

1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive – Official Plan Amendment Application – Request for Direction Report

Date: December 20, 2019

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: Ward 20 – Scarborough Southwest

Planning Application Number: 16 230579 ESC 35 OZ

SUMMARY

This application proposes to amend the Toronto Official Plan to add a Site and Area Specific Policy (SASP) for the lands known as the Eglinton Square lands (1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent, and 64-68 Harris Park Drive) to permit a mixed use development. The SASP would provide for a mixed-use community to develop over time on the lands. The mixed-use development would include multiple tall buildings with a range of building heights and stacked townhouses with a total of 1,630 residential units and 26,004 m² of new retail uses proposed to be developed in five (5) blocks.

The Official Plan Amendment (OPA) application was submitted on October 4, 2016, and has been appealed to the Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT) citing City Council's failure to make a decision within the prescribed time frames set out in the *Planning Act*. The appeal was filed on November 10, 2017.

A related Rental Housing Demolition and Conversion application (File No. 16 230698 ESC 35 RH) under Section 111 of the *City of Toronto Act* (Chapter 667 of the Municipal Code) was also submitted on October 4, 2016 to allow for the removal of 91 rental units in eight (8) existing apartment buildings, to be replaced elsewhere in the future redevelopment of the site. Review of this application is underway and a decision on this application will be deferred until such time as a decision has been made by the LPAT on the OPA application, and a decision has been made on the Zoning By-law Amendment (17 242390 ESC 35 OZ) application for these lands.

On December 16, 2019, the City received a letter from the applicant's solicitor, being a "with prejudice" settlement offer and formal revision to the application ("Resubmission

Letter"). The Resubmission Letter advised that the applicant has amended its application to include all of its lands inclusive of the existing shopping mall, and excepting the block containing existing rental dwelling units (known as Block E in the original application), including a proposed density of 4.9 times the area of its lands. The letter cites that the reason it is amending its application is because the City asked the applicant to resubmit to include all of its holdings. The City, as common in many applications, requests a block context plan to understand how the development proposal fits within the larger context including other sites. This is especially the case in an emerging development area that will be the subject of major redevelopment in the future. City Staff did not request or invite a resubmission to include the shopping mall block, but only to illustrate the development proposal in the larger context that happens to include lands within the same land holdings as the subject lands.

The Resubmission Letter was not accompanied by any supporting reports or update letters from the original application, as acknowledged in the Resubmission Letter. City Staff are not in a position to adequately review, circulate and comment on the revised proposal given the timelines and lack of a complete submission package. It is unusual to receive a revised submission requesting additional density from an original submission and therefore the original supporting reports cannot be used to support the revised proposal.

Without a circulation and review, City staff cannot support the revisions. Should the applicant intend to pursue a revision to its application, they should formally resubmit and provide the required documentation for City staff to review and after a reasonable circulation period, City staff will seek further direction. Until that time the City cannot establish a fulsome list of issues in opposition of the revised application at a hearing before the LPAT. Accordingly, the report largely addresses the original application, however also recommends that the City Solicitor oppose the revised application.

The purpose of this report is to seek City Council's direction for the City Solicitor, together with appropriate City staff and/or external consultants, to attend the LPAT hearing to oppose the application in its current form. City staff have concerns with how the proposed Official Plan Amendment can be supported in the context of the GMSP consultants' reports and recommendations for the broader Golden Mile area and for the subject site.

The GMSP consultants Transportation Master Plan ("TMP"), Community Infrastructure Strategy and the Master Servicing Plan ("MSP") provide comprehensively analyzed information to assist with the direction on how growth can be accommodated within the Golden Mile Area. These studies will also be used to inform the emerging policy direction in the proposed Golden Mile Secondary Plan, as presented in the report dated December 20, 2019, and being considered at the January 8, 2020 Scarborough Community Council meeting. The proposed Official Plan Amendment, in its current form, is not consistent with the Provincial Policy Statement (PPS 2014), does not conform with the Growth Plan (2019), and does not conform to the City's Official Plan.

This report also recommends that the City Solicitor and appropriate City staff be authorized to continue discussions with the applicant in an effort to address the issues outlined in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with appropriate staff, and/or external consultants, as may be appropriate, to attend the Local Planning Appeal Tribunal (LPAT) hearing to oppose the applicant's appeal respecting the Official Plan Amendment application (File No. 16 230579 ESC 35 OZ), and the with prejudice settlement offer dated December 16, 2019, in its current form, for the lands at 1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive (the "Lands") for the reasons contained in the report dated December 20, 2019 from the Director, Community Planning, Scarborough District.
2. City Council authorize the City Solicitor, and appropriate City Staff to continue discussions with the applicant and resolve outstanding issues detailed in the report dated December 20, 2019 from the Director, Community Planning, Scarborough District, and generally to support a revised proposal that is generally consistent with the Golden Mile Secondary Plan ("GMSP") Study direction for the Lands, and report back to City Council on the outcome of discussions, if necessary.
3. In the event that the Local Planning Appeal Tribunal ("LPAT") allows the appeal in whole or in part, City Council direct the City Solicitor to request the LPAT to withhold the issuance of any Orders on the Official Plan Amendment appeal for the subject lands until such time as the LPAT has been advised by the City Solicitor that the proposed Official Plan Amendment is in a form and with content satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

Eglinton Connects

In May 2014, City Council directed City Planning staff to undertake further study of the six focus areas that were identified in the Eglinton Connects Planning Study. The Golden Mile was one of the focus areas along the 19-kilometre Eglinton Crosstown Light Rail Transit (LRT) corridor. The focus areas were identified due to their capacity to accommodate future residential, mixed-use and employment growth.

Further information regarding the Eglinton Connects Planning Study can be found at: <https://www.toronto.ca/legdocs/mmis/2014/pg/bgrd/backgroundfile-68062.pdf>

Golden Mile Market Analysis and Economic Study

City Planning staff retained Urban Metrics Inc. to undertake the Golden Mile Market Analysis and Economic Strategy Study, which was completed in December 2016. The Study analyzed the existing economic and employment conditions in the Golden Mile. The Study included suggestions for an economic strategy that would inform the development of a vision and planning framework for the Golden Mile area.

Further information regarding the Golden Mile Market Analysis and Economic Strategy Study can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC21.12>

Pre-application Consultation – Official Plan Amendment

A pre-application consultation meeting was held with the applicant on July 12, 2016 to discuss complete application submission requirements. The applicant was advised that the Eglinton Square Mall lands would form part of the area subject to the City's proposed Golden Mile Secondary Plan Study to be initiated in 2016, and that the lands to the south encompassing 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive were outside of the Study area (these lands have since been added to the GMSP Study area).

Staff also identified a number of issues including the need for a comprehensive study of the entire Golden Mile Focus Area, the need for an analysis of transportation, servicing requirements, community services and facilities needs, park land dedication and open space requirements, provision for "complete and walkable communities", and the enhancement of employment and residential uses. At the meeting staff expressed a strong desire that the applicant withhold their OPA application until the GMSP Study was complete.

Official Plan Amendment Application 16 230597 ESC 35 OZ and Rental Housing Demolition Control Application 16 230698 ESC 35 RH Preliminary Report

At its meeting of January 31, 2017, Scarborough Community Council (SCC) considered a Preliminary Report from the Director, Community Planning, Scarborough District, dated December 13, 2016, respecting an application to amend the Official Plan for the lands at 1-70 Eglinton Square, 1431 & 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive. The application proposes to add a SASP to the subject lands to add new policies to guide future mixed-use development on the lands. A related Rental Housing Demolition application was also submitted, which proposes to remove 91 existing rental units in the eight apartment buildings at 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive, to be replaced in the future redevelopment of the subject lands.

Scarborough Community Council adopted the recommendations of the report, which included in particular that staff will process the applications concurrently with, and within the context of, the GMSP Study, and that the applications would be considered by Council concurrently or following Council's consideration of the GMSP.

The Preliminary Report and decision of SCC can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC19.19>.

Appeal to LPAT (former OMB)

On November 10, 2017, the applicant filed an appeal to the OMB (now LPAT) for the City's failure to make a decision on the application to amend the Official Plan within the statutory timeframe set out in the *Planning Act*. The appeal is considered a "legacy" appeal under the transition regulations of the LPAT Act.

A pre-hearing conference was held on April 5, 2018 wherein the legal counsel for the owner and the City of Toronto both advised that a Secondary Plan Study for the Golden Mile Focus Area, which includes the subject properties, is underway and both parties acknowledged the value of allowing the Study to advance before dealing any further with the appeal of the application to amend the Official Plan. Second and third pre-hearing conferences were held on October 18, 2018 and July 9, 2019, respectively, to provide an update on the status of the GMSP Study and other relevant matters. The Tribunal has directed that the Parties are to prepare a draft Procedural Order (PO) for submission to the Tribunal by February 18, 2020 and a fourth pre-hearing conference has been scheduled for February 25, 2020.

Rezoning Application 17 242390 ESC 35 OZ (same lands as for subject OPA application)

The subject rezoning application was submitted on October 3, 2017 and deemed complete on February 7, 2018. A Preliminary Report on the application was adopted by Scarborough Community Council on January 16, 2018 authorizing staff to conduct a community consultation meeting with an expanded notification area. The Preliminary Report and the decision of SCC can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC27.7>.

This application has not been appealed to the LPAT.

Golden Mile Secondary Plan Study

In May 2016, City Planning staff initiated the Golden Mile Secondary Plan ("GMSP") Study to develop a vision and comprehensive planning framework for the Golden Mile area that would include Secondary Plan policies and guidelines/strategies that direct:

- Built form, public realm, community infrastructure, and public art strategies;
- A transportation master plan and master servicing plan;
- Urban design guidelines; and

- Implementation/financial strategies.

In consultation with staff from other City divisions and agencies, City Planning staff worked with a team of land use planning, urban design, transportation, servicing, and community services and public engagement consultants led by SvN Architects + Planners Inc. ("SvN"). City Planning staff have also consulted with the broader Golden Mile community throughout the Study process as part of the public engagement strategy.

The Study encourages appropriate residential and non-residential growth on lands designated *Mixed Use Areas and Apartment Neighbourhoods*, and employment uses, including office development/investment on lands designated *General Employment Areas*.

The Study was also to provide a high level assessment of the infrastructure that will be required to support the anticipated growth in the Golden Mile, including streets, servicing, parks, and community services and facilities.

The GMSP Study is a three-phase study that is currently in Phase Three. Each phase of the Study has included multiple public engagement/consultation meetings for City staff, external stakeholders, a Local Advisory Committee ("LAC"), and members of the general public.

Phase One

Phase One occurred from June to December 2017. This phase focussed on an analysis of the GMSP Study area and its surrounding context, developing an understanding of the opportunities and constraints within the Golden Mile and identifying the necessary work to be undertaken in other components of the Study. A draft vision and guiding principles were developed to inform the work to be undertaken in Phase Two. A Community Consultation Meeting ("CCM") was held on June 28, 2017, and a Visioning Workshop was held on October 14, 2017.

On February 21, 2018, Scarborough Community Council received an Information Report from City Planning staff dated January 24, 2018. The report provided information regarding the status and Background Report for the GMSP Study. The report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC28.4>

Phase Two

Phase Two of the Study occurred from January to August 2018, to further develop the vision and guiding principles for the Study area. Phase Two identified several development alternatives for the Golden Mile that were analyzed and tested. Three alternatives were selected for detailed discussion with the TAC and LAC members, as well as through the public consultation process. On June 26, 2018, a CCM and a Landowners and Business Owners Open House were held to present the three development alternatives. An Alternatives Report was drafted by the consulting team,

which provides a summary of the analysis and feedback regarding the three development alternatives.

