

Midtown in Focus: Proposed Yonge-Eglinton Secondary Plan Update

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1. Interpretation

- 1.1 The policies of the Yonge-Eglinton Secondary Plan apply to the area shown on Map 21-1.
- 1.2 The policies of this Secondary Plan must be read together as a whole and the relevant policies are to be applied to each situation as applicable. While some policies refer to other policies for ease of use, these cross-references do not take away from the need to read the Plan as a whole to properly understand a specific policy. There is no implied priority in the order in which the policies appear.
- 1.3 In the case of conflict, a Site and Area Specific Policy located within or partially within the Secondary Plan boundaries will take precedence over the policies of this Secondary Plan.

2. Vision

- 2.1 Midtown Toronto combines many of the best qualities of Toronto. Historic main streets connect with busy office nodes, distinctive apartment neighbourhoods with expansive landscaped open spaces, historic main streets, and tree-lined side streets. Local businesses, major institutions and community services are located within convenient and close walking distance and are accessible to people from across the city by transit. These assets contribute to Midtown's vibrancy, and will assist in continuing to attract new residents, visitors and investors to Midtown.

As Midtown continues to grow and evolve, the elements of a liveable and complete community will be provided in parallel with growth. Residents will be served by new, improved and expanded community services and facilities and resilient physical infrastructure. An expanded network of parks and open spaces and a beautiful public realm will be created that complements Midtown's green, landscaped setting. Transportation options will be provided for people with an emphasis on transit and active transportation.

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

Objectives

2.2 The following objectives will guide public works and development in the Secondary Plan area:

- (a) **Complete Communities:** Midtown will continue to be an inclusive and liveable community that supports the daily needs of people of all ages, incomes and abilities. The complete range of community services, housing choices, building types, community spaces, shopping needs, economic opportunities and parks and natural areas will be available within walking distance.
- (b) **Green and Resilient:** Midtown will be defined by its green, open, landscaped setting, expanded network of parks and well-designed communities that support energy and water conservation and stormwater management practices that reduce vulnerability to a changing climate. New buildings, parks and open spaces and green infrastructure projects will contribute to improving air and water quality, supporting biodiversity, minimizing urban heat island effects and fostering resilient infrastructure and communities.
- (c) **Connected:** Midtown will be a connected place. There will be improved pedestrian infrastructure, including wider sidewalks and a network of mid-block connections, safe and connected cycling routes and access to transit stops and stations. At the centre of the City's expanding rapid transit network, Midtown will prosper with connections to the broader city and, equally, enhanced access into Midtown for workers, students and other visitors. The improved active transportation and transit options will enhance mobility, rebalance finite public rights-of-way and reduce reliance on the private automobile.
- (d) **Inclusive and Prosperous:** Midtown will prosper as a complete community by maintaining and providing new office, retail and community services at its core. The existing offices, health and social services and major institutions clustered in proximity to the area's transit connections provide convenient access for Torontonians and Midtown's local workforce. Existing and new office and community agency spaces will be essential elements of a live-work district that supports local economies, fosters innovation and broadens opportunities for stable, fulfilling employment.

3. General

3.1 Growth and Infrastructure

- 3.1.1 The intensity of growth, building typologies and land uses will be as set out in this Secondary Plan. Not all areas within the Secondary Plan area will experience the same levels of growth and intensification.
- 3.1.2 Continued growth and intensification will require significant investment in infrastructure to support development and ensure complete communities. Development will not be permitted to outpace the provision of infrastructure. As such, development may not be permitted until such a time as the necessary infrastructure to support development is implemented.
- 3.1.3 Map 21-2 delineates the boundaries of the Yonge-Eglinton Centre (Urban Growth Centre) and the Secondary Plan area's major transit station areas. Growth potential within the Yonge-Eglinton Centre and major transit station areas will be as set out in this Secondary Plan and will be strictly maintained to ensure that:
- (a) appropriate development takes place;
 - (b) development does not exceed the capacity of infrastructure, including community services and facilities, municipal servicing, streets and public transportation;
 - (c) the built form of development is compatible with the character of the areas within and abutting the Yonge-Eglinton Centre and major transit station areas.
- 3.1.4 Intensification over and above the permissions and directions of this Secondary Plan, or the Official Plan where applicable, in areas adjacent to or in proximity to the Yonge-Eglinton Centre and major transit station areas will be prohibited.
- 3.1.5 New and or/intensified residential uses in *Mixed Use Areas* in the Yonge-Eglinton Centre will be permitted where the development maintains and provides a net overall gain in the ratio of office, institutional, cultural and entertainment uses to residential uses in the Yonge-Eglinton Centre.
- 3.1.6 Growth and intensification will be directed to the major transit station areas in accordance with the policies below. The major transit station areas' boundaries are delineated to maximize the size of the area and the number of potential transit users within walking distance of each station. Two types of major transit station areas are identified:

- (a) Transit nodes which are defined geographies with clusters of uses and varying levels of intensity. Transit nodes include:
- (i) a Station Area Core, which includes the rapid transit station(s) and will have the most intense density, use and activity within the major transit station area, including a concentration of employment uses; and
 - (ii) a Secondary Zone that supports transit-supportive development in a compact urban form and contributes to a high level of employment. The intensity of development will be markedly less than the Station Area Core with transitions in height and scale to adjacent areas.
- (b) Transit corridors which are oriented along major transit routes and make up the Eglinton Way Village. The corridors will have a mid-rise character and buildings that are designed to respond to the historic character of the Village and the scale and intensity of surrounding *Neighbourhoods*.

Development within the major transit station areas will be in accordance with the development potential identified for sites and/or areas and associated policies, where applicable, and the direction established for the respective Character Area.

- 3.1.7 The stability of *Neighbourhoods* will be maintained and reinforced while introducing opportunities for sensitive intensification to contribute to a diversity of building and housing types in suitable locations. *Neighbourhoods* designated lands suitable for the introduction of townhouses and low-rise apartment buildings are identified and addressed in specific Character Areas. Development in all other *Neighbourhoods* designated lands in the Secondary Plan area will be in accordance with the Official Plan's development criteria.
- 3.1.8 Development in the Secondary Plan area will be carefully controlled to maintain the vitality and liveability of Midtown's collection of neighbourhoods, inclusive of the neighbourhoods designated Mixed-Use Areas and Apartment Neighbourhoods, and protect all areas from negative impact. Applications to amend this Secondary Plan will be strongly discouraged. Where a site-specific or general application to amend this Secondary Plan is submitted, the City will determine whether a City-initiated Secondary Plan review or comprehensive block or area study is required prior to considering the application. The City, at its sole discretion, may determine that a Site and Area Specific Policy or City-initiated amendment to Secondary Plan is necessary prior to any site-specific recommendations to Council on the application.

3.2 Public Realm

Area-wide Public Realm Policies

- 3.2.1 The public realm in the Secondary Plan area supports a vibrant mixed use community with an open and green landscaped character. A primary objective of this Secondary Plan is to maintain and enhance the open, green, landscaped character of the area, improve and expand the network of parks, open spaces and create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area.
- 3.2.2 The public realm in Midtown is comprised of all public and private spaces to which the public has physical and visual access to in their movement through an area, including streets, parks, open spaces, sidewalks and pedestrian connections, and the setting of buildings' adjacent to these spaces. The City, together with its partners, will seek opportunities to expand and enhance the public realm in order to support the existing and future population and a high quality of life for people of all ages and abilities.
- 3.2.3 Improvements to the public realm will be required on public and private lands as part of development and City-initiated projects. These improvements may include, but are not limited to:
- (a) enhancements to streetscapes;
 - (b) provision of wider sidewalks and the establishment of multi-purpose promenades;
 - (c) provision of mid-block pedestrian connections;
 - (d) transit access points; and
 - (e) the integration, extension and enhancement of existing and proposed landscaped open spaces.
- 3.2.4 Pedestrian and public realm improvements will be prioritized to support the public realm moves identified on Map 21-3 and priority and secondary retail streets identified on Map 21-11. In addition, the following will be prioritized:
- (a) the extension and enhancement of existing and proposed parks;
 - (b) the creation of Privately Owned Publicly Accessible Spaces;
 - (c) provision of additional street trees, understory plantings and street furniture within the right-of-way and adjacent setbacks;

- (d) provision of curb extensions, where appropriate, to minimize pedestrian crossing distances and introduce areas for new street tree planting, landscaping and stormwater management;
- (e) provision of forecourts, gardens, plazas and landscaped courtyards; and
- (f) provision of public art.

3.2.5 Pedestrian and public realm improvements will:

- (a) improve pedestrian safety and accessibility, especially for the most vulnerable users;
- (b) improve pedestrian movement, connectivity and circulation between important destinations such as: major office buildings and institutions, schools, existing and planned transit routes and stations and parks and open space networks by providing more generous pedestrian clearways and new pedestrian linkages such as walkways, paths and access points;
- (c) improve pedestrian wayfinding;
- (d) create vibrant public spaces that encourage public life;
- (e) support and reinforce existing historic places; and
- (f) be achieved over time through development review, capital investment and maintenance projects, and other programs and initiatives by:
 - (i) enhancing and increasing space adjacent to and in proximity to development sites;
 - (ii) re-allocating space within the public street right-of-way through the application of the City's Complete Streets Guidelines;
 - (iii) aligning capital infrastructure investment in areas of future growth; and
 - (iv) providing required building setbacks.

3.2.6 Temporary enhancements to the public realm will be encouraged and facilitated to demonstrate and assess local benefits, impacts and use patterns of proposed improvements to the public realm.

- 3.2.7 Mid-block pedestrian connections will be secured as part of the development of sites located in Yonge-Eglinton Centre and within larger city blocks. Conceptual locations for mid-block connections include, but are not limited to, opportunities shown on Map 21-13.
- 3.2.8 Mid-block connections will be located at grade with a high-quality design and materials. Public access to mid-block connections will be secured with easements and the connections will be maintained by the developer and/or owner of the property. Existing mid-block connections to the Kay Gardner Beltline Trail will be enhanced with additional signage and landscaping.
- 3.2.9 Opportunities for enhanced walking and cycling routes along the north-south mid-block streets and walkways between Millwood Road and Soudan Avenue to connect the Davisville area to the Yonge-Eglinton Centre will be explored.
- 3.2.10 Mid-block connections located within buildings should maximize transparency and be located at the building edge where possible. Mid-block connections through buildings will:
- (a) have a width and height no less than 6.0 metres;
 - (b) have glazing and active uses along its height and length; and
 - (c) be accessible, flush with grade and well-lit.
- 3.2.11 Development within the Secondary Plan area will reduce the impact of vehicular, loading and servicing activities on the public realm. This will be accomplished by:
- (a) reducing, consolidating and eliminating existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections;
 - (b) reducing and removing existing front yard drop-off areas and restricting new front yard drop-off areas;
 - (c) reducing and prohibiting surface parking lots and commercial boulevard permit parking and locating parking in below-grade parking structures;
 - (d) restricting above-grade parking structures only to sites where it has been satisfactorily demonstrated that below-grade parking alternatives are not technically feasible and where above-grade structures are faced with active uses adjacent to streets, parks, open spaces and mid-block connections;

- (e) co-ordinating and sharing access and servicing areas between properties;
 - (f) ensuring clear, straight, wide, unobstructed pedestrian clearways; and
 - (g) where technically feasible, providing separate pedestrian clearways and adequate lighting where laneways can also serve as mid-block pedestrian connections.
- 3.2.12 The setbacks provided by development in accordance with this Secondary Plan will:
- (a) be publicly-accessible;
 - (b) provide adequate depth to allow for optimal tree planting and landscaping conditions; and
 - (c) be designed to allow for access to utilities or other below-grade services.
- 3.2.13 Sidewalks built as part of development and City-initiated civic improvements will be well-designed and barrier-free to improve pedestrian accessibility, safety, connectivity and circulation. Unobstructed pedestrian clearways will accommodate pedestrian flow for people of all abilities. More generous pedestrian clearway widths may be required on major streets, at corners, transit nodes or other locations where high pedestrian volumes or pedestrian activity exist or are anticipated as part of cumulative developments. The pedestrian clearway must be located within the existing or expanded public right-of-way.
- 3.2.14 Where commercial uses are planned at grade and this Secondary Plan does not mandate a setback, buildings will be setback to provide a sidewalk zone on private property to accommodate space for patios, outdoor displays and other marketing activities. This setback will not be included in calculating the pedestrian clearway width on the adjacent sidewalk.
- 3.2.15 Where on-site parkland dedication is not possible and the site is 500 metres walking distance or greater from a park, development will provide new Privately Owned Publicly Accessible Spaces at-grade within the development to supplement and contribute to the Midtown public realm. POPS will:
- (a) be publicly accessible;
 - (b) be designed for users of all ages and abilities;

- (c) be sited in highly visible locations and designed to serve the local population;
- (d) be sited and designed to be seamlessly integrated and connected into the broader public realm;
- (e) include new trees, seating and landscaping;
- (f) prioritize child-specific elements if not located within 500 metres of a playground;
- (g) include signage identifying the space as being publicly-accessible; and
- (h) address the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Space.

3.2.16 City-initiated civic improvements and development applications will demonstrate that the following objectives, where applicable, will be achieved:

- (a) Improve and expand on existing public parks and create new parks and open spaces;
- (b) Respect, reinforce and extend the landscaped open space setbacks of buildings from streets that are prevalent in the Secondary Plan Area and contribute to the open space system;
- (c) Create safe, animated and attractive mid-block pedestrian connections with active uses at grade in adjacent buildings, pedestrian-scaled lighting, public art and landscaping including green walls;
- (d) Provide sufficient space within public street rights-of-way for pedestrian and cycling infrastructure;
- (e) Encourage community activities in the public realm through programming, activation and the provision of safe, accessible and inviting spaces;
- (f) Develop and use a cohesive and coordinated landscape architectural design strategy for related open spaces, regardless of being publicly or privately owned; and
- (g) Ensure clear pedestrian and cycling connections to the City-wide network of ravines.

Public Realm Moves

3.2.17 All civic improvements and development in the Secondary Plan Area will advance the implementation of the public realm moves shown on Map 21-3. The public realm moves include:

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

3.2.18 Eglinton Green Line

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

- (d) On Eglinton Avenue between Yonge Street and Eglinton Park, continuous landscaping that includes high-branching trees and plantings will be provided in the right-of-way and in the setbacks.

3.2.19 Yonge Street and its Squares

- (a) Yonge Street bisects the Secondary Plan Area. Along Yonge Street, the pedestrian environment will be enhanced and a series of distinctive landscaped, publicly-accessible squares will be secured.
- (b) Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be set back a minimum of 1.5 metres at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 1.5 metre setback requirement may be modified to ensure a continuous streetwall without amendment to this Secondary Plan.
- (c) The landscaped squares, conceptually shown on Map 21-3, will be secured as part of development and City-initiated civic improvements.
- (d) The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.
- (e) Streetscapes, parks and open spaces in the blocks between Montgomery Avenue, Yonge Street, Orchard View Boulevard and Duplex Avenue, known as Montgomery Square, will be developed to create a coordinated and cohesively designed precinct of public and publicly-accessible spaces and community facilities.
- (f) At the Yonge and Eglinton Crossroads, a prominent site with city-wide significance, a large-scale publicly-accessible square will be created by providing squares on each of the four corners of the intersection and the connecting streetscapes on Yonge Street and Eglinton Avenue. The design of these open spaces will be coordinated in their design, configuration and layout to complement each other and together create a significant civic focal point. Each square will provide space for gathering and direct and comfortable access to transit. The southwest corner of Yonge Street and Eglinton Avenue will accommodate the largest of the four squares and will provide space for both community gathering and

comfortable pedestrian movement, related to its function as the main entrance to the Yonge-Eglinton transit station.

- (g) Three sets of squares will be created by realigning offset east-west streets that connect to Yonge Street, as indicated on Map 21-x. Realignment of the streets will be pursued as opportunities arise, including through the development process, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.
- (h) A square will be created mid-block between Eglinton Avenue and Berwick Avenue on the west side of Yonge Street to provide an attractive publicly-accessible open space and a mid-block pedestrian connection.

3.2.20 Yonge Street Extension

- (a) Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be set back a minimum of 1.5 metres at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 1.5 metre setback requirement may be modified to ensure a continuous streetwall without amendment to this Secondary Plan.
- (b) The landscaped squares, conceptually shown on Map 21-3, will be secured as part of development and City-initiated civic improvements.
- (c) The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares. Design of the streetscape and squares south of Soudan Avenue and north of Briar Hill Road will also be consistent with the Yonge Street and its Squares streetscape.
- (d) Glebe Road West and Manor Road west of Yonge Street will be designed as landscaped streets, plazas, parks and/or open spaces and may be expanded as part of development and City-initiated civic improvements.
- (e) The intersections of Yonge Street with Davisville Avenue/Chaplin Crescent, Belsize Drive and Glebe Road East will be improved with enhanced pedestrian spaces, forecourts, landscaping, wayfinding and connections to the transit station and community facilities.

3.2.21 Park Street Loop

- (a) The Park Street Loop will be designed as a publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.
- (b) On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be set back a minimum of 7.5 metres at grade and above established grade from the property line.
- (c) The location and design of underground parking facilities on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.

3.2.22 Midtown Greenways

- (a) The Midtown Greenway streets will provide improved pedestrian amenity and support the continuation and expansion of the landscaped setbacks characteristic of the Secondary Plan Area.
- (b) A minimum 5 metre setback at grade and above established grade will be provided on all Greenway street frontages in Mixed Use Areas and Apartment Neighbourhoods
- (c) A minimum 7.5 metre setback at grade and above established grade from the property line will be provided on both sides of Erskine Avenue between Yonge Street and Mount Pleasant Road.
- (d) The landscaped open space setbacks will provide a range of publicly accessible open spaces such as entry forecourts, gardens, and other forms of landscaped open space. The landscaped setbacks will be planted with high-branching deciduous trees and understory plantings.
- (e) The location and design of underground parking facilities on properties abutting the Midtown Greenways will provide sufficient space and soil depth to maintain a permanent, high-branching tree canopy.

3.2.23 Redpath Revisited

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

3.2.24 Davisville Community Street

- (a) Davisville is an important civic street connecting parks, schools, a future community hub and transit in the Davisville community.
- (b) The Davisville Avenue right-of-way will be rebalanced with reduced vehicle travel lanes and widths, and infrastructure improvements that provide safe routes for all modes of transportation, improved pedestrian circulation and landscaping along the street.
- (c) Setbacks at grade and above established grade from the expanded right-of-way will be in accordance with the following:
- (d) A minimum 3.0 metre setback on the north side of Davisville Avenue between Yonge Street and Mount Pleasant Road; and
- (e) A minimum 5.0 metre setback on the south side of Davisville Avenue between Yonge Street and Mount Pleasant Road.
- (f) The street edges of June Rowlands Park, Salvation Army Meighen Residence, Davisville Junior Public School and Hodgson Senior Public School will be improved including the installation of additional landscaping and pedestrian amenities, seating, lighting, and public art.
- (g) Entrances to new buildings will have street addresses on Davisville Avenue and provide appropriately scaled forecourts, plazas and gardens along the street edge to promote the civic prominence of the building and provide room for programs related to the building.

