



## REPORT FOR ACTION

### Don Mills Crossing - Final Report

**Date:** March 14, 2019

**To:** Planning and Housing Committee

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

**Wards:** 16 - Don Valley East

#### SUMMARY

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This report recommends that City Council adopt the Don Mills Crossing Secondary Plan. The recommended Secondary Plan is a comprehensive planning framework for the area around the intersection of Don Mills Road and Eglinton Avenue East that capitalizes on the significant public investment in new transit infrastructure (Crosstown LRT) by directing development to appropriate locations and securing the public realm amenities and facilities necessary to meet the existing and future needs of residents and workers. It advances a vision of a distinct and complete community that celebrates the natural heritage of the Don River Valley system and builds on the area's tradition of cultural and technological innovation. A full range of mobility options are provided for with an emphasis on transit, travel demand management and the integration of pedestrian and cycling infrastructure into the public realm. New connections will provide opportunities to make it more convenient to access jobs, services and daily activities in the community and beyond. The recommended Secondary Plan includes policies to achieve the provision of a range of residential unit sizes, types and affordability.

The Secondary Plan is the outcome of the Don Mills Crossing planning study, a three-phased process launched in 2016 to address two Council directions that directed a comprehensive planning framework be prepared for lands in the vicinity of Don Mills Road and Eglinton Avenue East.

The Don Mills Crossing planning study benefitted from a thorough public consultation process, the concurrent review of major development applications and the input of staff from various City Divisions and commenting agencies. Three separate reports to City Council presented various milestones of the Don Mills Crossing planning study. The most recent Proposals Report, adopted by City Council in June 2018, tabled the proposed Secondary Plan. This report presents the results of the public consultation process on the proposed Secondary Plan and responds to Council directions.

The Don Mills Crossing Secondary Plan presents an opportunity to align the central elements of community building in an area of the city experiencing significant growth. The recommended Secondary Plan advances a number of policies that improve physical and social connectivity across employment areas and existing communities.

It seeks to connect the important natural, cultural, institutional and employment resources and designations found in the broader area to the new community at Don Mills and Eglinton so both new and existing residents and workers can experience the benefit generated by public investment in new transit infrastructure.

## **RECOMMENDATIONS**

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

1. City Council adopt the Official Plan Amendment, Don Mills Crossing Secondary Plan, included as Attachment 2.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment as may be required.
3. City Council direct staff to use the Don Mills Crossing Secondary Plan, Attachment 2, in the evaluation of all current and new development proposals within its boundaries.
4. City Council endorse the Don Mills Crossing Mobility Planning Study, included as Attachment 3, and direct staff to use the Don Mills Crossing Mobility Planning Study to advance mobility initiatives in the Eglinton Avenue East and Don Mills Road area.
5. City Council endorse the Don Mills Crossing Cultural Heritage Resource Assessment, included as Attachment 5, and direct the City Planning staff to use the Cultural Heritage Resource Assessment as a basis for further study of properties identified as potential heritage resources and when warranted bring forward recommendations on those properties that meet the criteria for inclusion on the City's Heritage Register.
6. City Council endorse the Draft Boundaries for Major Transit Station Areas, included as Attachment 6, and request City Planning staff to consider these Draft Boundaries in the context of the review of major transit stations through any future Growth Plan conformity exercise.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

Much of the infrastructure required to support the growth expected in the Don Mills Road and Eglinton Avenue East Area will be secured through the development review process. Beyond this, other 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 Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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### **City Council Direction**

Direction to undertake the Don Mills Crossing study was provided through the following decisions:

- In August 2014, City Council identified Don Mills and Eglinton as a Focus Area through its adoption of the Eglinton Connects study, and provided direction to staff to develop a Secondary Plan for the Focus Area:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>
- As part of an Ontario Municipal Board settlement with Celestica with respect to Official Plan Amendment 231 (Employment Policies), in June 2016, City Council adopted Site and Area Specific Policy (SASP 511) which requires a comprehensive planning framework prior to new development:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC19.8a>

### **Don Mills Crossing Profile Report**

Planning and Growth Management Committee adopted the Don Mills Crossing Phase 1 Report at its meeting of January 11, 2017. The report presented a profile of the study area and its immediate surroundings. The Don Mills Crossing Profile outlined how the study area is a collection of single use precincts, developed at a large scale between expansive natural valleys of the Don River. The Profile Report focused on the history and demographics of the study area, and also updated and confirmed the findings of Eglinton Connects on community infrastructure needs:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG17.7>

### **Don Mills Crossing Public Realm Plan Report**

At its meeting of November 15, 2017, Planning and Growth Management Committee adopted the Don Mills Crossing Phase 2 Report, which presented a Public Realm Plan for the Study Area to guide future development and serve as the organizing structure for the preparation of a Secondary Plan. The report identified four principles, outlined on page 13 of this report, to guide the development of the proposed Secondary Plan to ensure the creation of a complete and connected community:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.9>

## **Don Mills Crossing Proposals Report**

At its meeting of June 26, 27, 28 and 29, 2018, City Council adopted the Don Mills Crossing Proposals Report, which presented the draft Don Mills Crossing Secondary Plan. The report provided an overview of the policy directions for all elements of the Secondary Plan, elaborating on the comprehensive planning framework to inform future development in the area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.6>

## **Celestica lands Redevelopment Request for Directions Report**

At its meeting of June 27, 28 and 29, 2018, City Council adopted a Request for Direction Report for appeals of applications for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision approval for 844 Don Mills Road, 1150 and 1155 Eglinton Avenue East (Celestica lands). The Celestica lands represent 24 hectares of the 52 hectare Don Mills Crossing Secondary Plan area. The proposal, informed by the development of the Secondary Plan, integrates these lands into the larger community through new streets and mobility improvements, providing direct at-grade and underground connections to the future Eglinton LRT; two new public parks, providing for a mix of residential, retail, employment and community uses, requiring a variety of building types and range of residential unit sizes, new affordable housing, and a non-profit child care facility.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.7>

