

REFERENCE DOCUMENTS DATABASE

SCAN NO.: 11188

The documents which follow are made available for your inspection; however, the City Clerk's Office is unable to provide an interpretation of their contents.

File No.: 20-OP-187916
Municipality: City of Toronto
Subject Lands: Yonge-Eglinton Area, City of Toronto

Date of Decision: June 5, 2019
Date of Notice: June 5, 2019

NOTICE OF DECISION

With respect to an Official Plan Amendment Section 26 and subsection 17(34) of the Planning Act

A decision was made on the date noted above to approve Official Plan Amendment 405 for the City of Toronto, adopted by By-law No. 1284-2018, subject to one hundred and ninety-four (194) modifications.

Purpose and Effect of the Official Plan Amendment

The purpose of Official Plan Amendment 405 to make changes to Section 2.2.2, Map 3, Map 17 and Chapter 7 of the City of Toronto Official Plan. The Official Plan Amendment also makes changes to Chapter 6, Section 21; the Yonge-Eglinton Secondary Plan. A copy of the decision is attached.

Decision Final

Pursuant to subsections 17 (36.5) and (38.1) of the *Planning Act*, this decision is final and not subject to appeal.

Other Related Applications:

N/A

Getting Additional Information

Additional information is available during regular office hours at the Ministry of Municipal Affairs and Housing at the address noted below or from The City of Toronto.

Ministry of Municipal Affairs and Housing
Municipal Services Office – Central Ontario (MSO-C)
777 Bay Street, 13th Floor
Toronto, Ontario, M5G 2E5

Inquiries can be directed to the attention of Maya Harris, Manager, Community Planning and Development (East), MSO-C.

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DECISION

**With respect to Official Plan Amendment No. 405
to the Official Plan of the City of Toronto
Subsection 17(34) and Section 26 of the Planning Act**

I hereby approve, Amendment No. 405 to the Official Plan of the City of Toronto, adopted by By-law No. 1284-2018, subject to the following modifications:

Amendment 405 to the Official Plan of the City of Toronto

1. The Amendment 405 to the Official Plan of the City of Toronto, number 1 is deleted in its entirety and replaced with:

“Section 2.2.2 Centres: Vital Mixed Use Communities of the Official Plan is amended by deleting the non-statutory text related to *Yonge-Eglinton Centre* and replacing it with the following:

Yonge-Eglinton Centre is situated in Midtown Toronto with a more central location in Toronto's transit network than the other *Centres*. The *Centre* is at the crossroads of the Yonge subway line and the Eglinton Crosstown light rapid transit line, both of which bisect the City. At this strategic location, the *Centre* serves as a major residential area, employment centre and an important institutional, retail and entertainment destination, highly accessible for a large segment of Toronto. *Yonge-Eglinton Centre* incorporates a variety of streetscapes and neighbourhoods in a compact form. The diverse mix of uses, range of housing options and conveniently accessible transportation options, community facilities, parks and open spaces are enjoyed by a growing residential population and contribute to a complete and liveable community.

Yonge-Eglinton Centre will continue to prosper as a dynamic live-work district. The *Centre* will be marked by tall buildings and an intense concentration of office, retail, institutional and residential uses at the Yonge-Eglinton intersection. The scale and intensity of development will transition down in all directions. New mixed-use development on Yonge Street, Eglinton Avenue and Mount Pleasant Road will contribute to the public realm on these busy streets and broaden the area's offering of stores, services and community facilities. The Mount Pleasant Transit Station will serve as a secondary focal point in the *Centre's* east end. Residential development in the *Apartment Neighbourhoods* north and south of Eglinton Avenue will complement the area's green, landscaped character and the variety of building types and contribute to the area's diverse housing options. The *Centre's* intensity will be balanced with generously landscaped, enhanced

public realm and new parks and open spaces. Improvements to the active transportation and transit networks will expand safe and convenient travel options inside and into this well-connected *Centre*.”

Schedule “III” to Amendment No. 405

2. Policy 1.1.1 is modified by deleting the first two paragraphs in their entirety and replacing with:

“Midtown Toronto combines many of the best qualities of Toronto. Historic main streets connect with busy mixed-use nodes, apartment neighbourhoods in landscaped settings, quaint tree-lined side streets, a variety of parks and tranquil ravines. Local businesses, institutions and community services are located within convenient walking distance and are accessible to people from across the city by transit. These assets contribute to Midtown’s vibrancy and will assist in continuing to attract new residents, workers, visitors and investors to Midtown.

Midtown will continue to be an inclusive and social place, with a full range of housing options to support a diverse population. New buildings are compatible with the character and varied scale of Midtown’s different character areas, conserve heritage attributes and contribute to a high-quality public realm. There will be a balance of both residential and non-residential growth to support a strong economy and vibrant live-work neighbourhoods. Midtown will continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another.”

3. Policy 1.2.1 is modified by:

- i. Deleting bullet “b” and “c” in their entirety and replacing with:

- “b. **Green and Resilient:** Midtown will be defined by its green, 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. New buildings, parks, open spaces and *green infrastructure* projects will contribute to improving air and water quality, supporting biodiversity, minimizing the urban heat island effect and fostering resilient infrastructure and communities;”
- c. **Connected:** Midtown will have a connected mobility network, which will improve mobility and accessibility for people of all ages and abilities. Access to transit stations that connect residents, workers, students and visitors with the broader city will be improved. Midtown

will be a transit-supportive place with a mix of land uses that prioritizes walking, cycling and taking transit and reduces auto-dependency. Streets will be designed to move people more efficiently, with more space allocated to pedestrian, cycling and transit infrastructure. 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; and”

ii. Adding a new bullet “e”:

- “e. **Transit optimization:** the development of Midtown will integrate land use planning with planning and investment in infrastructure and *community service facilities*, including integrated service delivery through community hubs, by all levels of government. This Plan recognizes rapid transit as a first priority for major transportation investments. Midtown seeks to align rapid transit with growth by directing growth to major transit station areas and the *Yonge-Eglinton Centre*. To optimize provincial investments in rapid transit, this Plan also identifies priority transit corridors and provides detailed planning for major transit station areas on these corridors to support planned service levels.”

4. Policy 1.3.2 is modified by deleting the first paragraph in its entirety and replacing with:

“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 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 of each Village consist of:”

5. Policy 1.3.3 is deleted in its entirety and replaced with:

“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 a generously-scaled landscaped setting. Infill development and redevelopment will be designed and located to complement the existing built form fabric and to provide for adequate sunlight on streets, parks and open spaces. Anticipated building heights

within the Midtown Apartment Neighbourhoods will vary recognizing the different character of each area:

- a. the Erskine and Keewatin Character Area is and will continue to be a stable residential area. Low- and mid-rise incremental infill development with interspersed tall buildings will be the predominant form of development in the area to renew the rental stock and improve amenities for area residents. Landscaped spaces will be encouraged for use by residents and visitors;
- b. the Redpath Park Street Loop Character Area is a dense yet distinctly green and residential area that consists of towers and a variety of housing types. New development will complement the scale of the historic walk-up apartment buildings and provide for adequate sunlight and sky view. The heights of new buildings will generally decrease in all directions from the Yonge-Eglinton Crossroads and Mount Pleasant Station Character Areas. The Park Street Loop will be a lush, green multipurpose promenade connecting significant parks, open spaces and civic buildings. New and existing buildings, together with the Loop and the Midtown Greenways, will support a public realm that is inviting and green;
- c. the Soudan Character Area is characterized by apartment buildings of a consistent height located within an open space setting. New development will be compatible with this character, coupled with new mid-rise buildings and appropriate spacing between tall buildings. A series of parks along Soudan Avenue will provide sunny community spaces in the centre of Midtown; and
- d. the Davisville Character Area consists of a diversity of tall buildings, mid-rise buildings and townhouses set within landscaped private spaces. New mid-rise buildings and tall buildings will be compatible with the area's physical character and support adequate sunlight and sky view."

6. Policy 1.3.4 is modified by:

- i. Deleting the first paragraph in its entirety and replacing with:

"The Midtown Apartment High Streets are distinct residential areas oriented along major streets between the Midtown Villages and Cores. Incremental infill development and redevelopment 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. The character of each Apartment High Street will be as follows:"

ii. Deleting bullet "a" and "c" in their entirety and replacing with:

- "a. the Eglinton Park Character Area's early 20th century, low-rise walk-up apartment buildings frame Eglinton Avenue. New development comprised generally of low-rise walk-up apartment buildings will fill in missing links, with mid-rise buildings marking either end of the High Street;
- c. the Eglinton East Character Area is characterized by distinct, mid-century mid-rise pavilion buildings and apartment towers, generously set back from streets and other buildings and surrounded by open space. New 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; and"

7. Policy 1.3.5 is deleted in its entirety and replaced with:

"The Midtown Cores are vibrant mixed-use areas centred around Midtown's transit stations. The Cores will continue to function as mixed-use nodes, including office, institutional, residential and cultural uses. The intensity of development will differ between the Cores. The scale and form of intensification will be generally less in Davisville Station, Mount Pleasant Station and Bayview Focus Area 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. The character of each Core will be as follows:

- a. the Yonge-Eglinton Crossroads Character Area is the centre of activity in Midtown with office, retail and high-rise residential development. 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 gradual transition down in building heights in all directions;

- b. the Davisville Station Character Area is a retail and office node centred around the Davisville subway station. The area will transform into a vibrant mixed use, transit-oriented node with new and improved squares and plazas as part of the sequence of squares along Yonge Street. New tall buildings will frame the Yonge Street and Davisville Avenue intersection. 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;
- c. 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 buildings and tall buildings 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; and
- d. the Bayview Focus Character Area is Midtown's eastern-most Core and will be predominantly characterized by mid-rise buildings punctuated with tall buildings in proximity to the new transit station, which will also support the expansion of office, residential and retail development in the area, creating a mixed-use, transit-oriented node."

8. Policy 1.3.6 is deleted in its entirety and replaced with:

"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 vary dramatically from other Character Areas. The character of each Midtown Special Place will be as follows:

- a. the Eglinton Green Line Character Area will be a vibrant and dense 21st century live-work business district anchored by the iconic Green Line open space. Existing office buildings and underutilized sites will be transformed by new and modernized office and mixed-use buildings. 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;

- b. 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- Eglinton intersection. 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. New public parks and other spaces connecting with the Square's civic buildings will create a unique destination for civic events;
- c. 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 east of Henning Avenue will reinvigorate this section of Eglinton Avenue, and contribute to a renewed Eglinton Avenue streetscape and employment offerings in Midtown;
- d. 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; and
- e. 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 be compatible with the scale and character of existing buildings and the 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 a wide, tree-lined pedestrian promenade that will be achieved over time to support pedestrian activity and reinforce the Pailton Crescent commercial cluster as a lively, local destination.”

9. Policy 2.1.1 is deleted in its entirety and replaced with:

“Not all areas within the Secondary Plan area will experience the same levels of intensification. The intensity of development, building types, heights and land uses are set out in this Plan to ensure that:

- a. Midtown is a *complete community* that offers and supports opportunities for people of all ages and abilities to conveniently access the necessities of daily living;
- b. the vitality and liveability of Midtown’s collection of character areas is maintained, inclusive of the areas designated *Mixed Use Areas* and *Apartment Neighbourhoods*;
- c. development and infrastructure are planned in tandem; and
- d. the built form of development is transit-supportive, compatible with surrounding areas and meets the desired character of the area in which a development is located.”

10. Policy 2.1.2 is deleted in its entirety and replaced with: “Not applicable.”

11. Policy 2.1.3 is deleted in its entirety and replaced with:

“The stability of *Neighbourhoods* will be generally maintained while introducing opportunities for compatible intensification to contribute to a diversity of building and housing types in suitable locations. *Neighbourhood* designated lands suitable for the introduction of more intensive low-rise buildings, such as semi-detached, duplexes, triplexes, townhouses, stacked townhouses and low-rise apartment buildings, are identified for lands designated *Neighbourhoods “A”* and *“B”*. Development in all other *Neighbourhood* designated lands will be generally in accordance with the Official Plan’s development criteria for *Neighbourhoods*, while encouraging for compatible intensification where appropriate.”

12. Policy 2.1.4 is deleted in its entirety and replaced with: “Not applicable.”

13. Policy 2.2.1 is modified by deleting bullet “b” in its entirety and replacing with:
- “b. *community service facilities* which are buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. *Community service facilities* include recreation, community centres, libraries, child care, and spaces for the provision of public health services, human services, cultural services and employment services;”
14. Policy 2.2.2 is deleted in its entirety and replaced with:
- “Planning for infrastructure will occur in an integrated manner and should involve leveraging infrastructure investment to direct growth and development. Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in major transit station areas.”
15. New policy 2.2.3 is inserted as: “Development will proceed in tandem with the provision of infrastructure by the City.”
16. Policy 2.3.1 is modified by deleting bullets “a” and “d” in their entirety and replacing with:
- “a. major centre of economic activity with a concentration of existing and new office uses and other value-added employment sectors along Yonge Street and Eglinton Avenue;
 - d. a residential area, with a collection of residential and mixed-use neighbourhoods with varied characters and scales as set out in this Plan that support a diverse population.”
17. Policy 2.4 is deleted in its entirety and replaced with:
- “2.4.1 Map 21-3 identifies Midtown’s transit station areas and their respective boundaries. The boundaries of the Midtown Transit

Station Areas, will include areas within 250-500m radii of stations and maximize the size of the area and the number of potential transit users within walking distance of each station. These areas will be planned to accommodate higher density development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels.

- 2.4.1.1 All Midtown Transit Station Areas will be planned and designed to be transit-supportive and to achieve multi-modal access to stations and connections to major trip generators.
- 2.4.1.2 Within all Midtown Transit Station Areas, development will be supported, where appropriate, by:
 - a. planning for a diverse mix of uses to support existing and planned transit service levels
 - b. fostering collaboration between public and private sectors
 - c. providing alternative development standards
 - d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities
- 2.4.1.3 The highest density of development shall be located in close proximity to existing or proposed higher order transit stations. Where possible, development that is integrated into the transit station will be encouraged in order to optimize investments in transit infrastructure.
- 2.4.2 Three types of Midtown Transit Station Areas are identified:
 - a. Transit Nodes are defined geographies with clusters of uses and varying levels of development intensity. Transit Nodes include:
 - i. a Station Area Core zone, which includes the transit station(s), residential intensification, a concentration of office uses and collectively greater intensity than in the Secondary Zones; and
 - ii. a Secondary Zone that supports transit-supportive development in a compact urban form and a mix of uses in Midtown. The intensity of development will generally be less than the Station Area Core. Development will

generally transition down in height and scale to surrounding Built-up Zones; and

iii. Areas within 250-500m radii of the transit station which will include transit-supportive development

b. Transit Corridors are oriented along major transit routes. The corridors will consist of buildings that are designed to be compatible with the character of the respective Character Areas and transition to surrounding areas.

2.4.3 Each Midtown Transit Station Area includes a Built-up Zone. Built-up Zones are areas where incremental infill development and redevelopment at low or modest intensity will be permitted where reasonable.

2.4.4 Existing and new development in each Midtown Transit Station Area will collectively achieve or exceed the minimum density targets as identified below:

- a. 600 residents and jobs per hectare for the Yonge-Eglinton Transit Station Area;
- b. 350 residents and jobs per hectare for the Davisville and Mount Pleasant Transit Station Areas; and
- c. 200 residents and jobs per hectare for the Leaside, Chaplin and Avenue Transit Station Areas.

Individual development within a Midtown Transit Station Area is not required to meet the minimum density target. The minimum density target for the entire Midtown Transit Station Area will be achieved and ultimately exceeded based on all existing uses and new development over the long-term horizon of this Plan.”

18. Policy 2.5.1 is modified by deleting bullet “c” in its entirety and replacing with:

- “c. support a prosperous economy and transit investments and provide for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.”

19. Policy 2.5.2 is modified by deleting the first paragraph in its entirety and replacing with:

“Map 21-4 identifies the land use designations in the Secondary Plan area. Land use designations for all other areas will generally be in accordance with the Official Plan. The land uses in the policies below have the following meanings:”

20. Policy 2.5.3 is deleted in its entirety and replaced with:

“Mixed Use Areas “A” are Midtown’s premier locations for intensification, including residential, major office and other employment uses. A broad mix of residential, retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Parks and open spaces are also permitted. Single-use residential buildings, stand-alone retail stores and vehicle-related uses will not be permitted.”

21. Policy 2.5.4 is deleted in its entirety and replaced with:

“Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide 100 per cent replacement of any existing office gross floor area located on the site.”

22. Policy 2.5.5 is deleted in its entirety and replaced with:

“All or a portion of the office gross floor area required in Policy 2.5.4 may be transferred to a receiving site within the Midtown Secondary Plan area. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:

- a. development of the required office floor area on the site would result in a built form that would not meet the policies of this Plan;
- b. the built form on the receiving site meets the policies of this Plan; and
- c. the non-residential gross floor area on the receiving site is secured prior to, or concurrent with, any residential gross floor area on the donor site.”

23. Policy 2.5.6 is deleted in its entirety and replaced with:

"Mixed Use Areas "B" consist of residential, office and civic clusters around transit stations and along Yonge Street, Eglinton Avenue West and Merton Street. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted, except that residential uses will not be permitted on the north side of Eglinton Avenue West between Edith Drive and Henning Avenue. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted."

24. Policy 2.5.7 is deleted in its entirety and replaced with:

"Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide 100 per cent replacement of any existing office gross floor area located on the site."

25. Policy 2.5.8 is deleted in its entirety and replaced with:

"All or a portion of the office gross floor area required in Policy 0 may be transferred to a receiving site within the Midtown Secondary Plan area. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:

- a. development of the required office gross floor area on the site would result in a built form that would not meet the policies of this Plan;*
- b. the built form on the receiving site meets the policies of this Plan; and*
- c. the non-residential gross floor area on the receiving site is secured prior to, or concurrent with, any residential gross floor area on the donor site."*

26. Policy 2.5.9 is deleted in its entirety and replaced with:

"Mixed Use Areas "C" include commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of residential,

retail and service, office, institutional, entertainment and cultural uses will be permitted. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.”

27. Policy 2.5.12 is deleted in its entirety and replaced with:

Neighbourhoods “A” include lands where incremental low-rise intensification can contribute to a diversity of building and housing types in Midtown. A wide variety of low-rise residential uses are generally permitted. Low-rise, local institutional uses, including *community service facilities* and schools, and parks and open spaces are also permitted.

28. Policy 2.6.1 is modified by deleting bullets “b” and “d” in their entirety and replacing with:

- “b. design for retail stores and service uses with frequent entrances and architectural detailing. Store frontages should generally appear to be five to ten metres in width to reflect historic main street lot and building fabric or to achieve the fine-grain rhythm in other areas;
- d. generally provide a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;”

29. Policy 2.6.2.b is modified by deleting sub-bullet “i” in its entirety and replacing with:

- “i. generally a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;”

30. Policy 2.6.3 is deleted in its entirety and replaced with:

“Retail stores exceeding 3,500 m² of gross floor area will not be permitted in the Secondary Plan area.”

31. Policy 3.1.1 is deleted in its entirety and replaced with:

"The public realm in Midtown supports a vibrant mixed-use community with a green landscaped character. Primary public realm objectives of this Plan are to maintain and enhance the green, landscaped character of the area, improve and expand the network of parks, open spaces and create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area."

32. Policy 3.1.3 is modified by deleting the first paragraph in its entirety and replacing with:

"Improvements to the public realm may be provided on public and private lands as part of development, in accordance with the applicable legislative framework for the provision of community benefits, and City-initiated projects. These improvements may include, but are not limited to:"

33. Policy 3.1.4 is modified by deleting the first paragraph in its entirety and replacing with:

"Pedestrian and public realm improvements will be prioritized to support the Priority and Secondary Retail Streets identified on Map 21-5 and Public Realm Moves identified on Map 21-6. In addition, the following will be prioritized, in accordance with the applicable legislative framework for the provision of community benefits:"

34. Policy 3.1.5 is modified by deleting the first paragraph in its entirety and replacing with:

"Pedestrian and public realm improvements, where provided in accordance with the applicable legislative framework for the provision of community benefits, will:"

35. Policy 3.1.7 is modified by deleting bullet "e" in its entirety and replacing with:

"e. co-ordinating and sharing access and servicing areas between properties, where possible;"

36. Policy 3.1.8 is deleted in its entirety and replaced with:

Building setbacks adjacent to public streets are intended to be landscaped spaces or, where appropriate, extensions of the public sidewalk that contribute to the character of a particular area. The setbacks will be predominantly publicly-accessible and include amenities for public and private users.

37. Policy 3.1.10 is modified by:

i. Deleting the first paragraph in its entirety and replacing with:

“City-initiated civic improvements will consider the following objectives, where applicable:”

ii. Deleting bullets “a” and “b” in their entirety and replacing with:

“a. improve and expand on existing public parks and create new parks and open spaces;

c. be compatible with the landscaped setbacks of buildings from streets in the Secondary Plan area;”

38. New policy 3.1.11 is inserted as: “The matters listed in Policy 3.1.10 may also be considered as potential community benefits, in accordance with the applicable legislative framework, as part of development applications.”

39. Policy 3.2.1 is modified by deleting the first paragraph in its entirety and replacing with:

“All civic improvements and development, where provided in accordance with the applicable legislative framework for community benefits, will advance the implementation of the Public Realm Moves shown on Map 21-6. The Public Realm Moves, detailed in Policies 3.2.2 to 3.2.12, include:”

40. Policy 3.2.2 is modified by deleting bullet “b” in its entirety and replacing with:

“b. All buildings on the north side of Eglinton Avenue between Yonge Street and Mount Pleasant Road will be reasonably set back at grade and above established grade from the property

line adjacent to Eglinton Avenue. The setback will be provided to establish high-quality pedestrian and landscaped publicly-accessible open spaces, plazas and forecourts. Space for community gatherings, patios and public art will be encouraged within the Eglinton Green Line.”

41. Policy 3.2.3 is modified by deleting bullet “b” in its entirety and replacing with:

“b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be reasonably set back at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the setback should ensure a continuous streetwall without amendment to this Plan.”

42. Policy 3.2.4 is modified by deleting bullet “b” in its entirety and replacing with:

“b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will have a reasonable setback at grade and above grade from the property line adjacent to Yonge Street. Setbacks will be increased in order to realize a square. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the setback should ensure a continuous streetwall without amendment to this Plan.”

43. Policy 3.2.5 is modified by deleting bullet “b” in its entirety and replacing with:

“b. On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be reasonably set back at grade and above established grade from the property line.”

44. Policy 3.2.6 is modified by deleting bullets “b”, “c”, and “d” in their entirety and replacing with:
- “b. A reasonable setback at grade and above established grade will be provided on all Greenway street frontages in *Mixed Use Areas* and *Apartment Neighbourhoods*.
 - c. A reasonable setback at grade and above established grade from the property line will be provided on both sides of Erskine Avenue between Yonge Street and Mount Pleasant Road.
 - d. The landscaped setbacks will provide a range of publicly-accessible spaces such as entry forecourts, gardens, and other forms of landscaped space. The landscaped setbacks will be planted with high-branching deciduous trees and understory plantings.”
45. Policy 3.2.8 is modified by deleting bullet “c” in its entirety and replacing with:
- “c. Setbacks at and above grade from the expanded Davisville Avenue right-of-way will be in accordance with the following:
 - i. a reasonable setback on the north side of Davisville Avenue between Yonge Street and Mount Pleasant Road; and
 - ii. a reasonable setback on the south side of Davisville Avenue between Yonge Street and Mount Pleasant Road.”
46. Policy 3.2.10 is modified by deleting bullet “b” in its entirety and replacing with:
- “b. Development will provide a reasonable setback at grade and above grade on both sides of the street. Additional setback depth will be provided on large sites and publicly-owned sites.”
47. Policy 3.2.11 is modified by deleting bullets “b” and “c” in their entirety and replacing with:

- "a. Balliol Street is characterized by tall buildings and will continue to be a pleasant and tranquil connection for pedestrians through the Yonge-Davisville area and a landscaped setting for apartment buildings.
- b. Development on both sides of the street will provide a reasonable setback at grade and above grade to support landscaping, including tree and understory plantings, forecourts and POPS."

48. Policy 3.3.1 is modified by deleting the first paragraph in its entirety and replacing with:

"Public parks have an intrinsic role in shaping the urban landscape, creating a healthy, connected city, and contributing to placemaking, liveability and resiliency. They are essential elements of complete communities. New public parkland will be acquired and provided, inclusive of expanding and improving existing parks, both within and serving the Secondary Plan area, in accordance with the applicable legislative framework as part of development applications, to:"

49. Policy 3.3.2 is deleted in its entirety and replaced with:

"In order to satisfy the need for parks and open space and to improve the quantity, quality, form and distribution of parks and publicly-accessible open spaces within the Secondary Plan area, in accordance with the applicable legislative framework as part of development applications, the City will:

- a. secure land for new public parkland in all areas of the Secondary Plan area and improve existing parkland, including the parkland priority improvements identified below and on Map 21-8;
- b. work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including privately-owned publicly-accessible spaces that support and are integrated with the Public Realm Moves; and
- c. encourage the consolidation and acquisition of sites in the Soudan Avenue Priority Public Park Area identified on Map

21-8 with the objective of creating larger, contiguous park spaces.”