- (h) Pedestrian and cycling access to Oriole Park from Chaplin Crescent will include dedicated space for cyclists, lighting, landscaping and public art.

3.2.25 Mount Pleasant Road Arboretum

- (a) Mount Pleasant is a key north-south street linking midtown to the downtown core and providing access to ravines and open spaces including Mount Pleasant Cemetery.
- (b) The design of Mount Pleasant Road will be reviewed in the context of development and public works to provide improved space for pedestrians, cycling, street trees and landscaping.
- (c) Improvements to existing connections to the Kay Gardner Beltline Park and Trail as well as new pedestrian and cycling connections at Mount Pleasant Road will be encouraged.
- (d) The provision of additional landscaping and pedestrian amenities south of Merton Street adjacent to the Mount Pleasant Cemetery will be pursued to enhance the park-like character of the street and celebrate the historic and botanical significance of the cemetery.

3.2.26 Pailton Crescent Connector

- (a) Pailton Crescent is one of the few north-south streets in Davisville and is the heart of a small commercial hub at Merton Street.
- (b) Expanded sidewalks, including adding a missing sidewalk on the west side of Pailton Crescent, and the reclamation of boulevard parking will provide an improved pedestrian connection south of Balliol Street and allow for landscaping, patios and intersection enhancements to support the commercial and retail hub at Pailton Crescent and Merton Street.
- (c) Corner curb radii at Pailton Crescent and Balliol Street will be reduced to slow traffic and improve safety at the intersection. Opportunities to use the expanded pedestrian space to create a small plaza will be explored.

3.2.27 Balliol Green Street

- (a) Balliol Street is characterized by Tower in the Park open landscapes and is and will continue to be a key connection for pedestrians accessing transit.

- (b) A minimum 6.0 metre setback at grade and above established grade will be provided on both sides of the street to support additional landscaping including tree and understory plantings, patios, residential forecourts and privately owned publicly-accessible spaces.

3.2.28 Merton Street Promenade

- (a) Merton Street will continue to be a distinct street with a mix of residential, institutional and commercial uses that provides key connections to Mount Pleasant Cemetery and the Kay Gardner Beltline Trail.
- (b) The Merton Street right-of-way will be rebalanced with reduced width of vehicle travel lanes and improved landscaping and pedestrian amenity.
- (c) All buildings will provide a minimum 3.0 metre setback at grade and above established grade on the south side of the street and a minimum 4.0 metre setback at grade, below grade and above established grade on the north side of the street. Additional setbacks will be provided on large sites and publicly-owned sites.

Parks and Open Space Areas

- 3.2.29 The provision of parkland is an essential element of complete communities. New parkland will be provided to support and be concurrent with growth.

- 3.2.30 In order to satisfy the need for parks and open space and to improve the quantity, quality, form and distribution of parks and publicly-accessible open spaces within the Yonge-Eglinton Secondary Plan area, the City will:

- (a) secure land for new public parklands in all areas of the Secondary Plan area;
- (b) pursue opportunities arising from development to secure land for new parkland and improve existing parkland, including the parkland priority improvements identified in policies 3.2.33, 3.2.34 and 3.2.35;
- (c) preserve schoolyards and, in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development;

- (d) work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including privately owned publicly-accessible spaces that support and are integrated with the public realm moves set out in this Secondary Plan; and
- (e) encourage the consolidation, acquisition and dedication of sites in the Soudan Avenue Priority Park Area identified on Map 21-5 with the objective of creating larger, contiguous park spaces.

3.2.31 The planning, design and development of expanded and new parks and open spaces will be guided by the following objectives:

- (a) support a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round;
- (b) create attractive, landscaped linear open spaces on setbacks adjacent to public streets, enhanced through the provision of wide sidewalks, trees, benches, planters and other appropriate street furniture;
- (c) provide connections between public parkland and open spaces in the Yonge-Eglinton Secondary Plan area and in adjacent areas, through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways; and
- (d) develop attractive parks as focal points in the community which also provide opportunities for public art, heritage interpretation and cultural expression as well as recreational opportunities.

3.2.32 Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of expanded and new parks and open spaces. This may include the celebration and recognition of Indigenous culture and history, along with cultural and natural heritage, through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.

3.2.33 Parkland priority improvements for the Yonge-Eglinton Secondary Plan area include but are not limited to dedications and acquisitions that:

- (a) expand and enhance the function, visibility and accessibility of existing parks;
- (b) create new parks, including proposed parks identified on Map 21-4;

- (c) are located on prominent sites including sites on corners and locations which terminate street views;
- (d) contribute to mid-block pedestrian connections, provided parkland programming and functions are not diminished;
- (e) complement and are integrated with adjacent privately owned publicly-accessible spaces; and
- (f) support the implementation of the public realm outlined in the Secondary Plan Area.

3.2.34 Map 21-4 shows the parks and open space network within the Secondary Plan Area and its linkage to the adjacent areas. It is comprised of the following components:

- (a) Existing parks and open spaces which will be improved over time, inclusive of expansion and maximizing the perimeter street frontage of parks to increase prominence, accessibility and visibility;
- (b) Proposed parks which have been or will be secured through the development approval process, or that are priority parks that are under consideration by the City for parks acquisition or leases;
- (c) City-owned opportunity sites that provide opportunities to create new functional parks and open spaces; and
- (d) Areas under consideration by the City as new, priority public parks. The priority park areas have been strategically identified and conceptually located to:
 - (i) complement the public realm moves; and
 - (ii) provide park space of a suitable size and configuration to provide a wide range of active and passive parks programming within or in proximity to high-growth areas and existing neighbourhoods.

3.2.35 The potential for a decked park over the subway trench west of Yonge Street between Berwick Avenue and Chaplin Crescent will be further studied in consultation with the TTC. In addition, decking over the Davisville Yard will be further studied to explore additional parkland opportunities in conjunction with a comprehensive study for the Yard to assess redevelopment potential.

- 3.2.36 The parks and open space network identified on Map 21-4 will be further enhanced through the introduction of a new, large community park, centrally-located within the southeast quadrant of the Secondary Plan will be pursued through the acquisition of land by the City and/or off-site parkland dedications. The community park will provide opportunities for a wide range of parks programming and creating a community hub with co-located community services and facilities.
- 3.2.37 The parks and open space network plan is conceptual in nature. The objective of the plan is to ensure that persons living and working in the Secondary Plan area have access to parks, open spaces and a range of passive and active recreational opportunities. The parks and open spaces have also been located in a manner to form a connected open space system in association with the public realm moves and to balance demand within different areas of the Secondary Plan area. The final determination of the size and location of parks, open space and recreational needs will be made as development proceeds.
- 3.2.38 Where, as part of a development, an on-site parkland dedication is determined to be not technically feasible or desirable by the City, an offsite parkland dedication that is in proximity to the development site or a site identified on Map 21-4 may be substituted for an on-site dedication prior to the consideration of cash in lieu of land.
- 3.2.39 A parkland dedication rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use developments. *(Note: This policy is still under development. Ongoing work as part of the development of the Midtown Parks and Open Space Network Plan and City-Wide Parkland Strategy will inform the policy approach, the outcome of which may include a change to the alternative rate for parkland dedication and cash-in-lieu for residential development in the Yonge-Eglinton Secondary Plan area.)*
- 3.2.40 A cash-in-lieu for parkland rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use developments. *(Note: This policy is still under development. Ongoing work as part of the Midtown Parks and Open Space Network Plan and City-Wide Parkland Strategy will inform the policy approach, the outcome of which may include a change to the alternative rate for parkland dedication and cash-in-lieu for residential development in the Yonge-Eglinton Secondary Plan area.)*

- 3.2.41 Any payment of cash-in-lieu of land to be conveyed through the alternative rate provision in excess of 5 per cent of the site area will be used to implement parkland acquisition and improvements serving the Secondary Plan area, which may include parkland and improvements outside the Secondary Plan area that serve the area.
- 3.2.42 Parkland dedication from more than one development, assembled to create one larger park, will be encouraged. Where a new park is created by assembling the parkland dedication requirements from more than one development, the total amount of parkland dedication may be reduced, at the City's discretion, as an incentive to create a larger park. The remaining parkland dedication obligation may be required as cash-in-lieu.
- 3.2.43 For off-site dedications, legal and real estate fees may be credited at the City's discretion; however, base park, remediation and demolition costs will not be included in any credits.
- 3.2.44 Off-site parkland dedications, secured in advance of the issuance of a building permit, may be considered as satisfying the parkland dedication requirements.
- 3.2.45 The City will examine opportunities to enhance existing infrastructure and programming of existing parks including:
- (a) Developing or connecting walking loops and pathways for residents to complete walking circuits;
 - (b) Providing additional seating for passive activities;
 - (c) Installing new and renewed recreation facilities;
 - (d) Providing facilities such as public washrooms and drinking water stations; and
 - (e) Accommodating special events.
- 3.2.46 Development will provide setbacks from property lines adjacent to a park to allow for access and servicing.

3.3 Built Form

Built Form Principles

- 3.3.1 Growth will be accommodated in a variety of building types and scales suitable and appropriate to the local context and an area's character while enhancing the liveability of a building's surroundings and the spaces contained within it. To achieve this, development will meet the following principles, as applicable:

Area Structure

- (a) Provide a variety of building types with a range of heights to reinforce existing character, promote localized sense of place and create a legible skyline for Midtown that reinforces the area structure when viewed from key vantage points within the broader city.
- (b) Maintain and reinforce the stability of low-rise *Neighbourhoods* through the use of varying approaches to transition in scale suitable to the local context in *Mixed Use Areas* and *Apartment Neighbourhoods* that minimize shadow and privacy impacts.
- (c) Respect and enhance the character and form of the Midtown Villages and in particular the historic streetwall, narrow frontages and cornice lines.

Public Realm, Open Space and Walkability

- (d) Reinforce the open space amenity and spaciousness of the Secondary Plan area by ensuring significant and high-quality landscaping at grade; providing generous building spacing; coordinating the siting of tall buildings, where permitted; ensuring the base of tall buildings have a human-scale and reinforce existing character; and ensuring entrances are visible and directly accessible from the public sidewalk.
- (e) Promote active street life and informal surveillance by ensuring the built form frames and animates streets, parks, squares and open spaces, with active uses at grade, clear glazing and doors to allow for a two-way visual exchange, and the highest quality of architecture and landscape architecture.
- (f) Ensure fine-grained pedestrian circulation between and through sites and blocks through the placement and orientation of buildings.
- (g) Promote public art in visible and accessible locations to express to evolving cultural diversity and history of Midtown.

Liveable and Comfortable Spaces

- (h) Locate, design and mass buildings and mitigate the cumulative effect of multiple tall buildings, where permitted, to preserve skyview; allow daylight and sunlight to penetrate to the street and lower building levels; and ensure good wind conditions in all seasons, including mitigating any off-site wind impacts on adjacent sites.
- (i) Enhanced sunlight will be achieved along the Midtown Villages, Park Street Loop, Eglinton Green Line, major pedestrian routes and parks and open spaces.
- (j) Ensure high-quality living and working conditions, including access to public and private open space, interior daylighting, natural ventilation and privacy for building occupants.

Heritage and Civic Landmarks

- (k) Reinforce the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings to lend prominence to these resources.
- (l) Frame, conserve and accentuate views from the public realm to key heritage resources, landmarks and other important sites through the siting, location, massing and articulation of development.
- (m) Provide frontage on major pedestrian routes for community facilities and ensure facilities have good visibility, access, civic prominence and clear views inward from streets, parks and mid-block connections.

- 3.3.2 Where a more intense form of development was approved in a Character Area prior to the adoption of this Secondary Plan, it will not be considered as a precedent in the review of development proposals. The height limits and policy directions of this Secondary Plan will prevail.

Heritage

- 3.3.3 Development will provide appropriate transitions to heritage properties through a variety of approaches, including, but not limited to, preserving landscape qualities of an area, setbacks, stepbacks and stepping down of building height in order to complement the scale and character of heritage properties, mitigate negative impacts to heritage properties and preserve views to properties.

Tall Buildings

- 3.3.4 Tall buildings will only be permitted on sites and/or areas specifically identified as having *tall building development potential* or *on infill development potential* on Maps 21-5 to 21-7 and where the tall building satisfies and meets all policies of this Secondary Plan. A tall building is defined as a building with a height greater than the maximum mid-rise building heights identified for each Character Area in Section 4 of this Secondary Plan.
- 3.3.5 No tall buildings will be permitted on sites and/or areas not specifically identified as having *tall building development potential* or *infill development potential*. The types of buildings permitted on these sites and/or areas will be as defined in the specific Character Area policies and/or the policies in the Official Plan for lands designated *Neighbourhoods*.
- 3.3.6 In no instance will the height of a new tall building or a high-rise addition to an existing apartment building exceed the height limits identified on Maps 21-8 to 21-10. The heights of buildings for sites and/or areas identified as having a height range will be specifically determined through rezoning applications or a City-initiated Zoning By-law amendment. The objective in the areas with a height range is to ensure height variability within the permitted height ranges, with the highest heights located in closest proximity to transit stations.
- 3.3.7 Height limits for sites identified as requiring comprehensive study will be in accordance with heights established in the Zoning By-law or as may be determined through a comprehensive study for the site in consultation with the public.
- 3.3.8 The redevelopment of any school sites identified as *development potential to be determined* on Maps 21-5 to 21-7 and the introduction of additional uses will be determined through a comprehensive study of the site and/or area in consultation with the public. The objective for these sites will be to ensure the sites continue to act as civic hubs of community activity with improved school yards accessible to the public.
- 3.3.9 The building heights established on Maps 21-8 to 21-10 are based on a storey height of 3.0m for residential development and 4.0m for commercial development. Ground floors on priority and secondary retail streets are based on a 4.5 metre floor to ceiling height. The commercial storey height will only be applied to office and/or institutional uses located within a building. Building mechanicals are permitted above the height limits, provided the mechanicals are not wrapped with uses. Mechanicals will be designed to be discrete and unobtrusive.

- 3.3.10 Where a development site includes different height permissions on Maps 21-8 to 21-10, the permitted height of the building will be the average height of the height permissions for each portion of the site.
- 3.3.11 Where a site identified as a *tall building development potential* site or *infill development potential* site identified on Maps 21-5 to 21-7 is rezoned to permit the development permissions in this Secondary Plan, the site will become a *site at development capacity* without the need to amend this Secondary Plan. No additional development potential will be permitted on the site. The City will monitor development approvals in the area and may amend the development potential on Maps 21-5 to 21-7 to reflect outcomes of development approval processes at any time.
- 3.3.12 Where a development is proposed that would preclude the achievement of a tall building on an adjacent site in accordance with the policies of this Secondary Plan, the development will only be permitted where the development potential of the adjacent site is amended prior to, or concurrently with, a decision on the proposed development.
- 3.3.13 On sites identified as an *infill development potential* site on Maps 21-5 to 21-7, the only permitted infill development that may be considered is as follows:
- (a) A high-rise (tall building) addition on top of an existing apartment building that is greater than 10 storeys in height may be permitted subject to:
 - (i) Ensuring no additional shadow impacts are created on the public realm and additional shadow impacts on adjacent sites are minimal and do not impact outdoor amenity space;
 - (ii) Providing the minimum tall building separation distances for the addition as stipulated in this Secondary Plan; and
 - (iii) Meeting the tall building policy directions and performance standards for the addition as stipulated in this Secondary Plan.
 - (b) A high-rise (tall building) addition resulting from the partial demolition of an existing apartment building that is equal to or less than 10 storeys in height and redevelopment of the demolished portion of the building and underutilized portion of the site with a new tall building may be permitted subject to:
 - (i) Providing a minimum 15 metre facing distance between new and retained existing units;

- (ii) Meeting the tall building policy directions and performance standards for the addition as stipulated in this Secondary Plan
 - (iii) Meeting all other Character Area specific policy directions of this Secondary Plan, such as, but not limited to, base building heights; and
 - (iv) Meeting all other applicable criteria in policy 4.2.4 of the Official Plan and rental replacement requirements.
- 3.3.14 Residential tall building floor plates will not exceed 750 m² measured from the exterior of the main walls at each floor above the base building (gross construction area), excluding balconies. The floor plate for a tall non-residential building may be permitted to exceed 750m² where it can be demonstrated to the satisfaction of the City that the impacts of a larger floor plate can be sufficiently mitigated.
- 3.3.15 Unless otherwise indicated in this Secondary Plan, development will set back the tower portion of a proposed building a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting lane to ensure a separation distance of 25 metres or greater between the tower portion of proposed building and an existing or planned tall building. Where the 12.5 metre set back to the side or rear property line is not possible with a 750 m² floor plate, the floor plate of the tower portion of the tall building will be reduced to provide the required set back distance. Where the heights of buildings exceed 30 storeys, the separation distance between tall buildings will be proportionally increased above the 30th storey by reducing the size of the tall building floor plate.
- 3.3.16 A minimum 12.5 metre separation distance will be required between the tower portion of a tall building and a school yard.
- 3.3.17 The tower portion of any tall building, including balconies, will step back a minimum 3.0 metres from the face of the base building along all street, park and open space frontages, unless otherwise noted in this Secondary Plan. The minimum step back for buildings that exceed a height of forty storeys may be required to be increased to assist in mitigating the perception of the tall building at grade.

Sunlight Protection and Wind Conditions

3.3.18 Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other tall buildings on the same block to maximize access to sunlight and sky view for surrounding streets, parks, open space and properties, and to maximize comfort and enhance the utility of sidewalks, parks, open spaces (e.g. school yards, outdoor amenity spaces and privately-owned publicly-accessible open spaces) and institutional uses.

3.3.19 Development will be located and designed to protect access to sunlight on parks and open spaces. Development proposals will demonstrate that no net new shadow is cast on the following parks and open spaces on March 21st and September 21st from 9:18 a.m. to 6:18 p.m:

- (a) Eglinton Park, the largest and most significant park in the area;
- (b) Redpath Avenue Parkette and the proposed expansion to the Parkette as shown on Map 21-4;
- (c) June Rowlands Park;
- (d) Oriole Park;
- (e) Charlotte Maher Park; and
- (f) The school yard at Northern Secondary School shown on Map 21-4.

"Net new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing and approved buildings and structures as well as buildings and structures permitted as-of-right in the Zoning By-law.

3.3.20 It is a key objective of this Secondary Plan to maximize the amount of sunlight on other parks and open spaces in the Secondary Plan area not identified in policy 3.3.19. The height limits and other general and Character Area policy directions established in this Secondary Plan result in acceptable shadow impacts.

