamond Corp. Context

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	SASP 511
Zoning:	MO (16)	Heritage Designation:	N
Height Limit (m):	n/a	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	244,240	Frontage (m):	697m Eglinton	Depth (m):	475 m Don Mills
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	61,650		71,385	71,385
Residential GFA (sq m):	0	n/a	376,408	376,408
Non-Residential GFA (sq m):	113,156		85,545	85,545
Total GFA (sq m):			461,953	461,953
Height - Storeys:	3	3	48 (max)	48
Height - Metres:	10	10	147	147
Lot Coverage Ratio (%):	29.2		Floor Space Index:	2.31

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	376,408	
Retail GFA:	11,119	
Office GFA:	59,966	
Industrial GFA:	n/a	
Institutional/Other GFA:	14,460	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	n/a	n/a	392	392
Freehold:	n/a	n/a	212	212
Condominium:	n/a	n/a	4,370	4,370
Other:	n/a	n/a	n/a	
Total Units:			4,974	4,974

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	n/a	n/a	n/a	n/a	n/a
Proposed:		85	3,025	1,186	678
Total Units:		85	3,025	1,186	678

Parking and Loading

Parking Spaces:	4,507	Bicycle Parking Spaces:	5,094	Loading Docks:	22
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CONTACT:

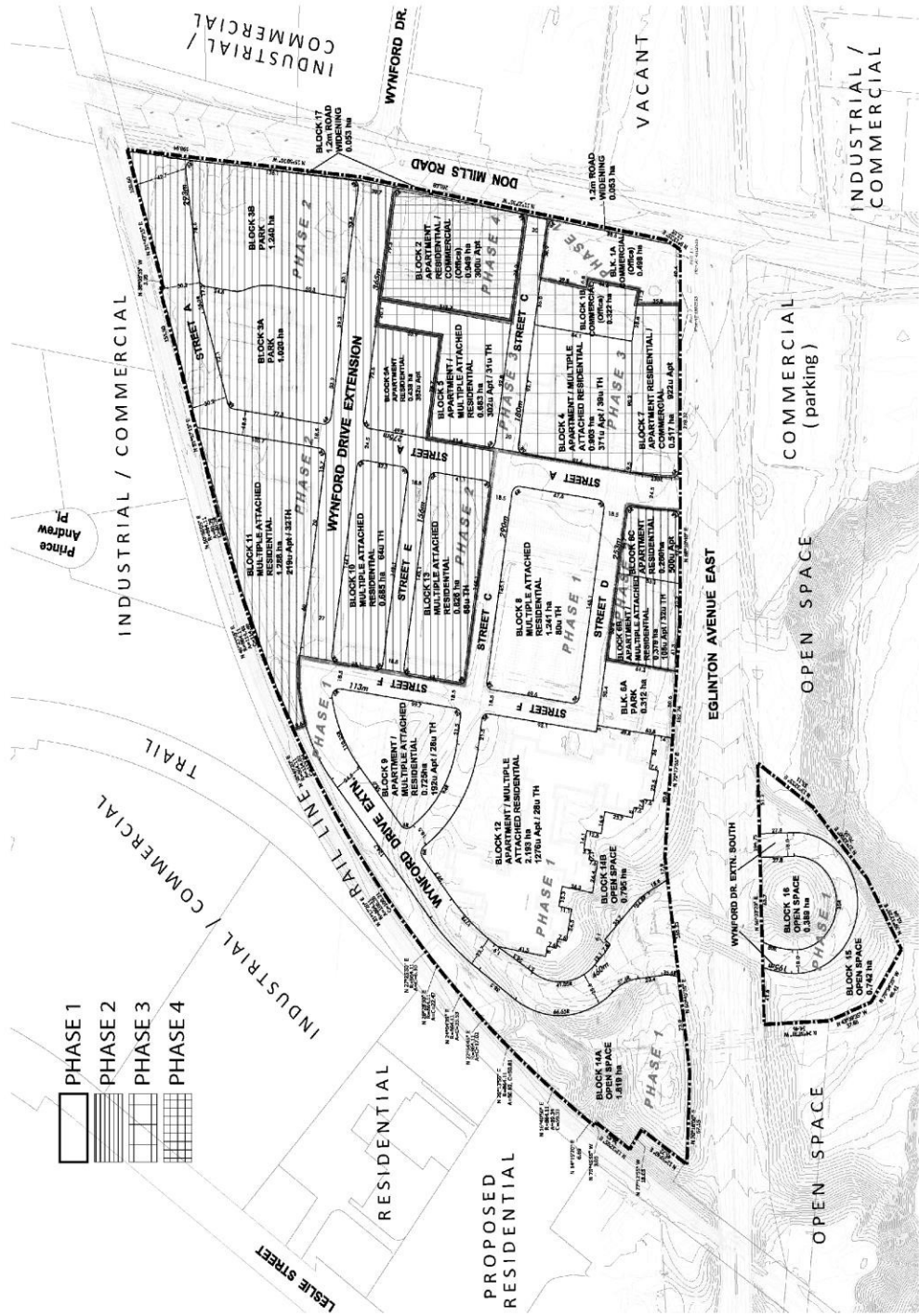
John Andreevski, Senior Planner

416-395-7097, John.Andreevski@toronto.ca

Attachment 16b: Applicant's Project Statistics

BLOCK	TOTAL GROSS SITE AREA			NET DEVELOPMENT AREA (EXCLUDING ALL AREAS BELOW TOP OF BANK)										TOTAL GFA (ALL USES)						TOTAL COVERAGE						TOTAL
	sm	ha	ac	1(1a+1b)	4	7	2	5	5A	3A	3B	6A	6B	6C	8	9	10	11	12	13	14,766					
	sm	ha	ac	sm	ha	ac	sm	ha	ac	sm	ha	ac	sm	ha	ac	sm	ha	ac	sm	ha	ac	sm	ha	ac		
NET SITE AREA	8,200	24,424	60,353	8,200	24,424	60,353	9,400	27,810	69,335	10,200	30,600	76,800	3,700	11,100	28,500	12,410	37,250	6,850	21,980	6,260	144,766					
RESIDENTIAL GFA	29,450	85,145	213,303	18,503	55,303	142,303	24,332	72,303	185,303	10,203	30,603	76,803	3,703	11,103	28,503	15,500	45,950	10,944	32,890	15,180	376,406					
RETAIL GFA	1,307	3,921	10,066	5,326	15,978	44,130	16,164	48,488	132,130				9,888	29,888							11,119					
OFFICE GFA	23,086	69,258	181,880	38,880	116,640	312,880															59,966					
CULTURAL / COMMUNITY GFA	988	2,964	8,066																		14,460					
TOTAL GFA	25,391	76,573	203,389	30,305	91,912	247,266	61,009	182,008	474,000	12,229	36,688	98,888	31,903	95,706	15,500	45,950	10,944	32,890	95,970	15,180	461,953					
FSI	5.49	16.47	42.44	5.48	16.44	42.38	5.48	16.44	42.38	0.54	1.62	4.38	1.39	4.13	1.26	3.78	1.00	3.00	4.38	1.34	13.4					
LOT COVERAGE	58.4	175.2	451.0	58.8	176.4	451.6	58.8	176.4	451.6	45.1	135.3	353.7	52.1	156.3	54.0	162.0	53.6	160.8	41.3	123.9	57.6					
LANDSCAPING	13,089.0	39,267.0	103,827.0	14,239	42,717.0	115,601.0	3,359	10,077.0	27,201.0	6,702.3	20,106.9	54,306.6	3,359	10,077.0	27,201.0	81,079.5	246,386.2	725,120.4	9,050.0	27,153.0	71,272					
LANDSCAPING	54.9	164.7	451.6	23.5	70.5	191.6	28.7	87.1	228.7	54.4	163.2	429.6	30.6	91.8	28.7	87.1	26.2	78.6	50.3	150.9	22.5					
LANDSCAPING	7,822.0	23,466.0	62,417.4	4,874	14,622.0	39,181.4	1,954	5,862.4	17,293.2	3,682.4	11,046.0	29,218.4	1,954	5,862.4	17,293.2	52,170.8	157,562.4	417,017.7	11,040.0	33,258.9	86,753					
UNIT COUNT TOTAL	410	1,230	3,290	300	900	2,300	333	1,000	2,600	80	240	640	500	1,500	80	240	640	251	753	68	2,041					
HI RISE / MID RISE TOTAL	371	1,113	2,900	300	900	2,300	302	906	2,352	106	318	806	500	1,500	192	576	1,504	453	1,365	402	4,574					
Studio																										
1BR	236	708	1,908	224	672	1,792	200	600	1,600	69	207	564	326	978	128	384	1024	143	429	822	86					
2BR	95	285	755	44	132	352	84	252	672	26	78	204	110	330	46	138	364	54	162	321	2,945					
3BR+	43	129	347	32	96	256	18	54	144	13	39	64	64	192	18	54	144	22	66	133	1,070					
LOW RISE TOTAL	39	117	311	31	93	249	31	93	249	32	96	256	32	96	60	180	480	32	96	28	84					
1BR	19	57	153	15	45	121	15	45	121	16	48	128	16	48	60	180	480	16	48	14	80					
2BR	20	60	160	16	48	128	16	48	128	16	48	128	16	48	14	42	126	16	48	14	116					
3BR+																					206					
INDOOR AMENITY	874	2,622	6,958	1,200	3,600	9,600	1,042	3,126	8,210	288	864	2,304	1,000	3,000	384	1,152	3,072	458	1,374	2,552	10,419					
OUTDOOR AMENITY	883	2,649	7,032	40	120	320	712	2,136	5,664	216	648	1,728	1,000	3,000	384	1,152	3,072	458	1,374	2,552	8,752					
VEHICLE PARKING	1,263	3,789	10,211	972	2,916	7,800	972	2,916	7,800	500	1,500	4,000	500	1,500	197	591	1,584	229	687	1,134	4,507					
RESIDENT	999	2,997	8,193	576	1,728	4,608	576	1,728	4,608	500	1,500	4,000	500	1,500	175	525	1,400	203	609	969	3,664					
COMMERCIAL / VISITOR	284	852	2,304	386	1,158	3,132	386	1,158	3,132	0	0	0	0	0	22	66	176	26	78	135	843					
BICYCLE PARKING	1,463	4,389	11,877	1,214	3,642	9,712	1,214	3,642	9,712	640	1,920	5,120	640	1,920	220	660	1,760	252	756	1,305	5,094					
LONG TERM	1,256	3,768	10,176	1,003	3,009	8,024	1,003	3,009	8,024	576	1,728	4,608	576	1,728	198	594	1,584	226	678	1,174	4,433					
SHORT TERM	207	621	1,681	211	633	1,688	211	633	1,688	64	192	512	64	192	22	66	176	26	78	131	661					

