

CHAPTER

5



CHALLENGES AND OPPORTUNITIES

The city-wide Parkland Strategy's updated methodology for assessing the provision of parkland in the city has been used to evaluate the state of parkland provision in Midtown, now and into the future. The methodology makes use of census and development pipeline data at the census dissemination block level (the smallest unit available) and Geographic Information System (GIS) software to accurately measure the distance to parkland from each dissemination block based on Midtown's actual walkable street network. The assessment methodology consists of three primary measures that collectively assess parkland provision:

- 1. Park Catchment:** a 500 metre walking distance (or five to ten-minute walk) along sidewalks and local streets to a park.
- 2. Park User Population:** the total number of people a park serves within the 500 metre catchment.
- 3. Park Supply:** the total amount of parkland accessible to residents and the park supply per person by census dissemination block.

Importantly, the assessment methodology includes all City-owned parks and open spaces, inclusive of natural features and ravine lands. While natural features and ravine lands contribute to our overall system of parks and open spaces in the city, they provide limited opportunities for accommodating a full range of parks programming. Nonetheless, the assessment methodology provides valuable insights into the state of parkland provision in Midtown.

The city-wide Parkland Strategy demonstrates that parkland provision per capita has not kept pace with growth. With the significant growth in population and employment in recent years, there has not been a commensurate increase in parkland provision through dedication or acquisition. This is in part attributable to the limited toolbox at the City's disposal for acquiring new parkland, but also reflects that these tools are not calibrated for dense, vertical communities.

City-wide, the average park area per person is 28 square metres. By comparison, the average park provision in Midtown is 9.9 square metres, which is 65 per cent below the city-wide average.

5.1 GROWTH IN MIDTOWN

Midtown is one of the fastest growing areas in the city. Some parts of Midtown are experiencing more significant growth and change, in particular lands within and adjacent to Yonge-Eglinton Centre. The level of development and population growth has exceeded the City's projections made in the previous decade.

In 1991, approximately 11,000 people lived and 17,000 people worked in Yonge-Eglinton Centre. Today, the Centre accommodates over 19,000 people and 18,000 workers. The population across the existing Secondary Plan area has grown by 33 per cent during this same period, while employment growth has remained relatively flat in comparison to the population boom.

The development over the last 10 plus years has introduced new building forms, new building height peaks and new levels of intensity into the area. Within Yonge-Eglinton Centre, the average units per hectare by project have increased by more than 150 per cent when applications in 2017 are compared with 2005. During the same period, by comparison, less than one hectare of new parkland has been acquired by the City. This has driven the amount of parkland per person in the Centre to one of the lowest rates in the city, and created further pressure on the balance of parkland in the area.

Development pressures in Midtown have accelerated in the past three years. There are currently 25 Official Plan and Zoning By-law amendment applications under review by the City. Cumulatively, approved and proposed applications would have the potential to add an additional 20,000 to 25,000 people living and working in the Centre. This concentration of residents and workers far exceeds the Growth Plan's minimum growth targets for the area.

Midtown is already one of the densest communities in Canada. Overall, the number of residents and workers in the broader Secondary Plan area could



View looking east on Eglinton Avenue

be expected to grow from over 61,000 people to 97,000 people based on the applications currently under review by the City.

The updated Yonge-Eglinton Secondary Plan will establish a framework to better manage development and ensure that it positively contributes to Midtown's sense of place. The overall plan for the area will ensure that new buildings are sited, massed and designed in a responsive way, while still enabling significant growth and change over the coming decades subject to the provision of adequate infrastructure. It identifies areas where new tall buildings are appropriate, and areas reserved for low- and mid-rise development.

Based on the land use and built form direction being set out, the area is expected to be home to approximately 125,000 people and provide 45,000 jobs. If no new public parkland is delivered to accommodate this growth, by 2032, the average amount of parkland per person within Midtown would fall to 7.5 square metres per person (residential population), and 5.2 square metres per person (combined residential and employment population). The growth would also have an impact on parkland provision in areas adjacent to Midtown, some of which also have parkland provision below the city-wide average. By 2051, parkland provision for the residential population would drop to 4.7 square metres per person.

Figures 4 to 9 show parkland provision across Midtown based on the residential population. These figures show the following:

- Figure 4: park area per person in 2016;
- Figure 5: park area per person in 2016 (excluding ravines and linear parks included);

- Figure 6: park area per person based on the estimated population growth to 2032 from City Planning's Development Pipeline;
- Figure 7: park area per person based on the estimated population growth to 2032 from City Planning's Development Pipeline (excluding ravines and linear parks);
- Figure 8: park area per person based on the growth estimates to 2041+; and
- Figure 9: park area per person based on the growth estimates to 2041+ (excluding ravines and linear parks).

Each figure illustrates the square metres of parkland available to the population, by census dissemination block. Figures 4, 6 and 8 include ravine lands and linear parks in provision calculations. While these forms of parkland are integral to the city-wide parks network, they do not replace the need for area-serving local parks. Linear parks, such as the Kay Gardiner Beltline Trail and ravine parks, such as Sherwood Park are limited in their ability to be programmed for recreational use, due to topography and configuration. Further, these parks have a larger catchment, based on the number of census dissemination blocks they intersect meaning that there is measurable pressure on these parks exerted from outside the study area.

The provision of local-serving parks is illustrated through Figures 5, 7 and 9. These figures show the amount of parkland per person when ravine lands and linear parks are excluded from the provision measurement and show the impact of the scarcity of local parks in Midtown. Provision rates are particularly low in the northern part of the study area and along Eglinton Avenue East.

Figure 4: Park area per person (2016)

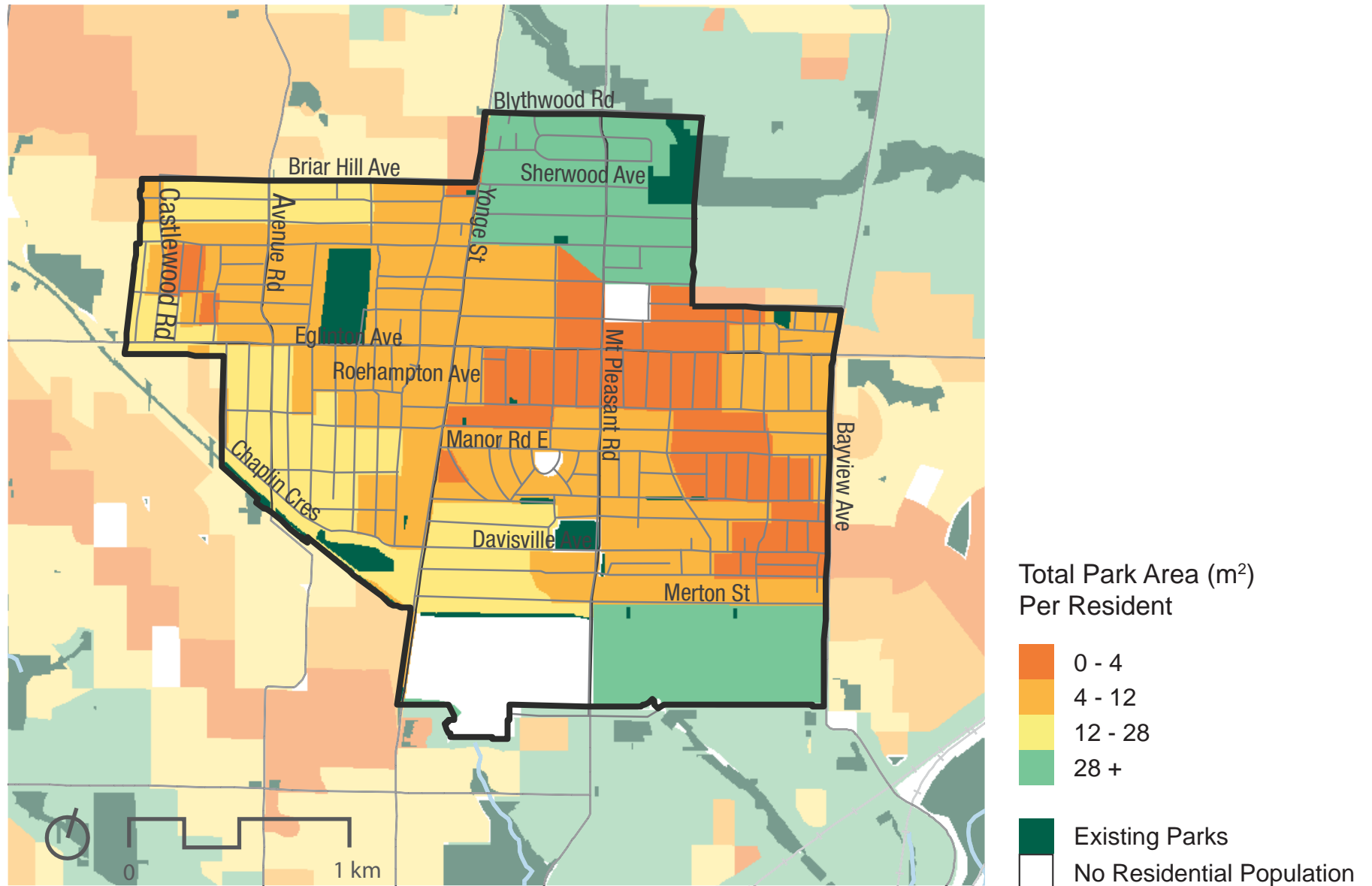


Figure 5: Park area per person (2016), excluding ravines and linear parks

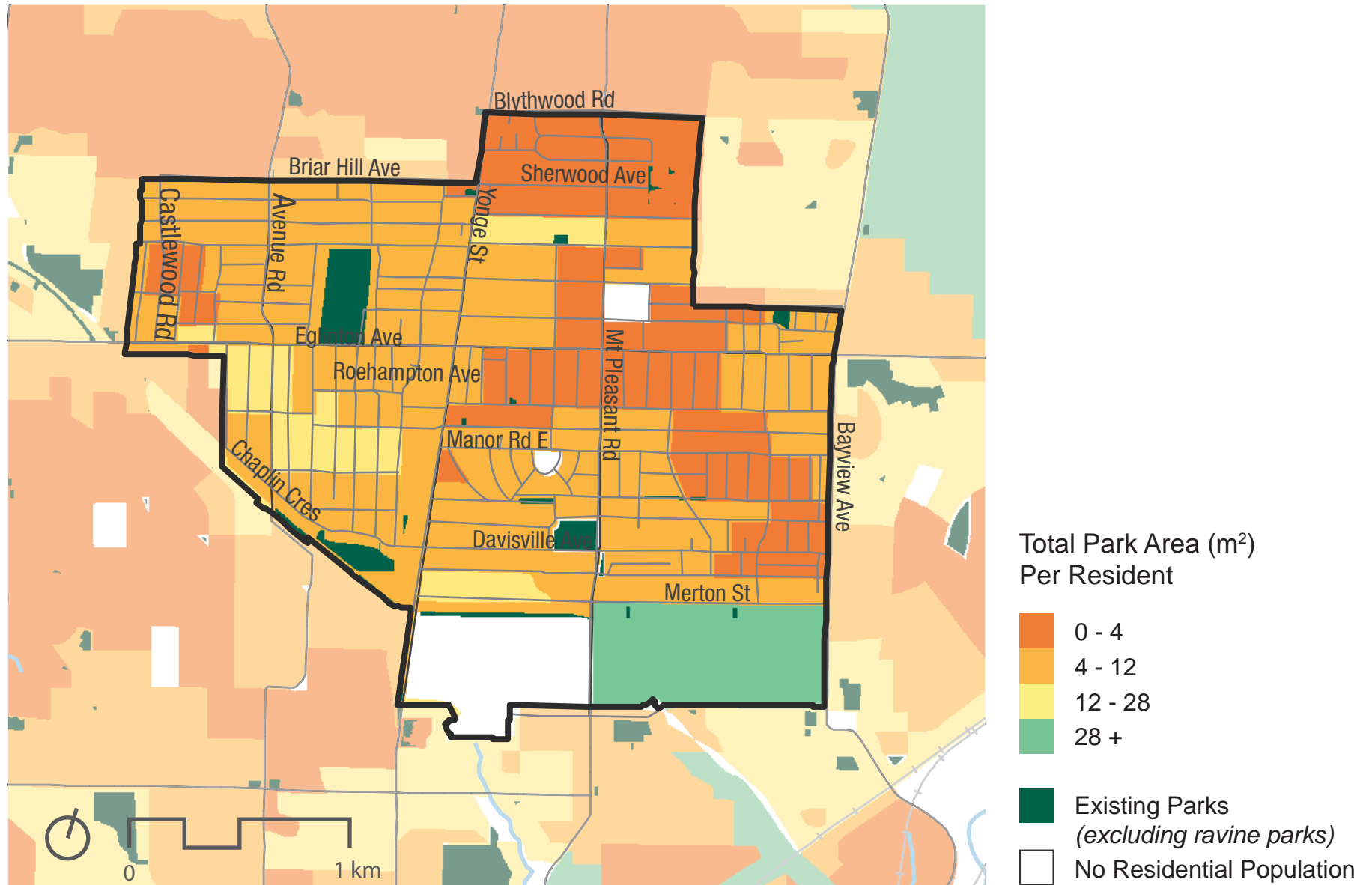


Figure 6: Park area per person (2032)

