

**WITHOUT PREJUDICE AND CONFIDENTIAL ~ (Oct 26, 2022)**

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

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

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

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2021  
AS  
1960 EGLINTON AVENUE EAST**

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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 2021 as 1960 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. 1960 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, except for Policy 14.1 of the Golden Mile Secondary Plan, which will continue to prevail for any industrial uses proposed in *Mixed Use Areas*.

**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 is 207,010 square metres, provided that the maximum residential gross floor area on the Site shall not exceed 144,818 square metres and:

- i. a minimum of 45,000 square metres of the gross floor area is provided on Block "D" as high-quality employment uses, such as office, research, compatible industrial uses, manufacturing, and distribution uses;
  - ii. a minimum of 2,500 square metres of the gross floor area is provided on Block "B" and Block "C" as non-residential uses other than the uses required in Policy B. 2) i; and
  - iii. the remaining gross floor area will be provided on the Site as high-quality employment uses and/or non-residential uses.
- 3) Despite Policy B. 2), if the Site is not developed with the minimum non-residential gross floor area focusing on high-quality employment uses in Policy B. 2) i., the permitted maximum gross floor area on the Site is 181,710 square metres, provided that the maximum residential gross floor area on the Site shall not exceed 138,800 square metres and:
  - i. a minimum of 30,000 square metres of the gross floor area is provided on Block "D" as high-quality employment uses, such as office, research, compatible industrial uses, manufacturing, and distribution uses; and
  - ii. a minimum of 2,500 square metres of the gross floor area is provided on Block "B" and Block "C" as non-residential uses other than the uses required in Policy B. 3) i.; and
  - iii. the remaining gross floor area will be provided on the Site as high-quality employment uses and/or non-residential uses.
- 4) Non-residential uses will be provided in an early phase of development.
- 5) Residential uses are not permitted on Block "D".

#### *Compatibility and Mitigation*

- 6) As part of a complete application for development on the Site, a Compatibility/Mitigation Study and a Noise Impact and Air Quality Study will be required to determine land use compatibility, appropriate mitigation measures, appropriate design, and minimum separation distances between the employment uses and the sensitive land uses including:
  - i. Development on lands designated *Mixed Use Areas* that include sensitive land uses, including residential uses;

- ii. Development that proposes sensitive land uses, including residential uses, within the area of influence of any major facility; or
- iii. Development that proposes sensitive land uses, including residential uses, outside of and adjacent to or near to lands designated *General Employment Areas*, *Core Employment Areas*, or employment uses in *Mixed Use Areas*.

The Compatibility/Mitigation Study and Noise Impact and Air Quality Study will be subject to the requirements of Policies 2.2.4.7, 2.2.4.8 and 2.2.4.9 of the Official Plan.

### **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 Warden Avenue;
  - ii. Public Street B will have a minimum right-of-way width of 20 metres connecting Eglinton Avenue East and Public Street A, except the portion south of Block "C", which will have a minimum right-of-way width conveyed to the City shall be 14.0 metres;
  - iii. A minimum 3.0 metre [TBC] right-of-way widening will be required along Eglinton Avenue East to contribute to the achievement of a minimum right-of-way width of 43.0 metres; and
  - iv. A minimum 3.0 metre [TBC] right-of-way widening will be required along Warden Avenue to contribute to the achievement of a minimum right-of-way width of 36.0 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 as generally 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.

- 4) 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 as generally identified on Map 3.
- 5) Cycling infrastructure and facilities will be planned and provided through Site development with bicycle parking along cycling routes and bike-share facilities as generally identified on Map 4. Bicycle boxes and/or other infrastructure designs will be provided at cycling interchanges to secure safer turning movements for cyclists.
- 6) Shared Mobility Hubs are defined as single service points for bike-share, ride-share and/or car-share facilities at locations generally identified on Map 5 will be integrated in development or accessible on adjacent blocks, where appropriate.
- 7) A dedicated multi-use path will be provided within the setback area along the east side of Block "D".

#### **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. The Site will include one public park with a minimum size of 2,470 square metres, with frontage on Ashtonbee Road and Public Street A, generally provided in the location identified as Block "A" on Map 1. An off-site parkland dedication on adjacent lands for the remainder of the parkland is encouraged.

#### **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 as part of a Zoning By-law Amendment and/or Site Plan Control application process.

