

## **Golden Mile Secondary Plan – Final Report**

Date: June 25, 2020

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 16 – Don Valley East, 20 – Scarborough Southwest, and 21 – Scarborough Centre

**Planning Application Number:** 17 134997 EPS 00 TM

### **SUMMARY**

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The Golden Mile Secondary Plan ("**GMSP**") Study was initiated by City Planning staff in May 2016, and generally consisted of the lands located along Eglinton Avenue East, between Victoria Park Avenue and Birchmount Road. In April 2019, City Council expanded the study area boundary from 97 to 113 hectares to include additional lands east of Victoria Park Avenue within Wards 20 and 21, as well as approximately 4.3 hectares of land on the west side of Victoria Park Avenue within Ward 16 (Attachment 1: Golden Mile Secondary Plan Study Area Boundary).

The Golden Mile has been influenced by agricultural, industrial and commercial eras of development. The area became known as the "Golden Mile of Industry" during the post-World War II era with the construction of large-scale manufacturing buildings along Eglinton Avenue East, between Pharmacy Avenue and Birchmount Road. Large-scale commercial construction generally occurred during the 1990's, replacing many of the former industrial buildings that fronted onto Eglinton Avenue East.

This report recommends that City Council adopt the Golden Mile Secondary Plan (the "**Secondary Plan**") and associated amendments in Official Plan Amendment ("**OPA**") No. 499. The Secondary Plan establishes a comprehensive planning framework for future development in the Secondary Plan Area (the "**Plan Area**") that sets out the long-term vision for a complete, liveable, connected, responsive, and prosperous mixed-use community. The Secondary Plan directs anticipated growth to appropriate locations, identifies public realm and built form directions, and identifies and plans for community services and facilities necessary to meet the existing and future needs of the Plan Area. OPA No. 499 identifies a number of structuring elements through the re-designation of certain lands as *Parks*, and the identification of new public streets and widened/reconfigured existing public streets. These improvements are necessary structuring elements of the Plan Area and will facilitate the creation of a complete community and allow for an appropriate level of intensification within the Plan Area.

The Secondary Plan facilitates the transformation of the Golden Mile, while maintaining its role as an important economic driver within the east end of Toronto and is envisioned

as both a destination and a place for residents, workers, and visitors to live, work, shop, and play.

The Secondary Plan advances a vision for a new mixed-use community that has the potential to accommodate approximately 24,000 residential units, 43,000 residents and 19,000 jobs over the next 20+ years, in a mix of tall, mid and low-rise buildings ranging in height from 4 to 35 storeys (Attachment 5: Draft Official Plan Amendment No. 499, Golden Mile Secondary Plan).

The Secondary Plan provides an overarching framework for land use, development capacity, a new street network and a parks and open space system, within which more detailed planning can be undertaken to distribute density on sites and blocks based on the core structuring elements. Given the overall size of the Secondary Plan area (approximately 113 hectares), this approach is appropriate to respond to specific conditions of multiple character areas and districts, including the need to acknowledge existing uses and required phasing of development. The Secondary Plan provides flexibility regarding the location and timing of dedication of public streets and built form. The provision of clear and specific policy direction at the macro level, coupled with flexibility in implementation at the context plan level, will allow development to proceed in a predictable and consistent manner while ensuring area specific conditions can be addressed.

The Secondary Plan is accompanied by Urban Design Guidelines for the Plan Area, which provide more detailed guidance to assist in the review of development applications and public realm improvements, and the implementation of the Secondary Plan.

OPA No. 499, including the Secondary Plan, has regard to matters of provincial interest under Section 2 of the *Planning Act*, is consistent with the Provincial Policy Statement (2020) ("**PPS (2020)**"), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) ("**Growth Plan (2019)**"). OPA No. 499, including the Secondary Plan, is consistent with the general intent and purpose of, and conforms to, the City's Official Plan.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council adopt Official Plan Amendment No. 499 substantially in accordance with Attachment No. 5 to the report dated June 25, 2020, from the Director, Community Planning, Scarborough District.
2. City Council authorize that development may proceed by site-specific zoning by-law amendments that conform to the Golden Mile Secondary Plan, and request the Chief Planner and Executive Director, City Planning to bring forward a Zoning By-law Amendment, as may be necessary, for the Golden Mile Secondary Plan area to comply with Official Plan Amendment No. 499 when the Amendment is in full force and effect.

3. City Council direct the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, to initiate a Municipal Class Environmental Assessment Study for the Golden Mile area, which will include options for potential modifications to Bartley Avenue/O'Connor Drive.
4. City Council direct the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Executive Officer, Toronto Transit Commission to study transit priority transit measures or higher order transit measures on Victoria Park Avenue and Warden Avenue.
5. City Council adopt the Golden Mile Urban Design Guidelines substantially in accordance with Attachment No. 6 to the report dated June 25, 2020, from the Director, Community Planning, Scarborough District and authorize the Director, Urban Design, make any minor, technical or stylistic amendments/modifications as required to align with the Golden Mile Secondary Plan.
6. City Council direct staff to use the Golden Mile Secondary Plan and Golden Mile Urban Design Guidelines in the evaluation of all current and new development proposals within its boundaries.
7. City Council receive the Infrastructure Identification Assessment in Attachment No. 7 of this report, and direct the Chief Financial Officer and Treasurer and Chief Planner and Executive Director, City Planning, in consultation with appropriate agencies, boards, and divisions, to develop a Financial Strategy and Impact Analysis to support a coordinated approach to managing and promoting growth in the Secondary Plan that is integrated with long term infrastructure and financial planning and that considers the matters identified in the Infrastructure Identification Assessment for the Golden Mile Secondary Plan area, including the costs, potential funding and financing options and the financial impacts.
8. City Council authorizes the City Solicitor to make such stylistic and technical changes to Official Plan Amendment No. 499 as may be required.
9. City Council authorize the City Solicitor and appropriate City staff to take such necessary steps, as required, to implement City Council's decision.

## **FINANCIAL IMPACT**

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It is anticipated that the full build-out of the Secondary Plan Area will occur over a long-term planning horizon and will be developed based on an orderly, coordinated, sustainable, and logical progression of development and infrastructure.

While there are no immediate financial impacts to the City's budget resulting from the adoption of this report, significant investment in City infrastructure and community facilities have been identified as being required to accommodate the substantial redevelopment proposed and anticipated for the Secondary Plan Area over the next 20+ years. Infrastructure costs have yet to be finalized pending further work, including the Municipal Class Environmental Assessment ("**MCEA**") study and are not included in the

City's 2020-2029 Capital Budget Plan; however, a preliminary review of the infrastructure and community facilities is provided as Attachment 7 to this report.

Once costing is prepared and further infrastructure details are available, a Financial Strategy and Impact Analysis will be developed to support a coordinated approach for managing and promoting growth that is integrated with long term infrastructure and financial planning. The work will evaluate potential costs and funding options, and ensure that planning for infrastructure and public service facilities is coordinated and financially viable over their life cycle, and supports the financial well-being of the City over the long term. This strategy will also provide principles and implementation points to inform the phasing-in of these infrastructure project elements.

The recommended Plan provides mechanisms to assist in coordinating the provision of infrastructure, including the use of holding provisions that ensures that a certain level of development does not proceed until such time as the City is satisfied that necessary infrastructure and community service facilities can be provided, secured and accommodated. To optimize the efficiency and cost-effectiveness of the provision of infrastructure, development will generally be pursued in phases and meet a number of objectives including infrastructure planning, transportation planning, financial sustainability, growth management, urban design, and other relevant considerations.

As part of the implementation of the plan that may be considered for inclusion in the City's future Capital Budget Plan and Operating Budget processes, detailed infrastructure timing and funding will need to be prioritized against other Citywide capital projects and operating impacts, both funded and unfunded, as well as the City's financial and resource capacity to deliver additional infrastructure works. The Financial Strategy and Impact Analysis will also inform the allocation of responsibilities for costs, as well as funding options. Infrastructure costs will be included in future development charges by-law reviews, as appropriate, and the City will evaluate the availability of other funding options, such as Section 37, Section 42, and the potential new Community Benefits Charge, which has yet to be enacted. Non-growth shares and operating costs are generally funded by property taxes and utility rates. Developers are typically responsible for local service costs and, where appropriate, may seek to advance the provision of infrastructure, with appropriate mechanisms for repayment of all or some of the costs, through agreements with the City. Developers will be subject to Section 51 of the Planning Act (Plan of Subdivision) to secure the necessary infrastructure elements to support the development of the site, as a whole.

The Chief Financial Officer has been advised of the preliminary infrastructure requirements and operating impacts that may need to be considered along with other priorities in future budget processes.

## **DECISION HISTORY**

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### **Site and Area Specific Policy 400 (O'Connor Drive)**

In November 2012, City Council adopted Site and Area Specific Policy ("**SASP**") 400 for the lands fronting onto O'Connor Drive between St. Clair Avenue East and Sandra

Road, and Victoria Park Avenue. SASP 400 remains in force and in effect. A portion of the lands in the Plan Area, west of Victoria Park Avenue within North York District, are subject to SASP 400. SASP 400 is a result of the O'Connor Drive Avenue Study and is to be read in conjunction with the O'Connor Drive Urban Design Guidelines. The lands at O'Connor Drive and Victoria Park Avenue are identified as a key intersection.

SASP 400 - O'Connor Drive Avenue Study Area, between St. Clair Avenue East and Sandra Road and Victoria Park Avenue can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-planchapter-7-saps.pdf>

The O'Connor Drive Urban Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2012/cc/bgrd/backgroundfile-52464.pdf>

## **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, including the Golden Mile. Further information regarding the Eglinton Connects Planning Study can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

## **Golden Mile Market Analysis and Economic Strategy Study**

The Golden Mile Market Analysis and Economic Strategy Study was completed in December 2016, which analyzed the existing economic and employment conditions in the Golden Mile.

The Golden Mile Market Analysis and Economic Strategy Study can be found here:

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

## **Golden Mile Secondary Plan Study - Background Report**

On February 21, 2018, Scarborough Community Council received a Report for Information regarding the completion of Phase One of the Study, which included the GMSP Study: Consultant's Background Report.

The Information Report and Background Report can be found here:

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

## **Golden Mile Secondary Plan Study - Alternatives Report and Boundary Expansion**

On April 16, 2019, City Council considered a Status Report on completion of Phase Two of the Study, which included the GMSP Study: Consultant's Alternatives Report.

At this meeting, City Council approved the expansion of the GMSP Study boundary from 97 to 113 hectares to include additional lands within Scarborough District and approximately 4.3 hectares of land on the west side of Victoria Park Avenue within North York District (Ward 16 - Don Valley East) (Attachment No. 1: Golden Mile Secondary Plan Study Area Boundary). 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 Study, including the statutory meeting required under the *Planning Act*, be directed to Scarborough Community Council.

The City Council decision regarding the Alternatives Report and Boundary Expansion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH4.3>

### **Golden Mile Secondary Plan Study - North York Community Council Consultation**

On October 2, 2019, City Council received a Status Report regarding the GMSP Study in accordance with the City Council direction on April 16, 2019. City Council directed the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, to consider including options for any modification of Bartley Avenue and O'Connor Drive which limit vehicular access and infiltration to the existing neighbourhoods as part of the future MCEA study.

The City Council decision regarding the Status Report to North York Community Council can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY8.8>

### **Golden Mile Secondary Plan Study - Proposals Report**

On January 29, 2020, City Council considered a Proposals Report regarding the completion of Phase Three of the Study, which included the GMSP Study: Final Consultant's Report and draft Secondary Plan policies for the Golden Mile. City Council directed City Planning staff to undertake stakeholder consultation on the Draft GMSP, which is summarized in the Comments section of this report.

The City Council decision regarding the Proposals Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC12.10>

### **Golden Mile Secondary Plan Study - Status Report**

On June 19, 2020, Scarborough Community Council adopted the Status Report for the proposed policies for the Golden Mile Secondary Plan Areas. The purpose of the status report was to introduce the proposed policies for the Secondary Plan and to provide the public with additional time to review the Secondary Plan prior to the Statutory Public Meeting, considering the current health emergency and proposed virtual meeting format.

The Scarborough Community Council decision regarding the Status Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC15.1>

## BACKGROUND

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### Process

The GMSP Study was a three-phase study that included multiple public engagement/consultation meetings with City staff, external stakeholders, a Local Advisory Committee (“**LAC**”), landowners, and members of the general public. The Study phases are summarized as follows:

- **Phase One:** Background review and identify vision and guiding principles;
- **Phase Two:** Analysis and evaluation of development alternatives; and
- **Phase Three:** Identification of preferred alternative, draft policies and Final Report.

Refer to Attachment 3: Summary of Public Consultation Activities for a summary of the GMSP Study consultation events.

Upon completion of the Study and in consultation with City staff, the GMSP consultant team led by SvN Architects + Planners Inc. delivered the following to the City:

- A Final Consultant Report, including draft Secondary Plan policies;
- A Transportation Master Plan (“**TMP**”)
- A Master Servicing Report (“**MSR**”); and
- Urban Design Guidelines.

Background information regarding the GMSP Study, including the presentation materials from the Community Consultation Meetings (“**CCM**”) can be found here:

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

The GMSP Study, its findings and the Consultation Process was thoroughly detailed in the December 20, 2019 Proposals Report from the Director, Community Planning, Scarborough District, which can be found at:

<https://www.toronto.ca/legdocs/mmis/2020/sc/bgrd/backgroundfile-141422.pdf>

### Development Applications in the Golden Mile Secondary Plan Study Area

There are currently 10 sites with active development applications, primarily applications for Official Plan Amendments, within the GMSP Study area, which are being reviewed against the Secondary Plan. Several sites have applications that are under appeal before the Local Planning Appeal Tribunal. Refer to Attachment 2: Golden Mile Secondary Plan Ownership Map.

<b>Address</b> (Application No.)	<b>Application Description</b>
1966-2050 Eglinton Avenue East and 50 Thermos Road  (Application No. 15 258686 ESC 37 OZ)	OPA application to add a SASP to the RioCan lands to permit a mixed-use development with new streets and parkland.
1-70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14-26 and 19-23 Engelhart Crescent, and 64-68 Harris Park Drive  (Application Nos. 16 230579 ESC 35 OZ and 17 242390 ESC 35 OZ)	OPA application to add a SASP to the KingSett lands to permit a mixed-use development with new streets and parkland, and a Zoning By-law Amendment application to permit mixed-use development for five development blocks on site.
1880-1890 Eglinton Avenue East and 1523-1545 Victoria Park Avenue  (Application No. 16 269853 ESC 37 OZ)	OPA application to add a SASP to the Choice lands to permit a mixed-use development with new streets and parkland.
1460 Victoria Park Avenue  (Application No. 17 277574 NNY 16 OZ)	Zoning By-law Amendment application to permit a nine-storey residential building.
2200-2206 Eglinton Avenue East and 75 Thermos Road  (Application No. 18 206702 ESC 37 OZ)	OPA application to add a SASP to the Dream lands to permit a mixed-use development with new streets and parkland.
1861 O'Connor Drive  (Application No. 18 269227 NNY 16 OZ)	Zoning By-law Amendment application to permit a 10-storey mixed-use building.
1920-1940 Eglinton Avenue East, 880-900 Warden Avenue and 20-50 Ashtonbee Road  (Application No.19 115893 ESC 37 OZ)	OPA application to add a SASP to the Madison lands to permit a mixed-use development with new streets and parkland.
1900 Eglinton Avenue East  (Application No. 19 208733 ESC 21 OZ)	OPA application to add a SASP to the SmartCentres lands to permit a mixed-use development with new streets and parkland.



