

Policy #	Original Policy	City Proposed Response Modification
SECTION 3: STRUCTURE		
STRUCTURE PLAN		
3.1	<p>Map 45-4: Structure Plan identifies the following elements that will define the structure of the Plan Area and serve as the foundation for the comprehensive planning framework of the Plan, including:</p> <ul style="list-style-type: none"> a. Existing streets and reconfigured and/or widened existing streets; b. New streets; c. Eglinton/Victoria Park Gateway, including the Eglinton Avenue East and Victoria Park Avenue intersection and the surrounding public realm; d. Five Transit Nodes, including the ECLRT stops and the surrounding public realm; e. Existing parks and open spaces; f. Nine new parks; and g. Green Nodes at the new parks along East-West Street #2, as shown on Map 45-18: Transportation Implementation Plan. 	<p>Map 45-4: Structure Plan identifies the <u>general location of the</u> following elements that will define the structure of the Plan Area and serve as the foundation for the comprehensive planning framework of the Plan, including:</p> <ul style="list-style-type: none"> f. Nine new<u>New</u> parks; and
DISTRICTS		
3.2	<p>Map 45-2: Districts identifies four (4) distinct Districts in the Plan Area that will develop, incrementally over time, as follows:</p>	<p>Map 45-2: Districts identifies four (4) distinct Districts in the Plan Area that will develop, incrementally over time, as follows:</p>
CHARACTER AREAS		
3.9	<p>Development in the Ashtonbee Transition Area will provide parks of varying sizes that will serve as focal points for the community and provide connections to the Ashtonbee Reservoir Park and The Meadoway. Tall buildings with lower heights than the Mixed Use Transit Nodes, mid-rise buildings, and limited low-rise buildings are permitted. Built form will provide appropriate transition to the parks and open spaces, the <i>General Employment Areas</i> and <i>Core Employment Areas</i> to the north, and will promote a balanced mid-rise character along the north and south sides of East-West Street #2.</p>	<p>Development in the Ashtonbee Transition Area will provide <u>several new</u> parks of varying sizes that will serve as focal points for the community and provide connections to the Ashtonbee Reservoir Park and The Meadoway. Tall buildings with lower heights than the Mixed Use Transit Nodes, mid-rise buildings, and limited low-rise buildings are permitted. Built form will provide appropriate transition to the parks and open spaces, the <i>General Employment Areas</i> and <i>Core Employment Areas</i> to the north, and will promote a balanced mid-rise character along the north and south sides of East-West Street #2, <u>with tall buildings at appropriate locations</u>.</p>
SECTION 4: LAND USE AND DENSITY		
4.3	<p>Commercial uses will be required at grade in certain locations, as shown on Map 45-15: Building Edges and Active Commercial Uses at Grade. Active at-grade commercial uses will be designed in accordance with Policy 7.13 of this Plan.</p>	<p>Commercial uses will be required at grade in certain locations, as shown on Map 45-15: Building Edges and Active Commercial Uses at Grade. <u>Notwithstanding Map 45-15, active at-grade community and institutional uses are also permitted at certain locations, where appropriate.</u> Active at-grade commercial uses will be designed in accordance with Policy <u>7.11 and</u> 7.13 of this Plan.</p>
4.11	<p>4.11 In no event will a development proposal be approved that:</p> <ul style="list-style-type: none"> a) Exceeds the capacity of the physical infrastructure, including transit and the street network, b) Where the proposed built form does not support the public realm and built form objectives of this Plan; or c) Exceeds the maximum permitted FSI as set out in Policy 4.10 by more than 10 per cent through density incentives as set out in Policy 4.15, except where and to the extent specifically provided for. 	<p>4.11 In no event will a development proposal be approved that:</p> <ul style="list-style-type: none"> a) Exceeds the capacity of the physical <u>municipal servicing and transportation</u> infrastructure, <u>unless otherwise secured</u>; including transit and the street network, b) Where the proposed built form does not support the public realm and built form objectives of this Plan; or c) Exceeds the maximum permitted FSI as set out in Policy 4.10 by more than 10 per cent through density incentives as set out in Policy 4.15, except where and to the extent specifically provided for.

SECTION 6: PUBLIC REALM

PUBLIC REALM NETWORK

6.3	The public realm network will be implemented through private development, civic improvements, and partnerships between the City and private landowners, where appropriate. Landowners will consult and coordinate with Bell Canada, or successor organization, to ensure any proposed public street adjacent to, or crossing over, existing major telecommunication infrastructure, such as the fibre optic cable network, is protected and the City will require implementation of any necessary mitigative or protective measures, as may be required.	The public realm network will be implemented through private development, civic improvements, and partnerships between the City and private landowners, where appropriate. Landowners will consult and coordinate with Bell Canada, or successor organization, to ensure for any proposed public street adjacent to, or crossing over, existing major telecommunication infrastructure, such as the fibre optic cable network. <u>Such existing major telecommunications infrastructure will be</u> , is protected and the City will require implementation of any necessary mitigative or protective measures, as may be required.
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STREETS AND STREETSCAPES

6.9	The streetscape along Eglinton Avenue East will be designed to define and support the street's role as a commercial main street and a vibrant urban place by ensuring that: a) The sidewalk zone between the street curb and building face along Eglinton Avenue East will be designed to accommodate street tree planting and furniture zone and edge zone along the curb, a generous pedestrian sidewalk along the street line, and a marketing zone within the setback area; and b) Implementation of the Eglinton Avenue East streetscape as outlined in Policy 6.9 a) will be prioritized and will be coordinated between adjacent lands. Wherever possible and in association with appropriate development phasing, development on Sites that have frontage on Eglinton Avenue East will be required to implement the streetscape design across the full Eglinton Avenue East street frontage in the first phase of the development.	The streetscape along Eglinton Avenue East will be designed to define and support the street's role as a commercial main street and a vibrant urban place by ensuring that: a) The sidewalk zone between the street curb and building face along Eglinton Avenue East will be designed to accommodate street tree planting and furniture zone and edge zone along the curb, a generous pedestrian sidewalk along the street line, and a marketing zone within the setback area; and b) Implementation of the Eglinton Avenue East streetscape as outlined in Policy 6.9 a) will be prioritized and will be coordinated between adjacent lands. Wherever possible and in association with appropriate development phasing, <u>development on Sites that have frontage on Eglinton Avenue East will be required to</u> implement the streetscape design across the full Eglinton Avenue East street frontage <u>incrementally as development proceeds. Wherever possible and in association with appropriate development phasing for the Site, the implementation of the Eglinton Avenue East streetscape is encouraged in the</u> in the first phase of the development.
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PARKS AND OPEN SPACES

Non policy text, 2 nd para	Nine (9) new parks will be provided to create a park system to support the planned growth for the Plan Area, while also offering recreational opportunities for the residents, workers and visitors to the area. These new parks will be strategically located and distributed across the Plan Area to support the growth in all of the Districts. Managing growth and monitoring its impact on the park system are important to implementing the Vision for this Plan. Should development exceed planned growth, then additional parks will be required to support this growth.	Nine (9) New new parks, <u>designated Parks</u> , will be provided to create a park system to support the planned growth for the Plan Area, while also offering recreational opportunities for the residents, workers and visitors to the area. These new parks will be strategically located and distributed across the Plan Area to support the growth in all of the Districts. Managing growth and monitoring its impact on the park system are important to implementing the Vision for this Plan. Should development exceed planned growth, then <u>the City will explore opportunities for</u> additional parks will be required to support this growth
6.11	Eight (8) of the nine (9) new parks are identified on Map 45-6: Public Realm Plan to provide a network of public parks and open spaces in the Plan Area, designated Parks, that will serve a range of functions, including passive recreation and ecology, sport and play, and civic and community activity. The ninth park will be the Employment Park and its location will be guided by the policies of this Plan. The new parks will include:	Eight (8) of the nine (9) n New parks <u>locations</u> are <u>generally</u> identified on Map 45-6: Public Realm Plan to provide a network of public parks and open spaces in the Plan Area, designated <i>Parks</i> , that will serve a range of functions, including passive recreation and ecology, sport and play, and civic and community activity. <u>Another park is conceptually located in</u> The ninth park will be the Employment <u>Area</u> Park and its location will be guided by the policies of this Plan. The new parks will include:
6.14	Eglinton Square Park will consist of the existing Victoria Park-Eglinton Parkette and its expansion, and will: a) Be a Community Park located southeast of the Victoria Park Avenue and Eglinton Avenue East intersection and serve a civic and community function for the Plan Area, providing a vibrant and active space for social and community gatherings, events and celebrations; b) Include the existing parkette and the public road remnant resulting from the reconfiguration of O'Connor Drive;	Eglinton Square Park will consist of the existing Victoria Park-Eglinton Parkette and its expansion, and will: a) Be at <u>a minimum a Local-Community</u> Park located southeast of the Victoria Park Avenue and Eglinton Avenue East intersection and serve a civic and community function for the Plan Area, providing a vibrant and active space for social and community gatherings, events and celebrations; b) Include the existing parkette and the public road remnant resulting from the reconfiguration of O'Connor Drive;

	<p>c) Be designed to acknowledge its location as a historic commercial gateway to the Golden Mile and Scarborough;</p> <p>d) Include Public Art installation(s) to commemorate and celebrate the history of the Golden Mile within the park; and</p> <p>e) Notwithstanding Policies 6.14 a) to d):</p> <p>i) Through the potential reconfiguration of O'Connor Drive, the relocation and/or reconfiguration of the Victoria Park-Eglinton Parkette may be considered by the City, through a land exchange between the respective landowner(s) and the City. The parkland may, at the City's sole determination, be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility; and</p> <p>ii) If the Victoria Park-Eglinton Square Parkette is relocated/reconfigured, a significantly sized POPS will be provided at the southeast corner of Victoria Park Avenue and Eglinton Avenue East.</p>	<p>c) Be designed to acknowledge its location as a historic commercial gateway to the Golden Mile and Scarborough; <u>and</u></p> <p>d) Include Public Art installation(s) to commemorate and celebrate the history of the Golden Mile within the park; and</p> <p>e) Notwithstanding Policies 6.14 a) to d):</p> <p>i) Through the potential reconfiguration of O'Connor Drive, the relocation and/or reconfiguration of the Victoria Park-Eglinton Parkette may be considered by the City, through a land exchange between the respective landowner(s) and the City. The parkland may, at the City's sole determination, be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility; and</p> <p>ii) If the Victoria Park-Eglinton Square Parkette is relocated/reconfigured, a significantly sized POPS will be provided at the southeast corner of Victoria Park Avenue and Eglinton Avenue East.</p>
6.15	South Park within the West District will be a Parkette located west of Pharmacy Avenue, between the mixed-use development north of the O'Connor Drive extension and the existing <i>Neighbourhoods</i> to the south.	South Park within the West District will be a Parkette located west of Pharmacy Avenue, between the mixed-use development north of the O'Connor Drive extension and the existing Neighbourhoods to the south. <u>Adjacent from the South Park will be O'Connor Park within the West District which will be a Parkette located north of the O'Connor Drive extension and east of North-South Street #1.</u>
6.23	Development adjacent to parks and open spaces will: a) Be set back to allow the building and any of its exterior features and amenities to be provided and maintained on the development site; and b) Generally not be permitted to locate loading and servicing areas adjacent to the park.	Development <u>abutting</u> adjacent to parks and open spaces will: (no change) a) Be set back to allow the building and any of its exterior features and amenities to be provided and maintained on the development site; and b) <u>be discouraged from locating</u> Generally not be permitted to locate loading and servicing areas <u>abutting</u> adjacent to the park.
6.24	Additional parks and open spaces may be added to the network shown on Map 45-6: Public Realm Plan as opportunities arise and as circumstances require them.	Additional parks and open spaces may be added to the network shown on Map 45-6: Public Realm Plan as opportunities arise and as circumstances require them . <u>Such additional parks and open spaces may be added with agreement from respective landowners or as authorized pursuant to legislation.</u>
6.25	If development exceeds the planned growth as provided for in this Plan, the City may require additional lands to be secured for park purposes.	If development exceeds the planned growth as provided for in this Plan, the City may <u>explore opportunities to secure</u> require additional lands to be secured for park purposes.
SECTION 7: BUILT FORM		
7.9	Encroachments and projections into the minimum required building setbacks will be generally limited through the zoning by-law to elements that provide enhancements to the public realm, as generally described in the Golden Mile Urban Design Guidelines.	Encroachments and projections into the minimum required building setbacks will be generally limited through the zoning by-law. to elements that provide enhancements to the public realm, as generally described in the Golden Mile Urban Design Guidelines.
VIEWS AND VISTAS		

7.23	Where appropriate, development should be designed to create, frame, and contribute to memorable and identifiable views and vistas with built form strategies such as building setbacks, stepbacks and articulation, and high quality landscape treatments, as generally described in the Golden Mile Urban Design Guidelines.	Where appropriate, <u>it is encouraged that</u> development should be designed to create, frame, and contribute to memorable and identifiable views and vistas with built form strategies such as building setbacks, stepbacks and articulation, and high quality landscape treatments, as generally described in the Golden Mile Urban Design Guidelines.
BASE BUILDING HEIGHTS		
7.24	Minimum and maximum base building heights as shown on Map 45-12: Base Building Heights will be provided on tall and mid-rise buildings to define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces within the Character Areas, and to support an overall pedestrian friendly scale in the Plan Area.	Minimum and maximum base building heights as shown on Map 45-12: Base Building Heights will be provided on tall and mid-rise buildings to define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces within the Character Areas, and to support an overall pedestrian friendly scale in the Plan Area. <u>Minor deviations to the Base Building heights may be made without amendment to this Plan, subject to detailed design considerations and the demonstration of appropriate public realm and built form relationships consistent with the subject and adjacent Character Areas.</u>
45 Degree Angular Planes from <i>Neighbourhoods</i> , Existing <i>Parks</i> and Open Spaces		
7.25	New development will fall underneath 45 degree angular planes identified on Map 45-14: Angular Planes from <i>Neighbourhoods</i> , and Existing <i>Parks</i> and Open Spaces, including The Meadoway.	New development will <u>generally fit within a</u> fall underneath 45 degree angular planes identified on Map 45-14: <u>Angular Planes measured from property lines of</u> <i>Neighbourhoods</i> , and Existing Parks and Open Spaces, including and The Meadoway.
BUILT FORM BY CHARACTER AREA		
7.32	Development in the Ashtonbee Transition Area will: a) Accommodate mid-rise buildings and limited low-rise buildings, or a mix of tall buildings, mid-rise buildings, and limited low-rise buildings at appropriate locations, with a maximum height of 25 storeys; b) Locate tall buildings strategically to provide transition in scale, height, density, and built form to East-West Street #2, Ashtonbee Road, new parks, as well as the existing parks and open spaces, including The Meadoway and the General and Core Employment Areas in the surrounding areas; and c) Provide high quality buildings and landscape, with the greatest emphasis on areas surrounding the parks, along East-West Street #2 north of Eglinton Avenue East, and around intersections of streets.	Development in the Ashtonbee Transition Area will: a) Accommodate mid-rise buildings, or mid-rise buildings and limited low-rise buildings a mix of tall buildings, mid-rise buildings, and limited low-rise buildings at appropriate locations, with a maximum height of 25 storeys;
BUILT FORM BY STREET		

