

WITHOUT PREJUDICE AND CONFIDENTIAL ~ (April 1, 2021)
Draft Site and Area Specific Policy (SASP) for Choice Lands in Golden Mile

City of Toronto By-law No. ~~-20~

AMENDMENT NO. 493 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS
1880-1890 EGLINTON AVENUE EAST AND 1523, 1525-1545 VICTORIA PARK
AVENUE**

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

1. Map 20, Land Use Plan, is amended by redesignating a portion of the lands municipally known in the year 2019 as 1880-1890 Eglinton Avenue East and 1523, 1525-1545 Victoria Park Avenue from *Mixed Use Areas* to *Parks and Open Space Areas – Parks*, as shown on the attached Schedule '1'.
2. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policies 109 and 110, as they apply to the site.
3. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy and associated maps:

583. 1880-1890 Eglinton Avenue East and 1523, 1525-1545 Victoria Park Avenue

A. INTERPRETATION

- 1) Site and Area Specific Policy No. 583 is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In case of conflict, the policies of SASP No. 583, including the associated maps, will prevail.
- 2) The lands subject to this Site and Area Specific Policy shall be referred to as the "Site", save and except Block "H1" and Block "H2". In the event that Block "H2" is acquired to form part of Block



“C”, the Site is deemed to include “H2” for the purposes of this Site and Area Specific Policy.

- 3) Given the size of the Site, the prominent location of the Site at the intersection of Victoria Park Avenue and Eglinton Avenue East being the only historic gateway and landmark entrance to the Golden Mile area, this Site and Area Specific Policy recognizes this Site and planned context for this Site. The heights, densities, built form, built form relationships, transportation system and policy framework established in this Site and Area Specific policy are unique to the Site and shall not be necessarily appropriate in other areas in the Golden Mile area.

B. LAND USE AND DENSITY

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply. The following additional policies apply and in case of conflict, the policies of SASP No.583 will prevail.
- 2) Development and relocation of the existing food store on the Site will reinforce the Site’s continued role as a mixed-use retail centre and neighbourhood hub. A maximum gross floor area of 9,000 square metres of retail uses is permitted on Block “B”. On an interim basis, prior to the full build-out of Block “B”, surface parking will be permitted along street frontages on Block “B”.
- 3) Residential uses are not permitted on Block “B”, as shown on Map 1.
- 4) The permitted maximum gross floor area on the Site will not exceed 300,097 square metres and density incentives in any applicable Secondary Plan policies do not apply.
- 5) Development will be consistent with the policies of this Site and Area Specific Policy and the Official Plan, including any applicable Secondary Plan policies. In case of conflict, the policies of SASP No. 583 will prevail.
- 6) Uses along Eglinton Avenue East, Street A, Street B and Street C shall include active at-grade uses, such as retail and service uses, restaurants, office uses, and entrances to office buildings, in order to animate the street.
- 7) A minimum of 10% of the total gross floor area of the development on the Site will be provided as non-residential uses in one or multiple buildings that support the economic function of the broader Golden Mile area.
- 8) The gross floor area of existing office uses is encouraged to be replaced prior to, or concurrent with, the associated new residential development.

C. TRANSPORTATION NETWORK

- 1) The planned street network is identified on Map 1, and will comprise of the following components:
 - i. Street A will have a right-of-way width of 20 metres between Victoria Park Avenue and Public Street C;
 - ii. Street A will have a right-of-way width of 27 metres between Public Street C and Pharmacy Avenue;
 - iii. Street A is planned to be an animated commercial street with a dedicated cycling route from Pharmacy Avenue to Street C, headed north towards Craigton Tot Lot and The Meadowway, as shown on Map 4: Cycling Network;
 - iv. Street B will have a tapered right-of-way width ranging from 20 metres from Street A to such width as necessary to align with the future intersection at Eglinton Avenue East;
 - v. Street C, north of Street A, to Craigton Drive will have a right-of-way width of 23 metres;
 - vi. The northern terminus of Street C, north of Street A, may include a temporary cul-de-sac prior to the permanent connection of Street C to Craigton Drive, with any easements as may be required, satisfactory to the City;
 - vii. Street C, south of Street A, to Eglinton Avenue East will have a right of way width of 20 metres;
 - viii. As part of the entryway to The Meadowway, the 10 metre setback area along the east side of Street C, south of Street A, should be designed as a Privately Owned Publicly-Accessible Space(s) (“POPS”);
 - ix. A 3-metre right-of-way widening along Victoria Park Avenue will be required to contribute to the achievement of a minimum right-of-way width of 36 metres to support transit priority measures and a potential higher order transit corridor as may be required by the City; and
 - x. A 3-metre right-of-way widening along Eglinton Avenue East will be required to contribute to the achievement of a minimum right-of-way width of 43 metres.

