

Midtown in Focus: Building a Liveable Yonge-Eglinton

Midtown in Focus is a comprehensive study to guide the evolution of the Yonge-Eglinton area and ensure its continued vitality and liveability. The study will result in updates to the Yonge-Eglinton Secondary Plan and the completion of infrastructure assessments focused on parks and public realm, municipal servicing, transportation and community services and facilities.

The Secondary Plan will set in place a road map for Midtown's evolution over the next 25-30 years including detailed direction for the physical development of the area and priorities for investing in and sustaining a complete, liveable community. The infrastructure assessments will ensure that infrastructure capacity keeps pace with development and supports quality of life for all in Midtown.

What is today about?

A proposed update to the Yonge-Eglinton Secondary Plan was presented to City Council in December 2017. We are now consulting on the proposed Plan and the ongoing infrastructure assessments. The final recommended Secondary Plan is anticipated to be presented to Council in May 2018. Today's open house is your opportunity to review the proposed Secondary Plan and the work-to-date on the infrastructure assessments and provide your feedback.

Open House and Workshops

The Open House will run in the Cafeteria from 9:30 a.m. to 3:00 p.m. with staff available to answer your questions.

Workshops and presentations on the Secondary Plan, Parks Plan, Transportation Assessment, and Community Services and Facilities Assessment will run in the morning and afternoon. Drop in to all of the sessions or attend the ones of most interest to you.



Visit the Midtown in Focus website to take our survey and provide your feedback on the Proposed Secondary Plan.

www.toronto.ca/planning/yongeeglinton



View north east from the Yonge-Eglinton intersection

Agenda

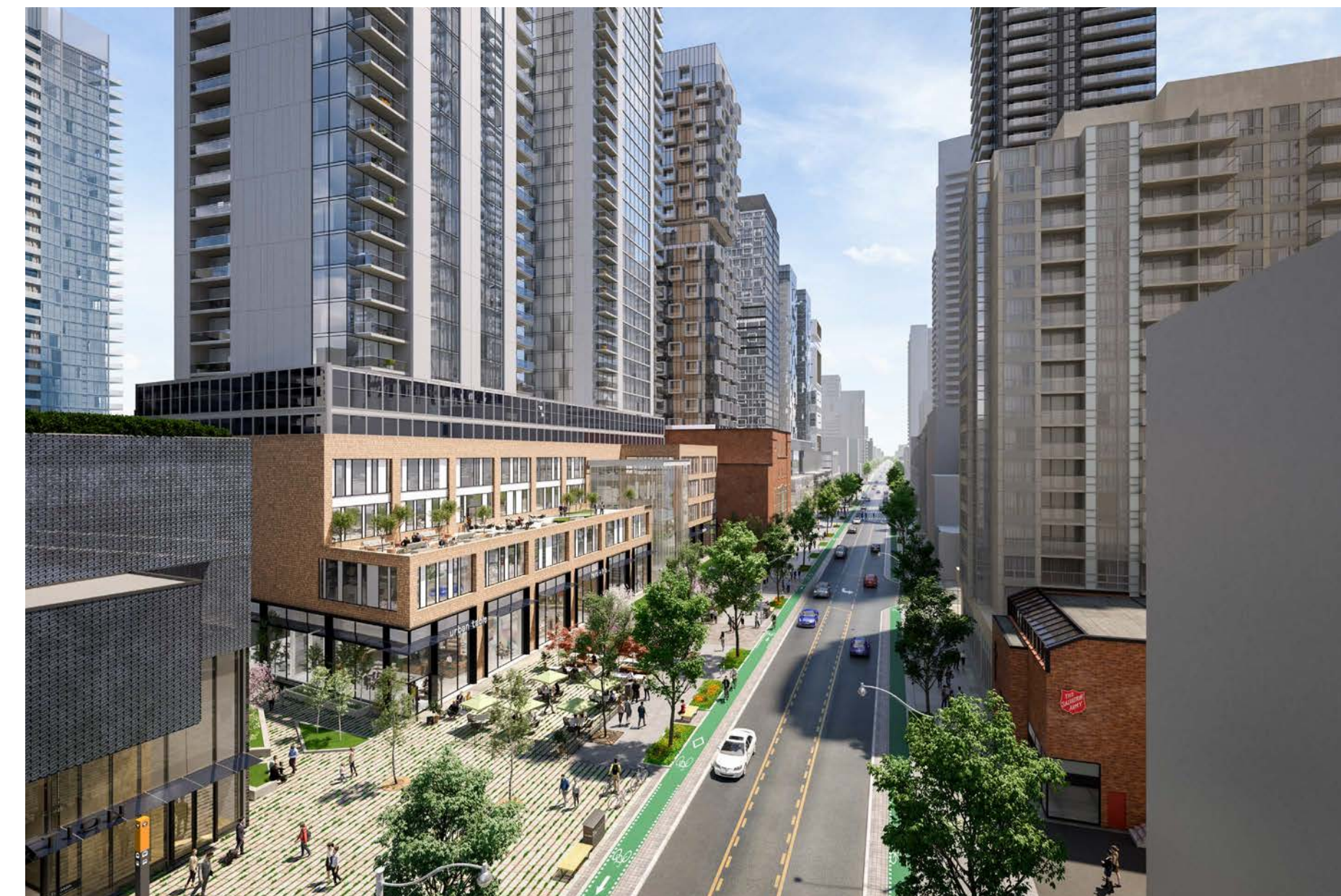
- 10:00 a.m. Welcome and Introduction (Auditorium)
- 10:30 a.m. Secondary Plan presentation (Auditorium)
Parks and Public Realm Plan workshop (Room 222)
- 11:45 a.m. Community Services and Facilities presentation (Room 223)
Transportation workshop (Room 224)
- 1:15 p.m. Secondary Plan presentation (Auditorium)
Parks and Public Realm Plan workshop (Room 222)
Community Services and Facilities presentation (Room 223)
Transportation workshop (Room 224)

Vision

Midtown Toronto combines many of the best qualities of Toronto. Historic main streets connect with busy office nodes, distinctive apartment neighbourhoods with expansive landscaped open spaces, and tree-lined side streets. Local businesses, major institutions and community services are located within convenient and close 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, visitors and investors to Midtown.

As Midtown continues to grow and evolve, the elements of a liveable and complete community will be provided in parallel with growth. Residents will be served by new, improved and expanded community services and facilities and resilient physical infrastructure. An expanded network of parks and open spaces and a beautiful public realm will be created that complements Midtown's green, landscaped setting. Transportation options will be provided for people with an emphasis on transit and active transportation.

Midtown will continue to be an inclusive and social place, with a full range of housing choices to support a diverse population. New buildings will integrate with the character and varied scale of Midtown's collection of neighbourhoods and complement the high-quality public realm. There will be a balance of both residential and non-residential growth to support a strong economy and enable live-work proximities. 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.



Clockwise from top left: Renderings of Eglinton Green Line, Yonge Street North, Park Street Loop (Broadway Avenue), Bayview-Leaside Village

Objectives

Complete Communities

Midtown will continue to be an inclusive and liveable community that supports the daily needs of people of all ages, incomes and abilities. The complete range of community services, housing choices, building types, community spaces, shopping needs, economic opportunities and parks and natural areas will be available within walking distance.

Green and Resilient

Midtown will be defined by its green, open, landscaped setting, expanded network of parks and well-designed communities that support energy and water conservation and stormwater management practices that reduce vulnerability to a changing climate. New buildings, parks and open spaces and green infrastructure projects will contribute to improving air and water quality, supporting biodiversity, minimizing urban heat island effects and fostering resilient infrastructure and communities.

Connected

Midtown will be a connected place. There will be improved pedestrian infrastructure, including wider sidewalks and a network of mid-block connections, safe and connected cycling routes and access to transit stops and stations. At the centre of the City's expanding rapid transit network, Midtown will prosper with connections to the broader city and, equally, enhanced access into Midtown for workers, students and other visitors. The improved active transportation and transit options will enhance mobility, rebalance finite public rights-of-way and reduce reliance on the private automobile.

Inclusive and Prosperous

Midtown will prosper as a complete community by maintaining and providing new office, retail and community services at its core. The existing offices, health and social services and major institutions clustered in proximity to the area's transit connections provide convenient access for Torontonians and Midtown's local workforce. Existing and new office and community agency spaces will be essential elements of a live-work district that supports local economies, fosters innovation and broadens opportunities for stable, fulfilling employment.