The TMP study has identified congestion on Eglinton Avenue East, limited east-west connectivity, and north-south transit capacity as main transportation constraints for the study area. Several street and block network alternatives were developed and assessed to address these constraints. As a solution, two of the proposed alternatives included the potential reconfiguration and extension of O'Connor Drive.

The presentation materials from the CCM on June 26, 2018, can be found here: <https://www.toronto.ca/wp-content/uploads/2018/06/8fe4-city-planning-golden-mile-secondary-plan-study-community-consultation-meeting-3-presentation.pdf>

At its meeting on April 16, 2019, City Council approved the expansion of the GMSP Study boundaries to expand the boundaries within Scarborough District and to include lands within North York District on the west side of Victoria Park Avenue, within Ward 16 - Don Valley East (refer to Attachment 5: Golden Mile Secondary Plan Study Area Boundary). As a result, the GMSP study area increased from 97 to 113 hectares, of which approximately 4.3 hectares is located within the North York District. At this meeting, City Council also waived the requirements of Toronto Municipal Code Chapters 27-16.2 and 27-16.5, and directed that all reports related to the GMSP, including the statutory meeting required under the *Planning Act*, be directed to Scarborough Community Council.

The City Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH4.3>

At this meeting, City Council also received the GMSP Study - Alternatives Report for information, which summarized the findings from Phase Two of the Study. The Alternatives Report can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/golden-mile-secondary-plan-study/information-reports/>

Phase Three

Phase Three of the Study commenced in September 2018, to identify a draft preferred alternative based on the feedback from Phase Two. Staff have worked with partners in other divisions and agencies, as well as the consulting team to refine the preferred alternative to develop a final design and plan for the study area. Staff have also consulted with landowners, TAC and LAC members, as well as other stakeholders throughout Phase Three of the Study. This has allowed more fulsome discussions regarding the emerging built form and public realm strategies.

On June 3, 2019, City Planning staff hosted a CCM primarily with residents and stakeholders from the west side of Victoria Park Avenue (former North York and East York), as well as some residents from the east side of Victoria Park Avenue. The purpose of the meeting was to discuss the status of the Study, the emerging direction for Golden Mile, and the potential reconfiguration of O'Connor Drive at Victoria Park Avenue and extension east of Victoria Park Avenue.

The materials that were presented at the June 3, 2019, CCM can be found here: https://www.toronto.ca/wp-content/uploads/2019/06/90c1-CityPlanning_GMSP-RoadMeeting-3Jun19.pdf

The preferred alternative, and emerging built form and public realm strategies were presented to the LAC on June 5, 2019, and to the public at a CCM on June 25, 2019. The emerging preferred street and block network presented at the CCM included a conceptual reconfiguration of O'Connor Drive.

The presentation materials from the CCM on June 25, 2019, can be found here: https://www.toronto.ca/wp-content/uploads/2019/07/97be-CityPlanning_GoldenMile_Presentation.pdf

The final report regarding the GMSP Study is expected to be considered by City Council in Q2 2020.

ISSUE BACKGROUND

Application Description

The application proposes to amend the Official Plan to add a SASP to the subject lands to permit a mixed use development.

The proposed OPA maintains the existing *Mixed Use Areas* and *Neighbourhoods* land use designations. The SASP would provide for a mixed-use community to develop over time on the lands. The application proposes to retain the existing Eglinton Square Mall and demolish the existing three-storey apartment buildings on Engelhart Crescent and Harris Park Drive, as well as the buildings on Victoria Park Avenue. In total, the application proposes 1,630 residential units and 26,004 m² of new non-residential Gross Floor Area and an overall FSI of 5.02 times for area of Blocks A, B, C, D and E, and an FSI of 2.59 times the entire area of the lands. Blocks A, B, C, D and E are proposed to be developed as follows:

- Block A fronting Eglinton Avenue – A mixed-use development consisting of two towers (38 and 40 storeys) rising from a 6-storey base building, 693 residential units and 24,323 m² of retail space, with 934 parking spaces in two levels of below grade parking and five partial levels of above grade parking. Net FSI: 8.95.
- Block B fronting Pharmacy Avenue and Alvinston Road – A mixed-use development consisting of one tower (25 storeys) rising from a 6-storey base building, 299 residential units and 499 m² of retail space, with 294 parking spaces located below grade. Net FSI: 5.70.
- Block C fronting Victoria Park Avenue – A mixed-use development consisting of two towers (25 and 30 storeys) rising from a 6-storey base building, 505 residential units and 1,182 m² of retail space, with 393 parking spaces located below grade. Net FSI: 7.96.

- Block D fronting Engelhart Crescent – A 4-storey stacked townhouse development in four building blocks containing 58 residential units with rooftop terraces and 72 parking spaces located below grade. Net FSI: 1.06.
- Block E fronting Engelhart Crescent and Harris Park Drive – A 4-storey stacked townhouse development in five building blocks containing 75 residential units, with rooftop terraces and 80 parking spaces located below grade. Net FSI: 1.22.

See Attachment 6: Conceptual Site Plan for the site.

In addition to the proposed Official Plan Amendment, an application was submitted under Municipal Code Chapter 667 for the demolition and conversion of the existing rental housing units at 14-26 and 19-23 Engelhart Crescent, and 64 and 68 Harris Park Drive (File No.: 16 230698 ESC 35 RH). The three-storey walk-up apartment buildings at these addresses, described as Blocks D and E in the proposal, would be demolished and replaced with four-storey stacked townhouse blocks. A total of 91 rental units would be lost through the demolition. The units are proposed to be replaced in the developments on Blocks A, B and C.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1: Application Data Sheet.

See Attachment 2: Location Map for a two dimensional view of the subject site and surrounding context.

December 16, 2019 - With Prejudice Settlement Offer

On December 16, 2019, the applicant submitted a with prejudice settlement offer with regard to the appeal of their Official Plan Amendment application. The settlement offer amended the application to include all of its lands inclusive of the existing shopping mall, and excepting the block containing existing rental dwelling units (known as Block E in the original application). It included amendments to mixed-use buildings that ranged in height from 11-storeys to 45-storeys, 4,272 residential units and gross density of 4.95 times the area of the site, which exceeds the October 4, 2016, application and the GMSP Study and associated consultant reports.

As of the date of this report, the applicant had not provided detailed documentation in support of the proposed settlement offer, which City staff require in order to complete their review of the proposed revisions. The supporting documentation required for a proposal that exceeds the GMSP Study direction, must include a comprehensive analysis of the cumulative impact of such an increase on the infrastructure (transportation, servicing and community service facilities), public realm and built form networks for the subject site and the Golden Mile area as a whole.

Site and Surrounding Area

The subject lands include a total of 7.511 hectares. Present uses on the subject lands include the Eglinton Square Mall, extensive areas of surface parking lots, commercial-retail uses at 1431 & 1437 Victoria Park Avenue (Beer Store, H&R Block and Ontario Conservatory of Music), and eight, three-storey walk-up apartment buildings containing a total of 91 rental units. The subject area is generally flat, with lands to the west and south sloping downward such that the subject lands occupy an area of high ground.

The easterly portion of the Eglinton Square Mall, which includes the Metro supermarket, Burger King and City Optical as well as their associated parking lots are under different ownership and are not part of the application or development proposal. Surrounding land uses are as follows:

North: Across Eglinton Avenue, a large footprint retail-office plaza featuring No Frills, Bulk Barn, Dollarama, Scotiabank, Joe Fresh, Fit 4 Less, City of Toronto Employment and Social Services offices, and a number of food outlets (designated *Mixed Use Areas*), known as the Golden Mile Shopping Centre. Beyond this development is a second smaller plaza at 1525-1527 Victoria Park Avenue that contains Value Village, Pet Valu, Woodgreen Employment Services, the Victoria Park Hub and office uses on the second storey. An area designated *Apartment Neighbourhoods* comprising fourteen 4-storey apartment buildings is located east of Victoria Park Avenue, north of the Golden Mile Shopping Centre, and west of Pharmacy Avenue. Immediately northwest of the subject lands, on the north side of Eglinton Square is the Victoria Park-Eglinton Parkette; and on the northwest corner of Eglinton Avenue and Victoria Park Avenue are lands designated *Apartment Neighbourhoods* containing five, mid-rise, rental apartment buildings.

South: The Clairlea residential community, designated *Neighbourhoods*, is an area of predominantly single family dwellings with a few low rise apartment buildings. South of the subject lands at 1421 Victoria Park Avenue is a two storey Bell utility building, designated *Mixed Use Areas*.

West: Lands at the northwest and southwest corner of O'Connor Drive and Victoria Park Avenue are designated *Mixed Use Areas*. They contain a townhouse development and a variety of commercial uses to the north of O'Connor Drive, and more commercial uses to the south of O'Connor Drive. Further south along Victoria Park Avenue to Sunrise Avenue, lands are designated *Apartment Neighbourhoods*, which comprise two 10-storey and six 4-storey apartment buildings.

East: A large single storey employment use is located on the southeast corner of Pharmacy Avenue at Eglinton Avenue East (1891 Eglinton Avenue). The northerly portion of the site was redesignated to *Mixed Use Areas* through OPA 231 and it also applied a Site and Area Specific Policy (SASP 435) to the lands. The southerly portion of the lands are designated *General Employment Areas* by OPA 231. Further south is the Ipex plastics manufacturing plant, a large scale employment use.

POLICY CONSIDERATION

Section 2 of the *Planning Act*

The *Planning Act* governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under this Act shall have regard to matters of provincial interest including:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the resolution of planning conflicts involving public and private interests;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the promotion of built form that,
 - is well-designed,
 - encourages a sense of place, and
 - provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These relevant matters of provincial interest, which all approval authorities shall have regard for in carrying out their responsibilities under the *Planning Act*, are particularly relevant to this proposal.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the PPS) provides policy direction province-wide 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 well-being 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.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan (2019)) came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2019) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- retaining viable employment lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

The Golden Mile area is located within 800 metres of the five (5) ECLRT stops, none of which are currently delineated as a Major Transit Station Area (MTSA) in the Official Plan as required to be completed by the Growth Plan through the next municipal comprehensive review for Ministerial approval.

Schedule 5 of the Growth Plan (2019) also identifies Eglinton Avenue as a priority transit corridor and Map 4 of the Official Plan identifies Eglinton Avenue as a higher order transit corridor. The Growth Plan policies for major transit station areas on priority transit corridors including the following policies:

- 2.2.4.1 the priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan;
- 2.2.4.8 b): the areas around major transit station areas will be planned with infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;
- 2.2.4.9 a): development will be supported by planning for a diverse mix of uses, including affordable housing to support existing and planned transit service levels; and
- 2.2.5 d): integrating and aligning land use planning and economic development goals and strategies to attract investment and employment.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS 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.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Section 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation. In the opinion of staff, the recommendations in this report do not impact the policies of the Growth Plan which require comprehensive municipal implementation.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Staff have reviewed the proposed OPA for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Toronto Official Plan policies can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application includes lands identified as an *Avenue* on Map 2 of the Official Plan and lands designated *Mixed Use Areas* and *Neighbourhoods* on Map 20.

