

## **Don Mills Crossing - Proposals Report**

**Date:** May 17, 2018

**To:** Planning and Growth Management Committee

**From:** Chief Planner and Executive Director, City Planning Division

**Wards:** 26 - Don Valley West

### **SUMMARY**

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This report presents the draft Don Mills Crossing Secondary Plan for public consultation.

The draft Secondary Plan is a comprehensive planning framework that capitalizes on the significant public investment in new transit infrastructure by directing development to appropriate locations and securing the public realm amenities and facilities necessary to meet the existing and future needs of residents and workers. It advances a vision of a distinct and complete community that celebrates the natural heritage of the Don River Valley system and builds on the area's tradition of cultural and technological innovation. A full range of mobility options are provided for with an emphasis on transit, travel demand management and the integration of pedestrian and cycling infrastructure into the public realm. New connections will provide opportunities to make it more convenient to access jobs, services and daily activities in the community and beyond.

While providing for intensification within the boundaries of the draft Secondary Plan Area, a key theme of the draft policies is improved connectivity with enhanced public realm treatments beyond the boundary to ensure that future growth does not occur in isolation and is integrated with the surrounding area. By connecting the natural, cultural, institutional and employment destinations found in the broader area around the Secondary Plan Area to the community at Don Mills and Eglinton, the existing residents and workers can experience the benefit generated by public investment in new transit infrastructure.

The draft Secondary Plan is the outcome of the Don Mills Crossing study, launched in 2016 to address City Council's direction originating from the adoption of Eglinton Connects in May 2014 and a settlement of an Ontario Municipal Board appeal of OPA 231 for the Celestica lands. In both cases, City Council directed that a comprehensive planning framework be prepared for lands in the vicinity of Don Mills Road and Eglinton Avenue East.

Don Mills Crossing is a three phase study. In January 2017, Planning and Growth Management Committee adopted the Profile Report completed at the conclusion of Phase 1. In November 2017, Committee adopted the Don Mills Crossing Public Realm Plan Report which marked the conclusion of Phase 2 and was the framework upon

which the draft Secondary Plan was prepared. Phase 3 has focussed on policy development and further community engagement. This phase also involved continued coordination with staff in various City divisions and outside agencies to advance both the draft Secondary Plan and the review of development applications submitted for lands within the boundaries of the Study Area.

This report recommends that the draft Secondary Plan be used as a basis for staff to undertake additional stakeholder and public consultation. In addition, it is recommended that the draft Secondary Plan be used to review development applications in the draft Secondary Plan Area. Following consultation through the summer and fall of 2018, staff propose to bring forward the recommended Official Plan Amendment for the Secondary Plan to a statutory meeting at Planning and Growth Management Committee in the first quarter of 2019.

## **RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning recommends that:

1. City Council direct the Chief Planner and Executive Director, City Planning to use the draft Don Mills Crossing Secondary Plan, found in Attachment 1 to this report dated May 17, 2018, as the basis for stakeholder and public consultation.
2. City Council direct that any Official Plan amendment and rezoning applications in the draft Secondary Plan Area be considered and reviewed in the context of the draft Secondary Plan.
3. City Council request the Chief Planner and Executive Director, City Planning to report back with a final report and recommended Official Plan Amendment for the Don Mills Crossing Secondary Plan in the first quarter of 2019.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

Much of the infrastructure required to support the growth expected in the Don Mills and Eglinton Area will be secured through the development approvals process. Beyond this, other infrastructure timing and funding will need to be prioritized against other City-wide capital projects and operating impacts, both funded and unfunded, as well as the City's financial and resource capacity to deliver additional infrastructure works that will inform and guide the future Capital Budget Plan and Operating Budget processes

## **DECISION HISTORY**

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### **City Council Direction**

Direction to undertake the Don Mills Crossing study was provided through the following decisions of Council:

- In August 2014, City Council identified Don Mills and Eglinton as a Focus Area through its adoption of the Eglinton Connects study, and provided direction to staff to develop a Secondary Plan for the Focus Area to advance these matters:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>
- In June 2016, as part of a settlement with Celestica with respect to Official Plan Amendment 231 (Employment Policies), City Council reached a settlement of an Ontario Municipal Board appeal for these lands. The settlement included a Site and Area Specific Policy (SASP 511) requiring a comprehensive planning framework prior to new development:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC19.8a>

### **Don Mills Crossing Profile Report**

Planning and Growth Management Committee adopted the Don Mills Crossing Phase 1 Report at its meeting of January 11, 2017. The report presented a profile of the study area and its immediate surroundings. The Don Mills Crossing Profile outlined how the study area is a collection of single use precincts, developed at a large scale between expansive natural valleys of the Don River. The Profile Report focused on the history and demographics of the study area, and also updated and confirmed the findings of Eglinton Connects on community infrastructure needs:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG17.7>

### **Don Mills Crossing Public Realm Plan Report**

At its meeting of November 15, 2017, Planning and Growth Management Committee adopted the Don Mills Crossing Phase 2 Report, which presented a Public Realm Plan for the Study Area to guide future development and serve as the organizing structure for the preparation of a Secondary Plan. The report identified four guiding principles to guide the development of the draft Secondary Plan to ensure the creation of a complete and connected community:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.9>

