

GENERAL NOTES	
1.	DESCRIPTION
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**PRELIMINARY
DRAFT**
FOR DISCUSSION
PURPOSES ONLY
WITHOUT PREJUDICE

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MOVEMENT
IN URBAN
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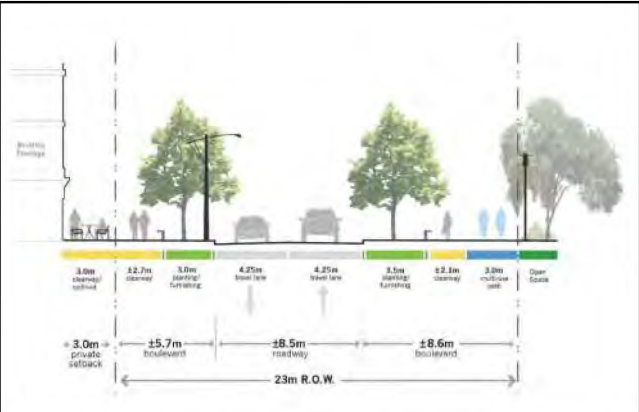
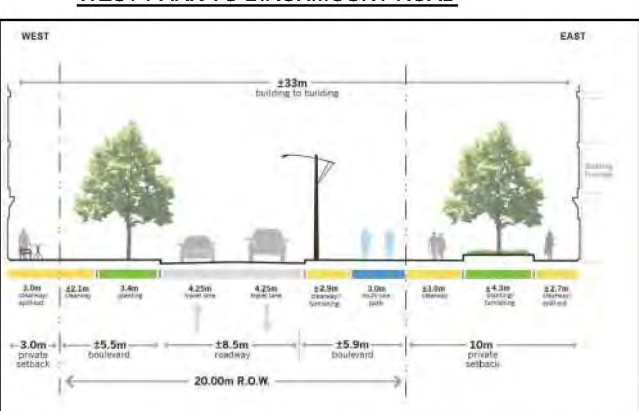
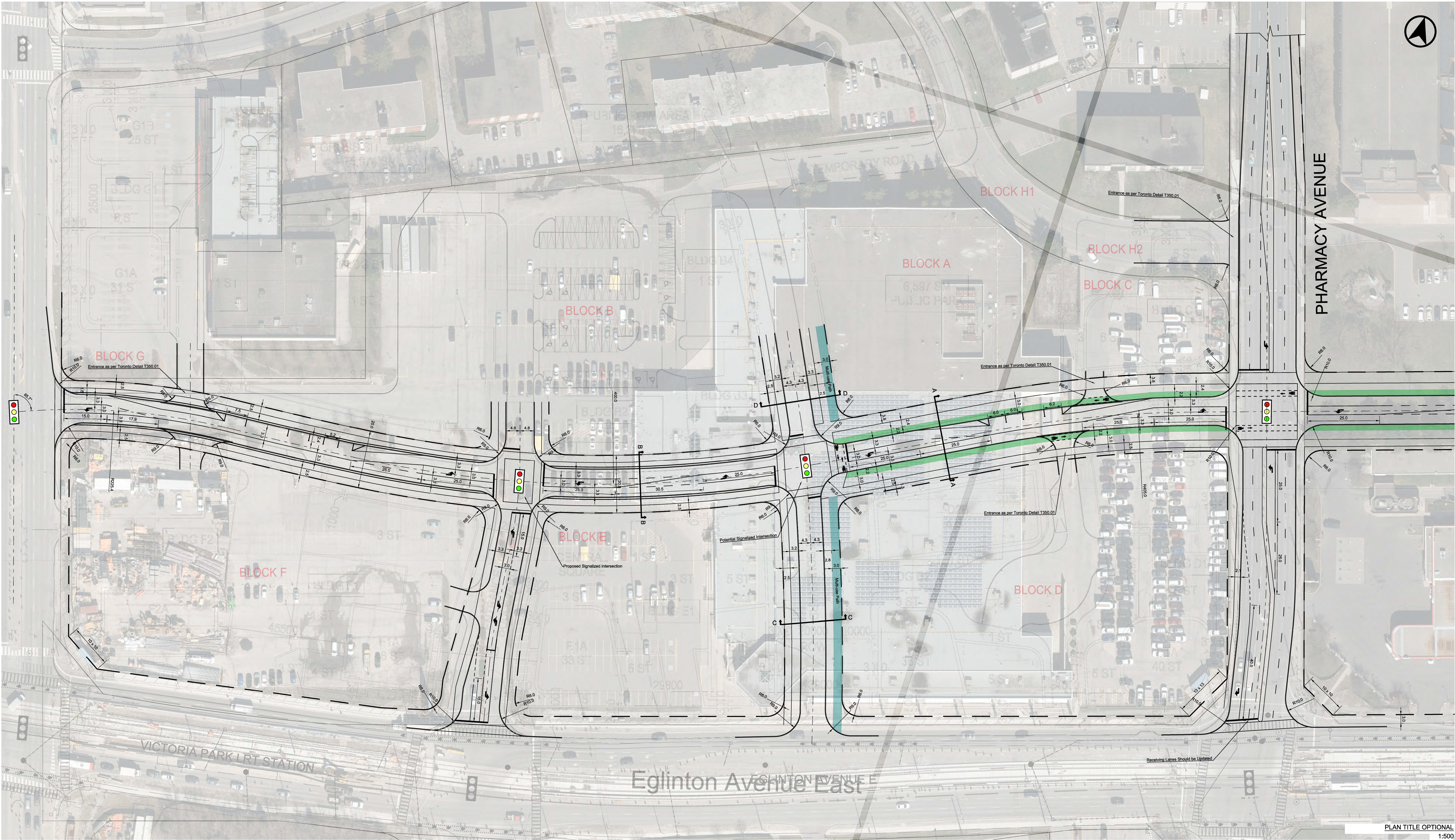
GOLDEN MILE BOULEVARD

