



WELCOME

Purpose of Today's Open House:

- ☑ Review and provide feedback on the final proposed Don Mills Crossing Secondary Plan
- ☑ Review and provide feedback on the final Mobility Plan

AGENDA

5:00 - 8:00 p.m. Open House

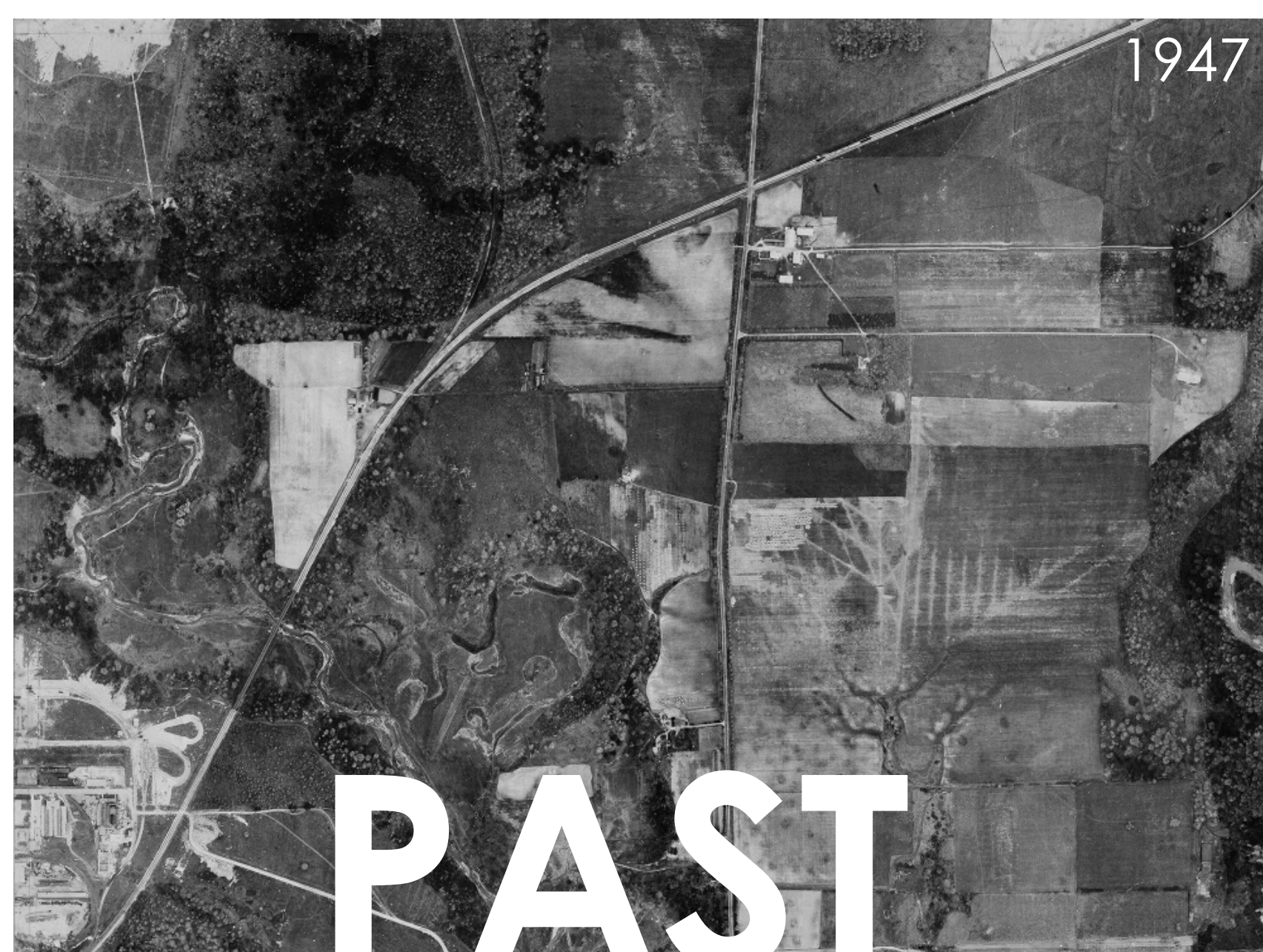
City of Toronto staff available to answer questions

For more information, visit:

www.toronto.ca/donmillscrossing

THANK YOU

For your attendance and participation today



What's Next?

Staff will present a Final Secondary Plan for consideration by Planning and Housing Committee in April 2019.

Statutory notice will be mailed in advance of the meeting, so please ensure you have signed in at tonight's meeting to receive your notice and stay informed.

Have additional feedback? Contact:

Annely Zonena - Senior Planner

Metro Hall

55 John Street, 22nd Floor

Toronto, Ontario, M5V 3C6

Telephone: 416-338-3105

Email: Annely.Zonena@toronto.ca

If someone you know may be interested, please tell them about Don Mills Crossing!