3.3.21 Buildings will be sited, massed and designed to reduce and mitigate wind impacts on the public realm. Pedestrian-level wind conditions should be suitable for sitting and standing, with higher standards applied to sites adjacent to parks and open spaces, the Park Street Loop and priority and secondary retail streets identified on Map 21-11. Adjustments to building design may be required to mitigate wind impact. Adjustments may relate to the form, setbacks or stepbacks of building mass. Protective screens and other incidental add-ons or

landscaping within public spaces may be utilized but should not be relied upon as the preferred wind mitigation.

Transition

- 3.3.22 Development will provide an appropriate transition in scale between areas of different heights and intensity of use.
- 3.3.23 Transition to *Neighbourhoods* will be achieved through a transition in building heights inclusive of base buildings, the provision of parkland and/or open space, or a combination thereof.
- 3.3.24 Development in *Mixed Use Areas* and *Apartment Neighbourhoods* will minimize shadow impacts on *Neighbourhoods*;
- 3.3.25 Any development on sites that partially include lands designated *Neighbourhoods* will be in accordance with the policies of this Secondary Plan, or the development criteria in the Official Plan where applicable, to ensure the development with the *Neighbourhood* portion of the site is of a height and scale consistent with the prevailing or planned character of the *Neighbourhood*.

Base Buildings

- 3.3.26 The height of the base building of a tall building, where tall buildings are permitted, will be as identified in Section 4 of this Secondary Plan for each Character Area. Base buildings will be designed to:
 - (a) fit harmoniously within the context of prevailing streetwall heights;
 - (b) respect the scale and proportion of adjacent streets, parks and open spaces;
 - (c) respect the height, scale and built form character of the context of both streets on corner lots;
 - (d) animate adjacent streets, parks and open spaces by providing active uses at grade;
 - (e) fit with neighbouring buildings through massing, stepbacks, and vertical articulation; and
 - (f) provide a transition in the base building height down to adjacent lower-scale existing and planned contexts.

Amenity Space

3.3.27 Indoor amenity space will be:

- (a) Located in highly visible and accessible locations;
- (b) Designed and built with high-quality and durable materials; and
- (c) Designed to provide programming that responds to a variety of users of all ages and abilities, including but not limited to seniors and children.

3.3.28 Development will ensure that outdoor amenity spaces will be sited and designed to:

- (a) Maximize sky views and sunlight in the space;
- (b) Ensure wind conditions that are suitable for comfortably sitting and standing;
- (c) Include trees and/or other landscaping; and
- (d) Promote use in all seasons.

3.3.29 Indoor amenity space will be located, at least in part, directly adjacent and connected to the required outdoor amenity space and should have access to daylight by being located in suitable locations within the building and by including glazing.

3.3.30 Development that includes residential units will include pet amenity areas that include facilities for the disposal of pet waste.

3.3.31 Non-residential development will be encouraged to provide high-quality and well-designed indoor and outdoor amenity space.

3.3.32 City of Toronto Urban Design Guidelines will be used, as appropriate, to supplement the policies of this Secondary Plan in the review and evaluation of development proposals submitted in the Secondary Plan area, including, but not limited to, guidelines addressing low-rise, mid-rise and tall buildings.

3.4 Land Use

- 3.4.1 The Secondary Plan area will continue to support a wide variety of residential and employment uses, retail and service uses, parks, open spaces and institutional uses in appropriate locations. The mix of permitted uses in the Secondary Plan area provides the amenities and convenience needed for a healthy, complete community and to support a prosperous local economy.

Office Priority Areas

- 3.4.2 Map 21-11 identifies office priority areas. Within the office priority areas, development will provide a net gain of office gross floor area.
- 3.4.3 Development that includes residential uses on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices may transfer a portion of the office gross floor area, inclusive of the net gain of office gross floor identified in policy 3.4.2, to a receiving site within 250 metres of the site, except in the Yonge-Eglinton Crossroads, Davisville Station, Eglinton Green Line and Merton Street Character Areas where the receiving site must be within the same Character Area. Where office gross floor area is proposed to be transferred to a receiving site, it may only be transferred, at the City's sole discretion:
- (a) where replacement of the office gross floor area on site would result in a built form that would not meet the policies of this Secondary Plan; and
 - (b) that a rezoning will be advanced for the receiving site. No subsequent amendments to the Zoning By-law for the receiving site that would have the effect of reducing the non-residential gross floor area will be permitted; and
 - (c) the non-residential gross floor area will be constructed prior to any residential gross floor area on the donor site.

Retail Streets

- 3.4.4 Map 21-11 identifies priority retail streets and secondary retail streets. Development on priority retail streets will include a continuous frontage of at-grade, pedestrian-oriented retail and service uses and/or community facilities.

- 3.4.5 Development on priority retail streets identified on Map 21-11 will:
- (a) require store frontage widths at grade to be consistent with the average width of at-grade retail that is currently found within two blocks of a given site along either side of the priority retail street;
 - (b) require retail stores at grade to have a minimum depth of 15 metres;
 - (c) restrict retail stores with a gross floor area greater than 3,500m² at grade;
 - (d) locate larger format retail above or below grade with direct access to vertical circulation from the public sidewalk;
 - (e) provide prominent entrances with direct access from public sidewalks and clear glazing with a high degree of visibility to all retail and service uses;
 - (f) limit the width of residential and office lobbies. Residential lobbies will be encouraged to be taken from the side streets; and
 - (g) provide continuous weather protection.
- 3.4.6 Development on secondary retail streets will be encouraged with retail and service uses protected for. To protect for retail and service uses on secondary retail streets, a minimum floor to ceiling height of 4.5 metres will be provided. Ground floors will also be designed to enable conversion to narrow frontage retail by ensuring: the ability for entrances and display windows; suitable layout with regularized column spacing or ability to subdivide a ground floor; suitable depth to accommodate retail and service uses; and convenient access to loading and storage.
- 3.4.7 The replacement and expansion of existing private and non-profit institutional, cultural and recreational facilities and the provision of new facilities will be required in *Mixed Use Areas*, *Apartment Neighbourhoods* and on lands designated *Neighbourhoods* with existing facilities on site.

3.5 Community Services and Facilities

- 3.5.1 The provision of community services and facilities is a vital part of the creation of complete communities. New and expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth. Development applications will address the requirements for community services and facilities as identified in the Yonge-Eglinton Community Services and Facilities Strategy, by providing:
- (a) new, expanded or retrofitted space for a specific community facility on-site;
 - (b) new, expanded or retrofitted space off-site within an appropriate distance; and/or
 - (c) a contribution towards a specific community service or facility that meets identified needs.
- 3.5.2 New community facilities will be located to serve high-growth Character Areas and geographically distributed to ensure an appropriate range of community services and facilities are available to the residential and working populations of Midtown.
- 3.5.3 New community facilities, expansions, and/or renovations of existing facilities will be designed to meet the requirements of the City and its agencies and will:
- (a) be located in highly visible locations with strong pedestrian, cycling and transit connections;
 - (b) consider co-location within mixed-use buildings as a first priority; and
 - (c) provide for flexible, accessible, multi-purpose spaces that can be animated in different ways and be adapted over time to meet the varied needs of different user groups.
- 3.5.4 Development that will generate large numbers of residents and workers will be prioritized for on-site provision of community services and facilities to address the increased needs for these services and facilities generated by the development.
- 3.5.5 Development will replace the total gross floor area of any existing non-profit community services and facilities on site to ensure no-net-loss of community space.
- 3.5.6 Development that is phased should include required on-site facilities as part of the first phase of development.

- 3.5.7 Development will be encouraged to provide space for community-based, non-profit agencies eligible for the City's "Community Space Tenancy" policy.
- 3.5.8 Development may be required to:
- (a) include a child care centre where it can be accommodated on the site;
 - (b) include multi-purpose community space with a minimum floor area to enable programming; and/or
 - (c) accommodate school facilities on the site, including satellite school facilities.
- 3.5.9 Development may be required to provide temporary facilities that will serve the population until such time as permanent facilities are built, where appropriate.
- 3.5.10 community services and facilities priorities of the Yonge-Eglinton Secondary Plan area will be incorporated and secured as part of the redevelopment of any publicly-owned lands.
- 3.5.11 Partnerships with public agencies, boards and commissions to provide community services and facilities will be pursued to supplement the supply of City-owned facilities.
- 3.5.12 City divisions and agencies, community agencies and landowners will be encouraged to address their respective community services and facility requirements by:
- (a) creating community hubs;
 - (b) co-locating facilities and share resources;
 - (c) exploring satellite and alternative delivery models;
 - (d) addressing distribution gaps; and
 - (e) integrating programs and services.
- 3.5.13 The Yonge-Eglinton Community Services and Facilities Strategy will be reviewed on a regular basis, taking into consideration the relevant plans of City divisions, to determine:
- (a) existing and planned services and facilities;
 - (b) deficiencies given population and employment growth; and

- (c) prioritization of services and facilities required to support projected growth and changing needs.

3.6 Housing

- 3.6.1 Development containing residential units will provide a range of unit types and unit sizes including those suitable for larger households and those with children and seniors.
- 3.6.2 Development containing more than 50 residential units will include:
 - (a) a minimum of 30% of the total number of units as 2-bedroom units. Half of the required 2-bedroom units must contain a minimum of 90 square metres of gross floor area; and
 - (b) a minimum of 20% of the total number of units as 3-bedroom units. Half of the required 3-bedroom units must contain a minimum of 106 square metres of gross floor area.
- 3.6.3 Residential units should include where appropriate: storage space, operable windows, bedrooms that contain closets and an operable window on an exterior wall, and balconies or terraces.
- 3.6.4 Development containing more than 60 residential units will provide a minimum amount of on-site affordable housing as follows:
 - (a) 10% of the total residential gross floor area as Affordable Rental Housing; or
 - (b) 15% of the total residential gross floor area as Affordable Ownership Housing; or
 - (c) a combination of the above provided on a proportionate basis.
- 3.6.5 The City, at its sole discretion, may consider off-site affordable housing to meet the required provision in policy 3.6.4.
- 3.6.6 New development that would result in the loss of six or more rental housing units will provide a phasing strategy that will ensure the supply and availability of rental housing in the area is not negatively impacted during the period of construction.

3.7 Transportation

3.7.1 The transportation policies in this Secondary Plan focus on the efficient movement of people and goods within and around the area. The use of transit and active transportation modes will be prioritized and supported by:

- (a) Ensuring land use patterns and a mix of uses that enable live-work proximities and access to daily needs that reduce the need for longer trips;
- (b) Improving public transportation, walking and cycling capacity and accessibility as part of new development and public works;
- (c) Promoting more efficient use of available and planned transportation infrastructure and encouraging increased use of transit and active transportation modes that reduce non-essential driving and the environmental impacts of automobile traffic; and
- (d) Encouraging the integration of major transportation infrastructure with improvements to the public realm, particularly around transit stations and intersections.

3.7.2 Active transportation improvements in the Secondary Plan Area will include:

- (a) prioritization of pedestrian and cycling infrastructure;
- (b) enhanced pedestrian access and connections;
- (c) enhanced pedestrian facilities, such as the provision of wider sidewalks, additional protected crossings, enhanced connections to key destinations and curb extensions where appropriate;
- (d) implementation of priority cycling network routes and connections and infrastructure identified on Map 21-14;
- (e) provision of amenities for pedestrians and cyclists, such as street furniture, streetscape treatments, benches, wayfinding signs, shelters, and bike repair stations;
- (f) securing funding contribution and publicly accessible spaces for bike share systems from development applications; and
- (g) converting pedestrian crosswalks to full traffic lights where needed given high pedestrian volumes and safety concerns.

- 3.7.3 Transit network improvements and infrastructure will include:
- (a) enhanced accessible connections to Eglinton Crosstown LRT and Yonge-University Line Subway Stations;
 - (b) direct active transportation connections to transit stops and stations (street-level and below-grade); and
 - (c) provision of multi-modal hubs at major transit stations which include access to car-share and bike-share stations, enhanced bicycle parking, and/or passenger pick-up/drop-off areas, as appropriate.
- 3.7.4 Improvements to streets and connectivity in the Secondary Plan area will include:
- (a) adopting a complete streets approach when planning, designing, refurbishing or reconstructing existing or planned streets to provide improved transportation choices and ensure safety and accessibility for all street users;
 - (b) designing and securing new public streets or mid-block connections within development sites, where appropriate; and
 - (c) restricting site access for development on major streets and consolidating site access where appropriate.
- 3.7.5 A Travel Demand Management (TDM) and Parking Management Plan will be required as part of a complete application for Official Plan or By-law Amendments to which the City's Transportation Impact Studies Guidelines apply. The Plan will outline:
- (a) The TDM infrastructure improvements, strategies and programs that support multi-modal travel options to reduce single occupancy vehicle use and encourage transit use, cycling and walking.
 - (b) The parking management strategies including, but not limited to:
 - (i) Developing curbside management strategies to improve traffic circulation and secure space for shared mobility (e.g., provision of curb extensions, parking lay-bys, reserved on-street spaces for car sharing vehicles or bike share stations);
 - (ii) Exploring opportunities to reduce at-grade parking through collaboration with Toronto Parking Authority;
 - (iii) Prioritizing parking spaces for car-share, carpool, and low-emissions vehicles;

- (iv) Expanding on-street bicycle parking; and
- (v) Consolidating pick-up/drop-off areas for multiple developments and at transit stations.

- 3.7.6 Development will maintain existing laneway access or, where it currently does not exist, should provide new laneway access, where appropriate, to the rear of the property with entry points located on the side street, connecting with the existing laneway network. Where technically feasible, laneway widths will be 7.5m wide to allow landscaping adjacent to the travel lanes. Where a public lane is not feasible, surface public easements will be secured over private lands in order to improve connectivity over time.
- 3.7.7 Vehicular and servicing access to new buildings will be provided from side streets or rear laneway extensions, where feasible.

3.8 Resiliency

- 3.8.1 Development and streetscape improvements will integrate storm water capture, trees and other herbaceous plantings, where appropriate, informed by the Green Streets Technical Guidelines.
- 3.8.2 Development will be encouraged to provide additional back-up power informed by the Minimum Back-up Power Guidelines for Multi-Unit Residential Buildings in order to improve resilience to area-wide power outages.
- 3.8.3 Development will be encouraged to incorporate biodiversity by:
- (a) creating habitats;
 - (b) planting varieties of species that are pollinator-friendly; and
 - (c) designing green roofs, informed by the City's Guidelines for Biodiverse Green Roofs.
- 3.8.4 Development will be encouraged to:
- (a) incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
 - (b) develop or incorporate a connection to an existing or planned thermal energy network as informed by the Design Guideline for District Energy-Ready Buildings;
 - (c) integrate on-site electricity production to reduce electricity demand;

- (d) limit the loss of embodied energy contained within existing building stock; and
 - (e) target net-zero energy use and emissions.
- 3.8.5 The water, wastewater and stormwater management infrastructure in the Yonge-Eglinton Secondary Plan area will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrently with growth.
- 3.8.6 Development will reduce the negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems.
- 3.8.7 Development will identify improvements to water and sewer infrastructure, and where the infrastructure is insufficient to serve the proposed population a "holding by-law" will be utilized to ensure that the infrastructure is provided before or concurrently with growth.

4. Character Areas

Development in the Character Areas identified in Map 21-12 will be in accordance with the following policies.

4.1 Midtown Villages

- 4.1.1 The Midtown Villages are local main streets that will continue to be destinations for local residents and visitors. The essential elements of the Villages will be their sunny, comfortable pedestrian-scaled retail streetscapes and the heritage properties which frame and support these attractive, vital main streets. New low and mid-rise buildings and incremental building additions are permitted and will accommodate a mix of commercial, residential and institutional uses and reinforce the scale and character of the main street buildings. Heritage properties will be appropriately conserved and sensitively adapted over time. Buildings will have narrow retail frontages with clear glazing, frequent doors with active uses at grade. An improved public realm, coupled with new and/or appropriately conserved buildings, will create a comfortable, attractive and accessible network of places and experiences for users of all ages and abilities.

Although the Villages will generally have a mid-rise character, each Village has the following defining attributes that need to be addressed through development and redevelopment:

- (a) Yonge North and Yonge South Villages will bookend the tall buildings of the Yonge-Eglinton Crossroads and Montgomery Square Character Areas with mid-rise buildings, widened sidewalks and public squares.
- (b) The Eglinton Way will continue to be a vibrant main street with mixed-use mid-rise buildings serviced by the Crosstown LRT.
- (c) Located at the meeting point of two Midtown communities, Bayview-Leaside Village will incrementally intensify with the characteristic wide sidewalks and patios extended to the north and south.
- (d) Mount Pleasant South Village will be low-rise in nature to complement and reinforce the intact historic village streetscape. A Heritage Conservation District study will be undertaken to further inform the built form for this village.
- (e) Mount Pleasant North Village will emerge as a mixed use, pedestrian-oriented seam connecting high-rise developments to the south and west with low-rise residential streets east of Mount Pleasant Road and north of Keewatin Avenue.

- 4.1.2 At-grade fine grain street-related retail, commercial and community services uses will be provided to reinforce and extend the existing village streetscape.
- 4.1.3 Residential dwelling units will be limited to floors above the first storey, except for Mount Pleasant North Village where at-grade residential units will only be considered where the following is provided.
- (a) A ground floor height consistent with the existing ground floor heights of the existing main street buildings and to enable conversion to neighbourhood-serving small-scale retail and service uses;
 - (b) Clearly visible front doors directly accessible from the sidewalk via a walkway;
 - (c) Well-designed entrances and transitions from the public to private realm which will include setbacks at grade, and architectural and landscape cues such as subtle changes in grade, materials, decorative railings and landscaping.
- 4.1.4 Tall buildings are not permitted in the Villages. Development will consist of low- and mid-rise development that:
- (a) Respects and reinforces the general physical character, patterns, scale, massing, setbacks, and heritage values of the Character Area;
 - (b) Preserves and enhances existing, or creates new, private amenity space; and
 - (c) Respects and reinforces the existing pattern of fine grain retail at grade.

A minimum building height of three storeys for new buildings is required on sites that are not included on the Heritage Register. Where a maximum height has been established in this Secondary Plan for a Village, the maximum height is only permitted where lot size, lot depth, transition, potential impacts on heritage properties and sunlight and other physical and contextual conditions can be achieved.

- 4.1.5 The maximum building heights will be in accordance with the following:
- (a) Yonge North and Yonge South:
 - (i) Buildings will not exceed a maximum height equivalent to the adjacent, planned right-of-way width (27m);
 - (ii) An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width on Yonge Street and side streets on

corner sites. Subsequent storeys must fit within a 45-degree angular plane from this point;

- (iii) Building height will not exceed a 45-degree angular plane beginning from:
 - a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 41\text{m}$);
 - the rear property line for deep lots ($>41\text{m}$); or
 - the west side of the subway trench for sites on the west side of Yonge Street that backs onto the subway trench.