Attachment 16c: Applicant's Proposed Phasing Plan



- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4

844 Don Mills Road & 1150, 1155 Eglinton Avenue East

Phasing Plan
 Applicant's Submitted Drawing
 Not to Scale
 04/30/2018

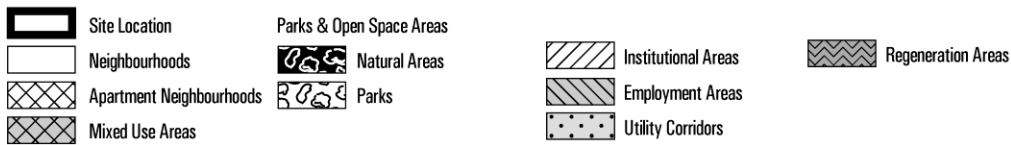
File # 16 236387 NINY 26 0Z

Attachment 17: Official Plan



844 Dons Mills Road & 1150, 1155 Eglinton Avenue East
Extract from Official Plan

File # 16 236387 NNY 26 0Z



Not to Scale
04/30/2018

Attachment 17b: Don Mills Crossing Secondary Plan - Proposed Land Use Plan



Don Mills Crossing Secondary Plan

MAP 40-5 Land Use Designations

Not to Scale ↗

- Secondary Plan Boundary
- ▨ Apartment Neighbourhoods
- ▨ Mixed Use Areas
- ▨ General Employment Areas
- ▨ Institutional Areas
- ▨ Parks and Open Spaces
- ▨ Natural Areas

May 01, 2018

Attachment 18a: Zoning By-law 7625 (former North York)



844 Don Mills Road & 1150, 1155 Eglinton Avenue East

File # 14 153614 NNY 26 02

- R5 One-Family Detached Dwelling Fifth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM4 Multiple-Family Dwellings Fourth Density Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

- RM5 Multiple-Family Dwellings Fifth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone
- M1 Industrial Zone One
- M2 Industrial Zone Two

- MC Industrial-Commercial Zone
- MO Industrial-Office Business Park Zone
- G Greenbelt Zone
- O1 Open Space Zone
- O3 Semi-Public Open Space Zone



Not to Scale
Zoning By-law 7625
Extracted 06/06/2014

Attachment 18b: Zoning By-law 569-2013 (Toronto)



844 Don Mills Road & 1150,1155 Eglinton Ave. East

Zoning By-law 569-2013

File # 16 236387 NNY 26 02

 Location of Application	 See Former City of North York Bylaw No. 7625
RM Residential Multiple	O Open Space
CR Commercial Residential	ON Open Space Natural
E Employment Industrial	OR Open Space Recreation
EO Employment Industrial Office	UT Utility and Transportation
	MO Industrial-Office Business Park Zone
	O3 Semi-Public Open Space Zone
	MC Industrial-Commercial Zone
	C1 General Commercial Zone
	M2 Industrial Zone Two

↑
Not to Scale
Extracted: 10/31/2016

Attachment 19 - Conditions of Draft Plan of Subdivision

1. The Owner shall enter into the City's standard subdivision agreement and satisfy all of the pre-registration conditions contained therein;
2. The Owner shall provide to the Director of Community Planning, North York District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to Section 40 of the *Assessment Act* or the provisions of the *City of Toronto Act, 2006*. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.
3. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
4. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

City Planning

5. The Owner agrees to provide an energy and resiliency study for the Wynford Green community and to explore the feasibility of providing: additional back-up power in order to improve resilience to area-wide power outages; alternative technologies to power street lighting, traffic signals and other lighting in the public realm; incorporate recovery of low-carbon energy from infrastructure sources; develop or incorporate a connection to any existing or planned thermal energy networks; integrate on-site renewable energy production to reduce electricity demand; and target near-zero energy emissions, in keeping with Council approved direction under TransformTO, to the satisfaction of the Chief Planner and Executive Director, City Planning.
6. The Owner agrees that the final design and siting of any buildings or structures on the westernmost portion of Block 11 will not preclude or limit the design or construction of any portion of the Active Rail Crossing, to the satisfaction of the Chief Planner and Executive Director, City Planning.
7. The Owner shall submit a noise/vibration report for Blocks 3A, 3B, 9, 11, 12, abutting the CP Rail Corridor and Blocks 1A, 6B, 6C, 7, 12, abutting the Eglinton LRT, to be subject to peer review, and include any mitigation measures necessary, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief

Planner and Executive Director, City Planning.

8. The Owner agrees not to register phase 2, 3 or 4 of the plan of subdivision until the Don Mills Crossing Secondary Plan is adopted by Council.

Transportation

Design Elements

9. The Owner shall design for and construct appropriate wayfinding and pedestrian amenities along the Wynford Drive extension as part of all phases of development providing information on area historic/cultural significance, key destinations and mobility facilities, to the satisfaction of the Chief Planner and Executive Director, City Planning.
10. The Owner shall design enhanced corner features at key intersections, including Wynford Drive at Public Street F, Public Street F and Public Street C, and Public Street C and Private Street B as part of all phases of development, to the satisfaction of the Chief Planner and Executive Director, City Planning.
11. The Owner shall design for “lingering” spaces using "Green Streets” features and placemaking concepts from Complete Street guideline, to the satisfaction of the Chief Planner and Executive Director, City Planning.
12. The Owner agrees to submit detailed landscaping plans to include large growing shade trees and understory planting along all major streets as part of all development phases to capture and block pollution, as part of site plan approval, to the satisfaction of the Chief Planner and Executive Director, City Planning.
13. Prior to the registration of the plan of subdivision, the Owner shall design and identify locations for the Wynford Drive extension and Public Street A to include space for bus stops and shelter facilities, to the satisfaction of the Chief Planner and Executive Director, City Planning.

Parking and Travel Demand Management (TDM)

14. Prior to registration of the plan of subdivision, submit a plan identifying locations for publicly accessible rideshare drop-off spaces on-site, to the satisfaction of the Chief Planner and Executive Director, City Planning.
15. Prior to registration of the plan of subdivision, to submit a one-time payment in the amount of fifty thousand dollars (\$50,000) for Smart Commute services to City Planning Division in the form of a bank draft or certified cheque;
16. Prior to the registration of the plan of subdivision, to provide a one-time funding contribution to the City of fifty thousand dollars (\$50,000) for a transportation monitoring program, to the satisfaction of the General Manager, Transportation Services.

