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Appendix B

Land Use Background Context Memorandum

Appendix available upon request

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Issued: May 10, 2023
[Updated: July 28, 2023]

SvN

Golden Mile Area Street Network: Environmental Assessment (EA) Study

Background Context Memorandum



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1.0 Introduction

1.1 Purpose of Memorandum

This memorandum represents early-stage input into the Environmental Assessment (EA) Study to identify relevant issues relating to urban design, land use and public realm/streetscape and to identify key considerations and/or constraints relating to development applications that are currently under review or under appeal. The memorandum forms part of the Data Collection and Review of Existing Conditions Phase of the EA Study, which includes data collection, a review of existing conditions and analysis. The goal of this memorandum is to inform the EA Study so that the recommendations for the Golden Mile street network:

- Align with the Council-approved vision for a well-connected / multi-modal network anchored by the Eglinton Crosstown LRT (ECLRT);
- Support transit-oriented development and active modes of mobility; and,
- Integrate with the design and function of the ECLRT.

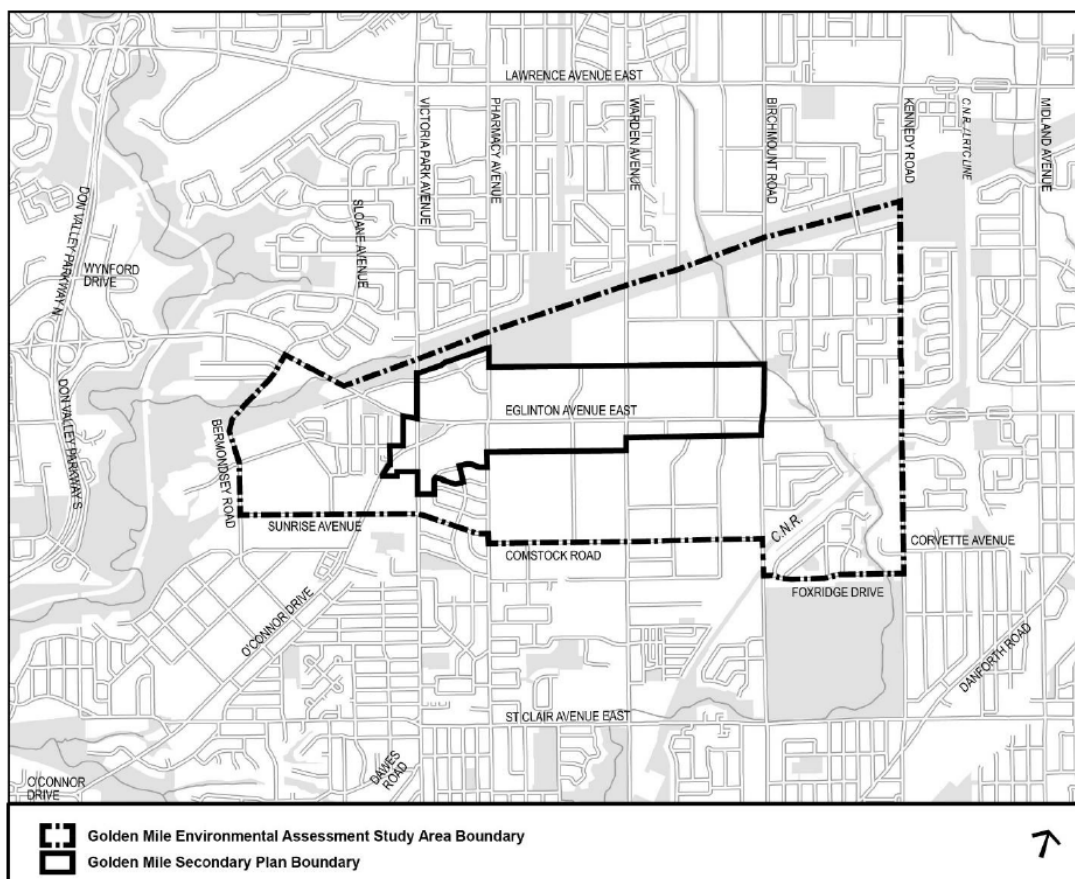
1.2 Approach / Methodology

In order to inform the EA Study and to assist with future options-analysis, this memorandum focuses on the following:

- Key background information related to urban design, streetscape and land use;
- Planned future growth, as envisioned through the Golden Mile Secondary Plan (GMSP); and,
- A summary of site-specific development applications, and an analysis of the potential implications relative to the existing and planned street network.

In large part, this memorandum relies on the Council-approved GMSP and supporting documents Transportation Master Plan (TMP) and Urban Design Guidelines (UDG). Furthermore, this memorandum relies on publicly available development application information as well as Ontario Land Tribunal (OLT) Decisions and Orders, limited up to September 15, 2022. It should be noted that some OLT decisions were not yet available as of this date, including at the Madison, Cosmetica and Flexipacking (Mattamy) sites.

Figure 1: Study Area



1.3 Introduction to the Study

Spurred on by the development of the ECLRT which has been in planning and construction stages for over a decade, Scarborough's Golden Mile is on the verge of transformative change. The ECLRT will have five stops within the Golden Mile, which has attracted a lot of development interest within the area. Already, several large-format retail sites along Eglinton Avenue East are being reimaged as mixed-use communities with over thirty thousand residential units proposed.

A new policy framework (including the GMSP, TMP and UDG) adopted by City Council on October 30, 2020 (subject to several site-specific appeals) will serve as a guide for pending intensification. One of the fundamental aspects of the GMSP is the introduction of a new street and block framework that would transform the functionality and character of the largely disconnected, asphalt and vehicular dominated condition of the area.

New streets and connections were introduced within the Secondary Plan area for multiple purposes, including:

- To support the planned new density;
- To provide greater built form functionality to the eventual build-out;
- To provide a hierarchy of streets that would provide mobility choice to serve multiple modes, including pedestrians and cyclists; and,
- To set up the conditions to provide new frontage, access and servicing opportunities for the new mixed-use buildings, parks and open spaces as the neighbourhoods within the Golden Mile area evolve.

A Golden Mile Street Network Environmental Assessment Study has been initiated for proposed new major streets and the reconfiguration and extension of existing street network as identified in the GMSP and TMP.

1.4 Study Area

Extending beyond the GMSP Area Boundary, the Environmental Assessment Study Area is bounded by Bermondsey Road to the west, the Gatineau Hydro Corridor to the north, Kennedy Road to the east, and Sunrise Avenue / Comstock Road / Foxridge Drive to the south (see Figure 1).

2.0 Existing Conditions & Context

This section outlines the existing conditions within the Study Area, based on the latest publicly available development application information available through the City of Toronto's Application Information Centre (accessed May, 2022), organized around Streets & Blocks and Land Use (see Figure 2).

2.1 Streets & Blocks

2.1.1 Street Network

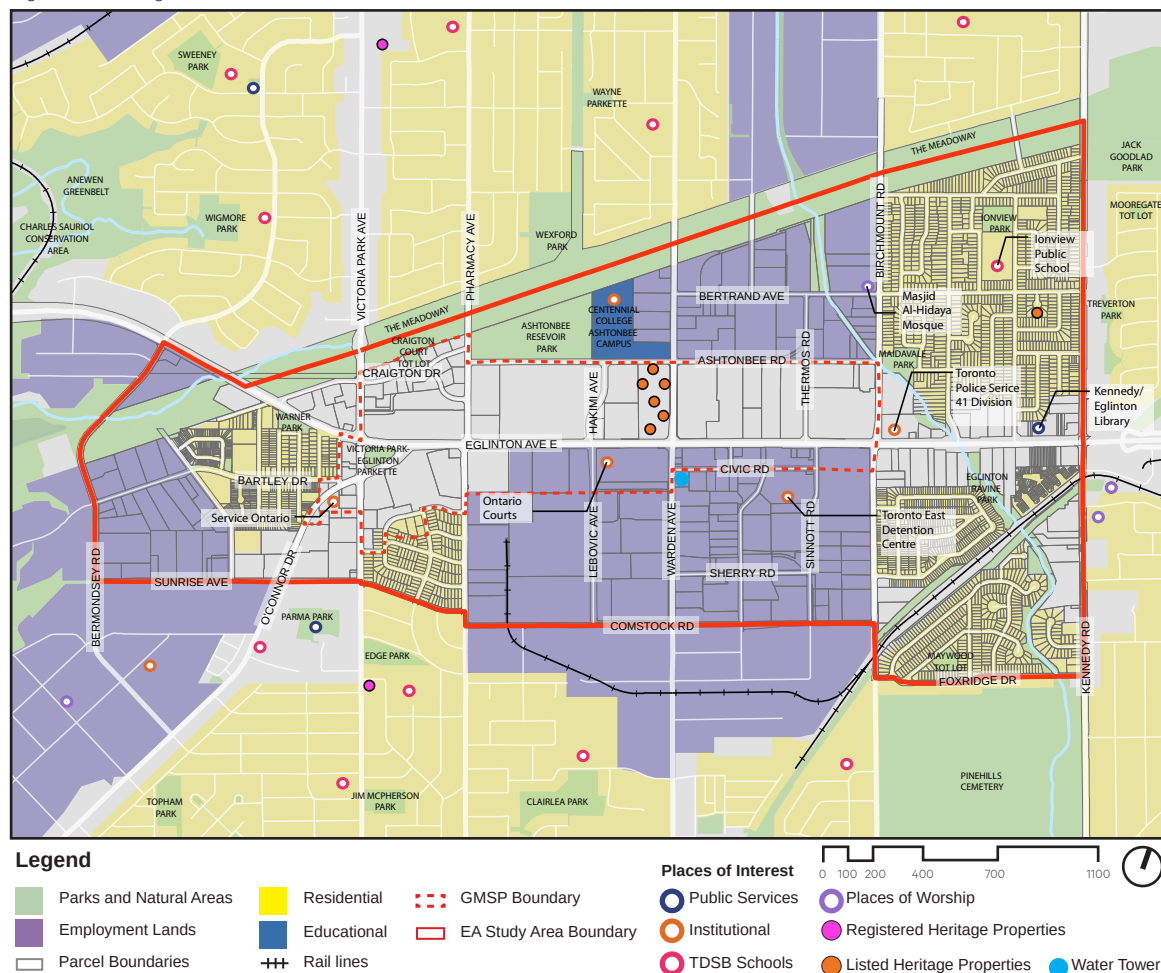
The Study Area's existing street network has strong north-south arterial connections. However, it lacks consistent east-west connectivity, outside of the Study Area's anchor, Eglinton Avenue East.

Eglinton Avenue East serves as a major east-west arterial road through the Study Area, with an existing or planned right-of-way (ROW) width ranging between 27 metres west of Victoria Park Avenue, to 36 metres east of Birchmount Road and 43 metres between these two points.

Four major north-south arterials intersect with Eglinton Avenue East as follows (listed west to east): Victoria Park Avenue (36-metre planned ROW width); Warden Avenue (36-metre planned ROW width); Birchmount Road (30-metre ROW width), and; Kennedy Road (30-metre ROW width).

A series of minor arterial and collector/local streets also intersect and/or cross Eglinton Avenue East, including (listed west to east): Bermondsey Road (26-metre ROW width);

Figure 2: Existing Conditions



O'Connor Drive (27-metre ROW width); Pharmacy Road (27-metre ROW width); Hakimi Avenue/Lebovic Avenue (27-metre ROW width); Thermos Road/Sinnott Road (23-metre ROW width), and Rosemount Drive (26-metre ROW width) (see Figure 3).

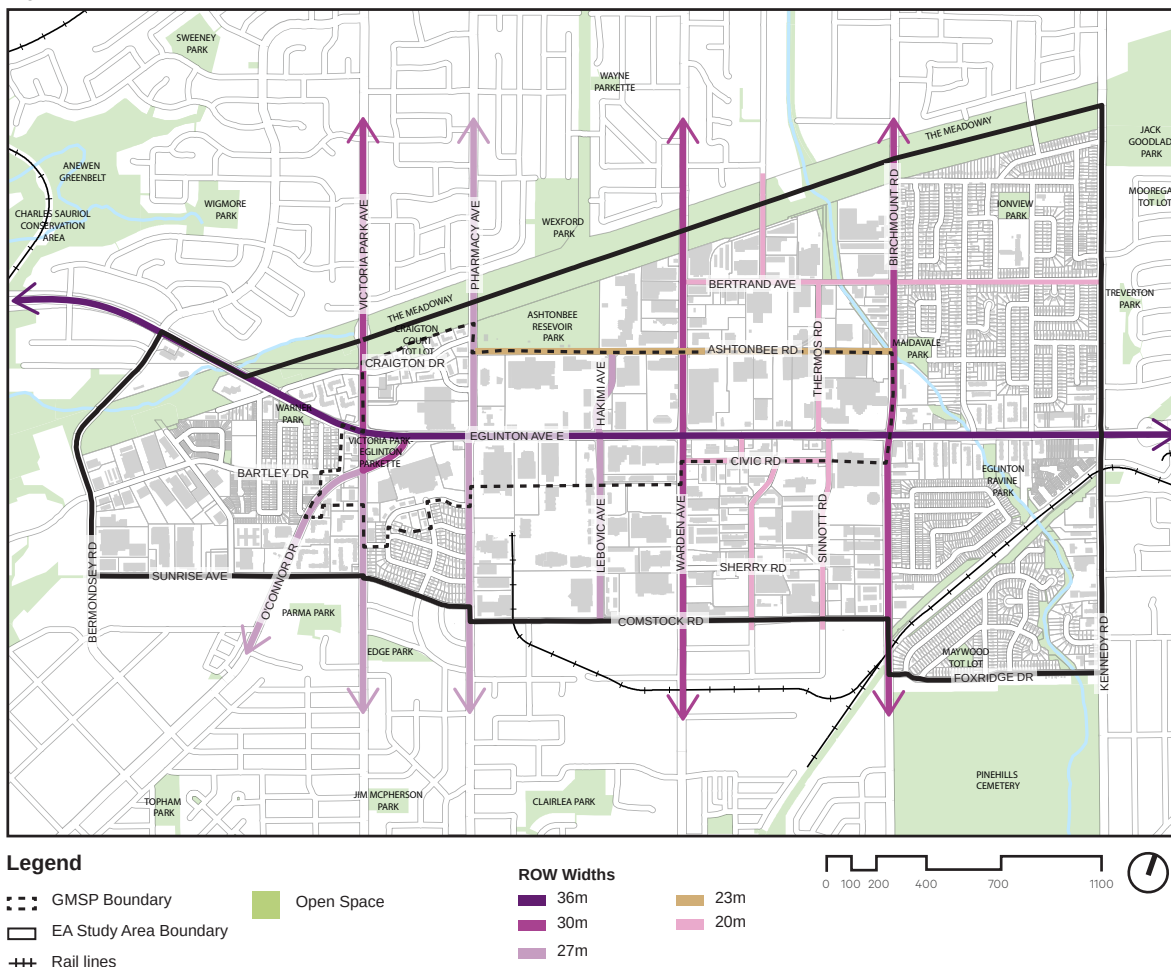
To the north of Eglinton Avenue East, the presence of The Meadowway prevents any east-west streets from connecting the Study Area to lands north and west of the Study Area boundary. However, a number of collector/local east-west streets exist, including Craigton Drive/Rannock Street (20-metre ROW width), Ashtonbee Road (23-metre ROW width), and Bertrand Avenue (20-metre ROW width).

The area south of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road is characterized by large blocks

with limited east-west connectivity. The existing rail spur line further constrains east-west access. The area south of Eglinton Avenue East, to the west of Pharmacy Avenue is characterised by a mix of retail, residential and employment uses with high levels of congestion at the O'Connor Drive - Eglinton Avenue Triangle and limited western connectivity due to the Meadowway and the Taylor Massey Creek ravine system. The area south of Eglinton Avenue East to the west of Birchmount Road is characterised by stable residential neighbourhoods with east-west connectivity constraints from the CN rail line and Eglinton Ravine Park.

This area does include local roads which provide access to residential blocks, as well as a series of collector/local streets (each with a 20-metre wide ROW) providing segmented east-west connectivity including: Bartley Drive, Sunrise Avenue, Comstock Road, Civic Road and Foxridge Drive.

Figure 3: Streets Network



2.1.2 Blocks & Parcels

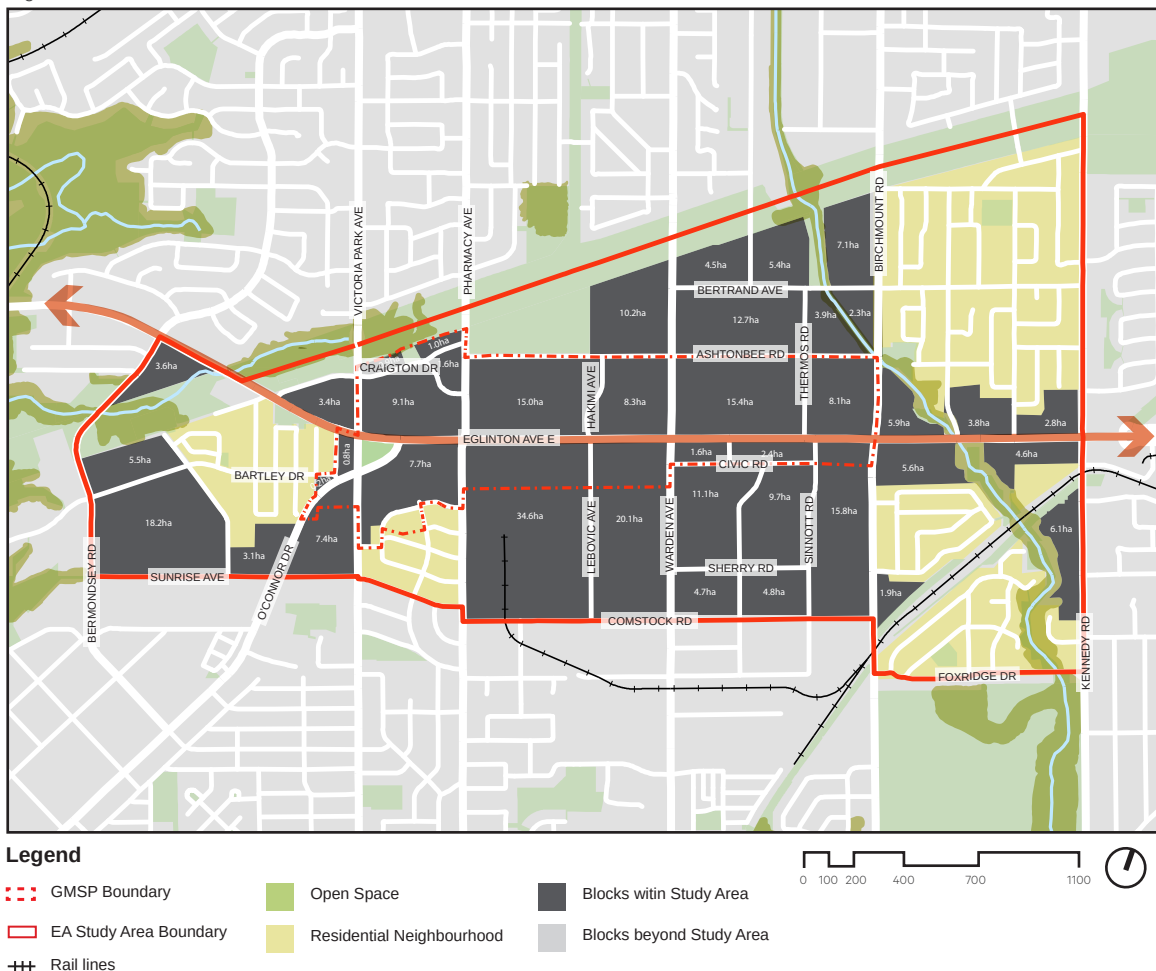
Blocks

The central section of the Study Area north and south of Eglinton Avenue East, between Victoria Park Avenue and Birchmount Road, is made up of large blocks, characterized by significantly large frontages (250 - 400 metres) and depths (150 - 300 metres). These frontages and depths produce very large block sizes, generally ranging in area from 4 to 15 hectares (see Figure 4). These large block sizes are a result of the direct conversion of lands from farming uses to industrial uses without these lands having first undergone subdivision.