- 2) The exact location, alignment and design of public streets will be refined through a Draft Plan of Subdivision for the Site, which will be informed by any completed Municipal Class Environmental Assessment.
- 3) Street A, Street B and Street C will be public streets and will be provided through a Draft Plan of Subdivision. Conceptual private streets are shown on Map 1.
- 4) Priority Pedestrian Locations shown on Map 3 are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, or other appropriate measures.
- 5) Within the right-of-way widths identified in Policy C. 1), cycling infrastructure and facilities will be planned and provided through site development with bicycle parking along cycling routes and bike-share facilities as identified in Map 4. Bicycle boxes and/or other infrastructure designs will be provided, where appropriate, to secure safer turning movements for cyclists at Cycling Interchanges identified on Map 4.
- 6) Mid-block pedestrian connections are pedestrian connections with or without vehicular accesses through an individual block connecting the streets, or parks adjacent to the block. Safe, generously-scaled and comfortable midblock pedestrian connections on individual blocks extend the mobility network and may be provided at potential locations identified on Map 3.
- 7) Shared Mobility Hubs are defined as single service points for bike-share, ride-share and/or car-share facilities at locations identified on Map 5, and such Shared Mobility Hubs will be integrated in development or accessible on adjacent blocks, where appropriate.

D. PARKLAND

- 1) New public parkland will be required to support and meet the needs of residents and employees of the Site and broader community. There will be a public park with a minimum size of 6,597 square metres, conveyed to the City at nominal value, and will have generous street frontage on both Public Street A and Public Street C, generally provided in the location identified as Block "A" on Map 1 (the "Park").

E. PUBLIC REALM

- 1) The streetscape along Eglinton Avenue East will be designed to define and support the street's role as a commercial main street and a vibrant urban place by ensuring that implementation of the Eglinton Avenue East streetscape will be prioritized and coordinated between adjacent lands. Development blocks that have frontage on Eglinton Avenue East will implement the street design incrementally as development proceeds.
- 2) Privately Owned Publicly-Accessible Spaces ("POPS") will be provided in accordance with Map 1. Additional POPS are encouraged at other appropriate locations.
- 3) Sufficient soil volume will be provided for each tree and below grade structures shall not limit the provision of the minimum required soil volume to support large growing deciduous trees.
- 4) Development will locate density and built form strategically and design buildings appropriately to minimize shadows in order to preserve the utility of sidewalks, parks, open spaces, natural areas, child care centres, playgrounds, schools and other institutional open spaces, private open spaces, outdoor amenity spaces and POPS.
- 5) Development will minimize shadow impact on public sidewalks, parks and open spaces, including but not limited to the north sidewalk of Public Street A from Victoria Park Avenue to Pharmacy Avenue and the Park.

F. BUILT FORM

Building Type & Height

- 1) The greatest building height shall be located closest to the intersection of Eglinton Avenue East and Victoria Park Avenue, which forms part of the historic gateway to, and a landmark location for the Golden Mile area, and transitioning down into adjacent blocks, and to the surrounding areas.
- 2) Tall buildings will only be permitted in the Tall Building Zone with maximum heights identified on Map 2.
- 3) Notwithstanding Policies F. 2) and Map 2, if Block "H2" is not declared surplus by City Council and is not acquired to form a part of Block "C", a 25-storey building will not be permitted on Block "C". Development on Block "C", without Block "H2", may accommodate a lower building than the height identified on Map 2 for Block "C", subject to policies of this Site and Area Specific Policy, including any applicable Secondary Plan policies.
- 4) Mid-rise buildings will be provided at the locations identified on Map 2 with the identified maximum heights.

Base Building Heights

- 5) Minimum and maximum base building heights for tall buildings and mid-rise buildings as shown on Map 2 will be provided to define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and to support an overall pedestrian friendly environment.

Setbacks and Stepbacks

- 6) Development will provide minimum setbacks from streets and parks as follows:
 - i. A minimum 4.0 metre setback (north side) and 3.0 metre setback (south side) along Street A, between Victoria Park Avenue to Street C;
 - ii. A minimum 10 metre setback along Street C on the east side of the street, south of Street A;
 - iii. A minimum 5.0 metres setback from the Park on Block "A"; and
 - iv. A minimum 3.0 metre setback along all other streets and a reduced setback that is less than 1.5 metres along Street A, east of Street C.
- 7) Encroachments and projections into the minimum required setbacks may be permitted through site-specific zoning by-laws, but will generally be limited to elements that provide enhancements to the public realm.
- 8) For tall buildings, a minimum 3.0 metre stepback to main building walls will be provided from all base buildings to towers along streets, the Park, and POPS. Balcony projections, up 2.0 metres in depth, are permitted to encroach into the 3.0 metre stepback in the locations shown as Balcony Projection Zone on Map 2, provided that such balconies are limited to a maximum of 50 per cent of the linear frontage of the main building walls in those locations.
- 9) For mid-rise buildings with a height of 4 storeys or greater, a minimum 3.0 metre stepback to main building walls will be provided above the base building.

Floorplate Size and Separation Distance

- 10) The tower floorplate of residential tall buildings and the residential portion of mixed-use tall buildings will not exceed 750 square metres of gross building area.

- 11) The separation distance between the tower portions of tall buildings will be a minimum of 30 metres, between main walls of towers. Balcony projections up to 2.0 metres are permitted within the tower separation distances.
- 12) Notwithstanding Policy F. 11) above, the separation distance between tower portions of tall buildings along Victoria Park Avenue on Block F and Block G will be a minimum of 25 metres between the main walls of towers. Greater tower separation distances will be encouraged. Balcony projections up to 2.0 metres are permitted within the tower separation distances.

Context Plan

- 13) Development of the Site will be consistent with the Context Plan for the Site. Such Context Plan will be submitted concurrently with the Zoning By-law Amendment and/or Draft Plan of Subdivision for the Site and is intended to be endorsed concurrently with any such approval(s).