#### **F. BUILT FORM**

- 1) A maximum of four tall buildings may be permitted on the Site at the locations identified on Map 2 with the identified maximum heights.

- 2) One mid-rise buildings will be provided at the location identified on Map 2 with the identified maximum height.
- 3) Development will provide minimum building setbacks from public streets and public parks as follows:
  - i. A minimum of 3.0 metres from all public streets;
  - ii. A minimum of 10.0 metres from the public park; and
  - iii. A minimum of 15.0 metres from Eglinton Avenue East and a minimum of 27.0 metres from Warden Avenue for the tower component of the tall building located at the northeast corner of Eglinton Avenue East and Warden Avenue (being Building A on Map 2).
- 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;
  - iii. 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
  - iv. 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. The tower

portion of the tall building on Block "C" shall be setback a minimum of 12.5 metres from the east property line.

*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. COMMUNITY SERVICES AND FACILITIES**

- 1) A Community Services and Facilities Implementation Plan addressing the manner, order and timing for provision of the facilities will be submitted with the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Site.
- 2) Any on-site community service facilities are encouraged to be provided in the earlier phases of development.
- 3) The following community service facilities are a priority for the Site:
  - i. A not-for-profit licensed Child Care 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) or Policy B. 3), provided that the gross floor area is not required in order to satisfy the minimum non-residential gross floor area in Policy B.2) or Policy B. 3).

**H. IMPLEMENTATION**

*Phasing of the Site*

- 1) To ensure the orderly development of the Site, development will be subject to the following phasing of the Site:
  - ii. Phase 1 shall include:
    - a. 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. the construction and conveyance of Public Street A to the City to its satisfaction;
  - d. any POPS and/or Public Art identified on Map 1 for Block "D".
- iii. Phase 2 shall include:
    - a. the construction and conveyance of Public Street B to the City to its satisfaction;
    - b. the tall building and mid-rise building fronting on Eglinton Avenue East on Block "B";
    - c. any identified community service facility pursuant to Policy H. 1) of this SASP; and
    - d. any POPS and/or Public Art identified on Map 1 for the northeast corner of Eglinton Avenue East and Warden Avenue on Block "B".
  - iv. Phase 3 shall include:
    - a. The tall buildings fronting on Warden Avenue and Public Street A on Block "B";
    - b. any POPS and/or Public Art fronting on Public Street B identified on Map 1 for Block "B".
  - v. Phase 4 shall include:
    - a. Block "C".
- 2) Notwithstanding Policy H. 1) 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 any specified Phase may be provided earlier or later than specified above, at the discretion of the City.

*Draft Plan of Subdivision*

- 3) Prior to development of all or any part of the Site and prior to, or concurrent with, the approval of any Zoning By-law Amendment for all or part of the Site, a Draft Plan of Subdivision may be required for the entirety of the Site subject of this SASP or at a minimum for the first phase of development.
- 4) 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. The Draft Plan of Subdivision may be registered in phases, where determined appropriate.

- 5) 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/or Zoning By-law Amendment.
- 6) The implementation of the street network on the Site will occur incrementally over time.
- 7) 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.
- 8) 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.
- 9) 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. 9) 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)*



- 10) Zoning By-law Amendment(s) will include provisions dedicated to community services and facilities, where required, for the Site.
- 11) 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.
- 12) 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 Travel 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 a Zoning By-law Amendment or the lifting of the hold from a 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.
- 13) Where transportation improvements and/or new transportation infrastructure are identified as part of the MMTIS, the Zoning By-law Amendment(s) may include a holding provision for all or part of the Site until those matters are implemented in a manner satisfactory to the City or such arrangements are secured in a manner satisfactory to the City to permit development to proceed concurrent with the identified transportation improvements and/or new transportation infrastructure.