Ravine and Natural Feature Protection By-law

17. Prior to the registration of phase 1 of the plan of subdivision, the Owner shall submit:
 - a. The detail design of a multi-use trail that connects Block 15 to E.T. Seton Park, to the satisfaction of Ravine and Natural Features Protection (RNFP). The multi-use trail design shall include the installation of a permanent fence on both sides of the multi-use trail to the satisfaction of RNFP.
 - b. A Natural Heritage Impact Study to the satisfaction of RNFP.
18. The Owner shall obtain a RNFP permit for any proposed tree removal or work within a tree protection zone (TPZ) to the satisfaction of RNFP. This permit may be subject to conditions.
19. Any site disturbance associated with the construction of the multi-use trail shall be completed in conjunction with the implementation of the approved Ravine Stewardship Plan in Blocks 14A, 14B, 15 & 16.
20. Prior to the registration of phase 1 of the plan of subdivision, the Owner shall submit a financial security to RNFP in the form of a Letter of Credit or certified cheque payable to Treasurer, City of Toronto in an amount equal to 120% of the submitted cost estimate (or the City's estimated cost) of preparing, implementing, and installing the approved multi-use trail design, including the permanent fence referenced in condition 17a above.
21. Prior to the registration of phase 2 of the plan of subdivision, the Owner shall build and construct the multi-use trail that connects Block 15 to E.T. Seton Park as per the approved detail design, to the satisfaction of RNFP.
22. The Owner shall satisfy the following conditions (a – e) to the satisfaction of RNFP prior to any site disturbance, and shall thereafter implement any site disturbance including by not limited to any tree work, subject to conditions f – h):
 - a. The Owner shall obtain a RNFP permit. The permit may be subject to further conditions.
 - b. The Owner shall submit a Grading Plan, Tree Protection Plan, Planting Plan and arborist report to the satisfaction of RNFP.
 - c. The Owner must protect all ravine protected trees on the property and adjacent properties not approved for removal or injury, to the satisfaction of RNFP. Final tree protection and planting conditions will be determined through the ravine permit application process.
 - d. Once the tree and site protection measures have been installed or undertaken the Owner shall notify the RNFP Planner at 416-392-1888 to arrange for an inspection of the site and approval of the tree and site protection measures.
 - e. The Owner shall add a prominent note to the satisfaction of the Supervisor, RNFP, in the arborist report and on the grading drawing and Tree Protection Plan noting that all

tree maintenance including root pruning shall be executed by a certified arborist

- f. The Owner shall ensure that there shall be no grading (by hand or otherwise), nor excavation activities within the approved tree protection hoarding zones.
 - g. The Owner shall ensure that a certified arborist is on site while excavation and/or grading operations are taking place in tree protection zones to execute any necessary tree work. The Owner shall submit a summary report of observations and activity while on site, to RNFP for review and approval. The reporting interval shall be determined by RNFP.
 - h. The Owner shall ensure that all tree work is executed to proper arboricultural standards and to the satisfaction of RNFP.
23. The Owner shall submit a 5-year Ravine Stewardship Plan/Forest Management Plan for Blocks 14A, 14B, 15 & 16, to the satisfaction of RNFP, in consultation with the Toronto and Region Conservation Authority and substantially in accordance with the Draft “Guidelines for Development of a Stewardship Plan”, prior to any site works including but not limited to tree work.
- a. Any and all treatments of Blocks 14A, 14B, 15 & 16 shall be addressed in the Ravine Stewardship Plan. The Ravine Stewardship Plan shall be developed simultaneously with the development of the multi-use trail design, and the development of proposed grading works in Block 14B.
 - b. The Owner shall obtain a RNFP permit for the purposes of invasive tree removal, to the satisfaction of RNFP. This permit may be subject to conditions.
 - c. Prior to the conveyance of Blocks 14A, 14B, & 15 to the Toronto and Region Conservation Authority, and conveyance of Block 16 to the City of Toronto, the Owner and Urban Forestry shall conduct a final inspection of these four (4) blocks with the purpose of identifying any tree-related hazards within striking distance of targets to the satisfaction of RNFP. The Owner shall remove such hazards prior to the conveyance of Blocks 14A, 14B, 15 & 16, to the satisfaction of RNFP.
24. Prior to issuance of any above-grade building permit, the Owner shall commence implementation of the Ravine Stewardship Plan, subject only to season and weather conditions, to the satisfaction of RNFP.
- a. The Owner shall implement all phases, components and strategies of the approved Ravine Stewardship Plan, including invasive species management, planting, maintenance, and monitoring as detailed in the approved Ravine Stewardship Plan and to the satisfaction of Urban Forestry (RNFP), within five (5) years of the start of its implementation. The applicant shall submit a written request to the Supervisor, RNFP, if an extension for the implementation of the Stewardship Plan is necessary.
 - b. Any proposed revisions to the Stewardship Plan must be approved by Urban Forestry (Ravine & Natural Feature Protection). The Owner shall notify the Urban Forestry

Planner at (416) 392-1888 of any changes to the Stewardship Plan and make arrangements with the Urban Forestry Planner at least one week prior to inspection of the site.

25. Prior to the registration of the plan of subdivision, the Owner shall submit a financial security to RNFP in the form of a Letter of Credit, including provisions for indexing and in a form and from a bank to the satisfaction of RNFP, or certified cheque payable to Treasurer, City of Toronto, in the total amount of CDN \$942,500 (nine hundred and forty-two thousand, five hundred dollars). This amount is equal to \$25/m² of the total combined area of Blocks 14A, 14B, 15 & 16 (3.77ha) for preparing, implementing, installing and/or maintaining the Ravine Stewardship Plan to the satisfaction of RNFP. The security deposit shall be delivered to the Supervisor, RNFP.
26. The Owner shall develop a, "Ravine Health and Tree Maintenance Publication Guide", substantially in accordance with the City of Toronto's "Ravine Strategy" to the satisfaction of RNFP. The Guide should inform owners of the various Urban Forestry related By-laws and best management practices. The Guide shall include a clause that new owners shall monitor the health of the protected trees on their lot and maintain these trees in good health.
27. The Owner shall include a copy of the approved, "Ravine Health and Tree Maintenance Publication Guide" in all offers of purchase and sale and/or lease agreements as well as providing a copy to all property owners and lessees subsequent to the sale and/or lease of the lots.
28. Prior to any site disturbance on Blocks 14A, 14B, 15, 16 and/or within any Blocks where there are protected trees, the Owner shall confirm that no migratory birds are making use of the site for nesting. The applicant shall ensure that the works are in conformance with the Migratory Bird Convention Act and that no migratory bird nests will be impacted by the proposed work.
29. The Owner agrees that all refuse, including leaves, branches, and logs that have not fallen naturally, construction material debris, household garbage, and yard waste such as lawn grass and clippings shall be removed from the ravine to the satisfaction of RNFP. The Owner agrees that dumping refuse including organic material in a protected area is an illegal activity and contributes to slope destabilization.

Toronto Private Tree By-law and City Street Trees

30. Prior to Registration of the Plan of Subdivision, the Owner agrees to submit a detailed landscape plan of street tree planting indicating the location, species, size and condition of all trees proposed to be planted within the road allowance for the approval of Parks, Forestry and Recreation and Engineering and Construction Services.
31. Prior to the registration of the plan of subdivision, the Owner agrees to post a Letter of Credit in the form and from an institution, acceptable to the City Treasurer, equivalent to One Hundred and Twenty Percent (120%) of the value of the street trees and other plantings, as a Financial Security, to guarantee the planting including the maintenance of the street trees for a minimum period of two (2) years to the satisfaction of Parks, Forestry and Recreation. The

Tree Planting Deposit is required in the amount of \$236,115.00 (at \$583.00 per tree); for 405 new City owned street trees to be planted on the City road allowance. The Tree Planting Deposit must be submitted to the attention of Tara Bobie, Supervisor of Urban Forestry, Tree Protection & Plan Review. The General Manager of Parks, Forestry & Recreation shall hold the tree planting security deposit for the duration of the renewable guarantee period.

32. The Owner agrees to design all street tree pits in compliance with City of Toronto Streetscape Design guidelines to the satisfaction of the General Manager of Parks Forestry and Recreation. Minimum soil volumes are to be provided for each newly planted City owned street tree.
33. Prior the acceptance of engineering drawings by Technical Services, the Owner agrees to submit composite utility plans, indicating the location of all existing and proposed underground and aboveground utilities in relation to proposed tree planting locations, at a minimum scale of 1:250, to the satisfaction of Technical Services and the General Manager of Parks Forestry and Recreation.
34. The Owner agrees to plant the street trees after final grading and once sod has been laid, in accordance with the approved landscape plan. The Owner further agrees that the tree planting will be supervised by a qualified arborist or nursery person, having particular regard to planting depth and potential settlement to ensure tree survival all the satisfaction of the General Manager of Parks Forestry and Recreation.
35. Upon written request from the Owner, Parks, Forestry and Recreation agrees to inspect the newly planted trees and will advise the Owner if the trees are satisfactory. The Owner acknowledges and agrees to maintain the trees for a period of two (2) years after being advised in writing that Parks, Forestry and Recreation is satisfied with the newly planted trees. The Owner acknowledges that, should any newly planted tree require replacement during this guarantee period, the tree shall be replaced immediately and shall have an additional two (2) year maintenance period placed on this new planting. Provided the City is satisfied with the tree planting at the end of the (2) two year maintenance period, the City will assume responsibility for the maintenance of the trees and release the Letter of Credit.
36. The Owner agrees, prior to planting any trees, to submit a watering schedule acceptable to Parks Forestry and Recreation. The Owner further agrees to adhere to the watering schedule during the (2) two year maintenance period.

The Owner agrees that thirty (30) City owned street trees inventoried as 367, 368, 369, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 385, 463, 464, 465, 466, 467, 477, 478, 379, 480, 542, 549, 550 and 551 are to be preserved as per the submitted arborist report. Urban Forestry shall require a payment for the Tree Security Deposit to ensure the trees' protection during construction. If the tree protection is maintained as specified in a City-approved arborist report and Tree Protection Plan ("Approved Arborist Report") and in accordance with the City of Toronto's Tree Protection Policy and Specifications for Construction near Trees, the Tree Security Deposit will be released at the completion of construction. If it is discovered that there was unauthorized encroachment within a tree protection zone, or a tree was not protected in accordance with the Approved Arborist Report and Tree Preservation Plan and the City of Toronto's Tree Protection Policy and

Specifications for Construction near Trees, monies will be held for a period of up to two years after construction is completed. The deposit may be drawn upon to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are protected and kept in a healthy and vigorous state during the construction period.