(b) Eglinton Way:

- (i) Buildings will not exceed a maximum height equivalent to the adjacent right-of-way width (27m);
- (ii) An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width on Eglinton Avenue and side streets on corner sites. Subsequent storeys must fit within a 45-degree angular plane from this point;
- (iii) Building height will not exceed a 45-degree angular plane beginning from:
 - a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 41\text{m}$); and
 - the rear property line for deep lots ($>41\text{m}$).

(c) Bayview-Leaside:

- (i) Buildings will not exceed a maximum height of 7 storeys (22.5m);
- (ii) A 3-metre stepback above the 6th storey along the Bayview Avenue frontage is required; and
- (iii) Building heights will not exceed a 45-degree angular plane beginning from:
 - a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 32.6\text{m}$); and
 - the rear property line for deep lots ($>32.6\text{m}$).

(d) Mount Pleasant South:

- (i) Building height will not exceed a maximum of 4 storeys (13.5m) or as otherwise determined in a Heritage Conservation District Study; and
- (ii) Building height will not exceed a 45-degree angular plane beginning from:
 - a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 41\text{m}$); and
 - the rear property line for deep lots ($>41\text{m}$).

(e) Mount Pleasant North:

- (i) Building height will not exceed a maximum of 6 storeys (19.5m) west of Mount Pleasant Road and a maximum of 4 storeys (13.5 m) east of Mount Pleasant Road; and
- (ii) A three metre step back above the third storey at the rear of the building will be provided for buildings fronting on the east side of Mount Pleasant Road.

In situations where the rear of the property is at a different grade level than the major street frontage, the rear angular plane should always be taken from the lowest grade elevation of the adjacent property located along the rear of the mid-rise building's property line.

4.1.6 Development will have a consistent low-scaled streetwall and will provide horizontal articulation to match and maintain the scale of the existing streetwall and cornice lines. This includes providing setbacks above the second storey to match existing adjacent cornice lines and building heights. Setbacks will be in accordance with the following:

- (a) Yonge North and Yonge South: a minimum 1.5 metre setback above the second storey;
- (b) Eglinton Way: a minimum 1.5 metre setback above the second storey;
- (c) Bayview-Leaside: a minimum 1.5 metre setback above the second storey;
- (d) Mount Pleasant South: a minimum 3.0 metre setback above the second storey and a minimum 5.5 metre side setback above the second storey when adjacent to buildings with heritage designation; and

(e) Mount Pleasant North: a minimum 3.0 metre setback above the second storey.

4.1.7 Development will be massed and provide vertical articulation to reinforce the narrow frontage retail rhythm and scale of the village streetwall. The streetwall will be massed and articulated into 5-10 metre rhythms to reflect existing lot patterns.

4.1.8 Development in all Villages will be set back a minimum of 7.5 metres from the rear property line. In instances where a property abuts a public lane, the lane may be included within the 7.5 metre setback calculation.

4.1.9 Ground-level facades will be as transparent as possible to allow for a two-way visual exchange and enhance indoor and outdoor safety. Facades should be 70 per cent transparent and not be obscured to ensure a clear view inward from the street and outward to the street. Building materials should consist of materials sympathetic to the character of historic buildings, such as brick, wood and stone, while enabling a contemporary expression for the new building.

4.1.10 Development in the Villages will support the provision of a comfortable, vibrant public realm with generous sidewalks and landscaping. The public sidewalk will include space for street trees, street furniture, and an unobstructed, accessible pedestrian clearway. Building setbacks will be in accordance with the following:

(a) Yonge North and Yonge South:

(i) Development will be set back at grade from the property line adjacent to Yonge Street in accordance with policies 3.2.19 and 3.2.20 of this Secondary Plan.

(ii) Development located on a corner site will have a minimum sideyard setback at grade of 3.0m, except:

- development located adjacent to a Yonge Street Square where setbacks will exceed 3.0 metres at grade in order to realize the Yonge Street Squares;
- development located on the corner of "Greenway Streets" where a minimum 5.0m sideyard setback at grade and above established grade from the property line will be provided; and
- development located on both sides of Erskine Avenue, where a minimum of 7.5m setback at grade and above established grade from the property line will be provided.

(b) Eglinton Way:

- (i) Development will be required to be set back at grade from the property line adjacent to Eglinton Avenue West to accommodate a total sidewalk width of 4.8m. However, in areas of Eglinton Avenue West where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, setbacks may be modified to ensure a continuous streetwall along Eglinton Avenue West without amendment to the Secondary Plan.

(c) Bayview-Leaside:

- (i) Development will be set back a minimum of 3.0m at grade from the property line adjacent to Bayview Avenue to maintain and reinforce existing setbacks, complement the public realm and secure a wide sidewalk zone.

(d) Mount Pleasant South:

- (i) Development will not be required to be set back at grade from the property line adjacent to Mount Pleasant Road to reinforce the existing streetwall.

(e) Mount Pleasant North:

- (i) Development will be set back a minimum of 1.5m at grade from the property line adjacent to Mount Pleasant Road to provide streetscape improvements and establish strong pedestrian and transit connectivity to the Mount Pleasant Transit Station. Streetscape improvements will be coordinated with streetscape improvements south of Eglinton Avenue East.

4.2 Apartment High Streets

- 4.2.1 The Apartment High Streets are physically stable linear residential neighbourhoods oriented along major streets in Midtown between the Midtown Villages and Midtown Cores. Incremental redevelopment will allow underutilized sites to be renewed gradually, while respecting and reinforcing the overall character and landscapes unique to Midtown. Redevelopment within Apartment High Streets will also contribute to a diversity of housing types, forms and tenures.

Each Apartment High Street is defined by a prevailing building type and other character defining elements which will need to be supported and enhanced through development and redevelopment:

- (a) Eglinton Park Apartment High Street will maintain its historic character associated with low-rise early 20th century walk-up apartment buildings;
- (b) Eglinton East Apartment High Street will continue to be a residential neighbourhood characterized by distinct mid-century mid-rise and apartment towers. Landscaped setbacks will maintain and enhance the open and generously landscaped neighbourhood character; and
- (c) Mount Pleasant Gateway will provide a transition between the modest heights of the tall buildings along Merton Street and the low-rise character of Mount Pleasant Village. Mid-rise buildings will frame an enhanced and greened Mount Pleasant Avenue to create an “urban arboretum” connecting to Mount Pleasant Cemetery, the Kay Gardiner Beltline Trail and Mount Pleasant Village Character Area.

4.2.2 Eglinton Park

- 4.2.2.1 New low-rise residential, office and institutional uses are permitted. Small-scale retail and service uses at grade are permitted.

4.2.2.2 Development on lands designated *Apartment Neighbourhoods* will:

- (a) Be a minimum of three-storeys (10.5 metres) in height and not exceed a height of four storeys (13.5 metres) to maintain the low-rise residential character, maximize sunlight on sidewalks and ensure no net new shadow on Eglinton Park;
- (b) Stepback by 3.0 metres above the third floor adjacent to lands designated Neighbourhoods to limit overlook into adjacent properties;
- (c) Be designed to respect the scale, proportions and materials of the historic context;

- (d) Integrate the existing heritage character, predominantly consisting of low-rise, courtyard style walk-up apartment buildings composed of red brick with stone or other accents, into the building through high-quality, contemporary design cues; and
 - (e) Include small forecourts at grade adjacent to Eglinton Avenue West or side streets.
- 4.2.2.3 Development on lands designated *Mixed Use Areas* will not exceed a maximum building height of 7 storeys (22.5 metres). Any part of a building located above a point, measured at 13.5 metres above the average elevation of the grade of the lot line abutting Eglinton Avenue, must have a stepback of at least 1.5 metres from the building setback of the highest storey of the building located below that point.
- 4.2.2.4 Organize and coordinate streetscape and landscape elements to support a functional, safe, and comfortable pedestrian environment that complements the planned streetscape design for Eglinton Avenue West.
- 4.2.3 Eglinton East
 - 4.2.3.1 Infill development on existing apartment sites may only be permitted where it maintains prevailing front and rear yard setbacks and provides generous setbacks and facing distances between buildings.
 - 4.2.3.2 Development will have a minimum building height of four storeys (approximately 12 metres) and maximum building height of 10 storeys (approximately 31.5 metres). A 3.0 metre stepback will be applied at the 7th storey adjacent to Eglinton Avenue East and any side streets.
 - 4.2.3.3 Development will demonstrate the achievement of a 45-degree angular plane to lands designated *Neighbourhoods*. Where an existing low-rise residential building in the *Apartment Neighbourhoods* designated lands is not consolidated and will remain at the rear of the property, a 45-degree angular plane will be taken from its property boundary.
 - 4.2.3.4 Development will be set back a minimum of 6.0 metres at grade from the property line adjacent to Eglinton Avenue East.
 - 4.2.3.5 On-site open space amenities will be improved over time. A network of on-site open space and pedestrian connections will be developed to complement the network of parks and open spaces.
 - 4.2.3.6 Improvements to the Eglinton Avenue East frontage such as reducing the number and width of curb cuts, relocating or removing front yard vehicular areas, tree planting and enhancements to landscaping will be pursued.

4.2.3.7 Development will provide new laneway access to the rear of the property between Rawlinson Avenue to Bruce Park Avenue and between Taunton Avenue and Mann Avenue.

4.2.4 Mount Pleasant South

4.2.4.1 Development permitted within the Mount Pleasant South Character Area will have a mix of uses. Buildings should primarily be residential with a mix of commercial, retail, office and institutional uses. Parks and open space uses are also permitted and encouraged along the corridor.

4.2.4.2 Development will be set back a minimum of 7.5 metres at grade from the rear property line. In instances where a property abuts a public lane, the lane may be included within the 7.5 metre setback calculation.

4.2.4.3 Development will not exceed a maximum height equivalent to the adjacent right-of-way width. An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane from this point. Building height will also not exceed a 45-degree angular plane beginning from:

(a) a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 41\text{m}$); and

(b) a height of 7.5m above the rear property line for deep lots ($>41\text{m}$).

4.2.4.4 Development will be designed to provide a minimum of three hours of cumulative sunlight onto the Mount Pleasant Road sidewalks in front of and across the street from the development.

4.2.4.5 Development will be set back a minimum of 3.0 metres at grade from the property line adjacent to Mount Pleasant Road to provide a well landscaped public realm. Building setbacks will be landscaped to support a comfortable and vibrant public realm while the public sidewalk will include space for street trees, street furniture, and an unobstructed, accessible pedestrian clearway.

4.3 Apartment Neighbourhoods

- 4.3.1 The Midtown Apartment Neighbourhoods are generally defined by residential uses in apartment towers, walk-up apartment buildings and townhouses, all set in an open, generously scaled landscaped setting. Sensitive infill development will be designed and located to maximize the characteristic openness both at grade and between buildings. New buildings will contribute to the mix of building types, forms and tenures and will progressively transition to lower heights, reduced scale and less intensity from the adjacent Midtown Cores. Generously spaced towers above low-rise base buildings will complement the existing built form fabric, maximize sunlight and sky views to streets and parks and minimize the cumulative impact of tall buildings and other new development.
- 4.3.2 New tall buildings may be permitted subject to the following policies and other applicable tall building policies in this Secondary Plan:
- (a) Provision of a minimum 15 metre setback from the tower portion of a proposed building to the side and rear property lines or centre line of an abutting lane or a minimum 30 metre separation distance between the tower portion of proposed building and an existing or planned tall building, whichever is greater. Where a separation distance of 30 metres is not possible with a 750 metre square floor plate, the floor plate of the tower portion of the building will be reduced to provide the required separation distance or a tall building may not be permitted on the site;
 - (b) Provision of a minimum 5.0 metre sideyard setback at grade; and
 - (c) Provision of a minimum 8.0 metre setback from the front property line to the tower portion of any tall building development, including balconies, along all street, park and open space frontages, except:
 - (i) Development along Balliol Avenue where a minimum 9.0 metre setback from the property line to the tower portion of any tall building, including balconies, will be provided; and
 - (ii) Development along the south side of Roehampton Avenue where a minimum 10.5 metre setback from the property line to the tower portion of any tall building, including balconies, will be provided; and
 - (iii) Development along Broadway Avenue, Erskine Avenue, Keewatin Avenue and the north side of Roehampton Avenue where a minimum 16.5 metre setback from the property line to the tower portion of any tall building, including balconies, will be provided.

(d) Conformity to the policies of this Secondary Plan.

- 4.3.3 Base buildings for tall buildings will not exceed a maximum height of 4 storeys (13.5m).
- 4.3.4 Mid-rise buildings heights limits will be in accordance with the height limits established on Maps 21-8 and 21-9. Mid-rise buildings will step back above the fourth storey (approximate height of 13.5 metres). An angular plane will be taken from the front property line at a height of 7.5 metres and subsequent storeys must fit within a 45-degree angular plane from this point.
- 4.3.5 Where commercial and institutional uses are not provided at grade, development will minimize the width of lobbies and line base buildings with grade-related residential units with direct front entrances.
- 4.3.6 Development will incorporate design features that complement the architecture and form of existing buildings and the cultural landscape of the tower in the park typology while providing slender floor plates and designing and orienting buildings to minimize shadow impacts.
- 4.3.7 The tower portion of tall buildings will be sited, designed and oriented to maximize the amount of sunlight on the public realm and open spaces within the interior of blocks and will generally be oriented in a north-south direction.
- 4.3.8 The ratio of open space on a site to the footprint of a tall building, inclusive of its base building, will be 55:45 respectively. The majority of open spaces on a site will consist of landscaped open space. On-site parkland dedications may be counted towards the achievement of the required open space ratio.
- 4.3.9 Where a development site abuts the Park Street Loop and on-site parkland is required, the parkland will be located adjacent to the Loop and configured to minimum dimensions that enables parks programming at the discretion of the City.

4.4 Midtown Cores

4.4.1 The Midtown Cores are vibrant mixed use areas centred around major transit stations. Within them, underutilized sites will be developed to foster transit-supportive densities. The intensity of development will differ amongst the Cores such that the scale and form of intensification will be significantly less in Davisville Station, Mount Pleasant Station and Bayview Focus Areas than exists and is planned at the Yonge-Eglinton Crossroads. The Cores will retain their function as office nodes, ensuring that office and institutional uses will take priority over residential intensification and distributed within the Character Area. The edges of the Cores will be designed to ensure connectivity and transitions in scale and intensity to surrounding areas.

4.4.2 General Policies

4.4.2.1 The height, density and scale of development will be greater at the Yonge-Eglinton Crossroads than elsewhere in the Secondary Plan area, recognizing its role as the transportation and commercial focal point of Midtown. The scale and intensity of development in the other Cores will be in a form compatible with adjacent areas and will be in accordance with the policies of this Secondary Plan.

4.4.2.2 Development adjacent to major streets will:

- (a) Include at-grade street-related retail, service uses and community services and facilities with well-defined residential and commercial building entrances;
- (b) Only include retail above the ground floor only when active at-grade retail and/or community spaces are also provided at-grade; and
- (c) Limit residential dwelling units to:
 - (i) The fifth storey and above in the Yonge-Eglinton Crossroads; and
 - (ii) The second storey and above in all other Cores, unless otherwise noted.

4.4.2.3 The City will pursue opportunities to extend, create and strengthen below grade and internal pedestrian connections and extend underground shopping concourses, where possible, as part of private development and transit infrastructure development.

4.4.3 Yonge-Eglinton Crossroads

4.4.3.1 At the intersection of two great streets, the Yonge-Eglinton Crossroads will continue to be a celebrated landmark destination with a significant public open space made up of four squares, one at each corner. The site will be marked by tall buildings of the highest quality of architecture, landscape architecture and urban design marking the intersection on the Midtown's skyline. Major office, institutional and retail uses and community services and facilities along with new complementary residential development will benefit from the proximity to a regional transit hub.

4.4.3.2 Base buildings of tall buildings will:

(a) Step back at a height equivalent to 80 per cent of the right-of-way width; and

(b) Not exceed a maximum height of 8 storeys (33 metres)

4.4.3.3 Development adjacent to the squares at the Yonge-Eglinton intersection will be designed to complement these open spaces. Buildings will be designed to include extensive glazing, accessible and prominent main entrances to the transit stations and buildings, a public art focus, flexible seating, complementary outdoor uses and appropriate programming and a unifying, comprehensive design with the other corners of the square.

4.4.3.4 A new public street extending east and south from Duplex Avenue to Berwick Avenue will be implemented through new development to facilitate comprehensive development and improved pedestrian and vehicular accessibility within the southwest quadrant of the Yonge-Eglinton intersection. New development will not preclude the implementation of the new public street and will provide land dedications where necessary to implement the public street.

4.4.3.5 Development on Eglinton Avenue West between Duplex Avenue and Yonge Street will be set back a minimum of 3.0 metres at grade and above established grade from the property line adjacent to Eglinton Avenue.

4.4.4 Davisville Station

4.4.4.1 The Davisville Station area will be a vibrant retail, commercial, institutional and community services and facilities hub that will continue to serve as a medical services and employment destination. Commercial uses will remain a priority, with new residential development integrated as appropriate. New development will be designed to provide connections to and minimize impacts on the public realm including

Yonge Street, Oriole Park, the Kay Gardiner Beltline and Davisville School and Recreation Centre.

- 4.4.4.2 Development will be designed to provide a minimum of three hours of cumulative sunlight onto the Yonge Street sidewalks in front of and across the street from the development.
- 4.4.4.3 Base buildings for tall buildings and mid-rise buildings on Yonge Street north of Davisville Avenue will:
 - (a) Create a generally consistent streetwall to a maximum height of 2 storeys (7.5m);
 - (b) Step back above the streetwall height. An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane from this point; and
 - (c) Not exceed a maximum height equivalent to the adjacent right-of-way width.
- 4.4.4.4 Base buildings of tall buildings and mid-rise buildings on Yonge Street south of Davisville Avenue will:
 - (a) Step back to fit within a 45-degree angular plane taken from a height equivalent to 80 per cent of the right-of-way width; and
 - (b) Not exceed a maximum height equivalent to the adjacent right-of-way width.
- 4.4.4.5 Prior to large-scale redevelopment on the Davisville Yard, a feasibility study will be undertaken to assess opportunities and constraints and cost, as well as a comprehensive built form study to establish development criteria, guidelines and site-specific policies, in consultation with the local community, to provide a framework for the redevelopment and inform a Zoning By-law amendment.
- 4.4.5 Mount Pleasant Station
 - 4.4.5.1 The Mount Pleasant Station area will emerge as a new focal point in Midtown enlivened by the new transit station, schools and adjacent office and retail clusters. The area will include mid-rise and tall buildings of a modest height that will contribute to a well-established mix of affordable and seniors' housing.
 - 4.4.5.2 New mixed-use development will provide an approximate ratio of 70 per cent residential and 30 per cent office, institutional, cultural uses, complemented by retail uses at grade.

4.4.5.3 The Mount Pleasant Station area will generally have a distinct six-storey character with a two storey streetwall condition. Base buildings of tall buildings and mid-rise buildings will:

(a) Provide a 1.5 metre stepback above the second floor; and

(b) Provide a 3.0 metre stepback above the fifth floor.

