

CITY OF TORONTO

BY-LAW 336-2021(LPAT)

To adopt Amendment 485 to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019 as 815-845 Eglinton Avenue East.

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Whereas authority is given the Local Planning Appeal Tribunal under the Planning Act, R.S.O. 1990, c. P.13, as amended, upon hearing the appeal of the Owners with respect to certain lands known municipally as 815-845 Eglinton Avenue East to pass this By-law;

Therefore the Official Plan of the City of Toronto as amended, is further amended by the Local Planning Appeal Tribunal as follows;

1. The attached Amendment 485 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Local Planning Appeal Tribunal Order/Decision issued on March 4, 2020 in Case PL171057.

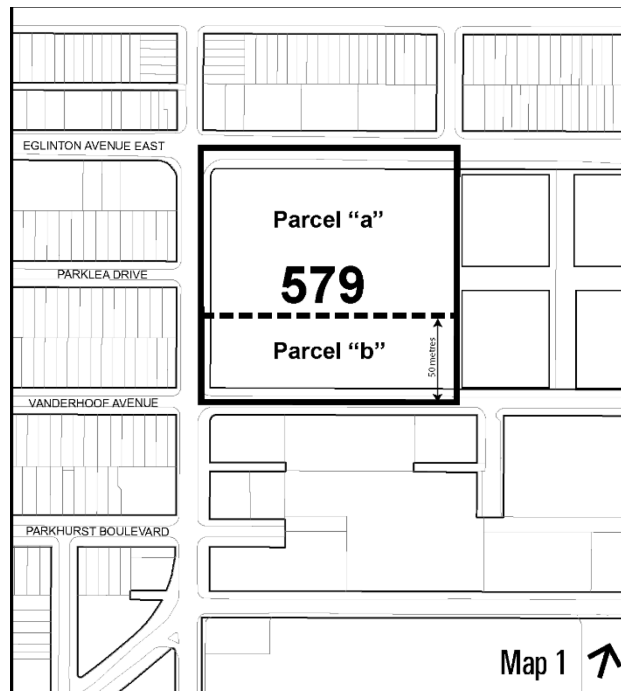
AMENDMENT 485 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 815-845 EGLINTON AVENUE EAST

The Official Plan of the City of Toronto is amended as follows:

1. Maps 28 and 31, Site and Area Specific Policies (Key Maps) are amended by deleting Site and Area Specific Policy 396 and by adding Site and Area Specific Policy 579 to apply to the lands as shown below in Map 1.
2. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 396 for the lands known municipally in 2019 as 815-845 Eglinton Avenue East and adding a new Site and Area Specific Policy 579 for lands known municipally in 2019 as 815-845 Eglinton Avenue East, as follows:

"579. 815-845 Eglinton Avenue East



1. Vision

Development of the lands will support the Eglinton Crosstown Light Rail Transit (LRT) investment and create a transit supportive, complete mixed-use community that will integrate with the surrounding area. New forms of development will respect the character of the residential and business contexts, while evolving to meet the needs of future residents and workers.

Development of the lands will:

- i. Create a community focus at Eglinton Avenue East and Laird Drive, which includes the Eglinton LRT Station, a public park, community facilities and

Privately-Owned Publicly Accessible Spaces (POPS) connected to the surrounding community with an expanded network of streets;

- ii. Promote Laird Drive as an enhanced main street which connects this new community focus area with the existing Leaside Memorial Gardens and facilities;
- iii. Develop Eglinton Avenue East as a generously landscaped promenade linking the community focus area at Laird Drive to an accessible West Don River Trail; and
- iv. Connect Leaside to the West Don River Trail by enhancing Vanderhoof Avenue as a park connector of existing and future parks.

2. Goals

The goals of development on the lands are to:

- i. Support the investment in transit along Eglinton Avenue East while ensuring that development is linked to the ability of the transportation network and infrastructure to accommodate growth and support the Leaside employment area;
- ii. Integrate with and respect the physical and cultural character of Leaside;
- iii. Establish a high quality and well-connected public realm, including a network of streets, parks, open spaces, and POPS, community amenities and gateways, to create a safe, comfortable, attractive and desirable community;
- iv. Improve and prioritize connections and movement opportunities for pedestrians, cyclists and transit riders;
- v. Transform Laird Drive into a vibrant and unifying main street which accommodates appropriately scaled mid-rise development with an enhanced and high quality public realm; and
- vi. Protect *Neighbourhoods* from intensification pressures by targeting growth to the *Mixed Use Areas*.

