



Midtown in Focus: Final Report

Date: May 24, 2018

To: Planning and Growth Management Committee

From: Chief Planner and Executive Director, City Planning

Wards: 16, 22, 25 and 26

IBMS No.: 17 254453 NNY 25 OZ

SUMMARY

This report recommends the adoption of a comprehensive new planning framework for the Yonge-Eglinton area in Midtown Toronto (Midtown). This report recommends adoption of amendments to the Official Plan and a new Yonge-Eglinton Secondary Plan (recommended Plan). The recommended Plan sets out a 25-year vision for Midtown that provides policy direction to ensure Midtown develops as a complete community, maintain the diversity of Midtown's neighbourhoods and integrate land use and infrastructure planning.

This report also recommends endorsement of the Midtown Parks and Public Realm Plan and Midtown Community Services and Facilities Strategy to inform and guide the provision of new and improved parks and community service facilities. The final outcomes of the Transportation and Municipal Servicing Infrastructure Assessments are summarized with physical infrastructure investment priorities identified to support future growth.

Growth and Change in Midtown

Midtown has experienced significant growth since the early 2000s, with development activity markedly accelerating in the past five years. Yonge-Eglinton Centre, at the heart of Midtown and already the most densely populated Urban Growth Centre in the Greater Golden Horseshoe, is poised to double in residential population as a result of approved and proposed development.

Development has benefitted from Midtown's existing assets, including a diversity of land uses and past investment in transit, parks, schools, community centres and other physical and social infrastructure. However, in the absence of an updated planning framework, the cumulative impacts of development risk compromising the character and liveability of Midtown and exceeding existing infrastructure capacity.

A Clear and Comprehensive Policy Response for a Complex Community

The recommended Plan, the culmination of the multi-year Midtown in Focus study, provides clear and detailed direction to guide both intensification and priority infrastructure improvements. The recommended Plan sets the stage for updating zoning in the area and prioritizes improvements that will contribute to the creation and maintenance of Midtown as a complete community. This includes, among others, a connected network of parks and open spaces, improved active transportation options, expanding school and child care capacity and vibrant local employment and retail sectors.

The recommended Plan provides specific direction for the evolution of Midtown's diverse neighbourhoods, each with different development histories, scales and functions, which together serve the daily needs of a broad segment of residents, workers, students and other Torontonians.

Alignment and Consultation

The recommendations presented in this report build on previous initiatives undertaken in the area since 2012, including Eglinton Connects (2014), the Midtown in Focus: Parks, Open Space and Streetscape Plan (2014) and the associated Official Plan Amendment (OPA) adopted in 2015. The recommendations are informed by over three years of consultation and analysis, led by City Planning and supported by Parks, Forestry and Recreation, Toronto Water, Transportation Services and other divisions, agencies, boards and corporations.

Amendments to the Official Plan

The Official Plan policy framework for Midtown has not been comprehensively updated since 2002. The recommended Official Plan Amendment (Attachment 1) includes a new Yonge-Eglinton Secondary Plan as well as amendments to relevant policies and maps in the Official Plan. It is a comprehensive amendment that conforms to the Growth Plan for the Greater Golden Horseshoe, 2017, is consistent with the Provincial Policy Statement (2014) and has regard to matters of provincial interest identified in Section 2 of the *Planning Act*.

Following adoption by City Council, the OPA will be forwarded to the Minister of Municipal Affairs for approval under Section 26 of the *Planning Act*. This report recommends that the new Yonge-Eglinton Secondary Plan be used in the evaluation of current and future development applications during the approval period.

Parks and Public Realm Plan

In tandem with the Official Plan Amendment, this report presents the recommended Midtown Parks and Public Realm Plan for City Council's endorsement (Attachment 2). The plan examines the need for parkland in Midtown and articulates a parks and public realm vision for the area. It sets out the priorities for improving public parks and streets and acquiring new parkland needed to serve Midtown's growing population. Together, the plan and associated Secondary Plan policies will guide public and private actions to

develop an appropriate, inviting, well-programmed network of public spaces to meet the needs of people living, working and visiting Midtown now and into the future.

Community Services and Facilities Strategy

The recommended Plan establishes policies on the timely provision of Community Service Facilities (CSF), including child care, schools, libraries, recreation centres and human services agencies. These policies support implementation of the Midtown Community Services and Facilities Strategy (Attachment 3), including priorities to preserve existing CSF space and projects and expand their provision in new and renewed facilities.

Transportation and Municipal Servicing Assessments

The Midtown in Focus study also included undertaking assessments for transportation and municipal servicing to identify potential infrastructure gaps and potential capital upgrades. The assessments addressed both existing conditions and future growth potential and identified capital upgrades and/or service improvements needed to sustain continued development in the area. Summaries of the outcomes of these assessments are provided in this report.

Implementation Strategies

Additional work is recommended to be undertaken to inform the implementation of the Midtown Parks and Public Realm Plan, Community Services and Facilities Strategy and outcomes of the Transportation and Municipal Servicing Assessments. The implementation strategies will address the scope, cost and timing for new and improved physical and social infrastructure in more detail and ensure that the necessary infrastructure improvements are coordinated.

This next phase of work is intended to ensure that the priorities are incorporated into the 10-year Capital Plan and identify the anticipated timing for other required infrastructure. The strategies will also be developed in consideration of other Council-directed priorities. These implementation strategies will link continued growth to the provision of adequate infrastructure.

Next Steps

Recommendations in this report identify next steps to support implementation of the Official Plan policy framework for Midtown, in addition to adoption of the OPA and endorsement of the Parks and Public Realm Plan and Community Services and Facilities Strategy. These include the following:

- Preparing Infrastructure Implementation Strategies for parks and the public realm, community services and facilities, transportation and municipal servicing;
- Initiating a zoning review in accordance with the directions of the recommended Plan for identified lands;

- Undertaking a study of properties of heritage significance in the Mount Pleasant Village Character Area and Glebe Manor Estates as a potential Heritage Conservation District;
- Reviewing the technical feasibility of decking and redevelopment of the Davisville Yard and decking over the open subway trench located west of Yonge Street for new park space;
- Preparing a By-law to amend Chapter 415 of the Municipal Code to enact an alternative requirement for parkland provision for the Yonge-Eglinton Secondary Plan area in accordance with the permissions under Section 42 of the *Planning Act*, and
- Initiating a study of multi-modal access opportunities from Midtown to the Downtown, including dedicated cycling facilities and improved bus service, as well as a parallel on-street parking review.

Division heads and staff from CreateTO, Financial Planning, Parks, Forestry and Recreation, Toronto Parking Authority, Toronto Water, Transportation Services, Toronto Transit Commission and other City divisions were consulted on the recommendations in this report.

RECOMMENDATIONS

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

1. City Council amend the Official Plan in accordance with the recommended Official Plan Amendment in Attachment 1 of this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Official Plan Amendment as may be required.
3. City Council authorize the Chief Planner and Executive Director, City Planning, to seek the approval of the Minister of Municipal Affairs of Ontario of the Official Plan Amendment in Attachment 1 of this report under Section 26 of the *Planning Act*.
4. City Council resolve and declare that the Official Plan Amendment attached as Attachment 1 to this report conforms to the Growth Plan for the Greater Golden Horseshoe, 2017, has regard to matters of Provincial interest listed in Section 2 of the *Planning Act* and is consistent with the Provincial Policy Statement, 2014 issued under Section 3 of the *Planning Act*.
5. City Council direct the Chief Planner and Executive Director, City Planning, to initiate a zoning review for the lands identified on Map 21-2 of Attachment 1 to this report.
6. City Council direct the Chief Planner and Executive Director, City Planning, to undertake a study of the Glebe Manor Estates from Yonge Street to Bayview and from Millwood Road to Manor Road as a potential Heritage Conservation District under Section 40.(1) of the *Ontario Heritage Act*.

7. City Council direct the Chief Planner and Executive Director, City Planning, to prepare heritage guidelines and/or best practices for development on a main street property listed on the City's Heritage Register or properties with potential cultural heritage value located in the Midtown Villages and identified on Map 21-11 of Attachment 1 to this report.
8. City Council endorse the Midtown Parks and Public Realm Plan, dated May 2018, attached as Attachment 2 to this report, to guide parkland acquisitions and improvements in Midtown.
9. City Council request that the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation, the Toronto Transit Commission and CreateTO, in consultation with the Interim Chief Financial Officer, undertake a Technical Feasibility Review of decking over the open subway trench located between Chaplin Crescent and Berwick Avenue for a new, major linear park space, which will address the following:
 - a. Engineering feasibility of decking over the subway trench;
 - b. Class 4 cost estimates for construction of the Subway Trench Park;
 - c. Funding options, with an emphasis on growth-related revenue sources that minimize debt-financing requirements for the potential park; and
 - d. Partnership strategy to encourage corporate and community partners to participate in the planning and funding for the construction, programming, operations and maintenance of the Subway Trench Park.
10. City Council request that the Chief Planner and Executive Director, City Planning, the Toronto Transit Commission and CreateTO, undertake a Special Study to explore decking over the Davisville Yard, which will address the following:
 - a. Engineering review, including functional servicing, decking feasibility, load bearing capability, storm water management and vibration of decking;
 - b. Review of on-site TTC facility requirements;
 - c. Land use and built form review that prioritizes office, institutional and cultural uses and delivers a new signature public park; and
 - b. Development of a business plan that will include a review of potential revenue generated by the introduction of new uses and other tools that may be needed to finance decking over the Yard.
11. City Council direct the Chief Planner and Executive Director, City Planning, and the General Manager, Parks, Forestry and Recreation, to advance the preparation of a by-law by the second quarter of 2019 that will amend the Municipal Code (Chapter 415) to enact an alternative requirement for parkland provision for the Yonge-Eglinton Secondary Plan area in accordance with Section 42 of the *Planning Act* and in consultation with the development industry and other stakeholders.
12. City Council endorse the Midtown Community Services and Facilities Strategy, attached as Attachment 3 to this report, to inform the development application review process and to guide the development of an Implementation Strategy and provision of community service facilities in Midtown.

13. City Council request that the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Toronto Transit Commission, study multi-modal access between Midtown and Downtown, including identifying north-south corridors for improved surface transit priority routes and for dedicated cycling facilities, and bring forward recommended additions to the Midtown cycling network, including the feasibility, timing and cost of dedicated cycling facilities, as part of the 10 Year Cycling Network Plan update.

14. City Council request that the Toronto Parking Authority undertake an on-street parking review in conjunction with the multi-modal access study and Transportation Infrastructure Implementation Strategy.

15. City Council request that the Interim Deputy City Manager, Cluster B, the Interim Deputy City Manager, Cluster A, the Interim Chief Financial Officer, Director, Real Estate Services, and the Toronto Public Library, in consultation with other appropriate Divisions and Agencies to coordinate and prepare Infrastructure Implementation Strategies for:

- a. the Midtown Parks and Public Realm Plan;
- b. the Midtown Community Services and Facilities Strategy;
- c. municipal servicing (water, wastewater and stormwater) capital upgrades in coordination with improvements required to the public street network; and
- d. transportation-related infrastructure upgrades required to support continued growth and intensification in Midtown.

FINANCIAL IMPACT

There are no direct financial implications resulting from the implementation of the recommendations in this report.

City Planning and other participating divisions will review their current staff and capital resources and reflect any requirements to support advancing the Midtown in Focus project in their 2019 budget submissions. Resources will be identified and prioritized in the 2019 budget submission.

Growth in Midtown has placed significant pressures on existing infrastructure, including physical infrastructure, community service facilities, green infrastructure and public parks. The Infrastructure Plans, Strategies and Assessments presented in this report outline growth-related infrastructure needs and priorities identified in collaboration and alignment with the service, strategic and capital plans of partner City divisions, boards and agencies.

To provide further information to City Council on the priorities, scope, feasibility, initial costing and timing of the investments in infrastructure required to support the ongoing intensification in Midtown, City staff will provide regular status reports on the progress of the Infrastructure Implementation Strategies related to:

- a. The Midtown Parks and Public Realm Plan;
- b. The Midtown Community Services and Facilities Strategy;
- c. Municipal servicing (water, wastewater and stormwater) capital upgrades in coordination with improvements required to the public street network;
- d. Transportation-related infrastructure upgrades required to support continued growth and intensification in Midtown.

The Infrastructure Implementation Strategies will both inform and be informed by the service plans for each operating division, including recently-adopted service plans and those presently being developed. Projects will also be assessed in terms of the degree to which they address infrastructure requirements related to growth versus the benefit to existing populations. This will ensure that this work informs future Development Charges By-law reviews.

The Infrastructure Implementation Strategies will involve an analysis of the approved 10-year Capital Plans for the operational divisions involved. This analysis will determine whether the infrastructure elements are addressed, fully or partially, within the Capital Plan, and will point to those elements that may require additional investments as appropriate. Opportunities for alignment of projects will be identified to ensure coordination and synchronization of capital investments across divisions and agencies. Additional opportunities for partnerships with third parties – such as planned investments by Agencies, Boards and Commissions and other orders of government – will be explored.

The Infrastructure Implementation Strategies will identify the appropriate planning, funding and financing tools available to support future investment in parkland and the public realm. These tools include parkland dedication under Section 42 of the *Planning Act*, Development Charges, funds derived from Section 37 of the *Planning Act* and Site Plan Control. This report recommends that Council direct the Chief Planner and General Manager of Parks, Forestry and Recreation to prepare a by-law by mid-2019 that will amend the Municipal Code (Chapter 415) to enact an alternative requirement for parkland provision for Midtown in accordance with the permissions under Section 42 of the *Planning Act*. This tool will assist in supporting the implementation and funding of the Midtown Parks and Public Realm Plan over the next 25 years.

Detailed infrastructure timing and funding will need to be prioritized against other City-wide capital projects and operating impacts both funded and unfunded as well as the City's financial and resource capacity to deliver additional infrastructure works that will inform and guide the future Capital Budget Plan and Operating Budget processes.

The timing and provision of the necessary infrastructure to support growth in Midtown will be a collective responsibility with the development industry for building a liveable Midtown. This may require that the City manage development, as appropriate, to align with the delivery of growth-related infrastructure. The recommended Plan provides mechanisms to assist in coordinating the provision of infrastructure, including the use of holding provisions and opportunities to integrate and/or provide infrastructure within or in the area of the proposed development.

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

DECISION HISTORY

On June 12th, 2015, City Council adopted Official Plan Amendment 289 as part of the implementation of the Midtown in Focus: Parks, Open Space and Streetscape Plan. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.2>

The Official Plan Amendment was appealed to the Ontario Municipal Board. A settlement report was before Council at its March 26, 2018 meeting (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.CC38.9>).

On May 3, 2018, an oral decision was rendered by the Local Planning Appeal Tribunal. The Official Plan Amendment is now in full force and effect except as it relates to a number of site-specific appeals.

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

- Completing a growth analysis to quantify potential growth in the area;
- Addressing built form issues;
- Providing clearer direction for growth areas, stable areas and the relationships between these areas; and
- Assessing existing conditions of physical and social infrastructure and identifying existing and anticipated shortfalls.

In July 2016, City Council endorsed in principle the draft built form principles and emerging community service facilities priorities identified in the Midtown in Focus Status Report and directed that official plan amendment and/or rezoning applications in the Secondary Plan area be considered in the context of Midtown in Focus: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG13.1>

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

In July 2017, City Council adopted recommendations that City Planning staff use the draft Growing Up guidelines to review individual development applications for a two-year period, and to inform updated or new Secondary Plans, Area Studies and Site and Area Specific Policies, as appropriate. The guidelines highlight the importance of integrated community facilities and amenities, the need for a comfortable and safe public realm and the creation of a range of housing options in vertical communities. The report can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

At its October 2017 meeting, City Council adopted the August 10, 2017 report from the Chief Planner and Executive Director, City Planning, entitled Inclusion on the City of Toronto's Heritage Register - Midtown in Focus - Phase 1: Main Street Properties. The decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG22.5>

In November 2017, City staff presented the Parkland Strategy: Preliminary Report for Executive Committee's consideration, providing an overview of the Parkland Strategy focusing on the preliminary analysis undertaken to improve the assessment and decision-making guiding the allocation of parkland across the City. The report also outlines the alignment of this Strategy with key City Planning initiatives including Midtown in Focus and the Review of the City's Alternative Parkland Dedication under Section 42 of the *Planning Act*.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.3>

In November 2017, City staff also presented the Review of the City's Alternative Parkland Dedication Rate under Section 42 of the *Planning Act* for the Executive Committee's consideration. Staff were directed to update Alternative Parkland Dedication policies for Secondary Plan areas including, but not limited to, the Yonge-Eglinton Secondary Plan area and the Downtown Plan area having consideration for the approaches for the cash-in-lieu of parkland rate options presented in the report. The report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.4>

In December 2017, City staff presented the Midtown in Focus: Proposals Report to City Council. The report included the Proposed Yonge-Eglinton Secondary Plan and updates on the infrastructure assessments (transportation, municipal servicing, parks and public realm and community infrastructure). City Council directed the Chief Planner and Executive Director, City Planning, to use the Proposed Yonge-Eglinton Secondary Plan as a basis for stakeholder and public consultation and report back with a final report and a recommended Official Plan Amendment in the second quarter of 2018.

Additionally, City Council determined that the comprehensive update to the Secondary Plan was necessary prior to rendering a decision on applications submitted after November 15, 2018. Staff were directed to continue to review the balance of applications in the context of the Midtown in Focus study, continue to coordinate with staff from applicable divisions and agencies on the infrastructure assessments and report on potential measures to help ensure that social services and physical infrastructure can accommodate existing and projected growth in the Yonge-Eglinton Secondary Plan area. The report and decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.10>

In January 2018, the Chief Operating Officer of the Toronto Transit Commission presented the report entitled "Managing Crowding on Line 1 Yonge-University". The TTC Board adopted the report, recommending that staff report back on service performance and capacity improvements on the south Yonge portion of Line 1 in Q2 2018, including consideration of rush-hour express bus routes:

[http://ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/January 18/Reports/6 Managing Crowding on Line 1 Yonge.pdf](http://ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/January%2018/Reports/6%20Managing%20Crowding%20on%20Line%201%20Yonge.pdf)

COMMENTS

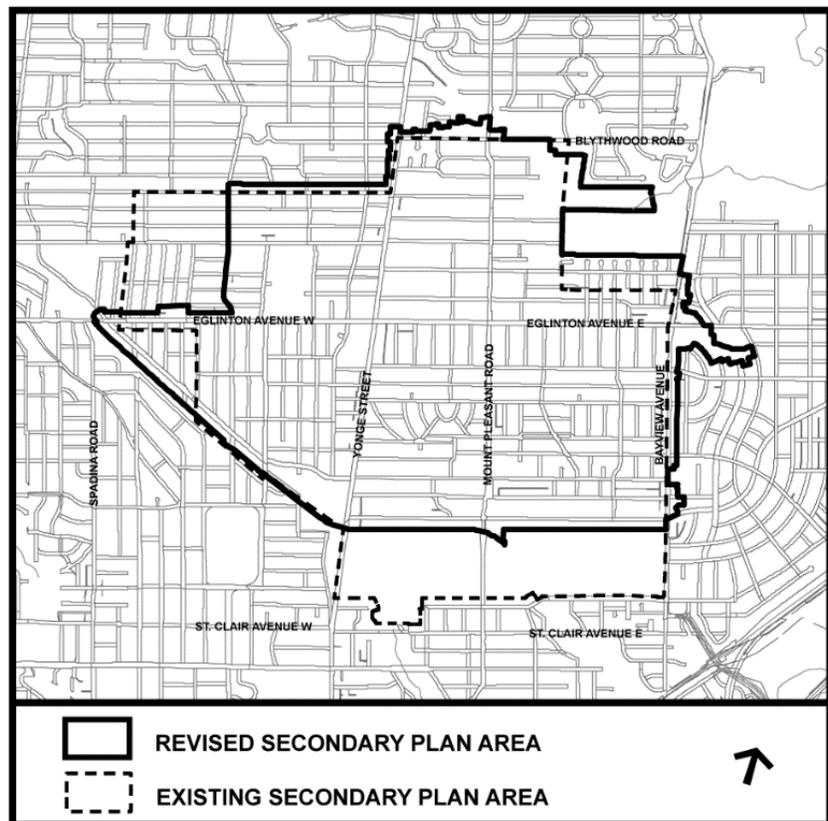
This section of the report is organized as follows:

1. Midtown Toronto
2. Midtown in Focus Study Overview
3. Consultation on the 2017 Proposed Yonge-Eglinton Secondary Plan
4. Recommended Official Plan Amendment
5. Provincial Policies and Plans
6. Recommended Yonge-Eglinton Secondary Plan
7. Additional Recommended Amendments to the Official Plan
8. Infrastructure Plan, Strategies and Assessments
9. Next Steps

1. Midtown Toronto

The Yonge-Eglinton Secondary Plan area (Midtown - Figure 1) is focused around the intersection of Yonge Street and Eglinton Avenue. Extending across 600 hectares, the Secondary Plan area is home to over 61,000 residents and over 34,000 employees. The current Secondary Plan area is generally bounded by Briar Hill Avenue and Blythwood Road to the north, Mount Pleasant Cemetery to the south, Bayview Avenue to the east, and Chaplin Crescent and Latimer Avenue to the west.

Midtown is made up of a collection of diverse and distinct neighbourhoods with varying functions, scales, development histories and characters. Distinguishing features of Midtown include historic main streets, office nodes, landscaped apartment neighbourhoods, tree-lined side streets and a range of parks and open spaces. Offices, retail stores, community service facilities and a variety of housing choices are located within convenient and close walking distance and are accessible to people from across the city by transit.



The Yonge-Eglinton Centre (YEC), one of Toronto's five

Figure 1: Existing and Revised Secondary Plan Area Boundaries

Urban Growth Centres (UGC) identified in the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan), is centrally located in the Secondary Plan area. An era of sustained development in and around the YEC has been underway since the early 2000s. The rapid pace of population growth is expected to continue and accelerate in the near term (Figure 2). Growth pressures are now also extending to the area's *Avenues* and the Yonge-Davisville area.

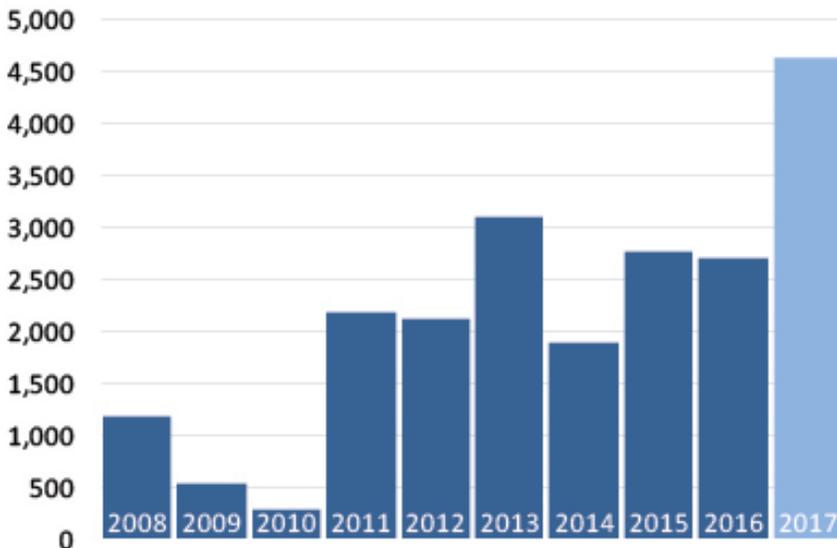


Figure 2: Proposed New Residential Units by Year, Yonge-Eglinton Secondary Plan Area

UGCs in Toronto are required in the Official Plan and Growth Plan to achieve a minimum density target of 400 residents and jobs combined per hectare. The YEC exceeded the minimum density target prior to the Growth Plan coming into effect in 2006. In 1991, approximately 11,000 people lived and 17,000 people worked in Yonge-Eglinton Centre – over 450 residents and jobs per hectare. Today, the YEC accommodates approximately 19,000 people and 18,000 workers resulting in over 600 residents and jobs combined per hectare. This concentration of residents and workers ranks among the densest communities in Canada.

Approved and proposed developments would add approximately 20,000 to 25,000 additional residents in the YEC and over 36,000 additional residents in the overall Secondary Plan area. This level of development and population growth exceeds the previous population projections made for the area.

The development pipeline also includes over 130,000 square metres of approved and proposed new non-residential space across the Secondary Plan area. These office and retail spaces will be important elements in Midtown. However, the development of new office, institutional and cultural space lags behind residential growth and on many sites with existing office buildings, rebuilt space does not represent a net gain.

2. Midtown in Focus Study Overview

The first phase of Midtown in Focus (2012-2015) focused on improvements to the public realm for the YEC and surrounding area. The resulting plan – Midtown in Focus: Parks,

Open Space and Streetscape Master Plan (MIF Master Plan) – established a vision for the public realm, identified a series of priority projects and informed amendments to the Yonge-Eglinton Secondary Plan (Official Plan Amendment (OPA) 289).

In 2015, City Council directed staff to undertake an additional phase of work as a response to the rapid change underway in Midtown and as an opportunity to ensure conformity with provincial policy. The purpose of the study was to provide clarity on the appropriate intensity for growth, develop more robust built form direction and identify infrastructure improvements required to support continued growth in the area.

Led by the City Planning Division in collaboration with Parks, Forestry and Recreation (PFR), Toronto Water and Transportation Services, as well as the involvement of other divisions, agencies, boards and commissions, the second phase of Midtown in Focus results in a comprehensive roadmap for the area's continued evolution over the coming decades. The second phase of Midtown in Focus addressed the following:

- **Built Form Study and Growth Analysis** including documentation of the area's development trends and distinguishing features; identification of character areas; development of built form principles and character area statements; modelling, testing and refinement of preferred built form scenarios for each character area; and the development of new policy directions to guide the location, scale and form of future development. Population and employment estimates generated through this analysis informed the associated infrastructure assessments;
- **Cultural Heritage Resource Assessment** comprising an archaeological assessment, documentation of the area's history and identification of properties of cultural heritage value for listings and designations. The cultural heritage analysis informed the listing of 258 properties on the City's Heritage Register to date and provides key inputs into the built form vision established for Midtown's character areas;
- **Parks and Public Realm Plan** building from the 2014 MIF Master Plan and including additional public realm priorities for the Yonge-Davisville area parkland improvement, expansion and acquisition priorities identified to meet the needs of a growing population;
- **Community Services and Facilities Strategy** identifying priority projects across multiple service-providing sectors – child care, schools, libraries, recreation, human services – informed by analysis of existing community facilities and programs and an assessment of needs and facility priorities to support future growth and demographic change;
- **Transportation Assessment** including assessment of capacity and demand in the local transportation network, analysis of opportunities and constraints in key street segments and the identification of priority projects to safely move people in and through Midtown. The assessment also explored enhancing connections to destinations beyond Midtown and the necessary shifts to active and sustainable travel modes; and
- **Municipal Servicing Assessment** including analysis of the performance and capacity of existing water, wastewater and storm water infrastructure and identification of infrastructure gaps in the context of future growth.

The Midtown in Focus study also addressed the Official Plan's requirement for *Avenue Studies* for Midtown's five *Avenues*, building on the Eglinton Connects study, to establish contextually appropriate policy direction to inform rezonings and/or comprehensive amendments to the Zoning By-law.

The study work program relied on robust stakeholder and public consultation, including regular public open houses, workshops with the Midtown Planning Group, meetings with landowners and developers, online surveys, interactive mapping and in-community activities, such as outreach at community festivals, subway stations, schools, farmers markets and other community meeting places.

In July 2016, City Council endorsed in principle draft built form principles and emerging community infrastructure priorities presented in the Midtown in Focus Status Report. City Council's decision included direction to continue to refine the principles in consultation with landowners and the community. It also directed staff, in consultation with other divisions and agencies, to identify opportunities on City-owned lands for new community infrastructure and to secure community service facility space, as appropriate, as part of the development application review process.

In December 2017, City staff presented a Proposals Report to City Council including a Proposed Secondary Plan (proposed Plan). The proposed Plan consisted of a new planning framework for the Yonge-Eglinton Secondary Plan area with detailed direction related to the appropriate scale, form and location of future growth, land use, parks and public realm, community services and facilities (CSF), housing, transportation, resilience, municipal servicing and implementation direction. It also identified anticipated amendments to the City's Official Plan.

City staff received direction to undertake further community consultation on the proposed Plan and present a final recommended Official Plan Amendment to City Council in the second quarter of 2018. The consultation process and feedback received on the proposed Plan are summarized below.

At its July 2016 meeting, City Council directed staff to consider the Draft Built Form Principles in the review of development applications. In December 2017, City Council determined that the comprehensive update to the Secondary Plan was necessary prior to rendering a decision on applications submitted after November 15, 2017 until the date of adoption of the Secondary Plan. Staff were directed to continue to review the balance of applications in the context of the Midtown in Focus study, including the proposed Plan and an assessment of the cumulative impact of applications on the City's ability to provide adequate infrastructure.

There are 25 active applications under review in the Secondary Plan area, including three complete applications received after November 15, 2017. There are also a number of applications with site-specific appeals to the Local Planning Appeal Tribunal (LPAT). In recognition of the significant intensification underway in the area, the study has been used to inform development review in the area in accordance with the Official Plan. City staff will continue to incorporate the directions of the study, including the final recommended policy directions set out in this report, in their review of these active applications.

3. Consultation

A final phase of public and stakeholder engagement occurred in early 2018 on the proposed Plan and infrastructure plans, strategies and assessments. Engagement activities included meetings with the Midtown Planning Group, landowners, developers, community leaders, Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). Additionally, a full-day public open house and an online survey were also used to obtain feedback on the proposed Plan. City staff also met with staff from the Ministry of Municipal Affairs to review the proposed Plan.

Summaries of the major public engagement events on the proposed Plan can be found in Attachment 4. Key themes identified in the final phase of public and stakeholder engagement are listed below. Feedback received during this final phase of engagement was incorporated, as appropriate, in the recommended Official Plan Amendment presented in this report.