@CityPlanTO #DonMillsCrossing



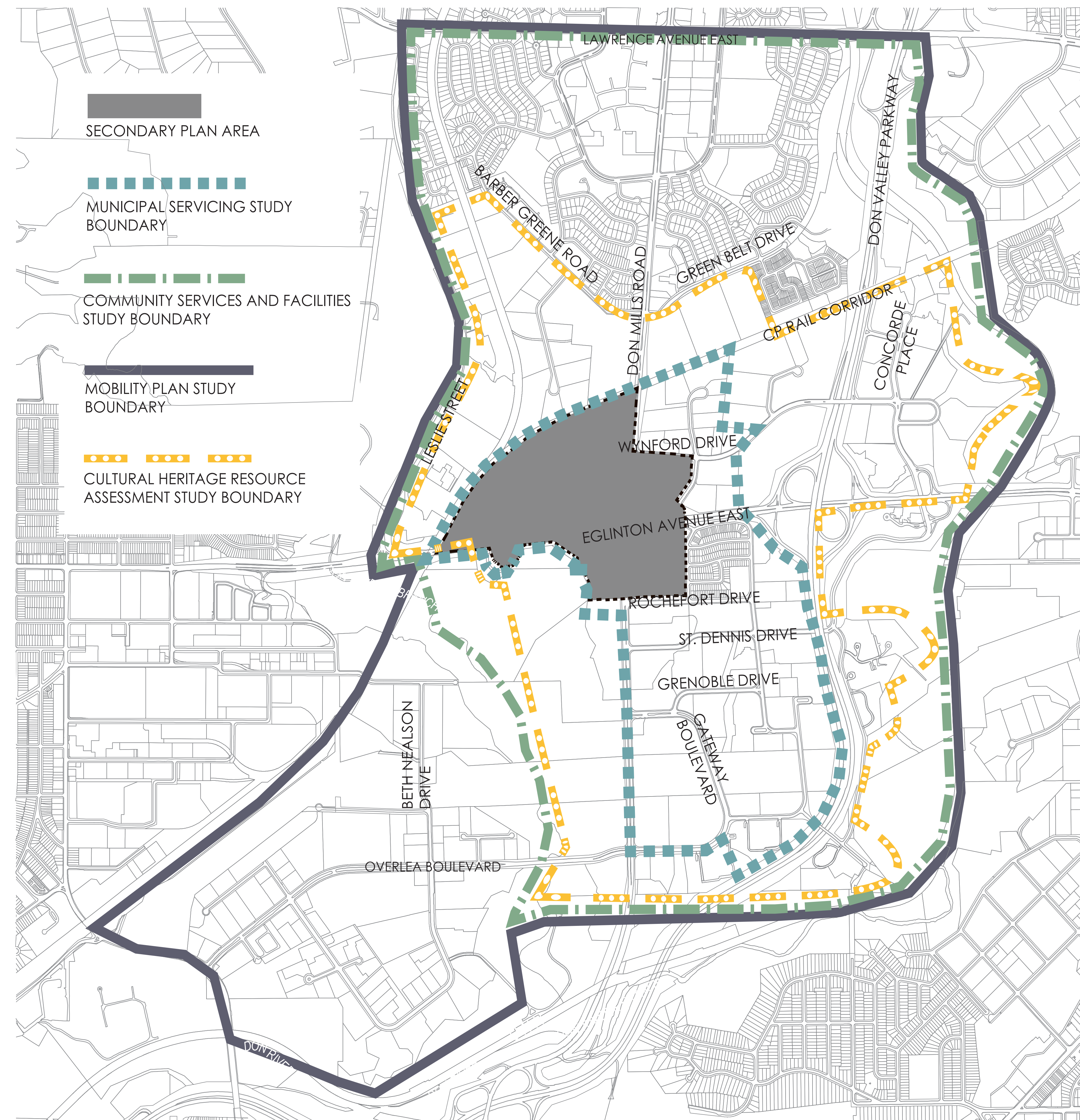
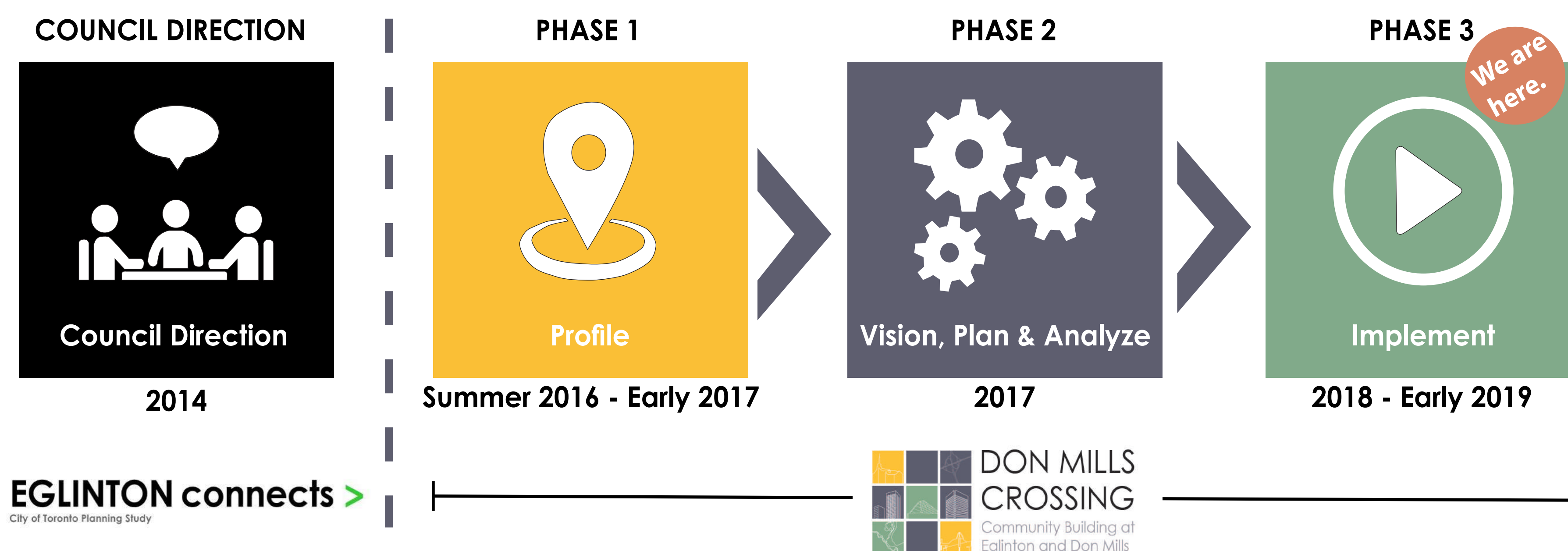
www.toronto.ca/donmillscrossing

STUDY AREA

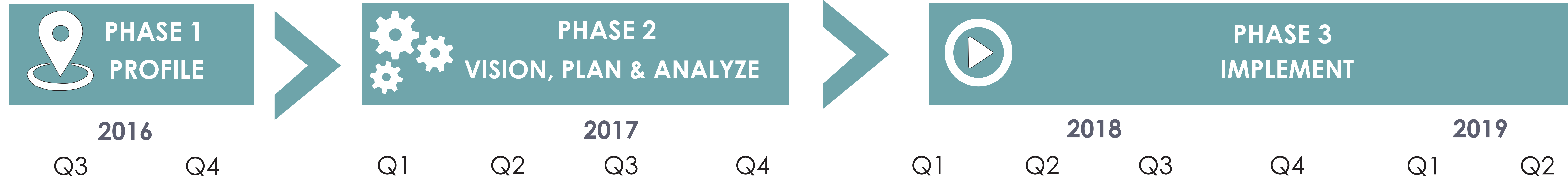
Don Mills Crossing integrates the lands identified by the Eglinton Connects Planning Study (2014) with the lands northwest of the Don Mills and Eglinton intersection (Celestica Lands) to create a 52 hectare Core Study Area to be the focus of new policies to facilitate changes and guide new development.

Beyond the Core Study Area, the City has studied larger areas of influence related to transportation, municipal servicing, community infrastructure, heritage, and public realm.

