

**WITHOUT PREJUDICE AND CONFIDENTIAL**

Draft Site and Area Specific Policy (SASP) for Dream Lands in Golden Mile

City of Toronto By-law No. ---2022

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**AMENDMENT NO. xxx TO THE OFFICIAL PLAN**

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS  
2200-2206 EGLINTON AVENUE EAST, 75 THERMOS ROAD, AND 1020-1030  
BIRCHMOUNT ROAD**

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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 2020 as 2200-2206 Eglinton Avenue East, 75 Thermos Road, And 1020-1030 Birchmount Road 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. 2200-2206 Eglinton Avenue East, 75 Thermos Road, and 1020-1030  
Birchmount Road**

**A. INTERPRETATION**

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

**B. LAND USE AND DENSITY**

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply.
- 2) Residential uses are not permitted on Block 1 as shown on Map 1.
- 3) The permitted maximum gross floor area on the Site will not exceed 251,319 square metres.

- 4) A minimum of 10 per cent of the gross floor area of the development on the site south of Street A shall be provided as non-residential uses in one or multiple buildings, including any required office uses in Policy B. 5).
- 5) A minimum of 14,033 square metres gross floor area of existing office and/or office related uses will be retained and replaced on-site. The replacement gross floor area will be encouraged to be replaced prior to, or concurrent with, the associated new residential development.
- 6) The density incentives in any applicable Secondary Plan do not apply, except for any the gross floor area of a community service facility to be owned and/or operated by the City or a non-profit community agency, which are exempted from the calculation of the total gross floor area.
- 7) Active at-grade commercial uses such as retail and service uses, restaurants, office uses, day care/community uses, and entrances to office buildings are required at the locations identified on Map 2. Residential lobbies are strongly discouraged along Eglinton Avenue East, but may be permitted on the southeast corner of Block 2 and with limited frontage on Block 4, where appropriate. Active at-grade commercial uses should:
  - i. Provide individual entrances along streets, at the same level as the adjacent sidewalk;
  - ii. Provide a minimum ground floor height of 4.5 metres;
  - iii. Provide continuous weather protection to ensure pedestrian comfort, where appropriate; and
  - iv. Be encouraged along the north-south streets leading directly to the ECLRT stops, park edges adjacent to Eglinton Avenue East, Street A, and at other appropriate locations.
- 8) Existing non-residential uses are permitted on an interim basis.

### **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 right-of-way width of 27.0 metres between Thermos Road and Birchmount Road;
  - ii. Public Street B will have a right-of-way width of 20.0 metres between Eglinton Avenue East and Street A;
  - iii. Public Street C will have a right-of-way width of 20.0 metres north of Public Street A and is intended to connect to Ashtonbee Road on lands north of the Site;

- iv. The phasing of Public Street C will be determined through the development review process;
  - v. A 3.2 metre right-of-way widening along Eglinton Avenue East will be required to contribute to the achievement of a minimum right-of-way width of 43.0 metres; and
  - vi. A 1.5 metre right-of-way widening along Thermos Road will be required to contribute to the achievement of a minimum right-of-way width of 23.0 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) Priority Pedestrian Locations shown on Map 3 are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, or other appropriate measures.
  - 4) New Streets and Street Widening, Priority Pedestrian Locations, Cycling Routes and Interchanges, and Transit Nodes and Shared Mobility Hubs are generally provided as shown on Maps 45-4, 45-7, 45-8, 45-9, 45-10, and 45-17 of the Golden Mile Secondary Plans.

#### **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 3,200 square metres on the north side of Eglinton Avenue East and east of Public Street B, generally provided in the location identified as Block "3" on Map 1; and
  - ii. a public park with a minimum size of 2,600 square metres having generous street frontage on north of Public Street A and east of Public Street C, generally provided in the location identified as Block "6" 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 secured, at the owner's expense, in a manner satisfactory to the City.
- 3) Potential mid-block connections as identified on Map 1 will provide for pedestrian access and other forms of active transportation.

## **F. BUILT FORM**

- 1) A maximum of eight tall buildings may be permitted on the Site, and the maximum tall building heights will be distributed on Blocks as identified on Map 2.
- 2) A mid-rise building with a maximum height of 6 storeys will be located along Thermos Road in the mid-rise building area on Block 4 as identified on Map 2.
- 3) Development on Block 7 will provide appropriate transition to Maidavale Park and the adjacent designated *Neighbourhoods* by:
  - i. Locating low-rise buildings toward the northeastern portion of Block 7; and
  - ii. Generally fitting within a 45-degree angular plane extending west from the Birchmount Road frontage of Maidavale Park.
- 4) Development will provide minimum building setbacks from streets, and parks and open spaces as follows:
  - i. A minimum of 3 metres from all public streets; and
  - ii. A minimum of 5 metres from all public parks and open spaces.
- 5) Encroachments and projections into the minimum required building setbacks will be generally limited through the zoning by-law to elements that provide enhancements to the public realm.
- 6) Development will minimize shadow impact on and achieve a minimum of five (5) consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum

of approximately 50 per cent of the park area on Park Block 6 on March 21st and September 21st.

- 7) Minimum and maximum base building heights will be provided as identified on Map 2.
- 8) 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 the Site will be predominantly designed with a minimum 5-metre tower stepback from the base building for a minimum of 2/3 of each tower frontage facing public streets and public parks, and will be organized to provide variation in tower placement and stepbacks along streets, parks and open spaces to create and support interesting streetscapes, views, and vistas;
  - iii. Maintain floor plate sizes that will not exceed 750 square metres for residential tall buildings and residential portion of mixed-use tall buildings;
  - iv. Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be permitted on Block 2 and Block 7 on the Site and will be no less than 25 metres.

#### *Context Plan*

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

#### **G. HOUSING**

- 1) A minimum of 10 percent of the total residential units on each Block will have at least three bedrooms.
- 2) An additional minimum of 25 per cent of the total number of residential units on each Block will have at least two bedrooms.

- 3) Notwithstanding Policy 3.2.1.9(b) of the Official Plan, the provision of 20% of the residential dwelling units as affordable housing units is not required provided that a minimum of the provision of 130 affordable rental housing units, based on 100% Average Market Rent and an affordability period of fifteen (15) years, be delivered on a proportional basis to the market housing with the option to consolidate these affordable rental housing units on one or two blocks as part of an early phase of development, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- 4) Prior to any residential development of the Site, a Housing Plan will be required that identifies in each phase of residential development: the percentage of units that will be two and three bedrooms in size, how the required affordable housing units will be delivered and the unit types, sizes and location of affordable housing.

## **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 application for the Site.
- 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 required for the Site:
  - i. A not-for-profit licensed Child Care Centre and/or EarlyON Centre conveyed to the City; and
  - ii. A community agency space conveyed to the City.

## **I. IMPLEMENTATION**

### *Draft Plan of Subdivision*

- 1) Prior to any development proceeding for all or any part of the Site, a Draft Plan of Subdivision will be required to be approved for the entirety of the Site subject of this SASP.
- 2) A Subdivision Agreement will be entered into and registered on the entirety of the Site to implement the structure plan contained in this Site and Area Specific Policy, and other related matters, and will include securing a satisfactory Housing Plan and resulting affordable housing as contemplated by this Site and Area Specific Policy and subsection 51(17) of the *Planning*

Act, if not already secured elsewhere. The Draft Plan of Subdivision may be registered in phases, where determined appropriate.

- 3) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, including off-site cycling network improvements, streetscape along Eglinton Avenue East and parkland, will be addressed and secured through a Draft Plan of Subdivision and Zoning By-law Amendment.
- 4) The implementation of the street network on the Site will occur incrementally over time.
- 5) The phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement, and such Subdivision Agreement may provide for phasing of the transportation system over time.
- 6) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new municipal infrastructure and new and improved transportation (streets, transit, cycling, pedestrian) infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.
- 7) In accordance with subsection 51(18) of the *Planning Act*, the City will require that:
  - i. a Municipal Class Environmental Assessment Study, or such study satisfactory to the City, being a Transit Corridor Study for Victoria Park Avenue or Warden Avenue, has commenced; and
  - ii. a Municipal Class Environmental Assessment Study including the street network on the Site has commenced or as may be permitted by Policy C. 2) of this SASP XXX, a Draft Plan of Subdivision for the street network on this Site has been submitted.

