

Attachment 1 – Official Plan Amendment No. 405

Authority: Planning and Growth Management Committee ~ as adopted by City of Toronto City Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No: ~

BY-LAW No. ~ - 20~

To adopt Amendment No. 405 to the Official Plan of the City of Toronto with respect to Chapter 2 and Chapter 6, Section 21, the Yonge-Eglinton Secondary Plan

Whereas authority is given the Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*:

The Council of the City of Toronto hereby enacts as follows:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 405.

Enacted and passed on ~, A.D. 2018.

John Tory,
Mayor

Ulli S. Watkiss,
City Clerk

(Corporate Seal)

**Amendment No. 405
To the Official Plan of the City of Toronto**

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

Amendment No. 405 to the Official Plan of the City of Toronto is as follows:

1. Section 2.2.2 Centres: Vital Mixed Use Communities of the Official Plan is amended by deleting the non-statutory text related to *Yonge-Eglinton Centre* and replacing it with the following:

Yonge-Eglinton Centre is situated in midtown Toronto with a more central location in Toronto's transit network than the other *Centres*. The *Centre* is at the crossroads of the Yonge subway line and the Eglinton Crosstown light rapid transit line, both of which bisect the City. At this strategic location, the *Centre* serves as a major employment centre and an important institutional, retail and entertainment destination, highly accessible for a large segment of Toronto. *Yonge-Eglinton Centre* incorporates a variety of streetscapes and neighbourhoods in a compact form. The diverse mix of uses, range of housing options and conveniently accessible transportation options, community facilities, parks and open spaces are enjoyed by a growing residential population and contribute to a complete and liveable community.

Yonge-Eglinton Centre will continue to prosper as a dynamic live-work district. The *Centre* will be marked by tall buildings and an intense concentration of office, retail, institutional and residential uses at the Yonge-Eglinton intersection. The scale and intensity of development will transition down in all directions. New mixed-use development on Yonge Street, Eglinton Avenue and Mount Pleasant Road will contribute to the public realm on these busy streets and broaden the area's offering of stores, services and community facilities. The Mount Pleasant Transit Station will serve as a secondary focal point in the *Centre's* east end. Residential development in the *Apartment Neighbourhoods* north and south of Eglinton Avenue will reinforce the area's green, open, landscaped character and the variety of building types and contribute to the area's diverse housing options. The *Centre's* intensity will be balanced with generously landscaped areas, new parks and open spaces and an enhanced public realm. Improvements to the active transportation and transit networks will expand safe and convenient travel options inside and into this well-connected *Centre*.

2. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended as shown on Schedule "I" by changing the right-of-way widths for:
 - a. Davisville Avenue between Yonge Street and Mount Pleasant Road from 20 metres to 23 metres;
 - b. Mount Pleasant Road between Eglinton Avenue East and Broadway Avenue from 20 metres to 23 metres; and
 - c. Mount Pleasant Road between Balliol Street and Merton Street from a non-uniform width to 23 metres and by adding a note referring to the Yonge-Eglinton Secondary Plan.

3. Map 17, Land Use Plan, is amended by re-designating lands in the Yonge-Eglinton Secondary Plan area shown on Schedule "II" as follows:
 - a. *Neighbourhoods to Parks and Open Space Areas - Parks*
 - b. *Neighbourhoods to Mixed Use Areas*
 - c. *Neighbourhoods to Apartment Neighbourhoods*
 - d. *Mixed Use Areas to Parks and Open Space Areas - Parks*
 - e. *Mixed Use Areas to Apartment Neighbourhoods*
 - f. *Apartment Neighbourhoods to Parks and Open Space Areas - Parks*
 - g. *Apartment Neighbourhoods to Mixed Use Areas*

4. Chapter 6, Section 21, the Yonge-Eglinton Secondary Plan, is amended by deleting the Secondary Plan in its entirety and replacing with the Yonge-Eglinton Secondary Plan included in Schedule "III".

5. Chapter 7, Site and Area Specific Policies, is amended by:
 - a. deleting the following Site and Area Specific Policies in their entirety:
 - i. Site and Area Specific Policy 269;
 - ii. Site and Area Specific Policy 280;
 - iii. Site and Area Specific Policy 478; and
 - iv. Site and Area Specific Policy 479.

 - b. amending Site and Area Specific Policy 176 to apply to lands on Yonge Street between Alexandra Boulevard and Donwoods Drive; and

 - c. amending Map 28, Site and Area Specific Policies, in accordance with 6 (b).

Schedule "I" to Amendment No. 405



Schedule "I" to Official Plan Amendment No. 405

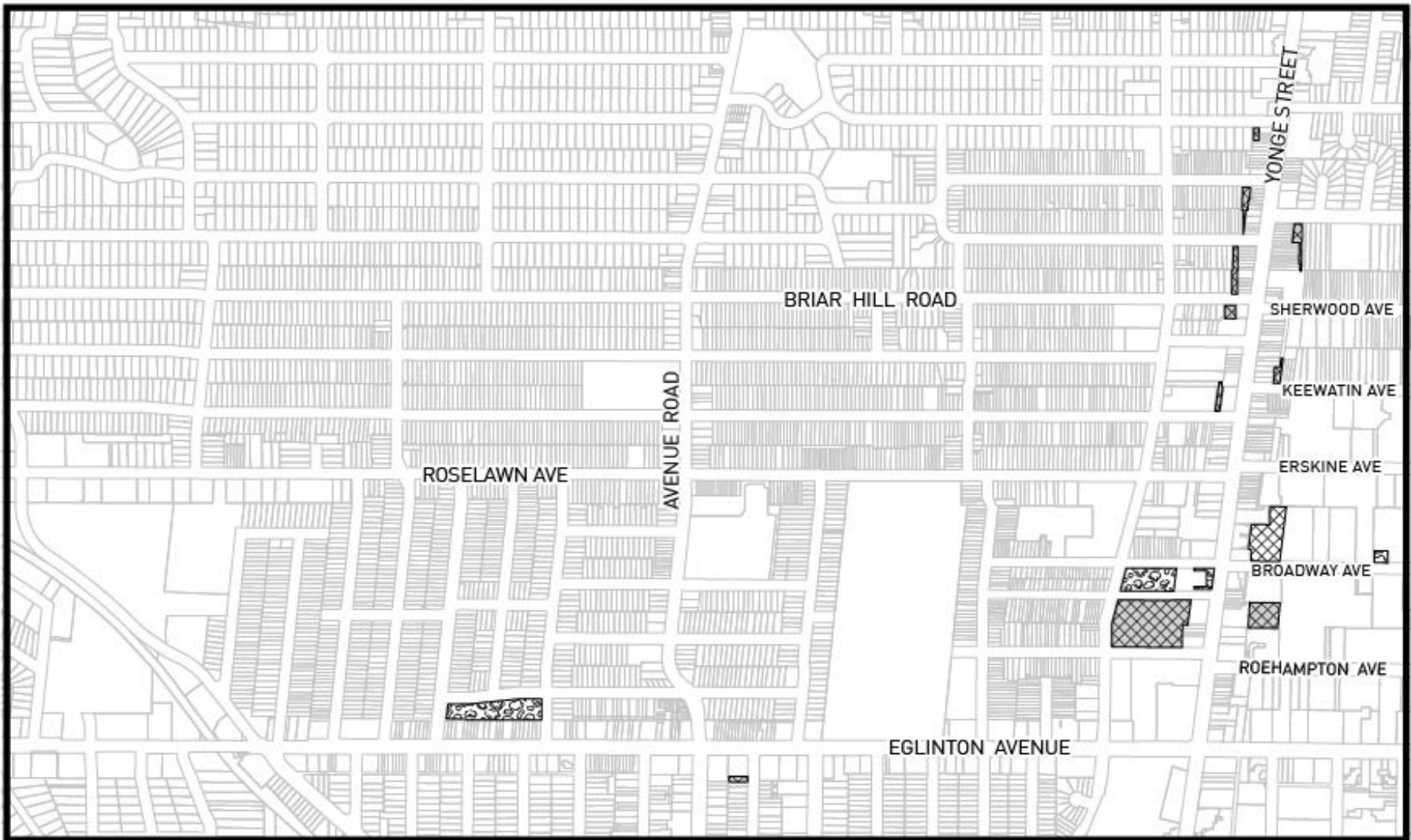
- 45 metres and over
- 36 metres
- 33 metres
- 30 metres
- 27 metres
- 23 metres
- 20 metres
- Non-uniform width, to be retained as existing at the time of Plan adoption

Not to Scale

April 06, 2018

Schedule "II" to Amendment no. 405



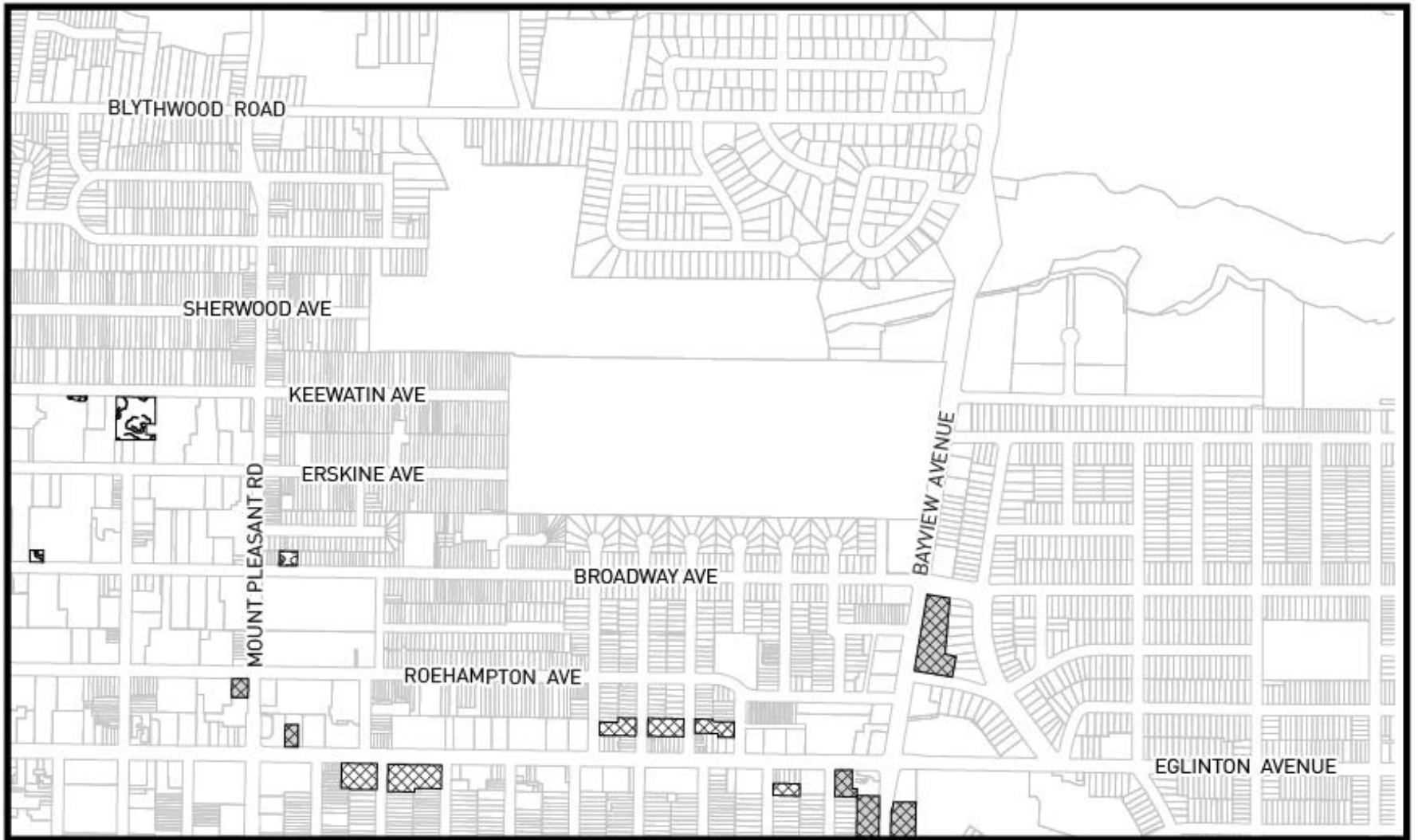


Schedule II
Map 1

- | | |
|--------------------------|----------------------------|
| Apartment Neighbourhoods | Parks and Open Space Areas |
| Mixed Use Areas | Parks |

Not to Scale

April 30, 2018

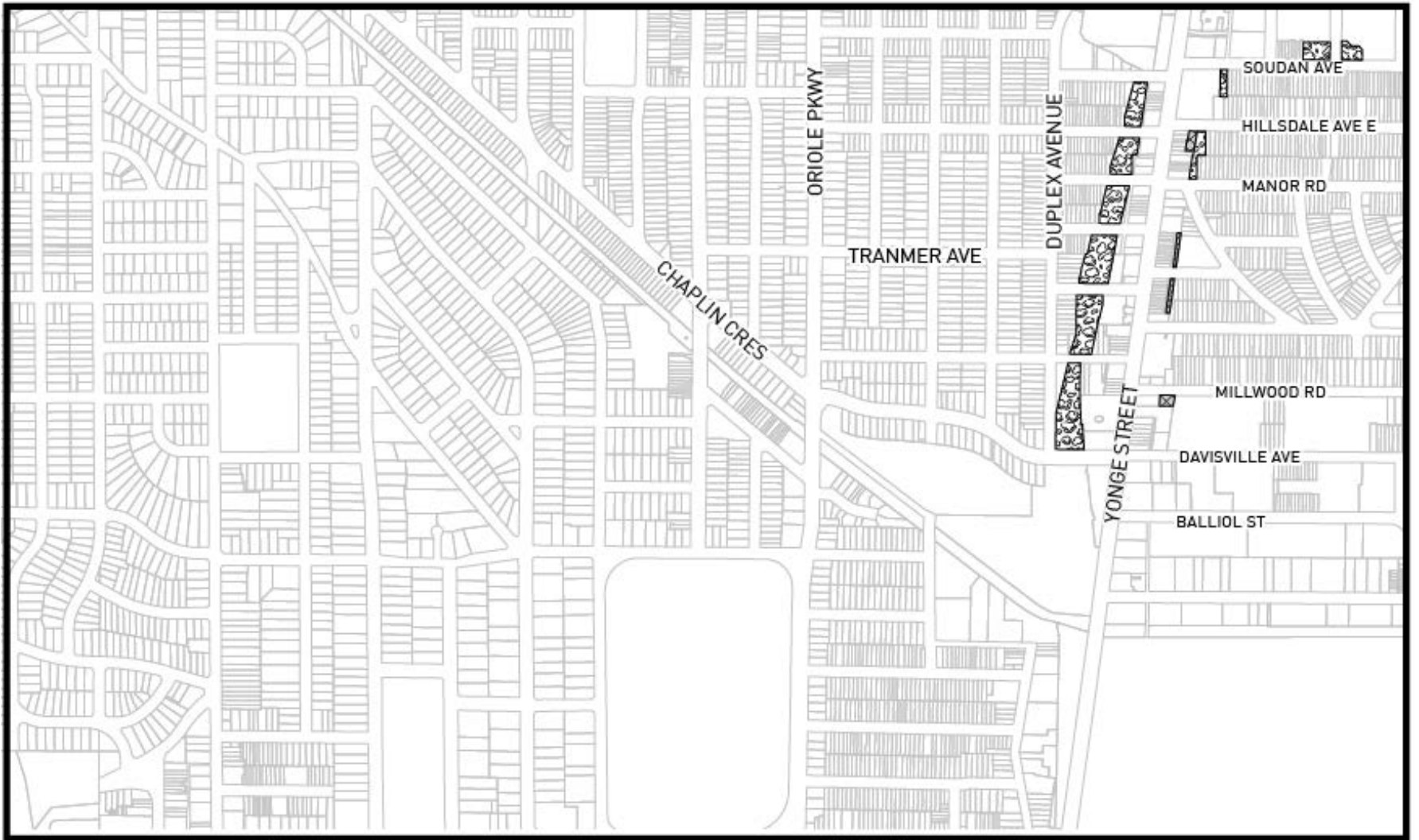


Schedule II
Map 2

-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks and Open Space Areas
-  Parks



Not to Scale 


April 30, 2018



Schedule II

Map 3

-  Apartment Neighbourhoods
-  Mixed Use Areas



-  Parks and Open Space Areas
-  Parks

Not to Scale 

April 30, 2018



Schedule II
Map 4

-  Apartment Neighbourhoods
-  Mixed Use Areas

-  Parks and Open Space Areas
-  Parks

Not to Scale 

April 30, 2018

Schedule “III” to Amendment No. 405

21

YONGE-EGLINTON SECONDARY PLAN

TABLE OF CONTENTS

1. VISION	1
1.1. Vision Statement	1
1.2. Goals	1
1.3. Character Areas	2
2. AREA STRUCTURE	5
2.1. General	5
2.2. The Provision of Infrastructure to Ensure a Complete Community	6
2.3. Urban Growth Centre	6
2.4. Midtown Transit Station Areas	7
2.5. Land Use	7
2.6. Retail Streets	9
3. PARKS AND PUBLIC REALM	10
3.1. Area-wide Public Realm Policies	10
3.2. Public Realm Moves	12
3.3. Parks and Open Spaces	17
4. MOBILITY	22
5. BUILT FORM	26
5.1. Built Form Principles	26
5.2. Heritage Conservation	27
5.3. Permitted Building Types and Urban Design Standards	28
5.4. Building Heights	38
5.5. Special Study Areas	39
5.6. Sunlight and Comfort	40
5.7. Amenity Space	41
6. COMMUNITY SERVICES AND FACILITIES	41
7. HOUSING	43
8. ENERGY AND RESILIENCE	44
8.1. General	44
8.2. Energy	44
8.3. Water	44

9. MAKING IT HAPPEN (IMPLEMENTATION)	45
9.1. City-Owned Lands	45
9.2. Infrastructure Implementation Strategies	45
9.3. Context Plans	45
9.4. Public Benefits	46
9.5. Holding By-laws	47
9.6. Securing Public Access	47
9.7. Construction Management	48
9.8. Transportation Certification	48
10. INTERPRETATION	48

1. VISION

1.1. VISION STATEMENT

- 1.1.1. Midtown Toronto combines many of the best qualities of Toronto. Historic main streets connect with busy office nodes, apartment neighbourhoods in landscaped, open settings, quaint tree-lined side streets, a variety of parks and tranquil ravines. Local businesses, institutions and community services are located within convenient walking distance and are accessible to people from across the city by transit. These assets contribute to Midtown's vibrancy and will assist in continuing to attract new residents, workers, visitors and investors to Midtown.

Midtown will continue to be an inclusive and social place, with a full range of housing options to support a diverse population. New buildings will fit the character and varied scale of Midtown's collection of neighbourhoods, conserve heritage attributes and contribute to a high-quality public realm. There will be a balance of both residential and non-residential growth to support a strong economy and vibrant live-work neighbourhoods. Midtown will continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another.

As Midtown continues to grow and evolve, the elements of a liveable and *complete community* will be provided in parallel with growth. Residents and workers will be served by new, improved and expanded *community service facilities* and resilient *physical and green infrastructure*. An enhanced, safe and connected public realm will be created that complements Midtown's green, landscaped setting. Streets will provide the setting for community life to unfold. They will be multi-purpose public spaces that provide people with options for moving in and through the area with an emphasis on walking, cycling and taking transit.

1.2. GOALS

- 1.2.1. The following goals will guide public works and development in the Secondary Plan area:
- a. **Complete Community:** Midtown will continue to be an inclusive and liveable community that supports the daily needs of people of all ages, incomes and abilities. There will be a complete range of community services, housing options, building types, public spaces, shopping and economic opportunities and parks and natural areas;
 - b. **Green and Resilient:** Midtown will be defined by its green, open, landscaped setting, expanded network of parks and well-designed communities that support energy and water conservation, which together will reduce vulnerability to a changing climate. New buildings, parks, open spaces and *green infrastructure* projects will contribute to improving air and water quality, supporting biodiversity, minimizing the urban heat island effect and fostering resilient infrastructure and communities;
 - c. **Connected:** Midtown will have a connected mobility network. Access to transit stations that connect residents, workers, students and visitors with the broader city will be improved. Midtown will be a transit-supportive place with a mix of land uses that prioritizes walking, cycling and taking transit and reduces auto-dependency. Streets will be designed to move people more efficiently, with more space allocated to pedestrian, cycling and transit infrastructure. There will also be a well-connected network of safe and comfortable walking and cycling routes between local community destinations and with the surrounding city; and
 - d. **Prosperous:** Midtown's offices, health and social services and institutions clustered close to the area's transit stations are conveniently accessed by a large segment of Torontonians. Midtown will continue to prosper by maintaining and expanding major offices, retail and

community service facilities. Fostering a mix of office spaces and creating new, adaptable incubator and community spaces will be essential to supporting a prosperous local economy, fostering innovation and broadening opportunities for stable employment.