## **COMMENTS**

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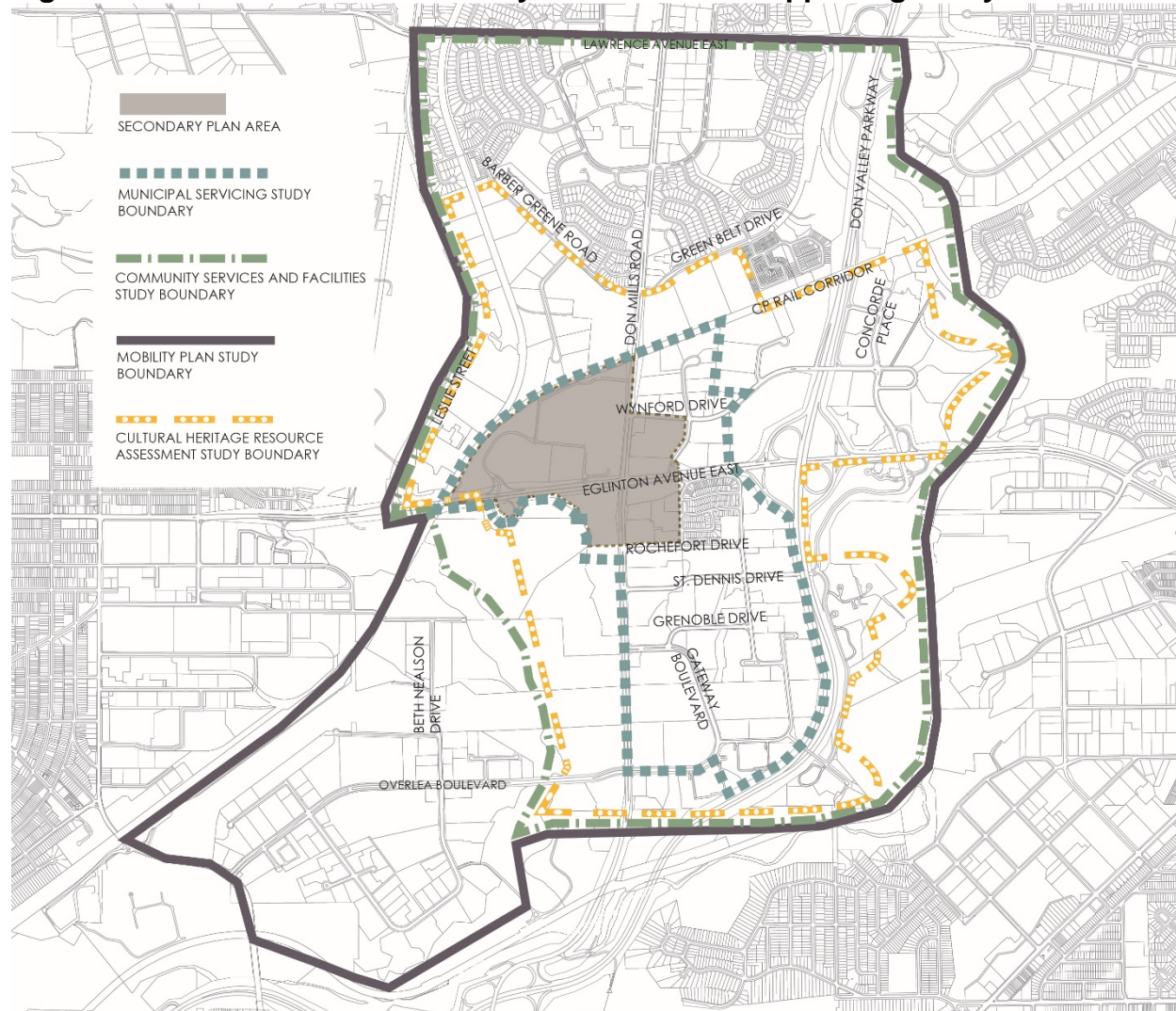
### **Process**

The Don Mills Crossing study is a three phase project. Phases 1 and 2 were completed with the adoption of the Profile Report (Phase 1) and the Public Realm Plan Report (Phase 2). Phase 3 has included the preparation of a Secondary Plan based on the four guiding principles and the public realm plan adopted by City Council at the conclusion of Phase 2. The recommended Secondary Plan represents the conclusion of the final phase of the Don Mills Crossing study.

### **Study Areas and Secondary Plan Area**

The Core Study Area for the Don Mills Crossing study combines the Celestica lands with the three corners of Don Mills Road and Eglinton Avenue that were identified as a Focus Area through Council's adoption of Eglinton Connects. Larger areas of influence were examined for impacts with respect to municipal servicing, community services and facilities, mobility and cultural heritage resources identified in Figure 1.

**Figure 1 - Recommended Secondary Plan area and Supporting Study Boundaries**



The planning framework is supported by analysis of the broader context through a number of component studies to enable a thorough review of the area context:

- A Mobility Planning Study reviewed the surrounding transportation context and travel behaviour. Satisfying Phases 1 and 2 of the Municipal Class Environmental Assessment Process, the final Mobility Planning Study identifies the new transportation infrastructure that will be required to support the Secondary Plan including concepts for a grade-separated crossing of the CP Rail corridor. These matters are discussed in greater detail later in this report.
- A municipal servicing assessment of the area was completed which included the employment lands north of Eglinton Avenue East and most of Flemington Park north of the Hydro Corridor. This assessment determined that sufficient capacity exists to support the redevelopment of the lands within the recommended Secondary Plan Area subject to confirmation by proponents through the development review process.

- Eglinton Connects had specific Council-adopted recommendations related to community services and facilities. A community services and facilities assessment confirmed the findings of Eglinton Connects. The assessment outlined the priorities for the construction, expansion and/or enhancement of these community services and facilities in the study area and the surrounding communities.
- A Cultural Heritage Resource Assessment (CHRA) was completed. The CHRA describes the context of the Don Mills Road and Eglinton Avenue East area, providing a foundation for the cultural heritage policies within the recommended Secondary Plan, including views and vistas, built form, public realm design and commemoration. The CHRA will be the basis for further research on potential heritage resources recommended for inclusion on the Heritage Register and evaluation of potential Cultural Heritage Landscapes in the Secondary Plan area and surrounding neighbourhoods and valley lands.

## **Development Applications in the Don Mills Crossing Study Area**

A key goal of the Don Mills Crossing study is to ensure that new development integrates with transit infrastructure and implements a vibrant public realm and establishes a planning framework for a distinct and complete community. With over 70% of the recommended Secondary Plan Area under application for development, policy development and the review of the major applications were undertaken concurrently in an informed and iterative process to ensure that the appropriate city building outcomes could be secured through a real-time decision making process.

### *Celestica lands*

The development framework for the Celestica lands adopted by Council in June 2018, and approved by the Local Planning Appeal Tribunal (LPAT) in January 2019, is aligned with the Don Mills Crossing study. The emerging policies of the proposed Secondary Plan provided context for the review and approvals of the application. Public consultation for the Celestica proposal was linked with consultation for the Don Mills Crossing study to enable the public to understand the connections between the two processes. Following the adoption of the Don Mills Crossing Proposals Report and Celestica lands application, staff worked with the applicant to ensure that the Official Plan and Zoning By-law amendments and Conditions of Draft Plan Approval were consistent with the policies of the recommended Secondary Plan.

### *CreateTO*

In March 2018, CreateTO submitted an application for its properties at 770 and 805 Don Mills Road. The application is for mixed-use developments on the southeast and southwest corners of Don Mills Road and Eglinton Avenue East. Both properties have since been identified as locations for new affordable rental units through the City's Housing Now initiative. The Don Mills Crossing Study provides the policy framework for a contextually appropriate development concept, which will enable CreateTO to seek the necessary approvals for the sites through the development review process and other requirements as outlined through the Housing Now Initiative.



## Comments

In June 2018, City Council adopted the Don Mills Crossing Proposals Report which presented a proposed Secondary Plan to be used as basis for consultation. City Council directed staff to undertake additional stakeholder and public consultation on the proposed Secondary Plan including:

- a meeting with Ontario Science Centre (OSC) officials to discuss the future plans for their lands; and
- a meeting with Toronto District School Board (TDSB) Staff to discuss the future plans for schools within the Study Area.

Both the TDSB and OSC had also participated in the Don Mills Crossing study in advance of the Proposals Report. The feedback from these events is summarized in the following section, along with some of the refinements to the proposed Secondary Plan. These refinements were driven by engagement with the public and key stakeholders undertaken in the last six months, along with changes necessary to reflect the completion of two important component studies - the Don Mills Crossing Mobility Planning Study and Cultural Heritage Resource Assessment.

### Consultation on the draft Don Mills Crossing Secondary Plan

Public consultation occurred through all phases of the Don Mills Crossing Study. Over 1150 people engaged in the study through more than 20 public meetings, pop up consultation events and online. City staff met with landowners, key stakeholders, local residents associations and community groups. All study materials, including public meeting summaries, are posted on the Don Mills Crossing website: [www.toronto.ca/donmillscrossing](http://www.toronto.ca/donmillscrossing).

A list of all consultation events held during the study can be found in Attachment 1.

#### *Stakeholder Consultation*

Between August and December 2018, staff met with all land owners and stakeholders who submitted communications to the June 7, 2018 Planning and Growth Management Committee meeting on the Proposals Report.

Land owners and stakeholders presented a range of questions related to interpretation of policies and maps in the proposed Secondary Plan and integration of the Mobility Planning Study preferred solution with existing applications and potential future redevelopment. In some cases, staff undertook additional built-form testing to address concerns related to density permissions. For clarity, staff adjusted the draft policies to make them consistent with recent development approvals, or refined policies to address technical considerations, while maintaining the intent of the policies as presented in the Proposals Report. The land use designations were revised via an amendment to Site and Area Specific Policy 511 for the Celestica lands through a modification of Official Plan Amendment 231 to permit a Community Centre on the Celestica lands. The LPAT issued its Order approving this amendment on January 8, 2019.

### *Ontario Science Centre*

In October 2018, staff met with senior staff and members of the Ontario Science Centre (OSC) Board of Directors to discuss the Don Mills Crossing Study and Proposals Report. The meeting focussed on the physical presence of the OSC within the context of an intensifying area with enhanced transit accessibility. Further, the OSC discussed the current role of the north parking lot, which is owned by the City and leased to the Science Centre. The north parking lot is the only portion of the OSC lands located within the Secondary Plan Area. The Institutional Areas designation preserves the opportunity for potential expansion or partnerships with other institutions that may be interested in locating within the study area.

### *Toronto District School Board*

In October 2018, staff met with senior staff from the Toronto District School Board and its Toronto Lands Company. The TDSB indicated that the Don Mills Road and Eglinton Avenue East area is one of the top priorities for elementary school expansion in the short-medium term based on the increased pupil population from existing communities and projected enrollment numbers from proposed redevelopment in the area. The TDSB may be interested in exploring the potential for partnerships with other land owners to accommodate future expansion needs in the area. The Secondary Plan provides the opportunity for a stand-alone facility on lands designated Institutional Areas. The policies do not preclude the ability for a school facility to be integrated in the podium of new development in other parts of the Secondary Plan area. In addition, existing schools in the area can also benefit from facility investment and expansion as noted in the Don Mills Crossing Profile Report and community services and facilities assessment conducted in Phase 1 of the study.

### *Public Open House*

On January 30, 2019 an Open House was held at the Ontario Science Centre to present the final proposed Secondary Plan, the completed Mobility Planning Study and the completed Cultural Heritage Resource Assessment. This was the fifth Open House on the Don Mills Crossing Study. In addition to general notice of the meeting via print media, e-mail notification to the project's electronic mailing list and online notification, all landowners whose properties were identified as being potential heritage resources through the Cultural Heritage Resource Assessment (CHRA) were sent tracked mail to inform them of the study completion. Approximately 40 members of the community and the local Councillor attended the open house.

The majority of those in attendance were supportive of the recommended Don Mills Crossing Secondary Plan policies and Mobility Planning Study Preferred Solution. Participants understood that roads would be designed with new cycling facilities, so that the needs of all road users could be included in design from the outset. Others were interested in the ultimate build-out of the multi-use trail connections to the valley and the rail crossing from the Celestica lands to the west of the study area. Attendees were interested in the potential for a new community centre redevelopment alongside the relocation of the Don Mills Civitan Arena in the northern portion of the study area, at the intersection of Don Mills Road and the proposed Wynford Drive Extension.

All owners of properties identified through the CHRA as having potential heritage value received notification of the Public Open House and information on how to access



research associated with their property. Many attendees were interested in the findings of the CHRA. Some, whose properties have been identified as having potential heritage value had questions about next steps in the identification process and another expressed concern about the impact that maintaining views to existing heritage resources may have on the future development potential of a site to the south of the study area. Most in attendance appreciated that the CHRA Study researched heritage attributes of properties outside the Don Mills Crossing study area, and were interested in the approach to evaluating the heritage potential of modernist buildings.

A copy of the recommended Secondary Plan was made available on the study website following the Public Open House to provide interested members of the public and stakeholders with an opportunity to review the final recommended policies prior to the statutory meeting. The commenting period was aligned with the review period for the Mobility Planning Study, whose Notice of Study Completion was issued on January 16, 2019 for a 30 day commenting period.

### **Refinements to the Secondary Plan**

Staff have refined the proposed Secondary Plan presented to Council in June 2018 based on the above-noted consultation activities.

Refinements to the Secondary Plan can be grouped in the following categories:

- **Supporting permitted interim uses:** Policies have been modified to ensure that interim, small development is feasible within the existing block structure east of Don Mills Road and north of Eglinton Avenue East, particularly related to the presence of the bus terminal being constructed as part of the Crosstown LRT station. Policies were modified to clarify the requirements related to how the bus terminal is to be incorporated into development plans in the short-, medium- and long-term to facilitate appropriate integration of the facility as development options are explored for this block.
- **Adjusting policies to reflect the final Mobility Planning Study:** The Mobility Planning Study was completed in February 2019. The proposed Secondary Plan incorporated elements of the emerging preferred solution and has since been refined to reflect the final recommendations of the Mobility Planning Study.
- **Enabling future investments in community services and facilities:** An amendment was required to SASP 511 through a separate modification of OPA 231 endorsed by City Council to permit a potential future expansion of the relocated Don Mills Civitan Arena to create an enhanced and expanded community centre within the Celestica lands redevelopment. Accordingly, Map 40-5: Land Use Designations has been updated to remove the *General Employment Areas* designation from the block where the arena is to be located such that the entire block is now designated *Parks*.
- **Revisions to Context Plans for future development:** Additional areas requiring context plans were added to Map 40-13 to demonstrate how development will

implement the policies of the Secondary Plan. Map 40-6 Development Densities, was also revised to reflect the new boundaries of context plan areas.

- **Alignment with the Celestica lands Directions Report:** The review of the applications for redevelopment of the Celestica lands was originally undertaken in the context of the Don Mills Crossing study and emerging proposed Secondary Plan. Minor modifications were required to proposed Secondary Plan policies to align with the Council-endorsed settlement of the Celestica Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision conditions approved by the LPAT in its order issued on January 21, 2019.

**Figure 2: Potential view looking north on Don Mills Road (at the Don Mills Road and Eglinton Avenue East intersection)**



### **The Don Mills Crossing Secondary Plan: Community Building at Don Mills and Eglinton**

The recommended Secondary Plan's Vision that development will advance is:

Between the branches of the Don River Valley System, the Don Mills Crossing Secondary Plan provides for a distinct and complete community to emerge around the intersection of Don Mills Road and Eglinton Avenue East. The community will celebrate natural heritage and build on the area's tradition of cultural and technological innovation. Supported by new public transit infrastructure, the community will evolve to include a full

range of mobility options integrated with a well-designed public realm that supports civic life, intensification and opportunities to connect the community with the places and people in the surrounding area.

The recommended Secondary Plan sets the stage for physical growth and improvement, providing for public realm improvements and enhanced connectivity and mobility to surrounding areas in a way that benefits future development within the Secondary Plan and outside its boundaries. The Crosstown LRT, investment in the reconstruction of Eglinton Avenue East, and the recommended Secondary Plan's policies on public realm, mobility, new community facilities, parks and connections to the area's natural heritage will be the setting for appropriately scaled buildings providing for new employment and residential populations. Streets, trails and open spaces will tie together new places as they emerge with redevelopment. Anticipating intensification in the area, the arterial roads and new connecting streets will be designed to be experienced as places themselves in addition to being links between important places within and outside the Secondary Plan area. The recommended Secondary Plan provides for the development potential for nearly 16,000 residents and for over 9,300 jobs within the study area over the next 20-25 years.

**Figure 3: Potential view looking south at the intersection of the Core Connector road with Eglinton Avenue East and open spaces and Ravine Lookout**



The recommended Secondary Plan is organized into ten chapters as a comprehensive planning framework to inform future development in the area as follows:

**1. Vision and Guiding Principles** sets out the high level vision and four guiding principles for the Secondary Plan Area as adopted by City Council through the Don Mills Crossing Proposals Report. These are:

- Create a Vibrant Mixed-Use Community
- Connect with Nature and Build Resiliency
- Enhance Mobility Choice, Comfort and Connectivity, and
- Support Inclusive City Building.

**2. Structure** establishes three character areas to direct growth and implement public realm and built form strategies that establish an identity for the community. The character areas will experience different levels of intensification. The scale and form of development in the Secondary Plan Area will be transit supportive with the greatest heights and densities located closest to the future higher order transit station at Don Mills Road and Eglinton Avenue East.

**3. Land Use** in the recommended Secondary Plan reflects the vision of a vibrant mixed-use community. The land uses provided for in the recommended Secondary Plan include General Employment Areas, to ensure new office and other non-residential uses are provided in proximity to transit, Mixed Use Areas to provide for both residential and non-residential intensification, Apartment Neighbourhoods providing for residential uses and small-scale retail, Institutional Areas to support the Ontario Science Centre or protect for future development of any other educational, governmental or medical uses, and Parks and Natural Areas providing for the range of new parks and ravine connections and a community recreation centre.

**4. Public Realm** is the connective tissue of the recommended Secondary Plan. The public realm policies establish the network of streets, parks and open spaces that demonstrate the character of a place and provide opportunities for public life to grow and prosper.

**5. Built Form** outlines the performance standards and built form policy directions to appropriately define and support the public realm, maintain sunlight on public streets and parks and provide transition to lower-scale uses outside the Secondary Plan area.

**6. Cultural Heritage** policies identify potential heritage resources that can enrich the public realm, views and vistas to be preserved or enhanced to showcase the importance of heritage buildings, cultural facilities, natural features and other landmarks.

**7. Natural Environment and Sustainability** policies will protect, enhance and improve the connection between the ravine and the emerging community and other adjacent neighbourhoods. The policies encourage development to achieve the highest levels of the Toronto Green Standard and to submit energy strategies as part of development review.

**8. Mobility** policies support local connectivity and mobility by implementing a new street network to connect important destinations within and around the Secondary Plan area. The Mobility Planning Study brings forward a number of initiatives to improve pedestrian



and cycling conditions and shared mobility through Travel Demand Management (TDM) to be integrated with new development and connected with the Crosstown LRT.

**9. Housing and Community Services and Facilities** policies seek to ensure the creation of a complete community, with the timely provision of community services and facilities and new affordable housing with anticipated growth and development. The objectives of this section range from requirements of new development to expand and enhance the provision of community services and facilities to the provision of housing that includes a mix of unit sizes, types and affordability.

**10. Implementation and Interpretation** contains requirements to ensure development does not outpace supporting infrastructure. Much of the required transportation and servicing infrastructure in addition to the community services and facilities will be delivered through redevelopment of lands within the Secondary Plan Area. The implementation policies outline mechanisms through the development review process by which these infrastructure needs will be secured including subdivision agreements, Section 37 Agreements and Holding By-laws.

## **Conformity with Provincial Policy Statement and Growth Plan**

Land use planning in the Province of Ontario is a policy led system. The Planning Act requires that any decision of Council related to land use planning matters be consistent with the Provincial Policy Statement (2014) (the "PPS"), and conform to the Growth Plan for the Greater Golden Horseshoe (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website. The recommended Don Mills Crossing Secondary Plan has been developed and meets these tests as set out by the provincial framework, including, in particular, the following policies:

### **Provincial Policy Statement (PPS)**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide flexibility in their implementation provided that provincial interests are upheld. The recommended Don Mills Crossing Secondary Plan is consistent with the PPS as follows.

Policy 1.1 of the PPS directs that settlement areas should have land use patterns which sustain the financial well-being of the Province and municipalities over the long term, which can accommodate an appropriate range and mix of residential, recreation, park and open space, and other uses to meet long-term needs. The policies direct that planning authorities should improve accessibility for persons with disabilities and older persons by removing land use barriers which restrict their full participation in society. Further, development and land use patterns that conserve biodiversity and consider the impacts of a changing climate should be promoted.

Consistent with this direction, the recommended Secondary Plan creates a vision for the next 25 years which supports a mix of land uses, including employment, residential, institutional and natural areas. The recommended Secondary Plan outlines a structure for the area that leverages the investment in new transit infrastructure to set out efficient development and land use patterns that supports residential intensification in a range of forms, unit sizes and tenures. The proposed densities (ranging from 1.0 to 4.6 across the Secondary Plan area) are supportive of the Eglinton Crosstown LRT currently under construction and meet Metrolinx's Mobility Hub guidelines for intensification near transit.

The recommended Secondary Plan takes an inclusive city-building lens through its outlined priorities for new community infrastructure. Proposed new multi-use trail connections with the west branch of the Don Valley will be designed to Accessibility for Ontarians with Disabilities Act standards, increasing the opportunity for all to access and enjoy nature. Biodiversity and climate change impacts are addressed through policies related to the appropriate use and preservation of the City's ravine system through integration of stormwater capture and low impact development standards to reduce impact on adjacent sensitive natural areas.

Policy 1.3 of the PPS directs planning authorities to promote economic development and competitiveness by maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, taking into account the needs of existing and future businesses. The recommended Secondary Plan policies are designed to strengthen the cluster of economic activity centred at the intersection of Don Mills and Eglinton. The policies outline that the area will generally develop with office uses and permits development of the ancillary non-residential uses that support the office functions within the Secondary Plan's General Employment Areas.

Policy 1.4 of the PPS contains policies with regard to housing and requires municipalities to provide for a range and mix of housing types to meet the projected requirements of current and future residents of the regional market area. To achieve this goal, planning authorities shall provide for residential development including affordable to low and moderate income households. Within the Secondary Plan area, gross floor area sufficient to accommodate 390 affordable housing units have been secured to date and the Secondary Plan contains policies to actively pursue future affordable housing. It contains requirements for larger units, suitable for larger households and families.

Policy 1.5 of the PPS provides direction for achieving healthy, active communities. The recommended Secondary Plan identifies locations for new public parks, designed to meet a range of park needs to support the area's residents and employees and the location of new trails connecting parkland to the Don Valley, providing a natural setting for recreation, while protecting environmentally sensitive areas of the valley lands.

Policy 1.7 of the PPS provides direction on how municipalities should support long-term economic prosperity. The PPS directs that municipalities should be 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. Policy 2.6 directs that significant built heritage and



significant cultural heritage landscapes shall be conserved. Informed by a thorough Cultural Heritage Resource Assessment, the recommended Secondary Plan includes cultural heritage policies that reinforce the policies of the Official Plan, generally preserve views to heritage resources, and require that the design of built form and public realm will be informed by the area's heritage attributes.