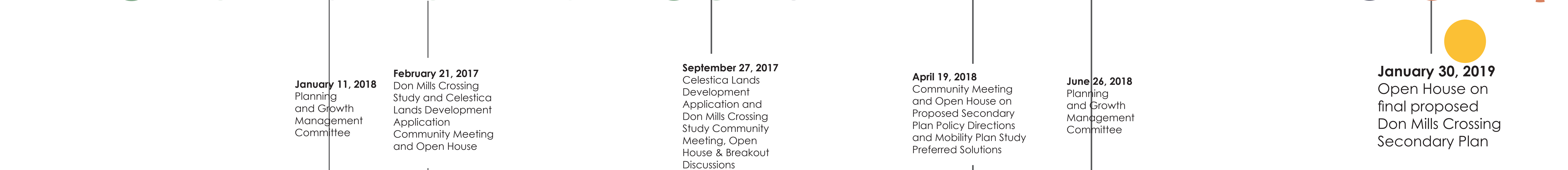
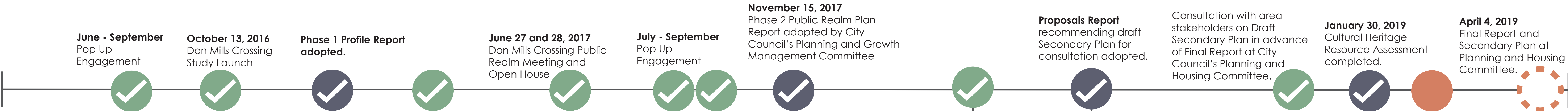
Study Timeline



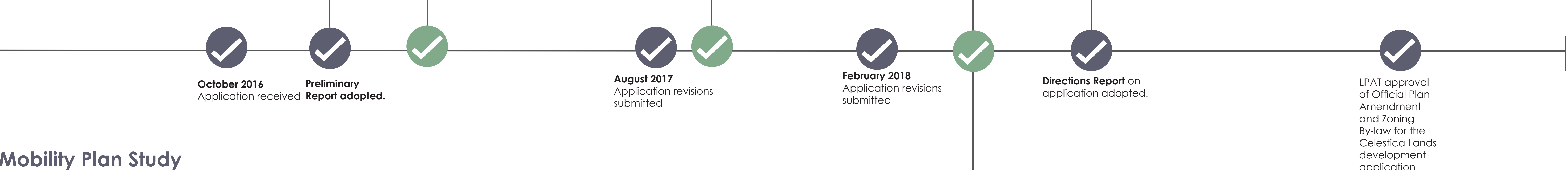
DON MILLS CROSSING AT A GLANCE



Don Mills Crossing Study



Celestica Lands Development Application



Mobility Plan Study



1.0 VISION

Between the branches of the Don River Valley system, a complete community will emerge around the intersection of Don Mills Road and Eglinton Avenue East that celebrates its natural heritage and builds on the area's tradition of cultural and technological innovation.

Supported by new public transit infrastructure, the community will evolve to include a full range of mobility options integrated into a well designed public realm that supports civic life, intensification and opportunities to connect the new community with the places and people in the surrounding areas.



Potential View of the Don Mills and Eglinton intersection, looking north.



Opportunities for on-street bicycle lanes.

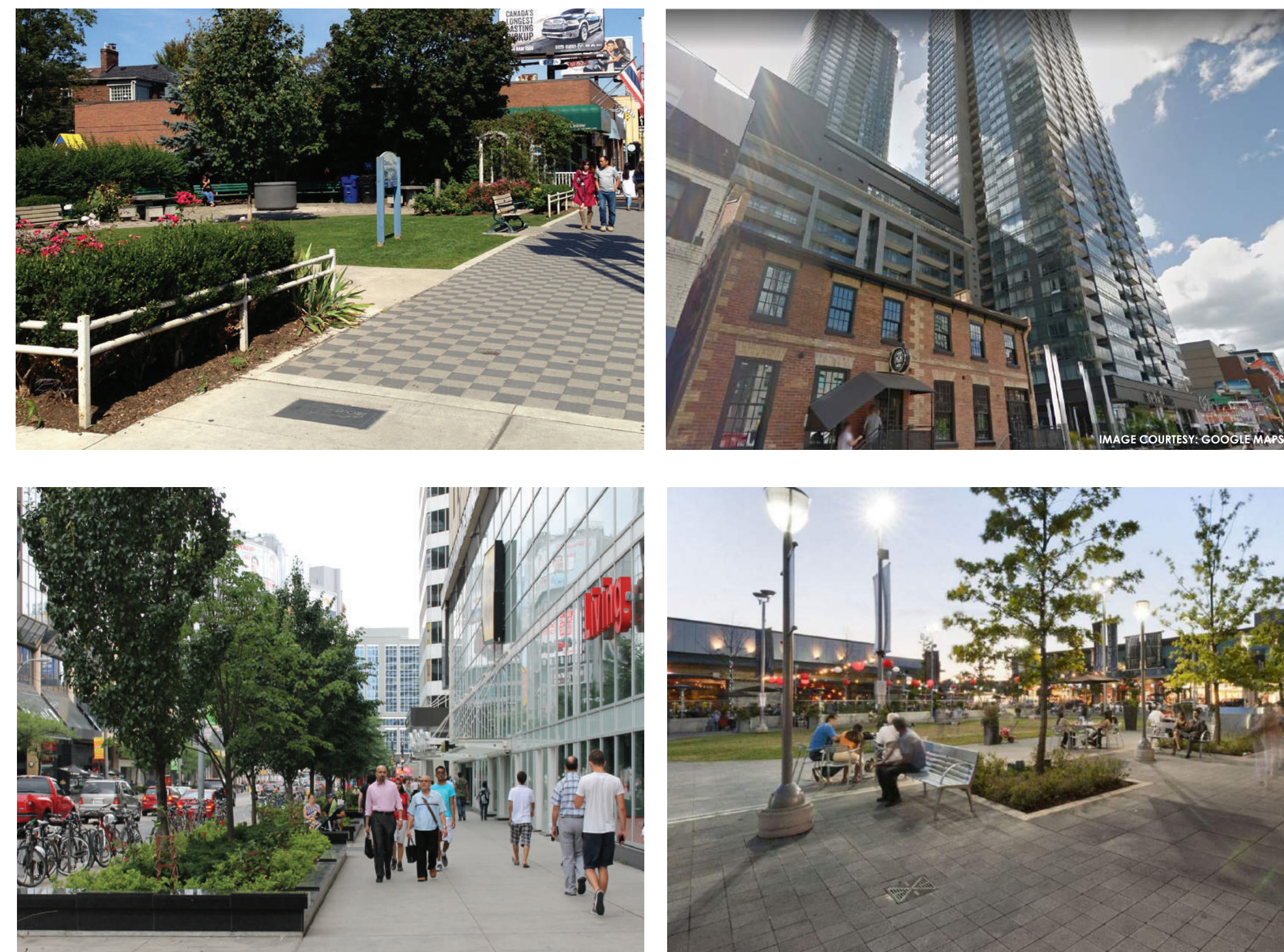


A comfortable and beautiful public realm.

