

CC20.15 - Appendix A to Confidential Attachment – made public on July 22, 2016

Proposed Change to section 6 of OPA 253 - Site and Area Specific Policy 476(k) be amended by replacing:

The conveyance of land to the City for new and/or extended public laneways or provision of an easement for public access over an existing private laneway, will be required for nominal consideration from property owners as a condition of subdivision, severance, rezoning, minor variance, condominium or site plan approvals.

with the following:

The conveyance of an interest in land to the City for new and/or extended public laneways or provision of an easement for public access over an existing private laneway, may be required for nominal consideration from property owners as a condition of subdivision (including a consent to sever), rezoning, condominium approval or, where reasonably appropriate, minor variance or site plan approvals.

In addition, insert a new sidebar to Site and Area Specific Policy 476(k) as follows:

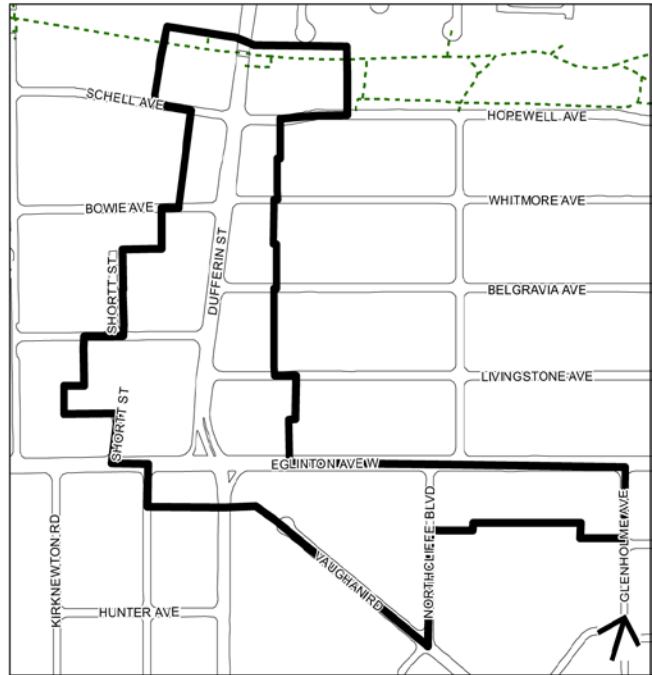
An interest in land may include, but is not limited to, the acquisition of a surface easement for public laneway purposes, allowing the lands above and below the easement to be used for development purposes, including underground parking, balconies, etc. In considering whether to require the conveyance of an interest in lands as a condition of development approval, Council will have regard to the type of application, the nature of the development proposal and the locational circumstances applying to the development site and adjacent lands in order to determine whether a conveyance is appropriate.

CC20.15 –Appendix B to Confidential Attachment - made public on July 22, 2016

Proposed Changes to section 6 of OPA 253:

6. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 477 as follows: [Note – changes are underlined]
 - "477. Certain Lands in the vicinity of Eglinton Avenue West and Dufferin Street**
 - (a) Development on the lands will be supported by transportation infrastructure as relevant to any individual site:
 - (i) new and improved pedestrian connections to the future Crosstown LRT station entrances;
 - (ii) improved pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park;
 - (iii) greater setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline trail to provide wider sidewalks and improve the public realm; and
 - (iv) cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road.
 - (b) On lands where the following may be located, the enactment of any amendment to the zoning by-law to permit residential units is conditional upon the prior or concurrent adoption by Council of a Transportation Study that:
 - (i) considers the extension of Shortt Street between Eglinton Avenue West and Ramsden Road; and
 - (ii) considers eliminating the jog between Locksley Avenue and Northcliffe Boulevard and redesigning the intersection to improve pedestrian and cycling connections.
 - (c) To support a balanced mix of uses, new development on the lands will:

- (i) generally maintain the amount of existing non-residential gross floor area on the lands; and
 - (ii) include a range of retail establishment sizes.
- (d) On lands where the following may be located, development on the lands will enhance the public realm as follows:
- (i) create a high quality civic plaza at the main entrance to the Crosstown LRT station; and
 - (ii) enlarge and redesign St. Hilda's parkette so that it is integrated with the Crosstown LRT station entrance and improves the pedestrian connection to Vaughan Road.
- (e) Development on the lands will:
- (i) maintain the main street character of Dufferin Street and Eglinton Avenue West including retail uses on the ground floor;
 - (ii) provide appropriate transition in scale between new development and existing nearby *Neighbourhoods*;
 - (iii) incorporate tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that generally implement the Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings. For the balance of the area, development will be predominately mid-rise. [Remove – “accented with tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that generally implement Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings”];



- (iv) for the lands within the view terminus at the northeast and southwest quadrants of the Dufferin Street and Eglinton Avenue West intersection caused by the jog along Dufferin Street when travelling north and south along Dufferin Street, a high quality of urban design shall be required to enhance these terminus views;
 - (v) increase pedestrian space by providing greater setbacks at each of the four corners of Dufferin Street and Eglinton Avenue and particularly on the north west corner; and
 - (vi) incorporate the City-owned parking lot in the redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection subject to suitable arrangements being made for replacement of this public parking.
- (f) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, improvements to Fairbank Memorial Park and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices."