

Request for Directions Report - 1966 to 2050 Eglinton Avenue East and 50 Thermos Road – Official Plan Amendment Application

Date: June 3, 2021

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 21 - Scarborough Centre

Planning Application Number: 15 258686 ESC 37 OZ

SUMMARY

This application proposes to amend the Official Plan to add a Site and Area-Specific Policy ("SASP") for the property at 1966 to 2050 Eglinton Avenue East and 50 Thermos Road (see Attachment 1: Location Map) to permit a mixed-use development including new public streets and parkland. The existing low-rise retail buildings, with a total gross floor area of 31,451 square metres, would be demolished.

The subject lands are located within the Golden Mile Secondary Plan area ("GMSP area") approved through Official Plan Amendment No. 499 ("OPA 499"), and are also subject to new Golden Mile Urban Design Guidelines, as adopted by City Council on October 30, 2020. The application was submitted on November 30, 2015, and has been appealed to the Ontario Land Tribunal ("OLT") (formerly the Local Planning Appeal Tribunal ("LPAT")) citing City Council's failure to make a decision within the prescribed time frames set out in the *Planning Act*. The appeal was filed on November 24, 2017. On January 29, 2020, City Council directed the City Solicitor and appropriate staff to attend in support of the Official Plan Amendment application, subject to revisions, including revising the requested density to a maximum of 3.0 times the area of the site.

On November 25, 2020, the applicant submitted a revised proposal to amend the Official Plan to add a SASP to the property at 1966 to 2050 Eglinton Avenue East and 50 Thermos Road to permit a mixed-use development with new streets and parkland. Despite repeated requests from the City, the planning instrument, being the draft Official Plan Amendment was not submitted until April 28, 2021, to City Planning staff. The purpose of this further Request for Directions report is to seek City Council's direction on the revised application. It is recommended that the City Solicitor, together with appropriate City staff and/or external consultants, attend the OLT hearing to oppose the revised Official Plan Amendment application submitted on November 25, 2020. City staff have concerns with the proposed Official Plan Amendment and are of the opinion the proposed amendment, in its current form is not consistent with the Provincial Policy Statement (2020) ("PPS"), does not conform with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) ("Growth Plan (2020)"), and is not consistent with

the general intent of and fails to conform with the Official Plan. Further the proposed amendment is not supportable, in its current form, in the context of OPA 499 and not consistent with the general intent or conform to OPA 499.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with appropriate staff and/or external consultants as may be appropriate, to attend the Ontario Land Tribunal ("OLT") hearing to oppose the applicant's appeal respecting the Official Plan Amendment application (Application No. 15 258686 ESC 37 OZ) for the lands at 1966 to 2050 Eglinton Avenue East and 50 Thermos Road, for the reasons contained in the report dated June 3, 2021, from the Director, Community Planning, Scarborough District.
2. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant to resolve the outstanding issues detailed in the report dated June 3, 2021, from the Director, Community Planning, Scarborough District, and to support a revised proposal that is generally consistent with Official Plan Amendment No. 499 ("OPA 499") for the lands at 1966 to 2050 Eglinton Avenue East and 50 Thermos Road, and report back to City Council on the outcome of discussions, if necessary.
3. City Council direct the City Solicitor to request the owner of the subject lands to address the preliminary issues related to infrastructure required to support the anticipated growth in the overall context of the Golden Mile Secondary Plan area ("GMSP area"), including streets, density, servicing, parks, and community service facilities which are to be assessed comprehensively, including coordination with other GMSP area landowners.
4. In the event the Ontario Land Tribunal ("OLT") allows the subject appeal in whole or in part, that City Council direct the City Solicitor to request the OLT to withhold the issuance of any Order on the Official Plan Amendment appeal for the subject lands until such time as the OLT has been advised by the City Solicitor that the proposed Official Plan Amendment is in a form and with content satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Eglinton Connects Planning Study

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 Study

The Golden Mile Market Analysis and Economic Strategy Study was completed in December 2016 and analyzed the existing economic and employment conditions in the Golden Mile. Further information regarding the Golden Mile Market Analysis and Economic Strategy Study can be found at:

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

Golden Mile Secondary Plan Study

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

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

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

The Study focussed on encouraging appropriate residential and non-residential growth on lands currently designated *Mixed Use Areas*, and employment uses, including office development/investment on lands currently designated *Employment Areas*. The Study also identified infrastructure required to support the anticipated growth in the Golden Mile, including streets, servicing, parks, and community service facilities. Each of the three GMSP Study phases included multiple public engagement/consultation meetings for City staff, external stakeholders, a Local Advisory Committee ("LAC"), and members of the general public.

Further details on the GMSP Study can be found at:

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

Official Plan Amendment No. 499 (Golden Mile Secondary Plan)

OPA 499 was approved by City Council through By-law No. 911-2020 enacted on October 30, 2020. The City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC18.1>

The new Golden Mile Secondary Plan ("Secondary Plan") as set out in OPA 499 can be reviewed in its entirety at: <https://www.toronto.ca/legdocs/bylaws/2020/law0911.pdf>

OPA 499 has been appealed by multiple landowners and stakeholders within the GMSP area, including by the owner of the subject lands at 1966-2050 Eglinton Avenue East and 50 Thermos Road on November 30, 2020.

City Council also approved the area-specific Golden Mile Urban Design Guidelines on October 30, 2020, concurrent with approval of OPA 499. The Guidelines can be found at: https://www.toronto.ca/wp-content/uploads/2021/01/8d99-CityPlanning_Golden_Mile_Urban_Design_Guidelines_Final_Reduced.pdf

Official Plan Amendment Application (15 258686 ESC 37 OZ) - Preliminary Report

A pre-application meeting was held on August 10, 2015. The current application was submitted on November 30, 2015, and deemed complete on March 7, 2016. On April 5, 2016, Scarborough Community Council adopted the Preliminary Report dated March 15, 2016 from the Director, Community Planning, Scarborough District regarding the application.

City staff were authorized to process the application concurrently with, and within the context of, the GMSP Study. The application was only to be considered by City Council concurrently with or following Council's consideration of the Secondary Plan. Council also determined that an Avenue Segment Study was not required given the GMSP Study underway. Planning staff were also authorized to schedule a community consultation meeting for the subject lands either as a separate meeting (with no expanded notice required beyond 120 metres of the site) or in conjunction with community consultation meetings for the GMSP Study.

The Preliminary Report and Scarborough Community Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.SC13.18>

Appeal to the OLT

On November 24, 2017, the applicant filed an appeal to OLT (formerly LPAT) citing the City's failure to make a decision on the requested Official Plan Amendment within the statutory timeframe set out in the *Planning Act*.

A pre-hearing conference was held on October 23, 2018, wherein the legal counsel for the owner and the City of Toronto both advised that the GMSP Study was underway. Both parties acknowledged the value of allowing the Study to advance before dealing any further with the appeal of the Official Plan Amendment application. The following additional parties were added to the appeal: Cosmetics Investment Inc. and 191 Ashtonbee Investments Inc. (Cosmetics), S.A. Armstrong Ltd, and Mondelez Canada Inc.

A second pre-hearing conference was held on July 10, 2019, to provide an update on the status of the GMSP Study and other relevant matters. The Tribunal directed the Parties to prepare a draft Procedural Order ("PO") for submission to the Tribunal by February 18, 2020, based on the outstanding issues outlined in the Request for Directions Report dated December 20, 2019, from the Director, Community Planning, Scarborough District. A third pre-hearing conference was held February 25, 2020. The hearing was scheduled to commence on January 4, 2021.

A fourth pre-hearing conference was held on October 9, 2020, to provide an update on the status of the draft Secondary Plan. Due to the late filing of revised materials for the Official Plan Amendment application, the hearing on January 4, 2021 was adjourned. No further request for a hearing date was made at that time.

A fifth pre-hearing conference was held on January 22, 2021, and a sixth pre-hearing conference was held on May 28, 2021. A hearing has been scheduled for October 17-28, 2022.

Official Plan Amendment Application (15 258686 ESC 37 OZ) - Request for Directions Report

On January 29, 2020, City Council adopted a Request for Directions Report dated December 20, 2019, from the Director, Community Planning, Scarborough District. The report was based on the original application from November 30, 2015, which proposed to amend the Official Plan to add a Site and Area Specific Policy ("SASP") for the lands at 1966-2050 Eglinton Avenue East and 50 Thermos Road (RioCan lands) to permit a mixed-use development with new streets and parkland. The SASP would provide for a mixed-use community that would include a range of building heights, approximately 3,000 residential units (242,000 square metres of residential uses) and 58,000 square metres of non-residential uses, with a gross Floor Space Index ("FSI") of up to 2.8 times the area of the site, for a total of 300,000 square metres of gross floor area.

City Council directed the City Solicitor, together with appropriate staff and/or external consultants as may be appropriate, to attend the OLT hearing to support the applicant's appeal respecting the Official Plan Amendment application up to a maximum gross FSI of 3.0 times the area of the site, subject to the resolution of the matters contained in the report. The matters to be resolved included: the identification of new public streets; accommodating the required widening along Eglinton Avenue East; providing the required parkland dedication; improving the site organization and built form, providing office uses, providing a minimum 20 per cent of affordable housing required by policy 3.2.1.9, and providing of a minimum of one community facility on site.

City Council also revised the City Solicitor and appropriate City Staff to continue discussions with the applicant and resolve the above-noted outstanding issues, and report back to City Council on the outcome of discussions, if necessary.

The Request for Directions Report dated December 20, 2019, can be found at: <https://www.toronto.ca/legdocs/mmis/2020/sc/bgrd/backgroundfile-141446.pdf>

The City Council decision of January 29, 2020, can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC12.5>

ISSUE BACKGROUND

Proposal

On November 25, 2020, the applicant submitted a revised proposal to amend the Official Plan to add a SASP to the property at 1966-2050 Eglinton Avenue East and 50 Thermos Road to permit a mixed-use development with new streets and parkland. The planning instrument, being the Official Plan Amendment, was not submitted to City Planning until April 28, 2021. The mixed-use development would include multiple mid-rise and tall buildings with building heights that range from 11 to 48 storeys; a total gross floor area of 396,797 square metres, of which 390,168 square metres (98 per cent) are for residential uses, and 6,629 square metres (2 per cent) are for retail uses; 4.915 residential units; and a gross FSI of 3.7 times the site area. The existing buildings would be demolished.

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

See Attachment 1: Location Map for a two dimensional view of the subject site and surrounding context.

See Attachment 5: Site Plan for a conceptual site plan for the site.

See Attachments 6 and 7: Conceptual 3D Massing for a three dimensional representation of the project in context.

See Attachment 8: Applicant's Proposed Draft Official Plan Amendment.

Site and Surrounding Area

The subject lands are located at the northwest corner of Thermos Road and Eglinton Avenue East. The site has an area of approximately 10.7 hectares, with a frontage of approximately 377 metres along Eglinton Avenue East, 341 metres along Ashtonbee Road and 281 along Thermos Road. Present uses on the subject lands include a total gross floor area of 31,451 square metres of retail uses within include multiple one-storey retail buildings of varying sizes (operated by RioCan), including Costco, with associated surface parking.

Surrounding land uses include:

North: Across Ashtonbee Road are low-rise industrial and commercial buildings of varying sizes. Further west is the Centennial College - Ashtonbee Campus, Ashtonbee Reservoir Park, Wexford Hydro Park and a portion of the Gatineau Hydro Corridor/The Meadoway.

South: Across Eglinton Avenue East are low-rise commercial uses, including several vehicle dealerships, with associated surface parking; and the City of Toronto water tower located at 17 Civic Road. Further east, across Sinnott Road is the Scotiabank complex (Eglinton Campus) at 2201 Eglinton Avenue East, which includes a low-rise component on the northern portion of the lands (set back from Eglinton Avenue East) and a seven (7) storey component on the southern portion of the lands, with associated surface parking.

East: Across Thermos Road is the property at 101 Thermos Road and 200 Ashtonbee Road (operated by Canadian Kawasaki Motors Inc.), which consists of a low-rise industrial building and associated surface parking. Further south are the lands at 2200-2206 Eglinton Avenue East, 1020-1030 Birchmount Road and 75 Thermos Road, which include a seven (7) storey office building at 2206 Eglinton Avenue East; two (2) industrial buildings at 1020 Birchmount Road, a power-house facility, and associated surface parking and two (2) above-grade parking structures.

West: Abutting the site is the property at 1960 Eglinton Avenue East (Cosmetica), which consists of a low-rise industrial building, with associated surface parking along a portion of the eastern property line and a loading area at the rear of the site, adjacent to Ashtonbee Road. Across Warden Avenue are the lands at 1920-1940 Eglinton Avenue East, 880-900 Warden Avenue and 20-50 Ashtonbee Road (operated by Madison), which include multiple low-rise retail buildings of varying sizes, including a Best Buy store and a Brick furniture store, with associated surface parking; and a five (5) storey office building at 1940 Eglinton Avenue East, which is listed on the City's Heritage Register as the former Volkswagen headquarters building. Further west is the property at 1910 Eglinton Avenue East (currently a Mitsubishi vehicle dealership).

LEGISLATIVE AND POLICY CONSIDERATIONS

Section 2 of the Planning Act

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

- Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- Orderly development of safe and healthy communities;
- Adequate provision and distribution of educational, health, social, cultural and recreational facilities;

- Adequate provision of a full range of housing, including affordable housing;
- Adequate provision of employment opportunities;
- Resolution of planning conflicts involving public and private interests;
- Protection of public health and safety;
- Appropriate location of growth and development;
- Promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- 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.

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

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

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

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient use and management of land and infrastructure;
- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

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

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan amends and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the *Planning Act*.

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

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a 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, and better connected 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;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in

respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for (Protected) Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review ("MCR"), the City will update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs will achieve appropriate densities and built form at that time, and the recommendation to oppose this application in its current form does not impact this matter, which will require an MCR.

Delineated Protected Major Transit Station Areas ("PMTSAs") will be a subset of all 180+ MTSAs that the City can delineate before the MCR is concluded. In order to delineate PMTSAs before the MCR is concluded, the City must put in place a detailed planning framework that includes the authorized permitted uses of land and minimum densities with respect to buildings and structures within the delineated area. The PMTSA requirement for minimum densities for buildings and structures requires a level of specificity that is akin to provisions contained within an area zoning by-law.

Key considerations for the determination of PMTSA candidacy are: enabling Transit Oriented Development ("TOD"); facilitating large scale revitalization; implementing inclusionary zoning; and building upon recently completed planning studies where significant work was conducted to put in a place the required level of specificity described above.

Staff has reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the report.

Toronto Official Plan

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

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Section 2.2 Structuring Growth in the City

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

The lands immediately north of Eglinton Avenue East are identified as an *Avenue* on Map 2. Eglinton Avenue East within the GMSP area is identified as a Higher Order Transit Corridor, as described by Map 4 in the Official Plan. The City and the Province has invested significant public dollars into transit along Eglinton Avenue East, which has resulted in the construction, and near completion, of the Eglinton Crosstown Light Rail Transit ("ECLRT") stops within the Plan Area and in proximity to the subject site.

Policy 2.2.2 of the Official Plan directs growth to areas such as the Avenues as shown on Map 2, to use land, infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and higher order transit stations; promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; offer opportunities for people of all means to be affordably housed; facilitate social interaction, public safety and cultural and economic activity; improve air quality, energy efficiency and reduce greenhouse gas emissions; improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

Policy 2.2.4 (renumbered 2.2.3 in OPA 456) requires new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities. In consideration of appropriate forms of development around transit stations the Official Plan directs that there be established minimum and maximum density requirements, minimum and maximum parking requirements, and limitations on surface parking. These measures are, in part, supported by appropriate transportation demand management ("TDM") strategies and multi-modal studies that demonstrate overall, as well as phased limits, in consideration of the site specific and broader transportation network context.

The Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates sections of streets that are candidates for bus and streetcar priority measures. In consideration of the development of new and existing city blocks and development lands within them, they are to be designated to expand and enhance the public realm network, have appropriately sized parcels of land for the scale and form and development, including open space, enhance active transportation including walking and cycling, promoting street oriented development to have access

and address from public streets, and consider such matters in an appropriate incremental and phased form of development on larger sites.