Feedback from the Public (Open House, Online Survey and Midtown Planning Group meetings)

- The existing Secondary Plan is vague and open to interpretation. The updated Plan needs to be more enforceable with clear guidance for development. There was support for the use of direct and unambiguous language in the proposed Plan.
- The proposed Plan does not do enough to protect and expand office space that will provide more opportunities for residents and others to work in the area. Comments indicated people are concerned that Yonge-Eglinton is becoming a bedroom community for Downtown instead of a work-live Centre.
- Additional suggestions were provided to strengthen specific policies or to clarify objectives such as ensuring retail stores at grade do not only consist of clearstory of windows, additional performance standards for tall buildings and clarifying policy directions for specific character areas.
- The provision of physical and social needs to keep pace with growth. Development should not be allowed to occur unless adequate infrastructure can be shown to be in place. The cumulative impacts of ongoing development need to be assessed in addition to the impact of each project individually (e.g. water infrastructure capacity).
- Schools in Midtown are currently at or near capacity; the area needs more schools / school space now. The demand for additional school space will become even more pressing as the population grows.
- Maintain and protect space for human services, especially for vulnerable populations.
- Increase and improve access to local libraries - they are a key community resource.
- More safe, accessible and comfortable infrastructure is needed for pedestrians (e.g., widening sidewalks, increasing pedestrian crossing times). This is especially important for seniors and people using mobility devices.
- There is a lack of bike infrastructure in the area. Dedicated bike facilities will make it safer and easier for people to get around within Midtown, to connect to Downtown by bike and will help reduce conflicts between cars, cyclists and pedestrians.
- Transit capacity needs to be increased to support the existing population as well as expected population growth. Acknowledge that this is a city-wide issue but localized solutions are appreciated.

- Midtown needs new parks and open spaces, especially in areas where there is a high concentration of people living currently and expected in the future. Improvements to existing parks and open spaces are also needed.

Landowners and Developers

- Concern was expressed about the development potential maps and the maximum building heights. Specifically, there was concern about sites identified as having "no development capacity".
- Additional flexibility is needed with respect to the built form, massing and siting of buildings to avoid uniformity.
- The cost of development, and therefore housing, will increase to meet all of the policies intended to improve liveability (e.g., affordable housing, parkland dedication) and may make development unfeasible. Most were supportive of the intent of these policies, but there was considerable concern related to the cumulative impact of the policies with the update to the City's Development Charge By-law. A different approach should also be considered for purpose-built rental and mid-rise developments as they are more sensitive to increased costs and contributions.
- Concern that the proposed Plan does not optimize the use of land and transportation and other infrastructure, and that the proposed Plan does not promote intensification or a compact built form particularly in areas well served by transit. Specifically, the height limits established in the proposed Plan were identified as being arbitrary. The heights of buildings should be left to site specific applications.
- Concerns related to minimum requirements established for two- and three-bedroom units and minimum unit sizes.
- Encouraging office growth was welcomed by some. Suggestions were provided with respect to the City incentivizing more office development in Midtown.
- A consistent approach to Section 37 contributions was appreciated by some. There were questions about how the final rates would be determined.
- The placeholder parkland dedication rate included in the Proposed Plan was cited as a concern. Likewise, there were questions about how the final rate would be determined.
- More information was requested on how the character areas were delineated.

Suggestions were also provided by a smaller group of landowners and developers for revising specific policy directions in the proposed Plan. Revisions to height limits for buildings in key areas as well as additional land use redesignations were also identified. Staff met with this small group of landowners and developers on multiple occasions to discuss the suggested revisions and approach for the final recommended Yonge-Eglinton Secondary Plan (recommended Plan).

School Boards

- Supportive of built form policies in the Proposed Plan but need clarification on "Special Study Area" designation that includes schools on the development potential maps.
- Supportive of the policies related to the scale and location of tall buildings near school properties and the impacts of shadowing on some school properties.

Clarification is needed on the approach and rationale for including specific school properties for sunlight protection.

- The identification of conceptual new streets and mid-block connections on School Board lands needs to be reviewed and discussed.
- Policy language from OPA 289 will need to be revised in accordance with the settlement language reached by the City and the Toronto District School Board.

4. Recommended Official Plan Amendment

The recommended Official Plan Amendment (Attachment 1) includes a new Yonge-Eglinton Secondary Plan as well as amendments to policies and maps in the Official Plan. The components of the OPA are as follows:

- The repeal of the existing Yonge-Eglinton Secondary Plan and adoption of the recommended Plan;
- Amendments to non-policy text in Section 2.2.2 of the Official Plan – Centres: Vital Mixed Use Communities – to align the vision and objectives for the Yonge-Eglinton Centre with the recommended Plan;
- Amendments to Map 3 of the Official Plan (right-of-way widths);
- Amendments to Map 17 of the Official Plan (land use designations); and
- Proposed repeal and/or revisions of existing Site and Area Specific Policies (SASPs) located within the boundaries of the recommended Yonge-Eglinton Secondary Plan area.

A summary of the recommended Plan is provided in Section 6 of the report. Section 7 of this report includes a summary of the related amendments to the City's Official Plan.

The policy framework for Midtown has not been comprehensively updated since 2002. Previous amendments provided direction related to specific geographies (e.g. Yonge-Eglinton Centre) and/or themes (e.g. parks and public realm priorities). The existing policy framework does not provide sufficient direction for the form, scale and intensity of development in the area, nor is it calibrated to address the level of intensification the area has experienced and is anticipated to continue to experience in the future. Further, the policy framework is required to conform to the Growth Plan 2017 and be consistent with Provincial Policy Statement (PPS) 2014. New matters of provincial interest have also been identified in Section 2 of the *Planning Act*.

The circumstances in Midtown and comprehensive nature of the recommended OPA warrant that the recommended OPA proceed as a component of the City's ongoing five-year review of its Official Plan and an approval under Section 26 of the *Planning Act* given the change in social, economic, environmental, legislative and fiscal circumstances. The OPA contained in Attachment 1 of this report conforms to the Growth Plan 2017, is consistent with the PPS (2014) and has regard to matters of provincial interest in Section 2 of the *Planning Act*. Upon City Council's approval of the OPA, it is recommended that the OPA be submitted to the Minister of Municipal Affairs for approval pursuant to Section 26 of the *Planning Act*.

5. Provincial Policies and Plans

This section provides a summary of applicable legislation and in-force planning policies. The recommended Official Plan Amendment, including the Secondary Plan, has regard to matters of Provincial interest in Section 2 of the *Planning Act*, is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017). A detailed summary of relevant provincial policies and plans and how the OPA responds to these is provided in Attachment 5.

Section 2 of the Planning Act

The *Planning Act* establishes the basis for land use planning in Ontario. The Act provides for a provincially-led planning system, integrating matters of provincial interest into all planning decisions. Section 2 of the Act establishes matters of provincial interest. Municipalities are required to have regard to these matters. They include, among others:

- The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The orderly development of safe and healthy communities;
- The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well-being of the Province and its municipalities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The recommended OPA has regard to the matters of provincial interest in Section 2 of the *Planning Act*.

Provincial Policy Statement

The Provincial Policy Statement is issued under Section 3 of the *Planning Act*. All decisions affecting planning matters are to be consistent with the PPS. The PPS sets the policy foundation for regulating the development and use of land and supports the provincial goal to enhance the quality of life for all Ontarians. It provides clear policy direction to promote strong and resilient communities, a strong economy and a clean and healthy environment, and recognizes that official plans are the most important vehicle for implementing the PPS. The PPS can be found at:

<http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>

The recommended OPA is consistent with, and in many instances exceeds, the minimum standards set out in the PPS 2014. Among others, this includes:

- Enabling continued intensification with densities and a mix of land uses that:
 - Efficiently use land and resources;
 - Capitalize to the extent possible on existing infrastructure to avoid the need for unjustified and/or uneconomical expansion. Capital upgrades to existing infrastructure and new community service facilities are required;
 - Minimize negative impacts to air quality and climate change and promotes energy efficiency; and
 - Support active transportation and transit.
- Identifying appropriate locations for intensification and redevelopment;
- Providing an appropriate mix and range of employment uses and suitable sites for such uses to meet long-term needs;
- Accommodating an appropriate range and mix of housing types;
- Providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation;
- Supporting energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation, including promotion of green infrastructure; and
- Conserving cultural heritage resources as character-defining elements.

The PPS emphasizes that planning authorities should be promoting opportunities for intensification where this can be accommodated, taking into account existing or planned infrastructure and public service facilities required to accommodate projected needs.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region. The Growth Plan builds on the policy foundations of the Provincial Policy Statement, and prevails if there is a conflict between the Growth Plan and the PPS. All planning decisions are required to conform to the Growth Plan. The recommended OPA conforms to the Growth Plan.

A key direction of the Growth Plan is the requirement to direct growth to built-up areas to maximize the use of existing infrastructure and provide a focus for transit and infrastructure investments. The Growth Plan identifies a portion of Midtown as one of five Urban Growth Centres in Toronto. UGCs are to be planned as focal areas for investment in regional public service facilities, as well as accommodate commercial, recreational, cultural and entertainment uses. They are also required to be planned to support the transit network and to serve as high-density major employment centres, attracting provincially, nationally, or internationally significant employment uses, while accommodating significant population and employment growth.

The recommended Plan provides a comprehensive policy framework for the Yonge-Eglinton UGC to achieve the Growth Plan's objectives for these areas. Further, the Yonge-Eglinton UGC exceeds the minimum density target of 400 people and jobs as set out in the Growth Plan. The Yonge-Eglinton UGC currently accommodates over 600

residents and jobs per hectare. Considerable additional intensification is enabled in the UGC by the recommended Plan subject to the provision of adequate infrastructure.

The Growth Plan also directs that areas around transit stations on priority transit corridors, such as Line 1 and the Eglinton Crosstown LRT, be planned to meet minimum density targets and that the City delineate major transit station areas in a transit-supportive way that maximizes the number of potential transit users.

The recommended Plan appropriately plans for areas around transit stations on the priority transit corridors. Many Midtown transit station areas already exceed the Growth Plan's minimum targets, with the balance planned to meet the targets. The City will undertake a new Municipal Comprehensive Review (MCR) once the current MCR is completed to formally delineate the area's major transit station areas as part of a comprehensive, city-wide initiative.

To accommodate growth, the Growth Plan's guiding principles focus on achieving complete communities that feature a diverse mix of land uses and provide a range of conveniently accessible housing options, mobility options, community service facilities, parks and open space. The Growth Plan's definition of complete communities acknowledges the importance of taking the local context into account when planning for development in diverse communities, and that this can be achieved with differing densities, heights and building typologies. The mix of uses contemplated in the recommended OPA, coupled with other policy directions in the recommended Plan, will ensure that Midtown continues to be a complete community.

The Growth Plan also directs that land use planning and investment in infrastructure and public service facilities should be strategically integrated. The recommended Plan is a direct response to this. It is essential that the amount and location of growth permitted and anticipated over the coming decades be scaled to the corresponding level of planned physical and social infrastructure. A foundational aspect of the recommended OPA is its linking of growth and the provision of infrastructure.

Additional directions of the Growth Plan addressed in the recommended OPA, among others include:

- Directing retail and office uses to locations that support active transportation and have existing or planned transit;
- Supporting the retail sector by promoting compact built form and the intensification of retail and service uses;
- Requiring new multi-unit residential developments to incorporate a mix of unit sizes;
- Including strategies and policies which support the conservation of energy and water, protect air quality and reduce emissions; and
- Conserving cultural heritage resources as intensification occurs.

Provincial Comments

The proposed Plan was provided to the Ministry of Municipal Affairs (MMA) in January 2018. City staff met with MMA staff in January and March 2018. An updated draft of the

Secondary Plan was provided to MMA staff for their review and comment in April 2018. The Province's review and comments were scoped to matters of provincial interest.

Through discussions with MMA staff, the Province recommended some minor modifications to the proposed Plan to better align with Provincial planning policies. The Province also noted that any revisions to the Yonge-Eglinton Centre boundary or the formal delineation of the major transit station areas could only take place through a new Municipal Comprehensive Review exercise on a city-wide basis. The City has addressed the requested modifications in the recommended Plan. The Province acknowledged that the recommended Plan strongly aligns with the Growth Plan and its focus on the elements of a complete community, integrating growth and infrastructure and the promotion of major office and institutional development.

The Province has also acknowledged that the recommended Official Plan Amendment merits approval under Section 26 of the *Planning Act* as part of the City's ongoing five-year review of the Official Plan. The Province acknowledges that the City will undertake a subsequent Official Plan Amendment to achieve full Growth Plan conformity on a city-wide basis as part of the City's next MCR, and specifically as it relates to the formal delineation of the Midtown's major transit station areas. City staff will incorporate the direction for Midtown's transit station areas into future work associated with all major transit station areas in the City, as well as the refinements to the Urban Growth Centre boundary. The Province acknowledged that the policy directions included in the Secondary Plan establish the groundwork for the City to implement the city-wide requirements of the Growth Plan.

6. Recommended Yonge-Eglinton Secondary Plan

The recommended Plan is a policy framework tailored specifically for Midtown to guide change in this dynamic, mature urban environment. The recommended Plan sets out a comprehensive and contemporary vision for Midtown's evolution over the next 25 years. It provides detailed policy direction to shape and manage growth and guide improvements to Midtown's infrastructure and quality of life. It addresses the requirements set out in Policies 2.2.2.2 and 5.2.1 of the Official Plan related to Secondary Plans while integrating requirements for minimum and maximum development intensities.

The recommended Plan's detail is consistent with the *Planning Act's* recognition of Secondary Plans providing more detailed policy direction and the level of detail contemplated for secondary planning in the Growth Plan 2017, such as permitted uses, heights, urban design standards and other elements of site design. It provides a full suite of policy directions essential to achieving a complete community. It also provides the level of detail and certainty required to manage growth in this rapidly-changing built-up environment and account for the diversity within Midtown's set of neighbourhoods with differing scales, functions and character.

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

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

The recommended Plan reflects over three years of research, existing conditions analysis, detailed built form modelling and testing and the incorporation of findings from the infrastructure plans, strategies and assessments. It also reflects the insights of the many engaged people who have participated in the recommended Plan's development.

The recommended Plan integrates the policies adopted by City Council in 2015 as part of OPA 289 and the first phase of Midtown in Focus with minor amendments to reflect the new structure of the Plan and addition of new maps.

The recommended Plan's structure has been revised since the presentation of the proposed Plan to City Council in December 2017. The structure of the proposed Plan included general policy directions dealing with the structure of area, the provision of infrastructure, land use, public realm, parks, built form, housing, transportation and resilience, followed by specific land use, built form and policy directions for Midtown's character areas.

The recommended Plan's revised structure streamlines and simplifies the policy directions to reduce repetition and overlap between general and character area specific policy directions. It is now structured based on thematic policy areas while continuing to recognize the importance of the Midtown's character areas as a foundational element to the vision for Midtown. Character areas are now introduced in the recommended Plan's Vision section (Section 1) along with clarified character area vision statements that speak to the desired character for each character area. The balance of character area specific policy directions are integrated within the balance of thematic policy areas.

The following sections summarize the highlights of the recommended Plan based on the thematic policy areas, including key revisions and analysis undertaken as a result of feedback received during the public and stakeholder consultations. The final recommended Plan is included in Attachment 1.

Vision

The recommended Plan sets out a vision for Midtown. This vision builds on the qualities that define Midtown's identity and its liveability, including the importance of a complete community and the complementary relationship between mixed-use nodes, historic main streets, low-rise and high-rise communities, parks and open spaces. The vision statement articulates the need for investment and appropriate development that will ensure growth contributes to the elements of a liveable and complete community. The recommended Plan sets out four goals that will guide public works and development in Midtown. The goals are complete community, green and resilient, connected and prosperous.

The vision is expanded upon in the five character area groupings and for each character area. Each character area statement identifies defining attributes and objectives to guide each area's evolution in the coming decades. The statements have been refined to clarify intent and distinctions between the character areas.

The character areas and statements, coupled with the policy direction within the remainder of the recommended Plan, provide development direction that respects the diversity of neighbourhoods in Midtown and reflects the local context. Attachment 6 summarizes the key policy directions for each character area. Collectively, the policy directions will achieve the desired character identified in each character area statement.

Area Structure

Section 2 of the recommended Plan – Area Structure – defines Midtown’s urban structure and includes policy directions to direct and shape growth in Midtown over the long term. It clarifies that not all areas in Midtown will experience the same levels of intensification. It sets the stage for ensuring Midtown is a complete community with transit-supportive development in a compact urban form, recognizing that transit-supportive development does not require or mean tall buildings on every site.

The recommended Plan defines a complete community as one that, among other attributes, features a diverse mix of uses, supports an improved quality of life for all people and provides housing choice and convenient access to infrastructure. A complete community also boasts a high-quality, compact built form and an attractive and vibrant public realm, while responding to a changing climate.

The general policy directions in this section continue to highlight the importance of ensuring that continued growth is supported by the provision of infrastructure. The policy directions acknowledge that a defining component of Midtown’s structure is its stable, low-rise residential neighbourhoods. The policies reinforce that Midtown is comprised of a collection of diverse neighbourhoods with inherent contrasts. It will be both high and low, and dense and open.

Policy direction in the recommended Plan relates to the potential for applications that may be submitted to amend the Plan. Given the level of detailed study undertaken to develop the recommended Plan, as well as the calibration of infrastructure requirements, the policy signals that a City-initiated study may be required where one or more applications are submitted to amend the Plan.

The Provision of Infrastructure to Ensure Complete Communities

The results of the existing conditions analysis associated with the infrastructure assessments informed initial policy directions presented to Council in December 2017. In recognition of the infrastructure gaps in the area, the recommended Plan continues to emphasize the need to ensure that appropriate infrastructure is in place to support growth. The policy works in tandem with the recommended Plan’s holding provision policies, whereby development may not be permitted until such time as the necessary infrastructure is provided.

Consistent with the Downtown Plan, infrastructure is defined in the recommended Plan. The recommended Plan defines infrastructure as including physical infrastructure (e.g. streets, transit and sewers), community service facilities (e.g. schools, child care and community centres), green infrastructure (e.g. stormwater management systems, street trees and green roofs) and public parks.

Urban Growth Centre

The Province's Growth Plan identifies Yonge-Eglinton Centre as an Urban Growth Centre. When the Growth Plan was first introduced in 2006, municipalities were required to delineate the boundaries of the UGCs in their Official Plans. In 2010, an amendment to the Yonge-Eglinton Secondary Plan was approved which delineated the YEC boundary to generally correspond to the area identified by the Province, with modifications to reflect the development patterns that were emerging in the area.

Urban Growth Centres are required to be planned as focal areas for regional community service facilities and commercial, recreational, cultural, and entertainment uses. They are also required to accommodate and support the transit network and act as high-density major employment centres with significant population and employment growth.

UGCs in Toronto are required to achieve a minimum density target of 400 residents and jobs combined per hectare. Although the Yonge-Eglinton UGC has surpassed the Growth Plan's minimum density target, the recommended Plan continues to allow for considerable intensification within the UGC subject to the provision of adequate infrastructure. Intensification over and above the permissions of the recommended Plan is not required.

The proposed Plan presented to Council in 2017 contemplated revising the boundary of the Urban Growth Centre to generally align with the character areas expected to accommodate the uses outlined in the Growth Plan, incorporate the new Mount Pleasant transit station and remove areas that are stable and not anticipated to undergo significant redevelopment. Policy directions in the proposed Plan related to the UGC also sought to ensure a net gain of office, institutional, cultural and entertainment uses.

The Growth Plan's policies identify that delineating an Urban Growth Centre boundary must be completed as part of a new MCR process. It is anticipated that the City's next MCR will utilize the revised boundary contemplated in the proposed Plan. The revised boundary is included in Attachment 7 of this report for information.

The policy directions in the recommended Plan provide detailed direction for the intensity and type of development within the existing UGC boundary. The policy direction specific to the UGC has been revised to more explicitly reflect the policy directions for UGCs in the Growth Plan. The policy directs that the Yonge-Eglinton Centre will be:

- A major centre of economic activity in Toronto;
- A civic and cultural hub;
- A focal area for retail and services that both meet local needs as well as draws visitors from across the city; and
- A collection of residential and mixed-use neighbourhoods.

Other policy directions in the recommended Plan will achieve the net gain in office, institutional and cultural uses. As such, the previous policy that addressed the need for a net gain in these uses specific for an Urban Growth Centre is no longer required.

Midtown Transit Station Areas

Midtown has two subway stations with four transit stations under construction as part of the Eglinton Crosstown Light Rail Transit (LRT) line.

A challenge that the Midtown in Focus study sought to address is the lack of detailed policy direction in the current Secondary Plan regarding the intensity of development in and around the existing and future transit stations. The current Plan indicates that the highest densities and heights will be located at the intersection of Yonge Street and Eglinton Avenue, but provides limited policy direction in other parts of the Secondary Plan area. Consistently, planning rationales for development applications in the area purport that the intensity of development is appropriate in consideration of the proximity of a site to a transit station with little consideration for other matters.

With the release of the Growth Plan and its direction related to major transit station areas, the proposed Plan presented to Council in 2017 delineated the boundaries of major transit station areas using provincial guideline documents and provided additional policy direction for these areas. The proposed Plan delineated two types of transit station areas: Transit Nodes and Transit Corridors. The Nodes were geographic clusters of uses with varying levels of intensity. The Corridors were oriented along major transit routes.

Similar to the UGC, the Growth Plan identifies that the formal delineation of Toronto's major transit station areas is required to be completed as part of a new MCR process. Transit station areas are to be delineated in a transit supportive manner that maximizes the number of potential transit riders generally within a 500 metre radius from the higher order transit station. The Growth Plan requires that the major transit station areas will be planned to achieve minimum density targets. The minimum density targets applicable to Midtown are:

- 200 residents and jobs per hectare for subways; and
- 160 residents and jobs per hectare for light rail transit.

Based on the discussions with the Province, the recommended Plan continues to include policies to manage and direct physical change around the transit station areas, referred to as Midtown Transit Station Areas. It also continues to identify Transit Nodes and Corridors. However, the boundaries of the Nodes and Corridors have been expanded to include a built-up zone. The built-up zones generally include blocks within a 500 metre radius of each transit station to meet the intent and purpose of the Growth Plan. The built-up zones are defined as stable areas where only low or modest incremental infill development or redevelopment is anticipated. Significant intensification in the built-up zones is not required to meet the Growth Plan's minimum density targets. All of the Midtown Transit Station Areas have been planned to meet or exceed the Growth Plan's minimum density targets.

Additional new policy directions introduced in the recommended Plan include:

- Minimum population and employment densities that are to be achieved in each Midtown Transit Station Area taking into consideration existing uses to remain and

sites anticipated to redevelop. The minimum densities are to be achieved collectively across the transit station area and over the long-term horizon of the recommended Plan. Individual developments are not required to meet the minimum population and employment density; and

- A policy clarifying that maximum densities (Floor Space Index) for sites are not specifically prescribed by the recommended Plan. Densities on any particular site will be governed by the height limits established in the recommended Plan in combination with the site design and urban design standards.

Land Use

The vision and policies of the recommended Plan continue to emphasize Midtown's role as an office node, retail focal point and community service destination for a broad segment of Toronto. Midtown accommodates a range of land uses across its diverse collection of neighbourhoods. These uses are located and conveniently accessed to serve people's daily needs, maximize the benefits of a compact, walkable, transit-oriented live-work community and support a prosperous economy.

Recent growth in Midtown has altered the balance of uses in Midtown, given the predominance of residential uses in recent and approved development. The Yonge-Eglinton Centre previously accommodated more jobs than residents, the ratio of jobs to residents is estimated to exceed a 35:65 ratio as a result of approved development. Minimal growth in office or institutional uses has occurred. Residential development pressures have extended to parts of Midtown historically dedicated to office uses. The resulting high cost of land puts employment-generating uses at a disadvantage.

Land use policies in the recommended Plan advance city-building objectives related to transit-oriented employment nodes, mixed-use neighbourhoods and vibrant retail streets. This is done through a combination of policies identifying permitted uses, priorities related to office, institutional and cultural uses and direction for retail streets.

The proposed Plan sought to clarify the appropriate mix of uses both through general policies and in policy direction for each character area. The proposed Plan included a variety of measures to achieve these goals, including dedication of a minimum proportion of a new building to office, institutional and cultural uses and restrictions on residential uses in lower floors of buildings.

The recommended Plan introduces a Land Use Plan (Map 21-4) that consolidates directions set out for different land uses and character areas in multiple sections of the proposed Plan. The Land Use Plan identifies land use designations for Midtown's growth areas, including a number of *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods*. Land uses in areas not designated on Map 21-4 will be subject to the policies of the Official Plan.

Mixed Use Areas "A" comprise Midtown's employment nodes near existing subway stations (Eglinton and Davisville) and along Eglinton Avenue East. These areas host concentrations of office uses. They are also important retail, cultural, entertainment and institutional destinations and are planned to maintain this role as regionally-significant hubs while also accommodating residential intensification.

Mixed Use Areas "B" accommodate a similar mix of uses in less intense forms near future transit stations or in established mixed-use corridors on Merton Street, Yonge Street and Eglinton Avenue. In both *Mixed Use Areas*, a broad mix of commercial, institutional and residential uses are permitted, with an emphasis on employment-generating uses (e.g. offices) and community-serving institutional uses (e.g. community service facilities).

Mixed Use Areas "C" generally mirror the Midtown Villages Character Areas where at-grade retail, service and/or institutional uses are generally required.

Lands designated *Apartment Neighbourhoods* in the Land Use Plan vary in scale, intensity and prevailing building type. However, they have a predominantly residential character. Local institutional uses, including schools and other community service facilities, are permitted. Small-scale retail and services uses are also permitted.

The Land Use Plan identifies two types of *Neighbourhoods* land use designations. The policies applying to these lands clarify where and in what form low-rise intensification is appropriate. *Neighbourhoods "A"* designated lands consist of areas that have a mix of low-rise uses with varied lot patterns and no prevailing building typology. The Plan establishes the planned context for these areas where incremental low-rise intensification in specified building types is appropriate. Low-rise development in these areas will support implementation of the Plan's public realm priorities while also adding to the variety of housing types in Midtown. Lands designated as *Neighbourhoods "B"* front onto major streets and are planned to intensify in a low-rise, main street form with retail and service uses at grade.

Feedback received from the development industry on the proposed Plan sought clarification of land uses and specifically what institutional, cultural and entertainment uses consisted of. The revised land use policies provide clear and concise direction related to permitted land uses and define institutional, cultural, entertainment and vehicle-related uses.

Growing Employment

Growing Midtown's employment base is a central principle of the recommended Plan and a key provincial policy direction. Midtown hosts an important cluster of office uses drawing on a workforce from across the city and region given its location and transit access. Transit access to the area is increasing with the opening of the Eglinton Crosstown LRT. At the same time, the finite availability of land to retain and expand office and other employment-generating uses is at risk of being lost to predominantly residential development. A net loss of these employment uses and spaces would undermine the live-work, mixed-use function of these core areas. It would also contribute to additional congestion on already-crowded transit and vehicular routes to the Downtown and other employment centres.

The proposed Plan identified Office Priority Areas where development would replace existing office space of over 1,000 square metres and contribute to a net gain of office space. This policy direction built on similar Council-adopted Official Plan policy with

more precision regarding priority areas in Midtown. There were also policy directions in certain character areas requiring a minimum amount of non-residential uses.

Through consultation, participants expressed the priority of expanding employment in Midtown and maintaining a balance with residential uses. This priority was also one of the key directions identified in the Transportation Assessment, given the increasing congestion on routes to the Downtown, the primary place of work for Midtown residents.

The recommended Plan maintains the objective of sustaining the live-work balance in Midtown. The policy direction has been modified and clarified with a set of requirements for the retention and expansion of office, institutional and cultural uses in lands designated as *Mixed Use Areas "A"* and *Mixed Use Areas "B"*. Development will be required to replace existing office space or provide a minimum component of office, institutional and cultural uses, whichever is greater. Combined, the requirements will ensure Midtown remains the major employment centre and community service destination intended by the Official Plan and Growth Plan.

The required gross floor area of office, institutional and cultural uses may be transferred to a receiving site nearby. This transfer may occur at the City's discretion, must be located within a specified area and must include construction of the non-residential space in parallel with or prior to development on the original site.

Retail Streets

Midtown's main streets serve as a focal point for community life. The physical form of the retail streets is a key contributor to the walkability, comfort and character of these streetscapes and can foster opportunities for small business.

The proposed Plan included both land use and built form direction that sought to reinforce the qualities of Midtown's commercial streets. Policy direction was provided for both Priority Retail Streets and Secondary Retail Streets, areas that could take on a greater concentration of retail and service uses as Midtown evolves.

The recommended Plan maintains a similar scope of land use and built form direction for the Priority Retail Streets and Secondary Retail Streets. The policies require development to include continuous frontages of pedestrian-oriented storefronts on Priority Retail Streets, including complexes with second-floor or internalized larger format retail. The policies also set standards for storefront widths and depths to maintain the characteristic rhythm of commercial main streets, support animated pedestrian spaces and encourage viable and varied spaces for business.

Based on feedback received through consultation, several policies have been revised to clarify intent regarding, for example, the appropriate proportion of glazing and variation given area character. The restriction on retail stores over 3,500 square metres has been revised to apply to all areas of Midtown and clarified to direct the distribution of retail spaces and storefront presence in medium-scale stores.

Parks and Public Realm

Midtown's streets, parks and public spaces provide important functions for moving people safely and efficiently. They provide space for active and passive recreation and promote public life and community building. As the area's population grows, the need for new, improved and expanded public spaces expands in parallel.

The recommended Plan's parks and public realm policies will guide public and private actions to create an improved public realm and increase the amount of public parkland in the area. The policies address site and urban design standards to ensure the delivery of a high-quality public realm as part of development. The policies build on OPA 289, which focused on the public realm in and around the Yonge-Eglinton Centre, and extend the public realm vision throughout the Secondary Plan area.