3. Land Use

General Policies

- 3.1 At-grade active uses are encouraged in buildings which abut Eglinton Avenue East and/or Laird Drive, including commercial, institutional, and office uses, community facilities and/or other non-residential uses.
- 3.2 At-grade active uses are encouraged in buildings which abut streets, parks and open spaces to animate these spaces, including commercial uses, at-grade residential units, and front door entrances to lobbies.

- 3.3 At-grade residential dwelling units and amenity areas which abut Eglinton Avenue East and Laird Drive are prohibited.

General Employment Areas: Parcel "b"

- 3.4 Development in Parcel "b" on Map 1 is limited to uses that are compatible with residential and sensitive non-residential uses permitted in the adjacent *Mixed Use Areas* and *Neighbourhoods*.
- 3.5 Major retail developments with 6,000 square metres or greater of retail gross floor area are not permitted in Parcel "b" on Map 1.

Mixed Use Areas: Parcel "a"

- 3.6 Development in Parcel "a" on Map 1 that includes residential units and development in Parcel "b" on Map 1 is required to increase the amount of non-residential gross floor area that existed in Parcels "a" and "b" on Map 1 on December 18, 2013.
- 3.7 Given the presence of industries to the south and southeast of Parcel "a" on Map 1, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development and/or other sensitive non-residential uses within Parcel "a" so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses.

4. Public Realm

- 4.1 The public realm structure on Map 2, Structure Plan, establishes and identifies a network of existing and new streets, gateways, public parks and open spaces, transit facilities, a community facility, pedestrian connections and POPS.
- 4.2 The expansion of the street network, north of Vanderhoof Avenue as shown on Map 2, Structure Plan, will enhance the function of the existing network of streets, establish suitably scaled blocks to provide address for development, and provide access to destinations within and beyond the area.
- 4.3 The public realm will enhance and expand upon the local character and identity of the community promoting civic life.
- 4.4 Opportunities will be explored with development and streetscape improvements to interpret and commemorate the history of Leaside, including its role as a rail and manufacturing hub, and the function of Laird Drive as a main street and transition between the original eastern industrial and western residential portions of the neighbourhood.
- 4.5 New development and public realm improvements will prioritize pedestrian movement and promote safe, convenient, comfortable and resilient spaces for pedestrians and cyclists by providing:

- i. A finer grain street network that includes generous sidewalks on new and existing streets to be complemented by trees and other landscaping;
 - ii. Green, safe and comfortable spaces for all users and activities;
 - iii. Local streets that primarily support an increase in pedestrian activity;
 - iv. Midblock pedestrian connections through larger development blocks that improve pedestrian movement and access through generous walkways and landscaping;
 - v. Loading and servicing uses consolidated and located underground; and
 - vi. Coordination of goods movement related to the Leaside employment area and balancing these needs with pedestrian movement and safety.
- 4.6 Eglinton Avenue East will be a pedestrian-friendly promenade framed by trees, function as the primary east-west street and provide a clear and direct movement that extends from Laird Drive east towards the West Don River Trail and the Sunnybrook Park LRT Station.
- 4.7 Laird Drive will be an enhanced main street to accommodate:
- i. Safe and separated cycling facilities;
 - ii. A gateway at the intersection of Laird Drive and Eglinton Avenue East with public realm enhancements within the right-of-way to achieve high quality civic outdoor amenity spaces; and
 - iii. Curb extensions on local streets adjacent to Laird Drive will provide additional space for pedestrians and landscaping.
- 4.8 Vanderhoof Avenue will connect existing and future parks and open spaces, and will provide:
- i. A multi-use path and sidewalk on the north side of the street with a future connection east to the West Don River Trail; and
 - ii. Additional trees to be planted within the setback area where appropriate.
- 4.9 Local streets will provide a finer grain street network with building setbacks that accommodate landscaping and promote pedestrian connectivity, and vehicular and servicing access where appropriate.
- 5. Parks and Open Spaces**
- 5.1 The parks and open space network will be developed to support a range of uses and users through size, configuration, form, surface treatment, landscaping and programming.

