



## REPORT FOR ACTION

### Midtown in Focus: Proposals Report

**Date:** October 25, 2017

**To:** Planning and Growth Management Committee

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

**Wards:** 16, 22, 25 and 26

#### SUMMARY

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This report presents the proposed Yonge-Eglinton Secondary Plan for Council's consideration and requests direction for City staff to undertake additional public and stakeholder consultation to inform an amendment to the Official Plan in the second quarter of 2018. This report also provides updates on the infrastructure assessments (transportation, municipal servicing, parks and public realm and community infrastructure) underway as part of the Midtown in Focus study.

The City initiated the Midtown in Focus: Growth, Built Form and Infrastructure Review in 2015 to address the need for a new Yonge-Eglinton Secondary Plan and a strategic infrastructure review given the significant growth and intensification that this area continues to experience. Past and ongoing public investments in physical and social infrastructure have supported a vibrant Midtown community. To enable continued growth in Midtown, investment in new infrastructure is needed. Additionally, an updated planning framework is vital to ensuring all development advanced in the near, medium and longer terms will have lasting value, support city building objectives and enhance Midtown's health and liveability.

Building on the direction of the 2014 Midtown in Focus: Parks, Open Space and Streetscape Plan and the 2016 Council-adopted Midtown in Focus Status Report, the proposed Plan comprehensively updates the existing Yonge-Eglinton Secondary Plan with clear and detailed policy direction informed by two years of analysis and consultation. It also addresses key elements needed to sustain a liveable community, including built form, community infrastructure, housing, transportation and municipal servicing as well as additional direction on parks and public realm.

Continued development in a complex and mature urban environment like Midtown requires careful attention. The cumulative development currently proposed in the area has the potential to adversely affect quality of life and sense of place in Midtown's collection of neighbourhoods. Growth can be a positive force but it must be guided in a way that complements the area's existing attributes and does not outpace the provision of infrastructure.

The proposed Plan sets out a 25-year vision for Midtown that emphasizes the importance of complete communities and the diversity of Midtown's character areas. It

envision Midtown as a green, resilient, connected, inclusive and prosperous place. The proposed Plan also provides detailed direction on the appropriate scale and location of future growth and links growth with the provision of infrastructure to ensure complete communities, addressing the requirements under the Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2017).

Staff request Council direction to complete additional consultation in preparation for a final recommended Official Plan Amendment to be brought forward in the second quarter of 2018.

## **RECOMMENDATIONS**

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

1. City Council direct the Acting Chief Planner and Executive Director, City Planning to use Attachment 2: "Proposed Yonge-Eglinton Secondary Plan" to this report, as a basis for stakeholder and public consultation.
2. City Council direct City Planning staff, in association with staff from the appropriate City Divisions, to undertake stakeholder and public consultation, including public open houses, Midtown Planning Group meetings and other public meetings as necessary on the "Proposed Yonge-Eglinton Secondary Plan".
3. City Council determine that the comprehensive update to the Yonge-Eglinton Secondary Plan is necessary prior to rendering a decision on new development applications submitted in the Secondary Plan area after the November 15th, 2017 meeting of the Planning and Growth Management Committee until the adoption of the revised Yonge-Eglinton Secondary Plan.
4. City Council direct City staff to continue to consider and review the balance of applications within the Yonge-Eglinton Secondary Plan area as follows:
  - a. in the context of the City Council directed Midtown in Focus: Growth, Built Form and Infrastructure Review, including the proposed Secondary Plan included as Attachment 2 to this report,
  - b. assess the potential cumulative impact of all applications in the Yonge-Eglinton Secondary Plan area on the City's ability to provide the necessary infrastructure to support development; and
  - c. use planning mechanisms, including holding provisions, as necessary to ensure that growth and infrastructure needs are aligned.
5. City Council direct the Acting Chief Planner and Executive Director, City Planning to report back with a final report and a recommended Official Plan Amendment in the second quarter of 2018.
6. City Council request the Acting Chief Planner and Executive Director, City Planning to continue to coordinate with staff from applicable divisions and agencies to undertake stakeholder and public consultation on the infrastructure assessments and report back to City Council on the final infrastructure assessments in the second quarter of 2018 including any recommendations for future work to address the findings of the

assessments, such as the development of financial strategies, capital approvals, Environmental Assessments and/or Master Plans.

## **FINANCIAL IMPACT**

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The recommendations in this report have no immediate financial impact. This report recommends that staff undertake stakeholder and public consultation on the proposed Yonge-Eglinton Secondary Plan and the associated infrastructure assessments. The cost for this consultation is included in the 2017 Capital Budget for the City Planning Division (CUR0238-38).

City Divisions, Agencies, Boards and Corporations will identify the required infrastructure to support future growth. The infrastructure requirements identified through the Midtown infrastructure assessments will inform future capital and operating budget processes and will need to be considered against the timing of planned capital works and other unfunded City priorities as part of future year operating and capital budget processes. Financial strategies related to these infrastructure requirements, coupled with planning tools to ensure the timely provision of infrastructure to address growth, are anticipated to be developed in coordination with future year budget processes following finalization of the various infrastructure assessments.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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On February 23, 2009, City Council adopted Official Plan Amendment 63 (OPA 63) to reflect the conclusions of the focused review of the Yonge-Eglinton Centre. As part of the Yonge-Eglinton Centre Review, key built form and land use planning recommendations for the southwest corner were included in the Yonge-Eglinton Secondary Plan:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PG23.1>

On May 11, 2010, City Council adopted amendments to the Official Plan (OPA 116) related to the Yonge-Eglinton Centre to ensure conformity with the 2006 Growth Plan for the Greater Golden Horseshoe ("Growth Plan"). These amendments established the existing boundaries of the Yonge-Eglinton Centre:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG37.2>

On July 21, 2012, City Council established the Midtown Planning Group to create a proactive and comprehensive strategy for planning initiatives in the Yonge-Eglinton area. The Midtown Planning Group consists of the three local councillors for Wards 16, 22 and 25, representatives of local residents associations and Business Improvement Areas, local citizens and City staff. The motion establishing the Midtown Planning Group is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG16.17>

In October 2012, the Midtown Planning Group met to discuss issues within the Yonge-Eglinton area and to identify planning priorities. In November 2012, the Midtown Planning Group confirmed that a public realm plan should be prepared to guide future redevelopment and civic/capital improvements.

In June 2014, City Council adopted amendments to the Official Plan (OPA 253) and Zoning By-law to implement the vision and objectives of the Eglinton Connects planning study:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=0f8e86664ea71410VgnVCM10000071d60f89RCRD>

The amendments included changes to the policy direction and zoning of some properties fronting onto Eglinton Avenue to the east and west of the Yonge-Eglinton Centre within the Yonge-Eglinton Secondary Plan area but did not address the Yonge-Eglinton Centre. As part of the Eglinton Connects study, a Municipal Class Environmental Assessment Study was also undertaken for the reconfiguration of Eglinton Avenue between Black Creek Drive and Brentcliffe Road.

At its meeting of August 2014, City Council adopted the July 8, 2014 report from the Chief Planner and Executive Director, City Planning Division, entitled Midtown in Focus – Parks, Open Space and Streetscape Plan for the Yonge-Eglinton Area:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.21>

City Council adopted Official Plan Amendment 289 on June 12th, 2015 as part of the implementation of the Midtown in Focus: Parks, Open Space and Streetscape Plan:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.2>

The June 12th, 2015 Council decision requested, among other matters, that the Chief Planner and Executive Director, City Planning undertake further review of the Yonge-Eglinton Secondary Plan in consultation with other City Divisions, using a robust and high standard of public consultation and with a specific focus on:

- Growth analysis to quantify potential growth in the area;
- Built form issues;
- Clearer direction for growth areas, stable areas and the relationships between these areas; and
- The existing conditions of community and hard infrastructure and the identification of existing and anticipated shortfalls in services and infrastructure.

In July 2016, City Council endorsed in principle the draft built form principles and emerging community infrastructure priorities identified through the Midtown in Focus Status Report and directed that official plan amendment and/or rezoning applications in the Yonge-Eglinton Secondary Plan area be considered in the context of the Midtown in Focus: Growth: Built Form and Infrastructure Review:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG13.1>

The July 2016 decision requested that the Chief Planner and Executive Director, City Planning, in consultation with other City Divisions, landowners and the community, bring forward a Proposals Report to the Planning and Growth Management Committee.

At its meeting of October 2, 2017, City Council adopted the August 10, 2017 report from the Chief Planner and Executive Director, City Planning Division, entitled Inclusion on the City of Toronto's Heritage Register - Midtown in Focus - Phase 1: Main Street Properties: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG22.5>

## COMMENTS

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This report is organized as follows:

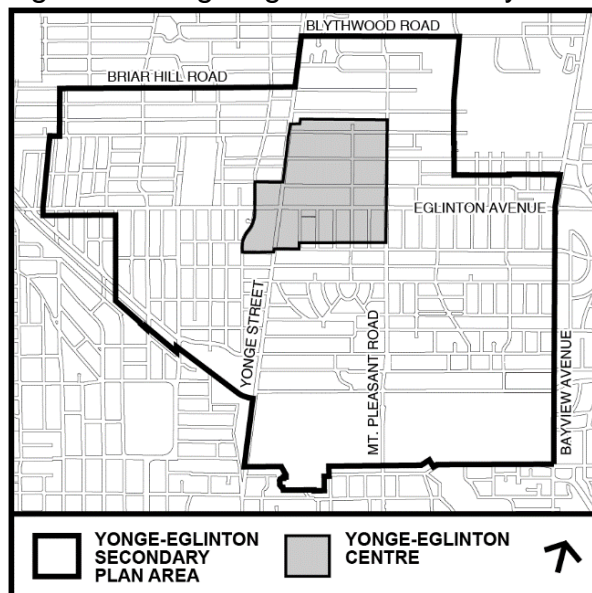
1. Midtown Overview
2. Study Overview
3. Existing Policy Framework
4. Proposed Yonge-Eglinton Secondary Plan
5. Additional Proposed Amendments to the Official Plan
6. Infrastructure Assessments and Strategies
7. Next Steps

### 1. Midtown Overview

The Yonge-Eglinton Secondary Plan area extends across 600 hectares in Midtown Toronto.

Midtown is an area whose character is defined by its collection of diverse neighbourhoods, including stable residential neighbourhoods and areas experiencing significant intensification and growth. Quality of life and Midtown's role as a complete community are both rooted in the diversity of these neighbourhoods - their varying functions, scale and character - and the connections between them.

Figure 1: Yonge-Eglinton Secondary Plan Area



The Yonge-Eglinton Centre (YEC), one of five Urban Growth Centres in Toronto, is located at the heart of the Secondary Plan area. An era of sustained development in

and around the Yonge-Eglinton Centre has been underway since the early 2000s. The rapid pace of population growth is expected to continue and accelerate in the near term. Growth pressures are now also extending to the area's *Avenues* and the Yonge-Davisville area.

In 1991, approximately 11,000 people lived and 17,000 people worked in the Yonge-Eglinton Centre. Today, the Centre accommodates over 20,000 people and 18,000 workers. This concentration of residents and workers exceeds the Growth Plan's minimum growth targets for the area and ranks among the densest communities in Canada.

Approved and proposed developments in the YEC would add an additional 20,000 to 23,000 new residents. Overall, the Yonge-Eglinton Secondary Plan area is estimated to grow from over 61,000 residents to over 95,000 as a result of the development pressure. This level of development and population growth exceeds the City's projections made for the area in the previous decade.

The development pipeline also includes over 80,000 square metres of approved and proposed new non-residential space across the Yonge-Eglinton Secondary Plan area. The office and retail spaces will be important resources in the community and will help to sustain the area as a place of work. Nonetheless, the development of new commercial space lags behind the accelerating residential growth and, on many *Mixed Use Areas* sites with existing office buildings, does not represent a net gain.

## **2. Study Overview**

City Council directed City staff to initiate the Midtown in Focus study as a response to the rapid growth and change underway in the Yonge-Eglinton area. This concentration of investment and intensification can be attributed in part to existing assets in place in Midtown, including transit access into Midtown and to the Downtown, district- and broader city-serving institutions, the area's schools and diverse housing options. However, the pace and intensity of growth and the cumulative impact of concurrent development projects risk surpassing the capacity of the area's infrastructure and compromising the character and liveability of the neighbourhoods that define Midtown.