7.36	Along East-West Street #2, development will promote a balanced mid-rise built form character by providing mid-rise buildings on both sides of the street, and: a) Tall buildings with a maximum height of 25 storeys will be permitted at appropriate locations, generally located away from the street with significant tower setbacks from the street lines; and b) Limited low-rise buildings will be permitted at appropriate locations.	Along East-West Street #2, development will promote a balanced mid-rise built form character by providing mid-rise buildings on both sides of the street, <u>with tall buildings at appropriate locations</u> , and:
7.38	Along the re-configured Craigton Drive, development will have a predominantly mid-rise/low-rise character to provide appropriate transition to The Meadoway, the Craigton Court Tot Lot, and the West Park, and will: a) Provide mid-rise and/or low-rise buildings along both sides of the street; and b) Notwithstanding Policy 7.38 a) above, tall buildings with a maximum height of 25 storeys are permitted at the south west corner of the reconfigured Craigton Drive and Pharmacy Avenue intersection, with appropriate transition to the surrounding areas.	Along the re-configured Craigton Drive, development will have a predominantly mid-rise/low-rise character to provide appropriate transition to The Meadoway, the Craigton Court Tot Lot, and the West Park, and will: a) Provide mid-rise and/or low-rise buildings along both sides of the street; and b) Notwithstanding Policy 7.38 a) above, tall buildings with a maximum height of 25 storeys are permitted at the <u>south east corner of the reconfigured Craigton Drive and Victoria Park Avenue intersection, and the</u> south west corner of the reconfigured Craigton Drive and Pharmacy Avenue intersection, with appropriate transition to the surrounding areas.
7.39	Along Ashtonbee Road, tall buildings, mid-rise buildings, and limited low-rise buildings will be permitted with a maximum height of 25 storeys, with appropriate transition to the existing parks and open spaces and <i>General Employment Areas</i> and <i>Core Employment Areas</i> .	Along Ashtonbee Road, <u>in the Ashtonbee Transition Area</u> , tall buildings, mid-rise buildings, and limited low-rise buildings will be permitted <u>in accordance with Map 45-13</u> with a maximum height of 25 storeys , with appropriate transition to the existing parks and open spaces and <u>General Employment Areas and Core Employment Areas and the functional recreation areas of Ashtonbee Reservoir Park</u> .
BUILT FORM BY BUILDING TYPE		
7.42	Development of Tall buildings will: a) Be located strategically on development Blocks in response to the frontage, depth, and configuration of the Blocks, to support the planned characters of the adjacent public realm, and where required, achieve appropriate transition to and limit their impact on the surrounding areas, including parks and open spaces, streets, courtyards and other outdoor amenity areas and mid-block pedestrian connections; b) Generally have no more than two tall buildings on each development Block; c) Ensure that tall buildings on a Site will be predominantly designed with a minimum 5-metre tower stepback from the base building for a minimum of 2/3 of each tower frontage facing streets, parks and open spaces, and will be organized to provide variation in tower placement and stepbacks along streets, parks and open spaces to create and support interesting streetscapes, views, and vistas; d) Maintain floor plate sizes that will not exceed 750 square metres; and e) Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be considered at limited locations on the Site in order to achieve	Development of Tall buildings will: a) Be located strategically on development Blocks in response to the frontage, depth, and configuration of the Blocks, to support the planned characters of the adjacent public realm, and where required, achieve appropriate transition to and limit their impact on the surrounding areas, including parks and open spaces, streets, courtyards and other outdoor amenity areas and mid-block pedestrian connections; b) — Generally have no more than two tall buildings on each development Block; eb) Ensure that tall buildings on a Site will be predominantly designed with a minimum 5-metre tower stepback from the base building for a minimum of 2/3 of each tower frontage facing <u>public</u> streets, <u>and public</u> parks and open spaces , and will be organized to provide variation in tower placement and stepbacks along <u>public</u> streets <u>and public</u> , parks and open spaces to create and support interesting streetscapes, views, and vistas; ce) Maintain <u>tower</u> floor plate sizes that will not exceed 750 square metres <u>for residential tall buildings and the residential portion of mixed-use tall buildings</u> ; and

	other built form objectives to enhance the pedestrian experience, such as greater tower stepbacks, and will be no less than 25 metres.	de) Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be permitted considered at limited locations on the Site in order to achieve other built form objectives to enhance the pedestrian experience, such as greater tower stepbacks, and will be no less than 25 metres.
7.43	<p>Development of Mid-rise Buildings will:</p> <p>a) Be encouraged throughout the Plan Area to provide for transit-supportive development, limit impact on the public realm, and promote a pedestrian-friendly scale;</p> <p>b) Be provided on Sites that can accommodate more than one development Block surrounded by streets or parks, at each of the following priority locations:</p> <p>i. Along Eglinton Avenue East, or adjacent to parks along Eglinton Avenue East;</p> <p>ii. Along both sides of the East-West Street #2 or along the potential O'Connor Drive extension; and</p> <p>iii. Along new parks.</p> <p>c) Provide at least one mid-rise building on each development Block in the West Park and Meadoway Transition Area, the O'Connor Drive Transition Area, and the Ashtonbee Transition Area;</p> <p>d) Have a maximum height of approximately 36 metres along Eglinton Avenue East;</p> <p>e) Fall beneath the 45 degree angular planes from the adjacent street lines that the buildings or building masses front onto, at a height of 80 per cent of the Right-of-Way widths of the streets; and</p> <p>f) Where required, be designed to achieve appropriate transition to and limit their impact on surrounding areas, including parks and open spaces, streets, courtyards and other outdoor amenity areas, and mid-block pedestrian connections.</p>	<p>Development of Mid-rise Buildings will:</p> <p>d) Have a maximum height of approximately 3936 metres along Eglinton Avenue East;</p>
SHADOW IMPACT		
7.46	Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on 100 per cent of the existing parks and open space areas between March 21st and September 21st, including The Meadoway, Ashtonbee Reservoir Park, Maidavale Park, and Craigton Court Tot Lot.	Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on 100 per cent of the existing parks and open space areas between on March 21st and September 21st, including The Meadoway, Ashtonbee Reservoir Park , Maidavale Park, and Craigton Court Tot Lot and the functional recreation area of Ashtonbee Reservoir Park .
7.47	Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 75 per cent of park area for all new parks designated Parks between March 21st and September 21st.	Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 75 per cent of park area for all new parks designated Parks onbetween March 21st and September 21st.

7.48	Development in the <i>Mixed Use Areas</i> on the south side of Eglinton Avenue East will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 50 percent of the sidewalk on the north side of Eglinton Avenue East between March 21st and September 21st.	Development in the <i>Mixed Use Areas</i> on the south side of Eglinton Avenue East will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 50 percent of the sidewalk on the north side of Eglinton Avenue East between-on March 21st and September 21st.
7.49	Development will achieve a minimum of 5 – 7 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 50 per cent of the sidewalk on the north side of the East-West Street #2 from Victoria Park Avenue to Birchmount Road between March 21st and September 21st.	Development will achieve a minimum of 5 – 7 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 50 per cent of the sidewalk on the north side of the East-West Street #2 from Victoria Park Avenue to Birchmount Road between-on March 21st and September 21st.
SECTION 9: HOUSING		
9.2	To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include larger units, as follows: a) A minimum of 10 per cent of the total number of units will be 3-bedroom units; and b) An additional minimum of 25 per cent of the total number of units will have at least 2-bedrooms.	To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include larger units, as follows: a) A minimum of 10 per cent of the total number of <u>the new residential</u> units will be 3-bedroom units; and b) An additional minimum of 25 per cent of the total number of <u>the new residential</u> units will have at least 2-bedrooms.
SECTION 10: COMMUNITY SERVICES AND FACILITIES		
Non policy	Community service facilities contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. They are the buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. Community service facilities include recreation, community centres, libraries, child care and spaces for the provision of public health services, human services, cultural services and employment services. These facilities and the services they provide are fundamental components of a neighbourhood's livability and will be needed to support the development permissions set out in this Plan.	Community service facilities contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. They are the buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. Community service facilities include recreation, community centres, libraries, child care, <u>public schools</u> and spaces for the provision of public health services, human services, cultural services, <u>educational programs</u> and employment services. These facilities and the services they provide are fundamental components of a neighbourhood's livability and will be needed to support the development permissions set out in this Plan
10.2	The provision of community service facilities in the Plan Area will be guided by the preferred locations and areas of interest identified on Map 45-16: Conceptual Community Services & Facilities Plan.	The provision of community service facilities in the Plan Area will be <u>generally</u> guided by the preferred locations and areas of interest identified on Map 45-16: Conceptual Community Services & Facilities Plan.
10.6	Development that is phased should include required on-site facilities as part of the first phase of development, where feasible.	Development that is phased should- will be encouraged to provide include required on-site facilities as part of the first phase of development, where feasible.
10.8	Development may be designed to accommodate temporary community service facilities until such a time as the permanent community service facilities are constructed and outfitted.	<u>Where appropriate, development</u> Development may be designed to accommodate temporary community service facilities until such a time as the permanent community service facilities are constructed and outfitted.
SECTION 11: MOBILITY		
11.8	The exact location, alignment and design of streets and potential mid-block pedestrian connections will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.	The exact location, alignment and design of streets and potential mid-block pedestrian connections will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City. <u>Where a Municipal Class Environmental Assessment is required, a Draft Plan of Subdivision for a Site will be informed by any completed Municipal Class Environmental Assessment.</u>

SECTION 12: SERVICING		
12.2	Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to provide adequate capacity, secured prior to development proceeding and any zoning by-law amendment approval.	Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to provide adequate capacity, secured prior to development proceeding and any zoning by-law amendment approval. <u>Where upgrades and/or improvements to municipal servicing infrastructure are required to be provided by the City and where development does not provide for or otherwise secure such upgrades and/or improvements to municipal servicing infrastructure, a Holding (“H”) provision may be imposed on any development that requires such upgrades and/or improvements to be provided by the City and may be lifted once the upgrades and/or improvements are installed and operational satisfactory to the City.</u>
SECTION 13: IMPLEMENTATION		
13.1	Development applications will demonstrate that there is adequate community services and facilities, transportation and servicing infrastructure to support the proposed level of intensification in the context of existing and proposed development in the Plan Area and the broader Golden Mile Area.	Development applications will demonstrate that there is adequate <u>existing and/or planned</u> community services and facilities, transportation and servicing infrastructure to support the proposed level of intensification in the context of existing and proposed development in the Plan Area and the broader Golden Mile Area.
13.3	On each individual Site, the density of development will not exceed the maximum FSI identified on Map 45-5: Development Density. Development on individual development Blocks may exceed the FSI shown, provided that a Context Plan is prepared in accordance with the policies of this Plan, demonstrating corresponding decreases in the FSI on other adjacent development Blocks, such that the overall density on Map 45-5: Development Density is not exceeded in accordance with the Policies in Section 4 of this Plan. The Context Plan will also demonstrate that the built form of the proposed development meets all applicable policies set out by this Plan and the Official Plan.	On each individual Site, the density of development will not exceed the maximum FSI identified on Map 45-5: Development Density. Development on individual development Blocks may exceed the FSI shown, provided that a Context Plan is prepared in accordance with the policies of this Plan, demonstrating corresponding decreases in the FSI on other adjacent development Blocks, such that the overall density on Map 45-5: Development Density is not exceeded in accordance with the Policies in Section 4 of this Plan <u>or otherwise permitted by this Plan</u> . The Context Plan will also demonstrate that the built form of the proposed development <u>conform with</u> meets all applicable policies set out by this Plan and the Official Plan.
13.5	Development shall be sequenced to ensure appropriate transportation, municipal servicing infrastructure, community services and facilities, and parks are available to service development.	Development shall be sequenced to ensure appropriate transportation, municipal servicing infrastructure, community services and facilities and parks are available <u>or otherwise secured</u> to service development.
13.10	Zoning By-law Amendments will include provisions to set aside space dedicated to community services facilities, where required, for the Site.	Zoning By-law Amendments will include provisions to set aside space dedicated to community services facilities, where required, for the Site.
COMPLETE APPLICATION REQUIREMENTS		
13.11	The plans/drawings and studies/reports required for the submission of a complete application for development within the Plan Area are identified in Policy 5.5.2 and Schedule 3 of the Official Plan. In order to assess proposed development, additional information regarding the complete application submission requirements is as follows:	
	a) A Multi-Modal Transportation Impact Study will be submitted, which will identify the demands and impacts of new development and include a TDM strategy and/or other mitigating measures to accommodate travel generated by the development, including reporting on monitoring outcomes of earlier phases vehicular, cycling, and pedestrian traffic patterns, and any recommended refinements to TDM strategies and transportation network design;	a) A Multi-Modal Transportation Impact Study will be submitted, which will identify the demands and impacts of new development and include a TDM strategy and/or other mitigating measures to accommodate travel generated by the development, including reporting on monitoring outcomes of earlier phases vehicular, cycling, and pedestrian traffic patterns, and any recommended refinements to TDM strategies and transportation network design. <u>The MMTIS must demonstrate prior to the approval of any zoning by-law amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips for all modes of travel or measures that can be undertaken to accommodate the additional trips through TDM strategies or off-site infrastructure improvements, including the potential for transit priority measures along Victoria Park Avenue or Warden Avenue;</u>