37. Prior to the registration of the plan of subdivision, the Owner shall submit to Urban Forestry Supervisor at tpprnorth@toronto.ca photos from a certified arborist that documents the installed tree protection hoarding and signage has been installed for the City and privately owned trees as prescribed in the Approved Arborist Report and Tree Protection Plan and in accordance with the City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees, and to the satisfaction of the General Manager of Parks, Forestry & Recreation.
38. The Owner agrees to ensure that all tree protection barriers are maintained in good condition, and are not to be moved, altered or removed until all construction activities have been completed and removal of the barriers has been approved by the General Manager of Parks, Forestry & Recreation.
39. The Owner agrees to notify all builders, contractors and agents of all tree protection requirements where any part of the development will be carried out by them on behalf of the Owner to the satisfaction of the General Manager of Parks, Forestry & Recreation.
40. The Owner agrees that if the tree protection is maintained as specified in the Approved Arborist Report and Tree Protection Plan and in accordance with the City of Toronto's Tree Protection Policy and Specifications for Construction near Trees, the Tree Security Deposit will be released at the completion of construction. If it is discovered that there was unauthorized encroachment within a tree protection zone, or a tree was not protected in accordance with the Approved Arborist Report and Tree Preservation Plan and the City of Toronto's Tree Protection Policy and Specifications for Construction near Trees, monies will be held for a period of up to two years after construction is completed. The deposit may be drawn upon to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are protected and kept in a healthy and vigorous state during the construction period.
41. The Owner agrees that no wording will be included in any agreement of purchase and sale that states or creates an expectation that there will be a tree in front of each property.
42. The Owner agrees to submit complete applications for all trees to be removed or injured from City owned or private property as per the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II and III. The submitted arborist report shows that the development proposes the removal of one hundred and seventy eight (178) privately-owned trees with a diameters of 30 cm or greater, situated on the subject property yet the inventory is incomplete; therefore the final number of removals and injuries shall be determined pending complete information.
43. All security deposit and payments must be submitted to the attention of Tara Bobie, Supervisor of Urban Forestry, Tree Protection & Plan Review, in the form of an irrevocable Letter of Credit, debit card or certified cheque payable to the Treasurer, City of Toronto.

Toronto and Region Conservation Authority

44. Prior to the plan registration of the earlier of phase 2 or phase 3, the Owner shall convey Blocks 14A, 14B and 15 to the TRCA, and Block 16 to the City of Toronto, collectively being 3.77 acres more or less as described on Revised Draft Plan of Subdivision prepared by Bousfields Inc., dated February 1, 2018, free of all encumbrances and at no cost to TRCA and the City, including TRCA's and the City's legal costs and any third party consultant costs required to effect the conveyance, to the satisfaction of TRCA and the City.
45. Prior to conveyance of Blocks 14A, 14B, 15 and 16, the Owner shall, at its sole cost, and to the satisfaction of TRCA:
 - a. Obtain any necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
 - b. Prepare or provide any necessary reports and management plans including, but not limited to: Environmental Site Assessment reports, Ravine Restoration and Stewardship Plans, Stormwater Management Plans, Grading Plans, Geotechnical Studies, Remedial Action Plans, Records of Site Condition, Well Records and an evaluation of the risk associated with the existing Sunoco and Imperial Oil pipelines.
 - c. Remove any historical man-made intrusions and structures in the open space valley lands, which may include, but is not limited to, the removal of any unnecessary paths, culverts, structures, buildings, weirs, dams, wells, fences, utilities, debris and waste, and restore these areas to a natural state.
 - d. Ensure that any proposed public or private infrastructure that must be constructed or retained on the conveyed lands will be retained in public or private Ownership and the Owner shall prepare, amend and register any necessary easements with the relevant responsible public body.
 - e. Erect a permanent decorative fence to City of Toronto satisfaction along the southern property line of Block 12, except where needed for public access.
 - f. Any other matters as may be required by TRCA.
46. Prior to the initiation of any site works, and in conjunction with the detailed design of the trail connection to E. T. Seton Park, the Owner shall prepare and secure with City of Toronto RFNP, Ravine and Natural Feature Protection, a Ravine Stewardship Plan/Forest Management Plan for Blocks 14A, 14B, 15 and 16.
47. Prior to the conveyance of Blocks 14A, 14B, 15 and 16 and prior to the registration of the earlier of phase 2 or phase 3 of this Draft Plan of Subdivision, the Owner shall implement the appropriate phases, components and strategies of the approved Ravine Stewardship Plan/Forest Management Plan for Blocks 14A, 14B, 15 and 16 identified in Condition 46, to the satisfaction of TRCA.
48. Per the provisions of the Section 37 Agreement between the Owner and the City, the Owner shall apply for and receive a TRCA Permit under O. Reg. 166/06 on behalf of itself and the

City of Toronto for a trail connection from Block 15 to E. T. Seton Park, and associated road, underpass and sidewalk works, and construct the works prior to any residential use on Block 12. The TRCA permit application shall include the preparation of a Natural Heritage Impact Study, a Geotechnical Slope Stability Assessment, and associated Restoration and Planting Plans, and any other necessary studies and plans, to the satisfaction of TRCA.

49. The Owner agrees to prepare and implement an outreach plan and communications strategy consistent with the City of Toronto's Ravine Strategy to include, but not necessarily be limited to, education materials and signage related to the ecological importance of the natural heritage system to the satisfaction of the TRCA.
50. The Owner shall submit the following to the satisfaction of TRCA prior to the initiation of topsoil stripping, grading, and installation of servicing or other site alteration, and prior to the registration of phase 1 of this Draft Plan of Subdivision:
 - a. An Erosion & Sediment Control Report and Plans consistent with the Erosion and Sediment Control Guideline for Urban Construction (Greater Golden Horseshoe Area Conservation Authorities, 2007, as amended), that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping, grading, the installation of infrastructure and construction of any structures.
 - b. A detailed engineering submission for the Draft Plan of Subdivision or phase thereof to include:
 - i. A description of the storm drainage system (quantity, quality and erosion control);
 - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems (i.e., how external flows will be accommodated, the design capacity of the receiving system);
 - iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
 - iv. Implementation of the low impact development strategy identified in the Stormwater Management Report, prepared by Counterpoint Engineering Inc., Revision 3, revised February 7, 2018;
 - v. Detailed designs of infrastructure in the natural heritage system to avoid, minimize and mitigate impacts to natural features and their functions;
 - vi. Detailed designs of the erosion control tank within the Wynford Drive right of way, LID facilities and site design based on subsurface groundwater and geotechnical investigations;
 - vii. Geotechnical slope stability work where needed;
 - viii. Where required, evaluation of the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
 - ix. Grading Plans for the subject lands;
 - x. The location, description and details of all outlets and other facilities or works which may require permits from the TRCA pursuant to the Development,

Interference with Wetlands and Alterations to Shorelines and Watercourses
Regulation (Ontario Regulation 166/06).

51. The Owner shall agree in the subdivision agreement, in wording acceptable to the TRCA:
- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the reports and details of the plans referenced in Conditions 44 through 50 inclusive;
 - b. To implement erosion, sediment and topsoil management consistent with the Erosion & Sediment Control Report and Plans at all times;
 - c. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA;
 - d. That all Site Plan Control applications within the Draft Plan of Subdivision will be circulated to the TRCA for review and comment on the stormwater management proposals within each Block;
 - e. To obtain all necessary permits from the TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as amended, to the satisfaction of the TRCA.
52. The Owner shall provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

Parks Division

53. Prior to the registration of the plan of subdivision, the Owner shall (i) provide a title opinion for the Block 6A lands in the City's standard form, to the Satisfaction of the City Solicitor and (ii) convey park Block 6A (3,120 m²) to the City, free and clear of all encroachments and encumbrances, to the satisfaction of the General Manager, Parks, Forestry and Recreation (PFR).
54. Prior to the issuance of any building permit (including shoring and excavation permits) on Blocks 1A, 8, 9, and 12 (phase 1 lands), the Owner will be required to:
- a. provide a title opinion on the City's standard form to the City for the Block 3B Lands, to the Satisfaction of the City Solicitor,
 - b. register a Section 118 Restriction on title to the Block 3B Lands; and
 - c. provide a letter of credit to the City in the amount equal to the cost of:
 - i. environmental remediation of the Block 3B Lands to Base Park Improvements,
 - ii. completing all requirements of the relevant environmental law and as set out in the "Environmental Assessment" section, as applicable to Block 3B,
 - iii. demolition and removal of building and foundations on Block 3B, to the satisfaction of General Manager, PFR, and
 - iv. any other requirements set out in applicable law.