The Midtown in Focus: Growth, Built Form and Infrastructure Review (the Review) is setting in place a road map for the area's continued evolution over the coming decades. Led by the City Planning Division, the Review brings together multiple City divisions, agencies, boards and corporations and other service providers to update planning policy and infrastructure needs. A vision for a liveable, complete community is being advanced, combined with detailed direction regarding the appropriate form, location and timing of development and the investments needed to ensure that local transportation, municipal servicing and community infrastructure keeps pace with development.

The first phase of Midtown in Focus focused on parks and public realm needs and opportunities and resulted in Midtown in Focus: Parks, Open Space and Streetscape Plan for the Yonge-Eglinton Area, adopted by Council in 2014. The Parks, Open Space and Streetscape Plan recognized Midtown's distinct identity as a vibrant mixed use community with an open and green landscaped character. Focusing on the public realm

as a fundamental contributor to quality of life in Midtown, the 2014 Plan provided a vision for the maintenance and enhancement of this character and identified a number of goals, strategies and initiatives to achieve these objectives.

City Council adopted OPA 289 in 2015 which amended the Yonge-Eglinton Secondary Plan as part of the implementation of the Parks, Open Space and Streetscape Plan. OPA 289 has been appealed to the Ontario Municipal Board. Nonetheless, City staff continue to use the vision, principles and priorities of the approved plan and the OPA to inform the review of development applications and parkland acquisition.

The present phase of Midtown in Focus, the Growth, Built Form and Infrastructure Review, began in late 2015. The Review, building on the 2014 Parks, Open Space and Streetscape Plan and OPA 289, seeks to address additional elements of a liveable community. The Review includes the following streams of work:

- **Built Form Study and Growth Analysis** – documentation of the area's development trends and distinguishing built form features; identification of character areas; development of built form principles and character statements; modelling, testing and refinement of preferred built form scenarios for each character area; and creation of new policy directions to guide the location, scale and form of future development. Population and employment estimates generated through this analysis are informing the associated infrastructure assessments.
- **Cultural Heritage Resource Assessment** – an archaeological assessment, documentation of the area's history and identification of properties of cultural heritage value for listings and designations. The cultural heritage analysis provides key inputs into the built form vision established for Midtown's various character areas.
- **Community Services and Facilities Strategy** – identification of priority projects across multiple service-providing sectors, informed by analysis of existing community facilities and programs and an assessment of needs and opportunities in the context of future growth and demographic change.
- **Parks and Open Space Network Plan** and **Davisville Public Realm Framework** – building from the 2014 plan for the Yonge-Eglinton area, public realm priorities for the Yonge-Davisville area and an area-wide Parks and Open Space Network Plan highlighting parkland expansion and acquisition priorities to meet the needs of a growing population.
- **Transportation Assessment** – assessment of the local transportation network and key problem areas and the identification of priority projects to safely move people in and around the area and support the shift to active and sustainable travel modes.
- **Municipal Servicing Assessment** – analysis of the performance and capacity of existing water, wastewater and stormwater infrastructure and identification of infrastructure gaps in the context of future growth.

In July 2016, City Council endorsed in principle the draft built form principles and emerging community infrastructure priorities presented in the Midtown in Focus Status Report. The decision included direction to continue to refine the principles in consultation with landowners and the community. It also directed staff, in consultation with other divisions and agencies, to identify opportunities on City-owned lands for new

community infrastructure and to secure community infrastructure space, as appropriate, as part of the development application review process.

In the second quarter of 2018, staff will present a final plan for Midtown that will include both an Official Plan Amendment and outcomes of the final infrastructure assessments.

Throughout the Midtown in Focus study, City Planning and its divisional partners have undertaken a comprehensive public engagement and stakeholder consultation process. A summary of public engagement activities undertaken as part of the present phase of the Review is included in Attachment 4. Further consultation related to the proposed Secondary Plan and infrastructure assessments is recommended. Further information regarding Midtown in Focus is available at: [www.toronto.ca/planning/yongeeglinton](http://www.toronto.ca/planning/yongeeglinton).

### **3. Existing Policy Framework**

#### *Provincial Policies and Plans*

Issued under the authority of Section 3 of the *Planning Act*, Provincial Policy Statements provide policy direction on matters of provincial interest related to land use planning and development. The Province issued a new PPS in 2014. Decisions are required to be consistent with the PPS 2014 for all planning matters made on or after April 30, 2014. The PPS, requires, among others:

- That land use patterns that are based on densities and a mix of land uses which:
  - Efficiently use land and resources;
  - Are appropriate for and efficiently use infrastructure and public service facilities and avoid the need for their unjustified and/or uneconomical expansion;
  - Minimize negative impacts to air quality and climate change, and promote energy efficiency; and
  - Support active transportation and transit.
- Identification of appropriate locations and promotion of opportunities for intensification and redevelopment where this can be accommodated;
- An appropriate mix and range of employment uses and suitable sites for such uses to meet long-term needs;
- The accommodation of an appropriate range and mix of housing types and densities, including minimum requirements for affordable housing;
- The provision of a full range and equitable distribution of publicly-accessible built and natural settings for recreation;
- Planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation, including promotion of green infrastructure; and
- The conservation of cultural heritage resources as character-defining elements and consideration of Aboriginal communities.

An update to the Growth Plan for the Greater Golden Horseshoe came into force and effect on July 1, 2017. All planning decisions made after July 1, 2017 are required to conform to the Growth Plan, unless specifically identified in the transition provisions issued in O. Reg. 311/06 (Transitional Matters - Growth Plans). The Review is required to conform to the Growth Plan 2017. The Growth Plan for the Greater Golden



Horseshoe (2017) can be found at:

<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

Notable new policy directions included in the Growth Plan 2017 include:

- A stronger emphasis on achieving complete communities in policies throughout the Plan;
- A requirement to specifically delineate major transit station areas in official plans on priority corridors or subway lines and plan these areas to achieve minimum density targets set out in the Plan;
- Direction of major office and appropriate major institutional development to urban growth centres, major transit station areas and other strategic growth areas;
- The use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes;
- A stronger emphasis on the need to integrate land use planning and infrastructure / public service facilities planning and investments in order to provide sufficient infrastructure capacity to support intensification; and
- A stronger emphasis on moving people with active transportation and transit and the provision of green infrastructure.

The proposed Yonge-Eglinton Secondary Plan has been drafted to be consistent with and conform to the policies established in the PPS 2014 and the Growth Plan 2017.

Staff are determining whether the proposed Official Plan Amendment updating the Yonge-Eglinton Secondary Plan will proceed under Section 17 or Section 26 of the *Planning Act*. Given that the new Growth Plan came into effect July 1, 2017, it may be necessary for the OPA to proceed as a Section 26 amendment requiring provincial approval as part of a conformity exercise.

### *Official Plan*

The Official Plan is a long-term vision for how the city should grow and provides insight into long-term city building objectives. The Official Plan and Growth Plan direct growth to compact, transit-oriented, mixed-use communities that can make effective use of existing infrastructure assets. Growth in Midtown has benefitted from past investments in transit and other public infrastructure. However, the scale and pace of growth in the Yonge-Eglinton area has highlighted that the existing Secondary Plan does not directly address some of the distinct challenges in the area. In particular, existing policies do not adequately moderate the cumulative impacts of growth on neighbourhoods, do not provide sufficient direction to inform built form and do not ensure that infrastructure provision keeps pace with development.

### *Centres (Section 2.2.2)*

The Official Plan directs the development of Secondary Plans for Toronto's four Centres. The policies state that Secondary Plan policies should direct intensification to the Centres while assessing the adequacy of transportation infrastructure and local amenities to support population and employment growth. The Official Plan recognizes the importance and city-wide benefits of ensuring that the Yonge-Eglinton Centre continues to develop as both an office centre and a desirable living area.

### *Healthy Neighbourhoods (Section 2.3.1)*

The Official Plan establishes that, although neighbourhoods (lands designated *Apartment Neighbourhoods* and *Neighbourhoods*) will change over time and accommodate appropriate infill development, the character and stability of neighbourhoods will be preserved by focusing most new residential development in the Centres and along the Avenues. In the case of the Apartment Neighbourhoods within the Yonge-Eglinton Centre, the Yonge-Eglinton Secondary Plan identifies these neighbourhoods as stable areas. Policy 2.3.1.3 states that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The scale and pace of development in the Yonge-Eglinton area in recent years demonstrate the cumulative impact of multiple developments on neighbourhood stability. Additional direction is needed to ensure that new development does not continue to negatively impact neighbourhoods and parks and that adequate transition is provided.

### *Secondary Plans (Section 5.2.1)*

Secondary Plans establish local development policies to guide growth and change in defined areas of the city. They adapt and implement the objectives and policies of the Official Plan to fit local contexts. Policy 5.2.1.2 of the Official Plan states that where Council has determined that a Secondary Plan is necessary in an area prior to receiving a development application in that area, no amendment to the Zoning By-law permitting large scale development in the area will be made without prior or concurrent adoption of a Secondary Plan. With this report, staff request Council's determination that, given the pace and scale of change in Midtown, the comprehensive update of the Yonge-Eglinton Secondary Plan is required prior to rendering decisions on further development applications.

## **4. Proposed Yonge-Eglinton Secondary Plan**

### **Summary**

The proposed Yonge-Eglinton Secondary Plan outlined in this report and included in Attachment 2 provides detailed direction regarding the physical evolution of Midtown's diverse communities and the priorities for investing in and sustaining a complete, liveable community.

The proposed Plan reflects the culmination of two years of historical research, existing conditions analysis, detailed built form modelling and testing and the incorporation of findings from ongoing infrastructure assessments. The proposed Plan also reflects the insights of the many engaged stakeholders who have participated in the extensive consultation process completed to date. The proposed policies set out a robust policy framework with detailed direction for Midtown's collection of communities as well as general policies in key thematic areas.

The proposed Plan anticipates further growth in Midtown and establishes the framework to ensure that the location, scale and form of this growth is complementary to the character of Midtown's communities and supports broader city-building objectives related to employment nodes, transit- and active transportation-oriented development,

housing for a diverse population including families and seniors, timely infrastructure provision and green, resilient and complete communities, among others.

The proposed Secondary Plan includes general policies related to land use, parks and public realm, built form, community services and facilities, housing, transportation, resiliency and water as well as implementation policies and policies specific to the physical evolution of the diverse character areas. While general policies apply across the Secondary Plan area, the character area policies (Section 4 of the proposed Plan) provide additional guidance that reinforces the distinguishing features and functions of each area.

The following sections summarize the highlights of the proposed Secondary Plan. The complete proposed Secondary Plan can be found in Attachment 2, including proposed maps.

### **Secondary Plan Area Boundaries**

As part of the proposed Secondary Plan, City staff propose minor modifications to the boundary of the Yonge-Eglinton Secondary Plan area, as identified in Attachment 1. The revisions rationalize the boundary by more consistently following natural and physical boundaries such as the Kay Gardner Beltline Trail and including - and thus planning for - both sides of key streets such as Bayview Avenue and Blythwood Road.

### **Vision and Objectives**

The proposed Secondary Plan sets out a vision for Midtown to enable its continued evolution to 2041 and beyond. This vision builds on the qualities that define Midtown's identity and its liveability, including the importance of a complete community and the complementary relationship between mixed-use nodes, historic main streets and low-rise and high-rise communities. The vision statement also articulates the appropriate form for development and public investments to support and be integrated into this dynamic community.

The proposed Secondary Plan establishes objectives that shape the vision for Midtown as a complete community that is green, resilient, connected, inclusive and prosperous.

### **Growth and Infrastructure**

#### *Urban Growth Centre*

The Province's Growth Plan (2017) identifies the Yonge-Eglinton Centre as an Urban Growth Centre (UGC). When the Growth Plan was first introduced in 2006, municipalities were required to delineate the boundaries of the UGCs in their respective Official Plans with minor adjustments. In 2010, an amendment to the Yonge-Eglinton Secondary Plan was approved which delineated the Yonge-Eglinton Centre boundary to generally correspond to the area identified by the Province, with modifications to reflect the development patterns that were emerging in the area. Some additional policy direction was included to clarify development expectations.

Urban Growth Centres in Toronto are required to achieve a minimum density target of 400 residents and jobs combined per hectare. The Yonge-Eglinton Centre exceeded the minimum density target prior to the Growth Plan coming into effect in 2006. The density of the Yonge-Eglinton Centre in 2006 was 494 residents and jobs per hectare. Its density was 625 residents and jobs per hectare in 2016.