GOLDEN MILE ROAD PLAN

Date:	September 23, 2021
Project No.:	6911-43
Scale:	Not To Scale

FD01

GOLDEN MILE ROAD PLAN
Not To Scale



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00 23-09-21 INT FOR DISCUSSION

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**MOVEMENT
IN URBAN
ENVIRONMENTS**
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GOLDEN MILE BOULEVARD

FUNCTIONAL DESIGN
GOLDEN MILE ROAD PLAN
(Choice)

Date: September 23, 2021

Project No.: 6911-43

Scale:

FD01

May 27, 2024

Via e-mail to iec@toronto.ca

Infrastructure and Environment Committee

Toronto City Hall
100 Queens Street W
Toronto, ON M5H 2N2

Re: IE14.6 – ReNew Golden Mile Environmental Assessment – Interim Report

Dear Members of the Committee:

Choice Properties REIT (“Choice”) is the owner of the Golden Mile Shopping Centre generally situated on the north side of Eglinton Avenue East, between Victoria Park Avenue and Pharmacy Avenue and municipally known as 1880 to 1890 Eglinton Avenue East and 1523 Victoria Park Avenue and 1525 to 1545 Victoria Park Avenue (“Property”)

The property is approximately 7.7 hectares in area and includes a range of retail stores and buildings, including a No Frills grocery store, Joe Fresh, Scotia Bank, Value Village, City of Toronto Golden Mile Employment and Social Services Centre, as well as a variety of smaller local tenants.

Site-Specific Approvals

Choice has been actively advancing development applications for the Property since 2016. Following an extensive process working with City staff and other stakeholders that culminated in a settlement, the Ontario Land Tribunal approved an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) on August 10, 2022 and a Draft Plan of Subdivision (“DPOS”) on November 17, 2022 to facilitate the comprehensive redevelopment of the Property as a mixed-use, transit-oriented neighbourhood. This settlement was highlighted by the City when they noted: *“The Golden Mile Secondary Plan advanced a vision for a new mixed-use community with a range of tall, mid-rise and some low-rise buildings to be constructed over the next 20+ years. There are 14 sites with active development applications within the Plan Area. City Council has approved or accepted settlement offers for 12 of the 14 sites,”* in the General Manager of Transportation Services’ ReNew Golden Mile Environmental Assessment: Interim Report, dated May 13, 2024.

The OPA and ZBA permit the development of the planned mixed-use community across seven defined development blocks on the Property and allows for a total development of approximately 3,597 dwelling units, community space and other non-residential uses, including a new food store.

