



PUBLIC REALM PLAN

A Framework for a
New Secondary Plan

OCTOBER 2017



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November 2017



**DON MILLS
CROSSING**
Community Building at
Eglinton and Don Mills

PUBLIC REALM PLAN

A Framework for a New Secondary Plan

This report sets out the components of a Public Realm Plan and how it will serve as a structure for a new community at Don Mills and Eglinton. The four guiding principles presented will inform future area development and the implementation of the Plan to ensure a complete community emerges. This report is organized into four chapters and sets the stage for the development of a Secondary Plan for the Don Mills Crossing Core Study Area.



STUDY

Don Mills Crossing will create a new planning framework and identify the infrastructure required to support growth and meet the city building objectives of the Official Plan at Don Mills and Eglinton.



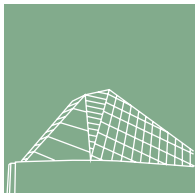
PLAN

A well designed public realm will be the structure upon which a new community will develop, connect to and enhance the surrounding area, promote transit use and be the setting for public life to grow and prosper.



PRINCIPLES

Anchored by a robust public realm, a successful and complete community will emerge in the Don Mills and Eglinton area guided by four principles.



IMPLEMENT

Advancing the guiding principles for Don Mills Crossing will benefit from alignment with City priorities through short, medium and long term implementation measures.

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STUDY

Don Mills Crossing will create a new planning framework and identify the infrastructure required to support growth and meet the city building objectives of the Official Plan at Don Mills and Eglinton.

1 STUDY

1.1 – STUDY OVERVIEW

Don Mills Crossing is examining ways to shape anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East anchored by new transit infrastructure being constructed as part of the Eglinton Crosstown Light Rail Transit (LRT). The Don Mills and Eglinton area was first urbanized with the extension of arterial road infrastructure in the 1950s and 1960s, and the existing character reflects the built form and infrastructure legacy of a place designed for cars. The investment in the Crosstown LRT offers the City an opportunity to create a new transit-supportive complete community through the coordinated development of employment, residential uses, parks and community infrastructure.

City Council provided the direction for Don Mills Crossing through two decisions: the adoption of Eglinton Connects in 2014 and the settlement of an appeal of the Employment Area Policy Review (OPA 231) for the Celestica lands located on the northwest corner of Don Mills Road and Eglinton Avenue East. Launched in June 2016, Don Mills Crossing brings together these Council directions and will result in a new Secondary Plan and implementation strategies which provide the planning framework for community building at Don Mills and Eglinton.

1.2 – STUDY AREA

Don Mills Crossing is centered on the intersection of Don Mills Road and Eglinton Avenue East.

The Core Study Area consists of the three corners of Don Mills Road and Eglinton Avenue East identified as a Focus Area by Eglinton Connects, integrated with the Celestica lands to the northwest of the intersection. At approximately 24 hectares (60 acres), the



Figure 1: Eglinton Avenue East under construction, looking east, near East Don River (1956).



Figure 2: Concept Plan, Don Mills and Eglinton Focus Area (Eglinton Connects).

Celestica lands comprise one of the largest private redevelopment sites in Toronto. The other three corners of Eglinton Avenue East and Don Mills Road consist of lands primarily in public ownership, including City-owned land under the jurisdiction of Build Toronto. These existing conditions allow for the consideration of a number of options to deliver an improved public realm, a public street network, a connected park and open space system, strategically located community facilities, additional employment uses and improved access to the ravine system. It is anticipated that the planning framework which will emerge through Don Mills Crossing will be focussed on this Core Study Area as this is where the majority of new development is anticipated.

Beyond the Core Study Area, larger areas of influence are also being studied related to city building matters including transportation, servicing infrastructure and community services and facilities. A description of each of the areas of influence can be found in the Don Mills Crossing Phase 1 Profile Report available at www.toronto.ca/donmillscrossing.

To support Don Mills Crossing, the City has initiated a Mobility Plan Study examining new transportation infrastructure for the area including a new network of Complete Streets, changes to existing streets and a grade-separated crossing of the CP Rail Corridor for pedestrians and cyclists. The Mobility Plan Study will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment Process. A Cultural Heritage Resources Assessment is also being undertaken to ensure that properties of cultural heritage value or interest are

appropriately identified, understood and conserved as part of the planning framework for the Don Mills and Eglinton area.

1.3 – STUDY PROCESS

Don Mills Crossing is advancing through three phases:

Phase 1: Don Mills Crossing Profile (Completed 2016)

Phase 1 of Don Mills Crossing focussed on understanding the study area and its surrounding context as well as identifying a way forward with avenues of future study. A Profile Report completed at the conclusion of Phase 1 summarizes the work and is available on the project website at www.toronto.ca/donmillscrossing. City Council's Planning and Growth Management Committee adopted the Phase 1 findings at its January 2017 meeting.

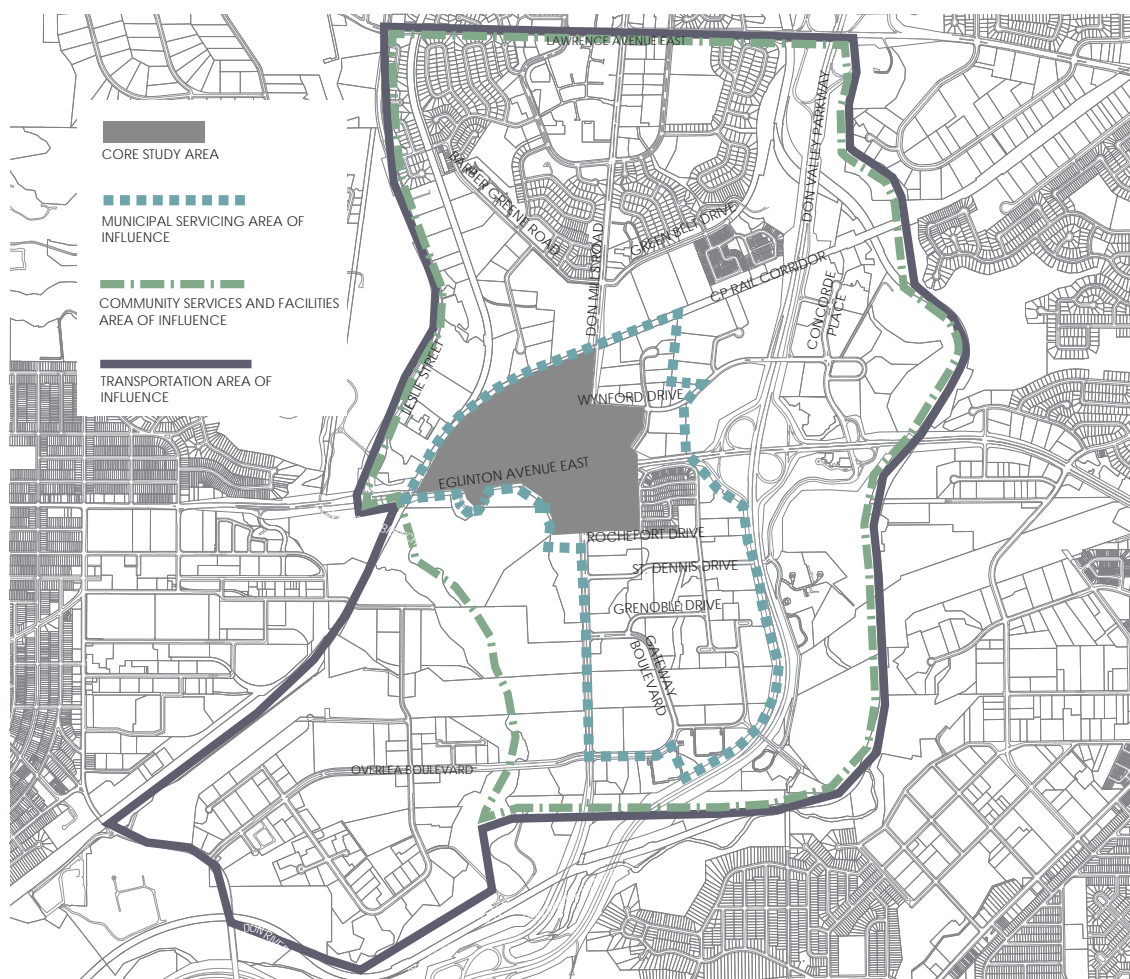


Figure 3: Don Mills Crossing Composite Study Areas.

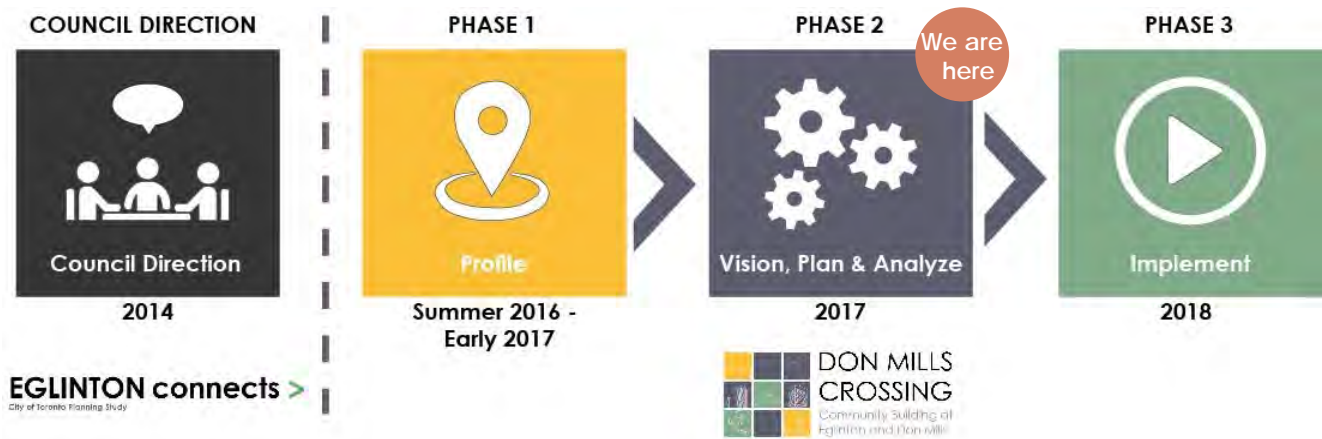


Figure 4: Don Mills Crossing Process.

Phase 2: Vision, Plan and Analyze

The second phase of the study developed a Public Realm Plan for stakeholder input and consultation on the layout of a new network of streets, trails, parks and open spaces. This will tie together the future development areas focussed around the intersection of Don Mills Road and Eglinton Avenue East as integrated with the surrounding neighbourhoods. In addition, four guiding principles were identified to guide how development will define and support the proposed public realm and inform policy for a new Secondary Plan.

Phase 3: Implement

The final phase of Don Mills Crossing will result in the development of Official Plan amendments and implementation strategies for consideration by City Council to advance a new planning framework for the Core Study Area at the intersection of Eglinton Avenue East and Don Mills Road.

To date, over 400 residents, employees and business owners have participated in Don Mills Crossing through various consultation events including pop-ups, public meetings, workshops and online engagement.

1.4 – TOWARDS A NEW PLANNING FRAMEWORK

Phase 1's Profile Report highlighted that the evolution of the Don Mills and Eglinton area has been closely tied to automobile focussed infrastructure. The initial wave of urbanization

was triggered by the extension of Eglinton Avenue over the Don River in 1956, the construction of the Don Valley Parkway in the mid-1960s and the upgrade of Don Mills Road to a major arterial road. This infrastructure opened up lands for industrial and employment uses located to provide jobs for the two master planned communities laid out to the north (Don Mills) and south (Flemingdon Park).

The intersection of Don Mills Road and Eglinton Avenue East was laid out for an expressway-style interchange which was never constructed. This legacy limited local roads, and the adjacent development pattern of large employment-use parcels meant that the intersection of Don Mills Road and Eglinton Avenue East currently exists as "a place between places". Significant volumes of people travel through the area each day, but most are passing through and not stopping. Although the intersection of these arterial roads is already a hub of movement, this potential focal point is surrounded by largely vacant lands.

The arrival of the Eglinton Crosstown LRT will introduce a transportation technology that has the potential to significantly transform the area. The construction of a new LRT station and bus terminal at this intersection presents an exciting opportunity to establish a new, complete community at Don Mills and Eglinton. A new planning framework will help to shape and manage growth being spurred by the LRT

construction and capitalize on this key city building opportunity.

Through Phase 2 of the study, planning and design work was undertaken that focussed on the public realm. A robust public realm network is proposed to structure the area including a network of streets, trails, parks and important places around which a new community will emerge. Analysis has also explored how to create new connections between the Core Study Area and the surrounding communities. Improved connectivity will help ensure future intensification of the Core Study Area does not occur in isolation, but as a connected part of the broader urban fabric.

In addition to the significant transit improvements currently under construction, major development applications have been received. These lands currently under application, when combined with other sites with significant redevelopment potential, comprise nearly 70% of the Core Study Area. A key goal of Don Mills Crossing is to ensure that these major developments are not considered individually but through an integrated approach that supports the development of a vibrant, mixed-use community.

Don Mills Crossing's Phase 2 work highlights the importance of ensuring that the benefit of both public infrastructure and private developments extend beyond the Core Study Area. This includes protecting for the continued success of the Don Mills Employment Area linked with economic development opportunities generated through new office construction in the Core Study Area. It also means ensuring appropriate community infrastructure is in place to service both the existing social need in the Flemingdon Park community along with the demand generated through the intensification of the Core Study Area. The new planning framework for Don Mills Crossing will deliver on these key city building objectives.

1.5 – DON MILLS CROSSING PUBLIC REALM PLAN REPORT

This report outlines the foundation upon which a new Secondary Plan for the Core Study Area will be based. This report focusses on:

- **An Emerging Public Realm Plan for Don Mills and Eglinton:** The structure around which a successful and complete community will emerge.
- **Four Guiding Principles:** The principles to inform how development works with the public realm structure to advance the future of the area to bring the public realm plan to life.
- **The Implementation Strategies to Get Things Done:** The actions which should be undertaken to align City-wide goals with local objectives and secure the long term vision of this plan.



Figure 5: Don Mills Road and Eglinton Avenue East, 1970 (Source: Toronto Archives).



Figure 6: Supporting improved public realm with street-related built form, conceptual image.

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PLAN

A well-designed public realm will be the structure upon which a new community will develop, connect to and enhance the surrounding area, promote transit use and be the setting for public life to grow and prosper.

2 PLAN

2.1 – SPACES FOR PUBLIC LIFE

The public realm is the network of public places that make up a community:

- Streets and Trails,
- Parks,
- Open Spaces, and
- Public Buildings.

The way that these public places are located, designed and phased over time creates the image of a community's character. The public realm is the setting for public life and social interaction that draws people together and creates opportunities to form strong social bonds. The public realm is more than the sum of its parts, and the careful arrangement of these elements will promote walking, cycling and the use of transit. The public realm provides a setting for development to occur, giving address and access for buildings at all scales and uses over time.

Public Realm was identified as an important issue through public consultation

Comments received through the public engagement events conducted as part of Don Mills Crossing have largely focussed on the need for public realm improvements in the



Figure 7: Pop-up consultation at local retail plaza.



Figure 8: Active pedestrian spaces are an important component of the public realm.



Figure 9: Leaside Spur Trail just outside of the Core Study Area.

Don Mills and Eglinton area. When discussing the need for enhancements to the public realm, stakeholders' comments identified how an improved public realm will enhance the character of the area, and provide safer and more comfortable conditions for pedestrians and cyclists.



Figure 10: Public Meeting and Open House Event.

First, the community clearly noted that there is currently no sense of place at Don Mills and Eglinton. The intersection was described as “windswept” and “sterile”. Except for a big box retail store set well back behind surface parking, there are no areas or uses at the intersection that make it a destination. The high traffic volume in conjunction with the wide streets does not encourage people to linger at the intersection and makes crossing the street difficult.

The ravines were widely discussed as an important amenity to the Don Mills and Eglinton area. Participants appreciate seeing the valleys as part of the setting for where they live and work. They expressed the need to open up access to the valleys with new connections

from the Core Study Area and improvements to existing ravine connections from the surrounding communities.