Minor adjustments to the Urban Growth Centre boundary are proposed to reflect the outcomes of the detailed study completed as part of the Review. In some cases, the adjustments remove areas previously included that have been affirmed as stable areas with little development potential (Erskine and Keewatin Apartment Neighbourhood and Mount Pleasant North Village). In other areas, additions have been made to:

- Generally align with Character Area boundaries that are most suited to be included in the boundary. These include the Yonge-Eglinton Crossroads, Eglinton Green Line, Redpath Park Street Loop and Soudan Apartment Neighbourhoods Character Areas, and a portion of the Montgomery Square Character Area. The proposed character area policies articulate the form and extent of growth appropriate to each area;
- Reflect the new transit station at Mount Pleasant Boulevard and Eglinton Avenue which was approved after the initial UGC delineation. The proposed boundary includes the Mount Pleasant Core Character Area; and
- The portion of the Montgomery Square Character Area included in the boundary is a key focal area for the community with a concentration of community facilities, commercial and cultural uses, and where additional investment in these types of uses are particularly desired. The refined boundary also includes lands with a significant proportion of the Secondary Plan area's existing office use and lands with the potential to attract significant new employment uses.

The refined boundary currently has a density of 565 residents and jobs per hectare as of 2016 with significant development approved and/or under construction. Although the Yonge-Eglinton Centre has met the minimum density target of the Growth Plan, additional intensification is anticipated over the coming decades in conformity with the proposed Midtown in Focus direction. The level of detail contemplated in the proposed Secondary Plan will ensure clarity with respect to the appropriate scale and planned intensity of development in each character area within the UGC. Further, it is a fundamental objective of the proposed Plan that development is not permitted to outpace the provision of necessary infrastructure to support growth, especially given the need to address existing gaps.

### *Major Transit Station Areas*

The Province's Growth Plan (2017) includes a requirement to delineate the boundaries of major transit station areas on priority transit corridors identified on Schedule 5 of the Growth Plan or along subway corridors. The Eglinton Crosstown LRT route is a priority transit route identified on Schedule 5 of the Growth Plan. Four Crosstown LRT stations and two subway stations are located in the Secondary Plan area. The Growth Plan also mandates that the major transit station areas will be planned to achieve the following minimum density targets:

- 200 residents and jobs per hectare for those served by subways; and
- 160 residents and jobs per hectare for those served by light rail transit or bus rapid transit.

The proposed Secondary Plan delineates the station areas associated with these transit stations in accordance with the policies and definitions of the Growth Plan. The Province's Transit Supportive Design Guidelines and Mobility Hub Guidelines have also been used to inform the boundaries. Similar to the refined UGC boundary, the major transit station areas utilize the Character Area boundaries as a foundation. Two types of transit station areas are identified - transit nodes and transit corridors. Transit nodes include:

- A station area core where the highest intensity of development within the station area is directed, with an emphasis on employment uses; and
- A secondary zone that will support transit-supportive development in a compact urban form and contribute to a high level of employment.

Transit corridors are oriented along major transit routes and include Chaplin Station and Avenue Station.

In all instances, the major transit station areas already exceed the Province's minimum density targets or are estimated to exceed the minimum targets in the near term. As part of the next phase of consultation and policy refinement, City staff will coordinate planning for the Midtown major transit station areas with the need to complete a comprehensive review of other major transit station areas.

## **Parks and Public Realm**

Midtown's streets, parks and public spaces provide important functions for moving people safely and efficiently, providing space for active and passive recreation and promoting public life and community building. As the area's population grows, the need for new, improved and expanded public spaces becomes more urgent.

The policies in the proposed Secondary Plan expand upon OPA 289, which is focused on the Yonge-Eglinton Centre, and extend the public realm vision to the entire Secondary Plan area. Building on OPA 289's five signature public space improvements, the proposed Secondary Plan includes policies that focus on enhancing the character and improving the network of streets and open spaces in the Davisville area and Yonge Street north of the Yonge-Eglinton Centre. These policies direct the rebalancing of streets, improving safety and accessibility for users of all ages, abilities and modes while providing additional space for landscaping to create a cohesive public realm network.

In combination with OPA 289, the proposed policies provide direction for the provision of wider sidewalks, the quality, scale and conceptual location of midblock connections and the location and development of Privately Owned Publicly Accessible Spaces. Both through the public realm moves and area-wide, the proposed Secondary Plan promotes the delivery of high-quality streets, parks and open spaces throughout Midtown.

The policies in the proposed Secondary Plan support implementation of the emerging Midtown Parks and Open Space Network Plan. In particular, the policies prioritize a "land first" approach to maximize opportunities to provide new parkland through the development process. In addition to suitable on-site dedication, the policies encourage dedications to be combined between various landowners in order to secure larger park spaces with greater utility for residents and visitors.

The proposed policies direct both off-site parkland dedication and city-led initiatives towards a series of priority areas. Over time, these strategic additions can expand existing parks to enhance access and functionality. Other locations are identified as areas under consideration for new larger parks that will address gaps in the distribution of parkland and park functions in Midtown. Exploring opportunities to develop a large decked park or open space over the subway trench, in consultation with the TTC, is also included in the proposed policies. The areas identified on the proposed map, while conceptual, provide the foundation for a parks plan that would provide beautiful, well-programmed parkland across Midtown, including in proximity to areas experiencing significant growth and in stable areas.

The Parks and Open Space Network Plan will continue to be refined through public consultation and coordination with the City-Wide Parkland Strategy. The parks plan will provide further clarity regarding the priority locations and types of parkland. This analysis may also inform recommendations regarding a change to the alternative rate for parkland dedication and cash-in-lieu for residential development, as permitted by Section 42 of the *Planning Act*.

## **Built Form**

Development in Midtown is a delicate process of infilling and further intensifying a built-out area. The potential impacts of new development in a mature urban environment where existing and approved densities already exceed mandated minimums require careful calibration of a building's location, scale, orientation and relationship to neighbouring properties and the public realm. Intensification of Midtown's already-dense neighbourhoods will not require tall buildings on every site or within every character area.

The proposed Plan includes general built form policies that outline key principles and policy directions for development that will ensure new buildings fit within the Midtown vision, reinforce the valued character of the area and support high-quality public spaces and spaces within buildings. These general policies complement detailed character area-specific built form direction set out in Section 4 of the proposed Secondary Plan.

The proposed policies provide clear direction regarding the appropriate location of tall buildings by delineating sites with tall building development potential, infill development potential and mid-rise development potential (Maps 21-6, 21-7 and 21-8 in Attachment 2). The policies and maps also identify sites where new tall buildings are not appropriate, including sites at development capacity and not appropriate for further intensification given existing buildings on site, the limited lot size, proximity to existing tall buildings and other conditions.

Sites in other character outside the maps may be appropriate for mid-rise or low-rise development, depending on proposed Secondary Plan policies, Official Plan policies and zoning specific to the site.

Additional proposed Secondary Plan maps identify maximum heights for areas with tall building development potential and infill development potential. The inclusion of maximum heights in the proposed plan is intended to provide clarity to property owners, developers, the community and decision-makers and ensure new buildings fit appropriately within the planned context of each character area. The inclusion of height limits is also a means to direct growth and shape the varying planned densities in Midtown.

The overall height regime is informed by an analysis of existing and planned area character, sunlight access, impacts on the public realm, proximity to transit and transition, among other considerations. The maximum heights establish a height topography for the area with the tallest heights permitted closest to the Yonge-Eglinton transit station and heights terracing down in all directions from the intersection. The height limits enable appropriate growth in parts of the Secondary Plan area, subject to the provision of sufficient infrastructure in parallel. At the same time, the height limits and other policies of the proposed Secondary Plan are intended to direct intense development to appropriate locations and minimize impacts on the public realm, neighbouring properties and surrounding neighbourhoods.

Proposed criteria identify the conditions where infill and additions to existing apartment towers may be permitted. These criteria support a tailored Yonge-Eglinton approach to rental expansion and building renewal. Redevelopment may take the form of additions on top of existing apartment towers or partial demolition and redevelopment of apartment towers under ten storeys. Such additions may be considered where they support the renewal of older buildings while minimizing impacts on current residents, neighbouring properties, the public realm, sunlight access and skyview. Low-rise and mid-rise infill on existing tower in the park sites is not permitted in order to maintain the open, landscaped character of Midtown.

A key outcome of the Midtown in Focus Built Form Study was the documentation and description of the character of subareas within Midtown. This analysis has informed the development of detailed policies for each character area, set out in Section 4 of the proposed Plan. The analysis of building types, development trends and potential impacts also informs proposed minimum performance standards, including tall building floor plates, separation distances, stepbacks and setbacks. These measures are an important base for the planning of a liveable high-rise, high-density community.

The proposed policies identify the parks and open spaces with important community recreational facilities where additional shadow will not be permitted. Midtown's limited number of parks and open spaces are well-used in all seasons and at all times of day. These spaces are a valued resource in the community and face increasing demand as the area's population grows. The protection of sunlight on these parks and open spaces will ensure that they remain comfortable and maximize their utility throughout the day and in the shoulder seasons. The proposed policy clarifies similar policy adopted through OPA 289 by establishing a time period for sunlight protection and extends the

policy to sites in the broader Secondary Plan area. The proposed plan requires enhanced standards for sunlight protection for other important public spaces, including the main streets of the Midtown Villages, Park Street Loop and Eglinton Green Line. In addition, the plan proposes standards for minimum setbacks for towers constructed near schoolyards.

## **Land Use**

Midtown's diverse communities serve a variety of land use functions. The proposed plan reinforces the area's role as an office node, retail destination and community service focal point for a broad sector of Toronto.

### *Office Expansion*

Expansion of Midtown's office sector is a central principle of the proposed Secondary Plan. Midtown hosts an important cluster of office uses drawing on the local population as well as a workforce from across the city and region due to its location and transit access. Within Midtown, distinct office nodes serve different users in a variety of building types: e.g., large floor-plate office towers at the intersection of Yonge Street and Eglinton Avenue; 1960s-1970s office blocks on Eglinton Avenue east and west of Yonge Street; a medical-oriented cluster south of Davisville Station and a strong institutional and non-profit presence along Merton Street.

Many of the office uses are presently accommodated in ageing buildings. Some have been displaced by recent residential development. Accessibility to the area is expanding with the opening of the Eglinton Crosstown LRT, as is the local population. The finite resource of land to retain and expand office and non-residential uses in this highly-accessible, clustered office district must be maintained. The proposed plan requires the replacement and expansion of significant existing office spaces in the context of development. Replacement office space may be transferred to a receiving site nearby. This transfer may only occur at the City's discretion and must include construction of the replacement office space in parallel with or prior to development on the original site.

### *Retail Streets*

Midtown's commercial main streets serve as a focal point for community life. These streets are distinguished not only by the broad retail offering - from the small shops, restaurants and cafés of Midtown's main street villages to the larger destination retail centred at the Yonge-Eglinton intersection. The main streets also host small offices, community services and rental housing and, importantly, serve as community gathering places. They are spaces at the heart of daily life and the centre of neighbourhood identity.

The physical form of these main streets is a key contributor to the walkability, comfort and character of these streetscapes and can foster opportunities for small business. The proposed plan includes both land use and built form policies that seek to reinforce the qualities of Midtown's commercial streets. For example, the policies require development to include continuous frontages of pedestrian-oriented storefronts on Priority Retail Streets, including complexes with second-floor or internalized larger



format retail. The proposed policies also set standards for storefront widths and depths to maintain the characteristic rhythm of commercial main streets, support animated pedestrian spaces and encourage viable and varied spaces for business.

## **Community Services and Facilities**

Community Services and Facilities - recreation, libraries, child care, schools and human services - support a diverse range of programs and services essential to creating and sustaining vibrant, inclusive and complete communities. They are vital components of a neighbourhood's liveability and must be planned for and provided in a timely manner to support future growth.

While growth in Midtown brings opportunity and prosperity, it is placing significant pressure on the existing community services and facilities serving the area. Building on the Official Plan policies contained in Section 3.2.2, the proposed policy directions provide further clarity on the community facilities required to support future growth with a focus on opportunities to enhance the capacity of existing facilities and partnerships.

The proposed policies identify criteria for the appropriate design and location of new and expanded community facilities and prioritize the on-site provision of community services and facilities as part of development. The co-location of services and facilities within mixed-use buildings will be a key strategy in Midtown given the pace of growth, lack of community facilities in parts of Midtown and limited supply of public land. The recommended integration of services and replacement of non-profit community agency space will ensure that the agencies which have clustered in Midtown remain in the community as a local and city-wide resource.

## **Housing**

Fostering liveable vertical communities is important for maintaining inclusive, complete communities across the city. The Official Plan highlights the need for a full range of housing to meet the needs of all household sizes and income levels. New housing should include a range of unit types, sizes and affordability levels that support all households throughout different life stages.