1.3. CHARACTER AREAS

- 1.3.1. Development in the Secondary Plan area's growth areas will be based on achieving the desired character associated with identified Character Areas. The growth areas have been organized based on five Character Area groupings, each with common attributes and development objectives. The Character Areas and groupings are shown on Map 21-2.

Midtown Villages

- 1.3.2. The Midtown Villages are historic main streets that will continue to be vital retail and service destinations for residents, workers and visitors. These areas will accommodate a mix of uses in well-proportioned low- and mid-rise buildings that appropriately conserve heritage resources. Buildings will reinforce the local character of these main streets by providing narrow retail frontages, frequent entrances and active uses at grade. Their design will complement planned public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life. Distinguishing features of each Village that will be addressed in the design, siting and massing of buildings consist of:
- a. the renewed Eglinton Avenue right-of-way in the Eglinton Way Character Area;
 - b. widened sidewalks and a series of public squares in the Yonge Street North and Yonge Street South Character Areas;
 - c. the potential decking of the subway trench as a future linear, signature public park adjacent to the Yonge Street South Character Area;
 - d. the historic village streetscape of the Mount Pleasant South Character Area; and
 - e. the generously-scaled setbacks of the Bayview-Leaside Character Area with its wide sidewalks and patios extending along the street.

Midtown Apartment Neighbourhoods

- 1.3.3. The Midtown Apartment Neighbourhoods are defined by a variety of building types including mid-century apartment towers, walk-up apartment buildings and townhouses, all set in an open, generously-scaled landscaped setting. Infill development and redevelopment will be designed and located to complement the existing built form fabric and reinforce the characteristic openness at grade and between buildings to maximize sunlight on streets, parks and open spaces. The character for each area will be as follows:
- a. the Erskine and Keewatin Character Area is and will continue to be a stable residential neighbourhood. Modest low- and mid-rise incremental infill development will be the predominant form of development in the area to renew the rental stock and improve amenities for area residents. The landscaped open space setting surrounding existing buildings will be retained and improved for use by residents and visitors;
 - b. the Redpath Park Street Loop Character Area is a dense yet distinctly green and residential neighbourhood that consists of generously spaced towers and a variety of housing types. New development will ensure generous spacing between buildings, reinforce the characteristic openness of the area, complement the scale of the historic walk-up apartment buildings and ensure good access to sunlight and sky view both in the public realm and for buildings. Heights will transition down in all directions from the Yonge-Eglinton Crossroads and Mount Pleasant

Station Character Areas. The Park Street Loop will be a lush, green multi-purpose promenade connecting significant parks, open spaces and civic buildings. New and existing buildings, together with the Loop and the Midtown Greenways, will support a public realm that is sunny, inviting and green;

- c. the Soudan Character Area is characterized by apartment buildings of a consistent and moderate height located within a generous open space setting. New development will reinforce this character, coupled with new mid-rise buildings and a limited number of tall buildings that transition down in height to Soudan Avenue. A series of parks along Soudan Avenue will provide sunny community spaces in the centre of Midtown; and
- d. the Davisville Character Area consists of a diversity of tower-in-the-park buildings, mid-rise buildings and townhouses set within abundant landscaped open spaces. Development will respect and reinforce the area's physical character, building spacing, landscaped setbacks and characteristic green qualities. Heights of buildings will respect the prevailing heights of existing buildings and transition down in height from north to south.

Apartment High Streets

- 1.3.4. The Midtown Apartment High Streets are distinct residential neighbourhoods oriented along major streets between the Midtown Villages and Cores. Incremental infill development and redevelopment, in either a low- or mid-rise built form, will contribute to a diversity of building types, and housing forms and tenures in Midtown. New buildings will reinforce distinguishing features and bolster the setting of each High Street. The character of each Apartment High Street will be as follows:
 - a. the Eglinton Park Character Area's early 20th century, low-rise walk-up apartment buildings eloquently frame Eglinton Avenue. New development comprised of low-rise walk-up apartment buildings will fill in missing links, with mid-rise buildings marking either end of the High Street;
 - b. the Mount Pleasant Gateway Character Area will be incrementally intensified with new mid-rise buildings that frame an enhanced and greened public realm along Mount Pleasant Road to mark this significant entry point to Midtown and amplify the qualities of the historic and picturesque Mount Pleasant Cemetery;
 - c. the Eglinton East Character Area is characterized by distinct, mid-century mid-rise pavilion buildings and apartment towers, generously set back from streets and other buildings and surrounded by open space. New mid-rise buildings and infill development, sympathetic in form and setting with improved transition to surrounding low-rise areas, will contribute to enhancing the character of the area as a green spine linking two transit stations; and
 - d. the Mount Pleasant North Character Area connects with the Mount Pleasant Station Character Area and the low-rise residential communities to the north and east. The area will gradually transform into a local destination and focal point with new low- and mid-rise main street buildings and an enhanced streetscape.

Midtown Cores

- 1.3.5. The Midtown Cores are vibrant mixed use areas centered around Midtown's transit stations. The Cores will continue to function as employment nodes with priority given to office, institutional and cultural development over residential intensification. The intensity of development will differ between the Cores. The scale and form of intensification will be significantly less in Davisville Station, Mount Pleasant Station and Bayview Focus Area than exists, and is planned, at the Yonge-Eglinton Crossroads. The edges of the Cores will be designed to ensure connectivity and transition in scale and intensity to surrounding areas. The character of each Core will be as follows:

- a. the Yonge-Eglinton Crossroads Character Area is the centre of activity in Midtown with office, retail and high-rise residential development focused around this key intersection. A cluster of landmark tall buildings that are distinctive in form and detail when viewed close-up and from a distance will mark this prominent Toronto intersection. Destination retail and major office buildings will continue to shape the character of the area, while signature public squares at each corner will frame and enable activity around the Yonge-Eglinton intersection. Building heights will peak at the Crossroads with a dramatic shift down in building heights along Eglinton Avenue and Yonge Street;
- b. the Davisville Station Character Area is a retail and office node centered around the Davisville subway station. The area will transform into a vibrant office and institutional hub with new and improved squares and plazas as part of the sequence of squares along Yonge Street. New tall buildings will peak at the Yonge Street and Davisville Avenue intersection with heights terracing down in all directions. Tall buildings will be strategically placed to reduce their visibility from adjacent neighbourhoods, parks and civic buildings. The Davisville Yard has enormous potential to grow Midtown's employment offering and enable a new signature, destination park at the terminus of Duplex Avenue and linking with the potential new linear park to the north;
- c. the Mount Pleasant Station Character Area will emerge as a new focal point in Midtown. The area will be enlivened by the new transit station and the foot traffic this will generate. The area will transform into a pleasant and attractive living and working environment. There will be new mid-rise buildings and tall buildings of a modest height that contribute to a well-established mix of housing. Mount Pleasant Road will be improved and have a unified streetscape with the improvements contemplated further south; and
- d. the Bayview Focus Character Area is Midtown's eastern-most Core and will be predominantly characterized by mid-rise buildings punctuated with a limited number of tall buildings of a low and modest height on the north side of Eglinton Avenue East. The new transit station will support the expansion of office and retail development in the area, creating a mixed-use, transit-oriented node.

Midtown Special Places

- 1.3.6. The Midtown Special Places are important office, institutional or civic destinations in Midtown. They are unique places in Midtown where the form and scale of development vary dramatically from other Character Areas. The character of each Midtown Special Place will be as follows:
 - a. the Eglinton Green Line Character Area will be a vibrant and dense 21st Century live-work business district anchored by the iconic Green Line open space. Existing office buildings and underutilized sites will be transformed by new, updated and modernized office or mixed-use buildings that terrace down in height from the Yonge-Eglinton Crossroads to the Mount Pleasant Station Character Area. The new buildings will create a dynamic and interesting architectural form for the area, but also contribute to a prosperous local economy for Midtown. Historic landmarks will be integrated with the Green Line open space, adding to the area's architectural diversity and creating contrast with the new, well-designed tall buildings;
 - b. the Montgomery Square Character Area is, and will continue to be, the civic heart of Midtown with its concentration of historic buildings, community service facilities and shops that line Yonge Street. The heights of tall buildings will scale down in height away from the Yonge-Eglinton intersection. Strategically located tall building elements will ensure that the area's rich heritage fabric is accentuated and enable sunlight to reach the street at key points during the day. New public parks and other spaces connecting with the Square's civic buildings will create a unique destination for civic events;

- c. the Henning Character Area has an important cluster of office and institutional buildings located close to the transit station at Yonge Street and Eglinton Avenue, as well as a cluster of low-rise residential buildings. New office and institutional buildings along Eglinton Avenue west of Henning Avenue, coupled with new mixed-use tall buildings in the mid-twenties east of Henning Avenue will reinvigorate this section of Eglinton Avenue, and contribute to a renewed Eglinton Avenue streetscape and employment offerings in Midtown;
- d. the Davisville Community Street Character Area is the local heart of the Yonge-Davisville area, linking parks, schools and a future community hub. Low-rise residential intensification will contribute to the open space character of the area and support the creation of an intimate, cohesive residential and community meeting point. Wide sidewalks, cycling lanes and space to grow great trees will reinforce the role of a transformed Davisville Avenue as a vibrant and convivial place where community life spills out into a vastly improved public realm; and
- e. the Merton Street Character Area is home to an eclectic mix of early point tower buildings distinct to this area, offices, community agency spaces, stores and restaurants. New mid-rise and tall buildings will reflect the scale and character of existing buildings, while conserving significant post-war institutional and office buildings located on the north side of the street. New buildings on the south side of the street will be sited and designed to frame and support the Beltline Trail, while preserving views to the Mount Pleasant Cemetery. Merton Street will have a wide, tree-lined pedestrian promenade that will be achieved over time to support pedestrian activity and reinforce the Pailton Crescent commercial cluster as a lively, local destination.

2. AREA STRUCTURE

2.1. GENERAL

- 2.1.1. Not all areas within the Secondary Plan area will experience the same levels of intensification. The intensity of development, building types, heights and land uses are set out in this Plan to ensure that:
 - a. Midtown is a *complete community* that offers and supports opportunities for people of all ages and abilities to conveniently access the necessities of daily living;
 - b. the vitality and liveability of Midtown's collection of neighbourhoods is maintained, inclusive of the neighbourhoods designated *Mixed Use Areas* and *Apartment Neighbourhoods*;
 - c. development does not exceed the capacity of infrastructure; and
 - d. the built form of development is compatible with surrounding areas and meets the desired character of the area in which a development is located.
- 2.1.2. Maximum densities (Floor Space Index) permitted on any individual site will be governed by the combination of the maximum permitted building heights and the site and urban design standards for buildings, such as, but not limited to:
 - a. open space area ratio requirements;
 - b. setbacks and stepping back building mass;
 - c. base building heights;
 - d. tall building floor plates; and
 - e. infill development criteria associated with existing apartment buildings.

- 2.1.3. The stability of *Neighbourhoods* will be maintained and reinforced while introducing opportunities for sensitive intensification to contribute to a diversity of building and housing types in suitable locations. *Neighbourhood* designated lands suitable for the introduction of more intensive low-rise buildings, such as townhouses and low-rise apartment buildings, are identified for lands designated *Neighbourhoods "A" and "B"*. Development in all other *Neighbourhood* designated lands will be in accordance with the Official Plan's development criteria for *Neighbourhoods*.
- 2.1.4. Where a site-specific or general application to amend this Plan is submitted, the City, at its discretion, will determine whether a City-initiated Secondary Plan review, comprehensive block study or Character Area study is required prior to considering the application. Development may not be permitted to proceed prior to the completion of the City-initiated study.

2.2. THE PROVISION OF INFRASTRUCTURE TO ENSURE A COMPLETE COMMUNITY

- 2.2.1. Intensification will require investment in infrastructure to support growth and ensure a complete *community*. Infrastructure includes:
- a. *physical infrastructure* includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; streets, transit and other mobility corridors, including pedestrian and cycling facilities;
 - b. *community service facilities* which are buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. *Community service facilities* include recreation, community centres, libraries, child care, schools, and spaces for the provision of public health services, human services, cultural services and employment services;
 - c. *green infrastructure* which consists of natural and human-made elements that provide ecological and hydrological functions and processes and associated benefits to people. *Green infrastructure* includes natural heritage features and systems, public parks, stormwater management systems, the urban forest inclusive of street trees, natural channels, permeable surfaces and green roofs; and
 - d. public parks.
- 2.2.2. Development will not be permitted to outpace the provision of infrastructure, and will not proceed until such a time as the necessary infrastructure to support development is provided.

2.3. URBAN GROWTH CENTRE

- 2.3.1. Map 21-1 delineates the boundaries of the Yonge-Eglinton Centre (Urban Growth Centre). The Centre will function as a:
- a. major centre of economic activity with a concentration of existing and new office buildings and other value-added employment sectors along Yonge Street and Eglinton Avenue;
 - b. civic and cultural hub with a concentration of existing and new *community service facilities*, and entertainment uses;
 - c. focal area for retail and service uses that meet the day-to-day needs of residents and workers in Midtown and draw visitors from across the city; and
 - d. collection of residential and mixed-use neighbourhoods with varied characters and scales as set out in this Plan that support a diverse population.

2.4. MIDTOWN TRANSIT STATION AREAS

- 2.4.1. Map 21-3 identifies Midtown's transit station areas and their respective boundaries. The boundaries of the Midtown Transit Station Areas maximize the size of the area and the number of potential transit users within walking distance of each station.
- 2.4.2. Two types of Midtown Transit Station Areas are identified:
 - a. Transit Nodes are defined geographies with clusters of uses and varying levels of development intensity. Transit Nodes include:
 - i. a Station Area Core zone, which includes the transit station(s) and highest density, use and activity within the Midtown Transit Station Area, inclusive of a concentration of office uses; and
 - ii. a Secondary Zone that supports transit-supportive development in a compact urban form and a mix of uses in Midtown. Sites designated *Mixed Use Areas* along major streets will contribute to employment intensification. The intensity of development will be markedly less than the Station Area Core. Development will transition down in height and scale to surrounding Built-up Zones; and
 - b. Transit Corridors are oriented along major transit routes. The corridors will consist of mid-rise buildings that are designed to respond to the historic character of the respective Character Areas and the scale of surrounding *Neighbourhood* designated lands.
- 2.4.3. Each Midtown Transit Station Area includes a Built-up Zone. Built-up Zones are physically stable areas where incremental infill development and redevelopment at low or modest intensity will be permitted in accordance with this Plan, or the Official Plan where applicable.
- 2.4.4. Existing and new development in each Midtown Transit Station Area will collectively achieve the minimum density targets as identified below:
 - a. 600 residents and jobs per hectare for the Yonge-Eglinton Transit Station Area;
 - b. 350 residents and jobs per hectare for the Davisville and Mount Pleasant Transit Station Areas; and
 - c. 160 residents and jobs per hectare for the Leaside, Chaplin and Avenue Transit Station Areas.

Individual development within a Midtown Transit Station Area is not required to meet the minimum density target. The minimum density target for the entire Midtown Transit Station Area will be achieved based on all existing uses and new development over the long-term horizon of this Plan.

2.5. LAND USE

- 2.5.1. A wide variety of commercial, residential and institutional land uses, and parks and open spaces are permitted in the Secondary Plan area. The diverse mix of permitted uses in different areas will:
 - a. meet people's needs for daily living and working;
 - b. enable live-work proximities such that people can walk and cycle to their destinations reducing the need for longer trips; and
 - c. support a prosperous economy and transit investments.

- 2.5.2. Map 21-4 identifies the land use designations in the Secondary Plan area. Land use designations for all other areas will be in accordance with the Official Plan. The land uses in the policies below have the following meanings:
- a. institutional land uses include community service facilities, clubs, places of worship, educational uses, hospitals and courts of law;
 - b. cultural land uses include galleries, museums, artist and performing art studios, production studios, custom workshops and entertainment places of assembly;
 - c. entertainment land uses include arcades, cabarets, small nightclubs and other places of assembly; and
 - d. vehicle-related land uses include drive through facilities, dealerships, gas stations, service shops and car washes.

Mixed Use Areas "A"

- 2.5.3. *Mixed Use Areas "A"* are Midtown's premier locations for major office and other employment uses. A broad mix of retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Residential uses and parks and open spaces are also permitted. Single-use residential buildings, stand-alone retail stores and vehicle-related uses will not be permitted.
- 2.5.4. Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide the greater of:
- a. 25 per cent of the total gross floor area for office, institutional and/or cultural uses; or
 - b. 100 per cent replacement of any existing office gross floor area located on the site.
- 2.5.5. All or a portion of the office, institutional and/or cultural gross floor area required in Policy 2.5.4 may be transferred to a receiving site within the same Character Area. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:
- a. development of the required office, institutional and/or cultural gross floor area on the site would result in a built form that would not meet the policies of this Plan;
 - b. the built form on the receiving site meets the policies of this Plan; and
 - c. the non-residential gross floor area on the receiving site is constructed prior to, or concurrent with, any residential gross floor area on the donor site.

Mixed Use Areas "B"

- 2.5.6. *Mixed Use Areas "B"* consist of office and civic clusters around transit stations and along Yonge Street, Eglinton Avenue West and Merton Street. A mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses, except on the north side of Eglinton Avenue West between Edith Drive and Henning Avenue, and parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.
- 2.5.7. Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide the greater of:
- a. 15 per cent of the total gross floor area for office, institutional and/or cultural uses; or
 - b. 100 per cent replacement of any existing office gross floor area located on the site.

- 2.5.8. All or a portion of the office, institutional and/or cultural gross floor area required in Policy 2.5.7 may be transferred to a receiving site within a *Mixed Use Areas "A"* or *"B"* designation. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:
- a. development of the required office, institutional and/or cultural gross floor area on the site would result in a built form that would not meet the policies of this Plan;
 - b. the built form on the receiving site meets the policies of this Plan; and
 - c. the non-residential gross floor area on the receiving site is constructed prior to, or concurrent with, any residential gross floor area on the donor site.

Mixed Use Areas "C"

- 2.5.9. *Mixed Use Areas "C"* include commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses and parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.

Apartment Neighbourhoods

- 2.5.10. The *Apartment Neighbourhoods* consist of predominantly residential communities oriented along major streets or areas with clusters of rental and condominium apartment buildings. Residential uses and local institutional and cultural uses are permitted. Small-scale retail and service uses that primarily serve area residents are permitted on the first floor of buildings, and will be encouraged to be provided in areas identified as Secondary Retail Streets.
- 2.5.11. Where residential uses are provided at grade, development will minimize the width of lobbies and line base buildings with grade-related residential units or *community service facilities*.

Neighbourhoods "A"

- 2.5.12. *Neighbourhoods "A"* include lands where incremental low-rise intensification can contribute to a diversity of building and housing types in Midtown. A wide variety of low-rise residential uses are generally permitted. Low-rise, local institutional uses, including *community service facilities* and private schools, and parks and open spaces are also permitted.

Neighbourhoods "B"

- 2.5.13. *Neighbourhoods "B"* are low-rise residential areas fronting major streets with an established small-scale retail component. Residential uses, local institutional uses, and small-scale retail, service and office uses are also permitted.

2.6. RETAIL STREETS

- 2.6.1. Development on Priority Retail Streets identified on Map 21-5 will:
- a. include a continuous frontage of at-grade, pedestrian-oriented retail and service uses and/or *community service facilities*. At-grade residential uses will generally not be permitted except for residential lobbies on mid-block sites;
 - b. provide narrow frontage retail stores and service uses with frequent entrances and architectural detailing. Store frontages should generally be five to ten metres in width to reflect historic main street lot and building fabric or to achieve the fine-grain rhythm in other areas;

- c. be required to have retail stores at grade with a minimum depth of generally 15 metres along the frontage of a building;
 - d. provide a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;
 - e. only include retail above or below grade when a retail store(s) is provided on the ground floor;
 - f. provide prominent entrances with direct access from public sidewalks;
 - g. limit the width of residential lobbies. Residential lobbies will be encouraged to be located adjacent to side streets where possible; and
 - h. provide a high degree of visibility to allow for a two-way visual exchange. Ground-level facades should have windows for up to 70 per cent of the frontage, except where this would disrupt the existing character and rhythm of a particular area.
- 2.6.2. Development on Secondary Retail Streets identified on Map 21-5 will:
- a. be encouraged to include retail and service uses and *community service facilities* at grade; and
 - b. include ground floors designed to protect for future retail and service uses by providing:
 - i. a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;
 - ii. entrances accessible from sidewalks and generally flush with existing grade;
 - iii. transparent building materials for the majority of the frontage to enable a strong retail presence at grade. Facades should be 70 per cent transparent to permit a clear view inward from the street;
 - iv. a suitable layout with regularized column spacing or ability to subdivide a first floor;
 - v. a suitable depth to accommodate retail and service uses; and
 - vi. convenient access to loading and storage.
- 2.6.3. Retail stores exceeding 3,500 m² of gross floor area will not be permitted in the Secondary Plan area. Where medium-scale retail uses are proposed that exceed 1,000 m², the floor area will be distributed on multiple floors while ensuring the minimum depth at grade to accommodate a fully functional retail store.