		<p>New Policy 13.11 d): <u>d) Where two or more buildings are proposed or planned on a Site, a detailed Phasing Plan will be submitted identifying, among other matters, the orderly progression of development blocks, associated municipal servicing infrastructure and the implementation of the transportation network, identification of community services and facilities, any requirements for affordable housing and, where appropriate, interim conditions on the Site as development proceeds.</u></p>
		<p>New Policy 13.11 e): <u>e) In accordance with subsection 51(18) of the <i>Planning Act</i>, where residential uses are proposed or planned for the Site, the City will require that:</u></p> <p><u>i. a Municipal Class Environmental Assessment Study, or such study satisfactory to the City, being a Transit Corridor Study for Victoria Park Avenue or Warden Avenue, has commenced; and</u></p> <p><u>ii. a Municipal Class Environmental Assessment Study including the street network on the Site has commenced or a Draft Plan of Subdivision for the street network on this Site has been submitted.</u></p>
		<p>New Policy 13.11 A: <u>For the purposes of Policy 13.11 e), for greater certainty, commencement does not mean the Municipal Class Environmental Assessment Study and/or Transit Corridor Study, where applicable, has been completed. These above-noted studies required in Policy 13.11 e) i. may be conducted and funded by the City and/or jointly with the owner of a Site, and/or other landowners. Despite Policy 13.11 e) i., a Draft Plan of Subdivision may be submitted and the owner of a Site may proceed in advance of the commencement of the Transit Corridor Study identified in Policy 13.11 e) i., if the owner of a Site provides and secures a contribution to the funding in a manner satisfactory to the City in support of such study.</u></p>
13.19	<p>The City will monitor development activity in the Plan Area on an-ongoing basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities, and parks.</p>	<p>The City will monitor development activity in the Plan Area on an-ongoing basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards, and commissions, <u>and City divisions</u> to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities, and parks.</p>

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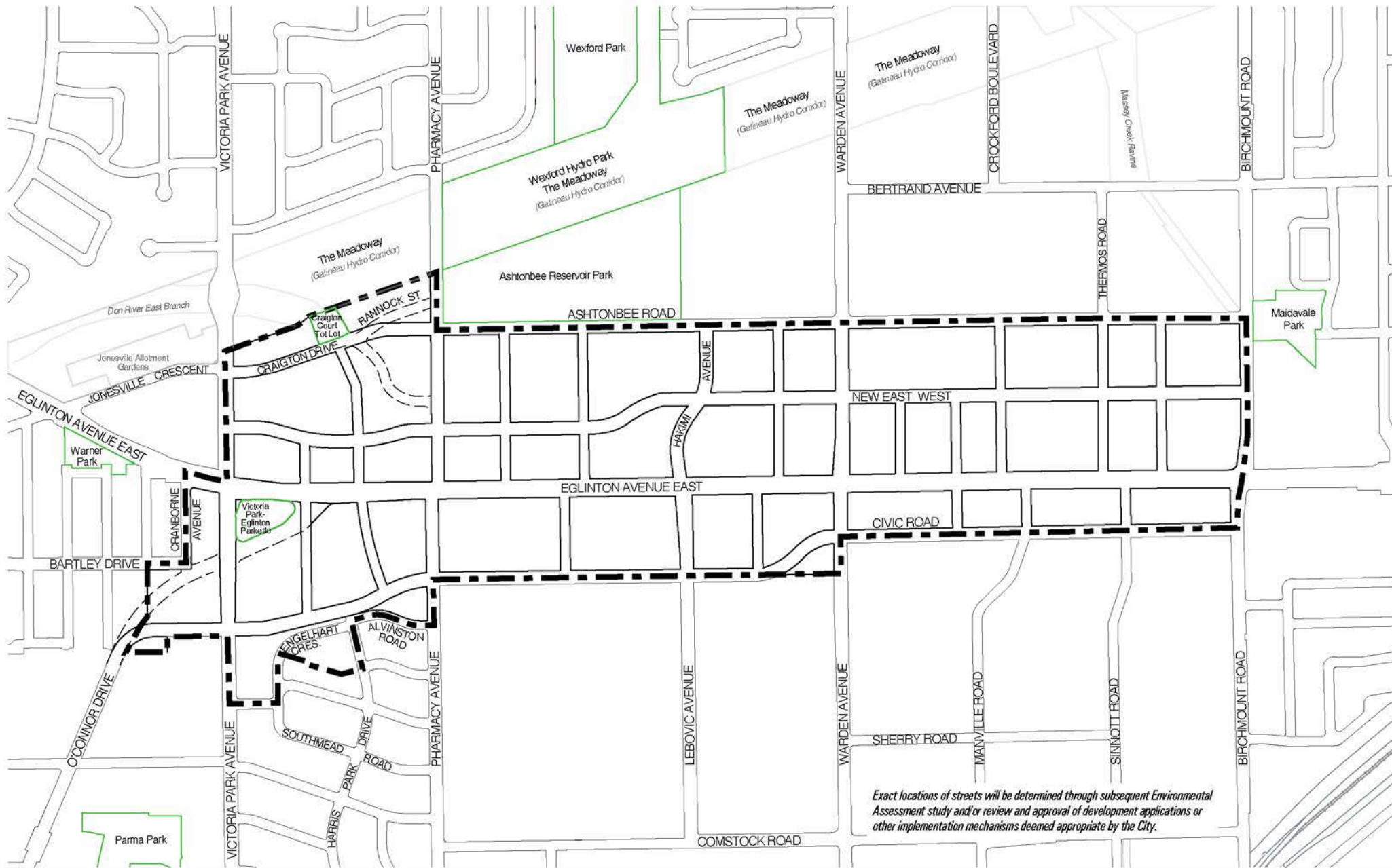
HOLDING PROVISIONS		
13.21	<p>Conditions to be met prior to the removal of a Holding (“H”) provision are identified in Policy 5.1.2 of the Official Plan and in addition may include the following:</p> <p>a) The provision of adequate higher order transit capacity, transit priority measures and any transit service improvements;</p> <p>b) The design and provision of existing and planned transportation networks, both on and off-site, secured to the satisfaction of the City;</p> <p>c) The provision to deliver or otherwise secure appropriate mitigation measures identified in an accepted Compatibility/Mitigation Study and an accepted Noise Impact and Air Quality Study;</p> <p>d) The provision of municipal infrastructure, including sewer, water, stormwater, community infrastructure, parks, and energy provision networks serving the development Site; and</p> <p>e) The construction of, or otherwise secure the provision of, the non-residential gross floor area as required by this Plan.</p>	<p>a) The provision of adequate higher order transit capacity, transit priority measures and any transit service improvements, <u>including any transportation improvements and/or new transportation infrastructure are identified as part of the accepted Multi-Modal Transportation Impact Study;</u></p> <p>d) The provision of municipal infrastructure, including sewer, water, stormwater, community <u>services facilities</u>infrastructure, parks, and energy provision networks serving the development Site; and</p>
EXISTING AND INTERIM USES		
13.22	<p>While the ultimate redevelopment of the Plan Area is anticipated to realize the vision set out in Section 2 of this Plan, it is acknowledged that, in some instances, existing uses, including existing surface parking areas, may remain on an interim basis prior to large-scale redevelopment of the lands.</p>	<p>While the ultimate redevelopment of the Plan Area is anticipated to realize the vision set out in Section 2 of this Plan, it is acknowledged that, in some instances, existing uses <u>not contemplated by this Plan and their associated,</u> including existing surface parking areas, may remain on an interim basis prior to large-scale redevelopment of the lands.</p>
13.24	<p>13.24 Uses and their associated existing gross floor area that are legally existing as of the date of adoption of this Plan will be permitted, provided:</p> <p>13.24.1. Any renovation, addition or expansion of the use does not exceed 10 per cent of the gross floor area existing on the date of adoption of this Plan; or</p> <p>13.24.2. Any renovation, addition or expansion of the use that exceeds 10 per cent of the gross floor area existing on the date of adoption of this Plan will require the submission of an Interim Development Strategy as part of a complete application for any proposal requiring a Zoning By-law Amendment or Site Plan Approval application for the interim use.</p>	<p>13.24 <u>Buildings and/or structures, U</u>ses and their associated existing gross floor area that are legally existing as of the date of adoption of this Plan will be permitted, provided :</p> <p>13.24.1. Any renovation, addition or expansion of the use does not exceed 10 per cent of the gross floor area existing on the date of adoption of this Plan; or</p> <p>13.24.2. Any renovation, addition or expansion of the <u>building and/or structure</u>use that exceeds 10 per cent of the <u>existing building footprint gross floor area</u> existing on the date of adoption of this Plan will require the submission of an Interim Development Strategy as part of a complete application for any proposal requiring a Zoning By-law Amendment or Site Plan Approval application for the interim use.</p>
	<p>13.25 An Interim Development Strategy submitted pursuant to Policy 13.23 or 13.24.2 will demonstrate to the City’s satisfaction that such interim development:</p> <p>13.25.1. Is not intended to be long-term and is appropriate over the short- to medium-term;</p> <p>13.25.2. Does not preclude the long-term development of the Site as envisioned by this Plan, and where applicable, includes the relocation of existing major retail stores and/or power centres in free standing building(s) to be permitted on an interim basis;</p> <p>13.25.3. Does not preclude the achievement of the street network set out in Map 45-7: Street Network;</p>	<p>13.25 An Interim Development Strategy submitted pursuant to Policy 13.23 or 13.24-2 will demonstrate to the City’s satisfaction that such interim development:</p> <p>13.25.1. Is not intended to be long-term and is appropriate over the short- to medium-term;</p> <p>13.25.2. Does not preclude the long-term development of the Site as envisioned by this Plan, and where applicable, includes the relocation of existing major retail stores and/or power centres in free standing building(s) to be permitted on an interim basis;</p> <p>13.25.3. Does not preclude the achievement of the street network set out in Map 45-7: Street Network;</p>

	<p>13.25.4. Does not exceed the maximum height permitted by the Zoning By-law in force at the time of application;</p> <p>13.25.5. Does not include residential uses or underground parking structures; and</p> <p>13.25.6. Complies with the Built Form and Public Realm policies of the Official Plan.</p>	<p>13.25.4. Does not exceed the maximum height permitted by the Zoning By-law in force at the time of application;</p> <p>13.25.5. Does not include residential uses or underground parking structures; and</p> <p>13.25.6. Complies <u>Conforms</u> with the Built Form and Public Realm policies of the <u>parent</u> Official Plan.</p>
	<p>Please note that Policy 13.26: Clarifies where the Interim Development Strategy DOES NOT apply.</p> <p>le doesn't apply to renovations of existing building</p> <p>le. doesn't apply to expansion less than 10 percent</p>	<p>New Policy 13.26: <u>13.26 The uses and their associated existing gross floor area that are legally existing as of the date of adoption of this Plan are permitted and,</u></p> <p><u>a. any addition or expansion of the building and/or structure that does not exceed 10 per cent of the existing building footprint existing on the date of adoption of this Plan is exempt from providing an Interim Development Strategy and will conform to the Built Form and Public Realm policies of the parent Official Plan.</u></p> <p><u>b. any renovation within the existing building and/or structure existing on the date of adoption of this Plan is exempt from providing an Interim Development Strategy.</u></p> <p>New Policy 13.27: <u>Where the addition or expansion of the existing building and/or structure existing on the date of adoption of the Plan is proposed exceeds 10 per cent and a part of the street network may be impacted by the proposed development, the applicant must demonstrate that the proposed addition or expansion does not preclude the achievement of, or negatively affect the use of, the street network set out in Map 45-7: Street Network and that the street network is protected satisfactory to the City. Conveyance of lands to the City for the street network may not be required for interim development if determined through the review of the Interim Development Strategy and the Zoning By-law Amendment or Site Plan Application.</u></p> <p><u>(Subsequent policies renumbered)</u></p>
REVISIONS TO MAPS		
		<p>Please see the attached Maps for revisions.</p> <p>1. Various Maps: minor revisions to Parks designations on certain lands and reflected on various Maps (NTD: additional labelling required for additional parks to be added);</p> <p>2. Various Maps (Extend NS public street to Eglinton Ave E in accordance with Section 8 revision below and identify continuation of 20 metre ROW;</p> <p>3. Map 45-10 addition of Cycling Connection north on Thermos Road and to The Meadoway</p> <p>4. Map 45-15 (minor adjustments to boundary for active uses)</p> <p>5. Map 45-16 (expansion of the boundary for TDSB Area of interest)</p>

		Further revisions to be shown once available: 1. OPA 499 Schedule 1 (minor revisions to Parks designations on certain lands and to reflect changes on various Maps)											
Section 8 of By law 911 2020		Schedule 2 to also be revised to say: <table><tr><td>Street Name</td><td>From</td><td>To</td></tr><tr><td>New North-South Link 8* <u>2*</u></td><td>Astonbee Road</td><td><u>Eglinton Avenue East</u>New East-West Link</td></tr><tr><td><u>New North-South Link 8A*</u></td><td><u>New East-West Link 2*</u></td><td><u>Eglinton Avenue East</u></td></tr></table> <u>[Note: this new north-south link 8A* on lands at 1966-2050 Eglinton shared property line with 1960 Eglinton Avenue East]</u>			Street Name	From	To	New North-South Link 8* <u>2*</u>	Astonbee Road	<u>Eglinton Avenue East</u> New East-West Link	<u>New North-South Link 8A*</u>	<u>New East-West Link 2*</u>	<u>Eglinton Avenue East</u>
Street Name	From	To											
New North-South Link 8* <u>2*</u>	Astonbee Road	<u>Eglinton Avenue East</u> New East-West Link											
<u>New North-South Link 8A*</u>	<u>New East-West Link 2*</u>	<u>Eglinton Avenue East</u>											