Public Realm Policies

The proposed Plan included policies from OPA 289 and additional policies identifying principles and priorities to guide public realm improvements. Policies retained from OPA 289 identified the role of and primary objectives for Midtown's public realm and types of priority improvements. OPA 289 set out policy direction to reduce the impact of vehicular, loading and servicing activities on the public realm. New proposed policies directed the rebalancing of streets and added further direction for improving safety and accessibility for users of all ages, abilities and modes. The area-wide public realm policies in the recommended Plan continue to identify actions to support improved pedestrian safety, accessibility and comfort including the provision of wider sidewalks, additional street trees, street furniture and wayfinding.

Revisions to this section of the recommended Plan include the following:

- The definition of the public realm has been refined and reflects the detailed work in the first and second phase of Midtown in Focus regarding the vision for the area's public realm.
- The recommended Plan includes a new map, Map 21-7, for added clarity identifying the required at-grade setbacks on key public streets and related policy indicating the intent that these be publicly-accessible landscaped and/or sidewalk spaces, depending on the character of the area. Map 21-7 consolidates setbacks identified in character area policy in the proposed Plan.
- Policies regarding mid-block connections have been moved to Section 4 (Mobility). Policies regarding Privately Owned Publicly-Accessible Spaces (POPS) have been moved to the Parks and Open Space section.

Public Realm Moves

In addition to the five public realm moves included in OPA 289, the proposed Plan added new Public Realm Moves giving direction for improvements to particular streets in the Davisville area as well as Yonge Street north of Yonge-Eglinton Centre. The new Public Realm Moves are included in the recommended Plan and include the following:

- **Yonge Street Squares Extension** - extending both north and south of the original Yonge Street Public Realm Move, streetscape improvements and new public squares – leveraging both development and public rights-of-way – that create a cohesive public realm experience along Yonge Street.
- **Davisville Community Street** - a multi-purpose promenade that links important community destinations, including two parks, two schools, a planned community recreation centre and a transit station, and reflects the important civic role of Davisville Avenue. Wider sidewalks, street trees and a separated cycling facility are proposed.
- **Mount Pleasant Road Arboretum** - a redesigned streetscape on Mount Pleasant Road that includes new cycling facilities and enhanced tree planting to connect Mount Pleasant Cemetery and the Kay Gardner Beltline Trail with Mount Pleasant Village and Transit Station.
- **Greened streets in Davisville** - pedestrian and streetscape improvements on Merton Street, Balliol Street and Pailton Crescent to create active green corridors that build on the landscaped character of Davisville.

Through both the Public Realm Moves and the area-wide public realm policies, the recommended Plan promotes the delivery of high-quality streets, parks and open spaces. The policies in the recommended Plan are also informed by and support implementation of Midtown Parks and Public Realm Plan discussed in Section 8 and attached to this report (Attachment 2).

Aside from minor amendments to align OPA 289 policies with the structure of the Secondary Plan (e.g., map references, geographic references), OPA 289 policies remain as approved by the Local Planning Appeal Tribunal.

Following the final phase of stakeholder consultation and review, minor revisions were made to the public realm policies to clarify and simplify the policies. Changes include:

- Combining and consolidating policies and/or sub-policies to streamline and remove redundancy;
- Clarifying definitions of the public realm and minimum standards for mid-block connections;
- Aligning public realm directions with revisions to the mobility policies, including development of a comprehensive Mobility Network map (Map 21-9) that includes mid-block connections and important walking routes; and
- Clarifying policy language for the new Public Realm Moves including using consistent terminology for building setbacks.

Parkland Provision

The policy directions in the recommended Plan expand on the policy direction introduced by OPA 289 related to the provision of parks in Midtown, with additional direction related to acquiring new parkland, and expanding and improving existing parks and open spaces. These additions address the broader Secondary Plan geography and

give direction on where new and improved public parkland is required and how it can be attained to support Midtown's continued evolution. The Midtown Parks and Public Realm Plan examined the need for parkland over the 25-year horizon and forms the basis for the policies in the recommended Plan.

The proposed Plan included a Parks and Open Space Network Plan to guide decisions related to parkland acquisitions and improvements. The Parks and Open Space Network Plan has been revised to address feedback received during the public consultation, meetings with the school boards and continued analysis as part of the development of the Midtown Parks and Public Realm Plan. An important aspect of the overall vision has been to ensure that parkland is provided commensurate with the intensity of development, while also providing a full range of parks (e.g. size and functionality) in the area. The approach places an emphasis on the consolidation of parkland to create parks with improved programming potential, while ensuring connections in and between the parks to facilitate enhanced access to these spaces.

The network of public parks proposed for Midtown will support the anticipated population growth and create a well-connected network of parks and open spaces. The Parks and Open Space Network Plan in the recommended Plan (Map 21-8) identifies:

- Existing and approved public parks;
- Ravines and natural areas;
- Priority Park Areas, consisting of parks identified in the 2014 Parks, Open Space and Streetscape Plan and incorporated into OPA 289;
- City-Owned Opportunity Sites, which primarily consist of existing Toronto Parking Authority (TPA) parking lots and streets capable of being transformed into park spaces;
- A series of Proposed Public Parks, which consist of on-site dedications on larger development sites, parks in the 0.5 to 1.5 hectare range in the vicinity of current and anticipated high-growth areas and other parks with a range of sizes that will complement the Public Realm Moves;
- Park Expansion Areas, which consist of lands adjacent to existing parks that would have the effect of increasing their visibility and accessibility while enabling additional parks programming to support growth and enhance the utility of the parks;
- Potential decking of the subway trench and Davisville Yard; and
- Other open spaces such as school properties and cemeteries.

In addition to the sites indicated on the map, on-site parkland dedications continue to be prioritized adjacent to the Park Street Loop Public Realm Move and, additionally, the Davisville Community Street Public Realm Move. Parkland dedications in association with these public realm moves will enhance their use and supplement existing links to parks and open spaces. On-site dedications in these areas will provide neighbourhood amenities such as play structures, community gardens or places for people to sit and gather.

Likewise, the development of a larger local park (1.5 ha to 3.0 ha) in the southeast quadrant of the Secondary Plan area continues to be identified, highlighting a gap in the geographic distribution of parks in Midtown. This park would potentially integrate parks programming and co-located community service facility spaces to create a new

neighbourhood hub. The final size and configuration of the various park spaces will be confirmed as development proceeds. The policies in the recommended Plan acknowledge that other opportunities may emerge in the future and enable the City to capitalize on these opportunities.

In general, the Parks and Open Space Network Plan was well-received during the public consultation. Key changes to the policies and Parks and Open Space Network Plan based on feedback received during the public consultation and continued analysis include:

- Streamlining the conceptual locations for new parks to better address gaps in the network;
- Identifying new connections to the Mount Pleasant Cemetery east of Mount Pleasant Road; and
- Providing additional guidance for increasing and improving amenities and uses within existing parks (e.g. washroom facilities, community gardens) by signaling that master planning exercises will be undertaken for Midtown's larger parks (over 1.5 hectares) and other existing parks, similar to the Eglinton Park Master Plan that is now underway.

Securing New Parks

The recommended Plan identifies mechanisms the City will use to realize the Midtown Parks and Public Realm Plan. Parkland dedication from development continues to be a primary tool for the acquisition of parkland. The City will leverage existing real estate assets to contribute land towards the creation of new parks (City-Owned Opportunity Sites and the potential decking of the subway trench and Davisville Yard). Other tools at the City's disposal for improving parks and securing new parks include Development Charges, the tax base and philanthropic contributions. The completion of the Implementation Strategy will establish how the Midtown Parks and Public Realm Plan will be realized over the coming decades.

Parkland Dedication as a Condition of Development Approval

The primary tool for acquiring new parkland is through land dedications or cash-in-lieu of parkland as a condition of development or redevelopment under Section 42 of the *Planning Act*. The *Planning Act* sets out a standard rate for parkland dedication of 2 per cent of the land area for commercial or industrial development and 5 per cent of the land area for residential development.

The Act permits municipalities to set their own alternative parkland dedication rates by by-law to enable the City to require parkland dedication and cash-in-lieu over and above the *Planning Act's* standard rate for residential development. Prior to passing a new alternative parkland dedication by-law, an official plan is required to be in effect that contains specific policies dealing with the provision of lands for park or other public recreational purposes and the use of the alternative requirement. A parks plan, such as the Midtown Parks and Public Realm Plan, is also required to be made publicly available prior to the adoption of official plan policy. The parks plan must examine the need for parkland in a city or specific geography.

The proposed Plan included placeholder parkland dedication policies. These have been replaced with a new policy that identifies that an area-specific alternative parkland dedication by-law will be adopted for the Secondary Plan area. The new parkland dedication policy clarifies that development will be expected to contribute parkland commensurate with the intensity of development, rather than the current requirement of a percentage of the size of a site. The current approach does not account for the development intensity Midtown is experiencing. The key principle that will be applied is that the more intense the development, the more parkland that will be required to be provided. The policies in the recommended Plan identify and clarify how the alternative parkland dedication will be used, and provide criteria for land that is to be conveyed to the City.

The recommended Plan incorporates the OPA 289 policy that prioritizes on-site parkland dedications. Where on-site parkland dedications are determined by the City to not be technically feasible or desirable, the recommended Plan continues to request that development provide its dedication off-site, in proximity to the development site and/or a site identified on the Parks and Open Space Network Plan. The Parks and Open Space Network Plan will assist in guiding applicants in acquiring lands for off-site dedications, while providing flexibility for other potential opportunities that may emerge that would likewise be to the satisfaction of the City.

Where the City exercises its right to accept cash-in-lieu of parkland, the alternative rate provision will largely be used to implement parkland acquisition and improvements serving Midtown. Policies have been included that are consistent with city-wide practices. A portion of any payment of cash-in-lieu will be used to acquire and improve parks city-wide in recognition of the continued importance of Toronto's broader system of parks for all Torontonians, including people living in Midtown. The balance of any cash-in-lieu payment will be utilized to achieve the new public parks in the vicinity of developments.

Development-related Policy Direction

Privately Owned Publicly-Accessible Spaces are spaces that the public is invited to use, but remain privately owned and maintained. POPS can play an important role in supplementing and connecting the city's public realm network. The policies of the recommended Plan provide direction for the provision of POPS as well as their design. Additionally, enhanced policy direction is provided for development located adjacent to a public park to ensure an appropriate interface between the development and the public park.

Mobility

The Mobility policies in the recommended Plan outline directions that strive to enable residents, workers, students and visitors in Midtown to travel safely, efficiently and more sustainably, while strengthening economic competitiveness and environmental resilience.

The recommended Plan's policies and associated maps address a variety of key transportation elements to achieve these objectives. The policies address streets,

laneways, mid-block connections, cycling, transit, travel demand management (TDM) and parking. The policies have been revised based on feedback received during the public consultation and the priorities identified in the Midtown Transportation Assessment.

Streets

Streets are the fundamental element of the Midtown mobility network and serve both as corridors for movement and as important public spaces. As Midtown continues to grow, competition for limited space in the street rights-of-way will increase. The recommended Plan outlines principles and priorities to guide the design, refurbishment or reconstruction of existing and planned streets in the Secondary Plan area, prioritize active and sustainable transportation modes and ensure the safety of all street users.

The recommended Plan outlines a series of policies for different kinds of streets in Midtown:

- **Major Streets**, such as Yonge Street, Eglinton Avenue, Avenue Road, Davisville Avenue and Mount Pleasant Road, are important main streets that provide direct and continuous transportation routes within and across Midtown and connect with the surrounding city. Major Streets will include direct and continuous walking and cycling routes to rapid transit stations. They will have wide, generous sidewalks with unobstructed clearways and safe and protected crossing locations to accommodate the highest intensity of pedestrian and cycling movement and activity. Major Streets also are served by surface transit routes, have retail and active building frontages and will be prioritized for specialized urban design treatment and the highest quality pedestrian amenity, given their prominence as important public spaces. Major Streets are the streets that should benefit from the most public investment to accommodate continued development in Midtown.
- **Primary Streets**, such as Redpath Avenue, Duplex Avenue, Oriole Parkway, and Broadway Avenue, are identified as intermediate-level streets that serve a more local focus and provide connectivity and access to and between Midtown's employment nodes and other neighbourhood destinations, such as schools, parks, open spaces, community service facilities and surface transit stops. Primary Streets provide integrated and legible walking and cycling connections with Major Streets, contribute to recreational amenity in Midtown, and should also be designed as vibrant public spaces.
- The Plan also identifies some key local streets as **Priority Local Streets** that provide additional fine-grain walking and cycling routes between community focal points and offer opportunities for minor infrastructure improvements to improve local walking and cycling conditions. Many of these streets were identified as important walking and cycling routes through the public consultation process.

The recommended Plan identifies several off-set intersections connecting east-west streets across Yonge Street that are proposed for potential street realignment building off realigned streets identified in OPA 289. The potential realignments would provide more direct pedestrian and cycling connections across Yonge Street and could offer

opportunities to create new open spaces and squares, where possible. Realignment of these streets at the intersection will be pursued over time, as opportunities arise, including through redevelopment.

New Local Streets and Mid-Block Connections

Midtown generally has a fine-grain street network, but there are some larger development blocks. The recommended Plan identifies several conceptual locations for new local streets identified in previous planning initiatives (Eglinton Connects, Yonge-Eglinton Focussed Review and OPA 289) and a network of mid-block connections (likewise building on OPA 289) are recommended to break up larger blocks, expand pedestrian travel options and improve site permeability. The final location, alignment and design of new local streets and mid-block connections will be determined through redevelopment opportunities.

Laneways

The recommended Plan identifies existing and new laneways which will provide servicing and motor vehicle access to properties as well as additional pedestrian and cycling connectivity. The new laneways are primarily adjacent to Major Streets and include areas identified in the Eglinton Connects study and OPA 253 as well as extensions to existing laneway systems in the Midtown Villages. Laneways enable vehicular and servicing access at the rear of buildings in order to reduce the need for driveways directly on Major Streets, reducing conflicts with pedestrians and cyclists. New laneways should connect with existing laneways and have entry points on side streets, where possible, and will be secured over time through development.

Cycling

The recommended Plan recognizes the importance of creating a long-term cycling network that improves cycling access between Midtown and Downtown and creates a more complete local cycling network to encourage more people to cycle for shorter trips within the Secondary Plan area.

The recommended Plan proposes that new dedicated cycling infrastructure should be provided primarily on the Major Streets in the Secondary Plan area, especially key north-south streets that connect Midtown with Downtown. It is recommended that these north-south cycling routes be studied further to determine the optimal corridor(s) for dedicated, physically-separated cycling infrastructure in the near and medium terms.

There are also significant gaps in the local cycling network within Midtown and a lack of connectivity with the surrounding city-wide cycling network, including the Beltline Trail. The recommended Plan prioritizes cycling on a number of Primary Streets. It also identifies that opportunities on key local streets for cycling facilities will be pursued. These, in combination with new cycling facilities on Major Streets, will serve to form a well-connected network of safe and comfortable dedicated cycling facilities between important destinations within Midtown.

The Midtown mobility network represents a long-term vision for the provision of cycling infrastructure in the Secondary Plan area. Further detailed study is required to determine the exact type and design of cycling facilities that will be provided and the timing of implementation. Additional opportunities for cycling infrastructure may also emerge on other local streets over time.

Priority is also placed on providing additional publically accessible bicycle parking, bike share stations and end-of-trip bicycle amenities near Midtown's rapid transit stations, in areas of future growth and at other important neighbourhood destinations.

Transit

Midtown is an important crossroads in the City's transit network and a key origin for transit trips destined to the Downtown. There are currently significant crowding issues during the rush hours on the Yonge subway line (Line 1). Several operational improvements and city-wide rapid transit network planning initiatives are underway to address Yonge subway crowding and capacity issues, including studies for Relief Line South and North. The TTC has been directed to implement interim transit improvements to help provide additional transit capacity for the Line 1 corridor. The recommended Plan's policies related to transit are intended to complement and support, but not replace, the ongoing operational improvements, long-term rapid transit network planning initiatives and interim surface transit studies already underway.

The Plan directs that interim or permanent surface transit priority routes should be explored on key north-south streets between Midtown and Downtown, which include Yonge Street, Avenue Road, Mount Pleasant Road and Bayview Avenue. The specific transit priority measures will be determined through future study.

The recommended Plan also outlines that connections between surface transit routes and new rapid transit stations will be designed to be direct, seamless and user-friendly to improve connectivity and convenience for transit users. Development in proximity to transit stations will provide improved at-grade pedestrian access to the station, where possible. Entrances to transit stations will be encouraged to be integrated into buildings and new development, ensuring that all points of access are clearly marked, visible and accessible from the street and maintain hours of access to match transit operations.

Additional multi-modal infrastructure and services should also be provided in proximity to transit stations, including car-share, bike-share, enhanced bicycle parking, and areas for Wheel-Trans passenger pick-up/drop off, as appropriate. Many of these multi-modal facilities may be secured as part of new development but others, such as bike share, will be implemented as part of City capital or operational programs.

Travel Demand Management

The recommended Plan outlines that Travel Demand Management strategies will be required as part of complete applications for Official Plan or Zoning By-Law Amendments. The strategies will propose a range of infrastructure improvements and programs to increase walking, cycling and transit use and reduce single occupancy vehicle use. This will also include a range of parking management strategies to

minimize auto parking supply for new developments and prioritize facilities and programs that support sustainable transportation choices, including car-share, carpool, bike-share, on-street bicycle parking, shared parking and low-emission vehicles.

Parking

This report recommends staff proceed with a zoning review following adoption of the recommended Plan. The zoning review will include reviewing and establishing appropriate minimum and maximum parking standards for development, which will be determined based on proposed land uses, proximity to Midtown's transit station, shared parking principles and the use of Travel Demand Management measures.

In addition to minimizing parking supply within new developments, policies are recommended to discourage off-street parking facilities and structures at or above grade, especially commercial boulevard parking. In general, new parking supply should be provided below grade to help better utilize available lands for other uses while retaining a balanced supply of on-street parking.

New Toronto Parking Authority public parking facilities will be integrated below-grade within new and existing developments, incorporate design features that facilitate conversion to other transportation uses should parking demand decrease and encourage a variety of multi-modal transportation infrastructure, including car-share facilities, bike-share facilities, electric vehicle-charging spaces and bicycle parking.

On-street parking may be provided at appropriate locations to support at-grade retail and services along key retail streets and provide a buffer between pedestrians and vehicular traffic. In some locations, it also may be desirable to have on-street parking spaces dedicated for a variety of shared mobility services, such as bike share stations or spaces for car-share vehicles.

Built Form

Development in Midtown is a complex and delicate process of infilling within a built-up area. The potential impacts of new development in a mature urban environment require careful calibration of the appropriate building type and scale for a site as well as a building's location, scale, orientation and relationship to neighbouring properties and the public realm. The requirements for high-quality compact built form are especially acute given Midtown's strong sense of place and densities that already exceed mandated minimum targets.

The proposed Plan included built form principles and general policies related to a maximum tall building floor plate size, tower separation distances and tower setbacks applicable to development sites across Midtown. Maximum building heights for tall building sites were identified on a series of maps in the proposed Plan. An additional set of maps identified sites with tall building development potential, infill development potential and mid-rise development potential as well as sites at development capacity and not appropriate for further intensification given existing buildings on site, proximity to existing tall buildings and other conditions.

The proposed Plan also provided policy direction specific to each character area that built on the general policy direction. There was additional direction regarding tower separation distances, setbacks, angular planes and maximum building heights for some character areas.

The recommended Plan now provides all built form policies for the character areas in a single policy section – the Built Form section. It introduces a new series of Maps called Permitted Building Types and Height Limits, defines building typologies in Midtown and provides associated policy directions for the building types. The defined building types are low-rise, mid-rise and tall buildings as well as infill development. The recommended Plan recognizes approved developments, while continuing to advance the built form direction determined through the study.

These changes respond to feedback on the proposed Plan, and specifically to the concerns expressed by the development industry with the previous approach of identifying sites at development capacity. Direction is provided to better inform infill development on existing apartment building sites to enable improvements to these buildings over time. City staff have endeavoured to maximize opportunities for flexibility and creativity within the recommended Plan while still protecting for sufficient certainty in a complex and rapidly-evolving community.

The recommended Plan's built form direction provides detailed development criteria and urban design standards to address the wide range of issues Midtown is facing. The built form policies include direction specific to each Character Area where appropriate to ensure development reinforces the valued character of the respective area and seamlessly fits with the existing and planned context. It also specifies where tall buildings are appropriate and includes policy direction to enable infill development on many of Midtown's existing apartment building sites.

The recommended Plan's built form direction was informed by significant research, analysis, built form modelling, testing and extensive consultation. Attachment 8 provides a summary of the Built Form Study, methodology and related consultation.

Built Form Principles

The Built Form Principles outline fundamental objectives to guide new development across Midtown's diverse collection of neighbourhoods. City Council endorsed in principle an earlier draft of the Built Form Principles at its July 2016 meeting and directed staff to consider the principles in the review of development applications. The principles have subsequently been refined through consultation and have shaped the built form vision for Midtown articulated in the recommended Plan.

Heritage Conservation

Heritage is not limited to its landmarks, views and landscapes; residents also value the contribution that heritage brings to their local neighbourhoods. It is these everyday historic places where lives are played out. Understanding local character means that as places change they can hold onto what makes them distinctive and use this to ensure that development integrates with its context and adds value.

The recommended Plan builds on the Official Plan's heritage policies as well as the recommendations in the Midtown Cultural Heritage Resource Assessment. The assessment included the identification of properties with potential cultural heritage value. The City included a first group of properties in the Heritage Register in 2017. Map 21-10 of the recommended Plan identifies additional properties with Potential Cultural Heritage Value. Heritage Impact Assessments will be submitted for development proposed on, or adjacent to, these properties.

The recommended Plan provides direction on approaches to enhance the conservation of heritage properties. This includes direction on appropriate transitions to cultural heritage resources on the City's Heritage Register or to properties identified on Map 21-10. Additional setbacks, stepbacks and other measures beyond the minimum standards identified elsewhere in the recommended Plan may be required to secure proper conservation and sympathetic additions and development.

Where a heritage resource is conserved, inclusive of its three-dimensional integrity, additional height may be permitted and flexibility with specific urban design standards in the recommended Plan may be considered. Further direction for the conservation of heritage properties is provided in the Official Plan, in particular Section 3.1.5.

Permitted Building Types

The diversity of character areas and building types in Midtown requires tailored direction on the appropriate type, scale, massing and form of development in each area. The recommended Plan addresses the complexity of the mature, varied urban environment by outlining urban design standards for a defined set of permitted building types. These permitted building types - low-rise, mid-rise, tall buildings and multiple approaches to infill - are specific to Midtown. They are informed by and respond to characteristics and conditions unique to Midtown's Character Areas.

Maps 21-11 to 21-16 identify where permitted building types are appropriate in the Secondary Plan area. The maps identify both existing and approved buildings (indicated with hatching) and sites where development of the permitted type may be supported subject to meeting the policies of the recommended Plan and Official Plan.

Midtown's mature neighbourhoods, with layers of development history, are not uniform in their present built form. As the maps indicate, continued development may result in a variety of permitted building types within one Character Area or city block to ensure fit and achievement of the objectives of the recommended Plan.

Maps 21-11 to 21-16 take the place of maps regarding development potential in the proposed Plan. The revised approach acknowledges existing and approved buildings by type and indicates the permitted building type on potential development sites in accordance with area character and an application of the recommended Plan to the existing conditions on and adjacent to the site. The consolidation of multiple properties on the maps and/or the adoption of Site and Area Specific Policies may be required to accommodate a building that meets the design standards for the respective building type.

These revisions allow for a degree of flexibility when assessing development capacity and anticipating what development may occur over the 25 year horizon of the recommended Plan. Development applications will be required to demonstrate, through the submission of Context Plans, conformity to all the recommended Plan's policies given existing conditions and the planned context in the immediate area.

Low-rise Buildings

Midtown Low-rise Buildings are residential and non-residential buildings up to a maximum of four storeys in height. Permitted types range from townhouses and low-rise apartment buildings to mixed-use main street buildings and institutional buildings, such as schools and community centres. The proposed Plan provided direction for low-rise intensification in a number of Character Areas. As with other permitted building types, the recommended directions have been consolidated in one section with character area-level distinctions highlighted within the policy.

Maps 21-11 to 21-16 identify various locations where development of low-rise building types would complement the existing and planned context of an area, support the Plan's public realm objectives and, in the case of residential uses, contribute to a diversity of housing types.

The design standards for low-rise buildings seek to enhance the relationship of new buildings to streets, parks and open spaces, including the public realm moves, through well-designed and landscaped setbacks and directly accessible entrances. Buildings will be massed and articulated to fit within the planned context and mirror the existing scale and rhythm. Along with appropriate facing distances, these standards seek to maintain sunny conditions, daylighting within units, sky view and privacy.

Mid-rise Buildings

The recommended Plan defines Midtown Mid-rise Buildings as buildings between five to ten storeys in height depending on the character area. Maps 21-11 to 21-16 identify locations for mid-rise buildings in nearly all the character areas. These sites include properties along major streets in the Villages and Apartment High Streets Character Areas. They also include sites identified for mid-rise potential in other character areas where a taller built form would not be appropriate given existing conditions and would not meet the policies of the recommended Plan.

The recommended Plan sets out urban design standards for mid-rise buildings related to stepbacks, rear setbacks, angular planes and vertical articulation. The standards differ between character areas due to area-specific considerations and distinguishing features; however, there are areas of overlap where appropriate. This includes the alignment of some policy directions that differed slightly between Character Areas in the proposed Plan.

The combination of policies provides clear direction on the desired character for the Character Areas and will guide the development of mid-rise buildings that maintain a consistent human-scaled streetwall, maximize sunlight on the public realm and maintain good street proportion.

Tall Buildings

The recommended Plan's policies and maps provide direction regarding the appropriate location of new tall buildings: where a tall building context is planned and where the policies of the recommended Plan can be met. The existing and planned context beyond a site must be considered when evaluating the appropriateness of a tall building's proposed location, height, floor plate, massing and orientation. This direction mirrors the direction set out for tall buildings in the proposed Plan and has been informed by the analysis of Midtown's area structure and development trends, modelling, testing and consultation conducted as part of the multi-year Built Form Study.

The recommended Plan provides urban design standards for residential, mixed-use and non-residential tall buildings. The recommended Plan also recognizes the prevalence of free-standing tall buildings with no base buildings built in parts of Midtown in the mid-20th century. This building type will generally not be permitted in recognition of the associated wind impacts and other design limitations.

The urban design standards for tall buildings establish basic parameters for appropriate built form, informed by the distinguishing features of and vision for the respective Character Areas as well as measures to mitigate potential impacts on the public realm and spaces within buildings.

Direction is provided for base buildings, including overall height, streetwall height, stepbacks, articulation, ground floor design and uses. Some flexibility on base building height is provided subject to demonstrating no additional impacts on the public realm.

The recommended Plan's urban design standards for the tower component of tall buildings include the following:

- Tower setbacks, which vary to fit the vision for each character area, to preserve sunlight and sky view, reduce wind impacts and limit a tall building's perceived massing;
- A maximum floor plate of 750 square metres (gross construction area), with flexibility for minor increases where required to address structural requirements;
- Minimum separation distances to achieve good sky view and sunlight access and contribute to the desired character of an area. The separation distances increase for taller buildings and in the Apartment Neighbourhoods Character Areas, where openness between buildings is well-established and central to these neighbourhood's sense of place; and
- Minimum setbacks for towers constructed near schoolyards.

The direction for non-residential tall buildings is distinguished by greater flexibility with the maximum floor plate size to enable economically viable interior layouts. Impacts related to wind, shadow and sky view are required to be demonstrably mitigated.

Additional direction is provided for tall buildings in the Apartment Neighbourhoods Character Areas, where the green, open, landscaped setting is fundamental to the existing area character. The recommended Plan establishes a minimum proportional requirement for open space - 55 percent of a site - with additional requirements for soft

landscaping. This open space can be provided through the landscaped setbacks required in the Plan, on-site parkland, outdoor amenity spaces and other landscaped open spaces characteristic of these areas.

Infill Development

The proposed Plan identified two forms of infill additions to existing buildings that may be appropriate subject to meeting specific criteria and improving conditions for existing residents on the site.

The recommended Plan expands on this direction with clear criteria set out for various forms of infill that may take place on Midtown apartment building sites as part of the renewal of the existing buildings and improvement of the publicly-accessible spaces around them. Sensitively incorporated on a site, infill can facilitate improved pedestrian conditions, including enhanced weather protection and reduced surface parking and driveways, and reinvigorated landscaped areas.

The urban design standards for infill support a tailored Midtown approach to the renewal of mid-century apartment building sites. Infill in the Apartment Neighbourhood Character Areas may occur as:

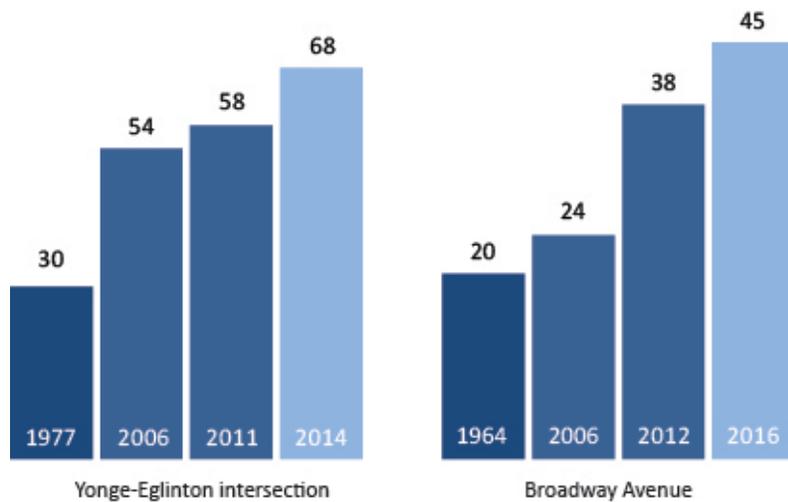
- Low-rise additions to existing apartment buildings to improve building entrances, provide active frontages and enhance weather protection;
- Stand-alone low-rise and mid-rise infill buildings on large sites, subject to providing appropriate separation distances and ensuring proper building address for both the existing and new buildings on site;
- Additions on top of some existing tall apartment buildings of up to three storeys, where the design, massing and orientation of the addition result in minimal shadow impacts; and
- Tall building additions resulting from the partial demolition of existing apartment buildings that are ten storeys or less, subject to providing sufficient separation distance from existing units and meeting general standards for tall buildings.