<b>Address</b> (Application No.)	<b>Application Description</b>
860 Pharmacy Avenue, 9-40 Craigton Drive and 1 Rannock Street  (Application No. 19 251045 ESC 21 OZ)	OPA application to add a SASP to the Starlight lands to permit a mixed-use development with new streets and open space.
1960 Eglinton Avenue East  (Application No. 20 112107 ESC 21 OZ)	OPA application to add a SASP to the Cosmetics lands to permit a mixed-use development with new streets and parkland.

### Consultation on the Golden Mile Transportation Master Plan

The TMP was carried out in accordance with the requirements for Phases 1 and 2 of the MCEA process. The TMP can be found at:

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

Refer to Attachment 4: Golden Mile Transportation Master Plan: Executive Summary.

On November 28, 2019, the City issued a Notice of Completion for the Golden Mile TMP and placed the TMP on public record for a 30-day period ending on January 6, 2020. During this period, anyone can make a Part II Order request if they feel that outstanding issues have not been addressed and could be better addressed through an individual environmental assessment process. A Part II Order Request from 1861 O'Connor Drive was submitted to the Ministry of the Environment, Conservation and Parks (the "**Ministry**"). City Planning staff also received comments during the review period from the landowner of 1911 and 1921 Eglinton Avenue East.

The TMP recommends that the City initiate Phases 3 and 4 of the MCEA process to determine the precise alignment and preliminary design for certain infrastructure projects. During the next phases of the MCEA process, community stakeholders would have an opportunity to participate in the consultation process and provide feedback to City staff and the MCEA consultants regarding the potential reconfiguration and future alignments of O'Connor Drive and other transportation infrastructure improvements, if required.

During the next phases of the MCEA process, alternative alignment options will be considered and evaluated against a detailed list of criteria which will include property and redevelopment impacts. Also, during the next phase of the MCEA process, a separate public consultation process will be established, where community stakeholders and landowners will have the opportunity to participate and provide further details/ comments on the selection of alignment options.

The Part II Order Request is currently under review by the Ministry, which will provide the City with further direction, as deemed necessary, to advance the next steps and subsequent phases the MCEA process.

The Part II Order Request does not prevent the implementation of the Transportation environmental assessment process from proceeding. The Ministry may deny the request. The Ministry may, if the request has any merit, require the City to fulfill additional conditions before the project can proceed, such as further study or more public consultation or they may provide direction to the City to conduct an individual environmental assessment review (which is a rare and exceptional circumstance).

### **Further Consultation on the Golden Mile Secondary Plan**

Further to the City Council direction on January 29, 2020, the Draft Golden Mile Secondary Plan ("**Draft GMSP**") was released to the public for comments by City Planning staff beginning on January 31, 2020, via:

- Email to interested parties including members of the LAC, landowners and special interest groups;
- An update to the GMSP Study webpage; and
- Two public Open Houses (March 9 and 10, 2020).

The Open Houses were attended by approximately 90 people, including the local Councillors for Wards 20 and 21, and a representative from the office of the local Councillor for Ward 16.

Following the release of the Draft GMSP, comments were received from and on behalf of stakeholders within the GMSP Study area and some from the broader Golden Mile area.

In addition, City staff met with landowners with active development applications that requested meetings to discuss concerns that were related to each property.

Comments/concerns were received on the Draft GMSP from January 8 to April 9, 2020. Overall, those who provided comments were generally supportive of the broader structuring elements of the Draft GMSP. Comments and questions were raised on some the following matters: Comments/questions included the following:

- Clarification requested on the definition of specific terms (e.g. site, block, etc.);
- Phasing and interim conditions;
- Potential land use compatibility issues between the proposed sensitive uses and the existing employment uses within and beyond the GMSP Study area;
- The minimum required non-residential uses on each site;
- The potential to replace the gross floor area of existing major retail facilities;
- The maximum permitted density;
- Public realm requirements to be delivered in the first phase(s) of development (e.g. new streets or segments thereof, parkland, streetscape improvements to Eglinton Avenue East, etc.);
- Potential park locations and sizes;

- Some of the built form requirements (e.g. maximum building heights, maximum base building heights, shadow impact, etc.);
- The requirement/process for the delivery of affordable housing, and community services and facilities;
- Some of the required transportation network improvements; and
- The potential timing and outcome of a future MCEA process.

There was also support for the Secondary Plan with regard to:

- Acknowledgement of the need for change for the Golden Mile area to become a complete community;
- The enhanced street and public realm networks, including new cycling and pedestrian connections to The Meadoway;
- The potential closure of Eglinton Square and related expansion of the existing Victoria Park - Eglinton Parkette;
- The proposed community service facilities and conceptual locations;
- The minimum requirements for larger residential units; and
- The minimum requirements for non-residential uses, particularly those that have the potential to generate local jobs.

The proposed policies for the Secondary Plan were also made available through Scarborough Community Council Item SC15.1 and provided the public with additional time to review the Secondary Plan prior to the Statutory Public Meeting, considering the current health emergency and proposed virtual meeting format.

### **Refinements to the Draft Golden Mile Secondary Plan**

Staff have refined the Draft Secondary Plan presented to City Council on January 29, 2020, to address comments and concerns raised during the most recent consultation. Refinements are grouped into the following categories:

- **Refined policies to permit flexibility for phasing and interim conditions:** Some policies were amended to provide more flexibility to landowners to phase development, while ensuring that key public realm and built form objectives will still be achieved. For example, policies have been amended to provide additional direction regarding phasing and interim conditions while existing major retail stores continue to operate while development occurs on other portions of larger sites within the GMSP area.
- **Refined policies for sites with potential land use compatibility issues:** In addition to the compatibility/mitigation policies in Section 2.2.4 of the Official Plan, the Holding ("H") provision policies of the GMSP have been amended to indicate that an H will be applied to lands that may be affected by compatibility issues, which would only be removed once the required mitigation measures recommended by the applicable compatibility/mitigation study are secured in a manner satisfactory to the City.

- **Refined policies to permit flexibility in the delivery of some public realm improvements in the first phase:** Some policies have been amended to indicate that key public realm objectives, including streetscape improvements along Eglinton Avenue East, will be prioritized and coordinated as development occurs, and should be delivered in the first phase, where possible.
- **Refined policies to allow flexibility in built form:** Some built form policies have been adjusted including allowing additional building heights at key locations (provided that density, public realm, and built form objectives for streets and Character Areas are achieved); modifying the shadow impact requirements, modifying tall building tower stepback requirement, promoting active uses along park edges where possible, etc.
- **Refined policies to provide clarity to Mobility and Transportation Network Implementation Policies:** The additional consultation brought forward the need for further clarity to mobility and transportation implementation policies. Definitions of the streets and conceptual streets were adjusted, and mobility-related maps were revised to provide clarity and better relationship to policy text. Map 45-18: Transportation Implementation Plan was revised to better define development areas and related street network in relation to the policy text.

## LEGISLATIVE AND POLICY CONSIDERATIONS

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### 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:

- (a) Protection of ecological systems, including natural areas, features and functions;
- (d) Conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) Supply, efficient use and conservation of energy and water;
- (f) Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) Orderly development of safe and healthy communities;
- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) Adequate provision and distribution of educational, health, social, cultural and recreational facilities;

- (j) Adequate provision of a full range of housing, including affordable housing;
- (k) Adequate provision of employment opportunities;
- (l) Protection of the financial and economic well-being of the Province and its municipalities;
- (m) The co-ordination of planning activities of public bodies;
- (n) Resolution of planning conflicts involving public and private interests;
- (o) Protection of public health and safety;
- (p) Appropriate location of growth and development;
- (q) Promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) Promotion of built form that:
  - (i) Is well-designed;
  - (ii) Encourages a sense of place; and
  - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- (s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are particularly relevant to this Secondary Plan and are discussed through this report, including the relevant sections of the PPS (2020), Growth Plan (2019) and the City's Official Plan.

### **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 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 (2020) 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 (2020) and conform with Provincial Plans.

## **The Provincial Policy Statement (2020)**

The PPS (2020) 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;
- Protecting 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;
- Promoting a mix of housing in residential development;
- Identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options, including affordable housing, through intensification and redevelopment where it can be accommodated;
- The provision of recreation, parks and open space;
- Access to 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 (2020) supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS (2020) 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS (2020).

The PPS (2020) 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 (2020) recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS (2020). Policy 4.6 of the PPS (2020) 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)**

The Growth Plan (2019) provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- 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 lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households;
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government;
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe;
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions;
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

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.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS (2020) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS (2020) 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 to the Growth

Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform to the Growth Plan. The analysis on how the Secondary Plan implements the policies and vision of the Growth Plan (2019) is provided in the Comments section of this report.

## Official Plan

The lands within the Plan Area are designated *Mixed Use Areas*, *General Employment Areas*, *Apartment Neighbourhoods*, *Neighbourhoods*, and *Parks* on Map 20 – Land Use Plan. Map 2 - Urban Structure identifies the lands immediately north and south of Eglinton Avenue East as an *Avenue* and the lands south of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road are shown as *Employment Areas*.

Eglinton Avenue East within the Plan Area is identified as a Higher Order Transit Corridor on Map 4 - Higher Order Transit Corridors. Eglinton Avenue East and Victoria Park Avenue are identified as Transit Priority Segments on Map 5 - Surface Transit Priority Network.

Section 2.2.3 of the Official Plan directs that to facilitate growth along each *Avenue*, an Avenue Study will be conducted to examine a variety of matters in the *Avenue* segment. The analysis and recommendations for the GMSP Study for the Plan Area on the appropriate land use, density, heights, built form and public realm fulfills the required Avenue Study requirements for the portion of Eglinton Avenue East from the west of Victoria Park Avenue to Birchmount Road. Consequently, no further Avenue Segment Studies will be required for development applications along this segment of Eglinton Avenue East provided the development conforms to the policies of the Secondary Plan.

SASP No.s 109, 110, 129, 400, and 435 current apply to portions of the Plan Area, setting out the following key policies:

- SASP No. 109 applies to the lands bounded by Eglinton Avenue East, Victoria Park Avenue, Pharmacy Avenue, and Craigton Drive. SASP No. 109 requires redevelopment to provide "superior streetscapes with multi-purpose, attractive, pedestrian-friendly and dynamic spaces", including the potential to a significant and prominent public space on this site adjacent to a major intersection in the Golden Mile;
- SASP No. 110 applies to the lands at 1525 Victoria Park Avenue and permits a maximum non-residential density of 1.0 times the lot area;
- SASP No. 129 applies to the lands south and north of Eglinton Avenue East, between Pharmacy Avenue and Birchmount Road. SASP No. 129 permits retail and services uses, including stand-alone retail stores and/or power centers, subject to amendments to the zoning by-law;
- SASP No. 400 applies to the lands fronting onto O'Connor Drive between St. Clair Avenue East and Sandra Road, and Victoria Park Avenue. SASP No. 400 provides policies related to land use, built form and public realm for the lands within the



O'Connor Drive Avenue Study Area, and identifies the lands at O'Connor Drive and Victoria Park Avenue as a key intersection; and

- SASP No. 435 applies to the lands at 1891 Eglinton Avenue East. SASP No. 435 requires development on the portion of the lands designated *Mixed Use Areas* (fronting onto Eglinton Avenue East) to include a minimum non-residential gross floor area of 6,000 square metres or 5 per cent of the total gross floor area of residential uses, whichever is small. In addition, any development on the portion of the lands designated *General Employment Areas* must be compatible with adjacent sensitive lands uses.

The recommended amendments to the SASPs, where applicable, are described in detail in Attachment 5: Draft Official Plan Amendment No. 499, Golden Mile Secondary Plan.

The City of Toronto Official Plan can be found at:

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

SASP No.s 109, 110, 129, 400, and 435 can be found at:

<https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-plan-chapter-7-saps.pdf>

## **Zoning**

Zoning for some properties within the Plan Area are currently subject to the city-wide Zoning By-law 569-2013, as amended, the former City of Scarborough Zoning By-law No. 8978 (Clairlea Community), as amended, and the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Golden Mile Employment District), as amended, and are not subject to Zoning By-law 569-2013, as amended.

The Plan Area is currently subject to several zoning categories, which permit a range of uses, including:

- Commercial and office uses;
- Institutional uses;
- Recreation uses and places of assembly;
- Day nurseries; and
- Limited industrial uses, provided all uses are conducted within building.

Residential uses are currently limited to lands zoned residential apartment (RA). Despite some of the lands being zoned commercial residential (CR), there is currently no residential density permission under the CR zone and a Zoning By-law Amendment would be required to permit residential uses on those lands.

## **GOLDEN MILE SECONDARY PLAN: COMMENTS**

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### **Secondary Plan: Overview**

The Secondary Plan policies for the Golden Mile have been informed by the recommendations of the GMSP Final Consultant's Report; consultation with other City divisions and agencies, residents, stakeholder groups, and landowners; and comments received on the Secondary Plan (Attachment 5: Draft Official Plan Amendment No. 499, Golden Mile Secondary Plan).

Section 5.2.1 of the Official Plan outlines the City-building objectives for Secondary Plan areas to stimulate and guide development of highly functional and attractive communities. The Secondary Plan addresses Policy 5.2.1.2 because the Golden Mile area demonstrates the characteristic of being a large area of underutilized land that would benefit from comprehensive planning to enable suitable development or redevelopment; is an area targeted for major public investment through the Eglinton Crosstown Light Rail Transit ("**ECLRT**"); and is an area where development is proposed, at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, block plans, public works, open space or other public services or facilities.

City Council has determined that it is necessary for a Secondary Plan in this area, which will guide future development. The Secondary Plan acknowledges the long-standing uses that are expected to continue and may be incorporated into new development as the Plan Area undergoes change.

The Secondary Plan provides for an appropriate level of density that will achieve a transit-supportive environment, increasing transit ridership and optimizing the significant public investment in the ECLRT. Density will be distributed in a hierarchical manner across the Plan Area to accommodate a higher intensity of uses around ECLRT stops, while achieving other key public realm and built form objectives to create a complete and liveable community with areas of distinctive character. The Secondary Plan will promote the desired building type and form of development that will result in highly functional, attractive and complete communities, and plan for an appropriate transition in scale and activity between character areas and neighbouring districts as defined and identified in the Secondary Plan.

The City building objectives established in Policy 5.2.1.4 are generally explained throughout this report and in OPA No. 499, including the Secondary Plan. The infrastructure elements essential to building a complete and liveable community will be secured as growth occurs. These elements include community service facilities, parkland, green infrastructure and physical infrastructure required to support the health of residents, workers and visitors to the Golden Mile area.

The Secondary Plan is organized into 14 sections as a comprehensive planning framework, as described in this report.