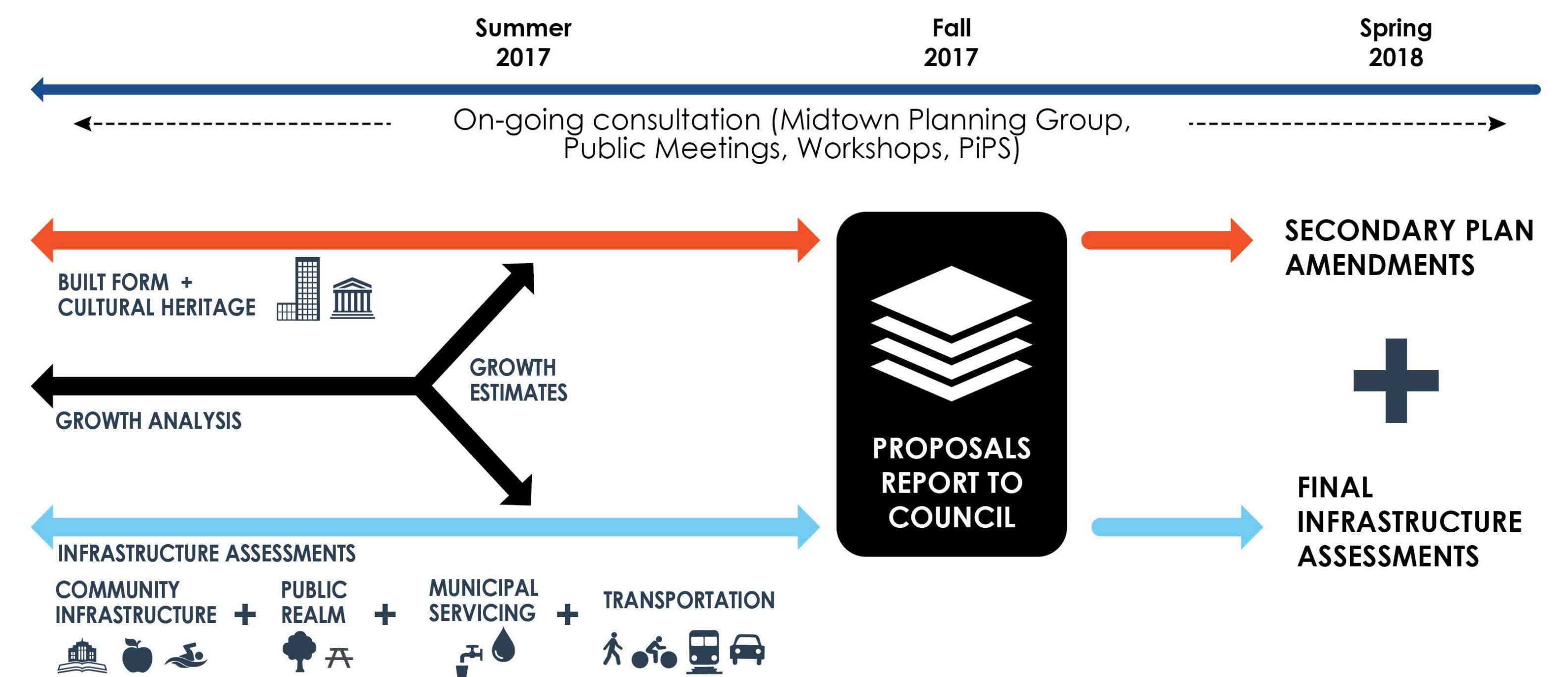
Study Scope

The Midtown in Focus study builds on the Parks, Open Space and Streetscape Plan for the Yonge-Eglinton area adopted by City Council in 2014. It includes the following key activities that are informing the updated Secondary Plan for Midtown:

- **Built Form Study** to analyze development trends, impacts and area character and develop a built form vision to guide the area's evolution.
- **Cultural Heritage Resource Assessment** to identify properties of cultural heritage value for listings and/or designations.
- **Growth Analysis** to understand anticipated population and employment growth.
- **Community Services and Facilities Assessment** to identify gaps and priorities for community infrastructure projects.
- **Transportation Assessment** to identify key issues and priorities to help move more people.
- **Municipal Servicing Assessment** to document the performance and capacity of water infrastructure in the context of existing and future growth.
- **Parks and Public Realm Plan** to examine the need for parkland in Midtown and improve the public realm.



Timeline



Midtown in Focus project schedule

What is a Secondary Plan?

Secondary Plans:

- Are part of the Toronto Official Plan;
- Provide local policies tailored specifically for areas experiencing growth or change;
- Apply city-wide Official Plan policies to the local context with more detail;
- Create special policies to address unique conditions; and
- Set the pattern of growth for a local area.

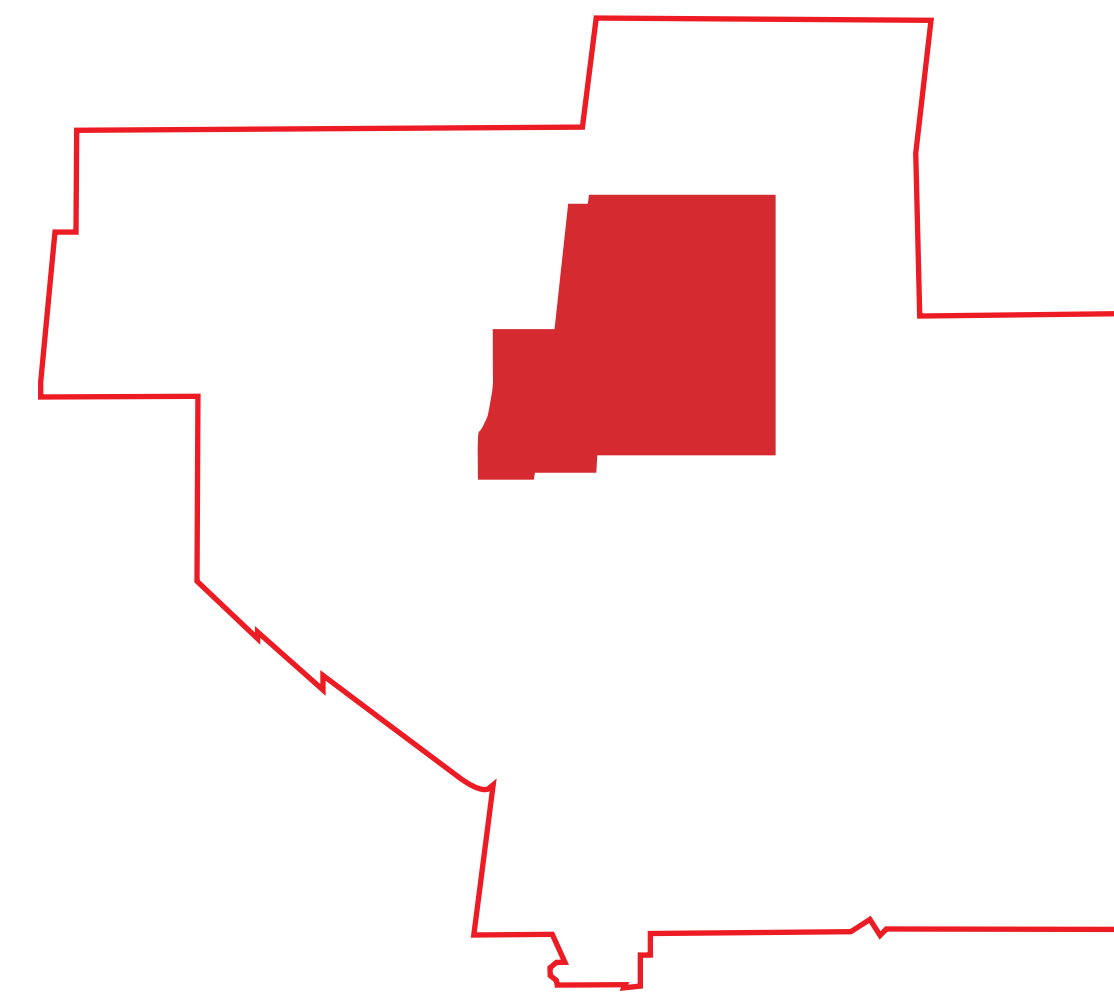
The Yonge-Eglinton Secondary Plan provides a locally focused policy framework for guiding growth and change in the Secondary Plan area.

A key focus for the Secondary Plan is providing enhanced direction for:

- The Yonge-Eglinton Centre, one of four **Centres** in the city identified as a growth area in the Official Plan and the Province's Growth Plan for the Greater Golden Horseshoe.
- Five **Avenues**, which are areas targeted for midrise intensification, along Yonge Street, Eglinton Avenue West, and segments of Mount Pleasant Road and Bayview Avenue.

One of the fundamental goals of Midtown in Focus is to align the area's growth with the timely provision of the physical and social infrastructure of a complete community.

Parts of Midtown are experiencing a significant concentration of construction activity and population growth. In parallel, there is also ongoing investment in transit infrastructure (Eglinton Crosstown LRT, re-signaling Yonge subway), wider sidewalks and bike lanes on Eglinton Avenue, new parkland and plazas, improvements to Northern District Library, expansion of school capacity (Davisville and Hodgson), and recreational facilities (planned Davisville Aquatic and Recreation Centre), and childcare centres (new child care centre on Soudan Avenue).



Yonge-Eglinton Centre



Yonge-Eglinton Secondary Plan Area

Potential Future Growth

Existing

The model below shows existing buildings and approved development as of 2016.