The recommended Plan sets out conditions for infill in the Apartment High Street Character Areas guided by similar objectives related to building renewal and improved site conditions. Any additions to the apartment buildings - on top or low-rise additions in the front or along the sides - will match the maximum height, setbacks, stepbacks and angular planes required in the character area.

Building Heights

In the past two decades, the heights of new buildings in Midtown have significantly increased. This trend is occurring not only at the Yonge-Eglinton Crossroads, where the in-force Secondary Plan directs the location of tallest development, but also on sites along major streets and in the Apartment Neighbourhoods despite being identified as stable neighbourhoods in the Official Plan (see Figure 3). The result is unpredictability for residents, rising and speculative purchase prices and, importantly, the delinking of projected population growth, long-range capital planning and actual infrastructure demand.

Figure 3: Building Height Peaks (constructed or proposed building heights in storeys, by year of construction or proposal)



The multi-year Built Form Study incorporated a detailed analysis of Midtown's development history, the character and distinguishing features of its neighbourhoods, impacts on the public realm, the provision of infrastructure and the overall area structure of high-growth and low-growth areas and transitions in between. The proposed Plan established a height regime that will enable continued growth, subject to the provision of infrastructure, and support the expansion of housing options and jobs while respecting the qualities and character of Midtown's diverse neighbourhoods and limiting the impact of new tall buildings on the public realm.

The maximum heights presented in the recommended Plan reflect this analysis and several years of area-by-area consultation with property owners, developers, residents and other stakeholders.

Maps 21-11 to 21-16 of the recommended Plan identify maximum heights for all Character Areas, including tall, mid-rise and low-rise building sites. Existing or approved building heights are provided on the map where permitted building types are already constructed or approved.

The inclusion of maximum heights in the recommended Plan is intended to provide clarity to property owners, developers, the community and decision-makers. The inclusion of height limits is a means to direct growth and shape the varying planned densities in Midtown. Furthermore, the clarity provided by maximum heights, combined with other urban design standards, enables the City and other service providers to more accurately project population growth, undertake long-range capital planning and deliver adequate infrastructure. A lack of certainty or deviations from an adopted plan can pose a significant risk to the timely provision of infrastructure.

The maximum heights establish a height topography for the area with the tallest heights permitted closest to the Yonge-Eglinton transit station and heights terracing down in all directions from the intersection. Maximum building heights in the Davisville area are lower than in the Yonge-Eglinton Crossroads. New tall buildings will fit within the

established scale of the Davisville area and will be designed to minimize impacts on the Yonge Street pedestrian environment, nearby parks and adjacent *Neighbourhoods*.

The height limits and other policies of the recommended Plan are intended to direct intense development to appropriate locations and minimize impacts on the public realm, neighbouring properties and surrounding neighbourhoods.

In addition to maximum building heights, the recommended Plan provides minimum building heights by geography. These minimums limit the under-development of one-off sites and aid in the development of consistent streetwall heights and other character-defining features consistent with existing City guidelines.

The minimum and maximum permitted building heights are indicated in storeys in policy and on the maps. The recommended Plan establishes approximate floor-to-ceiling heights to ensure buildings conform to the planned height regime in both storeys and metres. Flexibility is provided to address structural requirements and the requirements of different land uses. Where applications diverge significantly from the approximate storey heights, a reduction in permitted storeys will be required.

Some flexibility related to maximum height is provided for mid-rise buildings (as it is for base buildings of tall buildings). One additional storey may be permitted where lots have sufficient depth to accommodate an additional storey while maintaining at least five of hours of sun on sidewalks, meeting rear angular plane requirements and setting back the mass of the additional storey to minimize its perception from the street. Additionally, one additional storey may also be considered by the City where a heritage resource is being conserved, inclusive of its three-dimensional integrity, consistent with the Official Plan's heritage conservation policies and meeting the criteria noted above.

Special Study Areas

Maps 21-11 to 21-16 of the Plan identify five Special Study Areas where, in the context of any development, building heights should be as established in the Zoning By-law or determined through a comprehensive city-initiated study. These sites include three school properties in the Yonge-Eglinton Centre, the southwest quadrant of the Yonge-Eglinton Crossroads Character Area (Canada Square) and the Davisville Yard.

The southwest quadrant, the majority of which is City-owned, was subject to a detailed area study that concluded with updated zoning and urban design guidelines in 2009. The policy directions adopted at the time (Site and Area Specific Policy 6 of the existing Secondary Plan) have been incorporated into the recommended Plan as development criteria to guide future redevelopment. A comprehensive study is required for any changes to the Council-adopted by-law for the lands. The resulting plan for the lands must conform to the applicable policies of the recommended Plan while also providing further detail on the redevelopment of this important site.

Similar direction is provided for the Davisville Yard, where previous studies and Zoning By-law Amendments contemplated major redevelopment. The recommended Plan's policies establish objectives for any proposed redevelopment, including prioritizing the

inclusion of office space and community service facilities, public realm improvements and the creation of a signature civic park, on site and in conjunction with Oriole Park.

Sunlight and Comfort

Midtown's limited number of parks and open spaces are well-used in all seasons and at all times of day. These spaces are a valued resource and face increasing demand as the area's population grows. The protection of sunlight on these parks and open spaces will ensure that they remain comfortable and maximize their utility throughout the day and in the shoulder seasons.

OPA 289 included policies restricting additional shadow on Eglinton Park as well as Redpath Parkette and its proposed expansion area. These protections were extended in the proposed Plan to mitigate impacts on other important parks and open spaces located outside the original study area: June Rowlands Park, Oriole Park, Charlotte Maher Park and the Northern Secondary School playfield.

The proposed Plan clarified the period of sunlight protection to be studied and demonstrated in a development application (between 9:18 AM and 6:18 PM at the spring and fall equinoxes). This time period aligns with the City's requirements for sun/shadow studies. Restricting additional shadow during this period supports the enjoyment of these park spaces throughout the day and in the shoulder seasons. It also protects for their continued and evolving use as Midtown grows, demands on the public realm increase and facilities and programming within the parks and open space are reimagined.

Given their size, programming and intensity of use, these larger parks and playing field are important components of the Midtown public realm network. The proposed Plan provided directions for limiting new shadow impacts on other parks and open spaces of a similar size and function. The proposed Plan's location of tall building sites, maximum heights and other urban design standards were informed by potential impacts on important public spaces. Accordingly, the application of these policies, retained in the recommended Plan, is intended to contribute to sunny, comfortable conditions beyond the identified list of parks and playing field.

The recommended policy directions regarding sunlight and comfort remain largely unchanged from the proposed Plan. The structure of these policies has been revised to improve its readability and clarify policies that originated in the previously adopted OPA 289.

Amenity Space

The Official Plan requires all development to provide indoor and outdoor amenity space for residents. To ensure the provision of a full range of amenities within a complete community, the Plan includes policies that elaborate on the types of amenity spaces that should be provided with development and the need for amenity space to also support non-residential development. The policies focus on securing amenities that serve diverse groups of users, including those of all ages and abilities, as well as the

provision of pet amenities. There were no substantial changes to the policies presented in the proposed Plan.

Community Services and Facilities

Community service facilities provide a foundation for a diverse range of programs and services that build communities, contribute to quality of life and act as neighbourhood focal points where people gather, learn, socialize and access services. These facilities and the services they provide are an essential part of creating and sustaining vibrant, inclusive and complete communities. Community services facilities include non-profit child care, community and recreation centres, libraries, public schools and human service agencies.

The recommended Plan's community services and facilities policies were informed and their implementation will be supported by the Midtown Community Services and Facilities Strategy in Attachment 3 of this report (CSF Strategy). The CSF Strategy was led by the City Planning division in collaboration with service providers and representatives of City divisions, public boards and local agencies including:

- Parks, Forestry and Recreation;
- Social Development, Finance and Administration (SDFA);
- Toronto Children's Services (TCS);
- Toronto Employment and Social Services (TESS);
- Toronto Public Health (TPH);
- Toronto Public Library (TPL);
- Toronto Catholic District School Board; and
- Toronto District School Board.

Community services and facilities are provided by a whole system of government and community resources, programs, facilities and social networks. The recommended Plan's policies recognize the importance of the timely provision of these facilities and the preservation and renewal of existing spaces in maintaining a liveable Midtown as growth continues. The recommended Plan acknowledges that meeting future community needs in a mature urban context requires creative solutions that maximize the use of existing public assets, advance partnerships, emphasize integration and co-location and respond to identified priorities. Establishing joint responsibility between the City, sectors and development community is essential in order to address identified CSF requirements.

The CSF Strategy takes a comprehensive approach to securing required infrastructure, ensuring collaboration amongst sectors and aligning strategic, capital and operational directions and decisions where possible. These directions are reinforced by policies in the recommended Plan that provide guidance on facility location and design, the priority of on-site and temporary facilities where appropriate and other matters.

To ensure no loss of community space through development, the recommended Plan requires development to replace the total gross floor area of any existing community space impacted by an application. The policy provides direction regarding how this space is to be secured.

The intent of the recommended Plan's CSF policies remains unchanged from those included in the proposed Plan. Revisions have been made for clarity, usability and consistency. The CSF policies included in the recommended Plan have been revised as follows:

- The policies in the CSF section of the recommended Plan have been reorganized to reflect community service facility priorities; and
- A definition of community service facilities that aligns with the Growth Plan definition of Public Service Facilities is included in the Area Structure section of the recommended Plan and informs the CSF policies.

Housing

The Official Plan highlights the need for a full range of housing to meet the needs of all household sizes and income levels and contribute to diverse, inclusive and liveable communities. A range of unit types and sizes not only supports households with children but also a variety of households at different life stages. Midtown, including its vertical communities, should be designed for children and people to age in place - in short, they should be designed for all people.

Unit Sizes

Through the development review process, the City has secured a minimum percentage of larger units within new residential developments on some sites. Securing a variety of larger unit types and sizes meets the Official Plan policy objective of providing a full range of housing and diversifying the housing stock. However, implementation has not occurred on a consistent basis and has not achieved the objective of creating a balanced supply of unit types, including in Midtown. In fact, Midtown has lagged behind other areas of the city in the production of larger units. Even as the percentage of multi-person households and the population of children has markedly increased, roughly 1% of new units built in recent years in Midtown have been 3 bedrooms or larger.

In response to development and demographic trends and what had been secured in recent years, the City undertook the study entitled "Growing Up - Planning for Children in Vertical Communities". The draft guidelines adopted by City Council in July 2017 provide examples of best practices as well as specific design guidance for larger units. The provision of larger units can meet the needs of households with children and may also address the needs of other household compositions, such as multi-generational families, seniors with home care or groups of unrelated students and/or adults who choose to live together.

The proposed Plan included policies requiring that a minimum percentage of all units in a development containing more than 50 residential units be 2 and 3-bedroom units. Providing for a minimum percentage of larger units in new mid-rise and tall building developments is crucial for ensuring that Midtown continues to attract a full range of households and meets the housing needs of larger households, including families with children.

The recommended Plan allows for flexibility in unit sizes but requires that a percentage of the larger units are of a minimum size and that units be designed to respond to the needs of larger households. The recommended Plan has been revised to include an 80-unit threshold.

Affordable Housing and Housing Stability

Providing housing that is affordable to a wide range of residents, which is secure, an appropriate size and located to meet the needs of people throughout their life cycle, is essential to the goal of an inclusive community.

Since the proposed Plan, a number of actions have occurred with respect to the provision of affordable housing. These include the release of the National Housing Strategy and the enactment of a provincial inclusionary zoning regulation in April 2018. Inclusionary zoning is a planning tool that will enable the City to secure new affordable housing as part of the development review process. The provincial regulation provides the City with the ability to implement a "made in Toronto" inclusionary zoning policy framework. In order to bring forward inclusionary zoning policies, in-depth analysis is required to be completed, including analysis of housing demand and supply and financial impacts.

In light of these aligned actions, affordable housing policies included in the proposed Plan have been removed from the recommended Plan. The challenges around affordable housing are not unique to Midtown and are best addressed as part of a comprehensive city-wide affordable housing framework.

Resilience

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

Midtown's landscaped character provides a unique opportunity to increase water retention and support greater local biodiversity. The recommended Plan's policies support the development of green infrastructure such as storm water capture and tree planting as part of public realm improvements and private development. The policies also encourage the provision of additional back-up power to be integrated within development beyond the requirements of the Ontario Building Code in order to improve resilience to area-wide power outages.

Growth in Midtown will increase pressure on existing electricity supply, transmission capacity and energy-related utilities. Existing infrastructure cannot be easily upgraded. Policies in the recommended Plan encourage development to incorporate a connection to an existing or planned thermal energy network, integrate on-site electricity production and target near-zero energy use.

Water-related infrastructure in Midtown is ageing and being consumed by population and employment growth, as well as by the inflow and infiltration of storm water into the sewer system. The policies in both the Resilience and Implementation sections of the recommended Plan will ensure that required water, wastewater and storm water management infrastructure is provided before or concurrent with growth. Development will also be required to reduce the impact of inflow and infiltration on sanitary and combined sewer systems. Implementation of these principles will be aided by Midtown in Focus' Municipal Servicing Assessment and the detailed understanding of the demand on existing capacity, anticipated gaps and investment priorities provided therein.

Implementation

This section of the recommended Plan provides guidance related to a number of tools that will be used to implement its policies. The tools enable the recommended Plan to move from policy to action. As recommended in this report, implementation strategies for parks and public realm, community services and facilities, transportation and municipal servicing will be prepared to advance the vision, goals and policies of the recommended Plan.

City-owned Lands

The recommended Plan continues to contain an important policy related to city-owned real estate. It states that city-owned lands within the Secondary Plan area will be retained to address the Plan's priorities and other public priorities, including parkland, affordable housing, community services and facilities and locations for first responder stations. First responder stations may not mean a new EMS or Fire Station; it could include a small facility integrated in a development.

Infrastructure Implementation Strategies

Consistent with Policy 5.3.2 of the Official Plan and recommendations in this report, the recommended Plan now includes policy direction related to the need to complete Infrastructure Implementation Strategies. The implementation strategies are key to linking the timely provision of infrastructure to growth. The strategies will inform the annual capital planning process through a review of metrics related to infrastructure secured, compared to actualized growth and development in the area. Regular review of the strategies will be needed to ensure infrastructure is keeping pace with growth.

Context Plans

OPA 289 introduced a requirement for Context Plans as part of the development review process to assist in coordinating development between sites. The policy focused on improving the public realm and addressed key considerations from the 2014 MIF Master Plan. The proposed Plan maintained the requirement for Context Plans, but expanded the issues that these plans are required to address, including coordinating the location, massing and heights of buildings, the layout of streets, laneways and mid-block connections, sustainable design practices and ensuring orderly development. This direction is continued in the recommended Plan.

Public Benefits

Policy 5.1.1.3 of the City's Official Plan enables Secondary Plans to include an explicitly stated base value for the purposes of determining Section 37 contributions in exchange for increases to heights and/or densities permitted in a plan. The Official Plan also sets out that a Secondary Plan may identify the specific type of community benefits to be secured.

The proposed Plan identified priority benefits and recommended securing fair and equitable contributions towards community infrastructure and public realm improvements for any residential proposal. The proposed Plan established a base value for determining Section 37 contributions using a density measure. Given the varied lot fabric in the Secondary Plan area, the base value depended on the size of the site in recognition that larger sites can generate the same relative density to a small site, but yield a lower FSI. The policies also prioritized the construction and outfitting of community service facilities and established the approach for determining monetary contributions.

The Proposals Report acknowledged that City staff would continue to evaluate the Section 37 policies in the context of parallel reviews of the Development Charge By-law and alternative parkland dedication rates. City staff met with landowners and developers. A key concern cited related to the cumulative impact of the Section 37 policies and other development fees and requirements. Feedback from landowners and developers was mixed on the approach to establish a base value and to secure consistent Section 37 contributions. Some landowners and developers saw the approach and resulting predictability and consistency as positive, while others opposed the approach on the basis that it was formulaic and that such an approach should be considered on a city-wide basis.

The recommended Plan prioritizes the provision of the priority public benefits. In lieu of physically constructing and providing these benefits, monetary contributions may be provided. As such, the recommended Plan continues to identify a base value for the purposes of determining the public benefits in exchange for the increases in height and/or density provided by the Plan and consistent with the Official Plan direction for Secondary Plans. The thresholds for when public benefits would be required have been revised to:

- Reflect the recommended Plan's identification of building types rather than site size and the resultant Floor Space Index (FSI). Public benefits will be required for the residential portions of developments for new mid-rise and tall buildings; and
- Calibrate the FSI thresholds to balance city-building objectives. The residential FSI thresholds are proposed at 4.0 times the area of the site for mid-rise buildings and 6.0 times the area of the site for tall buildings.

Holding Provisions

Development must keep pace with the necessary infrastructure investments that are required to support a high quality of life in Midtown's neighbourhoods. Holding provisions may be used where the development standards for an application can be

determined but the infrastructure needed to support development has not been implemented. Additionally holding provisions may be used to address heritage matters, the delivery of off-site office replacement and affordable housing requirements.

Other Matters

Other implementation-related matters addressed in the recommended Plan include:

- The introduction of a new policy indicating that the City may require public easements on private land to secure public access to public realm enhancements, mid-block connections and POPS;
- The continued requirement for construction management plans. Construction management has been a consistent theme heard throughout the Midtown in Focus study from residents in the area. The construction management plans would be required to be submitted with applications to amend the Zoning By-law or Site Plan Control. The policy has been clarified to indicate the key aspects that need to be addressed in these plans; and
- The continued need to complete transportation monitoring in the area which is also a policy in the existing Secondary Plan. Similar to the construction management plans, new policy direction has been introduced to clarify the activities that need to occur to monitor transportation infrastructure in the area.

7. Additional Recommended Amendments to the Official Plan

The recommended Official Plan Amendment in Attachment 1 includes additional amendments to the Official Plan to ensure consistent policy direction and to reflect outcomes of the study. The recommended OPA includes the reconciliation and repeal of a number of existing Site and Area Specific Policies within the Secondary Plan area.

Section 2.2.2 - Centres: Vital Mixed-Use Communities

The City's vision for Yonge-Eglinton Centre is articulated both in the Secondary Plan and in section 2.2.2 of the Official Plan. It outlines, in non-policy text, the intent for Toronto's Centres, as well as provides policy direction for what is to be addressed in Secondary Plans for the Centres. The recommended OPA includes amendments to the non-policy text in this section to align the vision for Yonge-Eglinton Centre with the recommended Secondary Plan.

The proposed update to section 2.2.2 aligns with the Official Plan and Growth Plan's existing direction supporting the development of significant centres of economic activity and concentrations of workers and residents in the transit-oriented Centres. The update emphasizes the mixed-use, live-work function of the Centre and the priority of expanding uses that maximize the access provided by the Centre's two transit lines.

Further amendments to the policy establish a vision for the Centre that matches the objectives and character-defining elements identified through the Midtown in Focus study. The text highlights:

- The variety of development intensity, land uses, building types, streetscapes and neighbourhoods within the Centre;
- The primacy of the Yonge-Eglinton intersection in terms of building height and intensity and the transition down in scale and intensity in all directions away from the intersection;
- The introduction of a secondary focal point at the Mount Pleasant Transit Station;
- The green, open, landscaped character of the *Apartment Neighbourhoods*; and
- The priority of enhancing the public realm, providing new parks and open spaces and securing new community service facilities in order to serve a growing population of residents and workers.

Right-of-Way Widths

Implementation of the public realm and mobility objectives of the recommended Plan requires an amendment to the planned right-of-way widths on Map 3 and to Schedule 1 of the Official Plan in three locations: Davisville Avenue between Yonge Street and Mount Pleasant Road; Mount Pleasant Road between Balliol Street and Merton Street; and Mount Pleasant Road between Broadway Avenue and Eglinton Avenue.

The majority of the identified segment of Davisville Avenue is 18.3 metres wide and has a planned right-of-way width of 20 metres in the Official Plan. West of Mount Pleasant Road, the street generally comprises four lanes serving traffic, a bus route and parking. It is reduced to two travel lanes at key points along the street. Sidewalks are often obstructed and are under-sized, especially given the area's growing population and the presence of well-used parks, institutions, seniors housing and the Davisville subway station.

Similar conditions are found on Mount Pleasant Road where the right-of-way of an important north-south corridor does not adequately serve pedestrian and cycling needs at present. Similar to Davisville, these segments of Mount Pleasant Road connect high-volume destinations, including a future transit station, secondary schools, major open spaces and an extensive trail system.

The Midtown Mobility Network (Map 21-9) proposes pedestrian and cycling improvements on these streets, while ensuring sufficient space is provided to grow trees in support of providing green infrastructure objectives. The amendment to Map 3 will widen the planned right-of-way widths of the street segments to 23 metres in order to achieve these transportation and public realm objectives. In some instance, the widening will only occur on one side of the street in recognition of existing constraints.

Land Use Designations

The recommended Official Plan Amendment also includes amendments to land use designations identified on Map 17 of the Official Plan. Several of the land use redesignations support transit-oriented intensification in strategic locations in a form that is appropriately scaled and takes into account surrounding lot fabric, context and character. These amendments are intended to proactively plan for change in Midtown in a way that aligns with the Midtown in Focus vision and the character and planned context established for each neighbourhood through this comprehensive and consultative process.

The recommended OPA includes a series of targeted adjustments to land use designations in the Midtown Villages, Davisville Station and Eglinton East Character Areas. These lands are proposed to be redesignated from *Neighbourhoods* to *Apartment Neighbourhoods* or *Mixed Use Areas*. The redesignations reinforce the prevailing lot fabric and dimensions while enabling transit-oriented mid-rise, mixed-use development and supporting implementation of the plan's public realm objectives. For example, in the Bayview-Leaside Village and Eglinton East Character Areas, these objectives include wider sidewalks and more animated public spaces on blocks leading to the Leaside Transit Station. The amendments also enable the extension of the public laneway system, limiting the impact of servicing and vehicular access on important pedestrian routes.

In other character areas, specific parcels are proposed to be redesignated to reflect existing uses and align with the character and land use direction of the area. For instance, an existing office building near the intersection of Yonge Street and Broadway Avenue is currently designated Apartment Neighbourhoods. This property is proposed to be redesignated to *Mixed Use Areas* to reflect the existing use. Other properties that consist of existing residential apartment buildings located within the Apartment Neighbourhood Character Areas currently designated *Mixed-Use Areas* are likewise proposed to be redesignated to Apartment Neighbourhoods.

The recommended OPA proposes to redesignate lands to Parks and Open Space Areas – Parks to recognize existing or approved parks and plan for some proposed public parks that have been confirmed in terms of their size and configuration. Other proposed public parks identified on the Parks and Open Space Network Plan will be secured as development proceeds and would be reflected in future amendments to the Official Plan.

The proposed redesignations include the Church of the Transfiguration site and the expansion of Redpath Parkette. These priority park areas were identified in the 2014 MIF Master Plan and OPA 289. The subway trench between Berwick Avenue and Chaplin Crescent is also proposed to be redesignated from *Mixed Use Areas* and *Neighbourhoods* to reflect the objective of creating a new, signature linear park while continuing to accommodate essential subway operations.

Site and Area Specific Policies

There are presently 15 Site and Area Specific Policies in force for lands in the Secondary Plan area. The SASPs are either in the current Yonge-Eglinton Secondary Plan or in Chapter 7 of the Official Plan. The recommended OPA proposes to:

- Repeal SASPs that are no longer required as they relate to matters that have already been secured (SASPs 269, 280 and 479). SASPs 269 and 280 address securing matters related to the provision of rental units or condominium conversion. These buildings have been constructed;
- Build upon and integrate within the recommended Plan the policy directions in SASPs related to the Canada Square lands and Bayview Focus Area (SASP 478); and

- Modify SASP 176 to apply exclusively to lands on Yonge Street outside the Secondary Plan area. The recommended Plan provides detailed land use and built form direction for properties fronting onto Yonge Street within the Secondary Plan area boundaries.

Secondary Plan Area Boundaries

City staff propose minor modifications to the boundary of the Yonge-Eglinton Secondary Plan area, as identified in Attachment 1. The revisions rationalize the boundary by more consistently following natural and physical boundaries such as the Kay Gardner Beltline Trail and including - and therefore planning for - both sides of key streets such as Bayview Avenue. These changes will be reflected in an amended Map 35 in the Official Plan.

8. Infrastructure Plans, Strategies and Assessments

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

Midtown in Focus' infrastructure plans, strategies and assessments have evaluated the capacity of existing infrastructure to accommodate current demand and further growth. Previous Midtown in Focus staff reports have included updates on the findings of the assessments and emerging priorities. Wherever possible, these emerging priorities have been advanced as near-term projects (e.g. Davisville Recreation Centre) or integrated into ongoing capital planning, service plans and planning for the repurposing and/or disposition of public lands.

The infrastructure assessments form a crucial input into the policy directions in the recommended Plan, both as guidance on the infrastructure capacity present and possible in Midtown. The assessments are also informing the development of implementation strategies that will identify the priorities, scope and feasibility, initial cost and timing of the investments in infrastructure required to support growth. The Infrastructure Implementation Strategies will be finalized as part of the next phase of work for the Midtown in Focus initiative, elaborating on the priorities identified in the assessment phase and integrating them as approved and funded projects in the capital plans and service plans of the City and its partners.

An up-to-date understanding of capacity constraints enables enhanced coordination of the development review process with infrastructure planning and provision. The detailed analysis provides an understanding of present-day capacity and concerns. It also allows the City to aggregate individual applications and track the increasing cumulative demand against anticipated capacity thresholds. Where appropriate, holding provisions will be used to align growth with infrastructure provision. Temporary and front-ended infrastructure improvements in partnership with the development industry and others will be considered. The timing and provision of the necessary infrastructure to support

growth is part of the collective responsibility with the development industry for building a liveable Midtown.

The infrastructure plans, strategies and assessments evaluated both existing capacity constraints and emerging gaps based on the residential and employment growth estimates developed as part of the Midtown in Focus study. The estimates provide a phased perspective on how Midtown may grow based on approved development, assumptions regarding the feasibility of future development and an application of the policies of the recommended Plan. The estimates have been calibrated for local analysis to assess infrastructure needs at the block and street segment level, as appropriate.

The following provides estimates for population and employment growth from 2016 to 2051:

- Yonge-Eglinton Centre is estimated to grow from over 19,000 residents to approximately 49,000 residents;
- Yonge-Eglinton Centre's workforce is estimated to grow from approximately 18,000 employees to approximately 23,000 employees;
- The revised Secondary Plan area is estimated to grow from over 62,000 to approximately 123,000 residents.
- The revised Secondary Plan area's workforce is estimated to grow from approximately 34,000 employees to approximately 45,000 employees.

The following sections outline the key findings of the infrastructure assessments, including analysis of emerging gaps in light of the study's growth estimates, and identified priority projects. The scope, feasibility, initial costing and timing of these projects will be further elaborated in the Infrastructure Implementation Strategies.

Midtown Parks and Public Realm Plan

The Midtown Parks and Public Realm Plan (PPR Plan) sets out a comprehensive vision for parks and the public realm in Midtown. It synthesizes outcomes of past initiatives, such as the 2014 MIF Master Plan, with new directions and aspirations for expanding and improving the parks and open space network in the area. It is a visionary document that examines the need for parkland and improved public spaces and will inform Midtown's evolution.

The PPR Plan emphasizes the need for new public parks, for increased accessibility and improvements to existing parks, to reclaim city streets as a series of great urban and community spaces, and to creatively capitalize on the variety of other open spaces scattered throughout Midtown. It also sets out priority locations for expanded and new public parks, both big and small. The PPR Plan provides a tailored vision for Midtown premised on achieving Three Core Elements over time:

- A Series of Public Realm Moves;
- A Connected and Versatile Network of Public Parks; and
- Making the Most of Other Open Spaces.

The PPR Plan also sets out four aspirational objectives:

- Create New and Expanded Parks and Open Spaces;
- Treasure and Enhance our Parks and Open Spaces;
- Share our Parks and Open Spaces; and
- Connect our Parks and Open Spaces.

The vision, elements and objectives identified in the PPR Plan are aligned with the key objectives emerging through the City-wide Parkland Strategy. Further, the plan accounts for and builds upon the recreational needs identified in the Parks and Recreation Facilities Master Plan adopted by City Council in 2017.

The Need for Parkland

At present, Midtown includes 20 public parks totaling 26.7 hectares of land. The majority of the parks comprise small parkettes well under 0.5 hectares in size. Currently, 60 per cent of the parks in Midtown are less than 0.2 hectares in size. Additionally, notable gaps in the network of public parks include small parks in the range of 0.5 to 1.5 hectares in size. Parks in this size range are able to accommodate a variety of locally-oriented park programs and can contribute to creating a well-distributed, versatile network of parks.

Midtown residents have among the lowest rates of parkland per person in the city and additional parkland is required to meet current and future demand. In Midtown, there is currently an average of 9.9 m² of parkland per resident, which is significantly lower than the city-wide average of 28m² per person. These figures do not include worker, visitor or student populations, which also contribute to parkland demand in Midtown.

The analysis completed demonstrates the decline in the amount of parkland per person in the future if no new parkland is provided in the area. Based on the development pipeline in Midtown at the end of 2016 (approved and proposed development), the average parkland dedication per person would decline to 7.5 m² per person. Taking into account the population estimates utilized to inform the infrastructure assessments, the average parkland dedication per person further declines to 5.2 m² per person.

The estimated population growth will mean even more people will be living and working in high-density, vertical communities. This in turn will result in more people needing to use public parks and publicly-accessible open space to maintain their physical and mental health and well-being. It also places increased demand on existing parks and open spaces in Midtown, including areas that are experiencing different levels of intensification. Creative approaches are required to maintain an adequate supply of parkland, while providing the full range of park experiences enjoyed elsewhere in Toronto.