## Growth Management Strategy

Both the PPS (2020) and the Growth Plan (2019) require the City to:

- Identify the appropriate locations and promote opportunities for intensification and redevelopment;
- Accommodate a significant supply and range of housing options, including affordable housing, through intensification and redevelopment where it can be accommodated;
- Make more efficient use of land, resources and infrastructure to contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- Coordinate land use planning and transportation planning;
- Optimize on public investment;
- Plan for intensification through a variety of land uses and compact built form, including residential, commercial and retail uses; and
- Identify the appropriate type and scale of development for those areas, while ensuring adequate infrastructure, transportation and public service facilities are or can be provided.

These provincial policies include PPS (2020) Policies 1.1.3.2, 1.1.3.3, 1.1.3.7, 1.5.1, 1.6.5, 1.6.7.2, 1.7.1, and 1.8.1 and Growth Plan Policies 2.2.1.4, 2.2.2.3, 2.2.5.1, 2.2.5.2, 2.2.5.3, 2.2.5.13, 2.2.6.1, 3.2.1.1, 3.2.2, 3.2.8.1, 3.2.8.6, 4.2.10 and 5.2.5.6. The intended approach to managing growth and intensification through the Secondary Plan is explained throughout this report.

One of the many defining features of the Plan Area is the significantly sized parcels of land with existing large format commercial/retail operations. The Plan Area previously had no higher-order transit, until public investment in the ECLRT. Given the significant increase in population of persons and jobs contemplated for the Plan Area, the Secondary Plan identifies the transportation infrastructure improvements, a network of *Parks* and public service facilities needed to support the increase in capacity of the Plan Area incrementally and coordinated over time.

Through the TMP, the capacity of the transportation network was analyzed based on a number of development scenarios aligned with existing land uses. The identification of parks as well as pedestrian and cycling connections were also important factors in determining the appropriate level of density that can be accommodated for the Plan Area.

The Secondary Plan establishes limits on overall gross floor area that can be supported with the transportation infrastructure improvements, including new streets and widened/reconfigured streets to unlock the intensification potential in the Secondary Plan. The density limits are distributed through a recommended land use pattern and built form strategy that balances a true mix of uses and built form, located appropriately through the Plan Area and which responds to the surrounding land uses, access to transit and planned context for the area.

Similarly, the existing network of public service facilities serving the area was assessed to determine what additional community service facilities, expansions or improvements may be required to serve the demand of new residents in the Plan Area, and where these facilities may provide the greatest utility to both existing and future residents based on current delivery models.

## **1. Interpretation**

This section provides clarification regarding the policies (shaded text) and the context/background information that is provided to assist in understanding the intent of the policies (unshaded text).

## **2. Vision and Guiding Principles**

The Secondary Plan establishes a vision for the Plan Area as a connected, accessible, diverse, complete, and liveable mixed-use community. A balance of residential, commercial and employment uses will be supported by community services. An improved network of parks and open spaces will invite residents, workers and visitors to explore and interact within its neighbourhoods. The Plan Area will be both a community and a destination, providing for the daily needs of all its residents where people can live, work, shop and play while maintaining its role as an important economic driver within the east end of Toronto.

The Plan is informed by the following Guiding Principles:

1. Creating a Complete and Liveable Community;
2. Creating a Connected Community;
3. Creating a Responsive Community;
4. Creating a Prosperous Community; and
5. Creating a Resilient Community.

## **3. Area Structure**

The Secondary Plan is guided by a Structure Plan, which identifies a series of elements including key streets, transit nodes, a gateway, parks and open spaces, and green nodes that provide a framework that balances numerous objectives to ensure a comprehensive approach to future development. The area structure includes a series of Districts and Character Areas that respond to existing local conditions, define the identities of each area, and establish policy directions in land use, public realm, and built form to help guide future development in these areas.

The Structure Plan, Districts and Character Area policies aim to ensure that the Plan Area will develop in a manner consistent with the Vision and Guiding Principles in the Secondary Plan.

## **4. Land Use and Density**

The land use strategy for the Golden Mile will maintain the existing land use designations in the Official Plan, with the exception of the re-designation of the lands associated with eight (8) of the key new parks from *Apartment Neighbourhoods* and

*Mixed Use Areas to Parks.* The land uses in the Golden Mile will provide for a diverse, mixed-use community with a balance of residential, institutional, commercial and employment uses, as well as community service facilities that are all connected through a network of streets, parks and open spaces to create a complete and liveable community and a destination. The Secondary Plan provides further direction on the existing land use designations as identified on Land Use Map 20 of the Official Plan.

Non-residential development is promoted through policies including the requirement for commercial uses at grade in certain locations, the encouragement of major office development on lands designated *Mixed Use Areas*, and the requirement to provide a minimum of 10 per cent of non-residential gross floor area for mixed-use development located within the Commercial Gateway, Mixed Use Transit Nodes and the East Park Mid-Rise and Tall Building Community.

The density strategy was informed by an analysis of the public realm, built form, transportation, and servicing components of the GMSP Study. The existing network of public service facilities serving the area was also assessed to determine what additional community service facilities, expansions or improvements may be required to serve the density strategy for the Secondary Plan.

Development density in the Golden Mile will be consistent with the overall objectives of the Secondary Plan, which was developed comprehensively to accommodate the development potential of all lands. Development will create a transit-supportive environment that optimizes the infrastructure investment made in the ECLRT. Development density will be appropriately distributed in a hierarchical manner across the Golden Mile to create a complete and liveable community with areas of distinctive character, with a higher intensity of uses in proximity to ECLRT stops, while achieving public realm and built form objectives such as a mix of building types and minimizing shadow impacts. Density in the Plan Area will be carefully managed to ensure that all lands within the Plan Area can develop to the potential contemplated by the Secondary Plan and remain equitably distributed throughout the Plan Area.

## **5. Economic Development**

The economic revitalization strategy for the Golden Mile provides area-specific policies that are intended to attract new investment and retain existing businesses. Business growth will be supported through infrastructure and transportation improvements, and public realm enhancements identified in the Secondary Plan policies, including the implementation of the ECLRT, the potential reconfiguration and extension of O'Connor Drive, other new and realigned streets, and transportation demand management ("TDM") measures, as well as a complete network of parks and open spaces, public streets, pedestrian connections and multi-use paths.

New employment and major office development will be encouraged in *Mixed Use Areas* and *General Employment Areas*, particularly in close proximity to the five (5) ECLRT stops. Policies encourage the City to consider incentives to create new employment uses, where appropriate, including office uses. The City will also work to support local businesses to establish a business association and will offer incentives to encourage the construction of office and other commercial uses that are not retail based.

## 6. Public Realm

The public realm consists of the streets, parks and open spaces, and pedestrian and cycling connections that provide structure for development and contribute to Golden Mile's distinctive identity and value. These elements are essential to complete and create liveable communities. The public realm policies provide direction on creating an interconnected network of open and inviting spaces that all users can enjoy. New development in the Golden Mile will build on and enhance the existing streets, parks and open spaces, and create a new pedestrian and cycling-friendly public realm to support a growing residential and employment population by:

- Adding new streets with high quality streetscape, and reconfiguring and/or widening existing streets to support improved pedestrian and cycling movement and enhanced streetscape;
- Providing streetscape improvements to existing streets such as street tree planting and new sidewalks;
- Providing nine (9) new parks to support the planned growth. The parks will be strategically located to achieve an even distribution and integration with the overall public realm network. If more growth than anticipated occurs, additional parks will be required, at the discretion of the City;
- The West, Central and East Districts will each have at least one Community Park and Local Parks and Parkettes to ensure a range of park sizes and functions. The Employment District will have a least one park to provide open space amenity for workers;
- Designing parks and open spaces to be seamless with the street network to improve connectivity and accessibility;
- Ensuring high-quality park and public realm experience by promoting design considerations such as prominence and visibility, identity and character, positive user experience, and physical characteristics that support resiliency;
- Incorporating Privately-Owned Publicly Accessible Spaces ("**POPS**") to complement the parks and open space system, including generous urban plazas at the ECLRT stops;
- Creating Green Nodes in areas where streets terminate or intersect with parks, to serve as centres of community and cultural activities;
- Providing public art that will reflect, commemorate, and celebrate the cultural and natural heritage of the Golden Mile; and
- Creating high-quality pedestrian and cycling routes throughout the Golden Mile, with connections to the existing communities, parks and open spaces, including Ashtonbee Reservoir Park and the Gatineau Hydro Corridor north of the Golden Mile ("**The Meadoway**").

The public realm policies are further articulated in Attachment 6: Golden Mile Urban Design Guidelines.

## 7. Built Form

To achieve the long-term vision for the Plan Area, the built form policies are structured around several key principles, including promoting contextually appropriate and transit-supportive development, defining and contributing to the public realm and Character

Areas, implementing appropriate transitions, and supporting a spacious, cohesive, diverse, and comfortable pedestrian and cycling environment and experience. Development will be of a high quality design throughout the Plan Area, with the greatest emphasis on the areas surrounding the key structuring elements such as the Eglinton/Victoria Park Gateway, the Transit Nodes at the ECLRT stops, the new parks, and the existing and new streets.

Development within the Plan Area will achieve the built form principles by:

- Providing appropriate building setbacks to support a cohesive and green public realm across the Golden Mile;
- Providing active at-grade commercial, residential, community, and institutional uses at appropriate locations, to foster a human-scaled and pedestrian-oriented environment by encouraging activities in the public realm and promoting eyes on the streets, parks, and open spaces;
- Creating at-grade outdoor amenity spaces such as courtyards and gardens to provide opportunities for a variety of activities and social interaction among neighbours in a green setting;
- Limiting and screening surface parking and above grade parking structures to mitigate their impact and promote active uses above grade to animate the Golden Mile;
- Providing lower to modest base building conditions with appropriate setbacks to mitigate the visual impact of the taller building components above the base buildings, and promote an overall pedestrian-friendly scale throughout the Golden Mile;
- Providing variety and variation in site configuration, building type, tall building height and tower placement to promote visually interesting streetscapes, diverse pedestrian experiences, and a strong sense of place along the streets, in the Character Areas, and across the Golden Mile;
- Implementing appropriate transition in scale through variation in building form and stepping down of tall building height and base building height, within and between Character Areas;
- Locating buildings under the angular planes from lands designated *Neighbourhoods* and the existing parks and open spaces, to limit their impact on these spaces, and create an appropriate fit between the new Golden Mile community and its existing lower scale surroundings, which in general are not expected to change significantly;
- Limiting the shadow and wind impact on streets, parks and open spaces to encourage the usage of these spaces and contribute to a pedestrian and cycling friendly environment, through strategic deployment of density and built form as well as detailed building and landscape design; and
- Providing high quality building and landscape design throughout the Golden Mile, with the greatest emphasis on the areas surrounding the key structuring elements such as the Eglinton/Victoria Park Gateway, the Transit Nodes at the ECLRT stops, the new parks, and the existing and new streets, such as Eglinton Avenue East and the new east-west street north of Eglinton Avenue East ("**East-West Street #2**").

The built form policies are further articulated in Attachment 6: Golden Mile Urban Design Guidelines.

## **8. Natural Environment and Sustainability**

Development within the Plan Area will incorporate sustainability principles and sustainable design to minimize environmental impact, reduce GHG emissions, and mitigate the effects of climate change. At the broadest level, the creation of a transit-supportive, mixed-use community with new parks and open space, and a well-connected public realm will provide an environment that encourages pedestrian and cyclist movement for local trips, and transit ridership for longer distance trips. Sustainability and climate resilience will be integrated into the design of new buildings, landscapes, surface parking, parks and open spaces, streets, and sidewalks to manage stormwater, reduce urban heat island and improve biodiversity. Other climate change adaption and mitigation directions are recommended including, the incorporation of low-carbon/renewable thermal energy technologies, heat recovery and on-site renewable energy and electricity onsite, as well as backup power resilience.

## **9. Housing**

New residential development in the Plan Area will result in a complete and inclusive community through a range of housing opportunities. The housing policies within the Secondary Plan complement the housing policies in Section 3.2.1 of the Official Plan by requiring a range of housing to be provided in terms of tenure (including purpose-built rental), building types, unit types and sizes to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balanced mix of unit types and sizes, the Secondary Plan specifies that:

Development containing more than 80 new residential units will include larger units, as follows:

1. A minimum of 10 per cent of the total number of units will be 3-bedroom units; and
2. An additional minimum of 25 per cent of the total number of units will have at least 2-bedrooms.

The minimum larger-unit requirements may be reduced where the development provides social or publicly-funded housing or specialized housing. The housing policies also encourage building and unit amenities that are suitable for a range of unit types including larger households.

City Planning is also working on implementing a city-wide approach for requiring affordable housing to be provided in new developments via Inclusionary Zoning. In the interim before Inclusionary Zoning is implemented, the housing policies in the Official Plan, including Policy 3.2.1.9, and affordable housing programs allow the City to secure a range of housing, including affordable housing.

## **10. Community Services & Facilities**

The Community Services and Facilities ("**CS&F**") policies acknowledge the role that CS&F have in building communities, contributing to the quality of life and acting as neighbourhood focal points where people gather, learn, socialize and access services. CS&F are an essential component of complete and liveable communities.



The CS&F priorities and conceptual locations for new CS&F for the Golden Mile area include:

- Revitalization and expansion of existing facilities and community agency spaces that serve the area;
- Revitalization and expansion of existing community centres serving the Plan Area, including O'Connor Community Centre and Don Montgomery Community Centre, in addition to the potential provision of a new community recreation centre within the Plan Area;
- New child care facilities located near ECLRT stops and within future elementary schools;
- New school(s) within the Central District; and
- Development on parcels with existing on-site community service facilities should generally replace the total gross floor of the community service facility on site.

## **11. Mobility**

As noted the TMP informs the Secondary Plan policies and identifies the required transportation infrastructure to support the anticipated growth in the Golden Mile, focusing on improving access and balancing modes of transportation to ensure a range of travel choices and encourage sustainable travel behaviour.

Key components of the TMP have been incorporated into the Secondary Plan policies for Golden Mile, including:

- Implementing a fine-grained street network to expand the number of routes to and through the community, establishing important connections to surrounding neighbourhoods, through new streets and widened and/or reconfigured existing streets;
- Integrating pedestrian and cycling transportation infrastructure with improvements to the public realm, particularly around transit stops and intersections;
- Designing developments and civic infrastructure to ensure seamless mobility across all modes of transportation;
- Expanding, enhancing, and introducing new surface transit priority measures or potential future higher order transit in and around the Plan Area;
- Managing trip demand and travel behaviour through the implementation of travel demand management strategies with development;
- Increasing the planned right-of-way widths to support the multi-modal transportation network and complete streets objectives; and
- The exact location, alignment and design of streets, potential mid-block pedestrian connections, and other transportation infrastructure will be refined through the development application review process, subsequent MCEA studies, where appropriate, or other implementation mechanisms at the discretion of the City.

## **12. Servicing**

The servicing policies for the Secondary Plan were informed, in part, by the MSR for the GMSP Study. The MSR will serve as a strategic document to support the Secondary Plan policies and will be utilized as a technical resource to assist in the

review of development proposals in the Plan Area. It is anticipated that the MSR will inform the Basement Flooding Protection Program ("**BFPP**") in Areas 34 (EA completed in 2018) and 47 (EA currently on going expected to be completed in 2022). Developers will be required to prepare a Master Servicing Plan and related report based on the MSR, the results of the EAs related to the BFPP and most up-to-date conditions.