- 5.2 Parks and open spaces may generally be located along the south portion of the lands near Vanderhoof Avenue to allow for good sky view and exposure to sunlight with minimal shadow impacts.
- 5.3 As part of the development, parkland provision will be required in the following priority at the discretion of the City:
- i. On-site land dedication;
 - ii. Off-site land dedication; and/or
 - iii. Cash-in-lieu.
- 5.4 New parks will be located on prominent sites including public street corners, locations which terminate street views, and will align with mid-block pedestrian connections.
- 5.5 Environmental assessments will be completed in the initial stages of development to identify the impacts of potentially contaminating activities on proposed park locations. Park locations on development sites will be prioritized to portions of the site that can be remediated to the greatest extent.
- 5.6 POPS will be encouraged as part of development and designed to extend and connect the public realm in a way that contributes to civic life and is publicly accessible year-round.
- 5.7 Public art is encouraged to be provided in POPS, setbacks, accessible open spaces and public parks to promote a sense of identity and place.
- 5.8 A community facility shown on Map 2, Structure Plan, will be centrally located and in close proximity to the Eglinton Crosstown LRT Station, and will act as a community destination to serve the surrounding community. Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of a community facility will be encouraged.

6. Building Setbacks

- 6.1 Generous landscaped setbacks will be provided along all streets in order to integrate with the Leaside character, contribute to the public realm, and allow additional space for pedestrians, landscaping, amenities, and soil volumes to accommodate healthy tree growth. The setbacks will be sufficient to ensure direct and accessible at-grade connections from ground floor uses to the public sidewalk.
- 6.2 The top of the underground parking garage deck will be recessed by a minimum of 1.2 metres in depth in the landscaped setback areas, along all public streets to ensure adequate soil volumes for large canopy trees.
- 6.3 Buildings along Eglinton Avenue East, and Laird Drive will have a minimum 6 metre setback from these rights-of-ways.

- 6.4 Buildings along all other public streets will have a minimum 3 metre setback from these rights-of-ways.
- 6.5 The private street will be designed with a 20 metre right-of-way width at-grade, and 3 metre building setbacks at-grade to a height of 7.5 metres, to accommodate sidewalks and landscaping.

Setbacks Adjacent to Parks

- 6.6 Buildings abutting a park will have a minimum 5 metre setback from the park to allow pedestrian circulation and landscape around the park, an appropriate interface between the public and private lands, and for the maintenance of the building without an encroachment into the park.

7. Built Form

- 7.1 Development will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding public realm around the Eglinton Crosstown LRT Station, and along the Laird Drive and Eglinton Avenue East corridors.
- 7.2 Development will fit its surroundings and limit its impacts with an appropriate transition in scale from higher building forms to adjacent lower scale areas, in particular, *Neighbourhoods*, by using appropriate setbacks, stepbacks, heights, angular planes, appropriate floor plate sizes and facade articulation.
- 7.3 Buildings should provide high quality, ground floor weather protection with a minimum depth of 2.5 metres of ground floor weather protection, where appropriate, along streets, parks and open spaces, and at building entrances.

Development Adjacent to Parks and Open Spaces

- 7.4 Loading, servicing areas and surface parking will not be permitted abutting a park.

8. Building Massing and Heights

General Policies

- 8.1 A range of building heights and types are permitted as shown on Map 3, Building Heights in Storeys.
- 8.2 Buildings will be massed to define and support the public realm and achieve good built form by providing appropriate:
- i. transition of scale between areas of growth and stable residential areas; and
 - ii. relationships to streets and between buildings with good access to sunlight and open views of the sky from the public realm.