A Series of Public Realm Moves

In 2014, the MIF Master Plan was adopted by City Council. The plan recognized Midtown's distinct quality and character as a vibrant mixed use community within a lush and green landscaped setting. The MIF Master Plan included five Place-making Moves

that, together with other streetscape improvements and the enhancement and expansion of parkland, would create a vastly improved public realm. The Place-making Moves formed the basis for amendments to the Yonge-Eglinton Secondary Plan in 2015 (OPA 289).

The need to extend public realm improvements to the Davisville area was identified in the second phase of the Midtown in Focus study. A workshop with residents and stakeholders in the fall of 2016 identified valued public realm assets, as well as areas that need improvement. A series of new public realm moves for the Davisville area emerged out of this workshop. The moves focused on enhancing the character of streets and open spaces in the area.

Taken together as a whole, the original 2014 Place-Making Moves and the work advanced in the Davisville area will create a cohesive public realm network for Midtown.

A Connected and Versatile Network of Public Parks

Public parks have an intrinsic role in shaping the urban landscape, creating a healthy and connected city and contributing to place-making. The PPR Plan establishes an interconnected and versatile network of public parks. This network of public parks will enhance the local environment and provide public parks of all shapes and sizes to support a wide range of passive and active recreation for people living in, working in and visiting Midtown.

The network of public parks will support the anticipated population in Midtown and other visitors. It consists of:

- Capitalizing on Midtown's existing medium and large multi-functional parks, such as Eglinton Park, June Rowlands Park and Oriole Park, with master-planned and community-driven improvements. Eglinton Park will continue to serve as an important city-wide destination park but will be improved for increased locally-oriented parks programming and activities;
- Expanding the footprint and street frontage of existing parks to improve their visibility and access, and provide enhanced programming and activity;
- Creating a series of new small and medium-sized local parks distributed throughout Midtown in proximity to high-growth areas, while also providing new parkland for existing stable areas, which will assist in reducing pressure on Midtown's existing parks;
- Building on Midtown's public realm moves by introducing new public parks in key areas. For instance, a new public park is proposed in the Montgomery Square Character Area to combine with other public spaces and facilities and reinforce the civic importance of this area. Similarly, the series of spaces along the Redpath Revisited Public Realm Move corridor will be enhanced and extended by adding a new park space at its north and south ends;
- Creating new, functional park spaces adjacent to some school properties, providing opportunities to optimize and extend the recreational and open space amenities of the school properties with complementary park space design and programming;

- Enhancing the connectivity provided by the Midtown’s major linear open space – the Kay Gardner Belt Line Trail – which not only provides opportunities for passive recreation, but links Midtown to the west and south; and
- Potentially decking over the subway trench and Davisville Yard to create a series of linear parks that link Midtown north and south.

Overall, the network of parks identified in the Midtown PPR Plan has the potential to contribute over 14 hectares of new parkland. Two feasibility studies are also recommended to be undertaken related to the decking of the subway trench and Davisville Yard. The identified network is a minimum target to be pursued as growth continues. Additional opportunities should be explored over the 25-year horizon of the plan.

Making the Most of Other Open Spaces

There is untapped potential in Midtown’s churchyards, school yards, cemeteries, privately-owned open spaces and other overlooked places that can be harnessed to contribute to a vibrant public realm. However, as infill development and redevelopment occurs, some existing open spaces are being lost to accommodate new buildings and additions. Growth in Midtown needs to be balanced with the preservation of the landscaped openness that is characteristic of Midtown. A proper balance between intensification and green space will be achieved, in no small part, by creating new open spaces and improving existing open spaces on private lands.

From Vision to Implementation

The Midtown Parks and Public Realm Plan will inform decisions about parkland dedication and acquisition, park improvement and the design of renewed streets. It will also inform future capital budget planning.

The various new public parks, improved streets and other projects will need to be assessed and prioritized by the participating City Divisions (City Planning, Parks Forestry and Recreation, Transportation Services and others) through the preparation of a detailed Implementation Strategy. The Implementation Strategy will develop a set of criteria to prioritize projects, applying a strategic lens to provide a rationale for advancing projects through capital plans and other initiatives over the long-term horizon of both the recommended Plan and the PPR Plan.

Community Services and Facilities Strategy

The Midtown Community Services and Facilities Strategy identifies community space and facility needs and sets priorities to support growth by community service sector. The CSF Strategy supports the implementation of the recommended Plan by linking its community services and facilities policies to the identified needs, priorities and capital and service plans for five sectors: child care, recreation, libraries, schools and human services. It is intended to be used as a reference document for all stakeholders to inform and direct the provision of community services and facilities through the planning approval process as well as inform capital planning processes of the City and other public agencies.

Process and Engagement

The CSF Strategy is the result of a comprehensive review and engagement process undertaken over three years (2015 - 2018) in collaboration with service providers, representatives of City divisions, boards and agencies and the community. Staff from Parks, Forestry and Recreation, Toronto Children's Services, Toronto Public Library, Toronto District School Board, Toronto Catholic District School Board, Toronto Employment and Social Services and Toronto Public Health were involved throughout the study process. CSF was a topic at all public Open Houses held for the Secondary Plan review, at two separate Midtown Planning Group workshops and as part of public and agency surveys.

The first phase of work involved a comprehensive inventory of existing assets, capacity and emerging gaps in the community service facilities serving Midtown. The Yonge-Eglinton CSF Assessment was completed in the fall of 2016. Based on extensive research, analysis and consultation, it identified a series of emerging priorities and strategic directions to guide the development of revised policies and a CSF Strategy for the area.

The second phase of work focused on deepening collaboration with and between the five CSF sectors and improving the connection of sector service and capital plans to estimated growth. This work informed the CSF policies in the recommended Plan and is reflected in the CSF Strategy.

Challenges for CSF in Midtown

The CSF Strategy covers the five sectors involved in providing the community services and facilities necessary to support growth and sustain complete communities. All sectors are strained to deliver needed programs and services in Midtown. Through the CSF study, many service providers identified challenges as a result of increasing demand for more programs and services. Many also noted that sites are constrained with limited opportunities to expand. There are also high land and rental costs. Specific challenges identified by each sector include the following:

- **Child Care:** Toronto Children's Services identified challenges in ensuring that the child care system can accommodate the estimated growth in Midtown and meet the objectives of the City's Child Care Growth Strategy. A lack of subsidies, shortage of spaces, in particular for infants, limited capital resources and the high cost of land limit Children's Services' ability to increase licensed child care capacity as growth continues.
- **Schools:** The public school boards identified ongoing accommodation pressures at local elementary schools as a primary challenge. In response to recent growth in the student population, the Toronto District School Board has undertaken a number of program reviews resulting in grade and boundary changes. The Toronto Catholic District School Board has also seen increased enrollment in schools serving the area. Both boards identified a lack of land for the significant expansion of existing schools, and specified that renovations and/or redevelopment, as well as new urban models, will be required to meet future growth. The TDSB is particularly challenged

in terms of finding sustainable capital funding, such as Educational Development Charges, to build new schools and/or acquire new sites.

- **Libraries:** The Toronto Public Library identified increased demand for services, particularly for children's programs, after school programs and book-a-librarian programs. TPL has undertaken some exterior renovations to improve visibility and access to the Northern District branch. However, additional phases remain unfunded. TPL also identified Mount Pleasant as an undersized neighbourhood branch that requires upgrades to maintain service level standards and support growth.
- **Recreation:** Parks, Forestry and Recreation operates the North Toronto Memorial Community Centre (NTMCC), Maurice Cody Community Centre and a number of satellite programs at local schools in Midtown. PFR advised that these facilities serve a diversity of user groups and that demand for programs and amenities has been steadily increasing, evident in high registration rates and wait lists for many programs. Staff identified limited ability to expand their programs within the spaces available. In recognition of existing demand for recreational facilities in Midtown, in 2016 Council approved a partnership project with the TDSB to develop a new school and City-owned and operated community recreation facility and pool on the Davisville Junior Public School site. Given the magnitude of anticipated future growth, PFR will explore additional opportunities to expand recreation facilities and programs in Midtown.
- **Human Services:** Over 50 human service agencies are located in Midtown serving the local community, as well as residents across the City and region. They include youth, family and homelessness services; employment, educational and immigrant services; health, medical and disability services; and seniors services. They benefit from Midtown's supply of office space and transportation connections. However, surveys and consultations indicate a lack of affordable, secure, accessible and visible spaces to deliver services and programming. A significant number of these agencies occupy lease spaces. Continued intensification of the area has resulted in rising rents, the loss of agency space through redevelopment and competing demands for shared programming spaces (e.g. libraries, community centres and schools).

Strategy Highlights

The CSF Strategy both informs and supports the policies of the recommended Plan by providing a framework to identify CSF needs by sector, align capital planning, and improve coordination and opportunities for co-location and partnerships. Through collaboration with partner Divisions, boards and agencies, a number of aligned initiatives have been identified. A common theme across each of the sectors was the need to respond to growth by maximizing existing facilities through program adjustments, redesigned spaces, and partnerships to share or co-locate space before considering expansion/renovation or the construction of new facilities. This approach is in line with both the Official Plan policies and the provincial policy direction that calls for the effective and efficient provision of public service facilities and the creation of community hubs.

A snapshot of the key Strategy highlights for each sector follows:

- **Child Care:** The Council-approved Children's Services Child Care Growth Strategy (2017) sets a goal of 50% of children aged 0-4 years having access to licensed child care by 2026. Based on population estimates for the Secondary Plan area, it is estimated that an additional 900 to 1,400 child care spaces will be required to support residential growth in Midtown to 2041. It is expected that some of these spaces will be realized through existing space retrofits, but the majority of spaces will be achieved through new builds. Given the scale of estimated demand and the importance of child care in supporting complete communities, the provision of child care spaces has been identified as a priority in the recommended Plan.
- **Schools:** Each school board undertakes ongoing monitoring and evaluation to guide program and accommodation planning within their existing portfolios. The City circulates all development applications to both boards for review and comment. Development data, enrollment and retention rates and other demographic data are used to prepare and update the Boards' long-term accommodation strategies and planning priorities.

Since 2015, the TDSB has been undertaking a program area review to address existing enrollment pressures in the Yonge-Eglinton area. To date, this has resulted in a boundary change, grade changes and program changes and has secured Provincial funding for two capital projects to expand capacity: construction of a new 731 pupil space school on the Davisville Jr. PS site and a 12-classroom expansion to Hodgson Middle School. Despite funded capital projects and the ongoing program review process, the TDSB has advised that longer term enrolment growth cannot be provided within existing TDSB land and/or buildings given the estimated future growth and that additional school capacity at the elementary level will be required.

The recommended Plan identifies public schools as a priority facility and the Midtown CSF Strategy identifies the area around Mount Pleasant Road and Eglinton Avenue East as priority area for the potential satellite locations or expansion of the Eglinton Jr. PS. In collaboration with the TDSB, the CSF Strategy also identifies the pursuit of new funding tools such as EDCs, advancement of space and design requirements for urban school models, and engagement of development partners as key actions to be undertaken by the TDSB to address their long-term accommodation needs.

The TCDSB's approved projections indicate insufficient capacity to accommodate projected enrolment growth based on the City's long-term growth estimates for the Secondary Plan area. In collaboration with the TCDSB, the CSF Strategy identifies the evaluation of replacement options for St. Monica's Catholic School and the renewal of the Board's EDC by-law, as well as the identification of sites of interest and engagement of development partners in potential alternative school models to address the Board's long-term needs.

The City will continue to work with both boards to assess opportunities for new school facilities as they emerge.

- **Libraries:** In the fall of 2017, TPL initiated a facilities master plan study to prioritize medium- and short-term priorities for capital investment (2018 - 2027) within its existing 100-branch system, and consider longer term investment that aligns with known planning processes that extend to 2037. Midtown in Focus is one such planning process, where current and future growth is accelerating the need to expand, refresh and/or replace the area's existing facilities. The CSF Strategy identifies a number of strategies for TPL to pursue through its facilities master plan work and related capital plans. These include: advancing the ongoing public realm improvements at Northern District Library, develop plans for the interior renovation of Northern District Library to expand the usable area for library services, and pursue opportunities to partner in the relocation and expansion of Mount Pleasant Library in the Mount Pleasant area.
- **Recreation:** PFR's Facilities Master Plan (FMP) identifies the provision of the Davisville Community Recreation Centre and Pool as a key capital project to address recent growth in Midtown. In alignment with the FMP, the CSF Strategy calls for advancing the design, development and funding of this project in the short term, as well as collaboration with the school boards to develop standard terms to facilitate new models for co-location and shared use over the long term.

In light of the additional growth anticipated in Midtown, the CSF Strategy identifies the need for additional recreational facilities over the life of the recommended Plan to supplement existing and planned facilities. This includes: the future renewal and/or expansion opportunities at North Toronto Memorial Community Centre; and evaluation of the optimal location and timing for a new mid-sized community recreation centre. Led by PFR, these actions will be undertaken in alignment with the review and implementation of the FMP process.

- **Human Services:** The City plays an important role in the delivery of CSF by supporting the non-profit sector through a number of programs including funding of community grants, providing Community Space Tenancy (CST) space opportunities, contracting agencies for the provision of specific programs and services through fee for service, as well as providing community service facility space through the redevelopment of City-owned property.

The Social Development, Finance and Administration Division (S DFA) has recently received Council approval to advance two important initiatives that will support the sector - The Whole-of-Government Framework to Guide City of Toronto Relationships With the Community-Based Not-for-Profit Sector initiative; and the updated Community Space Tenancy Policy which sets out a framework for securing below-market-rent space for eligible non-profit community-based organizations. S DFA is the lead Division in establishing partnership tables, creating inventories of organizations and space, and sharing access to information with this sector. The CSF Strategy identifies these initiatives as important to supporting and responding to the space needs of the sector through the development review process.

The recommended Plan includes a policy encouraging development to provide space for non-profit community-based organizations that are eligible for the City's CST policy. This policy, in addition to the requirement to replace community services

and facilities space as part of development, provides support to the sector and the City's programs within the sector.

The CSF Strategy supports the City's policy direction in the area by identifying a number of existing City-owned or leased human service spaces in Midtown, as well as several specific opportunities to expand and enhance available human service space. This includes the potential relocation of the Central Eglinton Community Centre to a more permanent location, the expansion of existing agency space through the redevelopment of 140 Merton Street, and exploring the potential creation of an integrated human service delivery centre through the redevelopment of other City-owned lands.

Implementation Approach

The CSF Strategy is recommended to be used by all relevant stakeholders including City Divisions, Boards and Agencies, the development industry and non-profit community-based organizations, to support growth and achieve the objectives of the recommended Plan.

The Strategy is intended to be updated on a regular basis with City Divisions, public boards and agencies to update the inventory of existing and planned facilities, evaluate need for new CSF and prioritize actions based on existing and estimated growth. This will ensure that the Strategy remains relevant and will continue to act as a framework for coordinating the delivery of CSF across the sectors.

Transportation Assessment

The Midtown Transportation Assessment has informed the transportation policy directions in the recommended Plan and identified a range of infrastructure improvements for further study, including the development of an Implementation Strategy. The Assessment works in tandem with the Midtown Parks and Public Realm Plan to align infrastructure planning with long-term growth. It also supports and complements the transit investment in the Eglinton Crosstown LRT and the rapid transit network planning initiatives currently underway at the city-wide and regional scale.

The Assessment identifies and summarizes the key existing transportation issues and challenges facing Midtown, integrating population and employment growth estimates. The Assessment included a long-term multi-modal analysis to identify a range of transportation infrastructure improvements for further study.

The Assessment was also informed by, and builds on, several City transportation initiatives already underway, such as the Vision Zero Road Safety Plan and the 10-Year Cycling Network Plan. It was prepared collaboratively with several city divisions and agencies, including Transportation Services, the Toronto Transit Commission and the Toronto Parking Authority. Key findings and directions from the Assessment are described below.

Increase Employment Uses

In the past decade, the ratio of employment uses to residential uses in Midtown has declined as the residential population has dramatically increased and employment spaces have largely remained static. A balance between the uses should be encouraged to promote shorter work trips made by walking and cycling and reduce the need for longer trips to other employment land uses, especially in the Downtown. The loss of employment spaces and/or a declining ratio of jobs to residents in Midtown will compel more people to travel outside the area for work, putting more pressure on transportation and transit infrastructure.

Improve Transit Access to Downtown

Midtown is an important crossroads in the City's transit network and a key origin for transit trips destined to the Downtown. Today, approximately 40% of trips made to and from Midtown in the AM Peak Period are made by transit and most transit trips originating in Midtown are destined to the Downtown. There are currently peak period capacity constraints during portions of the rush hours on the Yonge subway line. These trends are expected to continue into the future.

There are currently several city-wide rapid transit network planning initiatives underway to address Yonge Subway crowding and capacity issues, including studies for Relief Line South and North. The Assessment emphasizes the importance of continuing to advance and implement these longer-term rapid transit network improvements, especially the Relief Line South and North.

Over the past number of years, the TTC has also been looking at both short- and long-term initiatives to address the increased need for capacity in the transit system. It should be noted that, over the years, operational investments in the system have been funded and are being implemented, including the introduction of larger Toronto Rocket Trains and the implementation of Automatic Train Control in the subway system. The TTC was recently directed to undertake additional operational transit improvements to help provide some short-term relief on the Yonge Subway.

The Transportation Assessment recognizes the importance of studying potential interim surface transit improvements along Yonge Street and/or on other major north-south corridors between Midtown to Downtown, namely Avenue Road, Mount Pleasant and/or Bayview Avenue. This report recommends coordinating that study with a review of potential north-south corridors for dedicated cycling infrastructure.

Improve Cycling Access to Downtown

As noted, a significant number of trips originating in Midtown are destined for Downtown. Midtown is located approximately 6-7km from Bay and King Streets, which is within a reasonable cycling distance. However, very few Midtown residents currently cycle to and from the Downtown, and there are no direct, dedicated, or physically separated cycling routes on any of the north-south streets between Midtown and Downtown. Other neighbourhoods located similar distances to the east and west of Downtown have better cycling connections and much higher cycling mode shares (approximately 15-20 per cent).

A key finding from the Transportation Assessment is that new dedicated, physically separated cycling infrastructure should be provided on one or more key north-south streets that connect Midtown with Downtown. Improving cycling access to the Downtown in dedicated facilities would provide additional transportation capacity and safe and viable travel options to help accommodate future growth. This report recommends that north-south cycling routes be studied further to determine which corridors are best suited for dedicated, physically-separated cycling infrastructure. This study should be co-ordinated with study of corridors for improved surface transit routes.

Improve Local Walking and Cycling Networks

Many people in Midtown are currently choosing to drive for shorter, local trips, with 50% of trips shorter than 1km being made by car in the AM and PM peak hours. The recommended Plan proposes improvements to local walking and cycling infrastructure to encourage more people to walk and cycle for shorter trips within the neighbourhood.

There are also significant gaps in the local cycling network within Midtown and a lack of connectivity with the surrounding city-wide cycling network. The Assessment identifies a more comprehensive and better connected cycling network on key streets within Midtown that provides safe and comfortable cycling routes between important destinations within Midtown – especially rapid transit stations, retail streets, schools, parks and community facilities. These streets could include a range of cycling facilities, including bicycle lanes or sharrows. The exact type and design of cycling facilities on each route will be further defined in the Implementation Strategy and the forthcoming update of the City's 10-year Cycling Network Plan.

Make Midtown Streets More Complete

Streets are the most fundamental element of the Midtown mobility network and serve both as corridors for movement and as important public spaces. As Midtown continues to grow, competition for limited space in the street rights-of-way will increase. It is not feasible to expand or widen the majority of Midtown streets. Therefore, the City must allocate and direct the efficient use of the limited amount of right-of-way space available to achieve the transportation and public realm objectives of the recommended Plan.

In Midtown, there is a high concentration and volume of pedestrians, second only to the Downtown. Future growth will result in increased demand for walking and cycling. However, key streets and intersections in Midtown are currently designed mainly for cars. Midtown streets must be safe and universally accessible for people of all ages and abilities, especially the most vulnerable people, such as children, seniors and people with disabilities. How we design our streets, and how safe people feel using them, impacts how people choose to get around.

The Assessment recommends that, in general, a complete streets approach should be used to inform the design, refurbishment or reconstruction of existing and planned streets in the Secondary Plan area to ensure the safety of all street users, ensure universal accessibility and access for people with disabilities, and prioritize pedestrians, cyclists, and transit, relative to private automobiles.

It is important to note that different streets in Midtown have different priorities that are based on their existing and planned context, including their transportation and place-making functions. There are some streets in the Midtown where pedestrian improvements should be prioritized, such as providing wider sidewalks and an enhanced public realm. On other streets, cycling infrastructure should be prioritized in order to complete key gaps in the cycling network. On some streets, motor vehicles will continue to play an important role providing a range of functions including personal transport, emergency response, service delivery, goods movement and curbside activity.

Explore Innovative Travel Demand Management Strategies

A number of TDM strategies and programs should be encouraged to help reduce auto traffic generated within Midtown and encourage a shift to more sustainable travel modes, like transit, walking and cycling.

The Assessment determined that Midtown also has overly generous amounts of auto parking within residential and office developments and as public on-street parking. These findings suggest that strategies be explored to better manage parking to reduce the overall parking supply, increase pricing of public parking and encourage parking to be located below grade to help make more space available on key streets. This report recommends the Toronto Parking Authority and other relevant divisions initiate an on-street parking study to inform recommendations that address parking within a multi-modal plan for Midtown's transportation network.

Recommended Focus Areas

Based on the key findings, the Transportation Assessment recommends a range of transportation infrastructure opportunities for further study and review as part of the future Implementation Strategy, organized according to four broad categories of Focus Areas:

- Midtown-Wide;
- Key Streets or Corridors;
- Areas of Growth; and
- Stable Neighbourhoods.

The range of initiatives and projects identified in each of the Focus Areas will need to be assessed and prioritized by the participating City Divisions (City Planning, Transportation Services, TTC, TPA and others) through the preparation of the detailed Implementation Strategy. The Implementation Strategy will develop a set of criteria to prioritize projects and provide direction on the recommended timing, scope, initial cost and other implementation considerations.

Municipal Servicing Assessment

The sewer system servicing Midtown consists of a storm sewer network and separated sanitary sewers connected to an extensive combined sewer network. The separated sanitary sewer system in the area is limited. The water system servicing the area

consists of large 1,050 mm and 1,200 mm trunk mains along Avenue Road and Bayview Avenue that supply water to the area. There are also 300 mm distribution mains along Eglinton Avenue, Yonge Street, Soudan Avenue, Briar Hill Avenue and Roselawn Avenue, and many smaller 150 mm main along residential streets. The watermains in the area are ageing, with many watermains 50 to 100+ years old.

The Municipal Servicing Assessment assessed the existing conditions of Midtown's network of watermains and sewers using flow-monitoring analysis and hydraulic models, as well as the City's Design Criteria for Sewers and Watermains and the Wet Weather Flow Management Guidelines. It also assessed the future capacity of the watermains and sewers using the long-term population and employment estimates to understand the potential capital upgrades required to support continued growth in the area. The Assessment was also coordinated with the ongoing basement flooding studies in the area for consistency, as well as capital upgrades as part of the construction of the Eglinton Crosstown LRT. The assessment found that capital upgrades to sewers, watermains and associated infrastructure are required both in the near and longer terms.

The total estimated cost of the capital upgrades to sewer systems in the area is \$87 million. The total estimated cost of watermain projects is approximately \$21 million. The timing of the upgrades will be determined as part of the municipal servicing implementation strategy and will be coordinated with other capital upgrades needed in the area, such as road reconstruction. Each individual development application will continue to need to be reviewed to determine whether a specific upgrade is required to accommodate the development as needs vary throughout the area.

Sewers

The analysis of the existing storm sewer system identified multiple problem areas. These include but are not limited to:

- Capacity issues in the storm and combined sewer systems;
- Overland flow issues; and
- Downstream constraints or bottlenecks in the sewer systems.

The future condition analysis shows that the existing conditions will worsen due to intensification. To resolve the capacity issues and accommodate continued growth, capital upgrades for the systems are required and vary depending on the area. The following are some of the capital upgrades required:

- Upgrade and/or replacement of existing sewers to prevent surcharge as per the design criteria;
- In-line system storage to regulate peak flows at locations where the capacity of sewers was found to be inadequate. Internal flow diversions to balance flow in existing sewers was also considered, which would require minimal construction;
- Installation of Inlet Control Devices to control the sewer hydraulic grade line while maintaining acceptable street flow depths;
- Installation of high capacity inlets to rapidly convey runoff from the major system into the minor system;

- Increasing the number of catch basins to reduce high overland flow depths;
- Removing identified cross-sections in the dual manhole areas subject to overflow under design storm event;
- Providing end-of-pipe controls; and
- Exploring opportunities to provide alternative controls, such as low impact development practices, and incorporate green infrastructure as per Toronto's Green Streets Technical Guidelines.

The analysis of the existing sanitary and combined sewer systems' performance identified no sanitary and combined sewer surcharging issues under dry weather flow conditions. The analysis identified some problem areas during wet weather conditions. These include a need to:

- Upsize some sanitary sewers; and
- Upsize some combined sewers and add in-line storage along with replacement of manholes and inlets.

The future condition was applied to the model to estimate the impact of population growth on the sanitary and combined sewer systems. Both sanitary and combined systems continued to perform during dry weather conditions in the growth scenario. During wet weather conditions, some locations scattered throughout Midtown failed to meet the 1.8 m free board criteria. The following are some of the capital upgrades required:

- Upgrade and/or replacement of existing sewers to prevent surcharge as per the design criteria;
- Upsize some combined sewers and add in-line storage along with replacement of manhole covers with two pick-holes;
- In-line/off-line system storage to regulate peak flows at locations where the capacity of sewers was found to be inadequate;
- Internal flow diversions to balance flow in existing sewers; and
- Road sewer separation or complete sewer separation.

Watermain Network

The results of the existing watermain network analysis demonstrated that there was generally acceptable service pressures in the area. However, some areas require implementing measures such as pressure reducing valves. The most significant finding from the existing conditions assessment was that approximately 20 per cent of the water distribution system had available fire flows below the minimum City requirements. The results of the future conditions analysis demonstrated that additional capital upgrades will need to be undertaken throughout the area to accommodate continued growth and improve fire flows in the area. The upgrades and other measures needed include, but are not limited to:

- Construct new watermains to overcome gaps left from the legacy Metro Toronto boundaries;

- Upgrade key existing mains to increase network capacity, including, but not limited to, watermains along Broadway Avenue, Merton Street, Millwood Road, Manor Road East and Blythwood Road to 300 mm watermains;
- Future buildings should be constructed to have required fire flows that are less than what is available from the network; and
- A street or lot-level review could be undertaken in some areas to confirm the required fire flows. The fire flows available in residential areas should be improved by upgrading watermains in tandem with road reconstruction.

9. Next Steps

Follow-on Work

This report includes a number of recommendations for follow-on work to implement the Midtown planning framework and ensure priority infrastructure improvements are advanced through capital planning and implementation. The recommended next steps include the following:

Zoning Review

City staff recommend undertaking a zoning review for the lands included in the Character Areas (Map 21-2 in Attachment 1). The review will result in recommendations for amending the Zoning By-law to implement the directions of the recommended Plan. Updated zoning will provide further clarity on the location, scale and form of appropriate development. This work aligns with the Growth Plan which speaks to zoning all lands in a manner that would implement the official plan policies.

Heritage Conservation District Study

The Cultural Heritage Resource Assessment completed as part of Midtown in Focus recommended the study of a potential Heritage Conservation District in the Glebe Manor Estates (between Manor Road, Millwood Road, Yonge Street and Bayview Avenue). In October 2017, City Council adopted recommendations to include some properties in this area fronting Mount Pleasant Road on the City's Heritage Register. The recommended Official Plan Amendment provides additional built form direction for parts of this area within the Mount Pleasant South Character Area. The Heritage Conservation District study will confirm whether to designate the areas as a heritage conservation district and provide further contextual direction for the conservation and management of heritage resources in the area.

Davisville Yard and Subway Trench Technical Feasibility Studies

The Davisville Yard and the open subway trench located between Chaplin Crescent and Berwick Avenue are strategically-located city-owned assets that may be able to address additional public priorities in addition to transit operations. City staff recommend undertaking an assessment of the engineering feasibility, costs and benefits of decking these lands to clarify opportunities for redevelopment or additional uses (parkland, in the case of the subway trench).

Alternate Parkland Dedication By-law

As part of the implementation of the recommended Plan and the Midtown Parks and Public Realm Plan, City staff recommend preparing a by-law to amend the Municipal Code (Chapter 415) to enact an alternative requirement for parkland provision for the Secondary Plan area. The alternate rates will assist in supporting the implementation and funding of the Midtown Parks and Public Realm Plan over the next 25 years. The area-specific alternative rate by-law will be responsive to the realities of the land market and intensity of development in Midtown.

Multi-modal Corridors Study

In order to expand travel choices between Midtown and Downtown and address transportation challenges, City staff recommend a coordinated study of the north-south corridors linking the two areas. The study will determine which corridors are best suited for improved surface transit routes and dedicated, physically-separated cycling infrastructure. The study will identify the scope, cost and priority of both physical improvements and interim measures.

The study will be coordinated with work underway associated with alleviating crowding on Line 1 Yonge-University and the City's review of the 10 Year Cycling Network Plan. A parallel on-street parking review will inform the recommended solutions.

Infrastructure Implementation Strategies

To provide further information to City Council on the scope, feasibility, potential cost and timing of required infrastructure investment, City staff recommend the preparation of Infrastructure Implementation Strategies related to parks and public realm, community services and facilities, transportation and municipal servicing.

The Infrastructure Implementation Strategies will identify priorities not currently included, fully or partially, within the approved 10-year Capital Plans and the service plans of operational divisions involved. The strategies will link capacity improvements or upgrades with growth and ensure necessary capital projects are incorporated in future capital planning. Opportunities for alignment of projects will be identified to ensure coordination and synchronization of capital investments across divisions and agencies.

Conclusion

The recommended Official Plan Amendment outlined in this report provides a clear and comprehensive vision for the coming decades in Midtown. The qualities of a complete, liveable, mixed-use community have supported Midtown's prosperity and fueled growth in a desirable place to live, work and invest. The recommended Plan and associated infrastructure plans, strategies and assessments provide the requisite detail to inform decision-making that respects the diversity of Midtown's neighbourhoods and proactively responds to changes in a rapidly-evolving urban environment.