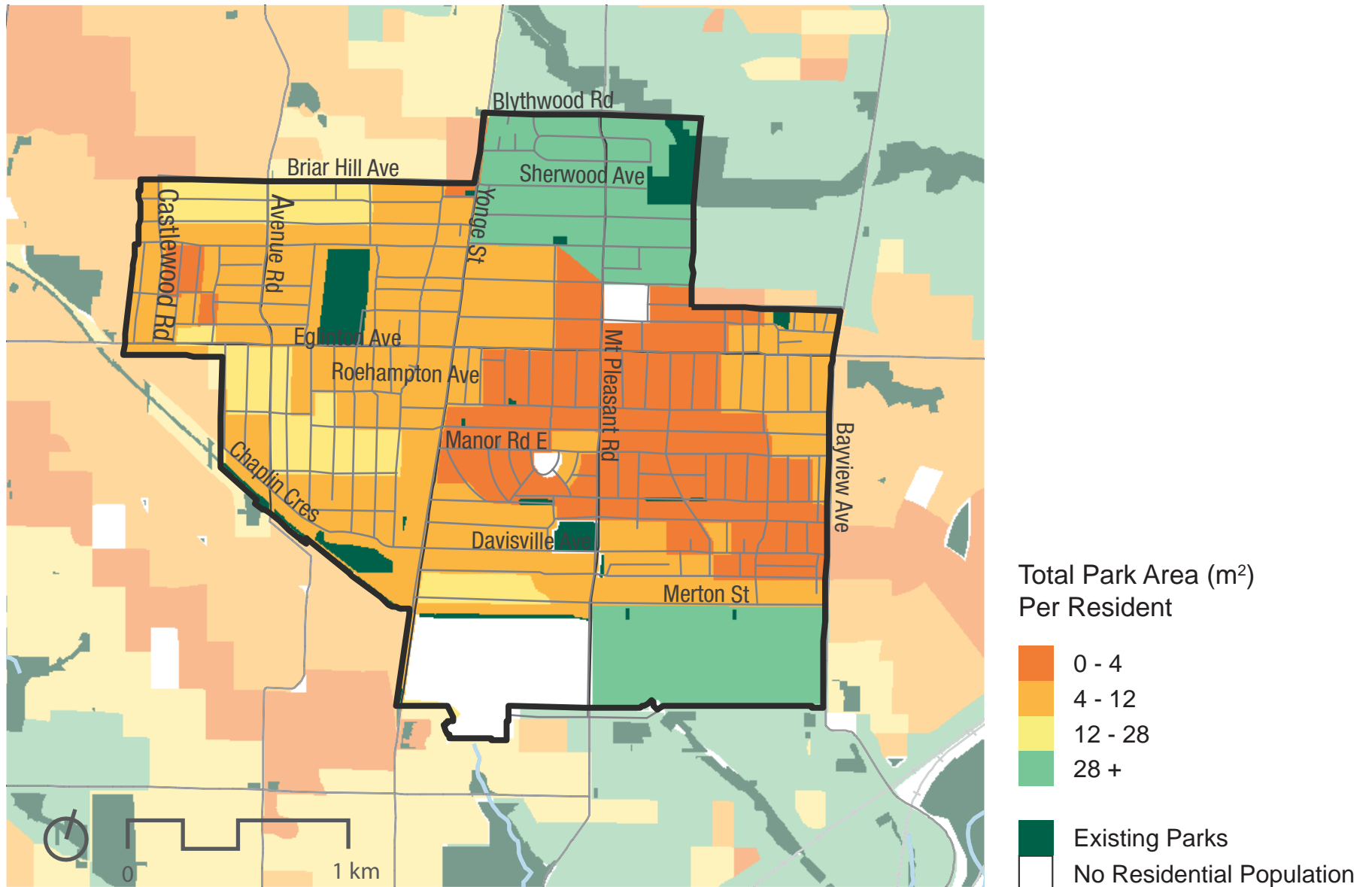


Figure 7: Park area per person (2032), excluding ravines and linear parks

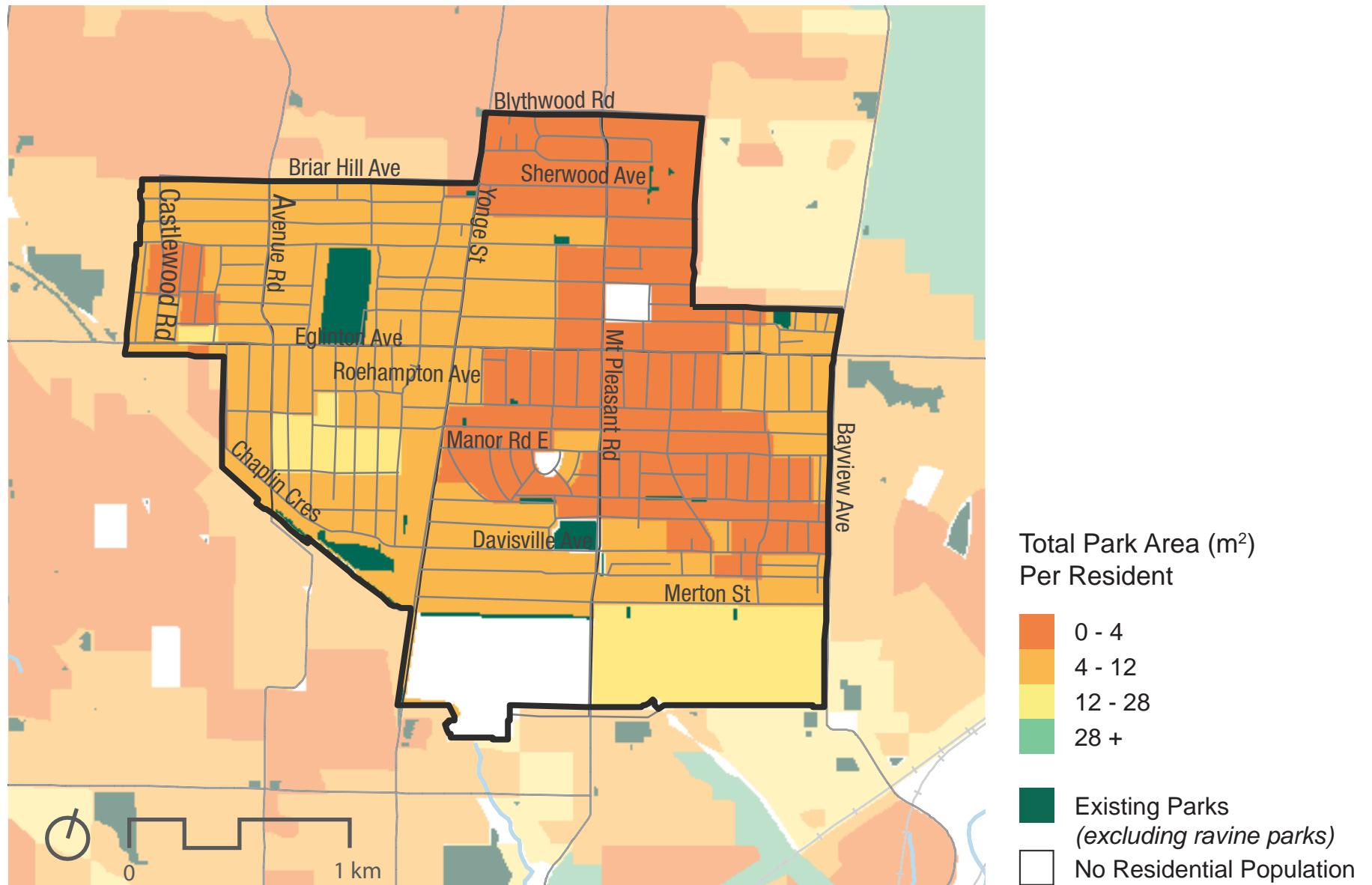
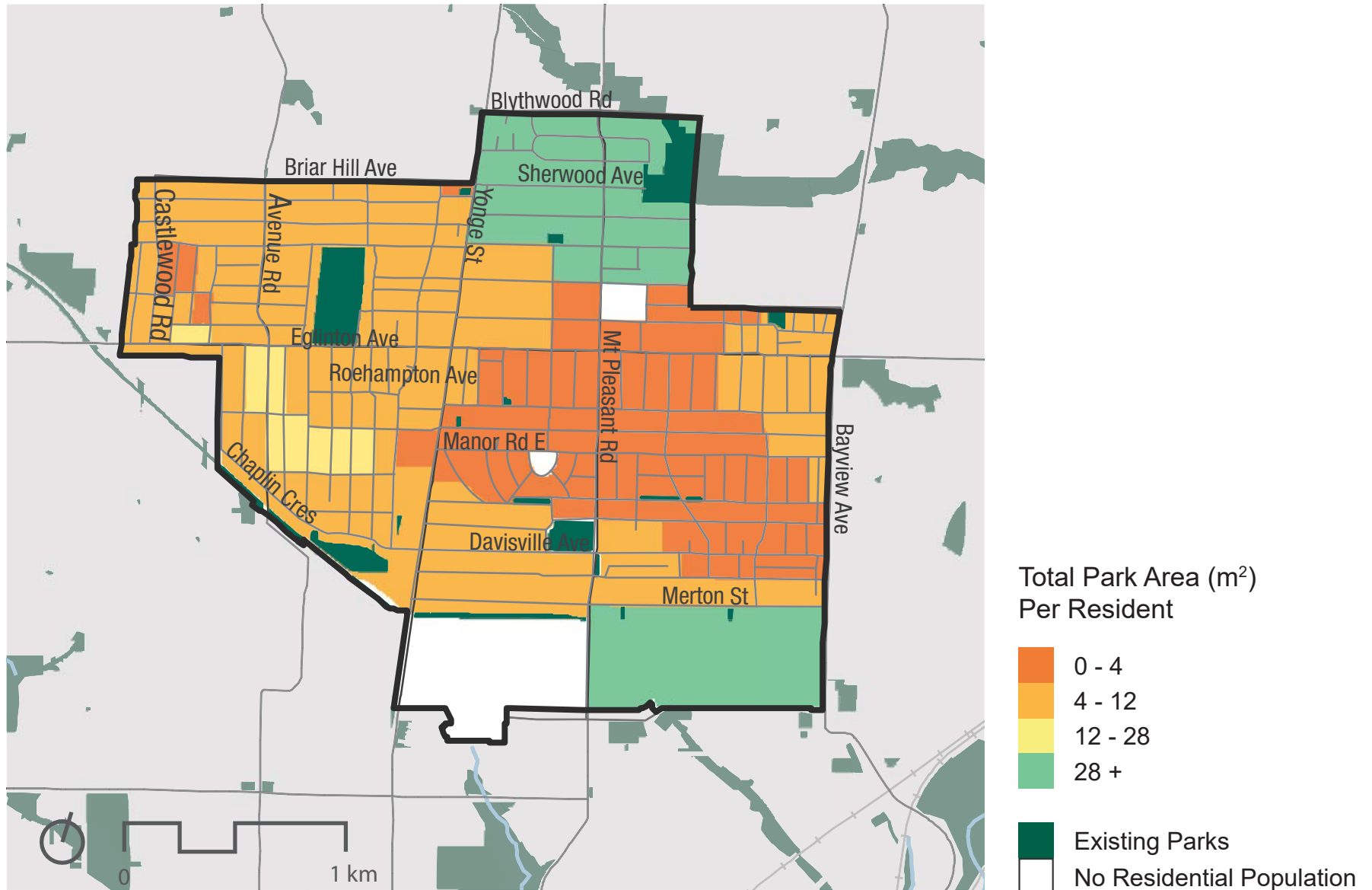
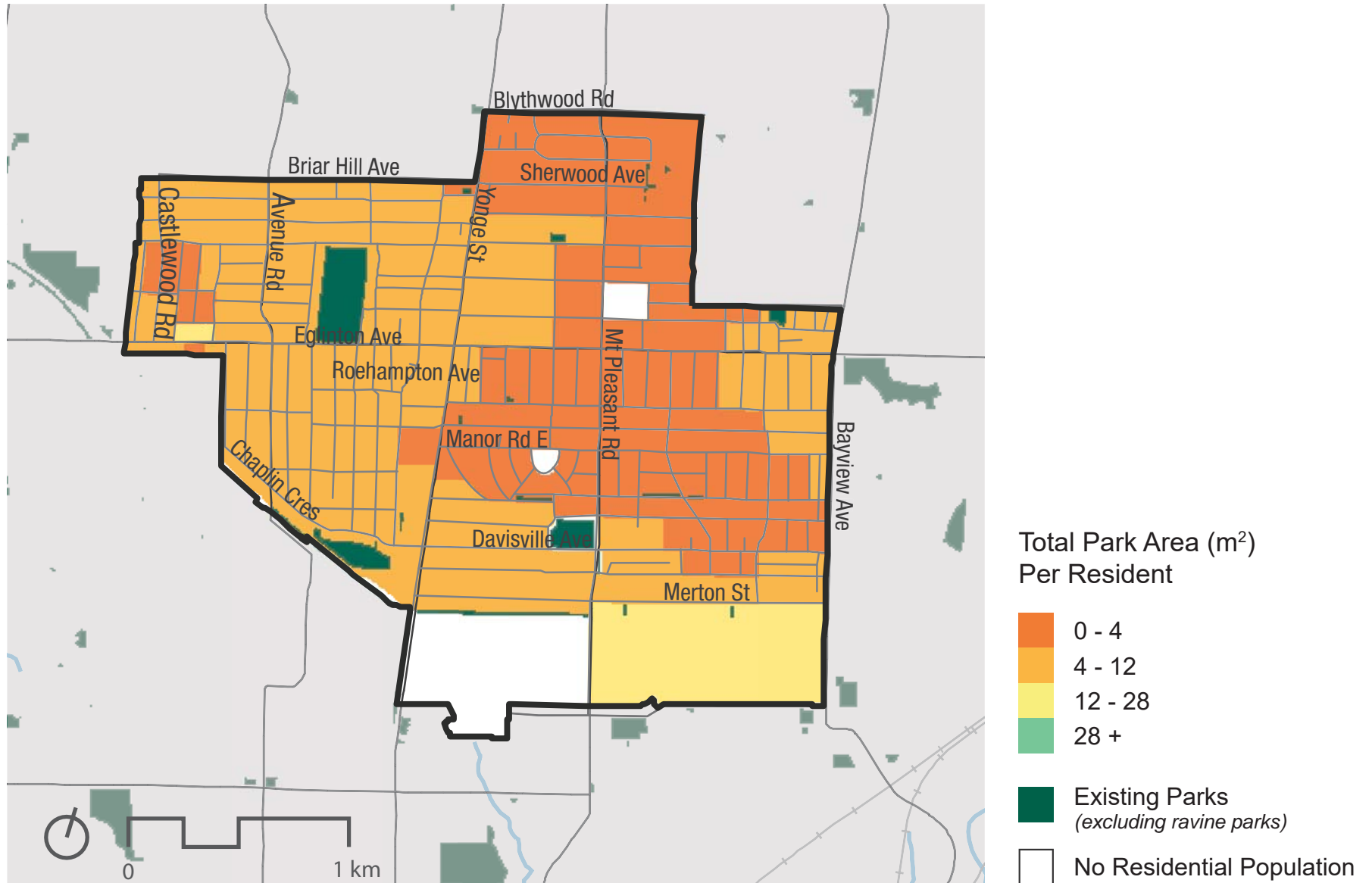


Figure 8: Park area per person (2041+)



Projected pipeline population data is not available for areas outside the Yonge Eglinton study area

Figure 9: Park area per person (2041+), excluding ravines and linear parks



Projected pipeline population data is not available for areas outside the Yonge Eglinton study area

Key observations include:

- There are no dissemination blocks within the study area that have a parkland provision at or above the city-wide average, when provision is calculated on area-serving local parks. This illustrates the significance of the deficit of local parkland; and
- Growth will have an impact on provision rates across the study area. Figures 5, 7, and 9 illustrate a marked decline in parkland provision in areas south of Eglinton Avenue. East of Yonge Street the greatest change is south of Manor Road where many of census dissemination blocks drop to between 0-4 square metres per person and west of Yonge Street, areas that were closer to the 2016 city-wide average (between 12-28 square metres per person) fall to within the range of 4-12 square metres per person.



View looking north on Yonge Street

5.2 GAPS IN THE NETWORK

In a master planned context, a full range of parks and open spaces would be delivered that cater to the needs of people and offer a breadth of park experiences. There would be a series of large multi-functional, signature parks and open spaces, natural areas and a range of community-oriented parks that vary in size and programming, with gaps in the urban landscape filled in with small parkettes, plazas, squares and other open spaces. The varied types of parks and open spaces would be well-connected by linear open spaces that expand the parks system to create an interconnected open space network.

