

WITHOUT PREJUDICE AND CONFIDENTIAL ~ (June 14, 2022)
Draft Site and Area Specific Policy (SASP) for SmartCentres in Golden Mile

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

AMENDMENT NO. xxx TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2021 AS
1900 EGLINTON AVENUE EAST**

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

1. Map 31 – Site and Area Specific Policies of the Official Plan of the City of Toronto – is revised by adding lands known municipally in the year 2021 as 1900 Eglinton Avenue East, shown as Site and Area Specific Policy No. XXX.
2. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy and associated maps:

XXX. 1900 Eglinton Avenue East

A. INTERPRETATION

- 1) Site and Area Specific Policy No. XXX is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In case of conflict, the policies of SASP No. XXX will prevail.

B. LAND USE AND DENSITY

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply.
- 2) The permitted maximum gross floor area on the Site will not exceed 431,971 square metres and density incentives in any applicable Secondary Plan do not apply.

- 3) A minimum of 10 per cent of the gross floor area of the development on the Site south of Public Street A shall be provided as non-residential uses in one or multiple buildings on the Site.

C. TRANSPORTATION NETWORK

- 1) The planned street network is identified on Map 1, and will be comprised of the following:
 - i. Public Street A will have a minimum right-of-way width of 27 metres connecting Public Street D and Hakimi Avenue;
 - ii. Public Street B will have a minimum right-of-way width of 23 metres connecting Ashtonbee Road and Eglinton Avenue East;
 - iii. Public Street C will have a minimum right-of-way width of 20 metres connecting Ashtonbee Road and Public Street A;
 - iv. Public Street D will have a minimum right-of-way width of 20 metres connecting Ashtonbee Road and Eglinton Avenue East, of which a minimum right-of-way width conveyed to the City shall be 14.5 m on the Site;
 - v. A **minimum 3.25 metre [TBD]** right-of-way widening will be required along Eglinton Avenue East to contribute to the achievement of a minimum right-of-way width of 43.0 metres;
- 2) The exact location, alignment and design of public streets will be refined through a Draft Plan of Subdivision for the Site, which will be informed by any completed Municipal Class Environmental Assessment.
- 3) Conceptual Streets as identified on Map 1 provide for pedestrian and other modes of active transportation access and may also provide for vehicular access.
- 4) Priority Pedestrian Locations shown on Map 2 are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks and, corner extensions at intersections.
- 5) Mid-block pedestrian connections are pedestrian connections with or without vehicular access through an individual block connecting the streets, or parks adjacent to the block. Safe, generously-scaled and comfortable mid-block pedestrian connections on individual blocks

extend the mobility network and may be provided at potential locations identified on Map 2.

- 6) Cycling infrastructure and facilities will be planned and provided through Site development with bicycle parking along cycling routes and bike-share facilities as identified on Map 3. Bicycle boxes and/or other infrastructure designs will be provided at cycling interchanges to secure safer turning movements for cyclists.
- 7) Shared Mobility Hubs are defined as single service points for bike-share, ride-share and/or car-share facilities at locations identified on Map 5 will be integrated in development or accessible on adjacent blocks, where appropriate.
- 8) Dedicated multi-use paths will be provided within the setback areas along the east sides of Block "D" and Block "G", without vehicular access in the setback areas. Vehicular access in the setback area may be permitted as an interim condition.
- 9) Public Street A will be designed to promote safe pedestrian crossing and establish a strong visual connection between Park Block B and Park Block C, with features such as raised intersections, curb extensions, and pedestrian cross-walks with decorative paving.

D. PARKLAND

- 1) New public parkland will be required to support and meet the needs of residents and employees of the Site and broader community. There will be two public parks on the Site:
 - i. A public park with a minimum size of 1,700 square metres located on the east side of Hakimi Avenue, generally provided in the location identified as Block "A" on Map 1. The development of the public park will occur as part of Phase 1; and
 - ii. A public park with a minimum size of 16,500 square metres:
 - a. The north portion of the park will have a generous street frontage on Public Street A and Ashtonbee Road, and will be generally provided in the location identified as Block "C" on Map 1; and
 - b. The south portion of the park will have a generous street frontage on Eglinton Avenue East and Public Street A, will be generally provided in the location identified as Block "B" on Map 1.

E. PUBLIC REALM

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

F. BUILT FORM

- 1) A maximum of twelve tall buildings may be permitted on the Site, and the maximum tall building heights will be distributed on Blocks as identified on Map 2.
- 2) Mid-rise buildings will be provided at the locations identified on Map 2 with the identified maximum heights.
- 3) Development will provide minimum building setbacks from streets and public parks as follows:
 - i. A minimum of 3.0 metres from all public streets;
 - ii. A minimum of 8.0 metres from the public parks on Block B and Block C; and
 - iii. A minimum of 7.5 metres from Eglinton Avenue East (excluding daylight triangle) along the tall building located at the northwest corner of Eglinton Avenue East and Hakimi Avenue
- 4) Minimum and maximum base building heights will be provided in accordance with Map 2.
- 5) Development of tall buildings will:
 - i. Be located strategically on development Blocks in response to the frontage, depth, and configuration of the Blocks, to support the planned 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;
 - ii. 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 public streets and

public parks, and will be organized to provide variation in tower placement and setbacks along public streets and public parks to create and support interesting streetscapes, views, and vistas;

- ii. Maintain tower floor plate sizes that will not exceed 750 square metres for residential tall buildings and the residential portion of mixed-use tall buildings; and
- iii. Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be permitted at limited locations on the Site in order to achieve other built form objectives to enhance the pedestrian experience, such as greater tower setbacks, and will be no less than 25 metres.

