

**SCHEDULE 4**

**Section 45**

**Golden Mile Secondary Plan**

## 1 Interpretation

- 1.1 The policies of the Golden Mile Secondary Plan (the "**Plan**") apply to the area shown on Map 45-1: Secondary Plan Area Boundary, which is referred to as the "**Plan Area**" in this Plan.
- 1.2 The shaded text in Sections 1 to 14 contains the policies of this Plan. Unshaded text within this Plan is provided to give context and background and assist in understanding the intent of the policies, but is not policy.

## 2 Vision and Guiding Principles

The Golden Mile functions as a western gateway to the former City of Scarborough. Once a prominent employment area known as the “Golden Mile of Industry”, the Golden Mile has undergone several periods of growth. The Plan Area is approximately 113 hectares in size and is planned to undergo significant change in the coming years with the construction of the Eglinton Crosstown Light Rail Transit (“**ECLRT**”), which will introduce five surface transit stops to the Plan Area. The ECLRT will be a catalyst to aid in transforming the Plan Area's current landscape of auto-oriented retail and industrial uses into a mixed-use, transit-oriented community, while maintaining and enhancing the existing employment uses in the Plan Area.

The Plan establishes a vision for the Plan Area as a connected, accessible, diverse, complete and livable mixed-use community. A balance of residential, commercial and employment uses will be supported by community services. An improved network of parks, open spaces and pedestrian amenities will introduce greenery, landscaping and welcoming public spaces across the Plan Area and invite residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Plan Area will be both a community and a destination where people can live, work, shop and play, while maintaining its role as an important economic driver within the east end of Toronto. Over time, the Golden Mile will emerge as an urbanized node for southeast Toronto, subordinate in scale and massing to the Scarborough Centre.

The Plan identifies distinct Districts and Character Areas within the Plan Area, accommodating a balance of residential (including a full range of housing, in terms of type and affordability), commercial, employment uses, and community uses. A comfortable and attractive public realm will include streets, parks and open spaces, and trees, landscaping and pedestrian and cycling connections, as well as public art, and will be designed to reflect the history and heritage of the Plan Area. A variety of built form with high quality architecture will respond to the local context, and define, support, and contribute to the public realm and the Character Areas.

The Plan includes an emphasis on multi-modal transportation, anchored by the ECLRT, which will be part of the new identity of the Plan Area. New streets and improved mobility will benefit the new mixed-use community, the existing employment areas and residential neighbourhoods.

The level of density planned for the Plan Area will promote a transit-supportive environment, increasing transit ridership and optimizing the significant public investment in the ECLRT, while achieving other objectives of this Plan.

Development within the Plan Area will minimize environmental impact, mitigate and adapt to the effects of climate change. Sustainability and climate resilience will be integrated into development within the Plan Area to conserve energy, manage storm water, reduce urban heat island and improve biodiversity.

## Vision

- 2.1 Development within the Plan Area will advance the Plan's Vision by:
- 2.1.1 Ensuring that the Plan Area will maintain its role as an important economic driver within the east end of Toronto and will be developed as a destination and a place for residents, workers, and visitors to live, work, shop, and play in a complete and transit-supportive community set within a high quality parks and public realm network;
  - 2.1.2 Providing a balance of residential (including a diverse mix of housing types, forms, and affordability), commercial, employment and institutional uses, and community uses;
  - 2.1.3. Supporting the creation of a connected and inviting public realm network that provides public parks and space for greenery, gathering and recreation in each District, as well as natural and mobility connections across the Plan Area and in the broader Golden Mile area;
  - 2.1.4 Providing a full range of mobility options, supported by transit infrastructure, integrated into a well-designed public realm that acknowledges the history of the Golden Mile, supports civic life, and promotes connectivity within the new community and with the places and people in the surrounding areas;
  - 2.1.5 Providing diverse and contextually appropriate built form and high quality architectural and landscape design in public and private development and initiatives; and
  - 2.1.6 Incorporating sustainable design to minimize environmental impact, conserve energy, manage stormwater, protect natural areas, enhance biodiversity, be resilient to future weather and strive to reduce greenhouse gas emissions to zero.
- 2.2 This Vision will be achieved through the implementation of this policy framework, area specific zoning by-laws, Transportation and Servicing Master Plans, and Urban Design Guidelines.

## Guiding Principles

- 2.3 The Plan is informed by the following Guiding Principles:
- 2.3.1 Creating a Complete and Liveable Community:  
The Plan Area will be a liveable, vibrant neighbourhood with a range of parks and open spaces, a diverse mix of housing types, forms, and

affordability, different scales of commercial uses, a range of employment uses, community service facilities, and a high-quality parks and public realm network, while retaining its historical identity as a commercial retail centre in the broader Golden Mile area.

2.3.2 Creating a Connected Community:

The Plan Area will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors. It will also offer improved connections for all modes of travel, providing enhanced travelling experiences as well as safety for all users of the street and public realm.

2.3.3 Creating a Responsive Community:

The Plan Area will be flexible, responsive, and resilient to the changing needs of the community. It will provide a wide range of community service facilities, and programs that suit the diverse neighbourhoods while anticipating and accommodating change over time.

2.3.4 Creating a Prosperous Community:

The Plan Area will provide an opportunity for prosperity for all. It will enhance the competitiveness of existing employment, while providing opportunities for new types of businesses to grow and flourish.

2.3.5 Creating a Resilient Community:

The Plan Area will be a resilient community integrating sustainable design of new buildings, landscapes, parks and open spaces to minimize energy demand, encouraged to achieve near-zero emissions, absorb and retain stormwater, protect natural areas and enhance biodiversity.

### 3 Area Structure

Development in the Golden Mile will be organized by a Structure Plan, four (4) Districts, and eight (8) Character Areas.

The Structure Plan identifies a series of public realm elements including streets, transit nodes, a gateway, parks and open spaces, and green nodes that will be constructed, enhanced or maintained to improve the look, feel, function, and mobility of the Plan Area, and serve as organizing elements for development around them. The Structure Plan will provide a framework to ensure a comprehensive approach to future development within the Plan Area.

The Districts and Character Areas policies respond to existing local conditions, define the identities of each area, and establish policy directions in land use, public realm, and built form to help guide future development in these areas. Taken together, the Structure Plan, Districts and Character Areas policies aim to ensure that the Plan Area will develop in a manner consistent with the Vision and Guiding Principles in Section 2 of the Plan.

#### Structure Plan

3.1 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:

- 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.

## Districts

3.2 Map 45-2: Districts identifies four (4) distinct Districts in the Plan Area that will develop, incrementally over time, as follows:

- 3.2.1 The West District will accommodate a variety of land uses, centred along the retail-focused Golden Mile Commercial Gateway Character Area that celebrates the history and commercial nature of the gateway to the broader Golden Mile area and Scarborough.
- 3.2.2 The Central District will accommodate a variety of land uses, as well as potential future community service facilities. The Central District will function as the institutional, social and cultural hub of the Golden Mile that complements the existing Centennial College - Ashtonbee Campus ("**Centennial College**"), Ashtonbee Reservoir Park, and The Meadoway.
- 3.2.3 The East District will accommodate primarily residential development and will also provide for a mix of transit supportive uses, including commercial, office, employment, institutional uses and potential future community services and facilities.
- 3.2.4 The Employment District will preserve existing uses and will intensify over time with transit-supportive employment and industrial uses. Development within the Employment District will continue to support the *General Employment Areas* and *Core Employment Areas* policies, including any permitted or non-permitted uses, as set out in the City's Official Plan.

## Character Areas

3.3 Map 45-3: Character Areas identifies eight (8) Character Areas that are described in Policies 3.4 to 3.12, which are:

- a) Character Area 1 – Golden Mile Commercial Gateway;
- b) Character Area 2 – Mixed Use Transit Nodes;
- c) Character Area 3 – East Park Mid-rise and Tall Building Community;
- d) Character Area 4 – West Park and Meadoway Transition Area;
- e) Character Area 5 – O'Connor Transition Area;
- f) Character Area 6 – Ashtonbee Transition Area;
- g) Character Area 7 – Employment Area; and
- h) Character Area 8 – Victoria Park Avenue/O'Connor Drive Intersection Area.

3.4 Development in the Golden Mile Commercial Gateway will provide a vibrant public realm, including a park that will reflect and celebrate the heritage and the existing commercial nature of the area. The built form will consist of primarily tall

buildings with some mid-rise buildings at strategic locations, and will include buildings with the greatest heights in the Plan Area, located near the intersection of Eglinton Avenue East and Victoria Park Avenue. The public realm and built form will be designed with architecture, landscape, and public art of the highest quality.

- 3.5 Development in the Mixed Use Transit Nodes will be designed as the centres of activity along Eglinton Avenue East. Development will contribute to the creation of a green and vibrant commercial main street along the ECLRT corridor. Development will also provide a series of parks of varying sizes and functions, as well as a mix of tall and mid-rise buildings. This Character Area will include buildings with some of the greater heights in the Plan Area, located near the ECLRT stops. Development surrounding the ECLRT stops will be designed with architecture, landscape, and public art of the highest quality to accentuate these places as the arrival points along the ECLRT corridor.
- 3.6 Development in the East Park Mid-rise and Tall Building Community will provide a park supported by a mix of tall buildings and mid-rise buildings. An enhanced mid-rise character will be created along Eglinton Avenue East between the Golden Mile and Birchmount ECLRT stops, with a generous and animated pedestrian promenade leading to the East Park.
- 3.7 Development in the West Park and Meadoway Transition Area will provide a park, an animated retail street along East West Street #2, and a street along the park leading to the Craigton Court Tot Lot 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, and will promote a balanced mid-rise character along the north and south sides of East West Street #2.
- 3.8 Development in the O'Connor Transition Area will provide a park with recreational opportunities for both new and existing residents. Tall buildings with lower heights than the Mixed Use Transit Nodes, mid-rise buildings, and limited low-rise buildings are permitted with appropriate transition to the parks and open spaces as well as the existing low-rise residential *Neighbourhoods* to the south. For the lands designated *Neighbourhoods*, Policy 3.8 of this Plan does not apply.
- 3.9 Development in the Ashtonbee Transition Area will provide several new parks of varying sizes that will serve as focal points for the community and provide connections to the Ashtonbee Reservoir 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 *General Employment Areas* and *Core Employment Areas* to the north, and will promote a balanced mid-rise character along the north and south sides of East-West Street #2.



- 3.10 Development in the Employment Area will provide mid-rise buildings with employment uses, as well as commercial uses at grade along Eglinton Avenue East. Development will provide public realm improvements including a new park.
- 3.11 Development in the Victoria Park Avenue/O'Connor Drive Intersection Area will be designed as a mid-rise mixed-use community with active uses at grade. Lands within this Character Area are subject to Site and Area Specific Policy ("**SASP**") 400 identified in Chapter 7 of the Official Plan. The policies of this Secondary Plan provide direction on the potential reconfiguration of O'Connor Drive as identified on Map 45-4: Structure Plan and Map 45-7: Street Network. For the lands west of Victoria Park Avenue that are within the SASP 400 boundary, the policies of SASP 400 will apply. For the lands municipally known as 1492 and 1496 Victoria Park Avenue, 1837 Eglinton Ave East and 65 Cranborne Avenue, Policy 3.11 of this Plan does not apply.

## 4 Land Use and Density

The land uses in the Plan Area will support a diverse, complete and liveable mixed-use community with a balance of residential, institutional, commercial and employment uses, and community services and facilities that are connected through a network of streets, parks and open spaces. By providing for a full range of uses that are accessible to and serve the daily needs of residents from all stages of life, the Land Use Strategy will help build the Plan Area as a complete and liveable community and destination.

- 4.1 The land use policies and development criteria for land use designations found in Chapter 4 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in this Plan will prevail.
- 4.2 Residential intensification combined with non-residential uses will occur within the lands designated *Mixed Use Areas* to create a mix and balance of uses.
- 4.3 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.
- 4.4 Major office development is encouraged to occur in *Mixed Use Areas* and *General Employment Areas*, with the majority of office space located in proximity to the ECLRT, in accordance with policies in Section 5 of this Plan and the policies of the Official Plan.
- 4.5 To support the economic function of the Plan Area each Site within the Golden Mile Commercial Gateway, the Mixed Use Transit Nodes, and the East Park Mid-Rise and Tall Building Community will provide a minimum of 10 per cent of the gross floor area of the development as non-residential uses in one or multiple buildings.
- 4.6 New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted in *Mixed Use Areas*. Existing major retail stores and/or power centres are permitted to remain and the existing gross floor area for major retail stores and/or power centres, as of [NTD: date of adoption], may be relocated on the same Site or same Block. If retained, the gross floor area of the existing major retail store and/or power centre must be incorporated into new development conforming with Section 7 in this Plan.
- 4.7 Major retail developments with 6,000 square metres or more of retail gross floor area may be considered on lands designated *General Employment Areas* on lands that front onto Eglinton Avenue East, in accordance with Policies 4.6.5 and 4.6.6 of the Official Plan, as well as Section 6, Public Realm and Section 7, Built Form of this Plan.

- 4.8 Small-scale infill stand-alone retail development of less than 1,000 square metres of gross floor area or additions of less than 1,000 square metres of gross floor area to existing stand-alone retail uses may be permitted provided it does not preclude the long-term development of this Plan.
- 4.9 Development on lands designated *General Employment Areas* will contribute to the development of a pedestrian-friendly and transit supportive environment.
- 4.10 As part of a complete application, 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 sensitive land uses and the employment uses as follows:
- a) Development on lands designated *Mixed Use Areas* that include sensitive land uses, including residential uses;
  - b) Development that proposes sensitive land uses, including residential uses, within the area of influence of any major facility; or
  - c) Development that proposes sensitive land uses, including residential uses, adjacent to lands designated *General Employment Areas*, *Core Employment Areas*, or employment uses in *Mixed Use Areas*.

## Development Density

Development in the Plan Area will create a transit-supportive environment that optimizes the infrastructure investment of the ECLRT to support the public realm and built form objectives for the Plan Area. In order to ensure that the density envisioned for the Plan Area aids in providing for a complete and liveable community, new development applications will demonstrate that there is adequate capacity in the community services and facilities, the transportation systems and servicing infrastructure to support new development.

To create a complete and liveable community with areas of distinctive character, density will be distributed in a hierarchical manner across the Plan Area to accommodate a higher intensity of uses around ECLRT stops, while achieving other key public realm and built form objectives such as a mix of building types, implementing appropriate transitions, and limiting shadow impact on streets and parks and open spaces.

- 4.11 The Density Strategy outlined on Map 45-5: Development Density identifies the maximum gross Floor Space Index ("**FSI**") measured across the entirety of a development Site, exclusive of existing public streets, and existing public parks including Craigton Court Tot Lot and Victoria Park - Eglinton Parkette. The calculation of density will exempt such incentives contained in Policy 4.16.

- 4.12 In no event will a development proposal be approved that:
- a) Exceeds the capacity of the physical infrastructure, including transit and the street network, and where the proposed built form does not support the public realm and built form objectives of this Plan;
  - b) Exceeds the maximum permitted FSI as set out in Policy 4.11 by more than 10 per cent through density incentives as set out in Policy 4.16, except where and to the extent specifically provided for.
- 4.13 Maximum tall building heights as identified in this Plan may be exceeded where Policy 4.12 a) and b) are not triggered and the type and scale of the development proposal is contextually appropriate with the planned context.
- 4.14 Where the maximum gross site area and the net site area are the same or similar, and the maximum permitted building height is not achieved, the development may exceed the gross site area density of this Plan to achieve the maximum permitted height in this Plan provided that Policy 4.12 a) is not triggered.
- 4.15 Density distribution will support the public realm, built form, Character Areas, and other objectives of this Plan.