## **ATTACHMENTS**

Map 1: Structure and Public Realm & Street Network

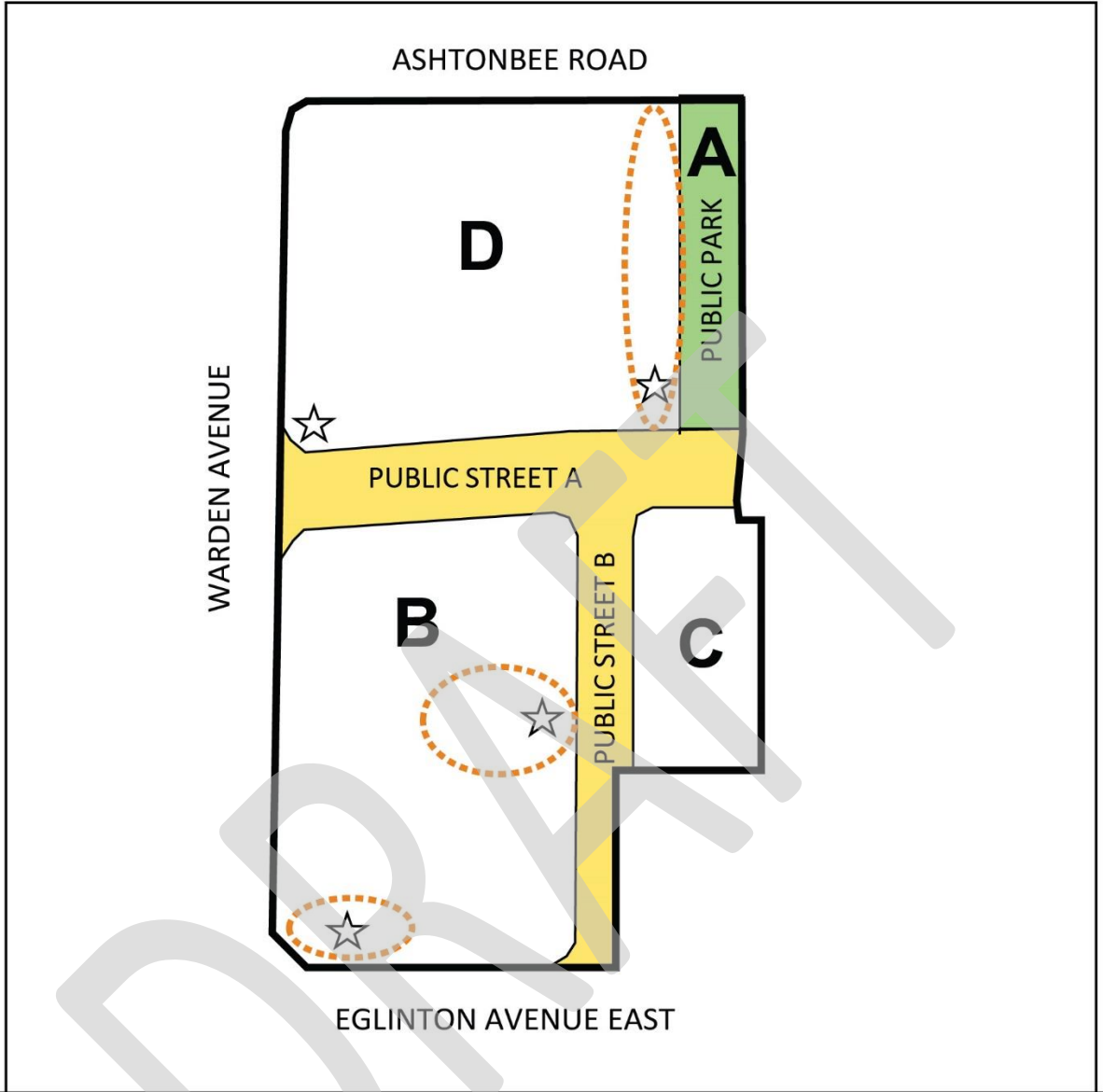
Map 2: Pedestrian Network

Map 3: Cycling Network

Map 4: Built Form

Map 5: Transit and Travel Demand Management Plan

DRAFT



- New Public Streets
- Potential POPS
- Potential Public Art Locations
- A** Public Parks
- B, C, D** Development Blocks