The recommended OPA contained in Attachment 1 is consistent with the Provincial Policy Statement (2014), has regard for matters of Provincial interest in Section 2 of the *Planning Act* and conforms to the Growth Plan for the Greater Golden Horseshoe (2017). The OPA is recommended for approval under Section 26 of the *Planning Act*.

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ATTACHMENTS

Attachment 1: Official Plan Amendment No. 405
Attachment 2: Midtown Parks and Public Realm Plan
Attachment 3: Midtown Community Services and Facilities Strategy
Attachment 4: Public Consultation Summary
Attachment 5: Provincial Policy and Plans Summary
Attachment 6: Character Area Summaries
Attachment 7: Future Revisions to the Urban Growth Centre Boundary
Attachment 8: Built Form Study Summary

Attachment 1: Official Plan Amendment No. 405

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's June 7, 2018 meeting.

Attachment 2: Midtown Parks and Public Realm Plan

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Attachment 3: Midtown Community Services and Facilities Strategy

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's June 7, 2018 meeting.

Attachment 4: Public Consultation Summary

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's June 7, 2018 meeting.

Attachment 5: Provincial Policy and Plans Summary

This attachment provides a detailed review and analysis of the provincial policy framework. The recommended OPA conforms to the Growth Plan for the Greater Golden Horseshoe, 2017, is consistent with the Provincial Policy Statement (2014) and has regard to matters of provincial interest identified in Section 2 of the *Planning Act*.

Planning Act

The *Planning Act* R.S.O. 1990. C. P. 13 provides for a provincially-led land use planning system, integrating matters of provincial interest into all planning decisions. Section 2 sets out matters of provincial interest. All decision makers are required to have regard to these matters. Pertinent matters related to the recommended OPA include the following:

- The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- The supply, efficient use and conservation of energy and water;
- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The minimization of waste;
- The orderly development of safe and healthy communities;
- The accessibility for persons with disabilities to all facilities, services and matters to which the Act applies;
- The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well-being of the Province and its municipalities;
- The protection of public health and safety;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The recommended OPA addresses these matters of provincial interest. The OPA:

- Requires the conservation of heritage values and attributes of sites, building and structures through sensitive site and building design;
- Encourages low-carbon energy, green infrastructure, near zero-emissions, on-site electricity production and reducing negative impacts of inflow and infiltration on sanitary and sewer systems to ensure an adequate supply, efficient use and conservation of water;
- Contributes to minimizing waste by promoting the adaptive reuse of existing buildings and salvaging materials from demolition in new building construction;

- Ensures the orderly development of safe and healthy communities by preventing piecemeal development with requirements for context plans to coordinate development, as well as addressing the safety and health of people in a number of policy areas;
- Addresses a range of mobility options and prioritizes active transportation;
- Utilizes a complete streets approach to ensure universal accessibility and access for people with disabilities. The proposed right-of-way widenings on constrained streets will facilitate wide, unobstructed sidewalks.
- Introduces a land use plan allowing for a wide variety of uses and ensuring the adequacy of educational, health, social, cultural and recreational facilities;
- Ensures a diversity of housing by requiring a minimum amount of larger units of a minimum size. The provision of affordable housing will be addressed at a city-wide level as a part of Inclusionary Zoning;
- Supports financial well-being and economic growth by clustering office, entrepreneurial spaces, health and social services and major institutions close to transit stations. Minimum requirements for the amount of office, institutional and cultural uses, as well as requiring the replacement of existing office uses, will support the adequate provision of employment opportunities;
- Identifies improvements required to the public realm;
- Ensures a compact, high-quality built form with policy directions specific to the character of Midtown's diverse neighbourhoods as well as direction regarding permitted building types, the massing of buildings and building heights to ensure public spaces are high quality and vibrant. The combined built form directions support the development of compact transit-supportive communities; and
- Outlines additional policy objectives over and above existing City requirements for mitigating greenhouse gas emissions and adapting to a changing climate.

Provincial Policy Statement

The PPS is issued under Section 3 of the *Planning Act*. It promotes strong communities, a strong economy and a clean healthy environment. Section 3 of the *Planning Act* requires decisions affecting planning matters to be consistent with the PPS. Section 4 of the PPS states that the PPS applies to all decisions in respect to the exercise of any authority that affects a planning matter made on or after April 30, 2014. The PPS identifies official plans as the most important vehicle implementing the PPS.

Policy 1.1 of the PPS provides directs planning authorities to support healthy, liveable and safe communities by:

- Sustaining the financial well-being of the Province and municipalities by promoting efficient development and land use patterns;
- Meeting long-term community needs by accommodating an appropriate range and mix of residential, employment, institutional, recreational and park and open space uses;
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- Minimizing land consumption and servicing costs by promoting cost-effective development patterns;

- Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The recommended OPA advances these objectives by:

- Allowing for continued intensification and development subject to the provision of adequate infrastructure;
- Ensuring a range and mix of uses and recreational opportunities with the land use permissions set out in the OPA and policies related to the provision of parkland and other open spaces;
- Maximizing the utility of existing infrastructure to avoid unnecessary costs, such as requiring master planning for larger parks to improve access and locally-oriented programming, and directing growth towards targeted areas that offer a diverse mix of uses to support live-work proximities;
- Improving accessibility for all ages and abilities through the mobility network plan that prioritizes safe and convenient active transportation;
- Ensuring the provision of necessary infrastructure is provided commensurate with growth to support Midtown's continued development and evolution; and
- Encouraging a compact and efficient built form, providing additional direction to minimize greenhouse gas emissions and supporting biodiversity through the parks and open space network and in the design of buildings.

The PPS directs planning authorities to ensure that sufficient land is available to accommodate an appropriate range and mix of land uses to meet projected needs for up to 20 years. The recommended OPA provides a framework for continued growth and intensification in Midtown for the next 20 years and beyond.

Policy 1.3 of the PPS directs planning authorities to promote economic development and competitiveness by:

- Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- Providing opportunities for a diversified economic base by maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and uses;
- Supporting the achievement of liveable and resilient communities by encouraging compact, mixed-use development that incorporates compatible employment uses; and
- Ensuring the necessary infrastructure is provided to support current and projected needs.

The recommended OPA promotes economic development and competitiveness. In many instances, it exceeds the minimum standards set out in the PPS 2014. Key aspects of the recommended OPA include:

- Updating and refreshing the long-term vision for the Yonge-Eglinton Centre in Section 2.2.2 of the Official Plan, while continuing to identify the importance of the Centre as a place for employment and diverse mix of uses. The recommended Secondary Plan reflects the vision for the Centre and expands on its role and function as a major centre of economic activity in Toronto;
- Introducing policies that specifically address development located within walking distance to Midtown's existing and future transit stations to ensure a wide range of activities and uses and compact, mixed-use development, as reflected in the proposed land use redesignations and the Secondary Plan's Land Use Plan and related policies;
- Prioritizing economic activity in closest proximity to Midtown's transit stations by requiring a minimum amount of office, institutional and cultural uses and/or replacing existing office uses;
- Requiring retail and service uses at grade along key streets and providing direction to ensure retail uses contribute to a compact urban form and vibrancy of an area such as requirements for narrow frontage retail; and
- Ensuring the necessary infrastructure is provided to support Midtown's continued growth and evolution, while also recognizing the importance of employment uses in supporting live-work proximities and reducing pressure on constrained transportation infrastructure.

Policy 1.4 of the PPS requires an appropriate range and mix of housing types and densities to meet current and future demands of the regional market area. New housing is to be directed towards locations where appropriate levels of infrastructure and public service facilities exist and support the use of active transportation and transit. A key objective of the recommended OPA is to maintain the diversity of housing that exists in the area and ensure a range of housing options as the area continues to intensify and develop. The OPA enables a wide variety of building types in appropriate locations and maximizes existing infrastructure. It also recognizes the value of the area's existing diversity of housing and seeks to ensure a range of housing types are developed. The highest intensity of residential uses are located around transit stations and corridors, alongside a range of other uses to support active transportation. Developments with more than 80 residential units will also be required to provide a minimum number of larger units to provide for a mix of housing types.

Policy 1.5 of the PPS provides specific direction with regard to streets, parks and open spaces. It emphasizes the importance of connecting public spaces, parks, trails and open spaces for healthy and active communities. Public streets, spaces and facilities are to be safe and meet the needs of pedestrians, while a full range and equitable distribution of publicly-accessible built and natural settings for recreation should be promoted. The recommended OPA recognizes the intrinsic value of existing parks, streets, public and open spaces to the quality of life in the area. Primary objectives are to maintain and enhance the open, green, landscaped character of the area, improve and expand the network of parks and open spaces and create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area.

The Parks and Open Space Network Plan and policies related to the provision of parkland will ensure adequate access and the equitable distribution of parks to support living and working in Midtown.

The PPS defines and provides direction for physical infrastructure and public service facilities. A chief goal of the PPS is to ensure infrastructure and public service facilities are supplied in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. Before implementing capital upgrades or developing new infrastructure and public service facilities, due regard should be given to optimizing existing infrastructure and public service facilities prior to development of new infrastructure and public service facilities.

The planning for infrastructure and public service facilities is to be undertaken in a coordinated and integrated manner with land use planning so that they meet current and projected needs and are financially viable over their life cycle. In planning for infrastructure and public service facilities, green infrastructure should be utilized. Public service facilities should be co-located in community hubs to promote cost-effectiveness and facilitate service integration, and access to transit and active transportation.

The development of the recommended OPA integrated land use and infrastructure planning. The recommended OPA sets out that Midtown residents will be served by new, improved and expanded community services and facilities and resilient physical infrastructure. Transportation options will be provided for people with an emphasis on prioritizing active transportation and transit, relative to the private automobile. The recommended Plan also places a strong emphasis on ensuring the necessary infrastructure to promote a liveable and complete community in parallel with growth.

The provision of community service facilities in Midtown will be guided and informed by the Midtown Community Services and Facilities Strategy and provided in a timely manner to support and be commensurate with growth. The distribution of community service facilities will be coordinated with land use, ensuring an appropriate range of facilities and that they are located in highly visible locations with strong pedestrian, cycling and transit connections. Additionally, development may be required to accommodate temporary community service facilities until such time as the City is able to design and construct new facilities and contribute to the delivery of community service facilities.

Continued growth and intensification in Midtown requires significant investment in infrastructure to support continued development and ensure complete communities. The recommended Plan links the provision of infrastructure with growth.

Section 8 of the recommended Plan provides additional policy directions for water, wastewater and stormwater management infrastructure, low-carbon energy, biodiversity and climate mitigation strategies that build on City-wide policies, standards and practice.

Development will be required to reduce the negative impacts of inflow and infiltration on sanitary and combined sewer systems. Water, wastewater and storm management infrastructure will also be maintained and keep pace with growth. The recommended Plan encourages developers to incorporate recovery of low carbon energy and connect

to an existing or planned thermal energy network. The policy directions also speak to the importance of limiting the loss of embodied energy contained in Midtown's existing building stock while also targeting near zero emissions. Development and streetscape improvements will integrate stormwater capture trees and other planting and development will be encouraged to incorporate biodiversity measures.

Policy 1.7.1 of the PPS includes a number of policy objectives to support the long term economic prosperity of communities and the Province such as:

- Promoting opportunities for economic development and community investment-readiness;
- Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- Maintaining and enhancing the vitality and viability of downtowns and main streets;
- Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- Providing for an efficient, cost-effective, integrated multi-modal transportation system;
- Promoting energy conservation, renewable energy and alternative energy systems; and
- Minimizing climate change impacts.

The recommended OPA supports and advances these objectives, establishing a foundation for the economic success of Midtown. Key aspects of the recommended OPA include:

- Providing opportunities for a diversified economic base by ensuring lands are identified to support a wide range of activities and uses, as well as requiring the replacement of existing office uses;
- Promoting a compact, mixed-use and transit-supportive built form;
- Protecting and enhancing Midtown's historic main streets as vital retail and service destinations. Development will reinforce local character, accommodate a mix of uses and appropriately conserve heritage resources;
- Creating a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area;
- Ensuring Midtown is a transit-supportive place with a mix of land uses that prioritizes walking, cycling and taking transit. There will also be a well-connected network of safe and comfortable walking and cycling routes between local community destinations and with the surrounding city;
- Fostering resilient infrastructure through well-designed communities that support energy and water conservation; and
- Reducing vulnerability to climate change through well-designed, compact communities that support energy and water conservation, increased biodiversity, active transportation and resilient infrastructure.

Policy 1.8 of the PPS requires planning authorities to coordinate land use patterns and development to support energy conservation, improved air quality, reduced greenhouse

gas emissions and climate change adaptation. These will be achieved through policies in the recommended OPA related to built form, mobility, major employment and commercial uses, housing diversity, energy and resilience.

Policy 2.6 provides policy direction on the management of cultural and heritage assets. Significant built heritage resources and significant cultural heritage landscapes are required to be conserved. Moreover, planning authorities are not permitted to approve development and site alteration on lands adjacent to a protected heritage property except where the proposed development and site alteration has been evaluated and demonstrated that the attributes of the protected heritage property will be conserved.

A comprehensive Cultural Heritage Resource Assessment was undertaken as part of the Midtown in Focus process. To date, 258 heritage properties have been listed. The recommended OPA considers other properties with heritage potential, requiring the submission of Heritage Impact Assessments for any development on these properties. New buildings are also required to fit the character and varied scale of Midtown's collection of neighbourhoods and conserve heritage values and attributes. Key policies that address the policies in the PPS include:

- Reinforcing the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings;
- Framing, conserving and accentuating views from the public realm to heritage resources;
- Conserving landscape qualities and/or attributes of a site and/or area;
- Providing additional setbacks, setbacks and stepping down of building heights in order to complement the scale and character of heritage properties;
- Recognizing that conserving heritage buildings in situ may require relaxing certain urban design standards;
- Celebrating Indigenous culture and history, along with cultural and natural heritage, through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming; and
- Respecting and enhancing the character and form of Midtown's historic main street villages by reinforcing historic streetwall heights, cornice lines, narrow frontages and other architectural details that are sympathetic to heritage character.

Growth Plan for the Greater Golden Horseshoe

Places to Grow is the Ontario government's initiative to plan for growth and development. The *Places to Grow Act*, 2005 enables the development of regional growth plans that guide government investments and land use planning policies. Under the *Places to Grow Act*, the Provincial government issues Growth Plans. On July 1, 2017, the Growth Plan for the Greater Golden Horseshoe 2017 came into effect. The *Places to Grow Act* states that all decisions by municipalities under the *Planning Act* will conform to the Growth Plan. The Growth Plan builds on the policy foundations of the Provincial Policy Statement, and prevails if there is a conflict between the Growth Plan and the PPS.

The Growth Plan sets out a vision for the Greater Golden Horseshoe (GGH) as a region with a high standard of quality of living, supported by a strong economy, a clean and healthy environment and social equity.

The GGH will be a place offering a variety of choices for living, supported by modern, well-maintained and resilient infrastructure. An integrated transportation network with fast, convenient and affordable public transit will offer people with choices. The urban centres of the GGH will be vibrant and characterized by compact development patterns. Economically, the GGH will continue evolving as an economic powerhouse of global significance. The Growth Plan recognizes Toronto's significant contribution to the GGH and notes that Toronto is celebrated for its commerce, culture and innovation.

To realize this vision, the Growth Plan focuses on achieving complete communities that support a range and mix of housing options and intensification and higher densities to optimize the use of land and infrastructure and to support transit viability. Land use planning and investment in infrastructure and public service facilities should be strategically integrated and climate change consideration should be incorporated in future planning and growth management.

Section 2 of the Growth Plan describes where and how communities should grow in the GGH. Planning authorities are required to prioritize intensification in strategic growth areas, including urban growth centres and major transit station areas. The Growth Plan identifies 25 urban growth centres in Ontario, which are identified as regional focal points for accommodating population and employment growth. The Yonge-Eglinton Centre is one of Toronto's five urban growth centres.

Development in the Yonge-Eglinton Secondary Plan area will contribute to meeting and exceeding the forecasted population growth targets contained in the Growth Plan for Toronto. Midtown Toronto, particularly in the Yonge-Eglinton Centre, has undergone decades of sustained development activity. As Midtown continues to grow and evolve, the recommended OPA ensures that the elements of a liveable and complete community will be provided in parallel with growth. A chief objective of the recommended Plan is to ensure that public works and development are guided by the complete community concept, where the complete range of community services, housing choices, building types, public spaces, shopping needs, economic opportunities and parks and natural areas will be available within walking distance.

Urban Growth Centres

Urban growth centres are existing or emerging downtown areas that are to be planned as focal areas for investment in regional public service facilities, supporting the transit network at the regional scale and serving as high-density major centres for the region, attracting provincially, nationally, or internationally significant employment uses. The locations of urban growth centres in the GGH are identified in Schedule 4 of the Growth Plan. As per the Growth Plan Policy 2.2.3.2, a minimum density target of 400 residents and jobs combined per hectare is required. Yonge-Eglinton Centre currently accommodates over 625 residents and jobs per hectare. The recommended OPA will enable additional intensification and will continue to exceed the minimum density target of 400 people and jobs per hectare.

The policies detailed in Section 2 of the recommended Plan reflect the importance of Yonge-Eglinton as a provincially-significant urban growth centre. The recommended OPA advances the policy direction that Yonge-Eglinton Centre will function as a major centre of economic activity in Toronto. The Centre will also function as a focal area for retail services that meet the day-to-day needs of residents and workers in Midtown. Civic and cultural opportunities will also be supported through the provision of existing and new recreational, cultural and entertainment uses.

The land use plan and associated policies for the Secondary Plan area provides for a diverse mix of permitted uses and sets out minimum requirements for office, institutional and cultural uses.

To ensure the adequate provision of non-residential uses in the Urban Growth Centre, tall buildings and large development sites in *Mixed Use Areas A* and *B* are required to provide 25% and 15% of the total gross floor area for office, institutional and/or cultural uses respectively. These policies ensure that high-density development delivers on key urban growth centre objectives by mandating floor area for employment, cultural and institutional uses.

Transit Corridors and Station Areas

The Growth Plan defines major transit station areas and priority transit corridors. Major transit station areas are the area including and around any existing or planned higher order transit station or stop.

The formal delineation of an MTSA is to be completed as part of a new Municipal Comprehensive Review (MCR). Policy 2.2.4.2 directs municipalities to delineate the boundaries of major transit station areas to maximize the size of the area and the number of potential transit users that are within walking distance of the station. Major transit station areas on subway lines are to be planned for a minimum density target of 200 residents and jobs combined per hectare, while 160 residents and jobs combined per hectare are required for the light rail transit station areas. Within the major transit station areas, a diverse mix of uses and housing types will be provided. Station design should be transit-supportive, allowing for multi-modal access.

The Yonge-Eglinton Secondary Plan area contains two major transit station areas associated with the subway (Davisville and Eglinton) and four major transit station areas associated with the Crosstown LRT. The recommended OPA meets the intent and purpose of the Growth Plan, identifying Midtown transit stations and providing policy direction related to development for the station areas and reflecting the direction in the Growth Plan for their delineation. Their formal delineation will be addressed as part of the City's next MCR. The station areas have been planned to meet or exceed the Growth Plan's minimum targets. Minimum density targets for a number of Midtown's transit station area that exceed the Growth Plan's requirements are identified in the recommended OPA.

Employment

The Growth Plan promotes economic development and competitiveness in the GGH by:

- Making efficient use of existing and underutilized employment lands;
- Ensuring the availability of sufficient land in appropriate locations;
- Planning to better connect high employment areas with transit; and
- Integrating and aligning land use planning and economic development goals.

Major office and institutional development are to be directed to urban growth centres, major transit station areas or other strategic growth areas with frequent transit service. Retail and office uses are to be directed towards locations that support active transportation and have existing or planned transit. The recommended OPA advances the employment-related policies prioritized in the Growth Plan. Key aspects of the recommended OPA includes:

- Introducing policies that specifically address development located within walking distance to Midtown's existing and future transit stations to ensure a wide range of activities and uses and compact, mixed-use development, as reflected in the proposed land use redesignations, the Land Use Plan and related policies;
- Prioritizing economic activity in closest proximity to Midtown's transit stations by requiring a minimum amount of office, institutional and cultural uses and/or replacing existing office uses;
- Supporting access to retail and office uses by locating these uses in locations that foster active transportation and have existing or planned transit; and
- Requiring retail and service uses at grade along key streets and providing direction to ensure retail uses contribute to a compact urban form and vibrancy of an area, such as requirements for narrow frontage retail.

Housing

Section 3.2.1 of the Official Plan contains policies that promote a full range of housing in terms of form, tenure and affordability. The recommended OPA further enhances and supplements the housing policies contained within the Official Plan. Taken together, the Official Plan and recommended OPA advance the housing policies detailed in Section 2.2.6 of the Growth Plan. Key policy directions include:

- Ensuring the provision of a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- Maintaining the stability of Neighbourhoods while introducing opportunities for incremental and sensitive intensification to contribute to a diversity of building and housing types in suitable locations;
- Promoting a variety of new building types through redevelopment and infill development, ensuring a diversity of building types and housing forms; and
- Renewing existing housing stock by allowing for incremental infill development and redevelopment of existing apartment buildings.

Additionally, to achieve a balanced mix of unit types and sizes, development containing more than 80 residential units in Midtown are required to include a minimum number of 2- and 3-bedroom units with a percentage of the total units meeting minimum size requirements to accommodate larger households.

Integrated Planning

The Growth Plan states that infrastructure planning and investment are to be coordinated and integrated. When planning for new or expanded infrastructure, planning authorities are to include evaluations of long-range scenario-based land use planning and financial planning and other relevant studies. Infrastructure planning and studies should involve providing sufficient infrastructure capacity in strategic growth areas and the full life cycle costs of infrastructure and develop options to pay for these costs over the long term. Investment in infrastructure should be leveraged to direct growth and development towards the policies of the Growth Plan, including the achievement of minimum intensification and density targets.

The recommend OPA links growth and infrastructure, ensuring the coordination of land and infrastructure and optimizing the existing and planned transportation network. Clustering employment and housing around transit station areas enables live-work proximities such that people can walk and cycle to their destinations. Reducing the need for longer trips and supporting active transit use advance climate change mitigation and the reduction of greenhouse gas emissions.

Continued growth and intensification in Midtown will require significant investment in infrastructure to support development and promote complete communities. To ensure that growth does not exceed infrastructure provisions, Midtown residents will need to be served by new, improved and expanded community services and facilities and resilient physical infrastructure.

The infrastructure plans, strategies and assessments produced as part of Midtown in Focus identify the existing and emerging gaps and investment priorities to support additional growth and ensure a complete community. Section 2.2 of the recommended Plan states that development will not be permitted to outpace the provision of infrastructure and will not proceed until such a time as the necessary infrastructure to support development is provided.

The coordination and integration of land use and infrastructure can be supported through the application of holding provisions. Section 9 states that a holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until specific conditions are satisfied. The recommended Plan sets out a list of conditions that may be applied in such a case.

Transportation

The Growth Plan places a strong emphasis on moving people and prioritizing active transportation and transit. Public transit is recognized as the first priority for transportation infrastructure planning and major transportation investments. Transit planning and investment are to be made according to the following criteria:

- Prioritizing areas with existing or planned higher residential or employment densities;
- Co-locating transit supportive densities with a mix of residential, office, institutional and commercial development;
- Facilitating improved linkages between urban growth centres, major transit station areas and other strategic growth areas;
- Increasing the modal share of transit; and
- Contributing towards the provincial greenhouse gas emissions reduction targets.

Within the GGH, transportation system planning, land use planning and transportation investment will be coordinated. Transportation system planning in the GGH will be managed by:

- Moving people and goods by providing connectivity among transportation modes;
- Reducing automobile reliance by promoting transit and active transportation;
- Encouraging financially and environmentally appropriate modes for trip-making;
- Offering multimodal access to jobs, housing, schools, cultural and recreational opportunities and goods and services; and
- Providing for the safety of all system users.

To advance these objectives, transportation demand management strategies are to be developed and implemented in key planning documents. Planning authorities are also directed to adopt a complete streets approach when designing, refurbishing or reconstructing the street network. Complete streets are to be integrated into the broader active transportation network providing continuous linkages to adjacent neighbourhoods, major trip generators and transit stations. Design of the transportation network should emphasize safe, comfortable travel for active transportation users.

The recommended OPA supports a connected mobility network in Midtown that focuses on reducing automobile dependency. Access to transit stations that connect residents, workers, students and visitors with the broader city will be improved in Midtown. Automobile dependency will be reduced by ensuring a mix of land uses. The public realm and new developments will be designed to be transit-supportive and streets will adopt a complete streets approach that focuses on moving people efficiently. Specific policies in the recommended Plan that address the transportation policies in the Growth Plan include:

- Supporting walkability by strengthening connections throughout Midtown by ensuring fine-grained pedestrian circulation along street edges and between and through sites;
- Establishing a mobility network plan that consists of well-connected and integrated network of streets, laneways, mid-block connections and multi-use trails that provide a variety of safe and sustainable travel choices;
- Ensuring the safety of all users, universal accessibility and pedestrian priority by utilizing a complete streets approach to inform the design, refurbishment or construction of existing and planned streets;
- Fostering transit-oriented major office nodes as well as retail, cultural, entertainment and institutional hubs for the broader city and region;

- Promoting a diverse mix of uses that enable live-work proximities and access to daily needs for residents;
- Ensuring that public realm improvements improve pedestrian safety, comfort and accessibility for users of all ages and abilities;
- Prioritizing pedestrians, cyclists and transit, relative to private automobiles;
- Requiring a Travel Demand Management strategy as part of complete applications for new developments.
- Requiring a transportation certification report that demonstrates the project can be accommodated by existing transportation infrastructure.

Water and Wastewater Systems and Stormwater Management

Policies 3.2.6 and 3.2.7 of the Growth Plan detail policies regarding stormwater management systems and municipal wastewater. These sections indicate that municipal water, wastewater and stormwater management systems will be designed to optimize efficiency, protect the quality and quantity of water and incorporate low impact development and green infrastructure. These systems will serve growth in a manner that supports the minimum intensification and density targets of the Growth Plan.

One of the four goals of the recommended OPA is to ensure that Midtown will be green and resilient. Midtown will be defined by its green, open, landscaped setting, expanded network of parks and well-designed communities that support energy and water conservation, which together will reduce vulnerability to a changing climate. Green infrastructure will be prioritized contributing to improving water quality and supporting biodiversity.

Growth in Midtown is expected to exceed the minimum density and intensification targets set out in the Growth Plan. To support growth and ensure that water infrastructure keeps pace with growth, the recommended OPA specifies the following:

- Introducing policy that directs that adequate physical infrastructure capacity, including water, sewage and stormwater management systems, be provided concurrently with growth;
- Integrating stormwater capture, trees and other plantings in development and streetscape improvements; and
- Requiring development to reduce to the negative impacts on inflow and infiltration on the capacity of the sanitary and combined sewer systems.

Public Service Facilities

The Growth Plan builds on the policies regarding public service facilities in the PPS. Policy 3.2.8 states that planning for public services facilities, land use planning and investment in facilities will be coordinated. Applicable public service facilities policies are:

- Co-locating community hubs and public service facilities;
- Prioritizing the maintenance and adaptation of existing public service facilities and spaces as community hubs;

- Locating community hubs near existing public service facilities or near strategic growth areas that are easily accessible by active transportation and transit; and
- Locating new public service facilities on sites that are easily accessible by active transportation and transit.

The recommended OPA recognizes the importance of public service facilities in Midtown. Defined as community service facilities in the recommended OPA, the provision of community service facilities in Midtown will be guided and informed by the Midtown Community Services and Facilities Strategy. Key aspects of the recommended OPA include:

- Requiring development to replace the total gross floor areas of any existing community service facilities to ensure no net loss of community space;
- Locating new community service facilities and expansions or retrofits of existing facilities in highly visible locations with strong pedestrian, cycling and transit connections;
- Encouraging community service facilities to be provided to support the creation of community hubs with a potential hub specifically identified as part of the development of a new medium-sized park; and
- Ensuring community service facilities will be provided in a timely manner to support and be commensurate with growth.

Public Open Space

Policy 4.2.5 of the Growth Plan encourages municipalities to establish an open space system and a system of publicly-accessible open parkland, open space and trails. The recommended OPA advances policies that preserve and enhance Midtown as a green, open, landscaped setting with an expanded network of parks. Key public open space policies are:

- Extending and enhancing existing and proposed parks;
- Requiring development applications and civic improvements to demonstrate the improvement and expansion of existing public parks and create new parks and open spaces;
- Respecting, reinforcing and extending the landscaped open space setbacks of buildings and contributing to the open space system;
- Incorporating previous public realm moves adopted in OPA 289 and introducing six new Public Realm Moves. The Public Realm Moves will ensure pedestrian-friendly, publicly-accessible, green streetscapes;
- Acquiring new public parkland and expanding and improving existing parkland;
- Providing an interconnected network of parks, open space, trails and other recreational facilities;
- Securing land for new public parkland in all areas of the Secondary Plan; and
- Pursuing opportunities arising from development to secure land for new parkland and improve existing parkland; and
- Improving connectivity and expanded active transportation opportunities, facilitating greater connectivity to the parks and open space network.

Cultural Heritage Resources

Policy 4.2.7 of the Growth Plan states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. Municipalities are directed to work with stakeholders, as well as First Nations and Métis communities, for the identification and management of cultural heritage resources and in developing official plan policies.

The comprehensive Cultural Heritage Resource Assessment that was undertaken as part of the planning process has informed policy directions that recognize Midtown's unique sense of place, its diverse collection of neighbourhoods and the conservation of cultural heritage resources. Policies in the recommended OPA include:

- Reinforcing the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings;
- Framing, conserving and accentuating views from the public realm to heritage resources;
- Conserving landscape qualities and/or attributes of a site and/or area;
- Providing additional setbacks, setbacks and stepping down of building heights in order to complement the scale and character of heritage properties;
- Recognizing that conserving heritage buildings in situ may require relaxing certain urban design standards;
- Celebrating Indigenous culture and history, along with cultural and natural heritage, through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming; and
- Respecting and enhancing the character and form of Midtown's historic main street villages by reinforcing historic streetwall heights, cornice lines, narrow frontages and other architectural details that are sympathetic to heritage character.