The City has undertaken a study entitled "Growing Up - Planning for Children in Vertical Communities", which was adopted by City Council in July 2017. The draft guidelines provide examples of best practices as well as specific design guidance for larger units. Some of these practices are already being implemented on a site-by-site basis. Integrating these practices into policy will ensure they are implemented consistently so that new developments can meet the needs of households with children, as well as other households, such as multi-generational families, seniors with home care or groups of unrelated students and/or adults who choose to live together. The proposed Secondary Plan establishes that a minimum percentage of all units in a development be 2-bedroom units (30%) and 3-bedroom units (20%) and that a portion of these units be of a minimum size. Specific design considerations are included to meet the objective of creating liveable units over the long term.

Yonge-Eglinton's significant amount of rental housing has long contributed to making it an inclusive and diverse neighbourhood that attracts households across all stages and ages. The city's current vacancy rate is the lowest recorded in the past ten years. Rents have been rising significantly. In order to keep pace with growth, maintain inclusivity and assist in addressing income polarization, the proposed Secondary Plan supports the provision of new affordable housing, which meets the needs of lower to middle income households for whom rising housing costs are a growing concern.

As existing rental sites get redeveloped and units are replaced in new developments, ensuring that tenants who are displaced from their homes are able to find alternative accommodation in their neighbourhood during redevelopment is crucial. Proposed Secondary Plan policies will provide for phasing strategies so that demolition of existing rental housing is appropriately timed in order to maintain a healthy supply of rental units.

## **Transportation**

Based on the findings of the existing transportation conditions assessment (see Section 6 of this report), there is a need to improve the existing active transportation network in the study area to support the anticipated growth and implementation of the Eglinton Crosstown LRT. As such, the proposed transportation policies were developed based on the following directions:

- **Mobility:** Balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel options and encourage sustainable travel behaviour.
- **Transit:** Enhancing connections to existing and future transit stations and stops, and providing supportive multi-modal services, connections and amenities at major transit stations.
- **Pedestrian and Cycling Movement:** Providing a safe and attractive walking and cycling environment to encourage active transportation as a viable transportation mode, as well as to complement retail activity at the ground level of mixed-use developments.
- **Travel Demand Management and Parking Management:** Promoting the use of Transportation Demand Management and Parking Management measures to reduce single occupancy vehicle use and encouraging the use other modes of transportation.
- **Construction Management:** Ensuring minimal disruptions to the surrounding area by coordinating and managing construction activities.

## **Resiliency**

Our climate is changing and Toronto must adapt how we plan and design buildings, landscapes, infrastructure and the public realm. The City has set a target to reduce greenhouse gas emissions by 80% from 1990 levels by 2050. While city-wide projects and initiatives aim to address this target more broadly, Secondary Plan policies can provide additional direction.

The proposed policies encourage the provision of additional back-up power to be integrated within development to improve resilience to area-wide power outages.

Development is also encouraged to develop or incorporate into an existing or planned thermal energy network, integrate on-site electricity production and target net-zero energy use.

Water-related infrastructure in Midtown is both ageing and being consumed by population and employment growth, as well as by the inflow and infiltration of stormwater into the sewer system. The proposed policies ensure that required new water, wastewater and stormwater management infrastructure is provided before or concurrent with growth. Development will also be required to reduce the impact on inflow and infiltration on sanitary and combined sewer systems.

The open space character of the Secondary Plan area provides a unique opportunity to increase water retention and support greater local biodiversity. The proposed policies support the development of green infrastructure such as storm water capture and tree planting as part of public realm improvements and as part of private developments. The policies also encourage development to incorporate design features that support greater biodiversity including the creation of habitats and planting of pollinator friendly species.

## **Character Areas**

The Yonge-Eglinton Secondary Plan area is structured into five character areas defined by common development histories, physical attributes and land use functions. These character areas have been further divided into subareas.

The character area-specific policies are informed by consultation with area stakeholders, research regarding the development history of Midtown and analysis of land uses patterns, streetscapes, building types and development trends. City staff have refined the documentation of distinguish features, modelling of the emerging directions for each character area and proposed policy directions through a series of consultation events over the past two years.

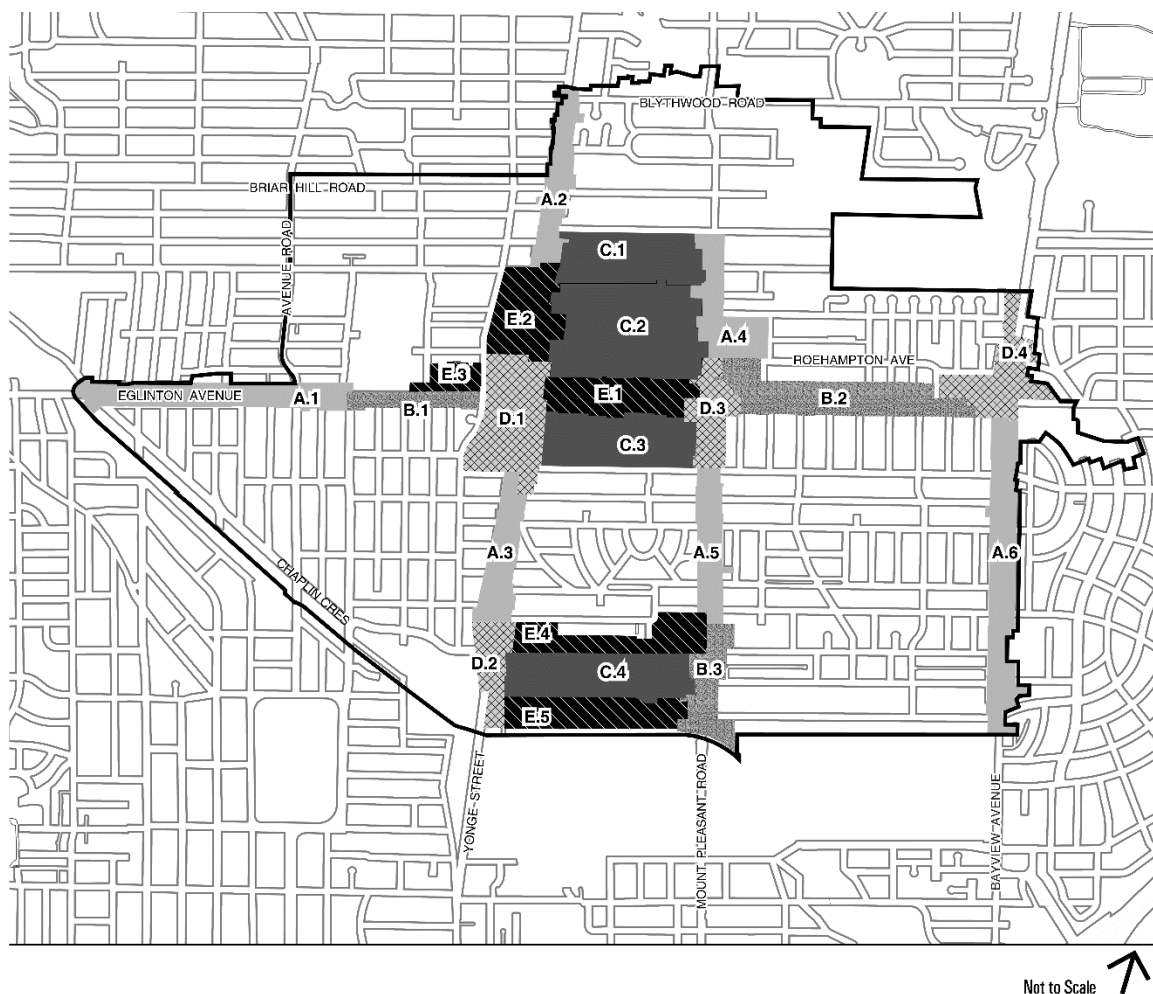
The proposed policies outline the vision for each area's evolution in the coming decades in the form of both character area statements and area-specific development policies. With development direction tailored to the local context, the proposed Secondary Plan reinforces both the diversity and complementary relationships between Midtown's collection of neighbourhoods.

The proposed character areas and subareas are as follows (see Map 21-2 in Attachment 2):

- **Midtown Villages:** Yonge North Village, Yonge South Village, The Eglinton Way, Bayview-Leaside Village, Mount Pleasant South Village, Mount Pleasant North Village
- **Apartment High Streets:** Eglinton Park, Eglinton East, Mount Pleasant Gateway
- **Apartment Neighbourhoods:** Erskine and Keewatin, Redpath Park Street Loop, Soudan, Davisville Apartment Neighbourhood
- **Midtown Cores:** Yonge-Eglinton Crossroads, Davisville Station, Mount Pleasant Station, Bayview Focus Area

- **Midtown Special Places:** Eglinton Green Line, Montgomery Square, Henning, Davisville Community Street, Merton Street

Figure 2: Yonge-Eglinton Character Areas



## Character Areas

— Secondary Plan Boundary

### Midtown Villages

A.1 Eglinton Way  
A.2 Yonge Street North Village  
A.3 Yonge Street South Village  
A.4 Mount Pleasant North Village  
A.5 Mount Pleasant South Village  
A.6 Bayview Leaside Village

### Apartment High Streets

B.1 Eglinton Park  
B.2 Eglinton East  
B.3 Mount Pleasant South  
B.4 Bayview South

### Midtown Apartment Neighbourhoods

C.1 Erskine and Keewatin  
C.2 Redpath and Park Street Loop  
C.3 Soudan Apartment Neighbourhood  
C.4 Davisville Apartment Neighbourhood

### Midtown Cores

D.1 Yonge-Eglinton Crossroads  
D.2 Davisville Station  
D.3 Mount Pleasant station  
D.4 Bayview Focus Area

### Midtown Special Places

E.1 Eglinton Green Line  
E.2 Montgomery Square  
E.3 Henning  
E.4 Davisville Community Street  
E.5 Merton Street

## Midtown Villages

Midtown's main street villages are generally linked by a common development history that is still visible in today's streetscapes. These main streets took shape as the

commercial and community focal points of streetcar suburbs developed in the 1910s and 1920s. The prevailing form of two and three-storey mixed-use buildings remains largely in place, though office blocks, shopping plazas and recent mixed-use developments are interspersed.

The Midtown in Focus Cultural Heritage Resource Assessment resulted in Council's approval on October 2, 2017 of recommendations to include 258 properties in these Villages on the City's Heritage Register. The assessment, in combination with an analysis of the Village's physical conditions, also informed the development of policy frameworks tailored to each one.

The proposed Secondary Plan generally supports mid-rise development - including building additions - in parts of the Villages in a manner that respects the distinct identity of each. Maximum heights range between 13.5 metres in the historic core of Mount Pleasant South Village and up to 27 metres on portions of Yonge Street and Eglinton Avenue (equivalent to the width of the right-of-way). The proposed policies do not support tall buildings in these areas.

A low-scaled two-storey streetwall will be required to maintain the scale of the existing streetscape. New buildings will be further sculpted in both the front and rear to maximize sunlight on public spaces and minimize privacy and shadow impacts on neighbouring properties.

The retail role and pedestrian activity of the villages will be reinforced through the proposed requirement of animated commercial or community spaces at grade and the provision of narrow storefronts and transparent ground-floor facades.

An enhanced public realm is key to the economic vitality and community enjoyment of the Villages. Accordingly, the proposed character area policies outline minimum building setbacks that reinforce the distinct Bayview Avenue streetscape and, in other Villages, enable expanded sidewalks and animated patios and forecourts, except where heritage buildings are retained.

The Mount Pleasant North Village is an exception to some of these directions. Rather than a well-established traditional retail street, this segment of Mount Pleasant represents a seam in the neighbourhood that bridges the high-rise and low-rise communities to the west and east of Mount Pleasant Road. This village is proposed to be enhanced by improved sidewalks and pedestrian crossings and the addition of street-oriented mixed-use developments that respect the varying scales in the area.

### *Apartment High Streets*

The Apartment High Streets comprise three linear residential neighbourhoods oriented along Eglinton Avenue and Mount Pleasant Road. The high streets bookend the Midtown Villages and Midtown Cores, providing an important home for predominantly rental apartments within walking distance of these mixed-use areas.

The three Apartment High Streets differ in their development history and, accordingly, are defined by different prevailing building types and/or landscapes. There are no

proposed policies general to all three. Instead, the proposed policies are tailored to the specific characteristics of each Apartment High Street. In all cases, the three Apartment High Streets are considered to be generally stable. Incremental intensification of underutilized sites may be supported if undertaken in a manner that reinforces the distinguishing features of each area and builds upon important public realm attributes.