Those participating in public events reflected on the poor mobility conditions in the area with uninviting and uncomfortable pedestrian conditions exacerbated by large block sizes and communities separated by natural and constructed barriers. This was reinforced by technical analysis undertaken through Phase 1. Don Mills and Eglinton is regarded as a hostile environment for pedestrians and cyclists moving through the area. Accordingly, a majority of the community’s comments centre on the need for safe cycling and pedestrian routes. The high volume of traffic in combination with the staging for the Eglinton Crosstown LRT

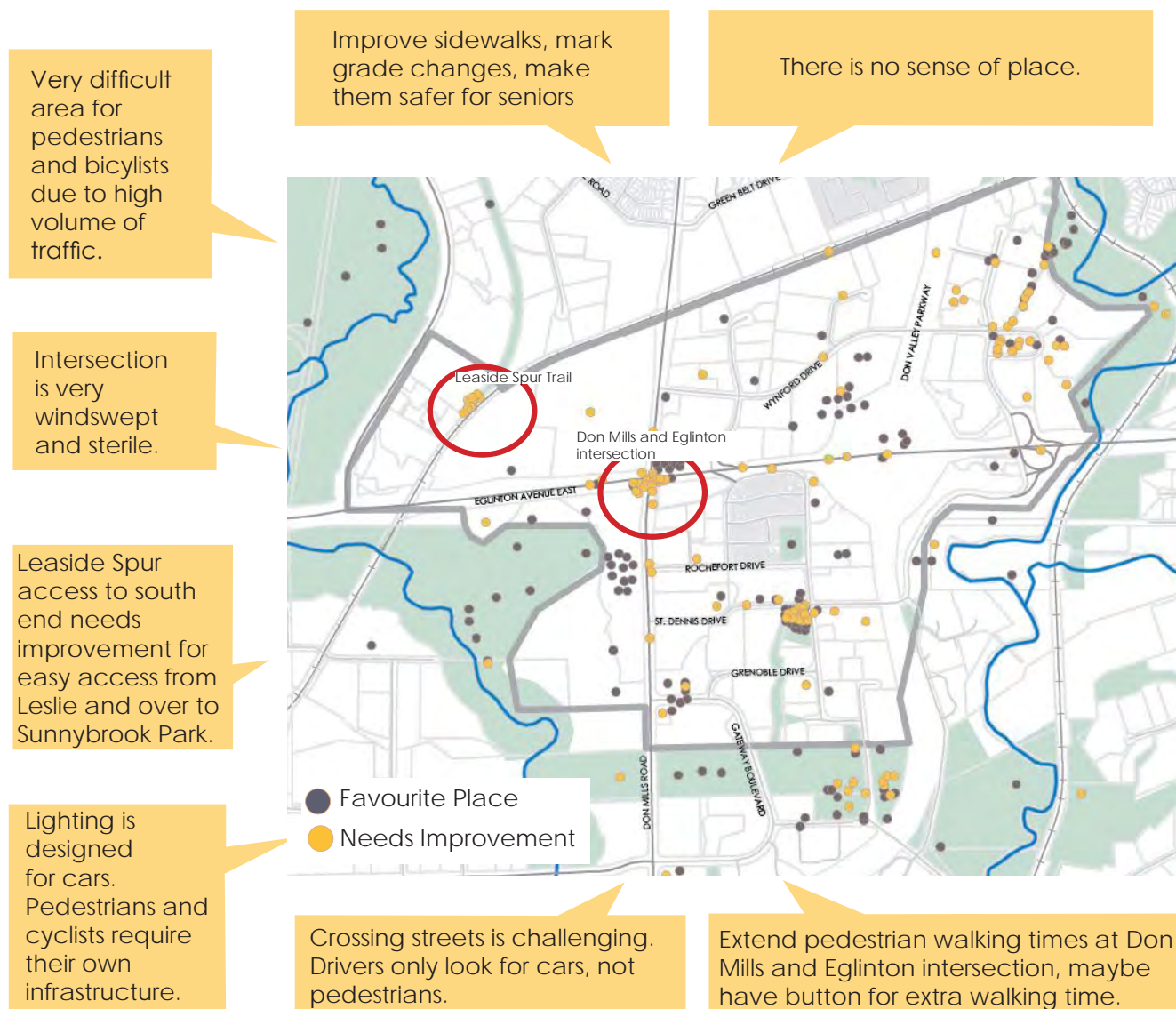


Figure 11: Composite map of comments received through public consultation related to the public realm showing the concentration for desired improvements at key locations in the study area.

creates a perception of poor safety for those walking or cycling. The proposed extension of the Leaside Spur Trail and its link to the Don Valley ravine network is seen as vital to improving active transportation connectivity through the area. A grade-separated crossing of the CP Rail Corridor is a missing link for north-south connectivity into E.T. Seton Park south of Eglinton Avenue East as well as east-west connectivity to Sunnybrook Park west of Leslie Street.

In addition to poor connectivity, participants indicated a desire to see design improvements to existing and future streetscapes, making conditions safer for seniors, people with disabilities and children. The desired changes include: sidewalk improvements, grade change markings, better lighting, more street furniture and increased signal crossing time.

2.2 – A PUBLIC REALM PLAN

Through Phase 2 of Don Mills Crossing, a Public Realm Plan was developed to be the structure for a new community at Don Mills and Eglinton. As intensification around the future transit infrastructure in the area occurs, it will be important that the Don Mills and Eglinton area transforms from a series of large and disconnected precincts to a more integrated and vibrant mixed use community. The Public Realm Plan organizes a series of connecting streets and trails with public parks and places emphasizing mobility through the Core Study Area and connectivity to adjacent areas. This Plan will structure the pattern of future development parcels and support the day-to-day activities of residents and workers in a pedestrian-friendly, transit-oriented environment.

This network of places and spaces is where public life can grow and prosper. Streets

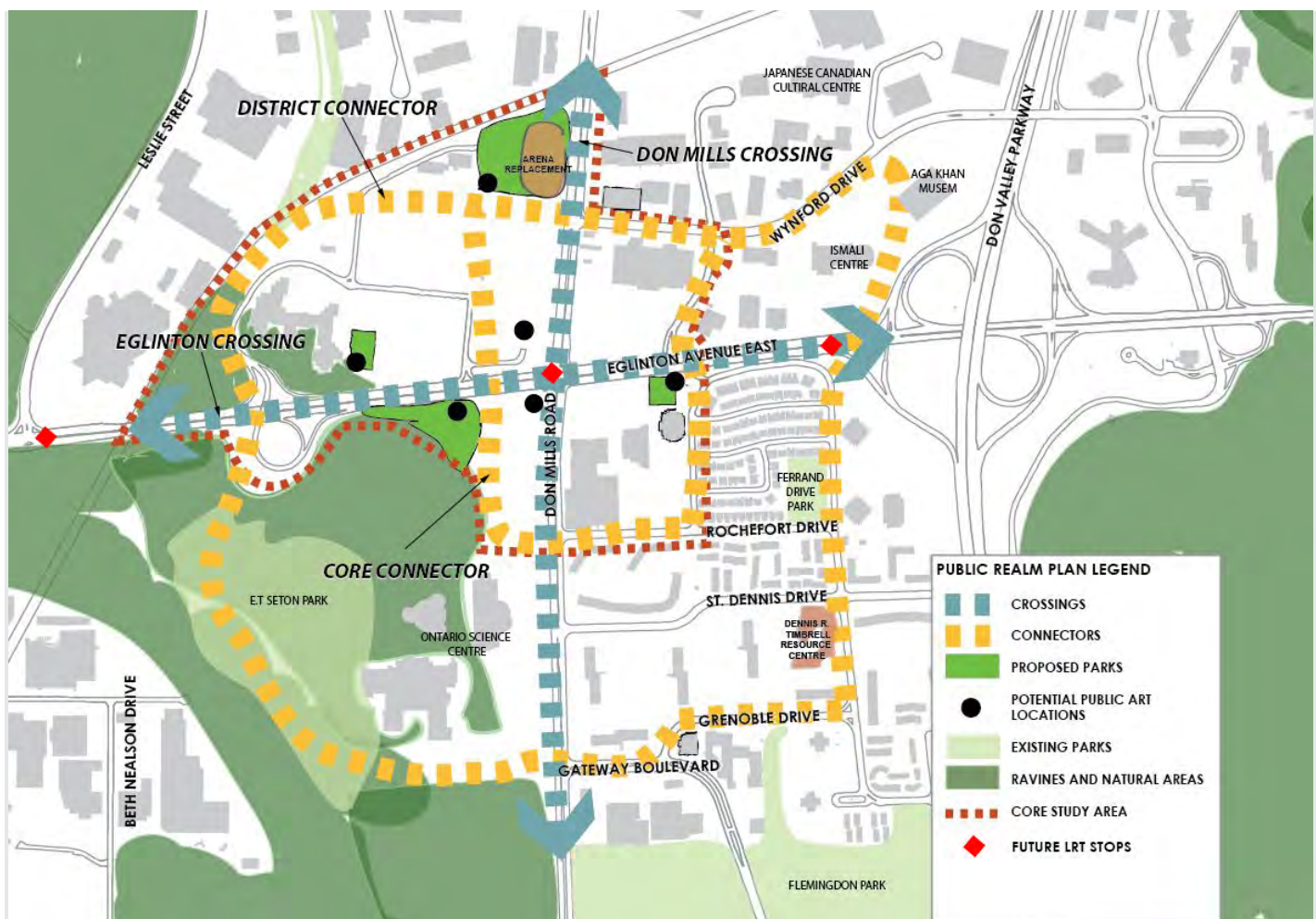


Figure 12: Don Mills Crossing Public Realm Plan showing Crossings and Connectors, Parks and Potential Public Art Locations.

identified in the Public Realm Plan will be designed to be places as well as links within a multi-modal transportation network. Parks and recreation facilities are extensions of the public realm network, and important pedestrian and cycling routes identified run adjacent or through a number of existing and future public parks.

Crossings and Connectors to improve mobility and establish character

The Don Mills Crossing Public Realm Plan is organized into Crossings and Connectors: streets, trails, public parks and open spaces that will form the new urban structure for the area.

The Public Realm Plan emphasizes pedestrian and cycling movement with a Complete Streets approach to transportation infrastructure serving users of all ages and abilities. Anticipating the growth in the area, the Crossings and Connectors will be designed to be experienced as places in addition to links between important destinations.

The Crossings are the arterial roads which fully connect through the various natural and manmade barriers present in the area to the rest of the city, and their intersection is the centre of the Core Study Area. While the Crossings provide connectivity to the broader city, the Connectors (District and Core) will function as important local routes which tie together neighbourhood destinations. Design considerations being contemplated through the Public Realm Plan will ensure a character emerges for the new community that is focussed on the space between buildings

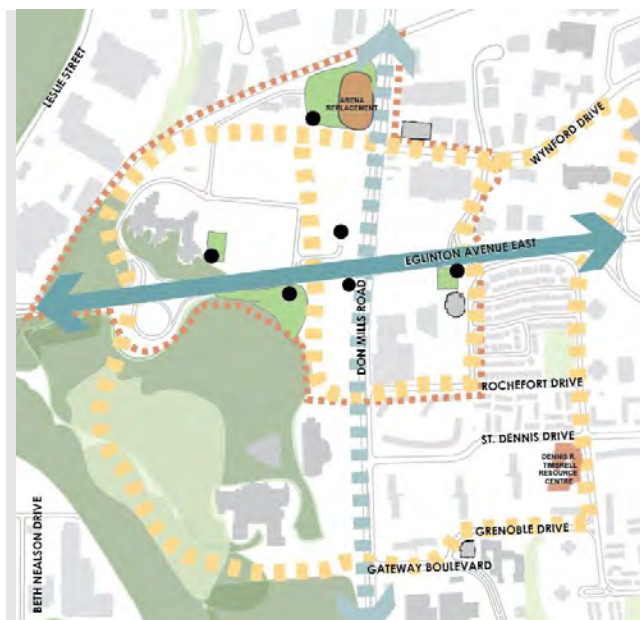


Figure 14: The Eglinton Crossing.

where public life occurs outlined as follows:

Eglinton Crossing: Eglinton Avenue East crosses the Core Study Area and is the only street providing full east-west connectivity to other areas of the city. It is currently primarily designed for the movement of cars. The right-of-way along Eglinton Avenue East will be rebalanced with the implementation of the LRT infrastructure which will also provide improved cycling and pedestrian conditions. The Eglinton streetscape design includes off-street cycling lanes that link to the surrounding cycling network. Pedestrian areas will be enhanced and separated from arterial traffic by landscape and bicycle lanes. Widened sidewalks will be located in areas close to the transit station where the highest volumes of pedestrians and cyclists are anticipated. A generous landscape boulevard on Eglinton Avenue East responds to the unique



Figure 13: The Aga Khan Museum and Ismaili Centre is one of the many institutional uses along the District Connector



Figure 15: Naturalized planting is possible along the west side of the Eglinton Crossing to reinforce the relationship with the ravine.

setting at the edge of the Don Valley and the streetscape takes on a more natural condition west of Don Mills Road when adjacent to the ravine. East of Don Mills Road a more traditional urban streetscape experience will be found along Eglinton Avenue East as it approaches the grounds of the Aga Khan Park and Museum. The transition from natural to formal would occur near the intersection with Don Mills Road where the landscape would take on a more urban condition using curbed planters, formal tree planting and plazas on the streets and within setbacks.

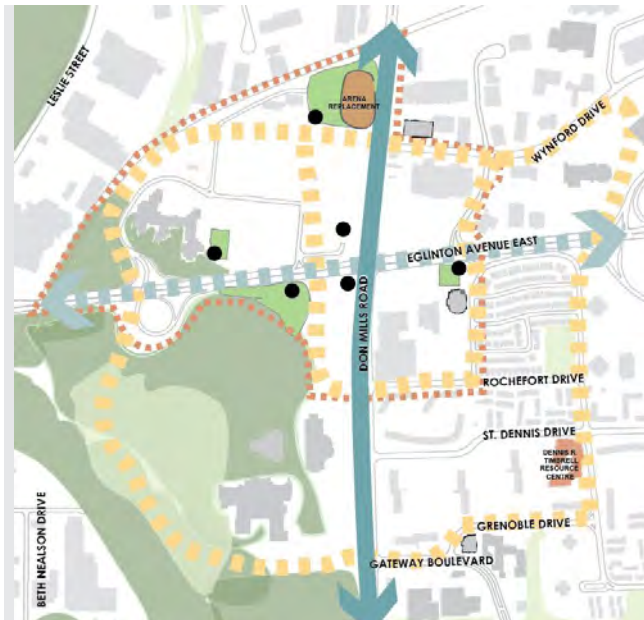


Figure 16: The Don Mills Crossing.

Don Mills Crossing: Don Mills Road is identified as a Crossing as it is the only street providing full north-south connectivity through the Core Study Area to other areas of the city. South of the Core Study Area, it is an interesting street



Figure 17: An example of the type of urban pedestrian streetscape possible along the Don Mills Crossing.

within the city, with a wide cross section of traffic lanes and development setback from the street in a strong landscaped condition. To respect this character and support the new focus within the Core Study Area, appropriate setbacks should be provided together with generous sidewalks to support pedestrian activity. In addition, landscaped medians that reinforce the character in an urban condition should be provided.

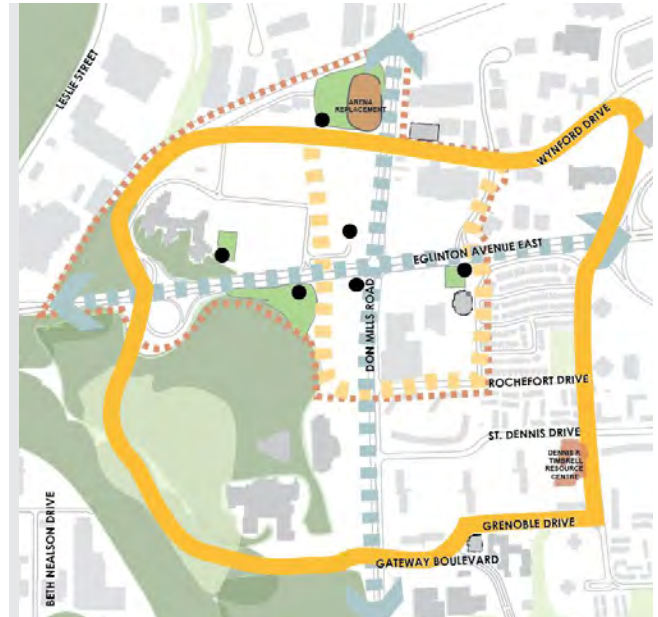


Figure 18: The District Connector.