G. HOUSING

- 1) Prior to any development of the Site, a Housing Plan will be required that identifies in each phase of residential development: the percentage of units that will be two and three bedrooms in size, and how affordable housing units will be delivered.
- 2) To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include larger units, as follows:
 - i. A minimum of 10 per cent of the total number of units will be 3-bedroom units; and
 - ii. An additional minimum of 25 per cent of the total number of units shall have at least 2-bedrooms.
- 3) The minimum requirements for larger units may be reduced where the development of the Site includes:
 - i. Social housing or other publicly-funded housing; or
 - ii. Specialized housing such as residences owned or operated by a post-secondary institution or a health centre institution or other entities to house seniors, students, patients or employees, or people with special needs.
- 4) In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan that are required for

planning applications, a Housing Plan shall be submitted with the Draft Plan of Subdivision application for the Site and will be required under section 51(18) of the *Planning Act*.

- 5) Notwithstanding Policy 3.2.1.9(b), the provision of 20% of the residential dwelling units as affordable housing units is not required provided that a minimum of 120 affordable housing units will be secured and maintained with Affordable Rents for a period of at least 15 years.

H. COMMUNITY SERVICES AND FACILITIES

- 1) New, expanded and/or replacement community services and facilities may be required to support and meet the needs of residents and employees of the Site and broader community. Community services and facilities will be identified and reviewed by the City through the development review process, in order of priority, with the provision of:
 - i. New, expanded or retrofitted space for one or more community facilities on-site;
 - ii. New, expanded or retrofitted space off-site within an appropriate distance from the Site; and/or
 - iii. A contribution toward a specific community service facility that meets identified needs as required by the City.
- 2) A Community Services and Facilities Strategy will be submitted with the Draft Plan of Subdivision and/or Zoning By-law Amendment application for the Site.
- 3) Any on-site Community Service Facilities are encouraged to be provided in the first phase of development.
- 4) The gross floor area of community service facility space provided as a community benefit will be excluded from the calculation of gross floor area on the Site.

I. IMPLEMENTATION

Draft Plan of Subdivision

- 1) Prior to any development of all or any part of the Site and prior to the approval of any zoning by-law amendment, for all or part of the Site, a Draft Plan of Subdivision will be required to be approved for the entirety of the Site.

- 2) A Master Subdivision Agreement will be entered into and registered on the entirety of the Site to implement the structure plan contained in this Site and Area Specific Policy, and other related matters, and will include securing a satisfactory Housing Plan and resulting affordable housing as contemplated by this Site and Area Specific Policy and subsection 51(17) of the *Planning Act*, if not already secured elsewhere. Block specific subdivision agreements may also be required, as necessary to implement the policies of this Site and Area Specific Policy.
- 3) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, and parkland will be addressed and secured through a Draft Plan of Subdivision.
- 4) The implementation of the street network on the Site will occur incrementally over time, and phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Master Subdivision Agreement, and such Master Subdivision Agreement will provide for phasing of the transportation system over time.
- 5) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new municipal and transit infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.
- 6) In accordance with subsection 51(18) of the *Planning Act*, the City will require that:
 - i. a Municipal Class Environmental Assessment Study, or such study satisfactory to the City, being a Transit Corridor Study, for Victoria Park Avenue, has commenced; and
 - ii. a Municipal Class Environmental Assessment Study including the street network on the Site has commenced, or as may be permitted by Policy C. 2) of this SASP 583, a Draft Plan of Subdivision for the street network on this Site has been submitted.

These above-noted studies may be conducted and funded by the City and/or jointly with the owner of the Site, and/or other landowners. Should the owner of the Site proceed in advance of the commencement of the Transit Corridor Study identified in I. 6) i), funding based on the owner's proportionate share may be provided by the owner of the Site and secured in a manner satisfactory to the City in support of such study. For greater

certainty, commencement does not mean the Municipal Class Environmental Assessment Study and/or Transit Corridor Study, where applicable, has been completed.

Zoning By-law Amendment(s)

- 7) Zoning By-law Amendments will include provisions dedicated to community services and facilities, where required, for the Site.
- 8) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate proposed development on the Site.
- 9) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following are required for any Zoning By-law Amendment application:
 - i. A Context Plan for the Site which addresses the phasing of the development blocks and Park shown on Map 1, the layout and design of existing and proposed public realm elements, built form elements and their impact, and relationship with the existing and potential future development in the areas adjacent to the Context Plan Area for adoption by City Council as an Implementation plan for the Site under Policy 5.3.2.1. of the Official Plan; and
 - ii. A Multi-Modal Transportation Impact Study (MMTIS), which will identify the demands and impacts of development and include a Transportation Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of earlier phases on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation network design. The MMTIS must demonstrate prior to the approval of any zoning by-law amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips or measures that can be undertaken to accommodate the additional trips through TDM strategies or off-site infrastructure improvements, including the potential for higher order transit along Victoria Park Avenue.
- 10) Where transportation improvements and/or new transportation infrastructure are identified as part of the MMTIS, the Zoning By-law Amendment(s) may include a holding by-law for all or part of the Site until those matters are implemented in a manner satisfactory to the City or such

arrangements are secured in a manner satisfactory to the City to permit development to proceed concurrent with the identified transportation improvements and/or new transportation infrastructure.