See Attachment 3: Official Plan Land Use Map for the Official Plan designations of the subject site and adjacent properties.

The application is also located within the Golden Mile Secondary Plan study area, see Attachment 5: Golden Mile Secondary Plan Study Area Boundary.

Chapter 2 - Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, growth areas in the City are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2 – Urban Structure of the Official Plan.

The lands immediately north and south of Eglinton Avenue are identified as an *Avenue* on Map 2. A portion of the Eglinton Square lands are included in the *Avenue* area, which encompasses the lands proposed for development in Block A and the northern portion of the lands proposed for development in Block C. Eglinton Avenue East within the Golden Mile Study Area is a major arterial and a Higher Order Transit Corridor, as described by Maps 3 and 4 in the Official Plan.

Official Plan Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. Furthermore, policy 2.2.3 requires that the City's transportation network be maintained and developed to support the growth objectives of the plan, by, among other matters, ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the city's physical structure. Furthermore, policy 3.1.1.17 identifies that new streets should be public streets.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

Chapter 2 of the Official Plan sets out a policy framework and strategy for managing Toronto's growth and includes policies respecting *Avenues*. An *Avenue* is an important corridor along a major street where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents. Section 2.2.3 states that the framework for new development on an *Avenue* will be established through an *Avenue* (segment) Study, resulting in appropriate zoning

and design guidelines created in consultation with the local community. Development may be permitted on the *Avenues* prior to an *Avenue Study* and will be considered on the basis of all the policies of the Plan.

Development applications on lands designated *Mixed Use Areas* and located along an *Avenue*, which proceed in advance of an *Avenue Study*, have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*.

Policy 2.2.3.3 c) states that in addition to satisfying all other policies of the Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue Study* will:

- i. support and promote the use of transit;
- ii. contribute to the creation of a range of housing options in the community;
- iii. contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- iv. provide universal physical access to all publicly accessible spaces and building;
- v. conserve heritage properties;
- vi. be served by adequate parks, community services, water and sewers, and transportation facilities;
- vii. be encouraged to incorporate environmentally sustainable building design and construction practices that:
 - 1) reduce stormwater flows;
 - 2) reduce the use of water;
 - 3) reduce waste and promote recycling;
 - 4) use renewable energy systems and energy efficient technologies; and
 - 5) create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

Section 2.3.1 Healthy Neighbourhoods

The rear (south) portion of the Eglinton Square Mall property and the other properties that are the subject of the application (1431 & 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent, and 64-68 Harris Park Drive) are not identified as part of the *Avenue* portion of Eglinton Avenue East. The Healthy Neighbourhoods policies of the Official Plan (policy 2.3.1.1) state that *Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and opens space patterns in these areas. Policy 2.3.1.3 further states that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. As previously mentioned, the City initiated the GMSP Study in May 2017, consultant reports that studied the area are now publically available forming the basis of the draft Secondary Plan policies for the Golden Mile that represent the policy directions for the study area, which includes these lands, are contained in the report dated December 20, 2019 and being considered at the January 8, 2020 meeting of Scarborough Community Council.

Chapter 3 - Building a Successful City

Section 3.1.1 The Public Realm

The public realm policies in Section 3.1.1 of the Official Plan acknowledge the importance of the public realm and quality urban design in creating great communities and building a great city. The public realm is comprised of the streets, parks, and open spaces of the City and is the framework with which development occurs. Among other matters, the policies aim to promote quality architectural, landscape and urban design; improve physical and visual access from public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Policy 3.1.1.5 acknowledges that city streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. It directs that new and existing City streets incorporate a Complete Streets approach and be designed to perform their diverse roles by:

"a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:

- i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
- ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
- iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof.

b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;

c) reflecting differences in local context and character;

d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and

e) serving as community destinations and public gathering places."

Policy 3.1.1.15 acknowledges that interior shopping malls should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement. Further, it acknowledges that "additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open spaces as the structural framework that supports high quality city living."

Policy 3.1.1.16 provides for development criteria for new streets, including that new streets be designed to provide connections with adjacent neighbourhoods, promote a connected grid of streets that offers safe and convenient travel options, extends sight lines and view corridors, divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; improve the visibility, access and prominence of unique natural and human-made features; and provide access for emergency vehicles.

Section 3.1.2 Built Form

The Built Form policies in Section 3.1.2 of the Official Plan state that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development will be located and organized to fit within its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and directly accessible from the public sidewalk; providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and preserving existing mature trees wherever possible and incorporating them into landscaping designs (Policy 3.1.2.1).

New development will also locate and organize vehicle parking, vehicular access, service areas and utilities to "minimize their impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings where possible;
- d) providing underground parking where appropriate;
- e) limiting surface parking between the front face of a building and the public street or sidewalk; and
- f) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces" (Policy 3.1.2.2).

Furthermore, Policy 3.1.2.3 directs that new development will be massed and its exterior façade to 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 by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighboring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighboring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighboring parks as necessary to preserve their utility.

Policy 3.1.2.4 requires that new development 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 for the proposed and future uses of these areas.

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing improvements to adjacent boulevards and sidewalks respecting sustainable design elements, such as trees, hedges, plantings, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities; co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms; weather protection such as canopies, and awnings; landscaped open space within the development site; and public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development. Section 3.1.3 includes Built Form policies for tall buildings, recognizing that tall buildings come with larger civic responsibilities and obligations than other buildings. Policy 3.1.3.1 outlines the main components of a tall building – base building, a middle portion, and a top building, with each having their own unique civic responsibility. The base buildings provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, and minimize the impact of parking and servicing uses. The middle portion should be designed so that smaller floor plate sizes and shapes have appropriate dimensions for the site, are located and oriented on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the policies of the plan. The top of tall buildings contribute to the skyline character and should integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires that tall buildings address key urban design considerations, including:

- meeting the built form principles of the Official Plan;

- demonstrating how the proposed buildings and site designs will contribute to and reinforce the overall City structure;
- demonstrating how the proposed buildings and site designs relate to the existing and/or planned context;
- taking into account the relationship of the topography and other tall buildings; and
- providing high quality, comfortable and usable publically accessible open space areas; and
- meeting other goals and objectives of this Plan.

Section 3.1.4 Public Art

Section 3.1.4 of the Official Plan recognizes the importance of Public Art to reflect the City's cultural diversity and history. Public art is encouraged to be included in all significant private sector developments.

Section 3.2.1 Housing

The Housing policies in Section 3.2.1 of the Official Plan 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. New housing supply will be encouraged through intensification and infill that is consistent with the policies of the Official Plan.

Per Policy 3.2.1.5 of the Official Plan, where six or more rental housing units will be lost as a result of redevelopment, the rental units are required to be replaced with the same number, type and size of units.

Per Policy 3.2.1.9, on large sites, generally greater than five (5) hectares in size, such as the Eglinton Square Mall and associated lands, where an increase in density and/or height is proposed, the Plan requires that the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing.

Section 3.2.2 Community Services and Facilities

The Community Services and Facilities policies in Section 3.2.2 of the Official Plan state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change, and will be informed through the preparation of a community services strategy. The inclusion of community service facilities are encouraged in all significant private sector development.

Section 3.2.3 Parks and Open Spaces

The City's Green Space System, made up of parks and open spaces, the natural heritage system, and a variety of privately-managed but publicly-accessible spaces, is an integral part of our quality of life and social well-being. It provides opportunities for recreation, relaxation, and experiencing nature in peace and quiet, and contributes to Toronto's competitive advantage as a place to invest.

The City's park planning areas are shown on Map 8(C) of the Official Plan. The information on Map 8(B) for these park planning areas will be used to require, wherever possible, that new parkland be provided when development occurs in areas of low parkland provision. The area requires new parkland on site.

Section 3.3 Building New Neighbourhoods

Section 3.3 of the Official Plan speaks to the building of new neighbourhoods. New neighbourhoods are to have a comprehensive planning framework to reflect the Plan's city-wide goals as well as the local context. Policy 3.3.1 states that the framework should include:

- the pattern of streets, development blocks, open spaces and other infrastructure;
- the mix and location of land 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.

The Official Plan directs that new neighbourhoods must be viable as communities, and 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 building and services and facilities that meet the needs of residents, works and visitors (policy 3.3.2).

As per policy 3.3.3, new neighbourhoods will be carefully integrated into the surrounding fabric of the City, and will have good access to transit and good connections to the 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. This objective is also captured in Section 1.2 of the adopted city-wide Tall Building Design Guidelines, wherein a master plan for larger sites is required.

Chapter 4 – Land Use Designations

The lands at 19-23 Engelhart Crescent and 64-68 Harris Park Drive are designated *Neighbourhoods* on Map 20 of the Official Plan (refer to Attachment 3: Official Plan Land Use Map). *Neighbourhoods* are physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Section 4.1 of the Official Plan outlines policies pertaining to lands within the *Neighbourhoods* designation.

The Official Plan contains specific development criteria related to lands designated *Neighbourhoods*. On infill sites where it is not possible to maintain the prevailing

pattern of lot size, configuration and/or orientation in established area, Policy 4.1.9 sets out the development criteria to guide the development. The criteria set out in Policy 4.1.9 requires infill development in established Neighbourhoods to:

- a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- c) front onto existing or newly created public streets wherever possible, with no gates limiting public access;
- d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

The lands at 1-70 Eglinton Square and the properties at 1431 and 1437 Victoria Park Avenue and 14-26 Engelhart Crescent are designated *Mixed Use Areas* on Map 20 of the Official Plan (refer to Attachment 3: Official Plan Land Use Map). The *Mixed Use Areas* designation provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks, open spaces and utilities. Section 4.5.2 includes development criteria in *Mixed Use Areas*, which direct that new development:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) take advantage of nearby transit services;
- h) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- j) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 – Implementation: Making Things Happen

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies. The community benefits to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have a geographic relationship with the proposed development. Section 37 may be used for developments 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 increases the permitted height. The proposal is in excess of 10,000 m², exceeds the permitted density by more than 1,500 m² and is seeking an increase in the permitted height. As such, should this application be approved in some form, Section 37 policies would apply and be negotiated as part of the Zoning Amendment application.

Section 37 may be used, irrespective of the size of the project or the increase in height and/or density to replace rental housing in accordance with the provisions of this Official Plan. The proposal includes the demolition and replacement of 91 rental housing units.

Section 5.2.1 of the Official Plan identifies that Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Secondary Plans will be prepared to guide the creation of new neighbourhood and employment areas while ensuring adequate public infrastructure and environmental protection. Further, Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local context and are adopted as amendments to the Official Plan. The City has completed draft Secondary Plan policies for the Golden Mile, which are being presented to the January 8, 2020 meeting of Scarborough Community Council for consideration.

Policy 5.2.1.1 recognizes that Secondary Plans set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Further, policy 5.2.1.3 states that Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighboring districts.

As per policy 5.2.1.4, Secondary Plans will also recognize city-building objectives and will identify or indicate the following:

- overall capacity for development in the area, including anticipated population;
- affordable housing objectives;
- land use policies for development, redevelopment, intensification and/or infilling;
- urban design objectives, guidelines and parameters; necessary infrastructure investment with respect to any aspect of: transportation services, environmental services including green infrastructure, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services; and

- where a Secondary Planning area is adjacent to an established neighbourhood or neighbourhoods, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhoods.