Laird/Eglinton Mid-rise Area:

- 8.3 Locate mid-rise forms along Eglinton Avenue East and Laird Drive with the following characteristics:
- i. Provide a 6-storey streetwall height at the setback line; and
 - ii. Above the 6-storey streetwall, buildings will step back and change materials and/or expression.
- 8.4 Locate mid-rise forms along Vanderhoof Avenue with the following characteristics:
- i. Provide a maximum of 30 metre streetwall at the setback line; and
 - ii. Above the 30 metre streetwall, buildings will step back and change materials and/or expression to maintain a legible streetwall and allow for good access to sunlight and open views of the sky from the public realm.

Tall Buildings:

- 8.5 Tall buildings will be set back away from the Laird Drive and Eglinton Avenue East frontages towards the centre of the development blocks and will:
- i. Take access and address from new local streets;
 - ii. Provide a base building to a maximum height of 3-storeys along local streets and abutting parks and open spaces;
 - iii. Provide a maximum tower floor plate of 750 square metres above the base building stepped back a minimum of 3 metres from the base building; and
 - iv. Notwithstanding 8.5iii, to provide building articulation and enhanced views from the privately owned publically accessible open space and the Eglinton Crosstown LRT Station, tall buildings located south of the Approved Private Street will generally be stepped back a minimum of 3 metres from the base building.
- 8.6 The tallest buildings should be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings generally decreasing further to the east.
- 8.7 Notwithstanding policies 8.3, 8.5 and 8.6, good access to midday sunlight on the north public boulevard of Eglinton Avenue East and the west public boulevard of Laird Drive at the solar equinoxes will be maintained by ensuring that no part of a building exceeds the height of a 45-angular plane originating at the property line from a height of 80 percent of their respective street right-of-way width.

9. Mobility

- 9.1 New development will be reviewed to determine if there is available capacity within the transportation network and/or contributions to expand and enhance the network are required to be provided with development.
- 9.2 The Laird in Focus Mobility Report adopted by City Council provides the foundation for transportation infrastructure improvements and will be refined and implemented through the development approvals process and identified capital expenditures.
- 9.3 Development will provide required transportation infrastructure improvements and facilities as shown on Map 2, Structure Plan, and Map 4, Mobility Plan.
- 9.4 Establish a new mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue, which will act as a connector from residential areas to the future Eglinton Crosstown LRT Station and key destinations, as shown on Map 2, Structure Plan.
- 9.5 Development will implement a finer grain street network, improving access and connectivity while facilitating a modal shift to active transportation and transit.

Pedestrian and Cycling Networks

- 9.6 The planned street network will connect to the surrounding street system to:
- i. Provide safe and convenient pedestrian and cycling routes;
 - ii. Link key destinations within and beyond the area and provide direct connections to the Eglinton Crosstown LRT Station; and
 - iii. Narrow existing and planned roadway lane widths, to minimize pedestrian crossing distances.
- 9.7 Key pedestrian connections, as shown on Map 4, Mobility Plan, are areas where pedestrians are anticipated to frequently cross public streets or areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced and safe pedestrian network is required.
- 9.8 At key pedestrian connections, and at other intersections as necessary, the intersections should provide high quality facilities and amenities, including but not limited to the following:
- i. Removal of channelized traffic islands where possible;
 - ii. Shortened pedestrian crossings with curb extensions and intersection radius reduction;
 - iii. Wider crosswalks at the crossings where anticipated high pedestrian volumes will occur will be considered; and

- iv. The provision of enhanced street furniture, streetscape treatments, and pedestrian amenities.
- 9.9 New signals will be appropriately planned and implemented with development as identified on Map 4, Mobility Plan, with all new developments to facilitate safe pedestrian crossing.
- 9.10 Cycling interchanges, as shown on Map 4, Mobility Plan, will have seamless and continuous transfer for cyclists across streets by providing pavement markings and other cycling infrastructure to secure appropriate turning movements for cyclists.
- 9.11 Cycling infrastructure and facilities, including bicycle parking and shared bike facilities, should be provided along cycling routes and at cycling interchanges.

Transit

- 9.12 Integrate transit priority measures with streetscape improvements and within private development to improve transit users' experience of the transit network.
- 9.13 Incorporate transit supportive infrastructure such as, pavement markings at key stops, seating, street furniture, and lighting and way finding signage, into the design of new development and infrastructure projects, where possible, to support existing and growing transit ridership.