Official Plan Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. Furthermore, policy 2.2.3 requires that the City's transportation network be maintained and developed to support the growth objectives of the plan, among other matters, ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes an users throughout the City and acts as a fundamental organizing element of the city's physical structure. Furthermore, policy 3.1.1.9 identifies that new streets will be public streets unless otherwise deemed appropriate by the City.

Avenues and Golden Mile Secondary Plan

Policy 2.2.3.4 of the Official Plan directs that development in *Mixed Use Areas* on *Avenues* prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. As the City has conducted both an Avenue Study (EglintonConnects Planning Study) and completed the Secondary Plan (in accordance with Section 5.2.1 of the Official Plan), the Secondary Plan now informs proposals on lands within the Plan Area to ensure Policy 2.2.3.4 continues to be met in addressing the larger context and examining implications of the proposed development along the Avenue and its impacts on development capacity and development potential of the broader area. Where development proposals are significantly out of step with the Secondary Plan, conformity issues may arise in the context of Section 2.2.3 as such developments may have negative implications on the larger context and may be premature in the absence of satisfying the criteria in Policy 2.2.3.2, 2.2.3.4 and 2.2.3.6 of the Official Plan.

Section 2.2.4 Employment Areas

The subject lands are located adjacent to and near *Employment Areas* and are within the influence area of major facilities, including some of the low-rise employment uses he north of Ashtonbee Road and south of Eglinton Avenue East (east of 1891 Eglinton Avenue East), as well as employment uses on adjacent lands designated *Mixed Use Areas* at 1960 Eglinton Avenue East (Cosmetica), 101 Thermos Road and 200 Ashtonbee Road (Canadian Kawasaki Motors Inc.) and 2200-2206 Eglinton Avenue East, 1020-1030 Birchmount Road and 75 Thermos Road. The Secondary Plan maintains the *Employment Areas* policies in Section 2.2.4 of the Official Plan.

Section 2.2.4 of the Official Plan includes land use compatibility/mitigation policies that require 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, which includes the proposal for the subject lands. The applicant has submitted a land use Compatibility/Mitigation Study (including Air Quality, Dust, Odour, Noise, and Vibration), which is a requirement to address appropriate measures between proposed sensitive land uses and employment uses. The study is under review and will be

required to be reviewed by a third party peer-reviewer. Staff will review the outcome of the peer review and incorporate such matters at the appropriate time.

In addition to Policies 2.2.4.7, 2.2.4.8 and 2.2.4.9 of the Official Plan, the Secondary Plan requires development to be sequenced to ensure appropriate infrastructure is available and a Holding ("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.

Policy 3.4.21 of the Official Plan also provides direction on land use compatibility between residential uses and employment uses.

Any future Zoning By-law Amendment for the subject lands will be required to address the compatibility matters identified in Section 2.2.4 of the Official Plan and Policy 4.9 of the Secondary Plan as it relates to the *Employment Areas* north and south of the subject lands.

Section 3.1.1 The Public Realm

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

Policy 3.1.1.6 acknowledges that city streets are significant public open spaces, which connect people and places and support the development of sustainable, economically vibrant and complete communities. It directs that new and existing City streets incorporate a Complete Streets approach and be designed to perform their diverse roles, including by:

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

i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;

ii) space for trees, landscaping and green infrastructure;

iii) space for other street elements, such as utilities and services, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and

iv) ensuring the safety of users of all ages and abilities;

- b) Improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- c) Reflecting differences in local context and character;
- d) Providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- e) Serving as community destinations and public gathering places.

Policy 3.1.1.8 provides for development for new streets, including that new streets be designed promote a connected grid-like network of streets that offers safe and convenient travel options, to provide connections with adjacent neighbourhoods, extends sight lines and view corridors, divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; improve the visibility, access and prominence of unique natural and human-made features; and provide access for emergency vehicles.

Policy 3.1.1.9 states that new streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets. Policy 3.1.1.15 also provides further guidance on the development of new and existing city blocks.

Section 3.1.2 Built Form

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

Policy 3.1.2.5 directs that new development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

- a) providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and

b) stepping back building mass and reducing building footprints above the streetwall height.

Policies 3.1.2.6 - 3.1.2.8 direct that development will provide good transition in scale between areas of different building heights and/or intensity of use, a transition in scale within the development site(s) and measured from shared and adjacent property line(s), and where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

Policy 3.1.2.9 requires the design of new building façades visible from the public realm to consider the scale, proportion, materiality and rhythm of the façade to:

- a) ensure fit with adjacent building facades;
- b) contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- c) break up long facades in a manner that respects and reinforces the existing and planned context; and
- d) ensure grade relationships that provide direct access and views into and from the public realm.

Policy. 3.1.2.10 directs development to promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- a) improvements to adjacent boulevards and sidewalks including sustainable design elements, which prioritize street trees and may include one or more of the following: shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- c) weather protection such as canopies and awnings;
- d) landscaped open space within the development site;
- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen parking lots from the public realm;
- f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- g) public art, where the developer agrees to provide this.

Policy 3.1.2.11 requires that new multi-unit residential developments provide indoor and outdoor amenity space for residents of the new development that is high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

Section 3.1.3 Built Form - Building Types

Section 3.1.3 includes Built Form policies for all three scales of building types. Policy 3.1.3.1 encourages a mix of building types on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

- a) provide parcels of appropriate size and shape for the mix of building types;
- b) define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
- c) ensure appropriate spacing of buildings; and
- d) ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

Policy 3.1.3.4 requires mid-rise buildings to be designed to:

- a) have heights generally no greater than the width of the right-of-way that it fronts onto;
- b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
- c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Policies 3.1.3.8 - 3.1.3.12 provide direction on the development of tall buildings design considerations, including:

- Tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole;
- The base portion of tall buildings should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses;
- The tower (middle) portion of a tall building should be designed to reduce the physical and visual impacts of the tower onto the public realm, limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views of the sky from the public realm, limit and mitigate pedestrian level wind impacts, and provide access to daylight and protect privacy in interior spaces within the tower;

- The tower portion of a tall building should achieve the above-noted objectives by stepping back the tower from the base building, generally aligning the tower with, and parallel to, the street, limiting and shaping the size of tower floor plates above base buildings, providing appropriate separation distances from side and rear lot lines as well as other towers, and locating and shaping balconies to limit shadow impacts; and
- The top portion of a tall building should be designed to integrate roof top mechanical systems into the building design, contribute to the surrounding skyline identity and character, and avoid up-lighting and excessive lighting.

Section 3.1.4 Public Art

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

Section 3.2.1 Housing

The Housing policies in Section 3.2.1 of the Official Plan require a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods to be provided and maintained to meet the current and future needs of residents. New housing supply will be encouraged through intensification and infill that is consistent with the policies of the Official Plan.

Policy 3.2.1.9 applies to large sites that are generally greater than five (5) hectares in size, such as the subject site, where an increase in density and/or height is proposed. For such sites, the Plan requires that the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing.

Section 3.2.2 Community Services and Facilities

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

Section 3.2.3 Parks and Open Spaces

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

The City's park planning areas are shown on Map 8(C) of the Official Plan. The information on Map 8(B) for these park planning areas will be used to require, wherever

possible, that new parkland be provided when development occurs in areas of low parkland provision. The area requires new parkland on site.

Section 3.3 Building New Neighbourhoods

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

- The pattern of streets, development blocks, open spaces and other infrastructure;
- The mix and location of land uses;
- A strategy to provide parkland and to protect, enhance or restore natural heritage;
- A strategy to provide community services and local institutions; and
- A strategy to provide affordable housing.

The Official Plan directs that new neighbourhoods must be viable as communities, and should have a community focal point within easy walking distance of the neighbourhood's residents and workers, a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public building and services and facilities that meet the needs of residents, works and visitors (Policy 3.3.2).

Chapter 4 – Land Use Designations

Prior to OPA 499, the subject lands were wholly designated *Mixed Use Areas* on Map 20 of the Official Plan, as indicated on Attachment 2: Official Plan Land Use Map (Pre-OPA 499). The *Mixed Use Areas* designation provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks, open spaces and utilities. Section 4.5.2 includes development criteria in *Mixed Use Areas*, which direct that new development:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) Provide for new jobs and homes for Toronto's growing population, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

- f) Provide an attractive, comfortable and safe pedestrian environment;
- g) Take advantage of nearby transit services;
- h) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) Locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- j) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

As indicated on Attachment 3: Official Plan Land Use Map (OPA 499), OPA 499 retains the *Mixed Use Areas* designation on the majority of the subject lands with a new *Parks* designation introduced on the northwest portion of the site, north of the new east/west public street. *Parks* are to be used primarily to provide public parks and recreational opportunities.

Chapter 5 – Implementation

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies.

As the current application is for an Official Plan Amendment, the determination of Section 37 will not be explored at this time. However, in accordance with the Official Plan, the timing and general provision of community service facilities on the lands will be explored to ensure that such public service facilities are available to meet the needs of future residents as the lands develop.

Section 5.2.1 of the Official Plan identifies that Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Secondary Plans will be prepared to guide the creation of new neighbourhood and employment areas while ensuring adequate public infrastructure and environmental protection. Further, Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local context and are adopted as amendments to the Official Plan (again, Council has established new Secondary Plan policies for the Golden Mile through OPA 499 adopted on October 30, 2020.)

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

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

- Overall capacity for development in the area, including anticipated population;
- Affordable housing objectives;
- Land use policies for development, redevelopment, intensification and/or infilling;
- Urban design objectives, guidelines and parameters;
- Necessary infrastructure investment with respect to any aspect of: transportation services, environmental services including green infrastructure, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services; and
- Where a Secondary Planning area is adjacent to an established neighbourhood, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhood.

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

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

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

Site and Area Specific Policy No. 129

Lands south and north of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road are subject to SASP No. 129, which permits retail and services uses, including stand-alone retail stores and/or power centers, subject to amendments to the zoning by-law. The implementation of this policy may require the provision of additional public streets or other transportation improvements, and may require the provision of financial compensation as per the Transportation System Improvement charge to equitably allocate the capital costs of any such improvements.

OPA 499 deleted the GMSP area from SASP No. 129.

SASP No. 129 can be found at:

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

Official Plan Amendment No. 231

In December 2013, City Council adopted OPA No. 231 ("OPA 231"), which provides new and revised economic policies and designations for employment lands in the city. OPA 231 was approved by the Province with minor modifications in July 2014 and portions of OPA 231 are under appeal at the OLT. The OLT (formerly the LPAT and the Ontario Municipal Board prior to that) has issued several Orders partially approving OPA 231. OPA 231 also added new policies to Section 3.5.1 of the Official Plan respecting the promotion of office development within Mixed Use Areas and on lands within 500 metres of a subway/LRT/GO Station. While currently under appeal, these policies represent City Council's contemplated planned vision for this priority transit corridor, do direction on the minimum standards for commercial development and increased non-residential gross floor area within mixed use buildings, with a particular focus on office development.

Consistent with PPS Policy 1.6.7, 1.6.8 and 1.8.1, there is a direction of the PPS to promote and focus major employment, commercial and other travel intensive land uses on sites which are well served by transit where it exists or is to be developed. Further, the PPS recognizes that new development proposed on adjacent lands to existing or planned corridors should be compatible with and supportive of the long-term purposes of the corridor and designed to avoid negative impacts on such corridors. Planned corridors is defined as required to meet projected needs and are identified through provincial plans, such as the Growth Plan (2020). Further that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose it is identified.

As stated earlier, the Growth Plan (2020) recognizes this is a priority transit corridor in Schedule 5 and as such prioritizes their implementation, including density targets, yet to be established, for persons and jobs combined. Policy 2.2.5.2 contemplates that major office and appropriate major institutional development will be directed to major transit station areas. OPA 231 similarly provides direction for these planned corridors to provide for the direction that transit stations provide for office adjacent to existing and approved/funded rapid transit stations.

More information about OPA 231 can be found here:

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

Official Plan Amendment 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.

Official Plan Amendments 479 and 480 - Public Realm and Built Form 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 amend 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 in their entirety as part of the Five Year Review of the Official Plan pursuant to Section 26 of the *Planning Act*. On September 11, 2020, the Minister of Municipal Affairs and Housing approved OPA 479 and OPA 480, bringing them into full force and effect and updating the Official Plan consistent with the *Planning Act*, the PPS and in conformity with the Growth Plan (2020).

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.

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.

Official Plan Amendment 499 - Golden Mile Secondary Plan

Key Official Plan changes implemented through OPA 499 that particularly relate to the subject lands include:

- The pre-existing *Mixed Use Areas* designation on the subject lands is largely retained, with one new *Parks* designation introduced on the northwest portion of the lands, north of the proposed new east-west public street (discussed below);
- Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by increasing the Planned Right-of-Way Width for Eglinton Avenue East, adjacent to the subject lands, from 36 metres to 43 metres;
- Schedule 1, Existing Minor Streets with Right-of-Way Widths Greater Than 20 Metres, is amended by increasing the Planned Right-of-Way width for Thermos Road (between Ashtonbee Road to Eglinton Avenue East), to 23 metres;
- Schedule 2, The Designation of Planned but Unbuilt Roads, is amended to introduce planned new public streets across the subject lands, including an east-west mid-

block street with a right-of-way width of 27 metres; a north-south mid-block street (between Eglinton Avenue East and Ashtonbee Road) with a right-of-way width of 23 metres; and a north-south mid-block street (between Eglinton Avenue East and the proposed new east-west street) with a right-of-way width of 20 metres;

- The subject lands are located within the East District, and are within the East Park Mid-Rise and Tall Building Community Character Area;
- Potential locations for Privately-Owned Publicly-Accessible Space ("POPS") and public art are identified;
- A gross overall site density permission of 3.0 times the site area;
- A mix of mid-rise and tall buildings are provided for up to a maximum of 30 storeys, with an enhanced mid-rise character along a portion of the Eglinton Avenue East frontage;
- The built form policies of the Secondary Plan identify key built form parameters that help define and support the vision for the Character Areas and public realm elements on the subject site;
- Policy 4.5 of the Secondary Plan states that "To support the economic function of the Plan Area, each Site within the Golden Mile Commercial Gateway, the Mixed Use Transit Nodes, and the East Park Mid-Rise and Tall Building Community will provide a minimum of 10 per cent of the gross floor area of the development as non-residential uses in one or multiple buildings";
- To support the creation of housing suitable for families, Policy 9.2 requires that a minimum of 10 per cent of the total number of units will be three-bedroom units and an additional minimum of 25 per cent of the total number of units will be two-bedroom units.

Zoning

The site is not subject to City-wide Zoning By-law 569-2013, as amended. As such, the site is zoned Mixed Employment ("ME") under former City of Scarborough Employment Districts Zoning By-law No. 24982 (Golden Mile Employment District), as amended. The ME Zone permits a range of commercial and institutional uses. Industrial uses are permitted provided all uses are conducted within buildings. A Zoning By-law Amendment application has not been submitted for the subject lands.

See Attachment 4: Existing Zoning By-law Map.

Golden Mile Urban Design Guidelines

The Golden Mile Urban Design Guidelines were adopted by City Council on October 30, 2020, concurrently with OPA 499. The area-specific Golden Mile Urban Design Guidelines are an implementation tool for the Secondary Plan and provide more

detailed guidance to assist in the development and review of public and private initiatives in the Plan Area.

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 are 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.

The Golden Mile Urban Design Guidelines can be found at:

https://www.toronto.ca/wp-content/uploads/2021/01/8d99-CityPlanning_Golden_Mile_Urban_Design_Guidelines_Final_Reduced.pdf

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

The City-wide Tall Building Design Guidelines are available at:

<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Mid-Rise Building Guidelines

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

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

The Study can be found at:

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

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum clarifies that these Performance Standards may be a useful planning tool where a Secondary Plan supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a Secondary Plan is under review. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines.

Refer to the Council Decision:

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

and Attachment 1: Mid-Rise Building Performance Standards Addendum (April 20, 2016) at:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Growing Up: Planning for Children in New Vertical Communities Guidelines

City Council on July 28, 2020, adopted updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines. The objectives of the guidelines are rooted in the Official Plan vision to create an attractive, safe and healthy city where children are valued and residents have access to housing, support services and recreational activities. The guidelines implement Official Plan policies that highlight the importance of integrated community facilities and amenities, the need for a comfortable and safe public realm and the creation of a range of housing options in communities.

The Report from the Chief Planner on the Growing Up Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

The Growing Up Guidelines (2020) are available at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Site Plan Control

The development is subject to Site Plan Control. A Site Plan Control application has not been submitted.