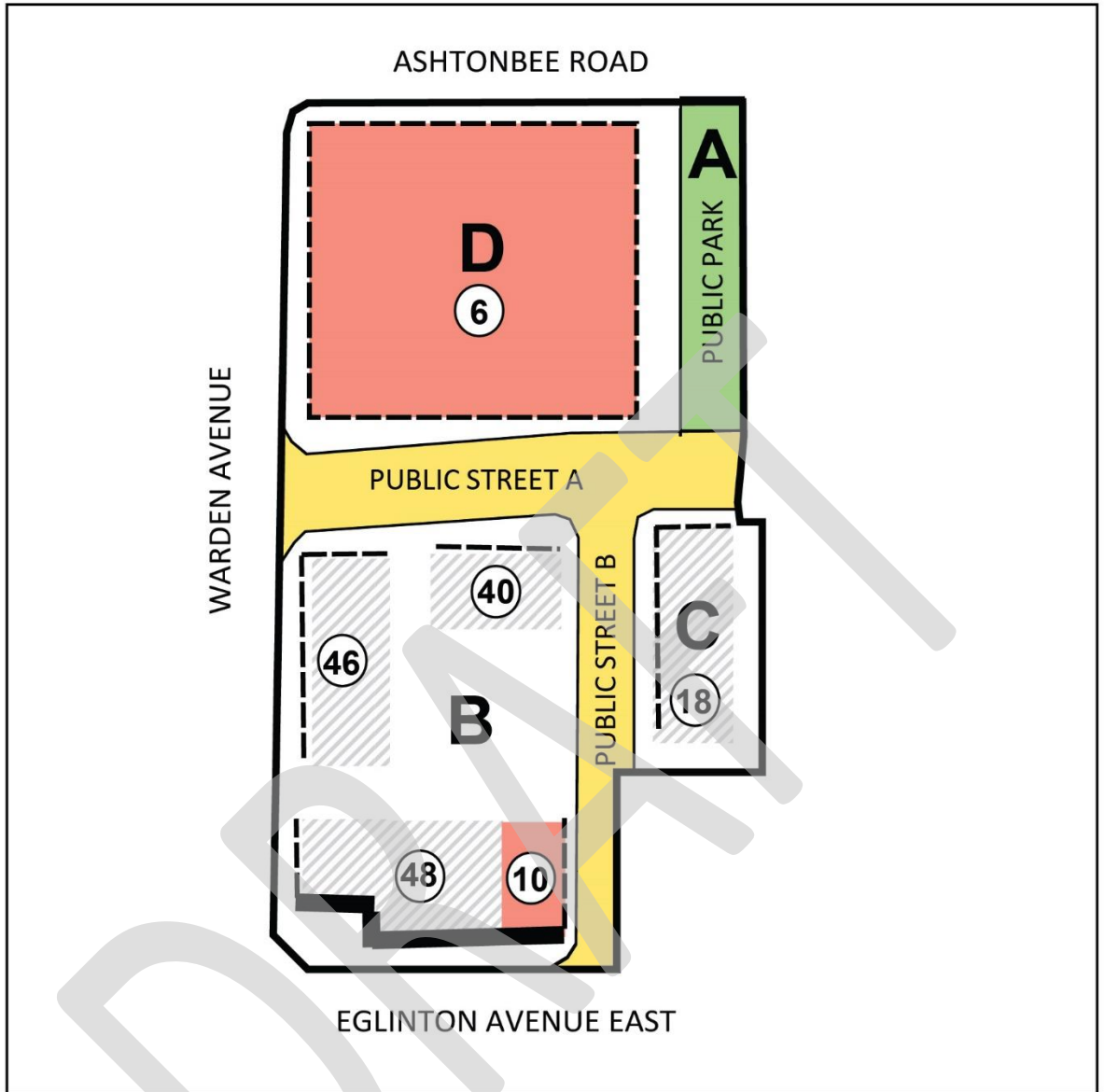
**Site and Area Specific Policy Map #1**






**1960 Eglinton Ave E (Cosmetica)**

Structure, Public Realm, and Street Network

Not to Scale  
07/29/2022

File # 20 112107 ESC 21 0Z



- |   |                        |   |  |                |                    |
|---|------------------------|---|--|----------------|--------------------|
|  | New Public Streets     |  | Minimum 5 Storeys and Maximum 6 Storey Base Building | <b>A</b>       | Public Parks       |
|  | Tall Building Zone     |  | Minimum 3 Storey and Maximum 6 Storeys Base Building | <b>B, C, D</b> | Development Blocks |
|  | Mid-Rise Building Zone |   |  |                |                    |