Travel Demand Management and Parking Strategies

- 9.14 Travel Demand Management (TDM) and innovative mobility strategies are encouraged. These strategies promote travel demand measures that support alternatives to single occupant vehicular travel and allow more efficient use of existing and planned transportation infrastructure in the area.
- 9.15 Development will be required to submit a comprehensive TDM plan to the satisfaction of the City.
- 9.16 Integrate, where appropriate, Toronto Parking Authority facilities with development below grade near the Eglinton Crosstown LRT Station and implement TDM and shared mobility elements such as car-share and shared bike facilities to reduce parking demand.
- 9.17 Encourage transit usage through development by providing development-related transit benefits such as real-time arrival display boards and direct connections to the Eglinton Crosstown LRT Station.
- 9.18 Parking for development along Laird Drive will be underground or at the rear of properties, and parking access is encouraged to be provided from local streets, public lanes, and/or shared private driveways.
- 9.19 The new mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue should be designed to facilitate short-term pick-up and drop off.

Employment Mobility and Goods Movement

- 9.20 In recognition of the importance of the Leaside Employment Area, achieve safe and balanced mobility that will:
- i. Encourage movement of goods along preferred corridors as identified in the Laird in Focus Mobility Report, informed by the City-wide Freight and Goods Movement Strategy;
 - ii. Locate goods service access from local streets and below grade for development along Eglinton Avenue East;
 - iii. Locate goods service access for development along Laird Drive at the rear of the property from local streets, public lanes, and/or shared private driveways; and
 - iv. Provide consolidated loading and servicing uses that are located underground.

10. Water, Sewer and Stormwater Infrastructure

- 10.1 Development will reduce the negative impacts of inflow and infiltration on the capacity of the City's sewer systems. Development that would negatively impact the capacity of the City's sewer system through inflow and infiltration will not be approved. Approvals may be conditional on inflow and infiltration issues associated with a development being adequately addressed to the City's satisfaction.
- 10.2 Development will provide required servicing infrastructure with development and any servicing upgrades will be the responsibility of the landowner.

11. Implementation:

- 11.1 The policies of this SASP are to be read in conjunction with the policies of the Official Plan to understand its comprehensive and integrated intent. The order of the policies contained in this SASP does not indicate the priority of one policy over another.

Urban Design

- 11.2 In order to assist in meeting the objectives of the SASP, Urban Design Guidelines will be formulated and adopted by City Council to provide direction for reviewing development applications in this area. They will include specific recommendations on public realm improvements, park location, and pedestrian and cycling connections. The guidelines will inform building siting, organization and massing. Consideration will be given to these guidelines during the preparation and review of development applications for each phase of development, and will:
- i. Create an animated, connected, and high quality public realm;
 - ii. Promote development that defines and supports the public realm at an appropriate scale and respects and reinforces local character including its architectural vernacular; and

- iii. Provide additional design direction for large blocks.
- 11.3 Notwithstanding policy 11.2, in the event of any conflict, the policies of this SASP will prevail over the Urban Design Guidelines.

Transportation

- 11.4 A transportation monitoring program will be developed and undertaken by the City for existing and proposed development in consultation with area stakeholders to evaluate growth and travel patterns as the transportation network and associated improvements are implemented. At appropriate times, a monitoring program will be co-ordinated by the City to inform Transportation Impact Studies submitted with development applications, as well as transit and transportation initiatives, and will include:
- i. Travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
 - ii. Trip volumes from a multi-modal perspective on public streets and at key intersections, and the future network improvements of all transportation modes measured against development levels;
 - iii. Transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network; and
 - iv. Parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
- 11.5 The findings of the transportation monitoring program will inform future transportation analysis and future review of development. The findings will be considered in the review of individual development applications and the implementation of TDM requirements.

Housing

- 11.6 To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be encouraged, to meet the different and changing household needs over time, including units that are suitable for families with children, and larger households.
- 11.7 Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to a full range of housing, in accordance with the applicable legislative framework.

