

WITHOUT PREJUDICE AND CONFIDENTIAL ~ (December 15, 2021)
Draft Site and Area Specific Policy (SASP) for Madison Lands in Golden Mile

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

AMENDMENT NO. xxx TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS
20 AND 50 ASHTONBEE ROAD, 1920 AND 1940 EGLINTON AVENUE EAST AND
880, 890 AND 900 WARDEN AVENUE**

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

1. Map 31 – Site and Area Specific Policies of the Official Plan of the City of Toronto – is revised by adding lands known municipally in the year 2021 as 880-900 Warden Avenue, 20-50 Ashtonbee Road and 1920-1940 Eglinton Avenue East, shown as Site and Area Specific Policy No. XXX.
2. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy and associated maps:

**XXX. 20 and 50 Ashtonbee Road, 1920 and 1940 Eglinton Avenue East and
880, 890 and 900 Warden Avenue**

A. INTERPRETATION

- 1) Site and Area Specific Policy No. XXX 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. XXX will prevail.

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.
- 2) Residential uses are not permitted in a building fronting on Eglinton Avenue East directly adjacent to the public park.
- 3) The permitted maximum gross floor area on the Site will not exceed 306,153 square metres.

- 4) A minimum of 10 per cent of the gross floor area of the development on the Site south of Street A shall be provided as non-residential uses in one or multiple buildings, including any gross floor area for office uses required in Policy B. 5).
- 5) A minimum gross floor area of 11,335 square metres for office uses, including the replacement of a minimum gross floor area of 6,896 square metres of existing office uses, will be provided on-site. The replacement office gross floor area will be 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 be comprised of the following:
 - i. Public Street A will have a minimum right-of-way width of 27 metres connecting Hakimi Avenue and Warden Avenue;
 - ii. Public Street B will have a minimum right-of-way width of 20 metres connecting Ashtonbee Road and Eglinton Avenue East;
 - iii. A minimum 3.2 (TBC) metre right-of-way widening will be required along Eglinton Avenue East to contribute to the achievement of a minimum right-of-way width of 43.0 metres; and
 - iv. A minimum 3.0 (TBC) metre right-of-way widening will be required along Warden Avenue to contribute to the achievement of a minimum right-of-way width of 36 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) Conceptual Streets as identified on Map 1 provide for pedestrian and other modes of active transportation access and may also provide for vehicular access.
- 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) Mid-block pedestrian connections are pedestrian connections with or without vehicular access 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.
- 6) 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.
- 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 two public parks on the site:
 - i. a public park with a minimum size of 10,719 square metres having generous street frontage on both Public Street A and Eglinton Avenue East, generally provided in the location identified as Block "A" on Map 1;
 - ii. a public park with a minimum size of 1,898 square metres on the north side of Public Street A and east of Public Street B, generally provided in the location identified as Block "B" on Map 1.

E. PUBLIC REALM

- 1) Privately Owned Publicly-Accessible Spaces ("POPS") will be provided in accordance with Map 1. Additional POPS are encouraged at other appropriate locations.
- 2) Public Art will be provided in some or all locations generally identified on Map 1 and will be secured, at the owner's expense, as part of a Zoning By-law Amendment and/or Site Plan Control application process.