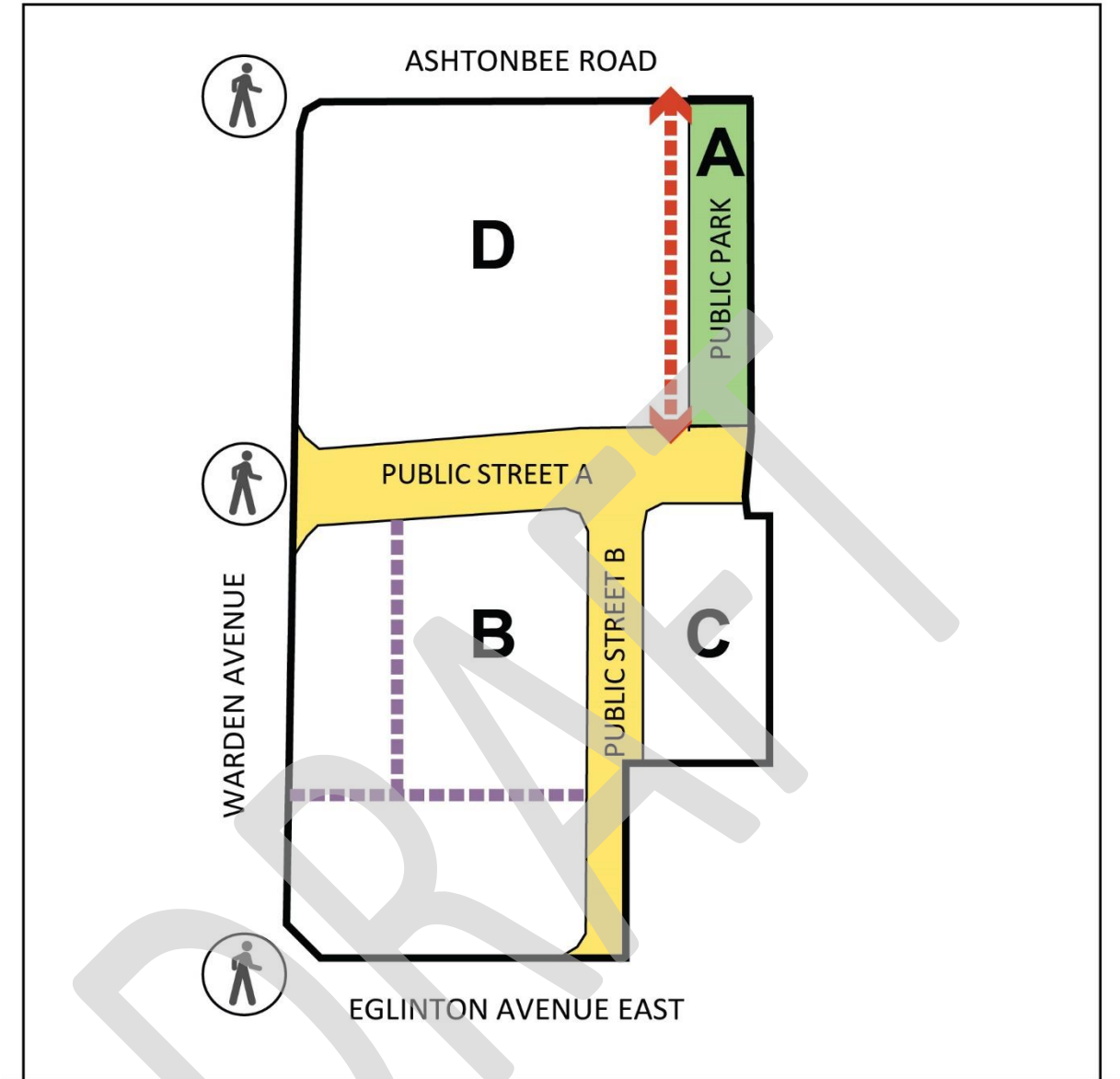
**Site and Area Specific Policy Map #2**





**1960 Eglinton Ave E (Cosmetica)**

Built Form

Not to Scale   
07/29/2022

File # 20 112107 ESC 21 0Z



 New Public Streets	 Priority Pedestrian Location	<b>A</b> Public Parks
 Potential Mid-block Pedestrian Connections	 Multi Use Trail	<b>B, C, D</b> Development Blocks