3. PARKS AND PUBLIC REALM

3.1. AREA-WIDE PUBLIC REALM POLICIES

- 3.1.1. The public realm in Midtown supports a vibrant mixed use community with an open and green landscaped character. Primary public realm objectives of this Plan are to maintain and enhance the open, green, landscaped character of the area, improve and expand the network of parks, open spaces and create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area.
- 3.1.2. The public realm comprises public and private spaces to which the public has physical and visual access, including streets, parks, open spaces, laneways, walkways, publicly-accessible pedestrian connections and adjacent setbacks.

- 3.1.3. Improvements to the public realm will be required on public and private lands as part of development and City-initiated projects. These improvements may include, but are not limited to:
 - a. enhancements to streetscapes;
 - b. provision of wider sidewalks and the establishment of multi-purpose promenades;
 - c. provision of mid-block pedestrian connections;
 - d. transit access points; and
 - e. the integration, extension and enhancement of existing and proposed landscaped open spaces.
- 3.1.4. Pedestrian and public realm improvements will be prioritized to support the Priority and Secondary Retail Streets identified on Map 21-5 and Public Realm Moves identified on Map 21-6. In addition, the following will be prioritized:
 - a. the extension and enhancement of existing and proposed parks;
 - b. the creation of privately owned publicly-accessible spaces (POPs), including but not limited to forecourts, gardens, plazas and landscaped courtyards;
 - c. the provision of additional street trees, understory plantings and street furniture within streets and adjacent setbacks;
 - d. re-allocating space within public streets to prioritize pedestrians, cyclists and public transit; and
 - e. the provision of public art.
- 3.1.5. Pedestrian and public realm improvements will:
 - a. improve pedestrian safety, comfort and accessibility for users of all ages and abilities;
 - b. improve pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways and new or improved pedestrian linkages such as mid-block connections, walkways, paths and access points and shortening pedestrian street crossings;
 - c. create seamless and integrated pedestrian connections to transit stops and other climate-controlled walkways;
 - d. improve pedestrian wayfinding;
 - e. create vibrant public spaces that encourage public life; and
 - f. support and reinforce existing historic places and local character.
- 3.1.6. Temporary enhancements to the public realm will be encouraged and facilitated to demonstrate and assess local benefits, impacts and patterns of proposed improvements to the public realm.
- 3.1.7. Development will reduce the impact of vehicular, loading and servicing activities on the public realm. This will be accomplished by:
 - a. reducing, consolidating and eliminating existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections;
 - b. reducing and removing existing front yard drop-off areas and restricting new front yard drop-off areas;

- c. reducing and prohibiting surface parking lots and commercial boulevard permit parking and locating parking in below-grade parking structures;
 - d. restricting above-grade parking structures only to sites where it has been satisfactorily demonstrated that below-grade parking alternatives are not technically feasible and where above-grade structures are faced with active uses adjacent to streets, parks, open spaces and mid-block connections;
 - e. co-ordinating and sharing access and servicing areas between properties;
 - f. ensuring clear, straight, wide, unobstructed pedestrian clearways; and
 - g. where technically feasible, providing separate pedestrian clearways and adequate lighting where laneways can also serve as mid-block pedestrian connections.
- 3.1.8. Required building setbacks adjacent to public streets are shown on Map 21-7 and outlined in Policies 3.2.2 to 3.2.12. The setbacks are intended to be landscaped spaces or, where appropriate, extensions of the public sidewalk that contribute to the character of a particular area. The setbacks will be predominantly publicly accessible and include amenities for public and private users.
- 3.1.9. The location and design of underground facilities, such as parking, on properties where landscaped setbacks are required will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy without the use of raised planters.
- 3.1.10. City-initiated civic improvements and development applications will demonstrate that the following objectives, where applicable, will be achieved:
- a. Improve and expand on existing public parks and create new parks and open spaces;
 - b. Respect, reinforce and extend the landscaped open space setbacks of buildings from streets that are prevalent in the Secondary Plan area and contribute to the open space system;
 - c. Create safe, animated and attractive mid-block pedestrian connections with active uses at grade in adjacent buildings, pedestrian-scaled lighting, public art and landscaping including green walls;
 - d. Provide sufficient space within public street rights-of-way for pedestrian and cycling infrastructure;
 - e. Encourage community activities in the public realm through programming, activation and the provision of safe, accessible and inviting spaces;
 - f. Develop and use a cohesive and coordinated landscape architectural design strategy for related open spaces, regardless of being publicly or privately owned; and
 - g. Ensure clear pedestrian and cycling connections to the City-wide network of ravines.

3.2. PUBLIC REALM MOVES

- 3.2.1. All civic improvements and development will advance the implementation of the Public Realm Moves shown on Map 21-6. The Public Realm Moves, detailed in Policies 3.2.2 to 3.2.12, include:
- a. The Eglinton Green Line;
 - b. Yonge Street Squares;

- c. Yonge Street Squares Extension;
- d. The Park Street Loop;
- e. The Midtown Greenways;
- f. Redpath Revisited;
- g. Davisville Community Street;
- h. Mount Pleasant Road Arboretum.
- i. Merton Street Promenade;
- j. Balliol Green Street; and
- k. Pailton Crescent Connector

3.2.2. Eglinton Green Line

- a. The Eglinton Green Line will be a major linear, publicly-accessible green open space on Eglinton Avenue, extending from Eglinton Park to Mount Pleasant Road.
- b. All buildings on the north side of Eglinton Avenue between Yonge Street and Mount Pleasant Road will be set back a minimum of 12 metres at grade and above established grade from the property line adjacent to Eglinton Avenue. The setback will be provided to establish high-quality pedestrian and landscaped publicly-accessible open spaces, plazas and forecourts. Space for community gatherings, patios and public art will be encouraged within the Eglinton Green Line.
- c. The location and design of underground facilities, such as parking, on properties abutting the north side of Eglinton Avenue East between Yonge Street and Mount Pleasant Road will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.
- d. On Eglinton Avenue West between Yonge Street and Eglinton Park, continuous landscaping that includes high-branching trees and plantings will be provided in the right-of-way and in the setbacks.

3.2.3. Yonge Street Squares

- a. Yonge Street bisects the Secondary Plan area. Along Yonge Street, the pedestrian environment will be enhanced and a series of distinctive landscaped, publicly-accessible squares will be secured.
- b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be set back a minimum of 1.5 metres at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 1.5 metre setback requirement may be modified to ensure a continuous streetwall without amendment to this Plan.
- c. The landscaped squares, conceptually shown on Map 21-6, will be secured as part of development and City-initiated civic improvements.
- d. The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.

- e. Streetscapes, parks and open spaces in the blocks between Montgomery Avenue, Yonge Street, Orchard View Boulevard and Duplex Avenue, known as Montgomery Square, will be developed to create a coordinated and cohesively designed precinct of public and publicly-accessible spaces and community facilities.
- f. At the Yonge and Eglinton Crossroads, a prominent site with city-wide significance, a large-scale publicly-accessible square will be created by providing squares on each of the four corners of the intersection and the connecting streetscapes on Yonge Street and Eglinton Avenue. The design of these open spaces will be coordinated in their design, configuration and layout to complement each other and together create a significant civic focal point. Each square will provide space for gathering and direct and comfortable access to transit. The southwest corner of Yonge Street and Eglinton Avenue will accommodate the largest of the four squares and will provide space for both community gathering and comfortable pedestrian movement, related to its function as the main entrance to the Yonge-Eglinton transit station.
- g. Three sets of squares will be created by realigning offset east-west streets that connect to Yonge Street, as indicated on Map 21-9. Realignment of the streets will be pursued as opportunities arise, including through the development process, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.
- h. A square will be created mid-block between Eglinton Avenue and Berwick Avenue on the west side of Yonge Street to provide an attractive publicly-accessible open space and a mid-block pedestrian connection.

3.2.4. Yonge Street Squares Extension

- a. Yonge Street will be enhanced north and south of the Yonge Street Squares Public Realm Move with a series of distinctive landscaped, publicly-accessible squares.
- b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will have a minimum setback of 1.5 metres at grade and above grade from the property line adjacent to Yonge Street. Setbacks will be increased in order to realize a square. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 1.5 metre setback requirement may be modified to ensure a continuous streetwall without amendment to this Plan.
- c. Landscaped squares, conceptually shown on Map 21-6, will be secured as part of development and City-initiated civic improvements.
- d. The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.
- e. The design of the streetscape and squares south of Soudan Avenue and north of Briar Hill Road will also be consistent with Yonge Street Squares Public Realm Move.
- f. Glebe Road West and Manor Road west of Yonge Street will be designed as landscaped streets, plazas, parks and/or open spaces and may be expanded as part of development and City-initiated civic improvements.

3.2.5. Park Street Loop

- a. The Park Street Loop will be designed as a publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.

- b. On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be set back a minimum of 7.5 metres at grade and above established grade from the property line.
- c. The location and design of underground facilities, such as parking, on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.

3.2.6. Midtown Greenways

- a. The Midtown Greenway streets will provide improved pedestrian amenity and support the continuation and expansion of the landscaped setbacks characteristic of the Secondary Plan area.
- b. A minimum five metre setback at grade and above established grade will be provided on all Greenway street frontages in Mixed Use Areas and Apartment Neighbourhoods
- c. A minimum 7.5 metre setback at grade and above established grade from the property line will be provided on both sides of Erskine Avenue between Yonge Street and Mount Pleasant Road.
- d. The landscaped open space setbacks will provide a range of publicly accessible open spaces such as entry forecourts, gardens, and other forms of landscaped open space. The landscaped setbacks will be planted with high-branching deciduous trees and understory plantings.
- e. The location and design of underground facilities, such as parking, on properties abutting the Midtown Greenways will provide sufficient space and soil depth to maintain a permanent, high-branching tree canopy.

3.2.7. Redpath Revisited

- a. Redpath Avenue is an important north-south neighbourhood street that connects to Redpath Avenue Parkette to the north and the Church of the Transfiguration site to the south.
- b. On the block between Eglinton Avenue and Roehampton Avenue, opportunities will be explored to reduce vehicular speed, improve pedestrian and cycling safety and include shared street elements. This block of Redpath Avenue will:
 - i. accommodate outdoor commercial uses, public art and opportunities for community activities; and
 - ii. incorporate a fine grain of active retail uses and universally-accessible building entrances at grade that promote a safe and animated pedestrian environment.

3.2.8. Davisville Community Street

- a. Davisville Avenue, together with Chaplin Crescent, is an important local neighbourhood civic street connecting parks, schools, transit stations and a future community hub.
- b. Davisville Avenue will be transformed into a vibrant, complete street. Improvements will include reducing vehicle travel lanes and widths and creating a multi-modal street that prioritizes walking and cycling with space to grow trees, supports continued bus service and accommodates other landscaping features.
- c. Setbacks at and above grade from the expanded Davisville Avenue right-of-way will be in accordance with the following:
 - i. A minimum setback of three metres on the north side of Davisville Avenue between Yonge Street and Mount Pleasant Road; and

- ii. A minimum setback of five metres on the south side of Davisville Avenue between Yonge Street and Mount Pleasant Road.
- d. Primary entrances to new buildings will be located on Davisville Avenue and provide appropriately scaled forecourts, plazas and gardens along the street edge.
- e. Vehicular access to new residential developments will be from new streets or existing laneways. Interruptions to the Davisville Avenue streetscape will be minimized by consolidating and coordinating accesses for development and limiting curb cuts and surface parking.

3.2.9. Mount Pleasant Road Arboretum

- a. Mount Pleasant Road is a significant north-south street linking Midtown to the downtown core and providing access to parks, ravines and significant open spaces. Pedestrian and cycling improvements and additional street tree plantings will be undertaken to:
 - i. accommodate wide sidewalks and the potential for dedicated cycling infrastructure;
 - ii. create a variegated streetscape with a variety of native tree species and other landscape treatments along its length; and
 - iii. create a continuous green corridor linking the Mount Pleasant Cemetery to the Mount Pleasant Station Character Area.
- b. The planned right-of-way width for Mount Pleasant Road between Balliol Avenue and Merton Street is 23 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the east side of Mount Pleasant Road.

3.2.10. Merton Street Promenade

- a. The Merton Street Promenade will consist of wide sidewalks and landscaped boulevards to support pedestrian activity, the eclectic mix of uses along the street and the local commercial hub at Pailton Crescent.
- b. Development will provide a minimum setback of three metres at grade and above grade on the south side of the street and a minimum setback of four metres at grade and above grade on the north side of the street. Additional setbacks will be provided on large sites and publicly-owned sites.
- c. Development will provide and improve connections to the Kay Gardner Beltline Trail.

3.2.11. Balliol Green Street

- a. Balliol Street is characterized by tower in the park open spaces and will continue to be a pleasant and tranquil connection for pedestrians through the Yonge-Davisville area and a landscaped setting for apartment buildings.
- b. Development on both sides of the street will provide a minimum setback of 6 metres at grade and above grade to support landscaping, including tree and understory plantings, forecourts and POPs.

3.2.12. Pailton Crescent Connector

- a. Pailton Crescent is one of the few north-south streets in the Davisville area. It will continue to support a lively local commercial hub at Merton Street. Sidewalks will be widened and

extended on both sides of the street. Landscaping along the street and the reclamation of excess pavement width at Balliol Street to create a plaza or square will be undertaken as part of development to enhance the street and the local commercial hub.

3.3. PARKS AND OPEN SPACES

- 3.3.1. Public parks have an intrinsic role in shaping the urban landscape, creating a healthy, connected city, and contributing to placemaking, liveability and resiliency. They are essential elements of complete communities. New public parkland will be acquired and provided, inclusive of expanding and improving existing parks, both within and serving the Secondary Plan area, to:
- a. provide a diversity of parks distributed throughout the Secondary Plan area that meet the local needs of residents and workers in Midtown while also continuing to contribute to Toronto's broader system of parks and open spaces;
 - b. provide an interconnected network of parks, open spaces, trails and other recreational facilities;
 - c. provide neighbourhood hubs and civic spaces that allow for social interaction, healthy lifestyles and a range of activities;
 - d. contribute to beautifying areas and enhancing the environment to support a diverse ecosystem and biodiversity; and
 - e. support continued growth and evolution in Midtown.
- 3.3.2. In order to satisfy the need for parks and open space and to improve the quantity, quality, form and distribution of parks and publicly-accessible open spaces within the Secondary Plan area, the City will:
- a. secure land for new public parkland in all areas of the Secondary Plan area;
 - b. pursue opportunities arising from development to secure land for new parkland and improve existing parkland, including the parkland priority improvements identified in Policy 3.3.4 and on Map 21-8;
 - c. work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including privately owned publicly-accessible spaces that support and are integrated with the Public Realm Moves; and
 - d. encourage the consolidation, acquisition and dedication of sites in the Soudan Avenue Priority Public Park Area identified on Map 21-8 with the objective of creating larger, contiguous park spaces.
- 3.3.3. The planning, design and development of expanded and new parks and open spaces will be guided by the following objectives:
- a. support a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round;
 - b. create attractive, landscaped linear open spaces on setbacks adjacent to public streets, enhanced through the provision of wide sidewalks, trees, benches, planters and other appropriate street furniture;

- c. provide connections between public parkland and open spaces in the Yonge-Eglinton Secondary Plan area and in adjacent areas, through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways; and
 - d. develop attractive parks as focal points in the community which also provide opportunities for public art, heritage interpretation and cultural expression as well as recreational opportunities.
- 3.3.4. Parkland priority improvements for the Secondary Plan area include but are not limited to dedications and acquisitions that:
- a. expand and enhance the function, visibility and accessibility of existing parks;
 - b. create new parks, including Priority Park Areas identified on Map 21-8;
 - c. are located on prominent sites including sites on corners and locations which terminate street views;
 - d. contribute to mid-block pedestrian connections, provided parkland programming and functions are not diminished;
 - e. complement and are integrated with adjacent privately owned publicly-accessible spaces; and
 - f. support the implementation of the Public Realm Moves.
- 3.3.5. Map 21-8 shows the Parks and Open Space Network Plan and its linkages to adjacent areas. It is comprised of the following components:
- a. Existing public parks which will be expanded and improved over time by:
 - i. acquiring lands adjacent to public streets and existing parks, identified as Park Expansion Areas, to maximize the perimeter street frontage of the parks, increase their prominence and accessibility and enable enhanced utility and programming; and
 - ii. leveraging adjacent public streets as part of improvements to existing parks by extending the landscape design of park edges into the streets to create a seamless relationship between streets and parks and expand the perception of the park.
 - b. Priority Park Areas that are under consideration by the City for parks acquisition or leases and that are near-term priority park improvements;
 - c. City-owned Opportunity Sites that provide opportunities to create new functional parks and open spaces;
 - d. Proposed Public Parks that will be acquired by the City over time and/or secured through the development approval process. Parks have been strategically identified and conceptually located to:
 - i. support and complement the Public Realm Moves;
 - ii. provide park space of a suitable size and configuration to offer a wide range of locally-oriented active and passive parks programming within or in proximity to high-growth areas and existing neighbourhoods; and
 - iii. recognize development-related opportunity sites.
 - e. School Properties where the City and local School Boards, working in partnership, will ensure the provision of recreational and landscaped open space on existing, reconfigured or redeveloped School Properties including, but not limited to, those identified on Map 21-8 and pursue their greater utilization for community access through the development of shared-use

open spaces and recreation facilities; and

- f. Other Major Open Spaces that are publicly-accessible and provide important benefits for people living and working in Midtown, such as the cemeteries adjacent to the Secondary Plan area, which offer passive recreational opportunities.
- 3.3.6. The Proposed Public Parks and Park Expansion Areas shown on Map 21-8 are conceptual in nature. The objective of the Plan is to ensure that persons living and working in the Secondary Plan area have access to public parks and a range of passive and active recreational opportunities and experiences. The Proposed Public Parks and Park Expansion Areas have been located in a manner to:
- a. form a connected network of parks and open spaces in association with the Public Realm Moves; and
 - b. balance demand within different areas of the Secondary Plan area.

The final determination of the size and location of the parks and associated recreational programming will be made as development proceeds. Other opportunities for new public parks may also emerge as development proceeds.

- 3.3.7. Proposed Public Parks shown on Map 21-8 that are adjacent to existing School Properties provide opportunities to optimize the utility of both the park and school property for public use and educational needs. As lands are acquired by the City for the Proposed Public Parks, the City and school boards will collaborate on the site design of the properties.
- 3.3.8. Where a development site abuts the Park Street Loop or Davisville Community Street and on-site parkland dedication is required, the parkland will be located in association with the Loop and Community Street. Parkland will be configured to the satisfaction of the City.
- 3.3.9. The potential for a new public park over a decked subway trench west of Yonge Street between Berwick Avenue and Chaplin Crescent will be further studied in consultation with the Toronto Transit Commission.
- 3.3.10. As part of any Special Study associated with decking of the Davisville Yard, a multi-functional signature public park will be accommodated as a priority that provides active and passive recreation activities, natural areas, and civic and cultural spaces.
- 3.3.11. The parks and open space system will be further enhanced through the introduction of a new, medium-sized local park (1.5 to 3.0 hectares) in the southeast quadrant of the Secondary Plan area. The park will:
- a. provide opportunities for a wide range of parks programming;
 - b. create a neighbourhood hub with the potential for co-located *community service facilities*; and
 - c. will be located to provide convenient access for all areas in the southeast quadrant.
- 3.3.12. The City will pursue opportunities to introduce new connections to the Mount Pleasant Cemetery east of Mount Pleasant Road.
- 3.3.13. The City will seek to secure agreement for public access through the Mount Pleasant Cemetery to complete a circular walking trail through the Vale of Avoca Park Ravine and Moore Park Ravine.
- 3.3.14. The City will examine opportunities to enhance Midtown's existing medium and large parks over

- 1.5 hectares in area and that have not benefited from recent improvements and any existing parks that are expanded to improve their utility and locally-oriented programming through the development of comprehensive master planning for the parks. The master plans will be implemented over time as funding is available. Improvements could include, but are not limited to:
- a. developing or creating walking loops and pathways;
 - b. providing additional seating;
 - c. installing new and renewed recreation facilities;
 - d. enhancing the landscape character, including providing additional opportunities for patches of native plantings to support biodiversity;
 - e. providing additional facilities, such as public washrooms and drinking water stations; and
 - f. accommodating community events.
- 3.3.15. Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of new, expanded or improved parks. This may include the celebration and recognition of Indigenous culture and history, along with cultural and natural heritage, through placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.
- 3.3.16. New, expanded or improved parks will limit the amount of surface parking at street level within the parks. Adjacent on-street parking will be used where feasible.
- 3.3.17. New public parkland and lands to expand existing parks will be secured using a variety of tools, including, but not limited to:
- a. parkland dedication under the *Planning Act*;
 - b. land exchanges;
 - c. land purchases;
 - d. jurisdictional land transfers;
 - e. partnerships and/or leases; and
 - f. conservancies, sponsorships and philanthropic donations.
- 3.3.18. The City will adopt by bylaw for the Secondary Plan area an alternative requirement for parkland dedication at rates commensurate with the intensity of development. The rates established by bylaw may be based on, but not limited to, densities, building types, heights and/or the number of units associated with development, and could also include separate rates for land and cash-in-lieu of parkland.
- 3.3.19. Where, as part of a development, an on-site parkland dedication is determined to be not technically feasible or desirable by the City, an off-site parkland dedication that is in proximity to the development site or a site identified on Map 21-8 may be substituted for an on-site dedication prior to the consideration of cash in lieu of land.
- 3.3.20. Parkland dedication from more than one development, assembled to create one larger park, will be encouraged. Where off-site parkland dedication is provided from one or more developments, the total value of the required parkland dedication may be reduced (land and/or cash-in-lieu) at the City's discretion and provided the off-site parkland dedication:

- a. assists the City in achieving a Proposed Public Park or Park Expansion Area identified on Map 21-8; or
 - b. provides a new public park that is to the satisfaction of the City.
- 3.3.21. For off-site dedications, legal and real estate fees may be credited at the City's discretion. In no instance will base park, environmental remediation and demolition costs be credited.
- 3.3.22. Parkland conveyed to the City will:
- a. be free of encumbrances unless approved by Council;
 - b. be highly visible with prominent public street frontage;
 - c. result in public parks capable of accommodating effective parks programming with a suitable shape, size and topography; and
 - d. result in public parks with good sunlight access.
- 3.3.23. Cash-in-lieu of land to be conveyed through the alternative rate provision will be used as follows:
- a. payment of the first five per cent of the site area will be used to implement parkland acquisition and improvements serving both the Secondary Plan area and city-wide; and
 - b. any payment in excess of five per cent of the site area and up to the rate established by bylaw will be used to implement parkland acquisition and improvements within the Secondary Plan area and in the vicinity of the development.
- 3.3.24. Where new development is proposed adjacent to a public park, or lands designated *Parks and Open Space Areas - Parks*, development will:
- a. be set back from the park to allow the building and any exterior features/amenities (e.g. entrance landings, patios, walkways) to be provided and maintained without encroachment on the public park;
 - b. provide an appropriate interface between public and private land with a seamless landscape design incorporated on the development site;
 - c. achieve Ontario Building Code setbacks related to fire separation on the development site;
 - d. be oriented to maximize public access and views to public parks;
 - e. be designed to have an attractive façade with animated uses at grade;
 - f. provide for casual overlook increasing the passive surveillance and safety of the park; and
 - g. avoid locating loading and servicing areas adjacent to public parks.
- 3.3.25. Other open spaces, such as privately owned publicly-accessible spaces (POPs), will continue to be required through the development process, but will not be considered to satisfy parkland dedication requirements. These open spaces will complement Midtown's public parks and contribute to the overall parks and open space network, providing additional opportunities for passive recreation and supporting a healthy natural environment.
- 3.3.26. POPs within developments will:
- a. be generally located at-grade;
 - b. be designed for users of all ages and abilities;

- c. be sited in visible locations;
- d. be sited and designed to be seamlessly integrated and connected into the broader public realm;
- e. include new trees, seating, landscaping and signage; and
- f. provide child-specific elements if located within an *Apartment Neighbourhood* Character Area and the development is required to provide the minimum amount of large units.