A Culture of Conservation and Climate Change

Policy 4.2.9 directs planning authorities to develop strategies that promote a culture of conservation, applicable objectives include:

- Conserving and efficiently using water;
- Conserving energy for existing buildings and planned developments;
- Improving and protecting air quality and reducing emissions; and
- Integrating waste management including promotion of building conservation and adaptive reuse.

The recommended OPA addresses the matters of provincial interest as applicable. Conservation measures addressed in the recommended OPA include:

- Encouraging the adoption and integration of low-carbon energy, green infrastructure and on-site electricity production and reducing negative impacts of inflow and infiltration on sanity and sewer systems to ensure an adequate supply, efficient use and conservation of water;

- Minimizing waste by promoting adaptive reuse of existing buildings or salvaging materials from demolition in new building construction to limit the loss of embodied energy contained in existing building stock;
- Promoting water conservation and reuse by integrating stormwater management in development and streetscape improvements; and
- Improving air quality and supporting biodiversity through the Parks and Public Realm Plan, including expanded and improved park space and landscaped open space, and by encouraging development to create habitats, plant a variety of plant species that are pollinator-friendly and incorporate green roofs.

Policy 4.2.10 focuses on climate change, directing municipalities and planning authorities to identify actions that will increase resilience, reduce greenhouse gas emissions and address climate change adaptation goals. The recommended OPA supports the reduction of greenhouse gas emissions and addresses climate change adaptation goals through the following measures:

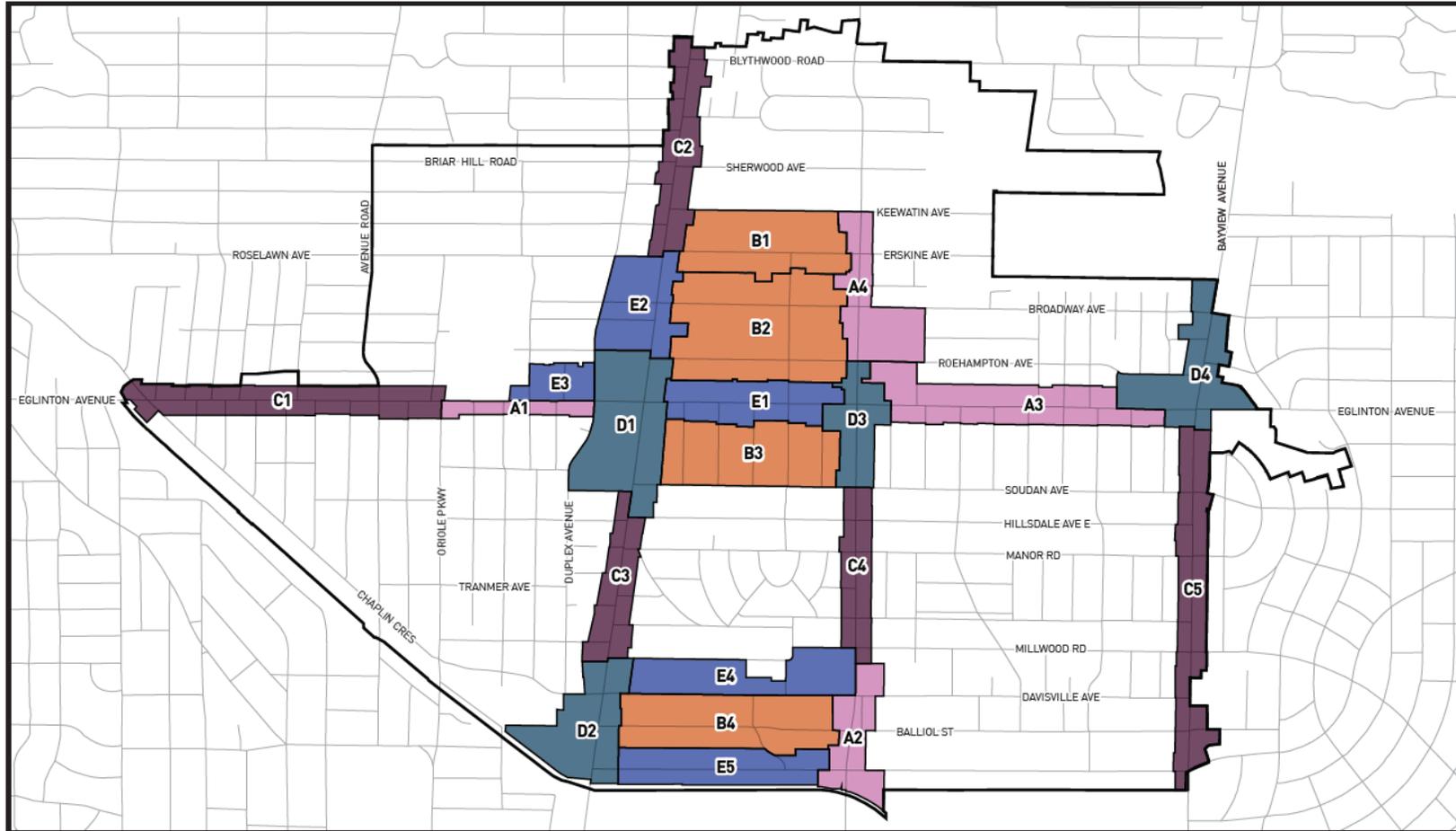
- Providing a diverse mix of uses through a land use plan that permits residents to access daily needs without the need for a vehicle trip and promotes public transit usage by requiring employment uses and enabling additional residential intensification within the vicinity of existing and planned transit stations;
- Reducing automobile reliance through a complete streets approach and prioritizing the safety of pedestrians and cyclists; and
- Improving connectivity and accessibility through a comprehensive mobility network plan.

Additionally, new development in Midtown will be encouraged to:

- Incorporate recovery or protect for a connection to an existing or planned thermal energy network;
- Integrate on-site electricity production to reduce electricity demand;
- Limit the loss of embodied energy contained within existing building stock through adaptive reuse; and
- Target near-zero emissions by applying passive design principles.

Attachment 6: Character Area Summaries

Map 1: Map 21-2 Midtown Character Areas



Yonge-Eglinton Secondary Plan

MAP 21-2 Midtown Character Areas

— Secondary Plan Boundary	Apartment Neighbourhoods	Villages	Cores	Special Places	Not to Scale ↗
Apartment High Streets	B1 Erskine and Keewatin	C1 Eglinton Way	D1 Yonge-Eglinton Crossroads	E1 Eglinton Greenline	
A1 Eglinton Park	B2 Redpath Park Street Loop	C2 Yonge Street North	D2 Davisville Station	E2 Montgomery Square	
A2 Mount Pleasant Gateway	B3 Soudan	C3 Yonge Street South	D3 Mount Pleasant Station	E3 Henning	
A3 Eglinton East	B4 Davisville	C4 Mount Pleasant South	D4 Bayview Focus Area	E4 Davisville Community Street	
A4 Mount Pleasant North		C5 Bayview-Leaside		E5 Merton Street	

March 29, 2018

Note: This attachment is provided for information purposes only and summarizes key policy directions for each Character Area. The Secondary Plan is required to be read as a whole with all pertinent policies addressed for each development.

Midtown Villages

The Midtown Villages consist of Midtown's traditional main streets that largely consist of two-storey mixed-use or commercial buildings developed in the early twentieth century. They are characterized by narrow frontage retail and service uses at grade with recessed entrances, consistent fascia and signage locations. They have a ground floor height of approximately four metres. Their materiality is predominantly brick with architectural detailing and consistent cornice lines.

The vision and desired character for the Villages is as follows:

"The Midtown Villages are historic main streets that will continue to be vital retail and service destinations for residents, workers and visitors. These areas will accommodate a mix of uses in well-proportioned low- and mid-rise buildings that appropriately conserve heritage resources. Buildings will reinforce the local character of these main streets by providing narrow retail frontages, frequent entrances and active uses at grade. Their design will complement planned public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life."

Distinguishing Features

Although there are many consistent features and attributes common to all the five Villages, each Village Character Area has distinguishing features that will be addressed by any development. The distinguishing features include:

- The renewed Eglinton Avenue right-of-way in the Eglinton Way Character Area;
- Widened sidewalks and a series of public squares in the Yonge Street North and Yonge Street South Character Areas;
- The potential decking of the subway trench as a future linear, signature public park adjacent to the Yonge Street South Character Area;
- The intact historic village streetscape of the Mount Pleasant Village Character Area; and
- The generously-scaled setbacks of the Bayview-Leaside Character Area with its wide sidewalks and patios extending along the street.

Key Policy Directions

Development in the Midtown Villages will respect and enhance the character and form of the Villages, including reinforcing the historic streetwall heights, cornice lines, narrow frontages and other architectural detailing and finishes. The policy directions for the Midtown Villages collectively strive to retain key character defining elements and achieve the desired character for the area.

Key policy directions for the Villages include the following:

- A mix of residential, retail and service, office, institutional, entertainment and cultural uses are permitted within the Mixed Use Areas “C” land use designation.
- At-grade retail, service and institutional uses with frequent entrances and high degree of visibility are required. Store frontages should generally be 5-10 metres in width to reflect the historic main street lot fabric and have windows for up to 70 per cent of the frontage.
- At-grade retail stores should be a minimum depth of 15 metres.
- Development will have a minimum height of three storeys and will not exceed six to eight storeys in height depending on the Character Area and site specific considerations such as lot depth or adjacent land uses and features.
- A 1.5 metre stepback above the second storey of buildings to reinforce the existing character and prevailing two-storey scale of existing main street buildings.
- Stepbacks above the sixth or seventh storey depending on the Character Area to ensure good street proportion, create a consistent, continuous human-scaled street wall and ensure good sunlight on the public realm.
- Corner lots will be required to taper the massing of the building to reflect the street proportion of side streets, and may need to set back the building where this is a consistent feature of the Village, such as along Yonge Street.
- Achievement of a 45 degree angular plane to abutting *Neighbourhoods* designated lands to provide transition, and to address privacy and overlook. The angular plane requirement begins at 10.5 metres above the rear setback requirements (approximately the third storey).
- Access and loading to buildings will generally be provided by way of existing and new laneways to minimize impacts to the major streets and ensure a high-degree of pedestrian amenity.

Additional flexibility in the height of mid-rise buildings may be accommodated where it can be demonstrated to the City’s satisfaction that there will be no adverse impacts created on any public street, as well as ensuring that the additional storey fits within the required angular plane and progressively steps back from any abutting streets and lands designated *Neighbourhoods* and *Parks and Open Spaces Areas*.

Midtown Apartment High Streets

The Apartment High Streets comprise four linear residential neighbourhoods oriented along Eglinton Avenue and Mount Pleasant Road. Predominantly residential, each Apartment High Street has its own distinct character and combination of building types and ages including single-detached homes, duplexes, three-storey walk-ups, courtyard apartments, taller pavilion apartment buildings, and more recent mid-rise buildings. The public realm and landscaping features vary between the Character Areas. Buildings are often set back from sidewalks with lawns, trees, gardens and side yards creating a landscape setting for residential uses on busy arterial streets and providing a more open character than the commercial main streets.

The four Midtown Apartment High Streets are Eglinton Park, Mount Pleasant Gateway, Eglinton East and Mount Pleasant North. The vision and desired character for the Apartment High Streets is as follows:

"The Midtown Apartment High Streets are distinct residential neighbourhoods oriented along major streets between the Midtown Villages and Cores. Incremental infill development and redevelopment, in either a low- or mid-rise built form, will contribute to a diversity of building types and housing forms and tenures in Midtown. New buildings will reinforce distinguishing features and bolster the setting of each High Street."

Eglinton Park

The Eglinton Park Apartment High Street is a linear residential neighbourhood of early 20th century walk up apartments set close to the street. These red-brick apartment buildings are distinguished by their courtyards and forecourts. Bookended by the Yonge-Eglinton Crossroads (Midtown Core) and Eglinton Way (Midtown Village), the Apartment High Street provides rental apartments within walking distance of these urban, mixed-use areas.

The vision and desired character for Eglinton Park is as follows:

"The Eglinton Park Character Area's early 20th century, low-rise walk-up apartment buildings eloquently frame Eglinton Avenue. New development comprised of low-rise walk-up apartment buildings will fill in missing links, with mid-rise buildings marking either end of the High Street."

Key Policy Directions

Policy direction for the Eglinton Park Apartment High Street respects and enhances the landscaped front and side setbacks, height characteristics and scale of the existing street condition on Eglinton Avenue. The residential and historic character associated with low-rise early 20th century walk up apartment buildings are maintained, while mid-rise buildings marking either end of the character area will foster street activities through at-grade narrow-frontage retail and widened sidewalks.

Key policy directions for Eglinton Park include the following:

- On *Apartment Neighbourhoods* designated lands:
 - Residential uses are permitted within low-rise buildings. At grade small-scale retail and service uses that primarily serve resident on the first floor of buildings are encouraged;
 - New low-rise buildings are permitted with a minimum height of three storeys and a maximum height of four storeys, depending on site specific considerations such as lot depth and adjacent land uses; and
 - Low-rise buildings will have well-designed entrances and transitions from the public to private realm.
- On *Mixed Use Areas* designated lands:
 - Continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above, promoting a vibrant streetscape and public realm;
 - New mid-rise buildings are permitted with a minimum height of three storeys and a maximum of seven to eight storeys, depending on the site;

- Mid-rise buildings in Eglinton Park will provide a minimum 1.5 metre setback above the fourth storey along all street frontages to reinforce existing character. Above the sixth storey, buildings will step back no less than three metres along all edges in order to ensure good street proportion along Eglinton Avenue; and
- Mid-rise buildings will not exceed a 45-degree angular plane beginning from 10.5 metres above the required rear setback for properties that abut lands designated *Neighbourhoods*.
- Setbacks will primarily consist of soft landscaping to enhance the overall green and open space vision of the Eglinton Green Line and to provide a transition from private to public space.
- A rear setback not less than 7.5 metres from the rear property line will be provided to ensure transition to adjacent *Neighbourhood* designated lands where buildings are greater than three storeys in height.
- Direct driveway accesses to individual units from public streets and integral front garage entrances are not permitted.

Mount Pleasant Gateway

Mount Pleasant Gateway serves as the transition point between Midtown and the historic Mount Pleasant Cemetery. The built form is characterized by a series of new, mid-rise buildings on the east side of Mount Pleasant Road that frame the street, providing for a consistent street wall. The vision and desired character for Mount Pleasant Gateway is as follows:

"The Mount Pleasant Gateway Character Area will be incrementally intensified with new mid-rise buildings that frame an enhanced and greened public realm along Mount Pleasant Road to mark this significant entry point to Midtown and amplify the qualities of the historic and picturesque Mount Pleasant Cemetery."

Key Policy Directions

Policy direction for Mount Pleasant Gateway is for incremental infill on the east side of Mount Pleasant Road. Mid-rise buildings will frame and complement an enhanced and greened Mount Pleasant Avenue to create an "urban arboretum" connecting to Mount Pleasant Cemetery, the Kay Gardner Beltline Trail and Mount Pleasant Village Character Area. New commercial uses will foster greater street activities in conjunction with the Mount Pleasant Road Arboretum Public Realm Move.

Key policy directions for Mount Pleasant Gateway include the following:

- A mix of residential, retail and service, office, institutional, entertainment and cultural uses are permitted with the *Mixed Use Areas "C"* land use designation.
- Continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above are permitted, promoting a vibrant streetscape and public realm.
- A rear setback not less than 7.5 metres from the rear property line will be provided to ensure transition to *Neighbourhoods* designated lands.

- New mid-rise buildings are permitted, with a minimum height of four storeys and a maximum height of ten storeys, depending on site specific considerations such as lot depth and adjacent land uses.
- Mid-rise buildings in Mount Pleasant Gateway will step back no less than 3.0 metres above the sixth storey in order to ensure a continuous and consistent human-scaled streetwall.
- Mid-rise buildings will not exceed a 45-degree angular plane beginning from 10.5 metres above the rear setback requirement for properties that abut lands designated *Neighbourhoods* or *Parks and Open Space Areas*.

Eglinton East

The Eglinton East Character Area extends between two major new LRT stations at Mount Pleasant Road and Bayview Avenue. Featuring distinctive mid-century, pavilion-style mid-rise and point towers with heights generally ranging from 5 to 14 storeys, the buildings have generous landscaped front and side yards setbacks. The setbacks foster a landscaped setting for residential uses on this busy arterial street and provide a more open character than traditional retail high streets. The vision and desired character for Eglinton East is as follows:

"The Eglinton East Character Area is characterized by distinct, mid-century mid-rise pavilion buildings and apartment towers, generously setback from streets and other buildings and surrounded by open space. New mid-rise buildings and infill development, sympathetic in form and setting with improved transition to surrounding low-rise areas, will contribute to enhancing the character of the area as a green spine linking two transit stations."

Key Policy Directions

Policy direction for Eglinton East Apartment High Street will preserve the residential character and its distinct mid-century mid-rise and apartment towers. Landscaped setbacks will maintain and enhance the open and landscaped neighbourhood character. Depending on site specific conditions, infill to existing building sites may be permitted, ensuring that the existing character of the area is respected and reinforced.

Key policy directions for Eglinton East include:

- Residential uses are permitted. At grade small-scale retail, cultural and service uses that primarily serve residents are encouraged and permitted on the first floor of buildings.
- A rear setback not less than 7.5 metres from the rear property line will be provided on new developments to ensure transition to *Neighbourhoods* designated lands and accommodate vehicular access.
- Front yard setbacks of 6.0 metres will be provided in order to ensure the green and open space character of the area and streetscape.
- New mid-rise buildings are permitted, with a minimum height of four storeys and a maximum height of between eight to ten storeys, depending on site specific considerations such as lot depth and adjacent land uses.

- Infill development potential may be permitted on specific sites as a way to gradually renew the building stock and improve site conditions along Eglinton Avenue East. Infill development will consist of a low-rise addition up to four storeys that is sympathetic to the mid-century aesthetic of existing pavilion-style buildings, or an addition on top of some existing apartments up to an overall maximum permitted building height of 10 storeys.
- Mid-rise buildings will provide a minimum 3.0 metre setback above the seventh storey to mitigate the perception of height at the street and create buildings that are of a comfortable scale for pedestrians.
- New mid-rise buildings will not exceed a 45-degree angular plane beginning from 10.5 metres above the rear property line for properties that abut lands designated *Neighbourhoods* or *Parks and Open Space Areas*. Additions on top of existing apartment buildings will likewise be required to fit the building mass within an angular plane.

Mount Pleasant North

Mount Pleasant North is characterized by a variety of building typologies, including tall apartment buildings, point towers, low-rise semi-detached houses and a historic school building. The vision and desired character for Mount Pleasant North is as follows:

"The Mount Pleasant North Character Area connects high-rise Apartment Neighbourhoods and the Mount Pleasant Station Character Area with the low-rise residential communities to the north and east. The area will gradually transform into a local destination and mixed-use focal point with new low- and mid-rise main street buildings and an enhanced streetscape."

Key Policy Directions

Policy direction for Mount Pleasant North will reinforce and create a vibrant streetscape with locally-serving retail and commercial uses at grade. Setbacks of 1.5 metres north of Broadway Avenue will contribute to an improved streetscape and support pedestrian activities. Incremental low-rise infill development on the east side of Mount Pleasant Road will frame the street provide for a consistent streetwall.

Key policy directions for Mount Pleasant North include:

- On *Apartment Neighbourhood* designated lands:
 - Residential uses are permitted. At grade small-scale retail and service uses that primarily serve resident on the first floor of buildings are encouraged; and
 - New mid-rise buildings are permitted with a minimum height of four storeys and a maximum height of eight storeys, depending on site specific considerations such as lot depth and adjacent land uses.
- On *Neighbourhoods* designated lands:
 - The established small-scale retail component of Mount Pleasant Road will be maintained and enhanced by permitting residential, institutional, small-scale retail, service and office uses;

- New low-rise buildings are permitted with a minimum height of two storeys in lands designated and a maximum height of four storeys, depending on site specific considerations such as lot depth and adjacent land uses; and
- Low-rise buildings located adjacent to *Neighbourhood* designated lands will provide a setback of not less than 6.0 metres at the rear of the property, inclusive of any existing laneways. Where possible, a 7.5 metre setback should be provided that can accommodate a laneway and landscaped buffer.
- Buildings will be required to step back 1.5 metres above the second storey to reinforce the character of existing two storey, main street style buildings.
- Mid-rise buildings will provide a minimum 3.0 metre stepback above the sixth storey.

Midtown Apartment Neighbourhoods

The Apartment Neighbourhoods accommodate high-density residential communities within an open, landscaped setting. Generally redeveloped in the mid-20th century after the opening of the Yonge Subway, the towers are situated in a setting that is both park-like and urban and are a defining feature of the look and identity of Midtown. Although these areas share their mid-century architecture and landscape design with other tower-in-the-park neighbourhoods in Toronto, they occupy a more urban context given their setting within historic city blocks and adjacent to Midtown's transit and employment hubs.

The street level activity of these neighbourhoods is balanced by the green, landscaped setting and sense of openness at grade and between buildings. Recent infill development activity has typically constituted tower and podium buildings with smaller setbacks and less open space. The Midtown Apartment Neighbourhoods consist of Erskine and Keewatin, Redpath Park Street Loop, Soudan and Davisville.

The vision and desired character for the Apartment Neighbourhoods is as follows:

"The Midtown Apartment Neighbourhoods are defined by a variety of building types including mid-century apartment towers, walk-up apartment buildings and townhouses, all set in an open, generously-scaled landscaped setting. Infill development and redevelopment will be designed and located to complement the existing built form fabric and reinforce the characteristic openness at grade and between buildings to maximize sunlight on streets, parks and open spaces."

Key policy directions for the Apartment Neighbourhoods include:

- Residential uses are permitted. At grade small-scale retail, cultural and service uses that primarily serve residents are encouraged and permitted on the first floor of buildings.
- Front yard setbacks of 5.0 to 7.5 metres will preserve the existing open space character of the area.
- New mid tall buildings are permitted up to a maximum height of between 14 and 40 storeys, depending on the site.
- Infill development potential may be permitted on specific sites. Infill development will consist of a low-rise addition to an existing building, a new low-and/or mid-rise

building, a tall building addition on top of an existing building or a tall building addition resulting from the partial demolition of an existing building.

- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 30 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will not exceed a maximum height of four storeys
- New mid-rise buildings are permitted with a minimum height of four storeys and will not exceed a maximum height of eight storeys
- Mid-rise buildings will step back no less than 1.5 metres above the fourth storey and not less than 3.0 metres above the sixth storey.
- The ratio of open space on a site to the footprint of a tall building, inclusive of its base building, will generally be 55:45 respectively. The majority of open spaces on a site will consist of soft landscaped open space.

Erskine and Keewatin

The Erskine and Keewatin Character Area is a stable residential area characterized by mid-century apartment buildings. Located at the northern edge of the Urban Growth Centre, the prevailing built form in the area is mid-century tower-in-the-park apartments and point towers with heights between 10 and 30 storeys. Generous separation distances, deep setbacks and landscaping provide the setting for large slab buildings, while also creating a sense of openness, spaciousness and greenery in a highly urbanized context and transition to low-rise neighbourhoods to the north. There are also a number of existing low-rise apartment buildings contributing to the diversity of housing and building forms in the area. The vision and desired character for Erskine and Keewatin is as follows:

"The Erskine and Keewatin Character Area is and will continue to be a stable residential neighbourhood. Modest low-and mid-rise incremental infill development will be the predominant form of development in the area to renew the rental stock and improve amenities for area residents. The landscaped open space setting surrounding existing buildings will be retained and improved for use by residents and visitors."

The policy directions for the Erskine and Keewatin Character Area is for low- or modestly-scaled, incremental infill development consisting of low-rise and mid-rise buildings to improve pedestrian conditions and open space amenity. Reinvestment in the area's towers-in-the-park will support the renewal of existing rental towers, including upgrades to units, on-site amenities and building systems. Infill will provide improved entrances to the towers and reduce pavement and at-grade parking. Expanded park space and the creation of a formal mid-block connections will maintain the sense of spaciousness, while enhancing pedestrian access north-south.

Redpath Park Street Loop

The Redpath and Park Street Loop is the central residential area within the Urban Growth Centre and has been the subject of intense development pressure in recent

years. There is a varied built form representing the layers of development and redevelopment that have occurred. Building types include townhouses, low-rise walk-up apartments, recent tall podium-and-tower buildings and mid-century tower-in-the-park apartments with significant open space on all sides. The vision and desired character for Redpath Park Street Loop is as follows:

"The Redpath Park Street Loop Character Area is a dense yet distinctly green and residential neighbourhood that has historically consisted of generously spaced towers and a variety of housing types. New development will ensure generous spacing between buildings, reinforce the characteristic openness of the area, complement the scale of the historic walk-ups and ensure good access to sunlight and sky view. Heights will transition down in all directions from the Yonge-Eglinton Crossroads and Mount Pleasant Station Character Areas. The Park Street Loop will be a lush, green multi-purpose promenade connecting significant parks, open spaces and civic buildings. The buildings, together with the Loop and the Midtown Greenways, will support a public realm that is sunny, inviting and green."

Policy direction for Redpath Park Street Loop is for incremental infill development consisting of mid-rise and tall buildings. Generous separation distances will preserve the existing open character of the neighbourhood and maintain good sunlight and skyview. The variety of building typologies and heights will create a legible and distinguished skyline. Base buildings of infill buildings will reinforce the historic, human-scaled character of historic four-storey walk up buildings on the Park Street Loop. Redpath Avenue will incorporate a fine grain of active retail uses and universally-accessible building entrances at grade that promote a safe and animated pedestrian environment.

Soudan

The Soudan Apartment Neighbourhood is the southernmost residential area within the Urban Growth Centre. The area has a prevailing built form of tower-in-the-park buildings with relatively wide separation distances, generous open space and a small number of detached houses. Due to the area's proximity to the Yonge-Eglinton Crossroads, there is significant redevelopment pressure. The vision and desired character for the Soudan Apartment Neighbourhood is as follows:

"The Soudan Character Area is characterized by apartment buildings of a consistent and moderate height located within a generous open space setting. New development within this Apartment Neighbourhood will reinforce this character, coupled with new mid-rise buildings and a limited number of tall buildings that transition down in height to Soudan Avenue. A series of parks along Soudan Avenue will provide sunny, community spaces in the centre of Midtown."

Policy direction for the Soudan Apartment Neighbourhood maintains the overall open and green character of the neighbourhood. Building heights will transition down from north to south, with both tall and mid-rise buildings along Soudan Avenue. There are opportunities for infill on existing apartment neighbourhood buildings and sites,

providing new entrances and an improved interface with the public realm. Separation distances between buildings and generous landscaped setbacks will maintain the open character of the area.

Davisville

The Davisville Apartment Neighbourhood is distinguished by the combination of tall buildings, walk-up apartments and townhouses, set within an open, landscaped setting. Built as one master planned community in the 1960s, the rhythm of tall buildings, low-rise buildings and open spaces and abundant landscaping contribute to a distinctive streetscape and skyline. The Al Green Sculpture Park is a distinct outdoor cultural destination and offers mid-block connections through long blocks. The vision and desired character for the Davisville Character Area is as follows:

"The Davisville Character Area consists of a diversity of tower-in-the-park buildings, mid-rise buildings and townhouses set within abundant landscaped open spaces. Development will respect and reinforce the area's physical character, building spacing, landscaped setbacks and characteristic green qualities. Heights of buildings will respect the prevailing heights of buildings and transition down in height from north to south."

Policy direction for the Davisville Apartment Neighbourhood maintains and enhances the existing character and spaciousness of the neighbourhood. New tall buildings will complement existing height regimes (between 17 and 30 storeys), increasing in height towards Davisville Avenue. Depending on site-specific considerations, infill on apartment neighbourhood buildings and sites will be permitted, providing an improved interface with the public realm. Generous setbacks and tower separations distances will preserve the open, landscaped character of the area.

Midtown Cores

The Midtown Cores are four dynamic mixed-use areas centred on major transit stations. Given their transit connections and concentration of amenities, the greatest heights and densities in Midtown are generally located in the Cores. The level of intensification in the Cores vary between the four areas, with the greatest heights and densities located at the intersection of two rapid transit lines at Yonge Street and Eglinton Avenue. The Cores are focal points for Midtown and office, retail, cultural and employment destinations for Toronto and the region.

The four Midtown Core Character Areas are Yonge-Eglinton Crossroads, Davisville Station, Mount Pleasant Station and Bayview Focus Area. The vision and desired character for the Midtown Cores is as follows:

"The Midtown Cores are vibrant mixed use areas centered on Midtown's transit stations. The Cores will continue to function as employment nodes with priority to office and institutional development over residential intensification. The intensity of development will differ between the Cores. The scale and form of intensification will be significantly less in Davisville Station, Mount Pleasant Station and Bayview Focus Areas than exists, and is planned, at the Yonge-

Eglinton Crossroads. The edges of the Cores will be designed to ensure connectivity and transition in scale and intensity to surrounding areas."

Yonge-Eglinton Crossroads

Yonge-Eglinton Crossroads is the most urban and bustling of the character areas, marking the centre of the City with its dramatic skyline of tall buildings and the high levels of pedestrian traffic. Office uses are clustered around the intersection of two rapid transit lines. High concentrations of retail uses are located in this area, serving as a retail destination for Midtown and beyond. The area includes animated, publicly-accessible squares on each corner of the intersection that provide a focal point for this significant corner as well as community gathering spots. The squares create a civic space for pedestrian access to the transit stations and nearby destinations. The vision and desired character for Yonge-Eglinton Crossroads is as follows:

"The Yonge-Eglinton Crossroads Character Area is the centre of activity in Midtown with office, retail and high-rise residential development focused around this key intersection. A cluster of landmark tall buildings that are distinctive in form and detail when viewed close-up and from a distance will mark this prominent Toronto intersection. Destination retail and major office buildings will continue to shape the character of the area, while signature public squares at each corner will frame and enable activity around the Yonge-Eglinton intersection. Building heights will peak at the Crossroads with a dramatic shift in building heights along Eglinton Avenue and Yonge Street."