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Golden Mile Secondary Plan

MAP 45-1 Secondary Plan Area Boundary

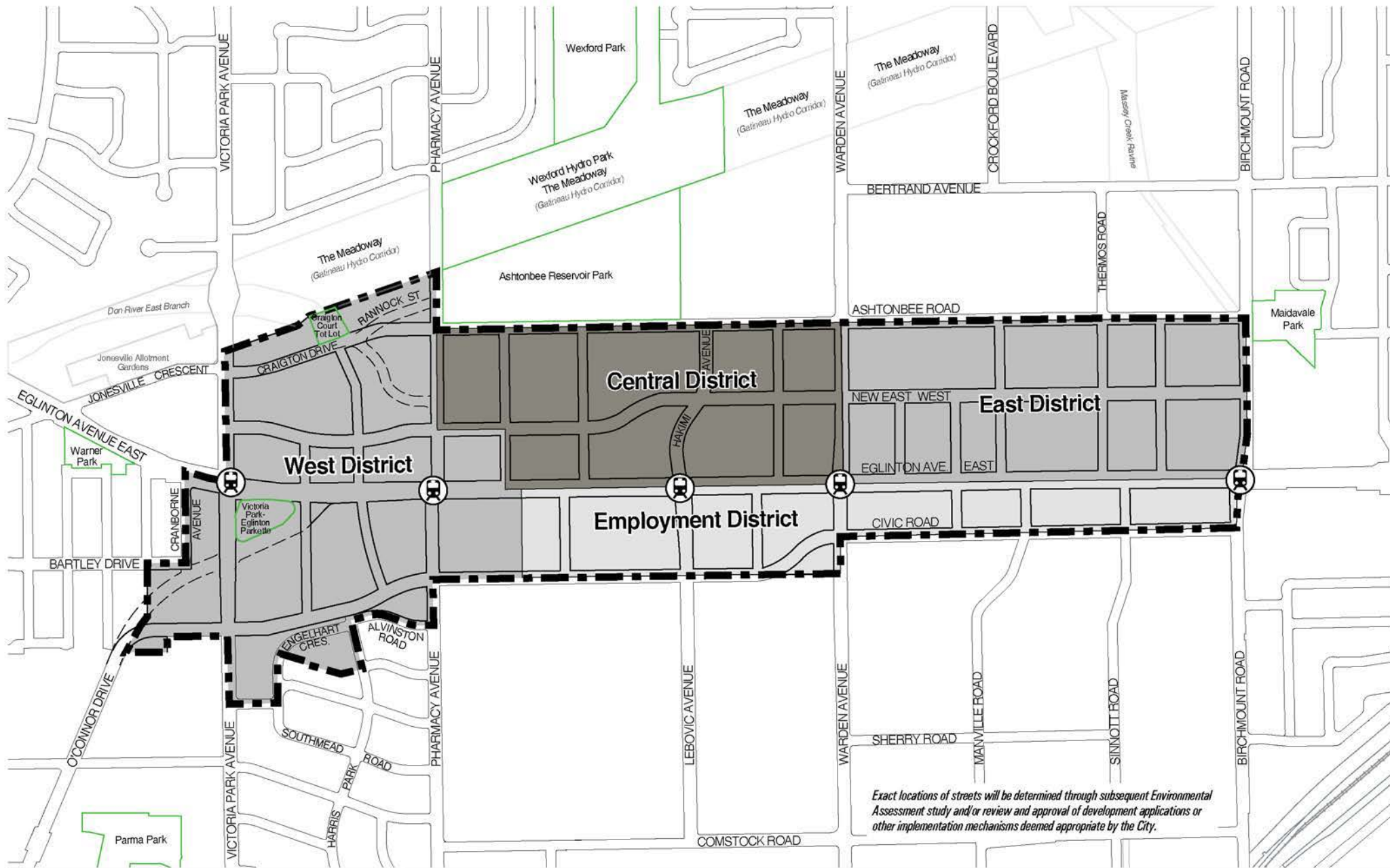
--- Secondary Plan Boundary

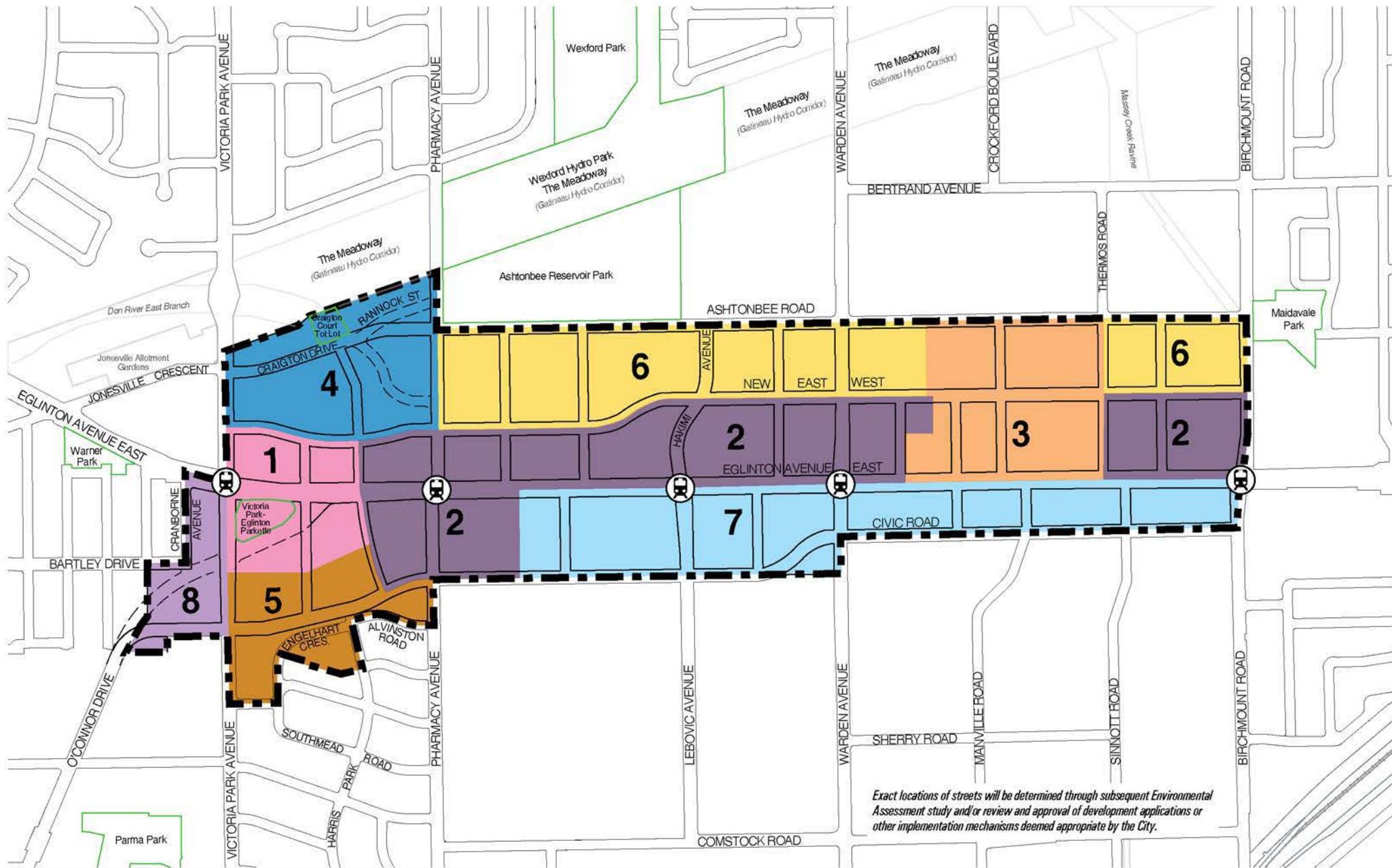
Existing Park

--- Existing Street within the Secondary Plan Boundary
--- to be Potentially Realigned/Reconfigured

Not to Scale







Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

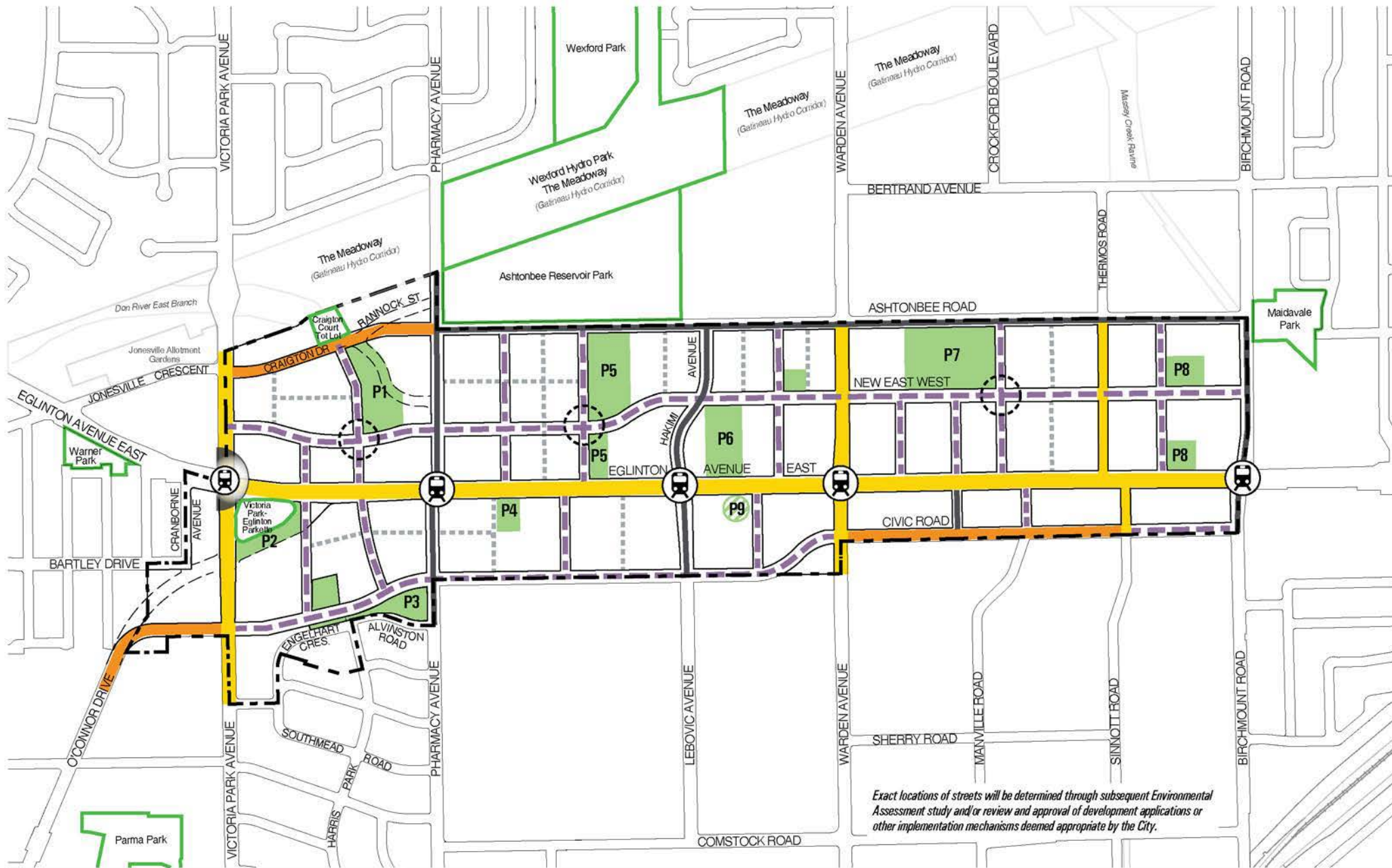


Golden Mile Secondary Plan

MAP 45-3 Character Areas

- | | | | |
|---|--|---|--|
| <p>--- Secondary Plan Boundary</p> <p>--- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured</p> | <p> Transit Node</p> <p> Existing Park</p> | <p>1 Golden Mile Commercial Gateway</p> <p>2 Mixed Use Transit Nodes</p> <p>3 East Park Mid-rise and Tall Building Community</p> <p>4 West Park and Meadowway Transition Area</p> | <p>5 O'Connor Drive Transition Area</p> <p>6 Ashtonbee Transition Area</p> <p>7 Employment Area</p> <p>8 Victoria Park Avenue/O'Connor Drive Intersection Area (Refer to SASP 400, Chapter 7 of the Official Plan)</p> |
|---|--|---|--|

Not to Scale



Golden Mile Secondary Plan

MAP 45-4 Structure Plan

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Existing Street to be Widened
- Existing Street to be Widened / Reconfigured
- Existing Street with Improved Streetscape
- New Street
- New Conceptual Street

- Green Node
- Eglinton/Victoria Park Gateway
- Transit Node

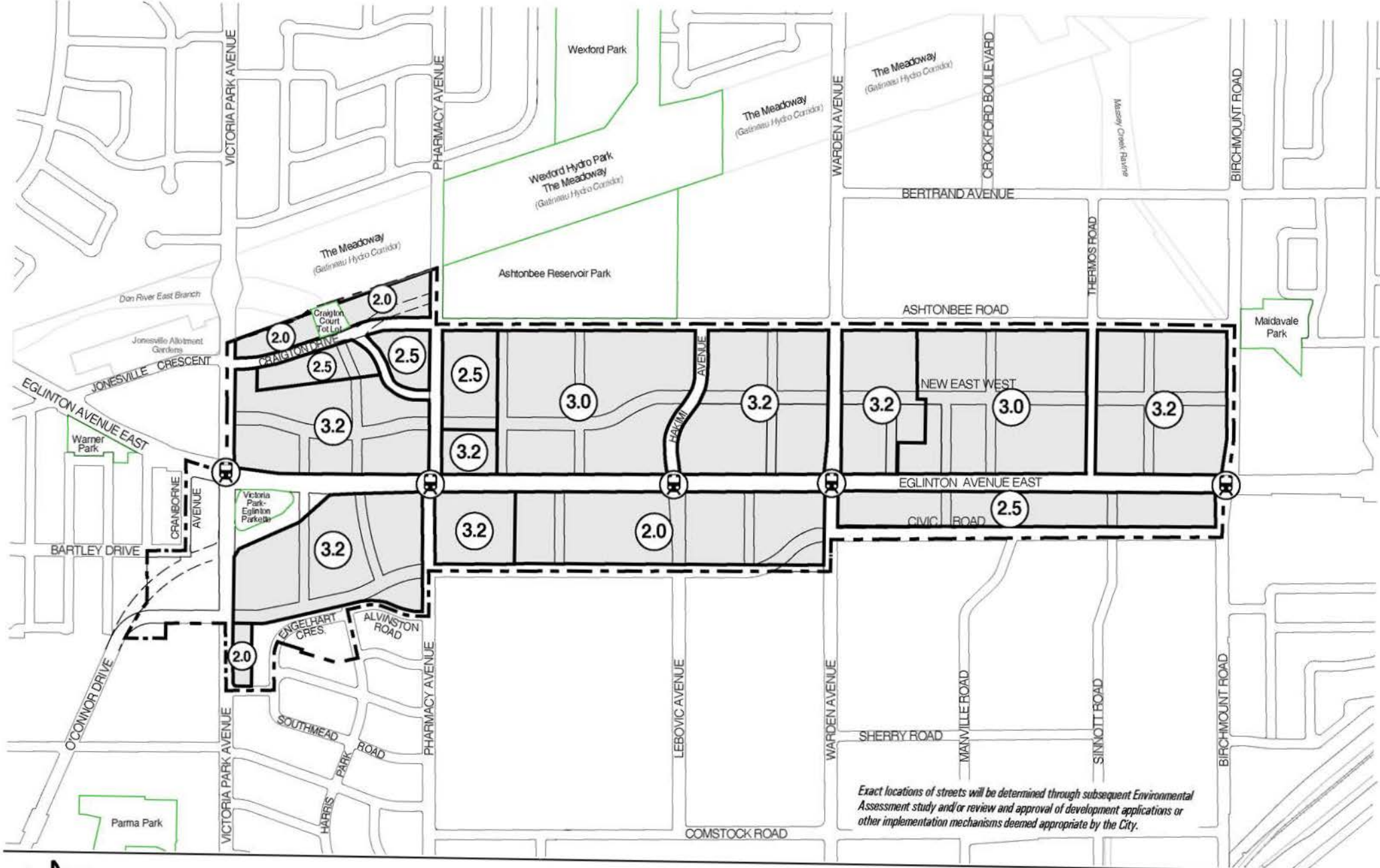
- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.21)