50. Policy 3.3.5 is modified by deleting the first paragraph of bullet “d” in its entirety and replacing with:
 - “d. Proposed Public Parks that will be acquired and/or secured by the City over time. Parks have been strategically identified and conceptually located to:”
51. Policy 3.3.6 is modified by deleting the final paragraph below bullet “b” in its entirety.
52. Policy 3.3.8 is deleted in its entirety and replaced with: “Not applicable.”
53. Policy 3.3.17 is modified by deleting bullet “a” in its entirety and replacing with:
 - “a. the applicable legislative framework under the *Planning Act*,”
54. Policy 3.3.18 is deleted in its entirety and replaced with: “Not applicable.”
55. Policy 3.3.19 is deleted in its entirety and replaced with: “Not applicable.”
56. Policy 3.3.20 is deleted in its entirety and replaced with: “Not applicable.”
57. Policy 3.3.21 is deleted in its entirety and replaced with: “Not applicable.”
58. Policy 3.3.22 is modified by deleting the first paragraph in its entirety and replacing with:
 - “Any parkland conveyed to and/or secured by the City will:”

59. Policy 3.3.23 is deleted in its entirety and replaced with: "Not applicable."
60. Policy 3.3.24 modified by:
- i. Deleting bullet "c" in its entirety and replacing with: "Not applicable"
 - ii. Deleting bullet "f" in its entirety and replacing with:
 - "f. avoid locating loading and servicing areas adjacent to public parks, where possible."
61. Policy 3.3.25 is deleted in its entirety and replaced with:
- "Other open spaces, such as privately-owned publicly-accessible spaces (POPS), where provided in accordance with the applicable legislative framework regarding community benefits, will complement Midtown's public parks and contribute to the overall parks and open space network, by providing additional opportunities for passive recreation, incorporating temporary commercial uses that animate the space, and supporting a healthy natural environment."
62. Policy 3.3.26 is deleted in its entirety and replaced with:
- "POPS within developments, where provided in accordance with the applicable legislative framework regarding community benefits, will generally:
- a. be located at grade;
 - b. be designed for users of all ages and abilities;
 - c. be sited in visible locations;
 - d. be sited and designed to be seamlessly integrated and connected into the broader public realm;
 - e. consider opportunities for temporary commercial uses that animate the space;
 - f. include new trees, public art, seating, landscaping and signage; and

- g. provide child-specific elements, where reasonable, if located within an *Apartment Neighbourhood* Character Area and the development is required to provide the minimum amount of large units.
- 63. Policy 4.1 is modified by deleting the first paragraph in its entirety and replacing with:

“The Midtown Mobility Network shown on Map 21-9 is intended to be a well-connected and integrated network of streets, laneways, mid-block connections and multi-use trails that will provide a variety of safe and sustainable travel choices to.”
- 64. Policy 4.2 is modified by deleting bullet “c” in its entirety and replacing with:
 - “c. support pedestrians, cyclists and transit, in addition to private automobiles.”
- 65. Policy 4.5 is modified by deleting the first paragraph in its entirety and replacing with:

“Priority Local Streets on Map 21-9 are residential connector streets that will be prioritized for improvements over time such as, but not limited to, wider sidewalks and cycling facilities. These streets will:”
- 66. Policy 4.6 is deleted in its entirety and replaced with:

“New local public streets are conceptually shown on Map 21-9 and will be considered as part of the infill or redevelopment of sites where reasonable to do so and in accordance with the applicable legislative framework for the provision of community benefits to break up large blocks, promote pedestrian movement and accommodate through connections. The final location, alignment and design of new local public streets will be determined through the development review process.”
- 67. Policy 4.7 is deleted in its entirety and replaced with:

"Locations of additional proposed street realignments for off-set east-west streets connecting to Yonge Street are shown on Map 21-9. The realignments will contribute to creating new open spaces and promoting more direct and convenient pedestrian connections across Yonge Street. Realignment of the streets will be pursued as opportunities arise, including through the development process in accordance with the applicable legislative framework for the provision of community benefits, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares."

68. Policy 4.8 is deleted in its entirety and replaced with:

"Map 21-9 identifies the locations of existing and potential new laneways which could provide important access to properties primarily located adjacent to Midtown's Major Streets, and that could also contribute to additional pedestrian and cyclist connectivity."

69. Policy 4.10 is deleted in its entirety and replaced with:

"Where a laneway is not feasible as a public laneway and/or does not connect to other laneways or public roads, surface public easements will be secured over private lands to secure public access to the laneway, where reasonable."

70. Policy 4.13 is deleted in its entirety and replaced with:

"Mid-block connections may be secured as part of the development of sites and within larger city blocks in accordance with the applicable legislative framework for the provision of community benefits. Conceptual locations for mid-block connections include, but are not limited to, opportunities shown on Map 21-9."

71. Policy 4.14 is modified by deleting the first paragraph in its entirety and replacing with:

"Mid-block connections provide direct, legible public access through blocks and where provided will."

72. Policy 4.15 is deleted in its entirety and replaced with:

"Where reasonable, exterior mid-block connections will be landscaped with walkways that are at least 3 metres wide to allow for easy two-way pedestrian passage."

73. Policy 4.20 is deleted in its entirety and replaced with:

"Development, where possible, and in accordance with the applicable legislative framework for the provision of community benefits, and street reconstruction will provide additional links to the cycling network and additional bicycle parking."

74. Policy 4.25 is deleted in its entirety and replaced with:

"Development in proximity to a transit station will provide improved at-grade access to the station where possible and in accordance with the applicable legislative framework for community benefits."

75. Policy 4.26 is deleted in its entirety and replaced with:

"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."

76. Policy 4.27 is deleted in its entirety and replaced with:

"Additional multi-modal infrastructure and services will be provided by the City in proximity to transit stations, including car-share, bike-share stations, enhanced bicycle parking, and/or passenger pick-up/drop-off areas, as appropriate."

77. Policy 4.31 is modified by deleting bullets "b" and "c" in their entirety and replacing with:

- "b. contribute to a more pedestrian-friendly environment by providing a buffer between pedestrians and vehicular traffic;
- c. secure space for shared mobility services, such as bike share stations and reserved spaces for car share vehicles; and"

ii. Adding new bullet "d" as:

- "d. improve accessibility and mobility for people of all ages and abilities."

78. Policy 4.34 is deleted in its entirety and replaced with:

"Pick-up and drop-off areas, loading and parking activity will be discouraged on Major Streets, wherever reasonable and practical, while considering accessibility and mobility for people of all ages and abilities, to better utilize available space in the street right-of-way."

79. Policy 5.1 is deleted in its entirety and replaced with:

"Growth and intensification will be accommodated in a variety of building types and scales suitable and appropriate to the existing and planned context of the character areas that comprise Midtown while enhancing the liveability of a building's surroundings and the spaces within the building. To achieve this, all development within the Secondary Plan area will generally reflect the following built form principles, as applicable:"

Area Structure

- a. provide a variety of building types with a range of heights to fit with the planned character, promote localized sense of place and create a distinct skyline that reinforces Midtown's location in the city's urban structure;
- b. allow for compatible low-rise development in *Neighbourhoods* and provide transition from *Mixed Use Areas* and *Apartment Neighbourhoods* through a variety of context-appropriate approaches that adequately limit shadow and privacy impacts, such as transitioning building heights, inclusive of base buildings, placing buildings in landscaped settings with building setbacks, or a combination thereof;
- c. enhance the character and form of the Midtown Villages, and be compatible with the streetwall heights, cornice lines, narrow frontages and the provision of other architectural detailing and finishes that are compatible with the heritage character;

Public Realm, Open Space and Walkability

- d. contribute to Midtown's green, landscaped character by ensuring high-quality landscaping at grade, providing appropriate spacing and separation between tall buildings where these are permitted, and ensuring mid-rise buildings and the base of tall buildings have a scale that is compatible with the existing and planned character of the area;
- e. promote active street life and "eyes on the street" by ensuring buildings frame and animate streets, parks and open spaces, with active uses at grade, windows to allow for a two-way visual exchange, ensuring clearly defined and visible entrances from the public realm, and encouraging the highest quality of architecture and landscape architecture;
- f. strengthen connections throughout Midtown by ensuring fine-grained pedestrian circulation along street edges and between and through sites and blocks through the placement and orientation of buildings;
- g. provide public art, in accordance with the applicable legislative framework for the provision of community benefits, in visible and accessible locations to express the history of Midtown, its natural environment and its evolving cultural diversity;

Liveable and Comfortable Spaces

- h. ensure liveable and comfortable spaces that also contribute to a resilient future by locating, designing and massing buildings to mitigate the cumulative impact of multiple tall buildings, ensuring adequate access to sky view from the public realm, allowing adequate sunlight to penetrate to the street, and ensuring good wind conditions in all seasons;
- i. provide adequate access to sunlight along the Midtown Villages, Park Street Loop, Eglinton Green Line, major pedestrian routes and parks and open spaces to create great places for people to walk, shop, relax and play, having regard to the varied nature of these areas;
- j. ensure high-quality living conditions through the provision of well-designed public and private open spaces, interior daylighting, natural ventilation and privacy;

Heritage and Civic Landmarks

- k. complement the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings to lend prominence to these resources;
- l. encourage views from the public realm to heritage resources and community destinations through the siting, location, massing and articulation of development; and
- m. provide frontage on major pedestrian routes for *community service facilities* and ensure these facilities have good visibility, access, civic prominence and clear views inward from streets, parks and mid-block connections."