Within the Study Area, there are a few blocks south of Eglinton Avenue East and east of Warden Avenue that have relatively small depths and area, primarily as a result of the relatively minor displacement of Civic Road from Eglinton Avenue East. Nevertheless, these blocks are still almost 75 metres deep and range in area from 1.5 to 2.5 hectares.

The pattern of oversized blocks is mostly interrupted on the lands west of Victoria Park Avenue and east of Birchmount Road, where large blocks underwent subdivision, to prepare lands for residential uses.

Figure 4: Blocks

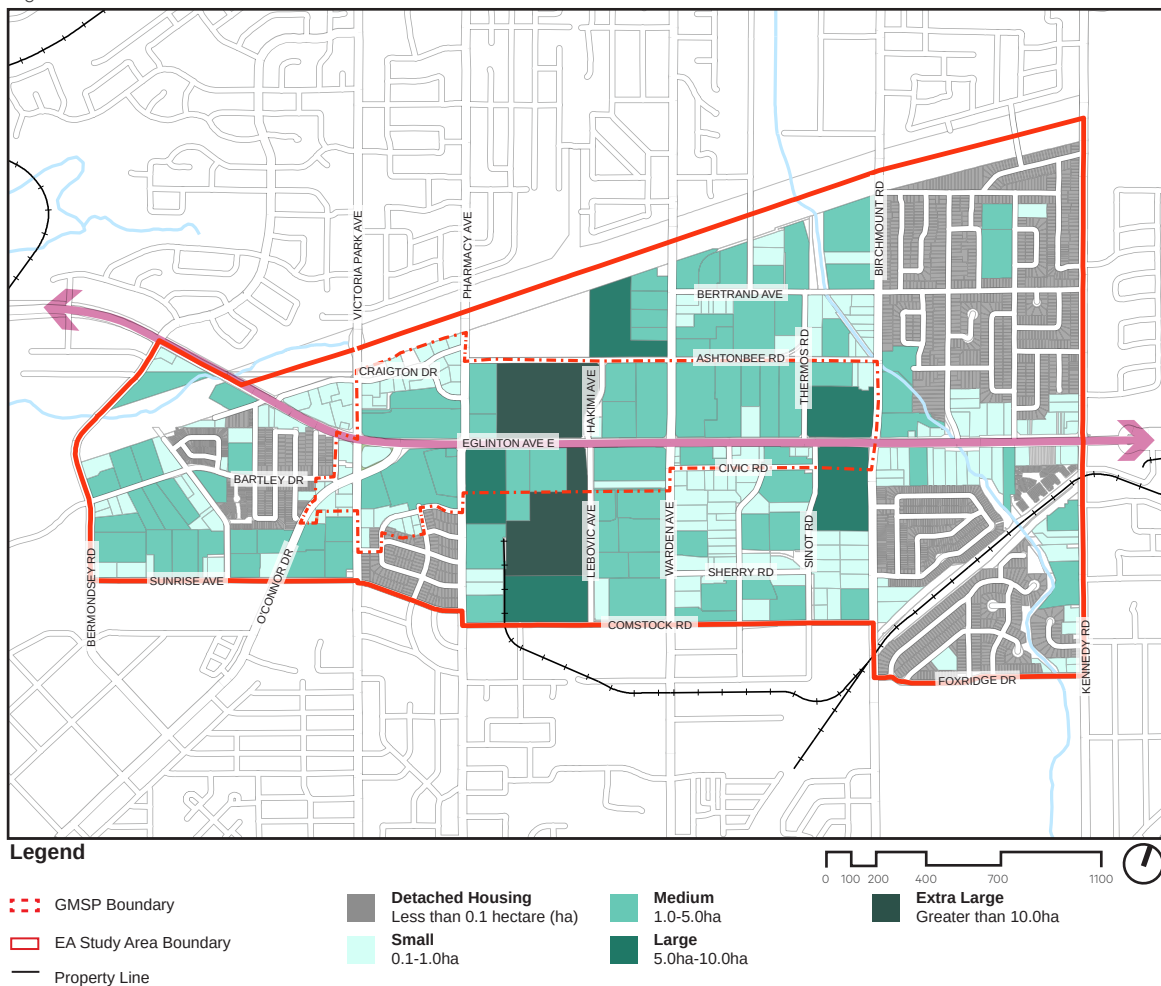


Parcels

Consistent with the pattern of blocks described above, the Study Area's parcel fabric is primarily composed of large parcel sizes. For lands east of Victoria Park Avenue and west of Birchmount Road, the majority of parcels are between 1 and 5 hectares, with a few parcels between 5 and 10 hectares, and two parcels exceeding 10 hectares in size.

Several smaller residential parcels that are less than 1 hectare in area and occupied by walk-up apartment buildings clustered in the northwest of the Study Area, and along Eglinton Avenue East, east of Birchmount Road (see Figure 5). Additionally, employment blocks south of Civic Road, between Warden Avenue and Birchmount Road also feature smaller parcels, accommodating small manufacturing and processing facilities.

Figure 5: Parcels



2.1.3 Streetscape Conditions

Save for the pockets of residential neighbourhoods on the edges of the Study Area where sidewalks, pedestrian crossings and signage have for the most part been consistently incorporated into the street design, the existing streetscape and lack of pedestrian and cycling facilities and emphasis on private vehicles across most of the Study Area does not support choice of travel mode.

Notably, the streetscape lacks continuity in the pedestrian network, especially through the large blocks that make up the majority of the Study Area, limiting north-south connections from Eglinton Avenue East and beyond (see Figure 6).

This observation remains true for public and private streets, with the majority of internal access roads within blocks disconnected from adjacent blocks and without sufficient pedestrian infrastructure (e.g., sidewalks, crossing signals, signage, etc.).

Combined with the large block sizes across the majority of the Study Area, relatively few signalized crossings and parking-dominated street frontages, conditions do not facilitate comfortable pedestrian navigation throughout the Study Area.

Along many of the arterial corridors, there is a need for buffer zones between sidewalks and streets to increase the safety and quality of the pedestrian environment. Furthermore, well-connected pedestrian walkways within parking lots would be helpful in promoting safety and security.

Elements of Ashtonbee Road provide an example of a street with a treed boulevard and sidewalk. However, in most cases in the Study Area, especially in the areas outside the residential neighbourhoods on the edges of the Study Area, there are very few street trees and, overall, there is a limited tree canopy, which is an important environmental design component that serves to improve air quality and the local environment.

Figure 6: Streetscape Conditions



2.2 Land Use

The GMSP emphasizes a mixed use community that retains highly functional employment uses in the heart of Scarborough. This section will outline existing land uses and designations.

2.2.1 Official Plan Designations

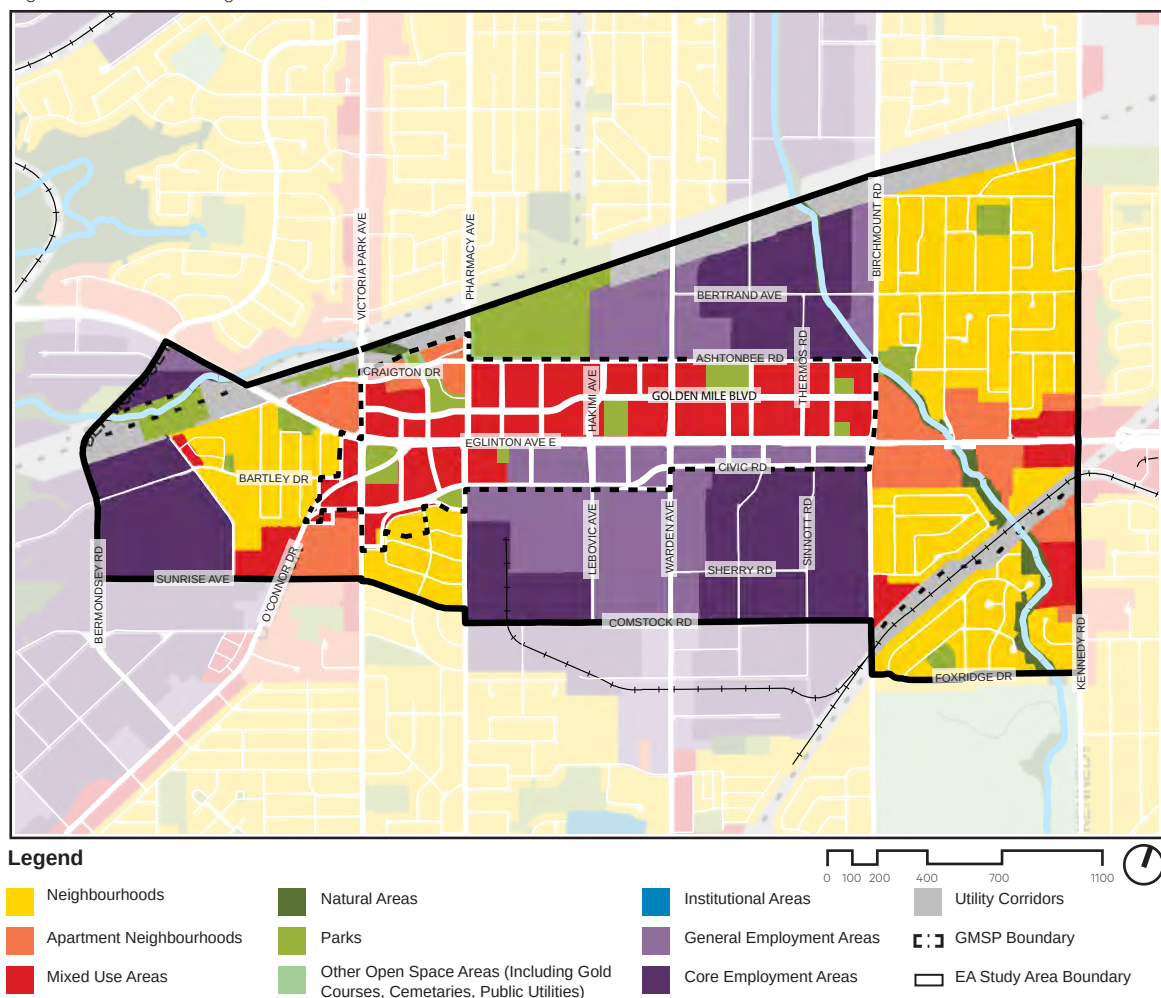
The Study Area is made up of a broad range of land use designations, including Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, Natural Areas, Parks, General Employment Areas, Core Employment Areas, and Utility Corridors (See Figure 7).

2.2.2 Existing Uses

Mixed Use Areas (which permit a broad range of commercial, residential and institutional uses) are concentrated within close proximity to Eglinton Avenue East, adjacent to pockets of Apartment Neighbourhoods, General Employment and Core Employment areas. Existing uses within the Mixed Use Areas are typically comprised of large-format retail outlets. However, these large sites are currently undergoing a shift toward true mixed-use intensification, encouraged by the development of the ECLRT.

Neighbourhoods are generally located away from Eglinton Avenue East, to the north or south of Mixed Use Areas or Apartment Neighbourhoods. Larger tracts of Neighbourhoods are located to the east of the Study Area

Figure 7: Land Use Designations



between Birchmount Road and Kennedy Road, to the west of Victoria Park Avenue and south of the Eglinton Square Mall.

Employment uses, including Core and General Employment Areas, make up the largest land use within the Study Area, occupying large tracts of land south of Eglinton Avenue East (between Pharmacy Avenue and Birchmount Road) and north of Ashtonbee Road (west of Birchmount Road). A third pocket of employment lands can be found east of Bermondsey Road, at the Study Area's western boundary. Employment lands tend to be made up of large parcels, featuring manufacturing and processing facilities and retail along with large areas of surface parking.

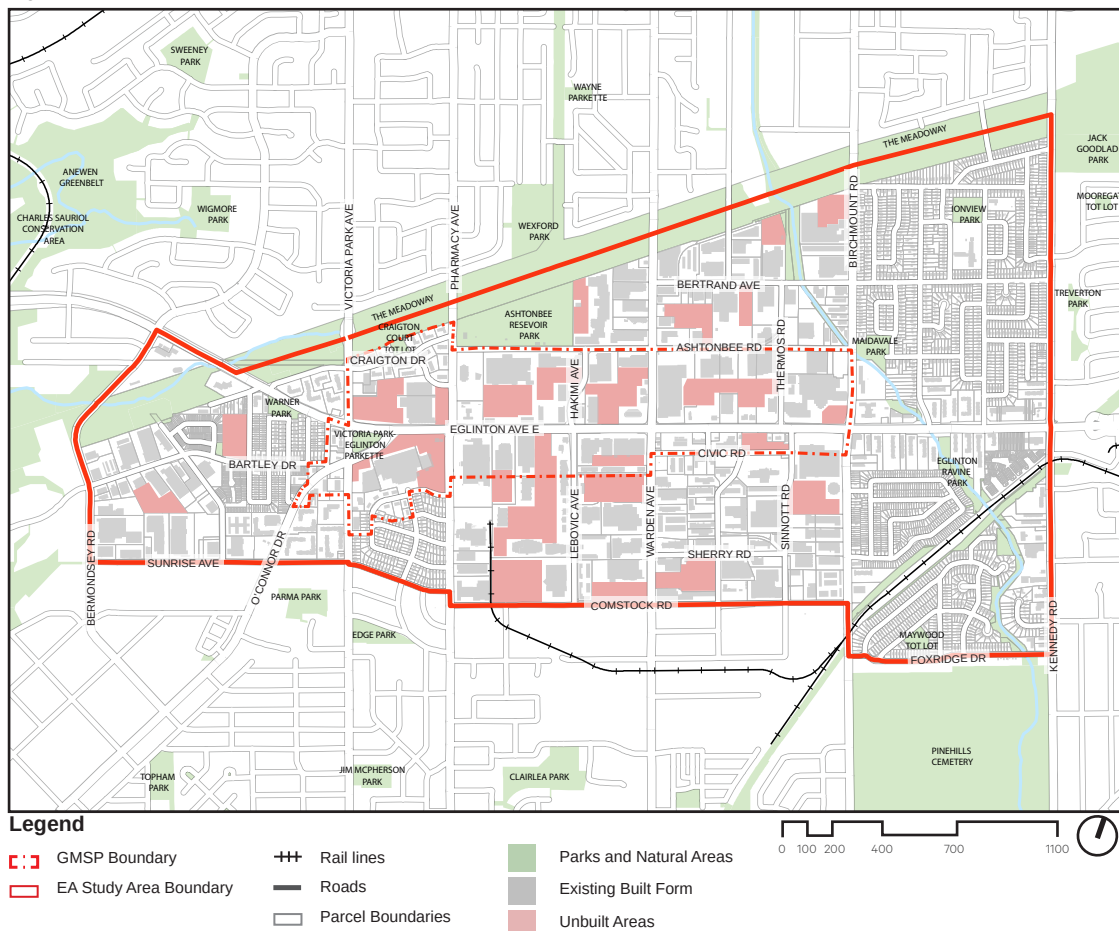
Along the northern boundary of the Study Area, is the Gatineau Hydro Corridor, also referred to as The Meadoway, an area that carries a Utility Corridor designation. Ultimately,

The Meadoway will feature a 16-kilometre multi-use trail for walking, cycling and other non-motorized uses, with the potential for new and enhanced public spaces and gathering areas within and adjacent to the hydro corridor. It can be accessed from Victoria Park Avenue, Pharmacy Avenue, Ashtonbee Reservoir Park, Warden Avenue and Birchmount Road. Finally, the Taylor-Massey Creek runs diagonally across the Study Area's western lands, starting just west of Kennedy Road on the south, and extending west of Birchmount Road at the Study Area's northern boundary.

2.2.3 Unbuilt Areas

Throughout the heart of the Study Area, large areas both north and south of Eglinton Avenue East remain unbuilt, currently in use as surface parking in service of employment and large-format retail uses (see Figure 8).

Figure 8: Unbuilt Areas



As the intensification of the Study Area increases with the introduction of the ECLRT, this pattern of unbuilt areas will slowly recede, but currently presents opportunities for potential new streets or ROW re-alignment, without displacement considerations.