Craigton Drive Reconfiguration

- 11) Craigton Drive is included in the Site for the purposes of this Site and Area Specific Policy. Craigton Drive, partially shown as Block “H1” and Block “H2”, is City-owned land.
- 12) Subject to approval from City Council, Craigton Drive, shown as Block “H1” and Block “H2” is anticipated to be planned as follows:
 - i. Block “H1” will be converted to public parkland purposes;
 - ii. Block “H2”, at the discretion of City Council, may be declared surplus and may form part of Block “C” on the Site; and
 - iii. Notwithstanding Policies I. 12) i. and ii. above, the provisions of this Site and Area Specific Policy in no way fetters the discretion or authority of the City in the sale, control and disposition of Blocks “H1” or “H2” for any purpose it deems appropriate.

ATTACHMENTS

Schedule 1: Redesignation of a portion of the lands from *Mixed Use Areas* to *Parks*.

Map 1: Structure Plan, Public Realm Plan and Street Network

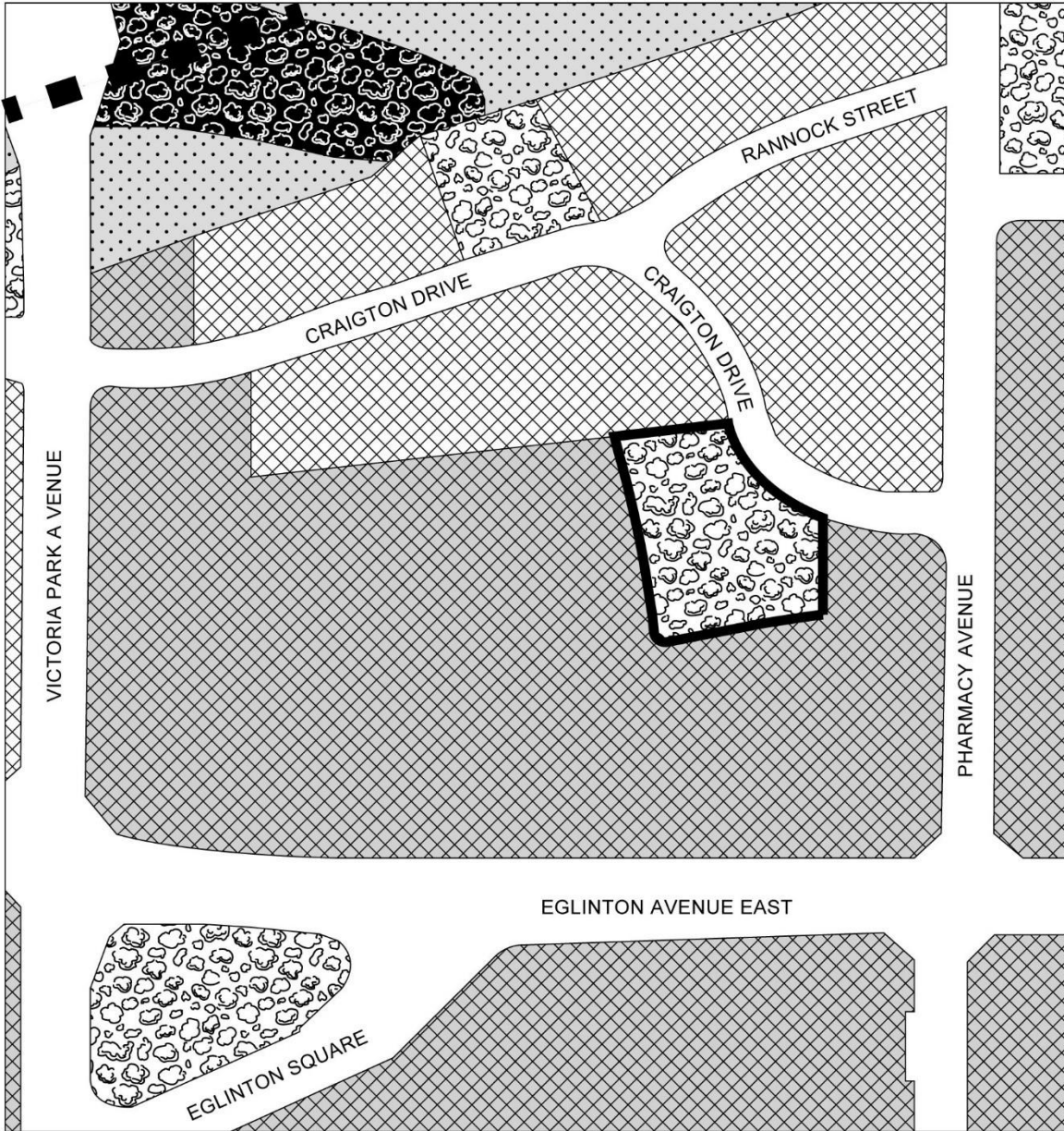
Map 2: Base Building Heights, Building Types and Heights in Character Areas

Map 3: Pedestrian Network

Map 4: Cycling Network

Map 5: Transit and Travel Demand Management Plan

Schedule 1: Redesignation of a portion of the lands from *Mixed Use Areas* to *Parks*