F. BUILT FORM

- 1) A maximum of eleven tall buildings may be permitted on the Site, and the maximum tall building heights will be distributed on Blocks as identified on Map 2.
- 2) A mid-rise building with a maximum height of 7 storeys will be located adjacent to the Public Park along Eglinton Avenue East in the Mid-Rise Building Zone on Block C as identified on Map 2.
- 3) A mid-rise building with a maximum height of 6 storeys will be located along Ashtonbee Road in the Mid-Rise Building Zone on Block E as identified on Map 2.
- 4) Development will provide minimum building setbacks from streets and public parks as follows:
 - i. A minimum of 3 metres from all public streets; and
 - ii. A minimum of 5 metres from all public parks.
- 5) Encroachments and projections into the minimum required building setbacks will be generally limited through the zoning by-law to elements that provide enhancements to the public realm.
- 6) Minimum and maximum base building heights will be provided as identified on Map 2.
- 7) Development of tall buildings will:
 - i. Be located strategically on development blocks in response to the frontage, depth, and configuration of the blocks, to support the planned character of the adjacent public realm, and where required, achieve appropriate transition to and limit their impact on the surrounding areas, including parks and open spaces, streets, courtyards and other outdoor amenity areas and mid-block pedestrian connections;
 - ii. Ensure that tall buildings on the Site will be predominantly designed with a minimum 5-metre tower stepback from the base building for a minimum of 2/3 of each tower frontage facing public streets and public parks, and will be organized to provide variation in tower placement and stepbacks along streets, parks and open spaces to create and support interesting streetscapes, views, and vistas;
 - iii. Maintain floor plate sizes that will not exceed 750 square metres for residential tall buildings and the residential portion of mixed-use tall buildings; and

- iv. Provide a minimum tower separation distance of 30 metres.
- 8) Development will minimize shadow impact on the public park on Block B and achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum of approximately 50 per cent of the park area between March 21st and September 21st.

Context Plan

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

G. HOUSING

- 1) The Site will develop with affordable housing through one or more of the following delivery mechanisms or an equivalent mechanism to meet the intent of 3.2.1.9 of the Official Plan and will be secured as part of any zoning by-law amendment application and/or the draft plan of subdivision application:
 - i. The conveyance of land to the City;
 - ii. The provision of residential gross floor area as affordable rental housing with affordable rents secured for a period of no less than 15 years; and
 - iii. The conveyance to the City of residential gross floor area as purpose-built rental units or affordable ownership units.
- 2) 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, how the affordable housing units would be delivered and the unit types, sizes and location of affordable housing.
- 3) 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*.

H. COMMUNITY SERVICES AND FACILITIES

- 1) A Community Services and Facilities Implementation Plan addressing the manner, order and timing for provision of the facilities will be submitted with

the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Site.

- 2) Any on-site Community Service Facilities are encouraged to be provided in the earlier phases of development.
- 3) The gross floor area of a community service facility to be owned and/or operated by the City or a non-profit community agency on the Site may be exempted from the calculation of gross floor area in Policy B. 3), provided that the gross floor area is not required in order to satisfy Policy B. 4).
- 4) Not-for-profit licensed Child Care Centres have been identified as a priority for the Site, including as a potential community benefit, for lands in proximity to the LRT stops.

Potential Public School

- 5) A potential public school of approximately 4,645 square metres is intended to be located on Block C. As part of a Zoning By-law Amendment application that includes Block C, arrangements with the applicable school board will be required to confirm whether or not a school will be located on Block C.
- 6) As part of the Zoning By-law Amendment application process, if a public school is confirmed not to be located on Block C, all or part of the non-residential space identified as a public school may be used for another community service facility. Should the City identify all or part of the non-residential space for an alternative community service facility use, it should also identify the method to provide such community service facility use, including as a potential community benefit, at the earliest opportunity in the process. Any remaining part of the non-residential space not used for a community service facility may be considered for other non-residential uses.
- 7) The gross floor area of any public school may be exempted from the calculation of gross floor area in Policy B. 3), provided that the gross floor area is not required in order to satisfy Policy B. 4).

I. IMPLEMENTATION

Draft Plan of Subdivision

- 1) Prior to development of all or any part of the Site and prior to, or concurrent with, the approval of any Zoning By-law Amendment for all or part of the Site, a Draft Plan of Subdivision will be required for the entirety of the Site subject of this SASP.