2.2.4 Parks and Open Spaces

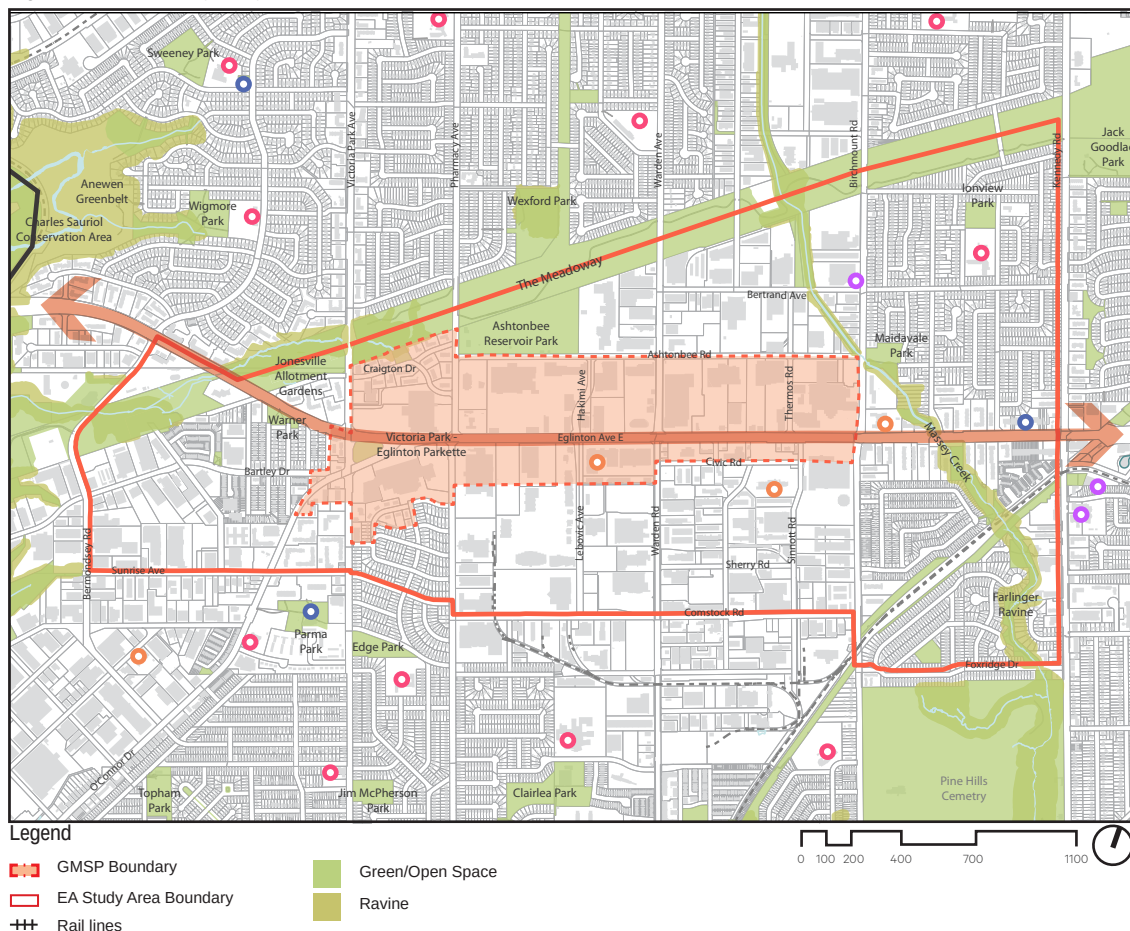
The Study Area includes a small amount of parkland. Existing parks are mostly located near/within the existing residential areas and the areas that historically featured large-format retail or low-rise employment uses, are largely absent of any significant landscaping or open space features (see Figure 9).

Two significant open space / natural area corridors, The Meadowway and Massey Creek, connect the Study Area to the open space system beyond the Study Area boundary. These

corridors also connect to several of the neighbourhood-focused parks within the Study Area, including Eglinton Ravine Park and Maidavale Park (situated along Massey Creek), and Ashtonbee Reservoir Park and Craigton Court Tot Lot (connected to The Meadowway).

Beyond these identified parks, four other neighbourhood parks serve the area. Warner Park and Victoria Park - Eglinton Parkette are both located near Eglinton Avenue East and Victoria Park Avenue, while Maywood Tot Lot serves the neighbourhood near Birchmount Road and Foxridge Drive, and Lonview Park supports the neighbourhood west of Kennedy Road, south of the hydro corridor.

Figure 9: Parks and Open Spaces



3.0 Planned Future Context: Golden Mile SP

Building upon the existing context described in Section 2, the following section focuses on the City's planned future context for the Golden Mile, as articulated through the Council-approved Golden Mile Secondary Plan ("GMSP").

Emerging and potential conflicts with this vision will be outlined in Section 4.

3.1 GMSP Summary

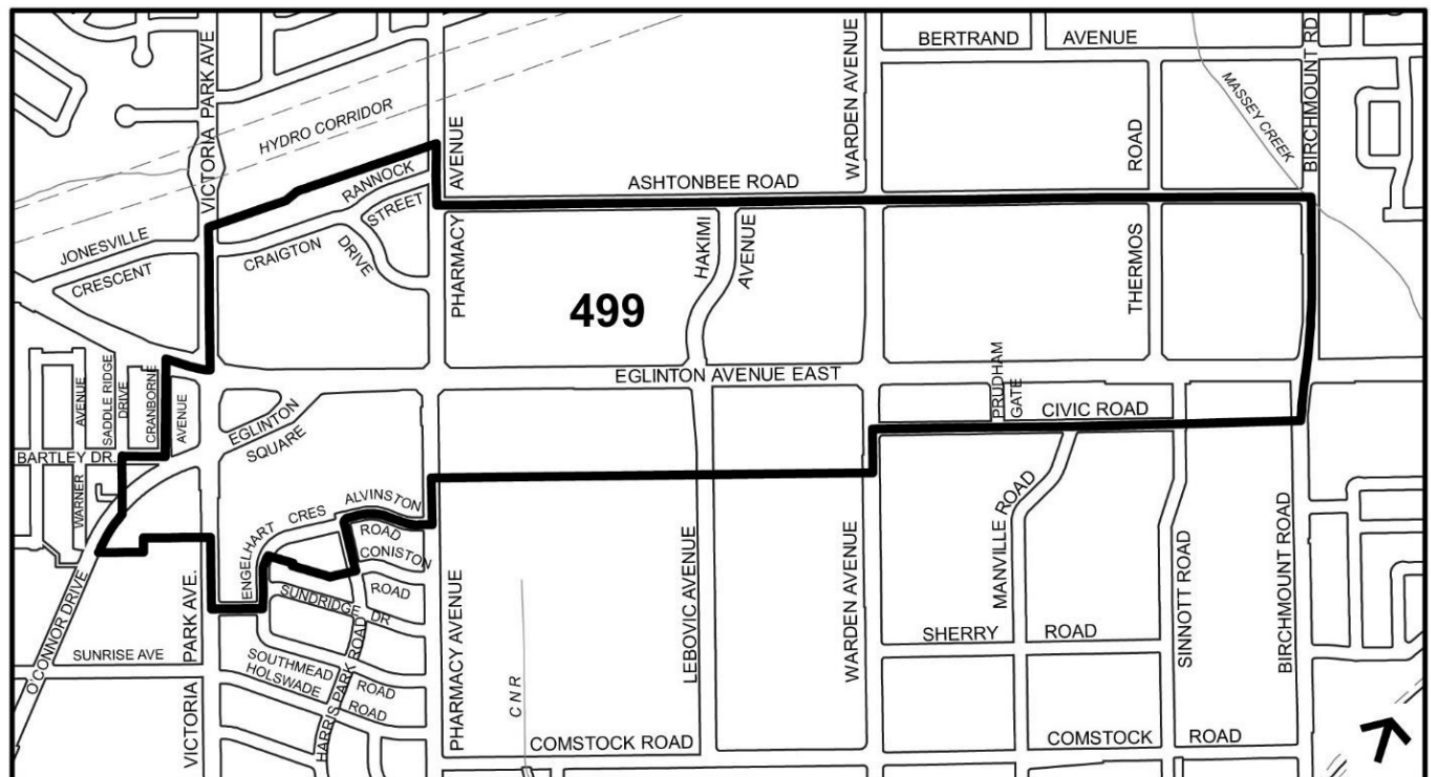
On October 30, 2020, City Council adopted the policies of the GMSP, through Official Plan Amendment No. 499 ("OPA 499"), along with the UDG for the Golden Mile Study Area. OPA 499 has subsequently been appealed by various parties.

OPA 499 was the culmination of several years of study and public consultation in relation to the planned ECLRT, and built on the recommendations of the Eglinton Connects Planning Study (2014).

Initiated in May 2016, the GMSP Study set out to establish a vision and comprehensive planning framework for the 113-hectare area of the City along Eglinton Avenue East, generally between Victoria Park Avenue and Birchmount Road (see Figure 10).

The resulting Secondary Plan seeks to accommodate a balance of residential, commercial, employment uses together with community uses, while establishing the framework for a comfortable and attractive public realm. The GMSP Includes an emphasis on multi-modal transportation, anchored by the ECLRT, with new streets and improved mobility benefiting the new mixed-use community, existing employment areas and residential neighbourhoods.

Figure 10: Boundary of Golden Mile Secondary Plan Area (from OPA 499)



3.2 Vision and Key Structuring Elements of the GMSP

As part of the GMSP Study, a Vision for the Secondary Plan was developed, as follows:

The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto.

In order to achieve the vision of a “connected, accessible and diverse mixed-use community”, a series of structuring elements were identified during the study that would serve as the foundation for the planning framework that would evolve through the study.

These structuring elements included:

- Re-configured / widened / improved existing streets;
- New streets;
- Eglinton Avenue West / Victoria Park Avenue Gateway;
- Transit Nodes / LRT stops;
- Existing parks and open spaces
- Ten key new parks; and
- Green nodes.

This approach prevailed throughout the study, and resulted in a Structure Plan that seeks to provide a framework to ensure a comprehensive approach to future development within the GMSP. Through the Structure Plan (see Figure 11) and policy, the GMSP identified 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 GMSP Area, and serve as organizing elements for development around them.

Development within the Secondary Plan area is to be organized around four Districts and eight Character Areas that seek to: respond to existing local conditions; define the identities of each area; and establish policy directions for land use, public realm and built form (see Figure 12).

Taken together with the Structure Plan, the District and Character Area policies aim to ensure that the Golden Mile develops in the manner consistent with the articulated vision for the area, while establishing logic for the distribution of development densities included in the GMSP (see Section 3.4, below).

Districts:

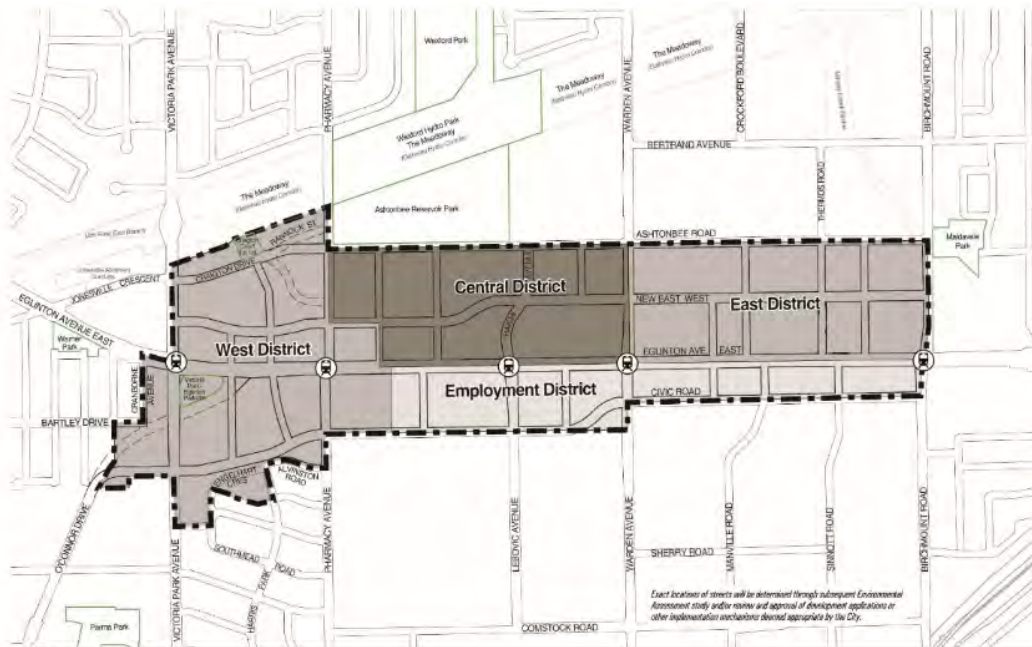
- West District
- Central District
- East District
- Employment District

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 Meadoway Transition Area
5. O'Connor Transition Area
6. Ashtonbee Transition Area
7. Employment Area
8. Victoria Park Avenue / O'Connor Drive Intersection Area

[illegible]

Figure 12: Districts & Character Areas - Golden Mile Secondary Plan, 2020



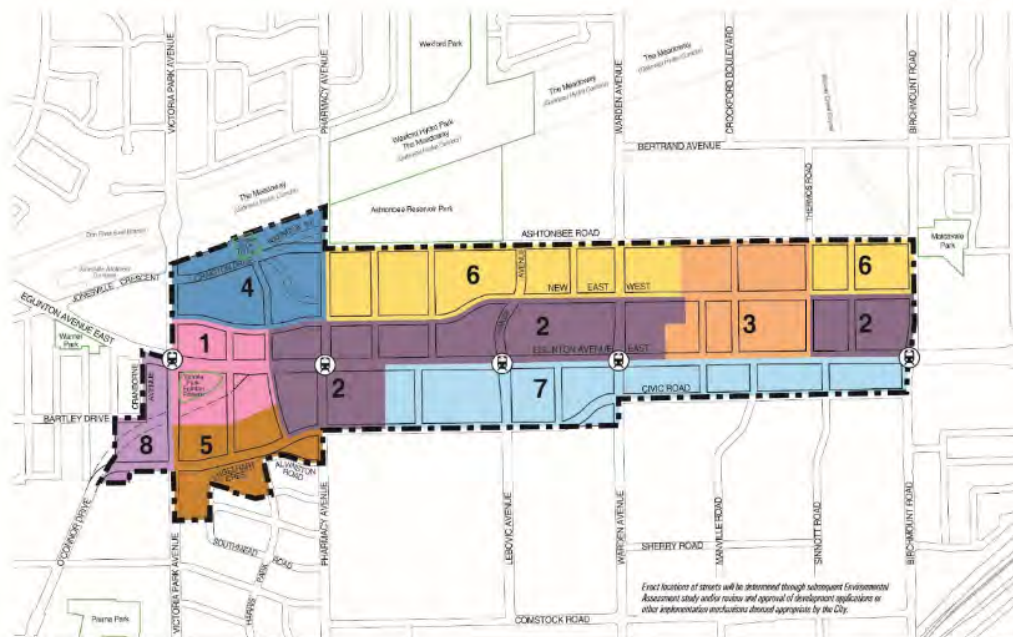
Toronto

Golden Mile Secondary Plan

MAP 45-2 Districts

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

Not to Scale ↑



Toronto

Golden Mile Secondary Plan

MAP 45-3 Character Areas

- Secondary Plan Boundary
 - - - Existing Street within the Secondary Plan Boundary to be Potentially Realigned/Reconfigured
 - ⊗ Transit Node
 - Existing Park
- | | |
|---|---|
| 1 Golden Mile Commercial Gateway | 5 O'Connor Drive Transition Area |
| 2 Mixed Use Transit Nodes | 6 Ashbridge Transition Area |
| 3 East Park Midrise and Tall Building Community | 7 Employment Area |
| 4 West Park and Midway Transition Area | 8 Victoria Park Avenue/O'Connor Drive Intersection Area (Refer to SISP 410, Chapter 7 of the Official Plan) |

Not to Scale ↑

3.3 GMSP Streets & Blocks

Fundamental to the EA Study are the planned modifications to the Golden Mile street and block plan. As noted above, the Secondary Plan envisions improving the connectivity and circulation options within the Golden Mile by re-configuring, widening and improving existing streets, while planning for several new streets. These changes have the potential to change the functionality and character of the Golden Mile (see Figure 13).

Re-configured Streets

A number of streets are proposed to be reconfigured to facilitate better alignment and connectivity within the existing street network. The key existing streets to be re-configured or widened include Eglinton Avenue East, O'Connor Drive, Ashtonbee Road / Craigton Drive and Thermos Road / Sinnott Road.

Eglinton Avenue East will be developed as a central transit-supportive mixed-use corridor (planned with a 43-metre ROW width), which will feature dedicated tracks for the ECLRT. In the West, O'Connor Drive may potentially be re-aligned and extended to run east, parallel to and south of Eglinton Avenue East. The reconfigured and extended O'Connor Drive will ultimately connect with the existing Civic Road at Warden Avenue, helping to disperse traffic off Eglinton Avenue East and minimize traffic in stable residential neighbourhoods. The existing Civic Road would also be extended eastward and terminate at Birchmount Road.

Craigton Drive and Rannock Street may be realigned to connect to Ashtonbee Road at Pharmacy Avenue. Both Thermos Road and Sinnott Road would be widened and potentially realigned and an option is being considered to retain the existing alignment with enhanced public realm.

New Streets

The addition of new streets is important to break up the existing larger scale blocks for a broader mix of uses, provide adequate street frontage for future development, improve connectivity and facilitate greater pedestrian and cycling movement throughout the area.

The primary new street will be Golden Mile Boulevard, running across the study area from Victoria Park Avenue to Birchmount Road, north of Eglinton Avenue East, with a planned ROW width of 27 metres. Together with the eastward extension of O'Connor Drive (mentioned above) this important move will establish alternate east-west through-streets running both north and south of Eglinton Avenue East. The Structure Plan also identifies a series of new north-south streets, breaking up the large blocks, and providing important local connectivity within the area (see Figure 14).

Streetscape

The Golden Mile Secondary Plan Urban Design Guidelines, which were adopted by City Council on October 30, 2022 concurrently with the GMSP, established streetscape conditions for the Secondary Plan Area, providing specific recommendations for the following street configurations (see Table 1). Conceptual ROW cross sections are included in Section 3.5.

The Urban Design Guidelines set out parameters for the future streetscape conditions, including:

- identification of priority pedestrian locations, including areas for potential widened sidewalks or other pedestrian amenities;
- role, function and character of public boulevards;
- expectations for street furniture and street trees;
- minimum building setbacks;
- directions for setback landscaping;
- street tree planting details; and
- general direction of above-and-below-grade utilities.