Policy 5.3.1.3 stipulates that amendments to the Official Plan that are not consistent with its general intent will be discouraged. The amendment to the Official Plan is required to be compatible with its physical context and not affect nearby *Neighbourhoods or Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies of the Official Plan. Policy 5.3.1.3 also recognizes that when considering a site specific amendment to the Plan, at the earliest point in the process, the planning review will examine whether to consider the application in the immediate planning context or whether a broader review and possible area specific or general policy change is appropriate.

As stated earlier in this report, City Staff also identified a number of issues including the need for a comprehensive study of the entire Golden Mile Focus Area, the need for an analysis of transportation, servicing requirements, community services and facilities needs, park land dedication and open space requirements, provision for "complete, liveable and walkable communities", and the enhancement of employment and residential uses. The Report to City Council, January 31, 2017, directed that the application be considered concurrently or subsequent to the Golden Mile Secondary Plan, and also waived the requirement for the Avenue Segment Study as required by the Official Plan as the Secondary Plan Study was underway.

As detailed in the Proposals Report for the Golden Mile Secondary Plan, City Staff have prepared draft policies that is supported by a comprehensive analysis that proposes a general policy change for the broader Golden Mile area and therefore it is appropriate to consider this application given its implications on the broader area based on the studies and work conducted in this golden mile area.

Further, Policy 5.3.1.4, when reviewing development proposals the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure.

Section 5.3.3 of the Official Plan discusses the constant need for investment in infrastructure and services to maintain and improve our quality of life. Policy 5.3.3.2 states that the need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a multitude of implementation plans and strategies, including Secondary Plans, community service and facility strategies and other similar city-building initiatives.

Official Plan Amendment No. 231

In December 2013, City Council adopted Official Plan Amendment No. 231 (OPA 231), which provides new and revised economic policies and designations for employment lands in the city. OPA 231 was approved by the Province with minor modifications in July 2014 and portions of OPA 231 are under appeal at the Local Planning Appeal

Tribunal (LPAT). The LPAT (and previously the Ontario Municipal Board) has issued several Orders partially approving OPA 231.

OPA 231 also added new policies to Section 3.5.1 of the Official Plan respecting the promotion of office development within *Mixed Use Areas* and on lands within 500 metres of a subway/LRT/GO Station. While currently under appeal, these policies do provide direction on the minimum standards for commercial development and increased non-residential gross floor area within mixed use buildings, with a particular focus on office development.

Consistent with PPS Policy 1.6.7, 1.6.8 and 1.8.1, there is a direction of the PPS to promote and focus major employment, commercial and other travel intensive land uses on sites which are well served by transit where it exists or is to be developed. Further the PPS recognizes that new development proposed on adjacent lands to existing or planned corridors should be compatible with and supportive of the long-term purposes of the corridor and designed to avoid negative impacts on such corridors. Planned corridors is defined as required to meet projected needs and are identified through provincial plans, such as the Growth Plan. Further that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose it is identified.

As stated earlier, the Growth Plan recognizes this is a priority transit corridor in Schedule 5 and as such prioritizes their implementation, including density targets, yet to be established, for persons and jobs combined. Policy 2.2.5.2 contemplates that major office and appropriate major institutional development will be directed to major transit station areas. OPA 231 similarly provides direction for these planned corridors to provide for the direction that transit stations provide for office adjacent to existing and approved/funded rapid transit stations.

The Eglinton Crosstown light rapid transit project is an approved and funded light rapid transit project and is currently under construction. The subject lands are located immediately adjacent to Eglinton Avenue East. As with other portions of OPA 231, this policy is currently under appeal and not in full force and effect, but was adopted by City Council and approved by the Minister of Municipal Affairs and Housing. As such it does represent City Council's vision for the site and area and the contemplated planned vision for this priority transit corridor.

More information about OPA 231 can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

Official Plan Amendment 320

Council adopted Official Plan Amendment No. 320 (OPA 320) on December 9, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing

neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhood* sites and implement the City's Tower Renewal Program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision was appealed in part. On December 13, 2017 the LPAT issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy neighbourhoods. In December 2018, the LPAT issued an Order approving the remaining policies of OPA 320 on a City wide basis. More information regarding OPA 320 can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

Staff have reviewed the proposed OPA for conformity with relevant Official Plan policies and designations. The outcome of staff analysis and review are summarized in the Comments section of the Report.

Zoning

The Eglinton Square Mall property as well as 1431 & 1437 Victoria Park Avenue (Blocks A, B and C) are zoned Commercial Residential (CR 0.1 (c0.1; r0.0) SS3 (x471) in the City of Toronto Zoning By-law 569-2013, as amended. This zone permits a wide range of uses including dwelling units, community centre, retail store, eating establishment, and recreation use. However, the current site specific zoning does not permit residential development. The properties at 14-26 Engelhart Crescent (Block D on the north side) are zoned Residential Apartment (RA (au99.0)(x475)) with a small portion zoned CR 0.1 (c0.1; r0.0) SS3 (x471) and the properties at 19-23 Engelhart Crescent and 64-68 Harris Park Drive (Block E) are zoned Residential Apartment (RA (au99.0)(x476)) in the City of Toronto Zoning By-law 569-2013, as amended. Permitted uses in this zone include dwelling units, park, community centre, residential care home and seniors community house.

Under the Clairlea Community Zoning By-law 8978, as amended, the Eglinton Square Mall and the two subject properties on Victoria Park Avenue are zoned District Commercial (DC). Permitted uses are day nurseries and district commercial uses, which are defined as retail stores, offices, personal services, places of assembly, hotels, preparation and retail sale of foods and/or beverages for consumption on or off the premises. The remaining properties are zoned Apartment Residential (A), with permitted uses limited to apartment buildings, day nurseries, group homes, multiple-family dwellings, and private home day care.

See Attachment 4: Existing Zoning By-law Map.

Design Guidelines

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>

Mid-Rise Building Guidelines

In July 2010, Toronto City Council, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications and directed staff to use the Performance Standards for Mid-Rise Buildings in reviewing all new and current mid-rise development proposals on the Avenues for a two year monitoring period. In November 2013 City Council extended the monitoring period to the end of 2014.

The Avenues and Mid-rise Buildings Study identifies a list of best practices and establishes a set of performance standards for new mid-rise buildings. Key issues addressed by the Study include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods, Parks and Open Space Areas* and corner sites.

The Study can be found at:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Urban%20Design/Midrise/midrise-FinalReport.pdf>

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). 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 clarifies that these Performance Standards may be a useful planning tool where a Secondary Plan supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a Secondary Plan is under review. 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.

Refer to the Council Decision:

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

and Attachment 1: Mid-Rise Building Performance Standards Addendum (April 20, 2016) <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Request for Direction Report – 1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive – Official Plan Amendment Application

Townhouse and Low-rise Apartment Guidelines

City Council has adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. The new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and is intended to be used in the review of an application when the proposed built form meets the City's Official Plan Policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>

Growing Up: Planning for Children in New Vertical Communities Guidelines

In July 2017, City Council adopted the City-wide Growing Up: Planning for Children in New Vertical Communities draft guidelines. The objectives of the guidelines 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 draft guidelines 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 City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

Site Plan Control

The lands are subject to site plan control. A Site Plan Control application has not been filed in support of this proposal.

Reasons for Application

The applicant proposes to add a SASP to Chapter 7 of the Official Plan for the lands at 1-70 Eglinton Square and 1431 & 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive to permit a range of residential and non-residential uses. The proposed SASP would also include FSI provisions and height limits for the five development blocks, and built form and public realm parameters to guide future development on site. The proposed OPA maintains the existing *Mixed Use Areas* and *Neighbourhoods* land use designations.

Application Submission

The Eglinton Square Mall and associated properties are not presently located within a Secondary Plan area, nor has the City undertaken an *Avenue Study* for these lands or any adjacent lands, however it should be noted that they are part of the GMSP study area which is currently under study, with a final report expected to be considered by City Council in Q2 2020. The owner has proposed and submitted an Official Plan

Amendment (OPA) to establish a vision for the partial redevelopment of the site. In support of the application, the owner has submitted the following reports/studies:

- Planning Rationale
- Housing Issues Report
- Phase 1 Environmental Site Assessment
- Phase II Environmental Site Assessment
- Transportation Study
- Urban Design Brief
- Public Consultation Strategy
- Community Services and Facilities Study

A Notice of Complete Application was issued on December 9, 2016.

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to evaluate the application.

The GMSP Study process will directly inform the review and evaluation of the application, specifically the draft GMSP and associated policies will identify improvements and investment necessary to benefit workers and residents, and support the long term health of the GMSP area. The draft GMSP will provide direction on a number of planning matters such as the appropriate built form and densities that respect adjacent *Neighbourhoods, Apartment Neighbourhoods, Employment Areas and Parks and Open Space Areas*. The Study will review community infrastructure, servicing, transportation, built form and public realm relationships, and synergies across all users and uses within the Study area.

Community Consultation

A Community Consultation Meeting was held by City Planning, in consultation with the Ward Councillor, on April 10, 2018 at Clairlea Public School. The meeting was attended by approximately 100 people. Planning staff presented the policy framework, an overview of the application and reasons for the application. The applicant then presented a more detailed description of the proposal. Following the presentations, City staff facilitated a question and answer period.

The following provides a summary of the comments, issues and concerns expressed both at the meeting and individually submitted to City Planning:

Relating to Built Form:

- significant concerns were raised over the proposed heights; many felt the proposed buildings were too tall
- concerns were raised over potential shadow impacts on abutting neighbourhoods, particularly Block B

- impact to light, view and privacy of neighbouring properties
- proposed density is too high
- lack of green space on the site
- inadequate regard for City guidelines

Relating to Community Considerations:

- the area is being over developed, especially with tall buildings
- impact of proposed development on existing community services in area, including schools, parks, libraries, etc.; and cumulative impact of future developments
- traffic infiltration and ability of existing streets to handle increased traffic from development; already high volumes of traffic and safety concerns
- concerns about lack of schools and teachers and overcrowding in classrooms
- concerns over whether there are appropriate services to accommodate this development and future redevelopment proposed along Golden Mile, including: capacity of existing utilities and sewers; stormwater management; and waste management
- concerns of cumulative impact of this development and others along Golden Mile
- concerns over light pollution

Relating to Construction:

- concerns over noise, truck traffic and congestion, dust and pollution during construction of the proposed development and the Eglinton LRT
- concerns about damage to local streets during construction

Relating to Rental Demolition:

- concerns over where existing rental units get replaced
- question about whether any additional rental units are being proposed beyond those being replaced
- concerns that there will be increases to rents once units are replaced

Relating to GMSP Study:

- concerns over the process and how to become involved
- clarity on boundary of Study area
- how to ensure the applicant complies with the future GMSP
- concerns over the cumulative impacts of proposed units/density across the Study area

COMMENTS

During the pre-application meeting, Planning staff expressed a strong desire that the applicant withhold their OPA application until the GMSP Study was complete.

Staff are of the opinion that the proposed OPA application has not demonstrated how it is consistent with the general intent of the Official Plan, and given the consultant studies of the broader golden mile area that have provided broader area recommendations, the proposed OPA, in the opinion of staff, does not fit in with the proposed vision and

policies in the draft Golden Mile Secondary Plan, contained in the report dated December 20, 2019. The intent of the proposed Secondary Plan is to establish a vision and policy framework that supports a diverse mixed-use community with a balance of residential, commercial and employment uses.