## **ISSUE BACKGROUND**

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### **Background**

The Don Mills Crossing study (the Study) builds on the work of Eglinton Connects and provides direction for future city building opportunities around the redevelopment of the Celestica lands. The Don Mills Crossing study advances a comprehensive planning framework for the broader area surrounding Don Mills and Eglinton. The new Eglinton Crosstown LRT stop at Don Mills and Eglinton will spur opportunities for redevelopment on vacant underutilized lands surrounding the station, some of which are in public ownership. The Study will inform future development in the area by establishing a secondary plan framework which sets out policies to guide the development of a complete community structured around a connected public realm and open space system, community facilities, additional employment uses, a range of housing options and connections to the adjacent ravine system.

## Policy Context

The draft Secondary Plan is guided by Provincial Plans and the Official Plan policies that provide for the creation of complete communities around transit infrastructure characterized by a pedestrian-scaled, walkable environment with an appropriate range and mix of uses along with supporting community services and facilities.

Don Mills and Eglinton is identified as a Gateway Mobility Hub by Metrolinx's "Big Move Regional Transportation Plan". Mobility Hubs are encouraged to accommodate more jobs and residents to support the investment in transit and the efficient operation of the transit lines. To assist municipalities in studying and planning Mobility Hubs, Metrolinx prepared Mobility Hub Guidelines which provide guidance on creating places that promote seamless mobility through quality urban design that can be successfully implemented.

The Official Plan provides for the integration of land use and transportation when creating new neighbourhoods centred on public focal points including parks, open spaces, public streets and community facilities. The Official Plan provides direction on balancing growth and intensification anticipated within the draft Secondary Plan area with ongoing conservation of significant heritage properties as well as the natural heritage landscapes. The location, history and potential outcomes of the Study presents an opportunity to implement successful city building principles as part of the Official Plan policies for the area.

In 2013, the City of Toronto completed its review of the employment lands policies and the Municipally Comprehensive Review which resulted in Council's adoption of Official Plan Amendment No. 231. The Province approved the amendment with modifications in July 2014. A number of appeals were filed, including those by local landowners seeking conversion of employment lands for residential uses. While portions of OPA 231 are in effect some general policies and a number of site specific appeals have yet to be heard by the Local Planning Appeals Tribunal (formerly the Ontario Municipal Board).

## Process

The Don Mills Crossing study is advancing through three phases as illustrated in Figure 1. Phases 1 and 2 were completed with the adoption of the Profile Report (Phase 1) and the Public Realm Plan Report (Phase 2).

Figure 1 - Don Mills Crossing Process and Phasing

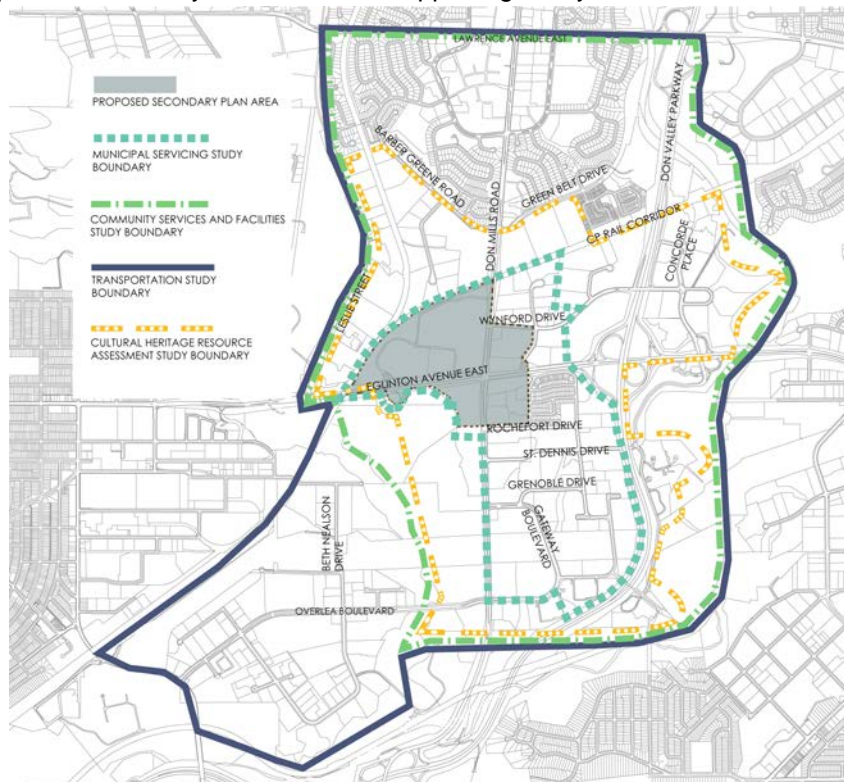


Phase 3 comprises the preparation of a Secondary Plan to guide future planning in the area based on the four guiding principles and the public realm plan adopted by City Council at the conclusion of Phase 2.