4.4.5.4 Development will be set back a minimum of 2.0 metres at grade from the property line adjacent to Mount Pleasant Boulevard. Where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 2.0 metre setback requirement may be modified to maintain a historic streetwall condition without amendment to this Secondary Plan.

4.4.6 Bayview Focus Area

4.4.6.1 The Bayview Focus Area will be characterized by a predominance of mid-rise buildings, with a limited number of tall buildings framing the intersection of Bayview Avenue and Eglinton Avenue East located in the Core. The Core, focused on the new transit station, will include expanded office and retail uses and additional residential development.

4.4.6.2 New mixed-use development will provide an approximate ratio of 70 per cent residential and 30 per cent office, institutional, cultural uses, complemented by retail uses at grade.

4.4.6.3 Base buildings of tall buildings and mid-rise buildings in the Bayview Focus Area will:

(a) Create a generally consistent streetwall to a maximum height of 8 storeys (approximately 25.5m);

(b) Step back above the streetwall height. An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane from this point; and

(c) Not exceed a maximum height equivalent to the adjacent right-of-way width.

4.4.6.4 Development will be set back a minimum of 3.0 metres at grade from the property line adjacent to Bayview Avenue and a minimum of 4.5 metres at grade from the property line adjacent to Eglinton Avenue East.

- 4.4.6.5 Development will ensure that ground-level facades are as transparent as possible to allow for a two-way visual exchange. Facades should be 70 per cent transparent and not be obscured to ensure a clear view inward from the street and outward to the street.
- 4.4.6.6 A new public street extending south from Glenavy Avenue to Eglinton Avenue East will be implemented through new development to facilitate comprehensive development and improved pedestrian and vehicular accessibility within the northwest quadrant of the Bayview-Eglinton intersection. New development will not preclude the implementation of the new public street and will provide land dedications where necessary to implement the public street.

4.5 Midtown Special Places

- 4.5.1 The Midtown Special Places are distinct areas that serve as important employment, institutional and/or community services and facilities destinations. The Special Places include lands designated *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods*. The intensity of development and balance of land uses will differ between each Character Area and will be defined by the specific vision for each area set out in this Secondary Plan.
- 4.5.2 Eglinton Green Line
 - 4.5.2.1 The Eglinton Green Line will be a vibrant and dense 21st Century live-work business district anchored by the iconic Green Line open space. Existing office buildings will be replaced in new and modernized office or mixed-use buildings and will contribute to a prosperous regional economy. Historic landmarks will be integrated into the Green Line, providing contrast and a reprieve along the dense corridor and adding to the architectural diversity of the Character Area. Well-designed tall buildings will terrace down in height from the Yonge-Eglinton Crossroads height peak to the Mount Pleasant Station area.
 - 4.5.2.2 At-grade street-related retail and service uses or community services and facilities with a strong civic presence at grade and a suitable depth will be required in each development. A range of retail and community services and facilities will be required, including small- and medium-scale retail.
 - 4.5.2.3 Retail stores exceeding 3,500 m² of gross floor area are not permitted. Where medium-scale retail uses are proposed, the floor area will be distributed on upper floors while ensuring a suitable depth at grade to accommodate a fully functional retail store.

- 4.5.2.4 Development adjacent to the Eglinton Green Line will be innovative landmark architecture that will complement and reinforce the iconic open space with accessible and prominent main entrances facing the Green Line, internal and outdoor mid-block connections, extensive glazing, complementary outdoor uses, appropriate programming and a public art focus.
- 4.5.2.5 Development will limit residential dwelling units to floors above the ninth storey.
- 4.5.2.6 Base buildings will not exceed a maximum height of 8 storeys (33 metres) and will include a minimum 6.0 metre stepback above the third storey and a minimum 3.0 metre stepback above the sixth storey.
- 4.5.2.7 Development on the south side of Eglinton Avenue East between Yonge Street and Mount Pleasant Road will be set back a minimum of 3.0 metres at grade and above established grade from the property line adjacent to Eglinton Avenue.
- 4.5.3 Montgomery Square
 - 4.5.3.1 Montgomery Square will continue to be the civic heart of Midtown with its concentration of historic buildings, community facilities, and active, narrow frontage retail. Strategically located towers adjacent to the Yonge Street frontage will taper down in height to the north and step back from Yonge Street to ensure that the heritage resources and main street character remain prominent.
 - 4.5.3.2 Development adjacent to major streets will:
 - (a) Include at-grade street-related retail, service uses and community facilities with a strong civic presence, with primary entrances on Yonge Street;
 - (b) Only include retail above the ground floor when accompanied by activated at-grade retail and/or community services and facility spaces; and
 - (c) Limit residential dwelling units to floors above the third storey fronting and within 40 metres of Yonge Street.
 - 4.5.3.3 New tall buildings may be permitted subject to meeting the policies of this Secondary Plan, including Section 3.3.
 - 4.5.3.4 Development will create a generally consistent streetwall along Yonge Street to correspond to the height of abutting heritage properties to a maximum height of 3 storeys (approximately 10.5 m).

- 4.5.3.5 Above the height of the streetwall, base buildings of tall buildings and mid-rise buildings will:
- (a) step back a minimum of 3.0 metres when not abutting or on a heritage property. Development on or abutting heritage properties will step back a minimum of 5.0 metres from the heritage features visible from streets conserving the scale, form and massing of the heritage properties.
 - (b) Fit within a 45-degree angular plane from taken from a height equivalent to 80 per cent of the right-of-way width; and
 - (c) Not exceed a maximum height equivalent to the adjacent right-of-way width.
- 4.5.3.6 Development will be designed to provide a minimum of three hours of sunlight cumulatively onto the Yonge Street sidewalks in front of and across the street from the development.
- 4.5.3.7 Low-rise residential development in *Neighbourhoods* within the Character Area will:
- (a) Fit with walk-up apartments located in the Character Area and not exceed a height of four storeys (12 metres); and
 - (b) Provide mid-block pedestrian connections and open space at grade.
- 4.5.4 Henning
- 4.5.4.1 The Henning Character Area accommodates an important cluster of office and institutional spaces close in the Yonge-Eglinton Transit Station Area and a cluster of single and semi-detached dwellings.
- 4.5.4.2 Development within the *Mixed Use Areas* on Eglinton Avenue west of Henning Avenue will consist of mid-rise office and institutional uses, with retail and service uses at grade, in a form that minimizes impacts to adjacent *Neighbourhoods*.
- 4.5.4.3 Development within the *Mixed Use Areas* on Eglinton east of Henning Avenue will provide a minimum of 13,000 m² of office gross floor area, representing the combined existing office floor area on the sites. The office floor may be distributed between sites on the east side of Henning Avenue within the Henning Character Area.

4.5.4.4 Development adjacent to Eglinton Avenue will:

- (a) Include at-grade street-related retail, service uses and community facilities with a strong civic presence, with primary entrances on Eglinton Avenue;
- (b) Only include retail above the ground floor when accompanied by activated at-grade retail and/or community services and facility spaces.

4.5.4.5 Tall buildings, where permitted, on the north side of Eglinton Avenue West between Eglinton Park and Duplex Avenue will set back a minimum of 3.0 metres at grade and above established grade from the property line adjacent to Eglinton Avenue. Setbacks at-grade may be required west of Henning Avenue to accommodate relief zones at entrances, patios and other pedestrian amenities.

4.5.4.6 Base buildings and mid-rise buildings will:

- (a) Create a generally consistent streetwall to a maximum height of 4 storeys (13.5m);
- (b) Step back above the streetwall height. An angular plane will be taken from a height equivalent to 80 per cent of the right-of-way width and subsequent storeys must fit within a 45-degree angular plane from this point; and
- (c) Not exceed a maximum height equivalent to the adjacent right-of-way width, except on the west side of Henning which may develop to a height of 32.5 metres to accommodate replaced and/or new office and institutional uses.

4.5.4.7 New pedestrian mid-block connections and/or laneways will be provided to strengthen connections to adjacent communities and nearby destinations.

4.5.5 Davisville Community Street

4.5.5.1 The Davisville Community Street will be the vibrant community spine of the Davisville area, bookended by two large parks, Oriole Park and the well-used June Rowlands Park. Incremental and sensitive low-rise residential intensification will complement the open space character of the area and support the creation of an intimate, cohesive residential and community meeting point.

4.5.5.2 Permitted uses in the Davisville Community Street Character Area include:

- (a) Parks, low-scale local institutions and cultural and recreational facilities; and
 - (b) Duplexes, triplexes, townhouses and low-rise apartment buildings between two and four storeys in height.
- 4.5.5.3 Lot consolidation will result in the orderly redevelopment of any existing low-rise residential uses.
- 4.5.5.4 New low-rise apartment buildings will demonstrate the achievement of a 45-degree angular plane to lands designated *Neighbourhoods* to the north of the Character Area boundary.
- 4.5.5.5 Accesses to new residential development will be from new mews streets or existing laneways. Interruptions to the Davisville Avenue streetscape will be minimized by consolidating and coordinating accesses for new development.
- 4.5.5.6 Low-rise apartment buildings, in addition to providing the minimum setback, will provide landscaped forecourts adjacent to public streets, mid-block pedestrian connections or parks, or may propose an alternative method to achieving a visually generous overall landscape quality to the proposed development that contributes to the public realm objectives for the Character Area.
- 4.5.6 Merton Street
 - 4.5.6.1 The Merton Street Character Area will continue to be a unique mixed use area in Midtown and the urban complement to the Beltline Trail with an eclectic mix of residential, commercial, and community services and facilities uses. New mid-rise and tall buildings, predominantly on the north side of the street, will be modest in height and scale to provide transition from the existing base and point tower typology of the street to the *Apartment Neighbourhood* to the north.
 - 4.5.6.2 Buildings should include a mix of residential, commercial, retail, office and institutional uses with at-grade open space amenities.
 - 4.5.6.3 Development will replace existing office spaces, should provide additional office and institutional uses within mixed use developments.
 - 4.5.6.4 Building entrances will be street and grade related and, where appropriate, building frontages should include active uses at grade.
 - 4.5.6.5 New tall buildings may be permitted subject to the policies in Section 3.3 of this Secondary Plan. Development of tall buildings must also conform to the other policies of this Secondary Plan.

- 4.5.6.6 Base buildings will not exceed a maximum height of 5 storeys (approximately 16.5 m).
- 4.5.6.7 Mid-rise buildings will not exceed a maximum height of 6 storeys (approximately 19.5 m).
- 4.5.6.8 Buildings facing the Beltline Trail should be designed as a front of the building, and be setback a minimum of 3.0 metre at grade from the rear property line.
- 4.5.6.9 On the south side of the street, street-related buildings should have a side yard setback of approximately 7.5m on each side to permit views to the south, pedestrian access to the Beltline Trail and sunlight penetration to the street.
- 4.5.6.10 Development on the south side of Merton Street will not exceed a 67.5-degree angular plane to the Kay Gardner Beltline Trail to match the existing condition.
- 4.5.6.11 Development will be set back in accordance with section 3.3.28 of this Secondary Plan. The sidewalk may be located entirely on public property or a combination of public and private property and will include space for street trees, street furniture, and an unobstructed, accessible pedestrian clearway.
- 4.5.6.12 Development will ensure ground-level facades are as transparent as possible to allow for a two-way visual exchange and enhance indoor and outdoor safety. Facades should be 70 per cent transparent and not be obscured to ensure a clear view inward from the street and outward to the street.
- 4.5.6.13 On the north side of the street, servicing should occur from the side or the rear of buildings. If several adjacent parcels are to be developed at once, the possibility of shared service access from the street should be explored.
- 4.5.6.14 On the south side of the street, vehicular access to buildings should occur at the openings between buildings and be shared to serve adjacent buildings wherever possible. Shared service access from the street should be explored.

5. Implementation

5.1 City-owned Lands

- 5.1.1 City-owned lands within the Secondary Plan area will be utilized to address the public priorities including parkland, affordable housing, community services and facilities and first responder stations. An integrated mixed-use development that includes significant public facilities is permitted on sites not identified as proposed parks or city-owned opportunity sites on Map 21-4.

5.2 Context Plans

- 5.2.1 As part of the development review and approvals process, a Context Plan may be required to be submitted to:
- (a) Identify opportunities for coordinating development to achieve public realm enhancements;
 - (b) Coordinate development with landowners on multiple sites within a block, including, but not limited to, building placement, separation distances and building heights;
 - (c) Demonstrate how the pattern of development and built form will implement the achievement of the Character Area Statement for the Character Area the site is located within, and policies of this Secondary Plan; and
 - (d) Demonstrate that the proposed development will ensure the orderly development of the context area to the satisfaction of the City.

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

- 5.2.2 The Context Plan will show the development in relation to relevant adjacent conditions in the area surrounding the site, including:
- (a) co-ordinated pedestrian, cycling and vehicular accesses;
 - (b) co-ordinated and consolidated site circulation, loading and servicing;
 - (c) tree preservation and planting opportunities;

- (d) opportunities for enhancing and integrating parks and open spaces, and the location of any on-site parkland dedication as determined by the City; and
- (e) the location, massing and heights of buildings;
- (f) the identification of any cultural heritage resources within the site and/or within the area, and the approach to their conservation and/or how adjacent development mitigates impact and is sympathetic to the cultural heritage resource;
- (g) the location of existing and/or required community services and facilities within the site and/or context area;
- (h) the location of outdoor amenity and public art;
- (i) proposed sustainable development practices, including, but not limited to, daylighting within the interior of blocks and buildings;
- (j) the proposed layout of streets, laneways and/or mid-block pedestrian connections;
- (k) the location for underground parking and access ramps; and
- (l) the phasing of development where a phased development is proposed.

5.3 Density Incentives

5.3.1 Section 37 contributions under the *Planning Act* will be required for any residential development in the Secondary Plan area as follows.

- (a) Sites with an area equal to or greater than 4,000 m² and with a residential Floor Space Index (FSI) that exceeds 1.5x the area of the site; and
- (b) Sites with an area less than 4,000m² and with a residential Floor Space Index (FSI) that exceeds 3.0x the area of the site.

5.3.2 Section 37 of the *Planning Act* will be used to secure:

- (a) Eligible community facilities including non-profit licensed child care and flexible, multi-purpose community recreation space and/or human services space; and
- (b) Public realm and streetscape improvements within City rights-of-way not abutting the site, including contributions towards the public realm improvements identified in policy 3.2.17.

- 5.3.3 Community facilities secured through Section 37 agreements may take the form of facilities constructed and furnished within the Secondary Plan area or monetary contributions may be provided to assist the City achieve this objective at locations within the Secondary Plan area.
- 5.3.4 Where a site is of sufficient size to integrate a community facility in a building, the City will secure space for community facilities, inclusive of constructing and outfitting the facility. Monetary contributions will not be accepted.
- 5.3.5 Monetary contributions for the community benefits identified in policy 5.3.2 will be based on a per square metre of residential gross floor area in excess of density identified. The amount of the monetary contribution will be equal to 25 per cent of the market value of the gross floor area above the density identified.
- 5.3.6 In no event will the City approve a development proposal that:
- (a) exceeds the amount of actual floor space that can reasonably be accommodated on a site and in conformity with applicable policies of this Secondary Plan; and
 - (b) exceeds the heights limits established in this Secondary Plan.
- 5.3.7 Section 37 of the *Planning Act* may also be used to secure:
- (a) Permanent public art installations and/or contributions provided as part of the City's Percent for Public Art Program; and
 - (b) Other matters as a legal convenience.

5.4 Holding By-laws

- 5.4.1 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Secondary Plan are satisfied. Conditions to be met prior to the removal of the holding provision may include:
- (a) The provision of adequate street, transit and municipal servicing infrastructure, parks, open spaces, community services and facilities as well as parking supply commensurate with development;
 - (b) The construction of any required non-residential gross floor area transferred to a receiving site;
 - (c) Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;

- (d) The provision, timing and appropriateness of affordable rental housing; and/or
- (e) Entering into any agreements under the Planning Act to secure equitable sharing of associated costs for any of the required matters or to front-end any required infrastructure.

5.5 Construction Management

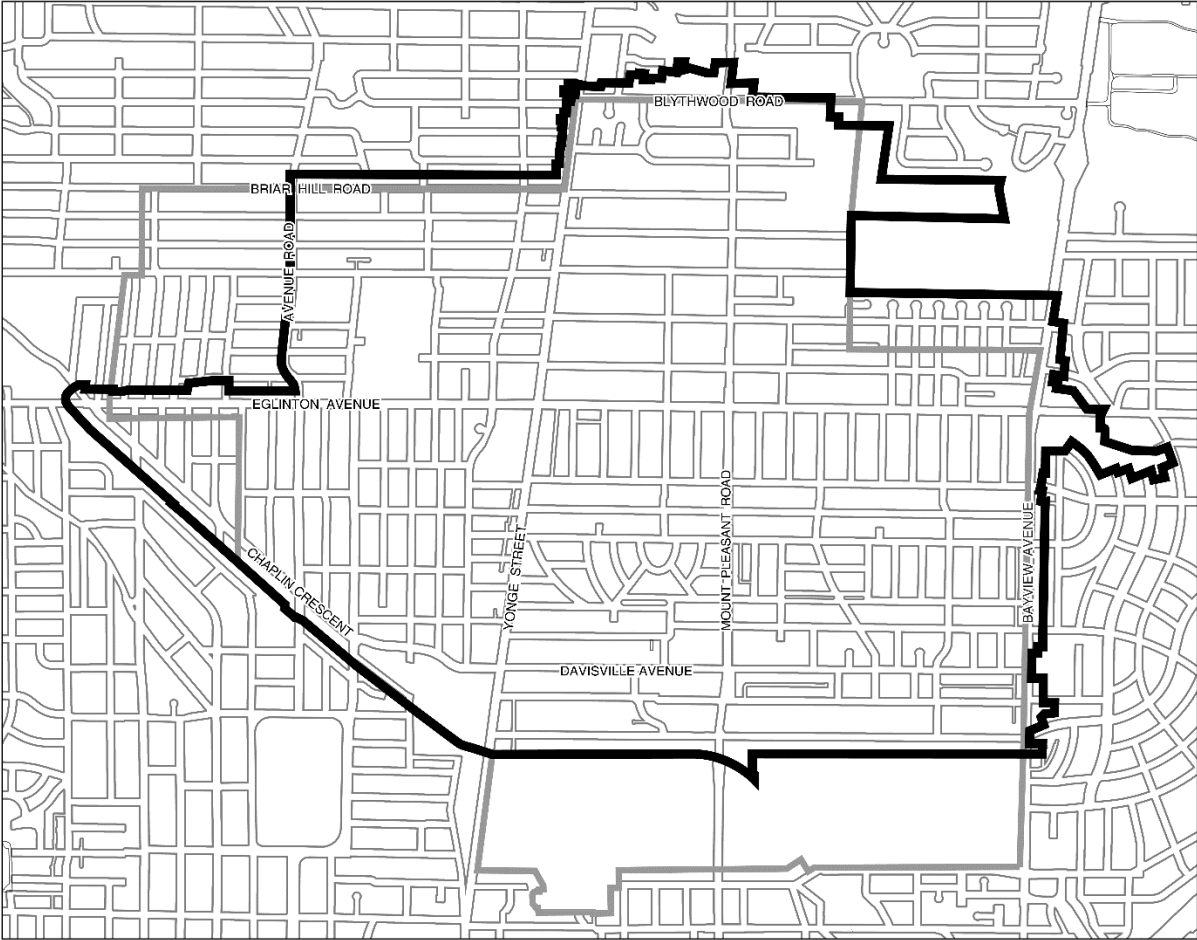
5.5.1 Construction Management Plans will be required for new developments in Mixed Use Areas and Apartment Neighbourhoods to:

- (a) ensure minimal disruptions to the surrounding area and good communications with neighbours of the development site during the construction period; and
- (b) coordinate construction activities and associated travel lane, access, and street segment closures in the Secondary Plan area.