### Density Incentives

- 4.16 On lands designated *Apartment Neighbourhoods* and *Mixed Use Areas*, the gross floor area for specific uses and facilities identified in this Policy are exempted from the calculation of density, provided the resulting density and built form will support the public realm, built form and mobility objectives of the Plan. The specific uses and facilities include:
- a) The gross floor area of a community service facility to be owned and/or operated by the City or a non-profit community agency is exempted from the calculation of gross floor area; and
  - b) The gross floor area of an innovation hub.
- The provision and maintenance of such facilities will be secured by appropriate legal agreements in a manner, content and form satisfactory to the City.
- 4.17 Where community service facilities are replaced or provided for in new development, the exemption from the calculation of density provided for by this Plan is permitted provided that the location, design, construction, finish and furnish of the community service facilities is at no cost to the City and provided by the owner and secured to the City's satisfaction.

## 5 Economic Development

The economic revitalization strategy provides area-specific policies that are intended to attract new investment and retain existing businesses within the Plan Area. New employment and major office development will be encouraged in *Mixed Use Areas* and *General Employment Areas*, particularly in close proximity to the ECLRT stops. The City will also promote the retention of existing office uses and will work to support local businesses to establish a business association.

- 5.1 Development will promote the economic function of the broader Golden Mile area by providing new employment opportunities, while preserving employment uses and functions in the area.
- 5.2 The gross floor area of existing office uses shall be replaced prior to, or concurrent with, the associated new residential development. While not encouraged by the policies of this Plan, where existing office uses are not anticipated to be replaced in the first phase of development, prior to the approval of any redevelopment of the lands containing existing office uses, lands within the Plan Area, or nearby existing office uses on the Site, will be identified for the replacement of all of the existing office uses and secured through appropriate legal mechanisms in a manner, content and form satisfactory to the City.
- 5.3 Office uses and other commercial uses that are not retail-based are strongly encouraged within new developments. The establishment of new office uses, along with the public realm and infrastructure improvements provided for by this Plan, will support investment in both the *Mixed Use Areas* and *General Employment Areas*.
- 5.4 The renewal of the office building stock in the Plan Area will occur through the modernization and maintenance of existing office buildings or through the replacement of the gross floor area of the existing office uses, as well as through the addition of new office uses. The City will encourage this renewal through office incentives such as the Imagination, Manufacturing, Innovation and Technology incentive program and/or similar programs. This renewal, along with the public realm and transportation improvements provided for by this Plan, will support investment in the employment base within the broader Golden Mile area.
- 5.5 Working with existing post-secondary institutions in the area, an innovation hub will be established in the Plan Area to support new businesses. This innovation hub will be supported through measures such as the provision of start-up funding, technical support and ongoing business development services to new and emerging companies.
- 5.6 The City will work with local businesses to test the viability of establishing a business association to advance common interests, address common concerns and help ensure that places of employment can thrive in the Plan Area.

## 6 Public Realm

The public realm is made up of streets, parks and open spaces, and pedestrian and cycling connections. These elements provide structure for development and contribute to a connected, accessible, diverse, complete, and liveable community with a distinct identity and value. A successful public realm establishes a variety of spaces for active and passive activities and strengthens the connections between people and the places they share, such as transit stops, stores and shops, schools, offices, and community services.

New development in the Plan Area presents an opportunity to build on and enhance the existing streets, parks and open spaces, and create a new pedestrian and cycling friendly public realm to support a growing residential and employment population. The public realm policies provide directions on creating an interconnected network of open and inviting spaces that all users can enjoy. Further guidance and specificity of the various methods of implementation of the policies will be provided through the Golden Mile Urban Design Guidelines.

### Public Realm Network

- 6.1 The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and public buildings and parts of private buildings that the public has access to. Key public realm elements are identified on Map 45-6: Public Realm Plan.
- 6.2 The public realm will be designed as a connected network of spaces that provide places for residents, workers and visitors to gather, interact and enjoy a variety of active and passive activities, while also improving mobility and access to and from the surrounding *Neighbourhoods, Apartment Neighbourhoods, General Employment Areas, Core Employment Areas* and parks and open spaces, including The Meadoway.
- 6.3 The public realm network will be implemented through private development, civic improvements, and partnerships between the City and private landowners, where appropriate.

### Streets and Streetscape

Streets are important structuring elements of the public realm in the Plan Area. A significant amount of new streets and reconfiguration, widening, and improvement of the existing streets are anticipated over time as the Plan Area develops. High-quality street design will be provided to support the roles and functions of these streets, as they will

have a significant impact on the overall quality of the public realm and the look and feel of the Plan Area.

- 6.4 Over time, as the Plan Area develops, the street network shown on Map 45-7: Street Network will provide a fine-grain of streets and a high level of permeability for pedestrian, cycling, vehicular circulation, and goods movement, which will improve access to and from the broader Golden Mile Area, while creating new blocks that will be appropriately scaled for development.
- 6.5 Upgraded streetscape treatments such as decorative paving, decorative street and/or pedestrian lighting, street furniture, and street trees in low planters, where appropriate, should be provided along the following streets:
  - a) Eglinton Avenue East;
  - b) East-West Street #2;
  - c) Re-configured Craigton Drive/Ashtonbee Road;
  - d) Re-configured O'Connor Drive in the *Mixed Use Areas*;
  - e) North-South streets leading directly to the ECLRT stops; and
  - f) 23-metre North-South streets with dedicated cycling facilities.
- 6.6 Upgraded streetscape treatments such as decorative paving, decorative street and/or pedestrian lighting, street furniture, and street trees in low planters may also be required, where appropriate, on streets other than those identified in Policy 6.5.
- 6.7 The sidewalk zone between the curb and the building face will have sufficient widths to accommodate appropriate pedestrian clearways, street trees with sufficient soil volume, soft landscaping, and street furniture on both sides of all existing and new streets, to support a safe, comfortable, and vibrant public realm.
- 6.8 Development will provide appropriate new streetscape and streetscape improvements to existing streets with the relocation and consolidation of above and/or below grade utilities to be provided, as required.
- 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 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, development on Sites that have frontage on Eglinton Avenue East will implement the streetscape design across the full Eglinton Avenue East street frontage in the first phase of the development.

6.10 East-West Street #2 will be designed as a neighbourhood street to support the varying characters in the Districts and Character Areas, and will accommodate, where appropriate, a double row of trees on both sides of the street, generous pedestrian sidewalks, street furniture, and marketing zones or soft landscape zones.

## **Parks and Open Spaces**

Parks are important structuring elements of the public realm in the Plan Area and contribute to a complete community. Development will contribute to a system of high quality, well-connected parks and open spaces in the Plan Area in order to ensure the area's liveability, sustainability and climate resilience.

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.

The park system will be comprised of a hierarchy of park types and sizes, which in turn support a variety of park functions. The West, Central and East Districts will each have a park network containing a variety of park types and sizes, including at least one Community Park and some smaller Local Parks and Parkettes. The Community Parks will serve as the public focal point of that District and support community life. They will be large enough to support the location of both major outdoor public recreation facilities, local park infrastructure such as playgrounds, seating and gathering areas as well as providing the opportunity for passive recreation. The Local Parks will provide local recreational facilities and offer sufficient space for community activities. The Parkettes will offer some local recreational facilities and provide open space along streets.

New and existing parks will be fully integrated as part of the overall public realm network, with generous street frontages to maximize visibility and accessibility and designed for seamless integration with streets and other public realm elements in the Plan Area. Where streets terminate or intersect at parks, green nodes will be created to



allow for focal points, park entries and public art, and encourage active public use of these spaces. Connections to existing nearby parks and open spaces such as The Meadoway and Ashtonbee Reservoir Park are established through direct open space linkages and/or enhanced green streetscapes.

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. Minor modifications to lands designated *Parks* may be considered without amendment to the Plan. The new parks will include:

- a) Community Parks that will serve as the focal points for each of the West, Central, and East Districts, and provide opportunities for larger outdoor public recreation facilities and a diverse mix of active and passive uses;
- b) Local Parks that will provide local recreational facilities; and
- c) Parkettes that will provide open space amenity along streets including Eglinton Avenue East.

6.12 The parks system will be comprised of a hierarchy of complementary park types, sizes and functions, as outlined in Policies 6.13 to 6.22.

6.13 West Park within the West District will:

- a) Be a Community Park located along a new north-south street that extends from East-West Street #2 to Craigton Court Tot Lot to the north;
- b) Be a minimum size of 17,910 square metres, inclusive of the public road remnant resulting from the reconfiguration of Craigton Drive; and
- c) Provide connections within the park to facilitate connectivity to The Meadoway.

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) Be a minimum size of 19,475 square metres, inclusive of the existing parkette and the public road remnant resulting from the reconfiguration of O'Connor Drive;
- c) Be designed to acknowledge its location as a historic commercial gateway to the Golden Mile and Scarborough;
- d) Include Public Art installation(s) to commemorate and celebrate the history of the Golden Mile within the park; and
- e) Notwithstanding the above:
  - i. Through the potential reconfiguration of O'Connor Drive, the relocation and/or reconfiguration of the Victoria Park-Eglinton Parkette will 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
  - ii. If the Victoria Park-Eglinton Square Parkette is relocated/reconfigured, a significantly sized POPS in addition to the relocated park will be provided at the southeast corner of Victoria Park Avenue and Eglinton Avenue East.

6.15 South Park within the West District will be a Parkette (with a minimum size of 4,863 square metres) located west of Pharmacy Avenue, between the mixed-use development north of the reconfigured O'Connor Drive and the existing *Neighbourhoods* to the south.

6.16 Pharmacy-Eglinton Park within the West District will be a Parkette (with a minimum size of 3,692 square metres) located on the south side of Eglinton Avenue East to serve the *Mixed Use Areas* and the *General Employment Areas*.

6.17 Central Park within the Central District will be a Community Park (with a minimum size of 18,381 square metres) that will serve as the social and cultural hub of the Plan Area, extending from Eglinton Avenue East, across East-West Street #2 to Ashtonbee Reservoir Park and The Meadoway, creating a direct and generous open space corridor with frontage on Eglinton Avenue East.

- 6.18 Hakimi Park within the Central District will be a Local Park (with a minimum size of 13,545 square metres) located along Eglinton Avenue East and will extend to East-West Street #2.
- 6.19 East Park within the East District will be a Community Park (with a minimum size of 23,865 square metres) along East-West Street #2 and Ashtonbee Road.
- 6.20 Birchmount Park within the East District will consist of the following:
- a) Birchmount Park South will be a Local Park (with a minimum size of 6,457 square metres) located along Eglinton Avenue East that is designed seamlessly with the streetscapes along Eglinton Avenue East; and
  - b) Birchmount Park North will be a Local Park (with a minimum size of 5,961 square metres) located along the East-West Street #2.
- 6.21 Employment Park within the Employment District will:
- a) Be a Parkette generally located on the south side of Eglinton Avenue East generally between Lebovic Avenue and Manville Road to provide open space amenity primarily for the workers from the surrounding *General Employment Areas* and *Core Employment Areas*; and
  - b) Should the Employment Park be located closer to Lebovic Avenue, Maps 45-11, 45-12 and 45-15 shall be interpreted as providing the minimum building setbacks, the minimum and minimum base building storey heights, and the required active commercial uses at grade on lands where the conceptual park is shown.
- 6.22 The planning, design and development of new parks will be guided by the following design considerations to ensure the creation of a high-quality park and public realm experience:
- a) Parks and open spaces will have Prominence and Visibility and will:
    - i. Provide generous street frontage(s) with the greatest possible benefit to safety and visibility for those accessing the park;
    - ii. Connect and extend to streets, open spaces and natural areas in and surrounding the Plan Area, with an emphasis on strong connections to The Meadoway;
    - iii. Be seamlessly integrated and connected to the streets, parks and other public realm elements in the Plan Area;

- iv. Are programmable and have a functional size, shape, configuration, and topography as determined by the City; and
- v. Where possible, provide opportunities for expansion when adjacent properties redevelop.

b) Parks and open spaces will have Identity and Character that:

- i. Create spaces that provide visual interest and achieve design excellence;
- ii. Encourage public life through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, and programming; and
- iii. Provide site-specific place-making opportunities, including Indigenous place-making through Public Art, heritage interpretation and cultural expression.

c) Parks and open spaces will promote a positive User Experience and will:

- i. Support a range of passive and active recreational programming and activity;
- ii. Support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
- iii. Accommodate people of all ages and abilities year-round; and
- iv. Provide practical amenities such as public washrooms and drinking water stations, where feasible and appropriate.

d) Parks and open spaces will include Physical Characteristics that supports the area's resiliency by:

- i. Including elements which enhance the ecological function of the public realm, support habitat development and promote biodiversity;
- ii. Incorporating green infrastructure to support ecological health and resiliency, long-term tree growth, expansion of the urban forest, and stormwater management where appropriate as determined by the City, in accordance with best practices and standards;
- iii. Optimizing space and soil volumes for vegetation and trees;

- iv. Ensuring that they are designed and built with high-quality and durable materials that can be maintained and that support the intensity of use by residents, workers and visitors; and
- v. Providing design for thermal comfort, including maximizing sunlight during the spring and fall, providing shade during the summer, and minimizing wind impacts.

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;
- b) Provide an appropriate interface between public and private lands;
- c) Be oriented to maximize public access and views to the park;
- d) Be designed with appropriate transition in scale down towards the parks and open spaces;
- e) Be designed to have an attractive façade, and where possible, with animated uses at grade oriented towards the park;
- f) Provide for casual overlook, increasing the passive surveillance and safety of the park; and
- g) Generally not be permitted to locate loading and servicing areas 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.

6.25 If development exceeds the planned growth as provided for in this Plan, development will be required to provide additional parkland at the City's discretion.

6.26 Where lands are conveyed to the City for public park purposes, including lands designated *Parks*, this Plan recognizes that any gross density on such lands be redistributed to other lands on the Site and/or Block to provide for more compact built form in accordance with Policy 13.2 of this Plan.

## **Privately Owned, Publicly-Accessible Spaces (POPS)**

- 6.27 POPS should be provided at grade at in appropriate locations throughout the Plan Area, to supplement the parks and open space network, increase the variety of public and publicly accessible spaces with a range of uses and amenities for the enjoyment of all users.
- 6.28 Potential locations for POPS are identified on Map 45-6: Public Realm Plan. POPS may include:
- a) Transit Node POPS;
  - b) Green Node POPS;
  - c) Courtyards;
  - d) Potential Mid-block Pedestrian Connections;
  - e) Parkside POPS; and
  - f) Other types of POPS.
- 6.29 POPS provided through development should:
- a) Be coordinated with active at-grade uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm, and avoid locating loading and servicing areas adjacent to POPS;
  - b) Include new trees, seating, street furniture, public art, signage, landscaping, and integration of storm water capture, where possible and appropriate; and
  - c) Include the City's POPS signage, identifying the space as being publicly-accessible.

## **Public Art and Heritage Interpretation**

- 6.30 Public Art will facilitate expression of cultural and natural heritage, community identity and other themes that contribute to a sense of place.
- 6.31 Potential locations for Public Art are conceptually identified on Map 45-6: Public Realm Plan. Specific locations of Public Art will be determined through Public Art Plans in the development review and approval process. Generally, priority locations for Public Art are within:

- a) The Golden Mile Commercial Gateway;
- b) Areas adjacent to the ECLRT stops;
- c) Green Nodes;
- d) Parks and POPS; and
- e) The most publicly accessible areas of a development such as building entrances and setback areas along street frontages.

6.32 Public Art may be provided separately by each individual landowner or jointly through coordination between contributing landowners and/or the City of Toronto, and other public agencies.

6.33 The agricultural, industrial, and suburban commercial era of the Golden Mile should be incorporated into the design of the public realm through landscaping, lighting, signage, heritage interpretation installations, public art, and other appropriate forms.