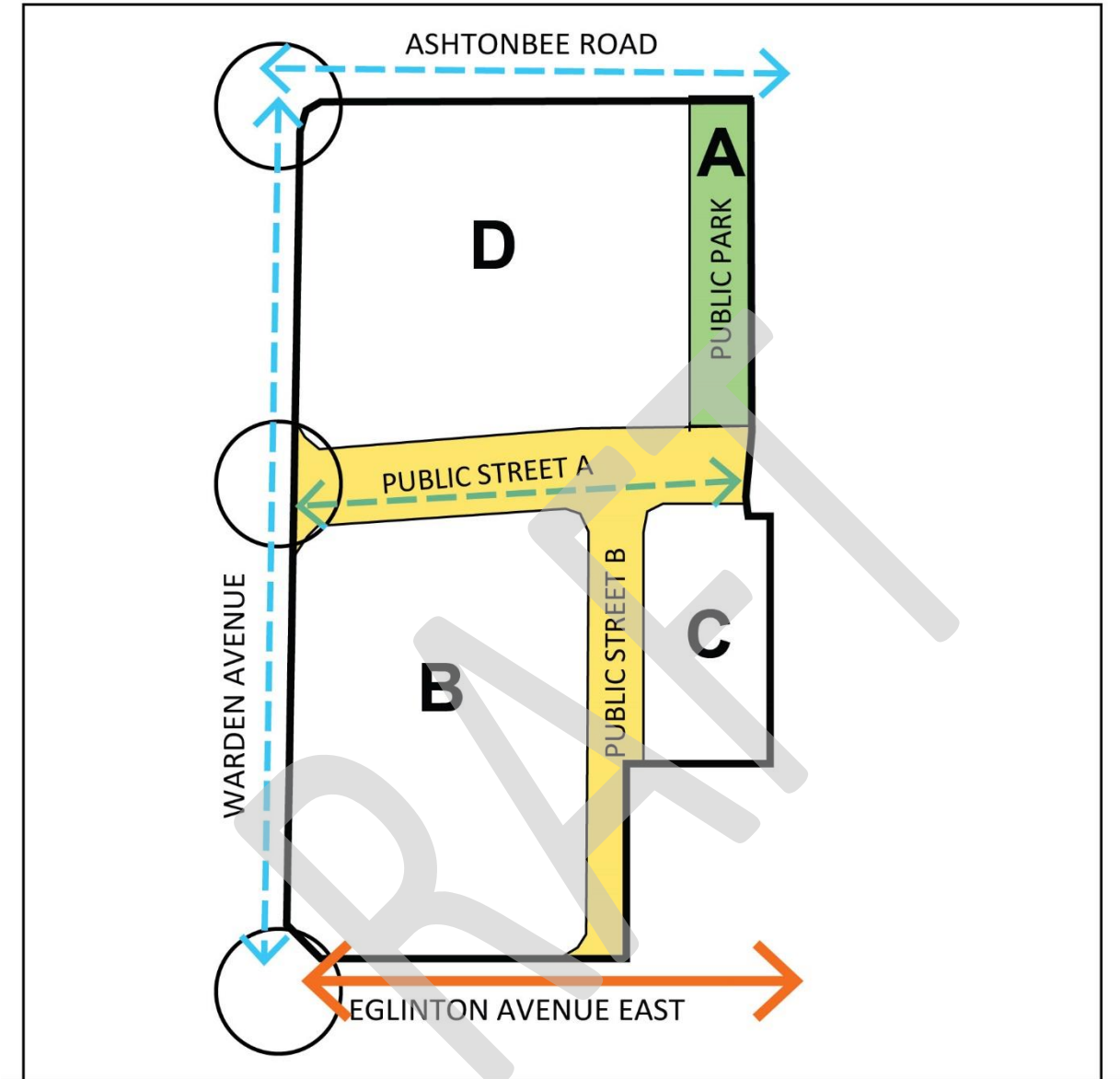
**Site and Area Specific Policy Map #3**

**1960 Eglinton Ave E (Cosmetica)**

**Pedestrian Network**

Not to Scale   
07/29/2022

File # 20 112107 ESC 21 OZ



- |   |                      |   |                         |                |                    |
|---|----------------------|---|-------------------------|----------------|--------------------|
|  | New Public Streets   |  | Dedicated Cycling Route | <b>A</b>       | Public Parks       |
|  | Cycling Interchanges |  | Multi Use Cycling Route | <b>B, C, D</b> | Development Blocks |
|   |                      |  | Planned Cycling Route   |                |                    |