New development will not exceed the capacity of municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and improvements to infrastructure will be required to provide adequate capacity to the satisfaction of the City prior to development proceeding.

The servicing policies in the Secondary Plan include the following:

- Development will not exceed the capacity of existing municipal servicing infrastructure within the Plan Area, and any required improvements and/or upgrades will be coordinated and phased;
- Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure; and
- Upgrades and/or improvements to municipal servicing infrastructure may be secured in a Core Servicing Agreement in a form and content satisfactory to the City.

### **13. Implementation, Phasing & Monitoring**

The Secondary Plan policies reflect the long-term Vision for the Golden Mile, which is anticipated to develop incrementally over 20+ years. As such, implementation, phasing and monitoring policies are key components to the longevity and adaptability of the Plan. Managing growth and monitoring its impact on the transportation, servicing, parkland, and CS&F systems are important elements in the growth management strategy necessary to implement the Vision for the Golden Mile.

Incremental growth via new development will need to be reviewed in the context of the available transportation network capacity until such time as the implementation of the transportation network is complete, including the ECLRT, north-south transit priority routes, and new and reconfigured streets as carried forward in the Secondary Plan.

The implementation, phasing and monitoring policies include the following:

- Development applications will demonstrate that there is adequate transportation, servicing, parkland and community infrastructure capacity within the broader Golden Mile area to accommodate the proposed level of intensification;
- The City will monitor development activity in the Plan Area on an-ongoing basis to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities;
- The expansion of the street network into a finer grid of streets will occur incrementally with development through the direct construction and conveyance of new streets on development sites or contributions towards the acquisition of land

and construction of transportation infrastructure off-site, including identified transit improvements;

- Development will be sequenced to ensure appropriate infrastructure is available and an H provision may be placed on lands, where appropriate, for additional matters beyond those in the Official Plan, including lands with potential land use compatibility issues; and
- Landowners are encouraged to enter into landowner agreements addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing, front-ending and/or phasing of infrastructure.

#### **14. Site and Area Specific Policies**

The Secondary Plan includes a SASP for the property at 1960 Eglinton Avenue East (existing Cosmetica lands), east of Warden Avenue to permit industrial uses, in addition to all permitted uses in the *Mixed Use Areas* designation, subject to a compatibility, mitigation and related studies for employment uses adjacent to sensitive land uses.

### **PROPOSED AMENDMENTS TO THE OFFICIAL PLAN (OPA NO. 499)**

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The purpose of OPA No. 499 is to introduce the Secondary Plan and associated amendments to the Official Plan. A general description of the Secondary Plan was explained in the previous section of this report. Other amendments to the Official Plan include:

- Schedule 1, Schedule 2 and Map 3 Amendments;
- Re-designation of certain lands from *Apartment Neighbourhoods* and *Mixed Use Areas* to *Parks*;
- Deletion of SASP 109 and 110; and
- Amendment to SASP 129 with revised boundaries and excluding lands subject to Secondary Plan.

#### **Map 3, Schedule 1 and Schedule 2 Amendments**

City Planning staff recommend City Council also adopt the following amendments to Map 3, Schedule 1 and Schedule 2 of the Official Plan to provide for the implementation of certain transportation enhancements/improvements to the transportation network in the Secondary Plan:

- The amendment to Map 3: Right-of-Way Widths Associated with Existing Major Streets permits the implementation of Map 8: Street Right-of-Way Widths as recommended in the Secondary Plan;
- The amendment to Schedule 1: Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres includes the realignment of existing streets that were previously not included on Schedule 1 and includes existing streets that are recommended to be widened; and

- The amendment to Schedule 2: The Designation of Planned but Unbuilt Roads includes new streets as recommended in the Secondary Plan.

### **Site and Area Specific Policies 109, 110, 129, 400, 435**

City Planning staff recommend the following with regard to the SASPs that currently apply to portions of the Plan Area:

- SASP Nos. 109 and 110 be deleted and integrated within the Secondary Plan;
- SASP Nos. 129 be amended to delete the portion of the lands within the Plan Area and certain policy permissions be incorporated into the Secondary Plan, and SASP 129 remains in force and in effect for lands outside of the Plan Area;
- SASP 400 continue to apply to the lands west of Victoria Park Avenue at O'Connor Drive within the Plan Area, and remain amended and unaffected by OPA No. 499.; and
- SASP 435 continue to apply to the lands at 1891 Eglinton Avenue East and remain unamended and unaffected by OPA No. 499.

### **Parks Re-Designation**

Land Use Map 20 of the Official Plan is proposed to be amended for certain lands designated *Apartment Neighbourhoods* and *Mixed Use Areas* to be designated *Parks*. These re-designations to *Parks* align with eight (8) key parks planned to serve the Plan Area.

The analysis and justification for the re-designation of certain lands designated *Apartment Neighbourhoods* and *Mixed Use Areas* to *Parks* is explained in the parks and open space section of this report.

City Planning staff recommend City Council adopt these amendments to Map 20.

### **Golden Mile Urban Design Guidelines**

The Golden Mile Urban Design Guidelines are intended to provide guidance on creating high quality and appropriately scaled development, coupled with a cohesive, green and vibrant public realm, to support the Vision for the Plan Area. Developed as a direct outcome of the Council-directed Golden Mile Secondary Plan Area Study, these Guidelines will be an accompanying document to implement the Official Plan and the Secondary Plan as contemplated by Policies 5.3.2.1 and 5.2.1.4 e) of the Official Plan.

The Urban Design Guidelines illustrate the essential public realm elements and important built form relationships that will shape the emerging community, and that reflect the intent of the policies of the Secondary Plan. Together with the built form, public realm and mobility policies, the Urban Design Guidelines support ongoing implementation through incremental change and provide detailed guidance to assist the planning and design, as well as the review of development proposals.

The Urban Design Guidelines build upon the existing City-wide standards, to ensure consistency, and also provide additional guidelines to respond to local conditions and

create unique characters for the Plan Area that help build its sense of place. Supplementary guidelines are recommended for larger sites to address site specific issues, promote design excellence at a more detailed level, and ensure coordination through various phases of development. Development applications in the Golden Mile will also continue to be evaluated on the basis of other City-wide guidelines as applicable.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

City Planning staff are of the opinion that the Secondary Plan and associated Official Plan Amendments have regard for the relevant matters of provincial interest under Section 2 of the *Planning Act*, are consistent with the PPS (2020), conforms to and does not conflict with the Growth Plan (2019), and is consistent with the general intent and purpose of, and conforms to, the City's Official Plan.

### **Consistency with the Provincial Policy Statement (2020)**

OPA No. 499, including the Secondary Plan, is consistent with the policies of the PPS (2020), including:

Policy 1.1 of the PPS (2020) directs that settlement areas should have land use patterns that sustain the financial well-being of the Province and municipalities over the long term, which can accommodate an appropriate range and mix of residential, recreation, park and open space, and other uses to meet long-term needs. The policies direct that planning authorities should improve accessibility for persons with disabilities and older persons by removing land use barriers that restrict their full participation in society. Development and land use patterns that conserve biodiversity and consider the impacts of a changing climate should be promoted.

The Secondary Plan is consistent with the direction from Policy 1.1 of the PPS (2020), providing a long-term vision for the next 20+ years that supports a mix of uses, including employment, residential and community uses, as well as parks and open spaces. The Secondary Plan outlines a structure for efficient development and land use patterns for the area that promotes residential intensification in a range of forms, unit sizes and tenures. The proposed gross densities (ranging from 2.0 to 3.2 across the Plan Area) are supportive of the public investment in the ECLRT transit infrastructure (under construction).

The Secondary Plan takes an inclusive city-building lens through its outlined priorities for new community infrastructure. Several proposed multi-use trails will increase the connectivity in the area and provide connections to The Meadoway. The multi-use trails will be designed to Accessibility for Ontarians with Disabilities Act ("**AODA**") standards, increasing opportunities for all users to access and enjoy nature. Biodiversity and climate change impacts are addressed through policies related to stormwater capture and low impact development standards to reduce impact on adjacent sensitive natural areas.

Policy 1.1.3.2 of the PPS (2020) directs that land use patterns within settlement areas shall be based on densities and a mix of land uses that efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; and are transit-supportive, where transit is planned, exists or may be developed.

The Secondary Plan policies include a mix of land uses with appropriate densities that provide for the efficient use of infrastructure and public service facilities, including the ECLRT; minimize climate change and promote energy efficiency; support active transportation through robust cycling and pedestrian networks; and are transit-supportive.

The Secondary Plan is consistent with Policy 1.1.3.3 of the PPS (2020) by identifying appropriate locations and promoting opportunities for transit-supportive development adjacent to the ECLRT stops. The Secondary Plan will accommodate a significant supply and range of housing options through intensification and redevelopment, and identifies the existing and planned infrastructure, including community service facilities required to accommodate the projected growth in the Plan Area.

Policy 1.3 of the PPS (2020) directs planning authorities to promote economic development and competitiveness by maintaining a range and choice of suitable sites for employment uses that support a wide range of economic activities and ancillary uses, taking into account the needs of existing and future businesses. The Secondary Plan policies are designed to promote continued economic activity along Eglinton Avenue East and through the Plan Area as a whole. The policies outline that lands designated *General Employment Areas* will maintain existing employment uses and encourage new development of employment uses, including office uses and ancillary non-residential uses that support the office functions. The policies also require that development on lands designated *Mixed Use Areas* provide a minimum of 10 per cent non-residential uses.

Policy 1.4 of the PPS (2020) contains policies with regard to housing and requires municipalities to provide for a range and mix of housing types to meet the projected requirements of current and future residents of the regional market area. To achieve this goal, planning authorities shall provide for residential development including affordable to low- and moderate-income households. The housing policies also contain requirements for 35 per cent of the total residential units to be larger units, suitable for larger households and families of which a minimum of 25 per cent of the units must be at least two-bedroom units.

Policy 1.4.3 c) contemplates that in planning for providing the appropriate range and mix of housing options and densities, that the direction of market-based and affordable housing needs of current and future residents is appropriately directed 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. Policy 1.4.3 d) echoes that such promotion of densities of new housing not only uses land and

resources, but infrastructure and public service facilities while supporting active transportation and transit. Policy 1.7.1 reaffirms this principle objective.

Policy 1.5 of the PPS (2020) provides direction for achieving healthy, active communities. The pedestrian and cycling facilities are important components to the multi-modal transportation system being advanced by the Golden Mile Secondary Plan, consistent with PPS direction on the integration of land use and transportation planning. The Secondary Plan contains policies with regards to both local and regional transit infrastructure and consideration was given for further higher order transit along Victoria Park Avenue and Warden Avenue to ensure investment in this transit infrastructure is supported at an appropriate level of intensification for the long term.

Policy 1.7 of the PPS (2020) provides direction on how municipalities should support long-term economic prosperity. The PPS (2020) directs that municipalities should be encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes. The Secondary Plan includes cultural heritage policies that reinforce the policies of the Official Plan, and require that the design of built form and public realm will be informed by the area's cultural heritage attributes. An assessment of potential cultural heritage resources to determine whether they have cultural heritage value or interest under the *Ontario Heritage Act* aligns with Policy 2.6.1 of the PPS (2020).

Policy 1.8 of the PPS (2020) directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation by promoting the use of active transportation and transit in and between residential, employment and institutional uses, and improving the mix of employment and housing uses to shorten community journeys and decrease transportation congestion. The policy promotes design and orientation to maximize opportunities for energy efficiency and conservation, and opportunities for the use of renewable energy systems and alternative energy systems and to maximize vegetation within settlement areas.

The Secondary Plan includes policies requiring integration of transit with the public realm and private development, new pedestrian and cycling infrastructure and other travel demand management measures. The land use designations within the Secondary Plan provide for office uses adjacent to new residential development with a range of mobility options, including transit and active transportation. The Secondary Plan includes policies related to energy and resilience promoting integration of alternative energy systems in new buildings. As contemplated by Policy 4.6 of the PPS (2020) OPA No. 499, including the Secondary Plan, implements the PPS (2020) in a comprehensive and integrated manner and establishes an appropriate long-term planning vision for the Plan Area.

The relevant policies of the PPS (2020) and analysis is further expanded upon in the complementary policies in the Growth Plan section of this report.

## **Conformity with the Growth Plan (2019)**

Staff are of the opinion that OPA No. 499, including the Secondary Plan conforms to, and does not conflict with the policies of the Growth Plan (2019), including:

### **Managing Growth**

Policy 2.2.1.4 of the Growth Plan (2019) states that municipalities should provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors. The policy outlines the measures by which complete communities will be achieved. Complete communities will include a diverse mix of land uses, improved social equity, a diverse range and mix of housing options, expanding convenient access to a range of transportation options, public service facilities and an appropriate supply of parks, trails and other open spaces. Municipalities will ensure the development of a high quality compact built form, attractive and vibrant public realm while mitigating climate change impacts and integrating green infrastructure and low impact development.

The Secondary Plan conforms to Policy 2.2.1.4 of the Growth Plan (2019) by providing for a mixed-use community in an urban form that is in close proximity to the five (5) ECLRT stops, and provides for further integration with transit through multiple mobility hubs that are designed to better connect transit users with employment, retail, residential and institutional uses. The Secondary Plan also provides direction on the creation of compact built form and developing an attractive and vibrant public realm, as well as an appropriate supply of parks, trails and other open spaces, which are key elements to creating complete communities.

Policy 2.2.2.3 of the Growth Plan (2019) directs municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas. The Secondary Plan conforms to Policy 2.2.2.3 of the Growth Plan (2019) by identifying areas for development within the Districts and Character Areas and develops an intensification strategy for the Plan Area; and it identifies appropriate building types, scale and transition in built form to provide variety and variation in built form in the Plan Area, including an appropriate transition to adjacent low-rise residential and employment areas. The Secondary Plan policies encourage intensification in all four of the Districts in the Plan Area to support the creation of a complete community; and prioritize planning and investment in infrastructure and community service facilities that will support the intensification.

The policies in the Secondary Plan support Policy 2.2.4.10 of the Growth Plan (2019), which states that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation, and a range and mix of uses and activities. The pedestrian, cycling and transportation network of the Secondary Plan will facilitate the convenient access to support a complete and connected community and the intensification of the Plan Area. The Secondary Plan policies, including directions on built form, land use, transportation and public realm policies, as explained throughout this report, are consistent with the Province's Transit-Supportive Guidelines.



The Secondary Plan includes a range of transit-supportive land use designations, including *General Employment Areas*, *Mixed Use Areas*, *Apartment Neighbourhoods*, and *Parks and Open Space Areas* that allow for the development of a complete community. The Secondary Plan identifies priorities for community service facilities, including new schools, child care centres, the replacement of existing non-profit community agency space, and improvements to existing facilities in the broader Golden Mile area that will be available to people of all ages, abilities and incomes.

The Secondary Plan conforms to these policies by providing for a mixed-use community in an urban form that is integrated with the ECLRT and the local transit network. The community is also further integrated with the transit network through a robust active transportation network and the development of mobility hubs that are designed to better connect transit users with employment, retail, residential and institutional uses.

The mobility policies of the Secondary Plan specifically address a range of transportation options by introducing and enhanced transit priority network, a strong focus on pedestrian and cycling infrastructure, and Travel Demand Management strategies to minimize vehicular use.