## **Green Nodes**

A Green Node is a group of publicly-owned, and/or publicly accessible, open spaces at a street intersection where a park is located. It consists of a portion of the park, POPS or additional building setbacks with enhanced landscaping and pedestrian amenities. Green Nodes will function as focal points and small gathering places at the intersections, accentuating the park entries and accommodating increased active uses in these areas.

6.34 Green Nodes should be provided at strategic intersection locations along East-West Street #2 at the West Park, Central Park and East Park, generally as identified on Map 45-4: Structure Plan and Map 45-6: Public Realm Plan. Additional Green Nodes are encouraged at other intersections where parks are located.

6.35 Green Nodes should be designed to serve as centres of community and cultural activities with adequate space for programming and activities provided in both public and private open spaces.

6.36 Public realm and built form within, and adjacent to, the Green Nodes should be designed to establish a strong relationship with the Green Nodes through additional setbacks, complimentary building configuration and architectural features, coordinated landscape design and public art installations and other measures.

## 7 Built Form

The built form policies for this Plan are structured around several key principles, including promoting contextually appropriate and transit-supportive development, defining and contributing to the public realm and Character Areas, implementing appropriate transitions, supporting a comfortable pedestrian and cycling environment, and conserving and enhancing heritage resources. Development will be of a high quality design throughout the Plan Area, with the greatest emphasis on the areas surrounding the key structuring elements such as the Eglinton/Victoria Park Gateway, the Transit Nodes at the ECLRT stops, the new and existing parks, and the existing and new streets.

Development will provide appropriate setbacks to support a generous, cohesive, and green public realm across the Plan Area. Active at-grade commercial, residential, community, and institutional uses will foster a human-scaled and pedestrian-oriented environment, by encouraging activities in the public realm and promoting eyes on the streets, parks, and open spaces. Development will be organized to create courtyards and other at-grade outdoor amenity spaces, to provide opportunities for a variety of activities and social interaction among neighbours in a green setting.

Development will collectively create and contribute to a spacious, diverse, and pedestrian-friendly experience across the Plan Area. A mix of tall buildings, mid-rise buildings, and limited low-rise buildings will be provided at appropriate locations. Lower to modest base buildings with generous setbacks will be provided to mitigate the visual impact of taller building components above. Mid-rise buildings will frame and support the adjacent streets and parks with appropriate heights and massing. Variety and variation in both site and building design will create visually interesting streetscapes and a strong sense of place along the streets and in the Character Areas.

Within and between Character Areas, transition in scale will be accomplished primarily through variation in building form and stepping down of tall building height and base building height. Angular planes will help to limit the impact from development and create an appropriate fit between the Plan Area and the lower scale *Neighbourhoods* and the existing parks and open spaces.

Comfortable pedestrian and cycling conditions in the public realm are of vital importance to the success of a transit supportive, complete and liveable community. Through strategic deployment of density and built form, as well as detailed building and landscape design, development will limit the shadow and wind impact on streets, parks and open spaces. Shadow and wind impacts will be limited in order to encourage the usage of the above-noted spaces and contribute to a pedestrian and cycling friendly environment.

The built form objectives will be achieved through policies within the Plan, the Official Plan and the Golden Mile Urban Design Guidelines, as adopted by Council.



## Shaping Built Form

- 7.1 The scale and form of development will be contextually appropriate through its relationship with its surroundings, including adjacent areas in and outside the Plan Area such as the *Neighbourhoods*, parks and open spaces, *General Employment Areas* and *Core Employment Areas*, and its proximity to ECLRT stops in the context of the Plan Area.
- 7.2 Sites will be divided into smaller development Blocks, where appropriate, through the introduction of new streets to form a fine-grained street and block network, creating setting, address, circulation, and access for new development. Development will support this street and block network with appropriate scale, orientation, and design.
- 7.3 Development will define, frame, support, and contribute to public realm elements such as streets, parks and open spaces, POPS, Green Nodes, potential mid-block pedestrian connections, public art, views and vistas.
- 7.4 Development will define and support the public realm and built form vision for the Character Areas.
- 7.5 Development will provide a variety of building types, heights and site configurations across the Plan Area, and on lands that can accommodate multiple blocks or buildings.
- 7.6 Development and alterations will respect, conserve and maintain the integrity of the existing and potential heritage resources, and be of scale, form, material, and character that supports and complements these resources.

## Heritage

- 7.7 As part of any future development in the Plan Area, a review of potential cultural heritage resources will occur to determine whether potential cultural heritage resource(s) meet the prescribed criteria under the *Ontario Heritage Act*.
- 7.8 As part of any future development on or adjacent to cultural heritage resources, a Heritage Impact Assessment may be required to assess the impact of the development.
- 7.9 Cultural heritage resources will be retained and conserved, respecting the historic character of the Plan Area, while evolving to meet the needs of future residents and workers.

## Setbacks

- 7.10 Development will provide minimum setbacks from streets, and parks and open spaces as identified on Map 45-11: Building Setbacks.
- 7.11 Encroachments and projections into the minimum required setbacks will be generally limited through the zoning by-law to elements that provide enhancements to the public realm.

## Active At-grade Uses

- 7.12 Development adjacent to streets, parks, and open spaces will generally front onto these spaces with active at-grade commercial, residential, community, and/or institutional uses.
- 7.13 Active at-grade commercial uses such as retail and service uses, restaurants, office uses, and entrances to office buildings are required at the locations identified on Map 45-15: Building Edges and Active Commercial Uses at Grade. Active at-grade commercial uses should:
- a) Provide individual entrances along streets, at the same level as the adjacent sidewalk;
  - b) Provide a minimum ground floor height of 4.5 metres;
  - c) Provide continuous weather protection to ensure pedestrian comfort, where appropriate; and
  - d) Be encouraged along the north-south streets leading directly to the ECLRT stops, park edges adjacent to Eglinton Avenue East, East-West Street #2, and at other appropriate locations.
- 7.14 Active at-grade residential uses include entrances to grade-related units with ground floor living spaces, lobbies, porches, and stoops to give character and scale to residential buildings. Active at-grade residential uses should:
- a) Be designed with entrances that are slightly above the grade of the adjacent sidewalk; below grade entrances and sunken patios in the front yard areas of a street are not permitted;
  - b) For mid-rise and tall buildings, have main entrances fronting directly onto streets with prominent entrance features such as canopies and entry plazas with enhanced landscaping; and

c) For individual grade-related units in low-rise buildings and base buildings of mid-rise and tall buildings, have entrances fronting directly onto streets, parks, POPS, pedestrian mews, or at-grade outdoor amenity spaces, clearly visible and directly accessible from the street sidewalk.

7.15 Active at-grade community and institutional uses include main entrances of buildings with community and/or institutional uses on the ground floor, and rooms that allow for views into and from the public realm, such as activity rooms, fitness rooms, and offices with clear windows. Active at-grade community and institutional uses should:

- a) Have main entrances fronting directly onto streets with prominent entrance features such as canopies and entry plazas with enhanced landscaping; and
- b) Be encouraged at appropriate locations in close proximity to the ECLRT stops, along park frontages, in strategic locations near Centennial College, and along Ashtonbee Road.

7.16 Development should contribute to the establishment of a fine-grained pattern of active at-grade uses through measures such as narrow building frontages, multiple entrances, and use of distinct signage and lighting fixtures on the ground floor façades.

7.17 Larger retail units located in the bases of new buildings may achieve the objective of Policy 7.16 by:

- a) Locating larger retail units on the second level, with appropriately scaled and visible lobby areas;
- b) Wrapping larger retail units with smaller retail units along the building frontages;
- c) Designing retail units to include multiple entrances; and/or
- d) Providing appropriate glazing on storefronts, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail unit open and clear.

### **At-grade Outdoor Amenity Spaces**

7.18 All mixed-use and residential development blocks will provide outdoor amenity spaces. Outdoor amenity spaces should generally be located at grade and should include shared amenity spaces, and where appropriate, private amenity spaces. They may take the form of forecourts, urban gardens, plazas, or

courtyards, and will be designed to:

- a) In general, be centrally located to be shared by all intended users and away from vehicular accesses and service areas;
- b) Be generously scaled and support a range of activities and programming opportunities for the intended uses;
- c) In general, be visible and accessible from surrounding streets, parks, and other public spaces;
- d) Be visible from and allow for overlook by many surrounding residences and units;
- e) Be accessible and connected to indoor amenity areas; and
- f) Have adequate access to sun light.

## Parking and Parking Structures

7.19 Generally, parking will be located below grade to promote active uses above grade and limit their impact on the public realm. Below grade parking structures may encroach into required landscaped setbacks provided that a minimum of 30 cubic metres of soil volume is provided for each tree.

7.20 In *Apartment Neighbourhoods* and *Mixed Use Areas*, where appropriate, limited surface parking may be located behind buildings.

7.21 In *General Employment Areas*:

- a) Surface parking will not be located in front of buildings; and
- b) Surface parking will not be located adjacent to buildings along Eglinton Avenue East and the north-south streets leading directly to the ECLRT stops. Where appropriate, limited surface parking may be located adjacent to buildings along streets other than Eglinton Avenue East and the north-south streets leading directly to the ECLRT stops.

7.22 Above-grade parking structures are not permitted.

7.23 Notwithstanding Policy 7.22, above-grade parking structures, where it is demonstrated that a below-grade parking structure would interfere with a high water table, may be permitted if:

- a) In *Apartment Neighbourhoods* and *Mixed Use Areas*, the above-grade

parking structure is wrapped with active uses on all sides of the buildings and on all floors; and

- b) In *General Employment Areas*, the above grade parking structure is:
- i. Wrapped with employment uses on all floors along Eglinton Avenue East and the north-south arterial streets; and
  - ii. Wrapped with employment uses on all floors where feasible, or be wrapped with employment uses at grade and screened appropriately above the first floor on all streets, except those in Policy 7.23 b) i).

7.24 Above-grade integral garages for low-rise residential buildings are discouraged. Where provided, they will be located at the back of the buildings and will be designed to allow for entrances and ground floor living spaces at the front of the buildings, to support and animate the adjacent public realm.

### **Views and Vistas**

7.25 Where appropriate, development will 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.

### **Base Building Heights**

7.26 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.

### **45 Degree Angular Planes from *Neighbourhoods*, Existing Parks and Open Spaces**

7.27 New development will fall underneath 45 degree angular planes identified on Map 45-14: Angular Planes from *Neighbourhoods*, and Existing Parks and Open Spaces, including The Meadoway.

## Built Form by Character Area

7.28 Development will provide a mix of building types, variation of building heights, and transition in scale across the Plan Area as shown on Map 45-13: Building Types and Heights in Character Areas, and will support the built form vision for the Character Areas outlined in Policies 7.29 to 7.35.

7.29 Development in Golden Mile Commercial Gateway will:

- a) Accommodate the tallest building heights in the Plan, with a maximum height of 35 storeys;
- b) Consist of primarily tall buildings, with some mid-rise buildings at strategic locations, to provide built form variety along key public realm elements such as Eglinton Avenue East, Eglinton Square Park, East-West Street #2 north of Eglinton Avenue East, and the north south street connecting Eglinton Avenue East to the Craigton Court Tot Lot;
- c) Provide appropriate transition to Eglinton Square Park and open spaces including POPS at the ECLRT stop; and
- d) Provide buildings and landscape of the highest quality to support the area's role as the gateway to the broader Golden Mile area and Scarborough, with the greatest emphasis on the area surrounding the Eglinton Avenue East and Victoria Park intersection and along Eglinton Avenue East.

7.30 Development in Mixed Use Transit Nodes will:

- a) Accommodate a mix of tall buildings and mid-rise buildings, with a maximum height of 30 storeys, generally located near the ECLRT stops;
- b) Provide appropriate transition to the parks and open spaces along Eglinton Avenue East, including the POPS at the ECLRT stops; and
- c) Provide buildings and landscape of the highest quality, with the greatest emphasis on Eglinton Avenue East, especially the areas surrounding the ECLRT stops and the parks, to support their roles as the focal points along Eglinton Avenue East.

7.31 Development in East Park Mid-rise and Tall Building Community will:

- a) Accommodate a mix of tall and mid-rise buildings, with a maximum height of 30 storeys;
- b) Provide at least one full block of mid-rise buildings along Eglinton Avenue

East to create a visual break in massing of permitted built form between the ECLRT Golden Mile and Birchmount stops;

- c) Ensure that East Park will be surrounded by primarily mid-rise buildings and base buildings of tall buildings with significant tower setbacks from the park or the streets along the park; and
- d) Provide buildings and landscape of the highest quality, with the greatest emphasis on areas along Eglinton Avenue East and the north-south streets leading to the East Park, and the areas surrounding the East Park.

**7.32** Development in West Park and Meadoway 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) Provide appropriate transition in scale, height, density and built form to the existing and new parks and open spaces including The Meadoway, the Craigton Court Tot Lot, and the West Park; and
- c) Provide high quality buildings and landscape, with the greatest emphasis on the areas surrounding the West Park and along the East-West Street #2 north of Eglinton Avenue East.

**7.33** Development in O'Connor 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 30 storeys;
- b) Provide appropriate transition in scale, height, density and built form to the low-rise *Neighbourhoods* to the south; and
- c) Provide high quality buildings and landscape, with the greatest emphasis on the areas along the reconfigured O'Connor Drive and the north south streets between Eglinton Avenue East and O'Connor Drive.

**7.34** Development in 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;

- c) Wherever possible, provide active at-grade uses with pedestrian walkways along the park frontages to promote animation and eyes on the parks; and
- d) 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.

7.35 Development in Employment Area will:

- a) Be sited and oriented to feature a strong relationship with Eglinton Avenue East, providing primary façades and entrances fronting directly onto the street; and
- b) Provide high quality building and landscape, with the greatest emphasis on areas along Eglinton Avenue East, especially at the ECLRT stops.

### **Built Form by Street**

7.36 Development will provide a mix of building types and heights to define and support the built form characters along streets as outlined in policies 7.37 to 7.43, in accordance with the building types and maximum tall building heights identified on Map 45-13: Building Types and Heights in Character Areas, and minimum and maximum base building heights identified on Map 45-12: Base Building Heights.

7.37 Along Eglinton Avenue East, development will consist of a mix of tall and mid-rise buildings to support the street as a vibrant commercial main street with a varied built form character.

7.38 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.

7.39 In *Mixed Use Areas* along the potential reconfigured and extended O'Connor Drive, development will have a predominantly mid-rise and/or low-rise character to provide appropriate transition to the *Neighbourhoods* to the south, and will:



- a) Ensure that tall building towers along the street line on the north side of the O'Connor Drive extension will be setback a minimum of 30 metres from the street line; and
- b) Notwithstanding Policy 7.39 a) above, tall building towers with a maximum height of 20 storeys and a minimum 8-metre setback from the street line along the north side of the O'Connor Drive extension will be permitted at the following locations:
  - i. At the north east corner of the extension of O'Connor Drive and Victoria Park Avenue intersection; and
  - ii. At the north east corner of the extension of O'Connor Drive and Pharmacy Avenue intersection.

7.40 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 7.40 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.

7.41 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 *General Employment Areas* and *Core Employment Areas*.

7.42 Along the existing north-south streets including Victoria Park Avenue, Pharmacy Avenue, Hakimi/Lebovic Avenue, Warden Avenue, Thermos/Sinnott Road, and Birchmount Road, development will:

- a) Generally locate taller buildings in areas closer to the ECLRT stops;
- b) Provide mid-rise buildings west of Victoria Park Avenue; and
- c) Be encouraged to provide mid-rise buildings in locations adjacent to parks and open spaces and *Neighbourhoods*, *General Employment Areas* and *Core Employment Areas*.