55. The City shall be able to draw down on this letter of credit to undertake all of the Owner's requirements (the "City Option Park Work") on the second anniversary of the registration of the plan of subdivision (the "Outside Date") or any time thereafter, unless the General Manager PFR, in her sole and absolute discretion, elects to extend the Outside Date.

56. Block 3B shall be conveyed to the City 45 days after:

- a. the later of:
 - i. Peer-Reviewed Environmental Reports and/or all Peer-Reviewed remediation completed, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services in consultation with the General Manager, PFR;
 - ii. File the Record of Site Condition on the Ontario Environmental Site Registry and submit the Ministry's Letter of Acknowledgement;
 - iii. Completion of required parkland improvements set out in the Section 37 Agreement (Base Park Improvements) including demolition and removal of factory building; and
 - iv. Substantial completion of the office tower on Block 1A;

but in any event prior to plan registration of any plan of subdivision for Blocks 1B, 4, 5, 6B, 6C, 7, 10, 11, and 13 (phase 2 and/or phase 3 lands);

OR

- b. completion of the City Option Park Work.

57. Prior to the issuance of any building permit (including shoring and excavation permit) in phase 1, the Owner will be required to:

- a. provide a title opinion on the City's standard form to the City for the Block 3A Lands, to the satisfaction of the City Solicitor, and
- b. register a Section 118 restriction on title for Block 3A.

58. The Section 118 Restriction on title to the Parkland shall be in a form and with priority to the satisfaction of the City Solicitor, agreeing not to transfer or charge all or any part of the Parkland (Blocks 3A and 3B) without the consent of the General Manager, PFR in order to restrict any conveyance other than as contemplated.

59. Prior to the registration of the plan of subdivision for phase 2 or phase 3, whichever is earlier, the Owner shall convey Block 3A complete with Base Park Improvements to the City as parkland dedication.

60. All parkland conveyance Blocks are to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager, PFR.

61. The Owner is to pay for the costs of the preparation and registration of all relevant documents. The Owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for the new parkland.

62. Prior to the issuance of any building permit (including shoring and excavation permits) in phase 1, the Owner is required to pay \$500,000 for the remainder of the parkland dedication requirement through cash-in-lieu.

Environmental Assessment

63. Prior to conveying the parkland to the City, the Owner must:

- a. Submit a Qualified Person Preliminary Statement Letter, that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, describing the lands to be conveyed to the City, and identifying what environmental documentation will be provided to the City's peer reviewer to support this conveyance; all environmental documentation consistent with O. Reg. 153/04 requirements shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director, ECS and copy to the General Manager, PFR;
- b. Pay all costs associated with the City retaining a third-party peer reviewer including all administrative costs to the City (7%), and submit an initial deposit of \$8,000.00 towards the cost of the peer review in the form of a certified cheque, to the Executive Director, ECS. Submit further deposits when requested to cover all costs of retaining a third-party peer reviewer (unused funds will be refunded to the applicant by the City);
- c. Submit, to the satisfaction of the City's peer reviewer, all Environmental Site Assessment reports prepared in accordance with the Record of Site Condition Regulation (Ontario Regulation 153/04, as amended) describing the current conditions of the land to be conveyed to the City and the proposed Remedial Action Plan based on the site condition standards approach, to the Executive Director, ECS;
- d. At the completion of the site assessment/remediation process, submit a Statement from the Qualified Person based on the submitted environmental documents, to the Executive Director, ECS for peer review and concurrence, which states:
 - i. In the opinion of the Qualified Person:
 1. It is either likely or unlikely that there is off-site contamination resulting from past land uses on the development site that has migrated onto adjacent City lands that would exceed the applicable Site Condition Standards; and
 2. To the extent that the opinion in (1. above) is that past migration is likely, it is either possible or unlikely that such off-site contamination on adjacent City lands poses an adverse effect to the environment or human health.

- ii. Land to be conveyed to the City meets either:
 - 1. The applicable Ministry Generic Site Condition Standards (Tables 1, 2, 3, 6, 7, 8 and 9) for the most environmentally sensitive adjacent land use; or
 - 2. The Property Specific Standards as approved by the Ministry for a Risk Assessment/Risk Management Plan which was conducted in accordance with the conditions set out herein.
- e. The Qualified Person's statement, referenced in 63.d. above, will include a Reliance Letter that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, confirming that both the City and the City's peer reviewer can rely on the environmental documentation submitted, consistent with O. Reg. 153/04 requirements, and the Qualified Person's opinion as to the conditions of the site; all environmental documentation consistent with O. Reg. 153/04 requirements and opinions shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director, ECS.
- f. For conveyance of lands requiring a Record of Site Condition (RSC):
 - i. File the RSC on the Ontario Environmental Site Registry; and
 - ii. Submit the Ministry's Letter of Acknowledgement of Filing of the RSC confirming that the RSC has been prepared and filed in accordance with O. Reg. 153/04, as amended, to the Executive Director, ECS and to the General Manager, PFR.

Park Construction - Base Park Improvements

64. The Owner, at their expense, will be responsible for the base construction and installation of the parkland ("Base Park Improvements"). The Base Park Improvements required for Blocks 6A, 3B and 3A shall include the following:
- a. grading inclusive of topsoil supply and placement, minimum of 150 mm depth;
 - b. sodding #1 nursery grade or equivalent value of other approved park development;
 - c. fencing, where deemed necessary to the satisfaction of PFR;
 - d. drainage systems, including connections to the municipal services as required;
 - e. electrical and water connections (minimum 50 mm) to street line including backflow preventers, shut off valves, water and hydro chambers, including meters;
 - f. street trees along all public road allowances which abut future City-owned parkland;

- g. standard park sign (separate certified cheque required); and
 - h. demolition, removal and disposal of all existing materials, buildings and foundations.
65. All work is to be completed to the satisfaction of the General Manager, PFR. Where a Base Park Improvement item is deemed not to be required at the discretion of the General Manger, PFR, the equivalent funds shall be provided by the Owner and allocated to other Parks and Recreation improvement components within the site, all to the satisfaction of the General Manager, PFR.
 66. Prior to the issuance of any building permit (including shoring and excavation permits) in phase 1, the Owner shall submit a cost estimate and any necessary plans for the Base Park Improvements for Block 6A, to the satisfaction of the General Manager, PFR.
 67. Prior to issuance of any building permit (including shoring and excavation permits) in phase 1, the Owner shall post an irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for Block 6A for the parkland to the satisfaction of the General Manager, PFR. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.
 68. The construction of the Base Park Improvements to park Block 6A shall be completed within one year after the issuance of the first building permit to the satisfaction of the General Manager, PFR. Unforeseen delays (e.g. weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, PFR when determining a revised completion date for construction of Base Park Improvements.
 69. Should the Owner undertake Base Park Improvements on Block 6A following conveyance of the park block to the City, the Owner must obtain a Park Occupation Permit (POP) from PFR's Planning, Design and Development section. The POP will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PFR. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park.
 70. Prior to the registration of the plan of subdivision for phase 2 or phase 3, whichever is earlier and in any case no later than 2 years following the registration of the plan of subdivision for phase 1, the Owner shall submit a cost estimate, any necessary plans and an irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for Block 3B to the satisfaction of the General Manager, PFR. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.
 71. Prior to the registration of the plan of subdivision for phase 2 or phase 3, whichever is earlier, the Owner shall submit a cost estimate, any necessary plans and an irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for Block 3A to the satisfaction of the General Manager, PFR. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park

Improvements.

Temporary Fencing

72. Prior to conveyance of the parkland, the Owner shall be responsible for the installation and maintenance of temporary fencing around the parkland and its maintenance until such time as the development of the park block is completed.

Parkland Grading and Drainage

73. The Owner shall ensure that the grading and drainage of the adjacent development blocks are compatible with the grades of the parkland to the satisfaction of the General Manager, PFR.

74. The Owner must provide documentation from a qualified environmental engineer that any fill or topsoil brought onto the site meets all applicable laws, regulations and guidelines for use in a public park to the satisfaction of the General Manager, PFR.

Credit against DCs for Above Base Park Improvements

75. Should the Owner agree to design and construct the Above Base Park Improvements for a development charge credit against the Parks and Recreation component of the Development charges, the following conditions apply:

- a. The Owner agrees to design and construct the Above Base Park Improvements to the Block 6A for a development charge credit against the Parks and Recreation component of the Development Charges to the satisfaction of the General Manager, PFR. The development charge credit shall be in an amount that is the lesser of (i) the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and (ii) the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended. The Owner is required to submit a design and cost estimate to be approved by the General Manager, PFR, and a letter of credit equal to 120% of the Parks and Recreation Development Charges payable for the development. The design, cost estimate and ultimately the letter of credit will be required prior to the issuance of any building permit (including shoring and excavation permits).
- b. The Owner will be responsible to design and construct the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation (PFR). Areas to be addressed in the design of the Park are: park programming, sustainable design and plantings, community and public safety, ground surface treatments, seating, vandalism etc. Final design and programming of the parkland shall be at the discretion of the General Manager, PFR.
- c. Prior to the issuance of any building permit (including shoring and excavation permits) in phase 1 for the development of the site, the Owner is required to submit working drawings, specification and landscape plans showing the scope and detail of the work for the Above Base Park improvements for review and approval by the General Manager, PFR.