The Secondary Plan identifies new community service facilities, along with eight (8) new parks at key locations in the Secondary Plan Area, providing a range of park uses to existing and future employees and residents.

The Secondary Plan includes policies that require a compact built form closest to the ECLRT stops (higher order transit) with a range of building types and forms that support a comfortable public realm with specific performance measures for sunlight and wind conditions for pedestrian comfort on sidewalks and in parks and open spaces.

The Secondary Plan policies related to the sustainability and resilience mitigate climate change impacts and integrate green infrastructure and low impact development. The Secondary Plan requires that new development and public realm improvements incorporate a high level of resiliency, integrating stormwater capture and low impact development measures. Policies also address resiliency, and encourage new development to submit an Energy Strategy with the potential for district energy systems.

### **Major Transit Station Areas**

The Growth Plan requires that transportation system planning, land use planning and transportation investment be coordinated. The Secondary Plan provides for the development of a complete community that can be achieved with the existing and new transportation and transit network, including the provision of the ECLRT.

The density contemplated by the Secondary Plan meets or exceeds the minimum density target required by the Growth Plan of 160 residents and jobs per hectare within a 500- to 800-metre radius of each planned transit station.

Policy 2.2.4.2 of the Growth Plan requires the boundaries of Major Transit Station Areas to be delineated by municipalities in a transit supportive manner to maximize the number of users within walking distance of the station. Policy 2.2.4.5 provides the

municipality the discretion to delineate a particular Major Transit Station Area in advance of the next municipal comprehensive review for Ministerial Approval. Policy 5.2.5.3 provides for the implementation of strategic growth areas, like Major Transit Station Areas, through a Municipal Comprehensive Review pursuant to Section 26 of the *Planning Act*. The Growth Plan requires municipalities to achieve this conformity by 2022.

More information regarding the City's Growth Plan Conformity and Municipal Comprehensive Review- Work Plan may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

The Secondary Plan appropriately protects and plans for the planned transit stations, including active transportation such as cycling and pedestrian connections to, and from, the planned transit stations, the land use and built form of development closest to the planned transit stations and range and mix of uses at and adjacent to the planned transit stations to promote transit supportive development throughout the Plan Area.

## **Employment**

In addition to Section 1.3 of the PPS (2020), the Growth Plan (2019) directs how economic development and competitiveness will be promoted within the Greater Golden Horseshoe. Policy 2.2.5.1 directs planning authorities to make efficient use of existing Employment Areas and vacant and underutilized employment lands. The Secondary Plan maintains the existing *General Employment Areas* designation of the Official Plan (south side of Eglinton Avenue East, east of 1891 Eglinton Avenue East), and requires the provision of a minimum of 10 per cent of non-residential gross floor area for developments on lands designated *Mixed Use Areas* close the ECLRT stops within the Golden Mile Commercial Gateway, Mixed Use Transit Nodes and East Park Mid-Rise and Tall Building Community Character Areas.

Policy 2.2.5.2 of the Growth Plan (2019) requires major office and appropriate major institutional development to be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service. The Secondary Plan promotes major office uses by maintaining the existing *General Employment Areas* designation and requiring a minimum of 10 per cent of the gross floor area of development on lands designated Mixed Use Areas to be non-residential gross floor area, including office uses, adjacent to the five (5) ECLRT stops.

The Secondary Plan conforms to Policy 2.2.5.3 of the Growth Plan (2019) by providing for retail and offices uses adjacent to active transportation networks. Eglinton Avenue East will function as a vibrant retail street adjacent to the ECLRT stops and East-West Street #2 will function as a local commercial street in the West and Central Districts, transitioning toward a more residential street in the East District. The variation in the character of the streets, public realm network and built form is important to support the identity of the Character Areas within each District.

Policy 2.2.5.14 of the Growth Plan (2019) directs municipalities to establish development criteria for land outside of employment areas to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to

remain accommodated on site. The Secondary Plan maintains the Official Plan policies regarding the replacement of the gross floor area of existing office uses as part of redevelopment.

## **Community Services and Facilities**

In particular, Section 2(h), (i), (m), and (n) of the *Planning Act* provide the foundation upon which the Provincial policy direction related to land use planning and development is based for Community Services and Facilities. Within both the PPS (2020) and the Growth Plan 2019, public service facilities are a broad category of education, social, cultural and community facilities to serve the residents and workers of the area. In general terms, the public service facilities policies of the PPS (2020) and Growth Plan (2019) function to provide a framework for establishing liveable and complete communities; direct growth to locations where such growth can be accommodated, and implemented in coordination with public service facilities; and, require the coordination of public bodies and decision-making for the implementation and provision of such community service and facilities.

At both the provincial and municipal level, planning policy recognizes public service facilities, as integral and foundational community elements within local communities. Policy 1.1.1(g) of the PPS (2020) identifies public service facilities as essential elements of liveable and safe communities that must be available to meet current and projected population needs. Policies 1.1.3.2, 1.1.3.3, 1.1.3.7, 1.4.3, and 1.7.1 all address the requirements for the provision of public service facilities that must be taken into account when identifying locations for future growth. Such considerations must not only address the capacity of public service facilities required to accommodate current and future needs, but must also address the orderly progression of development and the timely provision of public service facilities coordinated with that growth.

Similar to the PPS (2020), the Growth Plan (2019) provides clear direction for the provision of public service facilities within communities. To support the achievement of complete communities, Policy 2.2.1.4(a) and (d) of the Growth Plan emphasize the provision and expansion of new and existing public service facilities. Policy 3.2.8 of the Growth Plan similarly reinforces this principle for the provision of public service facilities where growth is directed to, and with a direction that such services be located adjacent to transit stations and areas easily accessible by active transportation.

One of the key foundational principles in the PPS (2020) and the Growth Plan is the coordination of land use planning and various other matters, as echoed in Policy 1.2.1 of the Growth Plan and the PPS (2020) speaking to a coordinated, integrated and comprehensive approach to planning.

A community infrastructure assessment was completed to evaluate the capacity of the existing community service and facility networks serving the Plan Area. This work was undertaken in collaboration with City divisions, agencies, boards and local residents to identify the public service facility improvements needed to support the anticipated growth and inform future capital planning processes.

The pedestrian, cycling and transportation network of the Secondary Plan will facilitate the convenient access to and use of the public service facilities and ensure that preference is provided to these public service facilities so that service can be maintained and intensification of the Plan Area can be accommodated.

Map 45-16: Conceptual Community Services & Facilities Plan of the Secondary Plan identifies priority areas for the provision of different types of community service facilities based on current service delivery models. The Plan recognizes that service standards may change over time to meet evolving community needs. As such, Map 45-16: Conceptual Community Services & Facilities Plan is not a statutory map.

Map 45-16: Conceptual Community Services & Facilities Plan identifies Child Care Priority Areas around each planned transit node. The general street and block network connects the school board areas of interest north of the Transit Nodes, with specific areas identified as Community Agency Priority Areas in the Secondary Plan. The Secondary Plan also encourages the revitalization and expansion of existing facilities, including community agency spaces and community centres serving the area. The provision of such community service facilities within the Secondary Plan aligns with the increased residents and jobs within the Plan Area planned for and will be required to accommodate the projected growth.

## **Parks and Open Space Areas**

The Secondary Plan provides a framework to transform a large scale commercial area into a new mixed-use community projected to accommodate approximately 43,000 new residents over the next 20+ years. The new park system as shown on Map 45-6: Public Realm Plan in the Secondary Plan supports the needs of the new residents and workers in the Plan Area, and aligns with Parks, Forestry and Recreation's strategic documents, including the Parkland Strategy, the Ravine Strategy, and the Parks and Recreation Facilities Master Plan ("**FMP**"). The new park system also conforms with provincial and municipal objectives to achieve complete communities and support liveability and resiliency in the Plan Area.

## **The New Park System**

The Public Realm Plan includes a park system comprising nine new parks of varying sizes and functions distributed throughout the new communities of the Golden Mile. Together, these parks will provide approximately 11,400 m<sup>2</sup> of new parkland and will accommodate active and passive recreation facilities, and landscaped spaces to serve a growing population of residents, employees and visitors. The new park system reflects the area structure of Districts and Character Areas, and is interwoven with the other structural elements of the plan, such as new streets, public spaces and community facilities. The new park system also maximizes connections to and from the existing parks and open space system in neighbouring areas.

The existing park system is not aligned with the principles of the Parkland Strategy or the Parks and Recreation FMP, consisting of a parkette (Craigton Court Tot Lot) and a small park (Victoria Park-Eglinton Parkette). Just outside the Plan Area, the parks on the east side are small and separated by major roads such as Eglinton Avenue East

and Victoria Park Avenue. The parks in the central area are all located to the north and there is only one park on the west side (as shown on Secondary Plan Map 45-1: Secondary Plan Area Boundary). The existing park system does not provide a range of park types and sizes to support a variety of park functions, and would not be able to accommodate the recreation facility requirements of 43,000 new residents in the Plan Area. It also does not improve access and connections as many residents would not be able to comfortably walk to a park within 500 metres.

The Official Plan's alternative rate policy (3.2.3.5) was also applied to the Plan Area to create the new park system. As many of the sites within the Plan Area are between 1-5 hectares and over 5 hectares, a parkland dedication rate of 15-20% (depending on site size) was calculated. The resulting parkland dedication parcels created a well distributed park system of varying sizes within each District and across the Plan Area in alignment with the objectives of the Parkland Strategy.

The new park system as shown on Map 45-6: Public Realm Plan in the Secondary Plan provides residents of each mixed-use District with access to a hierarchy of park types and sizes to support a variety of park functions. They include Community Parks (ranging in size from 1.8 ha - 2.4 ha), Local Parks (0.6 ha - 1.3 ha) and Parkettes (<0.5 ha). The West District contains two (2) Community Parks and two (2) Parkettes, the Central District contains one (1) Community Park and one (1) Local Park and the East District contains one (1) Community Park and two (2) Local Parks. A Parkette is also proposed within the Employment District.

The Parkland Strategy also prioritizes access and connections; the location and place; and **the** pedestrian network. Residents within each District can access a variety of parks within 500 metres (or a 5-10 minute walk) of their homes. The ability for all residents to be able to comfortably and safely walk to a park, without the need for a vehicle, makes a park system more accessible, transit-supportive and supportive of active transportation use and the associated transportation networks.

Beyond the Plan Area, the park system was designed to connect and support existing parks and open space areas, including The Meadoway. The Meadoway is intended to be both a naturalized greenspace and a continuous multi-use trail that will link the Don River Ravine in downtown to Rouge Urban National Park and allow people to travel between the two areas without ever leaving nature. Connecting the new park system to the existing parks and open space areas will strengthen the green infrastructure system and connect people to nature.

The Parks and Recreation FMP sets out a 20-year plan to build and renew facilities in order to meet diverse recreation needs in Toronto, including provision rates for specific facility types. With an estimated population growth of 43,000 new residents, the FMP recommended provision rates result in the required facilities shown in Table 1 below. Estimated land requirements by facility type are also shown:

**Table 1: FMP Facilities Required in the Golden Mile Study Area**

Facility	Amount	Estimated Land Requirement (ha) per facility
Splash Pad	2	0.0700
Tennis Court	1	0.1500
Basketball Court	3	0.0800
Sports Fields	4	0.7700
Skate Spot	2	0.0700

The new park system shown in the Public Realm Plan in the Secondary Plan can accommodate the facility requirements recommended in the FMP. Given a balanced hierarchy of park sizes, these facilities are also well distributed across the Plan Area. Each District can accommodate both larger facilities such as sports fields as well as smaller, local facilities such as splash pads and tennis courts.

### **Parkland Provision**

Parkland Provision, which is defined as the amount of parkland available per person within 500 metres, was analyzed for the Plan Area. If no new parkland is added and the Plan Area grows by approximately 43,000 people, the parkland provision rate falls drastically. Factoring in City-owned land, and excluding the ravines and the Meadoway, most of the dissemination blocks in the Plan Area fall to the second lowest parkland provision range of 4-12 square metres per person with an average rate across the Plan Area of 7 square metres of parkland per person.

If the new park system as shown on Map 45-6: Public Realm Plan in the Secondary Plan is created and the Plan Area grows by approximately 43,000 people, a few of the dissemination blocks in the Central and West Districts are boosted to the higher provision range of 12-28 square metres per person and the average parkland provision rate across the Plan Area is increased to 10 square metres of parkland per person. This is an improvement both for the overall area and for the individual Districts in comparison to the no new parkland scenario. However, as demonstrated above, parkland provision is only one characteristic of a park system and other factors such as the range and distribution of park types and sizes, access and connections and ability to accommodate FMP facility requirements must also be considered.

### **Conformity with municipal and provincial objectives**

Nine new parks are identified on Map 45-6: Public Realm Plan, which is consistent with provincial and municipal objectives to achieve complete communities.

Section 2(i), (p), (q) and (r)(iii) of the *Planning Act* recognizes, as matters of provincial interest, the importance of an adequate provision and distribution of social, cultural and recreational facilities, the appropriate location of growth and development, and promotion of a built form that provides for public spaces that are of high quality, safe,

accessible, attractive and vibrant. Policy 1.1.1 of the PPS (2020) states that healthy, safe and resilient communities are sustained by accommodating park and open space and ensuring that public service facilities are or will be available to meet current and projected needs. Policy 1.5.1 of the PPS (2020) also emphasizes the importance of planning public streets, spaces, and facilities to meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity, which includes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including, parklands, public spaces, open space areas, trails and linkages.

The new park system, which consists of a wide range of park types and sizes both within each District and across the study area will accommodate different park functions to meet both current and projected parkland and FMP facility needs. The location and placement of the parks have been designed in tandem with the street network and the existing parks and open space system to facilitate walkability, active transportation and community connectivity.

Policy 2.2.1.4 of the Growth Plan (2019) identifies public service facilities, a supply of safe and publicly accessible open spaces, parks, trails and other recreational facilities as key to achieving complete communities. Further, in achieving complete communities, the Secondary Plan provides a vibrant public realm, including public open spaces, by explicitly ensuring that where lands are conveyed for public park purposes to the City, the Plan directs that no density be attributed to the public park and instead such density is redistributed and is used to achieve a more compact built form. This ensures that while lands are being developed for residential, non-residential, employment, or other uses that the creation of a vibrant public realm through public parks will encourage the achievement of the vision of the Secondary Plan and development consistent with provincial and municipal policies. The Official Plan also provides direction for adding new parks and amenities in growth areas (Policy 3.2.3.1) and investing in growth related infrastructure (Policy 5.3.3). The new park system will add approximately 11,400 m<sup>2</sup> of new parkland to the Plan Area to support population growth along with liveability and resiliency.

The new park system is consistent with provincial and municipal objectives relating to sustainability and resiliency. New parks will increase permeable surfaces, provide land to grow trees and increase biodiversity. All of these actions are consistent with policies found in the Growth Plan (Section 4.2.10) and the PPS (Section 1.8).

Eight of the nine parks are proposed for re-designation from *Mixed Use Areas* and *Apartment Neighbourhoods* to *Parks* and these are the most significantly sized parks within the Plan Area.