7.43 Along North-South streets with a 23-metre ROW, development will be encouraged to provide mid-rise buildings. Tall buildings and limited low-rise buildings are permitted at appropriate locations.

### **Built Form by Building Type**

7.44 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 building towers on each development Block;
- c) Be designed with a minimum 5-metre tower setback 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 setbacks 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.

7.45 Development of Mid-rise Buildings will:

- 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;
- 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:
  - i. Along Eglinton Avenue East, or adjacent to parks along Eglinton Avenue East;
  - ii. Along both sides of the East-West Street #2 or along the potential extension of O'Connor Drive; and
  - iii. Along new parks.

- 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;
- d) Have heights based on a maximum 1:1 ratio with the Right-of-Way width of the adjacent street that the building or building mass fronts onto, up to a maximum height of 36 metres;
- 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
- f) Where required, be designed to achieved 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.

7.46 Limited low-rise buildings are permitted at appropriate locations, provided that they will support cohesive and balanced built form characters along streets as outlined in Policies 7.36 to 7.43, and will not result in additional height and density in other areas of the Site that do not support the public realm and built form policies of this Plan.

## Shadow Impact

7.47 Development will locate density and built form strategically and design buildings appropriately to minimize shadows in order to preserve the utility of sidewalks, parks and open spaces, childcare centres , playgrounds, schools and other institutional open spaces, private open spaces, outdoor amenity spaces and POPS.

7.48 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.

7.49 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.

7.50 Development in the *Mixed Use Areas* 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.

7.51 Development will achieve a minimum of 5 – 7 consecutive hours of sunlight from 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.

## 8 Natural Environment, Sustainability and Resilience

All development within the Plan Area will incorporate sustainability principles and sustainable design to achieve a resilient community. The creation of a transit-supportive, mixed-use community with new parks and open space, and a well-connected public realm will provide an environment that encourages pedestrian and cyclist movement for local trips and beyond, and transit ridership for longer distance trips.

Sustainability and climate resilience can be integrated into the design of new buildings, landscapes, surface parking, parks and open spaces, streets, and sidewalks to minimize environmental impact, reduce greenhouse gas emissions, manage stormwater, reduce the urban heat island effect, protect natural areas and improve biodiversity.

8.1 Development is encouraged to meet or exceed the highest performance level of the Toronto Green Standard, including achievement of zero emissions and retention of 100 per cent of rainfall and snowmelt on site.

8.2 Development and streetscape improvements will:

- a) Integrate absorption and retention of stormwater;
- b) Incorporate biodiversity;
- c) Incorporate a minimum of 30 cubic metres of soil volume for each tree, and, where appropriate, other plantings, informed by design guidelines developed by the City; and
- d) Integrate municipal servicing and utilities in a manner that is compatible with existing and planned trees within the City Right-of-Way.

8.3 Development, infrastructure and public realm improvements will seek to optimize opportunities for water conservation, on-site infiltration and stormwater control through low impact development approaches including: green roofs, rain gardens, greywater reuse in buildings and for on-site irrigation, swales, soakways, underground retention/ infiltration, infiltration trenches, urban bioswales, permeable paving and use of native plant material.

8.4 Development will be encouraged to incorporate biodiversity objectives by:

- a) Creating habitats that provide shelter, refuge and food; and
- b) Planting a variety of species at grade and on rooftops, including native plant species that are pollinator-friendly.

8.5 Development should retain and protect existing (healthy) mature trees, where possible.

8.6 Development will be encouraged to:

- a) Incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- b) Develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) Integrate on-site renewable energy and electricity production to reduce electricity demand; and
- d) Provide backup power for resilience to area-wide power informed by guidelines developed by the City.

## 9 Housing

Residential development will result in a complete and inclusive community through a range of housing opportunities. An appropriate mix of tenure, size and affordability will be achieved in order to offer housing options for a wide variety of households. Development in the Plan Area will be in accordance with the affordable housing policies in Section 3.2.1 of the Official Plan.

- 9.1 Residential developments will include a range of tenure, including purpose-built rental housing, building types, unit types and sizes to accommodate a variety of households and achieve a balanced mix of 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.
- 9.3 The City may reduce the minimum requirements identified in Policy 9.2 where development is providing:
  - a) Social housing or other publicly-funded housing; or
  - b) Specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.
- 9.4 Residential units will include operable windows and should include storage space, and balconies or terraces to support larger households.
- 9.5 New buildings with residential uses will be required to include indoor and outdoor amenity spaces for the use of residents which are suitable for a range of unit types.

# 10 Community Services and Facilities

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.

10.1 Community service facility priorities in the Plan Area include:

- a) Revitalization and expansion of existing facilities and community agency spaces;
- b) Revitalization and expansion of existing community centres serving the Plan Area; including O'Connor Community Centre and Don Montgomery Community Centre, in addition to the potential provision of a new community recreation centre within the Plan Area.
- c) New child care facilities located near ECLRT stops and within future elementary schools; and
- d) New public schools in the Plan Area.

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.

10.3 Development on Sites with existing on-site community service facilities will replace the total gross floor of the community service facility on Site.

10.4 Notwithstanding Policy 10.3, the replacement of any existing community service facilities may be provided off-site at the City's discretion provided the following matters are secured:

- a) A receiving site has been secured to the City's satisfaction and financial security equivalent to the City's cost of replacing the existing community service facility is provided to ensure its timely replacement; or
- b) An amount of funding equivalent to the City's cost of replacing the existing community service facility within the vicinity of the development is provided in lieu of the owner replacing the facility off-site.



- 10.5 Development may be requested to contribute to the delivery of community service facilities through:
- a) New, expanded or retrofitted space for one or more community service facilities on-site;
  - b) New, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or
  - c) A contribution towards the delivery of a specific community service facility that meets identified needs.
- 10.6 Development that is phased should include required on-site facilities as part of the first phase of development, where feasible.
- 10.7 New community service facilities and expansions or retrofits of existing facilities will be designed to meet the requirements of the City and/or public agencies and boards, and will:
- a) Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
  - b) Be located within mixed-use buildings, where appropriate; and
  - c) Provide flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups.
- 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.
- 10.9 Development will be encouraged to provide space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.
- 10.10 Partnerships between private landowners, public agencies, boards and commissions, and non-profit community service providers to support the improvement, provision and expansion of community service facilities will be encouraged.
- 10.11 To address their respective requirements and to promote cost-effectiveness and coordination, community service providers will be encouraged to:
- a) Support the creation of community hubs;

- b) Co-locate facilities;
- c) Address distribution gaps; and
- d) Integrate and coordinate programs

## 11 Mobility

The Golden Mile Transportation Master Plan (“**TMP**”) for the Plan Area focuses on improving access and balancing modes of transportation to ensure a range of travel choices encouraging sustainable travel behaviour. The improvements to the transportation network serves the planned development of the broader Golden Mile area, its surrounding neighbourhoods, and the existing and future employment uses. The TMP forms the basis for the transportation infrastructure required to support the growth provided for by this Plan and should be read in conjunction with the policies of this Plan.

The implementation of the ECLRT will improve the transportation system and contribute to the provision of sustainable travel options to service existing and future users.

Expanding and improving the street network through a more complete structure of streets and blocks will better connect people in the area to destinations within and beyond the Plan Area. The expanded street network will be designed to include pedestrian and cycling infrastructure. This focus of active transportation will service local trips and support the ECLRT.

The implementation of the ECLRT will improve the transportation network and contribute to the provision of sustainable travel options to service existing and future users.

Until the full implementation of the transportation network including the ECLRT, north-south transit priority routes, and new and reconfigured streets identified in the Plan, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity. Managing growth and monitoring its impact on the transportation system are important elements in the growth management strategy necessary to implementing the Vision for this Plan.

- 11.1 The Golden Mile TMP identifies the transportation infrastructure improvements required to support the growth provided for in this Plan, additional or alternative improvements may also be identified over time by the City and landowners.
- 11.2 The required transportation network improvements from the Plan will be refined, protected and implemented through the development review and approvals process and identified capital expenditures.
- 11.3 The transportation network will focus on the efficient movement of people and goods within and around the Plan Area with an emphasis on the use of transit, walking and cycling, which will be supported by:
  - a) Ensuring land use patterns and a mix of uses enable opportunities and access to daily needs within the community, reducing the need for longer trips;

- b) Implementing a fine-grained street network improving the connections through the Plan Area and to surrounding neighbourhoods;
- c) Encouraging the integration of pedestrian and cycling transportation infrastructure with improvements to the public realm, particularly around transit stations, stops and intersections;
- d) Encouraging that development and civic infrastructure should be designed to ensure seamless mobility across all modes of transportation;
- e) Managing trip demand and travel behaviour through the implementation of travel demand management strategies with development; and
- f) Expanding, enhancing, and introducing new surface transit priority measures in and around the Plan Area to support the ECLRT and planned higher order transit.

## Street Network

11.4 The planned street network as shown on Map 45-7: Street Network, will provide a fine grain of streets and improve connectivity for pedestrians, cyclists and vehicles, and enhancing access within the Plan Area.

11.5 The planned Right-of-Way widths of all streets are outlined on Map 45-8: Street Right-of-Way Widths.

11.6 The fine-grain street network as shown on Map 45-7: Street Network will consist of Streets and Conceptual Streets and they will be defined as follows:

- a) Streets will be public and accommodate all users and modes; and
- b) Conceptual streets will be public streets, where appropriate, or be publicly accessible and connected to the public street network.

11.7 Streets and Conceptual Streets will be:

- a) Generously scaled, pedestrian-oriented, safe and comfortable;
- b) Designed in such a manner as to invite and promote movement through the Plan Area; and
- c) Designed to include sidewalks, lighting, high quality pavements and furnishings, landscape features, and incorporate trees and stormwater infiltration, where appropriate.

- 11.8 The exact location, alignment and design of streets and potential mid-block pedestrian connections will be refined, at the discretion of the City, through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment (“EA”), as required, or other implementation mechanisms at the discretion of the City.
- 11.9 Traffic Control Signals will be secured as identified in Map 45-7: Street Network. Additional signalized crossings should be considered where appropriate to facilitate the cycling network and pedestrian connections as identified in Map 45-9: Pedestrian Network and Map 45-10: Cycling Network.
- 11.10 Existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way.

### **Transit Network**

- 11.11 Development in proximity to existing and planned higher order transit stops will improve active transportation connections to and from transit stops and provide amenity including open space, seating areas and weather protection.
- 11.12 Development and public infrastructure projects adjacent to transit priority routes and transit interchanges as identified in Map 45-17: Transit and Travel Demand Management Plan, will recognize and protect for local and regional transit system infrastructure and future improvements. Victoria Park Avenue and Warden Avenue within the Plan Area will be planned for transit priority measures and as a potential planned higher order transit corridor.
- 11.13 Right-of-Way widths of 36 metres, as outlined on Map 45-7: Street Network and Map 45-8: Street Right-of-Way Widths, will be required for Victoria Park Avenue and Warden Avenue to support Policy 11.12.
- 11.14 Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership.

## Pedestrian and Cycling Networks

11.15 Improvements to streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move to and through the Plan Area, consistent with the following:

- a) Cycling routes are identified on Map 45-10: Cycling Network;
- b) Priority Pedestrian Locations shown on Map 45-9: Pedestrian Network, 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;
- c) Acquiring lands beyond the Rights-of-Way widths identified on Map 45-8: Street Right-of-Way Widths may be required to support cycling infrastructure and pedestrian designs at Cycling Interchanges and Key Pedestrian Connections;
- d) Bicycle boxes and/or other infrastructure designs will be provided where appropriate to secure safer turning movements for cyclists at Cycling Interchanges identified on Map 45-10: Cycling Network; and
- e) Cycling infrastructure and facilities will be planned and provided through lands with bicycle parking along cycling routes and bike-share facilities as identified in Map 45-10: Cycling Network.

11.16 The cycling network, alignment, and design will be refined, at the discretion of the City, through the development application review process, an EA as required, street designs or other implementation mechanisms at the discretion of the City.

11.17 Development on individual blocks will extend the mobility network by introducing safe, generously-scaled, and comfortable potential mid-block pedestrian connections identified on Map 45-9: Pedestrian Network.

11.18 Owners of abutting properties are encouraged to provide pedestrian easements along mutual property lines to help establish a pedestrian network of mid-block connections as identified on Map 45-9: Pedestrian Network.

## Shared Mobility, Parking and Travel Demand Management

11.19 Development applications will be required to include Travel Demand Management (“**TDM**”) Strategies. The TDM Strategies will outline the site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking.

11.20 Development applications will provide TDM strategies which will include:

- a) An assessment of existing conditions including development levels and transportation improvements or TDM measures already in place;
- b) Determining the potential impact of the proposed development on the transportation network;
- c) An inventory of the components of the pedestrian and cycling network that will be implemented with the development proposal;
- d) A plan for phasing the required transportation improvements and/or TDM measures as development proceeds; and
- e) Monitoring and reporting of TDM strategies after each phase of development.

11.21 "Shared Mobility Hubs" are defined as single service points for bike-share, ride-share and car-share facilities at locations identified on Map 45-17: Transit and Travel Demand Management Plan.

11.22 Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for on-street parking of car sharing, ride-share or bike sharing stations.

11.23 Integrate Toronto Parking Authority facilities below grade, near ECLRT stops.

11.24 Quantitative multimodal transportation assessments and site-related mitigation measures including a TDM strategies shall be prepared for all development applications within the area that demonstrate sufficient and safe transportation infrastructure to service the proposed development.

# 12 Servicing

The Golden Mile Secondary Plan Master Servicing Plan ("**MSP**") provides a planning level assessment of servicing infrastructure to support assumptions for growth and development in the Plan Area. The City may, over time, update the MSP through subsequent servicing studies, such as a Basement Flooding Protection Plan Area Study. The MSP, as updated over time, will serve as a strategic document to support this Plan and will be utilized as a technical resource for the review of development proposals in the Plan Area, as updated through relevant master servicing studies. Servicing Reports submitted with each development application will analyze, update and identify servicing infrastructure needs on a comprehensive basis to reflect most up-to-date conditions at the time of application submission using MSP, as updated, as base information for the Report.

- 12.1 Development will not exceed the capacity of existing municipal servicing infrastructure within the Plan Area. Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure, is planned for implementation, timing and/or phasing of development will be required to coordinate with the planned new, improved and/or upgraded so as to coordinate land use planning, infrastructure planning and infrastructure investment.
- 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.
- 12.3 The upgrades and/or improvements to, or new, municipal servicing infrastructure may be secured in a Core Servicing Agreement entered into between various landowners to identify cost-sharing obligations, coordination on construction of such infrastructure, cost and implementation of all new storm sewers and stormwater management facilities, and such related matters, including any requirements for green infrastructure as defined in the Official Plan and as determined by the City or this Plan.
- 12.4 Such Core Servicing Agreement will be in a form and content satisfactory to the City, at no cost to the City, and the City may be a party to such agreements, where appropriate.



## 13 Implementation, Phasing & Monitoring

- 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.
- 13.2 Where the policies of this Plan limit the FSI of development, FSI calculations will be calculated based on the gross Site area before any public street(s), right-of-way widening(s), and public parkland are provided to the City. The Zoning By-law Amendment for each Site is anticipated to reflect a higher density on a net Site basis compared to the overall gross Site area density permitted by this Plan when such matters identified in this Policy and Policy 4.16 of this Plan are provided to the City.
- 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.
- 13.4 Development will protect for the long-term vision of the Plan Area consistent with the policies of this 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.
- 13.6 Smaller Sites that are too small to accommodate appropriate development to implement the Plan Area's vision are encouraged to consolidate with adjacent lands.
- 13.7 The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Plan, including components of the Public Realm Network, and potential mid-block pedestrian connections and POPS secured through the development application review process. The public realm enhancements will be constructed and maintained by the owner.
- 13.8 Landowners in the Plan Area are encouraged to enter into landowner agreements with each other, and potentially the City, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing, front

ending and/or phasing of infrastructure including streets, servicing and parks required to support development of the Plan Area.