80. Policy 5.2.1 is deleted in its entirety and replaced with:

"Development will conserve heritage attributes of properties designated under the *Ontario Heritage Act*."

81. Policy 5.2.2 is deleted in its entirety and replaced with:

"Development may be required to provide additional setbacks, stepbacks and stepping down of building height over and above the minimum site and urban design standards identified in this Plan in order to complement the scale and character of a cultural heritage resource on the City's Heritage Register."

82. Policy 5.2.3 is deleted in its entirety and replaced with:

"The site and urban design standards of this Plan may be altered without amendment to this Plan where a cultural heritage resource, and its three-dimensional integrity, are conserved in situ to the satisfaction of the City. For added clarity, only the site and urban design standards that would not be able to be achieved as a result of retaining a building or structure in situ, such as a landscaped setback, will be altered."

83. Policy 5.2.4 is deleted in its entirety and replaced with: "Not applicable."

84. Policy 5.3.1 is modified by deleting bullet “e” in its entirety and replacing with:
- “e. a comfortable public realm.”
85. Policy 5.3.2 is deleted in its entirety and replaced with: “Not applicable.”
86. Policy 5.3.3 is deleted in its entirety and replaced with: “Not applicable.”
87. Policy 5.3.4 is deleted in its entirety and replaced with:
- “Setbacks will be compatible with the building line of other adjacent properties and on both sides of the street where applicable.”
88. Policy 5.3.5 is deleted in its entirety and replaced with:
- “The urban design standards set out in this Plan address a diversity of building types and forms. Development will harmonize with neighbouring development to create a compatible pattern and rhythm along a street and/or contribute to the open space setting and character of an area:
- a. development fronting a major street in the Midtown Villages, Midtown Cores and the Eglinton Greenline, Henning and Montgomery Square will contribute to creating a consistent and continuous streetwall in the respective Character Area; and
 - b. development located in the Midtown Apartment Neighbourhoods, Midtown Apartment High Streets and balance of the Midtown Special Places where existing buildings are, or will be, set in a landscaped setting will provide appropriate setbacks on all sides of a building, inclusive of side yard setbacks.”
89. Policy 5.3.6 is deleted in its entirety and replaced with:

“Buildings will have horizontal and vertical articulation to be compatible with the scale, rhythm and pattern of existing streetscapes and break up the mass of long, undifferentiated building frontages.”

90. Policy 5.3.7 is deleted in its entirety and replaced with:

“Midtown Low-rise buildings are buildings up to a maximum of four storeys in height and may consist of a variety of residential and non-residential buildings types, such as duplexes, triplexes, townhouses, stacked townhouses, apartment buildings, mixed-use main street buildings or institutional buildings. “

91. Policy 5.3.8 is deleted in its entirety and replaced with:

“Low-rise buildings will:

- a. support achieving the overall vision for the respective Character Area and the Public Realm Moves;
- b. encourage and enable modest intensification while contributing to a diversity of housing types in the Secondary Plan area; and
- c. respond and relate to existing low-rise neighbourhoods immediately abutting a site.”

92. Policy 5.3.9 is modified by deleting bullet “a” in its entirety and replacing with:

- “a. detached, semi-detached, duplexes, triplexes, townhouses, stacked townhouses and low-rise apartment buildings and local institutional buildings in the Montgomery Square, Davisville Community Street and Bayview Focus Area Character Areas;”

93. Policy 5.3.10 is modified by deleting bullet “b” in its entirety and replacing with:

- “b. have well-designed entrances and transitions from the public to private realm which will include reasonable setbacks at grade and architectural and landscape cues.”

- 94. Policy 5.3.11 is deleted in its entirety and replaced with:

“For sites fronting onto a Public Realm Move identified in Section 3.2 and Map 21-6, 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. Hardscaping will be limited.”

- 95. Policy 5.3.12 is deleted in its entirety and replaced with:

“Entrances to individual units and/or primary entrances of apartment buildings will generally be directly accessible from a public street or laneway, or publicly-accessible mid-block connection to ensure high-quality streetscapes and public safety. Backlotting buildings and/or units along public streets, in front of parks, within larger sites and adjacent to existing buildings is discouraged.”

- 96. Policy 5.3.14 is deleted in its entirety and replaced with:

“Where multiple buildings and/or units are located on a site, they will be sited to achieve front to front and back to back relationships to other buildings. Appropriate facing distances between units will also be provided to allow for adequate access to sunlight, daylighting within the interior of units, sky view and privacy.”

- 97. Policy 5.3.15 is deleted in its entirety and replaced with:

“Generally, sites located in the Mount Pleasant North and Davisville Community Street Character Areas adjacent to *Neighbourhood* designated lands will provide an appropriate setback at the rear of the property, inclusive of any existing laneways. Where possible, a sufficient setback should be provided that can accommodate a laneway and landscaped buffer.”

98. Policy 5.3.16 is deleted in its entirety and replaced with:

“Generally, low-rise buildings will be massed to complement the historic character of an area and/or to enable a vibrant main street character. Buildings in the Mount Pleasant North Character Area will be required to stepback above the second storey.”

99. Policy 5.3.17 is deleted in its entirety and replaced with:

“Generally, buildings greater than three storeys in height will provide a stepback above the third storey adjacent to *Neighbourhood* designated lands to provide a transition in height and ensure privacy and sky view.”

100. Policy 5.3.18 is deleted in its entirety and replaced with:

“Midtown Mid-rise buildings are buildings with a range of permitted building heights of generally between five to twelve storeys depending on the Character Area and in consideration of public realm objectives, the space between buildings and street proportion, sunlight conditions on the public realm, transition to low-rise areas, and fit with the desired character for the respective Character Area.”

101. Policy 5.3.19 is deleted in its entirety and replaced with:

“Mid-rise buildings will generally provide a stepback along all street frontages to be compatible with existing character. Stepbacks will generally be required:

- a. above the second storey in the Midtown Villages, and the Davisville Station (properties located north of Davisville Avenue), Montgomery Square, Mount Pleasant North and Mount Pleasant Station Character Areas; and
- b. above the fourth storey on *Mixed Use Areas* designated lands in the Eglinton Park Character Area.”

102. Policy 5.3.20 is deleted in its entirety and replaced with:

“Building stepbacks along all street frontages will be utilized to achieve a continuous and consistent streetwall or rhythm of buildings and open spaces along the street edge, provide good proportion between buildings and provide for adequate sunlight on sidewalks. Stepbacks will generally be required:

- a. above the sixth storey in the Mount Pleasant Station, Bayview-Leaside, Mount Pleasant South, Mount Pleasant Gateway and Eglinton Green Line Character Areas, as well as in the Bayview Focus Character Area except along Roehampton Avenue where buildings will step back above the fourth storey;
- b. above the fourth commercial storey in the Henning Character Area; and
- c. above the seventh storey in the Yonge Street North, Yonge Street South, Yonge-Eglinton Crossroads, Eglinton Way and Davisville Station Character Areas.”

103. Policy 5.3.21 is deleted in its entirety and replaced with:

“Mid-rise buildings in the Apartment Neighbourhood Character Areas will generally provide stepbacks as follows:

- a. above the fourth storey in the Redpath Park Street Loop and Erskine and Keewatin Character Areas; and
- b. above the sixth storey in all Apartment Neighbourhood Character Areas.”

104. Policy 5.3.22 is deleted in its entirety and replaced with:

“Mid-rise buildings in the Eglinton East Character Area will generally provide a step back above the seventh storey”

105. Policy 5.3.23 is deleted in its entirety and replaced with:

“Mid-rise buildings may be required to be set back along side streets to provide transition to the front yard setback of adjacent residential properties and/or to complement the landscaped character or historic conditions of respective Character Areas.”

106. Policy 5.3.24 is deleted in its entirety and replaced with:

“Mid-rise buildings may be required to step back the mass of buildings for sites with side street frontage to allow for adequate sunlight on the sidewalk(s) of side streets. The massing and stepbacks will ensure good proportion between mid-rise buildings on either side of the side street.”

107. Policy 5.3.25 is deleted in its entirety and replaced with: “Not applicable.”

108. Policy 5.3.26 is deleted in its entirety and replaced with:

“Mid-rise buildings will provide for a stepping down of heights to the rear setback line for properties that abut lands designated *Neighbourhoods*, inclusive of any existing public laneways, except in the Henning Character Area where mid-rise office and commercial buildings exist and are permitted.”

109. Policy 5.3.27 is deleted in its entirety and replaced with:

“In instances where the rear of the property is at a different grade level than the primary street frontage, the required stepping should be taken from the lowest grade elevation of the adjacent property located along the rear property line.”