In the absence of a completed Secondary Plan for the Golden Mile Focus Area, staff are of the opinion that the proposed OPA application, in its current form, does not have regard for relevant matters of provincial interest in Section 2 of the *Planning Act*, is not consistent with the Provincial Policy Statement (2014), does not conform with the Growth Plan (2019) and does not conform to the City's Official Plan.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). Staff have determined that the proposal is not consistent with the PPS and does not conform with the Growth Plan for the reasons outlined below.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term. The PPS states that planning authorities shall identify appropriate locations for intensification and that an appropriate range and mix of housing types and densities be provided.

The PPS sets the direction for development, intensification and redevelopment that supports an appropriate mix of land uses for healthy, livable and safe communities. This is implemented through policies noted below.

Section 1, Policy 1.1.1 b), c), d) and g) of the PPS states that:

- b) accommodating an appropriate range and mix of residential...employment (including industrial and commercial), institutional...recreation, parks and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.

Policy 1.1.3.2 a) and b) states that land use patterns within settlement areas shall be based on the efficient use of land and resources and shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and availability of suitable existing or planned

infrastructure and public service facilities required to accommodate projected needs. Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

Policies 1.1.3.6 and 1.1.3.7 states that new development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities; and that planning authorities shall establish and implement phasing policies to ensure the orderly progression of development and the timely provision of the infrastructure and public service facilities required to meet current and projected needs. Policies in 1.3.1 of the PPS encourage and promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs and ensuring the necessary infrastructure is provided to support current and projected needs.

Policies 1.1.1 b), c), d) and g), 1.1.3.2 a) and b), 1.1.3.3, 1.1.3.6, 1.1.3.7 and 1.3.1 noted above, the GMSP Study and consultant reports have, amongst other matters, examined strategies to direct and manage anticipated growth and development within the Golden Mile area. It is critical to align proposed and anticipated growth and development with infrastructure and public service facilities. The proposed OPA has not demonstrated the ability to accommodate projected needs from the proposed development with respect to infrastructure and public service facilities, including transportation capacity and public service facilities, nor has it provided an appropriate street and block network to facilitate active transportation and connectivity; and it has not demonstrated an appropriate parks/open space strategy for the site. The limited amount of office gross floor area does not reflect an appropriate mix of uses that supports the investment in transit infrastructure.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households;
- b) permitting and facilitation all forms of housing required to meet the social, health, and well-being requirements of current and future residents; and all forms of residential intensification;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

With respect to Policies 1.4.3 a), b), c) and d), the proposed OPA in its current form does not include any affordable housing options; nor does it meet the City's guidelines

for a minimum of 10% three-bedroom units that could be suitable for larger families. In addition, the proposed OPA has not demonstrated an appropriate level of infrastructure and public service facilities to support the proposed intensification; it has not demonstrated an appropriate range and mix of housing types; and has not been designed in a manner to achieve a complete community. When new affordable housing and the mix and type of housing is being provided in a new neighbourhood, it is imperative to understand both the infrastructure to support these new communities, but also the ability to provide community services and facilities to support the type of population projected for the area, as explained below regarding Policies 1.5 and 1.6.

Policy 1.5.1 a) and b) state that healthy, active communities should be promoted 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" and by "planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages...". The proposed OPA has not demonstrated an appropriate public realm plan that creates a healthy, complete community with spaces that are safe, connected and pedestrian friendly; it has not provided an appropriate street and block network to facilitate active transportation and connectivity; nor has it demonstrated an appropriate parks/open space strategy for the site, consistent with the GMSP Study direction.

Section 1.6 speaks to Infrastructure and Public Service Facilities and that they should be coordinated and integrated with land use planning to ensure they are financially viable and that they are able to meet current and projected needs. The proposed OPA has not demonstrated an appropriate level of infrastructure to support the proposed intensification. In addition, the proposed level of intensification on this site demonstrates the demand for a new child care facility among other elements needed for the development of a complete community, however, the proposed OPA has not included a child care facility to be planned for this site, nor has it demonstrated how it would support the achievement of adequate community services to meet current and/or projected needs.

The proposed OPA contains a clause which states that the zoning by-law amendments will "establish detailed land use, built form, streets and blocks, parks and public open space, community services and facilities as informed and supported by detailed plans and technical studies and strategies". It is vital and critical that the proposed OPA and SASP establish and secure the framework and the Zoning By-law implements it clearly and directly. A Zoning By-law is to implement the Official Plan, not establish the very policy foundation and direction on the redevelopment of the Site. Rather the focus of the proposed OPA is simply to provide a density and building heights, with specifics on parking above and below grade, on proposed blocks without recognition that it is creating a new neighbourhood in the existing context of Golden Mile and what components of that new neighbourhood are required to support the proposed form and scale of development that demonstrates it can meet these projected needs proposed to be established for this site.

As the area is expected to undergo substantial redevelopment, guided by the Golden Mile Secondary Plan, it is critical that planning be considered in the context of a larger area through a Block Context Plan. For the subject site, Staff are interested in understanding how the proposal would fit within the larger block area context, including the shopping mall and how the proposed uses on the site can be accommodated in the larger block context.

Policy 1.7.1 of the PPS speaks to long-term economic prosperity that should be supported by a) promoting opportunities for economic development; and d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character. Policy 1.8.1 establishes the further requirement regarding energy conservation and efficiency, improved air quality and climate change adaptation through land use and development patterns through compact form, promoting design and orientation to achieve the stated policies.

Policy 4.7 of the PPS states that a municipality's "official plan is the most important vehicle for implementation of the Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through the official plans. Official Plans shall identify provincial interests and set out appropriate land use designations and policies." Policy 4.11 states that "in addition to land use approvals under the *Planning Act*, infrastructure may also require approval under other legislation and regulations. An environmental assessment process may be applied to new infrastructure and modifications to existing infrastructure under applicable legislation." The Official Plan, and the draft policies for the GMSP, provide for a long term range of growth based on the provision of the necessary infrastructure to meet the planned growth. The proposed OPA in its current form does not conform with, and is not consistent with the general intent of the City's Official Plan policies and guidelines related to matters of non-residential gross floor area, in particular office development, a range of appropriate housing sizes, density, built form and compatibility. The proposed OPA provides for intensification, yet fails to demonstrate how that proposed planned level of intensification can actually be accommodated and how the intensification can be coordinated to meet projected needs, such as the inclusion and/or requirement for community services and facilities proportional to the increase in population.

Furthermore, the PPS is not intended to mandate any form of intensification in all situations, but rather relies on local official plans to set out a suitable policy framework to guide development and intensification in a manner consistent with provincial interests. The Official Plan appropriately establishes the form of intensification, how it is accommodated and development of complete communities through its policy framework. Further, the final report of the GMSP Study is expected to be considered by City Council in Q2, 2020, will provide more detailed direction to further implement the Official Plan, PPS and Growth Plan. The Study will develop a vision and comprehensive planning framework specific to the Golden Mile that will form the foundation and recommendations for a GMSP, Urban Design Guidelines, Conceptual Master Plan, Community Services and Facilities, Transportation Master Plan, Master Servicing Plan, Parks and Open Spaces Strategy and other strategies and planning tools. The Golden Mile planning framework will incorporate the use of policies and

strategies designed to manage anticipated growth, including a land use strategy that supports a diverse mixed-use community with a balance of residential, commercial and employment uses, anchored by community services and facilities, and connected through a network of streets, parks and open spaces. The proposed OPA, in its current form, does not represent the efficient use of land that supports sustainability and promotes a strong, healthy, liveable and connected community.

The Growth Plan (2019) provides a strategic framework for managing growth in the Greater Golden Horseshoe in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Guiding Principles in Section 1.2.1 support the achievement of complete communities, as defined in the Growth Plan, recognizing that communities can take different shapes and forms appropriate to their context. The Guiding Principles also support a range and mix of housing options and the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan provides a strategic framework for managing growth in the Greater Golden Horseshoe. Growth Plan policies for the management of growth (Policy 2.2.1.4) state the application of the policies will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- c) provide 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 and incomes;
- d) expand convenient access to: a range of transportation options; public service facilities; and an appropriate supply of safe, publicly-accessible open spaces, parks, and other recreational facilities; and
- e) ensure the development of high quality compact built form, and an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.

The proposed OPA has not demonstrated how it will support the achievement of a complete community that supports healthy, active living in a high quality compact built form; it has not provided an appropriate range and mix of housing options; the limited amount of non-residential gross floor area does not reflect an appropriate mix of uses that supports the investment in transit infrastructure; it has not provided an adequate street network or access to public service facilities; it has not provided an appropriate public realm plan; it has not provided an acceptable open space/parks strategy; nor has it demonstrated how it would support the achievement of adequate infrastructure and public service facilities to meet current and/or projected needs.

Policy 2.2.2.3 states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which will:

- a) encourage intensification generally to achieve a desired urban structure;

- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Official Plan and the proposed GMSP (to provide further detailed direction for the Golden Mile area on a comprehensive basis), will collectively establish the intensification strategy for the broader golden mile area. In the opinion of staff, the proposed OPA does not conform with Policies 2.2.2.3. a), b), d), e) and f) of the Growth Plan. The proposed OPA does not represent an appropriate scale of development for the surrounding area and does not appropriately transition to adjacent lower scale properties; it is not designed in a manner to achieve a complete community; it has not demonstrated an appropriate street and block network; it has not demonstrated the availability of infrastructure and public service facilities to support the proposed intensification. Significant growth is anticipated in Golden Mile and it is critical that it be planned for comprehensively through the GMSP Study, a city initiated planning process.

Policies in Section 2.2.6 Housing in the Growth Plan support housing choice through the achievement of the minimum intensification and density targets in the Plan by identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents, as well as to support the achievement of complete communities through the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. There is no affordable housing included as part of this development; and the City's guideline for a minimum of 10% three-bedroom units is also not being met.

In Section 3, Infrastructure to Support Growth, well planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. The policies in this section provide a framework to guide and prioritize infrastructure planning and investment. Policies 3.2.1.1 and 3.2.1.2 state that infrastructure planning, land use planning, and infrastructure investment must be coordinated and the planning for new or expanded infrastructure will occur in an integrated manner, including evaluation of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans. Further, Section 5.2.4.5 requires the type and scale of development to be contextually appropriate; integrated planning for infrastructure and public service facilities; and the achievement of complete communities. At present, neither a transportation master plan or a servicing plan has been provided by the applicant that adequately demonstrates it can support the proposed OPA; nor has it demonstrated the provision of community service facilities warranted by a proposal of this magnitude. The proposed height and density is not in keeping with the existing and planned context, and does not, in the opinion of staff, fit within the directions from the GMSP Study and associated consultant

reports and is not appropriate for the area.

Similar to the PPS, the Growth Plan also contains policies to develop a public open space system. Policy 4.2.5.2 states that "municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks". At present, the proposed OPA has not demonstrated an appropriate parks/open space strategy for the site.

In Section 5.2.5 Targets, Policy 6 states that "in planning to achieve the minimum intensification and density targets in the Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form".

As discussed above, the proposed OPA has not demonstrated that the impact of the development is able to be supported by the City's infrastructure and public service facilities and whether or not the development would support the achievement of complete communities, including a diverse mix of land uses, sufficient open space and adequate community services and facilities. The scale, massing and heights proposed do not recognize the local context, both existing and planned and do not demonstrate a high quality public realm and compact built form.