- 2) A Subdivision Agreement(s) will be entered into and registered on title 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 the 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. The Draft Plan of Subdivision may be registered in phases, where determined appropriate.
- 3) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, including off-site cycling network improvements, transit improvements, streetscape along Eglinton Avenue East and parkland will be addressed and secured through the Draft Plan of Subdivision and Zoning By-law Amendment.
- 4) The implementation of the street network on the Site will occur incrementally over time.
- 5) The phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement, and such Subdivision Agreement may provide for phasing of the transportation system over time.
- 6) 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 and improved transportation (streets, transit, cycling, pedestrian) infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.
- 7) 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 or Warden Avenue, has commenced; and
 - ii. a Municipal Class Environmental Assessment Study including the street network on the Site has commenced.

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. 7) i), funding will 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)

- 8) Zoning By-law Amendment(s) will include provisions dedicated to community services and facilities, where required, for the Site.
- 9) 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.
- 10) 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 endorsement 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 system. 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 for all modes of travel through TDM strategies or off-site infrastructure improvements, including the potential for higher order transit along Victoria Park Avenue or Warden Avenue.
- 11) 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 provision 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.

ATTACHMENTS

Map 1: Structure and Public Realm & Street Network

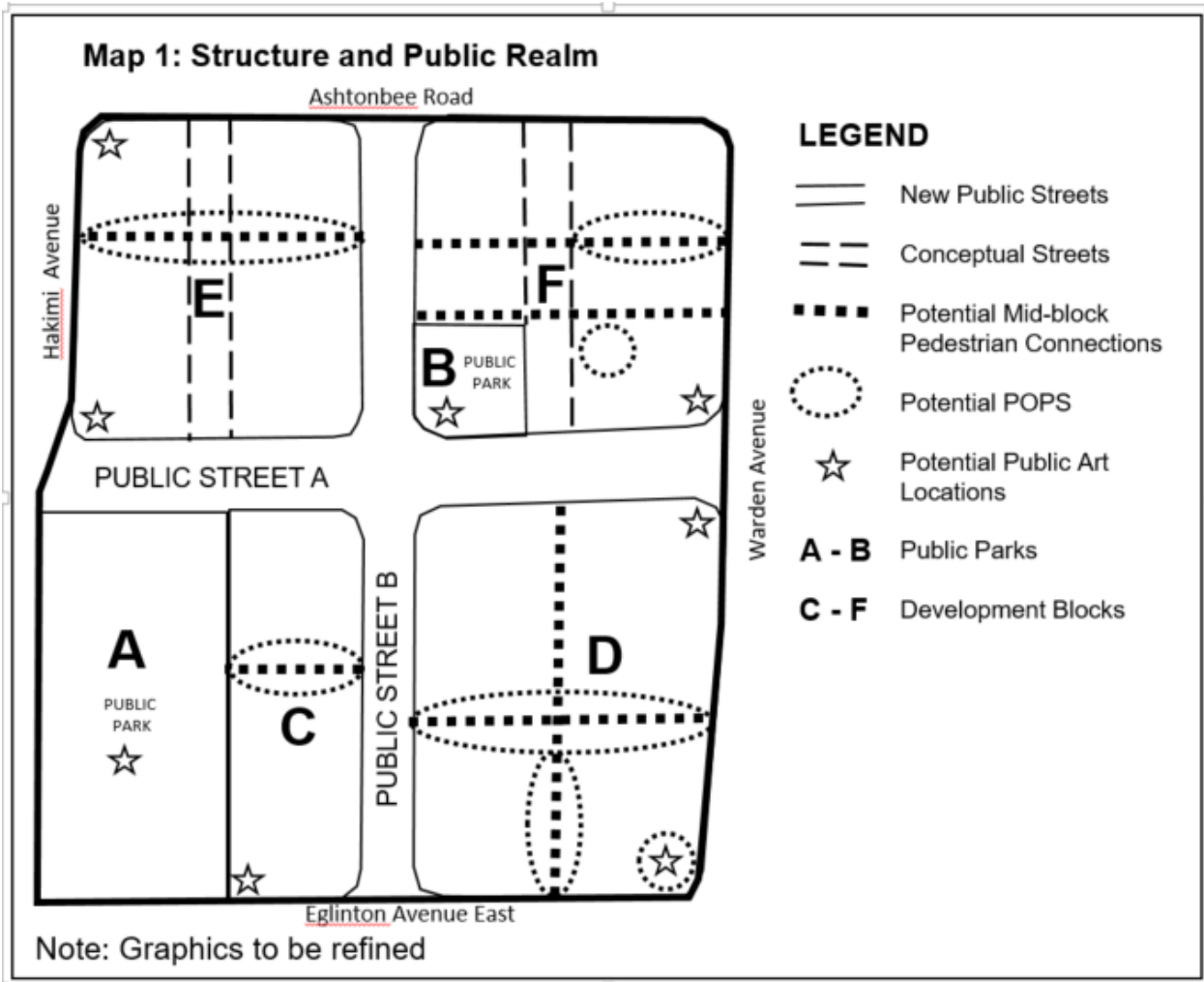
Map 2: Built Form

Map 3: Pedestrian Network

Map 4: Cycling Network

Map 5: Transit and Travel Demand Management Plan