District Connector: The District Connector is an identifiable series of streets and trails linking major institutions in and around the Core Study Area with high quality distinctive active transportation infrastructure in existing or emerging neighbourhoods. The District Connector is a loop that will link Flemingdon Park with the west branch of the Don River Valley and extend into the emerging development on the Celestica lands. Similarly, pedestrians and cyclists from Flemingdon Park will be provided with connectivity to the Employment Area to the north via the trail traversing Aga Khan Park and Museum. The public realm treatments selected for each of the neighbourhoods along the District Connector will reflect the local context with a common design language for plantings, paving

and street furniture to unify the distinct parts of the Connector and make it legible for users to find their way through the neighbourhood. In addition, the District Connector will emphasize active transportation options to provide mobility choices for users of all ages and abilities. The potential addition of active transportation infrastructure improvements along Wynford Drive and its extension into the Celestica lands will connect to dedicated cycling and pedestrian trails north of the Rail Corridor (Leaside Spur Trail) and south of Eglinton Avenue East (E.T. Seton Park).

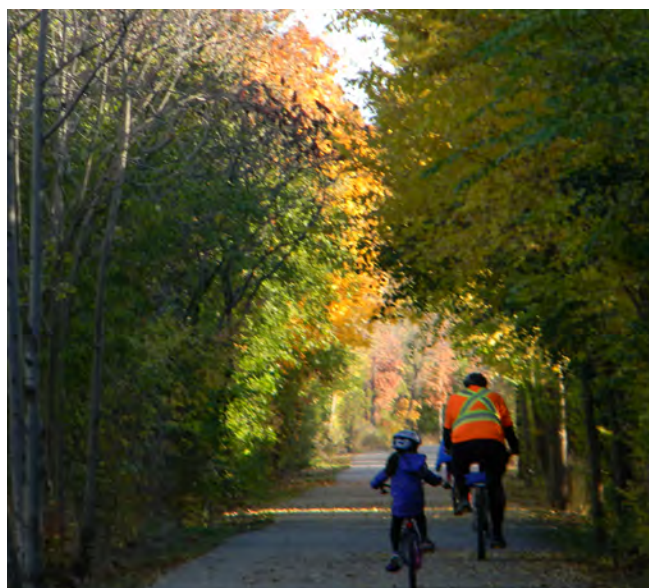


Figure 19: A new connection to E.T. Seton Park in the ravine is possible along the District Connector.



Figure 20: The Core Connector.

Core Connector: The Core Connector is a tighter loop of public streets and open spaces intended to improve day to day mobility to and from the future transit infrastructure at Don Mills Road and Eglinton Avenue East. A new public street west of Don Mills Road would connect the emerging neighbourhood on the Celestica lands north of Eglinton Avenue East with potential development south of Eglinton Avenue East along the ravine edge. East of Don Mills Road, Gervais Avenue and Ferrand Drive would be realigned to meet at a regular intersection to provide similar north-south connectivity across Eglinton Avenue East. These connections between existing and emerging neighbourhoods will focus on active transportation infrastructure, and provide safe and efficient movement of pedestrians to the future LRT station and other destinations that exist nearby.



Figure 21: Public realm to support day to day active mobility.

These main components of the Public Realm Plan will be accompanied by a series of local connections, consisting primarily of a street network that will divide the large development parcels into appropriately scaled blocks giving access and address to individual buildings. Appropriate setbacks will complement the streetscape appropriate to building type and ground floor use. Other public realm connections could include office lobbies, publicly accessible open spaces, plazas and retail concourses accessing public areas internal to the development sites.

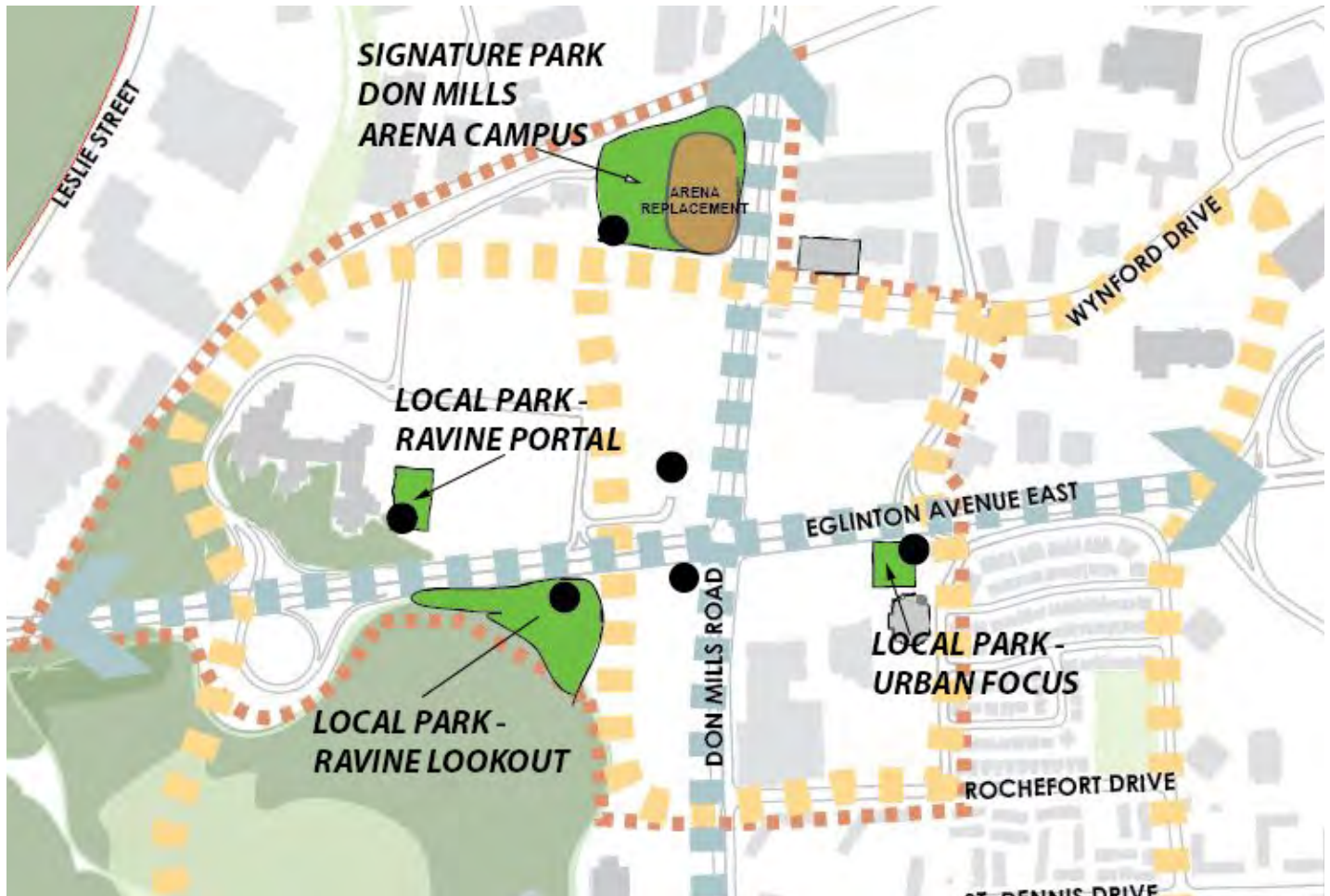


Figure 22: Proposed parks in the Core Study Area as part of the Public Realm Plan.

High quality parks and open spaces to be secured through new development

Improved connectivity and circulation patterns will bring better access to three existing parks (E.T. Seton, Ferrand Drive Park and Flemington Park) which are located outside the Core Study Area. Within the Core Study Area, the open space layer to the Public Realm Plan will be created through conveyance of new parks as part of redevelopment, landscaped setbacks along streets and other privately owned and publicly accessible open spaces.

New parks within the Core Study Area will include a large signature park and three smaller local parks:

Signature Park – Don Mills Arena Campus: A large signature park is proposed to be located where the Core and District Connectors intersect with the Don Mills Crossing at Wynford Drive and Don Mills Road. The signature park is proposed to be the new site of the relocated Don Mills Arena and the park's large size will also accommodate other uses that would serve the local area as well as the broader community in a campus setting. The relocated arena will



Figure 23: York Community Centre is an example of a new community facility within a park.



Figure 24: Complementary recreation uses ancillary to a community centre in Regent Park.



Figure 25: Naturalized park space.

include community space with the potential for expansion to accommodate other recreation uses in the future as the community grows and evolves.

Local Park – Ravine Portal: A local park is proposed to be located along the north side of the Eglinton Crossing and could serve as a portal to the ravine linking to trails running south of Eglinton Avenue East into E.T. Seton Park within the west branch of the Don River Valley and the city beyond. The parks' location at the top of the ravine slope will also provide views into the valley. Its adjacency to the Parkin Building at 1150 Eglinton Avenue East, a heritage structure that will be incorporated into a new development, provides another opportunity for this park to complement and celebrate the cultural heritage of the site.

Given its location along the top of bank, this park could be a good site for public art to assist in adding distinguishing features.

Local Park – Ravine Lookout: Another local park with a ravine relationship will be located south of the Eglinton Crossing where it intersects with the Core Connector in the southwest quadrant of the Core Study Area. This park will not directly access the natural area given the steep grades and Environmentally Sensitive Area at the base of the slope. The stable top of bank lands will be conveyed through redevelopment as programmable park space. Users will enjoy a more passive relationship with the adjacent ravine based on views and natural landscapes. Trails into the ravine and other connections can be explored as part of the Eglinton Crossing in locations where access is more feasible.

Local Park – Urban Focus: A local park within the lands bound by the Core Connector could be conveyed through redevelopment of lands southeast of the Don Mills and Eglinton intersection. This park will be an urban amenity adjacent to lands anticipated to develop with a high intensity of uses. Considerations for the quality of this space should inform its location on lands in the southeast quadrant of the Don Mills and Eglinton intersection.

Public parks and natural areas will be complemented by Privately-Owned Publicly Accessible Spaces (POPS), particularly on lands bound by the Core Connector. POPS are a specific type of open space which the public is welcome to enjoy but the lands remain privately owned and maintained. Through the review and approval of development applications, public parks and POPS should be secured in strategic locations to support the goals of extending the public open space component of the public realm network, supported by grade-related retail which is an amenity for pedestrians travelling to and from transit facilities.

Extending public realm improvements beyond the Core Study Area

The Public Realm Plan identifies links between important places and clusters of activity. There are 10 multinational companies that have offices located in and around the Core Study Area including 6 head offices. In addition there is a significant amount of employment located in the large employment district north of Eglinton Avenue East and east of Don Mills Road. Large institutional and cultural uses such as the Ontario Science Centre and the Aga Khan Park and Museum see millions of visitors combined annually. Daily destinations such as the Dennis R. Timbrell Resource Centre, Flemingdon Library and schools in Flemingdon Park could benefit from improvements in local connectivity both in terms of mobility choice and comfort. Making public realm improvements beyond the Core Study Area to these important places extends the benefits of growth and change spurred by investment in the Eglinton Crosstown LRT to the broader community.

Public realm improvements to the Flemingdon Park Neighbourhood Improvement Area (Flemingdon NIA) that animate the streets can help support the new permissions for small scale non-residential uses permitted through the Residential Apartment Commercial (RAC) Zoning. In addition, public realm improvements identified along the Connectors provide improved pedestrian and cycling connections to the new transit stations, retail and services uses and access to the ravine.

Establish a fine grain urban fabric to support pedestrian and cycling

The Don Mills and Eglinton area is characterized by a number of large, single use precincts without the fine grain of streets and land uses that supports pedestrian and cycling activity in other urban areas. The Core Study Area lacks any cycling infrastructure, has limited cycling amenity and is marked by a complicated intersection of two major arterial roads. Despite these challenging conditions, 5,000 pedestrians and 200 cyclists still use the intersection every

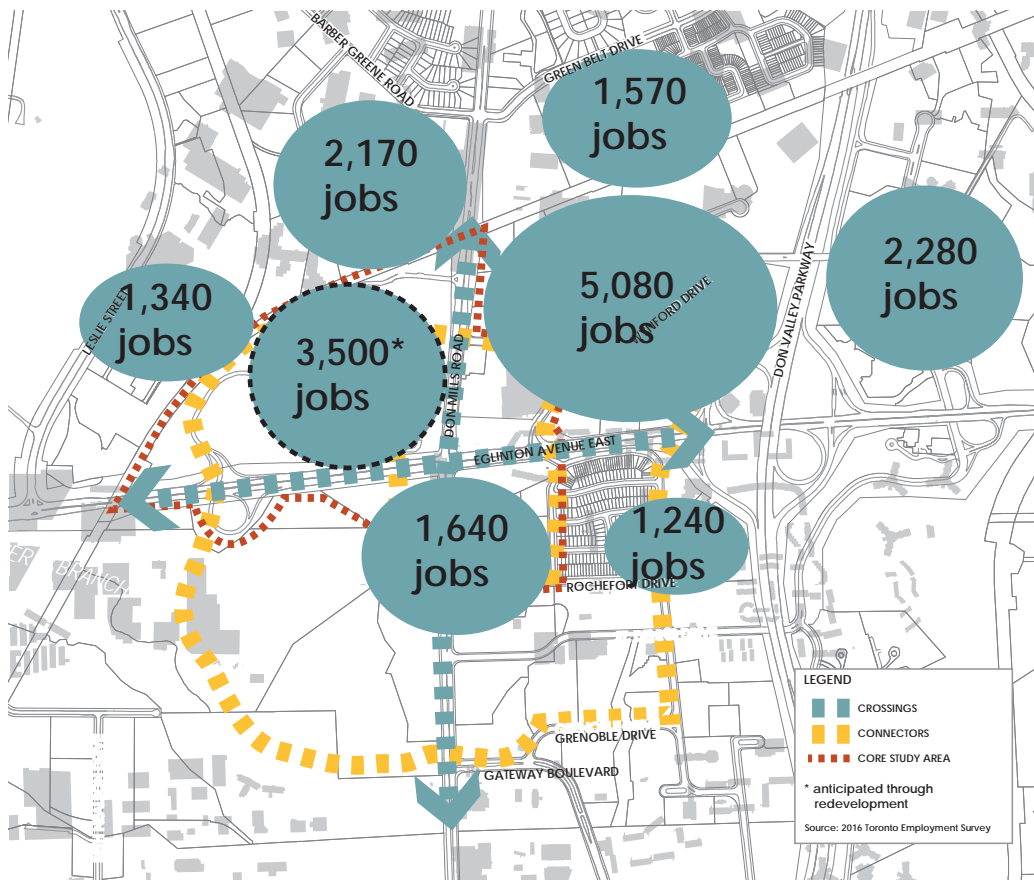


Figure 26: The Crossings and Connectors provide links and mobility options to and from the significant employment clusters located in and around the Core Study Area (2016 Toronto Employment Survey)

day. By structuring change in the area around a new Public Realm Plan, a finer grain of urban fabric will emerge that will improve active transportation conditions for existing and new residents and employees.

The Crossings and Connectors provide a structure into which local streets will connect pedestrian and cycling activity with the appropriate infrastructure and amenity improvements. They fill in a gap that would otherwise exist in the cycling network, currently being delivered through the streetscape improvements as part of the Eglinton Crosstown LRT and local improvements in Flemingdon Park. The Public Realm Plan also identifies opportunities to connect to other pedestrian and cycling infrastructure north of the rail corridor and in the ravine.