110. Policy 5.3.28 is deleted in its entirety and replaced with:

“In Midtown, there are three variants of tall buildings:

- a. a residential or mixed-use tall building consisting of three parts: a base building, middle (tower) and top;
- b. free-standing tall buildings with no base buildings in a landscaped setting; and
- c. non-residential tall buildings.”

111. Policy 5.3.29 is deleted in its entirety and replaced with: "Not applicable."
112. Policy 5.3.30 is deleted in its entirety and replaced with: "Not applicable."
113. Policy 5.3.31 is deleted in its entirety and replaced with:
- "The siting and placement of tall buildings, and particularly the tower (middle) portion of the tall building, on a site will:
- a. take into account other adjacent sites;
 - b. provided adequate access to sunlight and sky view from the public realm; and
 - c. take into account the comfort of sidewalks, parks and open spaces and outdoor areas associated with *community service facilities* and schools."

114. Policy 5.3.32 is deleted in its entirety and replaced with: "Not applicable."

115. Policy 5.3.33 is deleted in its entirety and replaced with:

"Base buildings of tall buildings will be designed to generally achieve the following principles:

 - a. be compatible with the scale and proportion of adjacent streets;
 - b. fit harmoniously within the existing and planned context of neighbouring streetwall heights;
 - c. be compatible with the height, scale and built form character of the existing and planned context of both streets when located on a corner lot;
 - d. animate and promote the use of adjacent streets, parks and open spaces by providing active uses at grade and multiple entrances;
 - e. incorporate windows at grade adjacent to streets, parks and publicly-accessible open space;

- f. be compatible with neighbouring buildings through design, articulation and use of the ground floor; and
- g. provide a transition in scale for the base building height down to adjacent lower-scale planned contexts.”

116. Policy 5.3.34 is deleted in its entirety and replaced with:

“Base buildings of tall buildings will generally not exceed a maximum height of:

- a. four storeys in the Apartment Neighbourhood Character Areas;
- b. five storeys in the Merton Street Character Area;
- c. six storeys in the Mount Pleasant Station, Montgomery Square and Henning Character Areas;
- d. eight storeys in the Yonge-Eglinton Crossroads, Davisville Station and Eglinton Green Line Character Areas; and
- e. eight storeys in the Bayview Focus Area.”

117. Policy 5.3.35 is deleted in its entirety and replaced with:

“Base buildings of tall buildings will generally stepback along street frontages at certain heights to:

- a. achieve compatibility with existing and/or planned character, such as maintaining or establishing cornice lines;
- b. ensure a consistent and/or compatible streetwall within the Character Area and to adjacent Character Areas on the same street;
- c. provide good proportion between buildings; and
- d. provide adequate sunlight on sidewalks.”

118. Policy 5.3.36 is deleted in its entirety and replaced with:

“Base buildings of tall buildings will generally stepback along street frontages as follows:

- a. above the second storey in the Davisville Station (properties north of Davisville Avenue), Montgomery Square and Mount Pleasant Station Character Areas;
- b. above the fifth storey in the Henning and Mount Pleasant Station Character Areas;
- c. above the sixth storey in the Eglinton Green Line and Bayview Focus Character Areas; and
- d. above the seventh storey in the Yonge-Eglinton Crossroads and Davisville Station Character Areas.”

119. Policy 5.3.37 is deleted in its entirety and replaced with:

“Additional stepbacks and/or terracing of building mass will be encouraged in the Eglinton Green Line Character Area to complement the Eglinton Green Line open space.”

120. Policy 5.3.38 is deleted in its entirety and replaced with:

“Additional storeys may be permitted for the base buildings of tall buildings, without an amendment to this Plan, provided:

- a. additional storeys step back from all sides of the base building. The middle (tower) of the tall building may, likewise, be required to be further stepped back; and
- b. the applicant demonstrates that there will be no unacceptable shadow impacts created on the public realm.”

121. Policy 5.3.39 is deleted in its entirety and replaced with:

“a. The middle (tower) portion of a tall building, inclusive of balconies, will step back from the face of the base building along all street, park and open space frontages.”

122. Policy 5.3.40 is deleted in its entirety and replaced with: "Not applicable."
123. Policy 5.3.41 is deleted in its entirety and replaced with:
- "The middle (tower) floor plate of residential tall buildings and the residential portion of mixed-use tall buildings will generally have slender proportions and not exceed 750 m². Increases to the floor plate size may be considered without amendment to this Plan when it is demonstrated that the impacts of the larger floor plate, including but not necessarily limited to pedestrian comfort, shadow, transition, sky view and wind, can be appropriately addressed."
124. Policy 5.3.42 is deleted in its entirety and replaced with:
- "Balconies on tall buildings will be designed and arranged to limit their physical and visual impacts."
125. Policy 5.3.43 is deleted in its entirety and replaced with:
- "The floor plate for a non-residential tall building may be permitted to exceed 750 m² in recognition of their significant economic benefits, their contribution towards ensuring a mix of uses in Midtown and to enable a viable interior layout."
126. Policy 5.3.44 is deleted in its entirety and replaced with:
- "Tall middle (tower) portion of a tall building should generally be oriented in a north-south orientation and massed to minimize shadow impacts on the public realm."
127. Policy 5.3.45 is deleted in its entirety and replaced with:
- "In order to achieve good sky view and sunlight, as well as to contribute to the desired character of an area, the minimum tower separation distances between residential tall buildings will be specified in an implementing zoning by-law."

128. Policy 5.3.46 is deleted in its entirety and replaced with: “Not applicable.”
129. Policy 5.3.47 is deleted in its entirety and replaced with: “Not applicable.”
130. Policy 5.3.49 is deleted in its entirety and replaced with:
- “Infill development will be designed to generally achieve the following principles:
- a. support the Public Realm Moves, parks and other public realm objectives of this Plan, and contribute to a good quality of life for both new and existing residents;
 - b. support the area-wide open space network by conserving and/or replacing landscaping and walkways;
 - c. improve pedestrian circulation through blocks by formalizing informal circulation routes, encouraging publicly-accessible mid-block connections, and locating grade-related units to front onto these connections;
 - d. reduce or eliminate surface parking and front yard drop-off driveways, and, where reasonable, consolidate and integrate loading, servicing and delivery facilities and parking ramps within the building;
 - e. provide indoor and outdoor residential amenities and landscaping on the site. All residents, including existing residents, will be provided with access to any new amenity spaces on site;
 - f. provide for adequate sunlight to units and outdoor amenity spaces for both new and existing residents;
 - g. improve wind conditions, where reasonable; and
 - h. improve the safety and security of sites and buildings.”
131. Policy 5.3.50 is deleted in its entirety and replaced with: “Not applicable.”

132. Sub-heading above policy 5.3.51 is deleted in its entirety and replaced with:
"Midtown Apartment Neighbourhood".

133. Policy 5.3.51 is deleted in its entirety and replaced with:

"Infill development in Midtown Infill Apartment Neighbourhoods may consist of one or more of the following:

- a. a low-rise or mid rise addition to an existing apartment building;
- b. a new low-, mid-rise, and/or tall building;
- c. an addition on top of an existing apartment building;
- d. a tall building addition resulting from the partial demolition of an existing apartment building and redevelopment of the demolished portion of the building and any underutilized portion of the site with a new tall building."

The infill development potential in Midtown Infill Apartment Neighbourhoods will vary. Certain types of infill development identified above may not be suitable for specific sites if applicable site design and urban design standards cannot be satisfied."

134. Policy 5.3.52 is deleted in its entirety and replaced with:

"Low-rise and mid-rise additions to an existing apartment building will generally achieve the following principles:

- a. improve building address and create direct connections to the public sidewalk or mid-block connection;
- b. support the public realm with active building uses and frontage;
- c. provide enhanced weather protection;
- d. improve safety and mitigate wind impacts; and,
- e. achieve the other public realm objectives of this plan."

135. Policy 5.3.53 is deleted in its entirety and replaced with:

“New buildings may be permitted in Midtown Apartment Neighbourhoods subject to meeting the following additional development criteria:

- a. an appropriate separation distance is provided between the new building and the existing apartment building, any other new building or building addition, and any existing building located on an adjacent site;
- b. the building(s) are located and designed to front onto a street, public park or a mid-block connection; and
- c. where possible, required loading, parking and servicing is integrated in the new building and, shared with the facilities associated with the existing building(s) on the site.”

136. Policy 5.3.54 is deleted in its entirety and replaced with: “Not applicable.”

137. Policy 5.3.55 is deleted in its entirety and replaced with:

“Additional storeys on top of an existing apartment building may be permitted subject to meeting the development criteria for tall buildings in Policies 5.3.28 to 5.3.47 and provided that the addition is sufficiently stepped back from the edges of the existing floor plate to minimize the visual impact of the additional building mass from the street, adjacent parks, open spaces and mid-block pedestrian connections, and to minimize the loss of sky view and mitigate additional wind effects at ground level.”