Maps

Map 21-1	Secondary Plan Area
Map 21-2	Area Structure
Map 21-3	Public Realm Moves
Map 21-4	Parks and Open Space Network
Map 21-5	Development Potential (Yonge-Eglinton area)
Map 21-6	Development Potential (Davisville area)
Map 21-7	Development Potential (Bayview Focus Area)
Map 21-8	Maximum Tall Buildings Heights (Yonge-Eglinton area)
Map 21-9	Maximum Tall Building Heights (Davisville area)
Map 21-10	Maximum Tall Building Heights (Bayview Focus Area)
Map 21-11	Office Priority Areas and Retail Streets
Map 21-12	Character Areas
Map 21-13	Pedestrian Network
Map 21-14	Cycling Network



Map 21-1: Secondary Plan Area



Not to Scale 

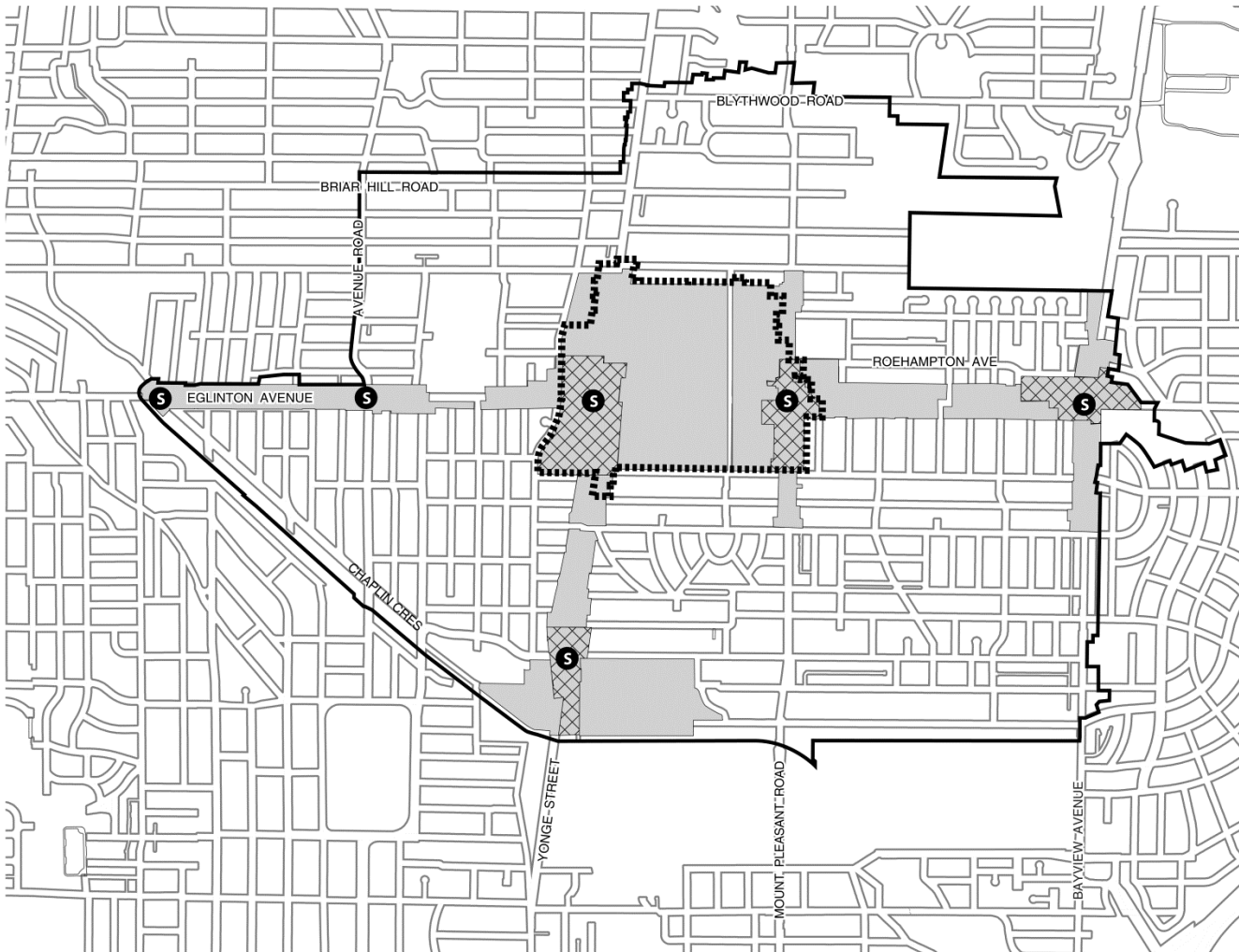


Revised Yonge-Eglinton Secondary Plan

-  Proposed Secondary Plan Boundary
-  Existing Secondary Plan Boundary

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Map 21-2: Area Structure



Not to Scale

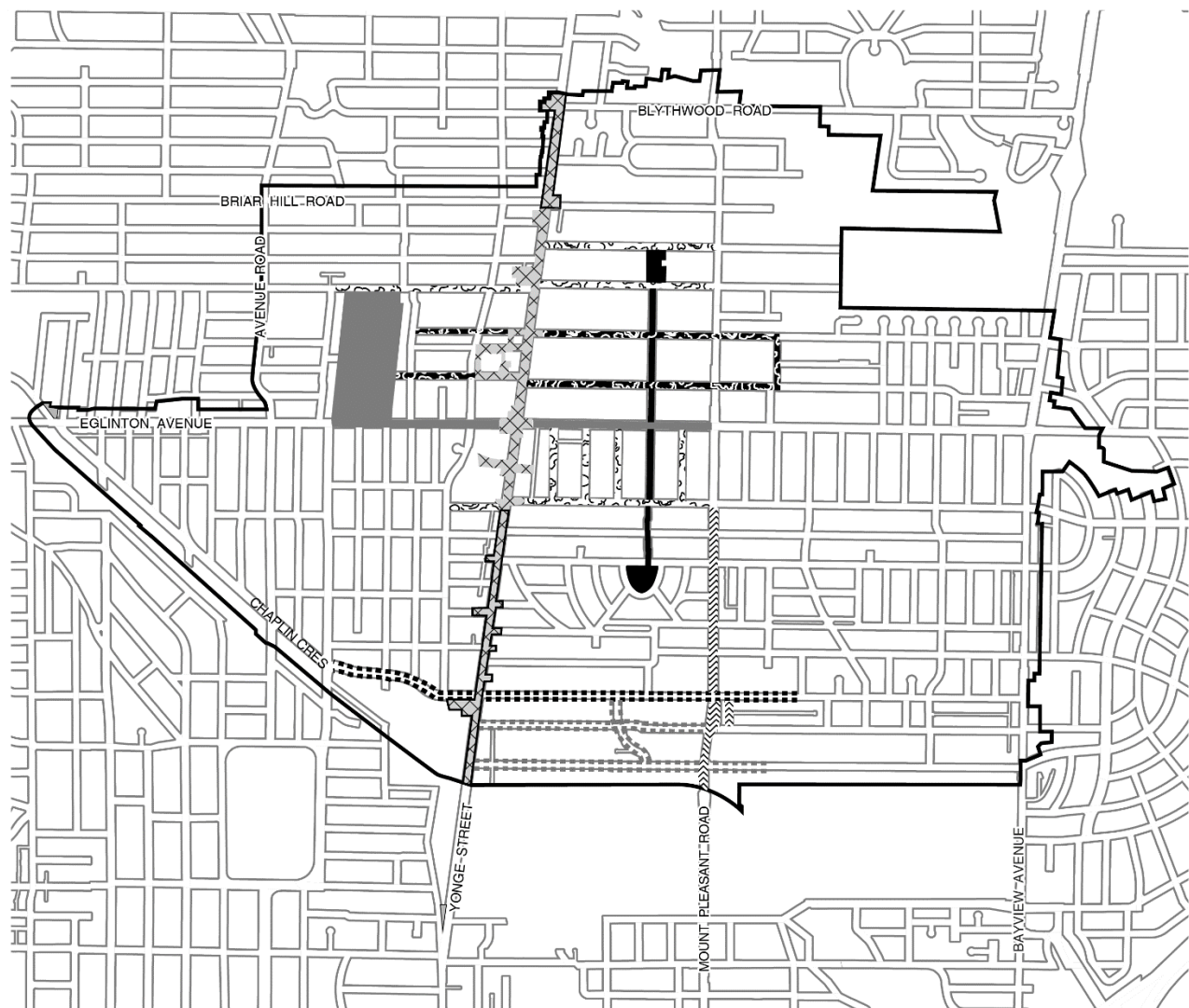


Area Structure

- | | |
|-------------------------|------------------------------------|
| Secondary Plan Boundary | Major Transit Station Areas |
| Yonge - Eglinton Centre | Station Area Cores |
| Major Transit Station | Secondary Zones |

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Map 21-3: Public Realm Moves



Not to Scale

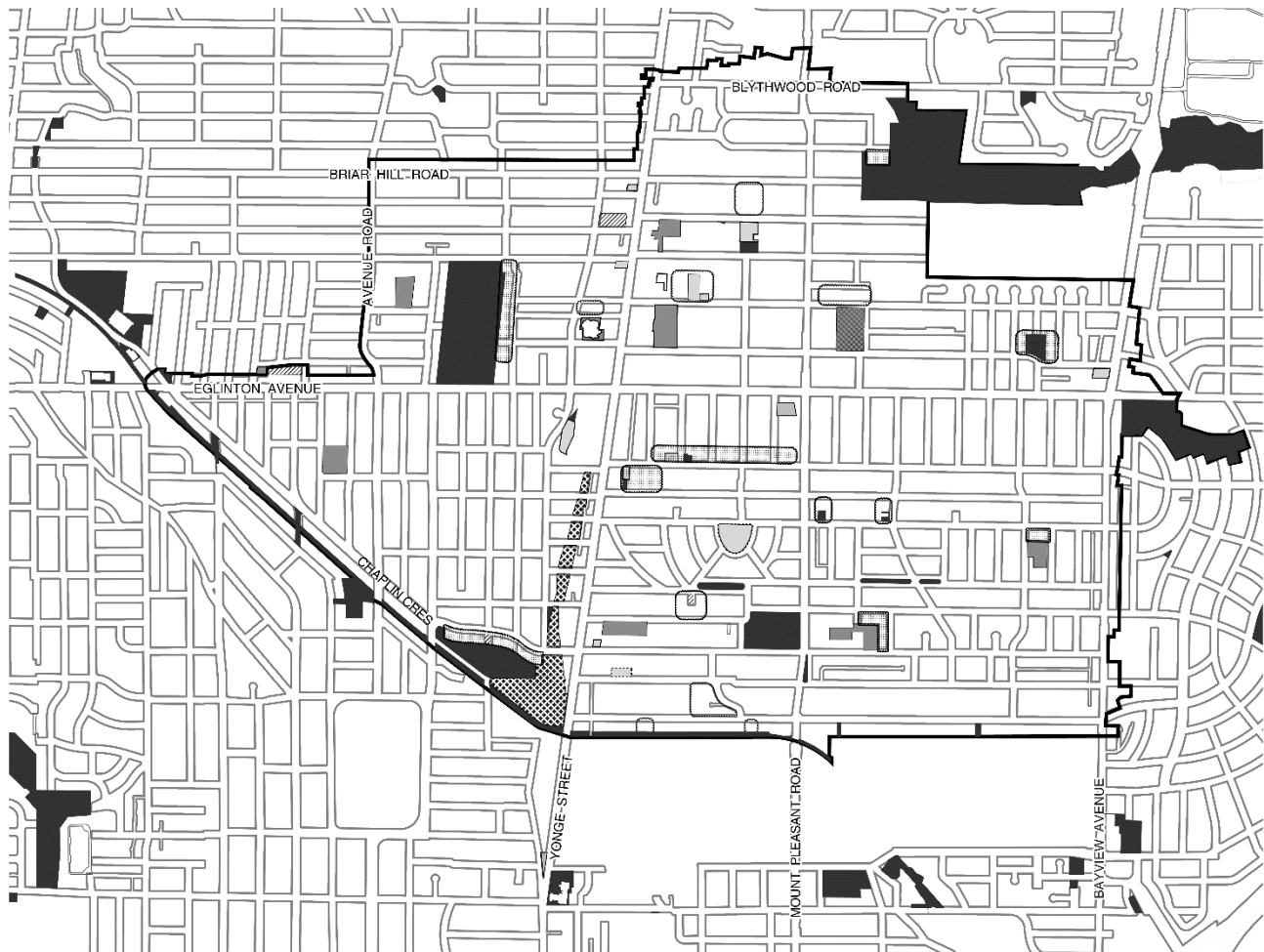


Public Realm Moves

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

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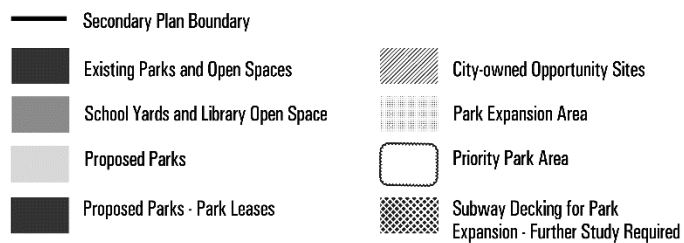
Map 21-4: Parks and Open Space Network



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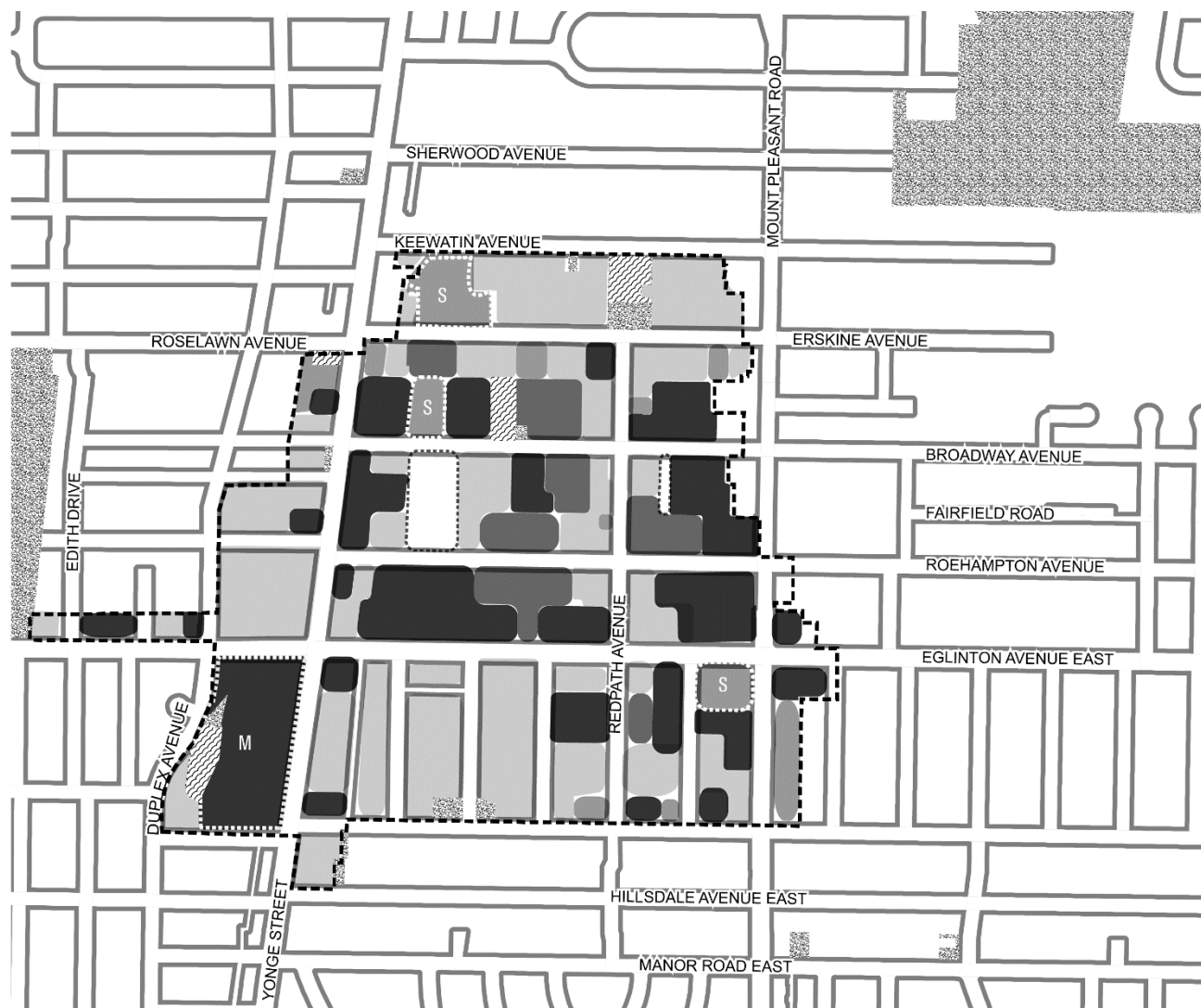


Sun Protected Parks and Open Spaces



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Map 21-5: Development potential (Yonge-Eglinton Area)