Key Policy Directions

The policy direction for the Yonge-Eglinton Crossroads reinforces the four quadrants of the intersection as for the centre of activity in Midtown and a regional destination. The Crossroads will continue to serve as a transit-oriented major office node as well as a retail, cultural, entertainment and institutional hub for the broader city. With new tall buildings under construction or approved at the corners, the plan ensures that future development positively contributes to the Midtown skyline. Expanded civic space and an enhanced pedestrian environment provide for a rich and vibrant public realm.

Key policy directions for Yonge-Eglinton Crossroads include:

- A broad mix of retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Residential uses and parks and open spaces are also permitted. A minimum amount of office, institutional and cultural uses or full office replacement, whichever is the greater, is required.
- Continuous at-grade retail, service or institutional uses with narrow frontages, frequent entrances, high degree of visibility is required.
- New mid-rise and tall buildings are permitted with a minimum height of four storeys and a maximum height of between 35 and 68 storeys, depending on the site and a range of considerations. The tallest buildings will mark the Yonge-Eglinton intersection and transition down in height and scale in all directions.

- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers. New buildings taller than 40 storeys will provide enhanced separation distance above the fortieth storey.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Mid-rise buildings and base buildings of tall buildings will not exceed a maximum height of eight storeys and will step back by no less than 3.0 metres above the seventh storey.
- A large scale publicly-accessible square will be created by providing squares on each of the four corners of the intersection.

Davisville Station

The Davisville Station Character area is distinguished by a diverse mix of uses in higher density built forms including a concentration of commercial and employment functions. The area consists of mid-rise office and mixed use buildings along the Yonge Street frontage including the TTC Headquarters and the Davisville Yard. The area's streets support high levels of pedestrian traffic given the combination of transit access, employment and institutional destinations, nearby residential neighbourhoods and recreational amenities including Mount Pleasant Cemetery, Oriole Park and the Kay Gardner Beltline Trail. The vision and desired character for Davisville Station is as follows:

"The Davisville Station Character Area is a retail and office node centered on the Davisville subway station. The area will transform into a vibrant office and institutional hub with new and improved squares and plazas as part of the sequence of squares along Yonge Street. New tall buildings will peak at the Yonge Street and Davisville Street intersection with heights terracing down to the north and south. Tall buildings elements will be strategically placed to reduce their visibility from adjacent neighbourhoods, parks and civic buildings. The Davisville Yard has enormous potential to grow Midtown's employment offering and enable a new signature, destination park at the terminus of Duplex Avenue and linking with the potential new linear park to the north."

Key Policy Directions

The policy direction for the Davisville Station strives to transform the area into a dynamic centre of activity that is well-served by transit and has a strong sense of place. New development will reinforce the area's role as an office and institutional hub with expanded community service facilities and retail offerings. Commercial uses will remain a priority, with new residential development integrated as appropriate. The future redevelopment of the Davisville Yard will contribute further employment uses to the area. Improvements to the pedestrian environment at the Yonge-Davisville intersection and on adjacent streets will enhance pedestrian movement and safety and provide for a rich and vibrant public realm.

Key policy directions for Davisville Station include:

- A broad mix of retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Residential uses and parks and open spaces are also permitted.
- Continuous at-grade retail, service or institutional uses with narrow frontages, frequent entrances, high degree of visibility.
- New mid-rise and tall buildings are permitted, with a minimum height of four storeys and a maximum height of 14 to 29 storeys, depending on the site and specific considerations such as adjacent land uses.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Mid-rise buildings and base buildings of tall buildings will not exceed a maximum height of eight storeys and will step back by no less than 3.0 metres above the seventh storey. North of Davisville Avenue, buildings will be required to provide an additional 1.5 metre step back above the second storey.

Mount Pleasant Station

The Mount Pleasant Station Character Area includes main street mixed-use buildings, mid-rise mixed-use and commercial buildings, a school, a hotel, single-family homes and a church. The surrounding area to the south and east is lower in scale and the area acts as a transitional zone between the adjacent Midtown Apartment Neighbourhoods and lower-scale areas. The vision and desired character for Mount Pleasant Station is as follows:

"The Mount Pleasant Station Character Area will emerge as a new focal point in Midtown. The area will be enlivened by the new transit station and the foot traffic this will generate. The area will transform into a pleasant and attractive living and working environment. There will be new mid-rise building and tall buildings of a modest height that contribute to a well-established mix of housing. Mount Pleasant Road will be improved and have a unified streetscape with the improvements contemplated further south."

Key Policy Directions

Policy directions for the Mount Pleasant Station reflect the emerging importance of the area as a transit-oriented node connecting to nearby office and institutional destinations. New mid-rise and tall buildings will intensify land use around the transit station area. This intensification, including continuous at-grade narrow frontage retail, service and institutional uses at grade, will stimulate street level activities. The pedestrian environment will be further enlivened through implementation of the Mount Pleasant Road Arboretum Public Realm Move, including wider sidewalks, street trees and

plantings. Dedicated cycling routes on Eglinton Avenue and potentially on Mount Pleasant Road will converge in the Character Area.

The policy directions for Mount Pleasant Station include:

- A mix of retail and service, office, institutional, entertainment and cultural uses are permitted. Residential uses and parks and open spaces are also permitted.
- Continuous at-grade retail, service or institutional uses with narrow frontages, frequent entrances and a high degree of visibility are required.
- A rear setback not less than 7.5 metres from the rear property line will be provided to ensure transition to adjacent *Neighbourhoods* designated lands.
- New mid-rise and tall buildings are permitted in different locations. Mid-rise buildings will not exceed a height of eight storeys. Tall buildings have varying height permissions (14 to 29 storeys) depending on the site, agencies and other considerations.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings and to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Base buildings of tall buildings will not exceed a maximum height of six storeys.
- Mid-rise buildings and base buildings of tall buildings will step back no less than 1.5 metres above the second storey and no less than 3.0 metres above the sixth storey.
- Mid-rise buildings will not exceed a 45-degree angular plane beginning from 10.5 metres above the required rear yard setback.

Bayview Focus Area

Located at the intersection of Bayview Avenue and Eglinton Avenue, the Bayview Focus Area Character Area will consist of mid-rise buildings and tall buildings of modest height. The area is also home to two of Midtown's the major parks: Howard Talbot Park and Charlotte Maher Park. The vision and desired character for Bayview Focus Area is as follows:

"The Bayview Focus Area Character Area is Midtown's eastern-most Core and will be predominantly characterized by mid-rise buildings punctuated with a limited number of tall buildings of a low and modest height on the north side of Eglinton Avenue East. The new transit station will support the expansion of office and retail development in the area, creating a mixed-use, transit-oriented node."

Key Policy Directions

Policy direction for the Bayview Focus Area reflects the emerging role of the area as a transit-oriented mixed-use focal point. The street will be enlivened by a broad mix of commercial and institutional uses around the transit station. The Bayview Focus Area will be characterized by a predominance of mid-rise buildings, with a limited number of

tall buildings framing the intersection of Bayview Avenue and Eglinton Avenue East. Mid-rise buildings provide a seamless transition to the lower density Bayview-Leaside Village to the south, while protecting area Howard Talbot Park from adverse shadow impacts.

Key policy directions for Bayview Focus Area include:

- On *Mixed-Use Areas "B"* designated lands, a mix of retail and service, office, institutional, entertainment and cultural uses are permitted with the Mixed Use Areas "B" land use designation. Residential uses and parks and open spaces are also permitted.
- On *Mixed-Use Areas "C"* designated lands, a mix of residential, retail and service, office, institutional, entertainment and cultural uses are permitted with the Mixed Use Areas "C" land use designation.
- Continuous at-grade retail, service or institutional uses with narrow frontages, frequent entrances and a high degree of visibility are required.
- A rear setback not less than 7.5 metres from the rear property line will be provided to ensure transition to adjacent *Neighbourhood* designated lands where buildings are greater than three storeys in height.
- New mid-rise buildings are permitted, with a minimum height of four storeys and up to a maximum height between 6 and 8 storeys. Where tall buildings are permitted, maximum permitted heights range from 11 to 23 storeys, depending on the site and specific considerations such as lot depth, transition and adjacent land uses.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Base buildings will step back no less than 3.0 metres above the sixth storey.
- Mid-rise buildings will not exceed a 45-degree angular plane beginning from 10.5 metres above the rear setback requirement for properties that abut lands designated *Neighbourhoods* or *Parks and Open Space Areas*.

Midtown Special Places

The Midtown Special Places are areas in Midtown that stand out for their distinct urban form and public realm features. They have a mix of uses, building types, open spaces and community service facilities. These areas serve high pedestrian volumes and host important employment, institutional or recreational destinations.

The five Midtown Special Places Character Areas are the Eglinton Green Line, Montgomery Square, Henning, Davisville Community Street and Merton Street. The vision and desired character for the Midtown Cores is as follows:

"The Midtown Special Places are important office, institutional or civic destinations in Midtown. They are unique places in Midtown where the form and scale of development varies dramatically from other Character Areas."

Eglinton Green Line

The Eglinton Green Line is one of the liveliest locations in Midtown, featuring some of the area's tallest buildings and highest densities. This section of Eglinton Avenue is the main east-west artery through the Urban Growth Centre, connecting the Yonge-Eglinton transit interchange with the new Mount Pleasant LRT station. The area, as it has since the opening of the Yonge subway, accommodates a major portion of Midtown's office spaces. Building types include mid-rise office buildings, late-20th century condominium buildings and tall podium-and-tower buildings. The vision and desired character for the Eglinton Green Line Character Area is as follows:

"The Eglinton Green Line Character Area will be a vibrant and dense 21st Century live-work business district anchored by the sunny and iconic Green Line open space. Existing office buildings and underutilized sites will be transformed by new, updated and modernized office or mixed-use buildings that terrace down in height from the Yonge-Eglinton Crossroads to the Mount Pleasant Station Character Area. The new buildings will create a dynamic and interesting architectural form for the area, but also contribute to a prosperous local economy for Midtown. Historic landmarks will be integrated with the Green Line open space, adding to the area's architectural diversity and creating contrast with the new, well-designed tall buildings."

Key Policy Directions

Policy direction for the Eglinton Green Line will foster a vibrant and dense 21st century live-work business district that complements the iconic Green Line open space. Well-designed tall buildings will terrace down in height from the Yonge-Eglinton Crossroads height peak to the Mount Pleasant Station area. Mid-rise buildings will be permitted on specific sites. A 12 metre landscaped setback along the north side of Eglinton Avenue East and a series of high quality open spaces will activate the public realm.

Key policy directions for Eglinton Green Line include:

- A broad mix of retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Residential uses and parks and open spaces are also permitted.
- Continuous at-grade retail, service and institutional uses with narrow frontages, frequent entrances and a high degree of visibility are required.
- All buildings on the north side of Eglinton Avenue will be set back a minimum of 12 metres at grade. The setback will be provided to establish high-quality pedestrian and landscaped publicly-accessible open spaces, plazas and forecourts.
- New mid-rise and tall buildings are permitted, with a minimum height of six storeys and a maximum height of 56 storeys, depending on site specific considerations such as lot depth and adjacent land uses.

- Mid-rise buildings and base buildings of tall buildings will not exceed a maximum height of eight storeys.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings and to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers, with 30 metre separation distance required to tall buildings in the adjacent Apartment Neighbourhoods Character Areas.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Base buildings will stepback not less than 1.5 metres above the second storey and by no less than 3 metres above the sixth storey.
- Additional stepbacks and/or terracing of building mass will be encouraged to provide additional amenity and complement and reinforce the Eglinton Green Line open space.

Montgomery Square

The Montgomery Square Character Area is a critical zone where transition from the Midtown Cores to the surrounding neighbourhoods and Main Street Villages occurs. It accommodates a wide range of building types including single-detached homes, mid-rise buildings, main street two-to three-storey commercial buildings and tall buildings set back from Yonge Street. Community assets include Montgomery Square, Postal Station K, Northern District Library and Anne Johnston Health Centre. The vision and desired character for Montgomery Square is as follows:

"The Montgomery Square Character Area is, and will continue to be, the civic heart of Midtown with its concentration of historic buildings, community service facilities and shops that line Yonge Street. The heights of tall buildings will scale down in height away from the Yonge and Eglinton intersection. Strategically located tall building elements will ensure that the area's rich heritage fabric is accentuated and enable sunlight to reach the street at key points during the day. A new shared street, public parks and other spaces connecting with the Square's civic buildings will create a unique destination for civic events."

Key Policy Directions

Policy direction reinforces Montgomery Square as mix of uses, buildings types and open spaces that contribute to the area's civic function. Strategically located towers adjacent to the Yonge Street frontage will taper down in height from south to the north and step back from Yonge Street to ensure that the heritage resources and main street character remain prominent. Adjacent to Duplex Avenue, low-rise buildings provide a seamless transition to established *Neighbourhoods*. Public Realm improvements and new parkland will create a coordinated and cohesively designed precinct of public and publicly accessible spaces and community facilities.

Key policy directions for Montgomery Square include:

- On *Mixed Use Areas "B"* designated lands:
 - A mix of retail and service, office, institutional, entertainment and cultural uses are permitted with the Mixed Use Areas "B" land use designation. Residential uses and parks and open spaces are also permitted. A minimum of 15 per cent of total GFA will consist of institutional, office or cultural uses where residential uses are permitted, or full replacement of any existing office uses, whichever is the greater;
 - Continuous at-grade retail, service and institutional uses with narrow frontages, frequent entrances and a high degree of visibility are required. Store frontages should generally be 5-10 metres in width to reflect historic main street lot and building fabric;
- On *Neighbourhoods* designated lands, incremental low-rise intensification, consisting of duplexes, triplexes, townhouses, and low-rise apartment buildings and local institutional buildings, will be permitted contributing to a diversity of building and housing types.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- New low-rise, mid-rise and tall buildings are permitted, with a minimum height of four storeys and a maximum height of between 14 and 28 storeys, depending on site specific considerations such as lot depth, transition and adjacent land uses.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings and to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will not exceed a maximum height of six storeys.
- Mid-rise buildings and base buildings of tall buildings will step back not less than 1.5 metres above the second storey.

Henning

The Henning Character Area is distinguished by mid-rise office buildings with retail activities at grade. It forms the continuation of the active commercial frontage located at the Yonge-Eglinton intersection, supporting street-level vibrancy and activity. A landmark for the area is the Toronto Hydro-Electric System heritage building. The vision and desired character for Henning is as follows:

"The Henning Character Area has an important cluster of office and institutional buildings located close to the transit station at Yonge Street and Eglinton Avenue, as well as a cluster of low-rise residential buildings. New office and institutional buildings along Eglinton Avenue west of Henning Avenue, coupled with new mixed-use tall buildings in the mid-twenties east of Henning Avenue will reinvigorate this section of Eglinton Avenue, and contribute to a renewed streetscape and employment offerings in Midtown."

Key Policy Directions

Policy direction for Henning Character Area will accommodate a cluster of office and institutional spaces in close proximity to the Yonge-Eglinton transit station. The reconstructed Eglinton right-of-way, including widened sidewalks, tree plantings and cycling facilities, will be further enlivened by continuous at-grade narrow-frontage retail, service and institutional uses. The policy directions for Henning include:

- On *Mixed-Uses Areas "B"* designated lands, a mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses and parks and open spaces are also permitted.
- On *Mixed-Uses Areas "C"* designated lands, a mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses and parks and open spaces are also permitted;
- On *Mixed-Uses Areas* designated lands, continuous at-grade retail, service and institutional uses with, narrow frontages, frequent entrances, high degree of visibility and a minimum depth of 15 metres are required;
- Depending on the site, new mid-rise or tall buildings are permitted, with a minimum height of four storeys and up to a maximum height of 24 storeys for tall building sites. Mid-rise buildings will not exceed a maximum height of eight storeys.
- Base buildings of tall buildings will not exceed a maximum height of six storeys.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings and to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.
- Base buildings of tall buildings will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Mid-rise buildings and base buildings will step back not less than 3.0 metres above the fifth storey.

Davisville Community Street

Davisville Community Street, bounded by Mount Pleasant Road in the east and Yonge Street in the west, combines parkland, a school, a community hub and a residential area. Residential building typologies include detached and semi-detached houses as well as a campus for seniors and long-term care housing. The vision and desired character for Davisville Community Street is as follows:

"The Davisville Community Street Character Area is the local heart of the Yonge-Davisville area, linking parks, schools and a future community hub. Low-rise residential intensification will contribute to the open space character of the area and support the creation of an intimate, cohesive residential and community meeting point. Wide sidewalks, cycling lanes and space to grow great trees will reinforce the role of a transformed Davisville Avenue as a vibrant and convivial place where community life spills out into a vastly improved public realm."

Key Policy Directions

Policy direction for Davisville Community Street supports the function of Davisville Avenue as a local neighbourhood civic street. New buildings will be permitted that are sensitive to the open space character of the area and will include forecourts, plazas and gardens in an open, landscaped setting. The policy directions for Davisville Community Street include:

- A wide variety of low-rise residential uses are generally permitted. Low-rise, local institutional uses, including community service facilities and private schools, and parks and open spaces are also permitted.
- Low-rise development will consist of duplexes, triplexes, townhouses, and low-rise apartment buildings and local institutional buildings. A minimum height of three storeys and a maximum height of 4 storeys are permitted, depending on site specific considerations such as lot depth and adjacent land uses.
- Direct driveway accesses to individual units from public streets and integral front garage entrances are not permitted.
- Setbacks will primarily consist of soft landscaping to enhance the overall green and open space qualities of Midtown and to provide a transition from private to public space.
- Where a development site abuts the Davisville Community Street and on-site parkland dedication is required, the parkland will be located in association with the Community Street.

Merton Street

The physical character of Merton Street reflects its unique location adjacent to the Belt Line and Mount Pleasant Cemetery. This area serves moderate to high pedestrian volumes and hosts important employment and recreational destinations including the cemetery and the Kay Gardner Beltline Trail. It is characterized by a mix of building types; however, a distinct and iconic 1990s type comprised of a five storey podium and 10-15 storey point tower prevails on the south side of the street. The area is also serviced by a vibrant, local retail hub at Pailton Crescent. The vision and desired character for Merton Street is as follows:

"The Merton Street Character Area is home to an eclectic mix of early point tower buildings distinct to this area, offices, community agency spaces, stores and restaurants. New mid-rise and tall buildings will reflect the scale and character of existing buildings, while conserving significant post-war, institutional and office buildings located on the north side of the street. New buildings on the south side of the street will be sited and designed to frame and support the Beltline Trail, while preserving views to the Mount Pleasant Cemetery. Merton Street will have wide, tree-lined pedestrian promenades that will be achieved over time to support pedestrian activity and reinforce the Pailton Crescent commercial cluster as a lively, local destination."

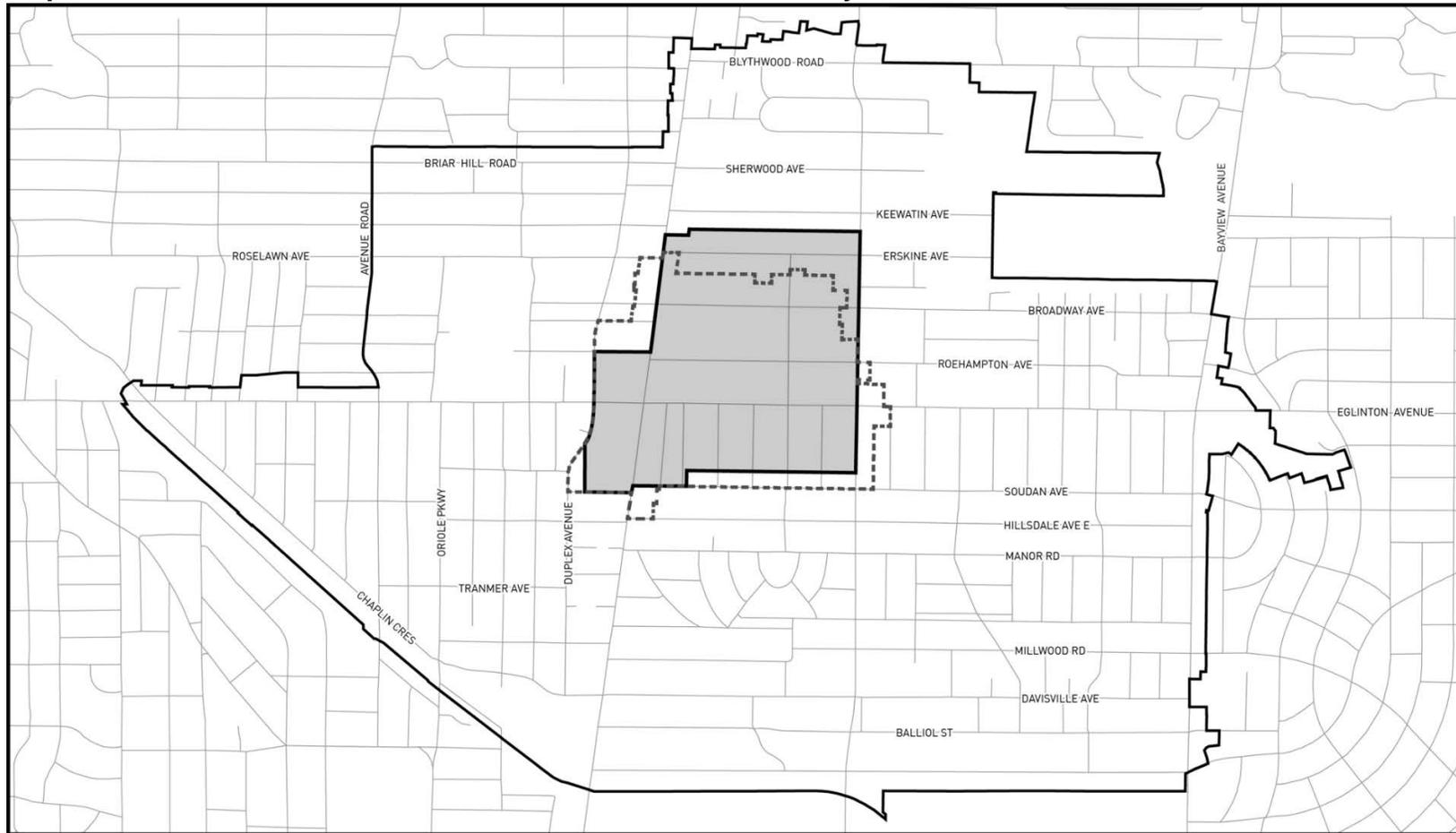
Key Policy Directions

Policy direction for Merton Street will support the area's function as a an urban complement to the Beltline Trail and cemetery and a distinct mixed use area with an eclectic mix of residential, commercial, and community services and facilities uses. New mid-rise and tall buildings, predominantly on the north side of the street, will be modest in height and scale to provide transition from the existing base and point tower typology of the street to the Apartment Neighbourhood to the north. The policy directions for Merton Street include:

- On Mixed-Uses Areas "B" designated lands, a mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses and parks and open spaces are also permitted. A minimum of 15 per cent of total GFA will consist of institutional, office or cultural uses, or full replacement of any existing office uses, whichever is the greater.
- On Mixed-Uses Areas "C" designated lands, a mix of retail and service, office, institutional, entertainment and cultural uses will be permitted. Residential uses and parks and open spaces are also permitted.
- Continuous at-grade retail, service or institutional uses with, narrow frontages, frequent entrances and a high degree of visibility are required on Priority Retail Streets and encouraged on Secondary Retail Streets.
- Development will provide a minimum setback of 3.0 metres at grade and above grade on the south side of the street and a minimum setback of 4.0 metres at grade and above grade on the north side of the street to support the Merton Street Promenade.
- Rear setbacks for mid-rise buildings will be no less than 3.0 metres from the rear property line on the south side of Merton Street.
- New low-rise, mid-rise and tall buildings are permitted. Mid-rise buildings will not exceed a height of eight storeys. Tall buildings will have a maximum height of 12 storeys on the south side of Merton Street and 16 storeys on the north side of Merton Street, providing a height transition from the Davisville Apartment Neighbourhood to the existing, distinct 12 storey buildings on the south side of Merton Street.
- Base buildings of tall buildings will not exceed a maximum height of five storeys. They will respect the scale and proportion of adjacent streets, fit harmoniously with the existing and planned context and animate the street by providing active uses at grade.
- Development will ensure coordination of tall building location, floor plates, orientation, setbacks and separation distances with other existing tall buildings and to maximize access to sunlight and sky view and pedestrian comfort.
- A minimum 25 metre separation distance will be required between the tower portion of a tall building and existing or planned towers.

Attachment 7: Future Revisions to the Urban Growth Centre Boundary

Map 2: Future Revisions to the Urban Growth Centre Boundary



Yonge-Eglinton Centre

- Secondary Plan Boundary
- Existing Yonge Eglinton Centre
- - - Yonge Eglinton Centre - Future Amendment

Not to Scale ↗

Attachment 8: Built Form Study Summary

Midtown is a collection of diverse and distinct neighbourhoods. Rich in character and history, each neighbourhood has its own distinguishing features and attributes - from highly-urbanized areas located close to transit and historic main street villages to the green and open space character of the apartment neighbourhoods. However, Midtown has been experiencing unprecedented intensification since the early 2000s that is transforming Midtown's streetscapes and skyline, establishing new height peaks across the area and creating cumulative negative impacts on the public realm.

The Midtown Built Form Study, with support from Perkins + Will, was undertaken in response to the opportunities and challenges of the recent and ongoing intensification. The current planning framework in the area, consisting of high-level built form policies and principles and urban design guidelines, has not been effective in shaping the appropriate type or form of development in Midtown. More detailed, locally-specific policy direction is required to ensure development positively contributes to Midtown's collection of neighbourhoods. Further, the Study was undertaken, in part, to satisfy the Official Plan's requirement for Avenue Studies of Midtown's five Avenues in recognition of emerging development pressures along these corridors.

The Built Form Study focused on key issues and challenges Midtown has been experiencing, as well as proactively planning for other areas in recognition of the transit investment in the area and anticipated pressures these areas will face in the years to come. The key issues and challenges that were addressed in the Study included:

- Identifying where tall buildings are appropriate and specific design guidance for these buildings that reflect desired outcomes;
- Responding to the Public Realm Moves and achieving appropriate interfaces between buildings and the public realm while reinforcing distinguishing features and character-defining elements;
- Maintaining access to sunlight in the public realm and other spaces and protecting major parks and open spaces from shadow;
- Maintaining openness and sky views;
- Mitigating pedestrian-level winds;
- Developing diverse and engaging ground floors;
- Providing transition to lower-scale areas through a variety of context-specific means;
- Shaping the skyline;
- Maintaining the diversity of building types; and
- Mitigating negative impacts on cultural heritage resources.

Character Areas

In recognition of Midtown's collection of neighbourhoods, a foundational element of the Study was the identification of a series of Character Areas in the study's initial phase. Providing development and land use direction at the scale of the Character Area responds to the diversity of neighbourhoods within Midtown and will help to ensure that

development reinforces valued features of each area and fits seamlessly within the planned context

The Character Areas are grouped and organized in the following categories:

- **Midtown Villages** which are made up of five historic main street Avenues characterised by sunny, walkable streetscapes, consistent low-scaled streetwalls and a vibrant, fine-grained mix of retail, commercial and residential uses;
- **Apartment High Streets** which consist of four street segments that accommodate a diverse stock of low-rise or mid-rise apartment buildings;
- **Midtown Apartment Neighbourhoods** which are areas defined by a variety of residential building types, all generally set within an open, generously-landscaped setting;
- **Midtown Cores** consisting of areas centred around Midtown's transit stations and are focal points for employment intensification;
- **Midtown Special Places** consisting of five distinct areas that host important employment, institutional or recreational destinations and that contribute to building diversity in Midtown.

Through consultation with Midtown residents, property owners and other stakeholders and supported by the results of the Cultural Heritage Resource Assessment, the Study team identified distinguishing features that define each Character Area and developed a vision for their evolution.

Developing the Built Form Directions

Informed by the analysis of area character and built form trends and using 3D modelling, the Study tested, shaped and refined built form directions for each of the Character Areas based on its achievement of a set of built form principles developed early in the Study and the following seven lenses:

- Public realm structure and objective
- Sunlight and sky view;
- The spacing between buildings both at ground level and in the area;
- Transition of scale;
- Skyline topography;
- Heritage considerations; and
- Building types.

A series of built form test fits of illustrative sites and/or blocks were generated within each Character Area that were reviewed and evaluated against the seven lenses and a series of Character Area specific design objectives, variables, constants and assumptions.

Design constants included matters such as tower floor plate size, park land dedication on larger sites, office and rental housing replacement and meeting the setbacks and other policy directions of Official Plan Amendment 289. Design assumptions included the need to consider lot assemblies in order for a viable built form, refraining from

massing on certain heritage properties in recognition of the need for detailed Heritage Impact Assessments and using generic massing to inform directions and recommendations.

The emerging direction was then presented and evaluated at public and internal workshops and optimized based on feedback to arrive at the final preferred built form for specific areas. It was an extensive and comprehensive process that also involved incorporating feedback and input provided by the City's Design Review Panel. The process included:

- Presenting to the Toronto Design Review Panel twice to receive feedback and input on the approach and methodology for the Study and initial built form direction developed for a number of Character Areas;
- Hosting a number of Midtown Planning Group meetings to both define the Character Areas, establish built form principles and present emerging built form directions for specific Character Areas;
- Presenting emerging built form directions for all Character Areas at the June 2016 public open house for feedback, with detailed annotated 3D model diagrams prepared for each Character Area and other supporting graphics. The open house panels can be accessed at the following link: <https://www.toronto.ca/wp-content/uploads/2017/11/97a8-cp-midtown-in-focus-BuiltForm.pdf>; and
- Refining built form directions for the Character Areas based on public feedback and continued analysis and presenting the preferred directions at the February 2018 open house. Open house panels can be accessed at following link: https://www.toronto.ca/wp-content/uploads/2018/03/96fe-20180210_Open-House-Built-Form-Character-Area-Boards_AODA.pdf.