## Study Areas and Proposed Secondary Plan Area

The Core Study Area for the Don Mills Crossing study combined the Celestica lands with the three corners of Don Mills Road and Eglinton Avenue identified as a Focus Area through Council's adoption of the Eglinton Connects Implementation Report. Larger areas of influence were examined for municipal servicing, community services and facilities, transportation and cultural heritage resources.

Figure 2 - Proposed Secondary Plan area and Supporting Study Boundaries



The planning framework has been supported by a number of initiatives examining areas of influence beyond the Core Study Area to enable a thorough review of the area context:

- The Don Mills Crossing Mobility Plan Study reviewed the surrounding transportation context and travel behaviour. Satisfying Phases 1 and 2 of the Municipal Class Environmental Assessment Process, the Mobility Plan examines what new transportation infrastructure will be required to support the Secondary Plan including exploring preliminary concepts for a grade-separated crossing of the CP Rail Corridor.
- A municipal servicing assessment of the area was completed which included the employment lands north of Eglinton Avenue East and most of Flemington Park north of the Hydro Corridor. This assessment determined that sufficient capacity exists to support the redevelopment of the lands within the draft Secondary Plan

Area.

- A community services and facilities assessment confirmed the findings of Eglinton Connects, which had specific Council-adopted recommendations related to community services and facilities. The assessment outlined the priorities for the construction, expansion and/or enhancement of these community services and facilities in the study area and the surrounding communities.
- A Cultural Heritage Resource Assessment has been initiated to ensure that structures with heritage potential in the area are properly identified and potentially conserved. In addition to the Flemingdon Park and Wynford-Concorde communities, this assessment focused on the employment lands north of Eglinton Avenue East.

### **Development Applications in the Don Mills Crossing Study Area**

Development applications have been filed for the Celestica lands and for lands under the control of Create Toronto. A goal of the Don Mills Crossing study is to ensure that development integrates public transit infrastructure with new development and implements a vibrant public realm and a distinct and complete community.

The review of the Celestica applications was undertaken in the context of the emerging policies of the draft Secondary Plan. Public consultation events for the Celestica application has been linked with consultation for the Don Mills Crossing study to enable the public to understand the connections between the two processes. This application may advance if it can be demonstrated to Council that approval or construction of early phases would not adversely impact the achievement of the Vision and key city building outcomes provided for by the draft Secondary Plan outlined in this Proposals Report.

Development applications were recently submitted for the Create Toronto lands. These applications have been informed by the Don Mills Crossing study and are currently under review with a Preliminary Report targeted for the July meeting of North York Community Council.

### **Engagement, Consultation and Feedback**

Public consultation has occurred through all phases of the Don Mills Crossing Study. Over 1100 people have engaged in the study through public meetings, pop up consultation events and online. Staff have met with landowners, key stakeholders, local residents associations and community groups. All study materials, including public meeting summaries, are posted on the Don Mills Crossing website: [www.toronto.ca/donmillscrossing](http://www.toronto.ca/donmillscrossing).

On April 19, 2018 an open house was held at the Ontario Science Centre to present the draft policy directions for the Secondary Plan and the Mobility Plan's emerging preferred solution. Approximately 75 members of the community attended the open house.

The majority of those in attendance were supportive of the policy directions and the opportunities provided for related to public realm enhancements, wider sidewalks and new community services and facilities that would be required to be delivered through

new development. Participants at the open house had questions regarding how development would be phased to implement new transportation infrastructure and connections to the existing neighbourhoods and places of employment.

Comments were raised with respect to the emerging preferred solution for the Mobility Plan, specifically the provision of bicycle facilities. There is support for a grade-separated connection identified in the draft Secondary Plan across the CP Rail corridor to the existing Don Mills Trail. Many are of the opinion that this connection should be a tunnel rather than a bridge. Concerns continue to be expressed with the existing conditions in the area and support for the new intersections for pedestrians to cross Eglinton Avenue East and Don Mills Road. Those in attendance emphasized that these pedestrian crossings should be designed to be safe for seniors and younger pedestrians.

Questions were raised with respect to how transit service would integrate with the Crosstown LRT after it starts operating in terms of local buses and the potential for regional transit integration with GO bus service. The feeder bus system is being analysed through the Mobility Plan study with the potential to explore preliminary feasibility of introducing regional transit into the area. Questions related to the future extension of higher-order transit along the Don Mills Road corridor was seen by the public as an important measure to serve the potential development levels presented in the open house.

Participants confirmed findings from earlier phases of the Don Mills Crossing study and supported the draft policy directions to deliver important city building outcomes including a need for better connections to the Don Valley ravine system as well as a greater variety in retail use and amenity in the community. There was support for the concept that nature should be an important part of the character of the public realm and many expressed a preference for the use of naturalized landscape treatments to enhance the relationships to the ravine. Similarly those in attendance confirmed the direction that new development pressure on the capacity of community facilities and services would need to be addressed through the provision of new facilities as well as through improvements to existing facilities to service the Flemington Park and Wynford-Concorde communities.