Figure 13: Street Right-of-Way Widths - Golden Mile Secondary Plan, 2020

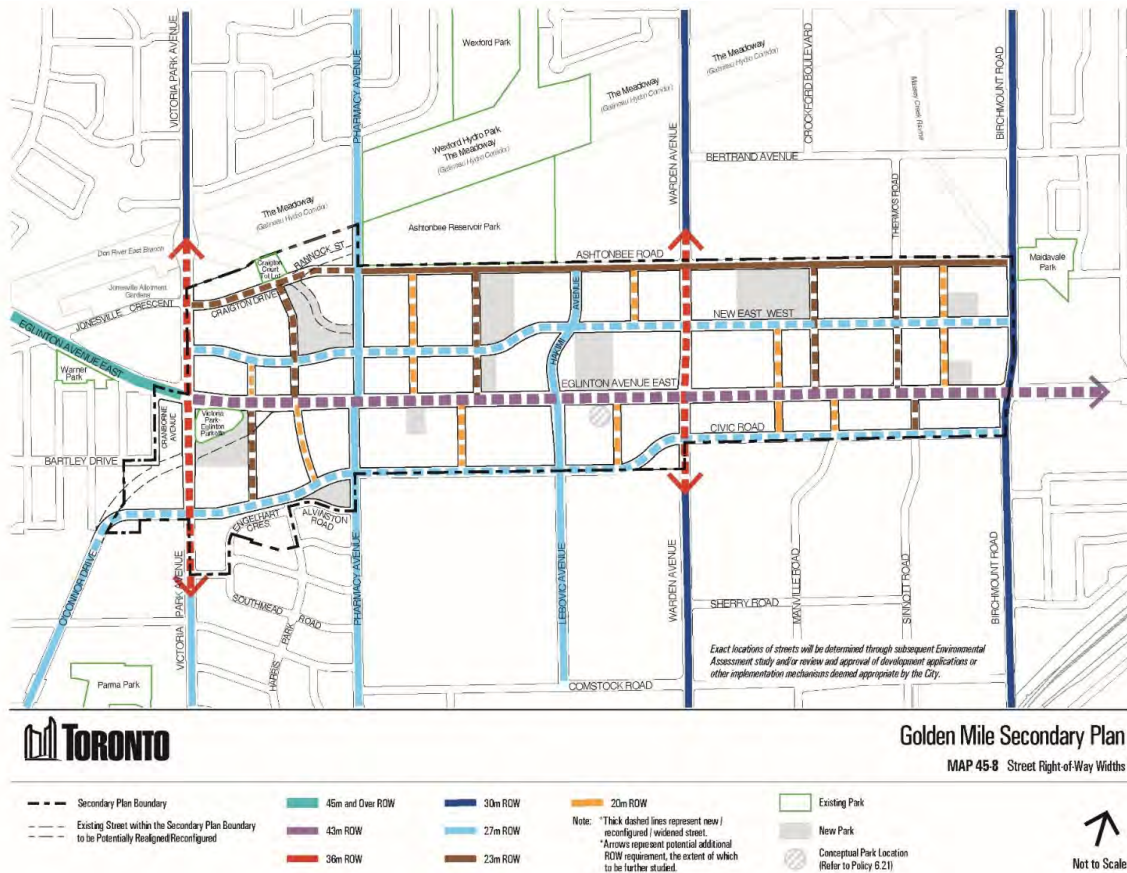
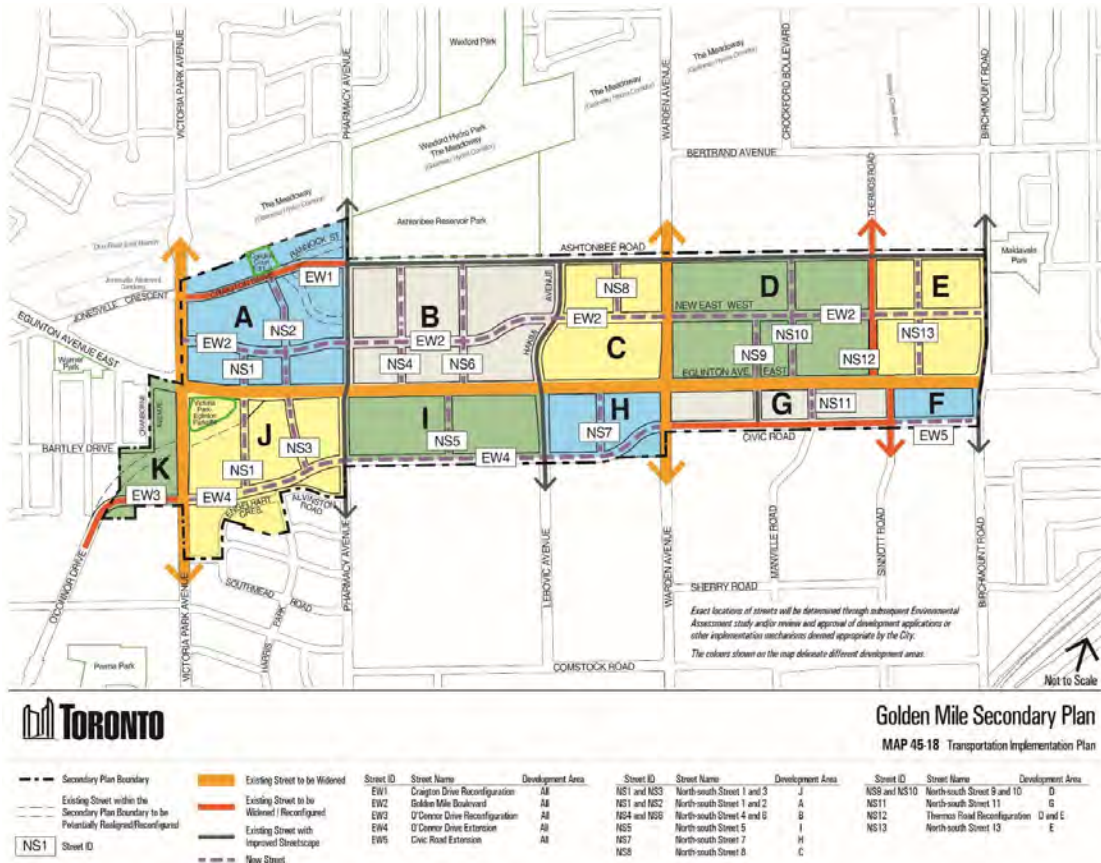


Figure 14: Transportation Implementation Plan - Golden Mile Secondary Plan, 2020



Re-configured / Widened / Improved Existing Streets:

- Widened Eglinton Avenue East (43 metre right-of-way)
- Widened Victoria Park Avenue and Warden Avenue (36 metre right-of-ways)
- Existing Birchmount Road with Improved Streetscape (30 metre right-of-way)
- Existing Pharmacy Avenue with Improved Streetscape (27 metre right-of-way)
- Existing Hakimi Avenue with Improved Streetscape (27 metre right-of-way)
- Re-configured O'Connor Drive (27 metre right-of-way)
- Re-configured Craigton Drive and Existing Ashtonbee Road with Streetscape Improvements (23 metre right-of-way)
- Re-configured and Widened Thermos Road (23 metre right-of-way)

New Streets:

- Golden Mile Boulevard (27 metre right-of-way)
- New Streets with MUPs (23 metre right-of-way)
- New Streets with Cycle Tracks / Bike Lanes (23 metre right-of-way)
- New Streets (20 metre right-of-way)
- New Conceptual Streets (no right-of-way specified)

Table 1: Streetscape Typologies Established Through Golden Mile Secondary Plan and Transportation Master Plan

3.4 GMSP Land Use & Density

The GMSP establishes the policy framework that will facilitate the transformation of an area characterized by large-format retail uses, surface parking lots and low-rise employment uses, into an intensified community with a mix of uses, parks and open spaces.

Land Use Policies

The majority of the Golden Mile carries a Mixed Use Areas designation, and policy from the Secondary Plan encourages all residential development within Mixed Use Areas to also include significant non-residential uses. In certain identified locations, policy directs street-related active retail or other commercial uses at grade, while major office development is encouraged in locations in close proximity to existing and planned transit infrastructure. Existing office and employment uses are encouraged to be retained, either by integration into redevelopment concepts, or by relocation to other sites within closer proximity to ECLRT stops. Finally, existing large-format commercial uses are encouraged to be integrated into mixed-use buildings or within broader redevelopment concepts, in a more urban form.

Portions of the Golden Mile area south of Eglinton Avenue East are designated as General Employment Areas. The City will encourage the redevelopment and modernization of existing buildings within this land use designation. Restaurants, small and medium retail stores and services are complementary uses, when located on the ground or lower floors of new office buildings and co-located with public and/or privately owned publicly-accessible spaces to support the public realm. New uses should be compatible with adjacent land use designations.

Above grade parking structures may be permitted at the City's discretion to meet parking needs during the interim development of large sites, provided they support the public

realm and are not located in the front yard.

Parks and Open Spaces

The existing lands designated as Parks and Open Space Areas will be supplemented over time by the addition of new public parks that will be provided through redevelopment within the Golden Mile. A series of new parks will be distributed throughout the Golden Mile on existing and new streets to support the increased population of residents, visitors and workers due to the future redevelopment within the Golden Mile (see Figure 15). Supporting the planned Parks and Open Spaces, a network of Green Nodes will be provided along Golden Mile Boulevard in areas that front onto planned parks, including West Park, Central Park and East Park (see Figure 11). These Green Nodes are anticipated to serve as centres of community and cultural activity.

Forecasted Density

The entirety of the GMSP falls within an 800-metre radii of the five ECLRT stops and is planned to achieve the minimum density target for Major Transit Station Areas on Priority Transit Corridors (a minimum density of 160 people and jobs per hectare, measured across the entire Secondary Plan Area and inclusive of streets and parks). Across the entire Secondary Plan Area, the GMSP Final Report recommends accommodating a density equal to 2.9 times the total area (gross FSI) or 4.0 times the area, net of streets and parks (net FSI). This would equate to roughly 2,603,700 m² of gross floor area (GFA), or a target density of 525 to 575 people and jobs per hectare.

The Density Strategy (see Figure 16) provides additional direction and expresses maximum FSIs on a block-by-block basis (measured across the entirety of a development site, exclusive of existing streets and parks). The maximum gross FSIs range from 2.0 to 3.2. The Secondary Plan exempts specific uses and facilities from the calculation of GFA, including community service facilities, innovation hubs,

Figure 15: Angular Planes from Neighbourhoods, and Existing Parks and Open Spaces - Golden Mile Secondary Plan, 2020

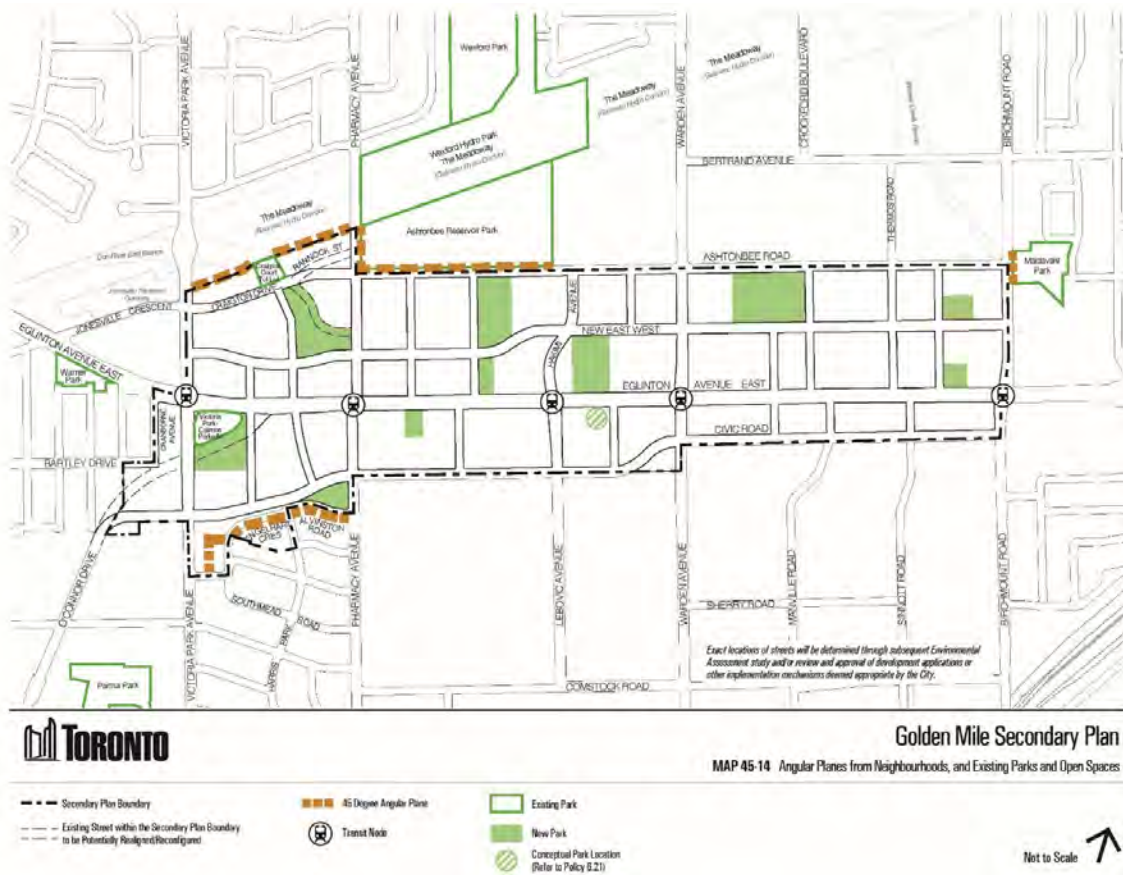
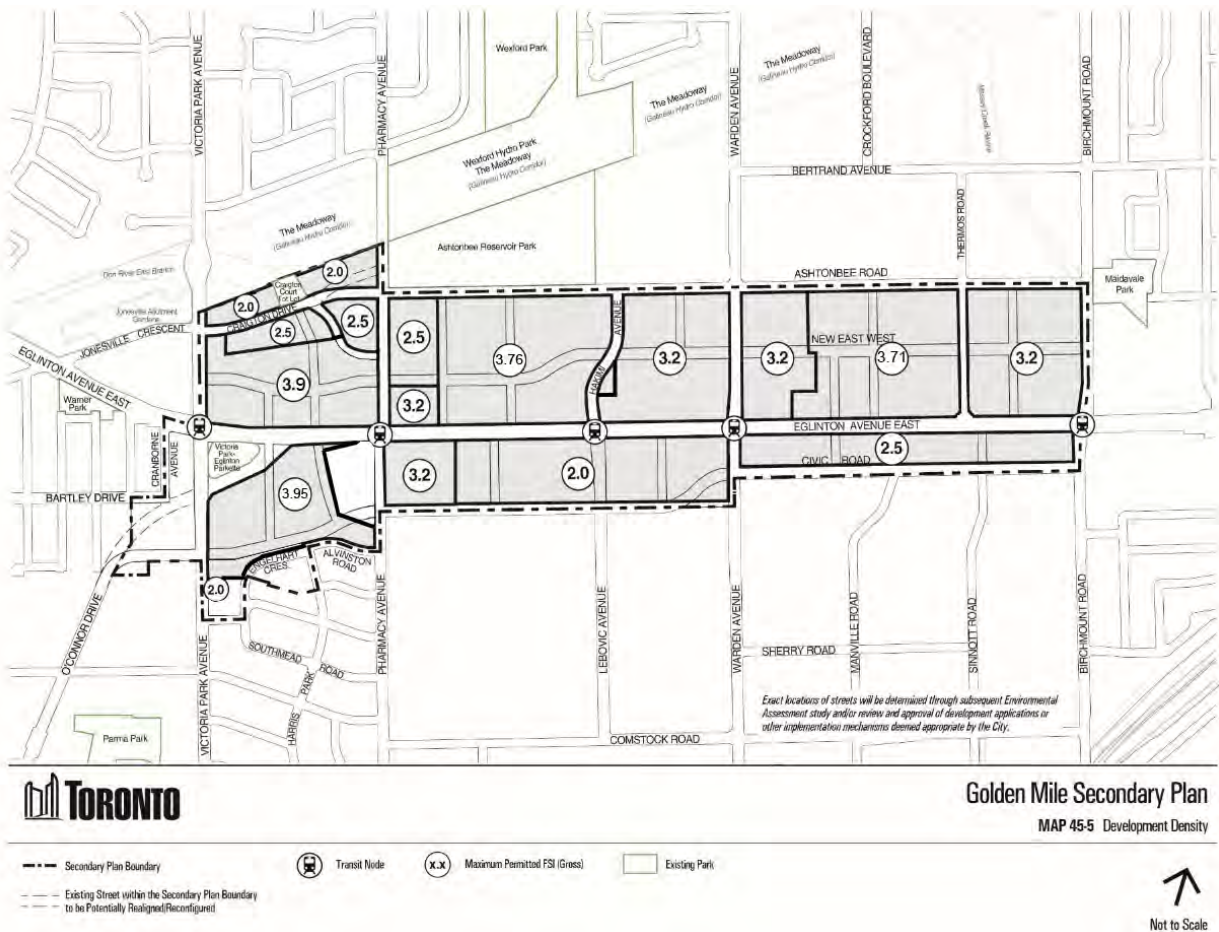


Figure 16: Development Density - Golden Mile Secondary Plan, 2020



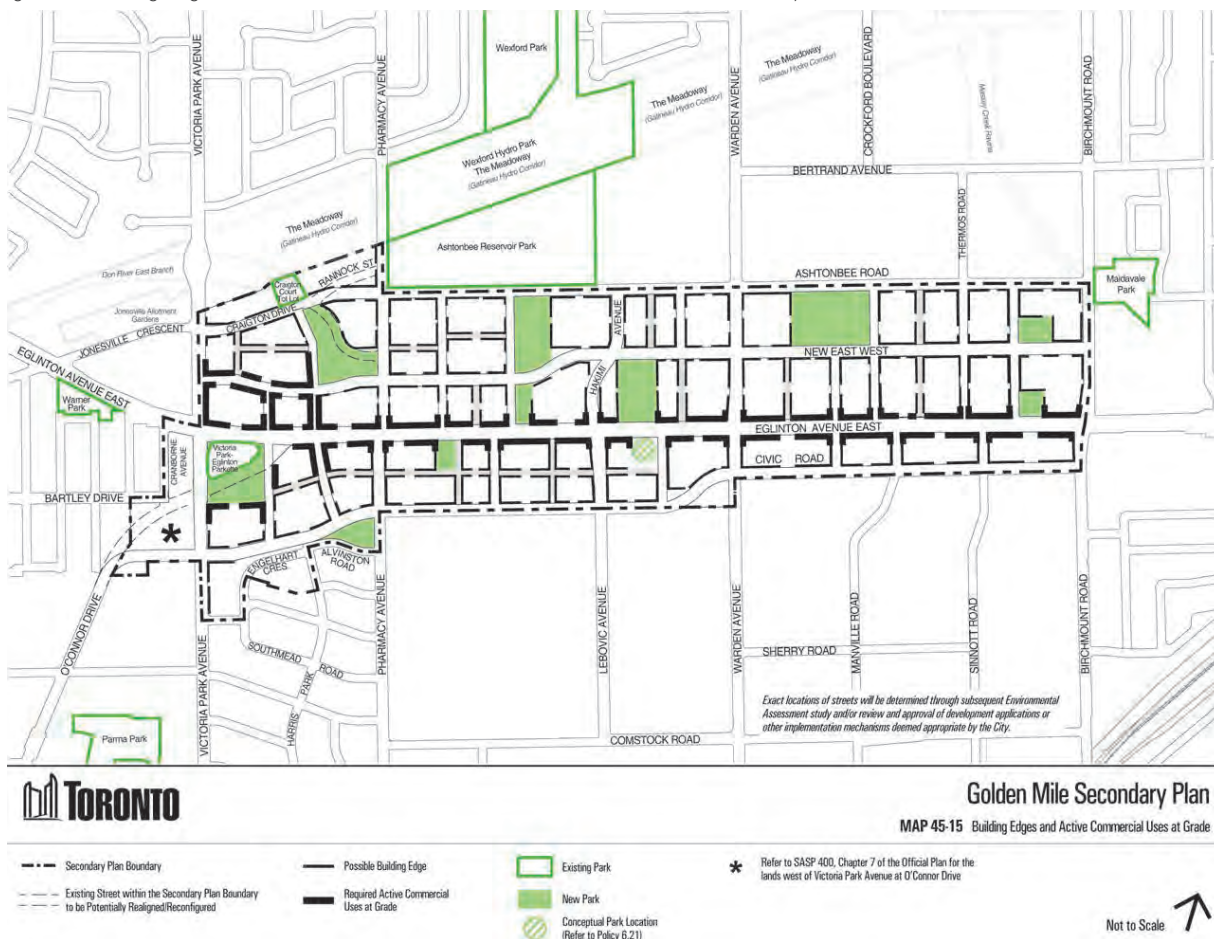
3.5 Active At-Grade Uses

Development adjacent to streets, parks, and open spaces will generally feature active at-grade commercial, residential, community, and/or institutional uses. 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 Figure 25. At-grade commercial uses should provide entrances along streets, with a minimum ground floor height of 4.5 metres and provide weather protection for pedestrians. They are 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.