Reasons for Application

The applicant proposes a new SASP for the subject lands to permit a range of residential and non-residential uses, new public streets and parkland. The SASP would include built form and public realm parameters to guide future development on site.

Application Submission

The following reports/studies were submitted in support of the revised application:

- Planning Rationale Addendum
- Concept Servicing Plan
- Land Use Compatibility/Mitigation Study
- Sun/Shadow Study
- Urban Design Brief
- Urban Transportation Considerations

A Notice of Complete Application was issued on March 7, 2016, for the original application. The above noted materials were filed on November 25, 2020 and the Official Plan Amendment were submitted to the City on April 28, 2021.

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments.

Community Consultation

A community consultation meeting specific to the subject application has not been held to date in view of continued public consultations associated with the GMSP Study.

COMMENTS

Planning Act, Provincial Policy Statement and Provincial Plans

Staff are of the opinion that the proposed Official Plan Amendment application has not demonstrated consistency with the general intent of the Official Plan. Further the proposed amendments are not supportable within the context of OPA 499 and fails to be consistent with and conform to OPA 499. Staff are also of the opinion that the proposed application does not have adequate regard for relevant matters of provincial

interest set out in Section 2 of the *Planning Act*, is not consistent with the PPS, and does not conform to the Growth Plan (2020) for the reasons outlined below.

Planning Act

In the opinion of staff, the proposed Official Plan Amendment fails to have regard to the relevant matters of provincial interest under section 2 of the *Planning Act*. In particular, the proposed Official Plan Amendment fails to consider adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems; orderly development of safe and healthy communities; adequate provision and distribution of educational, health, social, cultural and recreational facilities; adequate provision of a full range of housing, including affordable housing; adequate provision of employment opportunities; and fails to resolve planning conflicts involving public and private interests.

As discussed in detail throughout this report, the proposed development requests a density on a lands without providing sufficient direction on its implementation across the 10.7-hectare site. Given the size and magnitude of this site, the proposed amendment is inadequate in demonstrating appropriate regard for such matters.

While the proposed development is in an appropriate location of growth and development, the scale, form and density of development impacts adjacent development sites from achieving the appropriate scale and form of development, which demonstrates a lack of regard for the location of growth and development of this site in the broader context. Significant cooperation and coordination between landowners in the broader Golden Mile area is required to achieve certain elements, in particular transportation and servicing. Without such coordination or comprehensive planning, the requested density, as revised, is inappropriate, and the site is not appropriately situated for the contemplated growth and development and fails to have regard to the provision of orderly development of safe and healthy communities, adequate provision of transportation and servicing infrastructure.

The proposal fails to have regard to these relevant matters of provincial interest.

Provincial Policy Statement (2020)

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

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

Under Section 1.1 - "Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns", Policy 1.1.1 states that "Healthy, liveable and safe communities are sustained by (in part):

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

Under Section 1.1.3 - "Settlement Areas", Policy 1.1.3.2 states that "Land use patterns within settlement areas shall be based on densities and a mix of land uses which (in part):

- a) Efficiently use land and resources; and
- b) 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."

Policy 1.1.3.3 states that "Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

Policy 1.1.3.6 states that "New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."

Policy 1.1.3.7 states that "Planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and

b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs."

Under Section 1.2 - "Coordination", Policy 1.2.1 directs that a coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities including:

- a) Managing and/or promoting growth and development that is integrated with infrastructure planning;
- b) Economic development strategies;
- c) Managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
- d) Infrastructure, multimodal transportation systems, public service facilities and waste management systems;
- g) Population, housing and employment projections, based on regional market areas; and
- h) Addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

Under Section 1.3 - "Employment", Policy 1.3.1 states that " Planning authorities shall promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) Ensuring the necessary infrastructure is provided to support current and projected needs.

Section 1.3.2, "Employment Areas", Policy 1.3.2.1 a) states that Planning authorities shall plan for, protect and preserve employment areas for current and future uses and

ensure that the necessary infrastructure is provided to support current and projected needs.

Policy 1.4.3 states that "Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (in part):

a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans;

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."

Section 1.5 contemplates that health and active communities are promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.

Section 1.6.1 of the PPS requires that infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. When planning for infrastructure and public service facilities they shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle and available to meet current and projected needs.

Section 1.6.5 of the PPS directs that public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

Section 1.6.6 of the PPS directs planning for sewage and water services shall be done in a manner to accommodate forecasted growth promoting efficient use and optimizing existing services, and that such systems are can be sustained over time, integrating servicing and land use considerations at all stages of the planning process.

Section 1.6.7 of the PPS directs that transportation strategies should be provided which are safe, energy efficient, that facilitate the movement of people and goods, and are appropriate to address projected needs. It also directs that efficient use should be made of existing and planned infrastructure, including through the use of TDM strategies, where feasible. The PPS further directs that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries. As it relates to land use and mix of uses, the PPS directs that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 of the PPS directs that long-term economic prosperity should be supported by:

- a) Promoting opportunities for economic development and community investment-readiness;
- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- e) Encouraging a sense of place, by promoting well-designed built form and by conserving features that help define character;
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- j) Promoting energy conservation and providing opportunities for increased energy supply;
- k) Minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

l) Encouraging efficient and coordinated communications and telecommunications infrastructure.

Further, Section 1.8 directs that the planning authorities support energy conservation and efficiency through land use and development patterns which, promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.

Section 2.2 directs that planning authorities shall protect, improve or restore the quality and quantity of water by: using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development.

Further, Policy 4.6 directs that the Official Plan is the most important vehicle for its implementation and that comprehensive, integrated and long-term planning is best achieved through official plans. The City has also kept its official plan up to date through recent city-wide amendments to the Official Plan as approved by the Minister as well as OPA 499 the result of a multi-year, multidisciplinary study providing for new long term, comprehensive planning directions for the broader Golden Mile area.

The analysis of the PPS is explained below in concert with related issues on the Growth Plan (2020). In the opinion of planning staff, the proposed Official Plan Amendment is not consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) provides a strategic framework for managing growth in the Greater Golden Horseshoe in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Guiding Principles in Section 1.2.1 support the achievement of complete communities, as defined in the Growth Plan, recognizing that communities can take different shapes and forms appropriate to their context. The Guiding Principles also support a range and mix of housing options and the integration of land use planning with planning and investment in infrastructure and public service facilities.

Growth Plan policies for the management of growth (Policy 2.2.1.4) states "Applying the policies of this Plan will support the achievement of complete communities that (in part):

a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

- c) Provide a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to: a range of transportation options; public service facilities; and an appropriate supply of safe, publicly-accessible open spaces, parks, and other recreational facilities; and
- e) Ensure the development of high quality compact built form, and an attractive and vibrant public realm, including public open spaces, through site design and urban design standards."

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

Policy 2.2.2.3 states that "All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which will (in part):

- a) Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- b) Identify the appropriate type and scale of development and transition of built form to adjacent areas;
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) Be implemented through official plan policies and designations, updated zoning and other supporting documents."

The Official Plan, including OPA 499, provides further detailed direction for the Plan Area on a comprehensive basis and collectively establishes the intensification strategy for the broader Golden Mile area. City staff are of the opinion that the proposed Official Plan Amendment does not conform with above Policy 2.2.2.3. The proposal does not represent an intensified scale of development that is appropriate for the surrounding area and does not provide an appropriate transition in scale and massing within the East Park Mid-Rise and Tall Building Community, which is intended to provide a variation in massing along Eglinton Avenue East and a transition in scale between Eglinton Avenue East and the lower scale properties north of Ashtonbee Road; is not designed in a manner to achieve a complete community, and has not demonstrated the

availability of infrastructure and community service facilities to support the greater level of intensification being proposed.

The policies in Section 2.2.6 of the Growth Plan (2020) support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan (2020) by identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents, as well as to support the achievement of complete communities through the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. There is currently no affordable housing strategy included as part of this application, which proposes 4,915 residential units. Although the application proposes a minimum of 10 per cent three-bedroom units and 25 per cent two-bedroom units, the revised application does not specify details about the proposed unit sizes, which does not provide sufficient details to evaluate the application in the context of the Secondary Plan policies and Growing Up Guidelines related to unit types suitable for families.

In Section 3, Infrastructure to Support Growth, well-planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. The policies in this section of the Growth Plan (2020) provide a framework to guide and prioritize infrastructure planning and investment. Policies 3.2.1.1 and 3.2.1.2 state that "Infrastructure planning, land use planning, and infrastructure investment" must be coordinated and that "Planning for new or expanded infrastructure will occur in an integrated manner, including evaluation of long-range scenario-based land use planning and financial planning, supported by relevant studies".

Section 3.2.3 provides for direction on how decisions that affect transit investment and land use planning are to be reconciled to ensure that objectives for the different areas are achieved.

Section 3.2.5 provides clear direction that in planning for development and expanding existing and planned corridors, municipalities are to encourage the co-location of linear infrastructure; ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS; and that the planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas. Section 3.2.6 and 3.2.7 provide for greater direction on stormwater management and infrastructure management. In particular, Policy 3.2.7.2 provides directions for proposals for large scale development ensure that it is informed by subwatershed plans, incorporated approaches to minimize stormwater flows, incorporates low-impact development and green infrastructure and aligns with stormwater master plan.

Further, Section 3.2.8 directs planning for public service facilities, land use planning and investment in public service facilities be coordinated and such facilities to be co-located to promote cost-effectiveness. Further, Policy 3.2.8.6 directs that the new public service facilities, including schools, should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit.

Further, Section 4.2.5 directs that the municipality is encouraged to develop a system of publicly-accessible parkland, open space and trails that clearly demarcates where public access is and is not permitted, based on a co-ordinated approach to trail planning and development and based on good land stewardship for public and private lands. Also that the establishment of the open space system should include opportunities for public parks.

Section 5.2.4. of the Growth Plan (2020) requires the type and scale of development to be contextually appropriate with integrated planning required for infrastructure and public service facilities and for the achievement of complete communities. At present, neither a transportation master plan or a servicing plan have been provided by the applicant that adequately demonstrates the proposed level of intensification being proposed can be supported, nor has the provision of adequate community service facilities warranted by a proposal of this magnitude been demonstrated. The proposed massing is not in keeping with the existing and planned context, and does not, in the opinion of staff, fit within the directions of the Official Plan, including OPA 499.

In Section 5.2.5 Targets, Policy 6 states that "In planning to achieve the minimum intensification and density targets in the Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form". The analysis of the Growth Plan (2020) is generally set out below in concert with related issues on the PPS. In the opinion of planning staff, the proposed Official Plan Amendment does not conform to the Growth Plan (2020).

Summary Analysis of PPS and Growth Plan

The GMSP Study that informed the Secondary Plan had regard for the above-noted policy framework and thoroughly examined strategies to direct and manage anticipated growth and development within the Golden Mile area. This included establishing various gross density caps throughout the GMSP area, which, as now adopted by City Council through OPA 499, is established at 3.0 times the site area of the subject lands. City Council also directed City staff to support the original application up to a maximum FSI of 3.0 times the area of the site, subject to revisions. The revised application, however, proposes a gross FSI (density) of 3.7 times the site area.

The Official Plan, including OPA 499, provides for the long-term development of the Golden Mile as a complete community based on the provision of the necessary infrastructure to meet the planned growth. The proposed application does not conform with, and is inconsistent with the general intent of the City's Official Plan policies. The PPS is not intended to mandate any form of intensification in all situations, but rather relies on local official plans to set out a suitable policy framework to guide development and intensification in a manner consistent with provincial interests. The Official Plan, and Council-adopted OPA 499, appropriately establishes the form of intensification, how it is to be accommodated and how complete communities will be achieved through its policy framework. OPA 499 also provides more detailed direction to further implement the Official Plan, PPS and Growth Plan (2020).

Intensification and Development

Key policies of the PPS and the Growth Plan (2020) direct growth and development to appropriate locations. The information and consultant studies that led to the Secondary Plan inform the appropriate density, scale and form of development within the Plan Area. Therefore, a proposed amendment that significantly deviates from the Secondary Plan, absent a comprehensive analysis and approach, that appropriately implements the PPS and Growth Plan (2020) directions on comprehensive, integrated and long term planning is not consistent with the PPS and fails to conform to the Growth Plan (2020).

In the opinion of City Staff, the proposed Official Plan Amendment, cannot be evaluated absent being viewed alongside the Secondary Plan.

Transportation and Servicing Infrastructure

On the matters of transit planning and land use planning, the PPS and Growth Plan (2020) direct coordination between both. The PPS and Growth Plan (2020) specifically contemplate a mix of uses on the lands and provision of public street networks to ensure achievement of the various policy objectives.

Specifically for transit planning, municipalities are to ensure that where such transit is expanded to areas, areas are to achieve or planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional and commercial development where possible, focus on increasing the modal share of transit and ensure continuous linkages between transit stations and major street networks.

From a servicing and transportation perspective, in the opinion of City Staff, the proposed Official Plan Amendment, cannot be determined absent being viewed alongside the Secondary Plan. Private streets are not intend to be the focus or focal point of the public street network, and most certainly not at this length or magnitude. It is not appropriate that private streets are being utilized to provide public access and service to individual buildings and this also creates concerns with regards to the ability of such buildings to be independently serviced from public streets.

Adjacency to Transit Stations and Lack of appropriate land use mix

While the site is located between two ECLRT stops, proximity to transit is one factor associated with the intensity of use, density, scale, form, and massing of development that may be permitted.

The PPS is also directive in various policies for a mix of uses, densities and housing types. The proposed building typology, and lack of mix of uses and housing types for the site does not support the achievement of a complete community. The conceptual plans and drawings propose 6,629 square metres of retail uses and no office uses, whereas the proposed Official Plan Amendment does not specify a minimum gross floor area for non-residential uses. As such, the draft Official Plan Amendment does not provide appropriate direction on the minimum requirements for the overall redevelopment of the lands.

Through the GMSP Study and OPA 499, the City has appropriately planned for all of these matters to ensure the achievement of complete communities.

The proposed Official Plan Amendment has not adequately demonstrated how such increased density, above that thoroughly assessed and determined by the GMSP Study for appropriate balanced new development opportunities throughout the Plan Area can be adequately accommodated without having a negative impact on other fundamental density, servicing and infrastructure aspects of the new Secondary Plan.

The proposed Official Plan Amendment has not demonstrated an appropriate level of infrastructure and public service facilities are or will be available to support the level of intensification proposed above that established through OPA 499.

Phasing of Development

The proposed Official Plan Amendment includes several policies related to the phasing of development on the subject lands. A detailed phasing plan will be required to identify the necessary infrastructure, including upgrades to municipal servicing, to support the proposed density. The Secondary Plan has a general direction on phasing and development of the GMSP area over time as certain infrastructure components are in place or secured to the satisfaction of the City.

Therefore, in the opinion of City Staff, the proposed Official Plan Amendment, cannot be determined absent being viewed alongside the Secondary Plan to ensure that such anticipation of development aligns with the public street, transportation improvements and servicing improvements of the Secondary Plan.

Public Open Space

The public open space system and public realm system requires significant revision. This is explained in greater detail in the Public Parkland section of this report. The PPS and Growth Plan (2020) direct the provision of sufficient open space and speak to the provision of a vibrant and high quality public realm network. This requires appropriate linkages that are clearly visible and that promote active transportation.

Housing and Community Service Facilities

The current application does not provide details on an appropriate range, mix or phasing for all housing types to be provided on site. The site is subject to the large site policies in the Official Plan (Policy 3.2.1.9), which are appropriate in the context of achieving a mix of housing types and tenures on the subject lands. Policy 3.2.1.9(b) of the Official Plan establishes a target for affordable housing on large sites. The applicant's Official Plan Amendment proposes that this large site will not be subject to Official Plan Policy 3.2.1.9 (b). Further, the applicant's Official Plan Amendment fails to identify a specific affordable housing target for the site in lieu of Policy 3.2.1.9(b) of the Official Plan, and defers the determination of affordable housing requirements to future rezoning and draft plan of subdivision applications.

The failure to demonstrate an affordable housing strategy, including an appropriate affordable housing target and phasing plan for the delivery of affordable housing, and requesting an amendment (in this case an exemption) to a policy of the Official Plan without demonstrating or providing any justification is not in conformity with Section 2.2.6 of the Growth Plan or Section 1.4.3 of the PPS (2020). Further, deferring the determination of affordable housing requirements to a future Zoning By-law Amendment application process, with no clarification provided on the phasing for the delivery of affordable housing, is not appropriate.