As described in Section 2.2, the most common public parks within Midtown are very small parks, which offer limited land for programming and recreational park use. Currently, 60 per cent of parks in Midtown are less than 0.2 hectares in size. This is due, in part, because most were obtained as parkland dedications through the development approvals process. Most of these parks include a playground, but are not able to accommodate the range of facilities needed to meet the diverse needs of the population.

Figure 10 shows the total amount of parkland that is currently accessible to residents within 500 metres by size of park. This measurement shows the supply, location and accessibility of parkland in Midtown. It shows that there are areas within the Midtown, most notably east of Yonge, both north and south of Eglinton Avenue, where residents have access to less than 0.5 hectares of parkland within 500 metres. In these areas, residents and employees have the narrowest range of park sizes available to them. Areas west of Yonge Street, nearer Eglinton Park

and Oriole Park have accessibility to the highest amount of parkland within 500 metres. The area is also served by four parks outside of the study area which range in size from 0.13 hectares to over 5 hectares; however, these parks are only accessible within 500 metres to the population at the periphery of the study area.

South of Eglinton Avenue, the areas with the lowest accessibility to parkland are generally bounded by Eglinton Avenue East, Yonge Street, Soudan Avenue, Forman Avenue, Balliol Street, and Bayview Avenue. Only the blocks bounded by Eglinton Avenue East, Cleveland Street, Soudan and Bayview avenues have a high availability of parkland due to proximity to Howard Talbot Park on the east side of Bayview Avenue.

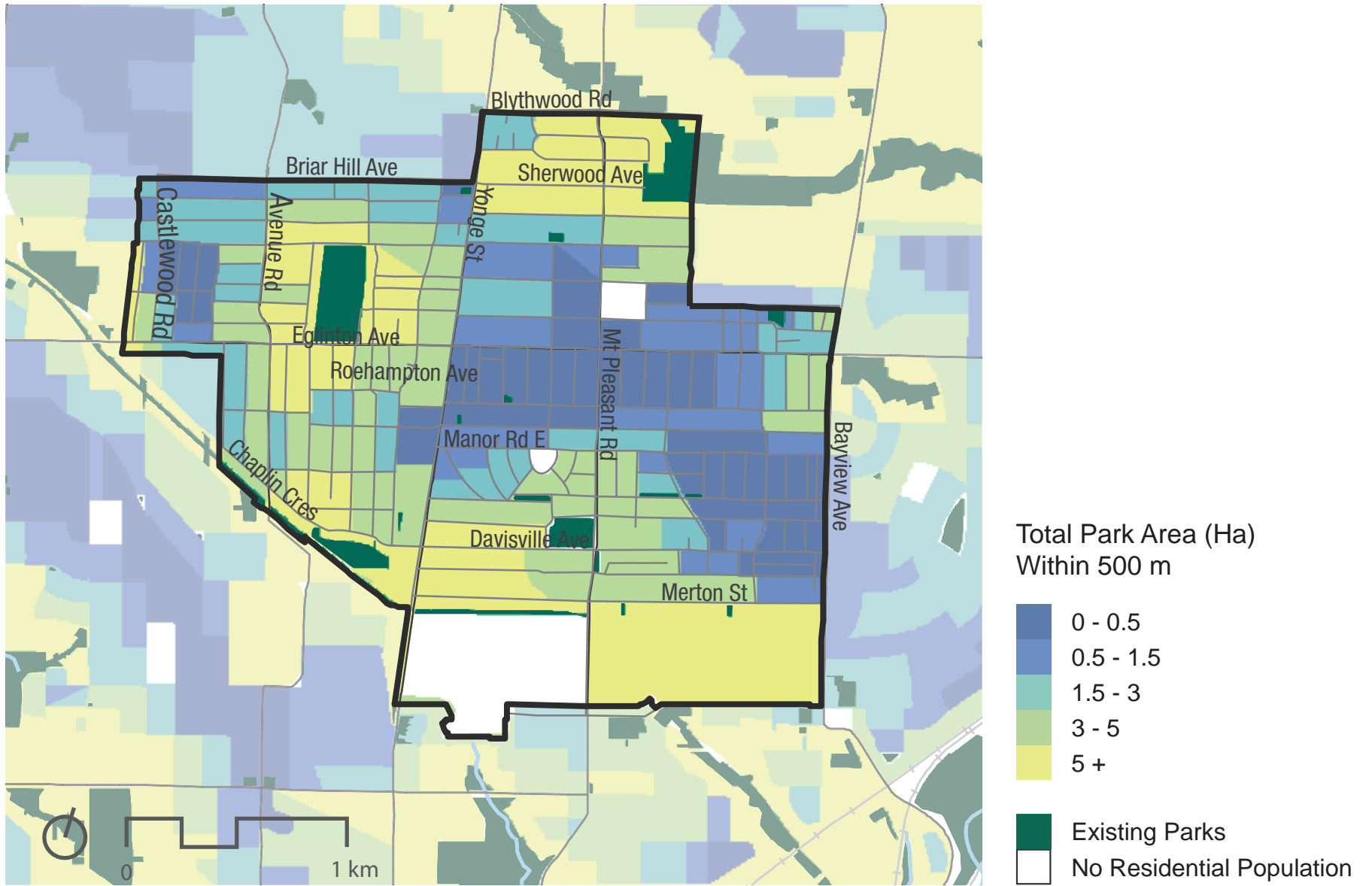
There are areas north of Eglinton Avenue East which currently have low accessibility to public parks. The area bounded by Yonge Street, Eglinton Avenue East, Keewatin Road and Mount Pleasant Road has parkland provision between 0-3 hectares of accessible parkland by census dissemination block. Between Yonge and Mount Pleasant Road, the blocks bounded by Erskine and Broadway Avenues on the north and south, and Roehampton Avenue and Eglinton Avenue East on the north and south have access to between 0.5-1.5 hectares of parkland. The blocks with the least amount of accessible parkland (between 0-0.5 hectares) are generally bounded by Eglinton Avenue East, Redpath Avenue, Erksine Avenue and Mount Pleasant Road, which also represents the highest growth area. Generally, the west side of Yonge Street has a higher amount of accessible parkland. The exception to this are blocks between Duplex Avenue and Yonge Street between Berwick Avenue and Lola Road.

Figure 10 demonstrates that there is the need for strategic acquisition and investment for all types of parks in Midtown. For instance, the blocks north of Eglinton Avenue East, between Yonge Street and Mount Pleasant Road, is the area of most concentrated growth in Midtown, and most of this area has access to between 0-1.5 hectares of parkland within 500 metres. This underscores the need for park expansion and new public parks in this area.

Other insights from Figure 10 relate to the area bounded by Yonge Street, Merton Street, Bayview Avenue and Eglinton Avenue East, where the historic lot pattern did not include public parks aside from the signature boulevard parks located on Belsize Drive. This area presents several opportunities for park expansions and acquisitions to enhance the parks system in Midtown based on the block fabric, number of City-owned sites, and school sites where acquisitions adjacent to school yards may have the impact of increasing overall useable space for recreation programming.

Figure 10 also illustrates where there are opportunities to improve connectivity to, and expand existing parks to increase accessibility to parks within a 500 metre catchment. It highlights the potential benefits of increasing the street frontage of Eglinton Park and Oriole Park to improve their visibility and access and increase the amount of parkland accessible to residents in areas with lower parkland provision, as well as improve locally-oriented park programming.

Figure 10: Park area accessible to residents within 500 metres



5.3 RECREATIONAL NEEDS

Parkland need is further driven by the land requirements for new facilities identified in the Parks and Recreation Facilities Master Plan (FMP). An inventory of the existing recreation facilities in Midtown is provided in Appendix 2. Recreation facility needs related to growth and state of good repair within the Midtown will be met by facilities within the boundaries of the Secondary Plan, and in other areas that are accessible to and serve the Midtown population. The FMP identifies a number of new facilities in the area based on the development pipeline. Additional facilities are also anticipated to be needed based on the long-term population and employment estimates for Midtown. The facilities that will be needed to maintain service standards include:

- 1 mid-sized community recreation centre
- 2 splash pads
- 4 multi-use fields
- 3 basketball courts

The Facilities Master Plan assumes that some of the facilities listed above will be built on existing City parkland. However, additional land is required to meet these needs. It is estimated that an additional 4.7 hectares of land is required to serve the facility needs of Midtown.

5.4 A COMPLEX, MATURE URBAN ENVIRONMENT

Midtown Toronto is a complex, built-up environment. This presents a particularly acute challenge for providing new public parks. Properties that may be considered stable in other parts of the city are prime redevelopment sites in Midtown. This intense market pressure limits the availability of land and creates challenges for the City to provide additional public parks concurrent with development. New tools and approaches are needed to secure new public parks and support and enhance the green, open character of the neighbourhood as it evolves.

5.4.1 Market Pressures and Limited Availability of Land in High-Growth Areas

The pace and degree of intensification in Midtown has an impact on the City's ability to add to the parks system. The City's preference is to require on-site land dedications to satisfy parkland requirements. However, in high-growth areas with a small lot fabric this would result in parks of insignificant or very small size, resulting in parks with limited functionality and utility.

Of the City's high-growth areas, Midtown has some of the larger parcel sizes, averaging approximately 0.6 hectares per project between 2006-2016; however, under the current city-wide alternative parkland dedication rate, this would only yield a parkland dedication requirement of 0.06 hectares. Accommodating most types of active recreation programming in this size of park is not possible, given that even the smallest elements, such as

splash pads and basketball courts, require more area than 0.06 hectares.

To further compound challenges, in today's land market increases in land values are outpacing the ability of the City to make effective use of the money it receives through cash-in-lieu of parkland dedication. The degree of development activity has had an impact on land values, which increased by \$18 million per hectare to \$92 million between 2014 and 2016. This increase is related to the strong per square foot sale prices for residential units, and continued high rates of market absorption for new residential product. Further, land assembly for development purposes is active in Midtown, indicating sustained development interest in this area.

The City's current practice is to purchase parkland parcels outright, using cash-in-lieu payments for funding, rather than as a financing tool. This distinguishes the City from others in the market, such as members of the development industry, where it is common to finance land purchases. Waiting to collect cash-in-lieu payments to cover the cost and value of land parcels places the City at a disadvantage with respect to strategic land purchases. The relative value of the cash-in-lieu secured through development also decreases as land values increase.

Using cash-in-lieu is also the City's most expensive option for acquiring and developing parkland as the City bears the full cost of developing parkland when using cash-in-lieu accounts whereas land dedications typically require the dedication of clean land, provided at base park condition. The City assumes the risk and may have to cover costs beyond land acquisition, real estate fees and park design and construction costs, such as demolition and environmental remediation.

5.4.2 Limited Availability of City-owned Sites

There are a number of sites, owned by the City, that have the potential to contribute to the parks and open space network in Midtown. These include rights-of-way, Toronto Parking Authority (TPA) parking lots, a handful of City-owned properties and land related to the Davisville Yard and subway trench.

Rights-of-way

City-owned rights-of-way opportunities in the Yonge-Eglinton Secondary Plan area include:

- An extension of Lascelles Boulevard south of Chaplin Avenue into Oriole Park;
- An extension of Orchard View Boulevard into Eglinton Park;
- An extension of Harwood Road linking to Hodgson Middle Public School;
- A small lot on the south side of Belsize Drive where Cuthbert Crescent and Wilfrid Avenue meet;
- A section of Tranmer Avenue between Oriole Parkway and Lascelles Boulevard; and
- A section of Mount Pleasant Road located east of Mount Pleasant Parkette.

These rights-of-ways would allow for additional improved pedestrian connections to Oriole Park from Chaplin Crescent and Eglinton Park from Edith Avenue. The other opportunities could be used as starting points to create new and improved parks in the area.

Toronto Parking Authority (TPA)

There are two TPA lots located in the Secondary Plan area. One is located at 83-97 Burnaby Boulevard. The other is located at 20 Castlefield Avenue. The former is approximately 0.42 hectares and could provide a parkette to the west of Eglinton Park with an additional opportunity for a 0.1 hectare expansion to the west. The latter is approximately 0.4 hectares.

Davisville Yard

The Toronto Transit Commission (TTC) Davisville Yard is used to store, service and maintain subway cars that run on Line 1 (Yonge-University) and Line 4 (Sheppard). It is a critical operation facility for the subway system and city as a whole. It also has a long history of redevelopment studies and scenarios. The site was rezoned in 1978 to allow for a mix of uses over a decked yard. The yards are currently designated as *Mixed Use Areas*. This presents an opportunity to maximize the use of the site to not only continue to provide the city serving uses, but also meet several employment and community needs in Midtown.

TTC Subway Trench

The TTC subway trench west of Yonge Street extends from Chaplin Crescent to Berwick Street, approximately 0.6 kilometres. Given the location and configuration between existing buildings, there are limited uses for this land. However, decking over the trench to build a linear park would increase park space in Midtown and provide a new active transportation connection between Davisville and Yonge-Eglinton Centre. The need to study this opportunity further has been identified.

Other City-owned land

While the Yonge-Eglinton Secondary Plan area includes a variety of City-owned opportunity sites, not all can be utilized for parks and open spaces. There are a number of other city-building objectives that these sites may be better suited to achieve, including providing additional community infrastructure space, harnessing investment opportunities and supporting affordable housing and office growth in the area.

The Canada Square lands are located at the south west corner of Yonge Street and Eglinton Avenue. The site is the current location of TTC bus barns as well as several banks, Canadian Tire's head office, and a residential development. The property is large (3.85 hectares) and capable of accommodating an on-site parkland dedication of at least 0.6 hectares in size based on the current parkland dedication rates. A small parkette is located adjacent to the Canada Square lands, providing the opportunity to expand the park to provide greater utility.

Toronto Water operates a City-owned building at 275 Merton Street, near Mount Pleasant Road. Located on the south side of the street, the 0.22 hectare property provides an opportunity to improve connectivity to the Beltline Trail if the site ever redevelops to achieve other city building objectives.