4. MOBILITY

- 4.1. The Midtown Mobility Network shown on Map 21-9 will consist of a well-connected and integrated network of streets, laneways, mid-block connections and multi-use trails that will provide a variety of safe and sustainable travel choices to:
 - a. improve mobility and accessibility for people of all ages and abilities;
 - b. enable the continued movement of goods and services;
 - c. accommodate a range of activities, including transit service, goods delivery, service vehicles and first responder vehicles; and
 - d. balance the essential role of streets as movement corridors with their equally important role as civic spaces that provide a setting for community life.

Streets

- 4.2. A complete streets approach will be used to inform the design, refurbishment or reconstruction of streets to:
 - a. ensure the safety of all street users;
 - b. ensure universal accessibility and access for people with disabilities; and
 - c. prioritize pedestrians, cyclists and transit, relative to private automobiles.
- 4.3. Major Streets identified on Map 21-9 are important main streets that provide direct and continuous transportation routes within and across the Secondary Plan area and that connect with the surrounding city. Major Streets will:
 - a. be prioritized for specialized urban design treatment that enhances identity and reflects their prominence as important public spaces with the highest quality pedestrian amenity;
 - b. provide direct and continuous walking and cycling routes to destinations and transit stations with wide, generous sidewalks and unobstructed clearways to accommodate the highest intensity of pedestrian and cycling movement and activity;
 - c. support surface transit routes and stops;
 - d. support Midtown's retail streets and active building frontages;
 - e. provide safe and protected crossing locations for pedestrians and cyclists; and
 - f. be designed to include space to grow street trees.

- 4.4. Primary Streets identified on Map 21-9 are intermediate streets that serve a local focus and provide connectivity and access to and between Midtown's employment nodes and other destinations, such as schools, major parks and open spaces, *community service facilities* and surface transit stops. These streets will:
 - a. be designed as vibrant streets in association with the Public Realm Moves and other public realm objectives;
 - b. provide integrated, legible and dedicated walking and cycling connections to Major Streets and other destinations; and
 - c. contribute to recreational amenity.
- 4.5. Priority Local Streets on Map 21-9 are neighbourhood residential connector streets that will be prioritized for improvements over time such as, but not limited to, wider sidewalks and cycling facilities. These streets will:
 - a. provide additional, fine-grain walking and cycling routes between community focal points, such as schools, parks and open spaces and *community service facilities*;
 - b. provide local pedestrian and cycling connectivity to Major and Primary Streets;
 - c. provide alternative walking and cycling routes to transit stations; and
 - d. contribute to recreational amenity.
- 4.6. New local public streets are conceptually shown on Map 21-9 and will be secured as part of the infill or redevelopment of sites to break up large blocks, promote pedestrian movement and accommodate through connections. The final location, alignment and design of new local public streets will be determined through the development review process.
- 4.7. Locations of additional proposed street realignments for off-set east-west streets connecting to Yonge Street are shown on Map 21-9. The realignments will contribute to creating new open spaces and promoting more direct and convenient pedestrian connections across Yonge Street. Realignment of the streets will be pursued as opportunities arise, including through the development process, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.

Laneways

- 4.8. Map 21-9 identifies the locations of existing and new laneways which will provide important access to properties primarily located adjacent to Midtown's Major Streets, and that will also contribute to additional pedestrian and cyclist connectivity.
- 4.9. Development will locate vehicle entry points on side streets and connect with existing laneways where technically possible.
- 4.10. Where a laneway is not feasible as a public laneway, surface public easements will be secured over private lands to secure public access to the laneway.
- 4.11. Laneways will primarily support vehicular and servicing access to buildings to reduce the need for direct driveway accesses from Major Streets and to reduce conflicts with pedestrians and cyclists on the street and sidewalk.

- 4.12. New and improved laneways will be designed to:
- a. slow auto vehicle speeds;
 - b. discourage cut-through motor vehicle traffic;
 - c. prioritize safety of pedestrians and cyclists by ensuring the laneways are well lit with good sight lines; and
 - d. be attractive and contribute to sustainability.

Mid-block Connections

- 4.13. Mid-block connections will be secured as part of the development of sites and within larger city blocks. Conceptual locations for mid-block connections include, but are not limited to, opportunities shown on Map 21-9.
- 4.14. Mid-block connections provide direct, legible public access through blocks and will:
- a. be located at grade with high-quality design and materials and clear sight lines for public safety;
 - b. be publicly accessible and secured with easements where necessary; and
 - c. be universally accessible, signed and well lit.
- 4.15. Exterior mid-block connections will be landscaped with walkways that are at least 3 metres wide to allow for easy two-way pedestrian passage.
- 4.16. Mid-block connections located within buildings will:
- a. generally have a width of six metres and a height no less than the full height of the ground floor of the building; and
 - b. include windows and active uses along its height and length to maximize transparency and animate the connection.
- 4.17. Existing mid-block connections to the Kay Gardner Beltline Trail and existing mid-block connections on public land and infill development and development sites will be enhanced with additional lighting, signage and landscaping.

Cycling

- 4.18. Midtown will have a well-connected network of safe and comfortable cycling routes between local neighbourhood destinations — especially Midtown Transit Station Areas, office priority areas, retail streets, schools, and parks — and with the surrounding city.
- 4.19. Dedicated cycling facilities will be accommodated on Major Streets, where possible, and the Park Street Loop. Dedicated cycling facilities will also be prioritized on Duplex Avenue, Berwick Avenue and Castlefield Avenue between Duplex Avenue and Yonge Street. Further detailed study is required to determine the exact type and design of cycling facilities that will be provided and the timing of its implementation.
- 4.20. Development, where possible, and street reconstruction will provide additional links to the cycling network and additional bicycle parking.

- 4.21. Additional cycling connectivity will be achieved over time on the Priority Local Streets shown on Map 21-9, and could include, but is not limited to, on-street cycling lanes or sharrows. Additional opportunities could also emerge on other local streets for cycling infrastructure.
- 4.22. Additional bicycle parking and end-of-trip bicycle amenities will be encouraged at important destinations, including Midtown's transit stations, civic buildings and *community service facilities*, parks and open spaces, and major employment destinations.
- 4.23. Priority will be placed on providing additional publicly-accessible bike share stations in areas of future growth near transit stations and other important neighbourhood destinations, civic buildings, parks and open spaces, and along retail streets.

Transit

- 4.24. Connections between surface transit and new transit stations will be designed to be direct, seamless and user-friendly to improve connectivity for transit users.
- 4.25. Development in proximity to a transit station will provide improved at-grade access to the station where possible.
- 4.26. Entrances to transit stations will be encouraged to be integrated into buildings and new development, ensuring that all points of access are clearly marked, visible and accessible from the street and maintain hours of access to match transit operations.
- 4.27. Additional multi-modal infrastructure and services will be provided in proximity to transit stations, including car-share, bike-share stations, enhanced bicycle parking, and/or passenger pick-up/drop-off areas, as appropriate.
- 4.28. Interim or permanent surface transit priority routes on key north-south streets between Midtown and Downtown will be explored.

Travel Demand Management

- 4.29. A Travel Demand Management (TDM) strategy will be required as part of a complete application that outlines:
 - a. A range of TDM infrastructure improvements, strategies and programs to increase walking, cycling and transit use and reduce single occupancy vehicle use;
 - b. Quantitative multi-modal transportation assessments and site-related traffic mitigation measures to demonstrate sufficient and safe transportation infrastructure to service the proposed development;
 - c. A range of parking management strategies that minimize auto parking supply for new developments and that prioritize facilities and programs for car-share, carpool, bike-share, on-street bicycle parking, shared parking and low-emissions vehicles; and
 - d. Reductions in parking requirements for developments at the discretion of the City, considered on the basis of contribution to the implementation of TDM measures and other sustainable mobility options and facilities.

Parking

- 4.30. The redevelopment of existing off-street surface parking lots will encouraged with new or

replacement parking spaces located below grade.

- 4.31. On-street parking will continue to be provided in appropriate locations to:
 - a. support at-grade retail and services;
 - b. contribute to a more pedestrian-friendly environment by providing a buffer between pedestrians and vehicular traffic; and
 - c. secure space for shared mobility services, such as bike share stations and reserved spaces for car share vehicles.
- 4.32. Appropriate minimum and maximum parking standards will be established for development which will be determined based on proposed land uses, proximity to transit stations, shared parking principles and the use of Travel Demand Management measures.
- 4.33. New Toronto Parking Authority public parking facilities will:
 - a. be integrated below-grade within new and existing developments;
 - b. incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and
 - c. encourage a variety of multi-modal transportation infrastructure including car-share facilities, bike-share facilities, electric vehicle-charging spaces and bicycle parking.
- 4.34. Pick-up and drop-off areas, loading and parking activity will be discouraged on Major Streets, wherever reasonable and practical, to better utilize available space in the street right-of-way.

5. BUILT FORM

5.1. BUILT FORM PRINCIPLES

- 5.1.1. Growth and intensification will be accommodated in a variety of building types and scales suitable and appropriate to the existing context and an area's planned character while enhancing the liveability of a building's surroundings and the spaces within the building. To achieve this, all development within the Secondary Plan area will contribute to the following built form principles, as applicable:

Area Structure

- a. provide a variety of building types with a range of heights to fit with existing and planned character, promote localized sense of place and create a legible and distinct skyline that reinforces Midtown's Area Structure and permitted building types;
- b. maintain and reinforce the stability of low-rise *Neighbourhoods* and provide transition from *Mixed Use Areas* and *Apartment Neighbourhoods* on the development site through a variety of context-appropriate approaches that minimize shadow and privacy impacts, such as transitioning building heights, inclusive of base buildings, placing buildings in landscaped open space settings with generous building setbacks, or a combination thereof;
- c. respect and enhance the character and form of the Midtown Villages, reinforcing the historic streetwall heights, cornice lines, narrow frontages and the provision of other architectural detailing and finishes that are sympathetic to the heritage character;

Public Realm, Open Space and Walkability

- d. conserve Midtown's open, spacious and green, landscaped character by ensuring high-quality landscaping at grade, providing generous spacing and separation between tall buildings where these are permitted, and ensuring mid-rise buildings and the base of tall buildings have a human-scale and reinforce existing character;
- e. promote active street life and "eyes on the street" by ensuring buildings frame and animate streets, parks and open spaces, with active uses at grade, windows to allow for a two-way visual exchange, ensuring clearly defined and visible entrances from the public realm, and the highest quality of architecture and landscape architecture;
- f. strengthen connections throughout Midtown by ensuring fine-grained pedestrian circulation along street edges and between and through sites and blocks through the placement and orientation of buildings;
- g. provide public art in visible and accessible locations to express the history of Midtown, its natural environment and its evolving cultural diversity;

Liveable and Comfortable Spaces

- h. ensure liveable and comfortable spaces that also contribute to a resilient future by locating, designing and massing buildings to mitigate the cumulative impact of multiple tall buildings, preserving sky view, allowing sunlight to penetrate to the street and lower building levels, and ensuring good wind conditions in all seasons;
- i. maximize sunlight along the Midtown Villages, Park Street Loop, Eglinton Green Line, major pedestrian routes and parks and open spaces to create great places for people to walk, shop, relax and play;
- j. ensure high-quality living and working conditions through the provision of well-designed public and private open spaces, interior daylighting, natural ventilation and privacy for building occupants;

Heritage and Civic Landmarks

- k. reinforce the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings to lend prominence to these resources;
- l. frame, conserve and accentuate views from the public realm to heritage resources and community destinations through the siting, location, massing and articulation of development; and
- m. provide frontage on major pedestrian routes for *community service facilities* and ensure these facilities have good visibility, access, civic prominence and clear views inward from streets, parks and mid-block connections.

5.2. HERITAGE CONSERVATION

- 5.2.1. Development will conserve and enhance designed landscape qualities and/or attributes of a site and/or area.
- 5.2.2. Development may be required to provide additional setbacks, stepbacks and stepping down of building height over and above the minimum site and urban design standards identified in this Plan in order to complement the scale and character of a cultural heritage resource on the City's Heritage Register or a property identified on Map 21-10.

- 5.2.3. The site and urban design standards of this Plan may be altered at the City's discretion without amendment to this Plan where a cultural heritage resource, and its three-dimensional integrity, are conserved in situ to the satisfaction of the City. For added clarity, only the site and urban design standards that would not be able to be achieved as a result of retaining a building or structure in situ, such as a landscaped setback, will be altered.
- 5.2.4. Heritage Impact Assessments will be submitted as part of a complete application for development proposed on, or adjacent to, properties with potential cultural heritage value not currently listed on the City's Heritage Register or designated under the *Ontario Heritage Act* identified on Map 21-10.

5.3. PERMITTED BUILDING TYPES AND URBAN DESIGN STANDARDS

- 5.3.1. Development will consist of a variety of building types, inclusive of infill development and redevelopment, as defined in this Plan. The variety in permitted building types, and associated urban design standards, will contribute to:
- a. a compact, transit-supportive built form;
 - b. a diversity of building types and housing forms;
 - c. the skyline of Midtown;
 - d. the desired character of particular areas; and
 - e. a sunny and comfortable public realm.
- 5.3.2. Permitted building types and associated height limitations are identified on Maps 21-11 to 21-16. The permitted building types on sites not specifically identified on the Maps will be in accordance with the policies of the Official Plan.
- 5.3.3. Lot consolidation, assemblies, legal agreements and/or other development controls, such as a Site and Area Specific Policy, may be required to:
- a. achieve a permitted building type on a site;
 - b. ensure orderly development and prevent piecemeal development; and
 - c. ensure coordination between sites, in connection with the submission of a Context Plan, to address matters such as, but not limited to, separation distances, shared laneways or driveways and limiting impacts to the developability of adjacent sites.

General

- 5.3.4. Where a setback adjacent to a public street has not been identified in this Plan, setbacks will be consistent with the building line of other adjacent properties and on both sides of the street where applicable.
- 5.3.5. The urban design standards set out in this Plan address a diversity of building types and forms. Development will harmonize with neighbouring development to create a consistent pattern and rhythm along a street and/or contribute to the desired open space setting and character of an area.
- a. Development fronting a major street in the Midtown Villages, Midtown Cores and the Eglinton Greenline, Henning and Montgomery Square Character Areas will contribute to creating a consistent and continuous human-scaled streetwall in the respective Character Area; and

- b. Development located in the Midtown Apartment Neighbourhoods, Midtown Apartment High Streets and balance of the Midtown Special Places where existing buildings are, or will be, set in a landscaped, open space setting, such as tower in the park and pavilion style mid-rise buildings, will provide open space on all sides of a building, inclusive of side yard setbacks that will generally be no less than 7.5 metres.
- 5.3.6. Buildings will have horizontal and vertical articulation to reflect the scale, rhythm and pattern of existing streetscapes and break up the mass of long, undifferentiated building frontages.

Midtown Low-rise

- 5.3.7. Midtown Low-rise Buildings are buildings up to a maximum of four storeys in height and may consist of a variety of residential and non-residential buildings types, such as duplexes, triplexes, townhouses, apartment buildings (including stacked townhouses), mixed use main street buildings or institutional buildings. Low-rise buildings are the only permitted building type for sites identified as Midtown low-rise sites on Maps 21-11 to 21-16. Low-rise buildings are also permitted on Midtown Mid-rise and Midtown Tall Building sites.
- 5.3.8. The types of low-rise buildings permitted in the areas identified as Midtown Low-rise sites will:
- a. support achieving the overall vision for the respective Character Area and the Public Realm Moves;
 - b. enable modest intensification while contributing to a diversity of housing types in the Secondary Plan area; and
 - c. respond and relate to existing stable low-rise neighbourhoods immediately abutting a site.
- 5.3.9. The permitted building types on Midtown Low-rise sites consist of:
- a. duplexes, triplexes, townhouses, and low-rise apartment buildings and local institutional buildings in the Montgomery Square, Davisville Community Street and Bayview Focus Area Character Areas;
 - b. low-rise apartment buildings and institutional buildings in the Eglinton Park Character Area; and
 - c. low-rise apartment buildings, mixed use main street buildings with a retail presence and institutional buildings in the Mount Pleasant North Character Area.
- 5.3.10. Low-rise buildings will:
- a. relate directly to the existing or 'natural' grade of a site by generally maintaining the existing grade at property lines; and
 - b. have well-designed entrances and transitions from the public to private realm which will include setbacks at grade and architectural and landscape cues.
- 5.3.11. For sites fronting onto a Public Realm Move identified in Section 3.2 and Map 21-6, setbacks will primarily consist of soft landscaping to enhance the overall green and open space qualities of Midtown and to provide a transition from private to public space. Hardscaping will be limited and minimized.
- 5.3.12. Entrances to individual units and/or primary entrances of apartment buildings will be directly accessible from a public street or laneway, or publicly accessible mid-block connection to ensure high-quality streetscapes and public safety. Backlotting buildings and/or units along public streets, in front of parks, within larger sites and adjacent to existing buildings is not permitted.

- 5.3.13. Direct driveway accesses to individual units from public streets and integral front garage entrances are not permitted.
- 5.3.14. Where multiple buildings and/or units are located on a site, they will be sited to ensure front to front and back to back relationships to other buildings are achieved. Generous facing distances between units will also be provided to allow for adequate access to sunlight, daylighting within the interior of units, sky view and privacy.
- 5.3.15. Sites located in the Mount Pleasant North and Davisville Community Street Character Areas adjacent to *Neighbourhood* designated lands will provide a setback of not less than six metres at the rear of the property, inclusive of any existing laneways. Where possible, a 7.5 metre setback should be provided that can accommodate a laneway and landscaped buffer.
- 5.3.16. Low-rise buildings will be massed to reinforce the historic character of an area and/or to enable a vibrant main street character. Buildings in the Mount Pleasant North Character Area will be required to stepback 1.5 metres above the second storey.
- 5.3.17. Buildings greater than three storeys in height will provide a three metre stepback above the third storey adjacent to *Neighbourhood* designated lands to provide a transition in height and ensure privacy and sky view.