## **COMMENTS**

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### **A New Secondary Plan**

The draft Secondary Plan presents a detailed planning framework for lands within its boundaries.

In addition to setting the stage for physical growth and improvement, the Secondary Plan provides for public realm and connectivity improvements to the surrounding areas to integrate the intensification provided for by the Secondary Plan in a way that benefits surrounding communities and employment areas.



## Policy Directions

The draft Secondary Plan contained in Attachment 1 to this report guides the future physical growth and improvement advanced by the Study, and implements City initiatives such as the Toronto Ravine Strategy, the Parks and Recreation Facilities Master Plan and TransformTO. The draft Secondary Plan is organized into ten sections as a comprehensive planning framework to inform future development in the area. An overview of each section is provided below.

### 1. Vision and Guiding Principles:

The draft Secondary Plan advances a vision of a distinct and complete community emerging that celebrates the natural heritage of the Don River Valley system and enhances the area's tradition of cultural and technological innovation.

Supported by public transit infrastructure, the Don Mills and Eglinton area will evolve to include a full range of mobility options integrated into a well designed public realm that supports civic life and creates opportunities to connect the new community with the places and people in the surrounding areas.

Figure 3 - Artist's concept of a potential view looking east along Eglinton Avenue East towards Don Mills Road.



This Vision is informed by the following Guiding Principles, adopted by City Council:

- Create a Vibrant Mixed Use Community,
- Connect with Nature and Build Resiliency,
- Enhance Mobility Choice, Comfort and Connectivity, and
- Support Inclusive City Building.

### 2. Structure:

The draft Secondary Plan Area is structured around three Character Areas as illustrated in Figure 4.



Figure 4 - Draft Character Areas



These Character Areas will direct growth and implement public realm and built form strategies to establish an identity for the community:

- The **Core Area** will form the primary area for intensification where the greatest heights and densities are to be located to take advantage of the walkable scale of these lands and their proximity to transit. Employment uses will be concentrated on lands within the Core Area designated *General Employment Areas* but will also be found in the base of tall buildings containing residential uses on lands designated *Mixed Use Areas*. The proposed gross density of the Core Area would range from 3.0 to 4.5 times the area of the lot.
- The **Ravine Valley Edge** will contain development set back from the top-of-bank and relate to the adjacent ravine through landscape treatment that expands and enhances natural systems within the public realm and on private development sites. In addition to facilitating passive views and engagement with the ravine, the Ravine Valley Edge will include a pedestrian and cycling connection into the adjacent natural area. The proposed gross density of the Ravine Valley Edge is 3.5 FSI which does not include lands below top-of-bank.
- The **Wynford Neighbourhood** will consist of mid-rise and low-rise buildings containing residential uses on a walkable street network of appropriately scaled blocks. A park and community facility will be the recreational and leisure focal point for the Secondary Plan Area as well as the surrounding communities. The maximum gross density provided for the Wynford Neighbourhood by the draft Secondary Plan is 1.0 FSI.

Not all Character Areas will experience the same levels of intensification. The scale and form of development in the Secondary Plan Area will be transit-supportive with the greatest heights and densities located closest to the future higher order transit station at Don Mills Road and Eglinton Avenue East. Development will transition in scale between areas of differing intensity, and to low scale development areas within and beyond the Secondary Plan Area, tied together by a well designed public realm network of enhanced streets, parks, natural areas and community facilities.

### **3. Land Use:**

The draft Secondary Plan's land use framework provides for the balanced mix of uses required to sustain activity and animate the public realm throughout the day and evening. Chapter 4 of the Official Plan would apply to the land use designations identified in the draft Secondary Plan, but in some cases additional guidance is provided to ensure the Vision for Don Mills Crossing is advanced.

This includes lands designated *General Employment Areas* within the Core Area where the draft Secondary Plan's policies seek to ensure new office and other non-residential uses are provided in proximity to the transit infrastructure at the intersection of Don Mills Road and Eglinton Avenue East. Policies within the *General Employment Areas* designation will enhance the economic function of the Don Mills Employment Area by offering additional employment opportunities and amenity for residents and workers, drawing people to the transit infrastructure constructed as part of the Crosstown LRT.