Active at-grade residential uses include entrances to grade-related units, lobbies, porches, and stoops and should be designed slightly above grade, with prominent entry features such as canopies, plazas and landscaping. Outdoor amenity spaces should generally be located at grade in the form of forecourts, urban gardens, plazas, or courtyards, and should generally be designed to be visible and accessible from surrounding streets.

Active at-grade community and institutional uses should also have prominent entry features such as canopies, plazas and landscaping and are encouraged to locate close to the ECLRT stops, along park frontages, in strategic locations near Centennial College, and along Ashtonbee Road.

Figure 17: Building Edges and Active Commercial Uses at Grade - Golden Mile Secondary Plan, 2020



3.6 Golden Mile Urban Design Guidelines: Conceptual Cross Sections

The Golden Mile Urban Design Guidelines (“GMUDG”) contain a number of conceptual cross sections to demonstrate the preferred design of every size of right-of-way. Specific direction on these cross sections can be found in Sections 2.3 and 2.4 of the GMUDG.

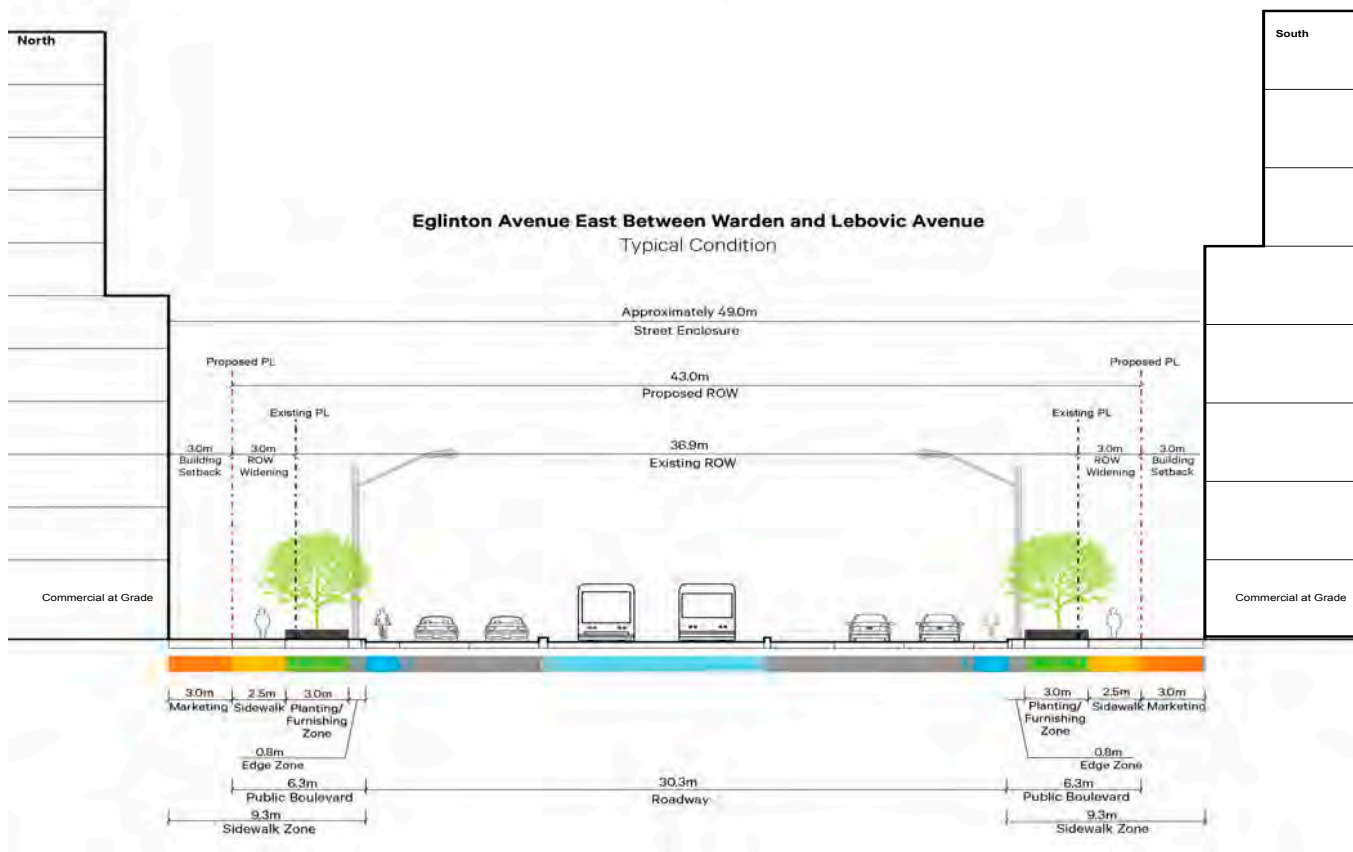
3.6.1 Widened Eglinton Avenue East

Eglinton Avenue East will be widened from 36 metres to 43 metres to create an enhanced streetscape to achieve the public realm vision for the ECLRT corridor, with a minimum 9.3-metre wide sidewalk zone (curb to building face) and dedicated lanes for bicycles, transit and vehicles (see Figure 17).

Key Map for Cross-section



Figure 18: Eglinton Avenue East (43-metre ROW)



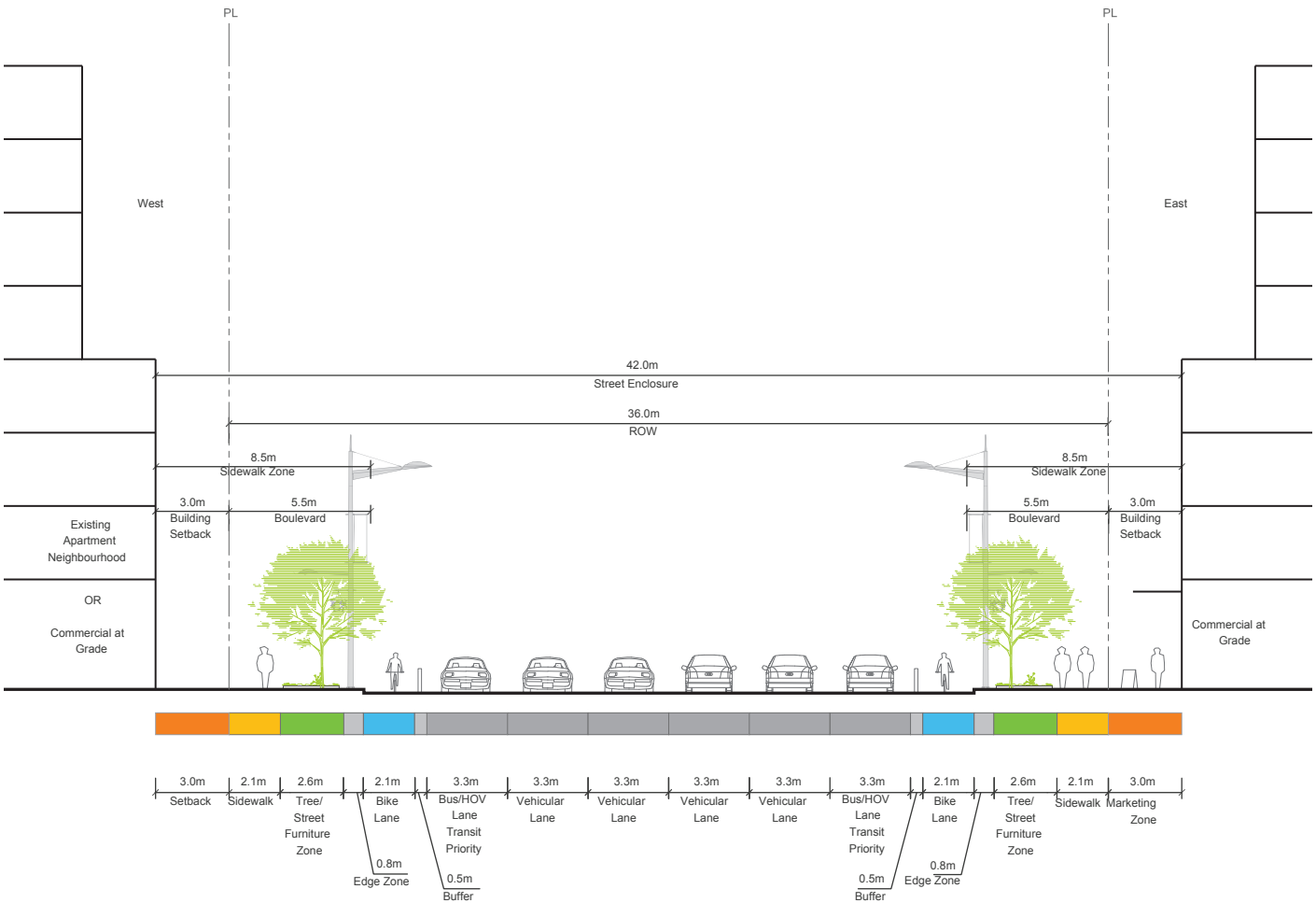
3.6.2 Widened Victoria Park Avenue and Warden Avenue

To promote complete streets that provide a greater balance between all modes of travel, both Victoria Park Avenue and Warden Avenue will be widened to 36 metres, including a minimum 8.5-metre wide sidewalk zone and dedicated lanes for bicycles and vehicles (see Figure 18).

Key Map for Cross-section



Figure 19: Victoria Park Avenue and Warden Avenue (36-metre ROW)



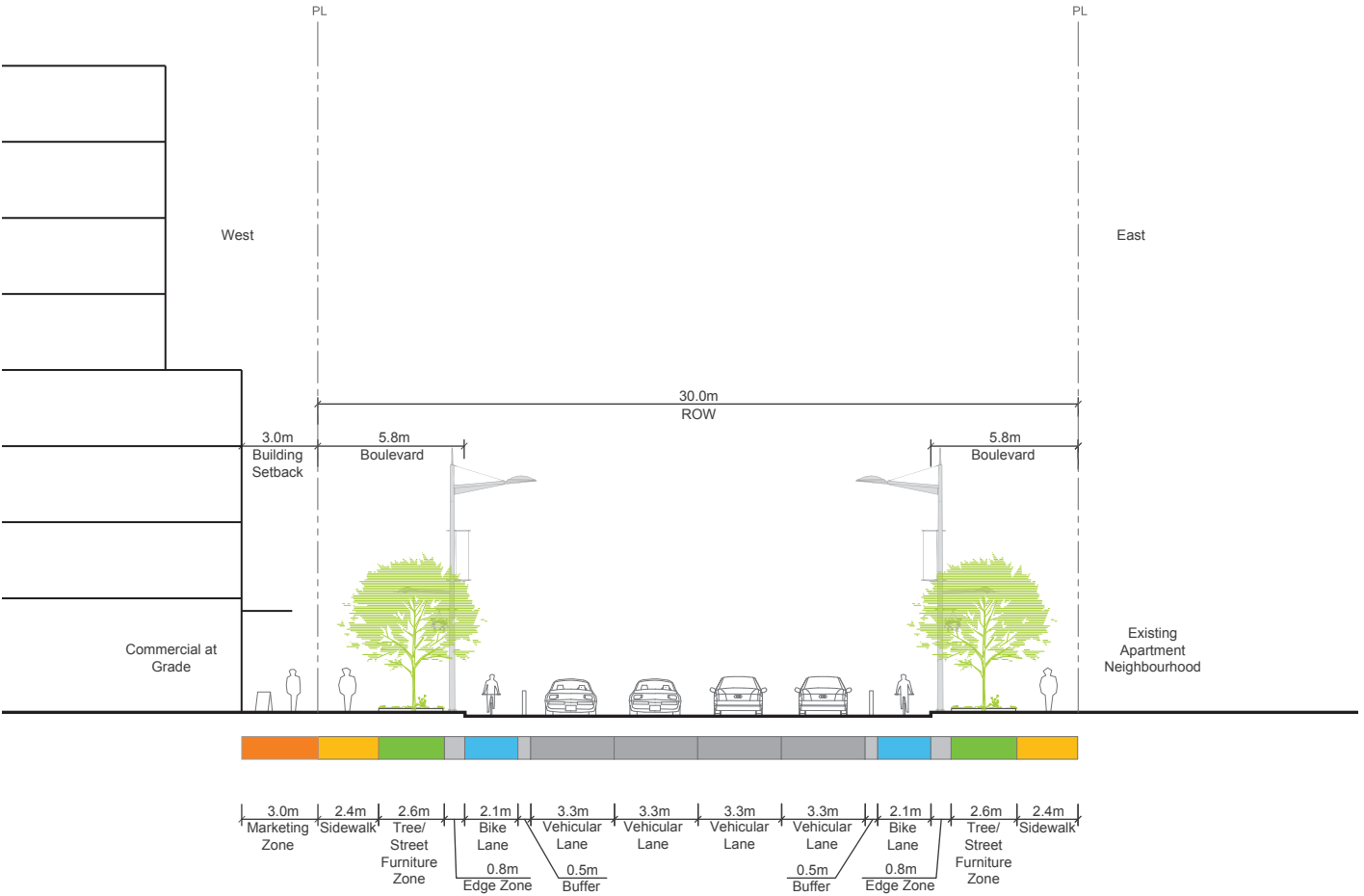
3.6.3 Existing Birchmount Road with Improved Streetscape

As an arterial street, the existing 30-metre ROW of Birchmount Road will be maintained. Streetscape improvements will be provided to support increased pedestrian and cycling activities, through a minimum 8.8-metre sidewalk zone and dedicated lanes for bicycles and vehicles (see Figure 19).

Key Map for Cross-section



Figure 20: Birchmount Road (30-metre ROW)



3.6.4 Existing Pharmacy Avenue with Improved Streetscape

Maintaining its existing 27-metre ROW width, the Pharmacy Avenue streetscape will be designed as a pedestrian friendly street, connecting the existing and new parks and open spaces in the area, as well as the surrounding neighbourhoods.

3.6.5 Existing Hakimi Avenue with Improved Streetscape

Maintaining its existing 27-metre ROW width, the streetscape along Hakimi Avenue will be improved to support its role as a key north south spine with enhanced streetscape and pedestrian amenities. It will connect the General Employment Areas south of Eglinton Avenue East to the new mixed use community in the Central District including potential new schools and community services, and further north to the existing Centennial College just outside the GMSP. This street cross-section will be similar to the O'Connor Drive Extension (see Figure 21). However, the character of Hakimi Avenue will be different due to the adjacent uses and landscape treatment in the setback areas.

3.6.6 Craigton Drive Reconfiguration and Widening, and Existing Ashtonbee Road with Streetscape Improvements

Craigton Drive will align with Ashtonbee Road and the ROW will be widened from 20 metres to 23 metres. Ashtonbee Road will maintain its 23-metre ROW and will be enhanced with streetscape improvements. Together, these streets will be pedestrian and cycling-friendly with an open and green character, connecting a variety of existing and new land uses with several parks.

3.6.7 Thermos Road Widening

Thermos Road will be widened to 23 metres and will be similar to the conceptual cross-section of New Streets with Cycle Tracks/Bike Lanes (see Figure 23).

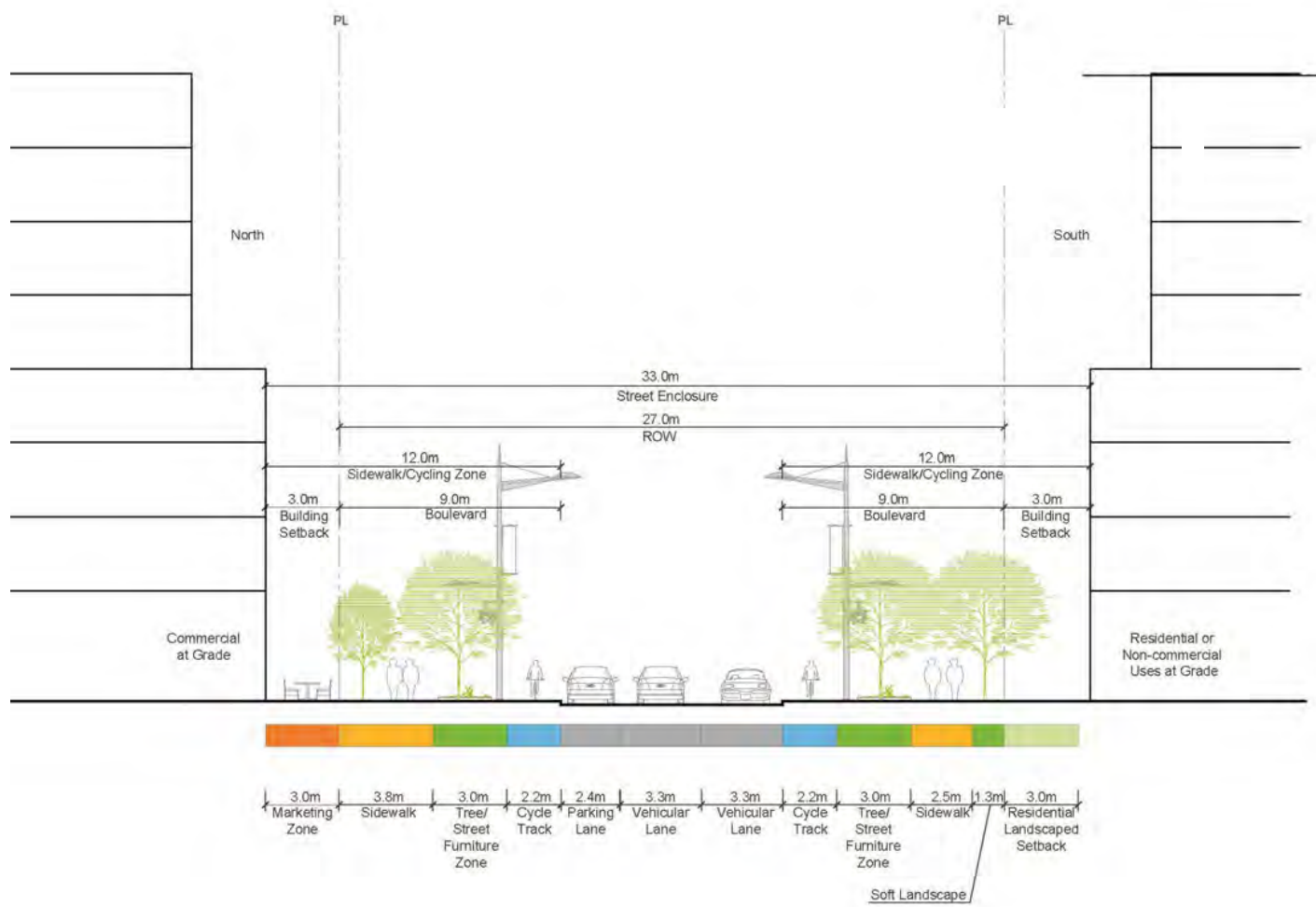
3.6.8 Golden Mile Boulevard

Golden Mile Boulevard will be a new 27-metre wide, east-west street with varying characters as it traverses the Districts and Character Areas with differing commercial, residential and park and open space frontages. The street will have double rows of trees where possible and dedicated cycling facilities (see Figure 20).