- d. The construction of Above Base Park Improvements to Block 6A shall be completed within one year after the issuance of the first above grade building permit to the satisfaction of the General Manager, PFR. Unforeseen delays (e.g. weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, PFR when determining a revised delivery date for the park block.
- e. Should the Owner undertake Above Base Park Improvements on the park block following conveyance of the park block to the City, the Owner must obtain a Park Occupation Permit (POP) from PFR's Planning, Design and Development section. The POP will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PFR. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park.

Warranty

- f. The Owner, upon satisfactory completion of the construction and installation of the Base and Above Base Park Improvements of Blocks 6A, 3B and 3A as determined, shall be required to guarantee such work and associated materials. The Owner shall provide certification from their Landscape Architect certifying that all work has been completed in accordance with the approved drawings. Should the cost to construct the Above Base Park Improvements as approved by the General Manager, PFR be less than the Parks and Recreation component of the Development Charge for the development, the difference shall be paid to the City by certified cheque prior to a reduction of the Above Base Park Improvement Letter of Credit. Upon the City's acceptance of the certificate, the Letter(s) of Credit will be released less 20% which will be retained for the 2 year guarantee known as the Parkland Warranty Period.
- g. Upon the expiry of the Parkland Warranty Period, the outstanding park security shall be released to the Owner provided that all deficiencies have been rectified to the satisfaction of the General Manager, Parks, Forestry, and Recreation (PFR).
- h. As-built drawings in print/hardcopy and electronic format, as well as a geo-referenced AutoCAD file, shall be submitted to General Manager, PFR. A complete set of "as built" plans shall be provided electronically on CD in PDF format and in a geo-referenced AutoCAD file, in addition to two (2) sets full size bond hard copy to the General Manager, PFR. The plans shall include, but not be limited to specifications, locations of all hidden services, and all deviations from the design drawings, shop drawings, inspection reports, minutes of meeting, site instructions, change orders, invoices, certificates, progress images, warranties, close out documentation, compliance letters (for any play structures and safety surfaces), manuals. The files are to be organized in folders, including a file index and submitted with written warranties and related documents such as lists of contractor, sub-contractors together with contact persons, telephone numbers, warranty expiry dates and operating manuals.
- i. Spare or replacement parts, special tools, etc. as provided by manufacturers, if any, are to be provided to PFR.

Community Centre - Credit against DCs for construction of community centre

76. Should the Owner agree to design and construct the community centre for a development charge credit against the Parks and Recreation component of the Development charges, the following conditions apply:
- a. Should the Owner and the General Manager, PFR mutually agree that the Owner shall construct the community centre/park on Blocks 3A and 3B, the General Manager shall be involved in all aspects of the design and construction of the facility. Policies and procedures to be adhered to include but are not limited to Fair Wage Policy, social procurement, supplier diversity and City contractual obligations with labour trades, in addition to City by-laws and policies. The Owner in taking on this role shall meet the same standards and guidelines as a City procured and constructed project.
 - b. The General Manager, PFR shall be included in all aspects of the design, consultant selection and construction of the facility.
 - c. The Owner agrees to design, participate in public consultation and construct the community centre/park on Blocks 3A and 3B for a development charge credit against the Parks and Recreation component of the Development Charges to the satisfaction of the General Manager, PFR. The development charge credit shall be in an amount that is the lesser of i) the cost to the Owner of constructing the Enhanced and Enlarged Community Facility as approved by the General Manager, PFR, less the Owner's twelve million dollar (\$12,000,000, as indexed) contribution, and ii) the Parks and Recreation component of Development charges payable, as determined by the City in accordance with the City's Development Charge By-law, as may be amended. The Owner is required to submit a design and cost estimate to be approved by the General Manager, PFR, and a letter of credit equal to 120% of the Parks and Recreation Development Charges payable for the development. The design, cost estimate and ultimately the letter of credit will be required prior to the issuance of any building permit (including shoring and excavation permits) in the earlier of phase 2 or phase 3.
 - d. The total combined Development Charge credit under clauses 76a and 76c above shall under no circumstances exceed the Parks and Recreation component of Development Charges payable as determined by the City in accordance with the City's Development Charge By-law, as may be amended.

Engineering and Construction Services

77. Dedicate all roads, corner roundings and road widenings shown on the plan.
78. Convey all necessary easements (internal and external) to the City.
79. Prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services in consultation with the City Solicitor.

80. Submit a draft Reference Plan of Survey to the Chief Engineer and Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
 - a. be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System and the 3 degree Modified Transverse Mercator Projection);
 - b. delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
 - c. show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.
81. Pay all costs for preparation and registration of reference plan(s).
82. Provide a detailed Stormwater Management Report, and apply stormwater management techniques in the development of this subdivision to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
83. Provide certification to the Chief Engineer and Executive Director of Engineering and Construction Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.
84. Undertake an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).
85. Pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
86. Submit financial security in accordance with the terms of standard subdivision agreement.
87. Pay for and construct all municipal infrastructure required to service the Plan of Subdivision, including municipal infrastructure external to the plan of subdivision.
88. Pay all costs related to the installation of pavement markings and signage and modifications to existing pavement markings and signage. Submit a payment in the form of a certified cheque (amount to be determined later) for the proposed pavement marking and signage modifications and additions along Eglinton Avenue East, Wynford Drive and the proposed new public streets to the City of Toronto.
89. Prior to registration of the Plan of Subdivision, submit to the Chief Engineer and Executive Director, Engineering & Construction Services for review and acceptance, a detailed infrastructure phasing plan outlining the necessary infrastructure required to service all phases of the lands.

90. Prior to registration of the Plan of Subdivision, submit to the Chief Engineer and Executive Director, Engineering & Construction Services for review and acceptance, all revisions and/or updates to the Functional Servicing Report.
91. Update the accepted Functional Servicing Report, including the stormwater management strategy, if directed by the Chief Engineer and Executive Director, Engineering & Construction Services in the event that the Chief Engineer and Executive Director, Engineering & Construction Services determines that field conditions are not suitable for implementation of the servicing and storm water strategy recommended in the Functional Servicing Report prior to proceeding to the next development phase.
92. Prior to the earlier of the registration of the Plan of Subdivision or the Release for Construction of Services, submit to the Chief Engineer and Executive Director, Engineering & Construction Services for review and acceptance, a plan or plans, showing:
 - a. cross-sections of all roads within the Plan of Subdivision incorporating the approved pavement widths and other infrastructure elements, and including the proposed connections with, and any improvements to, the existing streets within and surrounding site;
 - b. the proposed pavement markings and signage for all new roads;
 - c. modifications required to the pavement markings and signs on the existing Roads; and
 - d. minimum pedestrian clearway of 2.1 metres on all Roads and at intersection of all roads.
93. Prior to earlier of the registration of the Plan of Subdivision or the Release for Construction of Services submit to the Chief Engineer and Executive Director, Engineering & Construction Services:
 - a. Regarding Toronto Hydro-Electric System Limited (distribution group):
 - i. copy of "offer to connect" (OTC),
 - ii. written confirmation that financial securities have been posted, and
 - iii. written confirmation that satisfactory arrangements have been made.
 - b. Regarding Toronto Hydro Energy (streetlight group):
 - i. cost estimate of the construction/installation of streetlights, and the hydro inspection fee,
 - ii. financial security in amount of 130% of the streetlight cost estimate and inspection fee.
 - iii. copy of written confirmation from Toronto Hydro Energy that satisfactory arrangements have been made.
94. Prior to the earlier of the registration of the Plan of Subdivision or the Release for Construction of Services, submit to the City financial security in the amount of 130% of the value of the cost estimate of the street lighting required to be installed under this Agreement, to the satisfaction of Chief Engineer and Engineering & Construction Services.
95. Submit a pavement marking and signage plan to the satisfaction of Chief Engineer and

Executive Director, Engineering and Construction Services.