YE Centre
19,000 residents
18,000 jobs

YESP Area
66,000 residents
34,000 jobs



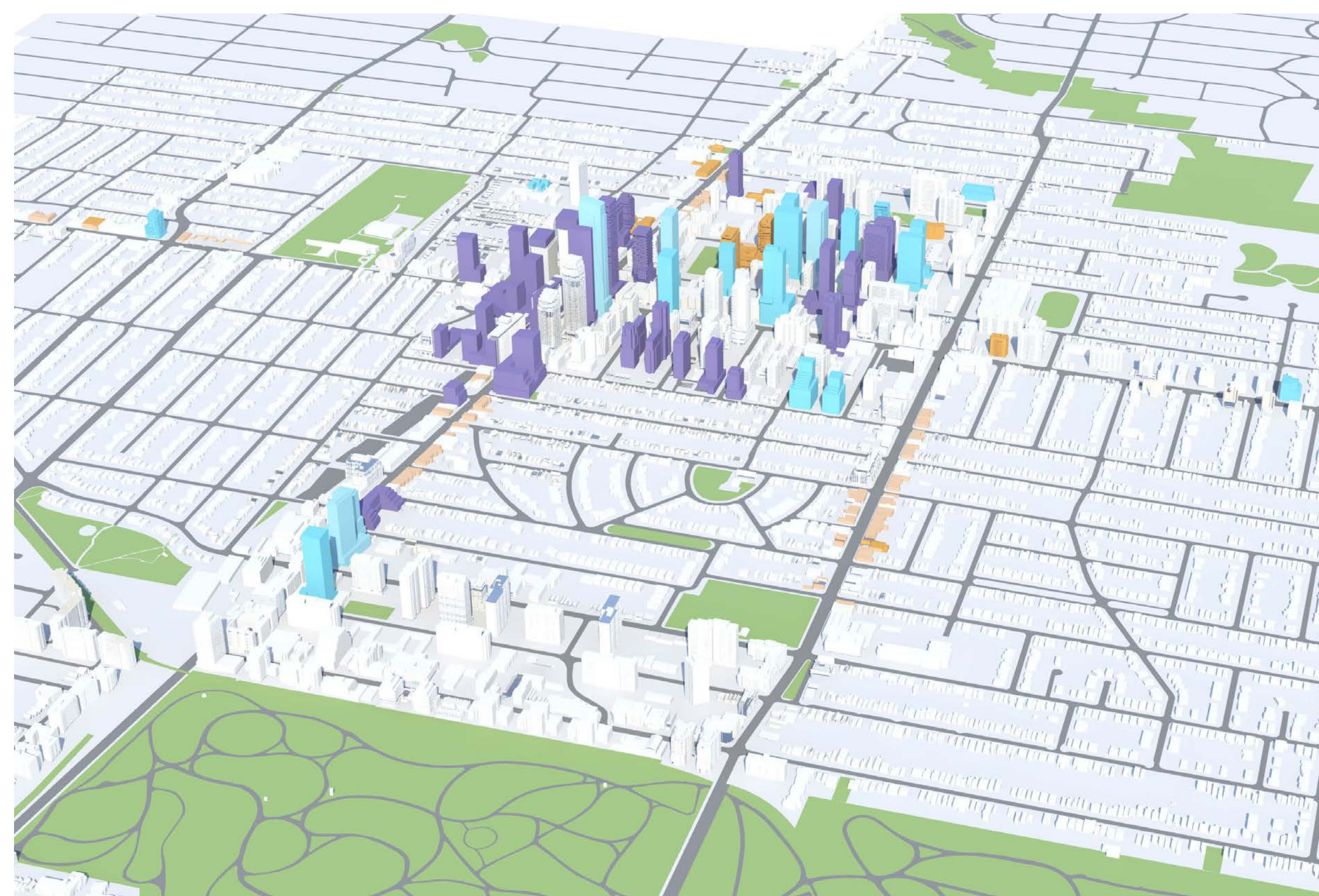
Heritage Listed Buildings (orange), Heritage Designated Buildings (light orange), Development approved as of June 2017 (purple)

Development Pipeline

The development pipeline model shows development that is currently under construction, approved or under review.

YE Centre
40,000 residents
20,000 jobs

YESP Area
94,000 residents
38,000 jobs



Heritage Listed Buildings (orange), Heritage Designated Buildings (light orange), Development approved as of June 2017 (purple), Development pipeline as of June 2017 (light blue)

2051 +

The 2051 model shows the potential build-out of remaining development sites in accordance with the built form direction at an appropriate scale. Development would be phased to occur in tandem with investments in infrastructure.

YE Centre
50,000+ residents
23,000+ jobs

YESP Area
127,000+ residents
42,000+ jobs



Heritage Listed Buildings (orange), Heritage Designated Buildings (light orange), Development approved as of June 2017 (purple), Potential future development (2051+) based on built form direction (yellow)

The policies of the proposed Secondary Plan will assist in ensuring orderly development in lock-step with the provision of infrastructure. They include:

- Clear and detailed policy regarding the appropriate location and intensity of new development;
- Links between development permissions and the provision of adequate infrastructure, including on-site infrastructure provision;
- Policies related to Section 37 of the Planning Act to provide consistency and transparency in the valuation and use of associated community benefits; and
- Direction on the use of holding provisions and conditions that may need to be met prior to construction of an approved development.

KEY PROPOSED POLICIES

3.1.1

The intensity of growth, building typologies and land uses will be as set out in this Secondary Plan. Not all areas within the Secondary Plan area will experience the same levels of growth and intensification.

3.1.2

Continued growth and intensification will require significant investment in infrastructure to support development and ensure complete communities. Development will not be permitted to outpace the provision of infrastructure. As such, development may not be permitted until such a time as the necessary infrastructure to support development is implemented.

5.3.1

Section 37 contributions under the Planning Act will be required for any residential development in the Secondary Plan area as follows.

- (a) Sites with an area equal to or greater than 4,000 m² and with a residential Floor Space Index (FSI) that exceeds 1.5x the area of the site; and
- (b) Sites with an area less than 4,000m² and with a residential Floor Space Index (FSI) that exceeds 3.0x the area of the site.

5.3.2

Section 37 of the Planning Act will be used to secure:

- (a) Eligible community facilities including non-profit licensed child care and flexible, multi-purpose community recreation space and/or human services space; and
- (b) Public realm and streetscape improvements within City rights-of-way not abutting the site, including contributions towards the public realm improvements identified in policy 3.2.17.

5.3.4

Where a site is of sufficient size to integrate a community facility in a building, the City will secure space for community facilities, inclusive of constructing and outfitting the facility. Monetary contributions will not be accepted.

5.4.1

A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Secondary Plan are satisfied. Conditions to be met prior to the removal of the holding provision may include:

- (a) The provision of adequate street, transit and municipal servicing infrastructure, parks, open spaces, community services and facilities as well as parking supply commensurate with development;
- (b) The construction of any required non-residential gross floor area transferred to a receiving site;
- (c) Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
- (d) The provision, timing and appropriateness of affordable rental housing;
- (e) Entering into any agreements under the Planning Act to secure equitable sharing of associated costs for any of the required matters or to front-end any required infrastructure.

Section 37 of the Planning Act enables the City to negotiate contributions to local community benefits when a development exceeds a specific height or density.

Tell us your priorities for community benefits for Midtown:

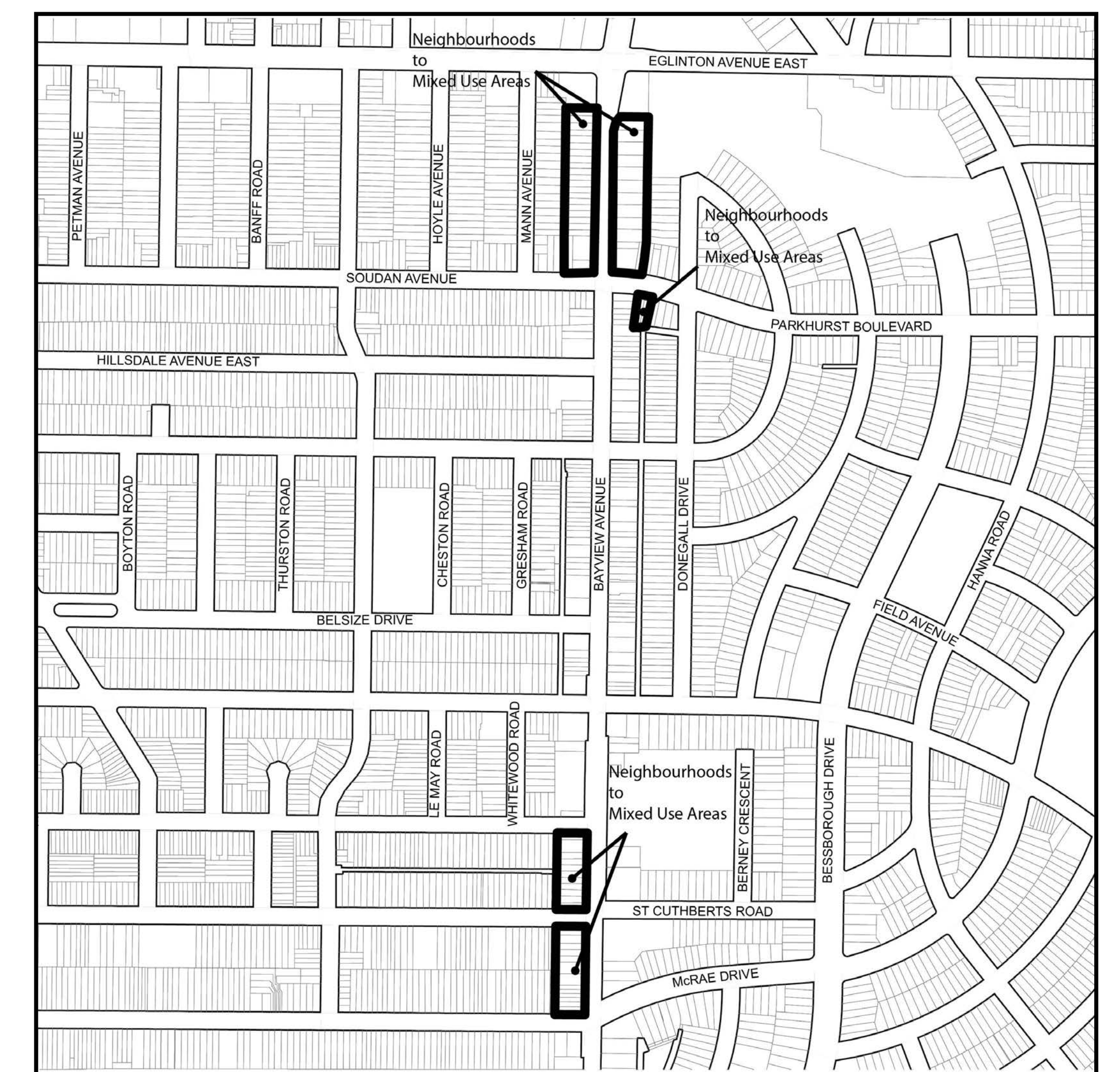
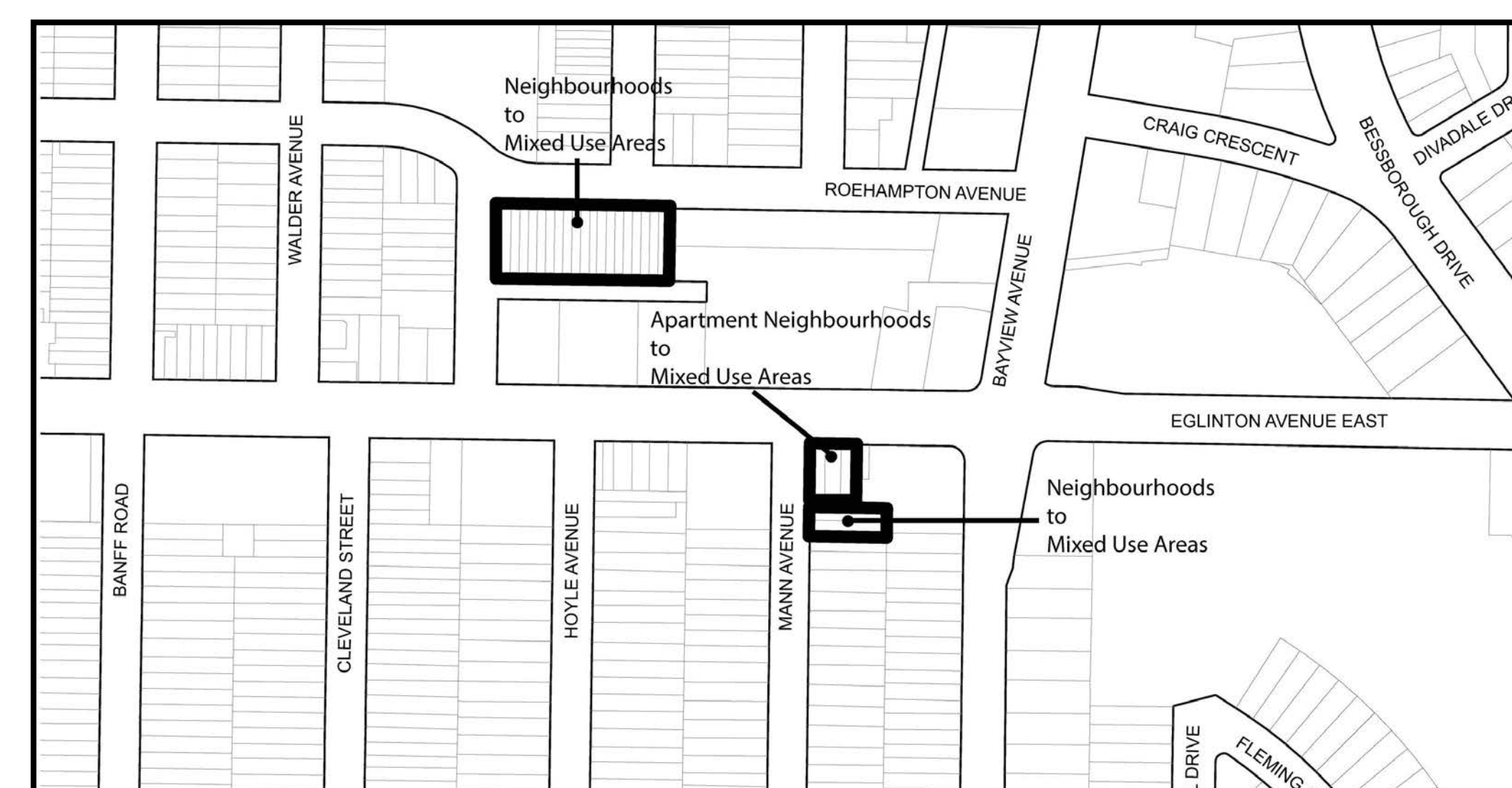
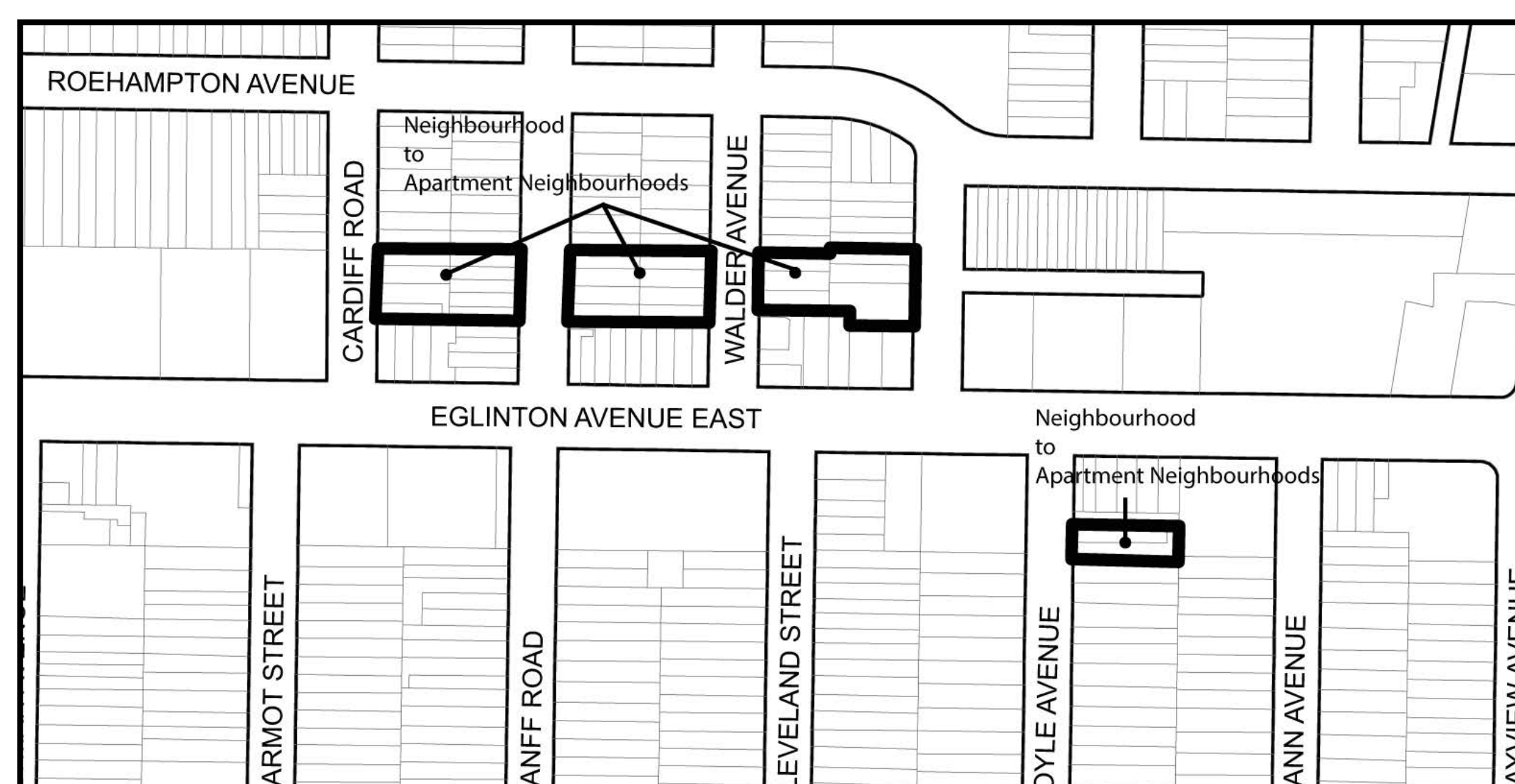
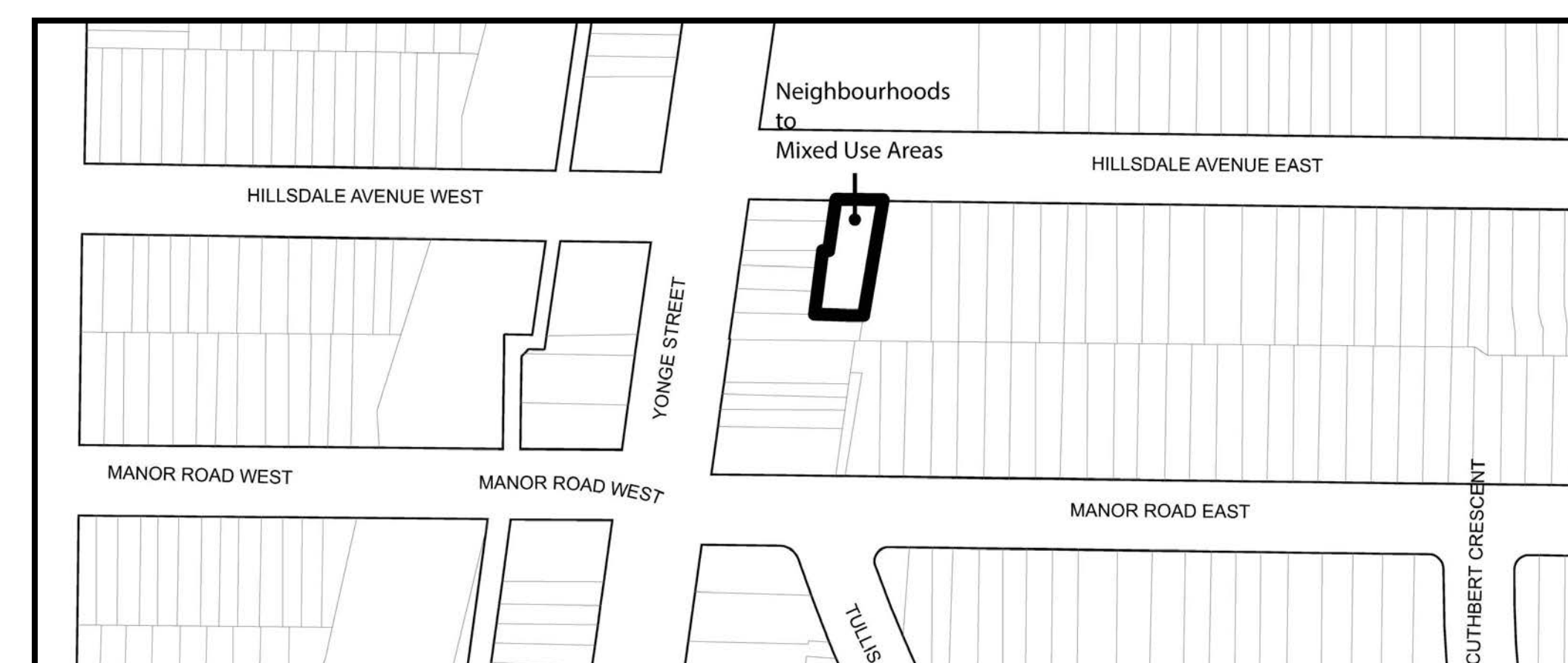
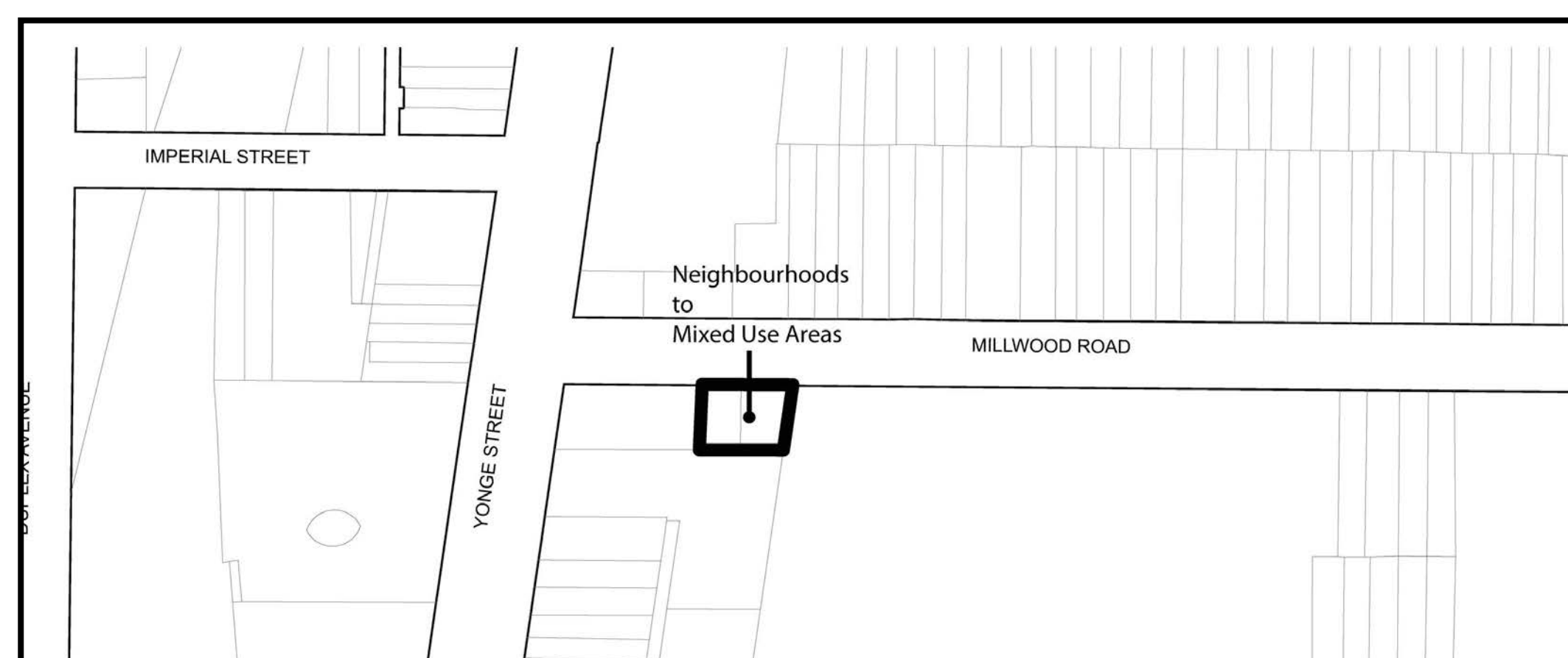
Midtown in Focus is proposing to strategically reconcile land use designations in key areas. Through these redesignations, incremental intensification is planned for in a way that respects the identified character of these areas and secures important public realm and landscaping features. By proactively planning the evolution of these areas, these amendments also minimize speculative, destabilizing development pressures on communities. The policy framework will set the expectations for property owners and community stakeholders about where and in what form intensification is and is not appropriate.