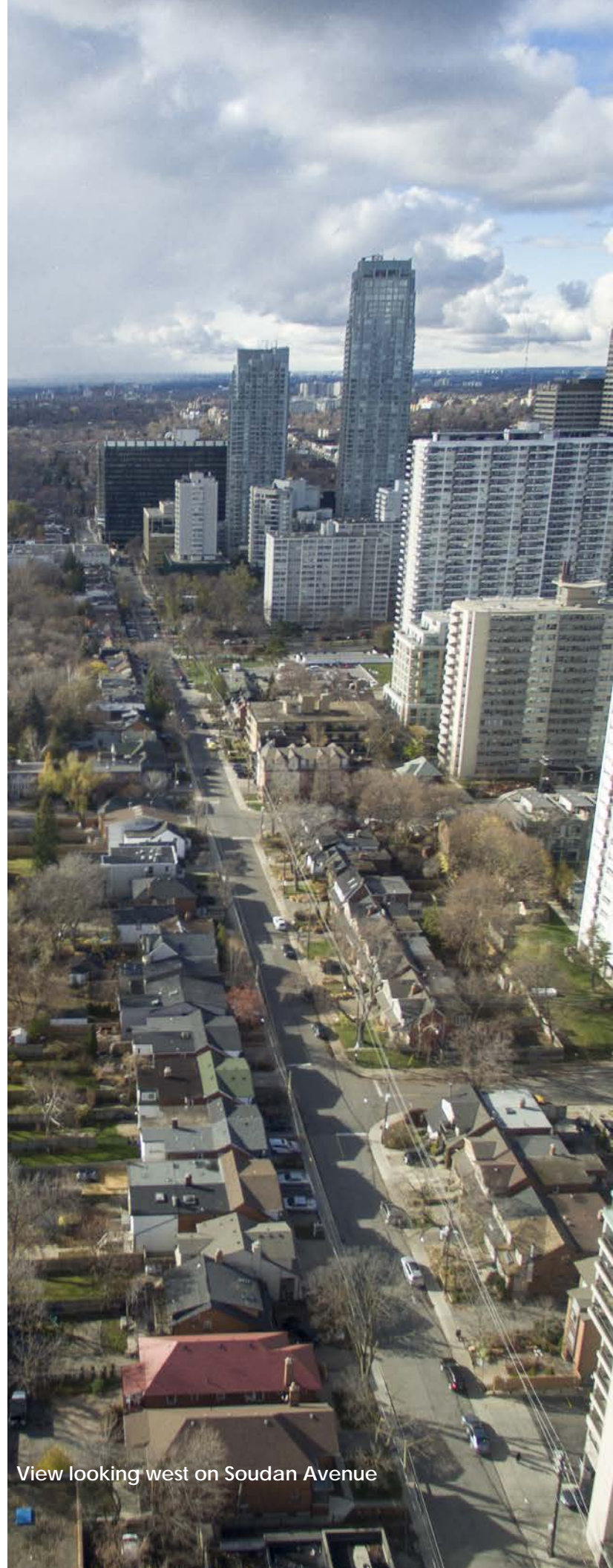
140 Merton Street is a City-owned site anticipated to undergo redevelopment. The property contains a Heritage Designated structure and is leased by SPRINT Senior Care, an important non-profit service provider in the area. The property is 0.34 hectares in size. Redevelopment of the site may include new residential development (both market rate and affordable housing) with community uses that

incorporates the historically significant building elements. The provision of some parkland space and/or a high-quality midblock connection is being considered for this site.

5.4.3 Midtown's Urban Fabric

The Yonge-Eglinton Secondary Plan area stands out for its mix of building forms, including high-rise offices and apartments, mid-rise apartments and office buildings, narrow frontage retail main streets and low-rise residential neighbourhoods. In addition to the variety of building typologies, the development history of the area has also resulted in a number of distinct architectural and block patterns, streetscapes and open spaces.

While the concentration of activity, investment and intensification in parts of Midtown presents challenges, if planned for appropriately and supported by appropriate hard and soft infrastructure, it can also sustain the quality of life in Midtown. The unique urban fabric of Midtown provides some opportunity to secure new and expanded public parks despite the area being an established, built-out community. The small lots associated with existing low-rise areas provide an opportunity to expand the network of parks and open spaces in the area incrementally over time. By identifying priority areas for parkland expansion and acquisition, the network of parks and open spaces has additional ability to capitalize on these existing low-rise areas to grow Midtown's parks system in lock-step with a growing population.



View looking west on Soudan Avenue

5.5 A CHANGING CLIMATE

Toronto's parks and open spaces provide important environmental benefits for the city. They will have an increasingly important role to play as a result of our changing climate. Carbon dioxide generated through the use of fossil fuels is recognised as a leading contributor to greenhouse gases (GHG) emissions and global warming. The City has advanced an ambitious goal to reduce GHG emissions by 80 per cent by 2050, compared to 1990 levels. Achieving this ambitious goal will require advancing a number of progressive city-building approaches, such as the City's new Zero Emissions Buildings Framework.

Leveraging existing green spaces and creating new green spaces to perform enhanced environmental functions will not only help to beautify Midtown, but in turn will have significant environmental benefits and assist the City in reducing its GHG emissions. The vegetation in parks actively takes in carbon dioxide and stores it. Air pollution is mitigated in urban areas by green spaces with key pollutants filtered by tree leaves.

Flooding is also a problem that the city experiences on a regular basis during high rainfall periods. More severe weather is anticipated as our climate continues to change. Impermeable surfaces associated with urban areas direct added rainwater to the sewer systems, rather than allowing for natural processes, such as infiltration and bioretention, to manage stormwater. Parks will increasingly have an important role to play in managing stormwater by not only providing permeable surfaces, but also by providing space to incorporate innovative, low-impact stormwater management techniques and facilities.

CHAPTER

6



MIDTOWN'S NEXT EVOLUTION

A comprehensive, aspirational vision for Midtown has been developed over the course of the Midtown in Focus study. It is based on the feedback provided by the hundreds of dedicated people living, working and shaping Midtown who attended consultation events held over both the course of the current study and the 2014 Midtown in Focus Parks, Open Space and Streetscape Master Plan.

Wonderful public spaces and streets are at the core of the world's most liveable cities. A city's system of parks, streets and open spaces provides a choice of experiences, activities and journeys for all people at various times of the day and night and throughout the seasons. This system of parks needs to be connected by a seamless network of welcoming streets and other connections that are conceived as complementary open space amenities, and further supplemented by a range of other open spaces, both public and private, that when taken as a whole form our everyday experience of the public realm.

Planning for Midtown's growth presents the opportunity to create new parks and open spaces and provide a full range of parks, while reimagining and reshaping Midtown's existing parks and public realm. The vision and placemaking ideas build on Midtown's assets and work to establish a clear vision for Midtown's next incarnation as a thriving, metropolitan district in the heart of Toronto. The vision is about ensuring that the dual qualities of Midtown – lush and green, and dense and urban – remain central character-defining elements as the area continues to evolve. As the number of people living, working and visiting Midtown continues to grow, so must the quantity, quality and accessibility of parks and open spaces.

The ambitious vision for Midtown's expanded, improved and connected network of parks, streets and open spaces places emphasis on creating new public parks, increasing accessibility to and improving existing parks, reclaiming city streets as a series of civic and community spaces, and creatively capitalizing on the variety of other open spaces scattered throughout Midtown. It sets out locations for expansion and improvements to Midtown's public parks, both big and small, and addresses the need to better utilize existing parks and open spaces. It provides a tailored vision for Midtown premised on achieving Three Core Elements:

- A Series of Public Realm Moves that create the framework for a transformed public realm in Midtown;
- A Connected and Versatile Network of Public Parks to provide a variety of places for people to play, be active, rest and relax and contribute to an enhanced environment; and
- Maximizing the Use of Other Open Spaces to supplement Midtown's public parks and reinforce Midtown's open space character.



Rendering of Park Street Loop

6.1 THE ASPIRATIONS

The vision set out in this Plan is guided by four aspirational objectives that build on the emerging objectives in the city-wide Parkland Strategy. They are:

Create New and Expanded Parks and Open Spaces

Midtown has one of the lowest parkland provision rates per capita in Toronto. As Midtown's population continues to grow, creating new parkland and making existing parks bigger, where possible, is required. Acquisitions and expansions will be undertaken to address the notable gaps in the inventory of types of parks in Midtown. In particular, this will include new consolidated park spaces that are large enough to accommodate a range of programming and functionality, which is critical infrastructure needed to support Midtown's continued growth and evolution.

Treasure and Enhance our Parks and Open Spaces

Improvements to existing parks have transformative potential. Investing in our existing parks can provide invaluable contributions to meeting parkland needs to support growth. Existing parks can be repurposed to increase their utility, effectively enabling these spaces to serve a wider range of parks users and to improve their appearance and image, making a positive contribution to Midtown's evolving identity.

Share our Parks and Open Spaces

Midtown has high quality and signature open space assets owned and operated by other public agencies and private landowners. Its cemeteries, existing and improved school yards and privately-owned publicly accessible open spaces provide places for people to relax, walk, cycle and be active. These open space assets do not replace the need for new and enhanced parkland, but supplement and further contribute to the character of the area. Collaboration and partnerships are needed to ensure the existing and future population has access to these spaces. Securing new POPs through development, for example, will contribute to expansion of the public realm.

Connect our Parks and Open Spaces

A well-connected system of parks and open spaces increases and improves access to these valuable assets. The Plan recognizes that the existing street grid presents the opportunity to establish a network of active transportation routes and pedestrian connections. It also uncovers other opportunities to provide better access to existing parks and open spaces to expand the park experience beyond the park boundary itself, thereby creating a cohesive green network to support community life.

CHAPTER

7



PUBLIC REALM MOVES


A series of Public Realm Moves create the framework of a transformed public realm in Midtown. The Moves are large scale public space proposals that bring together changes in the design of public streets and parks with privately-owned open spaces. The eleven Public Realm Moves in this Plan include those initially developed for the 2014 Midtown in Focus: Parks, Open Space and Streetscape Master Plan as well as additional Moves developed to improve the public realm in the Davisville area.


7.1 2014 MIDTOWN PUBLIC REALM MOVES


In 2014, the Midtown in Focus: Parks, Open Space and Streetscape Master Plan was adopted by Council. The Plan recognized Midtown's distinct quality and character as a vibrant mixed use community within an expansive, green landscaped setting. Focusing on the public realm as a fundamental contributor to quality of life in Midtown, the 2014 Plan provided a vision and framework for improvements to the network of parks, open spaces, streets and public buildings in the Yonge-Eglinton Centre area to create an attractive, safe, and comfortable network of public spaces. The Plan included five Public Realm Moves that, together with other streetscape improvements and the enhancement and expansion of parkland in the area, will give shape to a richly layered system of parks, open spaces and streets.





Fig. 3.6a Plan of the Yonge Street Squares


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Sherwood Sun Terrace
New square that forms an animated gateway, giving public life a visible platform
- 


St. Clements City Garden
Improved parkette for gathering and temporary events space
- 

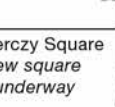
Yonge Steetscape
Enhanced public realm that ties together the sequence of squares
- 


Roselawn Sun terrace
New square that promotes high quality retail and cafe spill out
- 

Erskine City Garden
New square with playground that celebrates active play in an urban environment
- 

Montgomery Square
Community heart expands to fill consolidated block, a great civic space that celebrates the community's heritage and anchors neighbourhood programming
- 

Y&E Crossroads Squares
Dynamic gathering place at the concentrated hub of mobility and commercial intensity
- 

Quantum Square
An improved square that fosters intimate, human scale interactions
- 

Berczy Square
New square - underway
- 

Soudan Sun Terrace
New gateway square, a programmable anchor

Key components and features of the Yonge Street Squares

7.1.1 Yonge Street Squares

The re-imagining of Midtown's Yonge Street as a vibrant streetscape connecting a series of public squares reinforces it as a destination and a place for social gathering, shopping and lively public life beyond its role as an important transportation and transit corridor. Unlike other Centres, which have a single large public square as a focus for civic life and community activities, Yonge Street features a collection of smaller, more intimately-scaled connected public spaces.

Yonge Street is the main north-south commercial and civic street in Midtown. Midtown Yonge Street's built form character is uniquely balanced with large scale commercial outlets clustered at the Yonge-Eglinton intersection and quaint, main street retail shops to the north and south, which are supported and enhanced by strategic public realm improvements.

Each of the new and enhanced public squares along Yonge Street has a distinct design, program and features that respond to its particular location, adjacent land uses and the role each space plays within the community. The public squares are tied together by an enhanced Yonge Street streetscape including widened sidewalks and realigned east-west streets that create safe and direct pedestrian connections across Yonge Street. Structured tree plantings, public art, seating areas and other landscape elements give each public square a memorable image and civic identity. The revitalized Yonge Street creates a meaningful public realm experience that promotes community gathering, an active street life and local commerce.

The four squares framing the Yonge-Eglinton Crossroads reinforce this intersection as a place of civic importance, a dynamic setting for mobility

and the commercial core of Midtown. As the largest of the Yonge Street Squares, its high quality and memorable urban landscape will be designed to be highly visible, generously scaled to support a high volume of pedestrian use and outfitted with unique pavement, lighting and street furniture to establish it as a landmark and recognizable Midtown destination.

To the north, Montgomery Square is the civic heart of the community and home to a National Historic Site, the site of the Montgomery Tavern. It is a place for neighbourhood programming that encourages residents to gather together and celebrate local seasonal events. The square includes several open space components including the Helendale Avenue shared street, Montgomery Square Parkette and the open spaces surrounding the Northern District Library. A cohesive identity for these related but separate spaces is strengthened through an urban design strategy based upon distinctive paving and design treatment.

A series of smaller scaled squares along Yonge Street complement the program and design of these two prominent squares. Together, new 'Sun Terrace Squares' and 'City Gardens' create a sequence of varied open space experiences along Yonge Street. The south-facing 'Sun Terraces', located at Sherwood Avenue, Roselawn Avenue, and Soudan Avenue, are sunny gathering places with active frontages that encourage grade-related retail uses to spill into these spaces. In contrast, the north-facing 'City Gardens', located at Sherwood Avenue, St. Clements Avenue and Erskine Avenue, provide a more intimate, shady place for people to enjoy. The two types of squares are often designed in tandem around intersections to create an attractive, cohesive public realm offering a variety of experiences.

7.1.2 Eglinton Green Line

The Eglinton Green Line is an iconic new open space that expands the presence of parks and open spaces in Midtown. It will rejuvenate Midtown's image with a generous linear open space that addresses the community's scarcity of parks and open space, draws attention to Midtown along the Eglinton LRT line and activates culture and retail in the area.

The Eglinton Green Line is a bold and spacious 8-block promenade consisting of a series of animated and landscaped outdoor spaces on the north side of the street. Connecting Eglinton Park in the west with the Mount Pleasant Transit Station in the east, the large-scale open space elevates Midtown's image of urban vitality and lush green landscapes. The Green Line is a destination that operates beyond the scale of the neighbourhood, creating an attractive setting for new signature office developments and cultural institutions with active building frontages and outdoor spill out uses that include cafes, seating areas, patios and performance space.

The Green Line is composed of building setbacks and publicly accessible open spaces which together form a clear and identifiable landmark space. The layered high-quality public realm design provides diverse amenities set within a mature urban tree canopy. A sequence of forecourts, multifunctional lawns, plazas and gardens provide a vibrant setting for adjacent community and cultural amenities, public art and retail venues to spill into the space. At the west end of the Green Line, enhanced setbacks and streetscape plantings link Eglinton Park to the Green Line promenade.

The construction of the Eglinton Crosstown LRT is a catalyst for reimagining Eglinton Avenue and will support its evolution over time. The corridor connecting with the Green Line is streamlined into three vehicle lanes with additional space for sidewalks, improved tree planting and protected bike-lanes.