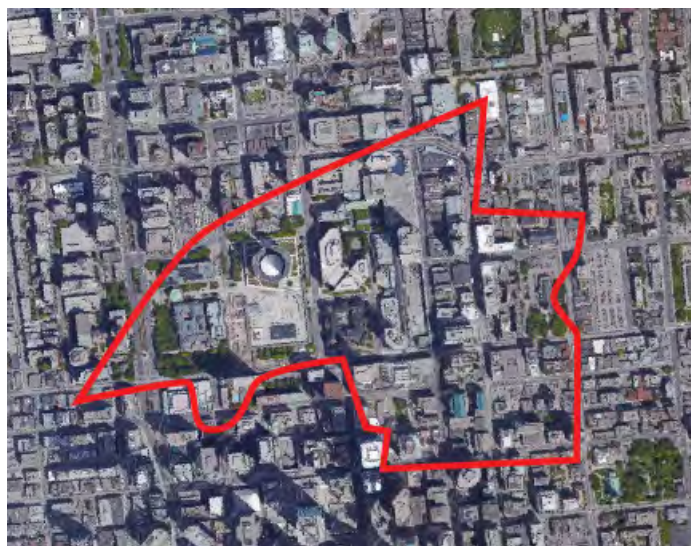


Figure 29: Core Study Area overlaid on Downtown blocks to demonstrate the scale of the area and the fine grain public realm opportunities that are possible.



Figure 27: The Ontario Science Centre is an important destination that would benefit from improved pedestrian access.



Figure 28: Employment clusters to be connected by the public realm.

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PRINCIPLES

Anchored by a robust public realm, a successful and complete community will emerge in the Don Mills and Eglinton area guided by four principles.

3 PRINCIPLES

3.1 GUIDING PRINCIPLES

The Public Realm Plan will structure and organize the public places and spaces in the Core Study Area. Four principles will guide future planning and development within that public realm structure to promote safe and comfortable use of these spaces and ensure that a complete community emerges. The four planning principles that will bring the Public Realm Plan to life are:

1. Create a Vibrant Mixed Use Community:

Appropriate levels of intensification will occur with a range and mix of uses to foster urban activity and animate the public realm. This includes a range of employment, commercial and community uses, alongside a mix housing types and tenure. High quality buildings with appropriate building type, setback organization and massing will support and frame the public realm ensuring a comfortable and enjoyable pedestrian experience. The character of the area will be enhanced through the appropriate retention of heritage structures through new development.

2. Connect with Nature and Build

Resiliency: New street and trail connections to adjacent natural areas will be guided by the goal of both protecting and celebrating these important resources. Natural systems enhance the public realm with more than landscape; they can build resiliency in handling storm water, increase biodiversity or be a source for low-carbon energy.



Figure 30: Supporting the public realm with a true mix of uses activates open spaces with daily activity.

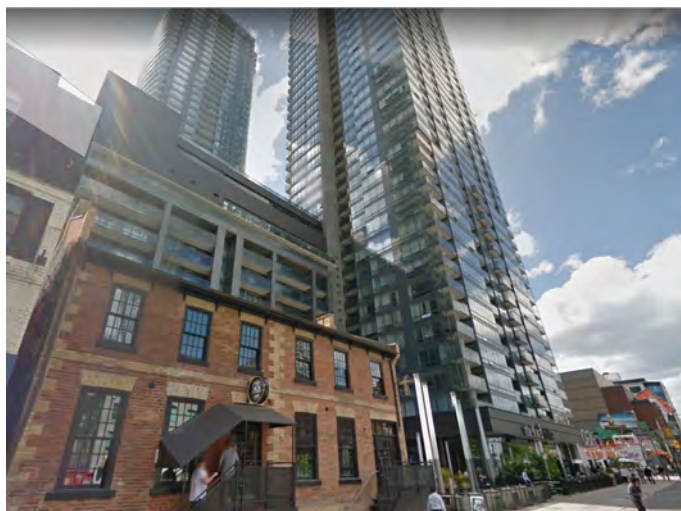


Figure 31: Retention of heritage structure enhances a neighbourhood and celebrates history as development occurs.



Figure 32: Naturalizing the public realm can improve resiliency to handle stormwater and establish a character for the neighbourhood.

3. Enhance Mobility Choice, Comfort and Connectivity: New and existing streets will be designed as a network that promotes multimodal travel, functioning as efficient links that are also experienced as safe and beautiful places. Walking and cycling in the community will be balanced with other modes of transit to provide many options for local- and district-level mobility.

4. Support Inclusive City Building: The facilities and services necessary to meet the needs of seniors and youth in a growing community will form part of a public realm network designed for all ages and abilities. A range of housing types, tenure, and affordability will include units sized for families.

This chapter of the report demonstrates how these Principles provide the foundation upon which to develop future secondary plan policy and their alignment with Provincial and municipal policies.



Figure 33: Spaces can be provided for young families with children living in residential areas.



Figure 34: Pedestrian and cycling options give people choice in their travel mode for local and district-level mobility.



Figure 35: A high proportion of seniors in the area means designing the public realm with appropriate grades and space for individuals with mobility aids.

3.2 – CREATE A VIBRANT MIXED USE COMMUNITY

Within the Core Study Area, growth will be spurred by the construction of the Eglinton Crosstown LRT. Few forces are as determinative in shaping urban form as transportation infrastructure. As demonstrated in the Phase 1 Profile Report, the Don Mills and Eglinton area was originally designed for the movement of automobiles. The context which has emerged is a series of large single sites which are poorly connected precincts.

Repositioning Industrial Lands to Mixed use Communities in Toronto

The Celestica lands represent a significant master planning opportunity to reposition a single use industrial site into a mixed use community. There have been other opportunities in Toronto where large single use sites have been redeveloped with the potential for mixed use. This table demonstrates the range of uses provided through redevelopment of these large sites.


With the exception of the West Don Lands, the mix of land uses is predominantly residential. Non-residential uses in these areas are primarily service commercial or small retail establishments. The redevelopment of the Celestica site currently proposes a range of uses and potential facilities, characteristics that should be secured through any development approval and integrated with the remainder of the Core Study Area to ensure the development of a complete community.

Wynford Green - Celestica Lands

as proposed




LOCATION

 North York
Don Mills and Eglinton


FORMER INDUSTRIAL USE

 Factory and Head Office

INDUSTRIAL HISTORY

 IBM Head Office

SITE AREA

 24 hectares


RESIDENTIAL UNITS

 4,594


NON-RESIDENTIAL GFA AND USES

 74,191 square metres

OPEN SPACES AND COMMUNITY

 **FACILITIES**
Local Park - 0.2 hectares
Main Park - 2.25 hectares that can accommodate a 12,229 square metre facility


TRANSIT INFRASTRUCTURE

 Light Rail Transit

Concorde Park Place




LOCATION

 North York
Sheppard and Bayview

FORMER INDUSTRIAL USE

 Warehouse and Logistics

INDUSTRIAL HISTORY

 Canadian Tire Warehouse


SITE AREA

 17.5 hectares


RESIDENTIAL UNITS

 3,386

NON-RESIDENTIAL GFA AND USES

 3,651 square metres

OPEN SPACES AND COMMUNITY

 **FACILITIES**
Under construction
Community centre - 12,342 square metres
Public park - 3.72 hectares


TRANSIT INFRASTRUCTURE

 Subway

Avonshire Neighbourhood




LOCATION

 North York
Yonge and Sheppard


FORMER INDUSTRIAL USE

 Print and Media Warehouse

INDUSTRIAL HISTORY

 Maclean Hunter Publishing

SITE AREA

 12 hectares

RESIDENTIAL UNITS

 2,465


NON-RESIDENTIAL GFA AND USES

 5,293 square metres

OPEN SPACES AND COMMUNITY

 **FACILITIES**
Avondale Park – 1 hectare


TRANSIT INFRASTRUCTURE

 Subway

Lake Shore Boulevard West




LOCATION

 Etobicoke
Lakeshore and Kipling

FORMER INDUSTRIAL USE

 Tire Factory

INDUSTRIAL HISTORY

 Goodyear Tire and Rubber

SITE AREA

 10 hectares

RESIDENTIAL UNITS

 862

NON-RESIDENTIAL GFA AND USES

 0 square metres

OPEN SPACES AND COMMUNITY

 **FACILITIES**
Lakeshore Village Park - 1.52 hectares


TRANSIT INFRASTRUCTURE

 Streetcar


West Don Lands




LOCATION

 Toronto
Front and Cherry


FORMER INDUSTRIAL USE

 Meat Processing and Railways

INDUSTRIAL HISTORY

 William Davies and Railway Lands

SITE AREA

 32 hectares


RESIDENTIAL UNITS

 6,000

NON-RESIDENTIAL GFA AND USES

 69,000 square metres

OPEN SPACES AND COMMUNITY

 **FACILITIES**
Corktown Common Park and Flood Protection - 7.3 hectares
Community centre (YMCA) - 7,618 square metres

TRANSIT INFRASTRUCTURE

 Light Rail Transit and Streetcar

A balanced mix of uses to sustain urban activity

For the public realm to be animated throughout the day, a true mix of uses should be present within the Core Study Area. The Official Plan's land use designations for the four corners *Employment Areas*, *Institutional Areas* and *Mixed Use Areas* which provide for a range of employment uses. Office and other non-residential uses should be located in proximity to the new transit stop. This provides both employment opportunities for the new residents in the community and also serves to draw workers to the Don Mills and Eglinton area as a new transit node. This will ensure the area is active during all times of the day, with employees and residents using local services, retail and transit.

The desire for a broader retail experience was cited during public engagement as a priority improvement for the area so residents and workers can meet their

daily needs locally. More retail options throughout the study area and improved connections from adjacent communities will serve these activities and places within the Core Study Area.

Intensifying with strategic growth around transit

The range of land uses should increase when in proximity to transit. This is an important policy intent of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan. The Core Study Area lands are generally located within 500 metres of the future transit station and are thus identified as a major transit station area by the 2017 Growth Plan.

The definitions in the Growth Plan imply that it is up to the local municipalities to more precisely determine boundaries for intensification and generate a plan to intensify this strategic growth area to minimum density targets. This boundary exercise should be reflective of the local

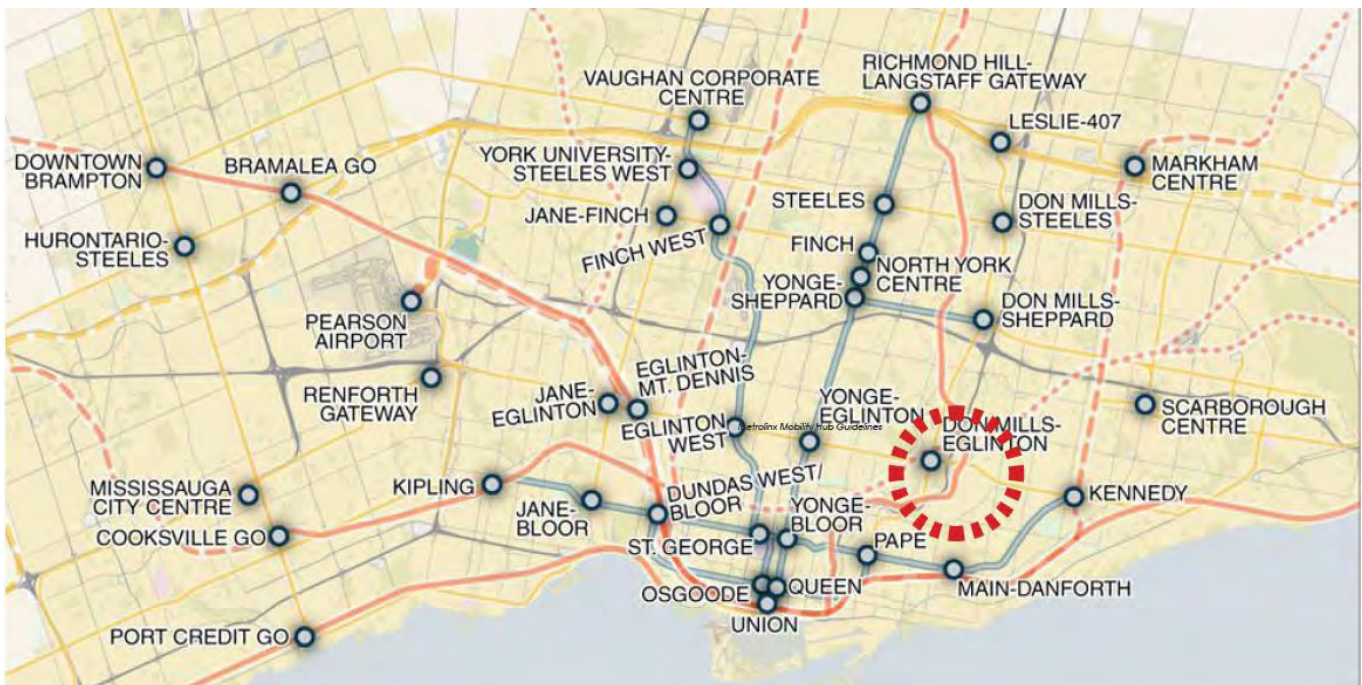


Figure 36: Mobility Hubs in the Greater Toronto Area showing Don Mills and Eglinton in red circle (Metrolinx)



Figure 37: A hierarchy of intensification opportunities will organize density and built form in the Core Study Area.

context and major transit station areas are required to be planned for a minimum density target of 160 residents and jobs per hectare if served by light rail transit or 200 residents and jobs per hectare if served by subway.

Don Mills and Eglinton is also identified as an Anchor Mobility Hub through the Province's Regional Transportation Plan given the planned intersection of higher order transit along Don Mills Road with the Eglinton Crosstown LRT. The Mobility Hub Guidelines provide additional advice for planning these areas, including a suggested density target range of 200-400 residents and jobs combined per hectare within the mobility hub area.

A hierarchy of density and built form will define and organize development based on proximity to transit

The Mobility Hub Guidelines suggest that a primary zone for intensification be established within a 250 metres radius of the transit station to have the greatest density and mix of uses and encourage transit use. From the 250 metres to 500 metres radius, densities would step down into secondary and tertiary zones of intensification reflective of the local context. A full range of building typologies should be provided, organized to achieve the proposed hierarchy of densities.

Within the Core Study Area, the greatest heights and densities should be bound by the Core Connector creating a primary

area for intensification. This takes advantage of the walkable scale of these lands in proximity to transit and will ensure a level of intensity is provided necessary to animate the public realm with active ground floor uses and high pedestrian volumes. A significant portion of the density should be comprised of employment uses to reflect the underlying General Employment Areas land use designations east and west of Don Mills Road.

The tallest and most intensive development is planned for lands within the boundaries of the Core Connector. This scale of development should mark the intersection of Don Mills Road and Eglinton Avenue East like other important transit intersections are marked around the city.

Beyond the primary area of intensification within the Core Study Area, other levels of intensification and built form are more appropriate. Moving away from the intersection, heights are planned to be lower along the Eglinton Crossing decreasing in a westerly direction from Don Mills Road. Although generally within 500 metres of the transit stop and along Eglinton Avenue East, the changes in grade between development lands and the main connecting routes present some connectivity challenges. While tall building forms are planned within the secondary area of intensity, the mid-block location between transit stops means that heights should not exceed those closest to the intersection and the transit station. While non-residential uses at grade to promote and animate the public realm are encouraged in this secondary zone, it is anticipated that residential uses will predominate.

Beyond these two intensification areas within the Core Study Area, a tertiary area of intensification will be established with primarily residential uses that will step down in terms of heights and densities. While lower scale uses are planned, a fine grain of grade-related units should be set on a walkable street network to bring residents to transit facilities via safe and comfortable routes. This tertiary scale of development ensures a broad range of building types and tenures are present in this new neighbourhood. Grade-related units are anticipated, including stacked townhouses, but the scale of the blocks within this zone of intensity would also accommodate mid-rise residential building typologies.



Figure 38: King and Jarvis mid-rise.



Figure 39: Eglinton Connects rendering.

Shape Buildings and Support the Public Realm

The character and use of streets, parks and open spaces depends in part on the quality and characteristic of the buildings which form the edges of these public places.

The characteristics of building walls, their treatment with materials, how they relate directly to grade and topography of the surrounding public realm, their set back and how those setbacks are treated with landscaping or paving influence how these spaces are experienced and used.