The proposed redesignation of specific properties will assist in ensuring new development:

- Complements existing area character and context;
- Enables the establishment of a high-quality public realm;
- Reinforces a consistent lot fabric;
- Enables sufficient lot depths to accommodate appropriate built form without the need for destabilizing intrusions into *Neighbourhoods*; and,
- Enables the extension of laneway systems where appropriate.



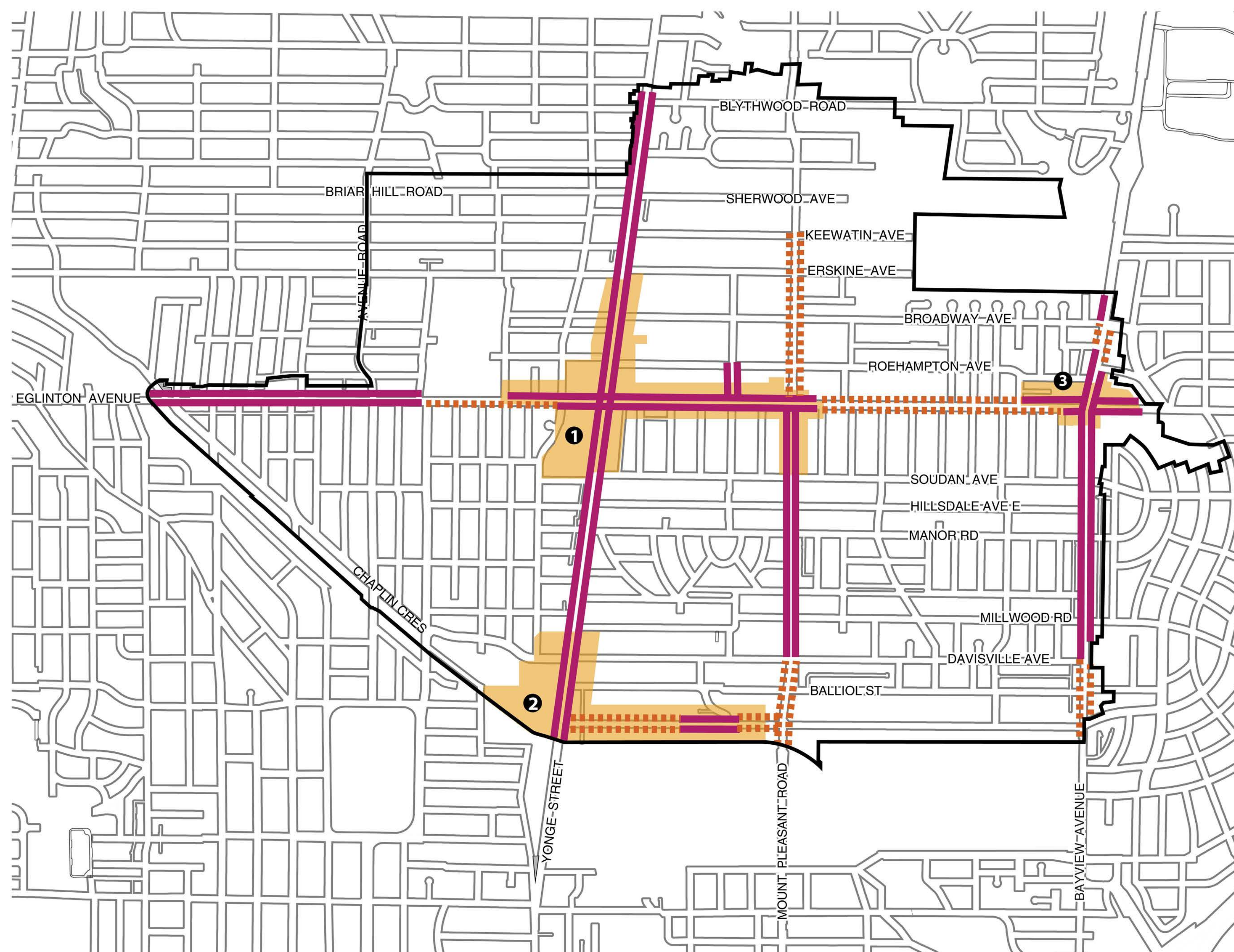
View of Eglinton Avenue looking east towards Bayview (Google Streetview)



Proposed re-designations along Yonge Street, Eglinton Avenue East and Bayview Avenue

Midtown hosts a strategically important concentration of offices near the Eglinton and Davisville transit stations. Maintaining Midtown's live/work balance maximizes public investment, addresses congestion and furthers the area's vibrancy and liveability. Policies of the proposed Secondary Plan require a net gain of office GFA within identified Office Priority Areas and ensure replacement of office space on-site or within close proximity. The policies build on a recent amendment to the City's Official Plan that requires office replacement and expansion.

In order to strengthen Midtown's local economy and lively retail streets, policies in the proposed Secondary Plan ensure that priority retail streets have continuous pedestrian-oriented frontages with a mix of retail and services uses as well as community facilities.



KEY PROPOSED POLICIES

Office Priority Areas

3.4.2

Map 21-11 (Office Priority Areas and Retail Streets) identifies office priority areas. Within the office priority areas, development will provide a net gain of office gross floor area.

4.4.5.2

New mixed-use development will provide an approximate ratio of 70 per cent residential and 30 per cent office, institutional, cultural uses, complemented by retail uses at grade. (Note: This policy only applies to the Mount Pleasant Station Character Area)

4.4.6.2

New mixed-use development will provide an approximate ratio of 70 per cent residential and 30 per cent office, institutional, cultural uses, complemented by retail uses at grade. (Note: This policy only applies to the Bayview Focus Area Character Area)

Retail Streets

3.4.5

Development on priority retail streets identified on Map 21-11 will:

- (a) require store frontage widths at grade to be consistent with the average width of at-grade retail that is currently found within two blocks of a given site along either side of the priority retail street;
- (b) require retail stores at grade to have a minimum depth of 15 metres;
- (c) restrict retail stores with a gross floor area greater than 3,500m² at grade;
- (d) locate larger format retail above or below grade with direct access to vertical circulation from the public sidewalk;
- (e) provide prominent entrances with direct access from public sidewalks and clear glazing with a high degree of visibility to all retail and service uses;
- (f) limit the width of residential and office lobbies. Residential lobbies will be encouraged to be taken from the side streets; and
- (g) provide continuous weather protection.

3.4.7

The replacement and expansion of existing private and non-profit institutional, cultural and recreational facilities and the provision of new facilities will be required in Mixed Use Areas, Apartment Neighbourhoods and on lands designated Neighbourhoods with existing facilities on site.

URBAN GROWTH CENTRE

The Province's Growth Plan (2017) identifies the Yonge-Eglinton Centre as an Urban Growth Centre (UGC). Urban growth centres are to be planned:

- a) as focal areas for investment in community infrastructure, as well as commercial, recreational, cultural, and entertainment uses;
- b) to accommodate and support the transit network;
- c) to serve as high-density major employment centres; and
- d) to accommodate significant population and employment growth.

In 2010, an amendment to the Yonge-Eglinton Secondary Plan was approved which delineated the Yonge-Eglinton Centre boundary to generally correspond to the area identified by the Province. Minor adjustments to the Urban Growth Centre boundary are now proposed to reflect the outcomes of the detailed study completed as part of Midtown in Focus. The adjustments align with the Character Areas, reflect the new transit station at Mount Pleasant Boulevard and Eglinton Avenue, and recognize key areas with a concentration of certain desired uses.

Minor adjustments are also proposed to the overall Yonge-Eglinton Secondary Plan area to more consistently follow natural and physical boundaries, and capture both sides of major streets.

KEY PROPOSED POLICIES

3.1.3

Growth potential within the **Yonge-Eglinton Centre** and **major transit station areas** will be as set out in this Secondary Plan and will be strictly maintained to ensure that:

1. appropriate development takes place;
2. development does not exceed the capacity of infrastructure, including community services and facilities, municipal servicing, streets and public transportation; and
3. the built form of development is compatible with the character of the areas within and abutting the Yonge-Eglinton Centre and major transit station areas.