The Eglinton Park Apartment High Street, west of Duplex Avenue, is characterised by a series of low-rise early 20th century walk-up apartment buildings. These brick apartment buildings are further defined by their courtyards and forecourts. On certain sites in the area that may be appropriate for some additional intensification, the proposed policies support development that would reinforce the characteristic low-rise scale, proportions, materials and public realm features.

In contrast, the Eglinton East Apartment High Street is distinguished by mid-century mid-rise and point tower apartments of modest height setback from the street. Interspersed are house-form sites fronting onto Eglinton Avenue East. The proposed policies would permit intensification that fits with the characteristic scale, building spacing and landscaping of the area and improves the pedestrian experience on Eglinton Avenue. The proposed redesignation of properties east of Cardiff Road that are presently designated as *Neighbourhoods* (see Section 5 of this report) will facilitate development sites that can better accommodate the setbacks and spacing that are central to the area vision.

The City rezoned a series of properties on the south side of Eglinton Avenue within the Eglinton East Apartment High Street in August 2014. The proposed policies recommend a modification to this built form direction that reinforces the characteristic setbacks and clarifies how buildings should be massed to limit impacts on *Neighbourhoods* while permitting building heights that reinforce the distinctive building typology along this stretch of Eglinton Avenue.

Mount Pleasant Gateway marks a transition point between the historic streetscape of the Mount Pleasant Village, the activity of the Yonge-Davisville area, Mount Pleasant Cemetery and low-rise areas east of Mount Pleasant. At present, narrow sidewalks, underutilized parkland and incomplete connections to the Kay Gardiner Beltline Trail and June Rowlands Park limit the connectivity and vibrancy of the area. Improvements to pedestrian and cycling infrastructure and landscaping are priorities of the proposed Plan and should be supported by potential mid-rise buildings on the east side of Mount Pleasant Road.

### *Apartment Neighbourhoods*

The Apartment Neighbourhoods are a defining feature of the look and identity of Midtown: towers in a setting that is both park-like and urban. Although these areas share their mid-century architecture and landscape design with other tower-in-the-park neighbourhoods in Toronto, they occupy a more urban context given their setting within historic city blocks and adjacent to Midtown's transit and employment hubs. The street level activity of these neighbourhoods is balanced by the green, landscaped setting and sense of openness at grade and between buildings.

The Apartment Neighbourhoods have experienced infill development to varying degrees since their mid-20th century build-out. Recent development has been most concentrated in the Redpath Park Street Loop area with significant new development proposed and under review. Some of this new development has intensified sites and complemented the area's attributes. The City has contested other developments that have overwhelmed the characteristic scale of the area and diminished the landscaped, open character. Additionally, some sites have proposals for a tower behind a tower, which moving forward will not be permitted. Together, successive waves of development have resulted in one of the most densely-populated communities in Canada and one that far exceeds the minimum growth targets established in the Growth Plan (2017). As such, the cumulative impact of potential future intensification must be carefully planned for.

The distinct form of the Apartment Neighbourhoods informed two key public realm moves advanced in the first phase of Midtown in Focus: the Park Street Loop and Greenways. These initiatives maximize the utility of the public realm in a dense, constrained urban environment and are echoed in the emerging Parks and Open Space Network Plan and emerging strategies for the Yonge-Davisville area.

The proposed policies for the Apartment Neighbourhoods character area establish a framework for intensification that supports their characteristic design and most liveable qualities. Some redevelopment is anticipated; however, tall buildings are not appropriate on all sites. The sense of openness, including between tall buildings, is a key attribute of the area and a means of maximizing sunlight and skyview within a dense high-rise neighbourhood. The proposed plan establishes a minimum tower separation distance of 30 metres as well as tower setbacks. Tower setbacks are enhanced in the northern portion of the Redpath Park Street Loop area as well as the Erskine-Keewatin area given the areas' characteristic deeper lots and less intense scale. The height of base buildings, another important contributor to comfort in the public realm, is limited to a maximum of four storeys. At this scale, base buildings fit with the area's characteristic walk-up apartments and contribute to skyview and sunlight access. Grade-related units are encouraged to activate these street frontages and add to the residential feel of the area.

The importance of high-quality landscaping in these areas as advanced in the 2014 Parks, Open Space and Streetscape Plan is carried forward in additional Apartment Neighbourhoods policies related to maintaining and rejuvenating landscaped areas and prioritizing viable parkland adjacent to the Park Street Loop.

### *Midtown Cores*

The Midtown Cores are dynamic mixed use areas centred around major transit stations: subway stations at Yonge-Eglinton and Davisville and LRT stations under construction at Mount Pleasant and Bayview. The Midtown Cores character area aligns with the Station Area Cores identified in policy and the Area Structure map (Map 21-3).

The high level of transit service has fostered diverse, well-established office and retail hubs in the Yonge-Eglinton Crossroads and Davisville Station cores. Growth of office and institutional uses will be the priority in these Cores and in the Mount Pleasant and

Bayview cores to support the need for additional employment and create a balance between live-work uses.

The Cores are the areas in Midtown where change and more intense development are anticipated, though the degree of intensification will vary between them. Development will be most intense at the Yonge-Eglinton Crossroads given its location at the intersection of two major transit lines and the well-established office and retail node. Recent development and approvals will result in the redevelopment of most of the east side of the Crossroads and will contribute to a transformed public realm at three of the corners, in keeping with the public realm plan for the area.

The potential redevelopment of the southwest quadrant was previously addressed in detail by a 2009 planning study and the 2014 public realm plan - directions that are reinforced in the proposed Secondary Plan. This vision includes the creation of the largest square on the southwest corner, providing space for gathering and pedestrian movement related to the primary transit station entrance. The proposed policies set a high standard for the buildings that will frame the square. The vision for the quadrant includes additional well-designed public spaces and prominent community services and facilities that profit from the site's central location in Midtown and in the City's transit network. A comprehensive study of the southwest quadrant, including consideration of building heights, transition, public realm improvements and community facilities that differ from existing directions, will be required prior to Council considering any development applications.

Additional policies for the overall area establish a built form that supports office expansion and enhances the interface between buildings and busy pedestrian spaces. Where residential development is proposed, the proposed Plan provides policies that would require careful consideration of the location, design and spacing of tall buildings and related access and servicing to ensure quality living conditions in this dense urban environment. In the southwest quadrant, as in other areas of the Yonge-Eglinton Crossroads, development must provide an effective transition from tall buildings to adjacent character areas and low-rise *Neighbourhoods*.

The Davisville Station core will develop with lower heights and densities than the Yonge-Eglinton Crossroads. Davisville Station will incorporate new tall buildings that fit within the existing scale of the broader Davisville area and are designed to minimize impacts on the Yonge Street pedestrian environment, nearby parks and adjacent *Neighbourhoods*. As in the other Cores, office uses will be prioritized in the Davisville Station area. City-initiated projects and development will pursue improvements to high-volume pedestrian areas on Yonge Street and elsewhere and enhanced connections to the Davisville school site, future aquatic and recreation centre and along the Davisville Community Street. Future planning for the subway corridor and yards to the west will take direction from the proposed Secondary Plan and will require a detailed local study and site-specific planning framework before development, if any, can proceed.

The development of the transit station at Mount Pleasant Road and Eglinton Avenue East will create a new focal point in Midtown. Improved connections to existing destinations, such as local schools, can further enhance the function of this node. The proposed policies respond to the varying physical conditions in the Mount Pleasant



Station area. The east side of Mount Pleasant Road south of Eglinton Avenue East is planned for mid-rise development on sites adjacent to *Neighbourhoods*. Closer to the intersection, development, including tall buildings of modest height, will distinguish this core from the Yonge-Eglinton Crossroads and will take into account the impacts on school yards.

The Bayview Focus Area was planned at a high level as part of the Eglinton Connects plan adopted by City Council in 2014. The proposed policies reinforce the vision for the area with further detail identifying appropriate transitions in height and building setbacks that better link the public realm with sites along Eglinton Avenue and Bayview Avenue to the south.

### *Midtown Special Places*

The Midtown Special Places are six areas in Midtown that stand out for their distinct urban form, concentrated institutional uses and public realm features.

In the Eglinton Green Line area, the proposed Plan provides a framework for the new and renewed buildings that will frame the Green Line open space, a major feature of the 2014 Parks, Open Space and Streetscape Plan. Office uses are prioritized in keeping with the current predominance of office blocks in the area and the proximity to two transit stations. Expanded and new community facilities are also encouraged. Given the size of some of the existing office buildings, off-site replacement of some of the existing office floor space may be necessary to ensure that new buildings, including base buildings, are appropriately scaled. Overall, the policies support a built form that complements the open space, including activated at grade uses, frequent mid-block connections and towers that are set back and spaced apart sufficiently to not overwhelm the public realm.

Public buildings and active public spaces have made the Montgomery Square area a community destination dating to the 19th century Village of North Toronto. The proposed Plan provides direction for development that reinforces the scale of historic Yonge Street, fosters an active retail environment and ensures sunlight on the shopping street as well as parks and *Neighbourhoods* to the west. Sensitive intensification, up to four storeys, of lands designated *Neighbourhoods* east of Duplex Avenue may replicate the area's walk-up apartment form.

In the Henning area, development on sites fronting Eglinton Avenue West must address the proximate relationship to the low-rise residential neighbourhood to the north, limiting building heights and appropriately shaping massing. Tall buildings up to 24 storeys will be considered east of Henning Avenue, subject to mitigating impacts on adjacent neighbourhoods and Eglinton Park, while mid-rise development is supported west of Henning Avenue at a scale that will enable redevelopment and expansion of existing office space. As elsewhere in Midtown, the retention of this office space, given the proximity to transit, is a key requirement for the area. The proposed Secondary Plan encourages improved connections in the area, in the form of wider sidewalks on Eglinton Avenue West, pedestrian walkways within the neighbourhood and a laneway network.

On the Davisville Community Street, enhanced pedestrian and cycling infrastructure will improve a key corridor of community facilities, institutions and parks. Incremental low-rise development will respect the existing scale and contribute to the area's landscaped character.

Further south, Merton Street is also identified to benefit from improved pedestrian spaces and connections to nearby open spaces, in this case the Beltline Trail and Mount Pleasant Cemetery. The redevelopment of the south side of Merton Street in the 1990s established a consistent built form. The proposed plan generally supports redevelopment of sites to the north at a similar scale and with a more eclectic mix of forms and architecture. This redevelopment will have to contribute to maintaining the street's distinct clustering of office uses, service organizations and housing providers.

## **Implementation**

The implementation policies of the proposed Secondary Plan will assist in ensuring orderly development in lock-step with the provision of infrastructure. They will also ensure that, as continued development occurs, consideration of contextual issues will be required through the preparation of Context Plans. Policies have also been included related to Section 37 of the *Planning Act* to provide consistency and transparency in the use of Section 37 associated with the heights/densities associated with residential permissions.

### *Context Plans*

OPA 289 introduced a requirement for Context Plans as part of the development review to assist in coordinating development between sites. The policy focused on improving the public realm and addressed key considerations from the 2014 Parks, Open Space and Streetscape Plan. The proposed Plan maintains the requirement for Context Plans and expands on the issues that these plans are required to address, including built form, coordination between sites, sustainable design and connectivity.

### *Height and/or Density Incentives*

Policy 5.1.1.3 of the City's Official Plan enables Secondary Plans to include an explicitly stated base value for the purposes of determining Section 37 contributions in exchange for heights and/or densities permitted in a plan. The Official Plan also sets out that a Secondary Plan may identify the specific community benefits to be secured above the base value. The proposed Plan proposes to secure fair and equitable contributions towards community infrastructure and public realm improvements for any residential proposals. The proposed Plan:

- Establishes a base value for determining Section 37 contributions using a density measure. Given the varied lot fabric in the Secondary Plan, the base value depends on the size of the site. Larger sites can generate the same relative density to a small site, but yield a lower FSI;
- Prioritizes the construction and outfitting of community infrastructure; and

- Establishes the approach for determining monetary contributions predicated on a percentage of gross floor area and the market value of the density above the base value.

City staff will continue to evaluate the proposed Section 37 policies in the context of parallel reviews of the Development Charge By-law and alternative parkland dedication rates as permitted by Section 42 of the *Planning Act*.

### *Holding Provisions*

Development will not be permitted to outpace the necessary infrastructure investments that are required to support a high quality of life in Midtown's neighbourhoods. Holding provisions may be used where the principle of development can be satisfied, but the infrastructure needed to support development has not been implemented. Additionally holding provisions may be used to address heritage matters and the delivery of the affordable housing requirements.