- New Park Index
- P1 West Park
 - P2 Eglinton Square Park
 - P3 South Park
 - P4 Pharmacy-Eglinton Park

- P5 Central Park N & S
- P6 Hakimi Park
- P7 East Park
- P8 Birchmont Park N & S
- P9 Employment Park



Not to Scale

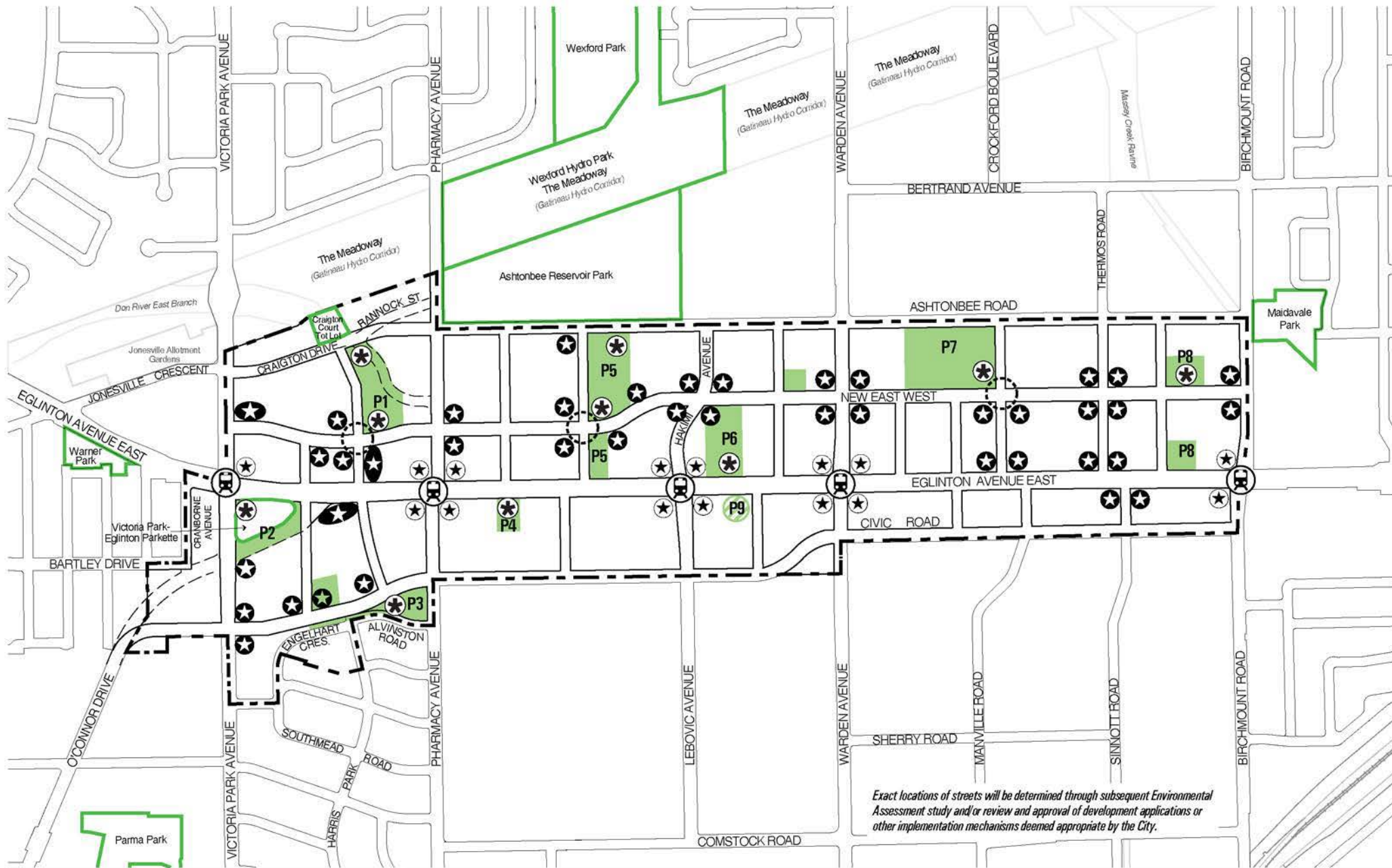


Golden Mile Secondary Plan

MAP 45-5 Development Density

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Transit Node
- Maximum Permitted FSI (Gross)
- Existing Park





Golden Mile Secondary Plan

MAP 45-6 Public Realm Plan

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Green Node
- Transit Node
- Potential POPS/Public Art at Intersection
- Potential POPS/Public Art at LRT Stop
- Potential Public Art at New Park

- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.2.1)

New Park Index

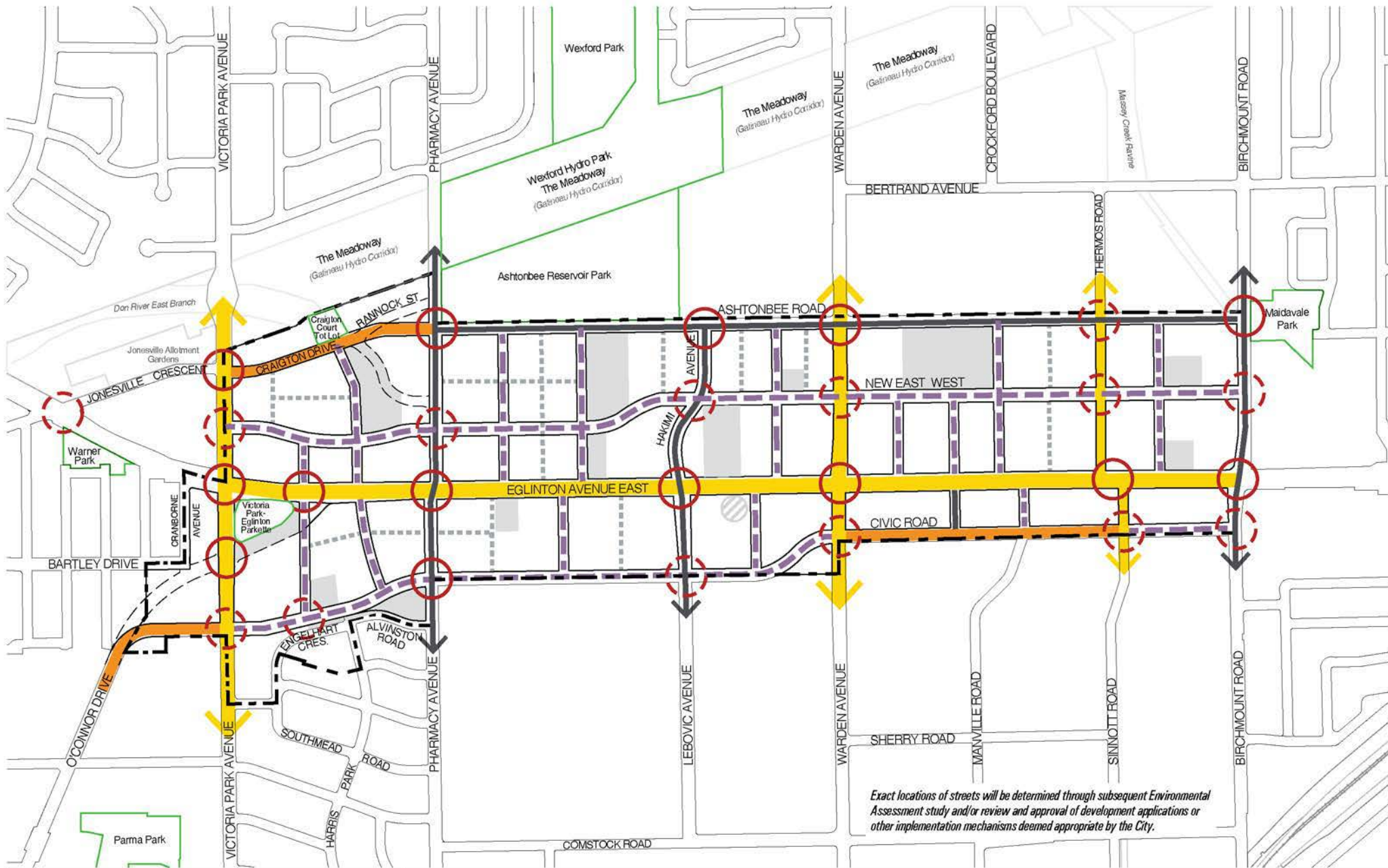
- P1** West Park
- P2** Eglinton Square Park
- P3** South Park
- P4** Pharmacy-Eglinton Park

P5 Central Park N & S

- P6** Hakimi Park
- P7** East Park
- P8** Birchmount Park N & S
- P9** Employment Park



Not to Scale



--- Secondary Plan Boundary

Existing Street to be Widened

Existing Street to be Widened / Reconfigured

Existing Street with Improved Streetscape

New Street

New Conceptual Street

Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured

Existing Signalized Intersection

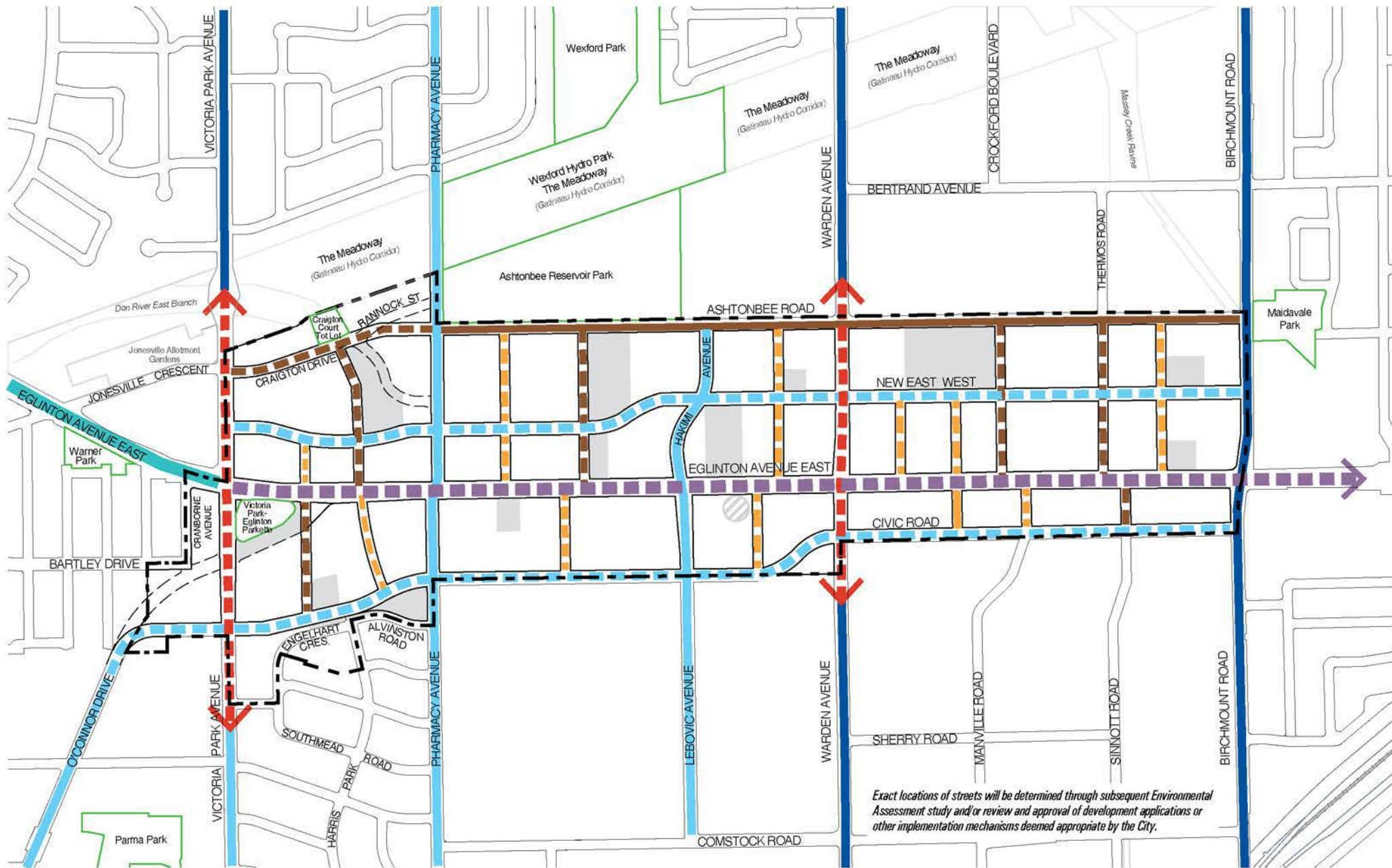
Proposed Signalized Intersection

Existing Park

New Park

Conceptual Park Location
(Refer to Policy 6.2.1)

Not to Scale



Golden Mile Secondary Plan

MAP 45-8 Street Right-of-Way Widths

--- Secondary Plan Boundary

--- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured

45m and Over ROW

43m ROW

36m ROW

30m ROW

27m ROW

23m ROW

20m ROW

Note: *Thick dashed lines represent new / reconfigured / widened street.
*Arrows represent potential additional ROW requirement, the extent of which to be further studied.