In addition, the application does not provide details on potential community service facilities and any contemplated timing with respect to such matters.

As discussed above, the proposed Official Plan Amendment has not demonstrated that the impact of the development is able to be supported by the City's infrastructure and community service facilities, and whether or not the development would support the achievement of complete communities, including a diverse mix of land uses, adequate employment opportunities, and adequate community services and facilities. The proposed scale and massing do not recognize the existing and planned local context, and do not demonstrate a high-quality public realm and compact built form. In the opinion of City Planning staff, the proposed Official Plan Amendment is not consistent with the PPS and fail to conform to the Growth Plan (2020).

Official Plan

Policy 4.6 of the PPS states that a municipality's official plan is the most important vehicle for implementation of the PPS and that "comprehensive, integrated and long-term planning is best achieved through official plans". Furthermore, the PPS directs municipalities to provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

This application has been reviewed against the Official Plan policies and the Secondary Plan policies, and/or planning studies described in the Issue Background Section of the report, as well as the policies of the Toronto Official Plan as a whole.

The subject lands are located within the GMSP area. OPA 499 and the Secondary Plan establish a comprehensive planning framework for the Golden Mile area that includes Secondary Plan policies that direct:

- Built form, public realm, community services and facilities, land use mix, housing and public art strategies;
- A transportation master plan and master servicing plan;
- Urban design guidelines; and
- Implementation, phasing and monitoring strategies.

Section 5.2.1 of the Official Plan identifies that Secondary Plans establish local development policies to guide growth and change in a defined area of the City, while ensuring adequate public infrastructure and environmental protection. Policy 5.2.1.3 states that Secondary Plans identify the type and form of physical development and plan for an appropriate transition in scale and activity between neighbouring districts.

Policy 5.2.1.4 notes that Secondary Plans will recognize city-building objectives and indicate matters including: affordable housing objectives; land use policies; urban design objectives/guidelines/parameters; necessary infrastructure investment; and ensuring the stability of established neighbourhoods.

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

The subject lands are designated *Mixed Use Areas*. The lands are identified as an *Avenue*. Chapter 2 of the Official Plan sets out a policy framework and strategy for managing Toronto's growth and includes policies respecting *Avenues*. Development applications on lands designated *Mixed Use Areas* and located along an *Avenue*, which proceed in advance of an Avenue Study, have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the *Mixed Use Areas* policies, proponents of such proposals are also required to address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located.

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

It is also important to note that the applicant's planning rationale agrees that the GMSP Study addresses the requirements under Section 2.2.3 of the Official Plan regarding *Avenues* and has stated that the proposed development should be considered in light of that study and in general alignment with the objectives of that study. As the applicant has not undertaken this study themselves and in fact relies on the GMSP Study, in City staff's opinion, significant deviations from the Secondary Plan are not appropriate and in this regard the proposed development has not adequately addressed the larger context, nor has it adequately demonstrated that it satisfies the policies contained in Section 2.2.3, absent being more closely aligned with the Secondary Plan.

The proposed Official Plan Amendment has not demonstrated how it will support the achievement of a complete community that reflects the Official Plan's goals, as well as the local context.

The proposal in its current form has not demonstrated how it will achieve a complete community that supports healthy, active living in a high quality compact built form; it has not provided an appropriate range and mix of housing options; it has not demonstrated appropriate massing and densities in the context of City structure or the Secondary Plan.

Land Use

The Secondary Plan envisions a range of land uses on lands designated *Mixed Use Areas*, including office space being encouraged in proximity to the ECLRT stops (Policy 4.4) and any replacement of existing office gross floor area to be replaced prior to, or concurrent with, the associated new residential development (Policy 5.2) . To support the economic function of the Plan Area, Policy 4.5 requires each site within Mixed Use Transit Nodes, including the southern portion of the subject site, to provide a minimum of 10 per cent of the gross floor area of the development as non-residential uses in one or multiple buildings. Policy 5.3 strongly encourages office uses and other commercial uses that are not retail-based to be provided within new developments.

The Secondary Plan also provides a density incentive for developments on lands designated *Mixed Use Areas* that provide gross floor area for community service facility or public school uses, or additional non-residential uses in excess of the minimum requirement in Policy 4.5 up to a maximum of an additional 10 per cent of the total gross floor area (Policy 4.15).

The application proposes 6,629 square metres of non-residential (retail) uses or approximately two (2) per cent of the total gross floor area of the development, and 4,915 residential units, which is not considered to be an appropriate mix of uses that supports the investment in transit infrastructure and the achievement of a complete, liveable, mixed-use community with adequate employment opportunities for the new residents. The application proposes to only replace approximately 21 per cent of the existing non-residential (retail) gross floor area.

Density

The proposed gross FSI (density) is 3.7 times the area of the site, whereas the Secondary Plan contemplates a density of 3.0 for this site. The public realm and built form policies, including those related to density, are intended to ensure that intensification does not exceed the capacity of the physical infrastructure and is undertaken in a contextually appropriate built form. Although intensification is anticipated in the Golden Mile, the scale of development should be generally consistent with the Secondary Plan and associated consultant reports, including the Golden Mile Transportation Master Plan.

Public Realm

From a public realm perspective, City Planning staff are of the opinion that the proposed Official Plan Amendment application is inconsistent with the policy direction of the Official Plan or Secondary Plan, including the following:

- Proposed new private Street 9 and new conceptual street along west property line should be public streets;
- Mid-block connections and north-south conceptual streets, and widths;
- POPS;
- Open space at grade on school site;
- Public art; and
- Public realm connectivity, including to surrounding areas and broader Golden Mile area.

Built Form

From a built form perspective, City Planning staff are of the opinion that the proposed Official Plan Amendment application is inconsistent with the policy direction of the Official Plan or Secondary Plan, including the following:

- Mix of building types, including provision of an enhanced mid-rise character along a portion of the Eglinton Avenue East;
- Setbacks;
- At-grade uses;
- Base building heights;
- Mid-rise building heights and massing;
- Outdoor amenity spaces at grade;
- Number of tall buildings;
- Tall building tower setbacks;
- Tall building tower separation distances;
- Tall building tower floor plate size;
- Tall building heights;
- Variation in tall building height along Eglinton Avenue East; and
- Shadow impact on streets, parks and open spaces.

Mobility

Although the application proposes three new streets that are generally consistent with the location of new streets identified for this site in the Secondary Plan, the applicant has indicated that the proposed north-south street 9 would be a private street. 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 the Secondary Plan. The Secondary Plan expands the existing transportation network to support the planned 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 Secondary Plan includes one traffic signal at the intersection of Eglinton Avenue East and Thermos Road/Sinnott Road to address the off-set intersection at this location and promote connectivity for active modes of transportation. This off-set intersection is identified as a pedestrian priority location and a cycling interchange. The proposed Official Plan Amendment only identifies the intersection of Eglinton Avenue East and

Thermos Road as having a traffic signal, a pedestrian priority location and a cycling interchange, whereas the area/symbol for these improvements to the transportation network should extend eastward to include the entire off-set intersection (Thermos Road to Sinnott Road).

The application does not include a detailed phasing plan to confirm when the proposed transportation infrastructure would be delivered and fails to identify any additional transportation improvements required as a result of the proposed increase in density for the subject site.

Servicing

The Secondary Plan requires water, sewer and stormwater management improvements to be secured through Plan of Subdivision, and where appropriate, Cost Sharing Servicing Agreement with various landowners for the upgrades. The application proposes that some of the servicing will be provided below a new private north-south street. The proposal is not in compliance with Municipal Code, Chapter 681, Sewer and Safe Drinking Water Act, which require servicing to be provided below existing or future public streets. Staff have concerns with the proposed private street and the appropriateness of the proposed servicing for the site, which would be partially on private lands. The applicant is also required to provide a detailed phasing plan of the interim and final conditions of the development, and an accepted Functional Servicing Report to confirm existing municipal infrastructure capacity and identify any upgrades.

Housing

Policy 3.2.1.1 of the Official Plan states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1.9 of the Official Plan relates to residential developments on large sites, generally greater than 5 hectares in size. These sites provide an opportunity to achieve a mix of housing in terms of types and affordability, and the Policy requires the following:

- a) A minimum of 30 per cent of the new housing units will be in forms other than single detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and
- b) In accordance with and subject to Section 5.1.1 of the Official Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing.

The development site is larger than 5 hectares and, as a result, Policy 3.2.1.9 of the Official Plan applies. Official Plan Policy 3.3.1 requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context.

The proposal in its current form does not include an affordable housing strategy, and as a result is not meeting the objective of Policy 3.2.1.9 of the Official Plan. An appropriate affordable housing strategy should address the following objectives:

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

To satisfy the intent of Policy 3.2.1.9, for large residential developments to achieve a mix of housing affordability, one of the following should be secured as a community benefit:

1. 20% of the land to be conveyed to the City for affordable housing;
2. 10% of the residential dwelling units to be secured as affordable rental housing. These affordable rental dwelling units are to be composed of a unit mix which is reflective of the unit mix and unit sizes of the market units; or
3. 5% of the residential dwelling units to be conveyed to the City for permanent affordable housing. These residential dwelling units are to be composed of a unit mix which is reflective of unit mix and unit sizes of the market units.

Through the Growing Up Guidelines, the City seeks to secure a minimum of 10 per cent of the proposed units as three bedroom units and 15 per cent of the proposed units as two bedroom units. The guidelines state that the ideal unit size for two bedroom units is 90 square metres, with 87 - 90 square metres representing an appropriate diversity of unit sizes. The guidelines state that 106 square metres is the ideal unit size for three bedroom units, with 100 - 106 square metres representing an appropriate diversity of unit sizes.

The applicant's Official Plan Amendment does state that a minimum of 10 per cent of the total units will be three bedroom units, and a minimum of 25 per cent of the units will be two bedroom units. However, the conceptual plans do not provide a breakdown of unit sizes and do not indicate an average unit size. Without an understanding of proposed unit sizes, City Staff cannot determine if this proposed development adequately supports the objectives of the Growing Up Guidelines, the City's Official Plan housing policies, or the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.

Community Service Facilities

The Secondary Plan identifies priority community service facility needs based on the existing and future needs of the Plan Area. The existing network of public service facilities serving the broader Golden Mile area was assessed to determine what additional community service facilities, expansions or improvements may be required to serve the density strategy for the Secondary Plan. Conceptual community service facility locations are identified throughout the GMSP area, including on the subject lands. The application does not appropriately address the provision of community service facilities to be provided on site, which could contribute towards the minimum requirements for non-residential gross floor area, and does not appropriately address the impact of the other development applications in the GMSP area on the existing community service facilities.

The GMSP Study included a consultant study that assessed the existing community infrastructure in the broader Golden Mile area. There is very little to no existing community infrastructure within the Golden Mile area, with the exception of the Victoria Park Hub, which already provides program service delivery and is already fully utilized by the existing residents. There are no schools, child care centres, community spaces or recreational spaces within the Golden Mile area. There are requirements to ensure that the provision of community service facilities are aligned with the planned growth of the area to meet the needs of residents. As such, the proposal fails to appropriately consider such matters.

Parkland

The application proposes a park on the northwest portion of lands, north of the new east-west street, abutting the adjacent property at 1960 Eglinton Avenue East. The location and size of the proposed park is generally consistent with the new *Parks* designation that was introduced through OPA 499 as shown on Attachment 3: Official Plan Land Use Map (OPA 499).

Section 42 of the *Planning Act* provides for direction on the implementation of parkland dedication across the entire City. Parkland dedication is governed by the Parkland Dedication By-law, in particular the Alternative Rate, where applicable, and the site size determines the appropriate parkland dedication required. As the lands are greater than five (5) hectares in size, the required parkland dedication is up to 20 per cent of the site area (excluding any conveyances for right-of-way purposes), depending on the proposed mix of uses. The proposed Official Plan Amendment specifies that the public parkland dedication will not be less than 20 per cent of the net site area. This policy is not necessary as the Official Plan and the Parkland dedication by-law dictate the parkland dedication requirements.

A detailed phasing plan will also be required in order to confirm the feasibility and appropriateness of the proposed development and anticipated timing for the delivery of public parkland.

Issues to be Resolved

As a preliminary issue, the owner of the subject lands should be required to demonstrate how an appropriate level of infrastructure, including streets, servicing, parks and community service facilities, are or will be available to support an increase in density beyond the density set out in the Secondary Plan, which thoroughly examined strategies to direct and manage anticipated growth and development within the Golden Mile area, and established a density of 3.0 times the site area for the subject lands.

The required infrastructure should be assessed, in a comprehensive manner, to ensure that there is no negative impact on other fundamental density, servicing and infrastructure aspects of the Secondary Plan. These matters are threshold issues as they have impacts on the future development, functionality and liveability within the Plan Area.

The proposal for the lands at 1966-2050 Eglinton Avenue East 50 Thermos Road, in its current form, does not provide for a development that achieves the objectives of the Official Plan and the Secondary Plan. City Planning staff are of the opinion that the proposed Official Plan Amendment application could be revised to be consistent with the policy direction of the Official Plan and/or Secondary Plan as follows:

- Provide a detailed phasing plan for the interim and final build-out of the site;
- Provide a greater quantity and range of non-residential uses (other than retail uses);
- Provide north-south street 9 as a public street at the recommended right-of-way width;
- Provide sufficient and appropriate TDM measures;
- Coordinate with the adjacent landowner (Cosmetica) to provide north-south street 8 as a public street;
- Provide the required pedestrian and cycling connections;
- Provide a traffic signal, pedestrian priority location and cycling interchange that includes the entire off-set intersection of Eglinton Avenue East at Thermos Road/ Sinnott Road;
- Revise the built form and massing;
- Reduce the gross FSI of the site;
- Provide a breakdown of unit sizes and the minimum number of larger units;
- Provide the required affordable housing in accordance with Policy 3.2.1.9 of the Official Plan regarding sites greater than five (5) hectares;
- Explore options with the school boards for securing a school site on the lands; and
- Provide a minimum of one community facility on site.

Conclusion

The proposal has been reviewed against the policies of the PPS, the Growth Plan (2020), and the Toronto Official Plan, including OPA 499 and the Golden Mile Secondary Plan. Staff are of the opinion that the proposal is not consistent with the PPS and does not conform to and conflicts with the Growth Plan (2020). Further, the proposal is not in keeping with the intent of the Toronto Official Plan and OPA 499, particularly as it relates to Public Realm, Built Form, Housing, Community Services and Facilities, Parks and Open Spaces, Neighbourhoods and Implementation policies. In

addition, the following staff and community concerns remain outstanding: mix of land uses, density, built form and massing, range of building types, transition in scale, unit mix (including affordable housing), and infrastructure and community service facilities.

Staff are of the opinion that the application should be revised to provide an appropriate public realm plan, a reduction and reallocation of density across the site, provide additional non-residential uses, and provide further details about the affordable housing strategy. The proposed Official Plan Amendment has not demonstrated how it would support the achievement of adequate infrastructure and community service facilities to meet current and/or projected needs. However resolving the concerns outlined in this report could result in an Official Plan Amendment of an acceptable form and content to properly manage change and plan for the future of this site without a negative impact on the broader Golden Mile area or the Secondary Plan.

However, City Planning staff note that the current application should not be considered in isolation of due consideration also being given to all development proposals currently being advanced within the larger Golden Mile area. Many of these applications also seek greater building heights and densities than are currently provided for through OPA 499. To that end, many of these landowners, in addition to the owner of the subject lands, have now appealed both OPA 499 and their own Official Plan Amendment applications currently before the City to OLT. These proposals collectively seek increased shares of otherwise finite development potential (in terms of dwelling unit and density permissions) within the Golden Mile as envisioned by OPA 499. Many proposals also seek greater building heights and modified associated policies relating to built form (among other policy issues).

City Planning staff conclude that it would not be an efficient or appropriate use of City, applicant or OLT resources to proceed with hearing this individual site-specific development application appeal without first addressing in a comprehensive manner and as a preliminary issue, the issues associated with the new overall density and height permissions, built form policies, required transportation and servicing infrastructure, community facility's needs, and requirements to achieve a complete community within the entire Plan Area.