Lonsdale Street, Dandenong



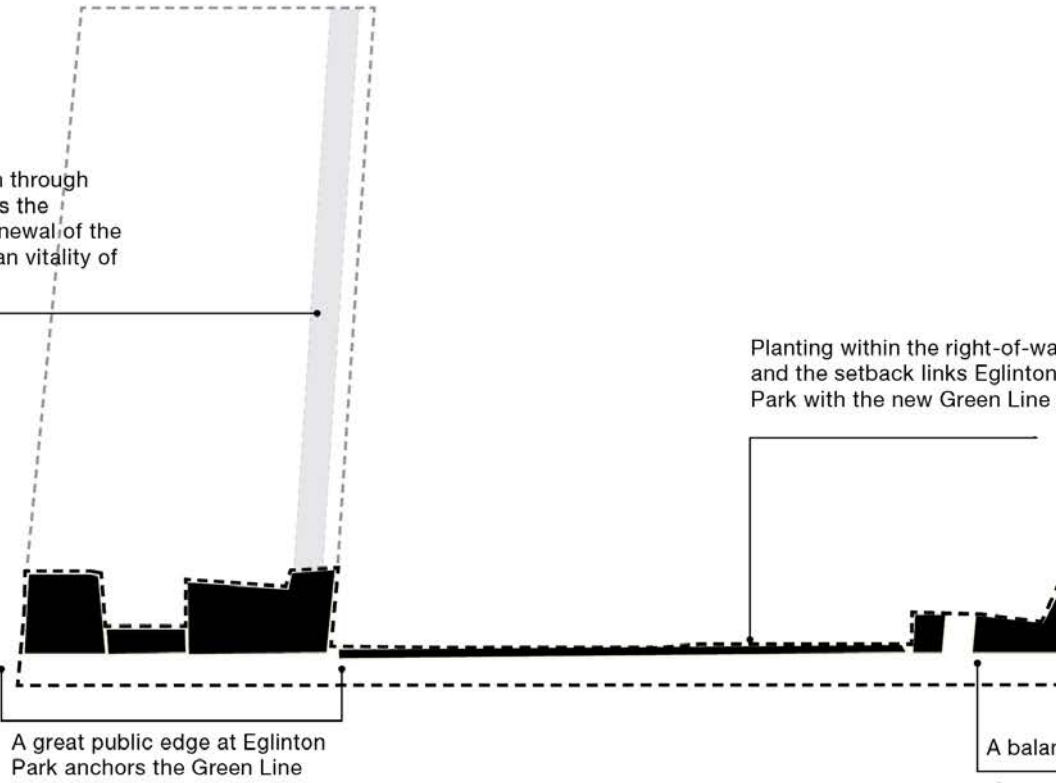
Passeig de Sant Joan, Barcelona



Rendering of Eglinton Green Line

Active connection through Eglinton Park links the multifunctional renewal of the park with the urban vitality of the Green Line

Planting within the right-of-way and the setback links Eglinton Park with the new Green Line



A great public edge at Eglinton Park anchors the Green Line

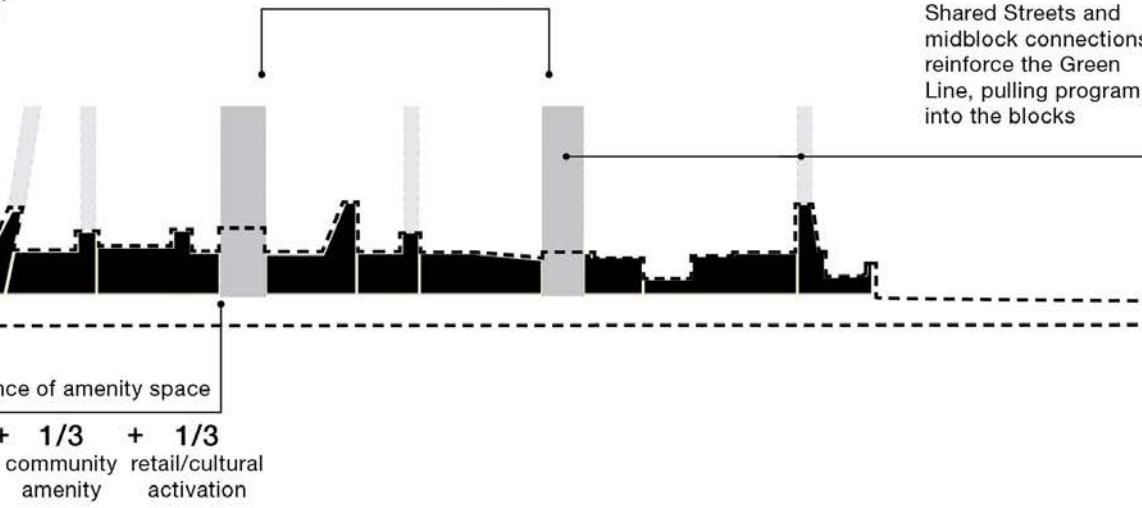
A balance of
1/3
passive green



Key components and features of the Eglinton Green Line

The Green Line provides spaces for new community amenities and retail venues set within a green setting. The block composition suggests an ideal program breakdown that balances passive green space, community services and retail and cultural hotspots

Shared Streets and midblock connections reinforce the Green Line, pulling program into the blocks



7.1.3 Park Street Loop

A coveted new park address is created with the transformation of Broadway Avenue and Roehampton Avenue into a vibrant green promenade to serve the heart of Midtown. The Park Street Loop is formed by the synergistic relationship between streetscape improvements and publicly-accessible amenities. Diverse programs, activities and landscape types along the street create a unique community open space.

The Park Street Loop is a generous landscaped promenade anchored by Eglinton Park in the west and extending through the Yonge-Eglinton Centre. By re-imagining and retrofitting Broadway Avenue and Roehampton Avenue as 'park streets', the green and open experience of Eglinton Park is felt beyond its boundaries. In addition to connecting existing neighbourhood recreation and community amenities, a series of parks and publicly-accessible open spaces located along the Loop provide space for new block-scale amenities to take shape. Nestled at the foot of mid- and high-rise buildings, new play structures, community gardens and shaded, green seating areas become local destinations and promote the civic life of the area.

The mix of active and passive uses ensure that the Park Street Loop is a welcoming destination for residents of all ages.

East of Yonge Street the Park Street Loop consists of wide pedestrian clearways, cycling facilities and landscaping to reinforce the area's existing character and further the open, park-like feel of the promenade. High-branching deciduous trees create a continuous shady canopy along the street and, combined with ample benches and street furniture, reinforce the 'park' nature of the loop. Colourful and ornamental low-branching trees and shrubs create a dramatic seasonal effect along the corridor and provide a unique setting to showcase the new community amenities. Mid-block connections through large blocks provide pedestrian and cycling access to the Loop, creating a hub for the broader community.

West of Yonge Street, the streetscape changes to complement the low-rise neighbourhood character of Montgomery Avenue and Orchard View Boulevard and connect to Eglinton Park. While the sidewalk widths are more modest, consistent landscaping and tree plantings provide continuity with the Loop east of Yonge.



Multi-use promenade in Malmo, Sweden

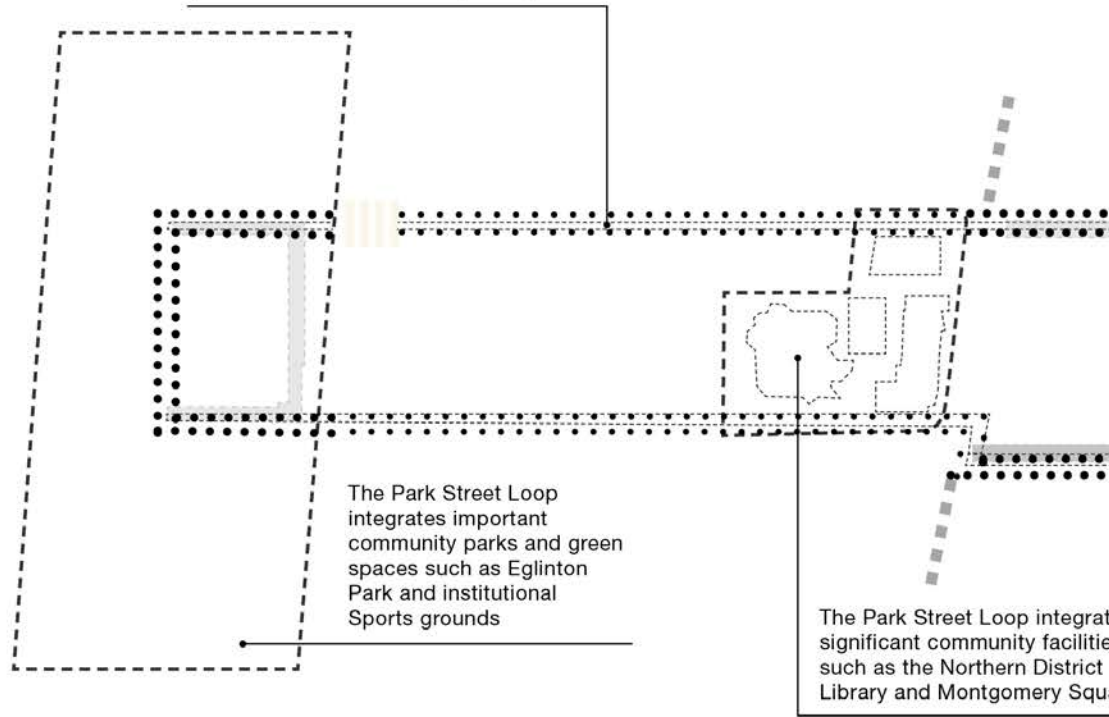


Flexible space for pedestrians and cyclists in Groningen, the Netherlands



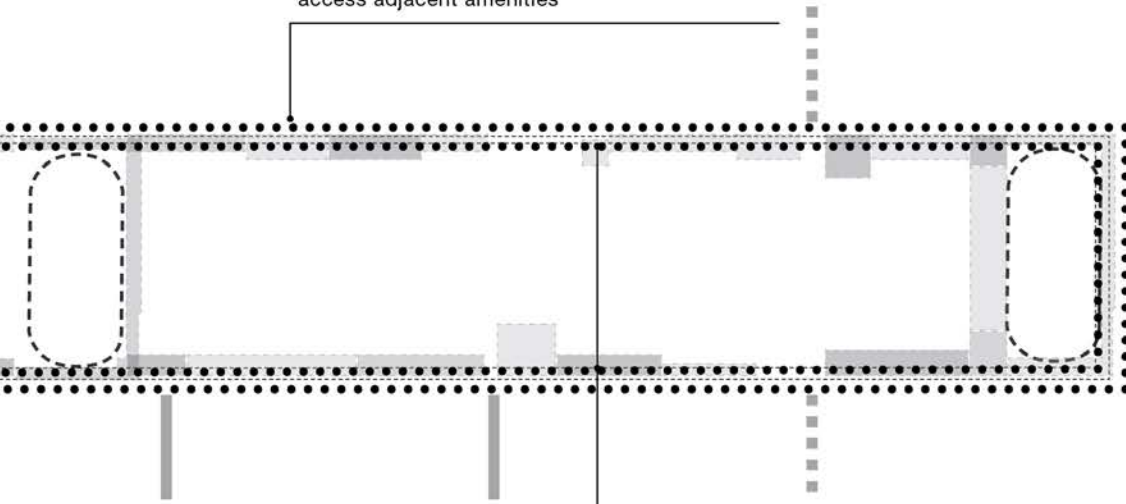
Rendering of the Park Street Loop

The spirit of the Park Street Loop continues west of Yonge Street in a modified form with reduced dimensions, but which maintains predominant materials and planting



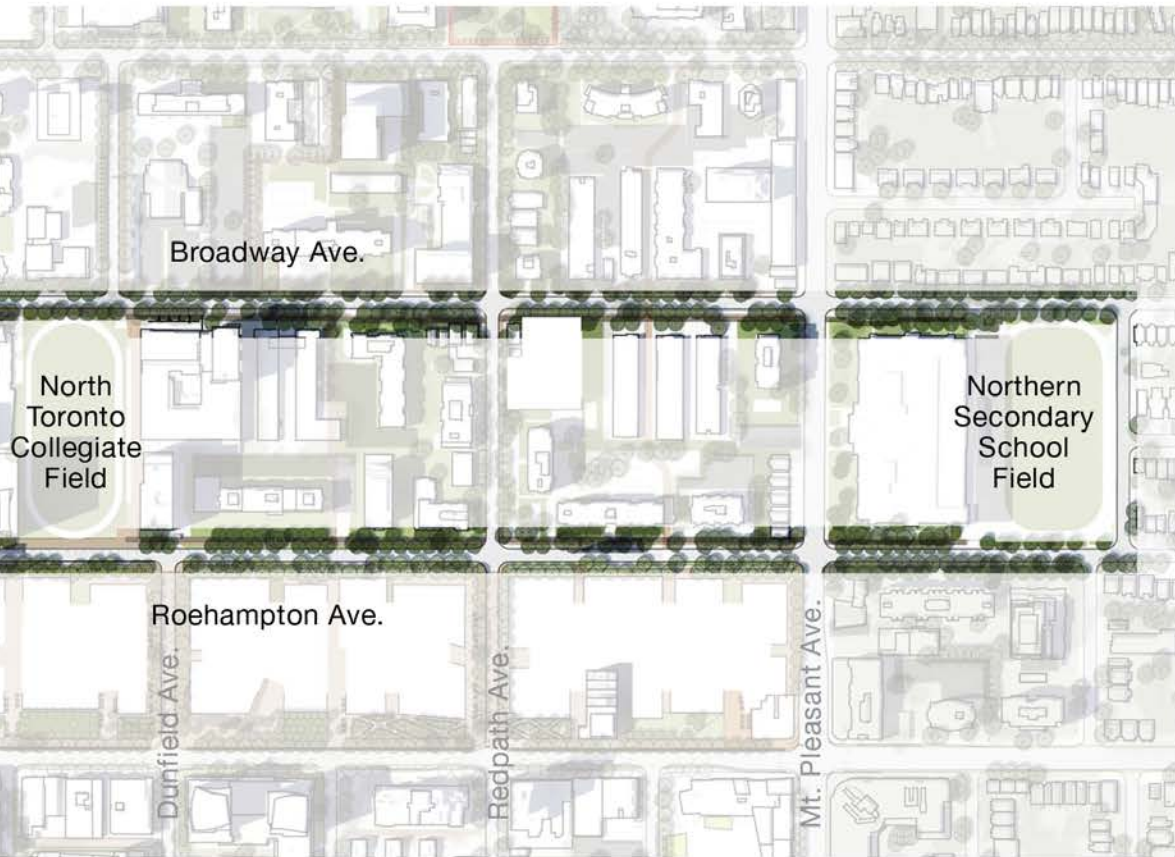
Key components and features of the Park Street Loop

The multiuse promenade provides a generous, continuous surface to accommodate users of all ages and abilities to move through the neighbourhood and access adjacent amenities



Publicly accessible park-like amenity on private property adjacent to the multiuse promenade. A diversity of programs and landscape types is encouraged