Staff are of the opinion that the proposed Official Plan Amendment in its current form, does not conform to, and conflicts with the Growth Plan.

Official Plan

Policy 4.7 states that a municipality's "Official Plan is the most important vehicle for implementation of this Provincial Policy Statement" and that "comprehensive, integrated and long-term planning is best achieved through official plans." Furthermore, the PPS directs municipalities to provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

The subject lands are located within the GMSP Study Area. The GMSP Study will develop a comprehensive planning framework for the Golden Mile area that will include Secondary Plan policies that direct:

- built form, public realm, community services and facilities, housing and public art strategies;
- a transportation master plan and master servicing plan;
- urban design guidelines; and
- implementation, phasing and monitoring strategies.

Phase Three of the Study commenced in September 2018. Based on feedback from Phase Two, Phase Three outcomes included the emerging planning framework and demonstration concept for the Golden Mile, along with the emerging preferred street and block network, including a conceptual reconfiguration of O'Connor Drive. A

Proposals Report, dated December 20, 2019 is being considered at the January 8, 2020 Scarborough Community Council meeting and includes draft Secondary Plan policies for Golden Mile. The GMSP Study will directly inform the review and evaluation of the application, specifically the GMSP Study will establish a planning framework for future development in the Golden Mile area that sets out the long-term vision for a complete, connected, responsive, and prosperous mixed-use community. The Secondary Plan will contain policies that address community services and facilities, servicing, transportation and mobility, built form and public realm relationships, and synergies across all users and uses within the broader Study area and surrounding communities, amongst other matters.

Chapter 5 – Implementation: Making Things Happen specifically, Section 5.2.1, identifies that Secondary Plans establish local development policies to guide growth and change in a defined area of the City, while ensuring adequate public infrastructure and environmental protection. Policy 5.2.1.3 states that Secondary Plans identify the type and form of physical development and plan for an appropriate transition in scale and activity between neighbouring districts. Policy 5.2.1.4 notes that Secondary Plan will recognize city-building objectives and indicate matters including: affordable housing objectives; land use policies; urban design objectives/guidelines/parameters; necessary infrastructure investment; and ensuring the stability of established neighbourhoods.

In this regard, the proposed OPA has not demonstrated the impact of the proposed development on infrastructure and public service facilities and whether or not the development proposed to be planned through the proposed OPA would support the achievement of complete communities, including a diverse mix of land uses, sufficient open space and adequate community services. The scale, massing and heights in the proposed OPA do not recognize the local context, both existing and planned and do not demonstrate a high quality public realm and compact built form.

The lands at 19-23 Engelhart Crescent and 64-68 Harris Park Drive (Block E) are designated *Neighbourhoods*. The applicant is proposing to demolish the existing three-storey walk-up apartment buildings and replace them with four-storey stacked townhouses in three building blocks. The criteria for development in *Neighbourhoods* (4.1.9) includes a requirement to respect and reinforce the existing physical character of the neighbourhood, including the prevailing building type. The Healthy Neighbourhoods Policy 2.3.1.1 requires that development will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in neighbourhoods. There are concerns with the proposed stacked townhouses from a building type and development criteria perspective, including appropriate heights, massing, setbacks and adequate separation distances between buildings.

The lands at 1-70 Eglinton Square and the properties at 1431 and 1437 Victoria Park Avenue and 14-26 Engelhart Crescent are designated *Mixed Use Areas*. A portion of these lands, all of Block A and part of Block C, are identified as an *Avenue*. Chapter 2 of the Official Plan sets out a policy framework and strategy for managing Toronto's growth and includes policies respecting *Avenues*. Development applications on lands designated *Mixed Use Areas* and located along an *Avenue*, which proceed in advance

of an *Avenue* Study, have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the *Mixed Use Areas* policies, proponents of such proposals are also required to address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located.

Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review. In this regard, the proposed OPA has not adequately addressed the larger context, nor has it adequately demonstrated that it satisfies the policies contained in Section 2.2.3, including in particular the neighbourhood protection policies, a range of housing options, adequate parks and open spaces, an appropriate network of streets and blocks, a safe and comfortable pedestrian environment, provision of community services, and the availability of infrastructure, including an appropriate transportation infrastructure, to support the proposed OPA.

Healthy Neighbourhoods Policy 2.3.1.4 states that "Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue Study*, or area based study." In this regard, City Council adopted the "Eglinton Connects Planning Study", which identified the Golden Mile as one of the Focus Areas having the capacity to accommodate significant mixed-use, residential, and employment intensification and redevelopment through a more detailed planning and analysis. Staff have concerns with respect to the appropriate scale, height and density of development in the context of an *Avenue*, and in the context of transition to an area of *Neighbourhoods*; and within the context of the GMSP Study and associated consultant reports to support the forthcoming secondary plan for the area.

The proposed OPA has not demonstrated how it will support the achievement of a complete community that reflects the Official Plan's goals, as well as the local context. The proposal in its current form has not demonstrated how it will achieve a complete community that supports healthy, active living in a high quality compact built form, it has not provided an appropriate range and mix of housing options, it has not demonstrated appropriate heights and densities in the context of City structure or the GMSP Study and associated consultant reports.

Chapter 3 – Building a Successful City includes policies related to the Public Realm, Built Form, Housing, Community Services and Building New Neighbourhoods, amongst others. These policies state that new neighbourhoods are to have:

- a comprehensive planning framework that includes a pattern of streets/blocks/open spaces and necessary infrastructure;

- mix and location of land uses;
- parkland strategy;
- community services strategy; and
- an affordable housing strategy.

The Official Plan contains policies that speak to the importance of the public realm and quality urban design in creating great communities. The public realm is made up of all publicly-accessible spaces, including streets, sidewalks, parks and open spaces, and pedestrian and cycling connections. The proposed OPA in its current form as it relates to the Public Realm policies in Section 3.1.1, does not provide the necessary framework to create a successful public realm upon which development can occur. It has not demonstrated a connected network of spaces that provide places for residents, workers and visitors to gather; it has not improved mobility and access to and from the surrounding neighbourhoods or parks and open; it has not demonstrated how it will integrate the existing shopping mall to the surrounding areas; it has not demonstrated a public realm that will support a growing residential and employment population.

The Built Form policies contained in Section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. The scale and form of development has not demonstrated that it is contextually appropriate with its surroundings, in particular the existing *Neighbourhoods* area to the south. The site is large, over 5 hectares, and should be divided into smaller development blocks through the introduction of new streets to form a fine-grained street and block network, creating address, circulation and access for new development. Development should define, frame, support and contribute to public realm elements such as streets, parks and open spaces, POPS, mid-block pedestrian connections, public art, views and vistas. Development should provide a variety of building types and heights, and should provide appropriate transition in scale, density, height, and building form to lower-scale areas, buildings, streets, parks and open space and to lands designated *Neighbourhoods*. The proposed OPA in its current form has not demonstrated how it will fit in with the existing and planned context of the area; it has not demonstrated that it supports healthy, active living in a high quality compact built form; it has not provided an appropriate fine-grained street and block network; it has not provided a variety of building types and heights or transition in scale to lower-scale areas in the context of City structure or the GMSP Study and associated consultant reports; the limited amount of office gross floor area does not reflect an appropriate mix of uses that supports the investment in transit infrastructure; it has not provided an appropriate public realm plan; it has not provided an acceptable open space/parks strategy; nor has it demonstrated how it would support the achievement of adequate infrastructure and community services and facilities to meet current and/or projected needs.

Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing 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.

Policy 3.2.1.9 of the Official Plan relates to residential developments on large site, generally greater than five (5) hectares in size. The development site is larger than five (5) hectares and, as a result, Policy 3.2.1.9 of the Official Plan applies. Official Plan Policy 3.3.1 requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. These large sites provide an opportunity to achieve a mix of housing in terms of types and affordability, and the Policy requires the following:

- a) 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
- b) In accordance with and subject to Section 5.1.1 of the Official Plan 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:
 - i) With the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City;
 - ii) The conveyance of land to the City for the purpose of affordable housing near the proposed development site; or
 - iii) Cash in lieu for the purpose of constructing affordable housing in or near the proposed development site."

The proposed OPA, in its current form, does not include sufficient information regarding the affordable housing strategy for the development, and as a result is not meeting the objective of Policy 3.2.1.9 of the Official Plan. An appropriate affordable housing strategy should address the following objectives:

1. The inclusion of affordable housing within each phase of the overall development, ensuring that the affordable housing is provided commensurate with the market residential housing; and
2. Providing for 20% of the additional residential units as affordable housing. The affordable housing may include a combination of approaches, such as land and units constructed on site. The affordable housing should also reflect the mix of building types and units on the overall site.

Through the Growing Up Guidelines, the City seeks to secure a minimum of 10% of the proposed units having three or more bedrooms and a critical mass of both two and

three-bedroom units. As currently proposed less than 10% of all units have three or more bedrooms. This does not adequately support the objectives of the Growing Up guidelines, the City's Official Plan housing policies, or the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.

As per policies 4.5.2 of the Official Plan, development in *Mixed Use Areas* are required to locate and mass new buildings to provide an appropriate transition between areas of different development intensity and scale, through such means as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods* and adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes; frame the edges of streets and parks and with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The proposed development does not provide appropriate fit and transition in scale with the surrounding context, as required by the built form and mixed use policies of the Official Plan.

The density of the five proposed development blocks is 5.02 times (Gross) their area and the density of the proposed OPA is 2.59 times (Gross) for the entirety of the lands, including the mall. These density figures do not account for future redevelopment on the remaining portions of the lands, nor the redevelopment of the mall itself, which would further increase the overall site density. In addition, adjacent properties in the immediate context are not developed to this density. The direction from the GMSP Study, including those related to density, are intended to ensure that intensification does not exceed the capacity of the physical infrastructure, including transit and the street network, and achieves key public realm and built form objectives such as a mix of building types, implementing appropriate transitions, and limiting shadow impact on streets and parks. Although intensification is anticipated in the Golden Mile, the scale of development needs to be consistent with the GMSP Study and associated consultant reports that support the forthcoming Secondary Plan for the area.

The proposed OPA for the subject Lands, in its current form, does not provide for a development that achieves the objectives of the Official Plan, and the direction from the GMSP Study.

Conclusion

Staff are of the opinion that the proposed Official Plan amendment is not consistent with the PPS (2014), does not conform with the Growth Plan (2019), does not conform to, or is consistent with the general intent of, the City's Official Plan. Further, the proposed OPA does not align with the GMSP Study and the consultant reports, that will support the forthcoming Secondary Plan.

The application in its current form does not conform with the Official Plan, particularly as it relates to Healthy Neighbourhoods, Public Realm, Built Form, Housing, Community Services and Facilities, Parks and Open Spaces, *Neighbourhoods* and Implementation policies. The following issues remain outstanding: widening of existing streets, new

public streets at the recommended right-of-way widths, density, height, built form and massing, transition in scale, site organization (including public parks and street and block network), compatibility, unit mix (including affordable housing), infrastructure, community service facilities and lack of office gross floor area.

Staff recommend that the application in its current form be opposed at the LPAT. Staff also recommend that City Council direct City Staff to continue to negotiate with the applicant to try to resolve the outstanding issues detailed in this report in the context of the GMSP Study and associated consultant reports, and that the City Solicitor and staff be directed to attend the LPAT in opposition to the application in its current form.