138. Policy 5.3.56 is deleted in its entirety and replaced with:

“A tall building addition resulting from the partial demolition of an existing apartment building may be permitted subject to meeting applicable development criteria for tall buildings in Policies 5.3.28 to 5.3.47 and the following additional development criteria:

- a. an appropriate separation distance is provided between the tall building addition and the existing apartment building where there will be facing windows. The minimum separation distance requirement applies for the full height of the existing apartment building and above the existing apartment building;

- b. the tall building addition includes a base building component with the tower stepped back on all sides consistent with the requirements for the Character Area; and
- c. the height of the tall building addition will be determined through the development review process in consideration of the desired character of the respective Character Area.”

139. Policy 5.3.57 is deleted in its entirety and replaced with:

“Where an existing apartment building that is higher than 11 storeys is proposed to be demolished in its entirety and the site redeveloped with one or more new buildings, the site design and height, scale and type of the new building(s) will be determined through the submission of a Context Plan. At a minimum, the site and building design will generally achieve the following principles:

- a. contribute to providing a variety of building and housing types;
- b. reflect the height regime established for any tall buildings in the Character Area;
- c. meet the urban design standards of the associated Midtown building type or types for the Character Area; and
- d. provide and/or protect for new publicly-accessible connections, such as public streets, laneways and mid-block connections.”

140. Sub-heading above policy 5.3.58 is deleted in its entirety and replaced with:
“Infill Development in Midtown Apartment High Streets”.

141. Policy 5.3.58 is deleted in its entirety and replaced with:

“Infill development potential may be permitted on Apartment High Streets as a way to gradually renew the building stock and improve site conditions along Eglinton Avenue East. Any infill development will ensure compatibility with the character of the Eglinton East Apartment High Street Character Area.”

142. Policy 5.3.59 is deleted in its entirety and replaced with:

“Infill development potential on Apartment High Streets may consist of the following types of infill development where site conditions allow:

- a. a low-rise addition up to four storeys in height that is compatible in form to the character of the existing pavilion-style buildings and subject to meeting setback requirements for the Eglinton East Character Area; and
- b. an addition on top of an existing apartment building on the north and south sides of Eglinton Avenue East subject to:
 - i. stepping back the addition along the front and sides of the building above the seventh storey to reflect the planned character for the Character Area;
 - ii. stepping back the addition from the rear face of the existing building to provide transition and to adequately limit shadow and privacy impacts; and
 - iii. providing or protecting for any required laneways identified on Map 21-9, where possible, to reduce the need for vehicular access from Eglinton Avenue East and contribute to an improved public realm.”

143. Policy 5.4.2 is deleted in its entirety and replaced with:

“Infill development or development consisting of only institutional and/or cultural uses on sites designated *Apartment Neighbourhoods* are not required to meet the minimum height of four storeys in Policy 5.4.1 Institutional and cultural uses will be required to have a compact urban form and be at least two storeys in height.”

144. Policy 5.4.3 is deleted in its entirety and replaced with:

“Anticipated height ranges for each Character Area are set out below in order to provide guidance regarding the intended built form character for each Character Area. The heights of buildings for sites and/or areas will be specifically determined through rezoning applications or a City-initiated zoning by-law amendment. An Official Plan Amendment will not be required in order to achieve a greater or lesser height.

Apartment High Streets

- a. Eglinton Park: 4 to 10 storeys
- b. Mount Pleasant Gateway: 7 to 10 storeys
- c. Eglinton East: 8 to 12 storeys, with the exception of the lands within approximately 250 metres of the Mount Pleasant LRT Station, within which heights of generally 15 to 20 storeys are anticipated
- d. Mount Pleasant North: 15 to 25 storeys on the west side of Mount Pleasant Road, with heights generally decreasing with increasing distance from the Mount Pleasant LRT Station, and only low-rise heights anticipated on the east side of Mount Pleasant Road, north of Northern Secondary School

Apartment Neighbourhoods

- e. Erskine and Keewatin: 25 to 35 storeys along Erskine Avenue and 12 to 18 storeys along the south side of Keewatin Avenue, generally decreasing west to east with increasing distance from Yonge Street
- f. Redpath Park Street Loop: 35 to 50 storeys, with the tallest buildings along the south side of Roehampton Avenue and heights generally decreasing from south to north and from west to east
- g. Soudan: 20 to 35 storeys, with heights generally decreasing from north to south and from west to east
- h. Davisville: 25 to 40 storeys, with heights generally decreasing with increasing distance from the Davisville subway station

Villages

- i. Eglinton Way: 8 storeys
- j. Yonge Street North: 8 storeys, except south of Keewatin Avenue/St. Clement's Avenue where heights of generally 8 to 15 storeys are anticipated
- k. Yonge Street South: 8 to 15 storeys
- l. Mount Pleasant South: 8 storeys
- m. Bayview-Leaside: 8 storeys

Cores

- n. Yonge-Eglinton Crossroads: 35 to 65 storeys with the peak at the Crossroads and a gradual transition down in building heights in all directions

- o. Davisville Station: 30 to 45 storeys
- p. Mount Pleasant Station: 20 to 35 storeys
- q. Bayview Focus Area: 20 to 35 storeys

Special Places

- r. Eglinton Green Line: 40 to 55 storeys west of Redpath Avenue and 30 to 40 storeys east of Redpath Avenue
- s. Montgomery Square: 20 to 30 storeys, with heights generally decreasing from south to north and from east to west
- t. Henning: 15 to 35 storeys, with heights stepping down towards Edith Avenue and Orchard View Boulevard
- u. Merton Street: 14 to 40 storeys, with heights generally decreasing from north to south and from west to east with increase distance from the Davisville subway station

145. Policy 5.4.4 – 5.4.9 are deleted in their entirety and replaced with: “Not applicable.”

146. Policy 5.4.10 is deleted in its entirety and replaced with:

“On Midtown Mid-rise sites, additional storeys may be considered without an amendment to this Plan, provided the applicant demonstrates to the City’s satisfaction that:

- a. there will be adequately limited shadow impacts on any public street.
- b. the additional storeys fit within any required angular plane and will be progressively stepped back from adjacent areas designated *Neighbourhoods, Parks and Open Space Areas* and any side streets; and
- c. the additional storeys will be stepped back from the street to minimize its appearance from the street.”

147. Policy 5.4.11 is deleted in its entirety and replaced with: “Not applicable.”

148. Policy 5.4.12 is modified by deleting the first paragraph in its entirety and replacing with:

"Additional height may be considered where new direct, underground pedestrian connections are provided into a transit station subject to:"

149. Policy 5.4.13 is deleted in its entirety and replaced with: "Not applicable."

150. Policy 5.5.1 is deleted in its entirety and replaced with:

"Maximum permitted building heights for sites identified as Special Study Areas will be in accordance with heights established in the Zoning By-law or as may be determined through a comprehensive study. Development in these areas will meet all other applicable policies set out in this Plan, including but not limited to the urban design standards of the associated building type and Character Area."

151. Policy 5.6.1 is deleted in its entirety and replaced with:

"Development will be located and designed to maintain adequate access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed expansion of Redpath Avenue Parkette identified on Map 21-8. All development proposals will be encouraged to minimize net new shadows on these existing and proposed parks."

152. Policy 5.6.2 is modified by deleting the first paragraph in its entirety and replacing with:

"Development will also be located and designed to provide adequate access to sunlight on the following additional parks and open spaces:"

153. Policy 5.6.4 is deleted in its entirety and replaced with:

"For added clarity, applicants will be required to demonstrate the shadow impacts of proposed developments on the parks and open spaces in Policies 5.6.1 and 5.6.2 as measured on March 21st and September 21st between 10:18 a.m. to 4:18 p.m."

154. Policy 5.6.5 is deleted in its entirety and replaced with:

“Development will be located and designed to provide adequate sunlight on parks and open spaces have regarding to the varied nature of these areasThe height ranges and other policy directions established in this Plan result in acceptable shadow impacts. Additional attention to the massing and stepbacks of buildings may be required to ensure an adequate amount of sunlight on parks and open spaces.”

155. Policy 5.6.6 is deleted in its entirety and replaced with:

“Buildings will be sited, massed and designed to adequately limit wind impacts on the public realm. Adjustments to building design may be required to mitigate wind impact. Adjustments may relate to the form, setbacks or stepbacks of building mass. Protective screens, façade design and articulation, canopies, overhangs and other incidental add-ons or landscaping within public spaces may be utilized.”

156. Policy 5.7.1 is deleted in its entirety and replaced with:

“Indoor amenity space will be encouraged to be:

- a. located at or above grade;
- b. located in visible and accessible locations for the building's inhabitants;
- c. designed and built with high-quality and durable materials; and
- d. designed to provide elements and programming that respond to a variety of users of all ages and abilities, including but not limited to seniors and children.”