Key Map for Cross-section



Figure 21: Golden Mile Boulevard (27-metre ROW)



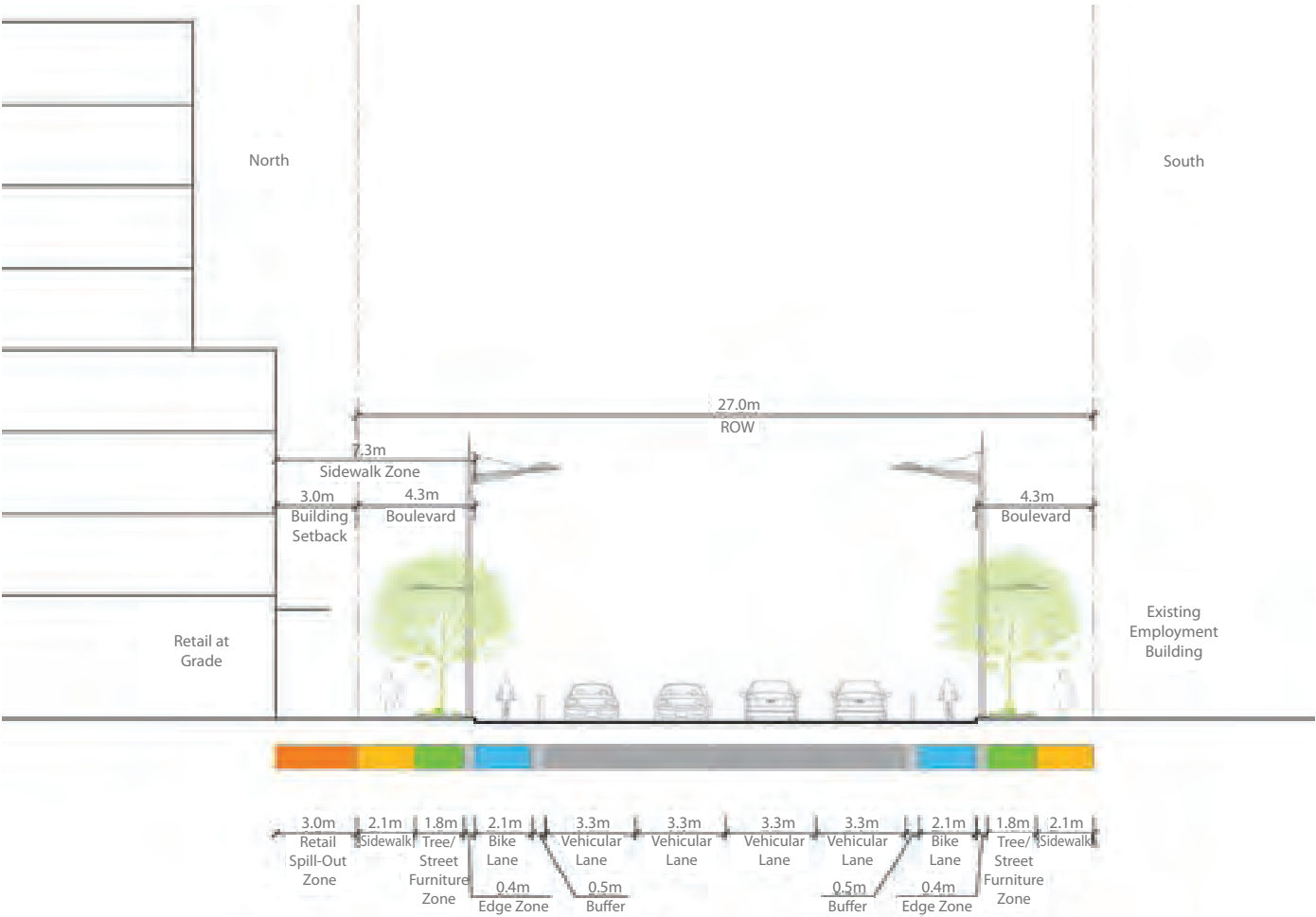
3.6.9 Potential O'Connor Drive Realignment and Extension

The potential reconfiguration and extension of O'Connor Drive will enhance connectivity and accommodate all modes of transportation with comfortable, tree lined spaces for pedestrians and cyclists (see Figure 21).

Key Map for Cross-section



Figure 22: O'Connor Drive Extension (27-metre ROW)



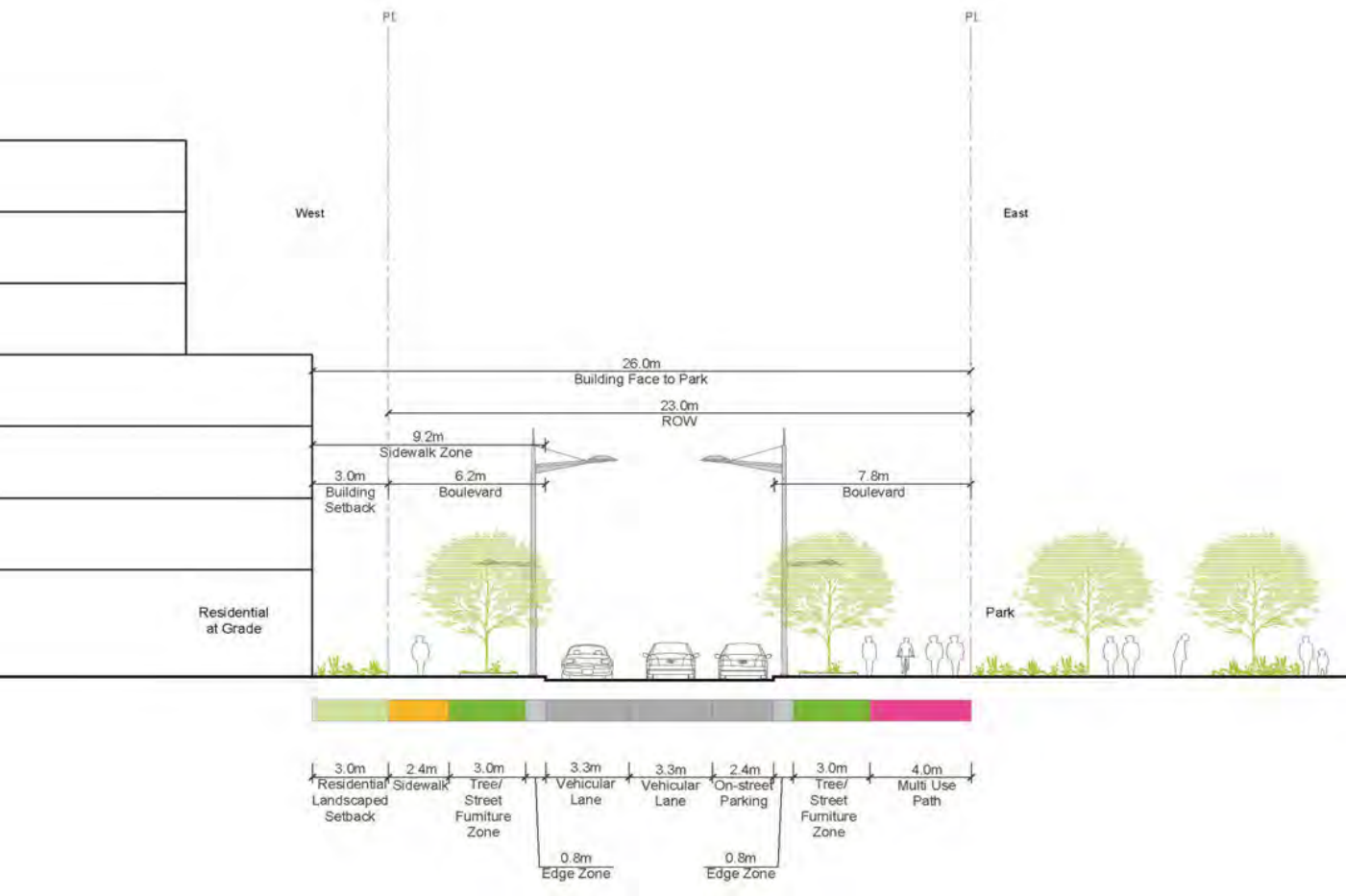
3.6.10 New Streets with MUPs

New streets with a 23-metre ROW and dedicated multi-use paths for pedestrians and cyclists will be provided along West Park, Central Park, and East Park, to promote access and activities along the parks (see Figure 22).

Key Map for Cross-section



Figure 23: New Streets with MUPs (23-metre ROW)



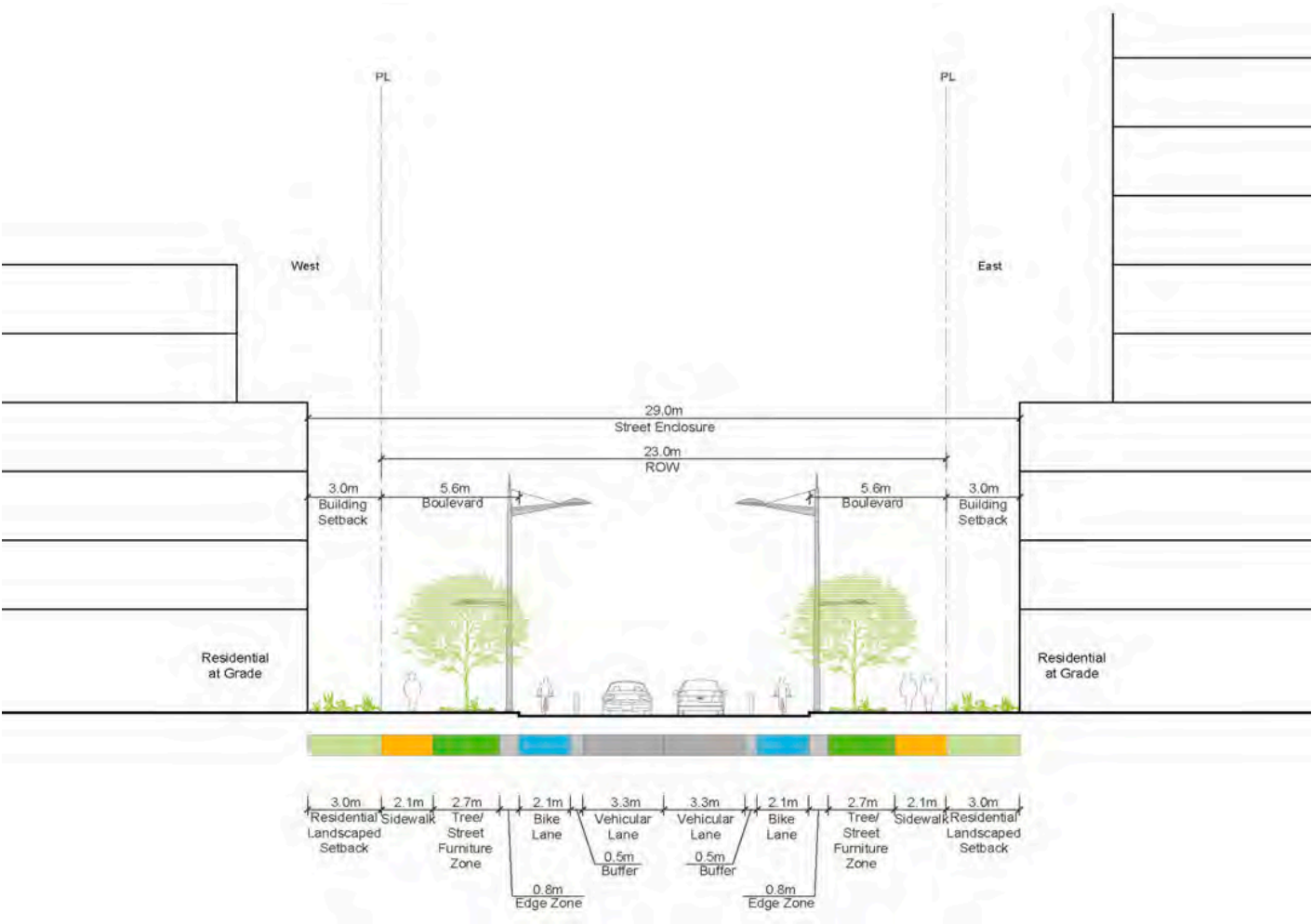
3.6.11 New Streets with Cycle Tracks/Bike Lanes

New streets with 23-metre ROW width and dedicated cycling facilities will be provided, leading to the West Park, Central Park, East Park, and along Eglinton Square Park (see Figure 23).

Key Map for Cross-section



Figure 24: New Streets with Bike Lanes (23-metre ROW)



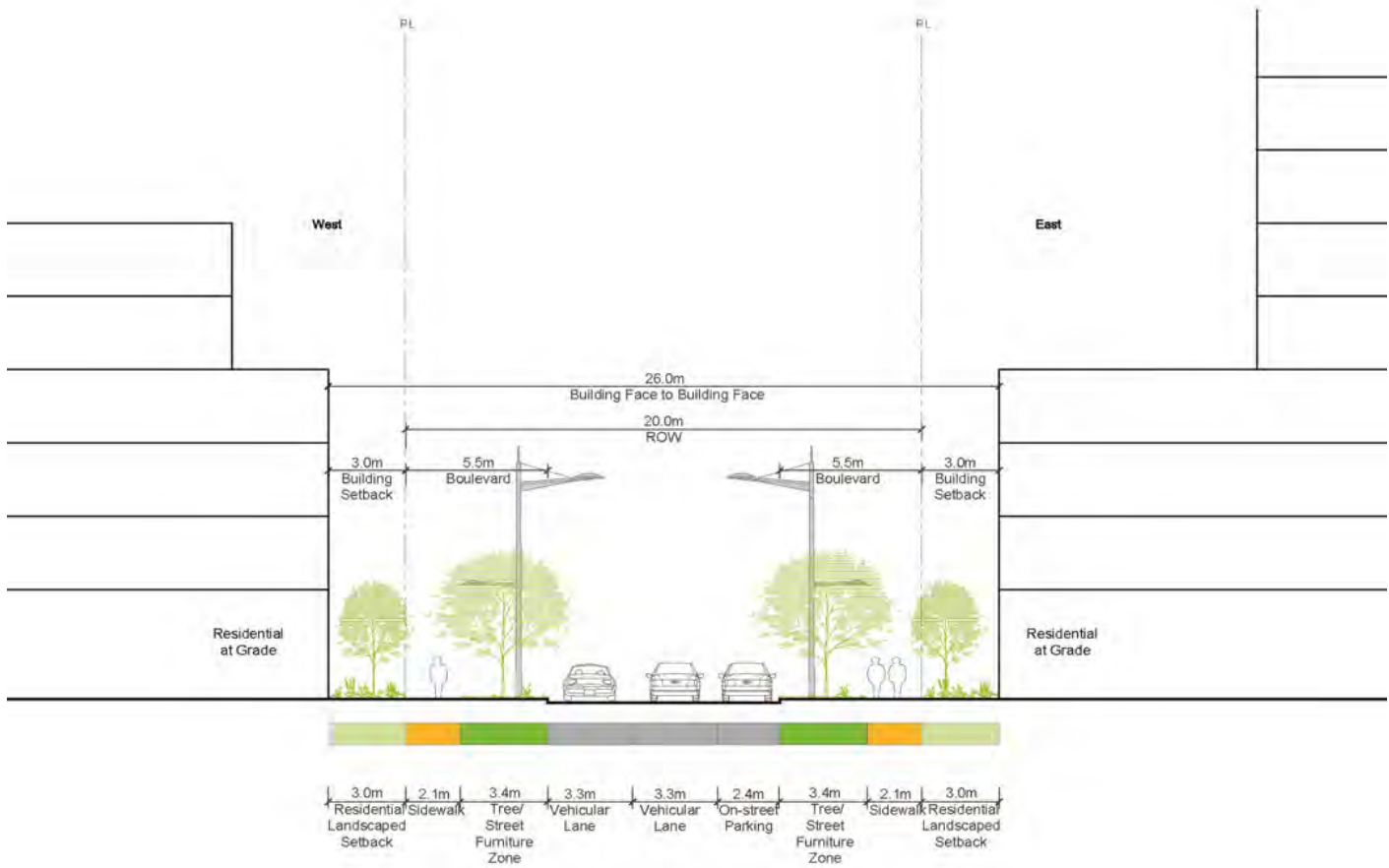
3.6.12 New Streets

New local streets with 20-metre ROW width will provide quieter connections within the GMSP. These streets are anticipated to have a lower volume of vehicular traffic and will prioritize the safe and comfortable movement of pedestrians and cyclists (see Figure 24).

Key Map for Cross-section



Figure 25: New Streets (20-metre ROW)



3.6.13 Marketing Zones

A number of the street cross sections include adjacent marketing zones for retail spill out activities such as restaurant patios. These marketing zones would be located on private property, between the City sidewalk and the building face. The cross-sections for Eglinton Avenue East, Victoria Park Avenue, Warden Avenue include 3-metre marketing zones on both sides of the street. Birchmount Road and O'Connor Drive would have 3-metre marketing zones on the west side of the street only. Golden Mile Boulevard would have a 1.5-metre marketing zone on both sides of the street.

Pursuant to CafeTO guidelines, if an outdoor patio is proposed entirely on private property, complies with the zoning by-law and does not incorporate any structures that require a building permit, then City permission is not needed prior to installation. City permission is not required to install a modest fence or guardrail.

In the case of sidewalk cafes within the CafeTO program, pedestrian clearway requirements include a minimum 1.8 metres for local roads, 2.1 metres for arterial and collector roads. The sidewalks within the cross-sections generally are not wide enough to accommodate both patios and the required pedestrian clearway.

This memorandum, including the information presented in this section, relies on publicly accessible development application information available through the City of Toronto's Application Information Centre, up to September 15, 2022.

The memorandum also relies on Ontario Land Tribunal decisions and settlement information available at that time, including summary information provided by the City in August 2022 on the status of active development applications, summarized in Appendix 1.