1.3 GUIDING PRINCIPLES

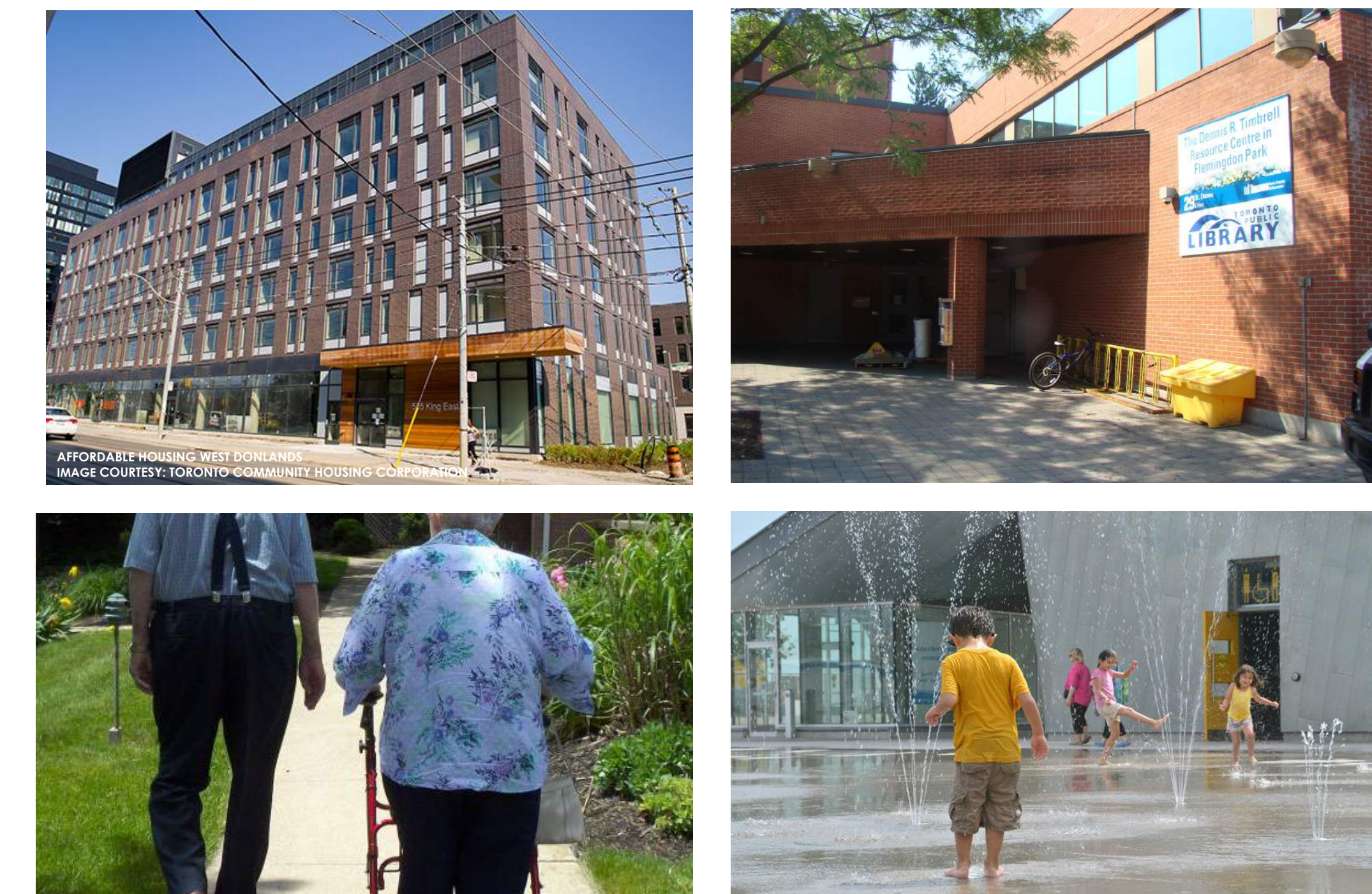
CREATE A VIBRANT MIXED USE COMMUNITY

- Appropriate levels of intensification will occur with a range of building types and mix of uses to foster urban activity and animate the public realm.
- High quality buildings and the adaptive reuse of heritage buildings, will be scaled to support and frame the public realm ensuring a comfortable and enjoyable pedestrian experience.



SUPPORT INCLUSIVE CITY BUILDING

- Community services and facilities will be provided as intensification occurs to support a growing community.
- A range of housing types, tenure and affordability will include units sized for larger households as part of this new community.



ENHANCE MOBILITY CHOICE, COMFORT AND CONVENIENCE

- New streets will be safe and beautiful places as well as efficient links within a multi-modal transportation network.
- Walking and cycling in the neighbourhood will be balanced with other modes of transportation to provide many options for local- and district-level mobility.



CONNECT WITH NATURE AND BUILD RESILIENCY

- New connections to adjacent natural areas will be guided by overarching goals of protecting and celebrating these important resources.
- Natural systems can build resiliency to handle storm water or be a source for low-carbon energy while enhancing the public realm.



2.0 AREA STRUCTURE

The Structure Plan organizes the Secondary Plan Area into **three Character Areas** to direct growth and establish an identity for the new community. These Character Areas are tied together by a well designed public realm made up of an enhanced street network, parks, natural areas and community facilities.

WYNFORD NEIGHBOURHOOD

- Development will consist of mid-rise and low-rise buildings containing residential uses.
- A park, community centre and other community spaces will be focal points for the Secondary Plan Area and surrounding communities.



CORE AREA

- This is the primary area for intensification where the greatest heights and densities are located in close proximity to transit.
- A significant portion of the area is reserved for employment uses.
- Tall buildings will be oriented to preserve sunlight on public streets and parks and will transition to neighbourhoods beyond the Secondary Plan Area.

RAVINE VALLEY EDGE

- Development will be appropriately set back from the top of bank with tall buildings arranged to respect the natural setting.
- Landscape treatments will expand and enhance the natural system in the public realm and on private development sites.
- Connections will provide convenient access to the ravines.