Midtown Mid-rise

- 5.3.18. Midtown Mid-rise Buildings are buildings with a range of maximum permitted building heights of between five to ten storeys depending on the Character Area and in consideration of public realm objectives, the space between buildings and street proportion, sunlight conditions on the public realm, transition to low-rise areas, and fit with the desired character for the respective Character Area. Mid-rise buildings are permitted on Midtown Mid-rise and Midtown Tall Building sites shown on Maps 21-11 to 21-16.
- 5.3.19. Mid-rise buildings will provide a stepback along all street frontages to reinforce existing character. Stepbacks will be in accordance with the following:
 - a. not less than 1.5 metres above the second storey in the Midtown Villages, and the Davisville Station (properties located north of Davisville Avenue), Montgomery Square, Mount Pleasant North and Mount Pleasant Station Character Areas; and
 - b. not less than 1.5 metres above the fourth storey on *Mixed Use Areas* designated lands in the Eglinton Park Character Area.
- 5.3.20. Building stepbacks along all street frontages will be utilized to ensure a continuous and consistent human-scaled streetwall or rhythm of buildings and open spaces along the street edge, provide good proportion between buildings and maximize sunlight on sidewalks. Stepbacks will be in accordance with the following:
 - a. not less than three metres above the sixth storey in the Mount Pleasant Station, Bayview-Leaside, Mount Pleasant South, Mount Pleasant Gateway and Eglinton Green Line Character Areas, as well as in the Bayview Focus Character Area except along Roehampton Avenue where buildings will step back not less than three metres above the fourth storey;
 - b. not less than three metres above the fourth commercial storey in the Henning Character Area; and
 - c. not less than three metres above the seventh storey in the Yonge Street North, Yonge Street South, Yonge-Eglinton Crossroads, Eglinton Way and Davisville Station Character Areas.

- 5.3.21. Mid-rise buildings in the Apartment Neighbourhood Character Areas will provide setbacks on all sides of the building as follows:
- a. not less than 1.5 metres above the fourth storey in the Redpath Park Street Loop and Erskine and Keewatin Character Areas; and
 - b. not less than three metres above the sixth storey in all Apartment Neighbourhood Character Areas.
- 5.3.22. Mid-rise buildings in the Eglinton East Character Area will provide a step back of not less than three metres above the seventh storey along the front and sides of the building.
- 5.3.23. Mid-rise buildings may be required to be set back along side streets to provide transition to the front yard setback of adjacent residential properties and/or to reflect the landscaped open space character or historic conditions of respective Character Areas.
- 5.3.24. Mid-rise buildings may also be required to step back the mass of buildings for sites with side street frontage to ensure buildings allow for 5 hours of sunlight on the sidewalk(s) of side streets. The massing and setbacks will ensure good proportion between mid-rise buildings on either side of the side street.
- 5.3.25. Rear setbacks for mid-rise buildings will be in accordance with the following:
- a. not less than 7.5 metres from the rear property line where the property abuts lands designated *Neighbourhoods*. Where a property abuts a public lane, the lane may be included within the 7.5 metre setback calculation; and
 - b. not less than three metres from the rear property line for properties on the south side of Merton Street.
- 5.3.26. Mid-rise buildings will be massed to fit within a 45-degree angular plane beginning from 10.5 metres above the 7.5 metre rear setback line for properties that abut lands designated *Neighbourhoods*, inclusive of any existing public laneways, except in the Henning Character Area where mid-rise office and commercial buildings exist and are permitted.
- 5.3.27. In instances where the rear of the property is at a different grade level than the primary street frontage, the required rear angular plane should always be taken from the lowest grade elevation of the adjacent property located along the rear property line.

Midtown Tall Buildings

- 5.3.28. Midtown Tall Buildings are buildings that exceed the maximum permitted heights of mid-rise buildings identified on Maps 21-11 to 21-16 in the respective Character Area or buildings that are taller than the width of the adjacent street where a Character Area consists of only tall building sites. In Midtown, there are three variants of tall buildings:
- a. a residential or mixed-use tall building consisting of three parts: a base building, middle (tower) and top;
 - b. free-standing tall buildings with no base buildings in a landscaped open space setting; and
 - c. non-residential tall buildings.

- 5.3.29. The maximum permitted heights of the mid-rise buildings vary for each of Character Area to reflect the planned context. As a result, the definition for a tall building may likewise vary for each Character Area.
- 5.3.30. Sites where tall buildings are, and will be, permitted are identified on Maps 21-11 to 21-16. New free-standing tall buildings will not be permitted in recognition of the wind impacts associated with this form of building and challenges with accommodating loading and other back of house needs.
- 5.3.31. The siting and placement of tall buildings, and particularly the tower (middle) portion of the tall building, on a site will:
- a. be coordinated with other adjacent sites;
 - b. maximize access to sunlight and sky view; and
 - c. maximize the comfort of sidewalks, parks and open spaces and outdoor areas associated with *community service facilities*.
- 5.3.32. The minimum ratio of open space on a site to the footprint of a tall building in the Apartment Neighbourhood Character Areas, inclusive of its base building, will generally be 55:45 respectively. The majority of open spaces on a site will consist of soft landscaped open space. On-site parkland dedications may be counted towards the achievement of the required open space ratios.
- 5.3.33. Base buildings of tall buildings will:
- a. respect the scale and proportion of adjacent streets;
 - b. fit harmoniously within the existing and planned context of neighbouring streetwall heights to avoid creating a disjointed streetscape;
 - c. respect the height, scale and built form character of the existing context of both streets when located on a corner lot;
 - d. animate and promote the use of adjacent streets, parks and open spaces by providing active uses at grade and multiple entrances;
 - e. incorporate windows at grade adjacent to streets, parks and publicly-accessible open space;
 - f. fit with neighbouring buildings through design, articulation and use of the ground floor; and
 - g. provide a transition in scale, such as a 45-degree angular plane, for the base building height down to adjacent lower-scale planned contexts.
- 5.3.34. Base buildings of tall buildings will not exceed a maximum height of:
- a. four storeys in the Apartment Neighbourhood Character Areas;
 - b. five storeys in the Merton Street Character Area;
 - c. six storeys in the Mount Pleasant Station, Montgomery Square and Henning Character Areas; and
 - d. eight storeys in the Yonge-Eglinton Crossroads, Davisville Station, Bayview Focus Area and Eglinton Green Line Character Areas.

- 5.3.35. Base buildings of tall buildings will be required to stepback along all street frontages at certain heights to:
- reinforce existing and/or desired character, such as maintaining or establishing cornice lines;
 - ensure a consistent and/or continuous human-scaled streetwall within the Character Area and to adjacent Character Areas on the same street;
 - provide good proportion between buildings; and
 - maximize sunlight on sidewalks.
- 5.3.36. Base buildings of tall buildings will stepback by not less than:
- 1.5 metres above the second storey in the Davisville Station (properties north of Davisville Avenue), Montgomery Square and Mount Pleasant Station Character Areas;
 - three metres above the fifth storey in the Henning and Mount Pleasant Station Character Areas;
 - three metres above the sixth storey in the Eglinton Green Line and Bayview Focus Character Areas; and
 - three metres above the seventh storey in the Yonge-Eglinton Crossroads and Davisville Station Character Areas.
- 5.3.37. Additional stepbacks and/or terracing of building mass will be encouraged in the Eglinton Green Line Character Area to provide additional amenity and complement and reinforce the Eglinton Green Line open space.
- 5.3.38. One additional storey may be permitted for the base buildings of tall buildings, without an amendment to this Plan, provided:
- the additional storey steps back from all sides of the base building by a minimum of three metres. The middle (tower) of the tall building may, likewise, be required to be further stepped back; and
 - the applicant demonstrates to the City's satisfaction that there will be no additional shadow impacts created on the public realm.
- 5.3.39. The middle (tower) portion of a tall building, inclusive of balconies, will step back a minimum of three metres from the face of the base building along all street, park and open space frontages, except along Broadway Avenue, Erskine Avenue, Keewatin Avenue and the north side of Roehampton Avenue, where a minimum nine metre stepback, excluding balconies, from the front face of the base building will be provided.
- 5.3.40. The minimum stepback for non-residential tall buildings and tall buildings exceeding 40 storeys in height may be required to be increased to assist in mitigating the perception of the tall building and reduce wind impacts at grade, and maximize sunlight and sky view.
- 5.3.41. The middle (tower) floor plate of residential and the residential portion of a mixed-use tall buildings will have slender proportions and will not exceed 750 m² measured from the exterior of the main walls at each floor above the base building (gross construction area), excluding balconies. Minor increases, such as a five per cent increase, to the floor plate size may be considered without amendment to this Plan where the increases are required to address building structural requirements and where:

- a. additional design attention is given to the shape and articulation of the tower to diminish the overall bulk and sun, shadow, sky view impacts of the building mass; and
 - b. additional separation distance and setbacks, over and above the minimum requirements identified in this Plan, are provided to mitigate resultant wind, shadow, and sky view impacts on surrounding streets, parks, open space and properties.
- 5.3.42. Balconies on tall buildings will be designed and arranged to limit their physical and visual impacts. Wrap-around balconies will generally not be permitted unless additional attenuation measures are provided such as reducing the size of the tower floor plate.
- 5.3.43. The floor plate for a non-residential tall building may be permitted to exceed 750 m² in recognition of their significant economic benefits, their contribution towards ensuring a mix of uses in Midtown and to enable a viable interior layout. Where a non-residential tall building is proposed to exceed 750 m², applicants will demonstrate to the satisfaction of the City that the impacts of the non-residential tall building floor plate, such as wind, shadow and sky view, will be sufficiently mitigated.
- 5.3.44. Tall middle (tower) portion of a tall building should generally be oriented in a north-south orientation and massed to minimize shadow impacts on the public realm.
- 5.3.45. In order to achieve good sky view and sunlight, as well as to contribute to the desired character of an area, the minimum tower separation distances between residential tall buildings will be as follows:
- a. 25 metres up to a height of 40 storeys and generally 30 metres above 40 storeys in height in all Character Areas except the Apartment Neighbourhood Character Areas; and
 - b. 30 metres in the Apartment Neighbourhood Character Areas.

The separation distance between residential tall buildings should be coordinated and evenly distributed between multiple adjacent tall building sites, where each site provides their proportional share of the separation distance. For added clarity, each site should provide half of the required separation distance on the site. The total separation distance will not be permitted to be less than the total minimum distances identified above if an adjacent tall building and/or site has less separation distance than its proportional share.

- 5.3.46. A minimum 12.5 metre separation distance will be required between the tower portion of a tall building and a school property.
- 5.3.47. Where lot configuration or other site characteristics enable additional separation distance between tall buildings over the minimum requirements in Policy 5.3.45 and 5.3.46, additional separation distance will be provided to maximize sky view and allow additional sunlight.

Midtown Infill Development

- 5.3.48. Midtown infill development consists of new development on a site with an existing building to remain, in whole or part, that has sufficient underutilized space to accommodate one or more new buildings, and/or an addition to an existing building.
- 5.3.49. In all instances, infill development will:
- a. improve existing site conditions to support the Public Realm Moves, parks and other public realm objectives of this Plan, and contribute to a good quality of life for both new and existing residents;

- b. expand and improve the area-wide open space network by conserving and/or replacing important landscape features and walkways, and adding new landscaped areas and features where they did not previously exist;
- c. improve pedestrian circulation through blocks by formalizing informal circulation routes, creating new publicly accessible mid-block connections, and locating grade-related units to front onto these connections;
- d. reduce or eliminate surface parking and front yard drop-off driveways, and, where possible, consolidate and integrate loading, servicing and delivery facilities and parking ramps within the building;
- e. maintain, improve or replace indoor and outdoor residential amenities and landscape features on the site. All residents, including existing residents, will be provided with access to any new amenity spaces on site;
- f. maintain adequate sunlight to units and outdoor amenity spaces for both new and existing residents;
- g. improve wind conditions; and
- h. improve the safety and security of sites and buildings.

5.3.50. On sites identified on Maps 21-11 to 21-16 as Midtown Low-rise, Midtown Mid-rise and Midtown Tall Building sites, infill development potential will be determined in accordance with the permitted building type, maximum heights and associated site and urban design standards.

Midtown Infill Apartment Neighbourhood Building

5.3.51. On sites identified on Maps 21-11 to 21-16 as Midtown Infill Apartment Neighbourhood Building sites, infill development potential may only consist of one or more of the following:

- a. a low-rise addition to an existing apartment building;
- b. a new low- and/or mid-rise building;
- c. an addition on top of an existing apartment building; and/or
- d. a tall building addition resulting from the partial demolition of an existing apartment building and redevelopment of the demolished portion of the building and any underutilized portion of the site with a new tall building.

The infill development potential of Midtown Infill Apartment Neighbourhood Building sites will vary. Certain types of infill development identified above may not be suitable for specific sites if applicable site design and urban design standards cannot be satisfied.

5.3.52. Low-rise additions to an existing apartment building may consist of:

- a. an addition of up to four storeys along the front or rear of an existing tall apartment building to improve building address and create direct connections to the public sidewalk or mid-block connection, support the public realm with active building uses and frontage, provide enhanced weather protection, improve safety and mitigate wind impacts; or
- b. an addition of up to four storeys on either end or both ends of an existing apartment building with an east-west orientation and sufficient front yard setbacks to achieve the public realm objectives of this plan, and subject to:
 - i. ensuring a minimum separation distance of 15 metres between the new building facades; and

- ii. creating a spacious and well-landscaped courtyard condition that supports and enhances the open space and landscape qualities of the site.

5.3.53. New low- and/or mid-rise buildings may be permitted on Midtown Infill Apartment Neighbourhood Building sites subject to meeting the following additional development criteria:

- a. a minimum separation distance of 15 metres is provided between the new building and the existing apartment building, any other new building or building addition, and any existing building located on an adjacent site;
- b. the maximum height of a new mid-rise building will not exceed a height of eight storeys or a height defined by the horizontal distance between the existing or the nearest adjacent apartment building and the new building, whichever is the lesser. For added clarity, a 15 metre separation distance would result in a maximum height of approximately four to five storeys;
- c. the building(s) are located and designed to front onto a street, public park or a mid-block connection; and
- d. required loading, parking and servicing is integrated in the new building and, where possible, shared with the facilities associated with the existing building(s) on the site.

5.3.54. New low- or mid-rise buildings will not be permitted to be located in front of the main facade of an existing apartment building where it would obstruct the existing entrance. A new low- or mid-rise building may only be located between the public street and the front face/entrance of an existing Midtown Infill Apartment Neighbourhood Building if a new entrance is created for the existing apartment building on other public streets and/or a wide, pedestrian-friendly mews is created between the new and existing building that is perpendicular to and connects directly to the public sidewalk.

5.3.55. Additional storeys on top of an existing Midtown Infill Apartment Neighbourhood Buildings may be permitted subject to meeting the development criteria for tall buildings in policies 5.3.28 to 5.3.47 and the following additional development criteria:

- a. the existing apartment building is 11 storeys or higher;
- b. the addition is stepped back from all edges of the existing floor plate to reduce the appearance of the addition at street level;
- c. the addition results in an incremental height increase that does not exceed three storeys; and
- d. it is demonstrated to the City's satisfaction that no additional mid-day shadow impacts are provided on the public realm.

5.3.56. A tall building addition resulting from the partial demolition of an existing Midtown Infill Apartment Neighbourhood Building may be permitted subject to meeting applicable development criteria for tall buildings in policies 5.3.28 to 5.3.47 and the following additional development criteria:

- a. the existing apartment building is ten storeys or less in height;
- b. a 15 metre separation distance is provided between the tall building addition and the existing apartment building where there will be facing windows. The minimum separation distance requirement applies for the full height of the existing apartment building and above the existing apartment building;
- c. the tall building addition includes a base building component with the tower stepped back on all sides consistent with the requirements for the Character Area.

- 5.3.57. A Site and Area Specific Policy will be required where an existing Midtown Infill Apartment Neighbourhood Building that is higher than 11 storeys is proposed to be demolished in its entirety and the site redeveloped with one or more new buildings. The site design and height, scale and type of the new building(s) will be determined through the submission of a Context Plan. At a minimum, the site and building design will:
- a. contribute to providing a variety of building and housing types;
 - b. reflect the height regime established for any tall buildings in the Character Area;
 - c. meet the urban design standards of the associated Midtown building type or types for the Character Area; and
 - d. provide and/or protect for new publicly-accessible connections, such as public streets, laneways and mid-block connections, and in particular, where these linkages are able to connect to existing or potential future connections on adjacent sites.

Midtown Infill Apartment High Street Building

- 5.3.58. On sites identified on Maps 21-11 to 21-16 as Midtown Infill Apartment High Street Building, infill development potential may be permitted as a way to gradually renew the building stock and improve site conditions along Eglinton Avenue East. Any infill development will ensure that the character of the Eglinton East Apartment High Street Character Area is respected and reinforced.
- 5.3.59. Infill development potential on a Midtown Infill Apartment High Street Building site may only consist of the following types of infill development where site conditions allow:
- a. a low-rise addition up to four storeys in height that is sympathetic in form to the character of the existing pavilion-style buildings and subject to meeting setback requirements for the Eglinton East Character Area; and
 - b. an addition on top of an existing apartment up to a maximum permitted building height of ten storeys on the north side of Eglinton Avenue East and eight storeys on the south side of Eglinton Avenue East subject to:
 - i. stepping back the addition along the front and sides of the building by a minimum of three metres above the seventh storey to reflect the planned character for the Character Area;
 - ii. fitting the addition within a 45 degree angular from the rear face of the existing building to provide enhanced transition from existing conditions and to minimize shadow and privacy impacts; and
 - iii. providing or protecting for any required laneways identified on Map 21-9, where possible, to reduce the need for vehicular access from Eglinton Avenue East and contribute to an improved public realm.

5.4. BUILDING HEIGHTS

- 5.4.1. All buildings will be a minimum of four storeys in height, except as follows:
- a. lands designated *Neighbourhoods "A"* and *Neighbourhoods "B"*, where buildings will have a minimum height of two storeys;
 - b. the Midtown Villages and Eglinton Park Character Area, where buildings will have a minimum height of three storeys.

- 5.4.2. Infill development or development consisting of only institutional and/or cultural uses on sites designated *Apartment Neighbourhoods* are not required to meet the minimum height of four storeys in Policy 5.4.1. Institutional and cultural uses will be required to have a compact urban form and be at least two storeys in height to maximize the amount of open space on site.
- 5.4.3. Maximum permitted building heights, exclusive of any additional height permissions provided for in this Plan for the provision of certain facilities and/or matters, are identified on Maps 21-11 to 21-16.
- 5.4.4. The minimum and maximum permitted building heights are indicated in storeys. The overall heights of buildings will reflect a storey height of approximately three metres for residential uses and four metres for commercial or institutional uses; and a ground floor height of four to six metres depending on the local context and if loading is located integral to the building. The commercial storey height will only be applied to developments that include office, institutional and/or cultural uses.
- 5.4.5. Minor increases to the storey heights in Policy 5.4.4, and resultant overall height of the building in metres, may be permitted without amendment to this Plan to address a building's structural requirements and to provide a limited amount of additional flexibility to support viable office uses in Midtown. Any increases in the storey heights will ensure a consistent streetwall height and maintain the proportion of a street through a building's design or reducing the number of storeys.
- 5.4.6. The minor increases to the commercial and institutional storey height in Policy 5.4.5 will not be permitted to exceed five metres and the heights of other storeys will be reduced accordingly to accommodate the increase in commercial and institutional storey heights.
- 5.4.7. Building mechanicals are permitted above the height limits identified on Maps 21-11 to 21-16, unless otherwise noted in this Plan. Building mechanicals may only be wrapped with indoor amenity space uses associated with rooftop outdoor amenity space. Mechanicals will be designed to be discrete, unobtrusive and integrated into the design of the building top. They will fit within any angular planes requirements identified in this Plan.
- 5.4.8. The heights of approved/constructed buildings on Maps 21-11 to 21-16 are shown as storeys with an asterisk. Additional storeys over the approved/constructed height will not be permitted. In some instances, the heights of approved buildings also indicate the approved height in metres inclusive of mechanicals. Height increases above the permitted height in metres are likewise not permitted. Permitted projections, such as cupolas, in the existing Zoning By-law are permitted.
- 5.4.9. The heights of buildings for sites and/or areas identified as having a height range on Maps 21-11 to 21-16 will be specifically determined through rezoning applications or a City-initiated Zoning By-law amendment. The objective of the height ranges is to ensure height variability within the permitted height ranges, with the highest heights located in closest proximity to transit stations.
- 5.4.10. On Midtown Mid-rise sites, one additional storey may be permitted without an amendment to this Plan, provided the applicant demonstrates to the City's satisfaction that:
 - a. there will be no adverse shadow impacts created on any public street. A minimum of five hours of sun (spring and fall equinoxes) on public sidewalks must be demonstrated. For north-south oriented streets, the five hours of sun is based on a combination of sun on opposite sidewalks on either side of the street for a total of five hours.
 - b. the additional storey fits within any required angular plane and will be progressively stepped

back from adjacent areas designated *Neighbourhoods, Parks and Open Space Areas* and any side streets; and,

- c. the additional storey will be stepped back from the street to minimize its appearance from the street.
- 5.4.11. On Midtown Mid-rise sites, one additional storey may be provided where a heritage resource is conserved, inclusive of its three-dimensional integrity, to the satisfaction of the City. Additional height will not be granted for the incorporation of facades or isolated building elements into new development. All other requirements identified in the Official Plan's heritage conservation policies for the additional gross floor area and the criteria identified in Policy 5.4.10 will also be satisfied.
- 5.4.12. Additional height may be permitted where new direct, underground pedestrian connections are provided into a transit station subject to:
- a. meeting the policies of the respective building type;
 - b. providing additional setbacks for the additional height on all sides of the building to minimize the appearance of the additional building mass and limit shadow impacts on the public realm; and
 - c. meeting the standards of the transit operator for direct connections.