Official Plan Amendment #493

Revisions to Land Use Map 20 to Redesignate lands from Mixed Use Areas to Parks

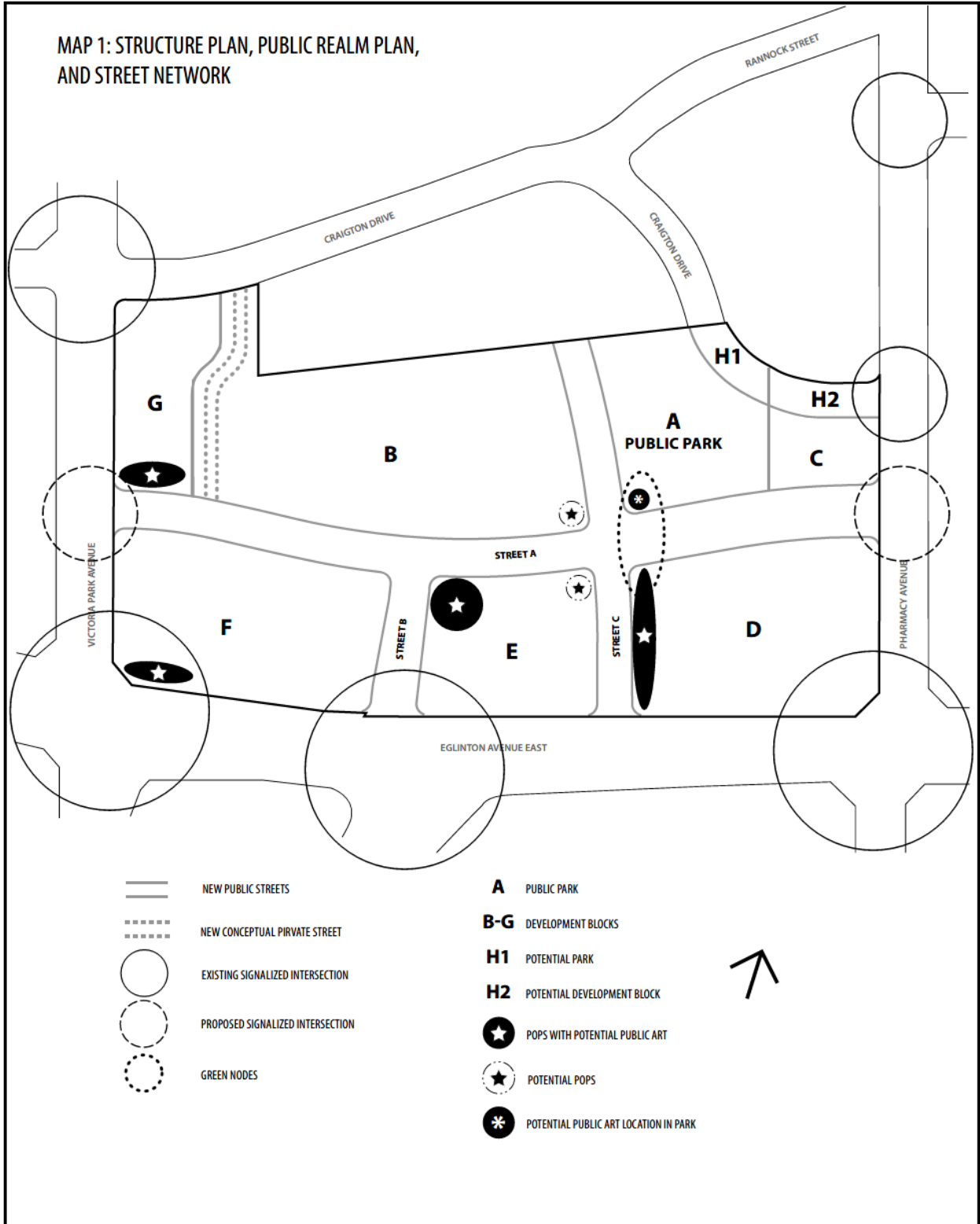
**First 1880-1892 Eglinton Avenue East And
1523, 1525-1545 Victoria Park Avenue**






File # 16 269853 ESC 37 0Z




- | | | |
|--|--|---|
|  Location of Application |  Parks & Open Space Areas |  Utility Corridors |
|  Apartment Neighbourhoods |  Natural Areas | |
|  Mixed Use Areas |  Parks | |