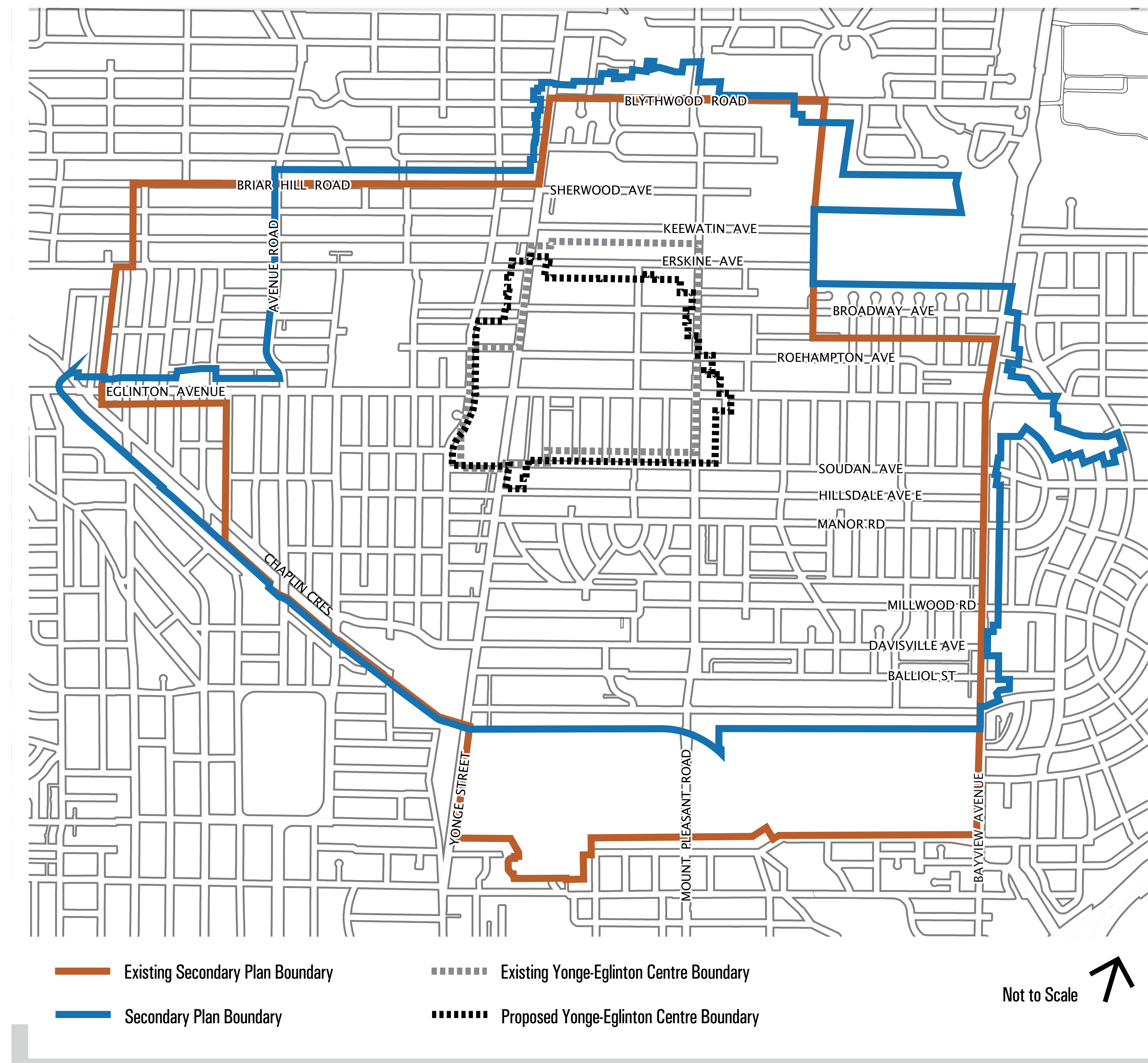
3.1.4

Intensification over and above the permissions and directions of this Secondary Plan, or the Official Plan where applicable, in areas adjacent to or in proximity to the **Yonge-Eglinton Centre** and **major transit station areas** will be prohibited.

3.1.5

New and or/intensified residential uses in Mixed Use Areas in the **Yonge-Eglinton Centre** will be permitted where the development maintains and provides a net overall gain in the ratio of office, institutional, cultural and entertainment uses to residential uses in the **Yonge-Eglinton Centre**.

MAP



MAJOR TRANSIT STATION AREAS

The Province's Growth Plan (2017) sets out minimum density targets for major transit station areas on priority transit routes, such as the Eglinton Crosstown and subway lines. It also requires municipalities to delineate the boundaries of major transit station areas, as part of a conformity exercise, in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Transit-supportive development in the Growth Plan is defined as development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. The definition further identifies that transit-supportive development is to be consistent with Ontario's Transit Supportive Guidelines. These Guidelines identify two types of station areas — transit nodes and corridors.

The proposed Secondary Plan has delineated major transit station areas and provides detailed policy direction to guide and direct growth and change in the areas. The proposed Plan also establishes a hierarchy of transit station areas. In all instances, development within the major transit station areas will be in accordance with the development potential identified for sites and/or areas and the direction established for the respective Character Area.