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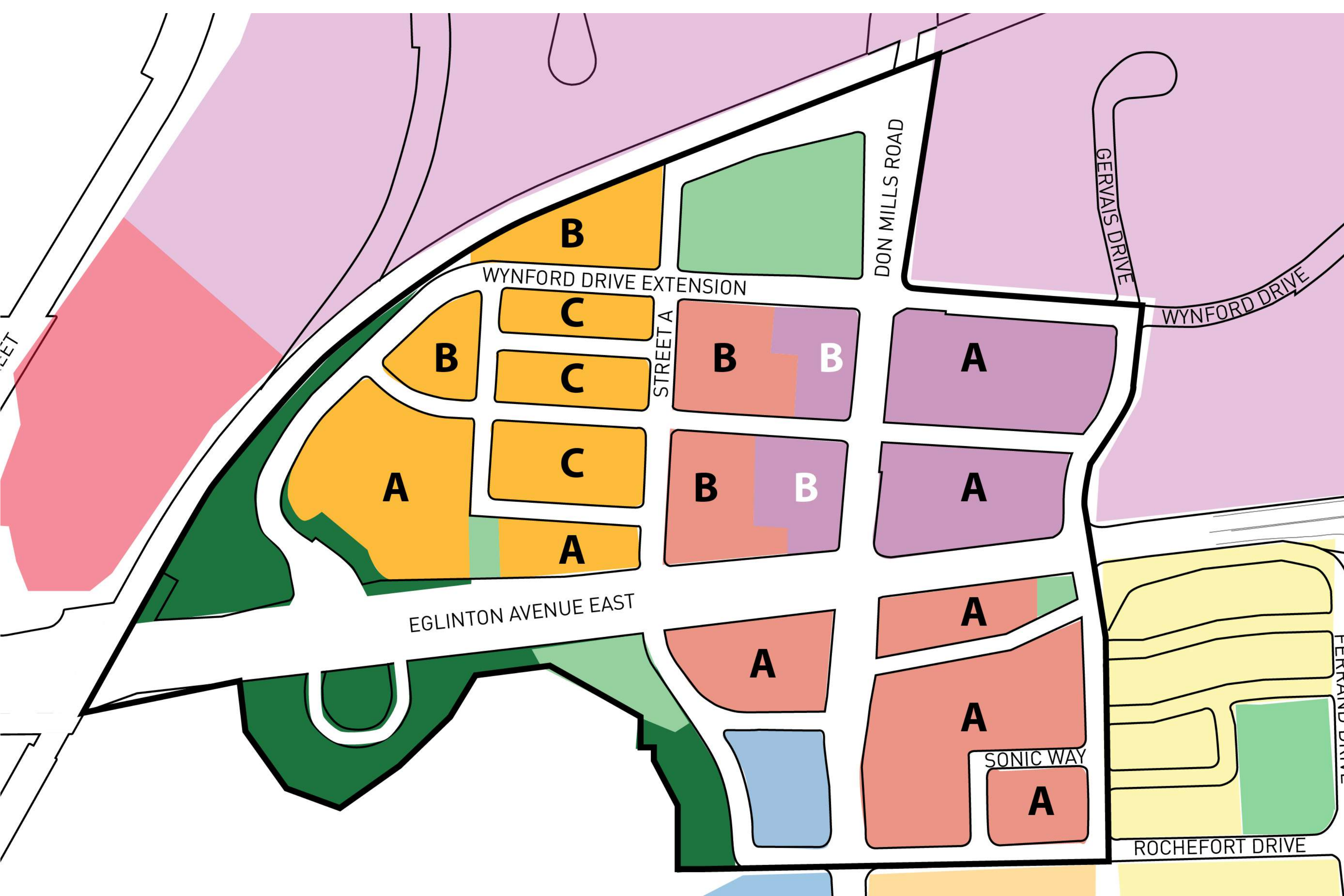
FSI Gross Density

* Land area below top of bank not included in FSI calculations

3.0 LAND USE

The land use framework of this Secondary Plan provides for the balanced mix of uses required to sustain activity and animate the public realm throughout the day. This includes lands designated only for employment uses, such as office, in proximity to the transportation infrastructure at the intersection of Don Mills Road and Eglinton Avenue East.

LAND USE PLAN



Map 40-5 Land Use Designations

LAND USE PERMISSIONS

APARTMENT NEIGHBOURHOODS

- **Apartment Neighbourhoods 'A'**
Residential uses, parks and local retail uses along the Wynford Drive Extension, the Core Connector and Eglinton Avenue East.
- **Apartment Neighbourhoods 'B'**
Residential uses in mid-rise and low-rise buildings, the height of which will generally not exceed the width of the Wynford Drive Extension onto which the development fronts.
- **Apartment Neighbourhoods 'C'**
Residential uses in low rise buildings no greater than four storeys, as well as retail, service or office uses along the Wynford Drive Extension.

PARKS AND OPEN SPACE

- Recreational and cultural facilities, playgrounds and trail connections.

NATURAL AREAS

- Maintained primarily in a natural state, these lands will include pedestrian and cycling trail connections from development areas into the ravine and will be designed to minimize impacts on natural features and functions.

GENERAL EMPLOYMENT AREAS

- **General Employment Areas "A":**
Office and other non-residential uses including small scale retail, service and restaurants, day care and entertainment.
- **General Employment Areas "B":**
Office and other non-residential uses, including restaurants, day care, and retail.

MIXED USE AREAS

- **Mixed Use Areas "A"**
Residential uses permitted in tall buildings with requirements for non-residential uses in the base of buildings to a minimum of 1.0 times the area of the site.
- **Mixed Use Areas "B"**
Residential uses are permitted in tall buildings and are encouraged to provide parking and loading facilities that can be shared with adjacent employment use or non-residential use in the base of buildings.

INSTITUTIONAL AREAS

- Preserving the continued use and potential expansion of the Ontario Science Centre or other educational, health and government uses.

4.0 PUBLIC REALM PLAN

The Public Realm Plan includes new public streets, parks, open spaces and pedestrian connections within the Secondary Plan Area that will be delivered through redevelopment and civic improvements. Beyond the Secondary Plan Area, public realm improvements will be delivered through co-ordination with infrastructure projects, civic improvements or development applications.

WYNFORD DRIVE EXTENSION

The Wynford Drive Extension is a new public street extending Wynford Drive west from Don Mills Road generally along the CP Rail Corridor to connect with Eglinton Avenue East to facilitate local and district level mobility for all modes of transportation.

RAVINE PORTAL

The Ravine Portal is a connected system of parks and trails north and south of Eglinton Avenue East situated along the top of bank in the Core and Ravine Valley Edge Character Areas. It is intended to create better visual and physical connections with the adjacent natural features.

Map 40-3a Public Realm Network

CORE CONNECTOR

The Core Connector is a loop of public streets that form the boundary of the Core Area. It is designed to improve daily mobility within the Secondary Plan Area while providing safe opportunities to cross Eglinton Avenue East and Don Mills Road.

EGLINTON CROSSING

The Eglinton Crossing is a series of streetscape treatments along Eglinton Avenue East enhancing the relationship with the ravine at the western extent and a more urban condition within the Core Area.