Community Services and Facilities

- 11.8 The City will monitor development applications in the Laird in Focus Area on an on-going basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, including school capacity as part of

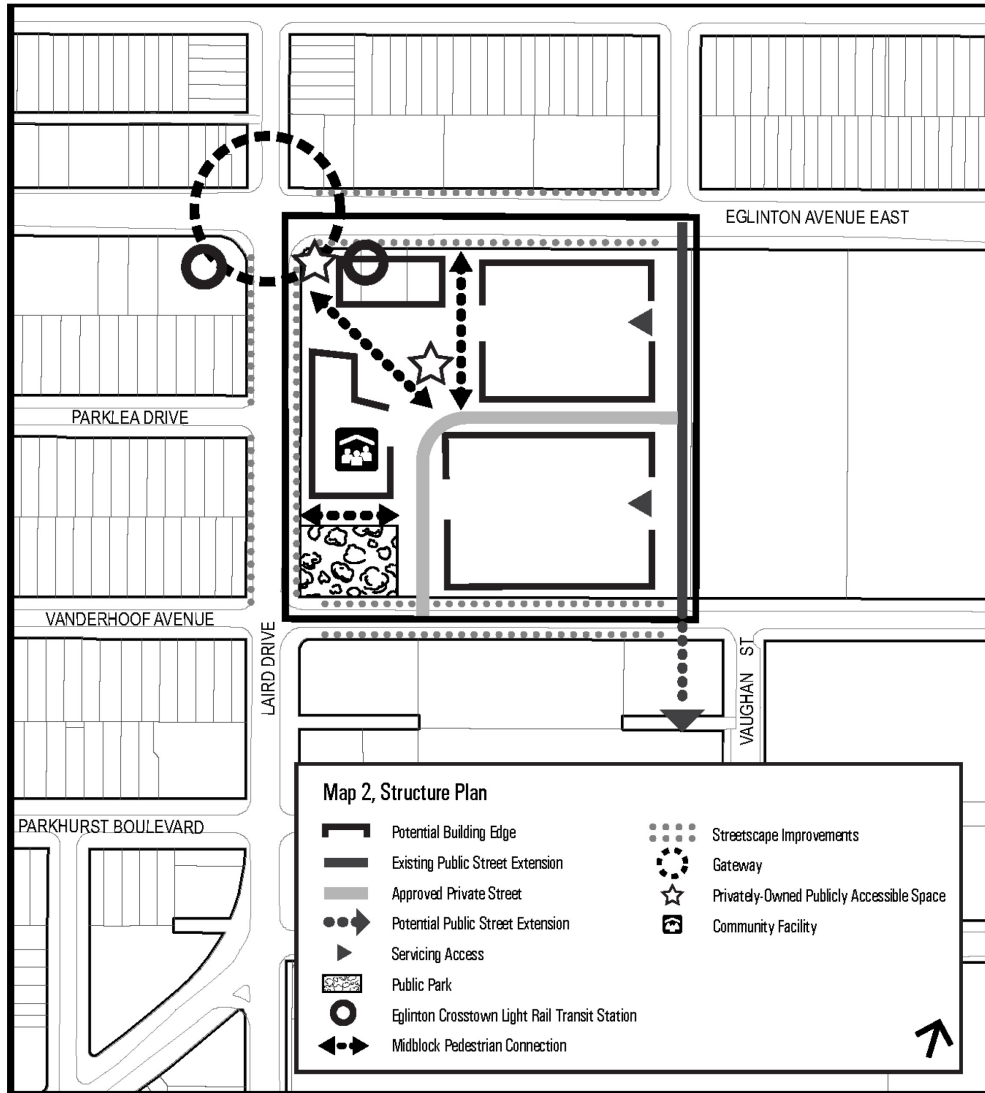
on-going conversations, to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities.