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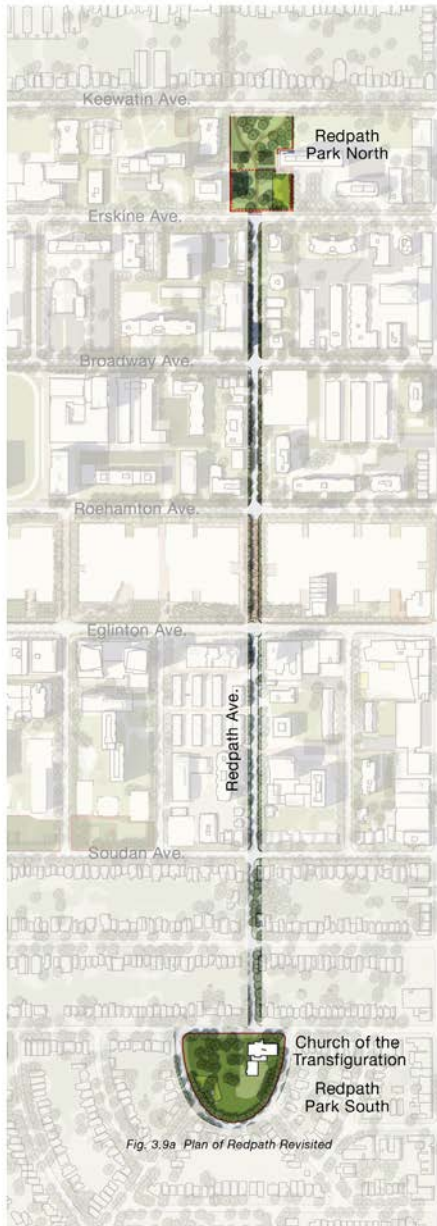
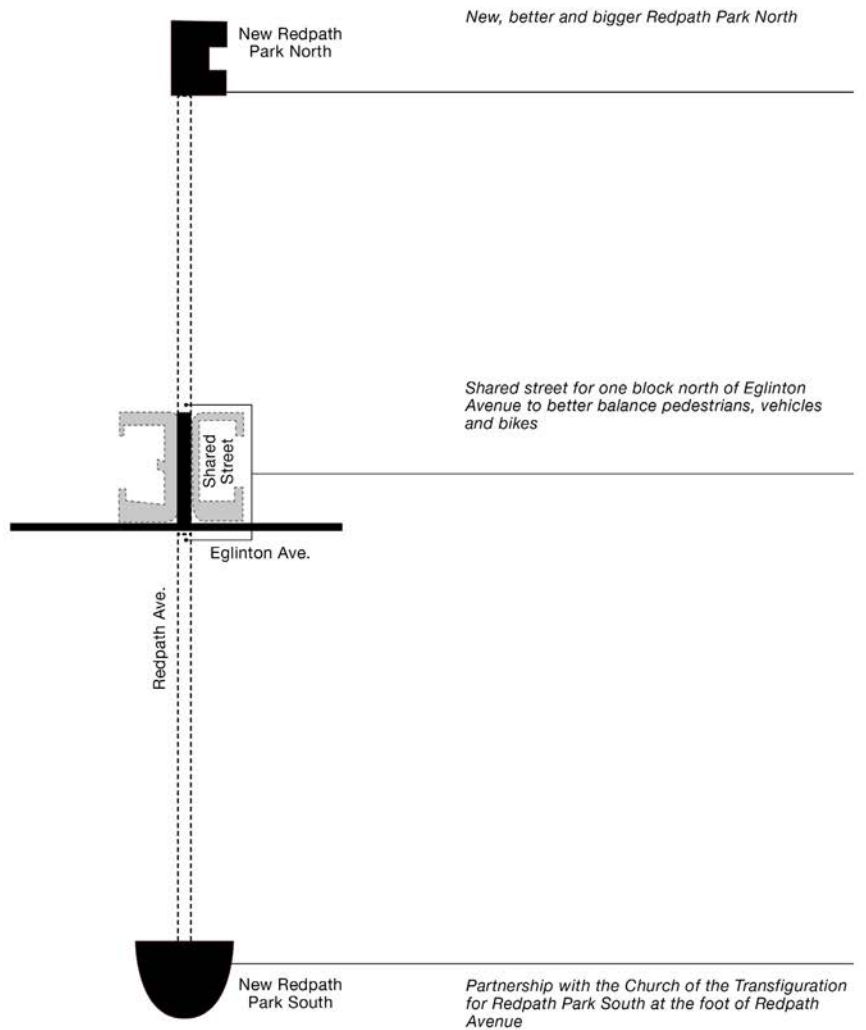


Fig. 3.9a Plan of Redpath Revisited



Key components and features of Redpath Revisited

7.1.4 Redpath Revisited

The re-imagining of Redpath Avenue as a street bookended by two great neighbourhood parks includes a shared street between Eglinton Avenue and Roehampton Avenue. Redpath becomes an important local meeting place within Midtown to serve the everyday needs of a diverse and growing community.

Redpath Avenue is an important north-south route in Midtown. It is the only north-south street that crosses Eglinton Avenue between Yonge Street and Mount Pleasant Road, providing a key pedestrian connection for the area. Since it is not a major arterial, Redpath Avenue operates at a different scale and pace and is a unique meeting place for the community. South of Eglinton Avenue, Redpath is a Greenway street with wider sidewalks and an expanded tree canopy.

The streetscape changes on the first block north of Eglinton Avenue where Redpath Avenue becomes a shared street with an expanded public realm and streetscape treatments that improve road safety. A distinct and cohesive pavement treatment extending across the boulevard and street signals

to all users that the function of the street has changed while special curb details promote traffic calming to increase safety. Few traditional street elements remain, minimizing the clear division between vehicle space and pedestrian space. The shared function and design of the street creates a heightened awareness that supports a safe flow of vehicle traffic during peak hours and promotes pedestrian and cycling movement.

Active, intimately-scaled retail frontages create a bustling destination block, with seating, lighting and strategic tree plantings that create well-appointed places for people to gather and spill out into the shared space. Smaller in scale than Yonge Street and Mount Pleasant Road, the scale and activity of the ground floor retail maintains and enhances the existing local neighbourhood quality.

At the north end of Redpath Avenue, an expanded Redpath Park North creates a shaded green respite among the residential apartment towers in the area and at the south end, the green space surrounding the Church of the Transfiguration becomes Redpath Park South - a valued local green space anchored by a historic place of worship.



Redpath Parkette



Park similar in scale to the proposed expanded Redpath Park North

7.1.5 Midtown Greenways

A collection of the area's most established apartment-lined residential streets are new green conduits for community life and movement – elevating their status to key components of the public realm network. The nine Midtown Greenways enhance the landscaped character of the streets while making them more conducive to pedestrian and cyclist movement.

The Midtown Greenways are a network of residential streets that provide pedestrian and active transportation connections through Yonge-Eglinton Centre. With minor changes to the public right-of-way including widened sidewalks, tree plantings and improved landscaped setbacks, the Greenways build upon the attractive and spacious quality of the Tower in the Park open landscapes characteristic to the area. To improve mobility, Greenway streets consolidate building access and driveway entrances to minimize disruptions in the sidewalk, provide dedicated building drop-off areas and introduce cycling facilities on key streets to create local connections.

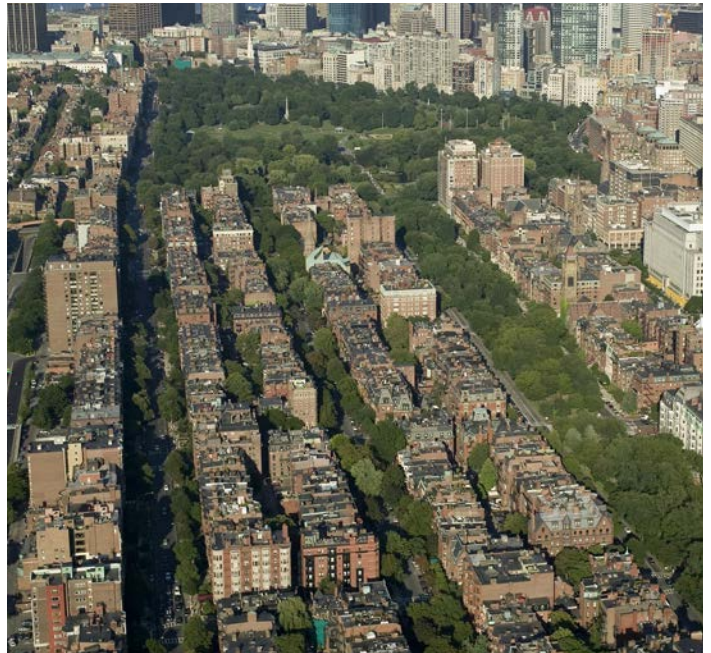
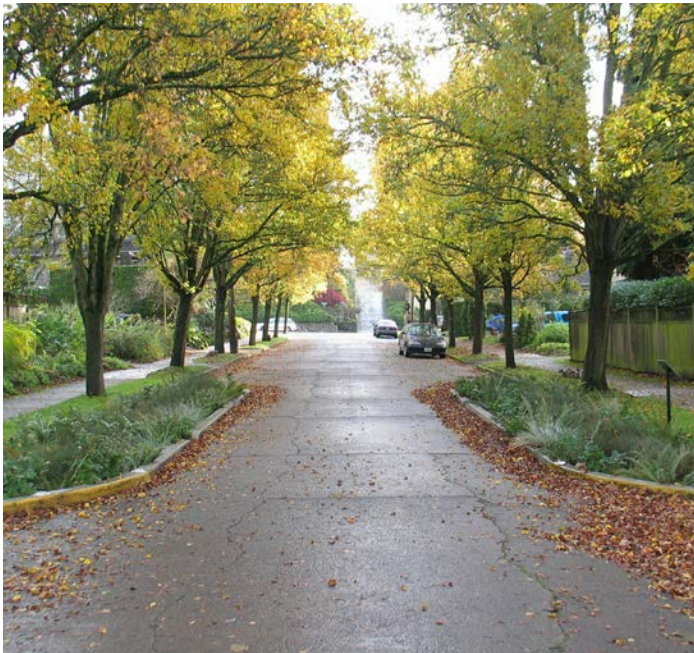
Generous building setbacks preserve the existing front yard landscape space allowing for the creation of publicly accessible open spaces in the form of forecourts, community gardens and play areas to serve the local community. Widened sidewalks set within landscaped boulevards and framed by a high-branching tree canopy establish the Greenways as comfortable attractive and active places. New street elements including landscaped bulb-outs at park frontages and mid-block walkways, and stormwater features such as rain gardens and bioswales, further extend the landscape to the street edge, shorten pedestrian crossing distances and contribute to traffic calming.

Keewatin and Soudan Avenues are the northern and southern most Greenway streets, respectively. They share a unique built form character with Tower in the Park mid- and high-rise apartment buildings across the street from low-rise residential houses. To provide balance and transition, plantings on new bulb-outs are located on the high-rise side of the street and cycling lanes provide modal balance to the right-of-way while providing direct east-west connections.

Erskine Avenue, a main east-west street located in the northeast quadrant of Yonge-Eglinton Centre, is lined with Tower in the Park high-rises. New on-street vehicle drop-off points eliminate the need for expansive on-site driveway loops, providing more space for wide sidewalks, landscaping and pedestrian amenities.

Roselawn Avenue has a distinct low-rise residential character with houses set back from the street and mature front yard gardens and trees. Widened sidewalks and modest expansions to the tree canopy provide continuity with the Greenways east of Yonge Street, enhance the quiet, landscaped quality of the neighbourhood and provide a direction connection to Eglinton Park.

The five Greenways running north-south between Eglinton Avenue and Soudan Avenues are key connectors for the large apartment blocks. Strategic improvements to these streets - widening sidewalks and increasing the tree canopy - enhance the landscaped quality of the area and provide welcoming direct pedestrian routes to the new Eglinton Crosstown LRT.



Examples of Greenway Street elements including curb extensions, bioswales and high-branching tree canopies

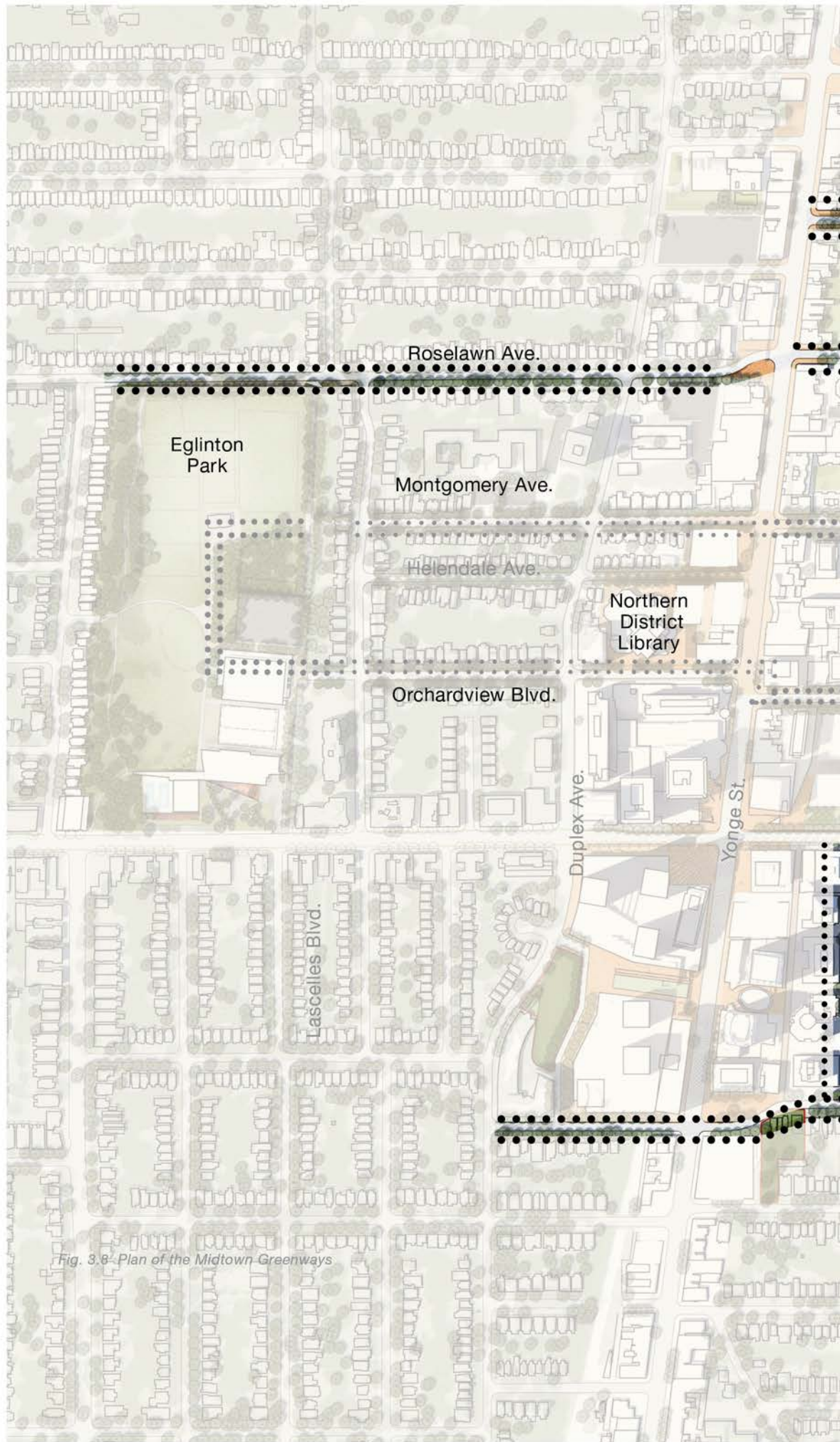


Fig. 3.8 - Plan of the Midtown Greenways



Keewatin Ave.