The OPA includes policies to guide the development of the Property, including the general locations of the new street network, planned rights-of-way for the new streets and required public street widenings. In particular, Map 4 of our OPA illustrates the required cycling network on the Property.

The ZBA builds upon the level of detail provided in the OPA and specifies, in detail, requirements regarding the arrangement, massing, built form, public realm and floor area allocations of the proposed buildings on each of the development blocks, including specific building locations relative

to new streets and other buildings. These details were the product of an extended discussions with City staff and were premised upon the overall Master Plan arrangement that underlies the approved OPA, ZBA and DPOS for the Property.

The DPOS creates six development blocks, a park block and a new public street network supporting development of the Property. The approved DPOS also establishes road alignments, rights-of-way, corner roundings, and street phasing, which includes Golden Mile Boulevard which is being considered within the Golden Mile EA undertaken by the City.

Since the OPA, ZBA and DPOS approvals, Choice has been in the process of advancing its detailed engineering design for the required transportation and servicing infrastructure in accordance with the approved DPOS conditions.

Comments on the Golden Mile EA

Choice has been closely following and participating in the Golden Mile EA process and, on April 6, 2023, made a written submission to City staff following a presentation to landowners. A copy is attached.

Although Choice is generally pleased to see the EA proceed for the Golden Mile Secondary Plan area, we have a number of concerns with the recommended alignment and designs in the Staff Report, dated May 13, 2024, which conflicts with Choice's OPA, ZBA and DPOS approvals.

Our approved OPA expressly recognizes that the exact location, alignment and design of public streets on the Property can be implemented through the Draft Plan of Subdivision process in advance of the completion of any Municipal Class EA. That is precisely what has occurred and, consequently, the Golden Mile EA should have no impact on our existing approvals.

Bike Lanes

The Staff Report includes the preliminary recommendation that Golden Mile Boulevard, being the new east-west public street through the Secondary Plan area, have a cross-section design across the entirety of the Property with bike lanes on both sides of the street. However, the approved OPA only requires bike lanes within the eastern segment of Golden Mile Boulevard, closest to Pharmacy Avenue, on the Property.

Additionally, Choice has been working diligently with City staff over the last 12 months to finalize its detailed engineering design plans. Changes to the cross-section design to introduce additional bike lanes would cause significant delay.

Craigton Drive Widenings

The Staff Report includes the preliminary recommendation that Craigton Drive be widened from 20 metres to 23 metres and that the entire 3.0 metre widening be taken from the Choice Property. This is contrary to our approved OPA that only requires a 1.5 metre widening and contemplates that the remaining 1.5 metre widening would be taken from the lands on the north side of Craigton Drive. Similarly, our approved DPOS shows a 1.5 metre widening. Accommodating the full 3.0 metre widening would cause design issues for our adjacent development blocks. The 3.0 metre widening poses risk to our ability to deploy the approved OPA / ZBA design on these blocks, while still adhering

to stipulated tower setbacks and tower separation distances, all of which were thoughtfully coordinated based on the 1.5m widening agreed to at time of OPA.

Conclusion and Request

The right-of-way, alignment and design of Golden Mile Boulevard and Craigton, as reflected in our OPA, ZBA and DPOS approvals, are fundamental to the development plan for the Property as supported by City Council in their agreement to settle our OPA, ZBA and DPOS appeals that were approved by the OLT. Any change to the right-of-way, alignment and/or design of Golden Mile Boulevard and Craigton Drive will conflict with the OPA, ZBA and DPOS approvals already in place and the terms of our settlement with the City. Accordingly, it is imperative that the Preferred Alignments and Designs of the Golden Mile EA, as they relate to the Property, is consistent with the settlement reached between the City and Choice that resulted in our OPA, ZBA and DPOS approvals.

We request that the Committee direct City staff to incorporate the right-of-way, alignment and design of Golden Mile Boulevard and Craigton Drive as set out in our OPA, ZBA and DPOS approvals into the Preferred Alignments and Designs, as they relate to the Property.

We would be happy to meet with City staff to discuss and share any information and materials that our consulting team has developed to date and will be preparing as part of our ongoing design efforts.

Finally, we ask to be notified of any decision of the Committee or City Council in connection with this matter. Thank you for your consideration.

Yours truly,



John Giannone
VP, Development

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