Staff recommend that City Council direct staff to oppose the application in its current form. Staff also recommend that City Council direct City staff to continue to discussions with the applicant to try to resolve the outstanding issues detailed in this report in the context of the Council-approved OPA 499 regarding the Golden Mile.

Staff also recommend that City Council direct the City Solicitor to request the owner of the subject lands to address the preliminary issues related to the infrastructure required to support the anticipated growth in the overall context of the Plan Area, including streets, servicing, parks, and community service facilities are assessed comprehensively, including coordination with other Golden Mile landowners.

CONTACT

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SIGNATURE

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

ATTACHMENTS

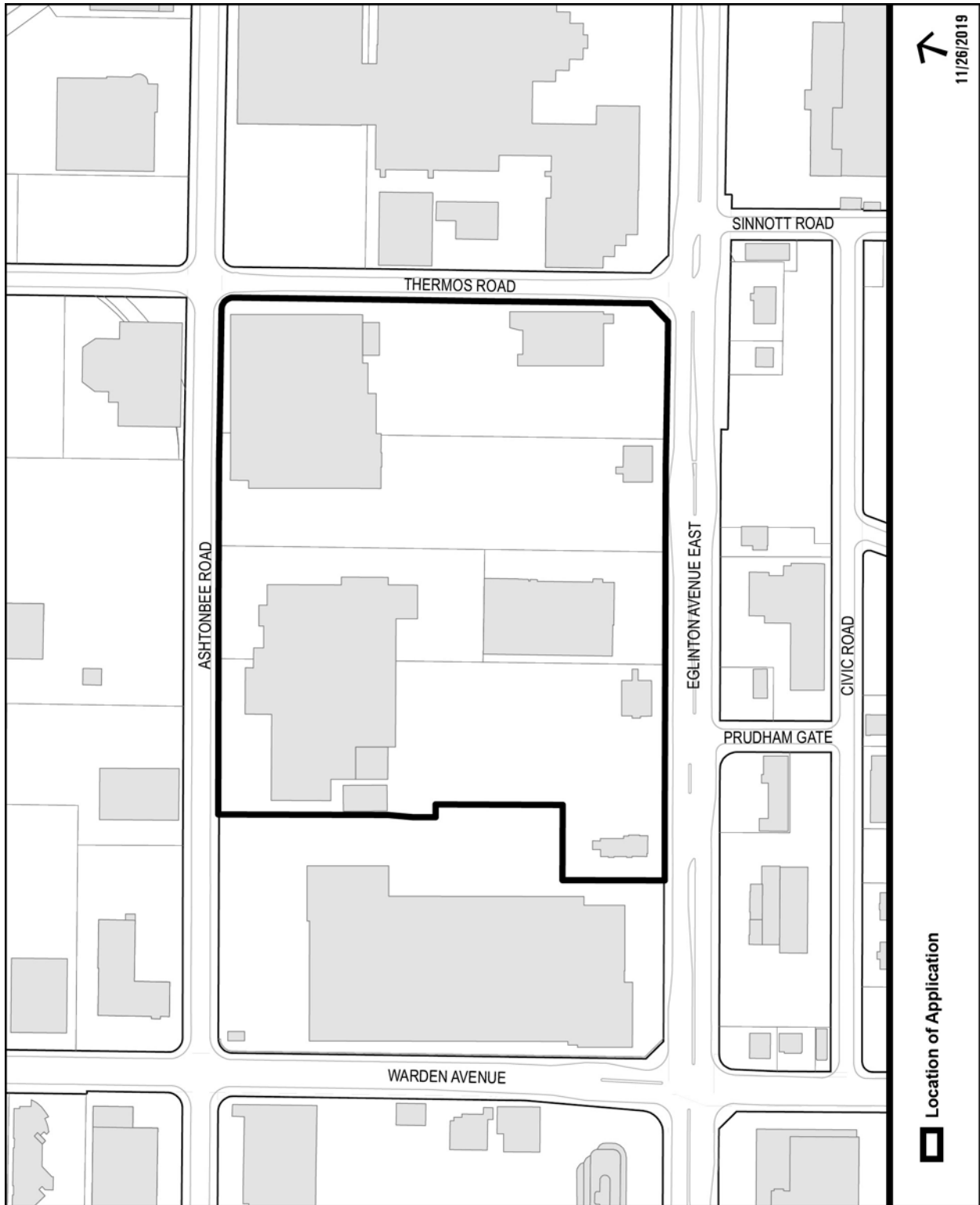
City of Toronto Drawings

- Attachment 1: Location Map
- Attachment 2: Official Plan Land Use Map (Pre-OPA 499)
- Attachment 3: Official Plan Land Use Map (OPA 499)
- Attachment 4: Existing Zoning By-law Map

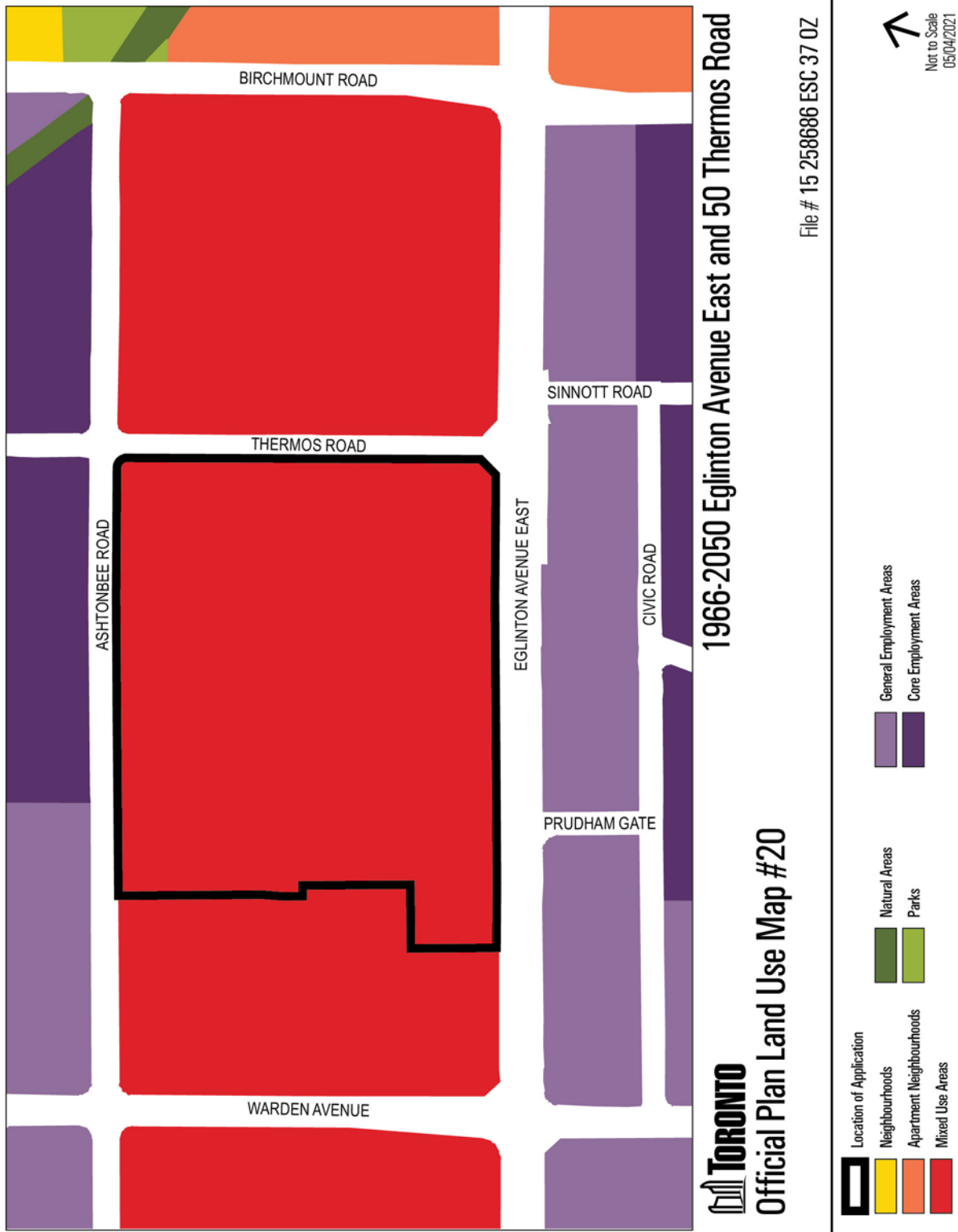
Applicant Submitted Drawings

- Attachment 5: Site Plan
- Attachment 6: Conceptual 3D Massing (view looking northeast)
- Attachment 7: Conceptual 3D Massing (view looking southwest)
- Attachment 8: Applicant's Proposed Draft Official Plan Amendment

Attachment 1: Location Map



Attachment 2: Official Plan Land Use Map (Pre-OPA 499)



Attachment 3: Official Plan Land Use Map (OPA 499)

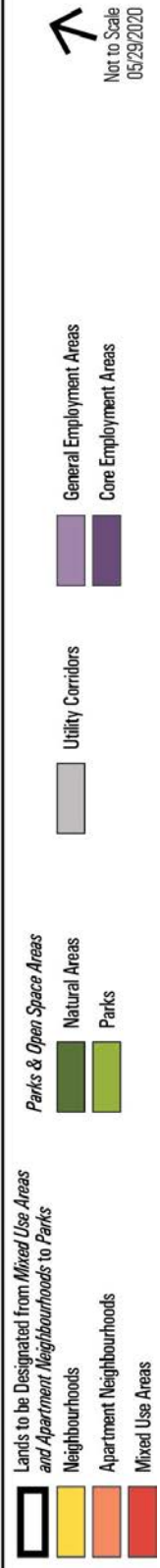


Golden Mile Secondary Plan

Official Plan Amendment # 499

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

File # 17 134997 EPS 00 TM



Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1966-2050 Eglinton Avenue East and 50 Thermos Road

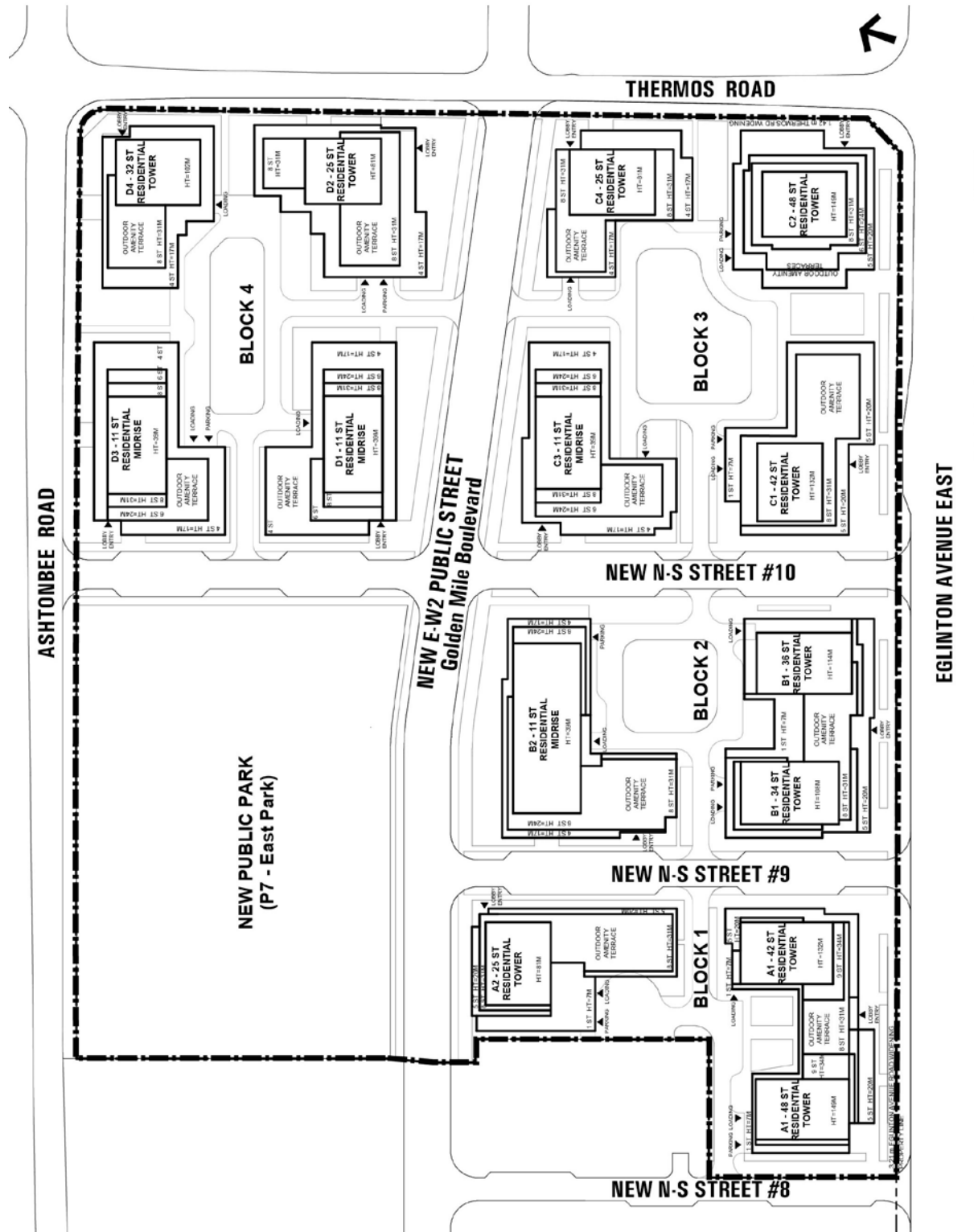
File # 15 258686 ESC 37 0Z

- Location of Application
- Employment Industrial
- Open Space Natural
- Industrial Zone
- General Industrial Zone
- Mixed Employment Zone
- Office Uses Zone
- Industrial District Commercial Zone
- Institutional - Public Services Zone
- Institutional - Social Welfare Zone
- Institutional - Educational Zone
- Vehicle Service Zone

See Former City of Scarborough Employment District By-law No. 24982 (Golden Mile)

Not to Scale
Extracted: 05/04/2021

Attachment 5: Site Plan



Attachment 6: Conceptual 3D Massing (view looking northeast)



Attachment 7: Conceptual 3D Massing (view looking southwest)



Attachment 8: Applicant's Proposed Draft Official Plan Amendment

DRAFT
HUNTER & ASSOCIATES LTD. – APRIL 22, 2021

RIOCAN – SCARBOROUGH CENTRE
1966-2050 EGLINTON AVENUE EAST & 50 THERMOS ROAD
DRAFT OFFICIAL PLAN AMENDMENT
OPA NO. _____

CITY OF TORONTO

BY-LAW No. _____

To adopt Amendment No. ____ to the Official Plan for the City of Toronto respecting lands known municipally as 1966-2050 Eglinton Avenue East and 50 Thermos Road.

WHEREAS authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

The attached Amendment No. _____ to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

ENACTED AND PASSED this ____ day of _____

Speaker

City Clerk

PURPOSE & INTENT

1. The lands subject to this Site and Area Specific Policy ### (“SASP ###”) are shown on “**Schedule 1**” and shall be referred to as the “Site”.
2. The large 10.76-hectare Site is currently used and developed as a commercial shopping centre known as “RioCan - Scarborough Centre”. This SASP allows for the Site to continue to be used for commercial purposes and recognizes there are ongoing businesses and leases to be managed.
3. The purpose and intent of this SASP is to provide site-specific policies and principles to establish and implement a vision for the Site as a new transit-supportive, mixed-use and complete community within the Golden Mile area. The Site and Golden Mile area will benefit from and be served and supported by the Eglinton Crosstown Light Rail Transit line (ECLRT), which is presently under-construction and scheduled to be operating in 2022. Redevelopment of this new mixed-use community is expected to occur over time, structured by new public and private streets, a public park and four development blocks that will accommodate future tall and mid-rise residential buildings with other commercial and potential community services and facilities. This SASP will be implemented in an orderly and phased manner through future rezoning, draft plan of subdivision and site plan approval applications.
4. SASP ### shall be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In the event of any conflict between the Official Plan or any applicable Secondary Plan with SASP ###, SASP ### shall prevail. Schedules 1 and 2 and Maps 1 to 6 form part of this SASP and shall be read together with the text.
5. SASP ### has its policies under the heading of “Policies”. Additional text in italics has been provided in addition to the “Policies” to provide context and background to assist in understanding the intent of the SASP ### “Policies” but is not policy.