Erskine Ave.

Broadway Ave.

Roehampton Ave.

Eglinton Ave.

Mt. Pleasant Ave.

Holly St.

Dunfield Ave.

Lilian St.

Redpath Ave.

Brownlow Ave.

Soudan Ave.

7.2 DAVISVILLE PUBLIC REALM MOVES

The need to extend public realm improvements to the Davisville area was identified through the course of the Midtown in Focus: Growth, Built Form and Infrastructure Review (2015-2018).

A workshop with residents and stakeholders in 2016 helped to identify public realm assets and valued neighbourhood conditions that should be protected and enhanced, as well as areas that needed improvement. Walking tours and table discussions were instrumental in identifying the Public Realm Moves that support a vision for the public spaces in Davisville and build on the 2014 Midtown in Focus Parks, Open Space and Streetscape Master Plan.

Staff workshops and consultation with the community in 2017-18 resulted in further direction to improve Davisville's public realm. The Davisville Public Realm Moves focus on improving the public realm network and enhancing the character of streets and open spaces in Davisville. The strategies direct the rebalancing of streets, improving safety and accessibility for users of all ages, abilities and modes and providing additional space for landscaping. Together with the 2014 Public Realm Moves, they create a cohesive public realm network for Midtown.



Boylston Street, Boston



Rendering of Yonge Street Squares Extension

7.2.1 Yonge Street Squares Extension

The extension of the Yonge Street Squares along Yonge Street reinforces its role as a vibrant destination and a primary retail main street for the city. Enhanced streetscaping with wider sidewalks improve walkability while new plazas improve local liveability through placemaking. Squares associated with new pedestrian streets on Glebe Road and Manor Road west of Yonge Street create quiet open spaces along the busy corridor while those on the east side support cafes and outdoor uses associated with the bustling retail environment.

The episodic sequence of squares in Yonge-Eglinton Centre are extended north and south along Yonge Street building a single continuous public realm experience. Widened sidewalks and additional street trees create comfortable, attractive pedestrian spaces that complement the low- and mid-rise retail shops along the street. Adjacent retail storefronts are an active complement to the squares which provide space for respite and pause as well as outdoor recreation and ancillary retail opportunities. The squares provide space for the high-volume of pedestrian activity that spills into the community and a vibrant new destination for meeting and socializing.

New squares and forecourts mark Yonge Street's intersection with Blythwood Road, Manor Road East, Glebe Road East and Davisville Avenue. Additionally, new landscaped streets and plazas are created on the stub streets west of Yonge Street at Glebe Road West and Manor Road West. Unique pavement treatments, seating, plantings and public art shape create space for gathering and small neighbourhood events. Limited vehicle access ensures the adjacent residential and retail uses are supported while prioritizing safe pedestrian movements.

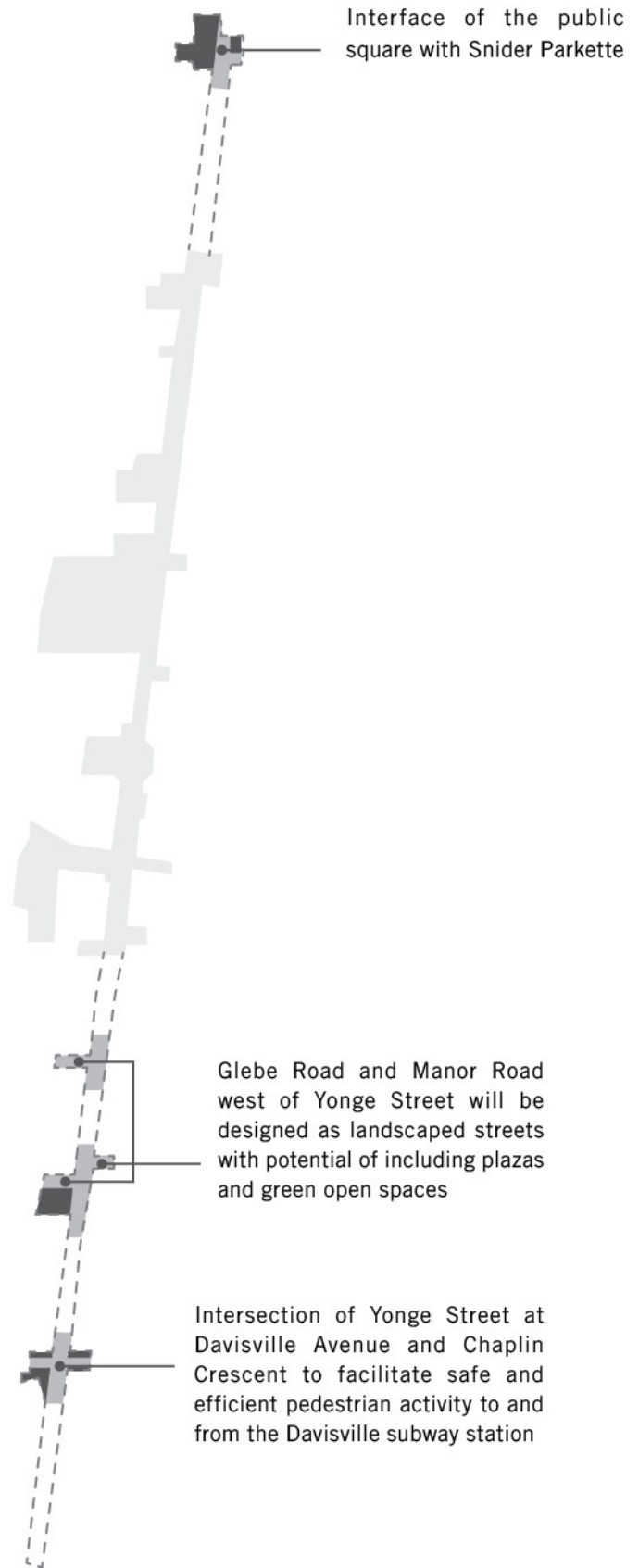
Squares framing the Yonge-Davisville intersection are urban landscaped areas with seating, lighting and bike parking and provide space for local civic life to spill into the shared space. They also create a welcoming threshold that connects Yonge Street to the Davisville Community Street which in turn links with local parks and schools. On the west side of Yonge Street, the square is a gateway to an emerging park and open space network that includes the Kay Gardner Beltline Trail and a proposed signature park located over the Davisville Yard.



Pitt Street Mall, Sydney



Zuccotti Park, New York City



Key components and features of Yonge Street Squares Extension



Rendering of Davisville Community Street

7.2.2 Davisville Community Street

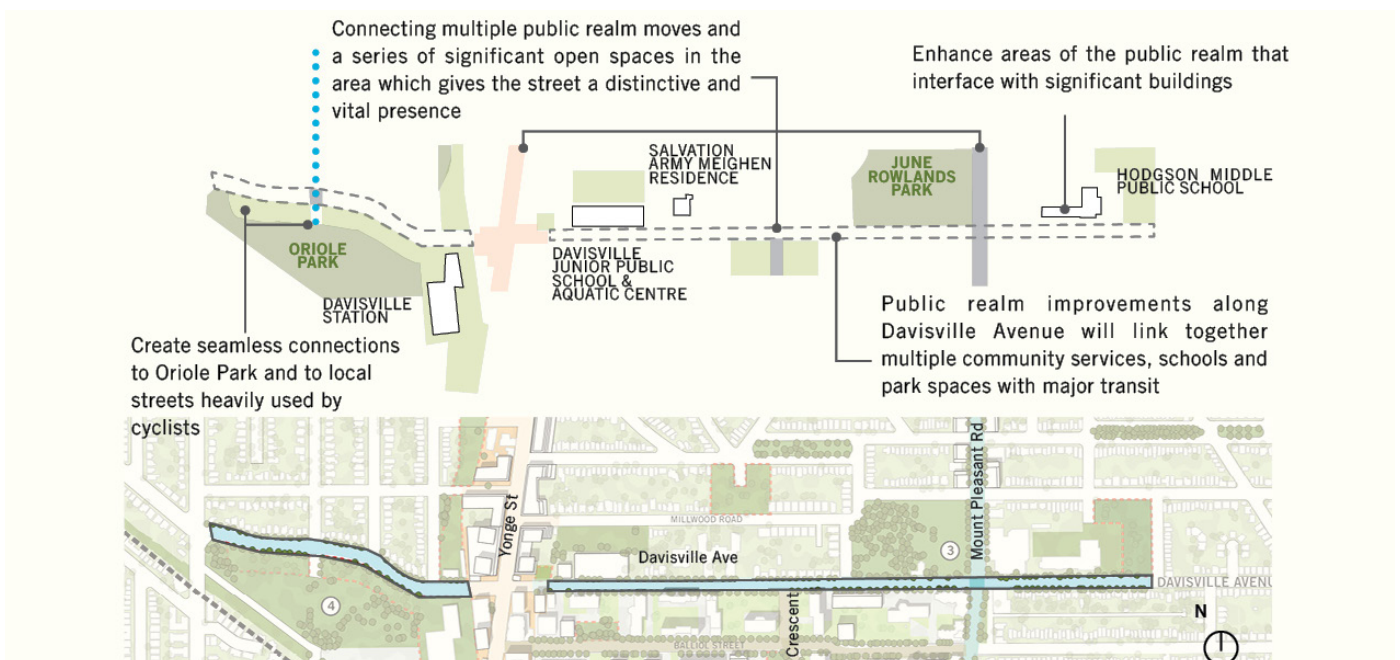
Davisville Community Street, a civic street and the east-west spine of the neighbourhood, is a multi-purpose promenade that links parks, schools, and a future community hub. The street right-of-way is rebalanced to support active transportation and additional landscaping and amenities to enrich the vibrant community life of the neighbourhood.

A quintessential Complete Street, Davisville Avenue is a multi-modal corridor with wide sidewalks, separated cycling lanes, and transit access connecting residents to Davisville Subway station. Two public schools, a series of neighbourhood parks and a future community hub are linked along Davisville Avenue, cementing its role as a local civic street. New cycling lanes and improved pedestrian amenity along the corridor create safe connections for children and families accessing these important cornerstones of daily life.

High-branching deciduous trees line the corridor, providing a natural landscaped edge that frames and encloses the street. Additional landscaping and the introduction of stormwater features in the

public boulevard further soften the street edge and create a unique character and identity for the Davisville community. Landscaped forecourts and generous setbacks reinforce the open space character of the neighbourhood and provide opportunities for people to gather and connect.

Davisville Avenue provides one of the few continuous east-west connections through Midtown, stretching from Bayview Avenue in the east and becoming Chaplin Avenue which connects to Eglinton Avenue in the west. Davisville's intersections with Yonge Street and Mount Pleasant Road – the sites of other public realm moves - create important entrances and places of connection to the Community Street. June Rowlands Park and the Mount Pleasant Arboretum create a soft landscaped green transition to Davisville Avenue in the east. This is countered by the built up, vibrant urban squares at the corners of Davisville Avenue and Yonge Street in the west. Beyond these intersections, Oriole Park in the west and a new park adjacent to Hodgson School in the east provide transition from the high-rise character and community activity along Davisville Avenue to the surrounding low-rise neighbourhoods.



Key components and features of Davisville Community Street

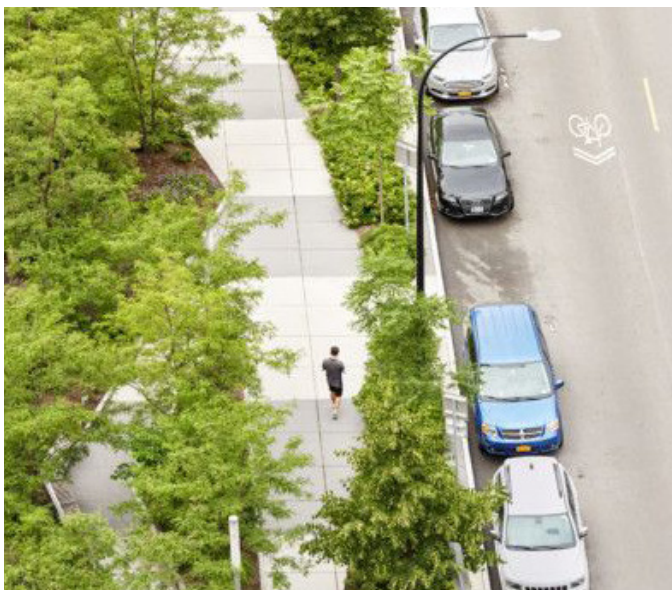
7.2.3 Mount Pleasant Road Arboretum

The cherished arboretum of Mount Pleasant Cemetery extends north along Mount Pleasant Road through Mount Pleasant Village, connecting with the iconic Eglinton Green Line. Mount Pleasant's landscaped promenade, complemented by improved park edges at June Rowlands Park and Mount Pleasant Parkette, creates a leafy outdoor living room along the busy corridor.

Mount Pleasant Road is redesigned to balance the mobility function of the street within a strengthened public realm. Narrowed travel lanes provide space within the right-of-way for landscaped bulb-outs, parking lay-bys and improved pedestrian spaces that serve local community destinations and support the thriving retail village south of Eglinton Avenue. New separated cycling facilities provide active transportation connections linking with the Eglinton Green Line, Mount Pleasant Transit Station and the Bellline Trail, and start to establish an essential direct cycling connection to the downtown.

An allée of mixed high-branching deciduous trees lays the foundation for a coherent identity along this portion of Mount Pleasant Road, tying together the varied built forms and uses that line the street. The reintroduction of lush greenery to Mount Pleasant Road anchors the street to its local context by providing a seamless landscaped connection between the low-rise homes and gardens to the east, the Tower in the Park landscapes to the west and local parks and Mount Pleasant Cemetery to the south.