96. Submit a traffic signal control drawing for the proposed signalized intersections at Eglinton Avenue East/Street A, Wynford Drive/Street A, and the modified intersection at Don Mills Road/Wynford Drive, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
97. The Owner agrees to design and construct all roads, including the Wynford Drive extension, and any changes to the Eglinton Avenue East/Don Mills Road interchanges, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
98. Submit a financial guarantee in the form of an irrevocable letter of credit (amount to be determined later) for the proposed traffic signals at Street A/Eglinton Avenue East, Wynford Drive/Street A, and the modification to the Don Mills Road/Wynford Drive traffic signal, as required to the City of Toronto.
99. Submit a financial guarantee in the form of an irrevocable letter of credit (amount to be determined later) for the proposed underground pedestrian connection to the LRT tunnel, as required to the City of Toronto.
100. Submit a financial guarantee in the form of an irrevocable letter of credit (amount to be determined later) for the proposed rail pass connection (Active Rail Crossing) to the west, as required to the City of Toronto in accordance with the terms set out in the Section 37 Agreement.
101. Prepare traffic monitoring and an updated traffic impact assessment for each major phase of the development, to the satisfaction of Transportation Services and Planning, as the total site is built-out.
102. Submit a payment of \$60,000 for a 5-year maintenance fee for the proposed new traffic signals at Street A/Eglinton Avenue East and Wynford Drive/Street A.
103. Submit a financial guarantee in the form of an irrevocable letter of credit (amount to be determined later) for the implementation of the required TDM plan on-site, to the satisfaction of the General Manager of Transportation Services and the Chief Planner and Executive Director, City Planning. These measures include, but are not limited to:
 - a. Installation of mobility user information displays;
 - b. Installation of bike repair stations for high/mid-rise buildings and LRT station;
 - c. Provision for bike share stations positioned across the site at multiple locations;
 - d. Provision for car share spaces on-site or within public right-of-way;
 - e. Creation of mobility hub which will include public accessible car share spaces, EV charging plug-ins, bike parking, and other mobility facilities;

Metrolinx

104. The Owner shall agree in the subdivision agreement to prepare and submit an overall utility coordination plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-grade, below-grade or above-grade, including on-site draining facilities). Such location plans shall be to the satisfaction of the City where in or adjacent to the Eglinton Avenue East or Don Mills Road municipal rights-of-way, having considered the requirements of ECLRT infrastructure as well as relocated third party utility infrastructure.
105. Prior to the registration of the plan of subdivision, submit to Metrolinx all revisions and/or updates to the Functional Services Plans/Reports, as well as native CAD files that are geo referenced to Metrolinx standards, where changes have occurred to blocks adjacent to Eglinton Avenue East or Don Mills Road.
106. The intersection of Street A and Eglinton Avenue East shall be designed and constructed to the satisfaction of the City and Metrolinx, including any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by the City or Metrolinx. Such confirmation shall be provided through the Owner's surveyor, and/or traffic consultant prior to plan registration, to the satisfaction of Metrolinx and the City.
107. The Owner shall agree in the subdivision agreement that road and pedestrian access shall be designed in a manner that does not presume extensions of these features to traverse the ECLRT at-grade guide way to/from the subdivision. Road access crossing over ECLRT infrastructure shall only be permitted from Street A and in accordance with satisfying these conditions of draft plan approval.
108. The Owner shall agree in the subdivision agreement that prior to the issuance of any demolition, shoring and excavation permits, or any other building permits for the construction of this development, or any phase or stage of this development, the Owner shall complete a Metrolinx Technical Review and enter into a Construction Agreement(s) with Crosslinx Transit Solutions (CTS). The Construction Agreement(s) will ensure works are phased in a coordinated manner with that of the ECLRT construction.
109. The Owner shall agree in the subdivision agreement that no building permits are to be issued on Blocks 1 or 7 that would obstruct or otherwise interfere with the easement described as Parts 1 and 2 on Plan AT430295.
110. The Owner shall acknowledge and agree in the subdivision agreement that:
 - a. The construction, operation and maintenance of the nearby Eglinton Crosstown Light Rail Transit (ECLRT) system may result in noise, vibration, electromagnetic interference, stray current, smoke and particulate matter transmissions (collectively referred to as "Interferences") to the lands municipally known as 844 Don Mills Road and 1150 Eglinton Avenue East, hereinafter referred to as Development;

- b. Metrolinx and its contractor(s) will not be responsible or liable in any way for such Interferences on any of the Development and/or its occupants;
- c. It has been advised by Metrolinx to apply reasonable attenuation/mitigation measures with respect to the level of the Interferences on and in the Development; and
- d. Metrolinx Interferences Warning clause, as provided below, shall be inserted into all rental agreement(s), and/or offers of purchase and sale or lease and condominium declaration(s) for each block/lot/unit:
 - i. The Purchaser and/or Lessee specifically acknowledges and agrees that the proximity of the development of the lands municipally known as 844 Don Mills Road and 1150 Eglinton Avenue East (the “Development”) to Metrolinx transit facilities and operations may result in interferences in the nature of but not limited to, noise, vibration, electromagnetic interference, stray current, smoke and particulate matter (collectively referred to as “Interferences”) to the Development and despite the inclusion of control features within the Development, if any, Interferences from transit facilities and operations may be present and be of concern to Purchasers and Lessees, interfering with activities of the occupants in the Development. Notwithstanding the above, the Purchaser and/or Lessee agrees to and releases and saves harmless the City of Toronto, Metrolinx and those persons constructing and operating the transit infrastructure from all claims, losses, judgments or actions arising or resulting from any and all Interferences. Furthermore the Purchaser and/or Lessee acknowledges and agrees that an electromagnetic, stray current and noise-warning clause similar to the one contained herein shall be inserted into any succeeding lease, sublease, agreement of purchase and sale, or other transfer or conveyance and that this requirement shall be binding upon and accrue to the benefit of the parties hereto and their respective successors and assigns and shall not merge with the closing of the transaction.
 - e. The Developer shall provide its solicitor’s confirmation to Metrolinx advising that the Interferences Warning clause requested above has been included in all applicable Offer(s) of Purchase and Sale and/or Rental Agreement(s) or other transfers and conveyances to ensure that future occupants are aware of the possible Interferences.

111. The Owner shall agree in the subdivision agreement that, prior to the issuance of building permits for sales trailers for the purposes of marketing commercial or residential units on the site, the Owner shall submit and obtain the written approval from Metrolinx for any display plans and other information to be used for sales and/or marketing purposes that illustrate ECLRT station infrastructure.

112. Prior to any site works or site disturbances, the owner shall enter into one or more construction agreements with Metrolinx (more specifically Metrolinx’s designate Crosslinx Transit Solutions), as may be required, to ensure that site works do not negatively impact the timing, method of construction and scheduled delivery of the adjacent Metrolinx Eglinton Crosstown Light Rail Transit infrastructure.

Toronto District School Board

113. The Owner agrees to enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that:

"The Toronto District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available.

For information regarding designated school(s), please call (416) 394-7526."

These signs shall be to the Board's specifications and erected prior to registration or issuance of any building permit.

114. The Owner agrees in the subdivision agreement, or in a separate agreement between the School Board and the Owner, to include the following warning clauses in all lease, rental, and offers of purchase and sale of residential units (prior to registration of the plan and for a period of ten years following registration), that:

"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.

Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the Board's policy, that students will not be bussed home to school, but will meet the bus at designated locations in or outside of the area."

Privately-Owned Publicly Accessible Spaces (POPS) and Public Access

115. The Owner shall convey to the City any necessary public easements securing access to the publicly accessible private open spaces (POPS) and surface easement(s), to the satisfaction of the City Solicitor, and Chief Planner and Executive Director, City Planning including:

- a. Block 1B plaza public space (POPS);
- b. Private Street B public access;
- c. Over Block 12 between Public Street C and Block 14B connecting in between the central and eastern most towers and along the east-west access street (POPS); and
- d. The exact location and design and timing of delivery of the POPS to be determined in the context of site plan approval. The easements will acknowledge the use of the space as part of a large pedestrian area which will be animated with a variety of activities throughout the year, but which will remain open and accessible to the public; and temporary commercial activities, buildings and structures shall be permitted where appropriate and permitted by the Zoning By-law.

Heritage Preservation Services

Archaeological

116. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism, Culture and Sport, be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
117. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
118. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

Canadian Pacific Rail

119. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
 - a. Minimum total height 5.5 metres above top-of-rail;
 - b. Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
 - c. Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.
120. No part of the berm/noise barrier is to be constructed on railway property.
121. A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the Owner shall have the sole responsibility for and shall maintain these features.
122. Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.
123. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.

124. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
- a. Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - b. Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c. Other suitable measures that will retain their effectiveness over time.
125. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
126. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
127. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
128. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
129. Alternative safety measures may be considered provided they provide an equivalent or higher level of safety as the preferred mitigation measures and that any submitted alternative measures will be peer reviewed to the satisfaction of the City and CP Rail at the Owner's expense.

Attachment 20: STATEMENT OF SIGNIFICANCE
(REASONS FOR INCLUSION)
1150 EGLINTON AVENUE EAST

The property at 1150 Eglinton Avenue East is worthy of inclusion on the City of Toronto's Heritage Register for its cultural heritage value and meets Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation, which the City also applies when evaluating properties for inclusion on its Heritage Register.

Description

Located in the Don Mills neighbourhood on the north side of Eglinton Avenue East, west of the intersection with Don Mills Road and contained by the CPR railway line and the Don River ravine, the property contains the former Canadian IBM headquarters building. The building complex is composed of a central, three-storey block with five wings of one to four storeys completed in 1967 and extended in 1970-71. The building is clad in brick, with a glazing system of solar-bronze tinted glass with black anodized window frames and spandrel panels. Set on a hill top surrounded by mature trees and lawns, its wings form a series of courtyards with lawns. The north entry court features a circular drive with a circle of formally landscaped planting.

Statement of Cultural Heritage Value

The former IBM headquarters building has design value as a representative of a corporate headquarters building in the Late Modern style. The building displays a high degree of craftsmanship and artistic merit in its innovative and dramatically simple composition of blocks which are clad in alternating plain brick and window walls divided into tall vertical openings, framed by narrow brick piers and which step incrementally in relation to the surrounding lawns, mature planting and hill-top setting which responds to the adjacent Don Valley ravine landscape. The high quality design was recognized in 1970 with a nomination for a Massey Medal for Architecture.