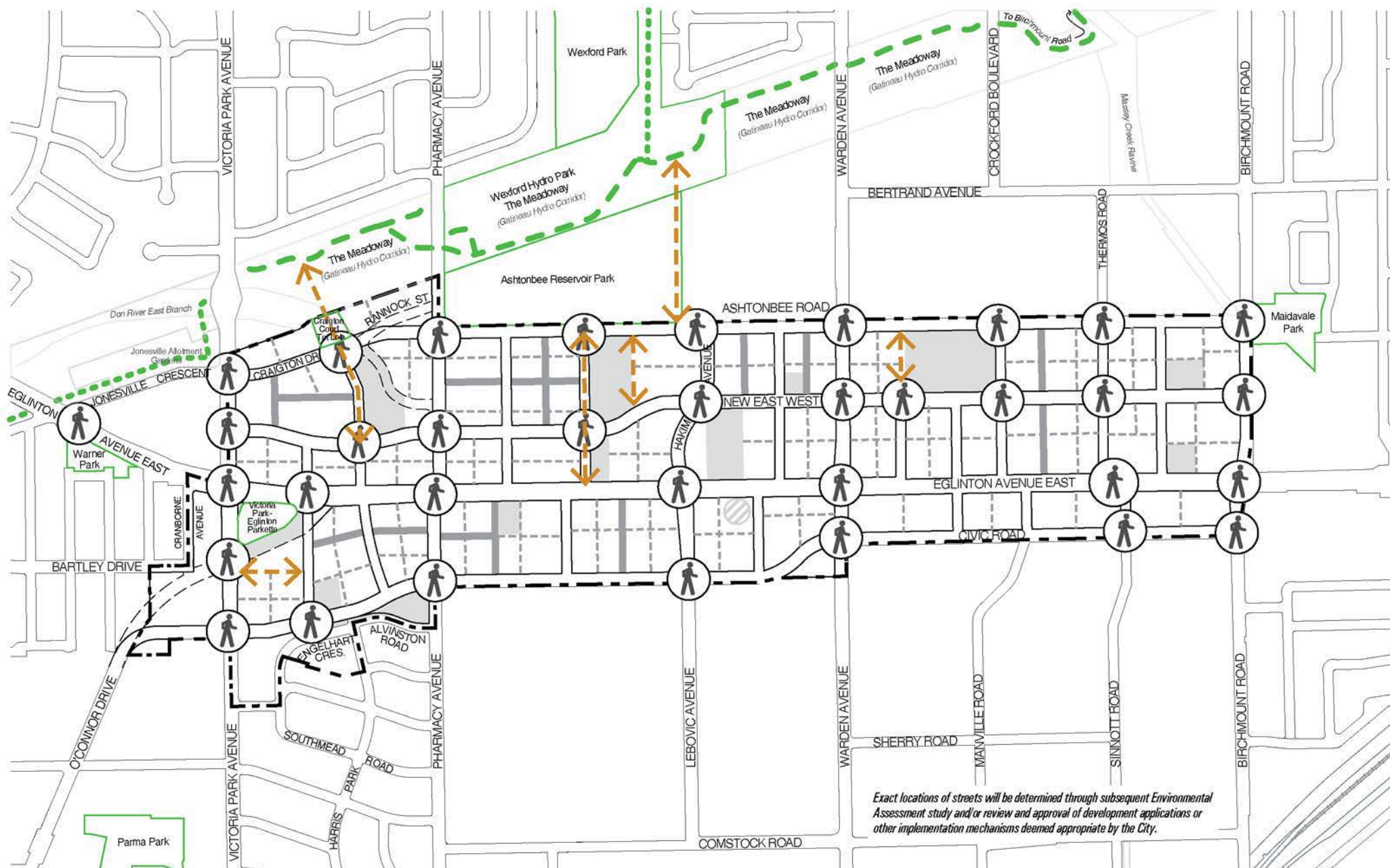
Existing Park

New Park

Conceptual Park Location (Refer to Policy 6.21)



Not to Scale



Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.



Golden Mile Secondary Plan

MAP 45-9 Pedestrian Network

--- Secondary Plan Boundary

— New Conceptual Street

- - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured



Priority Pedestrian Location

- - - Potential Mid-block Pedestrian Connection

--- Existing Trail

... Planned Trail

--- Multi Use Trail



Existing Park



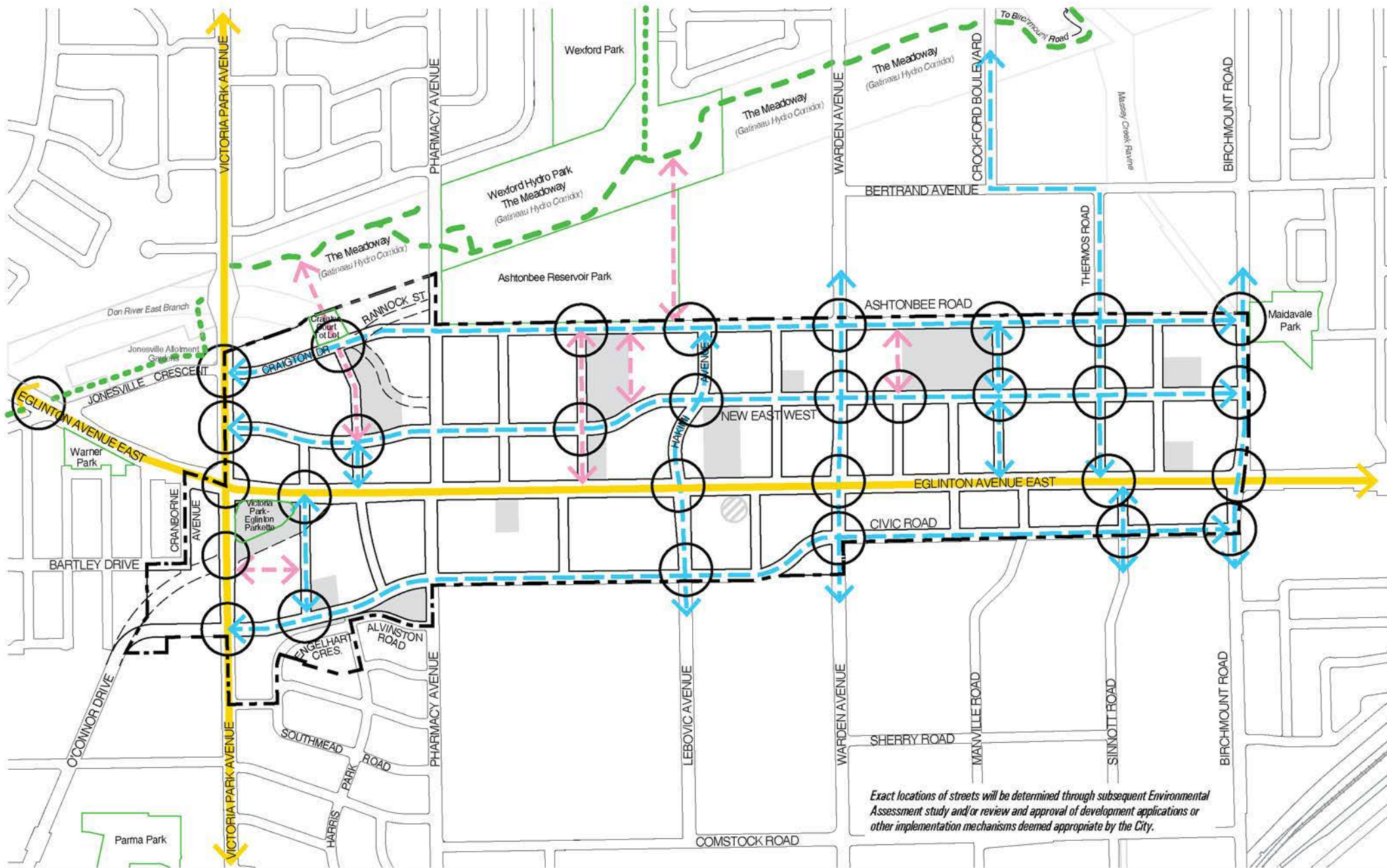
New Park



Conceptual Park Location (Refer to Policy 6.2.1)



Not to Scale



--- Secondary Plan Boundary

--- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured

--- Dedicated Cycling Route

--- Multi Use Cycling Route

--- Planned Cycling Route



Cycling Interchanges

--- Existing Trail

--- Planned Trail



Existing Park



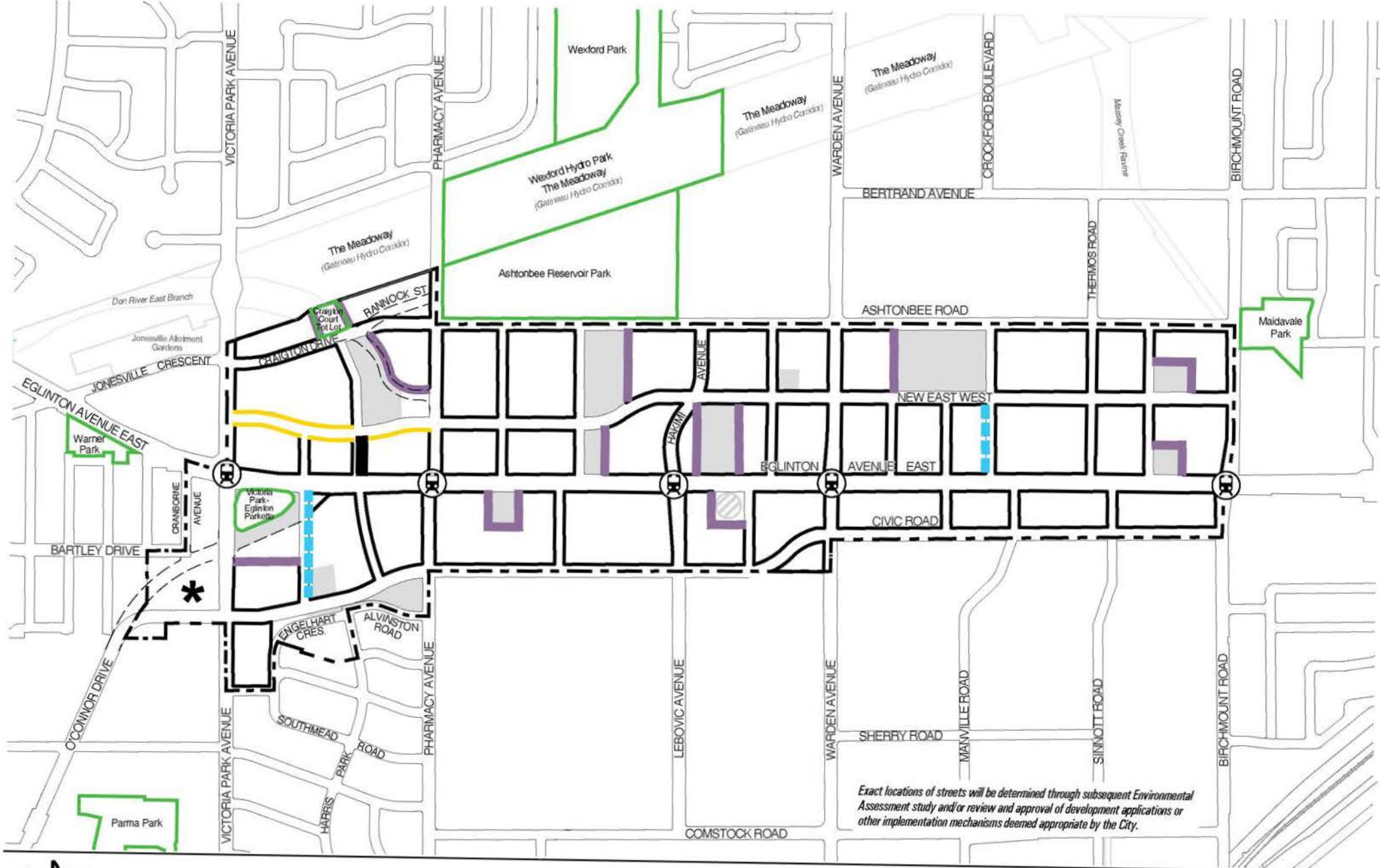
New Park



Conceptual Park Location
(Refer to Policy 6.21)