DISTRICT CONNECTOR

The District Connector consists of a series of public streets and publicly accessible walkways connecting important routes and public spaces in the surrounding communities to new development occurring within intensification areas within the Secondary Plan Area.

DON MILLS CROSSING

The Don Mills Crossing extends from the CP Rail Corridor to St. Dennis Drive and consists of a well landscaped north-south arterial road to support pedestrian movement.



1 POTENTIAL VIEW OF EGLINTON AVENUE EAST LOOKING EAST



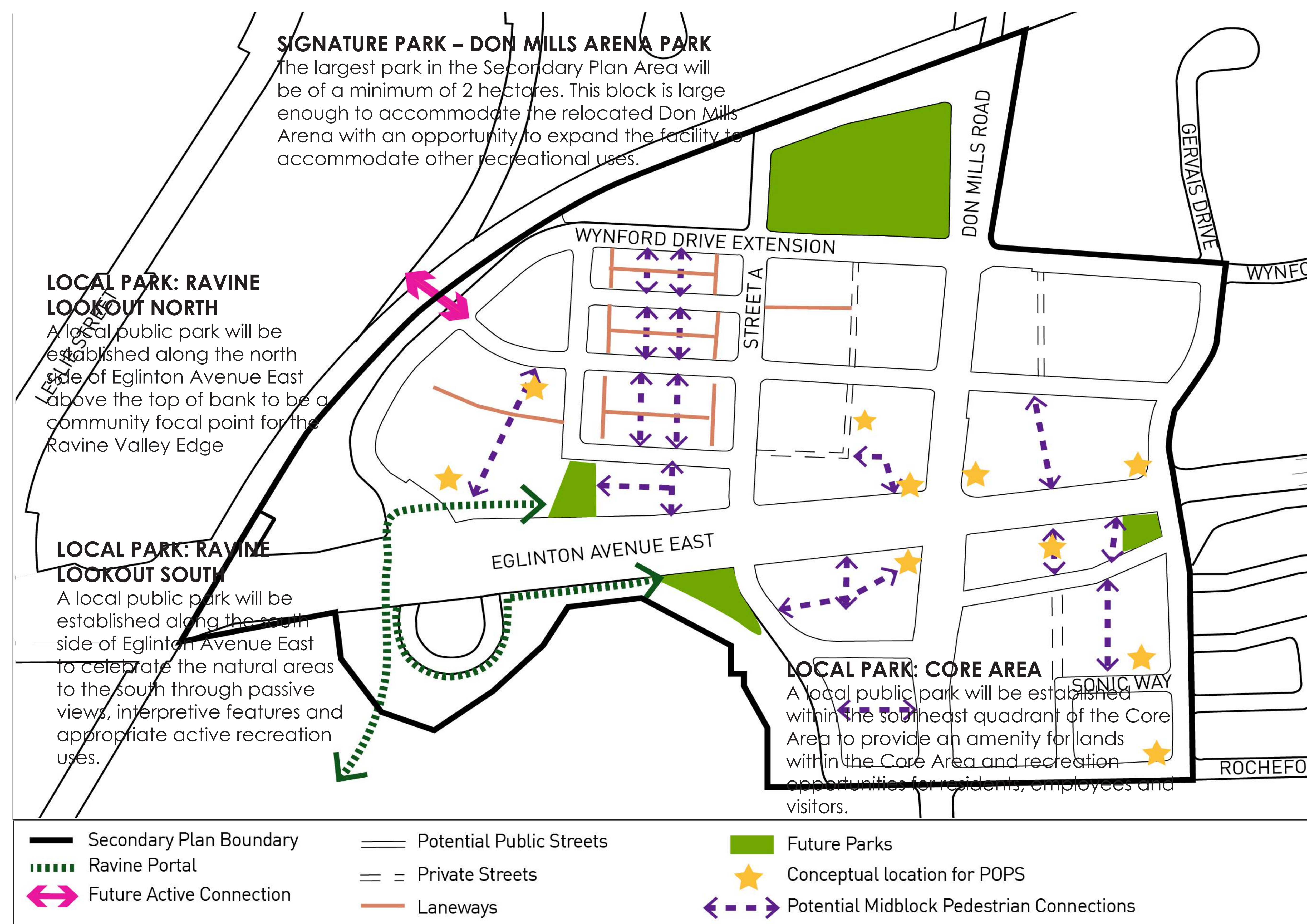
2 POTENTIAL VIEW OF EGLINTON AVENUE EAST AT STREET A, LOOKING SOUTH WEST



3 POTENTIAL VIEW OF FERRAND DRIVE LOOKING NORTH

4.0 PARKS AND OPEN SPACES

The open space network will consist of new parks and Privately Owned, Publicly Accessible Open Spaces (POPS) secured through redevelopment and linked by streets designed to be experienced as places. A Greening Strategy will ensure the design of streetscapes and public areas applies a thoughtful and integrated approach to nature and environmental protection.



Map 40-3b Public Realm Structure Plan

OPEN SPACE TYPES

PARKS

- Land dedicated to the City through the development approvals process, organized in a hierarchy of types, sizes and function.
- Development will be setback from parks at least 5 metres.



MID BLOCK CONNECTIONS

- Linear open spaces and laneways providing pedestrian, cycling and occasionally vehicular access through large blocks to connect to open spaces and other important public destinations.



PRIVATELY OWNED, PUBLICLY ACCESSIBLE OPEN SPACES (POPS)

- Strategically located open spaces secured through public easement.
- Coordinated with ground floor uses to provide seating and gathering spaces within the public realm.
- Are provided in addition to parkland dedication.



5.0 BUILT FORM

Built form policies, including building type and related development criteria, are the primary tools to direct the scale and form of development within the Secondary Plan area. Built form controls and maximum density permissions will also ensure that appropriate sunlight and wind conditions are achieved within the public realm.

Policy Highlights

Shaping Built Form

Development will frame streets, parks, open spaces and mid-block connections with good proportion, and provide active and animated use at the ground level with direct access to the public realm.