A. LAND USE & DENSITY

The land uses for this Site will accommodate primarily transit-supportive residential development within the East District of the Golden Mile area and other uses including retail, service commercial, office, institutions, community services and facilities, and parks and open space. This SASP recognizes that the future mixed-use redevelopment of this Site is part of the broader Golden Mile area which envisions and supports a complete community with significant non-residential, employment and economic development in the General and Core Employment Areas adjacent to and in the vicinity of the Site.

Policies:

1. The land use and development criteria for Mixed Use Areas in Section 4.5 of the Official Plan will apply.
2. The maximum gross floor area allowed across the entirety of the Site will not exceed a gross floor space index (FSI) of 3.7 and shall include all the development blocks, new streets, existing street widenings and the public park as shown on **Map 1: Structure Plan**.
3. Development adjacent to streets, parks, and open spaces will generally front onto these spaces with active at-grade commercial, residential, community and/or institutional uses.
4. Active at-grade commercial uses such as retail and services, restaurants, office and entrances to such uses are required at the locations identified on **Map 3: Building Edges and Active Commercial Uses at Grade**. Residential lobbies and entries are strongly discouraged along Eglinton Avenue East, but may be permitted if they cannot be located at an alternative location (such as side streets).
5. Active at-grade residential uses including but not limited to grade-related units with ground floor living spaces, lobbies, amenities, and pedestrian entries are encouraged along and adjacent to all other streets shown as **Map 3: Building Edges and Active Commercial Uses at Grade as Possible Building Edges**. Other commercial, community and/or institutional uses are also encouraged along and adjacent to all other streets shown on **Map 3: Building Edges and Active Commercial Uses at Grade as Possible Building Edges**.
6. The gross floor area used for specific non-residential and community services and facilities that may be provided on the Site shall be exempted from the calculation of gross floor area for the purpose of this SASP. Such uses and facilities exempted from the gross floor area calculation include:
 - a) A child-care and/or community service facility to be owned and/or operated by the City or a non-profit community agency;
 - b) An innovation hub;
 - c) A public school; and,
 - d) Any new non-residential uses in addition to those shown on **Map 3: Building Edges and Active Commercial Uses at Grade as Required Active Commercial Uses at Grade**.

7. Where child-care and/or community service facilities are provided for in new development, the exemption from the calculation of gross floor area provided for by this SASP is permitted provided that the location, design, construction, finish and furnish of the community service facilities is at no cost to the City and provided by the owner and secured through a zoning by-law amendment and/or Section 37 agreement.

8. As future mixed-use redevelopment of the Site is anticipated to occur over time and through a subsequent zoning by-law amendment application and other planning applications, this SASP permits the continued non-residential use and development of the Site in accordance with existing Official Plan policies and zoning, and permits the potential renovations, additions or expansion of such uses and development subject to the Implementation policies in Section I.

B. LAND USE COMPATIBILITY

The Site is adjacent and near to Employment Areas and within the influence area of major facilities where compatibility must be maintained.

Policies:

1. Development will be consistent with the policies of this SASP and the Compatibility/Mitigation policies of Sections 2.2.4.5 to 2.2.4.10 of the Official Plan, including any applicable Secondary Plan policies.

C. TRANSPORTATION & MOBILITY

This SASP focuses on improving access and balancing transportation modes to ensure a range of travel choices encouraging sustainable travel behaviour. The implementation of the Eglinton Crosstown Light Rail Transit (ECLRT) is anticipated to significantly improve the transportation system and contribute to the provision of sustainable travel options to service existing and future users.

Expanding and improving the street network through a more complete structure of streets and blocks will better connect people visiting, living and working on Site to destinations within and beyond the Golden Mile area. The expanded street network will be designed to include pedestrian and cycling infrastructure to promote active transportation and support the ECLRT. Transportation demand management strategies will play a key role in achieving more sustainable, active and transit-supportive travel including reduced parking, as appropriate.

Policies:

1. The existing and planned street network identified on **Map 1: Structure Plan** will be developed over time through phased redevelopment and will provide improved connectivity for pedestrians, cyclists and vehicles, and enhanced access within the Site and within and beyond the Golden Mile area. The street network will consist of:

a) Street A, a street extending east and west through the Site and beyond in the Golden Mile area (Golden Mile Boulevard) with a planned 27-metre right-of-way;

b) Street B, a street extending north and south through the Site with a planned 23-metre right-of-way;

c) Street C, a street extending north and south through part of the Site with a planned 20-metre right-of-way;

d) Conceptual Street, a street extending north and south through part of the Site but predominantly on adjacent lands to the west, with a planned 20-metre ROW;

e) Eglinton Avenue East – an existing street with a planned 43-metre right-of-way and which will be widened through a 3.21 metre conveyance from the south side of the Site; and

f) Thermos Road – an existing street with a planned 23-metre right-of-way and which will be widened through a 1.42 metre conveyance from the east side of this Site.

2. The exact location, alignment and design of streets will be refined and provided on a phased basis through the future development application process and applications including zoning by-law amendment, draft plan of subdivision and other implementation mechanisms. Adjustments to the street network may occur without an Official Plan Amendment while maintaining and allowing the maximum permitted gross FSI.

3. New Streets A and B shown on **Map 1: Structure Plan** will be public and will be dedicated and secured through a draft plan of subdivision.

4. New Street C and the Conceptual Street shown on **Map 1: Structure Plan** may be a public street, if feasible and appropriate.

5. Private streets, where appropriate, will be designed as public streets and will be publicly-accessible and accommodate all users and modes of travel.

6. Traffic control signals will be secured at the intersections shown on Map 1: Structure Plan and potentially other locations as may be appropriate and as identified through the future development application process.

7. Priority pedestrian locations at street intersections are shown on **Map 4: Public Realm & Pedestrian Network**. In these locations, pedestrians are anticipated to cross streets or areas with high volumes of existing and/or expected pedestrian traffic where an enhanced pedestrian circulation, safety and comfort may be required. Such enhanced measures to be planned through future development may include shorter pedestrian crossings achieved through wider sidewalks, corner extensions at intersections, or other appropriate measures.

8. Mid-block pedestrian connections are shown on **Map 4: Public Realm & Pedestrian Network**. The location of these mid-block pedestrian connections is conceptual, whether shared with or without vehicles. They will be planned and designed through the future development application process to accommodate safe, generously-scaled and

comfortable pedestrian movement through the block between streets and/or the public park.

9. Cycling infrastructure and facilities are shown on **Map 5: Cycling Network** and will be planned and provided through the future development application process, with bicycle parking along dedicated cycling routes within the streets. Bike-sharing facilities and other cycling infrastructure design will be considered within the street and streetscape design to secure safe and convenient bike parking and turning movements at the intersections shown on **Map 5: Cycling Network**.

10. Shared mobility hubs are shown on **Map 6: Transit and Transportation Demand Management**. These are locations that can potentially provide single service points for bike-sharing, ride-sharing and/or car-sharing facilities that are integrated with future development or accessible in adjacent blocks, where appropriate.

D. PARKLAND

This SASP recognizes that public parks and open space are an important structuring element of the public realm contributing to a complete community on this Site and the Golden Mile area. This Site will play a significant role in achieving that by providing a large community park as a focal point for the area between Warden Avenue and Birchmount Road.

Policies:

1. A new public park will be provided in the location shown and **Map 1: Structure Plan** and designated as shown on **Schedule 2**. The public park will serve as the focal point for the Golden Mile area and broader community, and provide opportunities for larger outdoor public recreation facilities and a diverse mix of active and passive uses.

2. The total area of the public park will not be less than 20% of the net Site area, calculated excluding existing public street widenings and new public streets dedicated to the City as shown on **Map 1: Structure Plan**.

3. Any over-dedication of public park in excess of 20% will be determined through applications for draft plan of subdivision and/or zoning by-law amendment(s) and secured through appropriate agreements. This public park designation and conveyance will satisfy the statutory obligations pursuant to Section 42 of the Planning Act and any/or successor legislation.

E. PUBLIC REALM

New development within the Site presents an opportunity to build on and enhance the existing streets, parks and opens spaces and create a new pedestrian and cycling friendly public realm to support a growing residential population and employment. The public realm policies of this SASP provide direction on creating an interconnected network of open and inviting spaces that all users can enjoy.

Policies:

1. Privately-owned, publicly-accessible spaces (POPS) and public art are generally encouraged at grade in the locations conceptually shown on **Map 4: Public Realm & Pedestrian Network**. Any POPS and/or public art should be coordinated with adjacent development to supplement the public park, enrich the public realm, and increase the variety of publicly accessible spaces and amenity for the enjoyment of all users. The determination and provision of POPS and/or public art will be reviewed through future development and planning approvals and secured in related agreements, as appropriate.

2. A Green Node will be provided at the strategic intersection of two public streets in the centre of the Site adjacent to the public park as shown on **Map 4: Public Realm & Pedestrian Network**. The Green Node is conceptual and intended to be a focal point of community and cultural activity with adequate space for programming and activities in both public and private open spaces. The public realm and built form within and adjacent to the Green Node may include additional building setbacks, complimentary building configuration and architectural features, coordinated landscape design, public art and other measures, if appropriate.

F. BUILT FORM

The built form policies of this SASP are structured around several key principles, including promoting contextually appropriate and transit-supportive development, defining and contributing to the public realm, implementing appropriate transitions, and supporting a comfortable pedestrian and cycling environment. A mix of predominantly tall and mid-rise buildings with well-defined base buildings are envisioned with appropriate setbacks, separations and heights as identified and permitted by this SASP.

Policies:

Building Type & Heights

1. The Site will be redeveloped with a compatible and variable mixture of tall and mid-rise buildings generally in the locations and with the heights shown on **Map 2: Built Form**.

2. The height and massing of mid-rise buildings will generally fall within a 45-degree angular plane projected above 80% of the planned right-of-way width of the street which it fronts.

3. Base building heights for mid-rise and tall buildings along all streets will be minimum 3-storeys and maximum 5-storeys as shown on **Map 2: Built Form**, except along the Eglinton Avenue East and part of Thermos Road where taller base building heights are permitted. The base building will define and support the varying roles, functions and characteristics of the adjacent streets, parks and open spaces, and to support a pedestrian-friendly and comfortable environment within the Site and adjacent areas.

4. Mechanical penthouses are excluded from the maximum permitted building heights shown on **Map 2: Built Form**, are encouraged to be architecturally integrated and

designed to contribute to the skyline and adequately limit built form impacts. For clarity, the upper level of a townhouse located at grade or ground floor mezzanine level within a residential or mixed-use building shall not be considered a storey.

5. Flexibility in the precise location of tall and mid-rise buildings shown on **Map 2: Built Form** may be determined through the development review process, including applications for zoning by-law amendment, draft plan of subdivision and site plan approval, having regard for relevant Official Plan policies, any applicable Secondary Plan policies and Urban Design Guidelines.

Building Massing

6. The minimum building setback along all existing and planned streets shown on **Map 2: Built Form** shall be 3-metres, except along the west side of Street B north of Eglinton Avenue East and south of Street A where the minimum setback shall be 5-metres.

7. Mid-rise buildings will have a minimum step-back of 3-metres above the base building heights shown on **Map 2: Built Form**.

8. The tower portion of tall buildings will have a minimum step-back ranging from 3 to 5 metres above base building heights shown on **Map 2: Built Form** for a minimum two-thirds of each tower facing streets and the park. Tall buildings will be organized to provide variation in tower placement and step-backs along streets, parks and open spaces to create and support interesting streetscapes, views and vistas

9. The tower portion of a tall building will generally maintain a maximum floor plate of 750 square metres unless it can be demonstrated that the built form impact of a larger floor plate can be acceptably accommodated including shadowing, wind, privacy, light and sky view.

10. The size of development blocks will have regard for achieving appropriate building separation and placement within the block and to buildings in adjacent blocks. The tower portion (main building walls, excluding balconies) of a tall building will be separated by at least 25 metres from the tower portion of another tall building on the same block or an adjacent block.

Shadow Impact

11. Development will be located, massed and designed to:

a) Adequately limit shadow impacts on public sidewalks, POPS, outdoor amenity areas, schools and playgrounds;

b) Achieve a minimum of 5 consecutive hours of sunlight between 9:18am to 4:18pm on a minimum 75% of the public park shown on Map 1: Structure Plan; and,

c) Achieve a minimum of 5-7 consecutive hours of sunlight on a minimum 50% of the sidewalk on the north side of Street A between March 21st and September 21st.

12. While not encouraged by the policies of this SASP, minor deviations to Policy 11 b) and c) may be permitted through a zoning by-law amendment provided that the intent of the policies are maintained and the maximum permitted Site FSI is maintained.

G. HOUSING

Residential development will form a predominant use on this Site and help achieve a complete and inclusive community with a range of housing opportunities within the Golden Mile area. An appropriate mix of tenure, size and affordability will be achieved in order to offer housing options for a wide variety of households.

Policies:

1. Policy 3.2.1.9(b) of the City of Toronto Official Plan, requiring the provision of 20% of residential dwelling units as affordable housing, does not apply to the Site. provided that through future rezoning and draft plan of subdivision approvals and related agreements, xx % (TBD) of new residential units will be secured as affordable housing.

2. Prior to any redevelopment of the Site, a housing issues report will be required that establishes and details a strategy for providing, securing and phasing affordable housing, and that a minimum 10% of the total number of units are 3-bedroom suites and a minimum 25% are 2-bedroom suites.

3. The provision of affordable housing through this SASP will satisfy any statutory obligation for the provision of affordable housing in conformity with the Official Plan and pursuant to the Planning Act and/or any successor legislation.

H. COMMUNITY SERVICES & FACILITIES

Community services and facilities contribute to the social, economic and cultural development of the City and are vital in supporting liveable communities. Community services and facilities may include recreation, community centres, libraries, child care, schools and other spaces for the provision of public health and human, cultural and employment services. This Site is acknowledged to be a priority area within the Golden Mile for securing potential community services and facilities including new community agency services, child care and a school facility integrated within the mixed-use development.

Policies:

1. This SASP recognizes that new community services and facilities for future residents, employees and visitors are integral to supporting livable communities and the substantial new, transit-supportive development planned for this Site and Golden Mile area. The need for and provision of such facilities on Site or through capital contribution will be reviewed during the development application process and secured through zoning by-law amendment and draft plan of subdivision applications(s), and related agreements.

I. IMPLEMENTATION

The uses and development density permitted by this SASP will be achieved and implemented through future planning applications including zoning by-law amendment(s), draft plan of subdivision and/or other land division, and site plan approval. on a phased basis over time. Such development will be phased over time and may include interim and ultimate transportation and municipal servicing infrastructure, including the use of private lands and easements, if appropriate.

While the ultimate redevelopment of this Site is anticipated to realize this SASP's vision of a complete, mixed-use, transit-supportive community over time, it is acknowledged that existing uses and development, including buildings and parking areas, may remain prior to redevelopment of a portion of the Site. Policies are included to guide such interim and ultimate redevelopment and permit the renovation, addition and expansion of existing uses, buildings, parking and related infrastructure.

Policies:

Zoning By-law Amendment(s) & Draft Plan of Subdivision Applications

1. The development of the Site will be implemented by future zoning by-law amendment(s) and draft plan of subdivision and/or land division application(s), that will establish detailed land use, built form, streets and blocks, parks and public open spaces, community services and facilities as informed and supported by detailed plans and technical studies and strategies.

2. A draft plan of subdivision application will be approved prior to the redevelopment of all or any part of the Site. A subdivision agreement will be entered into and registered on all or part of the Site that is subject to a zoning by-law amendment application to implement **Map 1: Structure Plan** and other relevant policies contained in this SASP.