The ninth park is intended to be the smallest park located in the area designated *General Employment Areas* and is not proposed for re-designation. Instead, policy direction is provided on the conceptual location for a park, and policies in the Plan guide the development of the Employment Park and adjacent employment uses, consistent with provincial and municipal planning policies for *Employment Areas*. The PPS (2020) and the Growth Plan (2019) both recognize the importance of Employment Areas, the need to plan for, protect and preserve such areas, as well as directions that separation

and/or mitigation be provided from sensitive land uses to maintain the long-term viability and planned uses and functions of those areas. While the location of the Employment Park is important to the Plan Area, it is equally important to recognize the role of *Employment Areas* and ensuring a policy approach in the Secondary Plan to address the existing specific provincial and municipal policy directions for that land use.

The Province's Transit-Supportive Guidelines advise that planning for new and existing open space networks be coordinated with existing and planned transit systems, such as the ECLRT, to strengthen connections to and from transit services and enhance the experience of transit users. The Transit-Supportive Guidelines also state that "Plazas, parks, and trails help to make higher-density, transit-supportive environments more attractive and liveable. When provided in conjunction with higher-density, mixed-use development along a route or corridor, open space systems can be important generators of activity, encouraging people to take transit rather than drive to reach recreational activities."

The new park system is established in areas adjacent to and nearby the ECLRT, as well as connected to various active transportation, trail and cycling networks, which broadly connect to The Meadoway, which in conjunction with the higher-density development planned along the Eglinton Avenue East will support and promote the use of transit and the varying sizes of the parks will enable different park functions and allow people to access active and passive recreational activities.

## **Housing**

In addition to Section 1.1.3 and 1.4 of the PPS (2020), the Secondary Plan conforms to Policy 2.2.6.1 of the Growth Plan (2019) by supporting housing choice through the achievement of the minimum intensification and density targets of the Growth Plan (2019) by identifying a diverse range and mix of housing options and densities. The Secondary Plan relies on the Official Plan policies regarding affordable housing, including affordable ownership and rental housing.

Policy 2.2.6.3 of the Growth Plan (2019) requires municipalities to consider the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The Secondary Plan requires a full range of housing in terms of tenure. Development is also required to provide a minimum of 35 per cent of the residential units as larger sizes, of which a minimum of 10 per cent three-bedroom units are required. This policy ensures that each development will include larger units that are suitable for larger households/families.

## **Transportation**

The level of intensification planned for by the Secondary Plan, in addition to the other matters described in this report, is also premised on a public street, pedestrian and active transportation network being established to support the growth provided for by this Plan.



Section 2(f), (h), (p) and (q) of the *Planning Act* direct the adequate provision and efficient use of transportation systems, order development of safe and healthy communities, the appropriate location of growth and development, and the promotion of development that is sustainable, supports public transit and oriented towards development. The PPS (2020) and the Growth Plan (2019) emphasize the importance of coordination between land use planning and transportation planning. In creating, modifying and establishing a transportation system, the land use pattern, density and mix of uses should be integrated within the broader transportation system to ensure current and future use of transit and promote active transportation. To achieve such directions, the PPS and Growth Plan direct municipalities to plan and protect for transit corridors and rights-of-way to support current and projected needs. This also ensures that there will be an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent existing transportation systems and is appropriate to address projected needs to support the movement of goods and people.

Policy 2.2.4.11 directs that in planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.

The Secondary Plan mobility policies ensure development adjacent to higher order transit, transit priority routes and transit interchanges will protect local and regional transit system infrastructure and future improvements.

Policy 3.2.1.1 of the Growth Plan (2019) requires that Infrastructure and land use planning be co-ordinated and integrated to ensure sufficient infrastructure capacity and that such new and/or expanded infrastructure occur in an integrated manner that evaluates the long-range scenario-based land use planning, environmental and financial planning.

Policy 3.2.2.3 of the Growth Plan (2019) requires that a complete streets approach be adopted that ensures the needs and safety of all road users in the design, refurbishment or reconstruction of the existing and planned street network. Policy 3.2.2.4 requires that municipalities develop and implement TDM measures to increase the modal share of alternatives to the automobile, prioritize active transportation, and expand infrastructure to support active transportation.

The PPS (2020) similarly emphasizes promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs. The PPS (2020) also contemplates that phasing policies should be established and implemented to ensure that infrastructure and intensification are coordinated prior to or concurrent with new development, such that an orderly progression of development occurs coordinated with infrastructure planning.

The Secondary Plan policies were developed with an integrated and coordinated approach, where a Transportation Master Plan was developed in support of the GMSP Study to ensure a robust multi-modal transportation network is in place to support the

level of growth in the Plan. The Mobility and Implementation, Phasing and Monitoring policies in the Secondary Plan contemplate the transportation network for the Plan Area based on the land use planning, built form and policy directions and ensures that the expansion of the transportation network as contemplated by the Secondary Plan occurs in an integrated manner and is coordinated with development.

The expansion and improvement of the street network through a more complete structure of streets and blocks will better connect people in the area to destinations within and beyond the Plan Area. The expanded street network will be designed to include pedestrian and cycling infrastructure. This focus of active transportation will service local trips and support the ECLRT. The implementation of the ECLRT will improve the transportation network and contribute to the provision of sustainable travel options to service existing and future users. Until the full implementation of the transportation network including the ECLRT, north-south transit priority routes, and new and reconfigured streets identified in the Plan, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity.

The Secondary Plan policies adopt a complete streets approach to street design within the Plan Area and requires new development to provide a Travel Demand Management Plan. Locations for shared mobility hubs are identified on Map 17: Transit and Travel Demand Management Plan of the Secondary Plan. These hubs may include a range of TDM measures including bike-share stations, car share spaces, high-occupancy vehicle parking spaces and other features. As explained in the Consultation Section of this report on the TMP, the Phase 3 and Phase 4 of the MCEA process will determine the precise alignment and preliminary design for certain infrastructure projects.

Policy 3.2.3.4 of the Growth Plan also states that municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation and continuous linkages between adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

The Secondary Plan specifically developed a comprehensive active transportation network that have dedicated space for bicyclists that is integrated with the transportation network in the plan, namely the ECLRT and the existing cycling network. This is also consistent with the objectives set out in the City's Cycling Plan. The pedestrian, trail and cycling connections, as they relate to The Meadoway as also explained in a later section of this report.

### **Infrastructure Management**

In addition to Section 1.6 and 1.8 of the PPS (2020), the Secondary Plan conforms to the policies in Section 3.2.6 of the Growth Plan (2019) by planning for the expansion of the municipal water and wastewater systems for the broader Golden Mile area to optimize and improve efficiency within existing systems. The Secondary Plan policies include strategies for energy and water conservation and water demand management. Details on how the improvements to the water and wastewater systems will be secured are described in Attachment 7: Infrastructure Identification Assessment.

The policies in Section 3.2.7 of the Growth Plan (2019) direct municipalities to develop stormwater master plans that include being informed by watershed planning or equivalent; protecting the quality and quantity of water by assessing existing stormwater facilities and systems; characterizing existing environmental conditions; examining the cumulative environmental impacts of stormwater from existing and planned development, and including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies. The Secondary Plan conforms to the above and includes policies to incorporate appropriate low impact development and green infrastructure.

The Secondary Plan is informed by the MSR, which is a comprehensive master plan for the municipal water, wastewater and stormwater systems within and beyond the Plan Area. The Secondary Plan is located within City BFPP Areas 34 and 47, which are currently subject to MCEAs to assess the impacts of extreme wet weather flow events on basement flooding. These studies are expected to recommend further sewer remediation works (wastewater and stormwater, where necessary, that may result in the MSR being superseded).

### **Natural Environment, Climate Change, Resiliency and Sustainability**

Section 2(a) and (s) of the *Planning Act*, directs that regard shall be had to the protection of ecological systems, including natural features and functions, as well as the mitigation of greenhouse gas emissions and adaption to a changing climate. Section 16(14) of the *Planning Act* further provides the requirement that official plans contain policies identifying goals, objectives and actions to mitigate greenhouse gas emissions and to provide for adaption to a changing climate, including through increased resiliency. Both PPS (2020) and the Growth Plan (2019) recognize the importance of energy conservation, climate change, and the incorporation of green infrastructure to achieve complete communities and increase the resiliency of our communities (PPS 1.6.2, 1.7.1, 1.8.1; Growth Plan 2.2.1.4, 3.1, 3.2.7, 4.2.10).

Over time, City Council has adopted a series of City staff reports relating to the urban forest, climate change, adaption and resiliency, including:

### **TransformTO (2017)**

This report updated the City's Climate Action strategy and recommended seven long-term goals to realize a low-carbon Toronto in 2050 that achieves an 80 percent reduction in greenhouse gas emissions against 1990 levels. Goals included that 100 percent of new buildings be designed and built to be near zero greenhouse gas emissions by 2030; and to design and build all new City-owned facilities to be near zero greenhouse gas emissions by 2026.

City Council's Decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PE19.4>

## **Toronto Green Standard Review and update (2017)**

This report updated the Toronto Green Standard to Version 3 which includes a four-tiered framework for development to achieve near-zero greenhouse gas emissions by 2030 in support of Council's adoption of TransformTO and goal to reduce community-wide greenhouse gas emissions by 80% of 1990 levels by 2050. The Toronto Green Standard is a set of environmental performance measures that facilitate sustainable new development in Toronto. The Toronto Green Standards apply to new private and City-owned developments and address the City's environmental priorities including, improving air quality and reduce the urban heat island effect, reduce energy use and greenhouse gas emissions from new buildings while making buildings more resilient to power disruptions, and encourage the use of renewable and district energy, among others.

City Council's Decision may be found here:

<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-107359.pdf>

## **OPA 262 - Environmental Policies update (2015)**

This OPA updated Official Plan policies pertaining to climate change and energy, the natural environment and green infrastructure in order to strengthen the existing environmental policies, encompass new priorities that have emerged since the adoption of the last Official Plan - including the priorities emerging out of the following reports to Council. The amendment also included designation of 68 new Environmentally Significant Areas (ESAs).

City Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

## **Resilient City – Preparing for a Changing Climate (2014)**

This report made a number of recommendations to address climate change and to build resiliency, including planting more trees to increase shade and to clean and cool the air. The report recognized that a healthy urban forest contributes to a city's resiliency and that trees can help the city adapt to a changing climate. In particular, large-stature trees in urban areas are known to both moderate temperature extremes and improve air quality. The maintenance and expansion of the urban tree canopy is one important factor in reducing impacts associated with the urban heat island effect such as increased summertime peak energy demand; air conditioning costs; air pollution; heat-related illness; and water quality.

City Council's Decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PE28.6>

## **Green City: Why Nature Matters to Health – An Evidence Review (2015)**

Key conclusions of the report included that green space improves physical and mental health and wellbeing of urban residents.

City Council's Decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.HL6.2>

The report *Resilient City: Preparing for Extreme Weather Events (2013)* was adopted by City Council to further the City's efforts in creating a more resilient Toronto. Planting more trees to increase shade and to clean and cool the air is one example of an adaptation action that residents and businesses can take to make buildings and infrastructure more resilient to extreme weather and improve the city's overall sustainability.

City Council's Decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PE24.3>

City Council has also repeatedly identified the direction to achieve 40 per cent tree canopy coverage across Toronto, including in the Urban Forest: Toronto's Strategic Forest Management Plan and the Every Tree Counts. Some areas of the City are able to achieve more tree coverage than others depending on, for example existing conditions, land use and development. The Golden Mile area forms part of the Clairlea-Birchmount and Wexford/Maryvale areas identified in the Every Tree Counts guideline document. This document identified that there was an approximate 15 per cent canopy coverage in Clairlea-Birchmount and 12.2 per cent canopy coverage in Wexford/Maryvale. In the opinion of staff, increasing the tree canopy in the Plan Area is important to achieving a healthy, liveable and resilient natural and built environment.

Policy 3.3.1 a), f), g) and h) of the Official Plan (Building New Neighbourhoods) directs that the comprehensive planning framework for the area establish a pattern of streets, development blocks, open spaces, including adequate space for planting of trees, a strategy for energy conservation, including renewables and district energy; stormwater management and water conservation and waste management. This is similarly echoed in Policy 5.2.1.4 of the Official Plan for the City-building objectives for secondary plans.

Section 2 (Vision), Section 3 (Area Structure), Section 6 (Public Realm), and Section 8 (Natural Environment, Sustainability and Resilience) of the Secondary Plan appropriately provide direction to create and increase the tree canopy of the Plan Area and provide direction to achieve sustainability and climate resilience, to reduce greenhouse gas emissions, manage stormwater, reduce the urban heat island effect, protect natural areas and improve biodiversity consistent with, and conforming to, the *Planning Act*, provincial and municipal policies, as well as City guidelines and reports.

### **Conformity with the Official Plan**

The Secondary Plan builds upon the policies of the Official Plan by providing a detailed planning framework specific to the Golden Mile area.

The lands immediately north and south of Eglinton Avenue East through the Plan Area are identified as an *Avenue* on Map 2 - Urban Structure of the Official Plan. An *Avenue* is a growth corridor with good transit access that can accommodate some of the future growth within Toronto. The Secondary Plan conforms with the policies in Section 2.2.3 of the Official Plan by providing a policy framework and strategy for growth along this segment of Eglinton Avenue East, which encourages the creation of new housing

(including affordable housing) and job opportunities, improves the pedestrian environment and the public realm of Eglinton Avenue East, and strengthens local retailing.

The Secondary Plan and related Golden Mile Urban Design Guidelines provide direction on the form, scale and design of the future reurbanization of this portion of Eglinton Avenue East, which were informed by a robust community consultation process. The Secondary Plan expands the transportation network to support the growth, including new public streets to create a connected network, which provides direct and clearly understood travel routes for all transportation modes and users.

The policies in the Secondary Plan will apply and no Avenue Segment Studies will be required for this segment of Eglinton Avenue East, provided the proposed development conforms with the Secondary Plan.

The Secondary Plan maintains the *Employment Areas* policies in Section 2.2.4 of the Official Plan. The land use compatibility/mitigation policies in Section 2.2.4 include the requirement for appropriate design, buffering and/or separation between sensitive lands uses that are adjacent to or near *Employment Areas* or within the influence area of major facilities. To continue to protect and preserve existing, and promote new, employment uses, the Secondary Plan will require that land use Compatibility/Mitigation Study and Noise Impact and Air Quality Study be provided to address appropriate measures between sensitive land uses and employment uses. In addition to the land use compatibility/mitigation policies in the Official Plan, the Secondary Plan indicates that an H provision will be applied to lands that may be affected by land use compatibility issues, which would only be removed upon the required mitigation measures recommended by the applicable compatibility/mitigation study being secured in a manner satisfactory to the City.

The Secondary Plan conforms with Policies 2.4.3 and 2.4.4 of the Official Plan by planning for new development in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development.

The Secondary Plan conforms with the policies in Section 3.1.1 of the Official Plan regarding the public realm by acknowledging the importance of the public realm and quality urban design in creating great communities and building a great city. The Secondary Plan provides for a vibrant public realm as a key structuring element for the Plan Area with existing, new and reconfigured/widened streets linked to nine (9) new parks and a series of open spaces. The Secondary Plan promotes quality architectural, landscape and urban design in each of the Character Areas, and ensures that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians in order to support the development of sustainable, economically vibrant and complete communities.