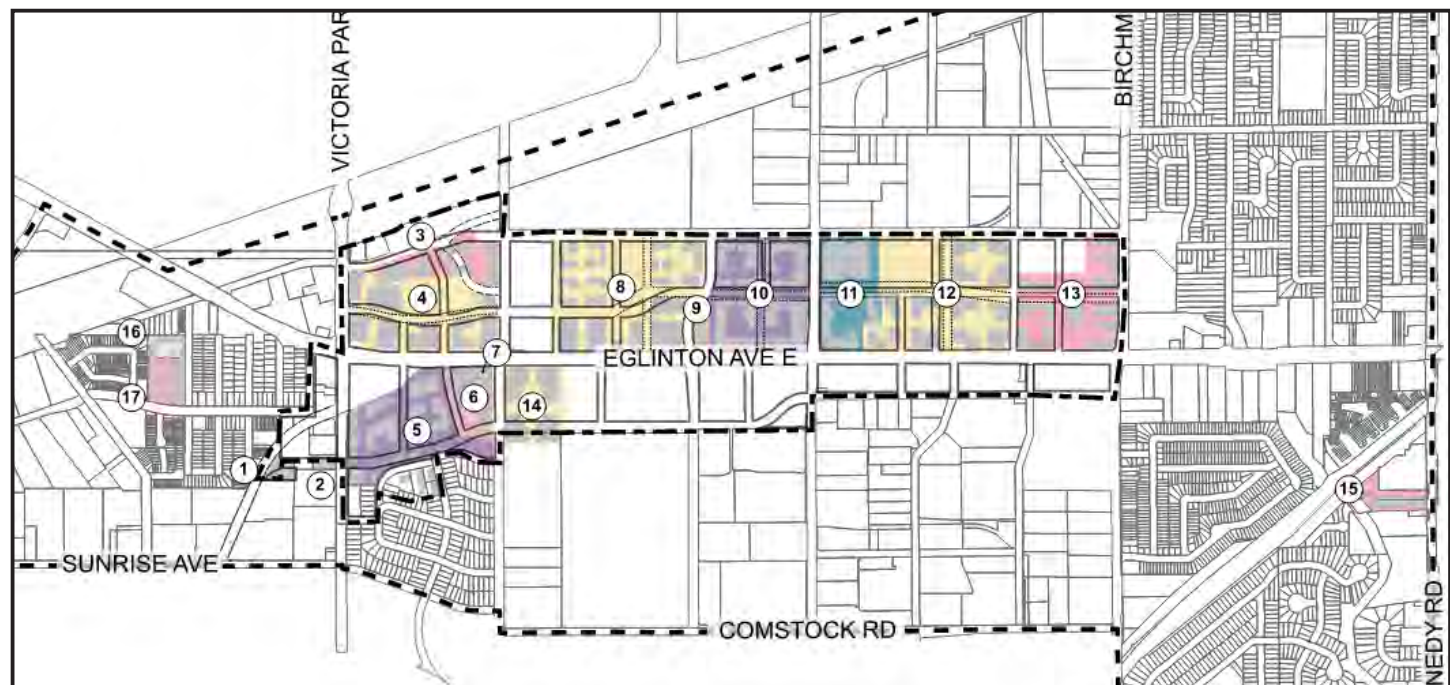
4.0 Site Specific Development Applications: Implications and Constraints

In this section, the proposed development applications will be analyzed against the planned direction for the Study Area summarized in Section 3, in order to identify where any potential conflicts may be occurring that will need to be addressed through the EA Study process.

4.1 Development Application Summary

There are 17 active development applications currently under review within the Study Area, as summarized below. Later in this memo (see Sections 4.1, 4.2 and 4.3), these applications will be reviewed to identify if/where any applications conflict with the planned direction of the Study Area.

Figure 26: Development Applications



1	Applicant: Artlife 1861 O'Connor Dr	7	Applicant: Optical 100 Eglinton Square	13	Applicant: Dundee (Dream) 2200 - 2206 Eglinton Ave E 1020 Birchmount Rd
2	Applicant: Vitmont Holdings 1460 Victoria Park Ave	8	Applicant: Calloway REIT 1900 Eglinton Ave E	14	Applicant: Flexipackaging 1891 Eglinton Ave E
3	Applicant: Starlight 1 Rannock St / 860 Pharmacy Ave 9, 15, 19, 23, 32 and 40 Craigton Dr	9	Applicant: YorkReal 1910 Eglinton Ave E	15	Applicant: Brosko Property Management 708, 712 Kennedy Rd
4	Applicant: Choice 1880 - 1892 Eglinton Ave E 1523, 1525 - 1545 Victoria Park Ave	10	Applicant: Madison Group 880 - 900 Warden Ave 20 - 50 Ashtonbee Rd 1920 - 1940 Eglinton Ave E	16	Applicant: Nascent Developments Inc. 78 Tisdale Rd
5	Applicant: KingSett 1 - 70 Eglinton Square 1431, 1437 Victoria Park Ave 14, 18, 19, 22, 23, 26 Engelhart Cres	11	Applicant: Cosmetics 1960 Eglinton Ave E 191 Ashtonbee Rd	17	Applicant: Bartley TH Fund Inc 104 - 110 Bartley Dr
6	Applicant: Metro 40 Eglinton Square	12	Applicant: RioCan 1966 - 2050 Eglinton Ave E 50 Thermos Rd		

4.1.1. Summary Table

Table 2 - Development Applications

Publicly Available Data (May 2022)

No.	Applicant	Address	Type(s) of Applications Currently Active	Approval Status	Date of Most Recent Submission	Land Use [Change]	Gross Site Area (sq.m.)	Max Building Height (m)	Building Height (Storeys)	Gross FSI (Change) (Notional to 2019)	Total GFA (sq.m.)	Residential GFA (sq.m.)	Commercial GFA (sq.m.)	Industrial GFA (sq.m.)	Total Dwelling Units	Total Parking Spaces	Total Bicycle Parking Spaces	Outdoor Amenity Space (sq.m.)	POPS (sq.m.)	Parks and Open Space (sq.m.)
1	ArtLife	1861 O'Connor Dr	ZBLA	Under Appeal	Mar 17, 2022	Mixed Use	4,030	27	9	3.99	15,953.3	15,830.9	122.4	-	252	217	255	532	-	-
2	Vicmont Holdings	1460 Victoria Park Ave	ZBLA	Under Appeal	Mar 6, 2020	Mixed Use	2,371	27	9	N/A	9,072.18	9,018.78	53.4	-	106	123	57	-	-	-
3	Starlight (markets and replacement rental)	1 Rannock St / 860 Pharmacy Ave / 9, 15, 18, 23, 32 and 40 Craigton Dr	OPA (for SASP)	Under Appeal	Nov 22, 2019	Apartment Neighbourhoods, Parks	29,151	N/A	9 to 34	4.65	123,726	122,415	1,311	-	1,718	N/A	N/A	-	5,457	2,522
4	Choice	1880 - 1892 Eglinton Ave E / 1523, 1525 - ZBLA and DP&A	OPA (for SASP)	Under Appeal	Sep 23, 2020	Mixed Use, Parks	75,974	N/A	1 to 44	5.21	325,168	292,852.0	32,516.9	-	3,770	2,652	2,607	-	-	7,170
5	Kingstort	1-70 Eglinton St / 1431 and 1437 Victoria Park Ave / 14, 18, 22	OPA (for SASP)	Under Appeal	Sep 29, 2021	Mixed Use, Parks	67,114	165.6	6 to 30	6.27	318,654	315,845	2,809	-	3,618	2,296	2,792	-	-	10,170
6	Metro	40 Eglinton St	ZBLA	Under Review	Oct 18, 2021	Mixed Use	29,656	93.1	13 to 30	3.79	74,427	70,675	3,752	-	892	1,017	985	1,580	-	593
7	Optical	1001 Eglinton St	OPA (for SASP), ZBLA and SPA	Under Review	April 19, 2022	Mixed Use	1,662	11.8	45	12.16	20,218	18,975	1,243	-	296	48	288	578	N/A	N/A
8	Caloway REIT (SmartCentres)	1900 Eglinton Ave E	OPA (for SASP)	Under Appeal	Aug 20, 2019	Mixed Use, Parks	114,994	N/A	8 to 39	4.28	492,651	453,255	39,396	-	5,529	N/A	N/A	-	-	4,074
9	ForMReal	1910 Eglinton Ave E	OPA (for SASP), ZBLA and SPA	Under Review	Oct 18, 2021	Mixed Use	3,542	127.75	40	8.13	28,787	25,856	2,867	-	387	187	271	-	-	-
10	Watson Group	880 - 900 Warden Ave / 30 - 50 Ashbourne Rd / 1920 - 1940 Eglinton Ave E	OPA (for SASP)	Under Appeal	Feb 15, 2019	Mixed Use, Parks	79,641	N/A	8 to 40	4.35	346,678.6	311,762.4	26,039.6	-	3,888	N/A	N/A	720.2	-	-
11	Cometica	1960 Eglinton Ave E / 191, Ashbourne Rd	OPA (for SASP)	Under Appeal	Oct 8, 2020	Mixed Use, Parks	46,002	N/A	6 to 45	5.3	245,101	182,856	929	-	2,000	3,114	N/A	-	-	2,471
12	RioCan	1966 - 2050 Eglinton Ave E / 50 Thermos Rd	OPA (for SASP)	Under Appeal	Nov 25, 2020	Mixed Use, Parks	107,205	N/A	1 to 48	5.7	396,797	394,168	6,529	-	4,915	N/A	N/A	-	-	19,435
13	Bundee (Dream)	2200 - 2206 Eglinton Ave E / 1029 Birchmount Rd	ZBLA and DP&A (western portion)	Under Review	Aug 9, 2021	Mixed Use, Parks	63,625	145.9	30 to 46	4.47	284,379	265,765	18,594	-	2,363	1,834	1,837	-	-	6,184
14	Pierpackaging (north site)	1891 Eglinton Ave E	OPA (for SASP)	Under Appeal	Jun 22, 2020	Mixed Use, Parks	29,614	N/A	10 to 48	4.8	142,407	133,530	8,877	-	1,850	1,154	1,504	3,700	-	2,813
15	Bosko Property Management	708 and 712 Kennedy Rd	ZBLA and SPA	Under Review	Dec 4, 2020	Apartment Neighbourhoods, Parks	11,254	N/A	6 to 29	3.21	36078	38078	-	-	509	296	482	1,018	-	1,138
16	Nascent Developments Inc.	78 Thistle Ave	DP&A and SPA	Under Review	Sep 10, 2018	Neighbourhoods	4,075	11.3	3	1.29	5,181.80	5,181.80	-	-	35	35	N/A	-	-	-
17	Bartley TH Fund Inc.	104-110 Bartley Dr	Part Lot Control Exemption	Under Review	Mar 28, 2022	Neighbourhoods	12,238	11.6	4	1.01	12,419.35	12,365.73	-	-	84	84	22	-	-	-
TOTAL							672,086.6				2,877,697.6	2,662,940.0	145,106.6	61,320.0	32,812.0	13,074	10,540	8,128	1,457	56,570

4.2 Streets & Blocks: Potential Implications

4.2.1 Site Specific Details

(Refer to Appendix 1 for a composite summary of Council Approvals and Ontario Land Tribunal Appeals, as of August 2022.)

Ref #	Applicant Site Address	Application Type Status	Note
1	Artlife 1861 O'Connor Dr	ZBA OLT Approved SPA Under Review	The selection of a preferred alignment for O'Connor Drive as part of the EA process could significantly impact the subject site at 1861 O'Connor Drive and may preclude any redevelopment from occurring on the site. The June 2021 OLT decision ruled that a Holding provision on this site in order to support the determination of a preferred alignment for O'Connor Drive through a Municipal EA process was not appropriate. The applicant has therefore proceeded to Site Plan Control Application unimpeded by any such Holding provisions on the site.
2	Vitmont Holdings 1460 Victoria Park Ave	ZBA OLT Conditionally Approved* <i>(*Final Order to be issued upon fulfillment of conditions outlined in OLT Decision)</i>	The selection of a preferred alignment for O'Connor Drive as part of the EA process could significantly impact the subject site at 1460 Victoria Park Avenue. The Holding provision secured in the ZBA adequately addresses the eventual street layout before development on this site may proceed.
3	Starlight 1 Rannock St 860 Pharmacy Ave 9, 15, 19, 23, 32, 40 Craigton Dr	OPA Under Appeal	As part of the Council-approved settlement, Craigton Drive (adjacent to the subject lands) is proposed to be widened from 20 metres to 23 metres and reconfigured to align with Ashtonbee Road. The ROW of the new north-south street would be implemented at a width of 23 metres, consistent with the GMSP.

4	Choice 1880 - 1892 Eglinton Ave E 1523, 1525 - 1545 Victoria Park Ave	OPA OLT Settlement ZBA OLT Settlement SPA (Ph 1) Under Review SPA (Ph 2) Under Review	As per the OLT decision, Golden Mile Boulevard will have a ROW width of 20 metres between Victoria Park Avenue and Public Street C, before increasing to a width of 27 metres (as envisioned by the GMSP) east of Public Street C and Pharmacy Avenue. Street B (western north-south street) will have a tapered ROW width ranging from 20 metres (as per GMSP) from Street A to such width as necessary to align with the future intersection at Eglinton Avenue East. Street C (eastern north-south street), north of Golden Mile Boulevard, to Craigton Drive will have a right-of-way width of 23 metres (as per the GMSP) and may include a temporary cul-de-sac prior to the permanent connection of Street C to Craigton Drive. Street C, south of Golden Mile Boulevard, to Eglinton Avenue East will have a right of way width of 20 metres (where the GMSP envisioned 23 metres for all of Street C). Part of the southern portion of Craigton Drive will be converted to parkland and part may be declared surplus and may form part of the development site. Victoria Park Avenue, Eglinton Avenue East, Pharmacy Avenue and Craigton Avenue will all be widened pursuant to the GMSP.
5	KingSett 1 - 70 Eglinton Square 1431, 1437 Victoria Park Ave 14, 18, 19, 22, 23, 26 Engelhart Cres	OPA OLT Settlement ZBA OLT Settlement DPOS Under Review	Holding provision on site. Street A, the potential extension of O'Connor Drive, will have a minimum ROW of 27 metres, as per the GMSP. Street B (the western north-south street) will have a ROW of 23m between Eglinton Avenue East and Street A. Street C (the eastern north-south street) will have a ROW of 20 metres (as per the GMSP) between Street A and Eglinton Avenue East, of which 14.5 metres will be on this site, with the remainder on the site to the east. Victoria Avenue and Eglinton Avenue East will be widened to match the GMSP.
6	Metro 40 Eglinton Square	OPA Under Review ZBA Under Review DPOS Under Review SPA Under Review	The conceptual east-west street is proposed (as private). O'Connor Drive appears to align properly, with the required 27-metre ROW.
7	Optical 100 Eglinton Square	OPA Under Review ZBA Under Review SPA Under Review	A +/- 2.5 metre conveyance is proposed on the north end of the site for the widening of Eglinton Avenue East to 43 metres. A +/- 0.4 metre conveyance is proposed on the east end of the site for the widening of Pharmacy Avenue to 27 metres. No new streets are required or proposed.

8	Calloway REIT <i>1900 Eglinton Ave E</i>	OPA OLT Settlement ZBA OLT Settlement DPOS Under Review SPA Under Review	Golden Mile Boulevard is secured at 27 metres, as per the GMSP. The western public street is proposed at 20 metres, as per GMSP. The eastern public street has been approved to move from the west side of the parks, to the east side of the parks, with a 23-metre ROW as per the GMSP. A woonerf would be on the west side of the parks and a multi-use trail would be located within Street B on the east side of the parks. The new east-west conceptual street is approved as a public street. The western north-south conceptual street is provided. Multiple conceptual streets have been approved that were not contemplated in the GMSP.
9	Yorkreal <i>1910 Eglinton Ave E</i>	OPA Council Approved ZBA Council Approved SPA Under Review	The recommendations in the Final Report secured a road widening of approximately 3.0 metres along Eglinton Avenue East to achieve a 43-metre ROW.
10	Madison Group <i>880 - 900 Warden Ave 20 - 50 Ashtonbee Rd 1920 - 1940 Eglinton Ave E</i>	OPA Under Appeal SPA Under Review	Eglinton Avenue East and Warden Avenue will both be widened as per the GMSP. A north-south public street is approved, as per the GMSP.
11	Cosmetica <i>1960 Eglinton Ave E 191 Ashtonbee Rd</i>	OPA Under Appeal	Golden Mile Boulevard is drawn at the required 27 metres. A 3-metre widening is shown along the Warden Avenue frontage. A 3-metre widening is shown along the Eglinton Avenue East frontage (although the City's Direction Report, which is more recent than the architectural drawings, states that the widening is inconsistent with policy direction). No widening is required along Ashtonbee Road, which has a 23-metre ROW. The conceptual north-south street is also included (no ROW width specified).

12	RioCan <i>1966 - 2050 Eglinton Ave E</i> <i>50 Thermos Rd</i>	OPA OLT Settlement ZBA Under Review DPOS Under Review	No widening required along Ashtonbee Road (23-metre ROW). North-south street #9 drawn correctly with a 20-metre ROW. North-south street #10 drawn correctly with a 23-metre ROW. Thermos Road drawn correctly with a 23-metre ROW. Eglinton Avenue East shows the required 43-metre ROW. Golden Mile Boulevard drawn correctly with a 27-metre ROW, however includes a jog midway through the block, following a southeasterly alignment approaching Thermos Road.
13	Dundee (Dream) <i>2200 - 2206 Eglinton Ave E</i> <i>1020 Birchmount Rd</i>	OPA OLT Settlement ZBA Under Review DPOS Under Review	No widening required on Ashtonbee Road. Golden Mile Boulevard is shown at a ROW width of 27 metres, aligned at Thermos Road with the RioCan site to the west. Plans include a 3.2-metre widening along Eglinton Avenue East to achieve the required 43-metre ROW. Plans include a 1.5 metre widening along Thermos Road (with a straight alignment) to achieve the required 23-metre ROW, but not aligned with Sinnott Road. New north-south street drawn in the correct location with the required 20-metre ROW. Birchmount Road shows a 1.89 metre widening for only part of the ROW. (Part of Birchmount Road is presumably already 30 metres wide.)
14	Flexipacking (Mattamy) <i>1891 Eglinton Ave E</i>	OPA Under Appeal ZBA Under Appeal DPOS Under Review	The plan shows a road widening along Eglinton Avenue East that is a maximum of 3 metres and an unknown minimum dimension. The staff report expresses the need for a 3-metre widening along the entire frontage. No widening required on Pharmacy Avenue. A 27-metre ROW is required and proposed for the O'Connor Drive extension. Two conceptual streets are also included at 18.5 metres and 20 metres (no ROW widths specified in GMSP). Note: plans show a future road extension to the south, outside of the GMSP area.
15	Brosko Property Management <i>712 Kennedy Rd</i>	ZBA Under Review SPA Under Review	Outside of GMSP area.
16	Nascent Developments Inc <i>78 Tisdale Ave</i>	DPOS Under Review SPA Under Review	Outside of GMSP area (but Bartley Drive will ultimately extend to Victoria Park Avenue).
17	Bartley TH Fund Inc <i>104 - 110 Bartley Dr</i>	Part Lot Control Under Review	Outside of GMSP area (but Bartley Drive will ultimately extend to Victoria Park Avenue).

4.2.2 Analysis: Streets & Blocks

There are a number of discrepancies between the proposed developments and the street network outlined in the GMSP. These discrepancies are described below, with the exception of streets that are identified as conceptual streets, which do not have prescribed ROW widths.

O'Connor Drive

The selection of a preferred alignment for O'Connor Drive as part of the EA process could significantly impact both Artlife and Vitmont Holdings and may or may not preclude any redevelopment from occurring on these sites. The Vitmont Holdings site is subject to a Holding symbol, while Artlife is not. At Kingsett, the alignment of O'Connor Drive was approved slightly to the north (within the site), as a 27-metre ROW, which matches the GMSP.