Policy 1.8 of the PPS directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation by promoting the use of active transportation and transit in and between residential, employment and institutional uses, and improving the mix of employment and housing uses to shorten community journeys and decrease transportation congestion. The policy promotes design and orientation to maximize opportunities for energy efficiency and conservation and opportunities for the use of renewable energy systems and alternative energy systems and to maximize vegetation within settlement areas. The recommended Secondary Plan includes policies requiring integration of transit with the public realm and private development, new pedestrian and cycling infrastructure and other travel demand management measures. The land use designations within the plan provide for office uses adjacent to new residential development connected by a range of mobility options, including active transportation. The recommended Secondary Plan includes policies related to energy and resilience promoting integration of alternative energy systems in new buildings.

### **Growth Plan for the Greater Golden Horseshoe (2017)**

The Growth Plan for the Greater Golden Horseshoe (2017) provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of *infrastructure* to support growth; and protecting *natural heritage systems*.

The Growth Plan provides policies on managing growth and directing where growth should occur. This growth is not limited to residential uses; the Growth Plan also provides for ensuring that the employment areas of the Golden Horseshoe remain competitive and continue to develop and thrive. The Growth Plan is about accommodating the forecasted growth in *complete communities*, well-designed to meet people's needs for daily living by providing convenient access to an appropriate mix of jobs, local services and a full range of housing to accommodate a range of income and household sizes.

To realize its vision, the Growth Plan focuses on supporting intensification and higher densities to optimize the use of land and infrastructure to support transit viability. The Growth Plan requires that municipalities integrate land use planning, investment in infrastructure and public service facilities. Further, it directs that climate change consideration should be incorporated in future planning and growth management.

The recommended Don Mills Crossing Secondary Plan conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### *Managing Growth*

Policy 2.2.1.4 directs that municipalities should provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors. The policy outlines the measures by which *complete communities* will be achieved.

*Complete communities* will include a diverse mix of land uses, improved social equity, a diverse range and mix of housing options, expanding convenient access to a range of transportation options, *public service facilities* and an appropriate supply of parks, trails and other open spaces. Municipalities will ensure the development of a high quality *compact built form*, attractive and vibrant *public realm* while mitigating climate change impacts and integrating *green infrastructure* and *low impact development*.

The recommended Don Mills Crossing Secondary Plan conforms to these policies by providing for a mixed-use community in an urban form that is integrated with the Crosstown LRT, and provides for further integration with transit through mobility hubs throughout the study area, designed to better connect transit users with employment, retail, residential and institutional uses.

The recommended Secondary Plan provides for the delivery of a complete community by providing for a range of land use designations, including *General Employment Areas*, *Mixed-Use Areas*, *Apartment Neighbourhoods*, *Institutional Uses*, and *Parks and Natural Areas*. These land uses are organized within the Secondary Plan Area in a transit supportive manner. Specific policies related to provision of community services and facilities that identify priorities for non-profit child care centres, non-profit community agency space and improvements to facilities located within the Flemington Park area relate to people of all ages, abilities and incomes.

The mobility policies of the recommended Secondary Plan specifically address a range of transportation options including transit infrastructure and improvements, pedestrian and cycling infrastructure and Travel Demand Management. The recommended Secondary Plan identifies a new location to accommodate the Don Mills arena as well as additional community facilities, along with four new parks interspersed through the study area, providing a range of park uses to future employees and residents.

The recommended Secondary Plan includes policies related to a compact built form in the areas closest to higher order transit. This includes providing for a range of building forms that support a comfortable public realm with specific performance measures for sunlight and wind conditions for pedestrian comfort on sidewalks and in parks. Secondary Plan policies related to the natural environment and sustainability specifically address the relationship to the adjacent ravine system, which will be integrated with the public realm while protecting environmentally sensitive areas. The recommended Secondary Plan requires that new development and public realm improvements incorporate a high level of ecological function and resiliency, integrating stormwater capture and low impact development measures. Policies also address resiliency, and encourage new development to submit an Energy Strategy with the potential for district energy systems.

### *Transit Corridors and Station Areas*

Policy 2.2.4.2 of the Growth Plan requires the boundaries of *major transit station areas* to be delineated by municipalities in a transit supportive manner to maximize the

number of users within walking distance of the station. Policy 5.2.3.2 provides for the implementation of strategic growth areas like *major transit station areas* through a municipal comprehensive review pursuant to Section 26 of the *Planning Act*. The Growth Plan requires municipalities to achieve this conformity by 2022. The Province is currently considering amendments to the Growth Plan. If adopted, those amendments may provide for the advancement of work related to major transit station areas outside of a *Municipal Comprehensive Review*. Otherwise, if not enacted, staff will report to Planning and Housing Committee on an approach to undertake a Section 26 review of *major transit station areas* within the required conformity timelines.

An outcome of the analysis undertaken during the Don Mills Crossing Study is the ability for staff to advance draft boundaries for intensification around the four higher order transit station stops (Sunnybrook Park Station, Science Centre Station, Aga Khan Park and Museum Stop and Wynford Stop) between the east and west branches of the Don River. Staff delineated alternative draft station areas based on the unique natural geography of the area which includes areas that are prohibited for growth and other barriers to pedestrian access to transit, such as the CPR line, limited street network in areas outside the Secondary Plan boundary and Don Valley Parkway infrastructure. Staff used the Province's Draft Guidance to Support Implementation for the Growth Plan for the Greater Golden Horseshoe (2017), to delineate the draft alternative transit station areas.

Staff presented draft transit station area delineations for the four higher order transit station stops to representatives from the Ministry of Municipal Affairs and Housing on October 19, 2018. Provincial representatives stated that City staff had delineated the station areas appropriately based on the geography and opportunities and constraints related to intensification in the area. The proposed draft major transit station areas boundaries are found in Attachment 6 to this report. Notwithstanding Recommendation 6 of this report, the City will not delineate the boundaries until it undertakes a new Municipal Comprehensive Review, or until the Growth Plan is amended.

The average density for the four transit stops, using the draft station area delineations found in Attachment 6 exceed minimum density requirements as set out in the Growth Plan when the people and jobs per hectare of existing, approved, and under review projects are considered. Individually, each stop exceeds the minimum Growth Plan target of 160 people and jobs per hectare, with the exception of Sunnybrook Park stop, which has *Mixed Use Areas* to the northwest of the stop and is surrounded by undevelopable valley lands on the other three sides. This report recommends that City Council endorse the draft boundaries found in Attachment 6 and advance these draft boundaries to form part of the review of *major transit station areas* for consultation as part of a city-wide Growth Plan conformity exercise.

### *Employment*

The Growth Plan directs how economic development and competitiveness will be promoted within the Greater Golden Horseshoe. Policy 2.2.5.1 directs planning authorities to make efficient use of existing *Employment Areas* and vacant and underutilized employment lands. The recommended Secondary Plan preserves the underlying employment designations of the Official Plan within the study area, and has

directed and required major office development to be directly linked to the Science Centre LRT Station.

### *Housing*

Policy 2.2.6.3 of the Growth Plan requires municipalities to consider the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The recommended Secondary Plan requires that a full range of housing in terms of tenure and affordability be provided. Further, development is required to provide a minimum number of units of larger sizes suitable for larger households and families.

### *Transportation*

The Growth Plan requires, through policy 3.2.2.3 that a *complete streets* approach be adopted that ensures the needs and safety of all road users in the design, refurbishment or reconstruction of the existing and planned street network. Policy 3.2.2.4 requires that municipalities develop and implement *transportation demand management* (TDM) to increase the *modal share* of alternatives to the automobile, prioritize *active transportation*, and expand *infrastructure* to support *active transportation*. The recommended Secondary Plan policies adopt a *complete streets* approach to road design within the study area, and require new development to provide a Travel Demand Management Plan. Locations for multi-modal hubs are identified on Map 40-12 of the recommended Secondary Plan. These hubs may include a range of TDM measures including bike-share stations, car share spaces, high-occupancy vehicle parking and other features.