- 13.9 The policies in this Plan that address the provision of community benefits are to be read within the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Development Charges Act*, the *Planning Act* and any other associated legislation.
- 13.10 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;
- b) A Functional Service and Stormwater Management Report will be submitted, which will include the assessment and implementation of low impact development approaches as identified in Policy 8.3 for stormwater management within the public right-of-way. Where appropriate, the report will identify any provisions for adequate setback and lands required for stormwater management facilities and features within the public ROW, or over-control at the site level to meet overall Stormwater Management requirements;
- c) A Cultural Heritage Evaluation Report and/or Heritage Impact Assessment, respectively may be required as part of a complete application if there are any potential or identified heritage resources present.

## Context Plans

13.12 Context Plans will be required, where appropriate as part of a complete application and the boundaries for a Context Plan will be determined in consultation with the City. The Context Plan will include:

- a) The Site of the proposed development; and
- b) The lands of the entire land holdings of one Site.

13.13 Context Plans will demonstrate how the proposal conforms with the policies of this Plan, the Official Plan and the applicable Urban Design Guidelines including the Golden Mile Secondary Plan Urban Design Guidelines and any supplementary Urban Design Guidelines that may be required for Sites that can accommodate multiple buildings or blocks. Items to be addressed in the Context Plan include:

- a) Existing topography and a conceptual grading plan;
- b) Location of natural features, including mature trees and vegetation and strategies to protect them;
- c) The layout and design of existing and proposed streets in plan and sections including dimensions for sidewalks, trees and other street furniture;
- d) The location of existing and required parks as shown on Map 45-6: Public Realm Plan;
- e) The location of existing and proposed open spaces including POPS and other accessible open spaces;
- f) The pedestrian circulation network including sidewalks and other walkways through existing and planned parks, accessible open spaces including potential mid-block pedestrian connections and other forms of POPS;
- g) The location of existing and future public destinations including parks, transit, and community services and facilities;
- h) Existing and proposed cycling routes, on public and private land;
- i) Existing and potential locations for public art;
- j) The pattern of existing and proposed building types;
- k) The layout of development parcels including building setbacks, ground

floor uses, and building entrances;

- l) The location and layout of the proposed service areas including lanes, shared driveways, ramps and loading areas;
- m) Building massing, including base building heights, stepbacks and tall building elements if appropriate;
- n) Development density;
- o) Shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block; and
- p) Relationship with the existing and potential future development in the areas adjacent to the Context Plan Area.

13.14 When Sites subject to a development application are required to deliver street network improvements, affordable and/or social housing, non-residential gross floor area, community services and facilities or public parks as required by this Plan, Context Plans will also indicate the phasing of development as it relates to these requirements.

13.15 An acceptable Context Plan will be endorsed by City Council concurrent with the adoption of an implementing Zoning By-law for the development application. The endorsed Context Plan will guide future development applications on adjacent lands, and/or inform applications for Site Plan Approval for buildings that form part of the Context Plan.

### **Transportation Network Implementation**

13.16 The expansion of the street network in the Plan Area into a finer grid of streets will occur incrementally with development through the direct construction and conveyance of new streets or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development approvals process.

13.17 The expansion of the transportation network will be gradual in the Plan Area, but certain street links and transportation network improvements, including transit, will be required for development to proceed in associated development areas. Map 45-18: Transportation Implementation Plan outlines development areas and street links improvements as identified in the Plan.

13.18 In the Plan Area, the expansion of the transportation network will occur incrementally with development as follows:

- a) If a required network improvement identified on Map 45-18: Transportation Implementation Plan forms part of a Site that is subject to a development application, that improvement will be secured and/or constructed prior to development proceeding;
- b) When required network improvements Map 45-18: Transportation Implementation Plan are not part of a Site that is subject to a development application, the development proponent of that Site will make best efforts to coordinate the required improvements with other landowners in the Plan Area;
- c) If the off-site network improvements required for a proposed development are not in place or constructed, development proponents must demonstrate to the satisfaction of City Council that the transportation network will function appropriately until the required improvements have been implemented; and
- d) If the required network improvement is an off-site improvement and the development has satisfied the provisions of Policy 13.18 b) and c), Council will require a financial contribution towards the costs associated with the future land acquisition and construction of the required transportation improvement as determined through the development application review process.

## Monitoring

New development in the Plan Area is expected to occur incrementally and the timing and phasing of necessary infrastructure improvements will depend on a number of factors including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all municipal infrastructure, will be monitored to ensure the capacity of these infrastructures keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

13.19 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.

13.20 A monitoring program will be undertaken by the City every five years from the date this Plan is in full force and effect to that ensure infrastructure keeps pace with development and to inform Transportation Impact Studies submitted with development applications, and may include:

- a) The travel characteristics of employees, residents and visitors including

modal split, vehicular occupancy, trip distribution and peak hours of travel;

- b) An evaluation of trip volumes from a multi-modal perspective on streets and at key intersections, and the future capacity of all transportation modes against development levels and network improvements provided for by this Plan;
- c) An evaluation of transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network;
- d) An evaluation of existing, planned and proposed development;
- e) An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options; and
- f) The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of this Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM strategies.

## Holding Provisions

13.21 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:

- a) The provision of adequate higher order transit capacity, transit priority measures and any transit service improvements;
- b) The design and provision of existing and planned transportation networks, both on and off-site, secured to the satisfaction of the City;
- 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;
- d) The provision of municipal infrastructure, including sewer, water, stormwater, community infrastructure, parks, and energy provision networks serving the development Site; and
- g) The construction of, or otherwise secure the provision of, the non-residential gross floor area as required by this Plan.

## Interim Uses

- 13.22 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 may remain on an interim basis prior to large-scale redevelopment of the lands.
- 13.23 Uses and their associated existing gross density that are legally existing as of the date of adoption of this Plan will be permitted, provided:
- 13.23.1 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
  - 13.23.2 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.
- 13.24 An Interim Development Strategy submitted pursuant to Policy 13.23.2 will demonstrate to the City's satisfaction that such interim development:
- 13.24.1 Is not intended to be long-term and is appropriate over the short- to medium-term;
  - 13.24.2 Does not preclude the long-term development of the Site as envisioned by this Plan;
  - 13.24.3 Does not preclude the achievement of the street network set out in Map 45-7: Street Network;
  - 13.24.4 Does not exceed the maximum height permitted by the Zoning By-law in force at the time of application;
  - 13.24.5 Does not include residential uses or underground parking structures; and
  - 13.24.6 Complies with the Built Form and Public Realm policies of the Official Plan.

## Definitions

13.25 For the purposes of this Plan, the following terms have the following meanings:

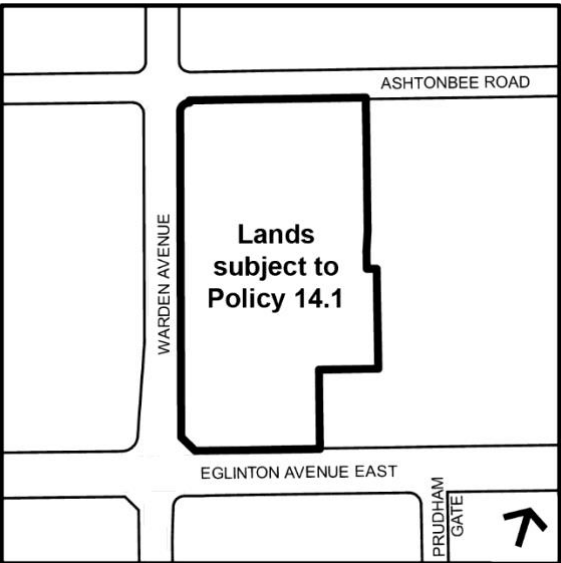
- a) **"Block"** refers to the block created through the network of streets, parks and open spaces. A Block may also be a part of, or an entire development Site in some circumstances.
- b) **"Site"** refers to the Site as it exists as of the date of adoption of this Plan, unless City Council is otherwise satisfied.



# 14 Site and Area Specific Policies

## 14.1 1960 Eglinton Avenue East

14.1.1 Industrial uses are permitted subject to policy 4.10 of this Plan.



## List of Maps

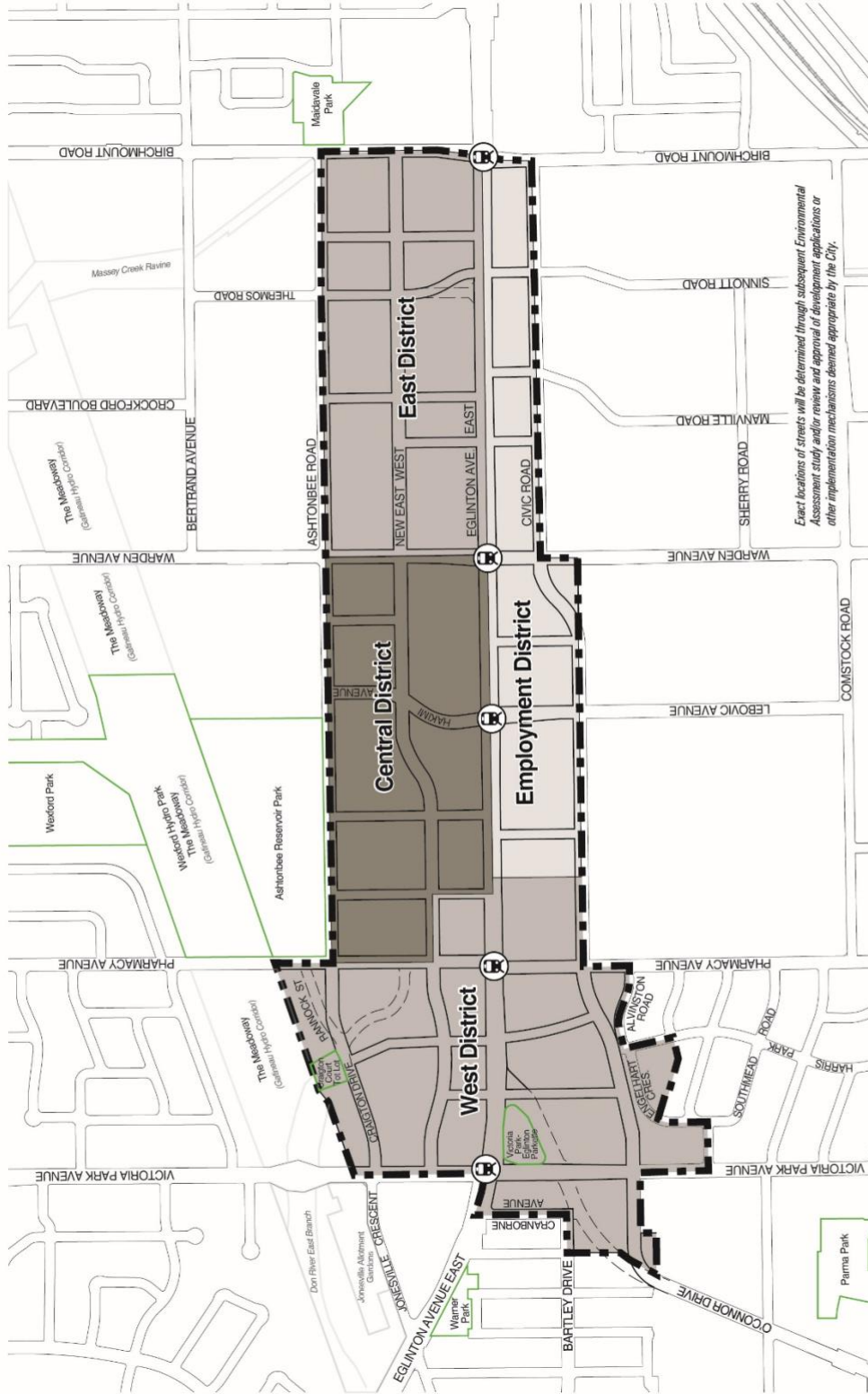
- Map 45-1: Secondary Plan Area Boundary
- Map 45-2: Districts
- Map 45-3: Character Areas
- Map 45-4: Structure Plan
- Map 45-5: Development Density
- Map 45-6: Public Realm Plan
- Map 45-7: Street Network
- Map 45-8: Street Right-of-Way Widths
- Map 45-9: Pedestrian Network
- Map 45-10: Cycling Network
- Map 45-11: Building Setbacks
- Map 45-12: Base Building Heights
- Map 45-13: Building Types and Heights in Character Areas
- Map 45-14: Angular Planes from *Neighbourhoods*, and Existing Parks and Open Spaces
- Map 45-15: Building Edges and Active Commercial Uses at Grade
- Map 45-16: Conceptual Community Services & Facilities Plan (non-statutory)
- Map 45-17: Transit and Travel Demand Management Plan
- Map 45-18: Transportation Implementation Plan



**Golden Mile Secondary Plan**  
 MAP 45-1 Secondary Plan Area Boundary

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

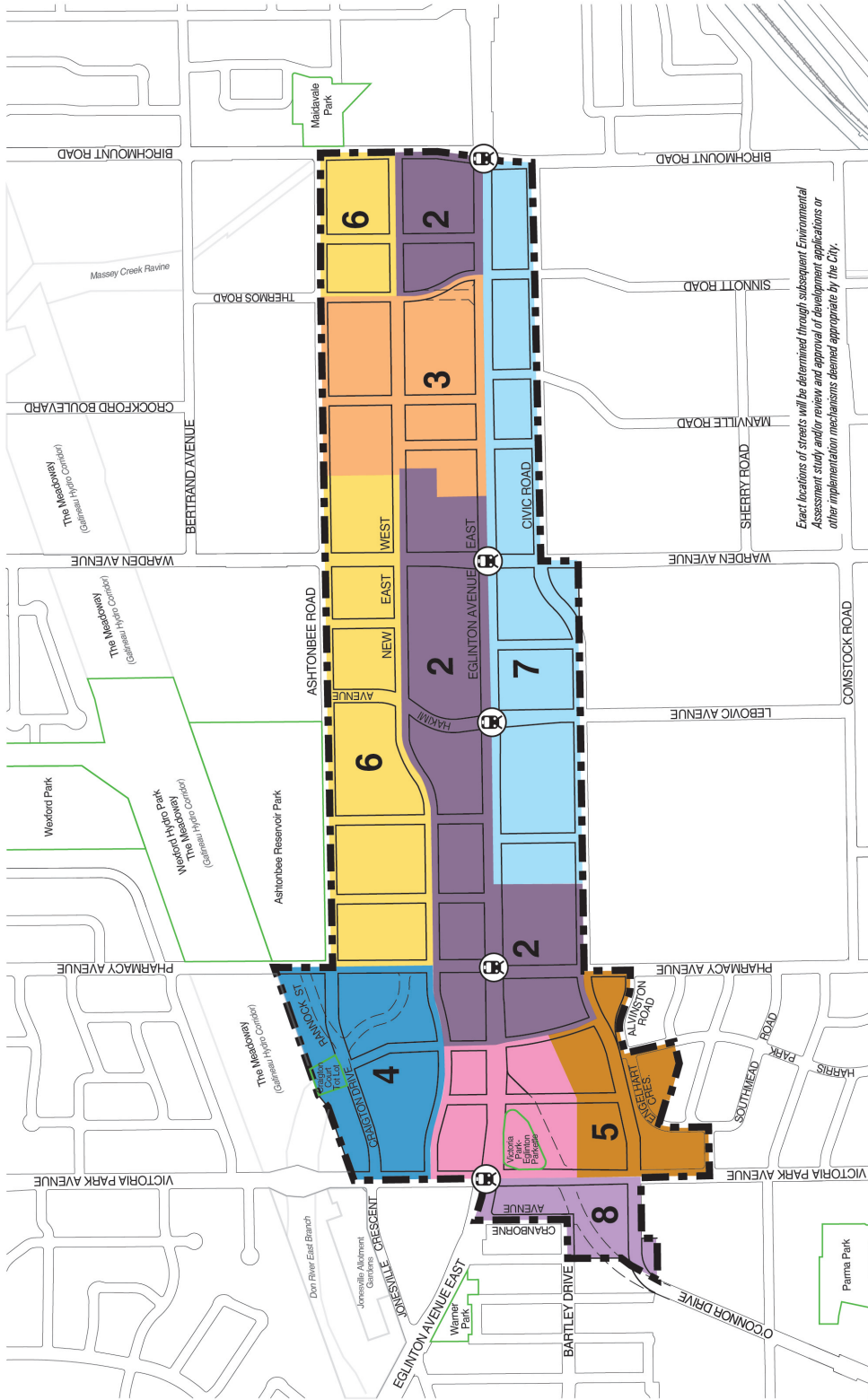




**Toronto** Golden Mile Secondary Plan  
MAP 45-2 Districts

- Secondary Plan Boundary
- - - Existing Street within the Secondary Plan Boundary to be Potentially Reassigned/Reconfigured
- Ⓜ Transit Node
- ▭ Existing Park