## **5. Additional Proposed Amendments to the Official Plan**

In addition to the proposed amendments to the Yonge-Eglinton Secondary Plan, implementation of the Midtown in Focus vision requires amendments to Official Plan maps regulating major street right-of-way widths (Map 3) and land use (Map 17).

### **Right-of-Way Widths - Davisville Avenue**

Davisville Avenue between Yonge Street and Mount Pleasant Road is 18.3 metres wide and classified as a minor arterial. The street generally comprises four lanes serving traffic, a bus route and parking, though it is reduced to two travel lanes at points. Sidewalks are often obstructed and are under-sized, especially given the area's growing population, location and the presence of a school, park, seniors housing and planned community recreation centre. Cycling lanes are presently not provided but are planned as part of the City's 10 year network plan.

As one of the Davisville public realm moves and supported by the City's Transportation Assessment, staff recommend expanding the Davisville Avenue right-of-way between Yonge Street and Mount Pleasant Road to 23 metres. The right-of-way, as it is expanded through development, will provide room for sidewalks appropriately designed to meet demands, separated cycling lanes, vehicle lanes and street trees and planting zones as appropriate.

### **Land Use Designations - Directing Growth and Maintaining Character**

Midtown in Focus is proposing to reconcile land use designations in key areas to support transit-oriented intensification in a form that is appropriately scaled and takes into account surrounding lot fabric, context and character. These amendments are intended to proactively plan for change in Midtown in a way that aligns with the Midtown in Focus vision - rather than react to destabilizing pressures.

Minor adjustments to land use designations in the Davisville Station, Eglinton East and Bayview-Leaside Village character areas are proposed. These lands are proposed to be redesignated from *Neighbourhoods* to *Apartment Neighbourhoods* or *Mixed Use Areas* (see Attachment 3). In some cases, such as the Bayview-Leaside Village, the amendments reconcile inconsistent land use designations, filling gaps and enabling development of mid-rise, mixed-use buildings at the north and south ends of the village. In Bayview-Leaside Village and elsewhere, the proposed redesignations will reinforce the prevailing lot fabric and dimensions such that characteristic public realm features of these areas - deep landscaped setbacks on Eglinton Avenue East; wider sidewalks and patios on Bayview Avenue - are possible in tandem with transit-oriented mid-rise development and an expanded laneway network. Together, this form of development can enhance the pedestrian experience and animate public spaces on major streets leading to transit stations.

Through these redesignations, incremental intensification is planned for in a way that respects the identified character of these areas and secures important public realm and landscaping features. By proactively planning the evolution of these areas, these amendments also minimize speculative, destabilizing development pressures on communities. The policy framework will set the expectations for property owners and community stakeholders about where and in what form intensification is and is not appropriate.

## **6. Infrastructure Assessments and Strategies**

The capacity of existing infrastructure in Midtown is under strain as it ages and as local demand rapidly increases. Infrastructure planning and provision are particularly challenging in Midtown's well-established, built-out neighbourhoods. Rather than provide the blank slate of a master-planned community, infrastructure providers must contend with limited public lands and finite public street infrastructure for the renewal and expansion of essential infrastructure.

Ongoing infrastructure assessments are evaluating the capacity of existing infrastructure to accommodate current demand and further growth. Some key findings are outlined below. This analysis will enable the coordination of the development review process with infrastructure planning and provision. The assessments will also inform the development of strategies that identify the scope, cost, priority and timing of the investments in Midtown's infrastructure required to support the planned intensification of the area.

### **Parks and Open Space Network Plan**

Yonge-Eglinton residents have among the lowest rates of parkland per person in the city: 4 square metres of parkland per resident, compared with 28 square metres city-wide. Providing additional parkland in a complex infill environment with high land values like Yonge-Eglinton poses challenges. As growth continues, improved and expanded parkland must address the needs of an increasing number of residents, workers and visitors. A strategic parkland acquisition program, with clear priorities and community support, will be essential.

City Planning, in collaboration with Parks, Forestry and Recreation Staff, are developing a Parks and Open Space Network Plan as part of the update to the Yonge-Eglinton Secondary Plan. The parks plan is intended to provide direction for acquiring new parkland, expanding and improving the function of and access to existing parks and open spaces and enhancing the role of publicly-accessible open spaces as a supplement to city parkland.

The analysis completed to date on the Parks and Open Space Network Plan has the potential to deliver valuable new parkland over the coming decades. It prioritizes sites that:

- Expand existing parks and open spaces to provide large, multi-functional parks, improve access and maximize operational efficiencies;
- Provide a variety of park types to ensure a wide variety of programming and experiences are available in Midtown;
- Improve the distribution of parkland across the area to address gaps and ensure all residents, students and area workers have access to quality park space;
- Capitalize on city-owned opportunity sites, including potentially decking over the subway trench and all or a portion of the Davisville Yard to create a park of a substantial size in the area; and
- Improve the quality and connectedness of existing parkland.

More detailed assessment and consultation with the public is needed to finalize the Midtown Parks Plan. Parkland provision in the Yonge-Eglinton Secondary Plan area is being coordinated with the City-wide Parkland Strategy currently being developed.

### **Davisville Public Realm**

The current phase of Midtown in Focus includes public realm planning for areas not addressed in the 2014 Parks, Open Space and Streetscape Plan, in particular the Yonge-Davisville area.

The Yonge-Davisville area is located south of Yonge-Eglinton Centre and is comprised of 1960s "Tower in the Park" apartment developments and a mix of institutional, commercial and community destinations. Much like the Yonge-Eglinton area studied in the first phase of Midtown in Focus, the Yonge-Davisville area has a characteristically green and landscaped character.

Policies related to the public realm moves for Davisville are incorporated in the proposed Yonge-Eglinton Secondary Plan presented in this report. Additional detail on the public realm moves and strategies for Davisville will be presented as part of the final report in 2018. The recommendations will detail key improvements to public spaces in Davisville, including identification of priority projects and preliminary phasing recommendations.

## **Community Services and Facilities Strategy**

A Community Services and Facilities Strategy for Midtown is being developed to guide delivery of publicly accessible, non-profit spaces and places that support the social infrastructure vital to complete communities.

Future growth in Midtown will occur within the existing built environment requiring facilities to be integrated into the area's mature urban fabric. This will involve maximizing existing public facilities through renovations or rebuilds and the use of compact urban delivery models that incorporate facilities within new development. The identified shortfalls are anticipated to expand significantly given projected growth. The level of infrastructure needed to sustain and support a complete community in Midtown will require careful monitoring, informed development review and high levels of cooperation and partnership between both public and private entities through new approaches to co-location and the sharing of resources.

The Strategy builds on the comprehensive review of the existing community services and facilities currently serving the area completed in 2016. The Community Services and Facilities Assessment found increasing demand for a full range of community services and facilities in Midtown resulting from current growth. The emerging space and facility priorities identified in the assessment and endorsed by Council in July 2016 included the following:

- **Libraries**
  - Continuing renovations to existing facilities to improve accessibility and accommodate increased program and service demands.
  - Exploring opportunities for alternative service points such as satellites, pop-ups and kiosk units.
- **Schools**
  - Exploring alternatives for the renewal of Davisville Public School and integration of expanded community recreation uses on-site.
  - Exploring opportunities with public and private partners to advance alternative development and operational models for new schools, including satellite facilities and schools integrated with other uses on site.
- **Parks and Recreation Facilities**
  - Renovating and improving existing community and recreation facilities.
  - Securing expanded parkland, including active and passive recreational spaces.
- **Child Care**
  - Providing additional non-profit, licensed, quality and affordable child care facilities, including facilities that accommodate infants.
- **Human Services**
  - Securing appropriate, affordable and visible space for non-profit and public organizations.
  - Prioritizing the replacement of non-profit community agency space for agencies that may be impacted by a development application in visible, accessible locations.
  - Reviewing the space requirements for the Central Eglinton Community Centre and securing a longer term lease.

City Planning is working with related City divisions, boards and agencies to establish space and facility needs and set detailed priorities to support future growth by sector and geography. The Strategy will be informed by and contribute to the service and facility plans of various City divisions and boards in order to position the City and its partners to capitalize on opportunities as they arise. This includes Parks, Forestry and Recreation's Facilities Master Plan, Children's Services' Child Care Growth Strategy, Toronto Public Library's Facilities Master Plan and school board accommodation plans. The Community Services and Facilities Strategy will be finalized in 2018.

In parallel with the development of the Strategy, as directed by Council, City staff continue to pursue opportunities that address the emerging priorities on city-owned lands, on other public lands and as part of the development review process. Among other ongoing projects, planning for the Davisville Aquatic and Recreation Centre has advanced, additional child care facilities have been proposed or secured and the Central Eglinton Community Centre has secured expanded program space. The detail of the emerging Strategy will provide direction to address additional community infrastructure needs, whether through capital plans, Section 37 contributions or planning for the redevelopment of public lands.

## **Transportation Assessment**

The Yonge-Eglinton Transportation Assessment, currently underway, includes an assessment of existing conditions, trends and behaviours, integration of growth estimates and the detailed evaluation of priority focus areas for transportation upgrades and investment. The initial analysis of existing conditions has been completed with findings currently being refined. A transportation survey was issued in June 2017 to inform the assessment. This assessment was distributed electronically and was broadly advertised within the Secondary Plan area. The survey, coupled with other datasets, has been used to inform the initial findings of the assessment.

Midtown Toronto is situated at the geographic centre of the city. As a result, the area benefits from a high degree of accessibility, in particular transit access. The area also experiences significant through traffic which contributes to congestion in the area, in particular on the subway and streets. For instance, the transportation assessment completed to date identifies that 53% of the vehicular traffic in Midtown in the AM peak period is through traffic destined to other parts of the city. This is also a key finding associated with the Yonge-Spadina Subway. Some capacity remains in the system at Yonge-Eglinton but it is nearing capacity. Dedicated cycling infrastructure in Midtown is fragmented and inadequate, as reflected in the low share of trips taken by bicycle.

Growth in Midtown and in nearby areas will have to be accommodated within a constrained transportation network. Transit expansion is underway on Eglinton Avenue and through the advancement of transit planning across the City such as with the Relief Line Project Assessment and SmartTrack; however, longer term relief at the local scale will require a series of targeted measures that address all modes.

A key emphasis of the assessment will be how to improve movement in and through the area with a shift towards active and sustainable travel modes. Increased travel demand will not be solved through the accommodation of vehicular traffic, given the constrained

built environment. Targeted improvements to the area's cycling network, for example, can encourage a potentially large population to choose cycling as a primary means of moving in and through the areas. Wider sidewalks, expanded mid-block connections and safe pedestrian crossings will have similar benefits in an area where non-work trips remain heavily car-dependent.

Importantly, maintaining and expanding Midtown's employment base, a principle highlighted throughout the proposed Plan, will have long-term benefits in terms of transit and vehicular capacity, in particular, as it has the potential to limit outbound trips on at-capacity routes, specifically to the Downtown.

The next phase of the assessment is to finalize the existing conditions analysis and move toward assessing long-term growth and identifying priority improvements.

### **Municipal Servicing Assessment**

Municipal servicing infrastructure in Midtown is ageing and capacity is being absorbed by population and employment growth. As an older, established area, Midtown is served in part by combined sewers that carry both sanitary sewage and stormwater in the same pipe. Existing capacity is being used up by new development, including groundwater diverted by tall buildings with multiple below-grade levels. These increasing demands may constrain the ability of further development to proceed. The Municipal Servicing Assessment is assessing available existing capacity within the watermains and sewers in the area. It will also assess the required infrastructure to accommodate the growth potential in the area.

The analysis completed to date of the existing sewer infrastructure in the area highlights some problem areas with the sewer system surcharging. To manage these problems, potential remediation strategies recommended include: repairing outfalls, enhancing maintenance programs, upgrading the existing sewers, installing inlet control devices and high capacity inlets, increasing the number of catchbasins, reducing sanitary inflow and infiltration, providing end-of-pipe solutions and incorporating low-impact development strategies. The analysis of the existing water supply system showed that there are no major concerns in terms of capacity and performance.

The existing conditions analysis is nearing completion. Findings will be included in an existing conditions report. The next steps of the assessment will be to undertake a future conditions assessment that integrates the growth estimates and identifies areas where capacity is available to support growth and where and when, given the pace of growth, upgrades will be required. The assessment will inform the preparation of a detailed strategy, including priority projects, phasing and costing following the adoption of the Secondary Plan.