Section 3.1 and 3.4 of the Official Plan emphasize the importance of enhancing the urban forest, but also that both the public and private sectors commit to high quality architecture, landscape architecture and urban design, environmentally sustainable

design and energy efficiency and work together to prepare for the impacts of climate change.

The Secondary Plan conforms with the built form policies in Section 3.1.2 of the Official Plan, which 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. The Secondary Plan establishes built form parameters for development to fit harmoniously within the planned context including buildings to be massed and located to frame adjacent streets; setback requirements; active at grade uses, including commercial uses required in key locations; and connections/ access to adjacent sidewalks, streets, parks and open spaces. The Secondary Plan includes policies for transitions in scale to low-rise areas, including existing and new parks, and some open spaces including The Meadoway; and generally limiting shadow impacts on the public realm.

The Secondary Plan identifies maximum development densities to create a transit-supportive environment that optimizes the infrastructure investment of the ECLRT to support the public realm and built form objectives for the Plan Area. In order to ensure that the density envisioned for the Plan Area aids in providing for a complete and liveable community, new development applications will demonstrate that there is adequate capacity in the community services and facilities, the transportation systems and servicing infrastructure to support new development.

To create a complete and liveable community with areas of distinctive character, density will be distributed in a hierarchical manner across the Plan Area to accommodate a higher intensity of uses around ECLRT stops, while achieving other 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 and open spaces.

The Secondary Plan identifies maximum tall building heights in various Character Areas to promote transit-supportive development, define and contribute to the built form visions for the Character Areas, including appropriate transition between them, and support public realm objectives such as limiting shadow impact. The greatest heights in the Plan Area (up to 35 storeys) will be located in the Golden Mile Commercial Gateway Character Area, near the intersection of Eglinton Avenue East and Victoria Park Avenue. Some of the greater heights (up to 30 storeys) will be located near the ECLRT stops. Tall buildings up to 20 or 25 storeys can be located at appropriate locations in the three Transition Areas.

The Secondary Plan encourages mid-rise buildings throughout the Plan Area to provide for transit-supportive development, limit impact on the public realm, and promote a pedestrian friendly scale. To ensure a mix of building types and support the key public realm elements, development will provide mid-rise buildings at priority locations such as Eglinton Avenue East (or adjacent to parks along Eglinton Avenue East), both sides of the East-West Street #2 or the potential extension of O'Connor Drive; and new parks. The maximum heights of the mid-rise buildings will be based on the right-of-way width(s) of the adjacent street(s), up to a maximum of 36 metres, to achieve an appropriate proportion between the buildings, the streets, and the pedestrian realm.

Other built form parameters such as minimum setbacks, maximum base building heights, minimum tall building tower stepback, maximum tower floor plate size, minimum tower separation distance are also identified, to support a cohesive and green public realm, to promote lower to modest base building conditions, to mitigate the visual impact of taller building components above the base buildings, to define and support the built form visions for Character Areas, and to create and contribute to a spacious and pedestrian friendly environment throughout the Plan Area.

The Secondary Plan conforms with Section 3.3 of the Official Plan regarding the building of new neighbourhoods by providing a comprehensive planning framework to reflect the Official Plan's city-wide goals, as well as the context of the Plan Area. The Secondary Plan identifies and provides directions for Districts and Character Areas, as well as key structuring elements including the pattern of a fine grain of interconnected streets with associated development blocks; the public realm and active transportation networks; and a strategy for the required infrastructure, including community service facilities. A context plan will be required to implement the directions of the Secondary Plan on a site-by-site basis. The Secondary Plan maintains the affordable housing strategy in the Official Plan and continues to emphasize the importance of a variety of building type, tenure and affordability in the Plan Area.

The Secondary Plan maintains the land use policies in Chapter 4 of the Official Plan. With regard to lands designated *Apartment Neighbourhoods*, the Secondary Plan conforms with the policies in Section 4.2 by directing the location and massing of new buildings to provide a transition between areas of different development intensity; and directing the location and massing new of buildings to frame the edge of streets and parks. While significant growth is not anticipated in the *Apartment Neighbourhoods*, the Secondary Plan allows for appropriate amount of growth to occur on lands designated *Apartment Neighbourhoods*, which are identified as a transition area in the Plan Area between the taller buildings in the Golden Mile Commercial Gateway and the Mixed Use Transit Nodes, and the Meadoway to the north.

With regard to lands designated *Mixed Use Areas*, the Secondary Plan conforms with the policies in Section 4.5 of the Official Plan by requiring new development to create a balance of high quality commercial, residential, community and open space uses that reduce automobile dependency, take advantage of the nearby ECLRT stops, and meet the needs of the Golden Mile community; provide opportunities for new jobs and homes in the Plan Area; and locate and mass new buildings to provide a transition between areas of different development intensity and scale, and to limit shadow impacts through appropriate setbacks and stepping down of heights, particularly towards lower scale *Neighbourhoods*, employment areas, and parks and open spaces.

With regard to the lands designated *General Employment Areas*, the Secondary Plan conforms with the policies in Section 4.6 of the Official Plan by supporting, preserving and protecting major facilities, employment uses and the integrity of the Golden Mile *Employment Area*; mitigating the potential negative impacts from traffic generated by development within Golden Mile *Employment Area* and adjacent areas; allowing for greater floor heights on the south side of Eglinton Avenue East to promote employment uses; and requiring landscaping on the front and any flanking yard adjacent to any



public street, park and open space to create an attractive streetscape, and limiting and screening parking, loading and service areas.

Section 5.2.1 of the Official Plan outlines the city-building objectives for Secondary Plan areas to stimulate and guide development of highly functional and attractive communities. The Secondary Plan provides a robust policy structure that provides direction on how to achieve the above-noted objectives, while allowing for flexibility to permit phased development and interim conditions. The Secondary Plan will improve connectivity in the Plan Area with the introduction of new, reconfigured and widened streets; and new parks and open spaces to complement the mix of land uses that will ensure that the Plan Area becomes a complete community over the next 20+ years.

The Secondary Plan conforms with Policy 5.2.1.1 of the Official Plan, which 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. The Secondary Plan conforms with Policy 5.2.1.3 by promoting a desired type and form of physical development which will result in a highly functional and attractive Golden Mile community with an appropriate transition in scale and activity between neighbouring areas.

The Secondary Plan conforms with Policy 5.2.1.4 of the Official Plan by recognizing city-building objectives and identifying the overall capacity for development in the area; providing land use policies for development to be read in conjunction with the land use policies in the Official Plan; providing urban design objectives, guidelines and parameters; identifying necessary infrastructure to support the anticipated growth; and requiring new development to respect and reinforce the existing physical character, and promote the stability of established neighbourhoods. The Secondary Plan maintains the city-wide affordable housing objectives in the Official Plan.

The Secondary Plan acknowledges that several of the existing employment uses will be preserved, protected and maintained in the long term in the Plan Area, on lands designated *General Employment Areas* on the south side of Eglinton Avenue East and within the broader Golden Mile area on lands designated *Core Employment Areas*, with incremental mixed-use development occurring on other permitted land use designations in the Plan Area.

In the opinion of staff, OPA No. 499, including the Secondary Plan is consistent with the general intent and purpose of, and conforms to, the City's Official Plan.

### **Official Plan Amendment 456: Transportation Policies**

On February 26, 2020, City Council adopted OPA No. 456 ("**OPA 456**"), which amended the Official Plan's transportation policy and text changes as part of the Five Year Review of the Official Plan pursuant to Section 26 of the *Planning Act*. The recommended changes affect transportation policies in the areas of: transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies; and the transportation of water, wastewater and stormwater. Updates to the street related map and schedules were also adopted.

OPA 456 also included a new Section into the Official Plan regarding "Public Realm - Higher-Order Transit", as well as the revisions the other sections in the Official Plan. The Secondary Plan incorporates these various components into the public realm and transportation policy directions for the Secondary Plan.

### **Official Plan Amendments : Built Form, Public Realm Policies**

On December 17, 2019, City Council adopted OPA No. 479 regarding public realm ("**OPA 479**") and OPA No. 480 regarding built form ("**OPA 480**") to Section 3.1.1, Public Realm, Section 3.1.2, Built Form and Section 3.1.3, Built Form - Tall Buildings, of the Official Plan as part of the Five Year Review of the Official Plan pursuant to Section 26 of the *Planning Act*.

OPA 479 and OPA 480 strengthen the existing public realm and built form policies and provide greater clarity through new policies that describe the public realm, built form and built form types. The policies reflect the continuous evolution of the application of urban design principles to achieve critical city-building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design and help create a high quality of life for people of all ages and abilities.

Both the Secondary Plan and the Official Plan continue to recognize that the public realm is the fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Each element of the public realm has its own roles and responsibilities. When designed together, these elements form a well-connected, walkable, attractive, safe, functional and accessible network which supports communities at a range of scales and characters. The policies continue to emphasize the importance of promoting a connected grid-like street network that promotes complete, well-connected walkable communities, supporting active transportation and transit use, that supports existing and future populations and provide a high quality of life, among other matters.

Similarly, both the Secondary Plan and the Official Plan continue to recognize the importance of the public realm and how development fits within its existing and planned context. Principles such as site organization, fit into the existing and planned context, building massing, transition and scale, good street proportion and encouraging a mix of building types continue to be reflected and emphasized through the Official Plan.

The Secondary Plan incorporates these various components into the public realm and built form policy directions through OPA 479 and OPA 480 into the Secondary Plan.

### **The Meadoway**

The Secondary Plan was also reviewed in the context of The Meadoway Environmental Assessment ("**The Meadoway EA**") recently completed by the Toronto and Region Conservation Authority ("**TRCA**"). The overarching purpose of The Meadoway EA was to establish a complete active transportation route linking downtown Toronto and the Rouge National Urban Park through a safe, accessible and naturalized/ecologically

diverse multi-use trail network. In November 2018, during Phase 2 of The Meadowway EA, an interest was identified in the multi-use trail, and pedestrian and cycling network planning for the Secondary Plan Area.

The Meadowway EA also emphasized the importance of the City's Official Plan and Growth Plan in the comprehensive and continuous active transportation network that offers a viable alternative to automobile use. Further, that the creation of publicly-accessible parkland and open space will be based on a coordinated approach to trail planning and development. The Meadowway EA evaluated a series of different alternative approaches, and recommended a preferred approach, which allows its planned function to be incorporated into the surrounding areas. Detailed design work is anticipated by the TRCA through each phase of the work on The Meadowway to revitalize, complete and improve the planned trail connection and re-naturalization of The Meadowway.

Opportunities identified by The Meadowway EA include, linking numerous local and regional trail systems and communities, developing a fully accessible active transportation network and naturalized greenspace for a variety of trail users to enjoy; minimize interactions between trail users and vehicular traffic; increasing connections for multi-modal transportation options, such as the ECLRT; converting, restoring and naturalizing low quality grassland within the Gatineau Hydro Corridor into healthy; ecologically diverse habitats, such as meadows or wetlands, and align with the City's Transform TO (the City's climate action strategy) through the development and improvement of active transportation networks, providing greater access to alternative commuting modes and reducing greenhouse gas emissions.

The Secondary Plan provides for pedestrian, cycling and trail connections to The Meadowway, and encourages direct connections to the nearby ECLRT stops that will be introduced once constructed. Within the Character Areas, Public Realm and Mobility policies of the Secondary Plan are directions to provide connections to nearby parks and open spaces such as The Meadowway and Ashtonbee Reservoir Park, which will be established through direct open space linkages and/or enhanced green streetscapes, pedestrian and cycling infrastructure on the expanded and improved street network, contributing to the planned use, function and enhancement of The Meadowway.

The Meadowway EA can be found here:

<https://themeadoway.ca/trail-concept/#environmental-study>

## **Conclusion**

The Secondary Plan is the result of over four years of comprehensive, multi-disciplinary study. The policies have been informed by extensive consultation with City divisions and commenting agencies, landowners and business owners, community agencies, and local residents. The Secondary Plan provides a long-term planning framework for development in the Golden Mile, which is expected to evolve from an area that is primarily automobile-dependent to a transit-supportive mixed-use community over 20+ years. The Secondary Plan and related Golden Mile Urban Design Guidelines advance the vision for the Golden Mile as a complete, liveable, connected, responsive, and prosperous mixed-use community that will maintain its role as an important economic

driver in the east end of Toronto. The Plan also identifies the necessary infrastructure improvements and implementation policies to support the public investment in the ECLRT and the expected growth in the Golden Mile.

OPA No. 499, including the Golden Mile Secondary Plan has regard for the relevant matters of provincial interest, is consistent with the PPS (2020), conforms to and does not conflict with the Growth Plan (2019), and is consistent with the general intent and purpose of, and conforms to, the City's Official Plan. City planning staff recommend that City Council adopt OPA No. 499, including the Golden Mile Secondary Plan.

## **CONTACT**

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## **SIGNATURE**

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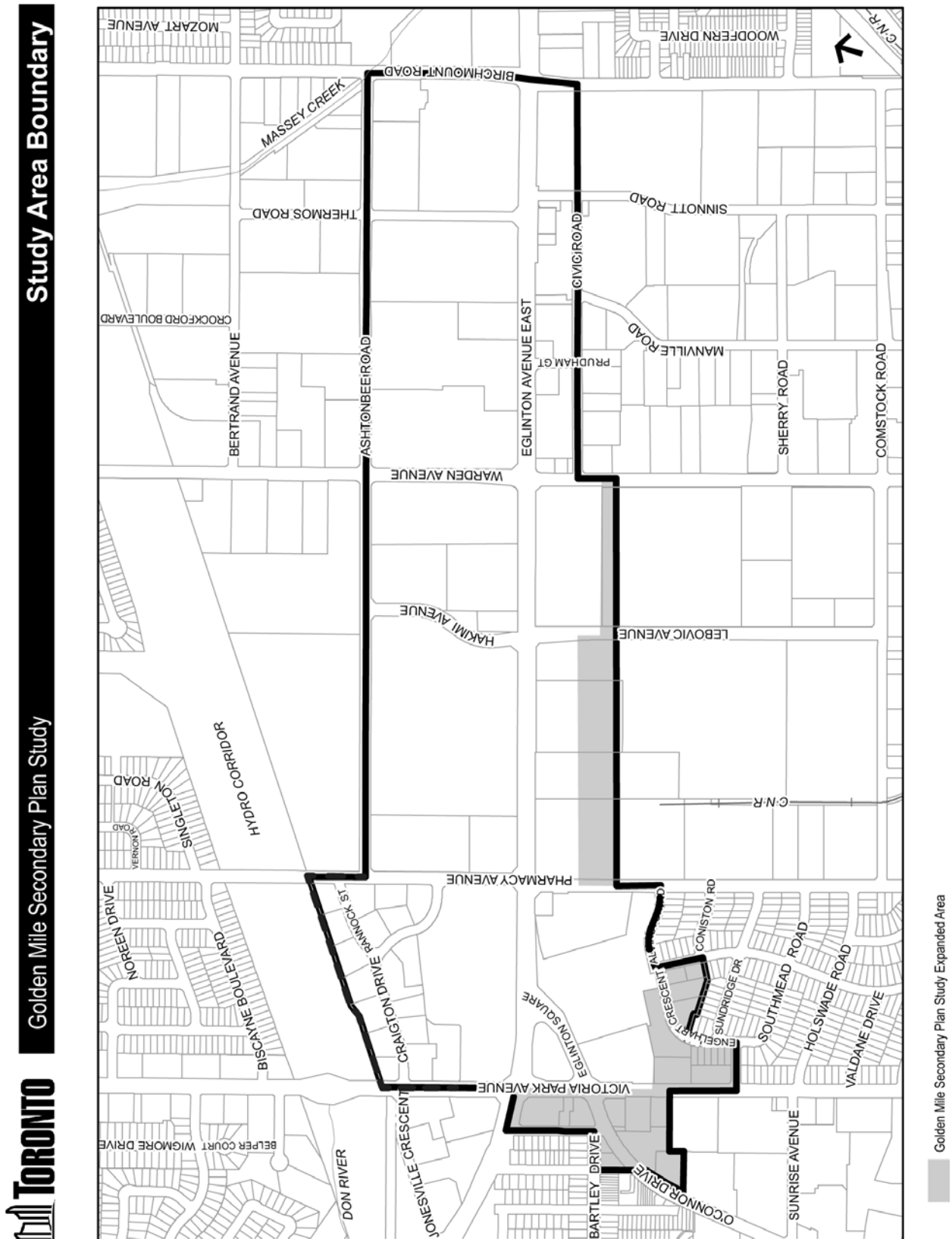
Paul Zuliani, MBA, RPP, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