5.5. SPECIAL STUDY AREAS

- 5.5.1. Maximum permitted building heights for sites identified as Special Study Areas on Maps 21-11 to 21-16 will be in accordance with heights established in the Zoning By-law or as may be determined through a comprehensive study. Development in these areas will meet all other applicable policies set out in this Plan, including but not limited to the urban design standards of the associated building type and Character Area.
- 5.5.2. The redevelopment of any school properties and the introduction of additional uses will be determined through a comprehensive study of the site and/or area. The objective for these sites will be to ensure the sites continue to act as civic hubs of community activity with landscaped and recreational open spaces accessible to the public.
- 5.5.3. Development in the southwest quadrant of the Yonge-Eglinton Crossroads Character Area will address the following development criteria:
- a. a comprehensive study will be undertaken prior to considering any amendments or variances to the Zoning By-law. Any resulting Zoning By-law amendment or variances will meet all applicable policies of this Plan;
 - b. a new public street extending east and south from Duplex Avenue to Berwick Avenue will not be precluded. Land conveyances will be required from privately-owned sites to implement the new public street;
 - c. strata plans, as appropriate, may be utilized to limit height on City-owned lands to implement the objectives of this Plan;
 - d. a sensitive transition in height, density and scale will be provided through the use of building setbacks and setbacks in addition to any height limitations to adjacent lands designated *Neighbourhoods*; and
 - e. a compatible height gradation will be provided by stepping down buildings heights from the

southeast corner of Yonge Street and Eglinton Avenue (highest) to the northwest corner of Berwick Avenue and Duplex Avenue (lowest).

- 5.5.4. A comprehensive study will be required for any decking and redevelopment of the Davisville Yard. The comprehensive study will:
 - a. evaluate the feasibility, opportunities, constraints, risks to transit operations, mitigation measures and cost of redevelopment; and
 - b. prioritize office space on site, new and improved mid-block connections and the creation of a multi-functional signature public park that is at least one hectare in area.

5.6. SUNLIGHT AND COMFORT

- 5.6.1. Development will be located and designed to protect access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed expansion of Redpath Avenue Parkette identified on Map 21-8. All development proposals will demonstrate that no net new shadow is cast on these existing and proposed parks.
- 5.6.2. Development will also be located and designed to protect access to sunlight on the following additional parks and open spaces and demonstrate that no net new shadow is cast on these existing parks and open spaces:
 - a. June Rowlands Park;
 - b. Oriole Park;
 - c. Charlotte Maher Park; and
 - d. the existing Northern Secondary School school playfield.
- 5.6.3. "Net new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing and approved buildings and structures as well as buildings and structures permitted as-of-right in the Zoning By-law.
- 5.6.4. For added clarity, applicants will be required to demonstrate that proposed developments will cast no net new shadow on the parks and open spaces in Policies 5.6.1 and 5.6.2 on March 21st and September 21st between 9:18 a.m. to 6:18 p.m.
- 5.6.5. Development will be located and designed to maximize the amount of sunlight on other parks and open spaces not identified in Policies 5.6.1 and 5.6.2. The height limits and other policy directions established in this Plan result in acceptable shadow impacts. Additional attention to the massing and setbacks of buildings may be required to maximize the amount of sunlight on parks and open spaces.
- 5.6.6. Buildings will be sited, massed and designed to mitigate wind impacts on the public realm and outdoor amenity spaces. Pedestrian-level wind conditions should be suitable for sitting and standing. Adjustments to building design may be required to mitigate wind impact. Adjustments may relate to the form, setbacks or setbacks of building mass. Protective screens, façade design and articulation, canopies, overhangs and other incidental add-ons or landscaping within public spaces may be utilized but should not be relied upon as the preferred wind mitigation strategy.

- 5.6.7. Development will provide weather protection in a variety of forms including overhangs and canopies. Continuous weather protection will be required along Priority and Secondary Retail Streets and adjacent to transit stops.

5.7. AMENITY SPACE

- 5.7.1. Indoor amenity space will be:
- a. located at or above grade;
 - b. located in highly visible and accessible locations for the building's inhabitants;
 - c. designed and built with high-quality and durable materials; and
 - d. designed to provide elements and programming that respond to a variety of users of all ages and abilities, including but not limited to seniors and children.
- 5.7.2. Development will ensure that outdoor amenity spaces will be sited and designed to:
- a. maximize sky views and sunlight in the space;
 - b. ensure wind conditions that are suitable for comfortably sitting and standing;
 - c. include trees and/or other landscaping; and
 - d. promote use in all seasons.
- 5.7.3. Indoor amenity space will be provided in appropriately scaled rooms, one of which must be directly adjacent and connected to the outdoor amenity space
- 5.7.4. Indoor amenity spaces should have access to daylight by being located in suitable locations within the building and by including glazing.
- 5.7.5. Development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste.
- 5.7.6. Non-residential development will be encouraged to provide high-quality and well-designed indoor and outdoor amenity space.

6. COMMUNITY SERVICES AND FACILITIES

- 6.1. The provision of *community service facilities* in Midtown will be guided and informed by the Midtown Community Services and Facilities Strategy.
- 6.2. *Community service facilities* will be provided in a timely manner to support and be commensurate with growth.
- 6.3. Development will replace the total gross floor area of any existing on-site *community service facilities* to ensure no loss of *community service facility* space. Additional height may be permitted equivalent to the total gross floor area of the replacement *community service facilities*, provided the following matters are provided by the owner and secured to the City's satisfaction:
- a. locate, design, construct, finish and furnish the replacement *community service facility* at no cost to the City; and

- b. provision of the space for a period no less than ten years at a rent similar to that in effect at the time of application, with annual rent increases not to exceed the rate of inflation.
- 6.4. Notwithstanding Policy 6.3, the replacement of any existing *community service facilities* may be provided off-site at the City's discretion provided the following matters are secured:
 - a. a receiving site has been secured to the City's satisfaction and financial security equivalent to the City's cost of replacing the existing *community service facility* is provided to ensure its timely replacement; or
 - b. an amount of funding equivalent to the City's cost of replacing the existing *community service facility* within the vicinity of the development is provided in lieu of the owner replacing the facility off-site.
- 6.5. Development may be required to contribute to the delivery of *community service facilities* through:
 - a. new, expanded or retrofitted space for one or more community facility on-site, and particularly priority facilities such as, but not limited to, child care centres, multi-purpose community space, and/or public schools or satellite public schools;
 - b. new, expanded or retrofitted *community service facilities* off-site within an appropriate distance; and/or
 - c. a contribution towards the delivery of a specific *community service facility* that meets identified needs.
- 6.6. New *community service facilities* should be geographically distributed to ensure an appropriate range of community services and facilities that address service gaps and suitable catchment areas.
- 6.7. New *community service facilities* and expansions or retrofits of existing facilities will be designed to meet the requirements of the City and/or public agencies, boards and commissions and will:
 - a. be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - b. consider co-location within mixed-use buildings; and
 - c. provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 6.8. Development that is phased should include required on-site facilities as part of the first phase of development.
- 6.9. Development will be encouraged to provide space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.
- 6.10. Development may be required to accommodate temporary *community service facilities* until such time as the permanent *community service facilities* are constructed and outfitted.
- 6.11. Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of *community service facilities* will be encouraged.

- 6.12. To address their respective requirements and to promote cost-effectiveness and coordination, community service providers will be encouraged to:
 - a. support the creation of community hubs;
 - b. explore satellite and alternative delivery models;
 - c. co-locate facilities and share resources;
 - d. address distribution gaps; and
 - e. integrate and coordinate programs.
- 6.13. The Midtown Community Services and Facilities Strategy will be reviewed on a regular basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, to:
 - a. update the inventory of existing and planned facilities;
 - b. determine the need for new *community service facilities* based on existing and estimated population and employment growth; and
 - c. prioritize *community service facilities* required to support projected growth and changing needs.

7. HOUSING

- 7.1. To achieve a balanced mix of unit types and sizes, development containing more than 80 new residential units will include:
 - a. a minimum of 15 per cent of the total number of units as 2-bedroom units of 87 m² of gross floor area or more;
 - b. a minimum of 10 per cent of the total number of units as 3-bedroom units of 100 m² of gross floor area or more;
 - c. an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units.
- 7.2. The City may reduce the minimum requirements identified in Policy 7.1 where development is providing:
 - a. social housing or other publicly-funded housing; or
 - b. specialized housing such as residences owned and operated by a post-secondary institution or a health care institution to house students, patients or employees.
- 7.3. Residential units will include where appropriate: storage space; operable windows; bedrooms that contain closets and an operable window on an exterior wall; and balconies or terraces.

8. ENERGY AND RESILIENCE

8.1. GENERAL

- 8.1.1. Development and streetscape improvements will integrate stormwater capture, trees and other

plantings, where appropriate, informed by City guidelines.

- 8.1.2. To improve resilience to area-wide power outages, development will be encouraged to provide back-up power beyond Ontario Building Code requirements, informed by City guidelines.
- 8.1.3. Development will be encouraged to contribute to biodiversity by:
 - a. creating habitats;
 - b. planting varieties of species that are pollinator-friendly; and
 - c. designing green roofs to be biodiverse, such as, but not limited to, ensuring variation in depth and composition of growing media and providing vegetation diversity.
- 8.1.4. Development will promote architectural excellence and environmentally sustainable and innovative design.

8.2. ENERGY

- 8.2.1. Development will be encouraged to:
 - a. incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
 - b. develop, incorporate or protect for a connection to an existing or planned thermal energy network;
 - c. integrate on-site electricity production to reduce electricity demand;
 - d. limit the loss of embodied energy contained within existing building stock through means such as adaptively reusing existing buildings or salvaging materials from demolition in new building construction;
 - e. ensure a high level of airtightness to minimize heat loss and minimize incidences of thermal-bridging that create pathways for heat to move from the inside of a building to the outside; and
 - f. target near-zero emissions. A near-zero emissions building is one where all measures have been taken to significantly decrease energy loads by applying passive-design principles and approaches, improving the efficiency of mechanical systems and connecting to low-carbon fuel energy sources. It is considered near-zero emissions because generation of the electricity may continue to be required resulting in some greenhouse gas emissions.

8.3. WATER

- 8.3.1. Water, wastewater and stormwater management infrastructure will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth.
- 8.3.2. Development will reduce the negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems.

9. MAKING IT HAPPEN (IMPLEMENTATION)

9.1. CITY-OWNED LANDS

- 9.1.1. City-owned lands as of the date of adoption of this Plan will be utilized to address public priorities, including, but not limited to, parkland, affordable housing, *community service facilities* and first responder stations.

9.2. INFRASTRUCTURE IMPLEMENTATION STRATEGIES

- 9.2.1. Infrastructure implementation strategies will be prepared to address the provision of infrastructure and to advance the vision, goals and policies of this Plan.
- 9.2.2. The City will endeavor to implement infrastructure upgrades and provide new infrastructure to support growth in a timely manner, subject to budgeting and program availability.
- 9.2.3. The provision of infrastructure in the Secondary Plan area will be monitored and reported to Council every five years to ensure that the infrastructure requirements and priorities contained within them reflect the changing conditions within the Secondary Plan area over time.

9.3. CONTEXT PLANS

- 9.3.1. As part of the development review and approvals process, a Context Plan may be required to be submitted to identify opportunities for coordinating development on multiple sites within an area in order to:

- a. achieve public realm enhancements;
- b. coordinate building placement, separation distances and building heights; demonstrate how the pattern of development and built form will implement the policies of this Plan, including but not limited to the relevant Character Area Statement;
- c. demonstrate the orderly development of the context area to the satisfaction of the City.

The area for the Context Plan will include, at a minimum, the site and block in which the development is located, as well as all of the surrounding blocks, but may be required to include the entire Character Area depending on the nature of the proposed development.

- 9.3.2. The Context Plan will show the development and relevant conditions on the site and in the context area, including:

- a. co-ordinated pedestrian, cycling and vehicular accesses;
- b. co-ordinated and consolidated site circulation, loading and servicing;
- c. tree preservation and planting opportunities;
- d. opportunities for enhancing and integrating parks and open spaces, including the location of any on-site parkland dedication as determined by the City;
- e. cultural heritage resources, and the approach to their conservation and/or how the proposed development mitigates impact and is sympathetic to the cultural heritage resource;
- f. the location, massing and heights of buildings;

- g. outdoor amenity spaces and public art;
- h. existing, planned and/or proposed *community service facilities*;
- i. the proposed layout of streets, laneways and/or mid-block pedestrian connections;
- j. the location of any transit stops and/or stations and proposed pedestrian and cycling facilities to improve connectivity to the stops and/or stations;
- k. the location for underground parking and access ramps and utilities;
- l. proposed sustainable development practices, including, but not limited to, daylighting within the interior of blocks and buildings; and
- m. the phasing of approved and proposed development on-site and in the area.

9.4. PUBLIC BENEFITS

- 9.4.1. The provision of specified facilities, services and matters in exchange for the increased heights and/or densities for residential development provided for by this Plan will be required as follows:
 - a. mid-rise building sites with a residential Floor Space Index (FSI) that exceed 4.0 times the area of the site;
 - b. tall building sites or large sites capable of accommodating multiple types of buildings with a residential FSI that exceed 6.0 times the area of the site; and
 - c. for any net additional gross floor area associated with an infill development on a Midtown Infill Apartment Neighbourhood or Midtown Infill Apartment High Street site.
- 9.4.2. The facilities, services and matters will be secured by appropriate legal agreements and include:
 - a. eligible *community service facilities*. Eligible facilities include non-profit child care centres, recreation facilities, community centres, community health centres, family resource centres, public meeting spaces and multi-use facilities, or any other facility operated or directly funded by a government agency or non-profit institution for the purpose of providing human services; and
 - b. public realm and streetscape improvements within City rights-of-way not abutting the site including improvements identified in Section 3.2 of this Plan and the reconstruction/ refurbishment of streets to a complete street standard acceptable to the City.
- 9.4.3. *Community service facilities* secured will be inclusive of constructing, outfitting, finishing and furnishing the facility.
- 9.4.4. In lieu of the provision of facilities, services and matters identified in Policy 9.4.2, monetary contributions may be provided to assist the City with delivering the facilities, services and matters within the Secondary Plan area.
- 9.4.5. Monetary contributions for the facilities, services and matters identified in Policy 9.4.2 will be based on a per square metre of residential gross floor area in excess of the densities identified in Policy 9.4.1. The amount of the monetary contribution will be equal to 25 per cent of the market value of the gross floor area above the density identified. Market value refers to the land value of density in the Secondary Plan area.

- 9.4.6. Where a site is of sufficient size to integrate an eligible priority *community service facility* in a building, Space for *community service facilities*, inclusive of constructing, outfitting, finishing and furnishing the facility, will be secured. Monetary contributions will not be accepted.
- 9.4.7. In no event will the City approve a development proposal that:
 - a. exceeds the amount of actual floor space that can reasonably be accommodated on a site and in conformity with applicable policies of this Plan; and
 - b. exceeds the heights limits established in this Plan.
- 9.4.8. Legal agreements to secure the facilities, services and matters may also be used to secure:
 - a. the additional height over and above the height limits identified on Maps 21-11 to 21-16 provided for in Policies 5.4.11 and 5.4.12;
 - b. permanent public art installations and/or contributions provided as part of the City's Percent for Public Art Program; and
 - c. other matters as a legal convenience.

9.5. HOLDING BY-LAWS

- 9.5.1. A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Plan are satisfied. Conditions to be met prior to the removal of the holding provision may include:
 - a. the provision of adequate street and transit infrastructure, such as, but not limited to, a dedicated express bus route, dedicated cycling infrastructure to the Downtown and/or other dedicated cycling infrastructure within the Secondary Plan area;
 - b. the provision of adequate municipal servicing infrastructure;
 - c. the provision of *community service facilities* and public parks;
 - d. measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
 - e. the construction of any required non-residential gross floor area transferred to a receiving site;
 - f. entering into any agreements under the *Planning Act* to secure equitable sharing of associated costs for any of the required matters, to front-end any required infrastructure or to secure the replacement of existing office or *community service facility* space; and
 - g. phasing of development.

9.6. SECURING PUBLIC ACCESS

- 9.6.1. The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Plan, including, but not limited to, the Public Realm Moves, and mid block pedestrian connections and POPs secured through the development process. The public realm enhancements will be constructed and maintained by the owner.

9.7. CONSTRUCTION MANAGEMENT

- 9.7.1. In order to ensure minimal disruptions to the surrounding area and good communications with neighbours of the development site during the construction period, Construction Management Plans will be required for development in Mixed Use Areas and Apartment Neighbourhoods. The Construction Management Plans will describe, at a minimum:
- a. the scope, activities and hours of construction works;
 - b. site containment, security and public safety measures;
 - c. dust, mud and noise controls;
 - d. travel lane, access, and street segment closures;
 - e. truck routes and frequency;
 - f. staging and parking areas; and
 - g. travel impacts on the local area, including vehicular, surface transit and pedestrian impacts.

9.8. TRANSPORTATION CERTIFICATION

- 9.8.1. Developments will submit a transportation certification report, prepared by a qualified professional, as part of a complete application that demonstrates:
- a. the auto traffic and potential transit riders resulting from the occupancy of the development prior to major capital works to upgrade the City's transit system and public streets will not significantly contribute to reducing the level of service on streets and within the transit system;
 - b. the project can be accommodated by the existing transportation infrastructure, taking into account all existing developments and approved but not yet constructed or fully occupied developments; and
 - c. the project provides enough parking so that the building's occupants and visitors will be unlikely to disrupt off-site streets and unaffiliated parking areas, but does not provide so much parking as to discourage active transportation and transit objectives of this Plan.

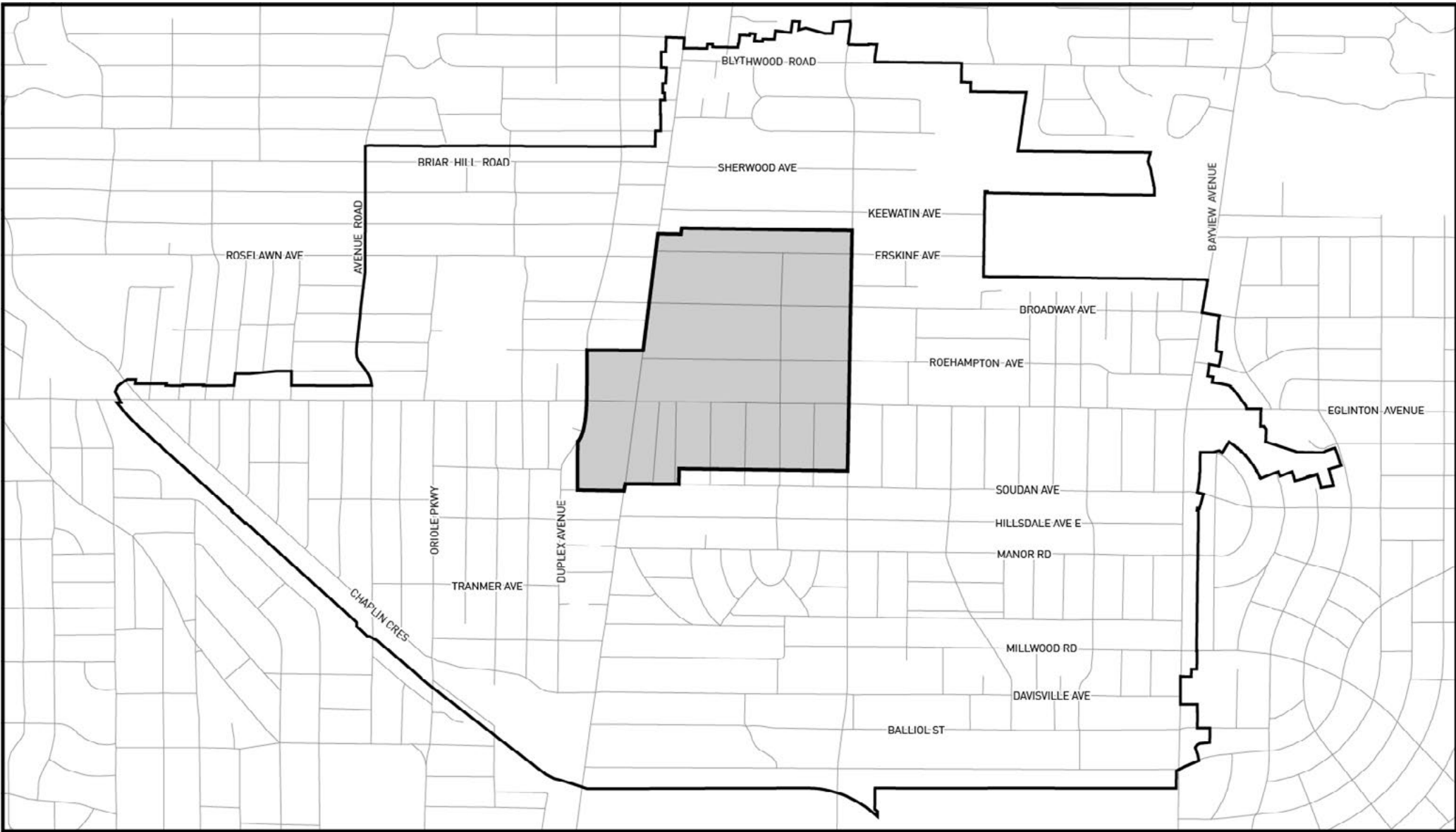
10. INTERPRETATION

- 10.1. The policies of this Plan apply to the area shown on Map 21-1. Policies related to the Midtown Transit Station Areas apply to the boundaries of the Transit Station Areas as shown on Map 21-3.
- 10.2. The Midtown Transit Station Areas in this Plan will be reviewed as part of a future municipal comprehensive review process which will confirm major transit station area delineations and density targets.
- 10.3. The policies of this Plan must be read together as a whole and the relevant policies are to be applied to each situation as applicable. While some policies refer to other policies for ease of use, these cross-references do not take away from the need to read the Plan as a whole to properly understand a specific policy. There is no implied priority in the order in which the policies appear.