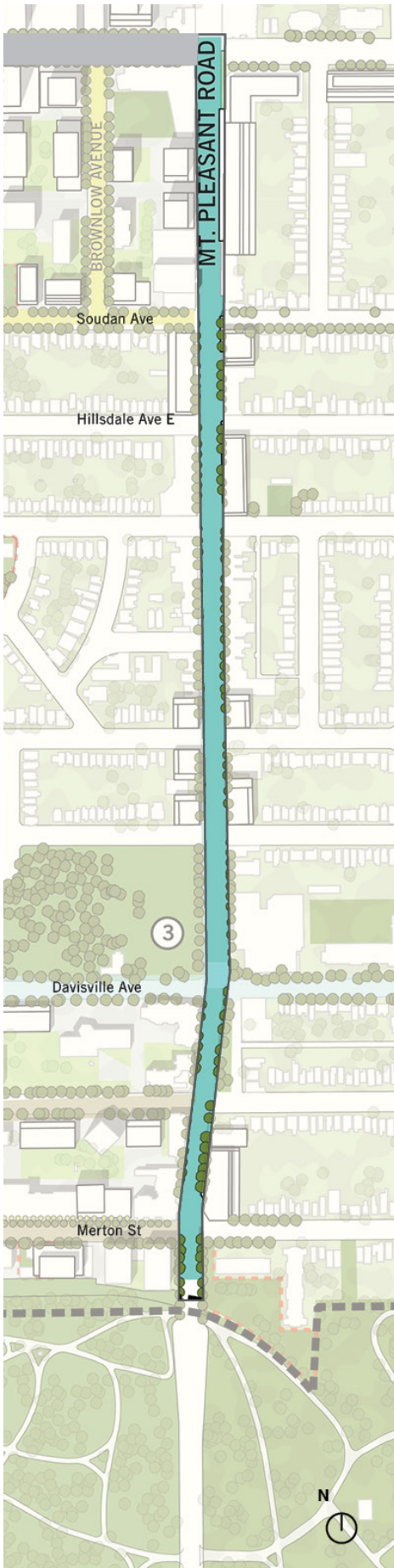
Park amenities and activity from June Rowlands Park extend onto the sidewalks along Mount Pleasant Road with an enhanced park edge that provides transition to the public boulevard. At Mount Pleasant Road and Davisville Avenue, June Rowlands Park includes a green gateway to Davisville Community Street and a place for active community life to thrive. Additional landscaping and amenities improve the civic image and recreational utility for Mount Pleasant Parkette as a small, green space for pause along the street.



Buffalo, New York



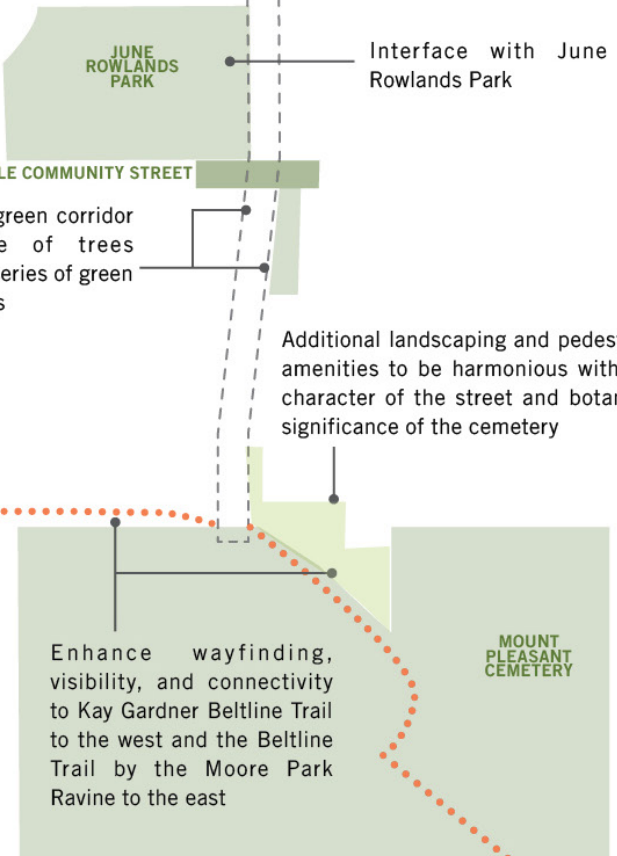
Vancouver, British Columbia



EGLINTON GREENLINE

Direct connection to the Eglinton Greenline contributes to having a continuous cycling network across Eglinton Ave. and Mount Pleasant Rd.

Enhanced public realm through street trees and new protected dedicated bike lanes, to frame Mount Pleasant as a north-south link to the Downtown core



Interface with June Rowlands Park

DAVISVILLE COMMUNITY STREET

Creating a green corridor with allee of trees between a series of green open spaces

Additional landscaping and pedestrian amenities to be harmonious with the character of the street and botanical significance of the cemetery

Enhance wayfinding, visibility, and connectivity to Kay Gardner Beltline Trail to the west and the Beltline Trail by the Moore Park Ravine to the east

Key components and features of the Mount Pleasant Road Arboretum

7.2.4 Davisville's Landscaped Streets – Merton Street Promenade, Balliol Green Street, Pailton Crescent Connector

Davisville's streets framed by multi-unit buildings of varied typologies and heights are transformed into active green corridors by rejuvenating the much valued green and open neighbourhood character. Rebalancing the pedestrian and automobile environment improves the civic life of the streets and neighbourhood vitality with improved landscaping and pedestrian amenities as well as connections to local employment and retail hubs.

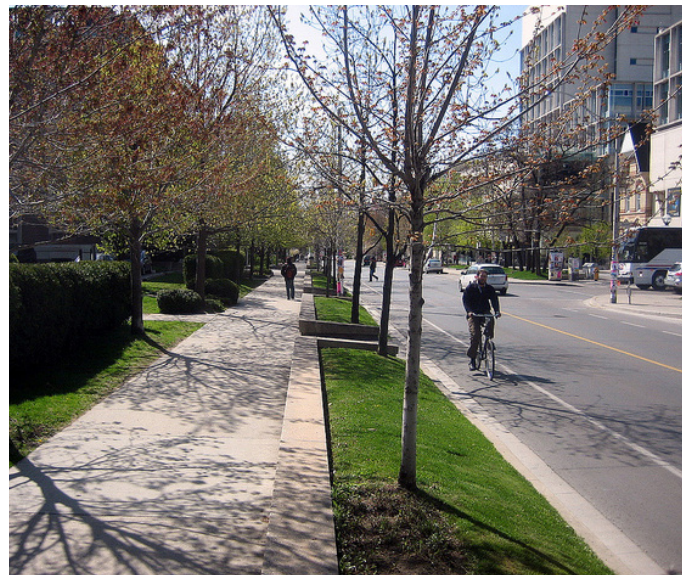
Three streets on the southern edge of Davisville provide key connections between Yonge Street and Mount Pleasant Road, high-volume arterials that serve Midtown and beyond. Expanded sidewalks and additional tree plantings rebalance the mobility function of these local streets, providing pedestrians with an enhanced public realm that promotes walkability. Generous front yard setbacks with enhanced landscaping along building frontages and open spaces reinforce the verdant landscape and green character of the neighbourhood. Together, the improvements provide spaces and amenities that support community life by setting the stage for local residents to interact.

Narrowed travel lanes on Merton Street provide space for wider sidewalks and landscaped boulevards to create a well-appointed pedestrian environment reflective of its role as an eclectic hub of office, non-profit, and residential activity.

It connects to Pailton Crescent's retail cluster, a well-established local destination and lively gathering space for residents. A series of enhanced north-south walkways connect Merton Street to the Beltline Trail and Mount Pleasant Cemetery providing active transportation links between Davisville and the broader city.

The landscaped setbacks along Balliol Street are enhanced and expanded, making the Tower in the Park open landscapes along its length more prominent. Additional trees and understory plantings frame the widened sidewalks along the corridor providing a leafy setting for new patios, residential forecourts and publicly-accessible open spaces that support the social life of the area.

Pailton Crescent, the only local north-south street in the area, is bookended by Davisville Avenue to the north and Merton Street to the south. Expanded sidewalks and intersection improvements make it a comfortable pedestrian corridor that includes a block-level destination, a new park at Balliol Street. Patios, seating areas and high-quality landscaping give new life to the commercial/retail/social hub at Merton Street, a local anchor for the community.



Landscaped setbacks and boulevards



Rendering of Balliol Green Street

Direct connection to the new proposed park over the Davisville Yard

Improved landscaping will provide a balance between green space/pedestrian amenity and vehicular traffic

Enhance connection to the cemetery and trail

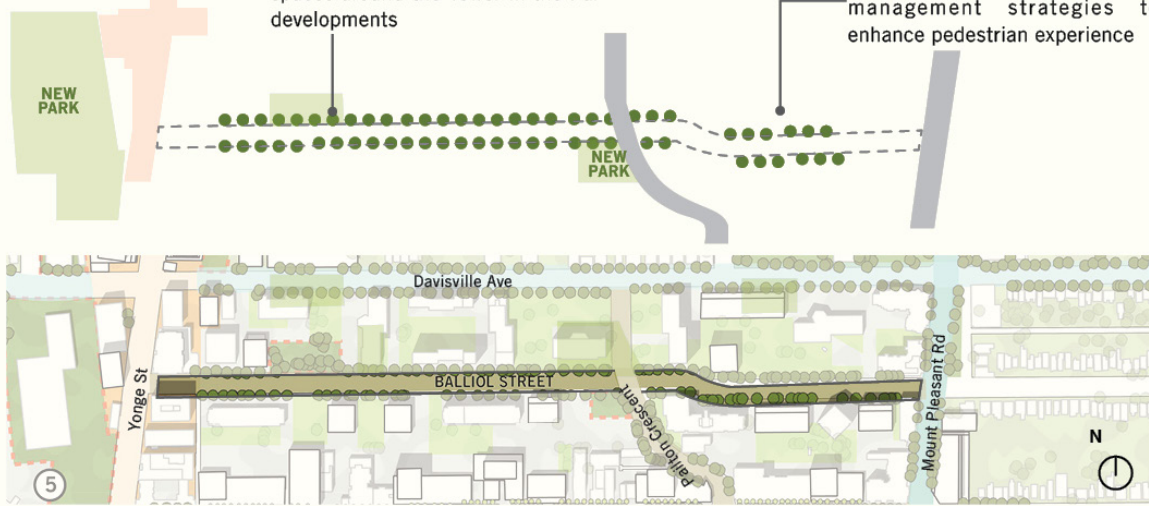
Creating a series of pocket parks



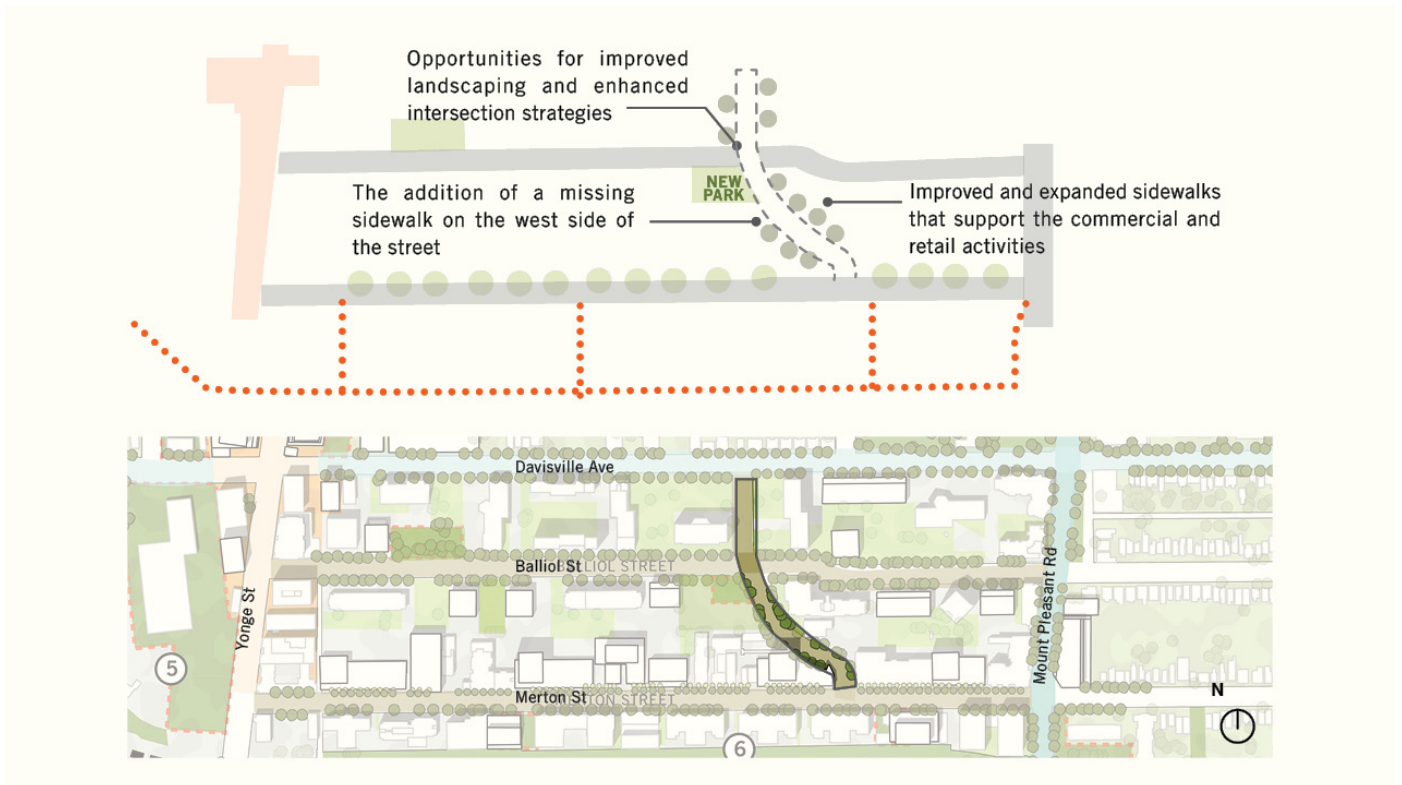
Key components and features of Merton Street Promenade

Enhancing and connecting the open spaces around the Tower in the Park developments

New landscape improvements incorporating storm water management strategies to enhance pedestrian experience



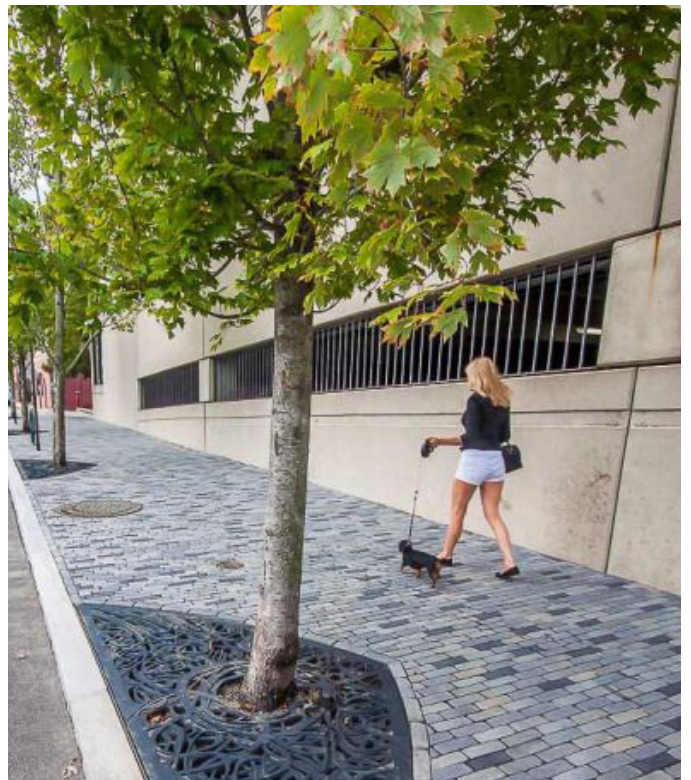
Key components and features of Balliol Green Street



Key components and features of Pailton Crescent Connector



Landscaped setbacks and pedestrian scale lighting



Decorative tree grates and paving