Not to Scale



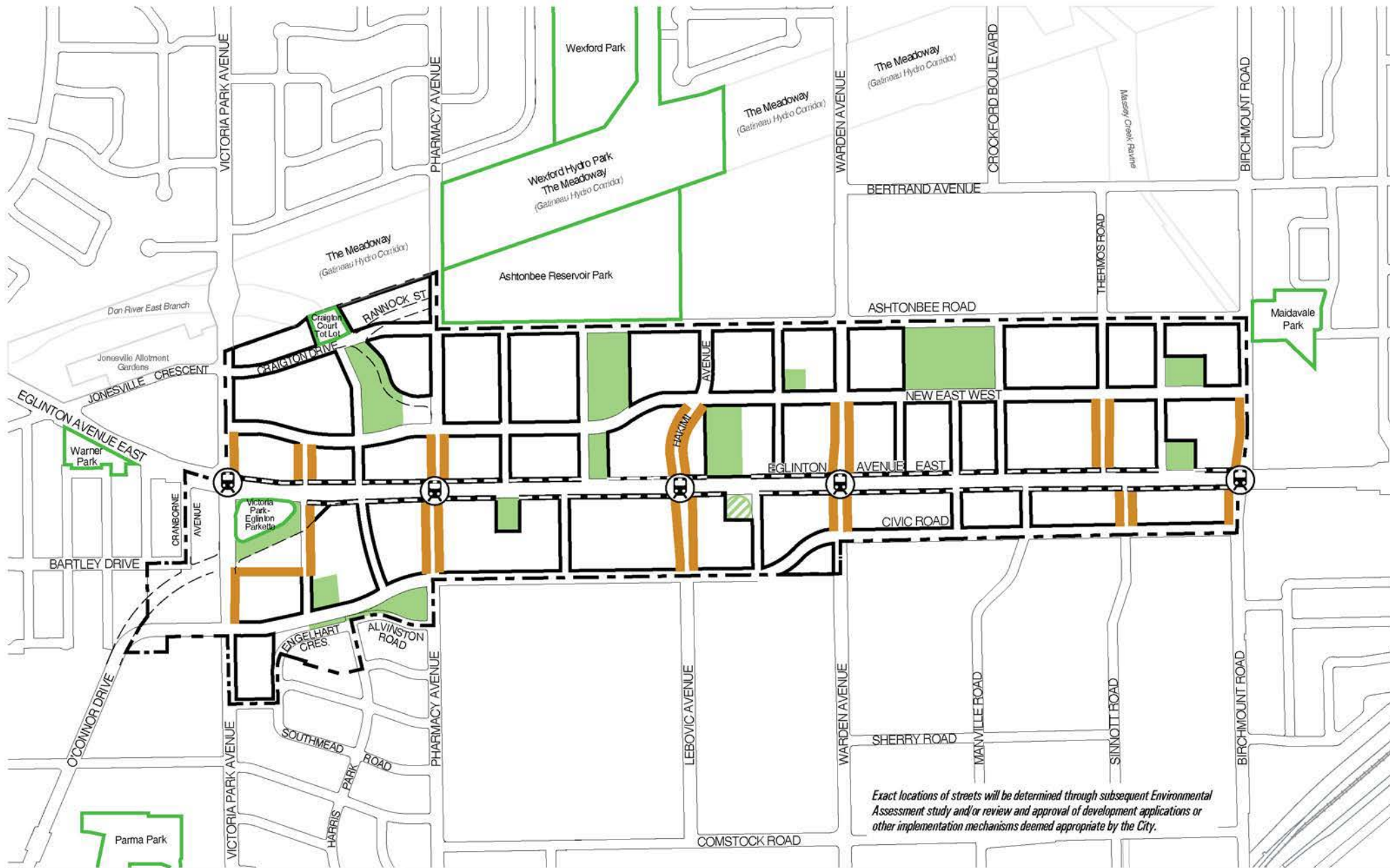


Golden Mile Secondary Plan

MAP 45-11 Building Setbacks

<p>--- Secondary Plan Boundary</p> <p>- - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured</p>	<p> Transit Node</p>	<p>Minimum Building Setbacks</p> <p>1.5 metre</p> <p>3.0 metre</p>	<p>5.0 metre</p> <p>5.0 metre From Parks</p> <p>10.0 metre</p>	<p> Existing Park</p> <p> New Park</p> <p> Conceptual Park Location (Refer to Policy 6.2.1)</p>	<p>* Refer to SASP 400, Chapter 7 of the Official Plan for the lands west of Victoria Park Avenue at O'Connor Drive</p>
---	----------------------	---	--	---	---

Not to Scale



Golden Mile Secondary Plan

MAP 45-12 Base Building Heights

--- Secondary Plan Boundary

--- Existing Street within the Secondary Plan Boundary
to be Potentially Realigned/Reconfigured



Transit Node

Base Building Heights

--- Minimum 3 storeys; Maximum 4 storeys

--- Minimum 3 storeys; Maximum 6 storeys



Minimum 5 storeys and Maximum 6 storeys
for mixed-use buildings; Minimum 4 storeys and
Maximum 5 storeys for employment/office buildings

Note: All other areas along streets:
Minimum 3 storeys; Maximum 4 storeys.



Existing Park



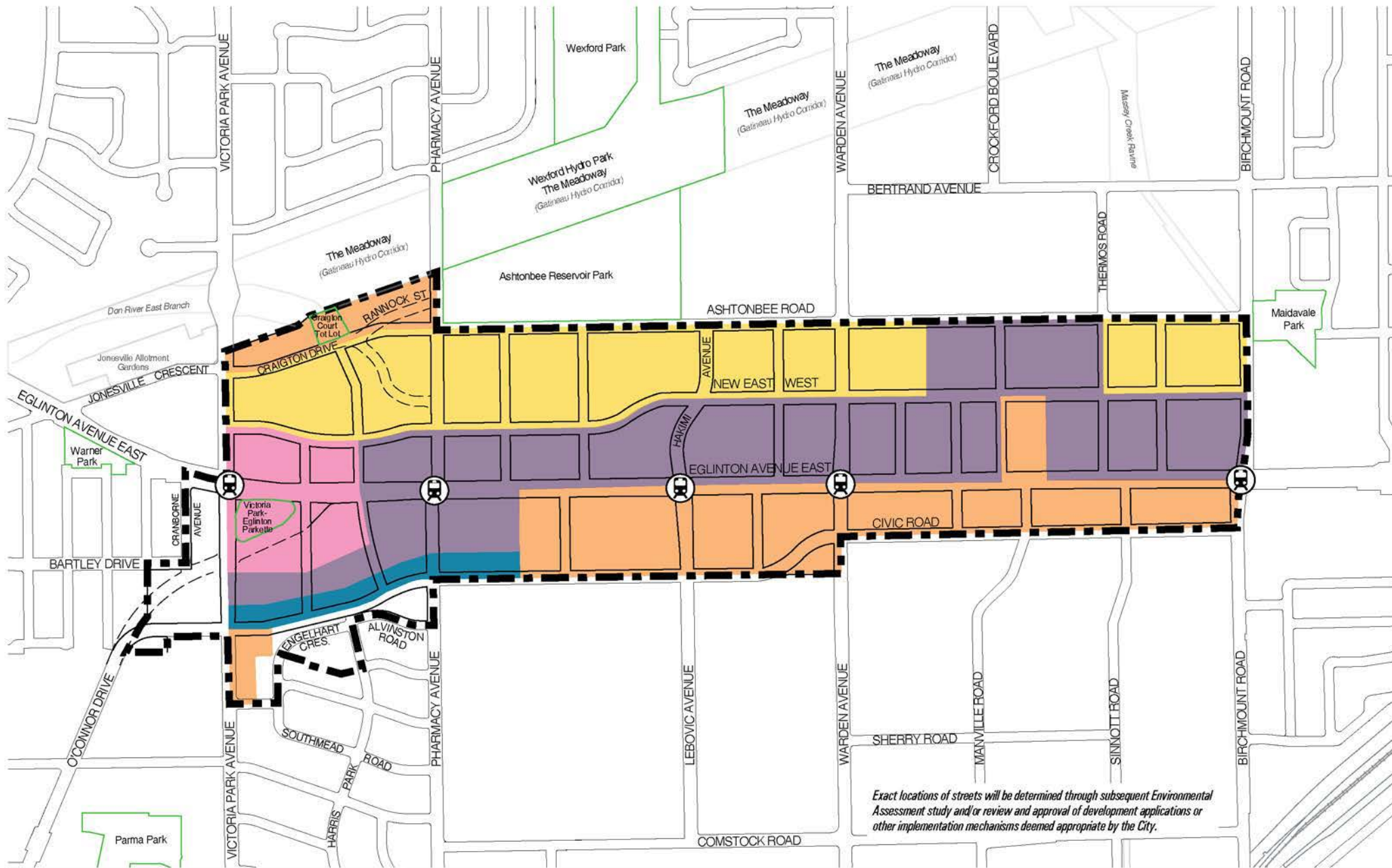
New Park



Conceptual Park Location
(Refer to Policy 6.21)



Not to Scale

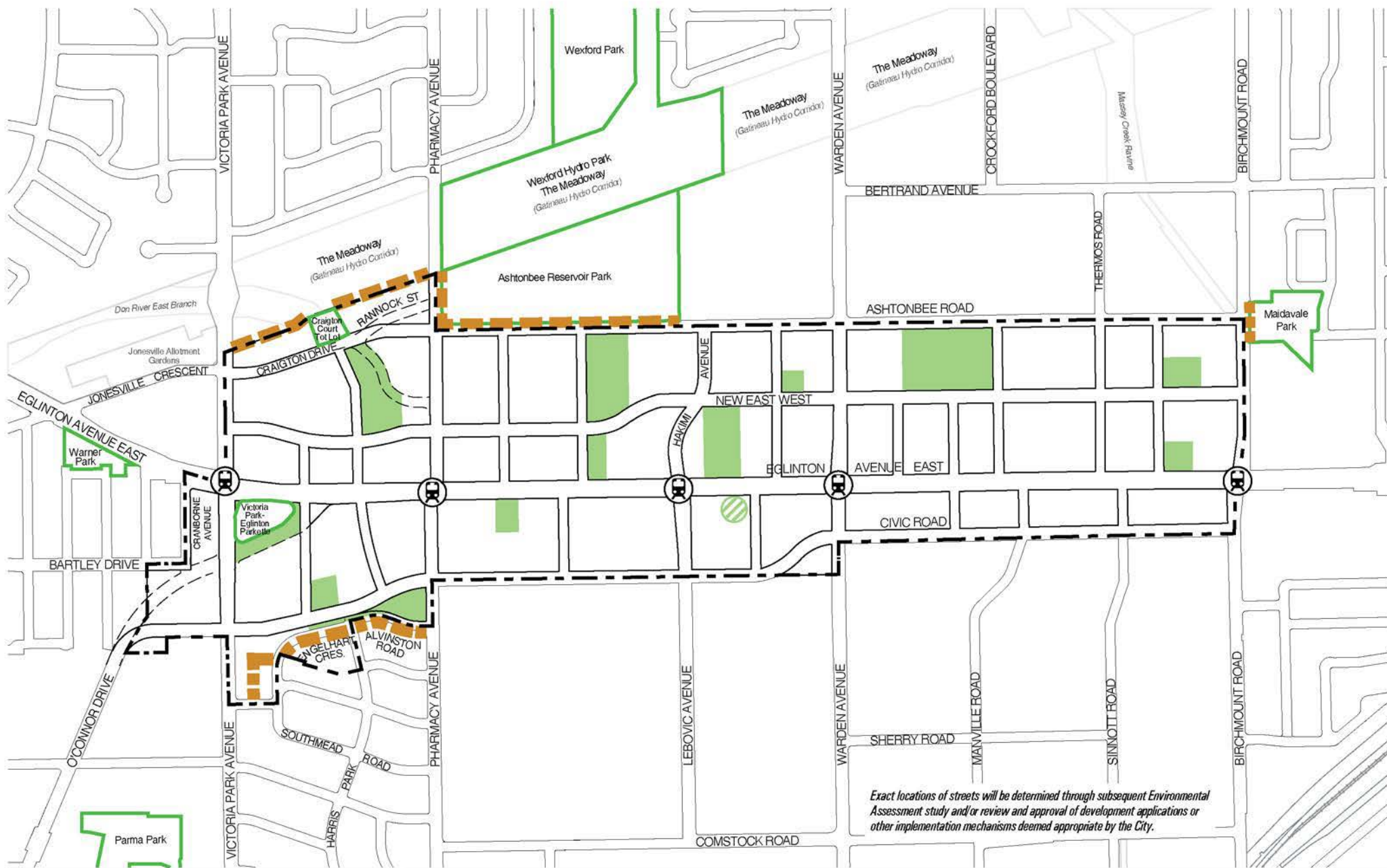


Golden Mile Secondary Plan

MAP 45-13 Building Types and Heights in Character Areas

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Transit Node
- Existing Park
- Primarily tall buildings with some mid-rise buildings (Max 35 storeys)
- Mix of tall buildings and mid-rise buildings (Max 30 storeys)
- Mix of tall buildings and mid-rise buildings (Max 25 storeys)
- Mid-rise buildings (5 - 11 storeys)
- Mix of tall buildings and mid-rise buildings (Max 20 storeys)

Not to Scale



--- Secondary Plan Boundary

45 Degree Angular Plane

Existing Park

--- Existing Street within the Secondary Plan Boundary
--- to be Potentially Realigned/Reconfigured

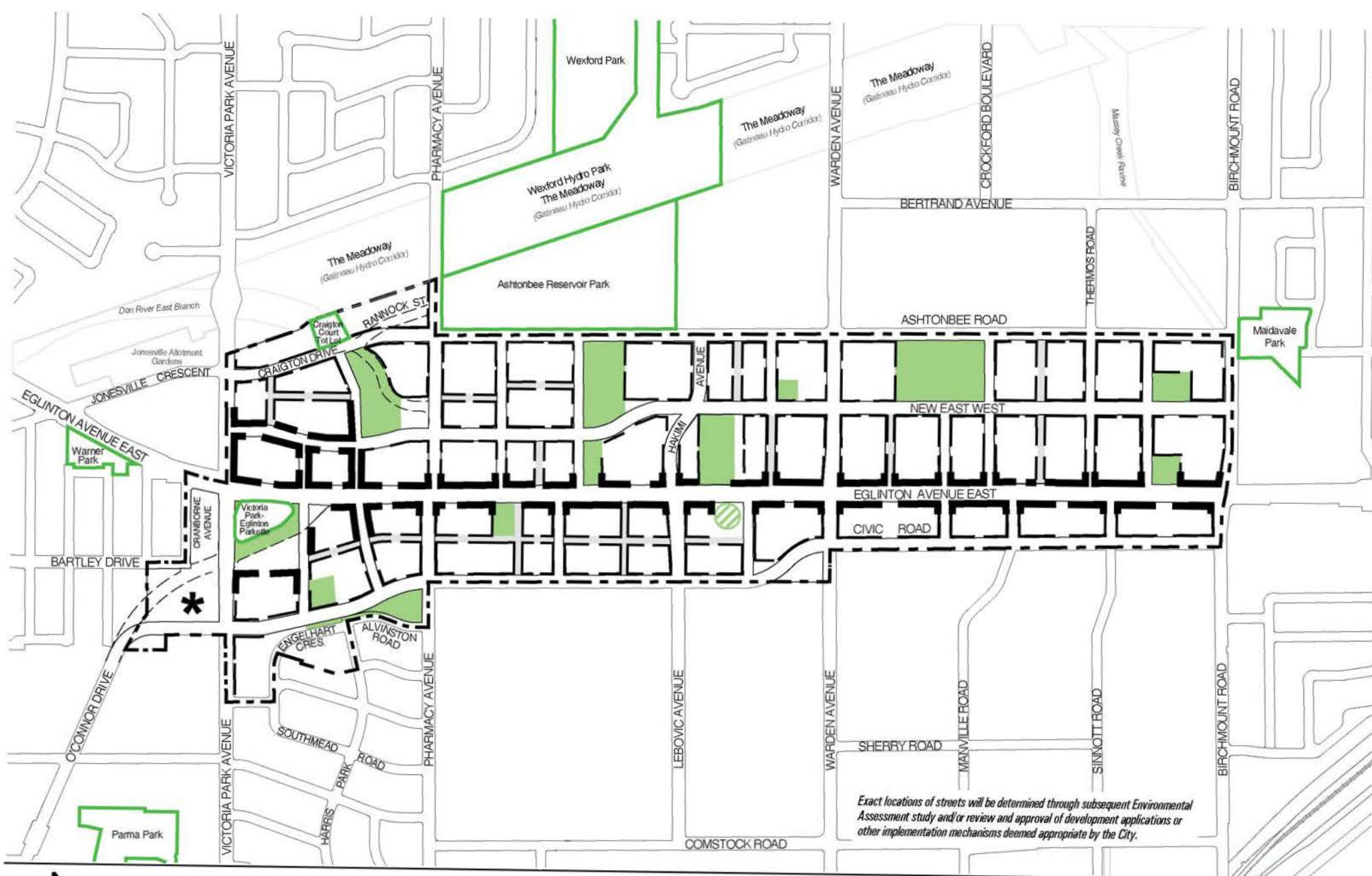
Transit Node

New Park

Conceptual Park Location
(Refer to Policy 6.21)