- 10.4. In the case of conflict, a Site and Area Specific Policy located within or partially within the Secondary Plan area will take precedence over the policies of this Plan.
- 10.5. City of Toronto Urban Design Guidelines will continue to be used to supplement the review and evaluation of development proposals submitted in the Secondary Plan area where this Plan does not specifically address or supercede a site design or urban design standard addressed in a guideline document. Guidelines to be used will be contextually specific to the development site and type of development proposed.
- 10.6. A complete community:
- a. features a diverse mix of land uses, including residential and employment uses, and convenient access to local stores and services;
 - b. supports an improved overall quality of life, including human health, for people of all ages, abilities and incomes;
 - c. provides a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d. provides convenient access to:
 - i. a range of mobility options, including safe, comfortable and convenient active transportation opportunities, such as walking and cycling;
 - ii. *community service facilities*, co-located and integrated in community hubs where possible; and
 - iii. an appropriate supply of publicly-accessible open spaces, parks, trails and other recreational facilities;
 - e. has a high-quality, compact built form that enhances liveability with development that is contextually appropriate;
 - f. has an attractive and vibrant public realm, including POPs; and
 - g. responds to a changing climate by building resiliently, reducing greenhouse gas emissions, incorporating *green infrastructure* throughout the area and ensuring a low-carbon community.

MAPS

- Map 21-1 Secondary Plan Boundary
- Map 21-2 Midtown Character Areas
- Map 21-3 Midtown Transit Station Areas
- Map 21-4 Land Use Plan
- Map 21-5 Retail Streets
- Map 21-6 Public Realm Moves
- Map 21-7 Setbacks Adjacent to Streets
- Map 21-8 Parks and Open Space Network Plan
- Map 21-9 Midtown Mobility Network
- Map 21-10 Properties with Potential Cultural Heritage Value
- Maps 21-11 to 21-16 Permitted Building Types and Height Limits



Yonge-Eglinton Secondary Plan
 MAP 21-1 Secondary Plan Boundary

- Secondary Plan Boundary
- Yonge Eglinton Centre

Not to Scale



Yonge-Eglinton Secondary Plan

MAP 21-2 Midtown Character Areas

— Secondary Plan Boundary

■ Apartment High Streets

- A1 Eglinton Park
- A2 Mount Pleasant Gateway
- A3 Eglinton East
- A4 Mount Pleasant North

■ Apartment Neighbourhoods

- B1 Erskine and Keewatin
- B2 Redpath Park Street Loop
- B3 Soudan
- B4 Davisville

■ Villages

- C1 Eglinton Way
- C2 Yonge Street North
- C3 Yonge Street South
- C4 Mount Pleasant South
- C5 Bayview-Leaside

■ Cores

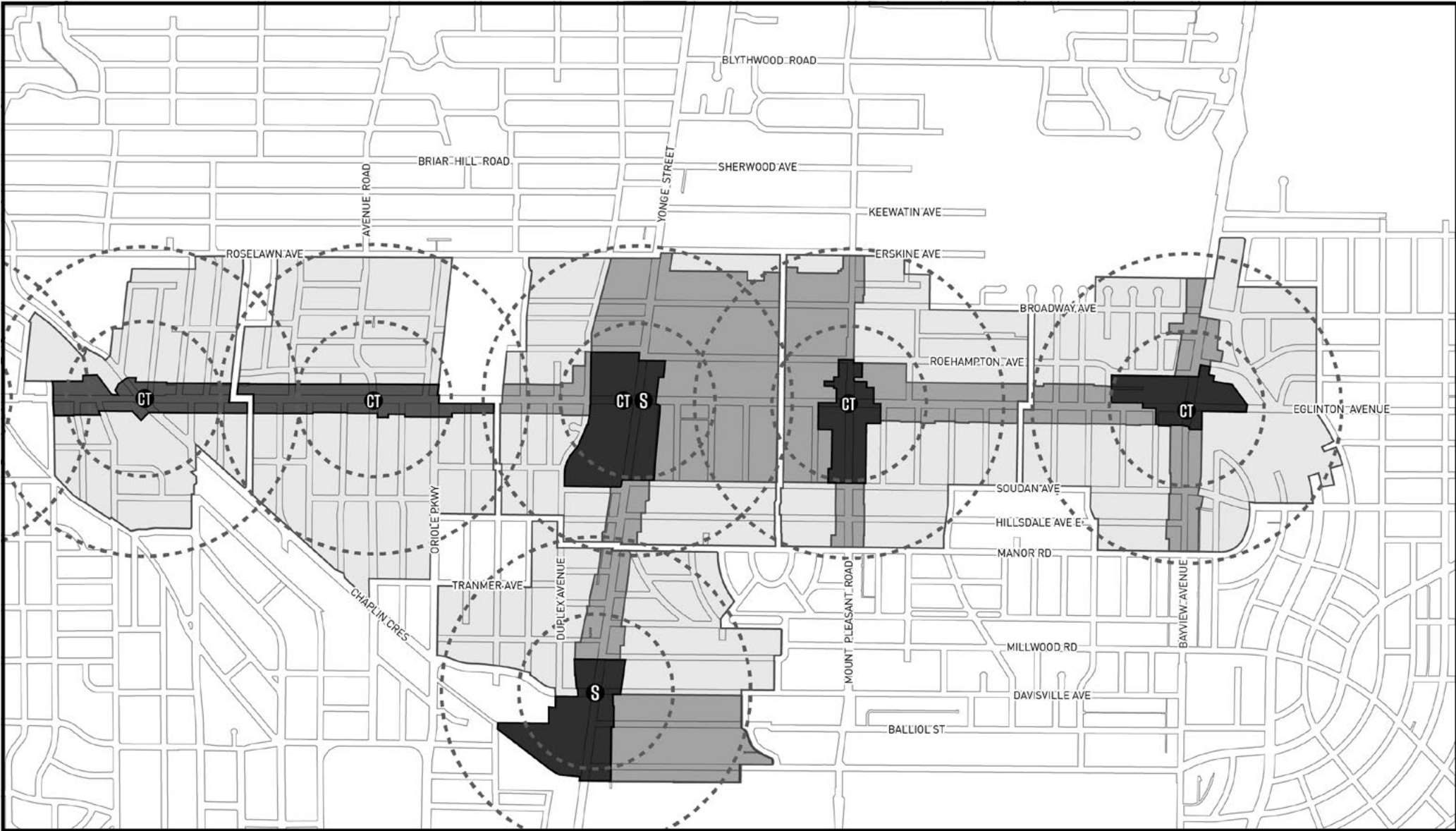
- D1 Yonge Eglinton Crossroads
- D2 Davisville Station
- D3 Mount Pleasant Station
- D4 Bayview Focus Area

■ Special Places

- E1 Eglinton Greenline
- E2 Montgomery Square
- E3 Henning
- E4 Davisville Community Street
- E5 Merton Street

Not to Scale ↗

March 29, 2018



Yonge-Eglinton Secondary Plan

MAP 21-3 Midtown Transit Station Areas

- | | | |
|----------------------|--------------------------|----------------------------|
| Transit Nodes | Transit Corridors | |
| Station Area Core | Corridor | 250m and 500m Radii |
| Secondary Zone | Built-up Zone | Subway Station |
| Built-up Zone | | Eglinton Crosstown Station |

Not to Scale

March 29, 2018

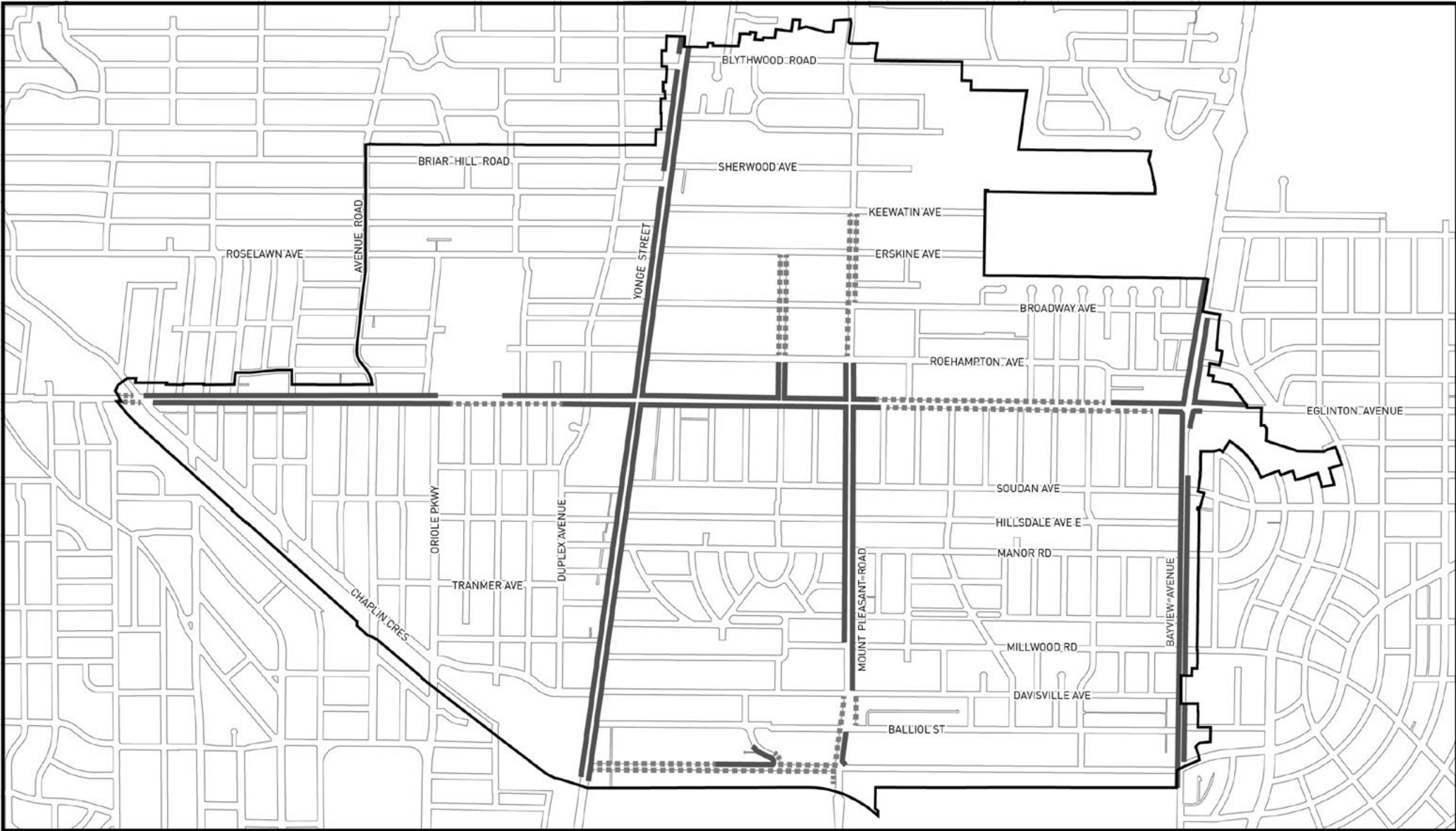


Yonge-Eglinton Secondary Plan
 MAP 21-4 Land Use Plan




- Secondary Plan Boundary
- ▨ Mixed Use Areas "A"
- ▩ Mixed Use Areas "B"
- ▧ Mixed Use Areas "C"
- Apartment Neighbourhoods
- Neighbourhoods "A"
- Neighbourhoods "B"
- ▩ Parks and Open Space Areas - Parks
- ▨ Land Use Designations per the Official Plan

Not to Scale ↗

March 29, 2018

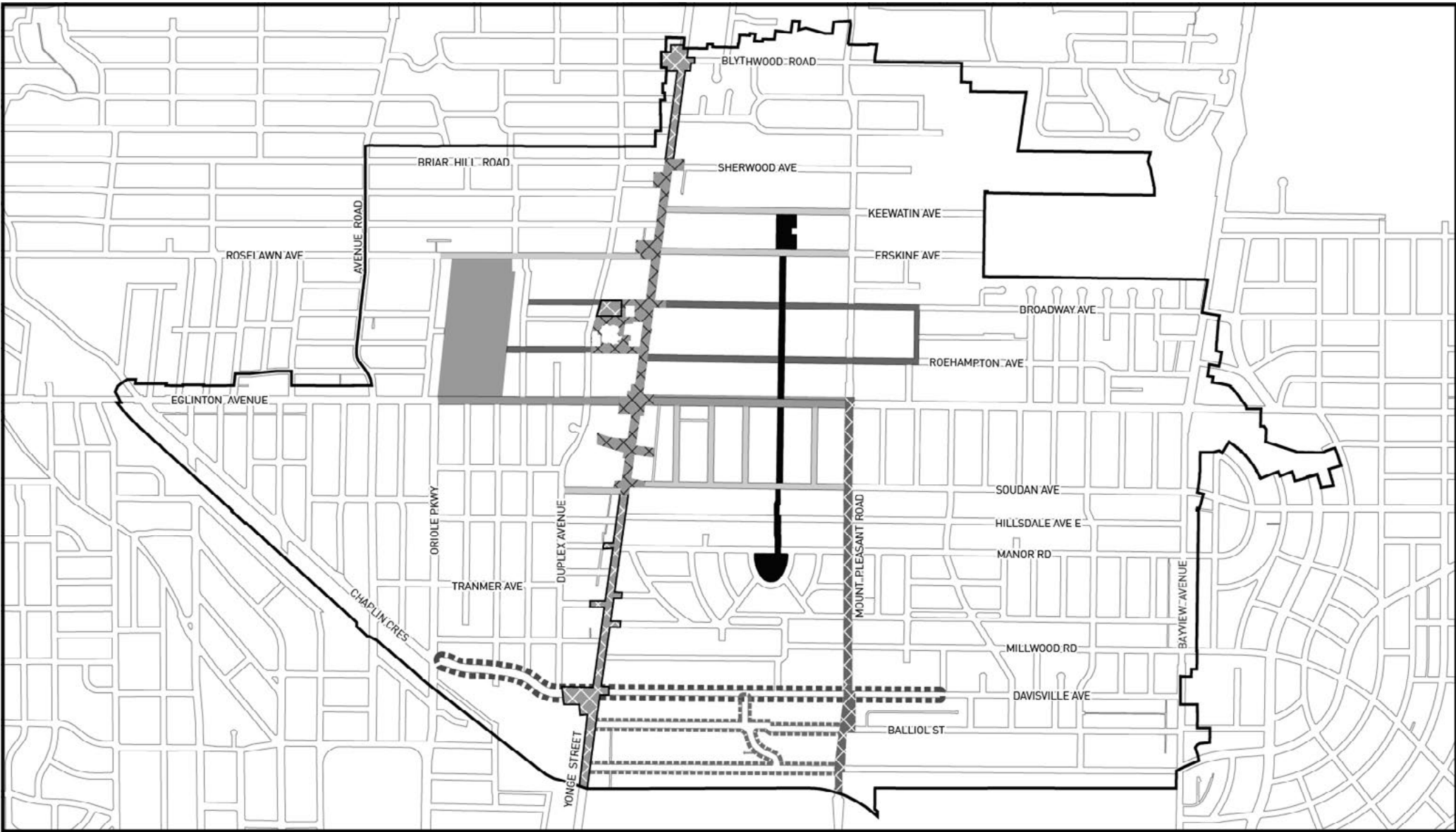


Yonge-Eglinton Secondary Plan
 MAP 21-5 Retail Streets

-  Secondary Plan Boundary
-  Priority Retail Streets
-  Secondary Retail Streets

Not to Scale 

March 29, 2018



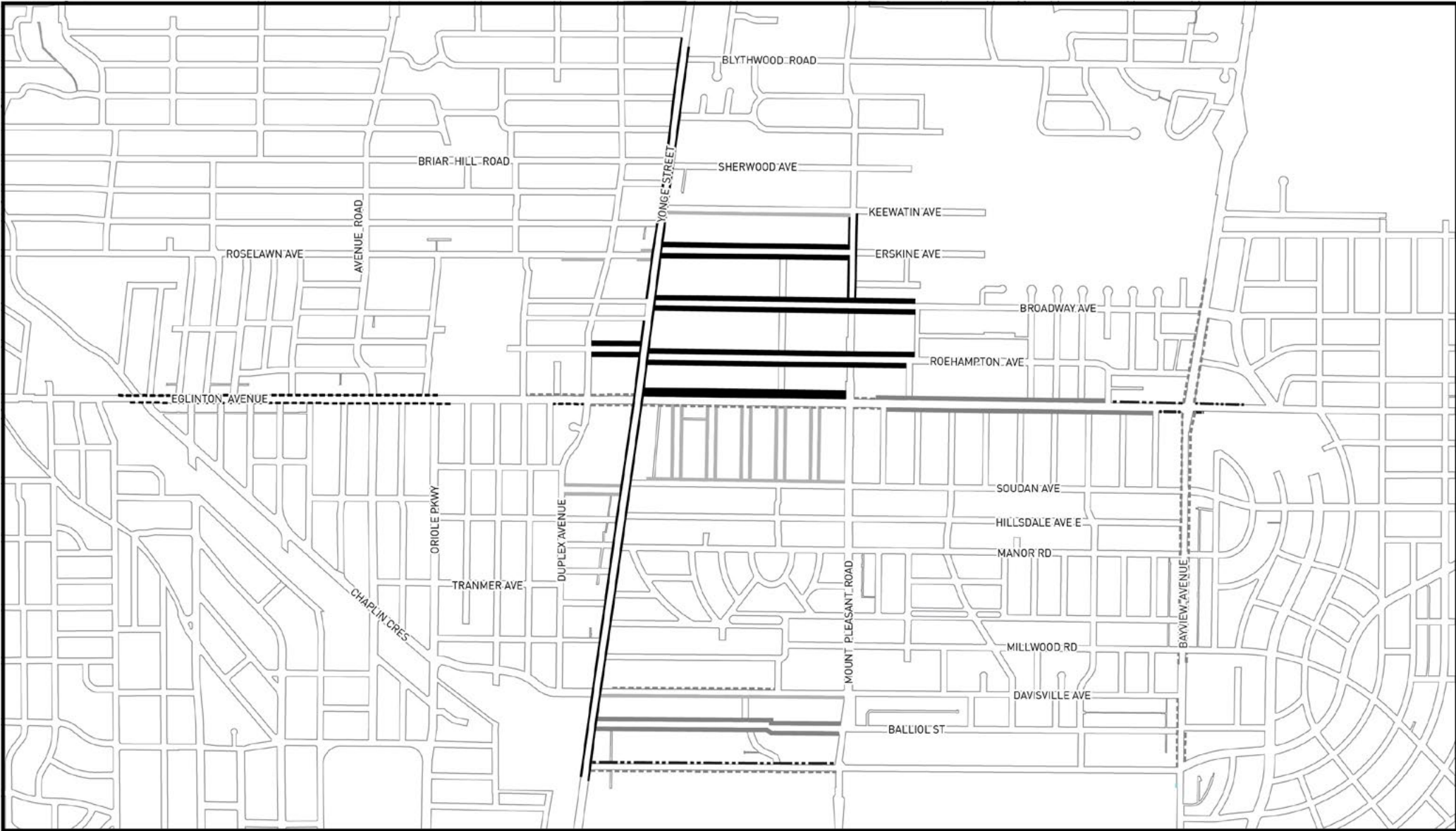
Yonge-Eglinton Secondary Plan

MAP 21-6 Public Realm Moves

- Secondary Plan Boundary
- Redpath Revisited
- Eglinton Green Line
- Yonge Street Squares
- Yonge Street Squares Extension
- Park Street Loop
- Midtown Greenways
- Davisville Community Street
- Balliol Green Street, Pailton Connector and Merton Promenade
- Mount Pleasant Road Arboretum