# Golden Mile Secondary Plan

MAP 45-3 Character Areas

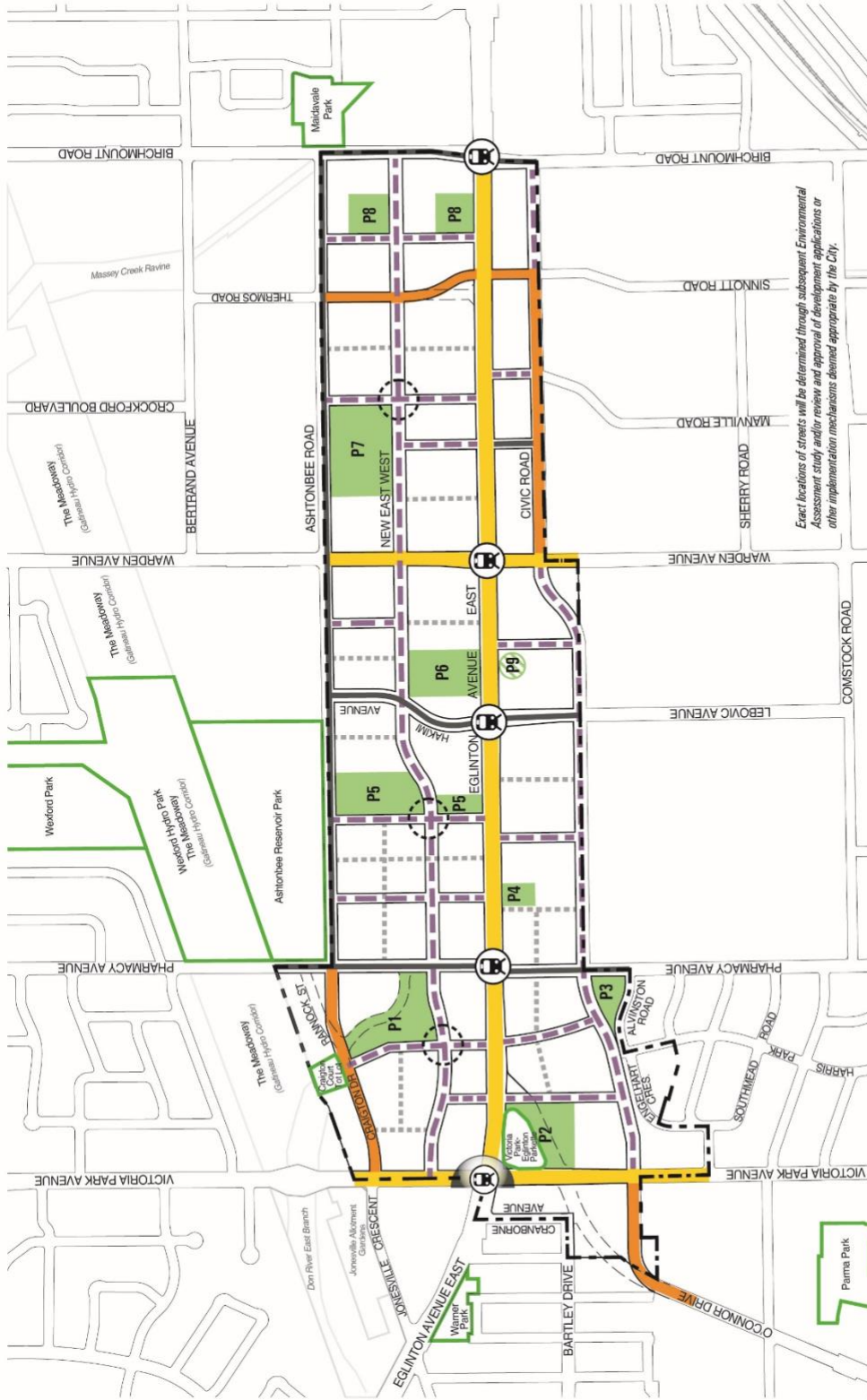


- 1 Golden Mile Commercial Gateway
- 2 Mixed Use Transit Nodes
- 3 East Park Mid-rise and Tall Building Community
- 4 West Park and Meadowley Transition Area
- 5 O'Connor Drive Transition Area
- 6 Ashtonbee Transition Area
- 7 Employment Area
- 8 Victoria Park Avenue/O'Connor Drive Intersection Area (Refer to SASP 400, Chapter 7 of the Official Plan)



Not to Scale

- 1 Transit Node
- 2 Existing Park
- 3 Existing Park
- 4 Existing Park
- 5 Existing Park
- 6 Existing Park
- 7 Existing Park
- 8 Existing Park



*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

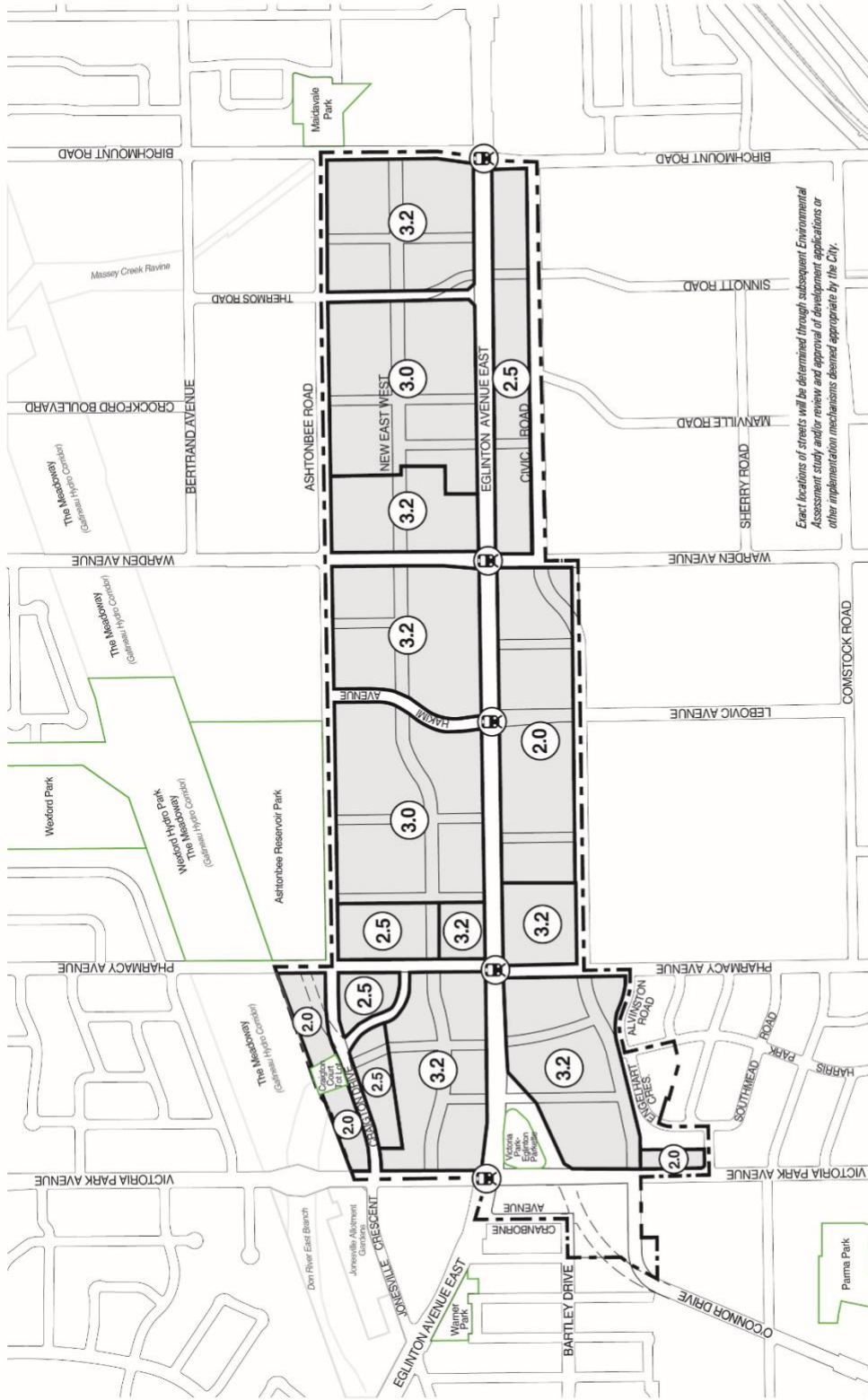
MAP 45-4 Structure Plan

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realign/Reconfigured
- 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 6.2.1)
- New Park Index**
- P1** West Park
- P2** Eglinton Square Park
- P3** South Park
- P4** Pharmacy-Eglinton Park
- P5** Central Park N & S
- P6** Hakim Park
- P7** East Park
- P8** Birchmont Park N & S
- P9** Employment Park



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 455 Development Density



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



*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 45-6 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 LFT 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
- Central Park M & S
  - P5 Hakkim Park
  - P6 East Park
  - P7 Birchmont Park M & S
  - P8 Employment Park
  - P9



Not to Scale





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



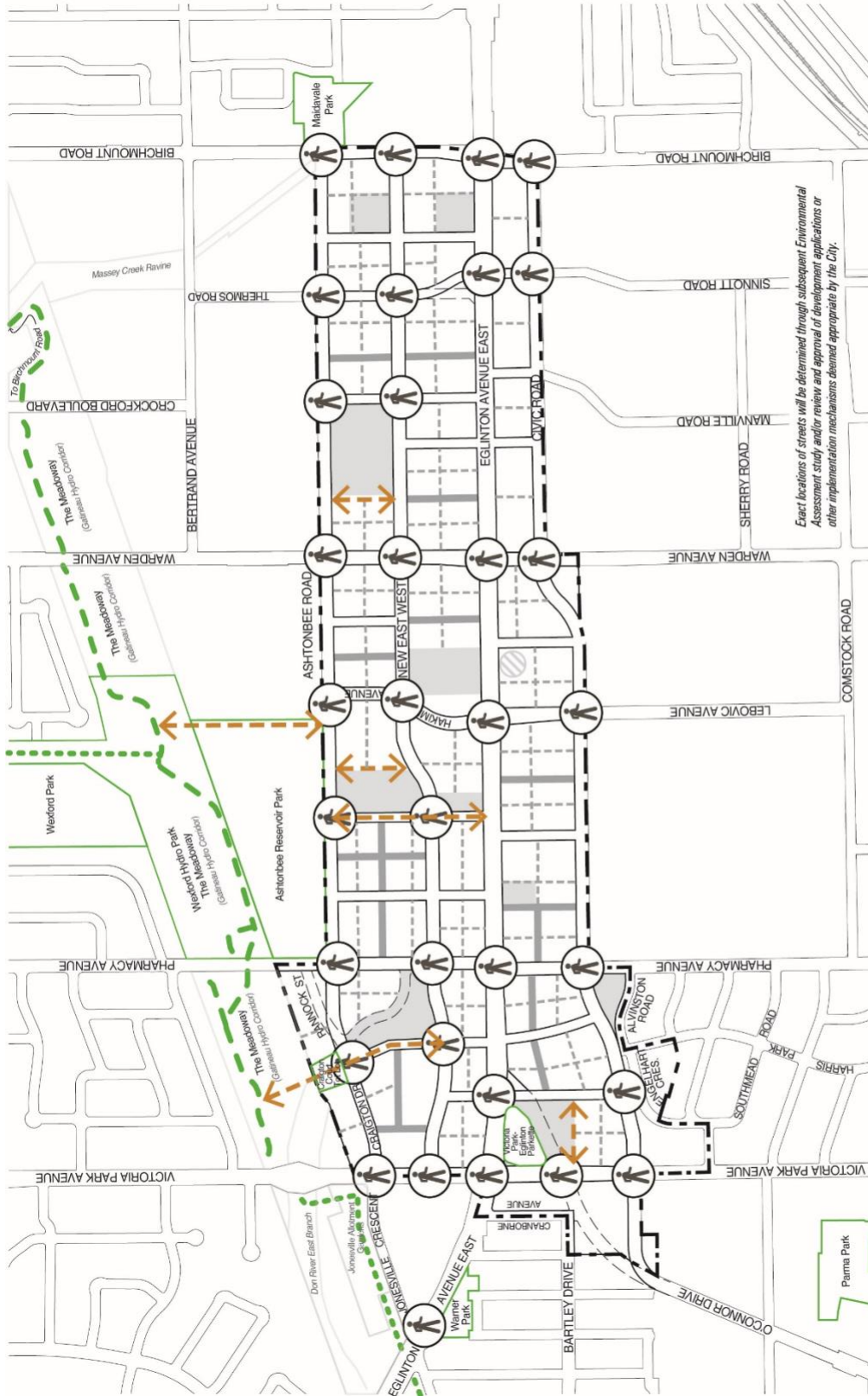
# Toronto Golden Mile Secondary Plan

MAP 45-8 Street Right-of-Way Widths

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Existing Park
- New Park
- 45m and Over ROW
- 43m ROW
- 36m ROW
- 30m ROW
- 27m ROW
- 23m ROW
- Note: \*Thick dashed lines represent new / reconfigured / widened street.
- \*Arrows represent potential additional ROW requirement, the extent of which to be further studied.
- Conceptual Park Location (Refer to Policy 6.2.1)