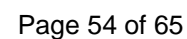
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- Attachment 1: Golden Mile Secondary Plan Study Area Boundary
- Attachment 2: Golden Mile Secondary Plan Ownership Map
- Attachment 3: Summary of Public Consultation Activities
- Attachment 4: Golden Mile Transportation Master Plan: Executive Summary
- Attachment 5: Draft Official Plan Amendment No. 499, Golden Mile Secondary Plan
- Attachment 6: Golden Mile Urban Design Guidelines
- Attachment 7: Infrastructure Identification Assessment

## Attachment 1: Golden Mile Secondary Plan Study Area Boundary



## Final Report - Golden Mile Secondary Plan



### Attachment 3: Summary of Public Consultation Activities

Date(s) of Event	Event Title	Summary
June 28, 2017	Community Consultation Meeting #1 (Study Kick-off)	The purpose of this Phase One event was to raise awareness and generate interest in the Study, inform attendees about how to get involved in the Study, and provide the City with an opportunity to learn from attendees about what works and what needs improvement in the area and how the area could evolve with rapid transit. Approximately 140 people attended the event.
Summer 2017	Planners in Public Spaces	3 PIPS events were held in various location in the Golden Mile area. The purpose was to share information, answer questions, and learn what residents, business owners, employees and others thought was working well and what could be improved in the study area. Over 100 people attended the events.
October 14, 2017	Community Consultation Meeting #2 (Visioning Workshop)	The purpose of this Phase One event was to develop a vision and guiding principles for the Study Area to inform the potential development alternatives to be developed in Phase Two. Over 35 people attended the event.
February 22, 2018	Design Review Panel #1	The Panel was asked to comment on placemaking in the Golden Mile, organizing approaches alternatives, and the Victoria Park - Eglinton Parkette.

<b>Date(s) of Event</b>	<b>Event Title</b>	<b>Summary</b>
June 26, 2018	Community Consultation Meeting #3 & Open House for Landowners and Business Owners	The purpose of this Phase Two event was to present three development alternatives for the Study Area that has been analyzed and tested by the GMSP Consultants and City staff, and to obtain feedback from the attendees on how which alternative(s) aligned with the vision and guiding principles. Approximately 60 attended the event.
October 4, 2018	Design Review Panel #2	The Panel was asked to comment on the characters of the Districts, the public realm strategy, and the built form strategy.
April 13, 2019	Toronto Planning Review Panel	The Panel was asked to identify the essential planning ingredients and the pitfalls to avoid for the GMSP.
June 3, 2019	Potential Street Network Changes at O'Connor Drive/Victoria Park Avenue	The purpose of this Phase Three event was to inform residents and stakeholders primarily from the west side of Victoria Park Avenue (former North York and East York) of the potential street network changes being proposed as part of the Study and related TMP, inform attendees of how to get involved in the Study and the future MCEA, and to obtain feedback from attendees. Approximately 75 people attend the event.
June 25, 2019	Community Consultation Meeting #4	The purpose of this Phase Three event was to present the draft preferred alternative, the emerging public real and built form strategies, a potential demonstration concept plan, and to obtain feedback from the attendees. Approximately 130 people attended the event.



Date(s) of Event	Event Title	Summary
January 31 - February 28, 2020	Digital Consultation on the Draft Golden Mile Secondary Plan Policies	All interested parties who had provided email addresses to the City's GMSP Study team were sent a digital copy of the Draft GMSP, which was also posted on the GMSP Study webpage. Feedback was received from/on behalf of 25 people/stakeholders.
March 9-10, 2020	Open House on the Draft Golden Mile Secondary Plan Policies	The purpose of these events was to undertake consultation on the Draft GMSP prior to the final GMSP being considered by Scarborough Community Council. Approximately 90 people attended the events.

## **Attachment 4: Golden Mile Transportation Master Plan: Executive Summary**

Provided separately as a PDF and posted under the Agenda Item for Scarborough Community Council's July 17, 2020 meeting.

## **Attachment 5: Draft Official Plan Amendment No. 499, Golden Mile Secondary Plan**

Provided separately as a PDF and posted under the Agenda Item for Scarborough Community Council's July 17, 2020 meeting.

## **Attachment 6: Golden Mile Urban Design Guidelines**

Provided separately as a PDF and posted under the Agenda Item for Scarborough Community Council's July 17, 2020 meeting.

## **Attachment 7: Infrastructure Identification Assessment**

### **Infrastructure Needs and Timing**

The following section presents a list of the hard infrastructure, such as streets, water and sewer infrastructure, and soft services, such as community infrastructure components, that have been identified as being required to support the growth identified in the Secondary Plan over the next 20+ years. These needs are summarized by infrastructure type and development phase.

The needs and timing have been prepared with input from City Planning's consulting team and by appropriate City staff divisions including: Engineering and Construction Services, Transportation Services, Parks, Forestry and Recreation, Children's Services, the Toronto Public Library Board and Toronto Water. Infrastructure costing will be completed as part of further work, including the MCEA study. The capital elements identified are not currently contained in the City's 2020-2029 Capital Plan, nor have the operating impacts been identified.

The timeline for the infrastructure and community facility needs for the purposes of the Infrastructure Needs Assessment was split up into two (2) phases, which are tied to known development applications in the Plan Area. Phase 1 would cover the first 15 years (to 2035), whereas Phase 2 applies to the time period following 15 years (2036+). This timing are subject to change due to various factors including the pace of development and available funding.

### **Transportation and Servicing Infrastructure**

#### **Streets**

The recommended street and block network provides new east-west streets between Victoria Park Avenue and Birchmount Road north and south of Eglinton Avenue East, and new north-south streets throughout the Plan Area. Many existing streets will require improvements and reconfigurations, including O'Connor Drive. The new streets are assumed to be secured and completed by landowners through the Plan of Subdivision and development application approval process. The following major streets identified are:

- Craigton Drive Reconfiguration;
- East-West Street #2;
- Potential Reconfiguration and Extension of O'Connor Drive;
- Civic Road Upgrade and Extension; and
- Thermos Road realignment.

The above-noted streets will be required to be designed and constructed, including complete street designs and intersection improvements.

As development proceeds, the City will monitor when and where the transportation network will need to be completed. These works will be important in ensuring that certain east-west streets can connect to major arterial streets as development proceeds

in the Plan Area. As noted previously in this section, if a landowner wishes to expedite the construction of public street infrastructure necessary for the respective private development to proceed, such provision of the public street may become eligible for some DC credits, if these identified matters are in the Capital Plan and the DC Background Study. These arrangements will be typically secured in an agreement which may allow the developer to recover all or part of their costs and to establish the developer's obligations for construction over time.

It is also important to note that EAs for the new/reconfigured streets have not yet been completed. Subsequent EA studies, as recommended by the TMP will determine the exact alignment, cost and implementation process for the proposed streets. The subsequent work, including the subsequent EA processes and studies, and the Financial Strategy and Impact Analysis, will help determine those costs and potential funding options.

### **Water, Sewers, and Stormwater Management**

Water, sewer and stormwater management improvements will be secured through Plan of Subdivision, and where appropriate, Core Servicing Agreement with various landowners:

- All watermain improvements, new and/or upgrades to service new developments are to be funded and completed by landowners.
- All new storm sewers on new streets, and stormwater management required to service new developments are to be funded and completed by the landowners.
- Sanitary sewer system improvements, new and upgrades, will be required to service wastewater needs from all new developments from new streets, as well as to accommodate proposed future population growth from the area.

Sanitary sewer system improvements recommended through the Golden Mile MSR includes both short-term and long-term needs based on known active and proposed development opportunities and constraints in the Plan Area.

It is anticipated that local system sewer improvements will be financed and completed by landowner(s) through the development process. Major servicing infrastructure and trunk sewer improvements may be implemented through the City's Capital Program, when funding is available and have been recommended for inclusion.

All preliminary sewer improvement projects identified through the MSR will require further study by the City in order to determine whether certain identified sewer improvement projects qualify as major servicing infrastructure and/or trunk sewer improvements.

As development proceeds, the City will monitor when and where sewershed level improvements are required through other legislative means. This will be important in ensuring that infrastructure is implemented and coordinated with development in the Plan Area and can accommodate the planned growth in an efficient and financial sustainable manner.

Where a landowner wishes to expedite the construction of major/trunk sewer infrastructure for their respective private development to proceed, such construction of the identified infrastructure matters included in the Capital Plan and DC Background Study may become eligible for some DC credits when these matters are provided as part of development of lands in the Secondary Plan area. These arrangements will be typically secured in an agreement which may allow the developer to recover all or part of their costs and to establish the developer's obligations for construction.

It is noted that the Secondary Plan is located in City BFPP Areas 34 and 47, where Municipal Class EAs are currently ongoing to assess impacts of extreme wet weather flow events on basement flooding. These studies are expected to recommend further sewer (sanitary and storm) remediation works, where necessary. As such, the analysis and recommended upgrades from the MSR may be superseded or further augmented by more detailed assessments prepared for the area through the BFPP EA process.

## **Parks and Community Recreation Facilities**

### **Child care**

Over a period of 20+ years, there will be a need for approximately 10 child care centres in addition to other child care facilities that would need to support additional growth from private development that may occur within the broader Golden Mile area. The first priority (within 15 years or Phase 1) is for 4 child care centre locations in the Plan Area.

Each child care centre is assumed to comprise 62 spaces, serving 10 infants, 20 toddlers and 32 preschoolers; and includes furniture, equipment (office, kitchen, etc.), and phone/internet/cable connections.

It is anticipated that the child care centres will be provided on site as part of the development and will be partly financed through Section 37, or the new CBC, with the intent of maximizing Section 37 and/or the CBC.

### **Libraries**

There is currently one (1) public library servicing the Plan Area, which is located at 1 Eglinton Square and has a 20-year lease (Eglinton Square Branch). Should the library be impacted by future development on the site, which is currently subject to development applications, opportunities for replacement, expansion and/or co-location within the Plan Area will be considered. Based on estimated growth and development timelines, the Eglinton Square Branch, along with the Kennedy/Eglinton Branch have both been identified as "hold and maintain" branches in the Toronto Public Library 2019 Facilities Master Plan.

Maintaining a good state of repair ("**SOGR**") for the library branches at Eglinton Square and Kennedy/Eglinton would be the focus of capital work over the Phase 1 time period. If population density and redevelopment of the site at 1 Eglinton Square proceeds, it is possible the Toronto Public Library would consider relocation and new construction of a 20,000-square foot (approximately 1,860-square metre) facility to replace Eglinton Square Branch. This is not currently included in the 10-year capital plan and is projected to be in Phase 2 of the timelines of the development of this area. The timing of the

relocation and new construction of the Eglinton Square Branch may be earlier, depending on the timeline of development of the current landowner.

## **Parks**

Parks and Open Space Network would provide nine 9 parks totalling approximately 11 hectares.

The area of parkland identified for each park is explained in this report. The existing and proposed parks and open spaces will be complemented by POPS throughout the Plan Area and will be well connected to one another through direct open space linkages and/or through enhanced green streetscapes.

The identification of the land for public park purposes through the designation of land as *Parks* is the first step to planning for these communities.

## **Recreational Centres**

The recently approved Parks and Recreation Facilities Master Plan recommends a city-wide provision target of one (1) Community Recreation Centre per 34,000 residents. A CRC has a catchment area of 2 to 2.5 kilometres. The Plan Area is located within the catchment area of five (5) existing CRCs. These include Don Montgomery Community Centre, McGregor Park Community Centre, Warden Hilltop Community Centre, O'Connor Community Centre, and Victoria Village Recreation Centre and Arena. The new population will be within 2 kilometres of five (5) existing community centres. At the same time, several of these existing community centres are older (Don Montgomery and O'Connor Community Centres) and are challenged to meet today's facility needs including multi-use, intergenerational spaces that provide cross-programming opportunities). Given the forecasted population growth and the condition of the existing facilities, there is an opportunity to revitalize existing community centres to better serve both existing residents as well as new residents. Mid- and large-sized multi-component centres (45,000 to 65,000 square feet or 4,180 to 6,040 square metres) will be the primary models for replacement. Revitalized facilities can be transformative (e.g. Regent Park) and are well supported by the public.

Two community centres ("**CC**"s) in the broader Golden Mile area are assumed to be revitalized – O'Connor CC and Don Montgomery CC. There is also a need for Gymnasium space in Central Scarborough (of which the broader Golden Mile area is accounted for) and this could be accomplished through the expansion of an existing CRC (location to be determined). The timeline for revitalization of the O'Connor and Don Montgomery CCs is intended to take place within the second phase (15+ years) as the O'Connor CC is dependent on the timing of Toronto Community Housing Corporation's redevelopment timeline and the Don Montgomery CC site is predicated on Create TO's redevelopment timeline. If for some reason the plans to revitalize the existing CCs cannot be undertaken, then the City may consider the provision of a new CRC within Plan Area. The addition of Gymnasium space in Central Scarborough is currently in PFR's Capital Budget for the next five years. A replacement child care centre is included within the O'Connor CC scenario only.



## **Next Steps**

Substantial work needs to be undertaken to finalize the infrastructure and facility details and determine estimated costs, including the subsequent EA studies that would determine the alignment of major road improvements and related piped servicing.

City Planning staff will continue to work with the divisions noted above to determine and refine the costs based on results of the EAs associated with the streets and water and sanitary infrastructure work. Staff will continue to work with other divisional partners to determine the costs of the community facilities and recreational needs.

A Financial Strategy and Impact Analysis will be developed, in consultation with appropriate agencies, boards, and divisions, to support a coordinated approach to managing and promoting growth and development that is integrated with infrastructure and financial planning. The Strategy and Analysis will consider costs, potential funding and financing options and will to support decisions on infrastructure and capital planning over the long term. Any City funding required for future capital and operating requirement's will be considered for inclusion in future Capital Budget Plan and Operating Budget processes, and funding will to be prioritized against other Citywide capital projects and operating impacts, both funded and unfunded, as well as the City's financial and resource capacity to deliver additional infrastructure works.