Not to Scale ↗

April 06, 2018

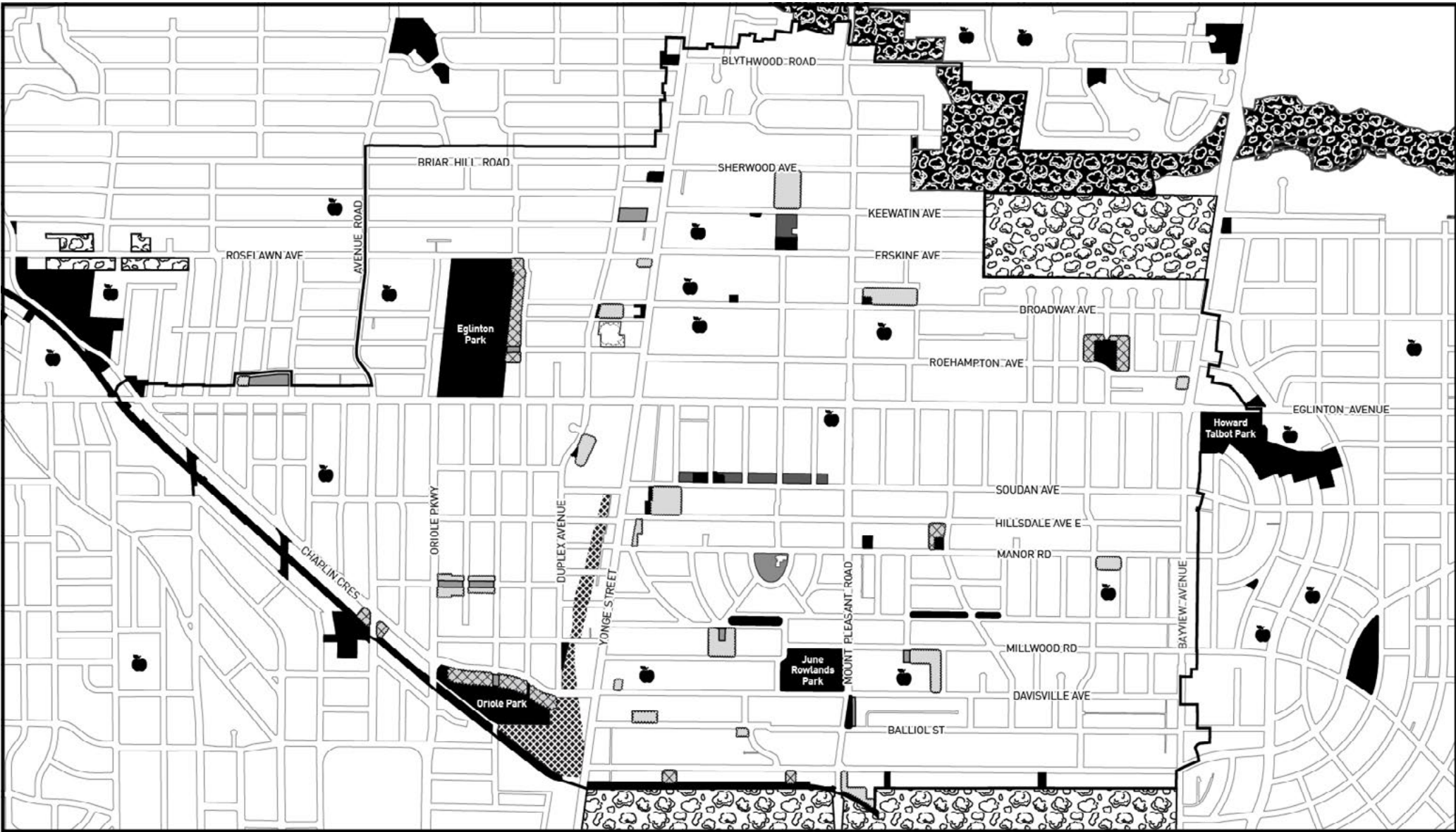


Yonge-Eglinton Secondary Plan
 MAP 21-7 Setbacks Adjacent to Streets

- 1.5 m
- 3.0 m
- - - 4.0 m
- 5.0 m
- 6.0 m
- 7.5 m
- 12.0 m
- 4.8 m Curb to Building Face

Not to Scale ↑

April 11, 2018



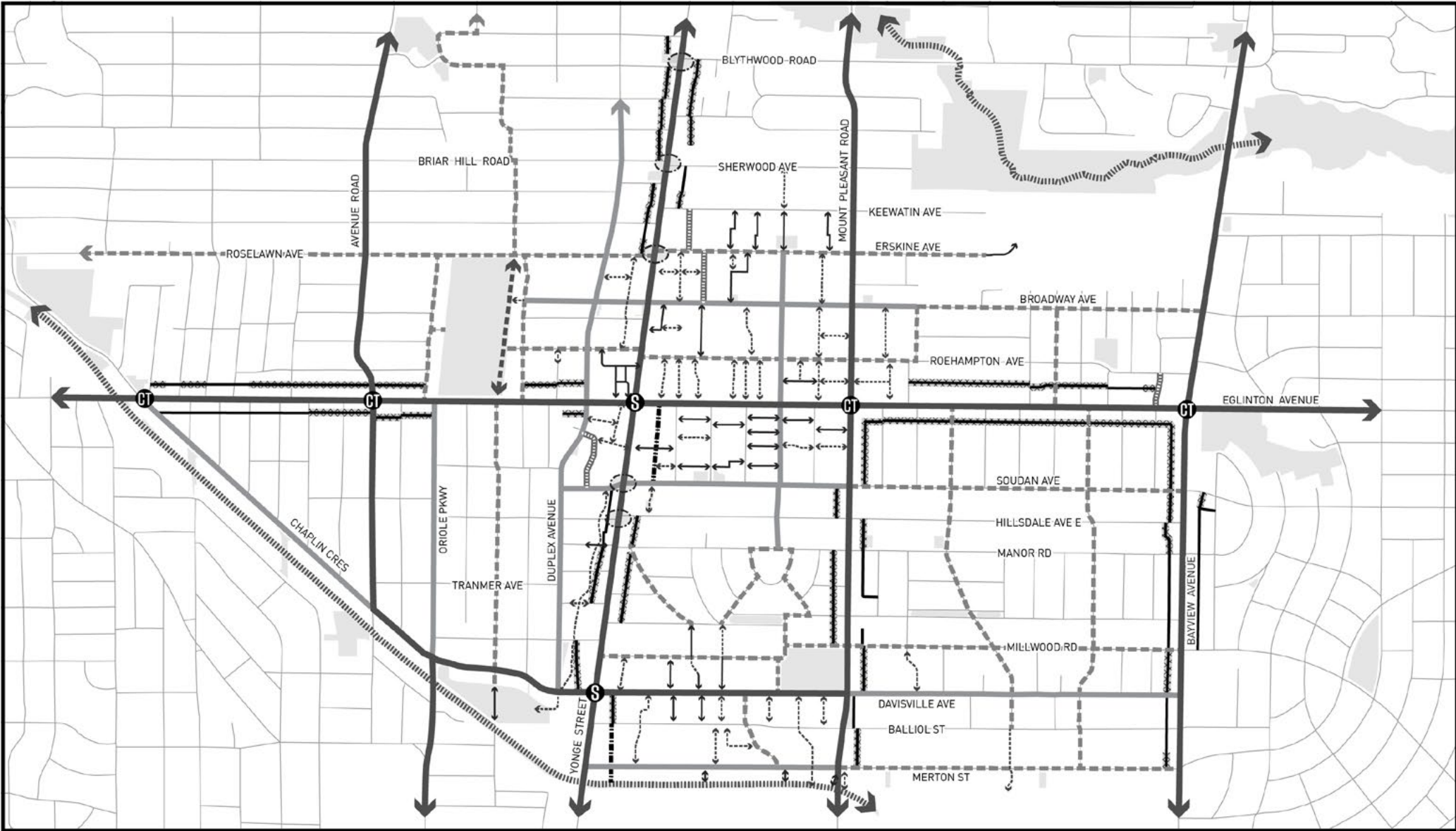
Yonge-Eglinton Secondary Plan

MAP 21-8 Parks and Open Space Network Plan

- Secondary Plan Boundary
- Existing/Approved Public Parks
- Ravines/Natural Areas
- Priority Park Area
- City-Owned Opportunity Sites
- Proposed Public Parks
- Park Expansion Areas
- Decking - Further Study Required
- School Properties
- Library Open Space
- Other Major Open Space

Not to Scale ↗

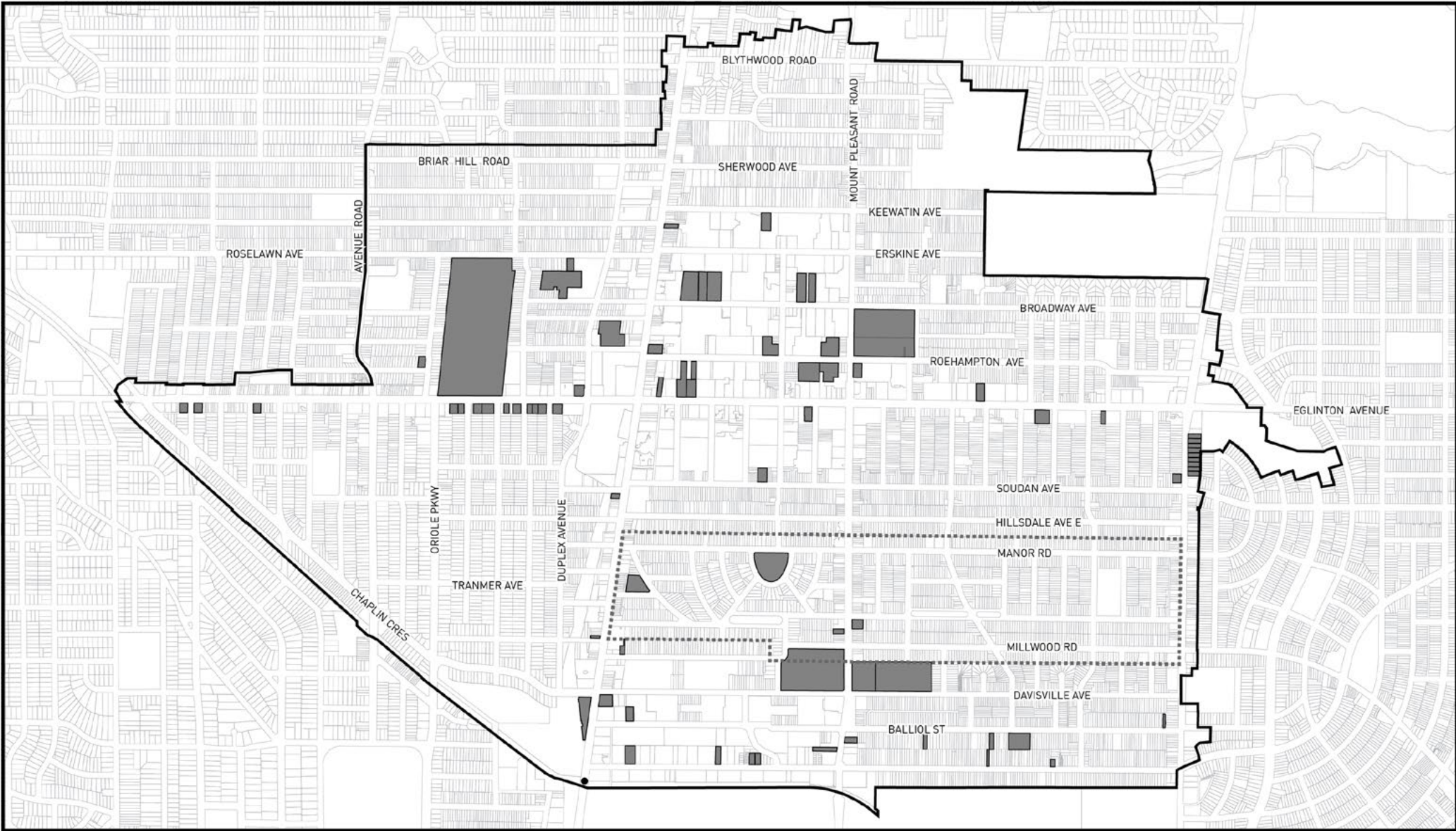
March 29, 2018



Yonge-Eglinton Secondary Plan

MAP 21-9 Midtown Mobility Network

- | | | | | |
|--|---|--|--|----------------------|
| <ul style="list-style-type: none"> Major Street Primary Street Priority Local Street New Local Public Street | <ul style="list-style-type: none"> Existing Laneway Laneway Requiring Improvement New Laneway | <ul style="list-style-type: none"> Existing Midblock Connection New Midblock Connection (Conceptual) Existing Multi-Use Trails New/Reconfigured Multi-Use Trails | <ul style="list-style-type: none"> Proposed Street Realignment Subway Station Eglinton Crosstown Station | <p>Not to Scale </p> |
|--|---|--|--|----------------------|



Yonge-Eglinton Secondary Plan

MAP 21-10 Properties with Potential Cultural Heritage Value

- Secondary Plan Boundary
- Properties with Potential Cultural Heritage Value
- ⋯ Proposed Glebe Manor Estates HCD Study Area
- Kay Gardner Beltline Bridge

Not to Scale ↗

May 07, 2018



Yonge-Eglinton Secondary Plan

MAP 21-11 Permitted Building Types and Height Limits

- | | | |
|---|---|---|
| Midtown Low-rise | Midtown Tall Buildings | No Additional Infill Capacity |
| Midtown Low-rise (Approved/Constructed) | Midtown Tall Buildings (Approved/Constructed) | No Additional Storeys on Top of Existing Building |
| Midtown Mid-rise | Midtown Infill Apartment Neighbourhood Building | Special Study Areas |
| Midtown Mid-rise (Approved/Constructed) | Midtown Infill Apartment High Street Building | Maximum Height Limits |

Not to Scale



Yonge-Eglinton Secondary Plan

MAP 21-12 Permitted Building Types and Height Limits

- | | | |
|---|---|---|
| Midtown Low-rise | Midtown Tall Buildings | No Additional Infill Capacity |
| Midtown Low-rise (Approved/Constructed) | Midtown Tall Buildings (Approved/Constructed) | No Additional Storeys on Top of Existing Building |
| Midtown Mid-rise | Midtown Infill Apartment Neighbourhood Building | Special Study Areas |
| Midtown Mid-rise (Approved/Constructed) | Midtown Infill Apartment High Street Building | Maximum Height Limits |

Not to Scale



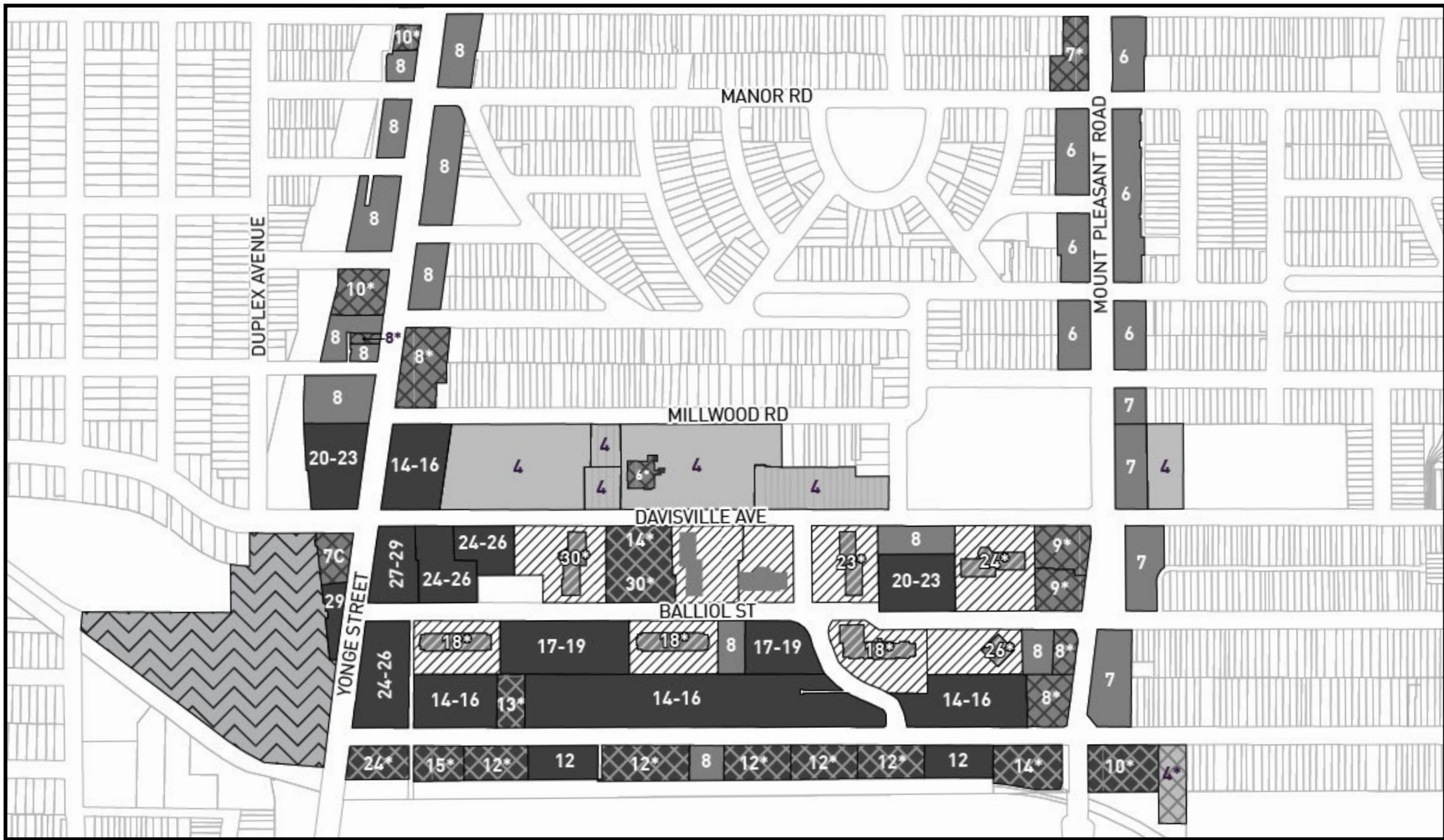
Yonge-Eglinton Secondary Plan

MAP 21-13 Permitted Building Types and Height Limits

- | | | |
|---|---|---|
| Midtown Low-rise | Midtown Tall Buildings | No Additional Infill Capacity |
| Midtown Low-rise (Approved/Constructed) | Midtown Tall Buildings (Approved/Constructed) | No Additional Storeys on Top of Existing Building |
| Midtown Mid-rise | Midtown Infill Apartment Neighbourhood Building | Special Study Areas |
| Midtown Mid-rise (Approved/Constructed) | Midtown Infill Apartment High Street Building | Maximum Height Limits |

Not to Scale

April 18, 2018



Yonge-Eglinton Secondary Plan

MAP 21-14 Permitted Building Types and Height Limits

- | | | |
|---|---|---|
| Midtown Low-rise | Midtown Tall Buildings | No Additional Infill Capacity |
| Midtown Low-rise (Approved/Constructed) | Midtown Tall Buildings (Approved/Constructed) | No Additional Storeys on Top of Existing Building |
| Midtown Mid-rise | Midtown Infill Apartment Neighbourhood Building | Special Study Areas |
| Midtown Mid-rise (Approved/Constructed) | Midtown Infill Apartment High Street Building | Maximum Height Limits |

Not to Scale

April 18, 2018



Yonge-Eglinton Secondary Plan

MAP 21-15 Permitted Building Types and Height Limits

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> Midtown Low-rise Midtown Low-rise (Approved/Constructed) Midtown Mid-rise Midtown Mid-rise (Approved/Constructed) | <ul style="list-style-type: none"> Midtown Tall Buildings Midtown Tall Buildings (Approved/Constructed) Midtown Infill Apartment Neighbourhood Building Midtown Infill Apartment High Street Building | <ul style="list-style-type: none"> No Additional Infill Capacity No Additional Storeys on Top of Existing Building Special Study Areas Maximum Height Limits |
|---|---|--|

Not to Scale

April 18, 2018



Yonge-Eglinton Secondary Plan

MAP 21-16 Permitted Building Types and Height Limits

- | | | | |
|---|---|---|----------------|
| Midtown Low-rise | Midtown Tall Buildings | No Additional Infill Capacity | Not to Scale |
| Midtown Low-rise (Approved/Constructed) | Midtown Tall Buildings (Approved/Constructed) | No Additional Storeys on Top of Existing Building | |
| Midtown Mid-rise | Midtown Infill Apartment Neighbourhood Building | Special Study Areas | |
| Midtown Mid-rise (Approved/Constructed) | Midtown Infill Apartment High Street Building | Maximum Height Limits | April 18, 2018 |