Context Plan

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

G. HOUSING

- 1) The Site will develop with affordable housing through one or more of the following delivery mechanisms or an equivalent mechanism to meet the intent of Policy 3.2.1.9 of the Official Plan and will be secured as part of any zoning by-law amendment application and/or draft plan of subdivision application:
 - i. The conveyance of land to the City;
 - ii. The provision of residential gross floor area as affordable rental housing with affordable rents secured for a period of no less than 15 years; and
 - iii. The conveyance to the City of residential gross floor area as affordable housing units for permanent affordability.
- 2) Prior to any development of the Site, except for Phase 1, a Housing Plan will be required that identifies in each phase of residential development: the percentage of units that will be two and three bedrooms in size, how the affordable housing units would be delivered and the unit types, sizes and location of affordable housing.
- 3) In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan that are required for

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

H. COMMUNITY SERVICES AND FACILITIES

- 1) A Community Services and Facilities Implementation Plan addressing the manner, order and timing for provision of the facilities will be submitted with the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Site, except for Phase 1.
- 2) Any on-site community service facilities are encouraged to be provided in the earlier phases of development.
- 3) The following community service facilities are a priority for the Site:
 - i. Two not-for-profit licensed Child Care Centres; and
 - ii. a community centre, community agency space or community recreation centre.
- 4) The gross floor area of a community service facility to be owned and/or operated by the City or a non-profit community agency on the Site may be exempted from the calculation of gross floor area in Policy B. 2), provided that the gross floor area is not required in order to satisfy Policy B. 4).

Potential Public School

- 5) A potential public school of approximately 4,645 square metres is intended to be located on one of Block E, Block G or Block H. As part of a Zoning By-law Amendment application that includes any one of Block E, Block G or Block H, arrangements with the applicable school board will be required to confirm whether or not a school will be located on Block E, Block G or Block H.
- 6) As part of the Zoning By-law Amendment application process, if a public school is confirmed not to be located on Block E, Block G or Block H, and there are no subsequent Blocks remaining for development of a potential public school, all or part of the non-residential space identified as a public school may be used for another community service facility. Should the City identify all or part of the non-residential space for an alternative community service facility use, it should also identify the method to provide such community service facility use, including as a potential community benefit, at the earliest opportunity in the process. Any remaining part of the non-residential space not used for a community service facility may be considered for other non-residential uses.

- 7) The gross floor area of any public school may be exempted from the calculation of gross floor area in Policy B. 2), provided that the gross floor area is not required in order to satisfy Policy B. 3).

I. IMPLEMENTATION

- 1) For the purposes of this SASP, "Phase 1" is defined to mean the two tall buildings fronting on Eglinton Avenue East on Block D and Park Block A.

Phasing of the Site

- 2) To ensure the orderly development of the site, development will be subject to the following phasing of the Site:

- i. Phase 1 shall include:

- a. the two tall buildings fronting on Eglinton Avenue East on Block D;
- b. the conveyance of Park Block A, as public parkland, to the City to its satisfaction under Section 42 of the *Planning Act*;
- c. any POPS and/or Public Art identified on Map 1 for Block D.

- ii. Phase 2 shall include:

- a. Block E;
- b. the conveyance of Park Block B, as public parkland, to the City to its satisfaction under Section 42 of the *Planning Act*;
- c. the construction and conveyance of Public Street A east of Street B to the City to its satisfaction;
- d. the construction and conveyance of Public Street B to the City to its satisfaction;
- e. any identified community service facility pursuant to Policy H. 1) of this SASP; and
- f. any POPS and/or Public Art identified on Map 1 for Park Block B and Block E.