Craigton Drive Alignment

In the Council-approved settlement for Starlight, Craigton Drive is proposed to be widened from 20 metres to 23 metres as per the GMSP. The site organization would allow for Craigton Drive to align with Ashtonbee Road. In the Choice OLT decision, part of the southern portion of Craigton Drive will be converted to parkland and part may be declared surplus and may form part of the development site.

Golden Mile Boulevard

Within the Choice site, Golden Mile Boulevard ROW was approved ranging from 20 metres in the west to 27 metres in the east (the GMSP envisioned 27 metres). For the Calloway REIT and RioCan sites, Golden Mile Boulevard was approved at 27 metres, as per the GMSP. At Cosmetica and Dundee (Dream), Golden Mile Boulevard is proposed at 27 metres, as per the GMSP.

Eglinton Avenue East

The Council-approved settlement for Madison Group secured a widening on Eglinton Avenue East to achieve the 43-metre ROW. Similarly, Choice, KingSett, Opitcal, Yorkreal, Madison, RioCan and Dundee (Dream) will also have the proper widening. Flexipacking (Mattamy) shows a road widening along Eglinton Avenue East that is a maximum of 3 metres and an unknown minimum dimension. The staff report for Flexipacking (Mattamy) expressed the need for a 3-metre widening along the entire frontage and the OLT hearing is scheduled for June, 2023. The proposed widening at

Cosmetica should be explored further, as the City's Direction Report states that this widening is inconsistent with policy direction.

Birchmount Road

The application by Dundee (Dream) shows only a partial widening of 1.89 metres for Birchmount Road. The unwidened part of Birchmount Road is presumably already 30 metres wide.

Warden Avenue

Madison Group will provide a widening on Warden Avenue to achieve the 36-metre ROW.

Thermos Road

The proposals by both RioCan and Dundee (Dream) show that Thermos Road will have a straight alignment (pursuant to the GMSP).

North-South Connections

In the Council-approved settlement, Starlight will have the north-south street with the required 23-metre ROW. Within the Choice property, the western north-south street will have a tapered ROW width ranging from 20 metres (as per GMSP) from Street A to such width as necessary to align with the future intersection at Eglinton Avenue East. The eastern north-south street will have a right-of-way width of 23 metres (as per the GMSP) north of Golden Mile Boulevard, but a right-of-way width of 20 metres south of Golden Mile Boulevard (where the GMSP envisioned 23 metres for all of Street C). At Kingsett, the eastern north-south street will be 20 metres wide, as per the GMSP. For Calloway REIT, the eastern public street has been approved to move from the west side of the parks, to the east side of the parks, with a 23-metre ROW as per the GMSP. A woonerf would be on the west side of the parks and a multi-use trail would be located within Street B on the east side of the parks. Multiple conceptual streets have been approved that were not contemplated in the GMSP. Madison Group will have a north-south 20-metre public street, as per the GMSP.

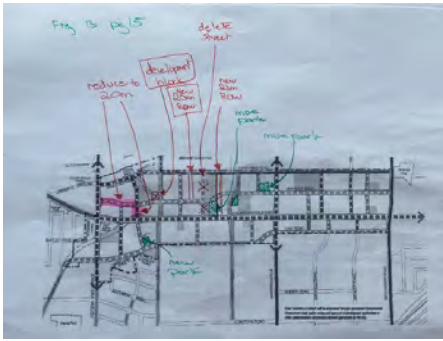
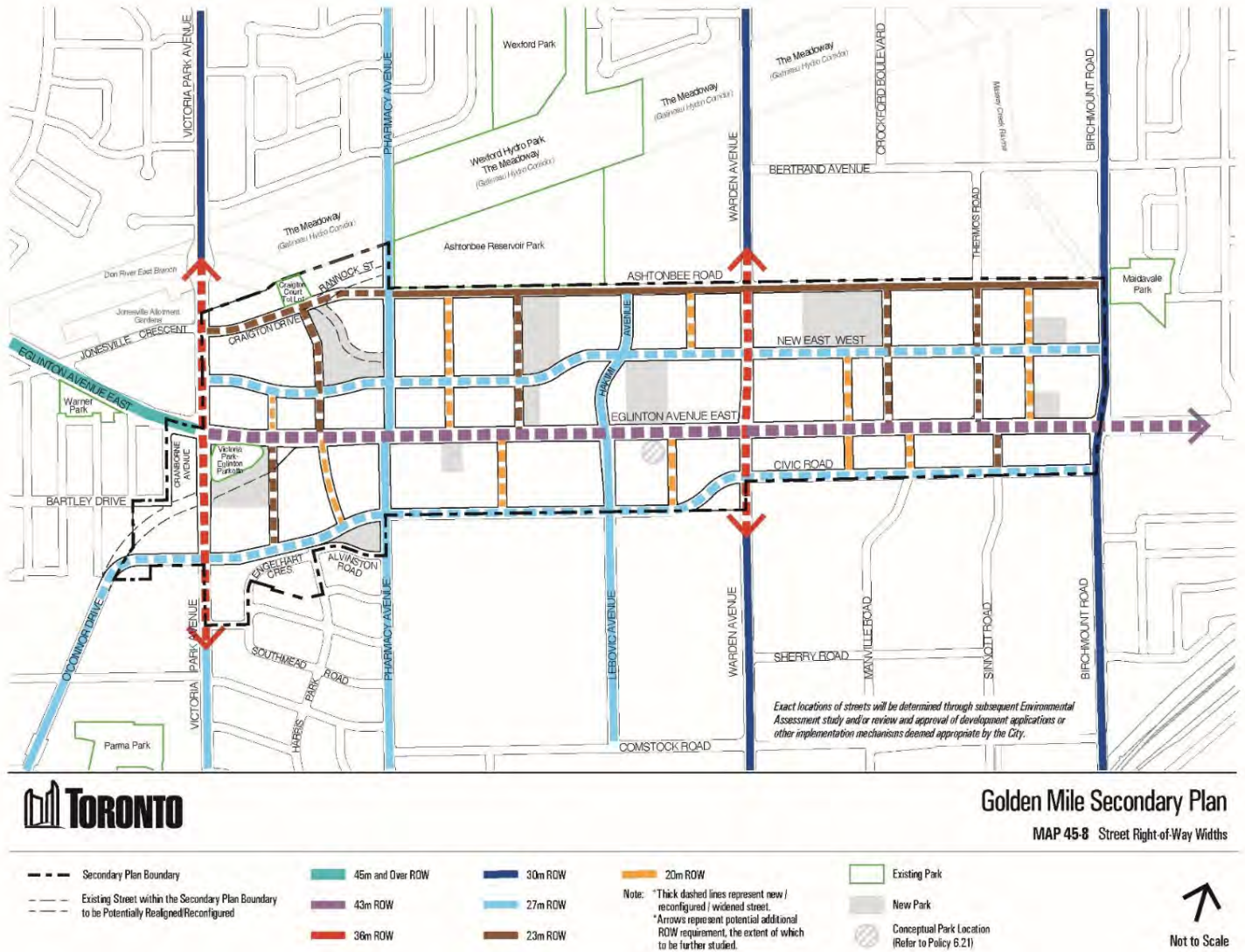


Figure 27: Street Right-of-Way Widths - Golden Mile Secondary Plan, 2020



4.3 Land Uses: Potential Implications

The following section identifies discrepancies between the GMSP and OP and proposed development applications where the planned land use set out in the GMSP and OP would need to be revised to accommodate the proposed development.

4.3.1 Site Specific Details

Table 4 - Land Uses

Ref #	Applicant	Site Address	Note
1	Artlife	1861 O'Connor Drive	Mixed Use Areas - a 10-storey building with 245 dwelling units and one commercial unit (190 square metres) at grade.
2	Vitmont Holdings	1460 Victoria Park Avenue	Mixed Use Areas - an 11-storey building containing 116 residential dwelling units and commercial units at grade.
3	Starlight	1 Rannock Street; 860 Pharmacy Avenue; 9, 15, 19, 23, 32 and 40 Craigton Drive	The site is generally designated as Apartment Neighbourhoods. Through the Council-approved settlement, City park P1 is now proposed in the location specified in the GMSP (which includes part of the existing Craigton Drive ROW).
4	Choice	1880-1892 Eglinton Avenue East; 1523, 1525-1545 Victoria Park Avenue	The site is designated as Mixed Use Areas and Parks and Open Space. The OLT approved most of the City Park P1 (including some of the existing Craigton Drive ROW), but one building was approved on the eastern part of the Park, along Pharmacy Avenue.
5	KingSett	1-70 Eglinton Square; 1431 and 1437 Victoria Park Avenue; 14, 18, 19, 22, 23 and 26 Engelhart Crescent	In the OLT decision for Kingsett, a portion of Park P2 was approved along Alvinston Road and an additional park was approved closer to the centre of the site.
6	Metro	40 Eglinton Square	Mixed Use Areas.
7	Optical	100 Eglinton Square	Mixed Use Areas.
8	Calloway REIT	1900 Eglinton Avenue East	Mixed Use Areas and Parks. The OLT approval moved Parks P5 on the west side of Street B and aligned their widths to one another. It also secured a small triangular park on the east side of Hakimi Avenue, that would expand the adjacent Park P6 on the Madison site.

9	Yorkreal	1910 Eglinton Avenue East	Mixed Use Areas.
10	Madison Group	880-900 Warden Avenue; 20-50 Ashtonbee Road; 1920-1940 Eglinton Avenue East	Mixed Use Areas and Parks. The Council-approved settlement includes the planned Park P6 (10,719m ²) and also an additional park along Golden Mile Boulevard (1,898m ²).
11	Cosmetica	1960 Eglinton Avenue East; 191 Ashtonbee Road	Mixed Use Areas and Parks. The location of the public park is generally consistent with the new Parks designation, but the area of the park (2,400 square metres) is smaller than the required parkland dedication (from staff report).
12	RioCan	1966-2050 Eglinton Avenue East; 50 Thermos Road	Mixed Use Areas and Parks. The location of Park P7 is generally consistent with the new Parks designation and would about Cosmetica as planned.
13	Dundead (Dream)	2200-2206 Eglinton Avenue East; 1020 Birchmount Road	Mixed Use Areas and Parks. The settlement currently proposes Parks P8 in their planned locations (2,672m ² fronting Eglinton Avenue East, and 3,204m ² on Golden Mile Boulevard, which would be expanded on site to the north, which is not part of this application).
14	Flexipacking (Mattamy)	1891 Eglinton Avenue East	Mixed Use Areas and Parks. The applicant is proposing Park P4 (2,813 square metres) in the northeastern portion of the site, as per the GMSP. The staff report stated City staff would review the amount of parkland.
15	Brosko Property Management	712 Kennedy Road	Apartment Neighbourhoods - outside of GMSP area.
16	Nascent Developments Inc	78 Tisdale Avenue	Neighbourhoods - outside of GMSP area.
17	Bartley TH Fund Inc	104-110 Bartley Drive	Neighbourhoods - outside of GMSP area.

4.3.2 Analysis: Land Use

With respect to land use, areas of non-compliance with the GMSP relate to the provision of parkland for some of the active applications.

Through the Council-approved settlement for Starlight, City park P1 is now proposed in the location specified in the GMSP (which includes part of the existing Craigton Drive ROW). At Choice, the OLT approved most of the City Park P1 (including some of the existing Craigton Drive ROW), but one building was approved on the eastern part of the Park, along Pharmacy Avenue. In the OLT decision for Kingsett, a portion of Park P2 was approved along Alvinston Road and an additional park was approved closer to the centre of the site. The OLT approval for Calloway REIT moved Parks P5 on the west side of Street B and aligned their widths to one another. It also secured a small triangular park on the east side of Hakimi Avenue, that would expand the adjacent Park P6 on the Madison site. The Council-approved settlement for Madison includes the planned Park P6 (10,719m²) and also an additional park along Golden Mile Boulevard (1,898m²). The settlement at Dream currently proposes Parks P8 in their planned locations (2,672m² fronting Eglinton Avenue East, and 3,204m² on Golden Mile Boulevard, which would be expanded on site to the north, not part of this application).

The proposed park at Cosmetica was identified by City staff as not being large enough for the proposed development. Similarly, City staff are examining the size of the proposed park at Flexipacking (Mattamy).

4.4 Density: Potential Implications

The following section identifies discrepancies between the GMSP and OP and proposed development applications where the planned density set out in the GMSP and OP would need to be revised to accommodate the proposed development.

4.4.1 Site Specific Details

Table 5 - Density

Ref #	Applicant	Site Address	Note
1	Artlife	1861 O'Connor Drive	4.21 FSI (gross) approved at OLT (no density prescribed in GMSP).
2	Vitmont Holdings	1460 Victoria Park Avenue	4.29 FSI (gross) approved at OLT (no density prescribed in GMSP).
3	Starlight	1 Rannock Street; 860 Pharmacy Avenue; 9, 15, 19, 23, 32 and 40 Craigton Drive	8.13 FSI (gross) proposed in Council approved settlement (2.5 FSI in GMSP).
4	Choice	1880-1892 Eglinton Avenue East; 1523, 1525-1545 Victoria Park Avenue	3.9 FSI (gross) approved at OLT (3.2 FSI in GMSP).
5	KingSett	1-70 Eglinton Square; 1431 and 1437 Victoria Park Avenue; 14, 18, 19, 22, 23 and 26 Engelhart Crescent	3.95 FSI (gross) approved at OLT (3.2 FSI in GMSP).
6	Metro	40 Eglinton Square	3.79 FSI (gross) proposed (3.2 FSI in GMSP).
7	Optical	100 Eglinton Square	12.16 FSI (gross) proposed (3.2 FSI in GMSP).
8	Calloway REIT	1900 Eglinton Avenue East	3.76 FSI (gross) approved at OLT (3.0 FSI in GMSP).
9	Yorkreal	1910 Eglinton Avenue East	8.13 FSI (gross) approved at City Council (3.2 FSI in GMSP).

10	Madison Group	880-900 Warden Avenue; 20-50 Ashtonbee Road; 1920- 1940 Eglinton Avenue East	3.95 FSI (gross) proposed (3.2 FSI in GMSP).
11	Cosmetica	1960 Eglinton Avenue East; 191 Ashtonbee Road	5.3 FSI (gross) proposed (3.2 FSI in GMSP).
12	RioCan	1966-2050 Eglinton Avenue East; 50 Thermos Road	3.71 FSI (gross) approved (3.0 FSI in GMSP).
13	Dundeal (Dream)	2200-2206 Eglinton Avenue East; 1020 Birchmount Road	4.5 FSI (gross) proposed (3.2 FSI in GMSP).
14	Flexipacking (Mattamy)	1891 Eglinton Avenue East	4.8 FSI (gross) proposed (3.2 FSI in GMSP).
15	Brosko Property Management	712 Kennedy Road	3.21 FSI (gross) proposed - outside of GMSP area.
16	Nascent Developments Inc	78 Tisdale Avenue	1.29 FSI (gross) approved - outside of GMSP area.
17	Bartley TH Fund Inc	104-110 Bartley Drive	0.97 FSI (gross) approved - outside of GMSP area.

4.4.2. Analysis: Density

Most of the development applications propose a higher density than anticipated by the GMSP. Choice, Kingsett, Calloway REIT and RioCan have higher densities approved by OLT. Yorkreal's Council approval permitted an FSI of 8.13, which exceeds the GMSP. Artlife and Vitmont Holdings are within the GMSP, but have no prescribed density. Starlight, Madison, Cosmetica, Dundeal and Flexipacking (Mattamy) are all under consideration at OLT, but would also all exceed the densities in the GMSP. Metro and Optical are currently under review by City staff, but are proposed to exceed density levels. Brosko Property Management, Nascent Developments Inc and Bartley TH Fund Inc are located outside of the GMSP.

5.0 Considerations and Recommendations

Within the Study Area, new streets will provide additional multi-modal transportation options, establish an improved public realm and unlock development potential by creating new public street frontages. The existing street and block pattern consisting of large blocks can facilitate different alignments of new streets. New east-west streets are particularly important and potential options are somewhat constrained by the presence of natural heritage and park features and existing rail infrastructure.

The GMSP Structure Plan contains critical foundational elements that support the planned density. These elements include existing streets to be widened, reconfigured or improved, new streets, new parks and nodal development along Eglinton Avenue East centred around ECLRT station platforms.

Land uses are generally planned as a mix of uses to enable pedestrian-friendly and transit-oriented development, which will offer choice of mobility options and enable higher order development areas within the Study Area. New parks are important to help support the additional population.

New streetscape design is proposed to create opportunities for safe, comfortable and attractive mobility for pedestrians and cyclists, while also facilitating movement of transit and vehicles.

The potential re-alignment of O'Connor Drive has potential impacts on the recently OLT approved proposals by Artlife and Vitmont Holdings (awaiting final OLT order). At Kingsett, the alignment of O'Connor Drive was approved slightly to the north (within the site). Craigton Drive will be widened at Starlight and the site organization would allow for a future connection to Ashtonbee Road. The southern portion of Craigton Drive will be converted to parkland / development site within the Choice lands.

Golden Mile Boulevard will generally achieve its full ROW width of 27 metres, with the exception of the western portion of the Choice site where an OLT decision approved a ROW width of 20 metres for this segment. Meanwhile, the alignment of Golden Mile Boulevard that has been secured

through the OLT decisions and settlements differs slightly from the alignment identified in the TMP, with notable deviations within the Choice, Calloway REIT, RioCan and Dundee (Dream) sites.

Widenings along Eglinton Avenue East are generally provided to achieve the 43-metre ROW, with the exception of Flexipacking (Mattamy) and Cosmetica, which are unclear. An OLT hearing for Flexipacking (Mattamy) is scheduled for June, 2023 and Cosmetica is currently within confidential discussions. Proposed north-south streets have seen some changes from the GMSP. Multiple conceptual streets have been approved that were not contemplated in the GMSP. At Choice, Street C was planned to have a 23-metre ROW, but has been approved to vary from 20 metres to 23 metres. For Calloway REIT, the parks flipped to the west side of the adjacent public street.

The primary land use issue is the provision of parkland, pursuant to the GMSP. Starlight and Dundee (Dream) now propose parks in the correct locations. Choice made a small change to the eastern part of its park to create a development block. Kingsett will provide some of the planned southern park and also create an additional park closer to the centre of the site. Calloway moved the parks to the opposite side of the adjacent street, widened the planned southern park slightly to match the width of the northern park and created an additional park on the east side of Hakimi Avenue, that will ultimately expand the planned park on the Madison site. Madison now includes the planned park and also an additional park along Golden Mile Boulevard. The proposed parks at Cosmetica and Flexipacking (Mattamy) were identified by City staff as not being large enough for the proposed developments.

Most of the development applications propose a higher density than anticipated by the GMSP. Artlife and Vitmont Holdings are within the GMSP, but have no prescribed density. Brosko Property Management, Nascent Developments Inc and Bartley TH Fund Inc are located outside of the GMSP. An increase in density has potential impacts on the future street network, traffic volumes and mobility options.