157. Policy 5.7.2 is deleted in its entirety and replaced with:

“Development will ensure that outdoor amenity spaces will be sited and designed to address the following:

- a. provide for adequate sky views and sunlight in the space;
- b. generally ensure wind conditions that are suitable for the proposed use of the outdoor amenity space;
- c. include trees and/or other landscaping, where possible; and

d. promote use in all seasons, where possible.”

158. Policy 5.7.3 is deleted in its entirety and replaced with:

“Indoor amenity space will be provided in appropriately scaled rooms, one of which will be encouraged to be directly adjacent and connected to the outdoor amenity space.”

159. Policy 5.7.4 is deleted in its entirety and replaced with: “Not applicable.”

160. Policy 5.7.6 is deleted in its entirety and replaced with: “Not applicable.”

161. Policy 6.2 is deleted in its entirety and replaced with: “Not applicable.”

162. Policy 6.3 is modified by deleting the first paragraph in its entirety and replacing with:

“Additional height in a development may be permitted equivalent to the total gross floor area of any replacement *community service facilities*, provided the following matters are provided by the owner in accordance with the applicable legislative framework for the provision of community benefits and secured to the City’s satisfaction.”

163. Policy 6.4 is deleted in its entirety and replaced with: “Not applicable.”

164. Policy 6.5 is deleted in its entirety and replaced with:

“Development may be requested to contribute to the delivery of *community service facilities* in accordance with the applicable legislative framework for the provision of community benefits:

- a. new, expanded or retrofitted space for one or more community facilities on-site, and particularly priority facilities such as, but not limited to, child care centres and/or multi-purpose community space;

- b. new, expanded or retrofitted *community service facilities* off-site within an appropriate distance; and/or
- c. a contribution towards the delivery of a specific *community service facility* that meets identified needs.”

165. Policy 6.6 is modified by deleting the paragraph in its entirety and replacing with:

“Where provided, any new *community service facilities* should be geographically distributed to ensure an appropriate range of community services and facilities that address service gaps and suitable catchment areas.”

166. Policy 6.7 is deleted in its entirety and replaced with: “Not applicable.”

167. Policy 6.8 is deleted in its entirety and replaced with:

“Development that is phased generally should include required on-site facilities as part of the first phase of development, where reasonable.”

168. Policy 6.9 is deleted in its entirety and replaced with:

“Development will be encouraged to provide space for non-profit community-based organizations that are eligible for the City’s Community Space Tenancy Policy in accordance with the applicable legislative framework for the provision of community benefits.”

169. Policy 6.10 is deleted in its entirety and replaced with:

“Development may be designed to accommodate temporary *community service facilities* until such a time as the permanent *community service facilities* are constructed and outfitted, all in accordance with the applicable legislative framework for the provision of community benefits.”

170. Policy 6.13 is deleted in its entirety and replaced with

"The Midtown Community Services and Facilities Strategy will be reviewed on a regular basis by the City, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, to:

- a. update the inventory of existing and planned facilities;
- b. determine the need for new *community service facilities* based on existing and estimated population and employment growth; and
- c. prioritize *community service facilities* in support of projected growth and changing needs."

171. Policy 7.1 is deleted in its entirety and replaced with:

"To achieve a balanced mix of unit types and sizes, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:

- a. a minimum of 15 per cent of the total number of units as 2-bedroom units;
- b. a minimum of 10 per cent of the total number of units as 3-bedroom units;
- c. an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2-bedroom and 3-bedroom units through the use of adaptable design measures."

172. Policy 7.2 is modified by deleting bullet "b" in its entirety and replacing with:

- "b. specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs."

173. Policy 7.3 is deleted in its entirety and replaced with:

“Residential units will include, where appropriate: storage space; operable windows; bedrooms that contain closets; and the provision of balconies or terraces shall be encouraged.”

174. Policy 7.4 is deleted in its entirety and replaced with:

“To provide for an appropriate range and mix of housing, housing that is affordable for low and moderate income households will be encouraged in accordance with the applicable legislative framework.”

175. Policy 8.1.1 is deleted in its entirety and replaced with:

“Development and streetscape improvements will integrate stormwater capture, trees and other plantings, where appropriate and as informed by guidelines adopted by City Council.”

176. Policy 8.1.2 is deleted in its entirety and replaced with:

“To improve resilience to area-wide power outages, development will be encouraged to provide back-up power.”

177. Policy 8.1.3 is modified by deleting the first paragraph in its entirety and replacing with:

“Development will be encouraged to contribute to biodiversity, where appropriate, by considering the following:”

178. Policy 8.2.1 is modified by deleting bullets “d” and “e” in their entirety and replacing with: “Not applicable” in each case.

179. Policy 8.3.1 is deleted in its entirety and replaced with:

“The City will ensure water, wastewater and stormwater management infrastructure will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth.”

180. Policy 8.3.2 is deleted in its entirety and replaced with:

“In some circumstances, new development will offer an opportunity to assist in reducing the negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems.”

181. Policy 9.2.1 is deleted in its entirety and replaced with:

“Infrastructure implementation strategies will be prepared by the City to address the provision of infrastructure and to advance the vision, goals and policies of this Plan.”

182. Policy 9.3.1 is deleted in its entirety and replaced with:

“As part of the development review and approvals process, a Context Plan may be required to be submitted to identify opportunities for coordinating development on multiple sites within an area in order to:

- a. identify potential public realm enhancements in accordance with the applicable legislative framework for the provision of community benefits;
- b. coordinate building placement, separation distances and building heights;
- c. demonstrate how the pattern of development and built form will implement the policies of this Plan, including but not limited to, the relevant policies applicable to a Character Area; and
- d. demonstrate the orderly development of the context area.

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

183. Policy 9.3.2 is deleted in its entirety and replaced with:

“The Context Plan will show the development and relevant conditions on the site and in the context area, which may include:

- a. co-ordinated pedestrian, cycling and vehicular accesses;
- b. co-ordinated and consolidated site circulation, loading and servicing;
- c. tree preservation and planting opportunities;
- d. opportunities for enhancing and integrating parks and open spaces;
- e. cultural heritage resources, and the approach to their conservation and/or how the proposed development mitigates impact and is sympathetic to the cultural heritage resource;
- f. the location, massing and heights of buildings;
- g. existing, planned and/or proposed *community service facilities*;
- h. the proposed layout of streets, laneways and/or mid-block pedestrian connections;
- i. the location of any transit stops and/or stations and proposed pedestrian and cycling facilities to improve connectivity to the stops and/or stations;
- j. the location for underground parking and access ramps and utilities; and,
- k. the phasing of approved and proposed development on-site and in the area.”

184. Policy 9.4 is deleted in its entirety and replaced with: “Not applicable.”

185. Policy 9.5 is deleted in its entirety and replaced with: “Not applicable.”

186. Policy 9.6.1 is deleted in its entirety and replaced with:

“The City may, in accordance with the applicable legislative framework for the provision of community benefits, request an easement on private land

to secure public access to the public realm enhancements identified in this Plan, including, but not limited to, the Public Realm Moves, and mid-block pedestrian connections and POPS secured through the development process. “

187. Policy 9.7.1 is modified by deleting the first paragraph in its entirety and replacing with:

“In order to ensure minimal disruptions to the surrounding area and good communications with neighbours of the development site during the construction period, Construction Management Plans will be required as part of the site plan control process for development in *Mixed Use Areas* and *Apartment Neighbourhoods*. The Construction Management Plans will describe, at a minimum:”

188. Policy 9.8 is deleted in its entirety and replaced with: “Not applicable.”

189. Policy 10.5 is deleted in its entirety and replaced with: “Not applicable.”

190. Policy 10.6 is deleted in its entirety and replaced with:

“City of Toronto Urban Design Guidelines adopted by City Council will continue to be used to supplement the review and evaluation of development proposals submitted in the Secondary Plan area but are not policy. Guidelines to be used will be contextually specific to the development site and type of development proposed.”

191. New policy 10.8 is inserted as: “The policies in this Plan that address the provision of community benefits are to be read with in the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation.”

192. New policy 10.9 is inserted as: “This Plan does not apply to applications for official plan amendment, zoning by-law amendment, draft plan of

subdivision or condominium approval, site plan approval, consent, or minor variance which were complete prior to the approval of this Plan and which are not withdrawn. In-force site-specific official plan and/or zoning by-law amendments shall be deemed to conform with this Plan.”

193. “Map 21-7 Setbacks Adjacent to Streets” is deleted in its entirety and replaced with: “Not applicable”.
194. “Maps 21-11 to 21-16 Permitted Building Types and Height Limits” are deleted in their entirety and replaced with: “Not applicable” in each case.

Date at Toronto this 5 of June, 2019



Marcia Wallace
Assistant Deputy Minister
Ministry of Municipal Affairs and Housing