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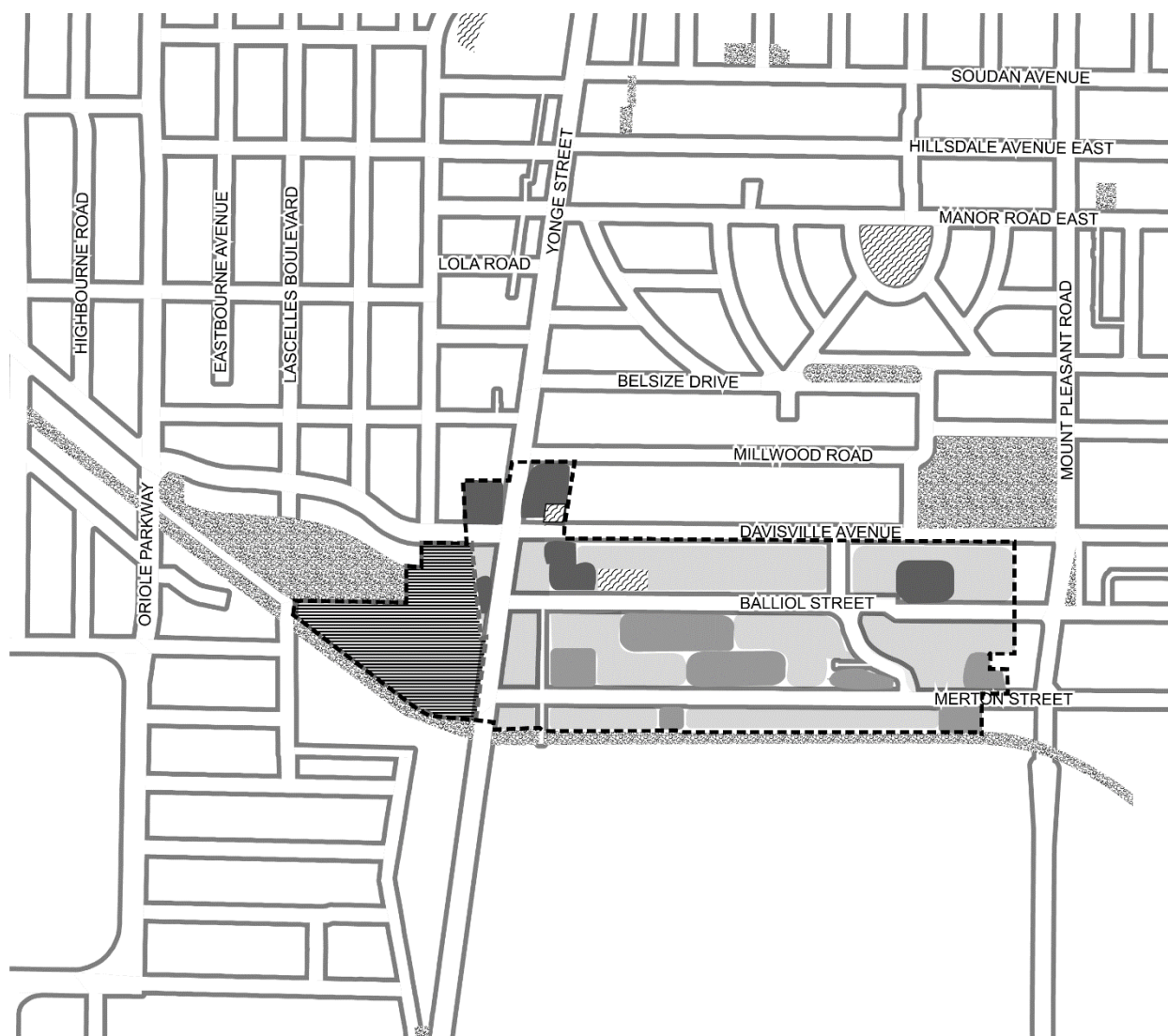


Development Potential - Yonge-Eglinton

- Character Areas (Eglinton Green Line, Erskine Keewatin, Henning, Montgomery Square, Mount Pleasant Station, Redpath Park Street Loop, Soudan, Yonge-Eglinton Crossroads)
- Building Typologies and Heights to be determined through comprehensive planning approval process
- Tall Building Development Potential
- Infill Development Potential
- Development Potential to be determined through comprehensive planning approval process
- Mid-Rise Development Potential
- Sites at Development Capacity
- No Development Potential
- Existing Parks
- Proposed Parks

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Map 21-6: Development Potential (Davisville Area)



Not to Scale

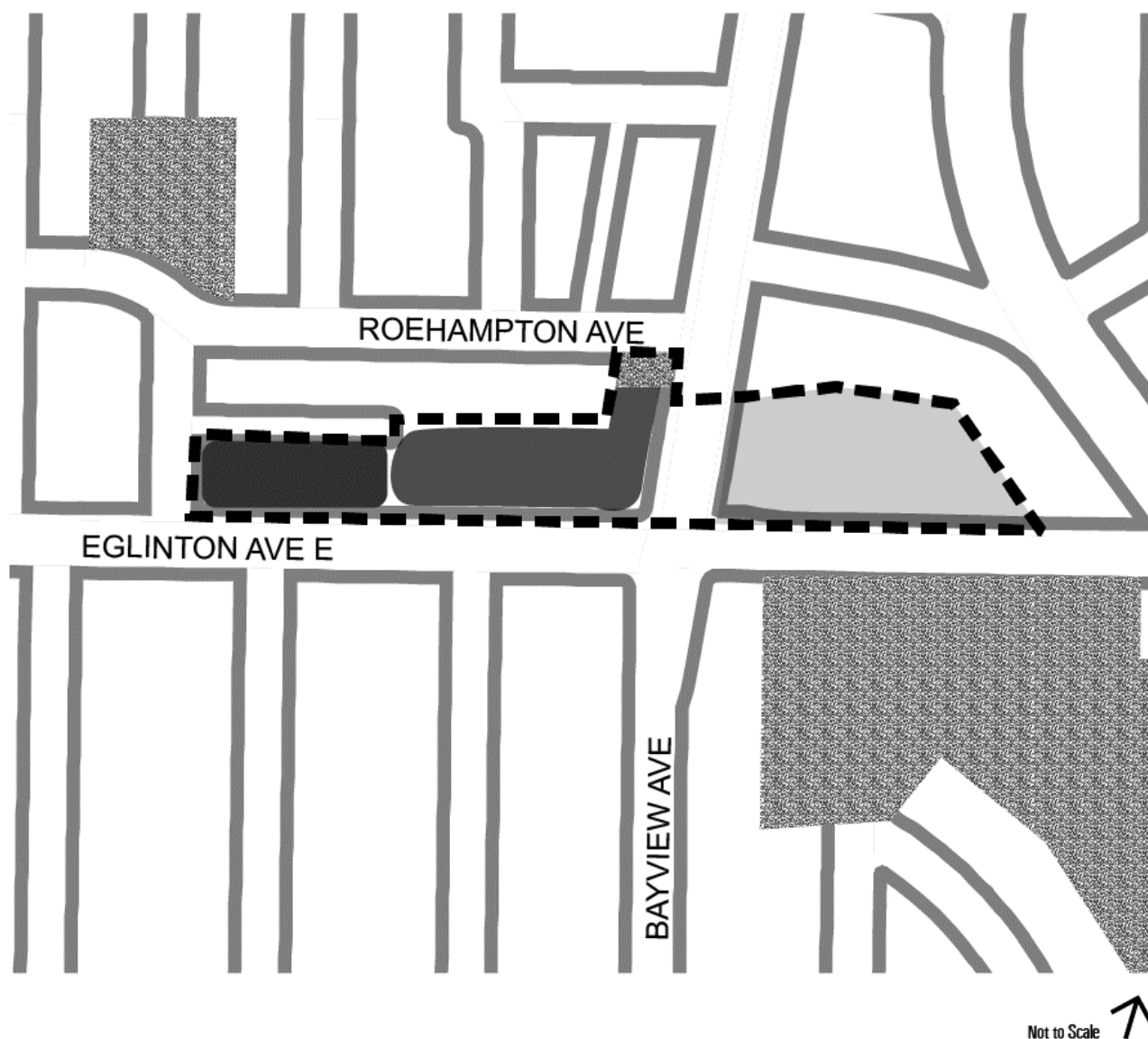


Development Potential - Davisville

- Character Area
- Tall Building Development Potential
- Infill Development Potential
- Development Potential to be determined through comprehensive planning approval process
- No Tall Building Potential or Infill Potential
- Existing Parks
- Proposed Parks

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Map 21-7: Development Potential (Bayview Focus Area)

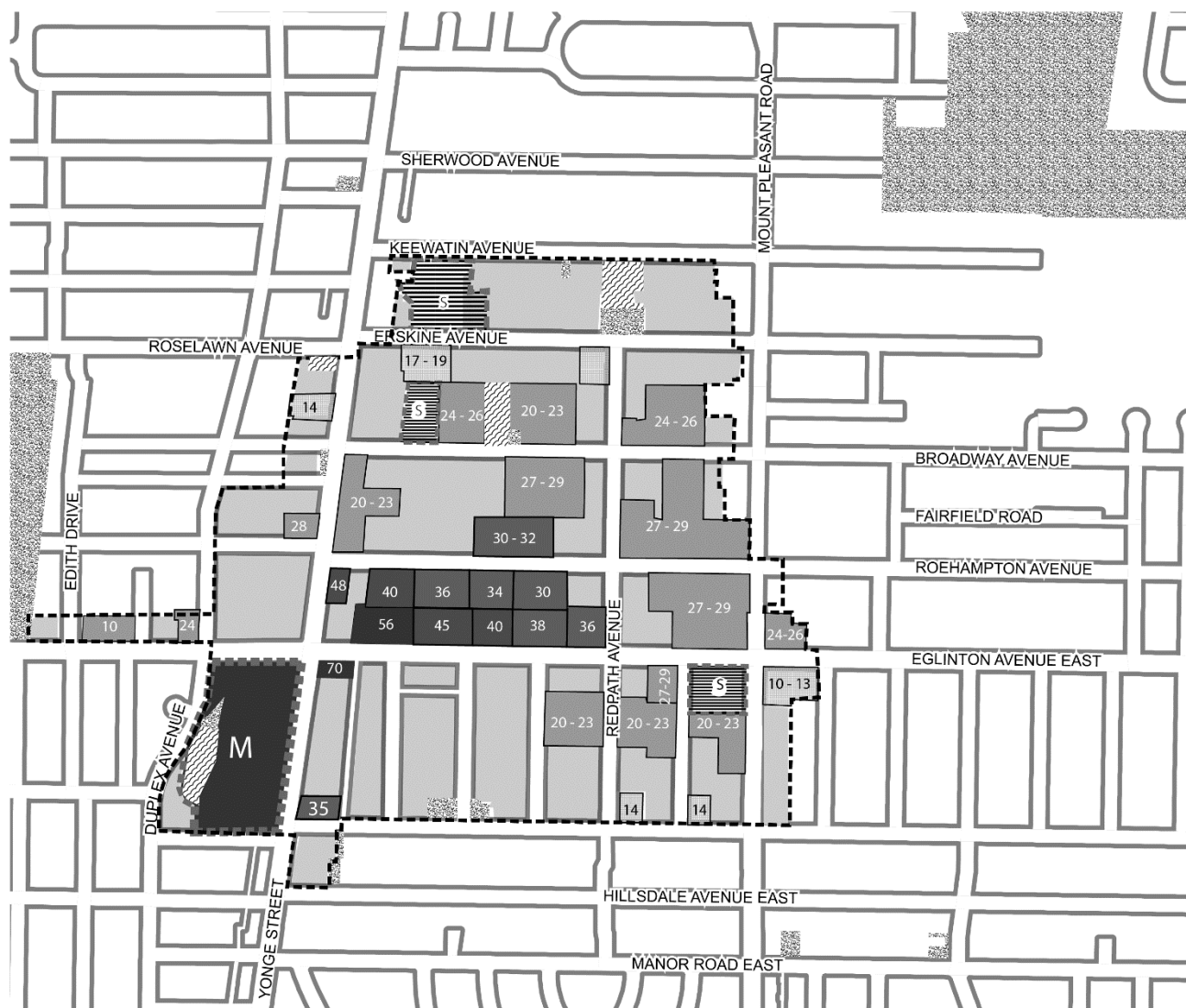


Development Potential - Bayview

- Character Areas
- Tall Building Development Potential
- Infill Development Potential
- Sites at Development Capacity
- Existing Parks

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Map 21-8: Maximum Tall Building Heights (Yonge-Eglinton Area)



Not to Scale



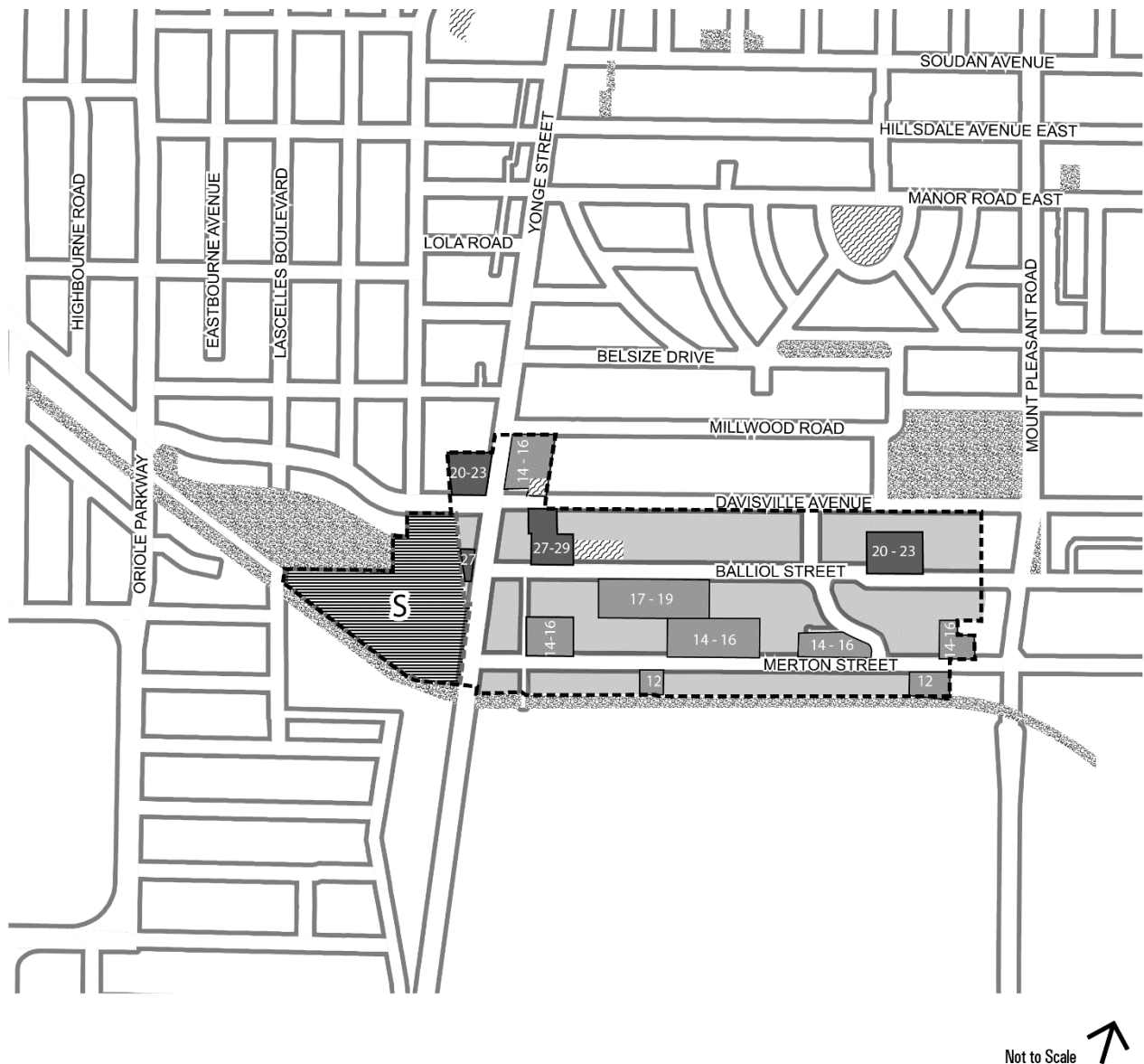
Tall Building Height Limits

- Character Areas (Eglinton Green Line, Erskine Keewatin, Henning, Montgomery Square, Mount Pleasant Station, Redpath Park Street Loop, Soudan, Yonge-Eglinton Crossroads)
- Comprehensive Study
- Existing Parks
- Maximum Permitted Height/Height Range
- Proposed Parks
- Development Potential to be Determined
- No Tall Building Potential or Infill Potential

Note: Maximum building heights are indicated on the Map in storeys and are equivalent to 3 metre door-to-ceiling heights and a 4.5 metre ground floor. Maximum heights are conditional on proposed developments achieving all the policies of this Secondary Plan and may not be appropriate on all sites.

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Map 21-9: Maximum Tall Building Heights (Davisville Area)



Tall Building Height Limits - Davisville

----- Character Area

- # Maximum Height Range

 Development Potential to be Determined

 No Tall Building Potential or Infill Potential

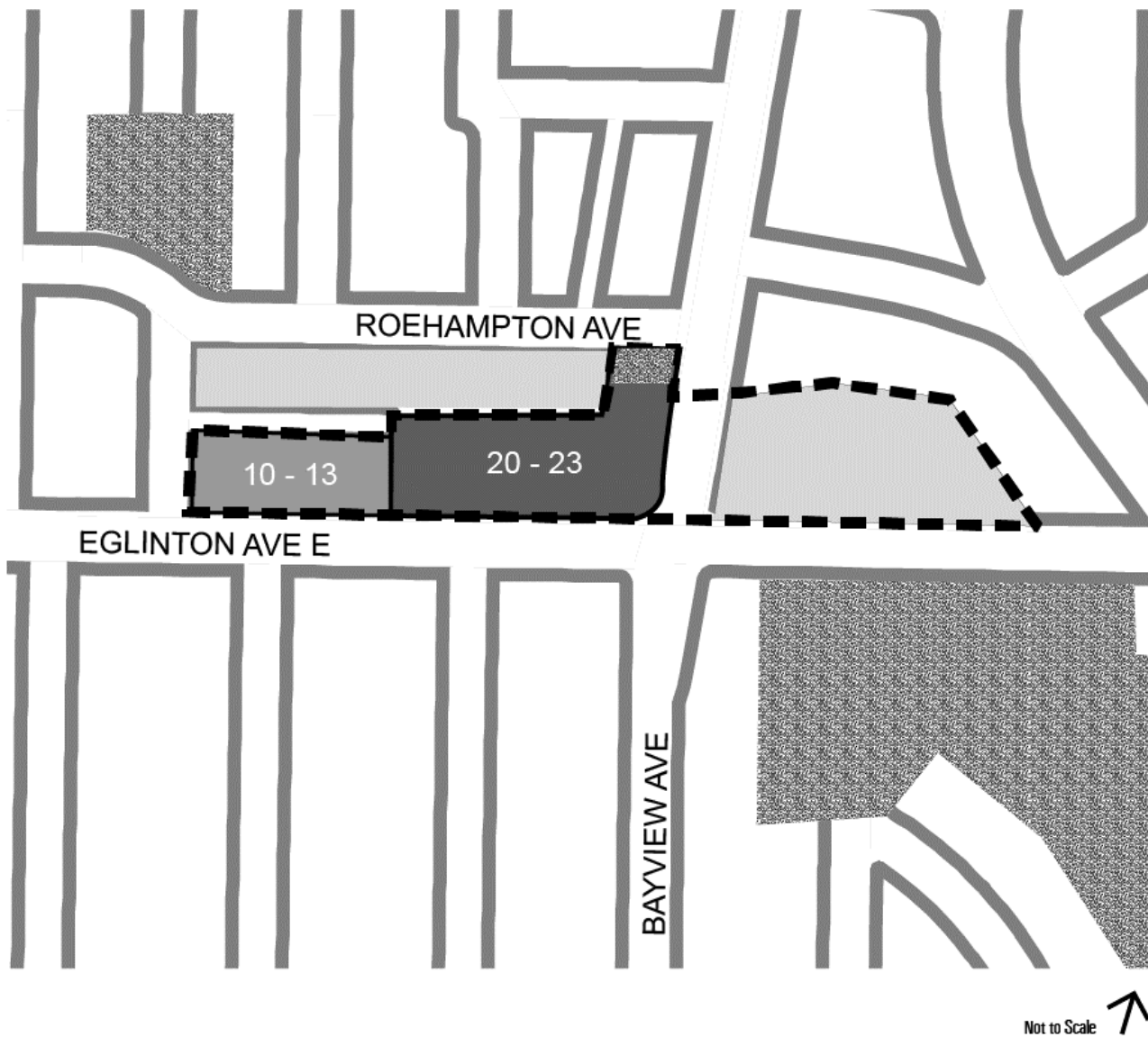
 Existing Parks

 Proposed Parks

Note: Maximum building heights are indicated on Map in storeys and are equivalent to 3 metre door-to-ceiling heights and a 4.5 metre ground floor. Maximum heights are conditional on proposed developments achieving all the policies of this Secondary Plan and may not be appropriate on all sites.