Not to Scale





Golden Mile Secondary Plan

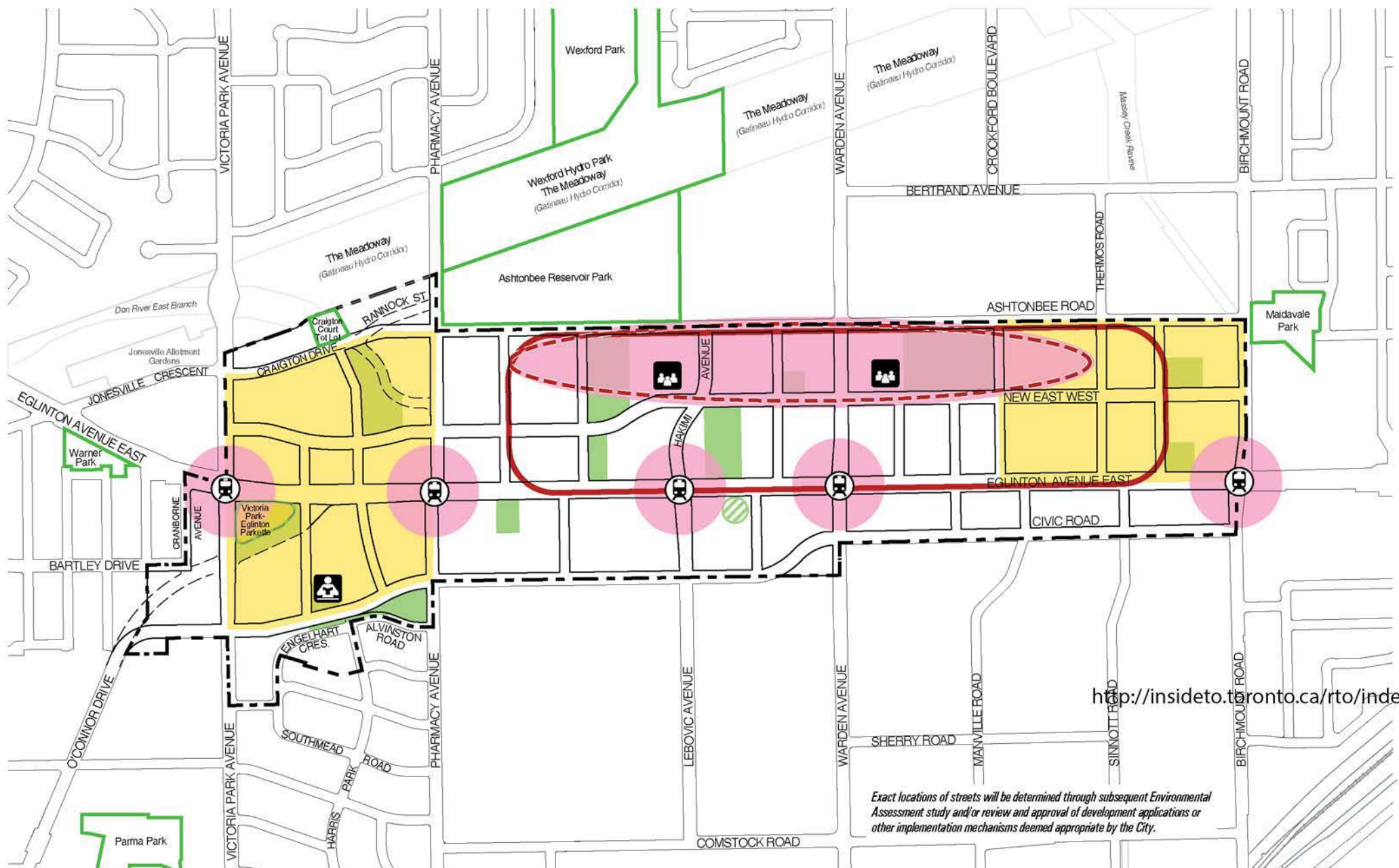
MAP 45-15 Building Edges and Active Commercial Uses at Grade

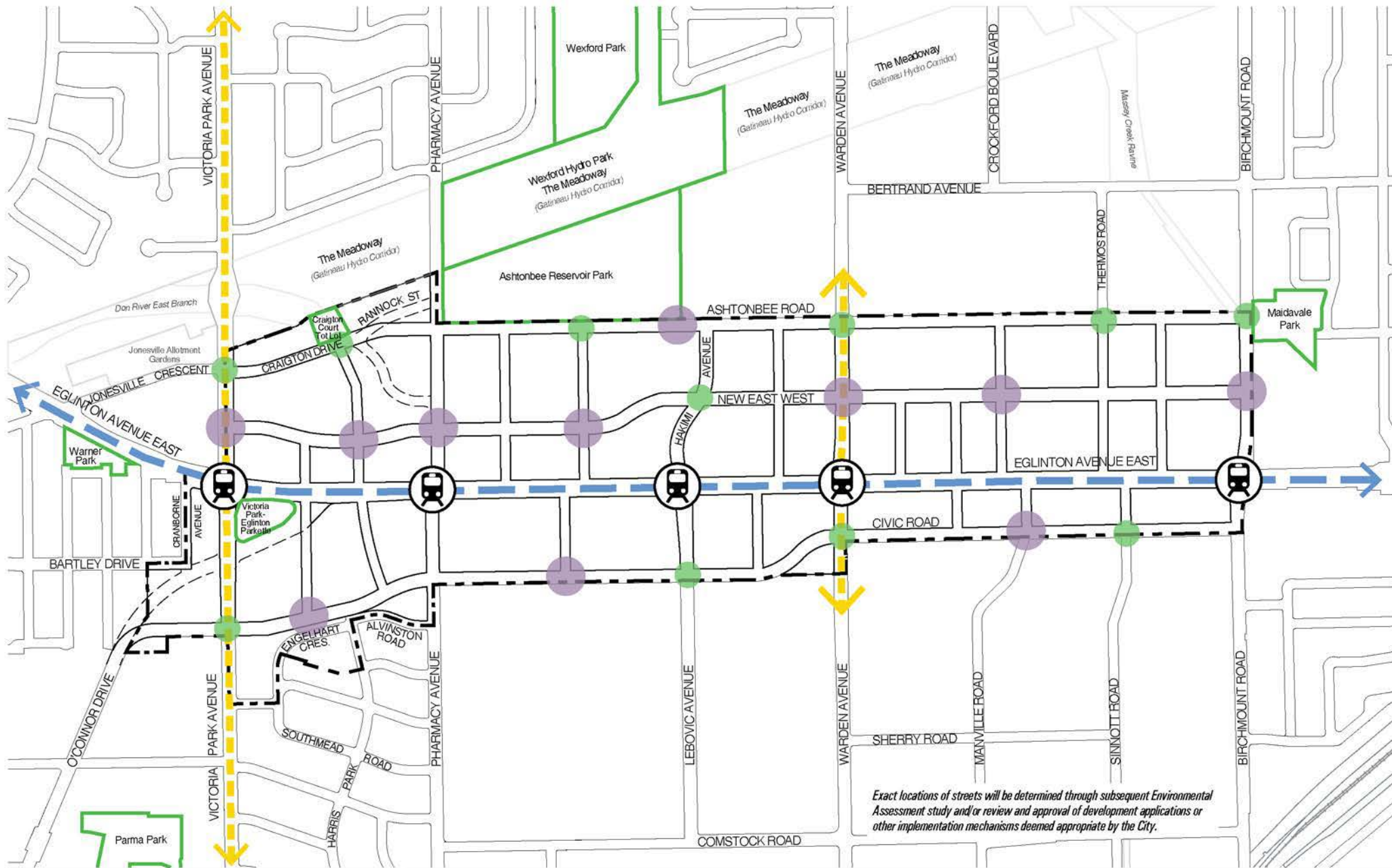
- Secondary Plan Boundary
- - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Possible Building Edge
- Required Active Commercial Uses at Grade
- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.21)

* Refer to SASP 400, Chapter 7 of the Official Plan for the lands west of Victoria Park Avenue at O'Connor Drive

Not to Scale







Golden Mile Secondary Plan

MAP 45-17 Transit and Travel Demand Management Plan

- Secondary Plan Boundary
- - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured

- Eglinton LRT Line
- Transit Priority Segment

Note: The extent of the Warden Transit Priority Segment to be studied further



Transit Interchange with Shared Mobility Hub



Medium Scale Shared Mobility Hub



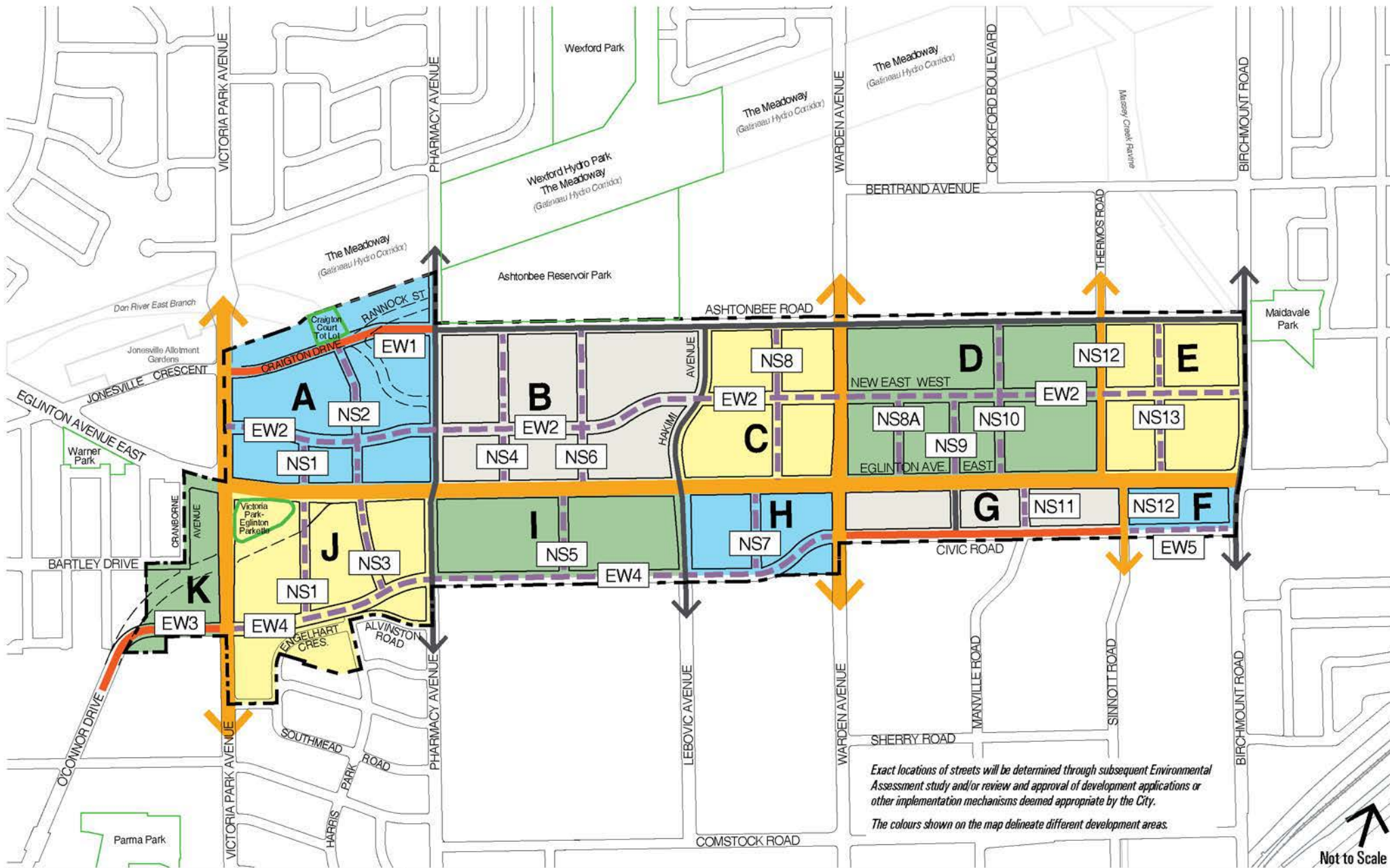
Small Scale Shared Mobility Hub



Existing Park

Not to Scale





Golden Mile Secondary Plan

MAP 45-18 Transportation Implementation Plan

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured

- Existing Street to be Widened
- Existing Street to be Widened / Reconfigured
- Existing Street with Improved Streetscape
- New Street

Street ID	Street Name	Development Area
EW1	Craigton Drive Reconfiguration	All
EW2	Golden Mile Boulevard	All
EW3	O'Connor Drive Reconfiguration	All
EW4	O'Connor Drive Extension	All
EW5	Civic Road Extension	All

Street ID	Street Name	Development Area
NS1 and NS3	North-south Street 1 and 3	J
NS1 and NS2	North-south Street 1 and 2	A
NS4 and NS6	North-south Street 4 and 6	B
NS5	North-south Street 5	I
NS7	North-south Street 7	H
NS8	North-south Street 8	C

Street ID	Street Name	Development Area
NS9 and NS10	North-south Street 9 and 10	D
NS11	North-south Street 11	G
NS12	Thermos Road and Sinnott Road Widening	D, E, F, G
NS13	North-south Street 13	E

NS1 Street ID



Official Plan Amendment # 499

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

Golden Mile Secondary Plan

File # 17 134997 EPS 00 TM

-  Lands to be Designated from *Mixed Use Areas* and *Apartment Neighbourhoods* to *Parks*
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas

- Parks & Open Space Areas**
-  Natural Areas
-  Parks

-  Utility Corridors

-  General Employment Areas
-  Core Employment Areas

↑
Not to Scale
02/28/2022