- iii. Phase 3 shall include:

- a. Block H;

- b. the construction and conveyance of Public Street B north of Public Street A to Ashtonbee Road;
 - c. the construction and conveyance of Public Street A west of Street B, to the western limit of Park Block B and Park Block C, to the City to its satisfaction;
 - d. any identified community service facility pursuant to Policy H. 1) of this SASP; and
 - e. any POPS and/or Public Art identified on Map 1 for Block H.
- iv. Phase 4 shall include:
- a. Block F, Block G, and any remaining part of Block D;
 - b. the conveyance of Park Block C, as public parkland, to the City to its satisfaction under Section 42 of the *Planning Act*;
 - c. the construction and conveyance of any remaining portion of Public Street A to the City to its satisfaction;
 - d. the construction and conveyance of Public Street C to the City to its satisfaction;
 - e. the construction and conveyance of any remaining portion of Public Street D on the Site to the City to its satisfaction;
 - f. any identified community service facility pursuant to Policy H. 1) of this SASP; and
 - g. any POPS and/or Public Art identified on Map 1 on Block F, Block G and Block C.
- 3) If any portion of Block D, beyond Phase 1, is developed in advance of Phase 4, the following must be provided or have been provided, through a Draft Plan of Subdivision:
- i. the construction and conveyance of Public Street A west of Public Street B, to the western limit of the Site to the City to its satisfaction;
 - ii. the construction and conveyance of Public Street B south of Street A to the City to its satisfaction;
 - iii. the construction and conveyance of any remaining portion of Public Street D on the Site, south of Street A, to the City to its satisfaction;
 - iv. the conveyance of Park Block B to the City to its satisfaction under Section 42 of the *Planning Act*;

- v. any identified community service facility pursuant to Policy H. 1) of this SASP; and
 - vi. any remaining POPS identified on Map 1 for Block D.
- 4) Notwithstanding Policy I. 2) above, if the City, in its sole discretion, is satisfied that the required matters are satisfactorily addressed and/or secured and will be provided at a time satisfactory to the City, then certain matters identified in any specified Phase may be provided earlier or later than specified above, at the discretion of the City.

Draft Plan of Subdivision

- 5) Prior to development of all or any part of the Site, except Phase 1, and prior to, or concurrent with, the approval of any Zoning By-law Amendment for all or part of the Site, a Draft Plan of Subdivision will either be required for the entirety of the Site subject of this SASP or at a minimum for the Phase as specified in Policy I. 2) above.
- 6) A Subdivision Agreement(s) will be entered into and registered on title to implement the structure plan contained in this Site and Area Specific Policy, and other related matters, and will include securing a satisfactory Housing Plan and the resulting affordable housing as contemplated by this Site and Area Specific Policy and subsection 51(17) of the *Planning Act*, if not already secured elsewhere. The Draft Plan of Subdivision may be registered in phases, where determined appropriate.
- 7) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, including off-site cycling network improvements, transit improvements, streetscape along Eglinton Avenue East and parkland will be addressed and secured through the Draft Plan of Subdivision and Zoning By-law Amendment.
- 8) The implementation of the street network on the Site will occur incrementally over time.
- 9) The phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement, and such Subdivision Agreement may provide for phasing of the transportation system over time.
- 10) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new and improved transportation (streets, transit, cycling, pedestrian)

infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.

- 11) In accordance with subsection 51(18) of the *Planning Act*, the City may require that:
 - i. A Municipal Class Environmental Assessment Study, or such study satisfactory to the City, being a Transit Corridor Study, for Victoria Park Avenue and/or Warden Avenue, has commenced; and
 - ii. A Municipal Class Environmental Assessment Study including the street network on the Site has commenced.

These above-noted studies may be conducted and funded by the City and/or jointly with the owner of the Site, and/or other landowners. Should the owner of the Site proceed in advance of the commencement of the Transit Corridor Study identified in I. 11) i), funding will be provided by the owner of the Site and secured in a manner satisfactory to the City in support of such study. For greater certainty, commencement does not mean the Municipal Class Environmental Assessment Studies, where applicable, has been completed.

Zoning By-law Amendment(s)

- 12) Zoning By-law Amendment(s) will include provisions dedicated to community services and facilities, where required, for the Site.
- 13) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate proposed development on the Site.
- 14) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following are required for any Zoning By-law Amendment application:
 - i. A Context Plan for the Site which addresses the phasing of the development blocks and Parks shown on Map 1, the layout and design of existing and proposed public realm elements, built form elements and their impact, and relationship with the existing and potential future development in the areas adjacent to the Context Plan area for endorsement by City Council as an Implementation Plan for the Site under Policy 5.3.2.1. of the Official Plan; and
 - ii. A Multi-Modal Transportation Impact Study (MMTIS), which will identify the demands and impacts of development and include a

Transportation Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of earlier phases on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation system. The MMTIS must demonstrate prior to the approval of any Zoning By-law Amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips 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 higher order transit along Victoria Park Avenue or Warden Avenue.

- 15) Where transportation improvements and/or new transportation infrastructure are identified as part of the MMTIS, the Zoning By-law Amendment(s) may include a holding provision for all or part of the Site until those matters are implemented in a manner satisfactory to the City or such arrangements are secured in a manner satisfactory to the City to permit development to proceed concurrent with the identified transportation improvements and/or new transportation infrastructure.

ATTACHMENTS

[Maps to be finalized]

- Map 1: Structure and Public Realm & Street Network
- Map 2: Pedestrian Network
- Map 3: Cycling Network
- Map 4: Built Form
- Map 5: Transit and Travel Demand Management Plan
- Map 6: Phasing Plan