Along Don Mills Road, buildings should be set back consistently to ensure a wide pedestrian area including the public boulevard to provide space for landscape and the spill out of active uses from the ground floor of adjacent buildings. This setback would extend the public realm onto private lands to ensure there is enough space along this Crossing to accommodate the anticipated pedestrian volumes, and a landscape that is appropriate for Don Mills Road. The ground floor should be animated with regular entrances and vision glazing to lobbies, office, retail and other public circulation spaces. Pedestrian weather protection should be provided along the street to promote comfortable pedestrian access to transit.



Figure 40: A pedestrian streetscape with a consistent building edge is possible along the Don Mills Crossing.

The built form along Eglinton Avenue East will vary in its relationship to the streetscape east and west of Don Mills Road. East of Don Mills Road, where a more regular urban street is planned, a consistent setback will be established to provide space for high pedestrian volumes in the primary zone of intensification, as defined by the Core Connector. Enough space will also be provided for suitable landscaping and pedestrian amenity including canopies and other forms of weather protection. West of Don Mills Road along Eglinton, small irregular setbacks can accommodate enhanced landscape treatment such as naturalized planting and landscaping.



Figure 41: Enhanced landscaped treatment can add interest along the Eglinton Crossing.



Figure 42: Naturalized planting in the boulevard on a more local road.

Built form along the Core and District Connectors and other local streets will have coordinated setbacks to accommodate landscaping in front of residential buildings. These setbacks promote visual interest and provide a setting for porches and patios as well as private landscaping to complement and extend local streetscapes.

New development should appropriately frame public parks and avoid using public parks for private amenities. Public parks should read as public places so that it is apparent to the public that these spaces are accessible and inviting to use. Encroachment of amenities from private developments decreases the amount of space available to the public.

Framing the public realm with buildings creates comfortable public places

The buildings along the edge of a street or park work together with other buildings to create an edge to public places. The height of these buildings, their massing and articulation determine the access to sunlight for pedestrians in the public realm.

Along the identified Crossings and Connectors, the built form should be shaped to promote walking along these important pedestrian routes. Where tall buildings are appropriate and permitted, the base buildings should be scaled to appropriately minimize shadow on the adjacent public sidewalks. A total of 5 hours of midday sunlight conditions should be preserved for sidewalks along each of the Crossings and Connectors at the spring and fall equinox.

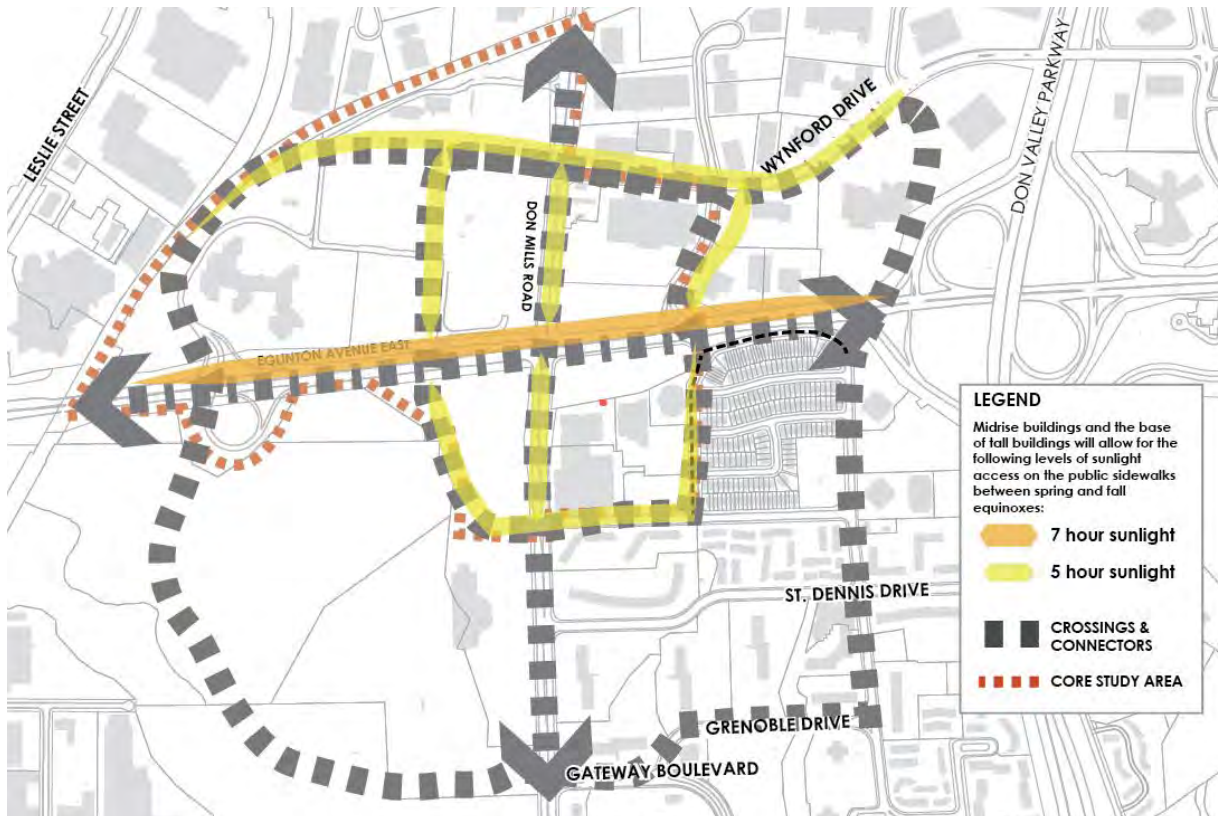


Figure 43: Diagram demonstrating access to sunlight for the key components of the Public Realm Plan.

The exception to this is the north side of Eglinton Avenue East where a minimum 7 hour window of sunlight should be preserved. A significant amount of pedestrian and cycling infrastructure will be provided in this location resulting in an increase in the anticipated pedestrian and cycling volumes. This, combined with an enhanced landscape setback adjacent to the ravine, will create a focal point in the public realm for the community and should be afforded additional sunlight to increase pedestrian comfort.

If towers are properly sized, separated and located above the base buildings in keeping with the City's Tall Building Guidelines, their shadows will move quickly across the public realm. Through the development approval process, the location, footprint and appropriate separation distance between potential towers on each block will be reviewed to ensure their shadows on the public realm are appropriately minimized. The built form around the new parks should also be shaped to preserve appropriate climatic conditions in these new, well framed open spaces. The height of the base buildings and the shape, location and height of the tall buildings surrounding the parks will be designed



Figure 44: Lakeshore Grounds Interpretive Centre at Humber College.

to maximize the access to sunlight in the parks throughout the day and minimize the shadow impact in the park. The scale and program of the signature park will draw high numbers of visitors from the neighbourhood and the broader community so microclimatic comfort in this important space should be maximized.

Buildings should also be sited, massed and designed to reduce and mitigate wind impacts on the public realm, including streets and sidewalks, parks and open spaces and privately owned publicly accessible spaces. The area is very exposed to winter winds from the north and east. Proper landscapes can mitigate and make the environment at grade more comfortable for walking. Pedestrian-level wind conditions should be suitable for walking and standing, with higher standards applied to parks and open spaces.

Building character with cultural heritage

The Don Mills and Eglinton neighbourhood emerged as an employment district through development associated with the construction of the Eglinton Avenue extension in the 1950s and the opening of the Don Valley Parkway in the 1960s. The collection of major cultural institutions, modernist corporate architecture and landscapes were designed by some of the leading architects and landscape architects of the era.

Growth in this area has the unique opportunity to understand the characteristics which are significant and enhance the public realm through conservation of buildings with cultural heritage value. The preservation of unique modern cultural heritage in the area supports the goal of establishing a character for this place as important



Figure 45: The Parkin Building (1150 Eglinton Avenue East).

components of its past can be celebrated as a new community emerges.

Along the Crossings and Connectors of the emerging Public Realm Plan, there are 20 buildings that have either been identified as having cultural heritage value or have status on the City's Heritage Register. This includes two significant heritage resources (the MacLean Building at 844 Don Mills Road and the Parkin Building at 1150 Eglinton Avenue East) on the Celestica lands within the Core Study Area that were recommended by City staff for designation pursuant to Part IV of the *Ontario Heritage Act*.

These structures form an important part of the future of the Celestica lands and should inform future development. Additionally, the others properties with cultural heritage potential that abut or are adjacent to the Crossings and Connectors are currently being assessed to ensure that they are properly identified, understood and conserved.

The design of new development on or adjacent to a property on the Heritage Register will be undertaken to conserve the cultural heritage values, attributes and character of that property, and mitigate visual and physical impacts on

it. These identified buildings can enrich the public realm as they become more prominent parts of the neighbourhood through adaptive reuse or as the sites they sit upon become more publicly accessible. Once the assessment of the properties is complete, recommendations will be brought forward to City Council regarding their potential for inclusion on the City's



Figure 46: The MacLean Building (844 Don Mills Road).



Figure 47: 849 Don Mills Road was identified through Eglinton Connects as having cultural heritage potential.

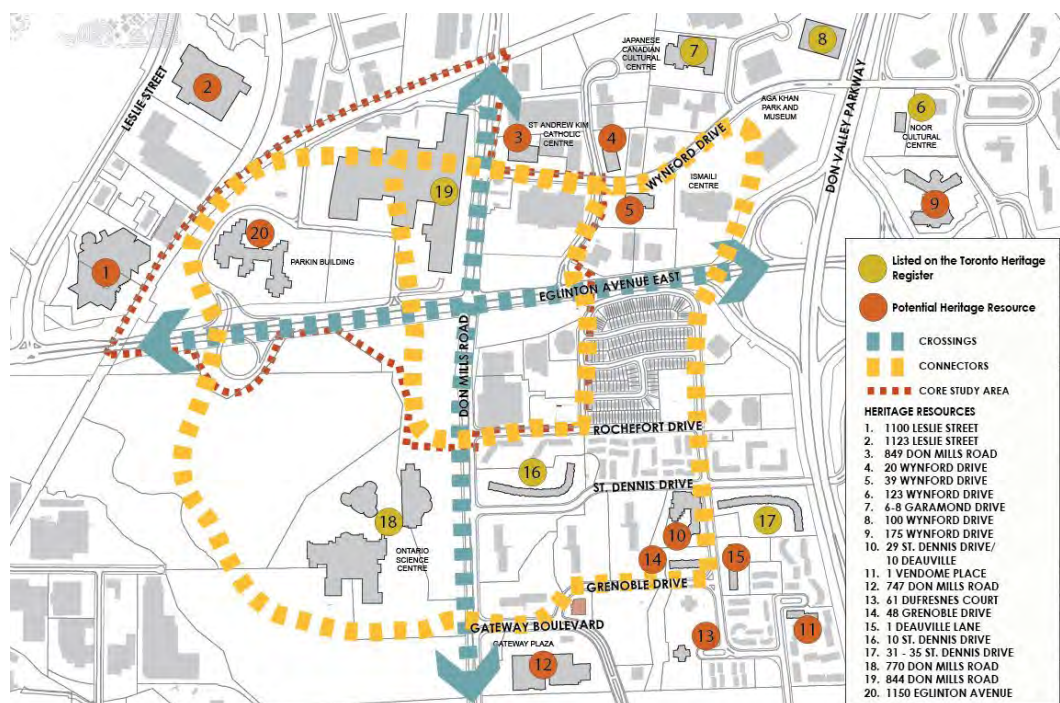


Figure 48: Heritage resources identified in and around the Core Study Area.

Heritage Register as well as their potential inclusion in the forthcoming planning framework for the Don Mills Crossing study area.

Using Public Art to create local distinction in the public realm

Another component of the public realm that contributes to establishing a character for the community is public art. When appropriately located, scaled and themed, public art can be an integral, visible, and accessible part of the public realm reflecting past, present and future cultural values as it emerges from a very different past. Public art could work in concert with heritage conservation and the protection of natural features described later in this report to create an identity for this place. In other areas of the city, these pieces contributed significantly to placemaking by providing visual interest, highlighting historic events or important residents, acting as markers in a wayfinding system or serving as ways for people to interact with the natural or physical environment.

The Public Realm Plan has a range of strategic locations where public art could be located, in parks or at key intersections of Crossings and Connectors. Some sites are identified locations on properties under the jurisdiction of the City or in the public areas or locations where there will be significant private sector development. These locations are conceptually identified, and opportunities for public art will be explored through the development review process.

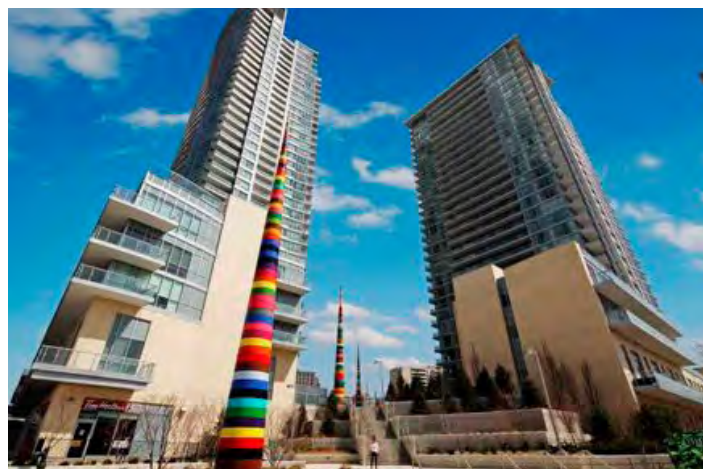


Figure 49: Public Art in the Parkway Forest neighbourhood at Don Mills Road and Sheppard Avenue East.

3.3 – CONNECT WITH NATURE AND BUILD RESILIENCY

Immediately adjacent to the Core Study Area, the ravine surrounding the west branch of the Don River presents an incredible opportunity to forge a stronger relationship between the future community and this natural resource. The ravine should be protected, enhanced and connected to this neighbourhood and other communities in a thoughtful and intentional way. Similarly the relationship between the Core Study Area and the adjacent ravine should be more than a passive engagement but one where nature is fully integrated with the design of future development. This should be pursued through sustainable development standards and the use of natural systems in the public realm that build resilience towards extreme weather.

Advance a connection to the adjacent ravine

One of the most frequent issues raised in the community consultation is the desire for new and improved connections to the ravine. Although Don Mills and Eglinton was urbanized largely in the 1960s and more than 50,000 people live or work in and around the area, there are only two formal connections to the Don Valley Ravine. Both are well removed from the Core Study Area: one along the southern boundary of the Ontario Science Centre and a second to the east in the Wynford Concorde Community.

City Council recently adopted a Ravine Strategy to create an interdivisional framework for managing the City's 300 kilometres and 11,000 hectares of ravines. It is based on a series of actions organized



Figure 50: Experiencing nature near urban development.



Figure 51: The west branch of the Don River passing below the CP Rail Corridor to the southwest of the Core Study Area.