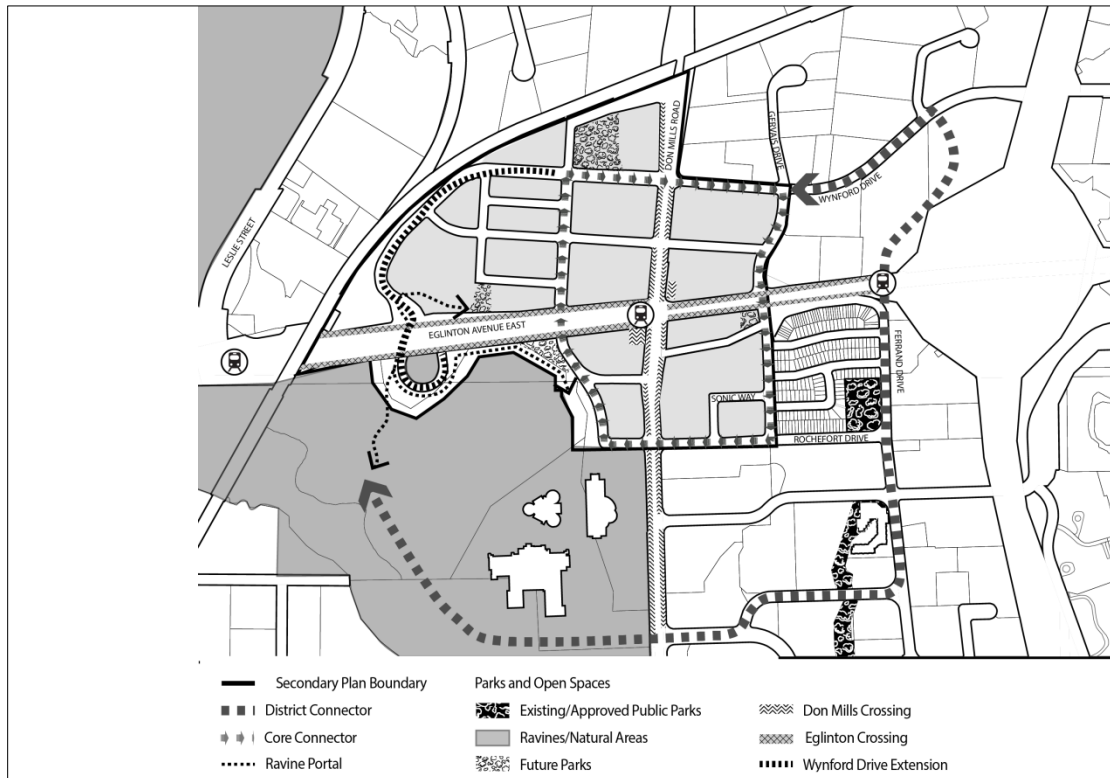
Lands designated *Mixed Use Areas* within the Core Area will provide both residential and non-residential intensification included but not limited to office, retail, medical, institutional and cultural uses. In the Ravine Valley Edge and Wynford Neighbourhood lands are designated *Apartment Neighbourhoods* which will provide for residential uses and small-scale local retail opportunities. The draft Secondary Plan's policies also identify the appropriate building type to ensure a diversity of scale. *Apartment Neighbourhoods 'A'* would allow for the full range of building type, *Apartment Neighbourhoods 'B'* would limit building types to mid-rise and low-rise buildings, and *Apartment Neighbourhoods 'C'* provides only for low-rise buildings up to four storeys in height.

Lands within the draft Secondary Plan Area associated with the Ontario Science Centre would remain designated *Institutional Areas* to allow for the continued use of the lands to support the facility and protect for its potential future expansion or the development of any other educational, government or medical uses. Lands below the top-of-bank would be redesignated *Parks and Open Space Areas (Natural Areas)* and restored to a natural state with provisions made for the creation of a pedestrian and cycling connection through the lands to the valley area.

### **4. Public Realm:**

The public realm is a network of streets, parks and open spaces that demonstrate the character of a place and provide opportunities for public life to grow and prosper. New development will deliver a fine grain public street network scaled for pedestrian movement and experienced as places in addition to being important links within a multi-modal transportation network. The draft Public Realm Network is illustrated in Figure 5.

Figure 5 - Draft Public Realm Network



In addition to providing the connections to the Character Areas that structure the new community, the public realm provides the foundation for the area's distinct identity. The public realm will be complemented by mid-block connections (mews), pedestrian areas and privately owned publicly accessible open spaces (POPS). The draft Secondary Plan adds additional design and functional detail to the Council-adopted Public Realm Plan in Phase 2 of Don Mills Crossing by identifying its major structural features:

- **Eglinton Crossing:** Along Eglinton Avenue East, streetscape improvements will be co-ordinated with landscaped setbacks to create the Eglinton Crossing, where this important east-west arterial street will be experienced as a linear open space. The landscaped character and function of the Eglinton Crossing will change based on surrounding land use context and topography. In the Core Area, the Crossing will have a more regularized landscape treatment to accommodate the movement of pedestrians and cyclists to, from and around the transit station. Along the Ravine Valley Edge the landscaped boulevards will include high branching deciduous trees with understory planting informed by the adjacent natural setting.
- **Don Mills Crossing:** Along Don Mills Road, a series of streetscape improvements along with landscape setbacks and street-related built form will support pedestrian movements along the north-south arterial street and enhance the identity of the area. New buildings will have a minimum setback of 5 metres to ensure appropriate space for pedestrian walkways, landscaping, patios and seating areas to support active uses at grade. Emphasis will be placed on a minimum 5 metre wide pedestrian clearway provided along Don Mills Road south of Eglinton Avenue East to ensure a strong pedestrian and visual link from the LRT station entrance on the southwest corner of the intersection to the Ontario Science Centre entrance. This

pedestrian route is encouraged to include distinct paving, signage and public art to improve wayfinding between the Science Centre and the LRT Station which bears its name.