Not to Scale



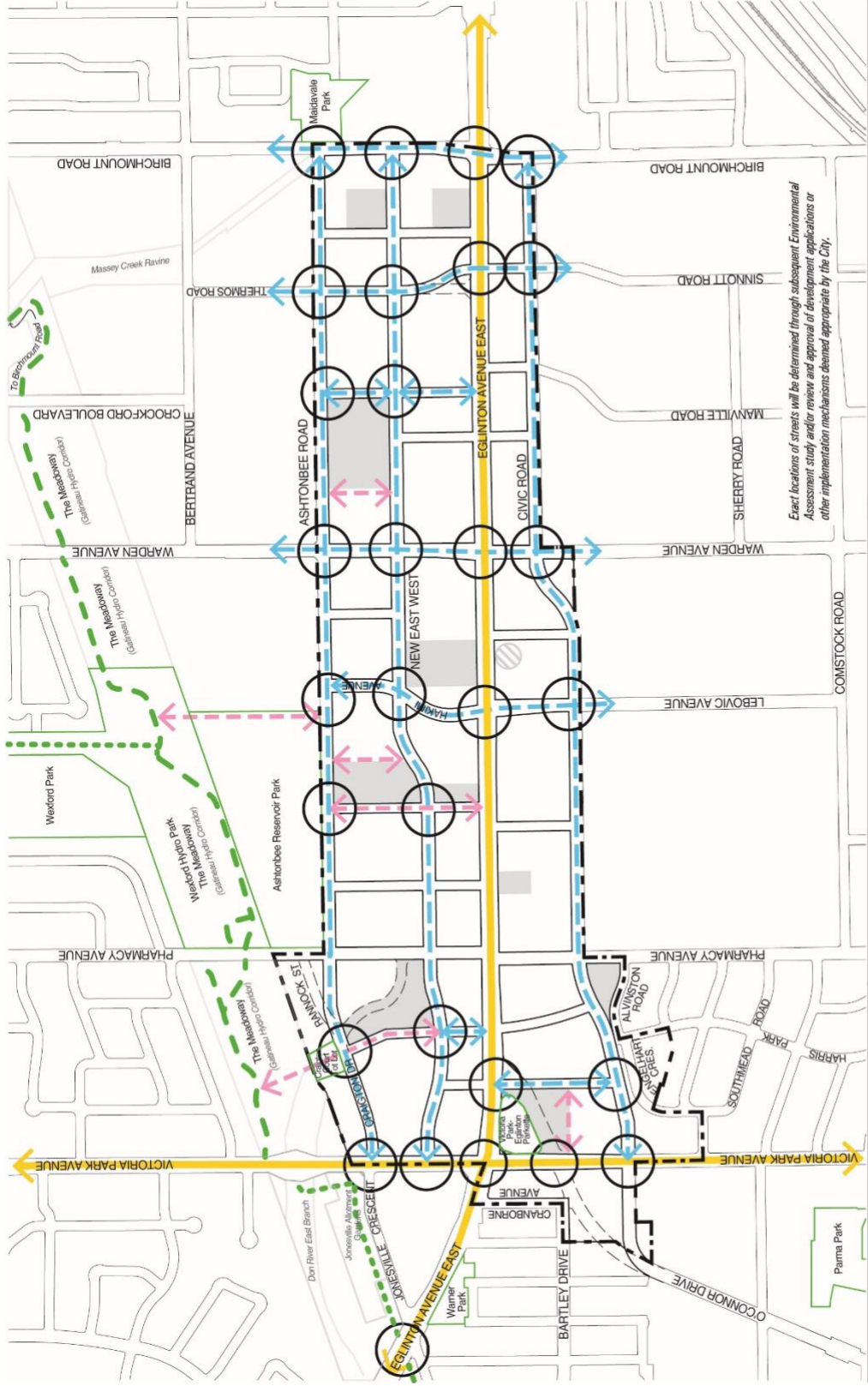
# Golden Mile Secondary Plan

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 6.21)

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.*

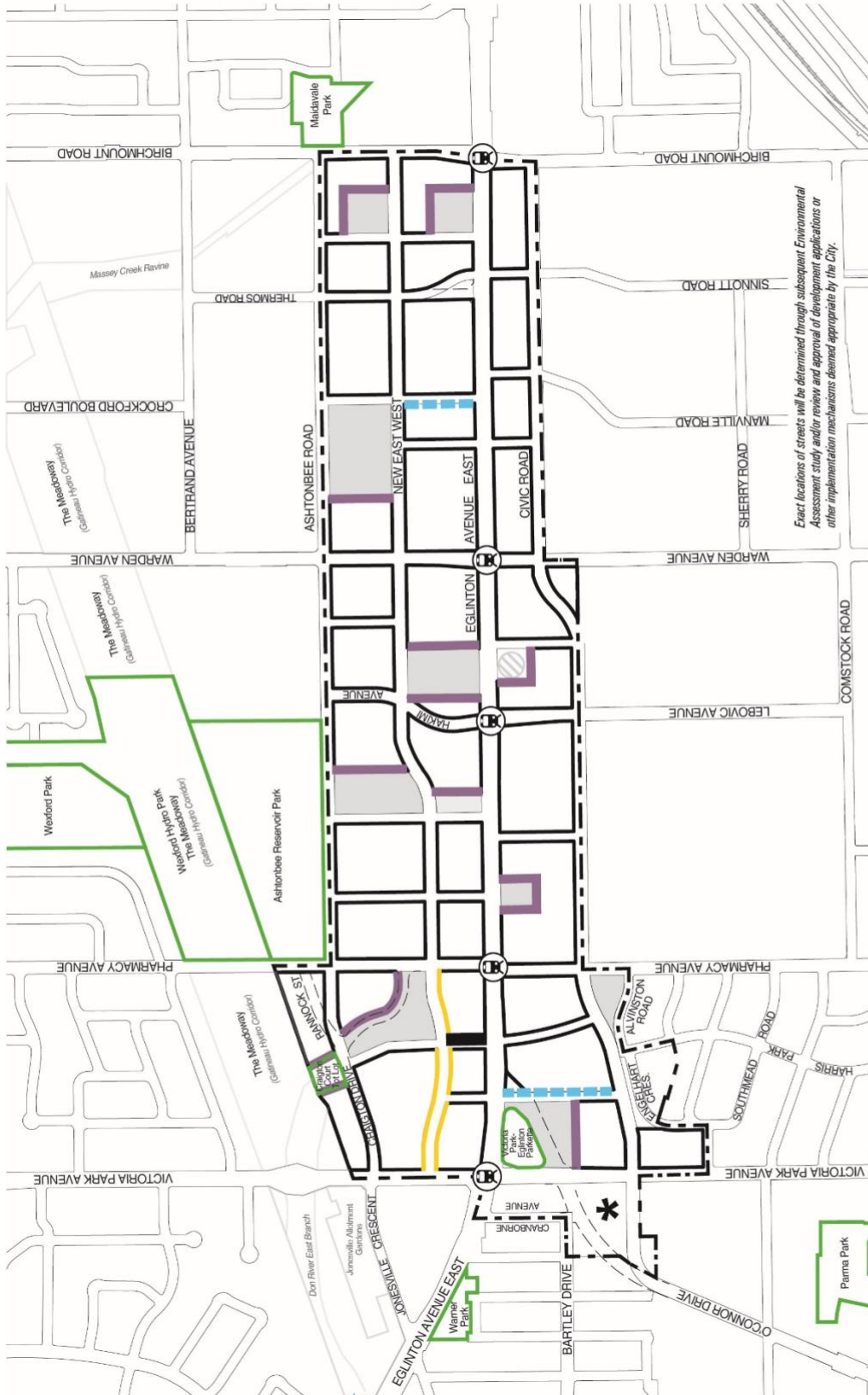
# Golden Mile Secondary Plan

MAP 45-10 Cycling Network



- 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 6.2.1)

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

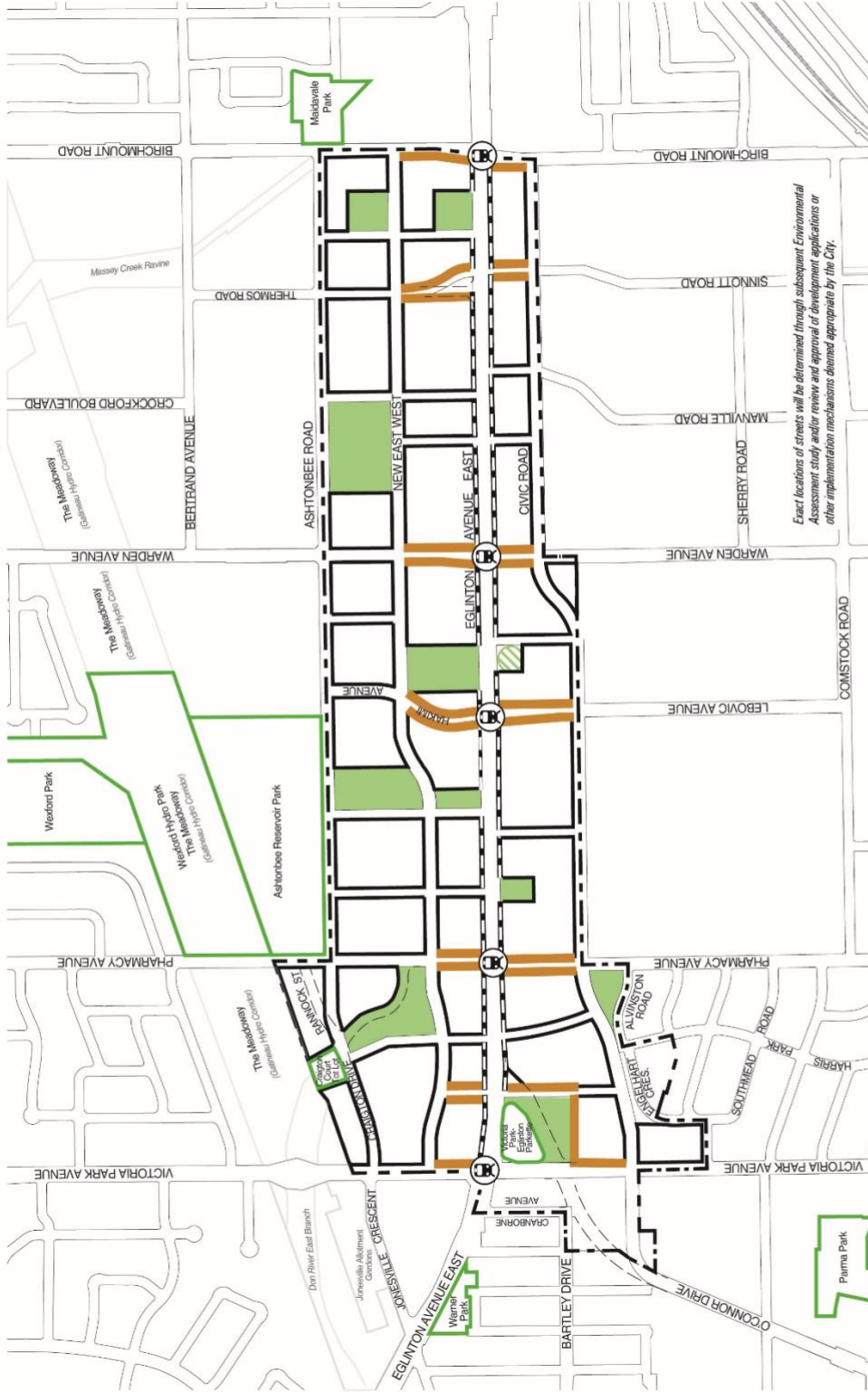
MAP 45-11 Building Setbacks



- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Reassigned/Reconfigured
- Refer to S4SP 400, Chapter 7 of the Official Plan for the lands west of Victoria Park Avenue at O'Connor Drive
- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.2.1)
- 5.0 metre
- 6.0 metre From Parks
- 10.0 metre
- 1.5 metre
- 3.0 metre
- Transit Node

Not to Scale

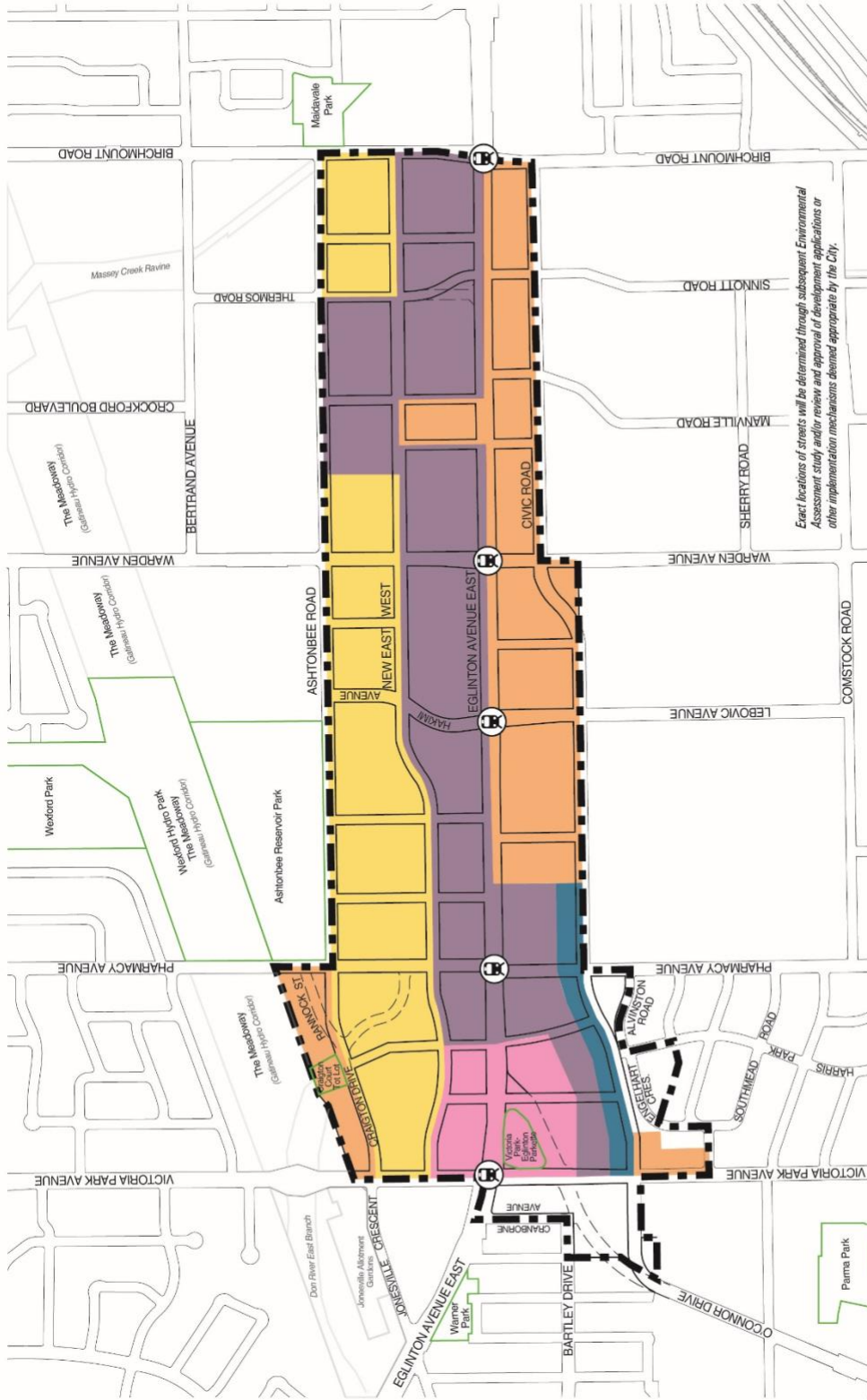




# Golden Mile Secondary Plan

MAP 45-12 Base Building Heights





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 45-13 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 25 stories)
- Mix of tall buildings and mid-rise buildings (Max 30 stories)
- Mix of tall buildings and mid-rise buildings (Max 25 stories)
- Mix of tall buildings and mid-rise buildings (Max 20 stories)
- Mid-rise buildings (5 - 11 stories)





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# Golden Mile Secondary Plan