3. In addition to the plans/drawings and studies/reports required for submission of a complete application for zoning by-law amendment and/or draft plan of subdivision approval for development on all or part of the Site as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following are required to be submitted:

a) A context plan for the Site which addresses the phasing of streets, development blocks and the park shown on **Map 1: Structure Plan**, the layout and design of public realm elements, and their relationship with the existing and potential future development on other lands adjacent to the Site. Such context plan will be endorsed and/or adopted by City Council prior to or concurrent with the rezoning and draft plan of subdivision application(s);

b) A housing issues report for the Site which addresses the supply and mix of units, including the provision of two and three-bedroom suites and the provision of affordable housing consistent with this SASP;

c) A multi-modal transportation impact study ("MMTIS"), which will identify the demands and impacts of the proposed 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 of development on transit, cycling, pedestrian and vehicular traffic capacity and patterns, and any recommended refinements to the TDM strategy and transportation network design. Prior to approval of any zoning by-law amendment for all or part of the Site, the MMTIS must demonstrate there is sufficient transportation capacity available, or otherwise secured, to accommodate additional site generated traffic and travel.

d) A functional service and stormwater management report (“FSR/SWM”), which will identify and assess how the proposed development will be accommodated by existing and/or new municipal servicing infrastructure including watermains, sanitary sewers, storm sewers, and utilities, as appropriate.

e) A phasing plan identifying, among other matters, the orderly development of the public streets, blocks and park shown on Map 1: Structure Plan consistent with other relevant policies of this SASP. The phasing plan may include an interim development strategy outlining how existing commercial uses and related parking and access will be maintained and infrastructure delivered over time, while protecting for the ultimate redevelopment of the Site established by this SASP.

Phasing & Sequencing of Development

4. Development will be sequenced to ensure that appropriate transportation, municipal servicing and community services and facilities including parkland, are available or otherwise secured to accommodate the proposed development of that portion of Site. Development will not preclude achieving and securing the public streets and park shown on **Map 1: Structure Plan** and other relevant policies of this SASP.

5. The street network shown in **Map 1: Structure Plan** will be constructed incrementally over time, and phasing of any transportation and municipal servicing infrastructure required to support development will occur in an orderly and integrated manner.

6. 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 public streets, transportation and municipal servicing infrastructure required to support development. This may also include cost-sharing agreements between landowners, and potentially the City, where appropriate.

7. Development may connect to municipal services on existing public streets adjacent to the Site prior to the dedication and construction of the new public streets and public parkland shown on **Map 1: Structure Plan**, to the satisfaction of the City. The required FSR/SWM report must demonstrate that the municipal services within existing public streets have sufficient capacity and can feasibly accommodate the flows proposed from that particular phase of the overall Site development, and/or the existing commercial development on Site has already been contributing and connected to such municipal services.

8. Development may utilize private lands in order to connect to municipal services, if required, subject to an agreement between the owner of the Site, adjacent landowners (where applicable) and the City, including necessary easement(s). A phasing plan is required to identify the anticipated timelines for the removal of private sewers and the connection of the buildings to municipal sewers in compliance with ultimate servicing plans for the Site, at no cost to the City. The ultimate servicing plan for the Site shall be in compliance with the Master Servicing Plan for the broader Golden Mile area.

9. The phasing plan will be required to identify upgrades to municipal servicing infrastructure in each phase of development and, where required, any costs or cost-sharing agreement(s) for such upgrades. The removal of any City-approved private sewer(s) and reconnection to the municipal sewers for the buildings at each phase shall be at the sole responsibility of the Site owner(s), and at no cost to the City.

Existing & Interim Development

10. Uses, and their associated buildings and related facilities, that are legally existing and/or permitted by the Official Plan and zoning by-law for this Site as of the date of adoption of this SASP are permitted including any renovation, addition or expansion not exceeding 10 per cent of the existing gross floor area.

11. A renovation, addition or expansion of an existing and/or permitted use and building greater than 10 per cent in gross floor area may be permitted without an amendment to this SASP provided that it does not include a residential use and does not preclude the orderly redevelopment and provision of required infrastructure for this Site on a phased-basis over time.

ATTACHMENTS

The following Schedules and Maps form part of this SASP and should be read together with the policies:

Schedule 1 Lands subject to the SASP (the "Site")

Schedule 2 Redesignation of part of the Site from Mixed Use Areas to Parks

Map 1: Structure Plan

Map 2: Built Form

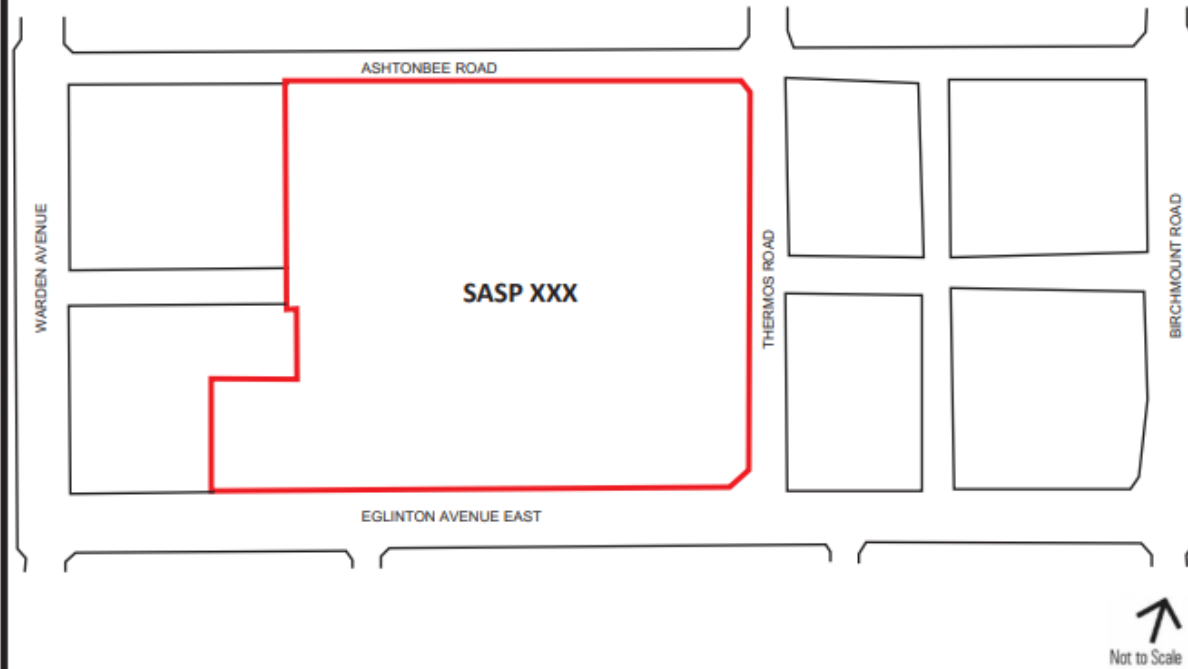
Map 3: Building Edges & Active Commercial Uses at Grade

Map 4: Public Realm & Pedestrian Network

Map 5: Cycling Network

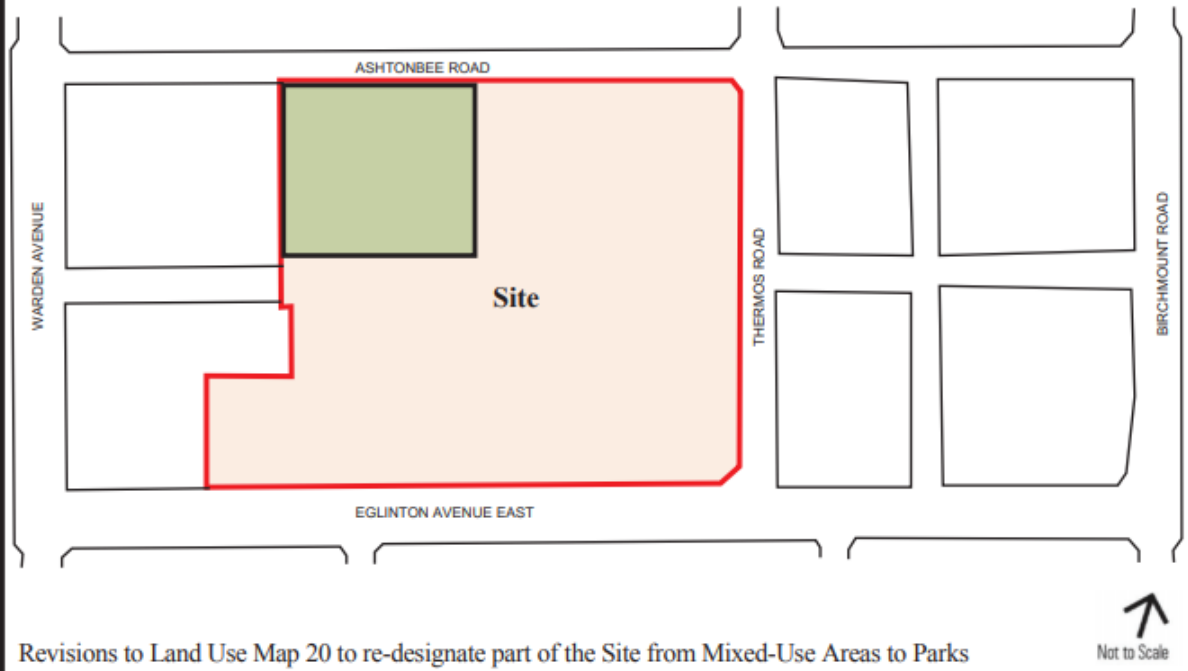
Map 6: Transit and Transportation Demand Management

Schedule 1 – Lands Subject to SASP XXX



Site 1966-2050 EGLINTON AVENUE EAST & 50 THERMOS ROAD

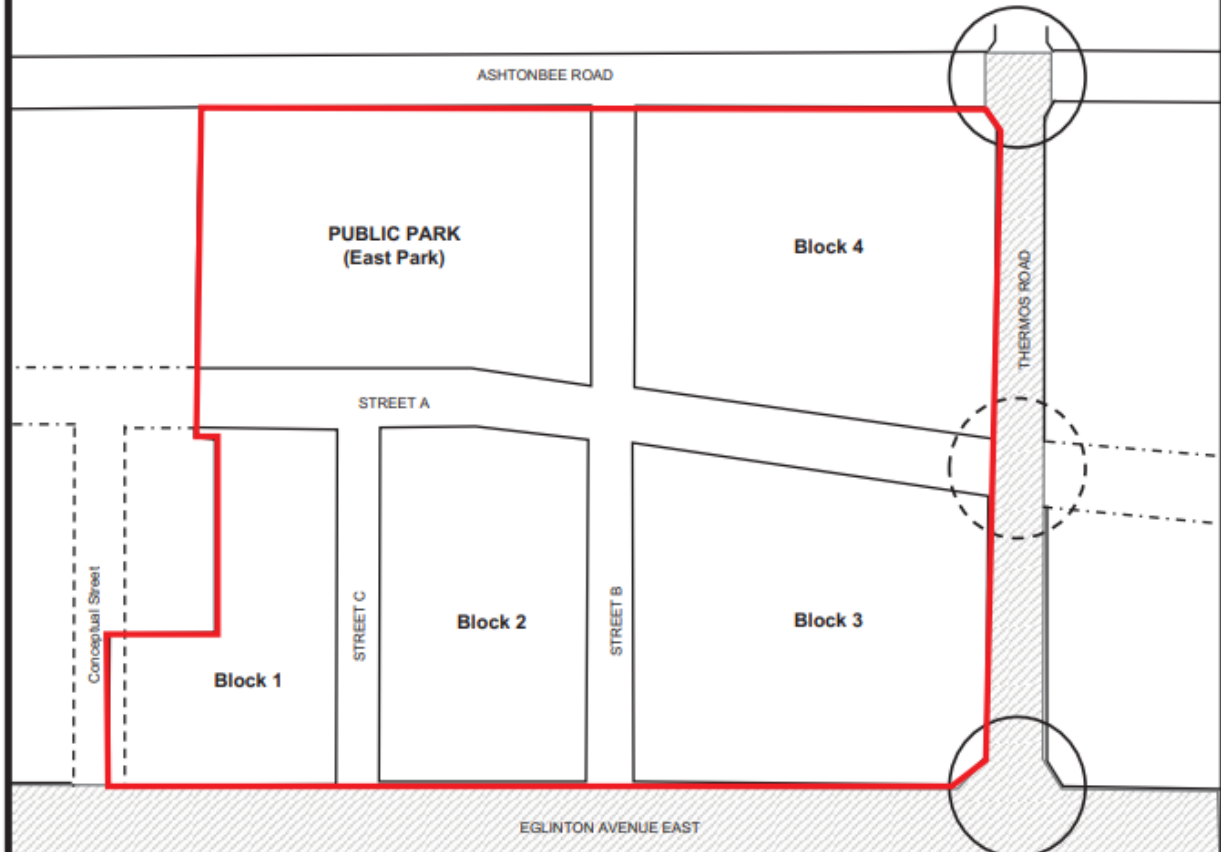
Schedule 2 – Lands to be Re-designated



Revisions to Land Use Map 20 to re-designate part of the Site from Mixed-Use Areas to Parks

-  Mixed-Use Areas
-  Parks

Map 1 – Structure Plan

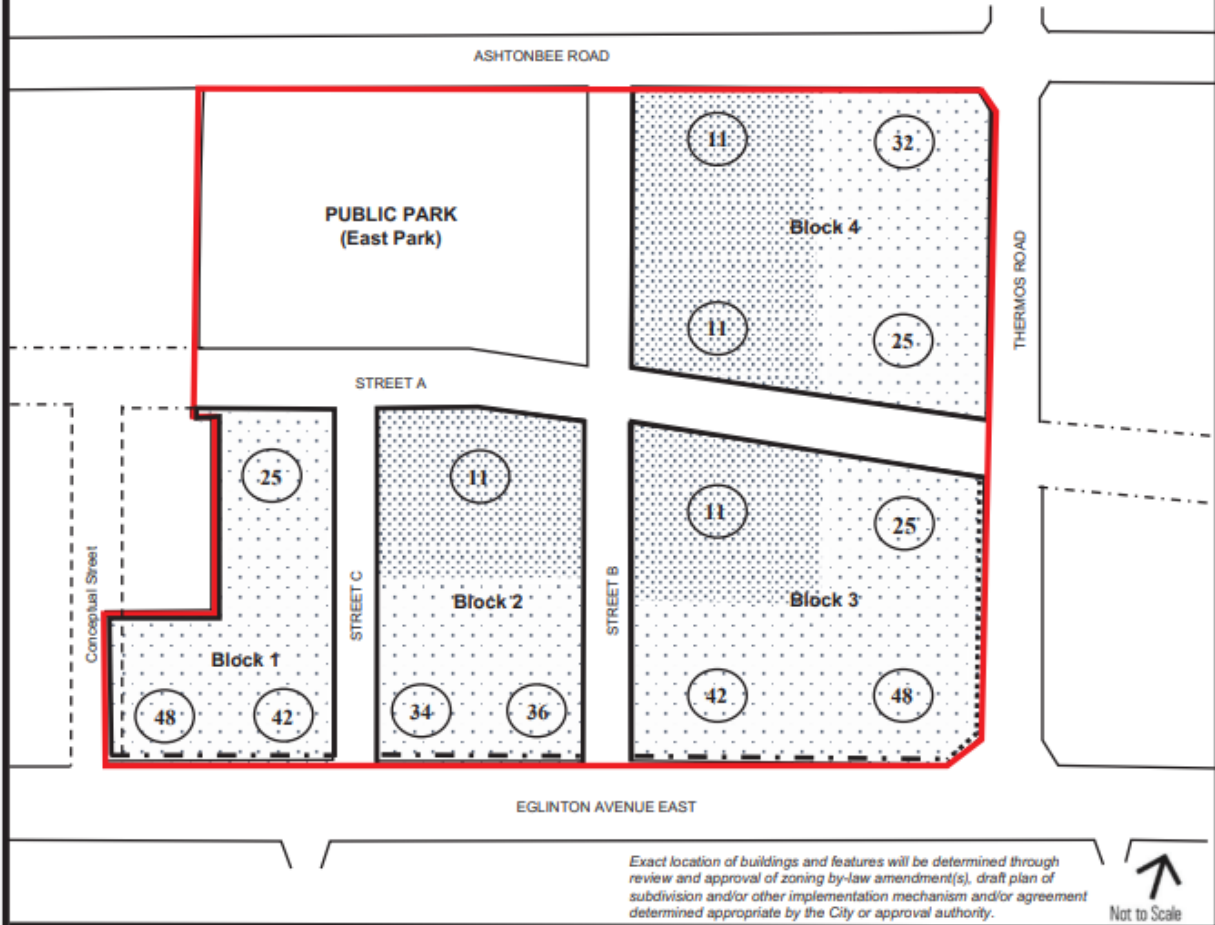


Exact location of buildings and features will be determined through review and approval of zoning by-law amendment(s), draft plan of subdivision and/or other implementation mechanism and/or agreement determined appropriate by the City or approval authority.