- **Core Connector:** The Core Connector is a loop of public streets that form the boundary of the Core Area. A main function of the Core Connector is to facilitate safe pedestrian crossings at Don Mills Road and Eglinton Avenue East via new, signalized intersections. Each street in the Core Connector will be designed to improve daily mobility within the draft Secondary Plan Area and have a consistent streetscape treatment including lighting, paving, street furniture and potentially public art. These features will be integrated and co-ordinated with the 3 metre setback required for new buildings, with additional setbacks potentially required for development along the Core Connector on lands designated *Employment Areas 'A'*.
- **Wynford Drive Extension:** The Wynford Drive Extension is a new public street extending Wynford Drive west from Don Mills Road, facilitating local and district levels of mobility for all modes of transportation. It extends the corridor of cultural and civic uses that currently exist along or near Wynford Drive (Aga Khan Museum and Ismaili Centre, Japanese Canadian Cultural Centre and Noor Cultural Centre) into the draft Secondary Plan Area where a large park containing a new arena and potential community facility are proposed. It also provides the opportunity for a connection across the rail corridor to the Don Mills Cycling Trail and a trail into E.T. Seton Park. The Wynford Drive Extension is proposed to be landscaped to include double rows of trees within the public right of way, bioswales for stormwater, a multi-use trail and other pedestrian amenities.
- **Ravine Portal:** The Ravine Portal is a connected system of parks and trails north and south of Eglinton Avenue East in the Ravine Valley Edge intended to create better visual and physical connections with the adjacent natural features. The design of the portal will link two parks with the Wynford Drive Extension to create a trail into the ravine appropriately separated from the environmentally sensitive areas. Visual access to the ravine will be achieved through signage, viewpoints, interpretation elements and other appropriate means.
- **District Connector:** The District Connector consists of public streets and publicly accessible walkways connecting important routes, buildings and public spaces in the surrounding communities to new development within the Secondary Plan Area.

The draft Secondary Plan provides for the creation of four new parks to be conveyed through the development approvals process. These parks and associated recreation facilities are important elements of the public realm network, and important pedestrian and cycling routes run adjacent to or through the parks linking them with other existing parks in the surrounding areas.

The largest of the four parks provided for is located at the intersection of Don Mills Road and the Wynford Drive Extension. The proposed two hectare park is large enough to accommodate the relocated Don Mills Arena and any potential expansion to that facility while retaining a significant amount of parkland to serve the local area as well as the broader community.

Two local parks will be established on either side of Eglinton Avenue East as part of the Ravine Portal. The local park north of Eglinton Avenue East will be a community focal point for the Ravine Valley Edge, with potential for active recreation for local uses, trails to access the ravine and views into the ravine from a panoramic vantage point above the top-of-bank. South of Eglinton Avenue East the local park within the Ravine Valley Edge will provide a passive lookout over the ravine with its design informed by the adjacent environmentally sensitive area as well as a green landscaped walkway from Eglinton Avenue East to the Ontario Science Centre. A third smaller local park in the southeast quadrant of the Core Area will be established to provide an amenity for local residents, workers and visitors.

## **5. Built Form:**

The draft Secondary Plan's built form policies are intended to ensure that development: fits within the planned context; provides appropriate transitions to adjacent buildings and spaces; provides good street proportion; and supports an active and safe public realm. The draft policies provide for a full range of building types of a scale and form that will be composed to define and support the public realm. This includes draft policies that support the activation of the public realm by requiring certain buildings to provide non-residential uses at grade with front entrances flush to the sidewalk.

The draft built form policies are tailored to each of the three Character Areas. Development in the Core Area is intended to provide for the broadest range of land uses at the greatest heights and densities provided they meet policies related to providing minimum (2 storey) and maximum (6 storey) height as well as minimum setbacks for base buildings. When these base buildings are required to contain active commercial uses, the policies direct that an appropriate level of articulation to building frontages be provided by limiting the width of these units on the ground floor to 12 metres. Where residential uses are proposed at grade, they should include grade related units and main entrances with direct access from the sidewalk and active amenity areas that enliven the public realm. This will reinforce the walkable characteristics of the Core Area by directing larger retail floorplates to the upper floors of base buildings and ensuring continued visual interests for pedestrians at the ground level.

In the Ravine Valley Edge, new development will emphasize the relationship to the natural areas to the south in the Don River Valley and reserve ample space for planting of native species. Development around the local park will avoid blank walls and provide "eyes on the park" by locating entrances to apartment building or direct access points to grade related units along its boundary. Similar provisions are made for new development in the Wynford Neighbourhood to enliven the pedestrian environment.

Built form policies will ensure that appropriate sunlight and wind conditions are achieved within the public realm, including appropriate levels of sunlight on parks and on sidewalks, as well as in anticipated high volume pedestrian areas near the Science Centre LRT station and along Eglinton Avenue East. The base buildings of tall buildings and midrise buildings will be designed to ensure a minimum of 5 hours of direct sunlight is provided on public sidewalks from March 21 to September 21. Notwithstanding this policy, development on the south side of Eglinton Avenue will be

required to ensure that 7 hours of continuous sunlight is available on the public sidewalk on the north side of the Eglinton Crossing for the same time of year. The location and massing of towers are intended to be required to ensure that a length of the north sidewalk equivalent to at least 50% of the site's frontage on Eglinton Avenue East remains in direct sunlight. The draft Secondary Plan also contains a policy that would require 75% of the large park in the Wynford Neighbourhood to be in direct sunlight.