Map 1: Structure and Public Realm



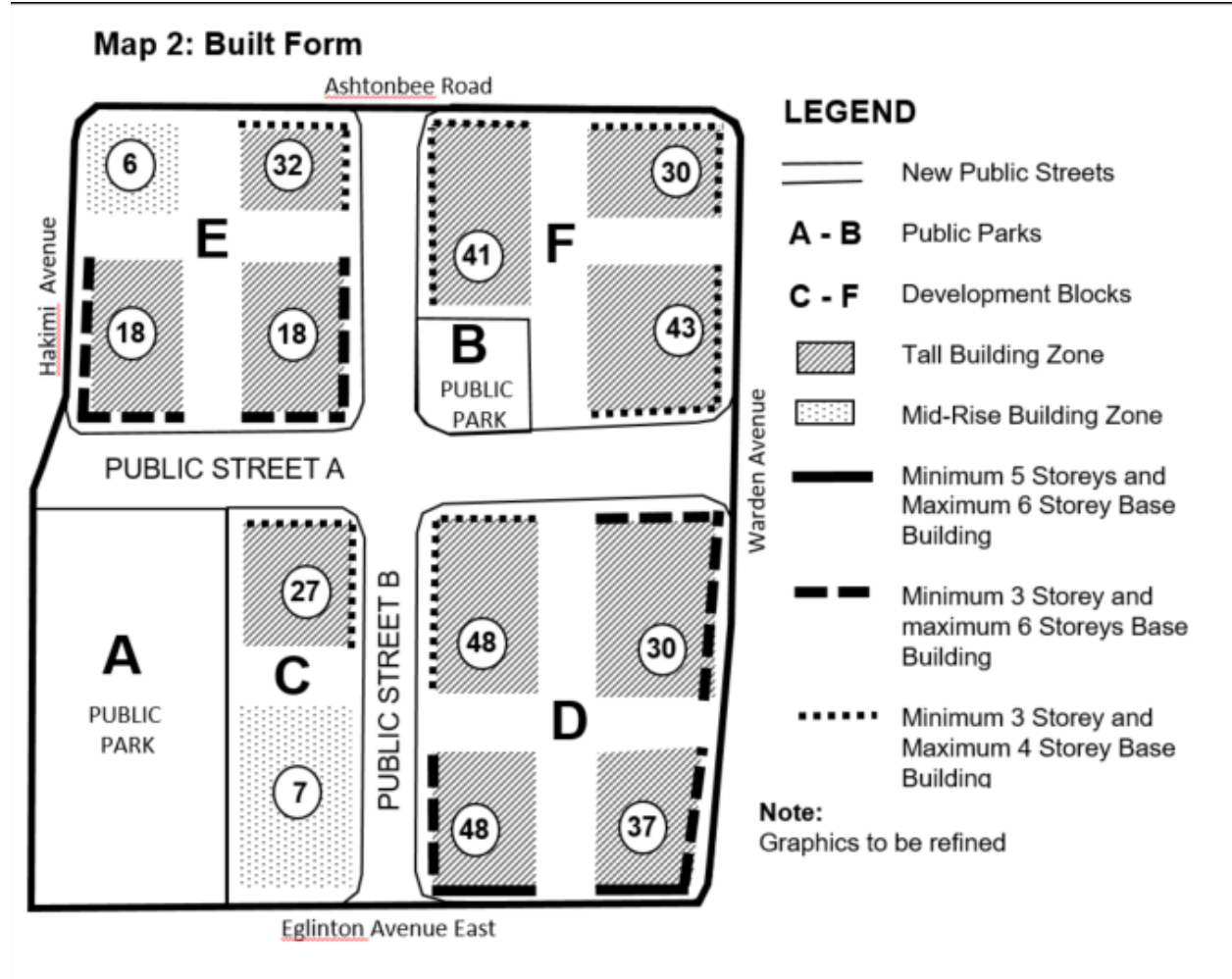
Street Network



Note: Street B is proposed as a public street from Eglinton to Ashtonbee this differs from the GMSP add signals



Map 2: Built Form



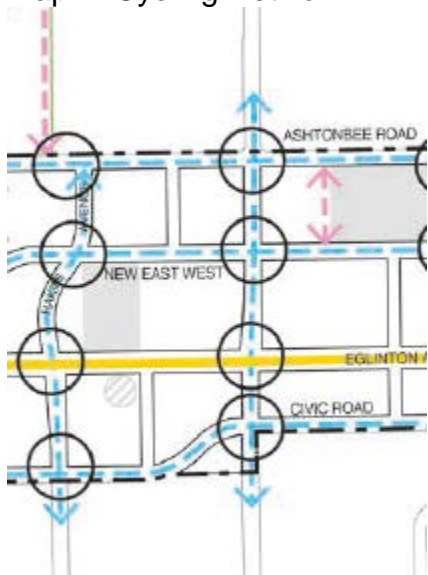
Map 3: Pedestrian Network



Flagged changes from GMSP



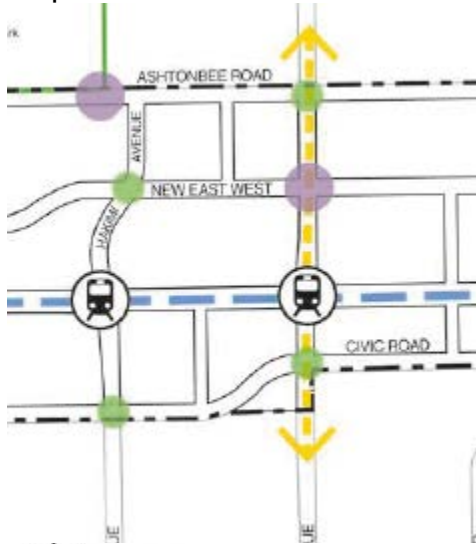
Map 4: Cycling Network



- Secondary Plan Boundary
- - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Dedicated Cycling Route
- Multi-Use Cycling Route
- Planned Cycling Route
- Cycling Interchanges
- Existing Trail
- Planned Trail
- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.2.1)

Not to Scale 

Map 5: Transit and Travel Demand Management Plan



- Secondary Plan Boundary
 - - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
 - Eglinton LRT Line
 - Transit Priority Segment
 - Transit Interchange with Shared Mobility Hub
 - Existing Park
 - Medium Scale Shared Mobility Hub
 - Small Scale Shared Mobility Hub
- Note: The extent of the Warden Transit Priority Segment to be studied further.

Not to Scale 