MAP 45-14 Angular Planes from Neighbourhoods, and Existing Parks and Open Spaces

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

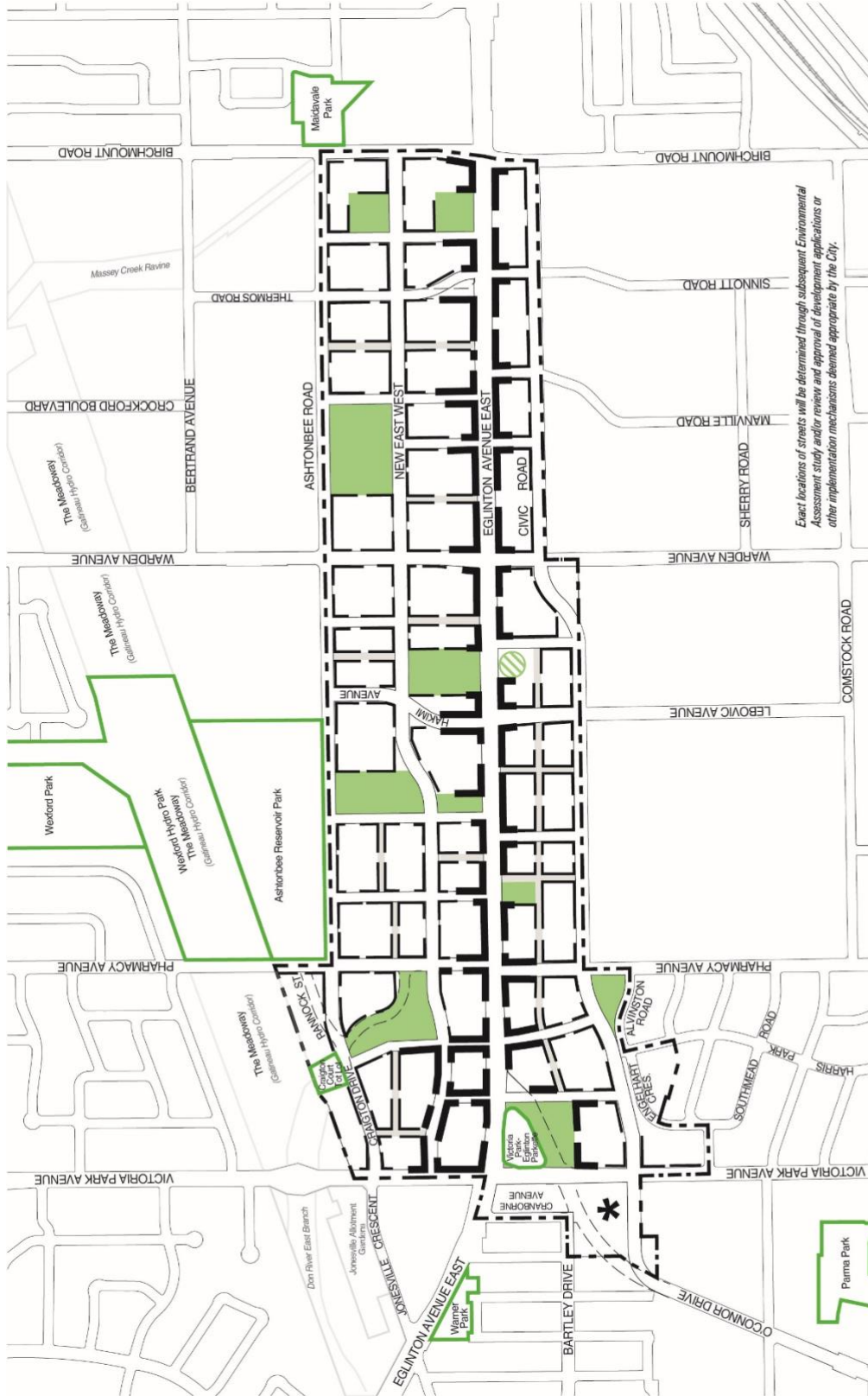
- 45 Degree Angular Plane
- Transit Node

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



Not to Scale





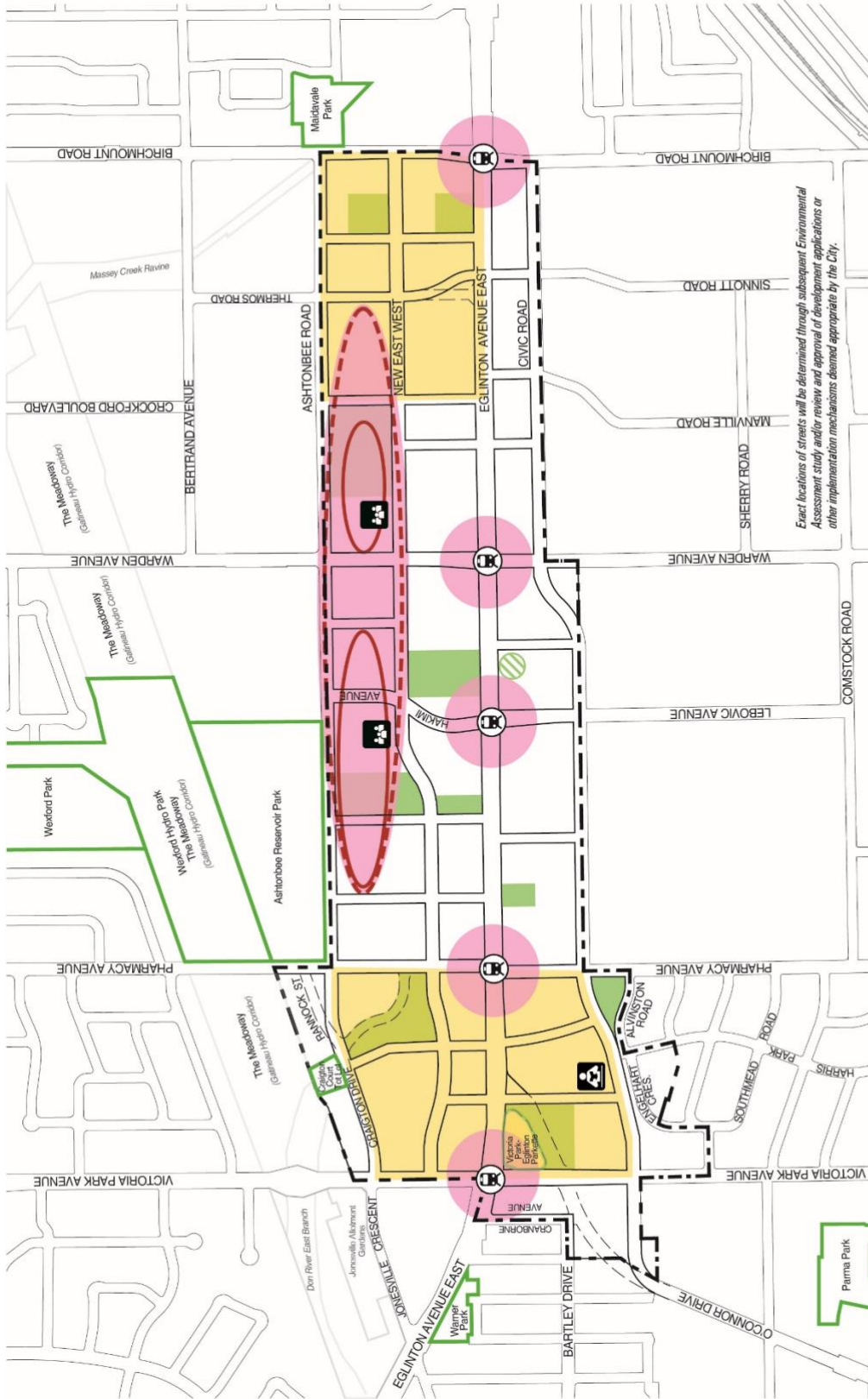
# Golden Mile Secondary Plan

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 6.2.1)
- \* Refer to SASP 400, Chapter 7 of the Official Plan for the lands west of Victoria Park Avenue at O'Connor Drive

*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.*





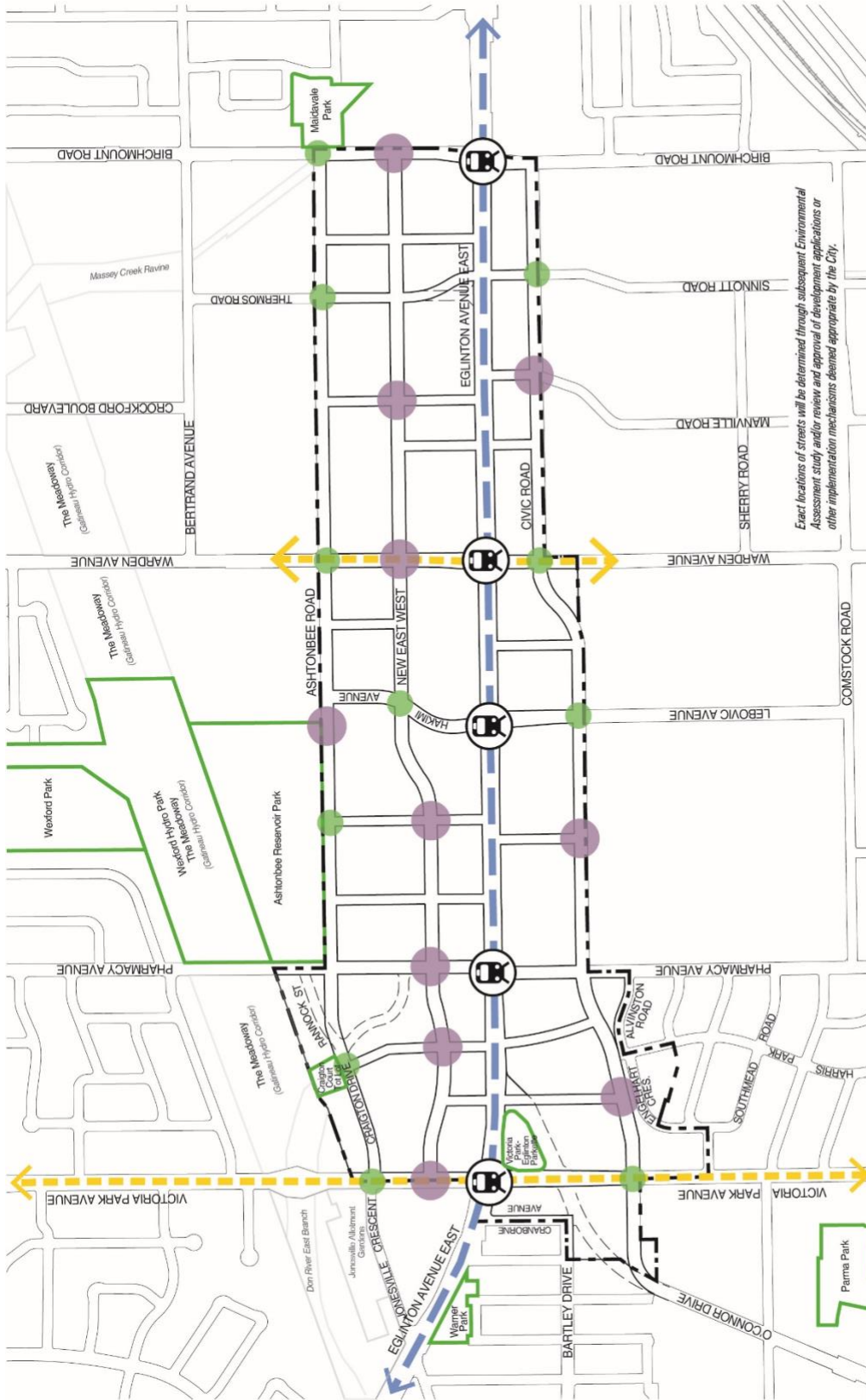
# Golden Mile Secondary Plan

MAP 45-16 Conceptual Community Services & Facilities Map (Non Statutory)

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Transit Node
- Eglinton Square Branch Public Library to be Retained
- Potential Community Facility Location
- Community Agency Priority Area
- Child Care Priority Area
- TDSB Area of Interest
- TDCSB Area of Interest
- Existing Park
- New Park
- Conceptual Park Location (Refer to Policy 6.2.1)



Not to Scale



# Golden Mile Secondary Plan

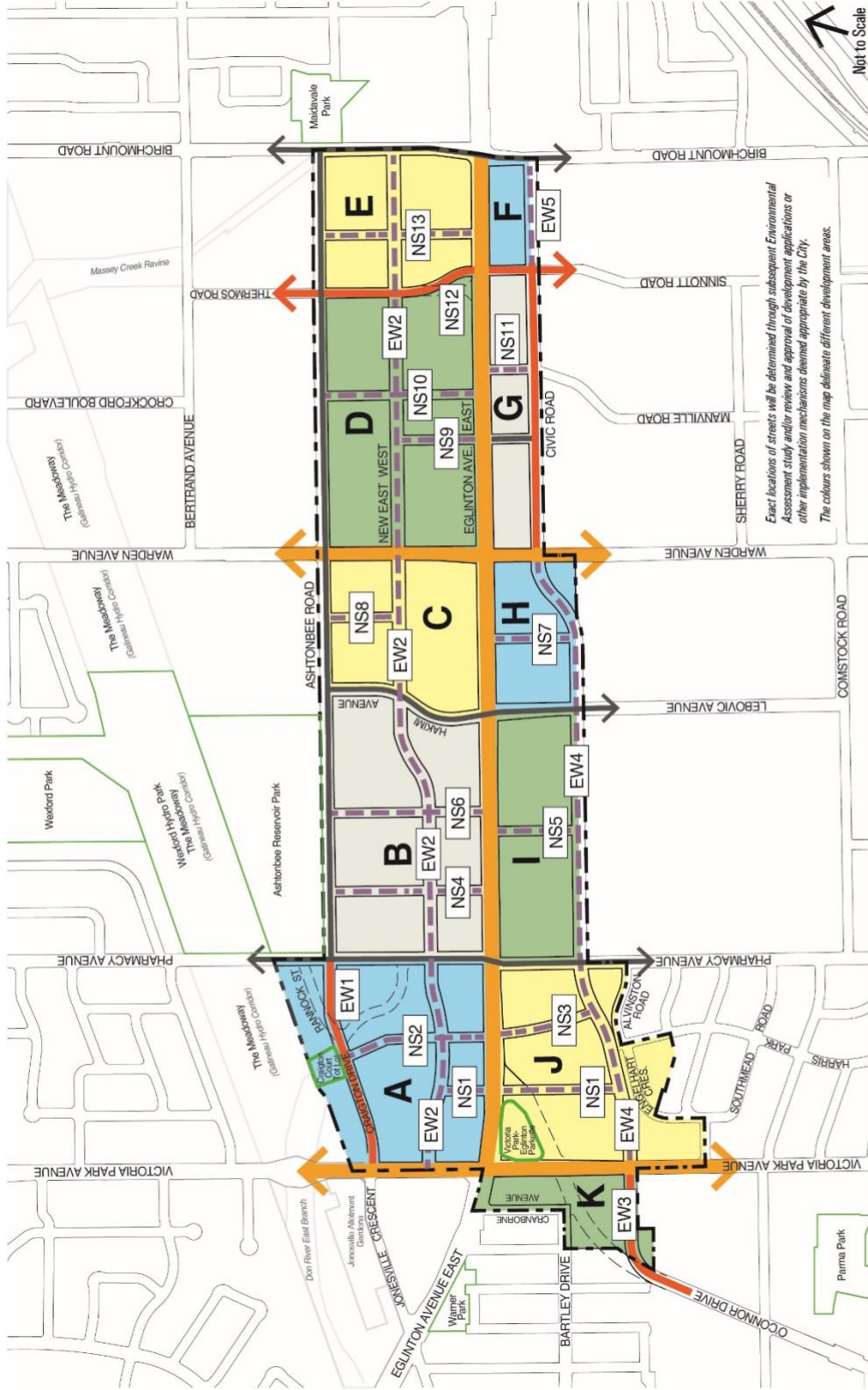
MAP 45-17 Transit and Travel Demand Management Plan

- Secondary Plan Boundary
- Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
- Eglinton LRT Line
- Transit Priority Segment
- Transit Interchange with Shared Mobility Hub
- Medium Scale Shared Mobility Hub
- Small Scale Shared Mobility Hub
- Existing Park

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

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 45-18 Transportation Implementation Plan

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.  
The colours shown on the map delineate different development areas.

Not to Scale