Figure 6 - Artist's rendering of Eglinton Avenue East looking west towards Don Mills Road demonstrating active uses at grade and access to sunlight in the public realm.



An evaluation of massing has been undertaken to ensure appropriate wind conditions in the public realm for walking, standing and sitting. Development sites with buildings greater than four storeys will have additional wind testing undertaken as part of the evaluation of applications for site plan approval to assist in refinement and mitigation of wind conditions as necessary.

## 6. Cultural Heritage:

The area's distinct cultural heritage provides an opportunity to integrate the area's history as part of the new community.

The Cultural Heritage Resource Assessment undertaken as part of the study outlines how the area developed as a centre of innovative architecture, featuring important Modernist buildings and landscapes designed by notable local architects. The design approaches and features that make these resources significant should inform, and where appropriate, be incorporated into the built form and public realm of the new community. To achieve this goal, the draft Secondary Plan identifies sites containing potential cultural heritage resources which if redeveloped would require the submission of a Heritage Impact Statement.

The draft Secondary Plan identifies potential heritage resources that can enrich the public realm as these buildings become more prominent parts of the neighbourhood through adaptive reuse or as the sites they sit upon become more publicly accessible. The policy framework also identifies significant views and vistas to be preserved or enhanced to showcase the importance of heritage buildings, cultural facilities, natural heritage features and other landmarks. This includes direct views of the former IBM



Headquarters from Eglinton Avenue East, the front entrance of the Ontario Science Centre from Don Mills Road and views of the Foresters Headquarters from the west on Eglinton Avenue East and the south from Don Mills Road. Other indirect views of heritage buildings and vistas of their designed landscapes are also identified. Emphasizing these views and how they are to be experienced by pedestrians and cyclists will mark the evolution from a car-oriented to a more walkable place.

**7. The Natural Environment and Sustainability:**

The draft Secondary Plan Area is adjacent to the ravine of the west branch of the Don River which presents an opportunity to forge a stronger relationship between the future community and nature. The ravine will be protected, enhanced and connected to this neighbourhood and other communities. Similarly, the draft Secondary Plan encourages the achievement of performance standards in new development that builds resilience towards extreme weather and approaches to building and energy systems that advance opportunities for the creation of a "near zero" community.

The draft Secondary Plan encourages development to achieve the highest levels of the Toronto Green Standard. Emphasis is placed on development in the Ravine Valley Edge to meet or exceed standards related to stormwater management, glazing and lighting to support and protect the adjacent natural areas. Draft policies encourage development to capture low carbon thermal energy sources such as sewer and ground-source heat, as well as heat recovery from transit power stations and/or new community facilities constructed in the draft Secondary Plan Area. Distributing these and other low-carbon renewable energy sources through thermal energy networks (district energy systems) would be an efficient and cost-effective means to reduce greenhouse gas emissions.

Figure 7 - Artist's rendering looking south across Eglinton Avenue East towards a new local park created for passive lookout and enjoyment of the adjacent Don River Valley ravine.



**8. Mobility:**

To support the development of the Secondary Plan, the City undertook a Mobility Plan Study to determine the improvements to the transportation network required in and around the draft Secondary Plan Area with an emphasis on the use of transit, walking

and cycling. The draft policy framework implements the key components of the Mobility Plan.

The draft Secondary Plan supports local connectivity and mobility by implementing a fine grain transportation network to connect important destinations within and around the draft Secondary Plan Area. By advancing a complete streets approach to integrate facilities for cyclists, pedestrians and those with mobility issues, it is possible for the day-to-day mobility needs of residents, workers and visitors to the Secondary Plan Area to be met without the need for a car. The provision of this level of local connectivity contributes to the function and livability of the new community, and ensures it does not develop in isolation from the surrounding urban fabric.

Figure 8 - Artist's rendering looking north towards a new intersection of Ferrand Drive with Eglinton Avenue East showing transportation improvements and connectivity with the surrounding communities.



Improving conditions and increasing connections to transit for pedestrians and cyclists and encouraging the use of these active modes of transportation for short trips is a cornerstone of the draft mobility policies. The draft Secondary Plan provides for a new grade separated pedestrian and cycling connection to be implemented across the CP Rail corridor. Multi-use trails are proposed along Wynford Drive as well as to E.T. Seton Park from the new local parks proposed in the Ravine Portal. Improved pedestrian and cycling facilities are proposed to be explored with the rehabilitation of the CP Rail bridge over Don Mills Road.