CONTACT

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SIGNATURE

Paul Zuliani, Director, RPP, MBA
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Golden Mile Secondary Plan Study Area Boundary
Attachment 6: Concept Site Plan

Attachment 1: Application Data Sheet

Application Type: Official Plan Amendment Application Number: 16 230579 ESC 35 OZ
 Details: OPA, Standard Application Date: September 29, 2016

Municipal Address: 1 EGLINTON SQ

Location Description: PLAN 4141 PT BLK X IR **GRID E3501

Project Description: Official Plan amendment comprised of five development blocks in a mixed use community. Includes land known as 1-70 Eglinton Square, 1431 & 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive. Stacked townhomes and five mixed use towers ranging from 25-40 storeys. Rental housing demolition of 91 units. Overall 1,630 units of residential development representing 144,764 m² of GFA and 26,004 m² of new non-residential (retail) GFA are proposed. The existing Eglinton Square mall is proposed to be retained.

Applicant:	Agent:	Architect:	Owner:
SHERMAN BROWN	Ingrid Beausoleil		KS EGLINTON SQUARE INC and KS ENGELHART GP INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas/Neighbourhoods	Site Specific Provision:	None
Zoning:	CR & RA (569-2013), DC & A (Clairlea)	Historical Status:	N/A
Height Limit (m):	CR 11m; RA 24 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	75,110	Height:	Storeys:	Ranging from 4 to 40
Frontage (m):	300 on Eglinton Ave. 125 on Victoria Park Ave.		Metres:	15.6-119
Depth (m):	220 north to south			
Total Ground Floor Area (sq. m):	0			Total
Total Residential GFA (sq. m):	144,764		Parking Spaces:	1,773
Total Non-Residential GFA (sq. m):	Proposed: 26,004 Total: 50,004		Loading Docks	12
Total GFA (sq. m):	194,468			
Lot Coverage Ratio (%):				
Floor Space Index:	Block a: 8.95; Block B: 5.70; Block C: 7.96; Block D: 1.06; Block E: 1.22			

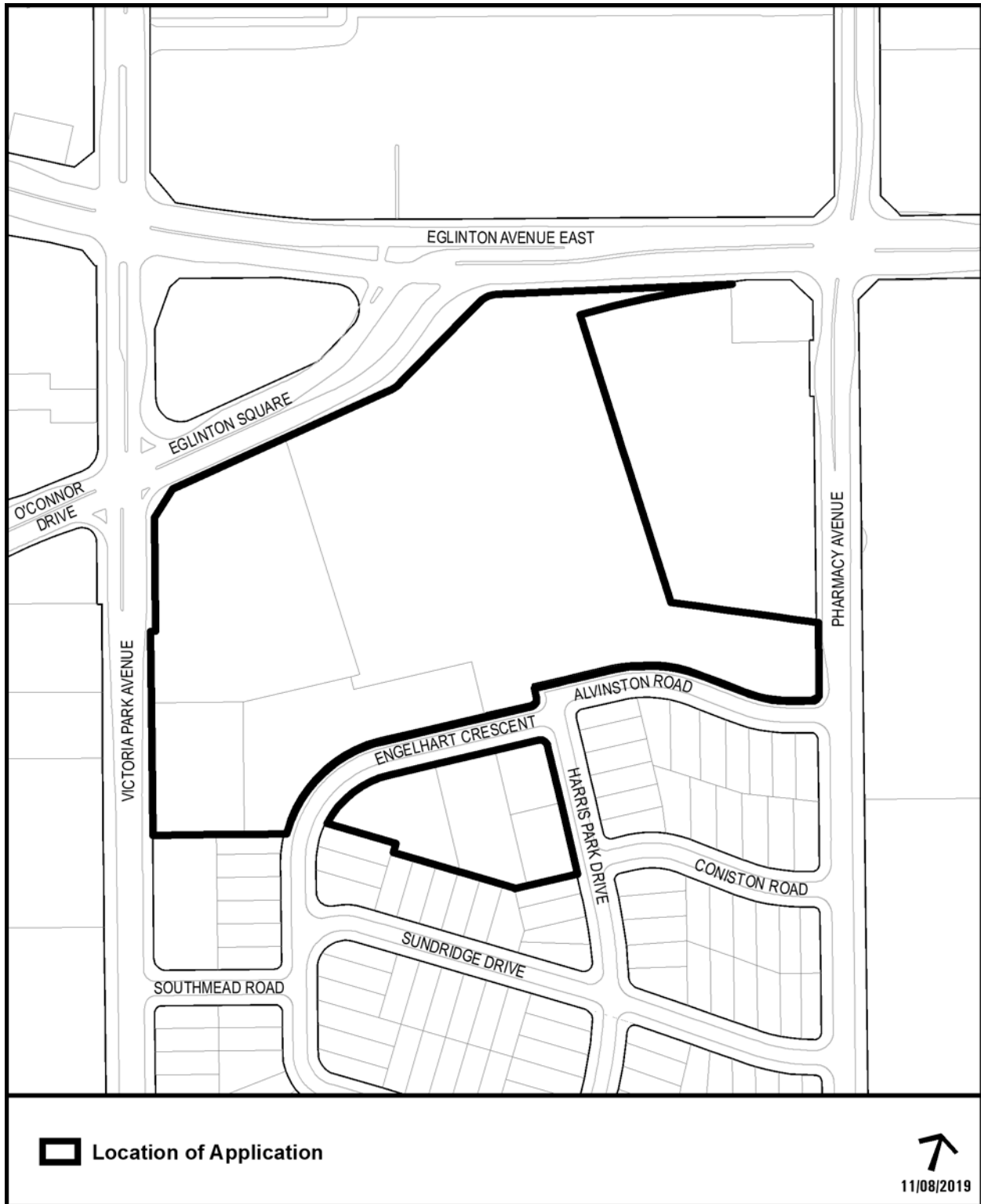
DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

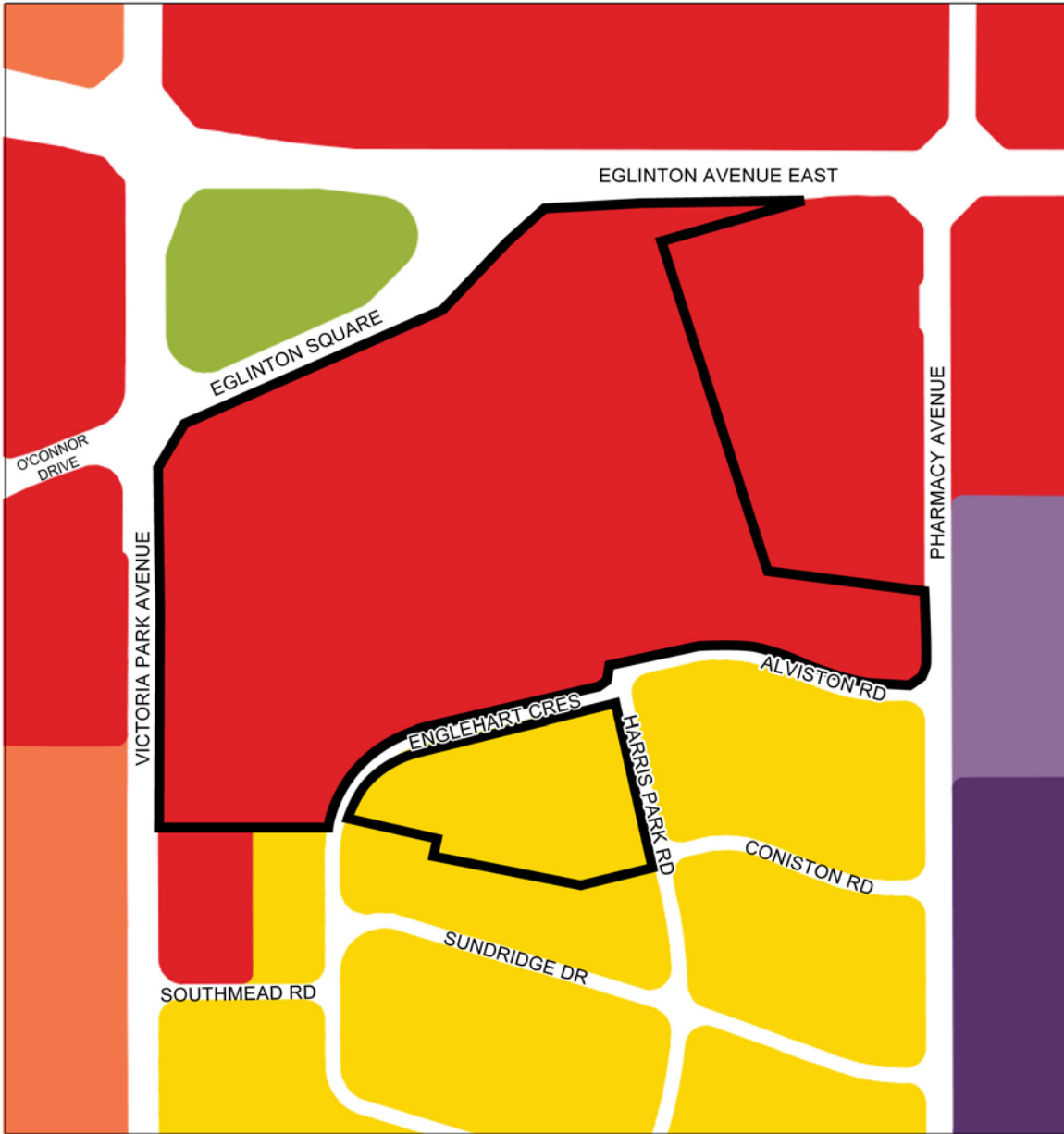
Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	144,764	0
Bachelor:	0	Retail GFA (sq. m):	50,004	0
1 Bedroom:	849	Office GFA (sq. m):	0	0
2 Bedroom:	622	Industrial GFA (sq. m):	0	0
3 + Bedroom:	159	Institutional/Other GFA (sq. m):	0	0
Total Units:	1,630			

CONTACT: PLANNER NAME: Kelly Dynes, Senior Planner
TELEPHONE: 416-396-4250

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



1-70 Eglinton Square, 1431-1437 Victoria Park Avenue & 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive

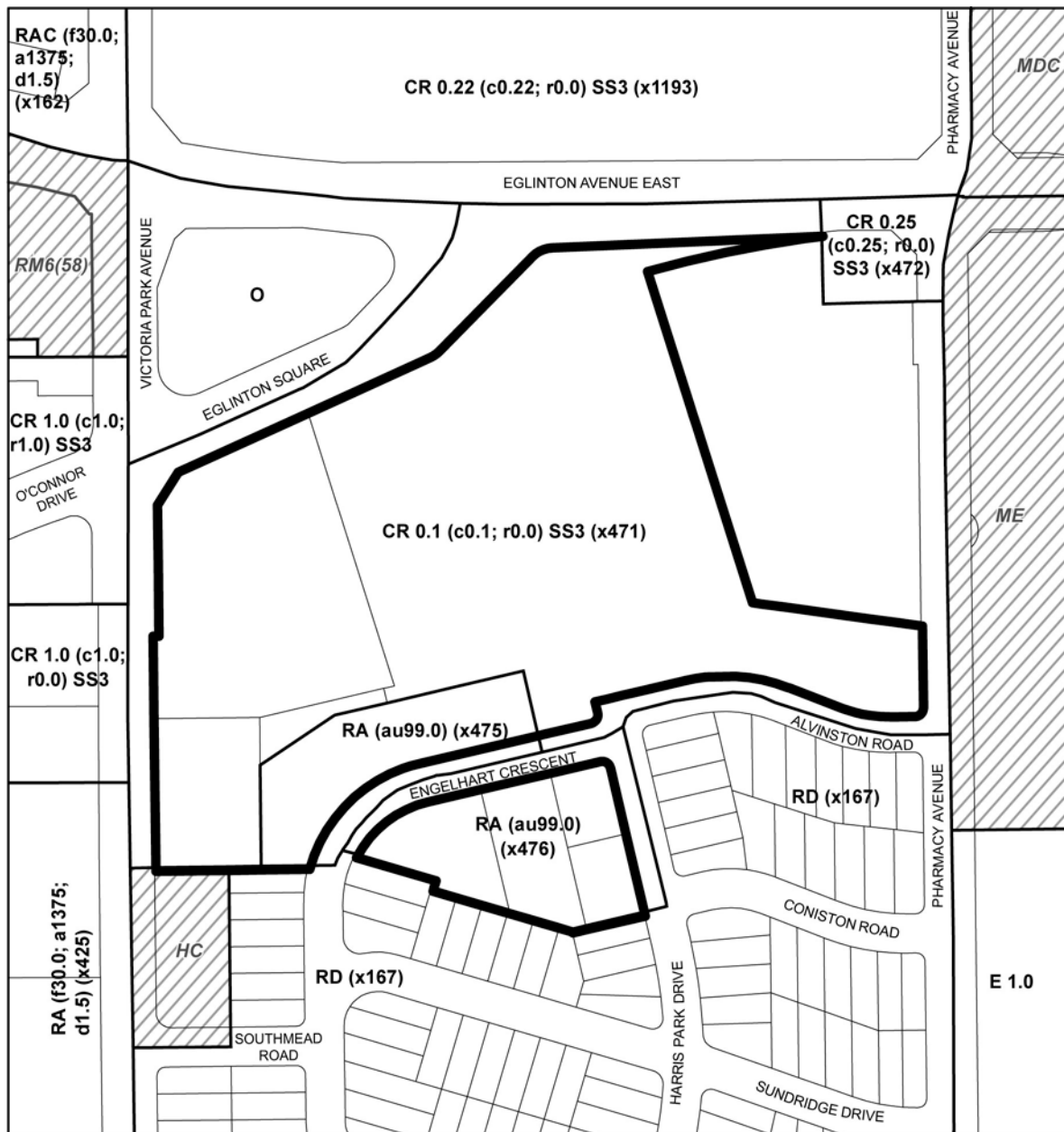
Official Plan Land Use Map #20

File # 16 230579 ESC 35 0Z

- | | | |
|--------------------------|--------------------------|--------------------------|
| Location of Application | Parks & Open Space Areas | General Employment Areas |
| Neighbourhoods | Parks | Core Employment Areas |
| Apartment Neighbourhoods | | |
| Mixed Use Areas | | |

↑
Not to Scale
12/05/2019

Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

1-70 Eglinton Square, 1431-1437 Victoria Park Avenue & 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive

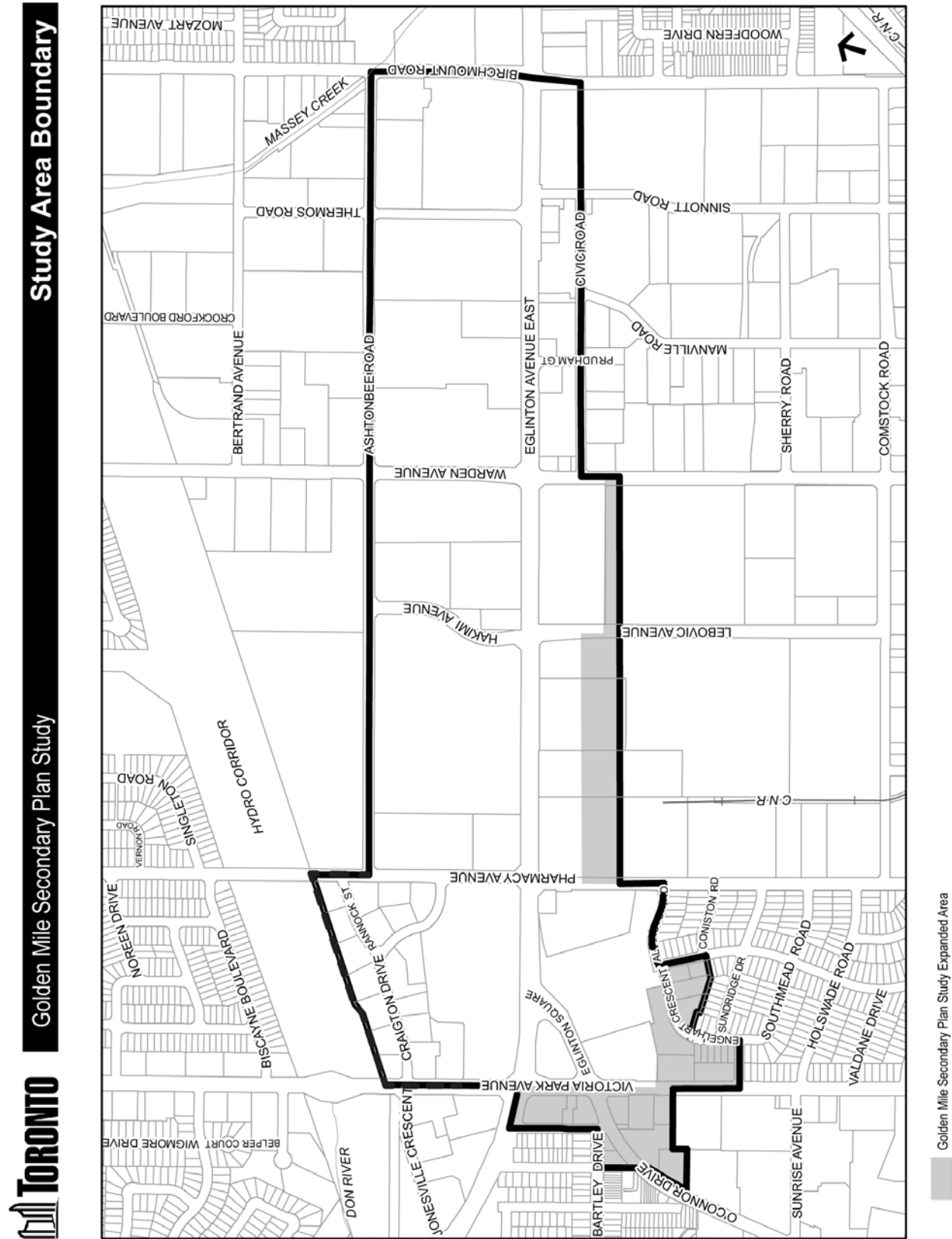
File # 16 230579 ESC 35 0Z

-  Location of Application
- RD** Residential Detached
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- E** Employment Industrial
- O** Open Space

-  See Former City of Scarborough Clairlea Community By-law No. 8978
- HC** Highway Commercial
- See Former City of Scarborough Employment District By-law No. 24982 (Golden Mile)
- ME** Mixed Employment Zone
- MDC** Industrial District Commercial Zone
- See Former City of North York By-law No. 7625
- RM6** Multiple-Family Dwellings Sixth Density Zone

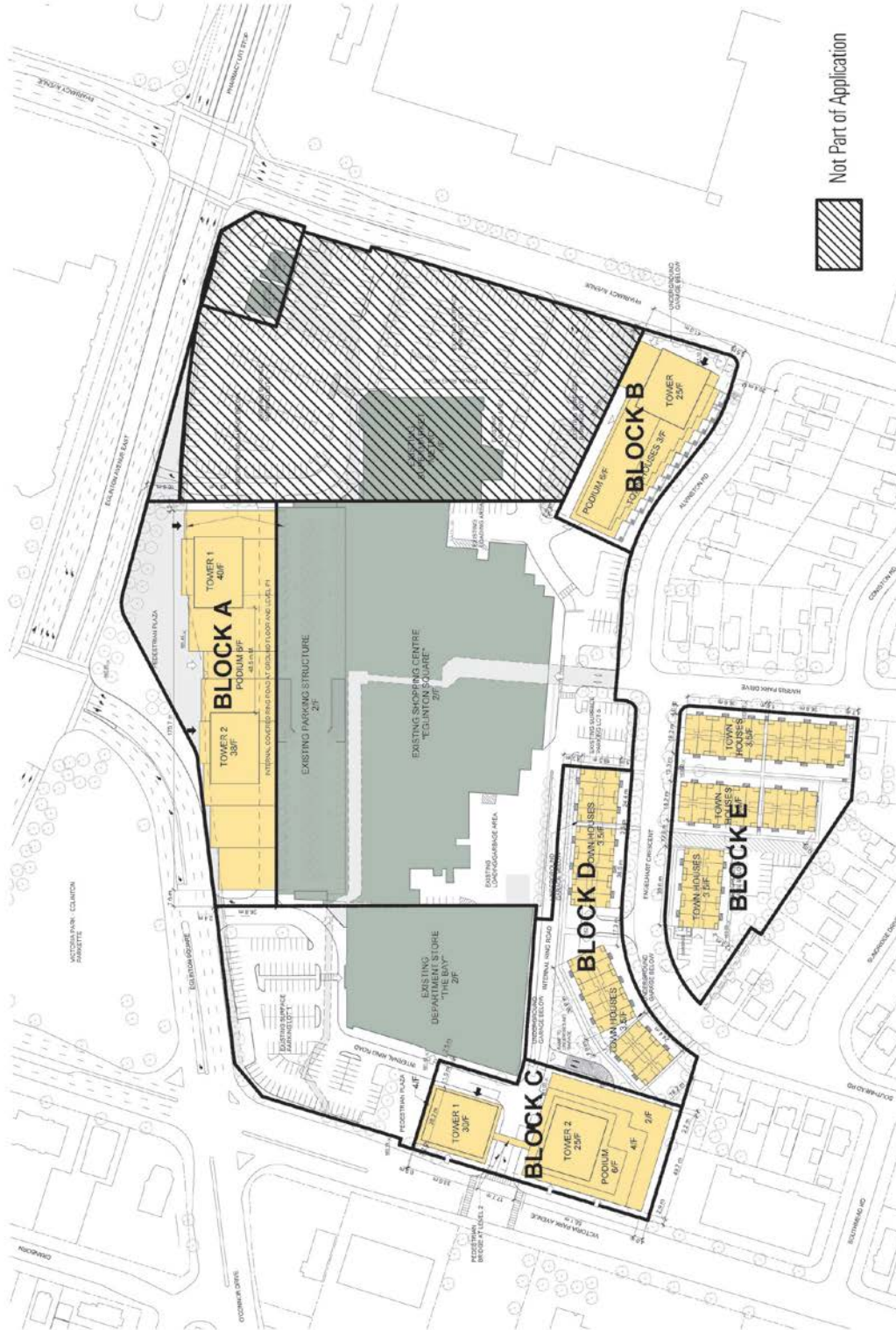
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Not to Scale
Extracted: 12/05/2019

Attachment 5: Golden Mile Secondary Plan Study Area Boundary



Request for Direction Report – 1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent and 64-68 Harris Park Drive – Official Plan Amendment Application

Attachment 6: Concept Site Plan



Concept Site Plan