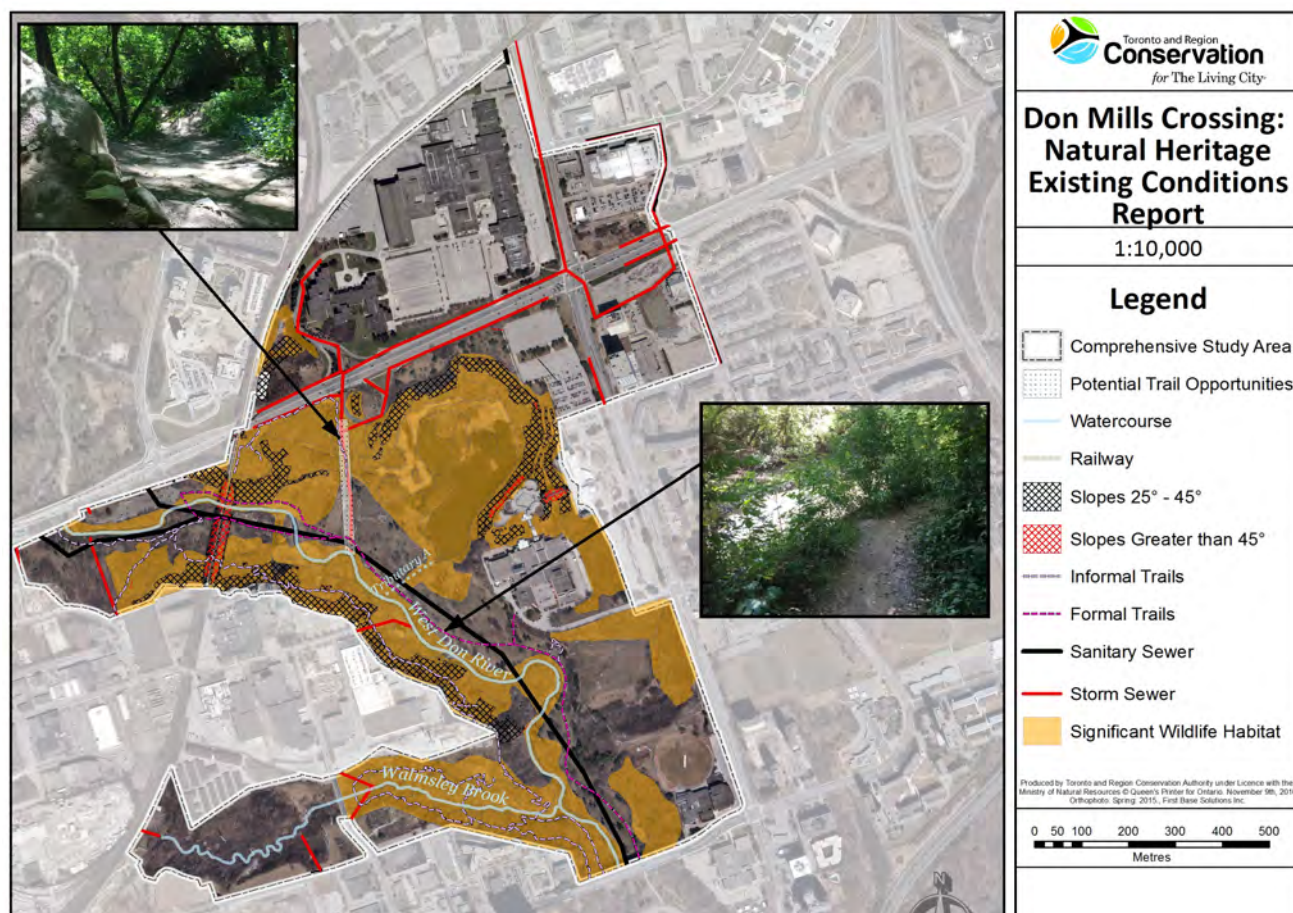


Figure 52: Trail constraints and opportunities to connect ravine land with the Core Study Area (TRCA).

under five guiding principles: Protect, Invest, Connect, Partner and Celebrate.

A key pillar within the Public Realm Plan is a connection to the ravine from the vehicular ramps south of Eglinton Avenue East into the existing trail system in E.T. Seton Park. Through Phase 1 of Don Mills Crossing, an alignment for a new trail was determined through an area previously disturbed by the construction of a sewer line. An ecological assessment undertaken by Toronto and Region Conservation Authority (TRCA) through Phase 1 demonstrated this alignment provides an access point that preserves the ecological diversity found in the Environmentally Sensitive Area south of the Core Study Area. A new, formalized

connection in this location addresses a key principle of the Ravine Strategy, namely that any new connections to the ravine system must preserve and enhance adjacent ecological areas.

A new trail connection would also enhance the pedestrian and cycling infrastructure proposed through the Public Realm Plan, linking new parks to be conveyed through the redevelopment of the Core Study Area to the ravine and E.T. Seton Park. The trail and associated parks can serve as a portal to the ravine system with the potential to be advanced as a near-term project pursuant to the Ravine Strategy. The ability to realize this opportunity is outlined in the

implementation section of this report.

Nature should be integrated into the public realm

Implementing a naturalization strategy for the public realm has the potential to be a defining part of the character of the new community. This is both a placemaking strategy and a way to advance principles of sustainability and resiliency for the area. The Core Study Area is currently lacking meaningful tree cover, but as new development is constructed, new tree plantings and soil volumes combined with landscaping in the public realm will assist in reducing the urban heat island effect. Planting in the public realm along the Eglinton Crossing should complement and reinforce the relationship between this important link and the adjacent natural systems. Native species can

be strategically planted and layered to mimic natural systems to assist in managing stormwater runoff and enhance biodiversity. Green streets and green infrastructure can provide multiple functions, helping to connect and protect the ravine system's ecological and hydrological functions while managing more extreme rainfall events expected from climate change.

Explore low carbon thermal energy network opportunities through redevelopment

New large developments require energy and produce emissions which will count against the City's greenhouse gas emissions targets identified through the City's Climate Change Action Plan, TransformTO. To combat this, development should reduce energy needs as much as possible through conservation, efficiency and integrating low-carbon energy sources. When energy



Figure 53: Planting for stormwater management in the right-of-way.



Figure 54: Well planted urban streetscapes.

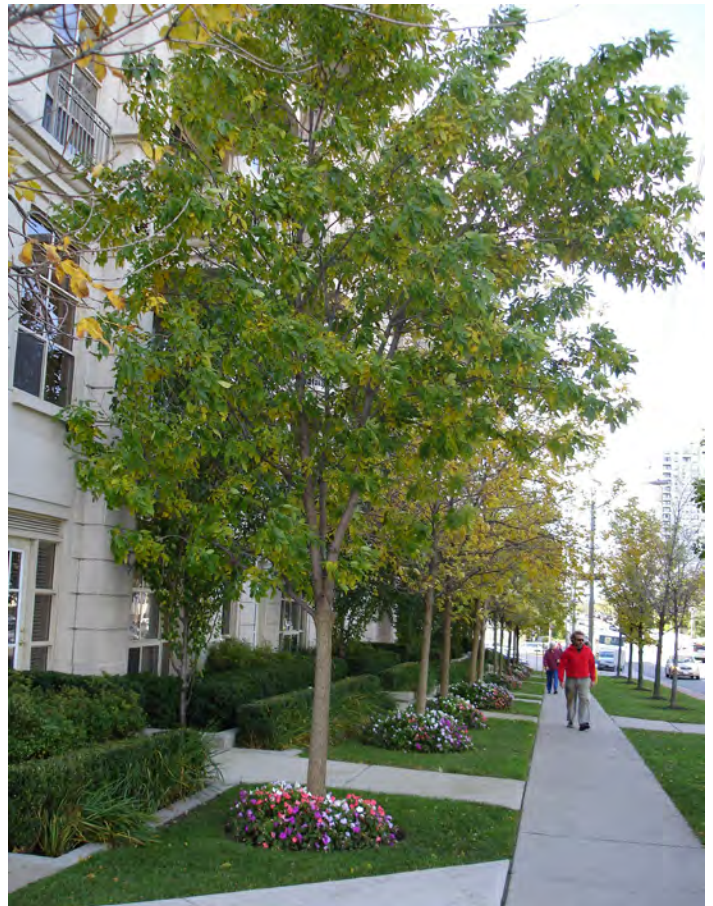


Figure 55: Increasing tree canopy through tree planting in public and private landscaped areas.

needs are met by low-carbon energy sources, the development is referred to as “net zero”. Thermal energy networks are a cost-effective way to move towards net zero at a large scale over a long period of time.

The intensification anticipated in the Core Study Area has the potential to explore innovative and resilient approaches to buildings and energy systems, and advance opportunities for the creation of a net zero community. The key elements of achieving a net zero community in the Core Study Area are buildings designed for substantially reduced energy use and connected to a low-carbon thermal energy network.

Large scale development of these low-carbon thermal networks (also known as district energy systems) is a fundamental strategy to meet greenhouse gas reduction targets adopted by City Council. Thermal networks have the potential to attract significant investments to the benefit of the local economy, generate revenue, strengthen resilience and ensure energy does not become a limiting factor for growth by producing it locally. These goals are reinforced by recently adopted Official Plan policies that encourage distributed energy solutions and require energy strategies to be prepared for development sites as part of the complete application requirements.

The Don Mills and Eglinton Area was identified as a candidate for low-carbon thermal energy systems in 2012, scoring high on criteria related to development potential, proximity to employment lands and the presence of tenants or residents with a culture of energy management. This identification preceeded the

repositioning of the Celestica lands away from a single use industrial-office complex to a broader mixed use community.

However, the range and mix of uses being contemplated through the intensification of the Core Study Area has the potential to support innovative energy systems. The size of the development sites, diversity of uses, and future public facilities proposed should be leveraged to explore the implementation of this energy solution to advance action on TransformTO in a meaningful way. To this end, staff have initiated preliminary discussions with landowners and utility providers to determine the viability of a district energy approach including the Celestica lands.



Figure 56: Pursuing green development standards to achieve climate change goals.

3.4 – ENHANCE MOBILITY CHOICE, COMFORT AND CONVENIENCE

The implementation of new transit infrastructure through the construction of the Eglinton Crosstown LRT is one significant component of the future multi-modal transportation system that will enhance mobility choice, comfort and convenience for residents and workers. A Mobility Plan Study has been launched to support the preparation and implementation of the new planning framework for the Don Mills Crossing study area.

To advance the Public Realm Plan, the Mobility Plan Study will develop a multi-modal transportation network in concert with the planning framework being advanced through Don Mills Crossing. The Mobility Plan Study will provide following key items with greater detail and clarity:

- Future transportation constraints, opportunities and infrastructure needs for appropriate growth in the study area;
- Identify active transportation infrastructure around the future LRT infrastructure and future development areas including full assessment and configuration of CPR rail crossing, feasibility of safe and comfortable walking and cycling infrastructures connecting ravine system and adjacent neighbourhoods;
- Future alignment, right-of-way and redesign detail of future streets including Wynford Green extension and cloverleaf interchange at Eglinton Avenue East; and
- Adequacy of transit capacity, constraints, underground and at-grade access and needs to planned and future transit

infrastructures including Crosstown LRT and potential future extension of Relief Line extension into the study area.

Advancing people-oriented design with Complete Streets and Vision Zero Approaches to Public Streets

Toronto's streets serve multiple roles, functions and users. The City has advanced a set of guidelines for Complete Streets and new design standards in line with Official Plan goals and objectives to improve the design of streets based on function. The "Complete Streets" approach takes an outside-in approach to street design with a focus on multi-modal mobility, health and safety,



Figure 57 A Complete Streets approach to street design is an "outside-in" approach for people, placemaking and prosperity.



Figure 58: Active transportation infrastructure within the municipal right of way.

quality of life and equity. The Complete Streets Guidelines consist of aspirational design considerations for a number of street typologies intended to ensure streets are designed for people, placemaking and prosperity. Similarly, the Vision Zero Road Safety Plan is a comprehensive five year (2017-2021) action plan focussed on reducing traffic related fatalities and serious injuries on Toronto's streets. With over 50 safety measures across six emphasis areas, Vision Zero prioritizes the safety of vulnerable road users through a range of initiatives – particularly around schools and other high volume pedestrian destinations.

To achieve the goals of an active and robust public realm, the Mobility Plan Study will advance a Complete Streets

approach to the public realm for users of all ages and abilities, both in the design of new streets and existing streets. Specific attention will be paid to public streets when they form part of the Crossings or Connectors which comprise the Public Realm Plan. This includes safe and sufficient design considerations using City standards, while identifying appropriate street type and right-of-way. The Mobility Plan Study will also identify improvements to infrastructure and active transportation strategies, policies and on-demand or shared mobility programs.

Continue planned cycling improvements and complete the missing links

The City of Toronto's Ten Year Cycling Network Plan outlines investments in cycling infrastructure from 2016 - 2025. The

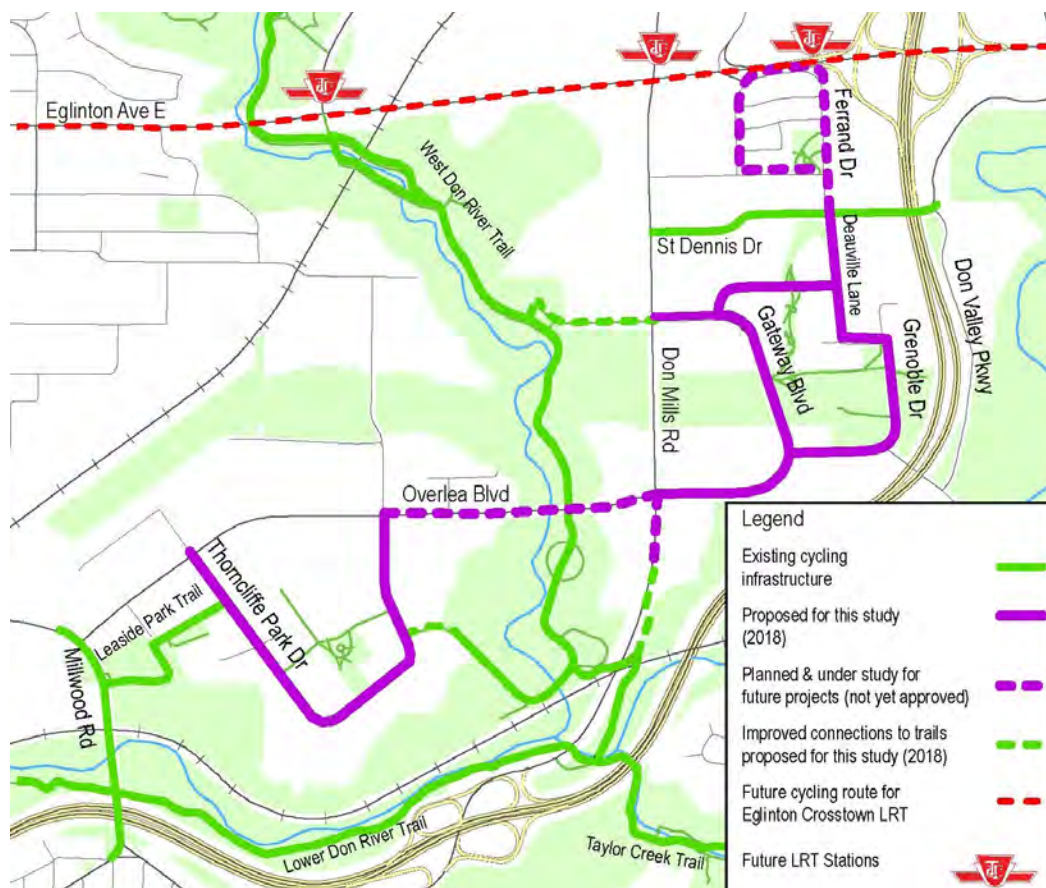


Figure 59: Ten Year Cycling Network Plan buildout plan in Flemingdon Park and Thorncliffe Park.

Plan builds on the City's existing network of cycling routes to connect gaps in the cycling network, improve the quality of existing routes and grow the network into new parts of the City. This includes opportunities for cycling infrastructure including cycle tracks or lanes on busy streets or recommendations for cycling wayfinding on quiet streets.

Based on this approved cycling plan, the City is planning to install bicycle facilities in Flemingdon Park and Thorncliffe Park adjacent to the Core Study Area. In a number of cases, these new cycling routes align with the District and Core Connectors identified in the Public Realm Plan throughout Flemingdon Park. The new cycling facilities will create a finer grid network for people to bike in the area, support active transportation connections, and improve cycling accessibility for the Flemingdon Neighbourhood Improvement Area with a significant youth population.



Figure 60: Intersection accommodating multiple transit modes at Harbord Street and St. George Street.

In support of the cycling plan, the Don Mills Crossing Mobility Plan Study will examine additional cycling infrastructure as identified in the Public Realm Plan. This includes a pedestrian and cycling link across the rail corridor, providing a missing link between the terminus of the Leaside Spur cycling trail and the cycling network that will emerge in the Core Study Area and the adjacent community developing west of the rail corridor. Through satisfying Phases 1 and 2 of the Municipal Class EA Process, the Mobility Plan Study will present options for a grade-separated crossing of the CP Rail Corridor for pedestrians and cyclists.



Figure 61: At Yonge and Dundas Square, multiple access points are provided, to the subway station, directly from the sidewalk and integrated with development.



Figure 62: An existing pedestrian and cycling route within E.T. Seton Park that as part of the District Connector would connect the Core Study Area to the ravine lands, the Ontario Science Centre and Flemingdon Park.