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Map 21-10: Maximum Tall Building Heights (Bayview Focus Area)



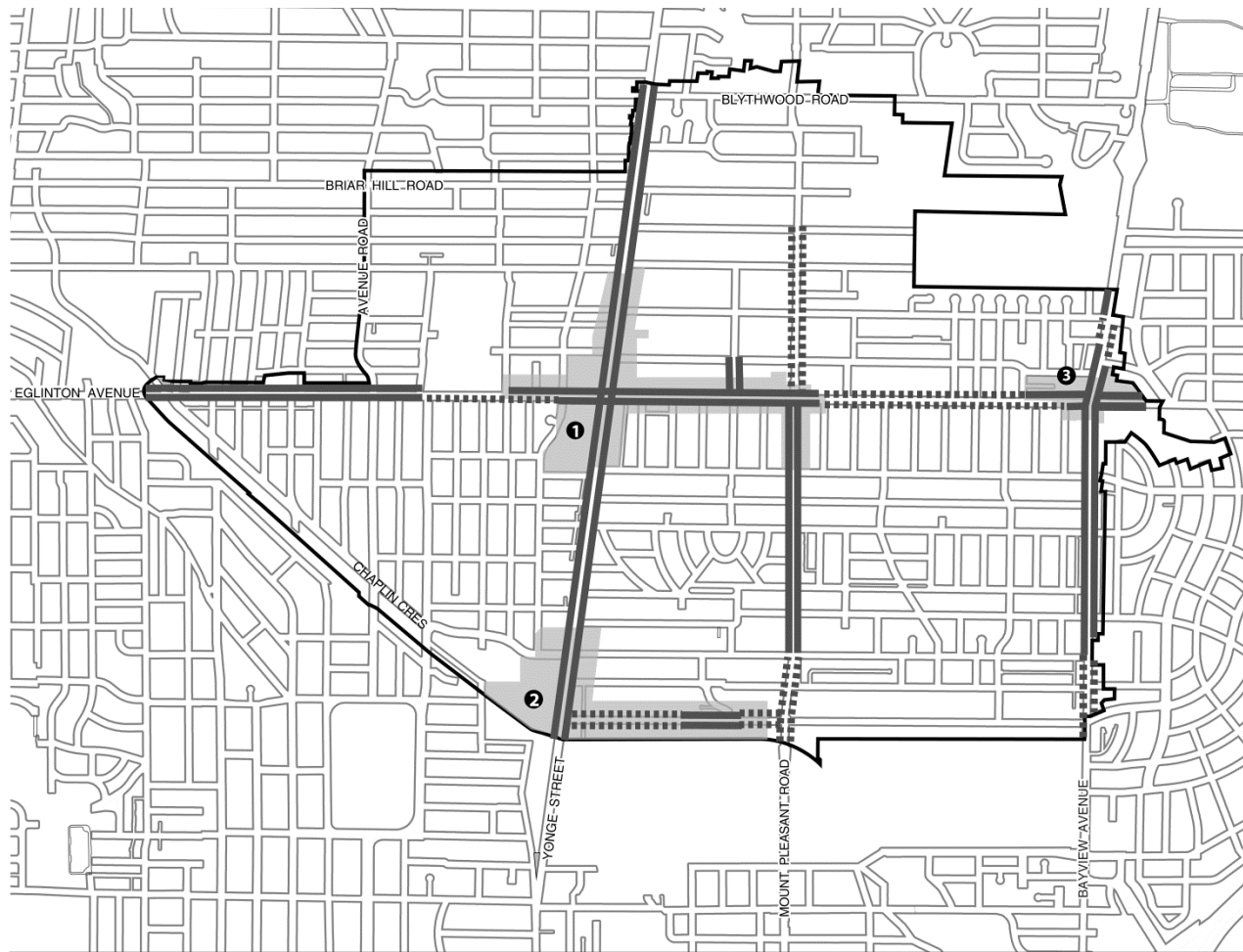
Tall Building Height Limits - Bayview

- Character Area
- # - # Maximum Height Range
- No Tall Building Potential or Infill Potential
- ▨ Existing Parks

Note: Maximum building heights are indicated on Map in storeys and are equivalent to 3 metre door-to-ceiling heights and a 4.5 metre ground floor. Maximum heights are conditional on proposed developments achieving all the policies of this Secondary Plan and may not be appropriate on all sites.

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Map 21-11: Office Priority Areas and Retail Streets



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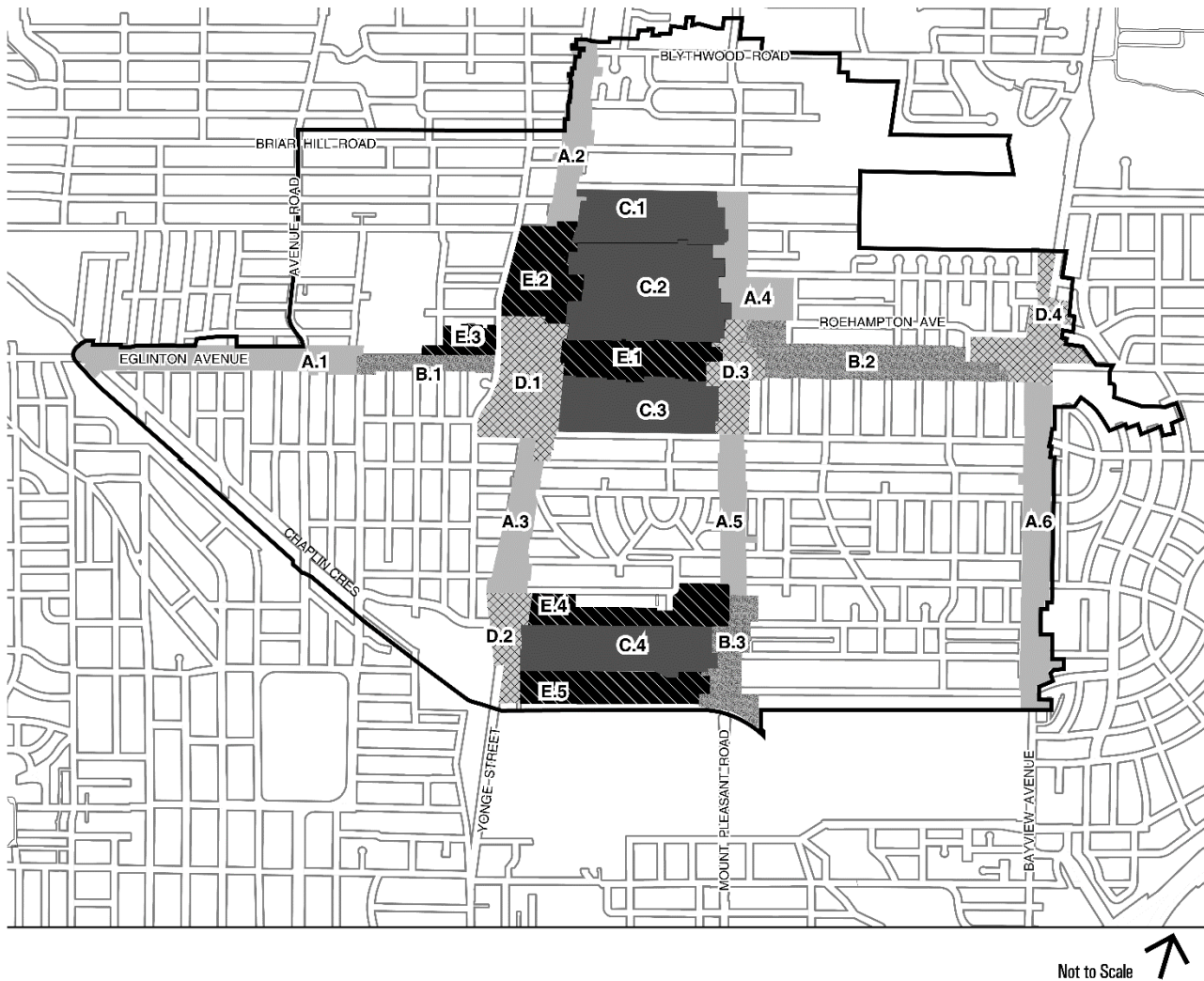


Office Priority Areas and Retail Streets

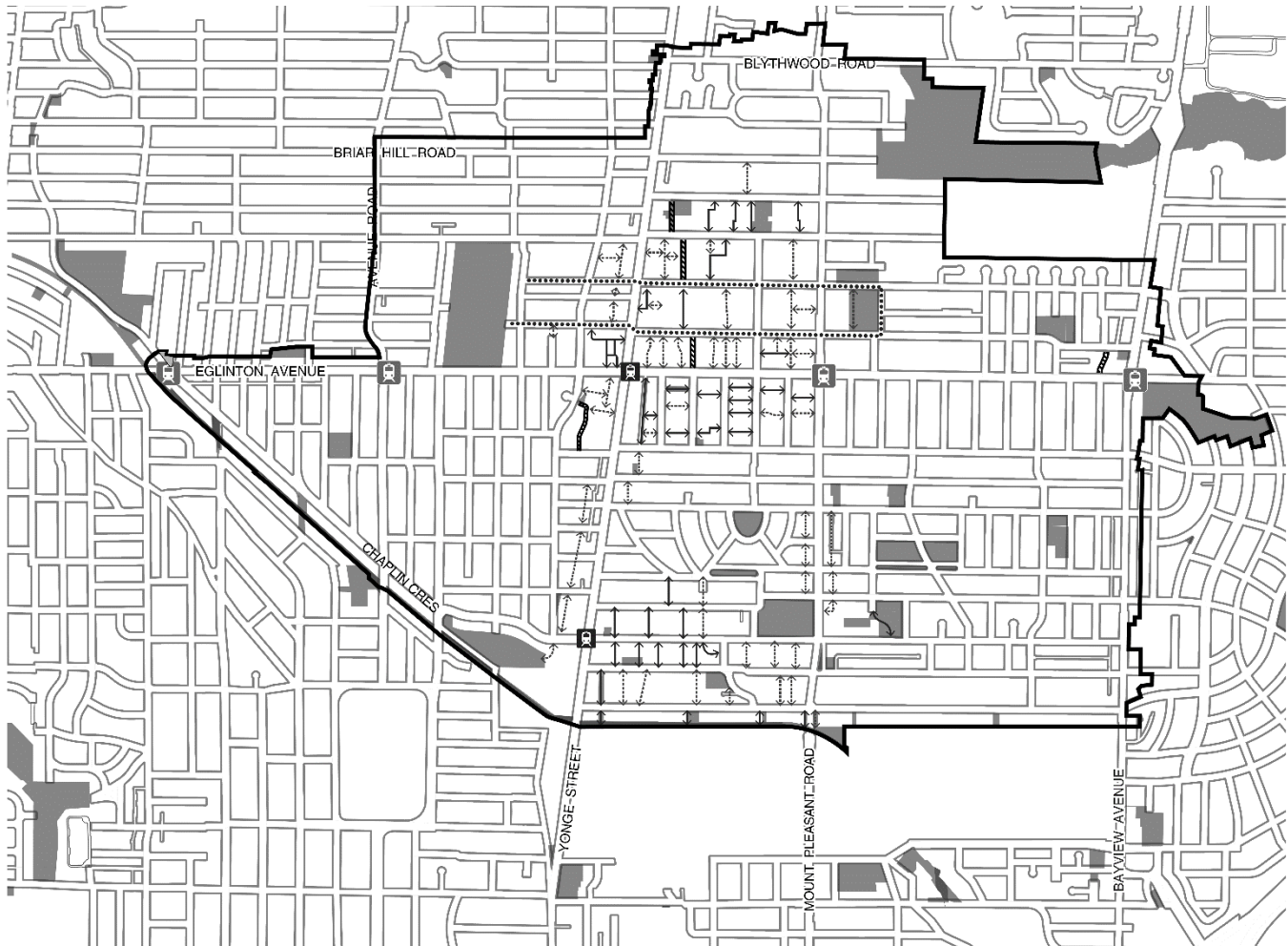
- Secondary Plan Boundary
- === Primary Retail Streets
- - - - Secondary Retail Streets
- Office Priority Areas
 - ❶ Yonge-Eglinton
 - ❷ Davisville-Merton
 - ❸ Bayview

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Map 21-12: Character Areas



Map 21-13: Pedestrian Network



Note : Additional opportunities are being assessed as part of the ongoing Yonge-Eglinton Transportation Assessment

Not to Scale

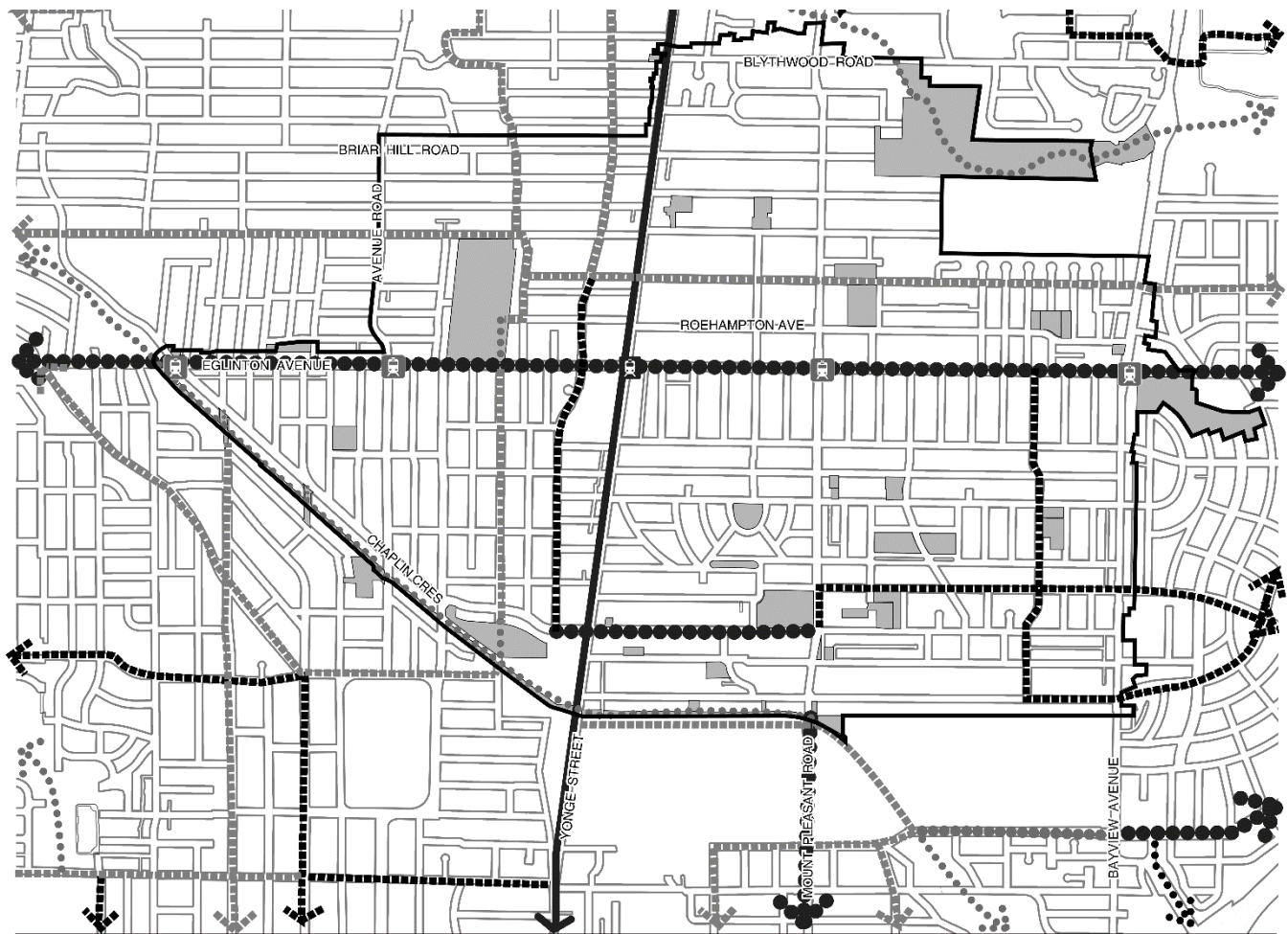


Pedestrian Network

- | | |
|---|--------------------------|
| Secondary Plan Boundary | Existing Transit Station |
| Park Street Loop | Future Transit Station |
| Existing Mid Block Connections | Existing Street |
| Conceptual Future Mid Block Connections | Existing Parkland |
| Conceptual New Street | |

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Map 21-14: Cycling Network



Note : Additional opportunities are being assessed as part of the ongoing Yonge-Eglinton Transportation Assessment

Not to Scale



Cycling Network

- | | | | |
|---|---|--|--------------------------|
| — Secondary Plan Boundary | ●●●●● Existing Bike Lane/ Cycle Tracks | ●●●●● Proposed Bike Lane/ Cycle Tracks | Existing Transit Station |
| ●●●●● Existing Trails/ Boulevard Trails | ●●●●● Proposed Trails/ Boulevard Trails | Future Transit Station | Existing Street |
| ----- Existing Quiet Street Routes | ----- Proposed Quiet Street Routes | | |
| Existing Parkland | Corridors where future study may be considered as part of the Cycling Network Plan 2 Year Review Report | | |

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