## **7. Next Steps**

Staff are requesting Council direction to continue consultation on the proposed Secondary Plan outlined in this report as well as the emerging infrastructure assessments and strategies. This consultation will include continued engagement with the Midtown Planning Group, local property owners and developers, a community open



house event and additional in-community and online activities, as appropriate. The engagement will enable a thorough review of the full set of recommendations provided herein and refinement of the proposed planning framework and infrastructure strategies.

Staff will develop a final plan that presents the comprehensive Midtown vision and implementation recommendations in preparation for a statutory public meeting and presentation to Council in the second quarter of 2018.

## **CONTACT**

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## **SIGNATURE**

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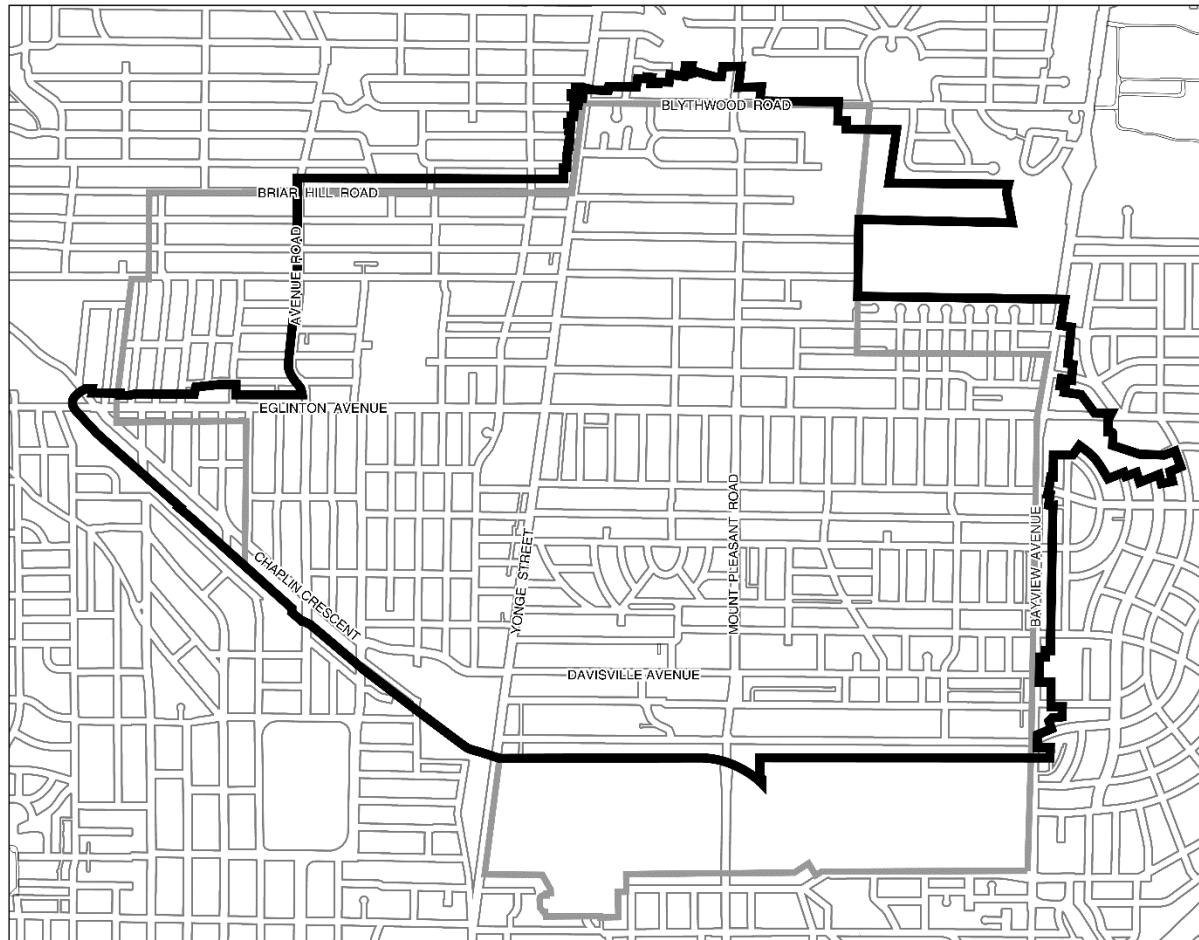
Gregg Lintern, MCIP, RPP  
Acting Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

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Attachment 1: Proposed Revision to the Yonge-Eglinton Secondary Plan Area  
Attachment 2: Proposed Yonge-Eglinton Secondary Plan  
Attachment 3: Proposed Amendments to Land Use Designations  
Attachment 4: Public Engagement Summary



## Attachment 1: Proposed Revision to the Yonge-Eglinton Secondary Plan Area



Not to Scale 



### Revised Yonge-Eglinton Secondary Plan

-  Proposed Secondary Plan Boundary
-  Existing Secondary Plan Boundary

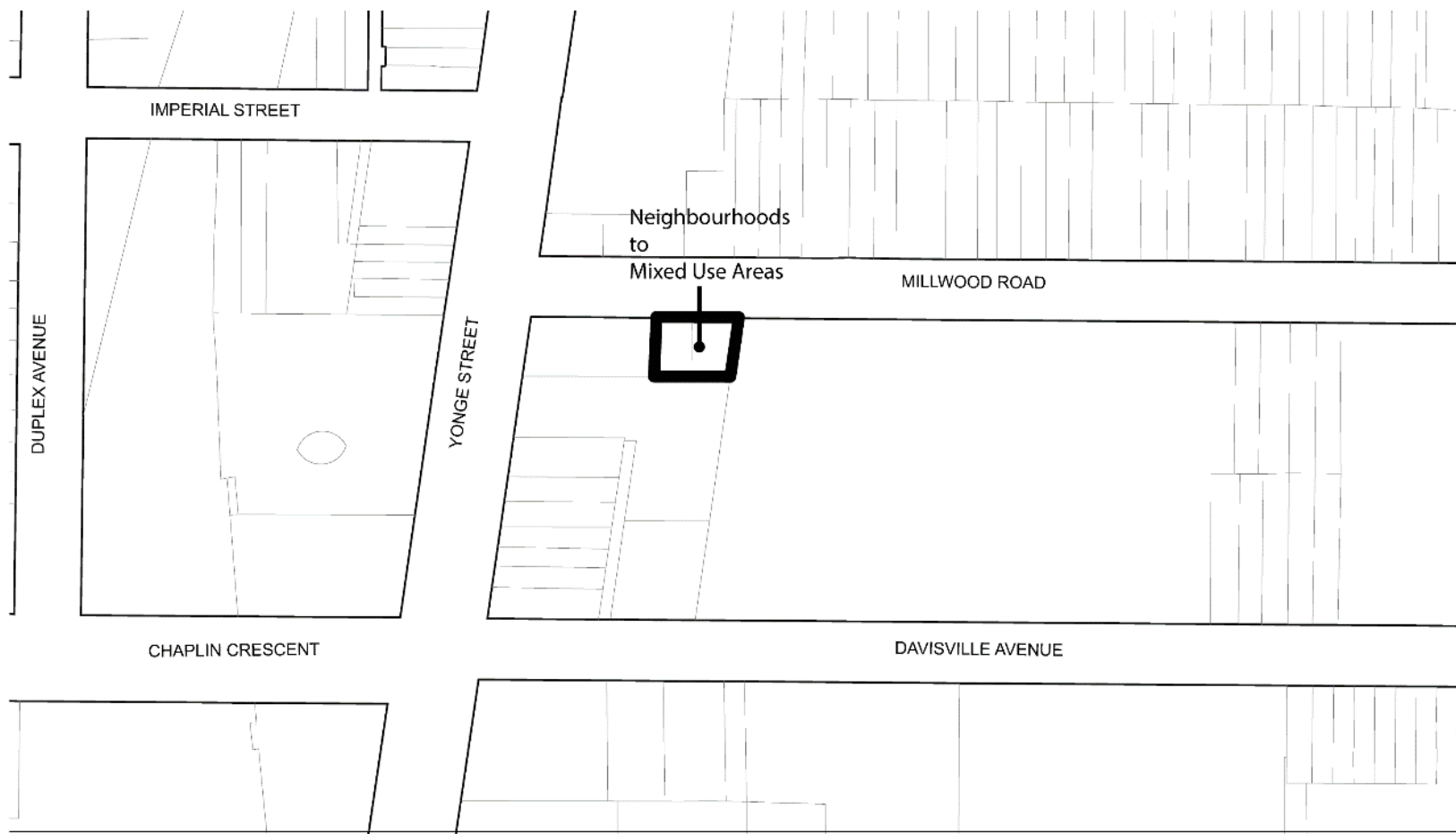
October 2017

## **Attachment 2: Proposed Yonge-Eglinton Secondary Plan**

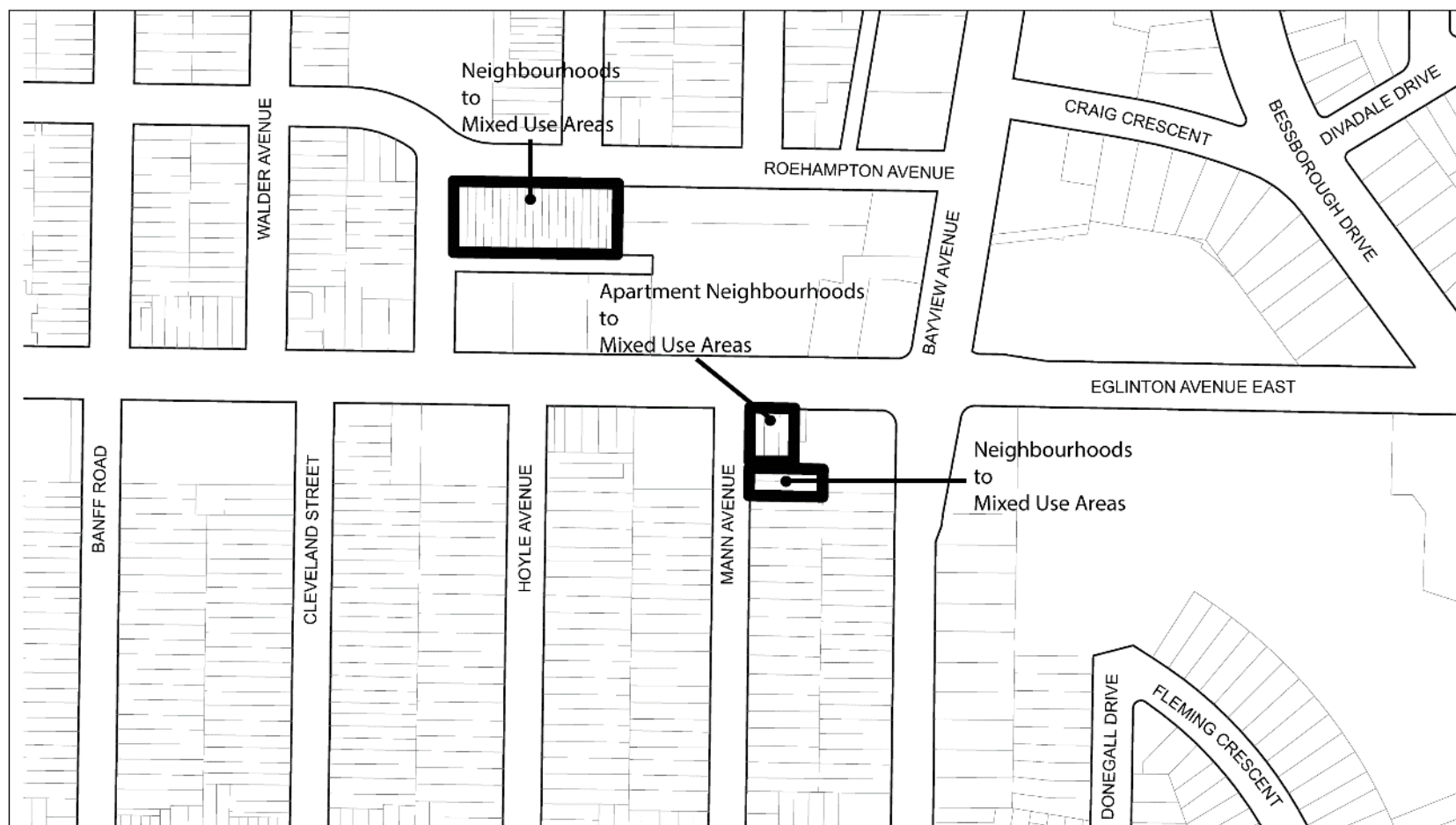
Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's November 15, 2017 meeting.