Provide multimodal and multiple accesses to the new transit infrastructure

The Science Centre Station of the Eglinton Crosstown LRT is below grade at Don Mills Road and the primary access is the southwest corner of the intersection of Don Mills and Eglinton. The station is connected via tunnel to an LRT-supported bus terminal on the northeast corner of the intersection. To support this transit infrastructure, multiple access points should be provided to the Science Centre Station above and below grade directly from the public realm. Direct active transportation and supporting amenities will also provide access to the Aga Khan Park and Museum LRT stop which is at-grade. Access to the transit infrastructure should be provided from all four corners of the Don Mills and Eglinton intersection, with direct connections integrated into development where feasible.

Safe and direct pedestrian routes to connect beyond the Core Study Area

Any transit trip begins and ends with the rider as a pedestrian. With multiple potential access points to the Science Centre LRT station and bus terminal, the Mobility Plan Study will identify the required active transportation infrastructure around and towards the future LRT station. This may include how the public realm can support pedestrian movements to below grade access points from future development sites to the transit infrastructure.

Pleasant and comfortable pedestrian routes will be provided along the Crossings and Connectors that structure the public realm. These conditions will be created through the provision of wide sidewalks, landscape buffers from traffic areas, pedestrian-scaled lighting and street furniture. Intersections can

often be places of conflict between the various modes of travel. As a result the implementation of shorter and safer crossings for pedestrians will be a key focus of applying a “Complete Streets” and “Vision Zero” approach to street design across the Core Study Area. The goal will be to determine how to best improve the pedestrian walkshed and provide a balanced approach to travel options within the right of way to maximize access to and from the future transit infrastructure.

3.5 – SUPPORT INCLUSIVE CITY BUILDING

For a complete community to emerge around a robust public realm, the anticipated growth and development cannot take place without including the supportive community infrastructure. The physical and social environment should be designed to serve Torontonians of all ages and abilities. This ranges from new development contributing to the provision of new community services and facilities and affordable housing, to detailed decisions about sidewalk and trail design that ensure individuals with mobility aids and parents with strollers can safely move through the area year-round. The



Figure 63: Community infrastructure supports public life in neighbourhoods.

adoption of inclusive and supportive city building will be planned for across the entire Study Area, and will ensure a vibrant and liveable environment where public life thrives.

New facilities will complement enhanced existing facilities

The Don Mills Crossing Profile Report identified that the demographic, socio-economic and built form diversity of the surrounding communities (Banbury/Don Mills area north of Eglinton Avenue East; Flemingdon Park south of Eglinton Avenue East) offers an opportunity for the Core Study Area to forge social connections between the communities as one of the locations for the required community services and facilities. The Core Study Area presents an opportunity to deliver new facilities in a central location which can be accessed by the existing communities to the north and south as well as residents and employees from new development. Similarly, opportunities to improve existing facilities such as the Dennis R. Timbrell Resource Centre and local public libraries through enhancement or development should

also be explored. Additional needs will emerge through the intensification anticipated with the implementation of this planning framework.

The Parks, Forestry and Recreation Division has prepared a Parks and Recreation Facilities Master Plan (FMP) to guide future investment in parks and recreation facilities such as community recreation centres, ice rinks, and sports fields. At the time of writing of this report, the FMP had not been adopted by City Council, but it confirms the relocation of the Don Mills Arena to the Celestica lands within the Core Study Area and also identifies the Timbrell Resource Centre as one of 11 recreation centre across the City prioritized to be rebuilt at some point during the next 20 years. The arena relocation and reconstruction is required as the existing arena is scheduled for closure by October 2020. The Timbrell Resource Centre rebuild would improve service delivery within an identified Neighbourhood Improvement Area. The provision of these facilities is imperative to meet existing needs but also those emerging through the intensification of the



Figure 64: Don Mills Civitan Arena scheduled for closure in October 2020 is identified to be relocated and reconstructed on the Celestica lands.



Figure 65: Dennis R. Timbrell Resource Centre, a co-located facility in Flemingdon Park is identified to be rebuilt within the next 20 years.

Core Study Area. The Don Mills Crossing study and future planning framework provides an opportunity to identify a financial strategy for the implementation of these local priorities by development and/or through development charges and community benefit contributions generated by development.

Preserving for the expansion of a multi-use facility within the Signature Park

City Council has approved the relocation of the Don Mills Arena to the Celestica lands as a twin-pad arena with 600 square metres of community space. It will be located on new parkland secured through



Figure 66: Birchmount Community Centre in Scarborough has expanded over time as need for new programming has emerged.



Figure 67: Wellesley Community Centre and Library has expanded over time as community benefit contributions have been secured through development approvals in the area.

the development review process for the Celestica lands. The co-location of this facility with the signature park creates a significant placemaking opportunity for the community while preserving for the future expansion of the arena into a more significant multi-use community facility.

To protect for future expansion, it is critical to explore a structured parking solution to service the twin-pad arena and associated community space. This more urban expression of the facility preserves the most land for open space uses. Also, if properly considered from the earliest stages, expansion of the facility could be pursued to meet service demand which may emerge as development occurs. The phased expansion of community recreation centres has been successfully realized at Wellesley Community Centre and Birchmount Community Centre. In both cases, core recreation uses were established early in the development of the site and both expanded over time as the areas intensified and funding was secured. A phased approach would align with the five year review process outlined in the FMP. This regular review will help determine which new uses could be built



Figure 68: Wellesley Community Centre and Library was designed to be incrementally expanded.

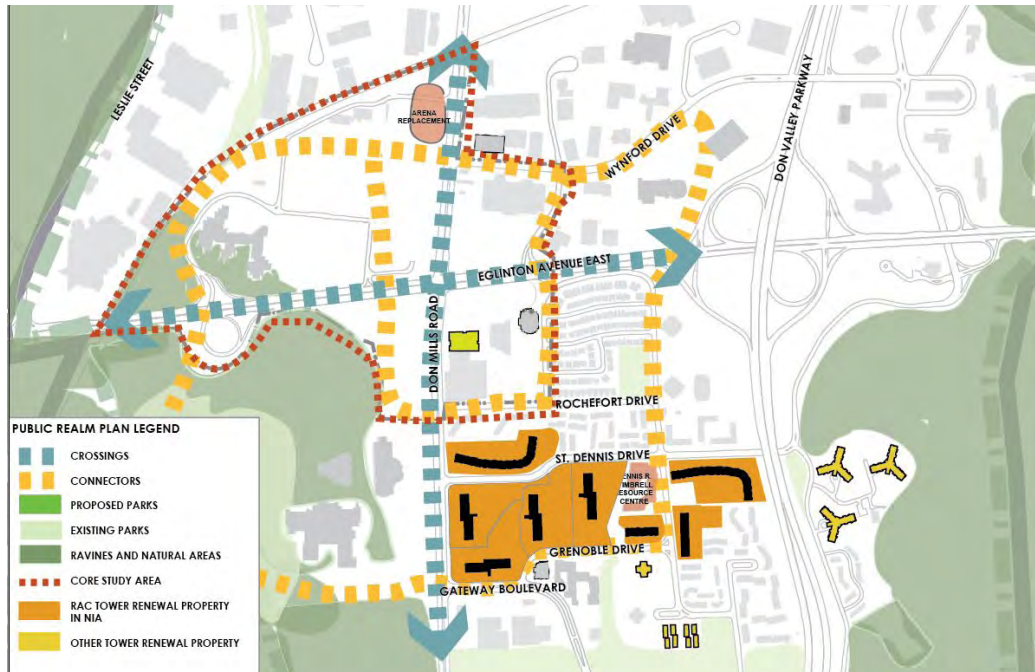


Figure 69: Public Realm Plan and the intersection with Residential Apartment Commercial (RAC) Zones.

in the expansion as the area grows over time.

RAC Zone in the NIA can be activated along priority walking routes

A number of properties abutting the identified Crossings and Connectors are zoned Residential Apartment Commercial (RAC). RAC Zones were recently adopted by City Council and permit a wider range of non-residential uses in apartment tower neighbourhoods. The intent of the RAC Zone is to create improved walkability to local shops and amenities for residents in tower neighbourhoods. It also presents new service offerings and presents opportunities to engage in small-scale enterprise for residents within the Flemingdon Park NIA.

In Flemingdon Park, the RAC Zones are located along the streets that are identified by the Public Realm Plan to prioritize walking and cycling. This may enhance the potential success of the permitted small-scale enterprises which would rely on walk up traffic to drive

business. The public realm priorities identified through this report connect to the surrounding communities and the RAC Zones to create synergies between the areas and provide for safer, more animated and inviting places for residents within the Flemingdon Park NIA.

Appropriate housing opportunities as an integrated part of the new community

Policies within the Province's Growth Plan for the Greater Golden Horseshoe highlight the link between planning areas around transit stations and a diverse mix of uses, including housing for a range of household incomes to create a complete community. This principle is reinforced by the Official Plan which provides for a full range of housing in terms of type, tenure and affordability both across Toronto and within new neighbourhoods. These objectives are key to underpinning the principle of supportive and inclusive city building at Don Mills and Eglinton.

The intensification opportunities within the Core Study Area being spurred by

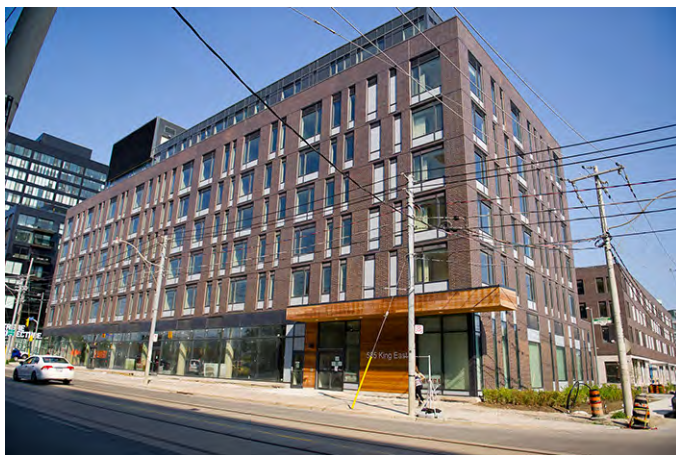


Figure 70: Affordable Housing in the West Donlands.

the investment in higher order transit are significant in terms of parcel size and development potential. The redevelopment of the lands within the Core Study Area should provide a mix of unit sizes, including a proportion of two- and three-bedroom units which meet design criteria for families and larger households.

The Official Plan provides clear direction on the provision of affordable housing as part of new development. Affordable housing options should be included as part of development proposals to provide long term tenancy and affordability. To this end, the provision of affordable housing and the timely construction of units will be secured through the development approvals process pursuant to Official Plan policies. In addition, the planning framework resulting from the Don Mills Crossing study will include affordable housing policy that builds on the Official Plan to ensure a full range of housing options within the new community.

Plan and design with a lens for seniors and children

A neighbourhood's public realm connects and integrates open spaces and community facilities which often serve as an extension of the home environment.

The demographic profile of the broader area completed as part of Phase 1 of Don Mills Crossing identified a higher proportion of seniors and youth when compared to the rest of the city.

City Council recently adopted "GrowingUp: Planning for Children in New Vertical Communities", a series of urban design guidelines focused on children and rooted in Official Plan goals of creating a safe and attractive city for people of all ages. Objectives like fostering independent mobility within a neighbourhood via active transportation on "safe routes" are as applicable for planning and designing for seniors as they are to children. Three schools in Flemington Park were identified through Vision Zero initiatives for public realm improvements to support active transportation, which could be



Figure 71: Safe pedestrian routes for children are important for independent mobility.

broadened through the Public Realm Plan to other important local destinations.

In developing the Public Realm Plan, the views of the youth and the elderly influenced specific design decisions to respond to the demographics found in the communities around the Core Study Area. Using this lens as Don Mills Crossing advances with the preparation of a Secondary Plan furthers a goal of ensuring an active and attractive public realm is part



Figure 72: POPs like this one at Shops at Don Mills can complement public parks as social spaces in communities with intergenerational activities.

of a complete, age-friendly community.

The variety of open spaces and parks are specifically located along Crossings and Connectors in the Public Realm Plan to be easily accessible and equitably distributed in all quadrants of the Core Study Area. Beyond the Core Study Area, existing community uses such as the schools and the Timbrell Resource Centre in Flemington Park are linked by the District Connector. This will provide a safe and attractive route to these important locations accessed by residents who can only travel short distances within the neighbourhood on a daily basis. The Eglinton Crossing and the Don Mills Crossing will likely remain busy automobile routes as they are the only through routes that traverse the natural and man-made barriers that exist at the periphery of the Core Study Area. As such, the

Connectors provide the opportunity to be designed as “safe routes” identified in the GrowingUp Guidelines, providing an alternative for pedestrian and cycling activity to access clusters of child and senior amenities. Connectors offer greater opportunity to design pedestrian-oriented intersections with shorter crossings or raised crosswalks. Wider sidewalks should also be incorporated for young cyclists below the ages of 14 who can legally ride on sidewalks, or for older individuals with mobility aids.

New child care and seniors amenity spaces to be secured

New supportive uses for children and seniors within the Core Study Area will be part of the new community emerging within the Core Study Area and secured through the development review process.



Figure 73: Parks should be flexible and located in proximity to youth and senior populations who are not willing to walk long distances to access services and facilities.



Figure 74: Space for seniors activities was identified as a need in the local area.



Figure 75: Sherbourne Commons Splash Pad.

The Community Services and Facilities (CS&F) Profile prepared during Phase 1 of the Don Mills Crossing study confirmed the need for up to four new child care facilities in the Don Mills and Eglinton area, with an emphasis on subsidized spaces. These new facilities should be located close to residential or employment uses in proximity to transit, along or easily accessed from one of the identified Connectors. This will allow for parents with children to comfortably walk, cycle or stroller to the child care facility as part of the first or last mile of their transit trip.

The need for non-profit community agency space suitable for programming geared toward the local senior population was also identified through the Phase 1 CS&F Profile. The community space currently planned to be part of the reconstructed Don Mills Arena could help meet this need as it will be co-located with the signature park and in proximity to the large seniors population north of the rail corridor.

However, this cannot be the only community space available to seniors who are not as likely to travel long distances to access services. To ensure that distance is not a barrier to access these spaces, an equitable distribution of community space needs to be examined. That could mean securing additional community space south of Eglinton Avenue East within the Core Study Area, or investigating how these multi-use flexible spaces could form part of an upgrade to the Timbrell Resource Centre.

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IMPLEMENT

Advancing the guiding principles for Don Mills Crossing will benefit from alignment with City priorities through short, medium and long term implementation measures.

4 IMPLEMENT

4.1 ALIGNING DON MILLS CROSSING WITH CITY-WIDE INITIATIVES

This report sets the stage for preparation of a Secondary Plan for the Don Mills Crossing Core Study Area through additional analysis and policy development. While the majority of the policy framework will be focused within the boundaries of the future Secondary Plan, the urban fabric does not end at a property line or the boundary of a planning document.

A key goal of this process is to ensure that the public transit investment being directed to the area creates a benefit which extends into the broader community. This can be achieved by creating connectivity to and from the adjacent areas, be they physical connections as embodied by new streets and trails or social connections through new facilities and activities. This report has identified a number of matters which align with City-wide initiatives that can be advanced in the near term. These initiatives also inform the future policy framework and any development approvals that may proceed in advance of the adoption of a Secondary Plan by City Council.

Explore the creation of a Ravine Portal through the Ravine Strategy

Actions 8 and 9 of the Toronto Ravine Strategy, adopted by City Council in October 2017, directs staff to undertake studies as needed to implement



Figure 76: The proximity of the ravine and ET Seton Park to the Core Study Area is an important relationship.



Figure 77: Natural areas in the ravine along the west branch of the Don River with the CP Rail Corridor bridge.