TOWERS AND UPPER FLOORS OF MID-RISE BUILDINGS STEP BACK TO ESTABLISH STREETWALL

MAXIMUM SIX STOREY BASE BUILDING HEIGHT TO FRAME THE PUBLIC REALM

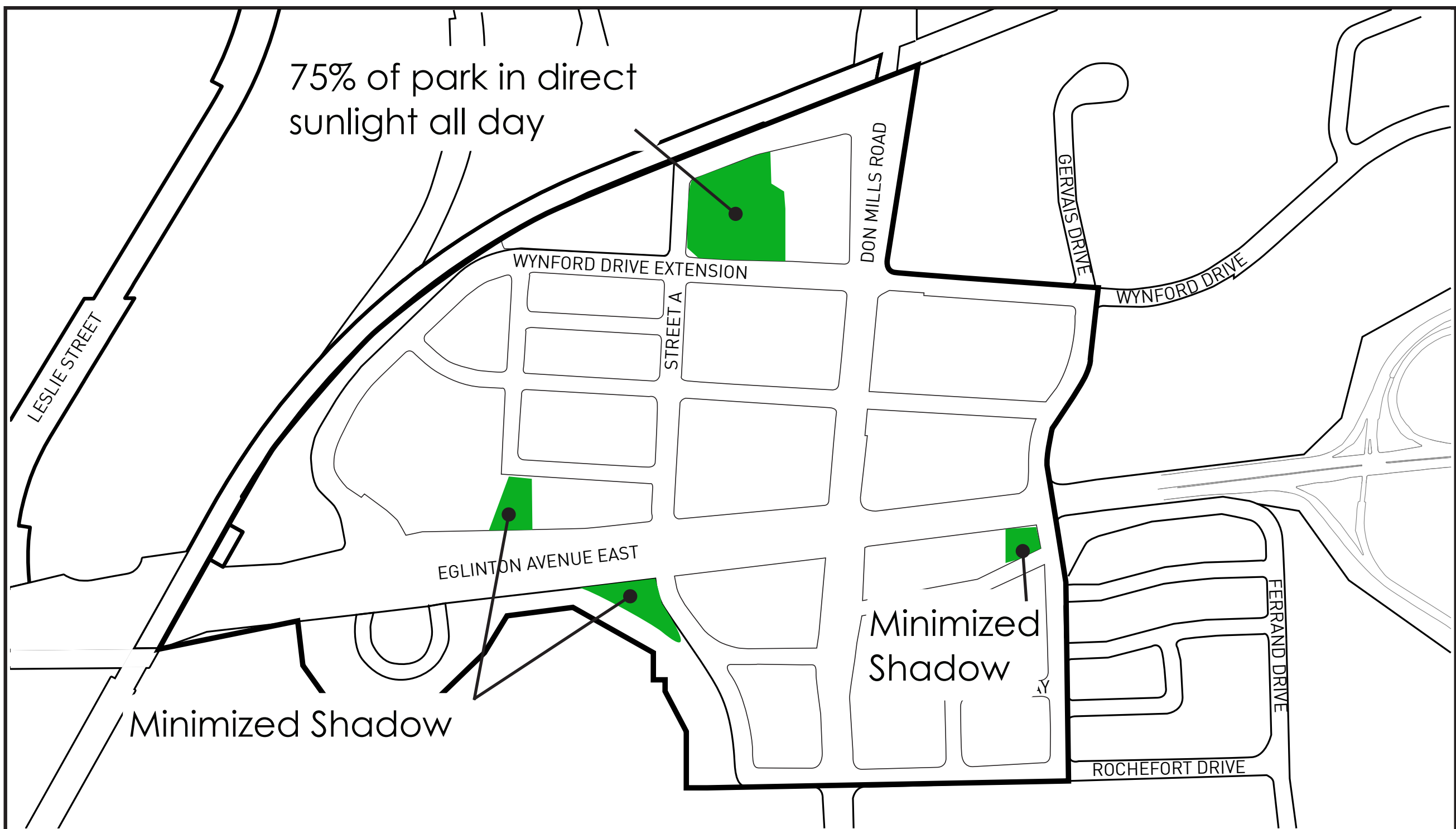


MINIMUM SETBACKS WILL BE REQUIRED TO CREATE A WIDE BOULEVARD TO ACCOMODATE LANDSCAPING, ACTIVE USES AND PEDESTRIAN ACTIVITY

Sunlight and Wind Conditions

Maximum heights and the arrangement of buildings will preserve sunlight on the public realm and ensure appropriate pedestrian comfort:

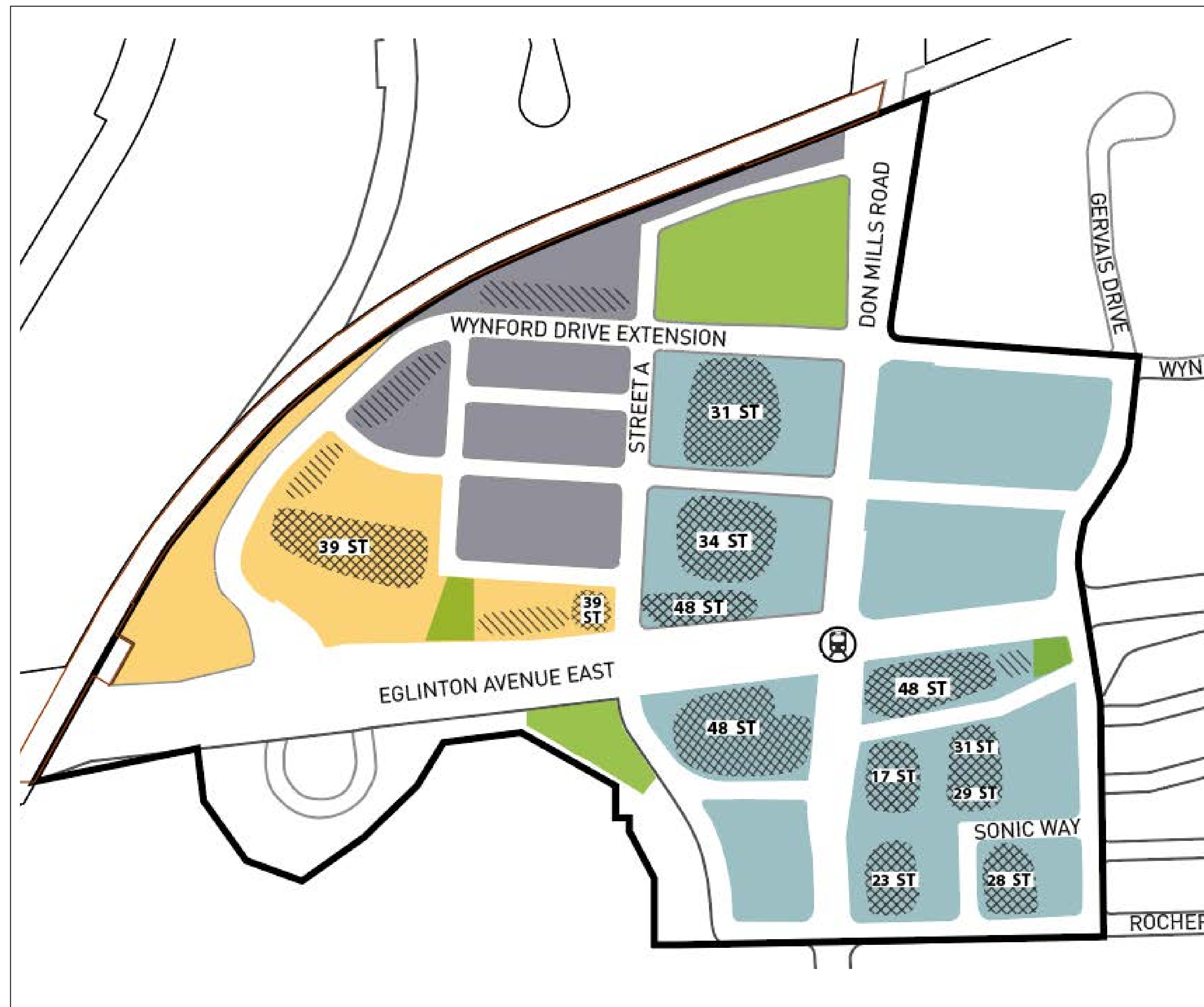
- The base portion of tall buildings and all mid-rise buildings will generally provide a minimum of five hours of continuous sunlight between 10:18am and 3:18pm from March 21st to September 21st on public sidewalks throughout the Secondary Plan Area.
- Tall buldings south of Eglinton Avenue East must be designed to ensure a minimum length of sidewalk on the north side of the street equivalent to 50% is in direct sunlight.
- Buildings will be organized around parks to ensure a minimum of 75% of the park is in direct sunlight.
- Wind conditions should be suitable for walking and standing, with higher standards applied for areas designed for sitting, play structures or sports activities.