Enhancing active mobility choices and convenience in the draft Secondary Plan Area is part of the focus around supporting public transit infrastructure to maximize ridership and ensure seamless connections between modes of travel. The public transit infrastructure being implemented through the Crosstown LRT provides substantial capacity to service new development. Surface transit service on local routes will play an important role as a feeder system to the LRT along with enhanced surface transit along Don Mills Road connecting the Bloor-Danforth and Sheppard Subway lines. The draft Secondary Plan also provides for development to protect for long-term rapid transit initiatives such as the extension of higher order transit along the Don Mills Road corridor and potential regional rail within the CP Rail Corridor.

Travel Demand Management (TDM) is the final component of the draft mobility policy framework to ensure the implementation of strategies and programs that support a range of travel options and reduce the reliance on single occupancy vehicles through transit use, cycling and walking. TDM strategies will include recommendations on the quantity and efficient use of parking, bike share and car share options along with other sustainable transportation goals. The proposed policy framework also provides for a monitoring program to be undertaken which will monitor development levels and travel patterns to determine the success of the TDM strategies, diversion of trips to transit and other matters to support future comprehensive analysis for new transit infrastructure or improvements.

## **9. Housing and Community Services & Facilities:**

To ensure the creation of a complete community, the timely provision of community services and facilities must accompany anticipated growth and development. This objective ranges from the requirement of new development to expand and enhance the provision of community services and facilities to the provision of a mix of unit sizes, types and affordability.

The draft policy framework requires a minimum amount of 2-bedroom and 3-bedroom units for development containing more than 80 units, and minimum unit sizes for each (87 square metres for 2-bedroom and 100 square metres for 3-bedroom. New development with residential uses would also be required to include indoor and outdoor amenity areas for the use of residents, including amenity areas suitable for residents and pets.

Specific policies requiring affordable housing are not proposed to form part of the draft Secondary Plan although the development of affordable housing is identified as an eligible community benefit contribution. Affordable housing is being secured as a community benefit through the redevelopment of the Celestica lands and is being actively pursued in the review of the Create Toronto applications. The City's current work related to the challenges of affordable housing is being framed by the recent release of the National Housing Strategy and the enactment of a provincial regulation on inclusionary zoning. Inclusionary zoning is a planning tool that will enable the City to secure new affordable housing as part of the development review process and its implementation will be addressed as part of a comprehensive city-wide affordable housing framework.

Development will be required to deliver community services and facilities through the construction of new or expanded space for a specific community facility on site or a contribution towards a facility on another site that bears a reasonable geographic relationship to the development. The community service and facility priorities for the Don Mills Crossing Secondary Plan are:

- The relocation of the Don Mills Arena to lands within the Secondary Plan Area into a new facility, co-located within a large park, designed with the potential to expand this facility over time with additional recreation opportunities;

- A minimum of four new non-profit child care facilities, with one such facility located in each quadrant of the Core Area and provided in the first phase of development;
- Flexibly, multipurpose non-profit community agency space to provide for a range of programs for all ages and abilities; and
- Renewal of the Dennis R. Timbrell Resource Centre, including but not limited to improvements to the existing child care, public library, recreation uses and community space.

When a contribution to an off-site facility is made by a development, the proposed policies would require a contribution towards public realm improvements between the development site and the location of the facility to improve the walking and cycling environment.

## **10. Implementation and Interpretation:**

The draft Secondary Plan contains provisions to ensure development keeps pace with supporting infrastructure. Much of the required transportation and servicing infrastructure in addition to the community services and facilities will be delivered through redevelopment of lands within the Secondary Plan Area. The implementation policies outline mechanisms through the development approvals process by which these infrastructure needs will be secured including subdivision agreements, Section 37 Agreements and Holding By-laws.

The draft implementation policies also provide a requirement for a Context Plan for certain development sites. In some cases, Context Plans will be required when a specific development site has a density greater than the maximum gross FSI provided in a Character Area. In this circumstance, the Context Plan would be required to show how corresponding decreases in density on other development sites would be made to ensure the overall gross density of a Character Area is not exceeded. In other cases, a Context Plan is required to ensure the delivery of required public streets. For the lands in the northeast quadrant of the Core Area, the submission of an acceptable Context Plan would facilitate smaller scale incremental infill of the lands in advance of the need to convey new public streets.

## **Next Steps**

The Don Mills and Eglinton area developed in an era focussed on the mobility of the private automobile. Large amounts of land were dedicated to this function through expressway-style interchanges of wide arterial roads and large amounts of surface parking. Despite the area's collection of interesting architecture and corporate offices, the prevalence of auto-oriented infrastructure inhibited the area's ability to establish an identity of its own between the master planned communities to its north (Don Mills) and south (Flemingdon Park).

As Don Mills and Eglinton begins its next era of urbanization centred on new transit infrastructure, the draft Secondary Plan capitalizes on this important city building moment by advancing a new planning framework to guide future growth. A final round of public engagement on the draft policy framework with the local community, businesses and landowners is recommended to incorporate refinements before a Final Report with the recommended Official Plan Amendment containing the Don Mills Crossing Secondary Plan is brought forward to a statutory public meeting at the Planning and Growth Management Committee early in 2019.

## **CONTACT**

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## **SIGNATURE**

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City Planning Division

## **ATTACHMENTS**

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Attachment 1 - Draft Don Mills Crossing Secondary Plan