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

- 8) These above-noted studies required in I. 7) i. may be conducted and funded by the City and/or jointly with the owner of the Site, and/or other landowners. Despite Policy I. 7) i., a draft plan of subdivision may be submitted and the owner of the Site may proceed in advance of the commencement of the

Transit Corridor Study identified in I. 7) i), if the owner of the Site provides and/or secures funding in a manner satisfactory to the City in support of such study.

*Zoning By-law Amendment(s)*

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



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

### **ATTACHMENTS**

Map 1: Structure and Public Realm & Street Network

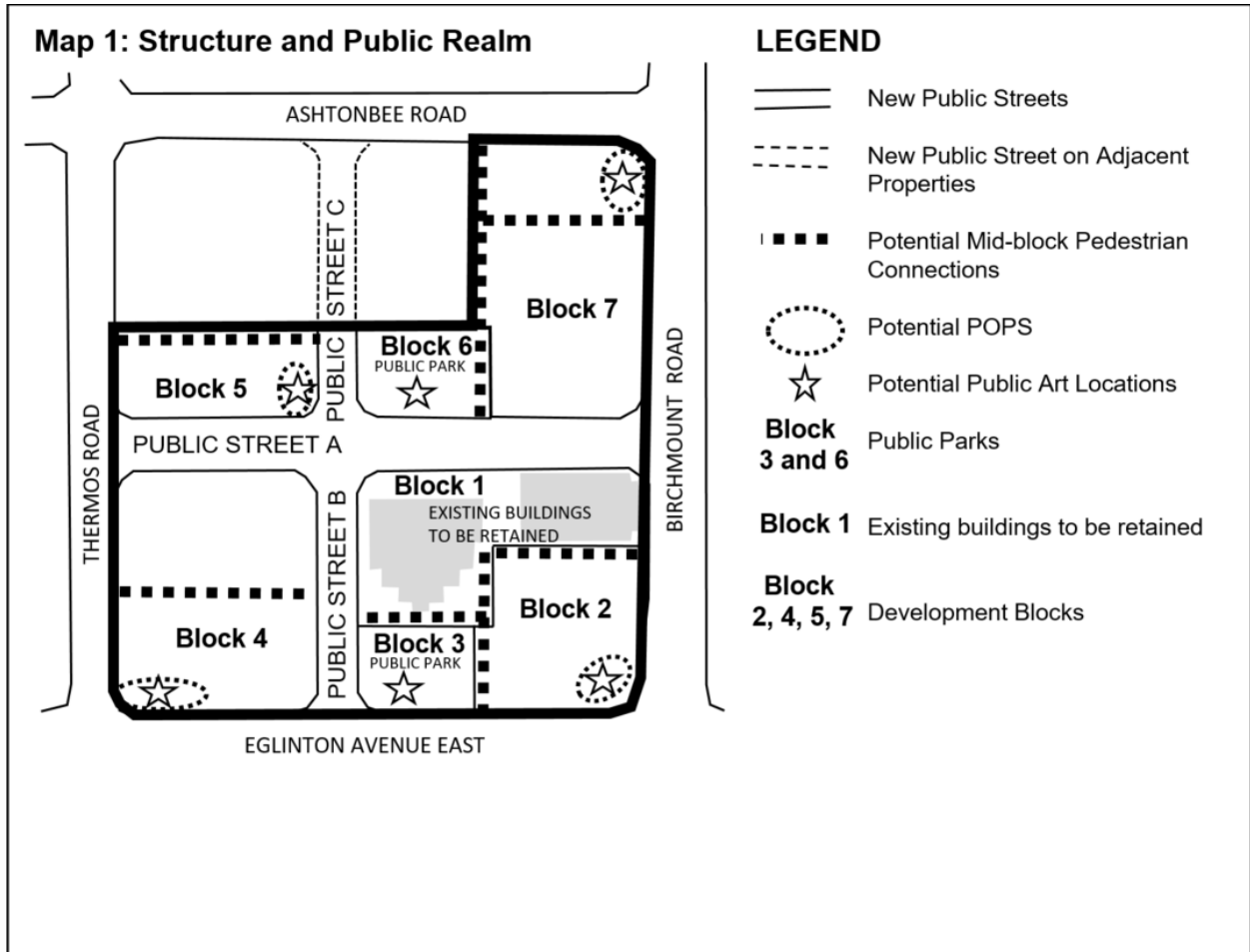
Map 2: Built Form

Map 3: Pedestrian Network

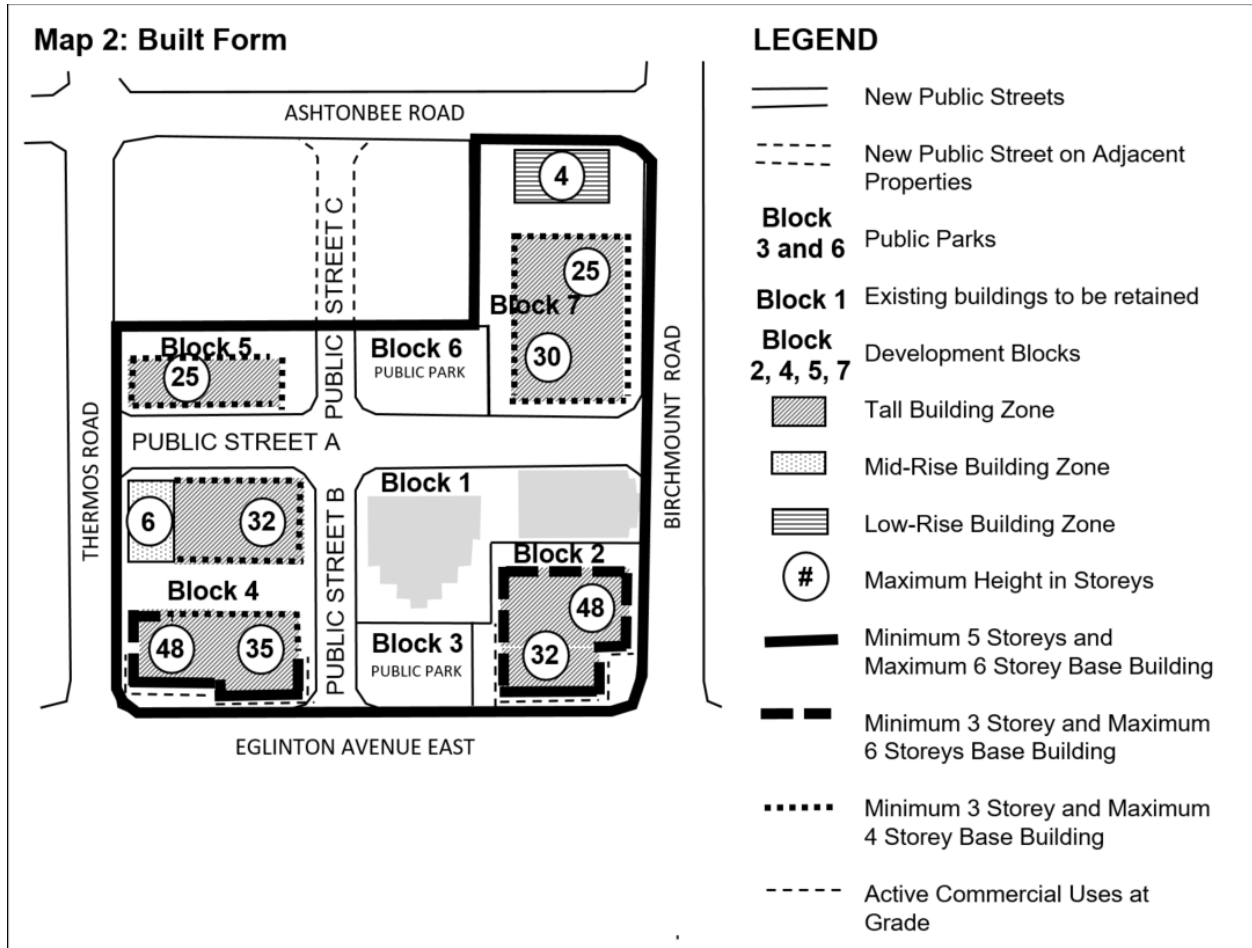
Map 4: Cycling Network

Map 5: Transit and Travel Demand Management Plan

Map 1: Structure and Public Realm & Street Network



Map 2: Built Form



Map 3: Pedestrian Network



Map 4: Cycling Network



Map 5: Transit and Travel Demand Management Plan