### *Public Service Facilities*

Through policy 3.2.8, the Growth Plan directs that land use planning and investment in *public service facilities* be coordinated and that *public service facilities* should be integrated in community hub formats, and are maintained and adapted to optimize the long-term viability of public investments. New *public service facilities* are encouraged to be easily accessible by active transportation and transit. The recommended Secondary Plan requires that new development will be required to deliver *public service facilities* through design and construction on-site or via off-site contribution that serves the area. Policies within the recommended Secondary Plan also identify specific locations for new non-profit child care facilities, provide for the potential expansion of the relocated Don Mills Arena to a broader range of recreation uses, and identifies investment in the existing Dennis R. Timbrell Resource and Community Centre as a priority. New facilities are required to be located to provide accessibility for residents and workers in the area, and to be in places with strong pedestrian, cycling and transit connections.

### *Public Open Space*

Policy 4.2.5 of the Growth Plan encourages municipalities to develop a system of publicly-accessible parkland, open space, and trails that demarcates where public access is not permitted, and co-ordinate trail planning and development. As previously mentioned, the recommended Secondary Plan will require a minimum of four new public parks that will be conveyed to the City through the development review process. In addition, Privately-Owned Publicly Accessible Spaces (POPS) have been identified through the Public Realm Plan to be secured through the development review process. The recommended Secondary Plan contains policies that ensure the provision for a

pedestrian and cycling connection from the Don Mills Trail across the CPR corridor into the Secondary Plan Area. It also identifies how the Don River Valley will be protected while providing access to the ravine via a system of accessible trails that will remove informal points of access in environmentally sensitive areas.

### *Cultural Heritage Resources*

Policy 1.2.1 Guiding Principles states that policies in the Growth Plan seek to, among other principles, "conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities". Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Policy 4.2.7 directs that *cultural heritage resources* will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. The policies of the recommended Secondary Plan require a Heritage Impact Assessment for properties with potential heritage value located within the Secondary Plan area. The Secondary Plan requires that views and vistas that connect the public realm to significant natural and cultural heritage resources will generally be conserved and accentuated. Further, the recommended Secondary Plan identifies that the natural and constructed features that helped shape the development of the lands between the branches of the Don River Valley will be identified by the City and evaluated as a potential cultural heritage landscape.

## **Don Mills Crossing Mobility Planning Study**

A Mobility Planning Study (MPS) has been completed to inform the policies of the recommended Secondary Plan and provide a mobility framework for the future redevelopment of lands in the Don Mills Road and Eglinton Avenue East area. Prepared as a transportation master plan, it fulfills the requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process identified in Ontario's *Environmental Assessment Act*.

The MPS builds upon the existing transportation trends and conditions identified from the Don Mills Crossing Phase 1 Transportation Study, and also considers public realm elements identified in the Don Mills Crossing Public Realm Plan such as streets, trails and parks.

A key objective of the MPS was to identify multi-modal transportation networks to support intensification in a manner that encourages a shift of travel behaviour towards active transportation and transit. The analysis included a review of various scenarios representing different levels of development in the study area, based on policy compliance, impact on transportation capacity, cost, and impacts on socio-economic and natural environments. The MPS examined new pedestrian, cycling and trail networks to improve connectivity as the study area redevelops and incorporates TDM measures, parking strategies, and shared mobility facilities to be secured through redevelopment, to reduce dependency on single occupancy vehicles.

**Figure 4: Potential view looking east on Eglinton Avenue, including new streetscape and new intersection of the Core Connector street with Eglinton Avenue**



Public consultation for the Mobility Planning Study was co-ordinated with the Don Mills Crossing Study, with a Community Meeting held in April 2018. The MPS was completed and placed on public record in January 16, 2019, and was also available at the January 30, 2019 open house held for the Don Mills Crossing Secondary Plan.

Four scenarios of future development in the study area were evaluated, based on how they addressed municipal and provincial planning policies, impact on transportation networks, cost, and impact on socio-economic and natural environments.

The preferred scenario assumes significant development of the study area over time, completion of the Crosstown LRT plus further bus network improvements including express service or regional links via GO Transit. Transportation network capacity has also been assessed in the event that potential investments in higher order transit aligned with Don Mills Road occurs over the long term. Enhanced infrastructure including road and active transportation networks are recommended in the MPS, as well as enhanced transportation demand management measures such as the reduction of parking rates and securing bikeshare/carshare facilities through development approvals.

Analysis of the preferred scenario demonstrates that it manages the growth of traffic congestion through the development of an expanded multi-modal transportation network and enhanced transportation demand management strategies. Overall, it allows for incremental redevelopment of the Secondary Plan Area in a manner that supports



sustainable travel choices, and enhances network connectivity to the surrounding transportation network.

Key components of the MPS have been incorporated into the policies of the recommended Secondary Plan, including:

- Improving connectivity through a network of new local and collector streets.
- Providing pedestrian and cycling infrastructure on new streets and retrofitted existing streets, as well as trail connections to the neighbouring ravine network.
- A grade-separated active crossing for pedestrians and cyclists of the CP rail corridor at the northwest quadrant of the study area, providing a connection to the Don Mills Trail and the potential for future active transportation connections to Leslie Street.
- Securing shared mobility facilities through new development to reduce dependence on automobiles, such as bikeshare, bike repair stations, carshare, and carpool parking spaces.
- An on-going monitoring program to assess the effectiveness of infrastructure and TDM improvements in effecting mode diversion from single occupancy vehicles. The monitoring strategy should be supported by new development and should assess the potential for incremental development of the study area to meet density requirements, while not exceeding available transportation capacity.

The recommendations of the Mobility Planning Study will be secured through development processes where appropriate. Further studies have been identified as components of the recommended infrastructure. These include an environmental assessment to identify a preferred design for the extension of Wynford Drive and an active transportation grade-separated rail crossing. As redevelopment of the study area continues, on-going monitoring of transportation conditions is essential to inform future considerations of development levels.

## **Don Mills Crossing Cultural Heritage Resource Assessment**

The Cultural Heritage Resource Assessment (CHRA) for the Don Mills Crossing Study was completed in January 2019. The CHRA documents the area's development history with the purpose of ensuring that the properties of cultural heritage value or interest are appropriately identified and understood to provide a foundation for the City to take necessary steps for conservation. The CHRA identified 19 properties of potential cultural heritage value or interest.

Figure 2 of this report provides the CHRA study area boundaries which are broader than the recommended Secondary Plan area.

The Don Mills Crossing CHRA identifies heritage resources that reflect the application of Modernist design principles. The CHRA revealed an assembly of interconnected properties and areas, many of which were designed by prominent modernist architects of the day. These properties integrate architectural and landscape features characteristic of Modernism, including construction methods, material choices, built forms, building and landscape types. The area includes examples of individual properties that exemplify integration between buildings and landscape. From a planning

perspective, assemblies of properties demonstrate that entire areas were cohesively planned to use a coordinated approach that directed the layout and character of elements such as: road networks, open spaces, transitions between land uses and lot coverage ratios.