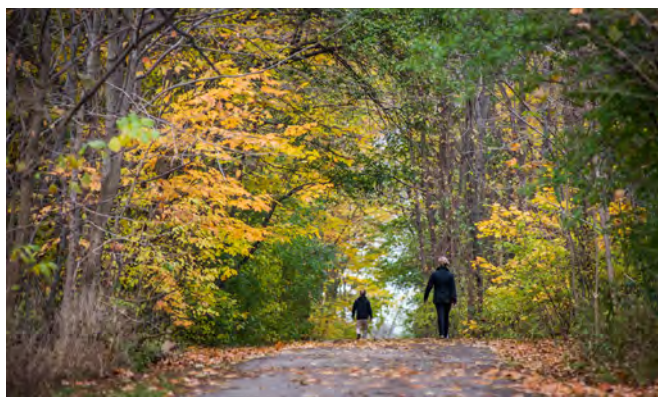


Figure 78: An example of a pedestrian and cycling trail in a ravine.

improvements and connections through gateways or portals into the ravine system. The Strategy includes a Prioritization Framework to guide planning and budget exercises to help implement future connectivity and preservation measures. City Council directed staff to apply the Prioritization Framework in developing future capital plans for ravine-based projects, beginning with the 2019-2029 capital budget.

The neighbourhood parks proposed along the top of bank in the Core Study Area and the potential trail connection to the E.T. Seton Park will serve as a portal into the Don Valley ravine. Work already undertaken through Don Mills Crossing indicates that this connection would address a number of prioritization criteria, a few of which are highlighted here.

Parks and Open Space: The potential pedestrian trail would rank as a high priority as it would connect three public parks, the local parks along the top of bank conveyed with redevelopment and the existing E.T. Seton Park in the ravine. As identified in TRCA's Ecology Report in Phase 1, a high density of ad hoc trails are present with the potential for impact on the natural areas south of the Core Study Area. These could be mitigated with the creation of a more formal route.



Figure 79: The existing pedestrian and cycling trails in E.T. Seton Park.

Interface: The local ravine network and potential portal trail would be a high priority given the limited number of existing access points and the ravine's proximity to an area anticipating high density development.

Experience and Quality: The demographic analysis prepared for the Don Mills Crossing Community Services and Facilities Profile identified more than 20% of existing residents in the adjacent Flemington Park area are under 14 years of age. This majority of the youth population lives in high density apartments with limited access to green space and recreational opportunities in an area where the average household income is well below the City of Toronto average.

This initial analysis highlights potential alignment between the trail and portal park components of the Don Mills Crossing Public Realm Plan and the City's Ravine Strategy. With additional analysis these components could be one of the Ravine Strategy's Priority Investment Areas to focus and co-ordinate capital work between City Divisions and the TRCA as well as contributions secured through local development approvals.

Leading by example and exploring district energy partnerships

The mix of proposed uses being contemplated for the Core Study Area, as well as the expected investment in new municipal infrastructure creates an environment within which a low carbon solution at the district scale could be viable. As development review progresses for proposals within the Core Study Area, there is potential to explore such low-carbon solutions as early implementation of TransformTO.

The City plays a key role in the development of low-carbon thermal energy network development, and often needs to lead by example with City assets and facilities. City Council's direction through TransformTO would be for the future City-owned arena facility to demonstrate how it can be designed and constructed to be near zero greenhouse gas emissions by 2026. The program, design and construction of this facility could host low-carbon thermal energy equipment and/or provide a source of low-carbon energy. Water and sewer systems, roads and parks represent additional opportunities for the City to lead by example in the development of these types of innovative energy systems.

This approach was taken through the master planning of lands unlocked for mixed-use redevelopment through the reconfiguration of the Six Points Interchange in Etobicoke Centre. The new Etobicoke Civic Centre, to be located within the master plan area, anchors a low-carbon district energy system as the catalyst to achieve a "net-zero" community. Early in the process, a district energy concept for the area was included in the design and construction of the future roads, which allows for future phases of development to link in with the system as it is constructed over time.



Figure 80: Design competition winner for the new Etobicoke Civic Centre to be constructed at Dundas Street West and Kipling Avenue.

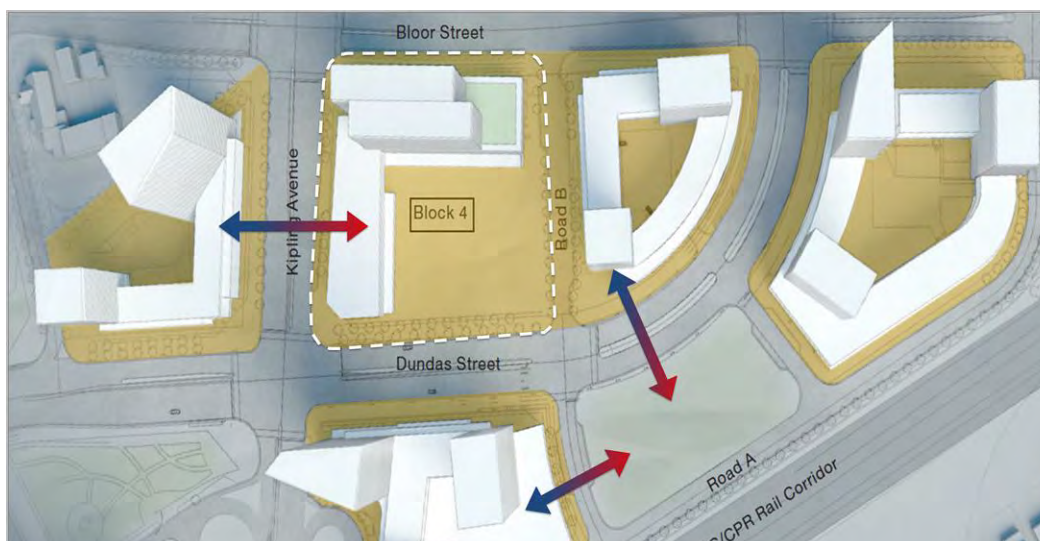


Figure 81: Diagram demonstrating the District Energy Plan for the development sites around the future Etobicoke Civic Centre.

A local financial strategy could accelerate facility construction via redevelopment

Parks, Forestry and Recreation has prepared a 20-year Facilities Master Plan (FMP) for consideration by City Council. The FMP outlines facility needs across the city, identifies the level of investment required to achieve the plan and recommends that an implementation strategy with detailed timelines and financial requirements be developed prior to the 2019 budget process. The FMP will be reviewed every five years to ensure it addresses any changes in growth and need across the city.

The FMP makes specific recommendations for two facilities in the Don Mills Crossing area:

- A new twin-pad arena to be located within the Core Study Area as part of the relocation of the Don Mills Arena. Capital funding is approved in Parks, Forestry and Recreation's Capital budget at \$25 million. This facility will consist of a twin-pad arena with 600 square metres of community space along with parking to accommodate 250 spaces.
- The Dennis R. Timbrell Resource Centre in Flemingdon Park is one of 11 facilities across the city recommended for reconfiguration and/or reconstruction within the next 20 years. No specific capital funding is currently identified.

As previously discussed, the Don Mills Arena replacement facility should be designed to protect for future expansion to meet demand from the anticipated growth in the area.

The development contemplated within the Core Study Area presents the opportunity to secure contributions

towards each facility as part of a suite of other city building priorities. Through the preparation of a Secondary Plan, a supporting financial strategy will be pursued to help advance improvements that address the existing need and keep pace with the scale of growth expected in the Don Mills and Eglinton area.



Figure 82: A new City facility under construction.



Figure 83: Dennis R. Timbrell Resource Centre is one of 11 facilities across Toronto recommended for reconfiguration and reconstruction.

4.2 REVIEWING DEVELOPMENT APPLICATIONS

Development applications have been filed for the Celestica lands and applications are anticipated for lands south of Eglinton Avenue East such that about 70% of the Core Study Area may be under application by early 2018. A key goal of Don Mills Crossing is to ensure that development is considered through an integrated approach that supports a vibrant, mixed use community. The submitted applications would continue to be reviewed concurrently with the Don Mills Crossing study. Similarly, pre-application discussions on other sites are being informed by the process and findings of the study to date.

Phase 2 of Don Mills Crossing involved a co-ordinated and collaborative approach

with landowners pursuing development interests. For example, a day-long workshop with landowners at the four corners of the Don Mills and Eglinton intersection informed early approaches to the Public Realm Plan at this location. These strategies were later broadened via additional public stakeholder input to become the Crossings and Connectors outlined in this report. Through the Don Mills Crossing process, other collaborations have ensured appropriate street connectivity is established between development sites. The outcomes of these exercises have been incorporated into the design and planning materials for the development applications for the Celestica lands and have informed early design schemes for other development sites in the Core Study Area.

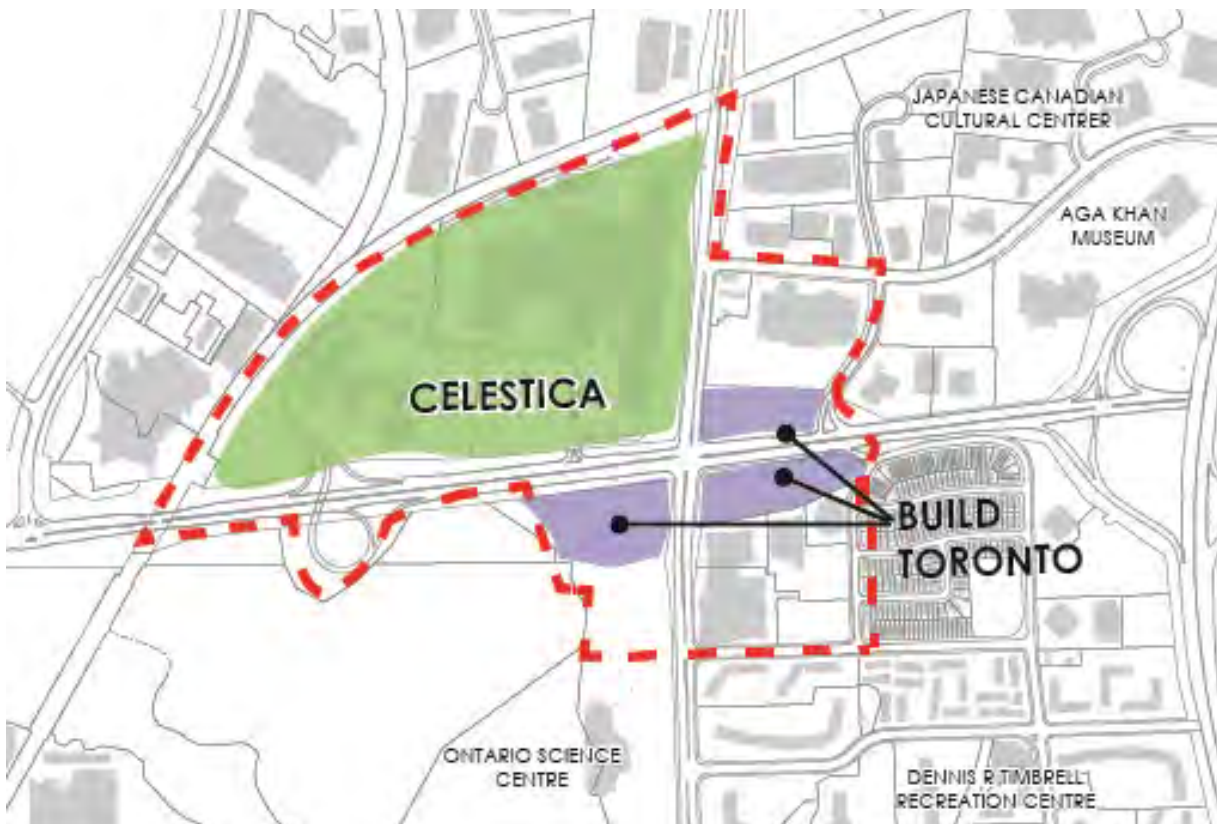


Figure 84: Sites in the Core Study Area under application (Celestica) or public ownership (Build Toronto)

Site and Area Specific Policy 511 and comprehensive planning of the Celestica Lands

In June 2016 City Council authorized a settlement of an Ontario Municipal Board appeal of land use policies and designations as applicable to the Celestica lands at 844 Don Mills Road and 1150 Eglinton Avenue East. The settlement authorized the redesignation of a portion of the Celestica lands from *Employment Areas* to *Regeneration Areas* and brought forward Site and Area Specific Policy 511 (SASP 511) to be put in place for the lands. SASP 511 provides for a comprehensive planning and development framework for the lands prepared in conjunction with the Don Mills Crossing study.

Much of SASP 511 provides for the development of a comprehensive framework for the development site to which it applies. It also provides for the first

phase of development to advance prior to the completion of the Don Mills Crossing study and the adoption of a Secondary Plan. Any initial residential development proposed as Phase 1 must also be viable in the absence of the redevelopment of the remainder of the lands. The SASP goes on to provide additional criteria for the approval of initial development on the site. This includes a provision requiring the construction of a new office building prior to or concurrently with the first residential units constructed on site, while placing limits on the amount of initial residential development.

Advancing redevelopment of the Celestica lands

There is significant alignment with the goals of SASP 511 for the Celestica lands and the Public Realm Plan and four guiding principles in this report. SASP 511 provides for Council's ability to approve



Figure 85: Existing buildings on the Celestica Lands (Courtesy Wynford Green)

a modest level of development prior to the completion of Don Mills Crossing. However, this development must demonstrate to Council that approval of this first phase would not adversely impact the development of the remainder of the lands and achieving the following key matters as identified through Phase 2 of Don Mills Crossing:

- The creation of public realm Connectors via the extension of Wynford Drive to Eglinton Avenue East and the creation of a north-south public street connecting the Celestica lands to development sites south of Eglinton Avenue East;
- The creation of a pedestrian and cycling link across the CP rail corridor to connect to the current terminus of the Leaside Spur Trail and Leslie Street;
- An extension of pedestrian and cycling infrastructure from the rail corridor link to the trails that currently exist within E.T. Seton Park;
- The provision of a local public road network serving development blocks that are appropriately scaled to support a walkable community;
- The satisfaction of parkland dedication requirements via the conveyance of a park block large enough to accommodate the relocation of the Don Mills Arena and a signature public open space, along with a second smaller neighbourhood-scale public park;
- A strategy to implement public art at key locations in the Don Mills Crossing Public Realm Plan to enhance the character and distinction of the neighbourhood;
- The retention of heritage entrance

features from 844 Don Mills Road, as well as the southern portions of the 1150 Eglinton Avenue East structure and appropriately conserving their heritage value into the new development;

- An appropriate range of built form, land use and density in accordance with the hierarchy of intensification areas identified through this report to be supportive of new transit infrastructure currently under construction;
- The preservation of appropriate sunlight windows along the Crossings and Connectors as well as public parks with consideration given the appropriate orientation, separation and size of tall building elements to minimize shadow on the public realm;
- An affordable housing strategy that ensures the timely delivery of built units as development proceeds as per the Official Plan;



Figure 86: Rendering of proposed office building at Don Mills and Eglinton (Courtesy Wynford Green)

- The potential to explore low-carbon energy systems for some or all of the new development;
- The provision of child care located in the office building constructed in the first phase of development; and
- The potential expansion and enhancement of community facilities in the area, including the relocated Don Mills Arena, to advance the recommendations of the City's Facilities Master Plan.

The redevelopment of the Celestica lands will occur in phases as the site currently contains an operating factory and office complex. With the redevelopment of non-residential uses, these existing uses will wind down, but the structures and legacy of their former industrial use will impact the phasing and pace of development. To ensure the timely conveyance of lands and protect against premature demolitions, appropriate implementation measures should form part of any development approval. This may include implementing Zoning with potential holding provisions, legal agreements and Plan(s) of Subdivision to ensure the preservation of heritage resources and orderly development of the lands.

4.3 IMPLEMENTING A NEW SECONDARY PLAN

This report sets the stage for a new Secondary Plan to be prepared for the Core Study Area. The foundation of the Secondary Plan will be the Public Realm Plan and the four guiding principles that bring that plan to life. In addition to setting the stage for physical growth and improvement, the future Secondary Plan would also guide strategic decisions necessary to support a highly functional and attractive area in the Don Mills and Eglinton area.

The next phase of Don Mills Crossing will be informed by ongoing analysis of heritage properties and mobility planning. Through the preparation of a Secondary Plan, early implementation of key directions outlined in this report could be achieved by advancing City-wide initiatives on a local level, or through initial approval of development applications.

This is an important city building moment in the history of Don Mills and Eglinton. Don Mills Crossing will seize on this opportunity to transition the area from a "place between places" to a transit centric community that is an attractive, resilient and inclusive place to live, work and play.



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