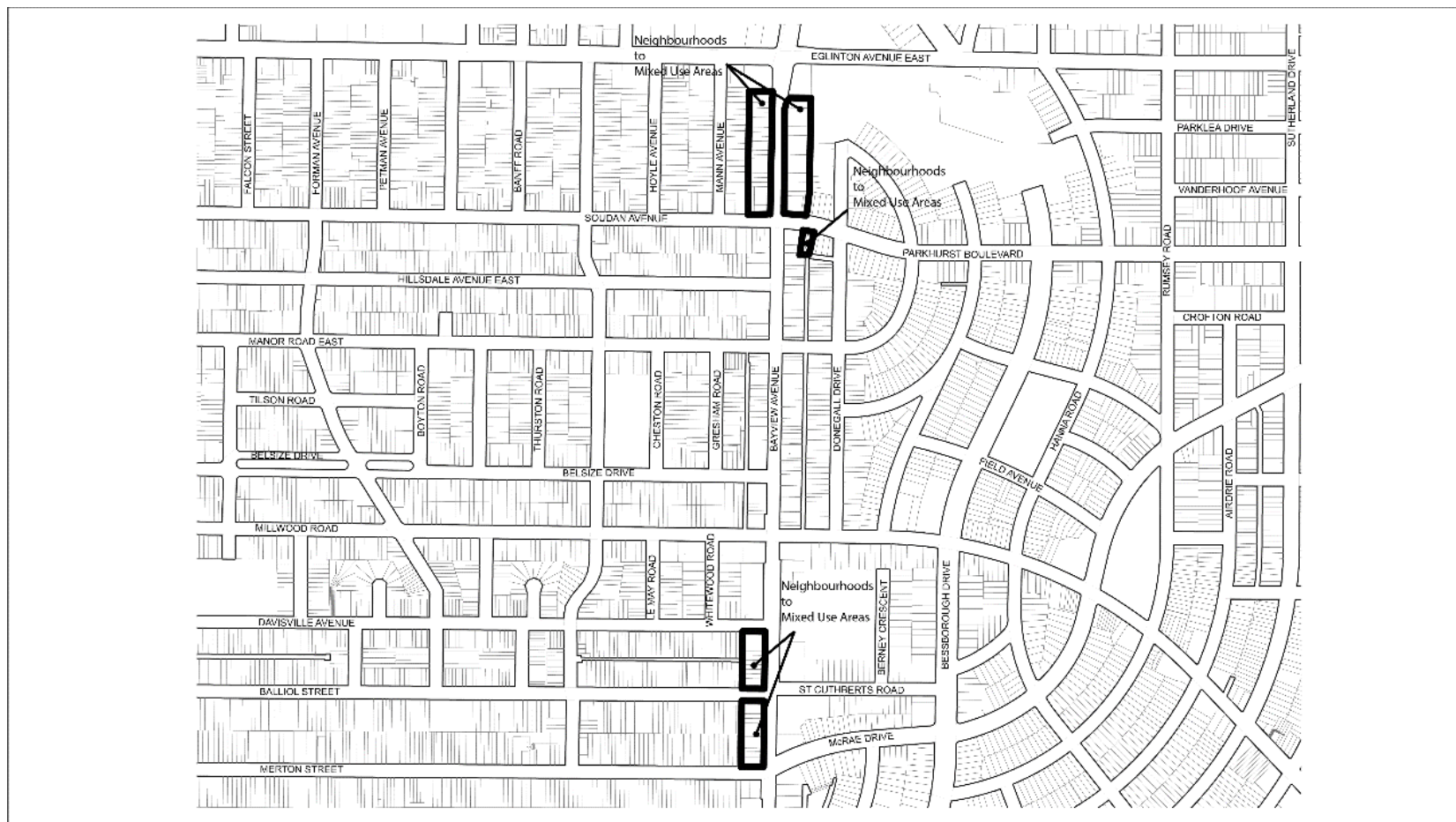
### Attachment 3: Proposed Amendments to Land Use Designations













## **Attachment 4: Public Engagement Summary**

### **Public Meetings, Open Houses and Workshops**

Four public meetings and open houses were held during the course of the study to provide updates and share emerging directions with community members and stakeholders. At all events attendees were invited to provide individual written feedback. Additionally, members of the public could provide written feedback at any time by email.

#### *March 23, 2015 – Public Meeting: 120 attendees*

The first Midtown in Focus public meeting was held to discuss the proposed changes to the Yonge-Eglinton Secondary Plan (Official Plan Amendment 289) and to discuss potential planning priorities for the area. City staff presented an overview of the Midtown in Focus: Parks, Open Space and Streetscape Plan and summarized the proposed Official Plan Amendment that would help to implement the Plan. Staff also presented the City's proposed planning priorities for 2015. Attendees asked questions and shared their feedback in plenary discussions. Attendees were pleased with the proposed Official Plan Amendments and noted that additional planning studies should progress as quickly as possible to address the pace of development in the area.

#### *April 2, 2016 – Open House: 90 attendees*

The purpose of the spring 2016 open house was to share work completed to date by the City and its technical consultants on the Midtown in Focus: Growth, Built Form and Infrastructure Review and gather feedback from the public. Attendees were asked to provide feedback on draft built form principles, draft character areas and priorities for community services and facilities. Attendees noted that growth should be supported by more community services and facilities, the need for more open spaces and that transportation improvements were essential to the area's liveability.

#### *November 19, 2016 – Davisville Parks and Public Realm Workshop: 75 attendees*

The fall 2016 workshop was held to explore opportunities and priorities to improve and expand the public realm in the Davisville area to complement the Midtown in Focus: Parks, Open Space and Streetscape Plan developed for Yonge-Eglinton. Following an introductory presentation attendees participated in facilitated walking tours of Davisville and workshops focused on identifying opportunities to improve the safety, connectivity and quality of the public realm. Key discussion points included the desire to improve existing park spaces, the need to manage increased vehicle traffic and congestion, the need for more mid-block pedestrian connections and a desire for more and better cycling infrastructure in the area.

*June 3, 2017 – Open House and Workshops: 185 attendees*

The emerging elements of the Yonge-Eglinton Growth, Built Form and Infrastructure Review were presented at the Open House for discussion and feedback with area residents and stakeholders. Display boards provided information on the built form direction for each character area and updates on the various associated studies and assessments (cultural heritage, parks and public realm, community infrastructure, transportation, municipal servicing). City staff and technical consultants were on hand to share information, answer questions and listen to feedback. Themes that came up through the open house included the need for additional community services and facilities and parks and open spaces to support the expected population growth and the need to tailor the built form vision to support the area's existing varied character.

Workshops were also held to provide greater detail on the emerging built form and public realm directions for the Yonge-Eglinton Centre, Davisville, and Midtown Villages character areas. Each workshop was an hour-long and was hosted twice. Each workshop included an overview presentation about the area, a review of built form and public realm issues addressed through the study and the emerging built form vision. Small table discussions and reporting back to the group allowed attendees to provide feedback.

### **Midtown Planning Group Meetings**

The Midtown Planning Group consists of the Councillors for Wards 16, 22 and 25, representatives of local residents associations and Business Improvement Areas, local citizens and City staff. Midtown Planning Group meetings were an opportunity for the City to present materials to a smaller group of local stakeholders and receive input before refining materials for public meetings and open houses.

Six meetings were held with the Midtown Planning Group throughout the study and covered a range of topics. The group provided perspective on a number of issues including the relationship between growth areas and adjacent stable areas, supporting vibrant street life, improving the public realm, protecting open spaces and the need for more community services and facilities in the area.

In addition to group and table discussions, attendees were provided the opportunity to provide individual written feedback at all meetings. Additionally, attendees could send written feedback after each meeting by email.

*March 5, 2015: 40 attendees*

The first Midtown Planning Group meeting was held to discuss the proposed changes to the Yonge-Eglinton Secondary Plan (Official Plan Amendment 289) to help implement the Midtown in Focus Parks, Open Space, and Streetscape Master Plan, completed in 2014. The meeting was also an opportunity to discuss potential planning priorities for the Yonge-Eglinton area in 2015. City staff gave presentations that provided an overview of the Midtown in Focus Parks, Open Space and Streetscape Plan and summarized proposed changes to the Secondary Plan to implement the Plan. Staff also

outlined the proposed planning priorities for 2015. Questions of clarification, group discussions, and a plenary discussion followed the presentations.

*November 30, 2015: 40 attendees*

The purpose of the meeting was to provide an overview of the Yonge-Eglinton Growth, Built Form, and Infrastructure Review, share the initial findings from the built form and cultural heritage consulting teams, and to discuss the Midtown Planning Group's priorities related to character areas, built form, and cultural heritage in the area. The meeting included presentations, facilitated table discussions and a larger plenary discussion.

*March 2, 2016: 45 attendees*

The meeting was held to provide an update on the project and to present the draft built form principles and draft urban structure that would inform the future built form vision for Midtown. The meeting included presentations and updates on the City's growth analysis, the Cultural Heritage Resource Assessment and draft character areas and built form principles. Small table discussions and plenary discussions followed the presentations.

*May 30, 2016: 50 attendees*

Key findings from the City's Community Services and Facilities (CS&F) Assessment were presented at this meeting. Attendees were asked to provide feedback on the CS&F priorities and opportunities for Midtown. Attendees were also given an update on the various work streams and studies being progressed as part of Midtown in Focus. The meeting included a facilitated discussion following each presentation, an individual activity, small table discussions and a larger group activity to identify CS&F priorities.

*February 22, 2017: 60 attendees*

The meeting was held to provide the group with an overview of the Midtown in Focus schedule for 2017, provide an update on the Cultural Heritage Resource Assessment including next steps, review the built form assessment methodology, and to gather feedback regarding the emerging built form vision and direction for two character areas (Redpath Park Street Loop and Eglinton Greenline). Small table discussions followed each character area presentation and the meeting concluded with a report back to the group.

*April 5, 2017: 35 attendees*

The purpose of the meeting was to review the built form assessment approach and emerging built form vision and direction for the five Midtown Village Character Areas, workshop the built form vision for the Villages and discuss linkages with the emerging directions for the Midtown in Focus Review more broadly (e.g., public realm, community infrastructure, transportation). Following presentations by City staff and the consulting team, attendees were able to ask questions and participated in small table discussions regarding each of the five Midtown Village Character Areas followed by a report back to

the group. Attendees also participated in a mapping exercise to show the geographical distribution of where people live and work.

## **Land Owner Meeting**

*November 14, 2016 – Land Owners and Developers Consultation*

A meeting with local land owners and developers was held to provide an overview of the Midtown in Focus Review and to gather feedback on implementation considerations related to the draft built form principles. City staff gave a presentation covering the scope of the study, work completed to date, draft built form principles, draft character areas and provided an overview of the associated infrastructure studies. The presentation was followed by a group discussion. Some of the key issues noted were the continued attractiveness for development in Midtown related to the construction of the Eglinton Crosstown, the challenges of mandating the development of office space and how best to address the local community service shortfalls.

## **Planners in Public Spaces**

Nine Planners in Public Spaces (PiPS) events were held over the course of the study:

- December 13, 2015 – RioCan Yonge-Eglinton Centre: 200+ attendees
- December 14, 2015 – North Toronto Collegiate Institute: 50+ attendees
- December 15, 2015 – Northern Secondary School: 60+ attendees
- January 19, 2016 – Northern District Library: 35+ attendees
- January 24, 2016 – North Toronto Memorial Community Centre: 30+ attendees
- January 27, 2017 – Davisville Subway Station: 100+ attendees
- June 13, 2017 – RioCan Yonge-Eglinton Centre: 300+ attendees
- June 27, 2017 – Eglinton Subway Station: 70+ attendees
- June 28, 2017 – Davisville Subway Station: 50+ attendees

### *Online Outreach and Engagement*

- December 18, 2015 to February 7, 2016: Your Yonge-Eglinton interactive online mapping exercise – 900+ visits, 140+ comments
- June 1 to June 30, 2017: Midtown in Focus online transportation survey – 1660 responses
- January 2016 to present: Project website to share background studies, staff reports, updates and upcoming events – 9000+ unique visits

## **Engagement with Additional Stakeholder Groups**

- June 3, 2015 – Quantum Owners and Residents Association AGM
- January 25, 2016 – Eglinton Park Residents AGM
- April 16, 2016 – City-Federation of North Toronto Residents' Associations Planning Forum
- April 24, 2017 – Quantum Owners and Residents Association AGM
- May 8, 2017 – South Eglinton Ratepayers' and Residents' Association AGM