The CHRA provides the foundation for the cultural heritage policies within the recommended Secondary Plan, informing views and vistas, built form, public realm design and commemoration. Staff recommend that Council authorize the CHRA to be used as a basis for further research for a list of potential heritage resources recommended for inclusion on the Heritage Register and as the basis for the evaluation of potential Cultural Heritage Landscapes in the Don Mills Crossing Secondary Plan Area and surrounding areas and valley lands.

## **Implementation Policies**

### *Section 37*

Don Mills Crossing benefits from over 70 percent of the study area being under application for new development. The largest redevelopment, the 24 hectare Celestica lands site, has an approved Section 37 agreement which was informed by the housing, community services and facilities and public realm and mobility improvements identified through Don Mills Crossing. The other current application within the study area is by CreateTO for the sites at 770 and 805 Don Mills Road. These sites are the potential future location for significant affordable housing investments, which is a priority community benefit identified through the recommended Secondary Plan. Further, CreateTO, through the development review process is assessing how it can deliver other community benefits, such as a new non-profit child care on each site, and parkland dedication with above base park improvements.

The community benefits priorities outlined in Chapter 10 of the recommended Secondary Plan are sufficient to provide direction on future contributions. The policies within the recommended Secondary Plan will enable staff, in consultation with the community and the local Councillor, to engage in meaningful negotiation with applicants to realize future community benefits.

### *Don Mills Civitan Arena Relocation*

At its July 2016 meeting, City Council approved, in principle, the relocation of the Don Mills Civitan Arena to 844 Don Mills Road (Celestica lands). City Council also authorized staff to advance negotiations with the owners of the Celestica site, the result of which was incorporation of the relocated arena into the master plan for the redevelopment, and a \$12 million Section 37 contribution towards the reconstruction of the arena as part of an enhanced/enlarged community centre on the 2.26 hectare parkland block, which is designated *Parks*. The block is large enough to accommodate a new public park and the Don Mills Civitan Arena relocation.

Parks, Forestry & Recreation is currently undertaking engagement activities and a master planning exercise to determine how to move forward with the expansion of the relocated Don Mills Arena to include additional recreational uses. An expanded facility would align with the City's Facilities Master Plan overall implementation strategy and meet the recreational needs of the current and future populations within the Don Mills

Crossing Study Area, and the surrounding communities of Don Mills, Wynford Concorde and Flemingdon Park. A report from PF&R on the facility and current consultation is expected in Q2 2019.

## **Conclusion**

The Don Mills Road and Eglinton Avenue East area developed in an era focussed on mobility primarily via the private automobile. Large amounts of land were dedicated to this function through expressway-style interchanges of wide arterial roads and large amounts of surface parking. Despite the area's collection of interesting architecture and corporate offices, the prevalence of auto-oriented infrastructure inhibited the area's ability to establish an identity of its own between the master planned communities to its north (Don Mills) and south (Flemingdon Park).

As Don Mills Road and Eglinton Avenue East begins its next era of urbanization centred on new transit infrastructure, the recommended Secondary Plan capitalizes on this investment and advances a new planning framework to guide future growth focussed on active transportation, integrated land uses, and preservation of areas of cultural and natural significance through inclusive city building. Adoption of the recommended Secondary Plan and advancing its vision through the area's development applications is an important step in securing a vibrant, connected and complete community well into the future.

## **CONTACT**

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## **SIGNATURE**

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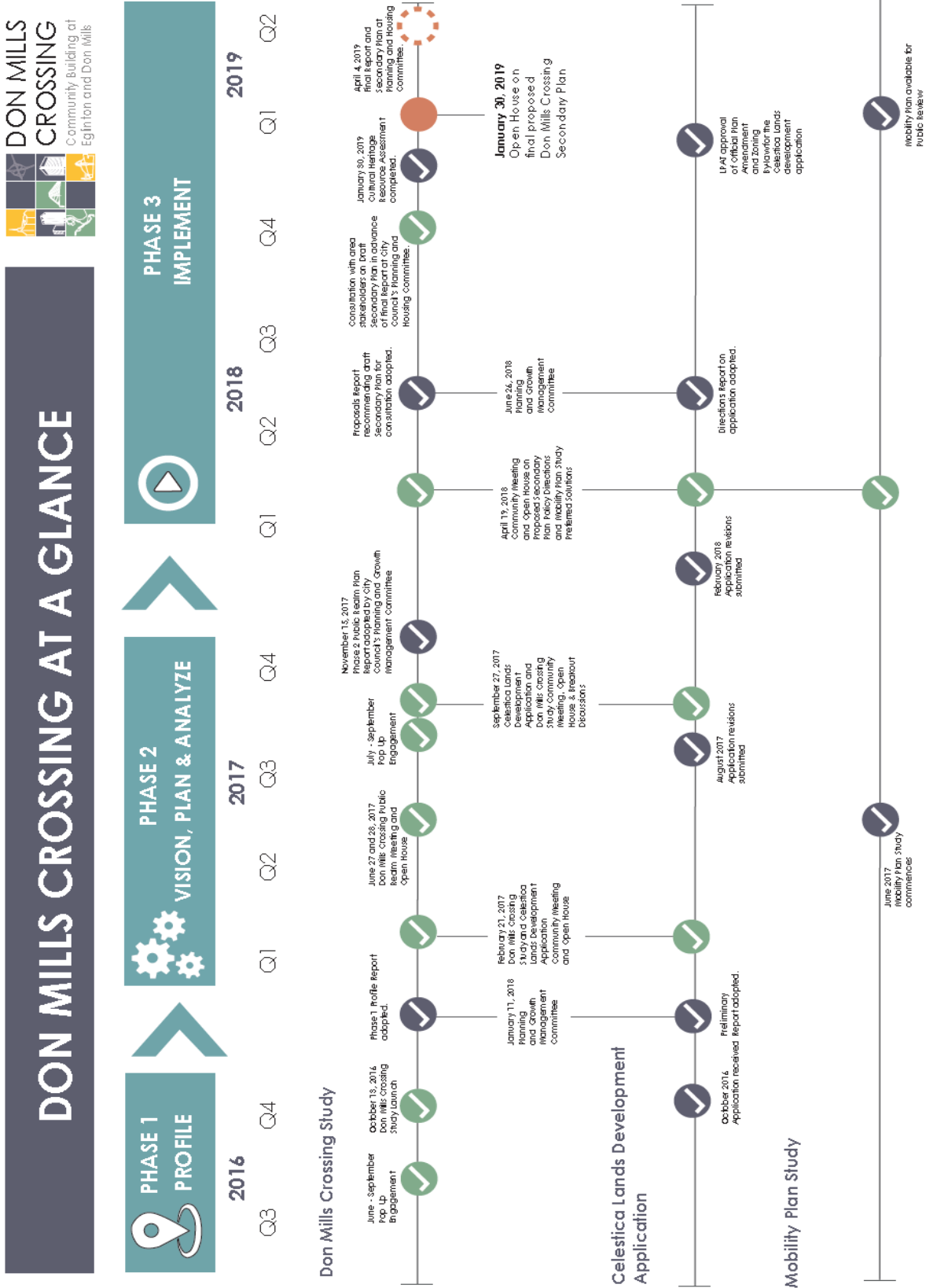
Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

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- Attachment 1 - Summary of Public Consultation Activities
- Attachment 2 - Draft Official Plan Amendment, Don Mills Crossing Secondary Plan
- Attachment 3 - Don Mills Crossing Mobility Planning Study
- Attachment 4 - Don Mills Crossing map of potential heritage resources
- Attachment 5 - Don Mills Crossing Cultural Heritage Resource Assessment
- Attachment 6 - Draft Delineations - Major Transit Station Areas