- 11.9 A new community facility will be located on the site to capitalize on access to public transit available in this location.
- 11.10 The following community services and facilities will be prioritized:
- i. New, non-profit child care facilities to serve the projected residential population growth; and
 - ii. Flexible, multi-purpose, community facility space to provide for a wide range of programs for people of all ages and abilities.
- 11.11 The new community facility will be designed to meet the requirements of the City and its agencies and:
- i. Will be located in a highly visible location with strong pedestrian, cycling and transit connections;
 - ii. Will be located within a mixed-use building, where possible; and
 - iii. In the event that a multi-purpose community facility space is provided on site, that space will provide flexible, accessible space that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

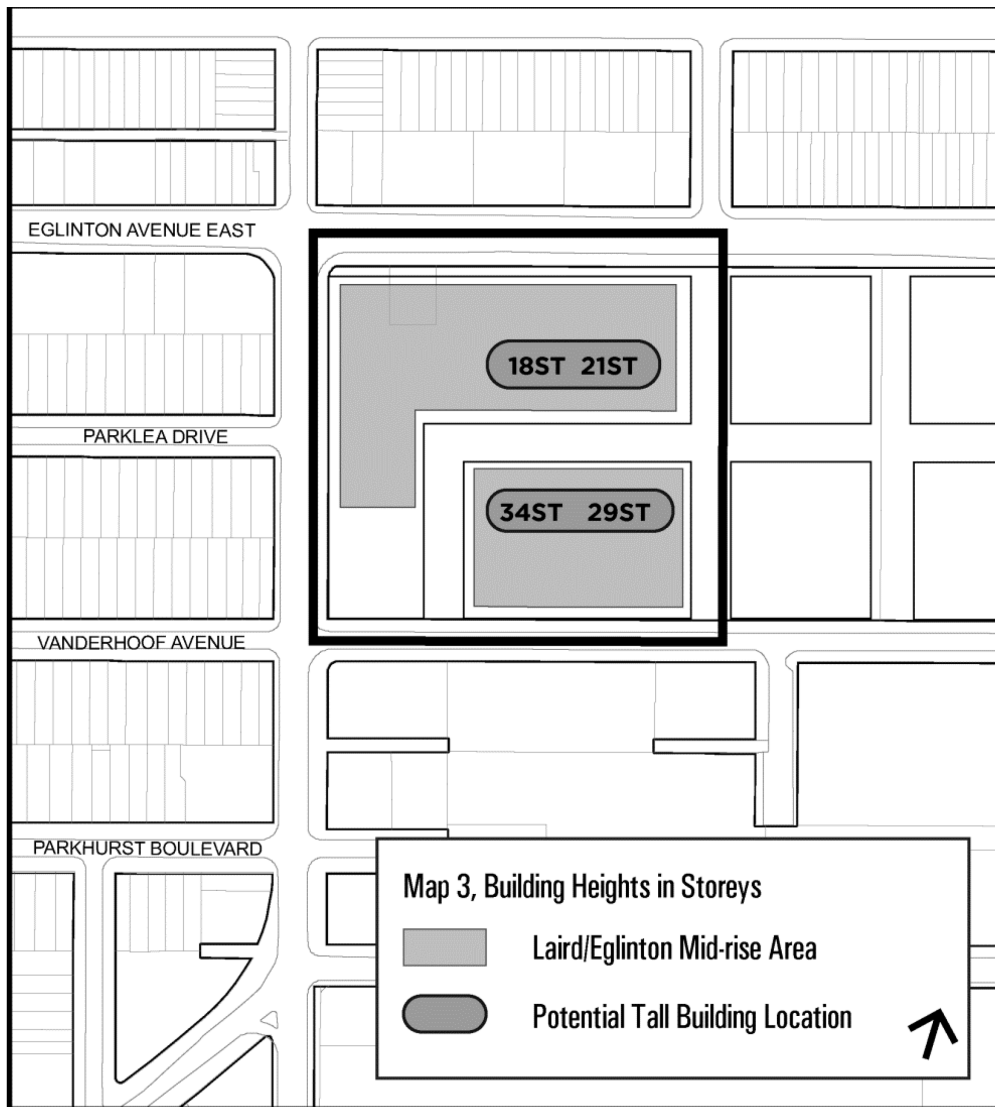
Sustainability

- 11.12 Environmentally sustainable built form will be encouraged through the Development.
- 11.13 Development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.
- 11.14 Co-energy facilities will be encouraged.
- 11.15 Infrastructure which encourages sustainability will be provided with development such as cycling and pedestrian infrastructure.

Map 2, Structure Plan



Map 3, Building Heights in Storeys



Map 4, Mobility