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Not to Scale
03/09/2020

**MAP 1: STRUCTURE PLAN, PUBLIC REALM PLAN,
AND STREET NETWORK**

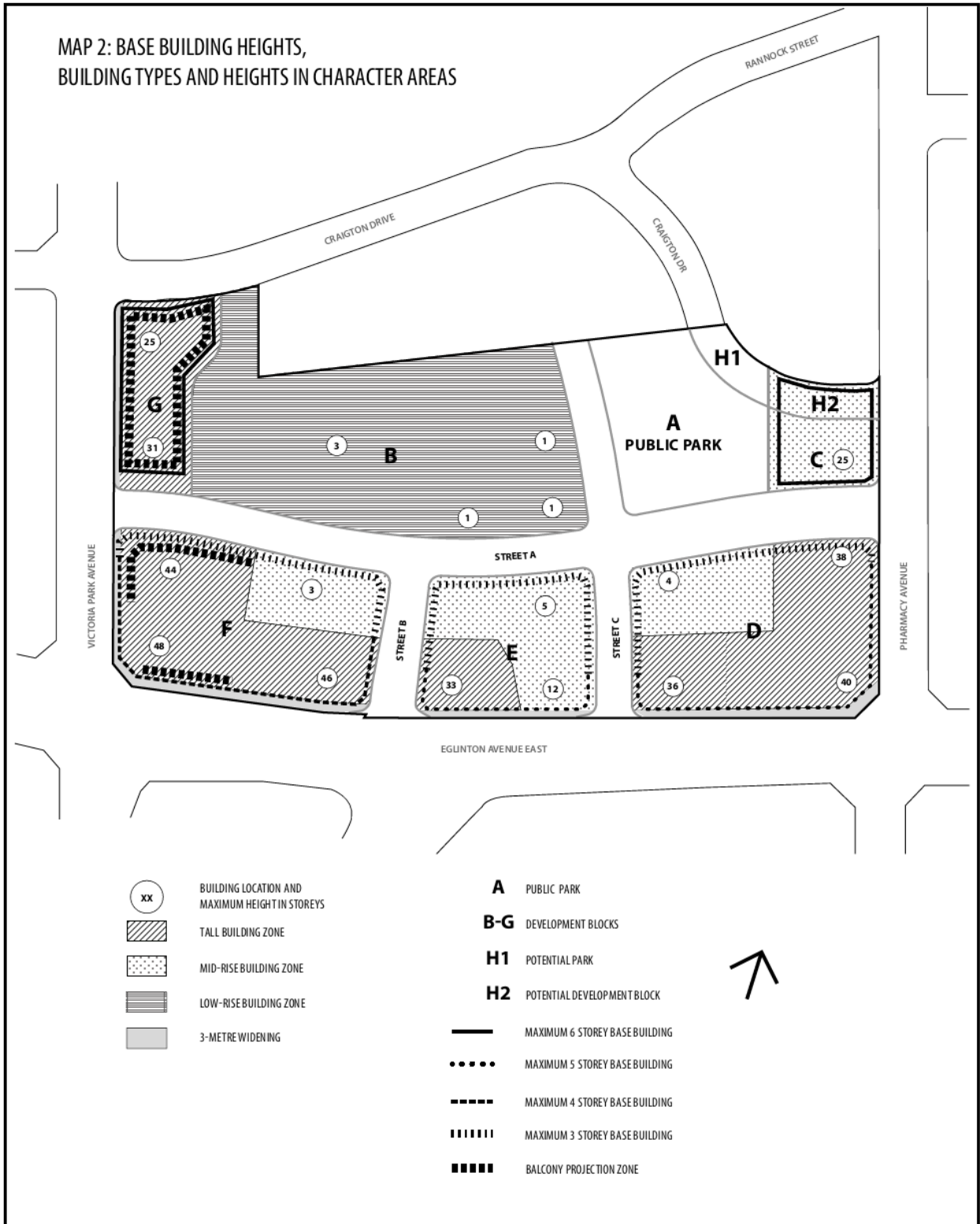


-  NEW PUBLIC STREETS
-  NEW CONCEPTUAL PRIVATE STREET
-  EXISTING SIGNALIZED INTERSECTION
-  PROPOSED SIGNALIZED INTERSECTION
-  GREEN NODES

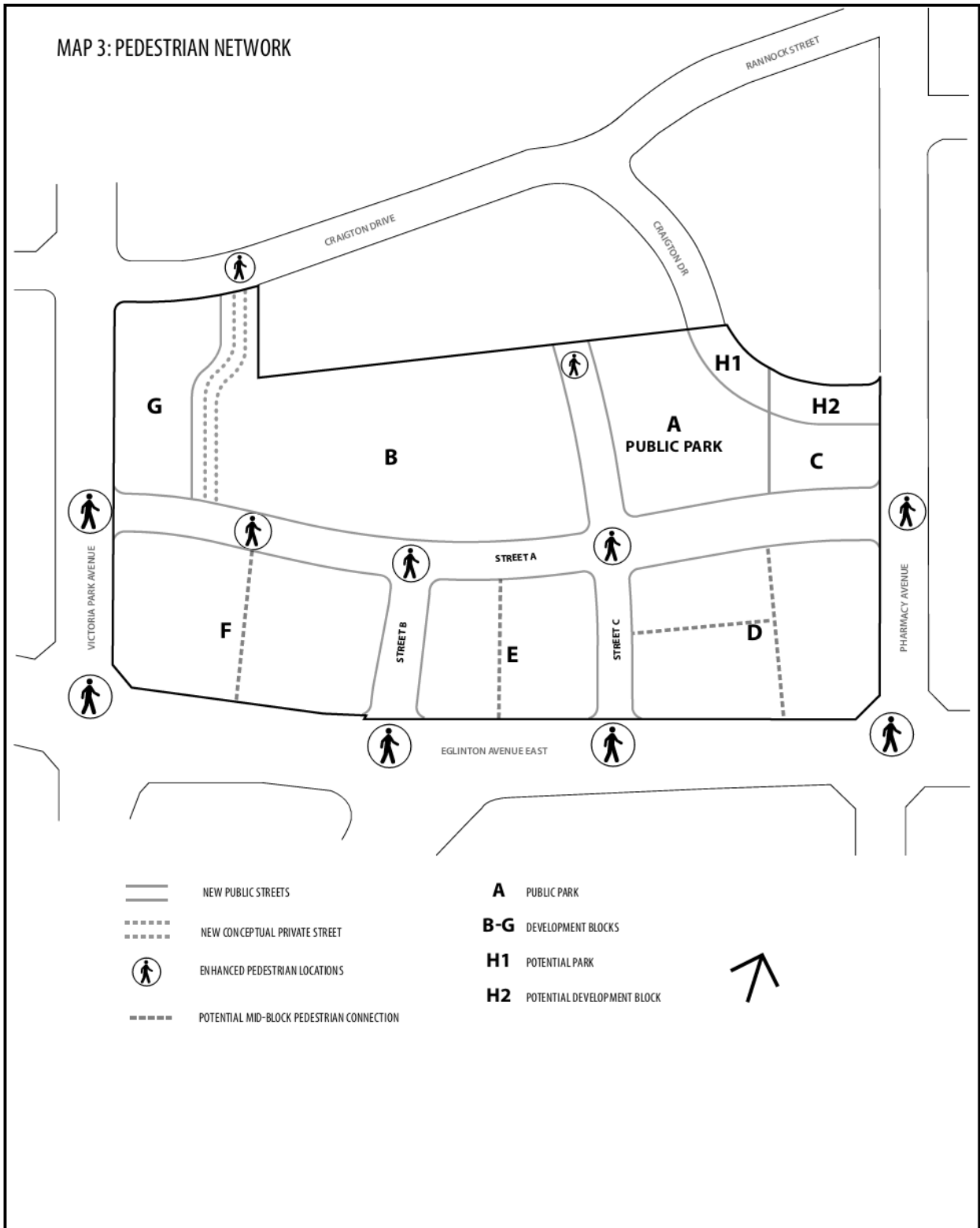
- A** PUBLIC PARK
- B-G** DEVELOPMENT BLOCKS
- H1** POTENTIAL PARK
- H2** POTENTIAL DEVELOPMENT BLOCK
-  POPS WITH POTENTIAL PUBLIC ART
-  POTENTIAL POPS
-  POTENTIAL PUBLIC ART LOCATION IN PARK