## Attachment 1 - Summary of Public Consultation Activities



Date(s) of Event	Event Title	Summary
July 19- November 5, 2016	Planners in Public Spaces	Over 200 people participated in six PIPS events which took place at various locations in the Don Mills and Eglinton area. Participants were asked to place dot stickers on areas in their community that were their "Favourite Places" and those that "Need Improvement".
October 13, 2016	Don Mills Crossing Study Launch and Public Meeting	The purpose of the event was to raise awareness and generate interest in the Study, inform attendees about how they can get involved in the Study, and provide the City with an opportunity to learn from attendees about what works and what needs improvement in the area and how the area could evolve with rapid transit. Approximately 85 people attended the event.
February 21, 2017	Don Mills Crossing Study and Celestica lands Development Application Meeting	The purpose of the meeting was to update the community on the results of Phase 1 of Don Mills Crossing; and get feedback on the Celestica lands development application and the Study. Over 140 community members participated in the meeting.
March 2, 2017	Design Review Panel	The Panel was asked to provide advice on particular issues and characteristics at Don Mills/Eglinton area that the study should be aware of and how the public realm and built form could promote convenient connections through the Core Study Area to the Science Centre Station and create a successful urban place at the four corners of the Don Mills & Eglinton intersection?



<b>Date(s) of Event</b>	<b>Event Title</b>	<b>Summary</b>
April 7, 2017	4 Corners Workshop	This workshop was held with City staff and the proponent teams for landowners at the four corners of the Don Mills Road and Eglinton Avenue intersection. The goal of the workshop was to advance the City's vision of creating two complete, urban streets meeting at a major transit intersection.
April 22, 2017	Toronto Planning Review Panel	The Panel was asked to identify essential planning ingredients to include in order for Don Mills Crossing to thrive, as well as planning pitfalls to avoid when planning for the Don Mills Crossing Area.
June 27 and 28, 2017	Public Realm Meeting and Open House	The purpose of this event, which took place over two days in two locations, was to present the emerging public realm plan for the Don Mills and Eglinton area to the community for feedback and refinement. Approximately 85 people attended this event over two days.
August 2, 2017 – October 30, 2017	Planners in Public Spaces	Over 400 people participated in six PIPS events which took place at various locations in the Don Mills and Eglinton area. Participants were asked to place dot stickers on their preferred design choices related to ravine connections, active transportation rail crossing, the Don Mills Employment Area, and active pedestrian and residential streets.
September 27, 2017	Community Meeting, Open House and Breakout Discussions	The purpose of the meeting was to present updates on the Celestica lands development application and Don Mills Crossing Study to the community for feedback. Over 60 people participated in the meeting.

Date(s) of Event	Event Title	Summary
April 19, 2018	Open House on Proposed Policy Directions and Mobility Plan Preferred Solution	The purpose of the meeting was to present Don Mills Crossing's proposed Secondary Plan policy directions and Mobility Plan Preferred Solution for review and feedback. Over 75 people participated in the meeting.
January 30, 2019	Open House on Final Proposed Secondary Plan	The purpose of the meeting was to present the final proposed Secondary Plan to the public for feedback and review in advance of the Secondary Plan being considered by Planning and Housing Committee in April 2019. Meeting attended by over 40 people.

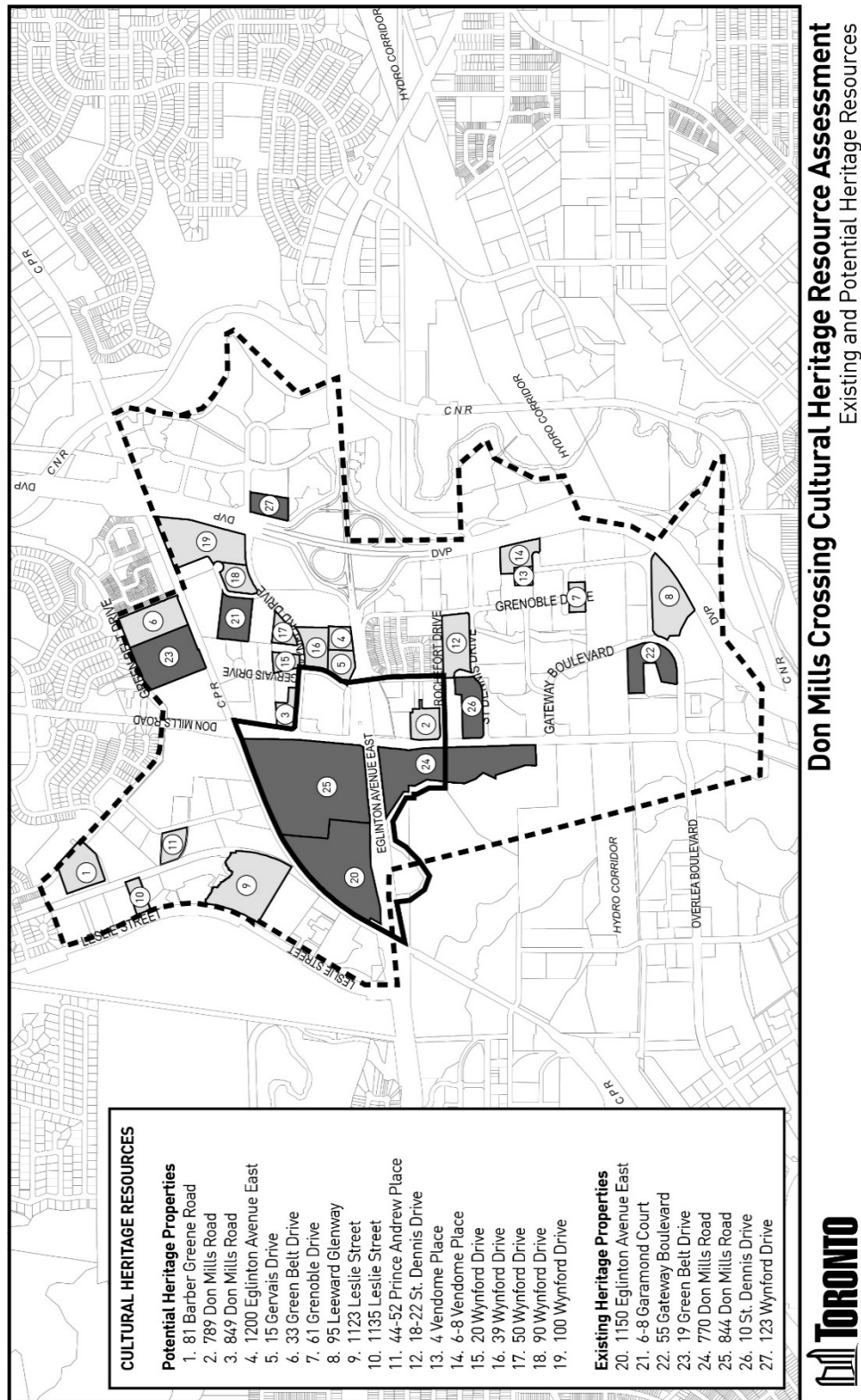
## **Attachment 2 - Draft Official Plan Amendment, Don Mills Crossing Secondary Plan**

(Attached separately as a PDF)

### **Attachment 3 - Don Mills Crossing Mobility Planning Study**

(Attached separately as a PDF)

# Attachment 4 - Don Mills Crossing Map of Potential Heritage Resources



**Attachment 5 - Don Mills Crossing Cultural Heritage Resource Assessment**  
(Attached separately as a PDF)



Attachment 6 - Draft Delineations - Major Transit Station Areas