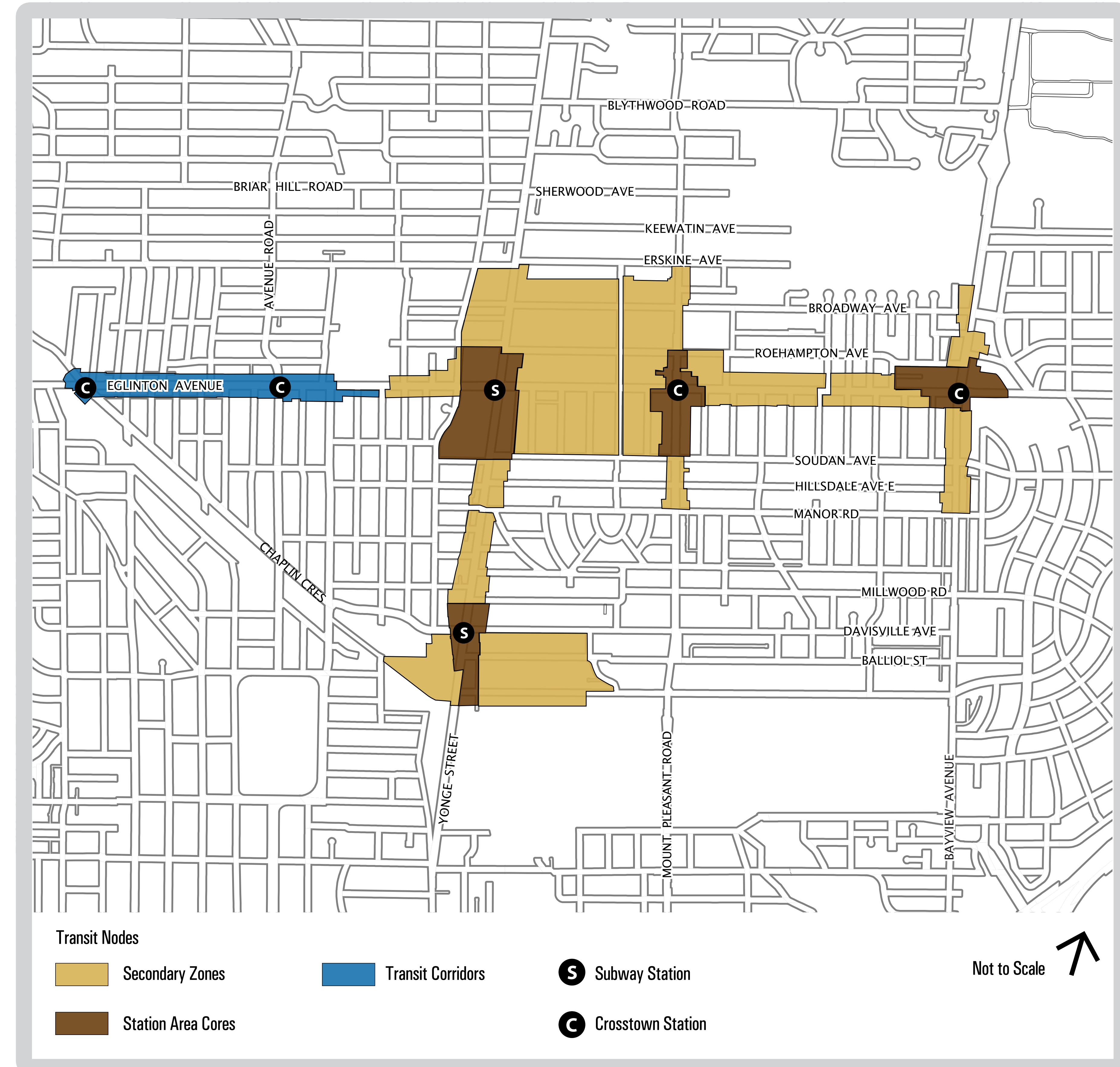
PROPOSED POLICIES

3.1.6

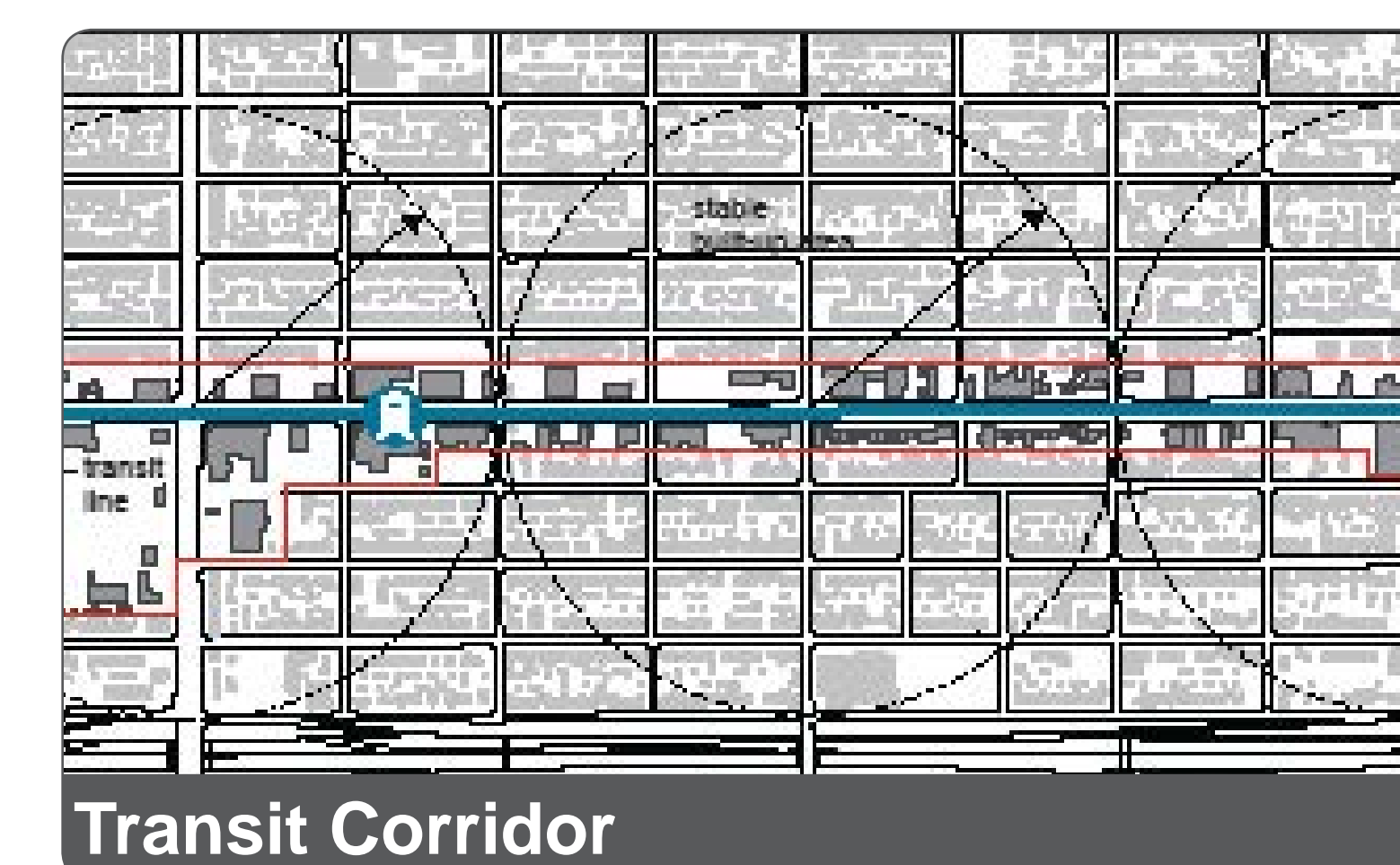
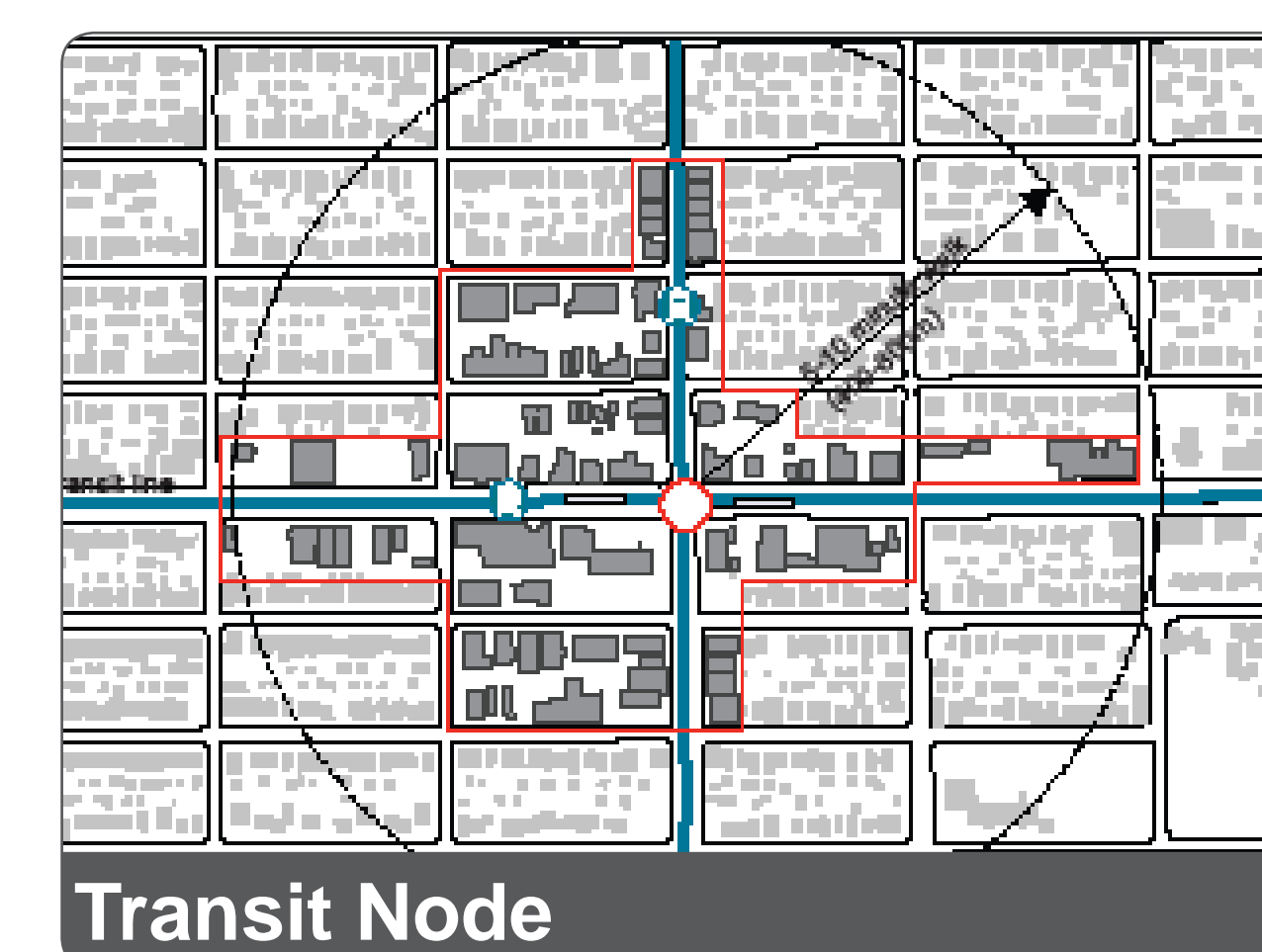
Growth and intensification will be directed to the **major transit station areas** in accordance with the policies below. The **major transit station areas** boundaries are delineated to maximize the size of the area and the number of potential transit users within walking distance of each station. Two types of **major transit station areas** are identified:

- a. **Transit nodes** which are defined geographies with clusters of uses and varying levels of intensity. Transit nodes include:
 - i. a **Station Area Core**, which includes the rapid transit station(s) and will have the most intense density, use and activity within the major transit station area, including a concentration of employment uses; and
 - ii. a **Secondary Zone** that supports transit-supportive development in a compact urban form and contributes to a high level of employment. The intensity of development will be markedly less than the **Station Area Core** with transitions in height and scale to adjacent areas.
- b. **Transit corridors** which are oriented along major transit routes and make up the Eglinton Way Village. The corridors will have a mid-rise character and buildings that are designed to respond to the historic character of the Village and the scale and intensity of surrounding Neighbourhoods.

MAP



Ontario's Transit Supportive Guidelines



HOUSING IN MIDTOWN

The demographic profile of the Yonge-Eglinton area has shifted in recent years with increases in both the seniors population and families with young children. Additionally, the housing profile in the Yonge-Eglinton area, up until the 1990s, was characterized by two predominant forms: high-rise rental housing and low-rise ownership housing. Beginning in the 1990s, the area has accommodated a succession of market condominium projects, but little new affordable housing accompanied these market condominium projects. The size of units in these new projects have also been small with average unit sizes of 600 square feet.

Key objectives of the proposed Yonge-Eglinton Secondary Plan is to ensure that Midtown is a complete community, and that it's inclusive and prosperous. This requires that a range housing options be provided as the area continues to grow and evolve, and ensuring residential units are provided that meet the needs of a wide range of households.



PROPOSED POLICIES

3.6.1

Development containing residential units will provide a range of unit types and unit sizes including those suitable for larger households and those with children and seniors.

3.6.2

Development containing more than 50 residential units will include:

- a. a minimum of 30% of the total number of units as 2-bedroom units. Half of the required 2-bedroom units must contain a minimum of 90 square metres of gross floor area; and
- b. a minimum of 20% of the total number of units as 3-bedroom units. Half of the required 3-bedroom units must contain a minimum of 106 square metres of gross floor area.

3.6.3

Residential units should include where appropriate: storage space, operable windows, bedrooms that contain closets and an operable window on an exterior wall, and balconies or terraces.

3.6.4

Development containing more than 60 residential units will provide a minimum amount of on-site affordable housing as follows:

- a. 10% of the total residential gross floor area as Affordable Rental Housing; or
- b. 15% of the total residential gross floor area as Affordable Ownership Housing; or
- c. a combination of the above provided on a proportionate basis.

3.6.5

The City, at its sole discretion, may consider off-site affordable housing to meet the required provision in policy 3.6.4.

3.6.6

New development that would result in the loss of six or more rental housing units will provide a phasing strategy that will ensure the supply and availability of rental housing in the area is not negatively impacted during the period of construction.

Note: The Province of Ontario recently released proposed Inclusionary zoning regulations for consultation. Inclusionary zoning is a planning tool that would enable municipalities to require affordable housing as part of the development approval process. Toronto City Council provided comments to the Province identifying a number of concerns with the proposed regulations. The Province has identified they will be reviewing all comments in order to bring forward a final regulation.