The headquarters building has historic value as it is associated with IBM, the technologically innovative and internationally influential American company and its development and expansion in Canada over the past century. It was with the opening of its Canadian subsidiary in Toronto in 1917 that the company first acquired its identity as International Business Machines Co. Ltd. (IBM). The building is also valued for its association with the history and development of Don Mills from a 19th century settlement to a significant mid-20th century, full-planned subdivision, privately developed by E. P. Taylor. It is also valued for its association with the architectural firm John B. Parkin Associates, one of Canada's leading Modernist and most prolific firms of the 1950s and 1960s who contributed many significant buildings to Don Mills during this period.

Situated on a well-treed hill-top overlooking Eglinton Avenue East, contained by the historic factors of the Don Mills Road, Eglinton Avenue East, the CPR railway line and Don Valley ravine, the property has contextual value as a landmark within the

community for over 60 years. It is also valued for maintaining the character of the area which features many mid-century modern industrial buildings of distinctive high-quality design surrounding Don Mills. The design of the building and landscape responds to, and provides continuity with, the adjacent Don Valley River ravine. As a successor to IBM's first industrial building in Don Mills, it is visually, physically and historically linked to its surroundings.

Heritage Attributes

The heritage attributes of the former IBM headquarters building completed in 1967 and extended in 1970 on the property at 1150 Eglinton Avenue East are:

- The placement, set back and orientation of the building, as it is located on the north side of Eglinton Avenue East.
- The setting of the building on a hill top, surrounded by trees and shrubs, with a series of open courtyards with grass lawns extending around the complex
- The arrival sequence to the north entrance with the driveway approaching on axis with the north entrance then circling around the north court with a central circular landscaped planted area
- The massing and composition of the building with a series of five flat-roofed wings of one to four stories on a stepped plan extending from the central north-facing entrance core
- The elevations combine solid brick planes alternating with wall sections composed of a rhythmic sequence of narrow brick piers of 25' bays, extending from a half to four storey height, flanking black anodized window frames with glazed sections and spandrel panels
- The materials which are orange-brown toned brick of a smooth finish, black anodized door frames, window frames and spandrel panels, concrete stair cases with brick balustrades and dark metal coping at the eaves and sills and window glazing of solar bronze-tinted glass
- The north and east entrances feature recessed glazed entrances alternating doors with glazed panels

Attachment 21: Affordable Rental Housing Terms and Conditions

1. General provisions

- a) At least 25,000 square metres, exclusive of amenity space, of affordable rental housing will be constructed on Block 5A (the "Affordable Rental Housing Units"). The Owner shall convey Block 5A in consultation with and to the satisfaction of the Chief Planner and Executive Director, City Planning to a non-profit housing provider at nominal cost for the purposes of constructing the Affordable Rental Housing Units. In the event Block 5A is not conveyed to a non-profit housing provider, the Owner will construct and operate the Affordable Rental Housing Units;
- b) All Affordable Rental Housing Units will have either dedicated laundry rooms, or en-suite laundry provided, with no extra charges for appliances;
- c) Tenants of the Affordable Rental Housing Units shall have access to the indoor and outdoor amenity spaces associated with the units with no separate charges except for the customary charges for private bookings. A tenant association for the building will be permitted to book the amenity space at no charge at a maximum of once per month to facilitate tenant meetings;
- d) Indoor Amenity Space will be provided at a ratio of 2 square metres per unit and will contain a multipurpose room with kitchen and access to a barrier-free bathroom and will have direct access to outdoor amenity space;
- e) Outdoor Amenity Space will be provided for the site at a ratio of 2 square metres per unit;
- f) A minimum number of storage lockers will be provided to satisfaction of the Chief Planner and Executive Director, City Planning. The maximum monthly charge for storage lockers to the tenants in the 1st year of the building's occupancy will be agreed to at the time of site plan application to the satisfaction of the Chief Planner and Executive Director, City Planning, and annual increases thereafter will be limited to the same percentage for annual rent increases as the Guideline increase permitted under provincial legislation;
- g) The tenants will have access to permanent and visitor bicycle parking/bicycle lockers in accordance with the zoning by-law or otherwise satisfactory to the Chief Planner and Executive Director, City Planning;
- h) Parking will be provided consistent with the by-law requirements. The maximum monthly parking charge to the tenants in the 1st year of the building's occupancy will be agreed to at the time of site plan application to the satisfaction of the Chief Planner and Executive Director, City Planning, and annual increases thereafter will be limited to the same percentage for annual rent increases as the Guideline increase permitted under provincial legislation.

2. Units

The unit mix and sizes will be as follows:

- No more than 70% bachelor and 1-bedroom units, of which bachelors may not comprise more than 15% of the total units with a minimum size of at least 40 square metres, and 1-bedrooms units must have a minimum size of at least 45 square metres;
- At least 20% 2 bedroom units, with a minimum size of at least 68 square metres;
- At least 10% 3 bedroom units, with a minimum size of at least 90 square metres.

Average unit sizes will be higher than the minimum sizes. The final unit breakdown and sizes will be exclusive of balconies and to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. Tenure

The Units shall be maintained as rental housing for at least a 49-year period and the Owner shall not apply to convert any of the Rental Units to any non-Rental Housing purposes, nor to demolish the Rental Housing without replacement as Rental Housing on the Site, during this period. The Owner shall also not apply for approval of a Description with respect to any portion of the Rental Housing, nor register any of the Rental Housing under the Condominium Act or for any other form of ownership tenure, such as but not limited to, life lease or co-ownership as defined in c.667 of the Toronto Municipal Code that provide a right to exclusive possession of a unit.

4. Rents

Maximum rents will be set at affordable rents, as defined in the Official Plan of the City of Toronto as rents where the total monthly shelter cost is at or below one times the Average Market Rent for the City of Toronto, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation in the Fall Market Report, for any first or new tenant for a 25-year period.

If utilities are not included in the rent and are to be paid by the tenant, then the rent will be adjusted downward using objective cost data, to the satisfaction of the Chief Planner and Executive Director, City Planning. At the expiry of the 25-year period, rents can be set in accordance with the Residential Tenancies Act.

5. Renting of Units

During the 25-year affordability period, the Owner agrees to work with the City to advertise and offer the units to eligible households, with the objective of renting the units to eligible households on the City's centralized housing waiting list.

The Owner agrees to offer to enter into a rent supplement agreement with the City for a minimum of 20% of the units to further reduce the rent tenants are paying.

Attachment 22: Affordable Ownership Housing Terms and Conditions

1. A minimum of 8 Affordable Ownership Housing Units and two below grade parking spaces will be conveyed at no cost to a non-profit housing provider for the purposes of Affordable Ownership Housing. The non-profit housing provider will be determined in consultation and to the satisfaction of the Chief Planner and Executive Director.
2. The Affordable Ownership Housing Units will be provided in the first phase of the development, either on Blocks 9 or 12, of the plan of subdivision as shown on Attachment 3, or a combination of both.
3. The total net floor area of the Affordable Ownership Housing Units shall not be less than 720 square metres and will be provided in either a townhouse or stacked townhouse form.
4. The Affordable Ownership Housing Units shall be composed of the following minimum sizes and types to the satisfaction of the Chief Planner and Executive Director:
 - a. Four of the Affordable Ownership Housing Units shall have at least three bedrooms and be at least 100 square metres per unit in size; and
 - b. Four of the Affordable Ownership Housing Units shall have at least two bedrooms and be at least 80 square metres in size.
5. All of the Affordable Ownership Housing Units shall be constructed to a fully-finished condition, to a similar standard as the comparable market units for the subject phase of development to the satisfaction of the Chief Planner and Executive Director.
6. The Affordable Ownership Housing Units will have access to all building facilities and amenities on the same terms and conditions as all other residents of the market units in the subject building or subject phase of development, as appropriate, to the satisfaction of the Chief Planner and Executive Director.
7. The Owner shall submit, in consultation with the Provider, the proposed layouts and locations of the Affordable Ownership Housing Units for the Site Plan Application review process for the subject phase development, and the final design and location of the units shall be to the satisfaction of the Chief Planner and Executive Director, prior to the issuance of the Notice of Approval Conditions for the subject phase development.
8. The Affordable Ownership Housing Units shall only cost eligible households an amount at or below the Official Plan affordable Ownership housing price for a period of at least 20 years.
9. Eligible purchasers will be low to moderate income households and will include at least one dependent child of less than 16 years of age.
10. The Owner shall enter into Agreements of Purchase and Sale ("the APS") for the Affordable Ownership Housing Units with the non-profit housing provider and/or the City prior to the issuance of the first building permit on either Block 9 or Block 12, whichever is earlier, and the APS will be assignable at nominal cost.

11. Prior to the conveyance to the non-profit affordable ownership housing provider, the Owner shall register a Section 118 restriction under the *Land Titles Act* on the portion of the lands containing affordable housing units agreeing not to transfer or charge any part of such lands without the written consent of the Chief Planner and Executive Director, City Planning all to the satisfaction of the Chief Planner and Executive Director, City Planning.