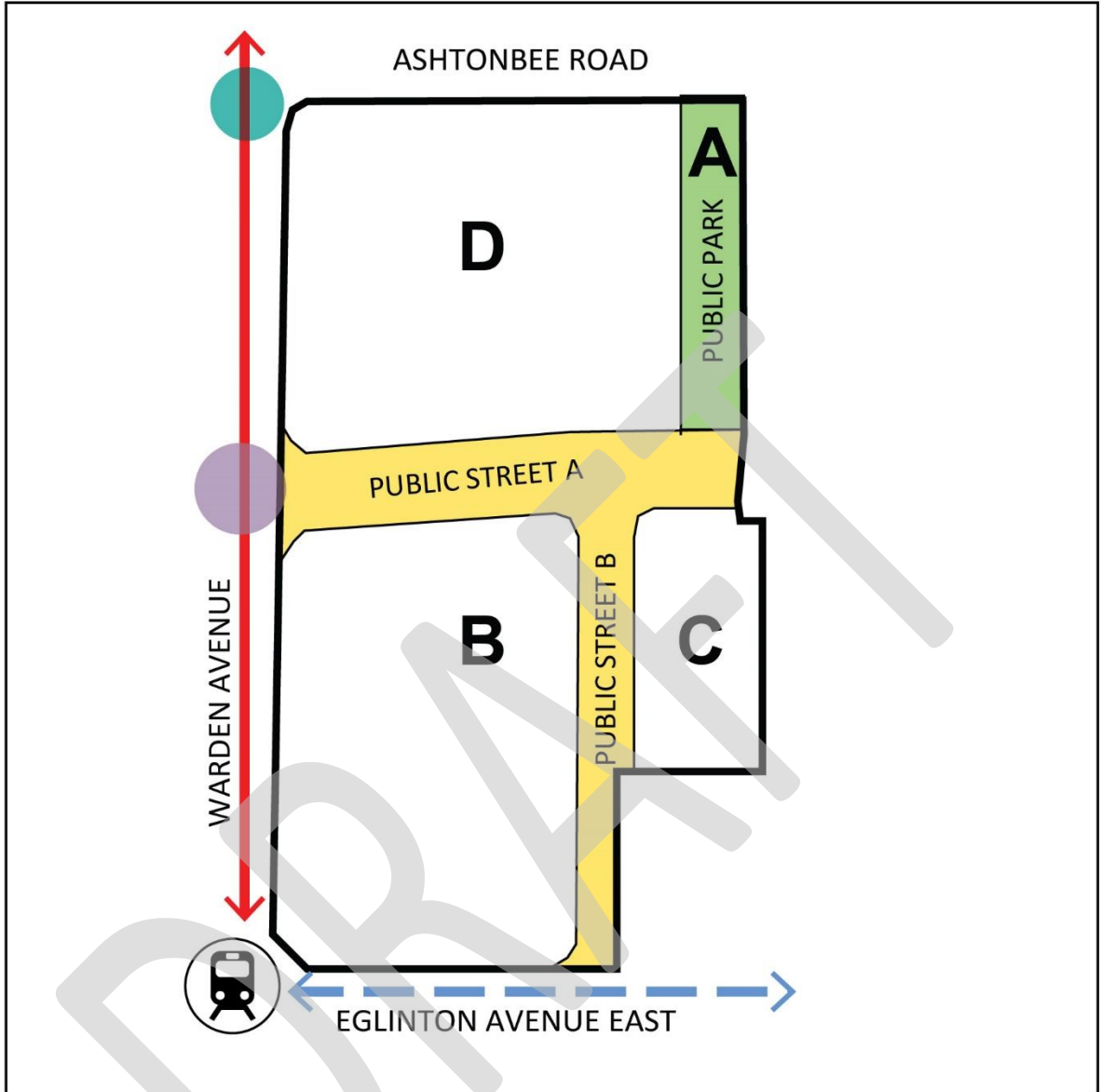
**Site and Area Specific Policy Map #4**

**1960 Eglinton Ave E (Cosmetica)**

**Cycling Network**

Not to Scale   
07/29/2022

File # 20 112107 ESC 21 0Z



- |   |                           |   |  |                |                    |
|---|---------------------------|---|--|----------------|--------------------|
|  | New Public Streets        |  | Transit Interchange with Shared Mobility Hub | <b>A</b>       | Public Parks       |
|  | Eglinton LRT Line         |  | Medium Scale Shared Mobility Hub             | <b>B, C, D</b> | Development Blocks |
|  | Transit Priority Segments |  | Small scale Shared Mobility Hub              |                |                    |

**Site and Area Specific Policy Map #5**

**1960 Eglinton Ave E (Cosmetica)**

Transit and Travel Demand Management Plan

Not to Scale   
09/19/2022

File # 20 112107 ESC 21 OZ