Not to Scale

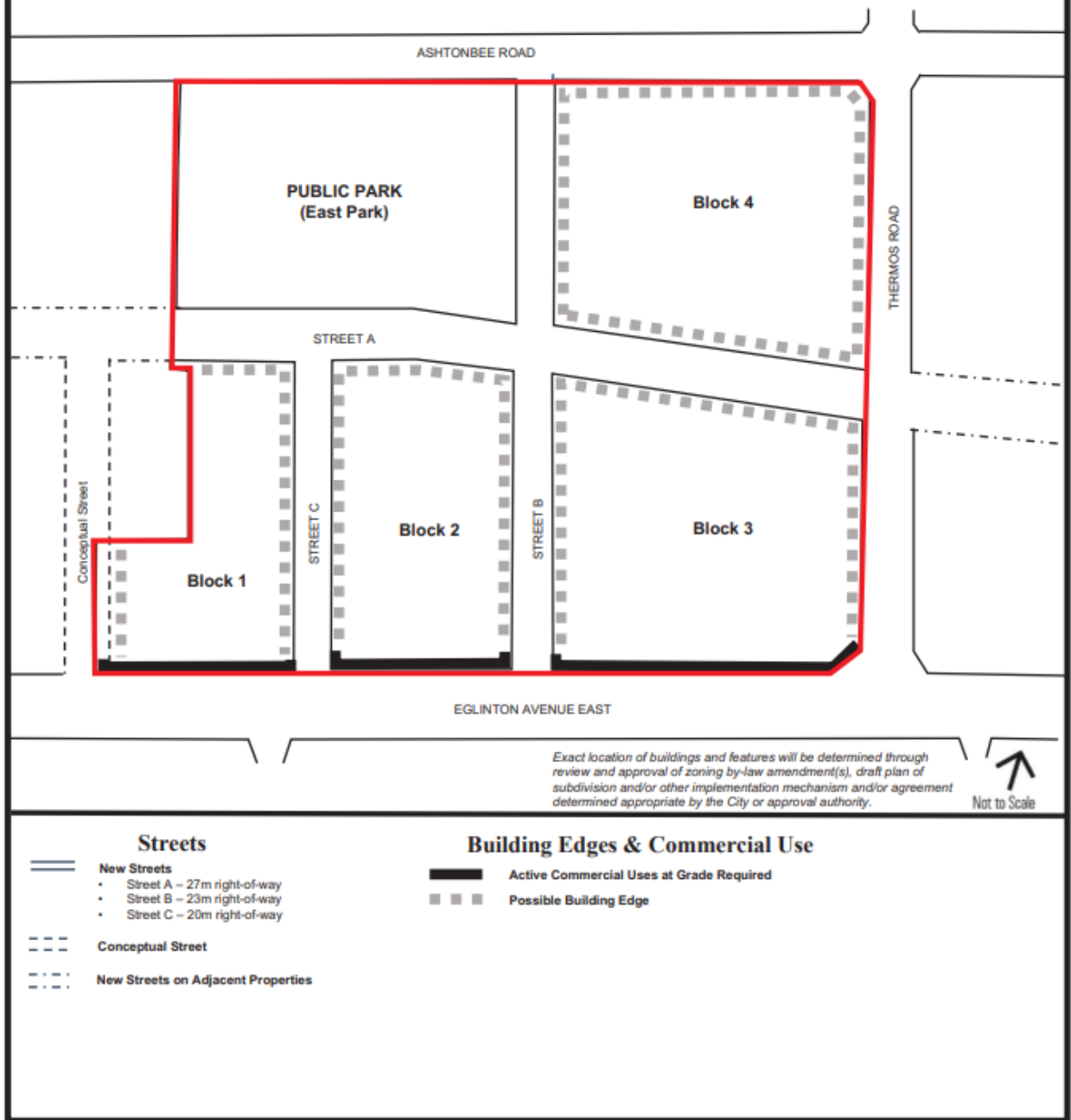
Streets	Development Blocks
<ul style="list-style-type: none"> ==== New Streets <ul style="list-style-type: none"> • Street A – 27m right-of-way • Street B – 23m right-of-way • Street C – 20m right-of-way --- Conceptual Street - - - New Streets on Adjacent Properties ▨ Existing Streets to be Widened <ul style="list-style-type: none"> • Eglington Ave E – 43m right-of-way • Thermos Rd – 23m right-of-way ○ Existing Signalized Intersection ⊖ Proposed Signalized Intersection 	<ul style="list-style-type: none"> Block 1 Block 2 Block 3 Block 4

Map 2 – Built Form

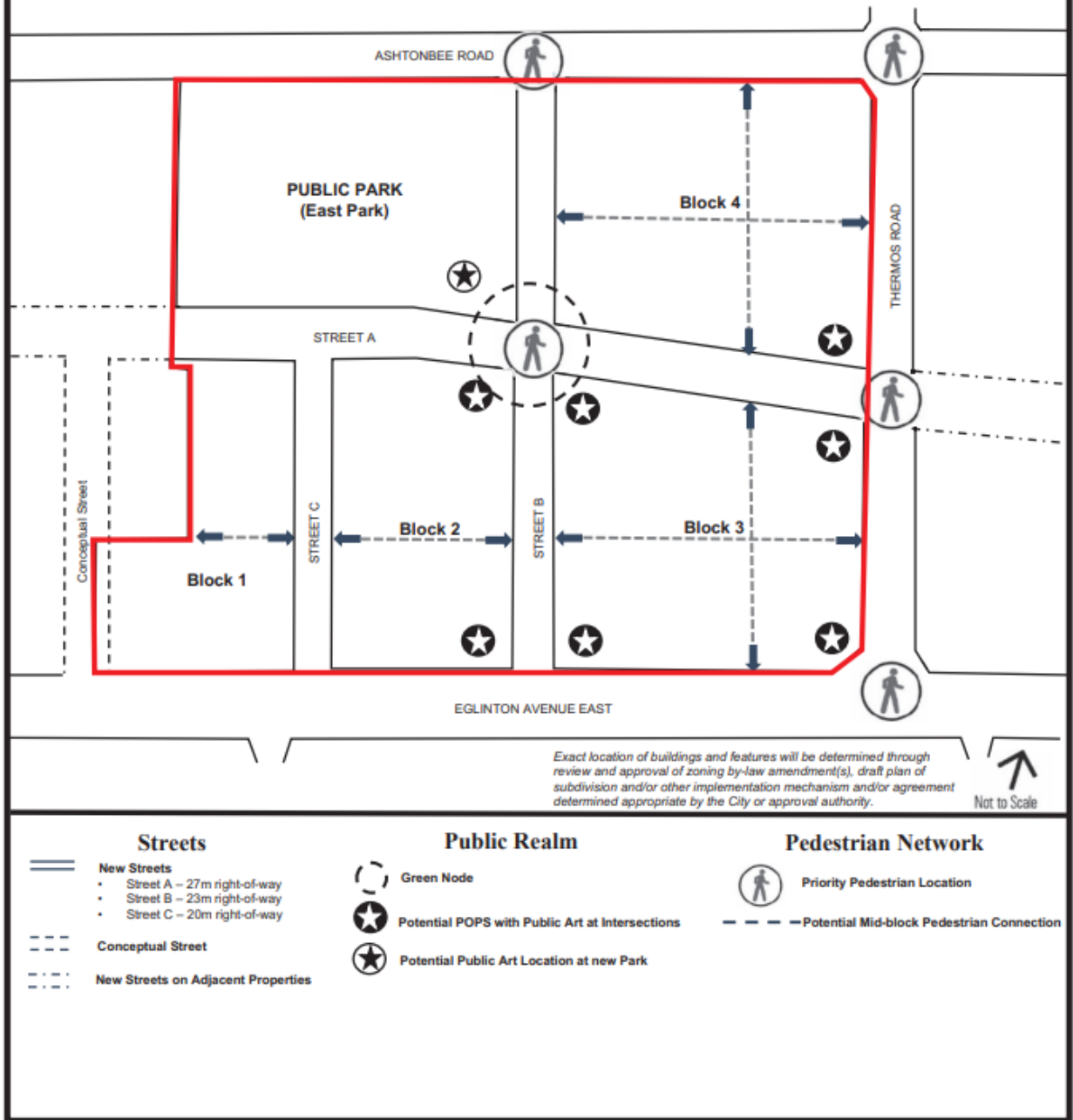


<p>Streets</p> <p>==== New Streets</p> <ul style="list-style-type: none"> • Street A – 27m right-of-way • Street B – 23m right-of-way • Street C – 20m right-of-way <p>----- Conceptual Street</p> <p>- - - - - New Streets on Adjacent Properties</p>	<p>Base Building Heights</p> <p>———— Minimum 3 storeys/Maximum 5 storeys</p> <p>— ■ — ■ Minimum 5 storeys/Maximum 9 storeys</p> <p>•••••• Minimum 3 storeys; Maximum 8 storeys</p>	<p>Building Types & Heights</p> <p>□ Tall Buildings</p> <p>▨ Mid-rise Buildings</p> <p>Ⓝ Maximum Building Heights (storeys)</p>
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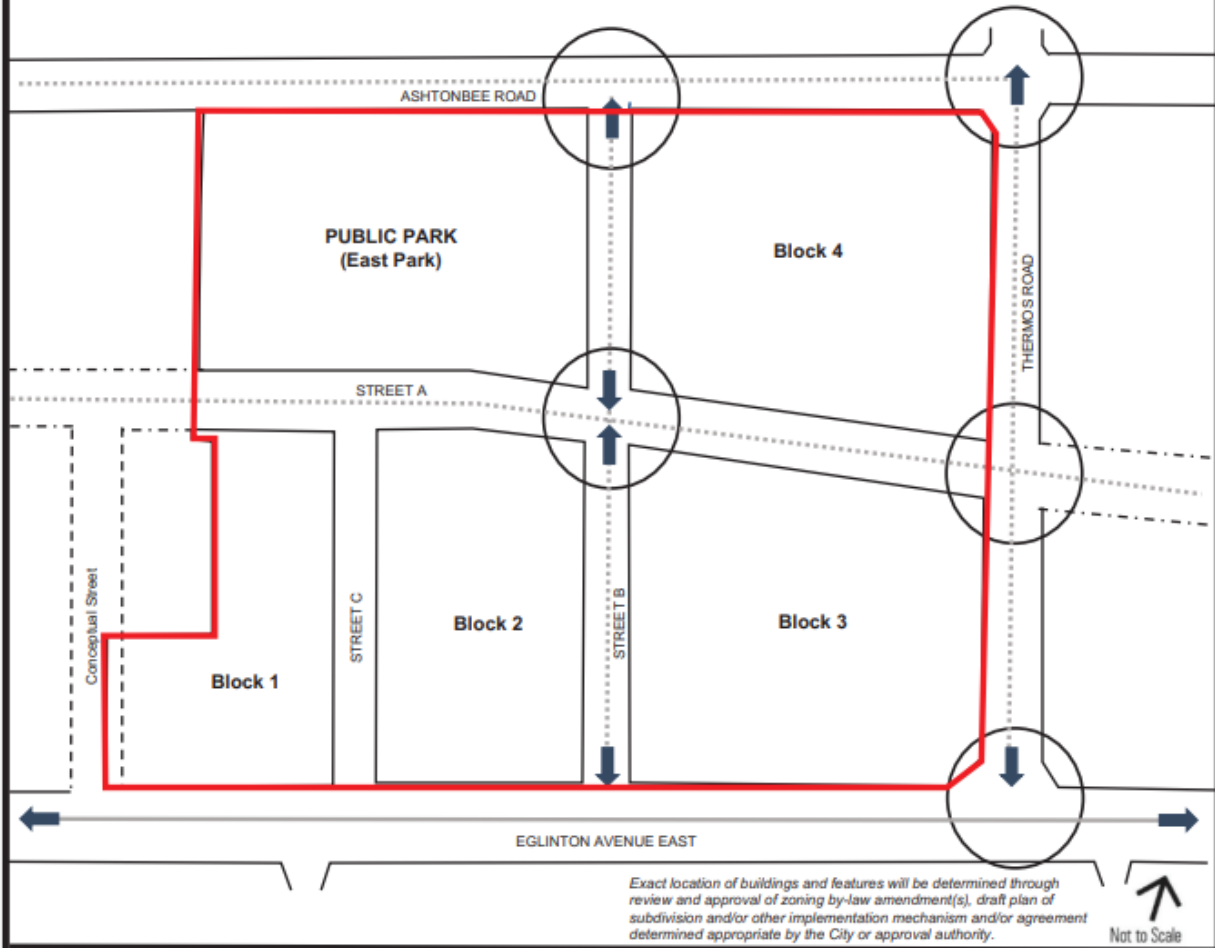
Map 3 – Building Edges & Active Commercial Uses at Grade



Map 4 – Public Realm & Pedestrian Network

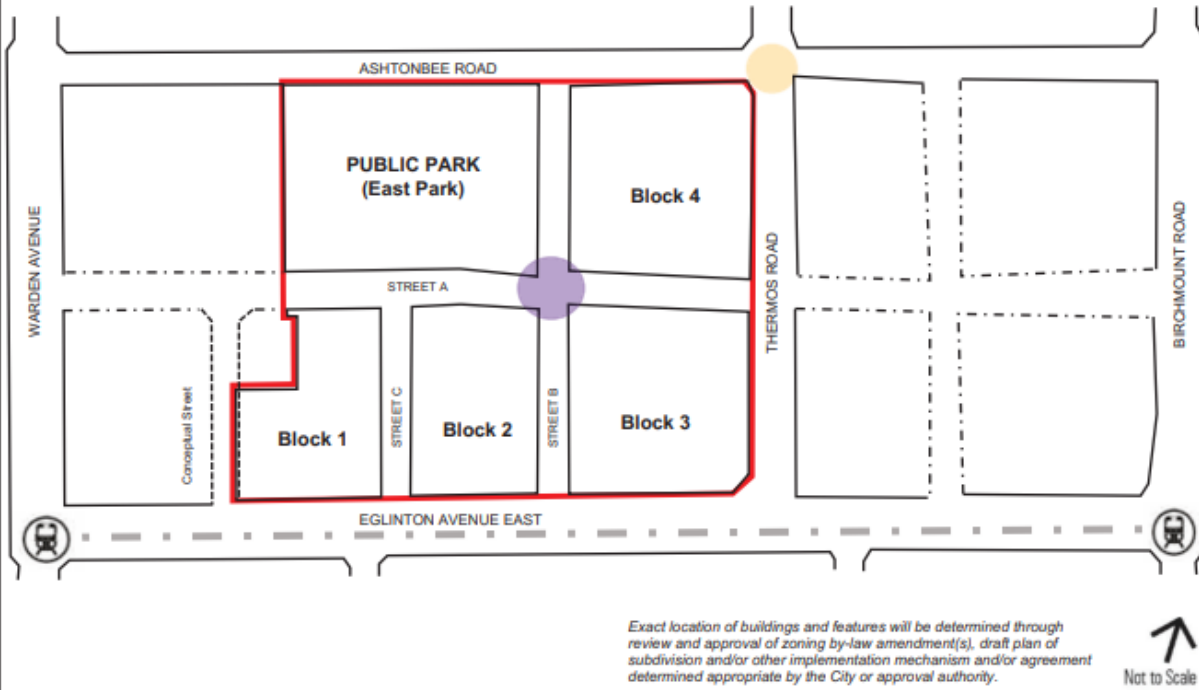


Map 5 – Cycling Network






Streets		Cycling Network	
	New Streets		Dedicated Cycling Route
	• Street A – 27m right-of-way		Planned Cycling Route
	• Street B – 23m right-of-way		Cycling Interchanges
	• Street C – 20m right-of-way		
	Conceptual Street		
	New Streets on Adjacent Properties		



Map 6 – Transit and Transportation Demand Management



Streets

-  **New Streets**
 - Street A – 27m right-of-way
 - Street B – 23m right-of-way
 - Street C – 20m right-of-way
-  **Conceptual Street**
-  **New Streets on Adjacent Properties**

Transit & Transportation

-  **Eglinton LRT Line**
-  **Medium Scale Shared Mobility Hub**
-  **Small Scale Shared Mobility Hub**
-  **Transit Station**