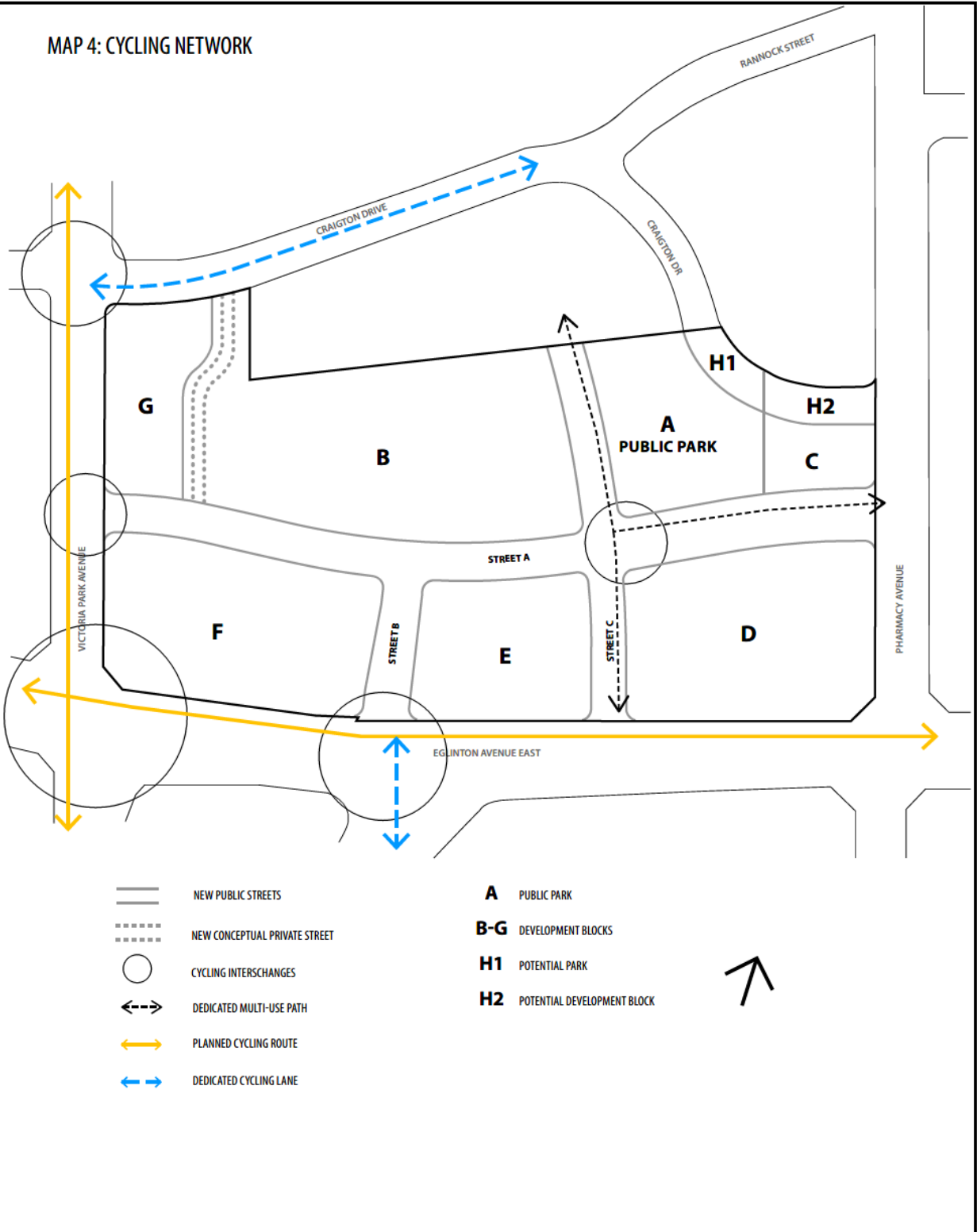
**MAP 2: BASE BUILDING HEIGHTS,
BUILDING TYPES AND HEIGHTS IN CHARACTER AREAS**









MAP 3: PEDESTRIAN NETWORK



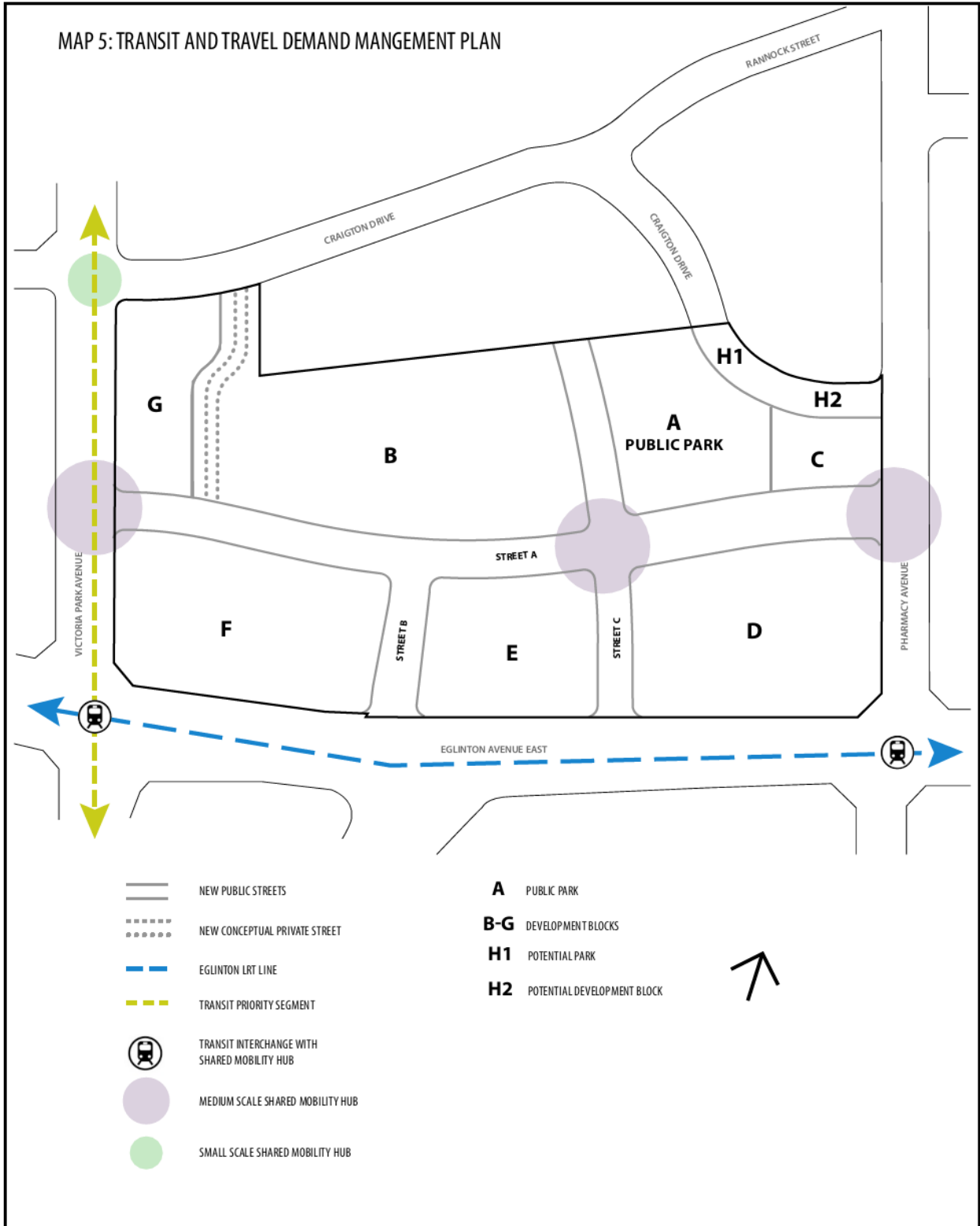
MAP 4: CYCLING NETWORK



-  NEW PUBLIC STREETS
-  NEW CONCEPTUAL PRIVATE STREET
-  CYCLING INTERCHANGES
-  DEDICATED MULTI-USE PATH
-  PLANNED CYCLING ROUTE
-  DEDICATED CYCLING LANE
- A** PUBLIC PARK
- B-G** DEVELOPMENT BLOCKS
- H1** POTENTIAL PARK
- H2** POTENTIAL DEVELOPMENT BLOCK



MAP 5: TRANSIT AND TRAVEL DEMAND MANGEMENT PLAN



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