5.0 BUILT FORM

Built form policies, including building type and related development criteria are the primary tools to direct the scale and form of development within the Secondary Plan area. Built form controls will also ensure that appropriate sunlight and wind conditions are achieved within the public realm.

Building Types and Location



Map 40-7 Maximum Building Heights and Locations

Policy Highlights

CORE AREA

- The base of tall buildings are limited to six storeys to provide active uses at a rhythm and scale to animate the pedestrian environment.
- Larger scale retail uses to be located on the second floor.
- The retained portions of the Celestica building to be incorporated into the base of new mixed use development adjacent to well landscaped, publicly accessible open spaces.
- Residential uses along the Core Connector are encouraged to have front doors and other entrance features at grade with loading and parking accessed off local streets.

RAVINE VALLEY EDGE

- On sites containing mid-rise buildings, a streetwall of up to six storeys will be established by providing a minimum step back of 3 meters for the portions of the building above the streetwall height.
- The retained portions of the John Parkin building will be incorporated into the design of base buildings for residential development beyond the top of bank to emphasize cultural heritage attributes.
- Development fronting the Ravine Lookout Park North will generally avoid blank walls and provide grade related units to animate this space.

NEIGHBOURHOOD AREA

- Along the Wynford Drive extension, ground floor units will have front doors providing direct access to the public sidewalk.
- Entrances to grade related units will generally have a direct relationship with the public realm, with below grade patios prohibited in the front yards along public streets.

DON MILLS CROSSING CULTURAL HERITAGE RESOURCE ASSESSMENT

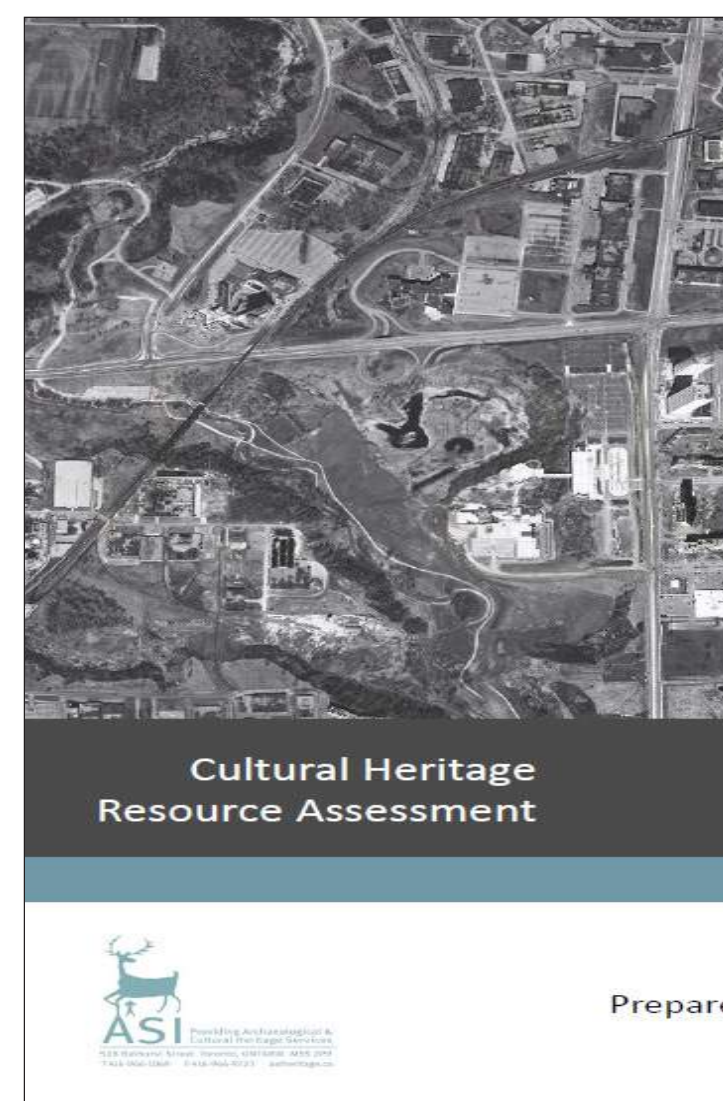


DON MILLS
CROSSING

Community Building at
Eglinton and Don Mills

WHAT IS A CULTURAL HERITAGE RESOURCE ASSESSMENT?

A Cultural Heritage Resource Assessment (CHRA) documents an area's development history and ensures that properties of cultural heritage value or interest are appropriately identified, understood and conserved. This information helps City Planning respond to growth within Toronto while accounting for the cultural heritage value that adds character to our neighbourhoods.



WHERE ARE WE NOW?

A Cultural Heritage Resource Assessment (CHRA) for the Don Mills and Eglinton area is now complete. Archaeological Services Inc. (ASI) was retained by the City of Toronto to conduct the CHRA.

The CHRA is a result of a one-year project conducted in three phases. The result of the CHRA determined 19 properties of cultural heritage value or interest recommended for consideration for inclusion on the City's Heritage Register.



81 Barber Green Road



20 Wynford Drive



90 Wynford Drive



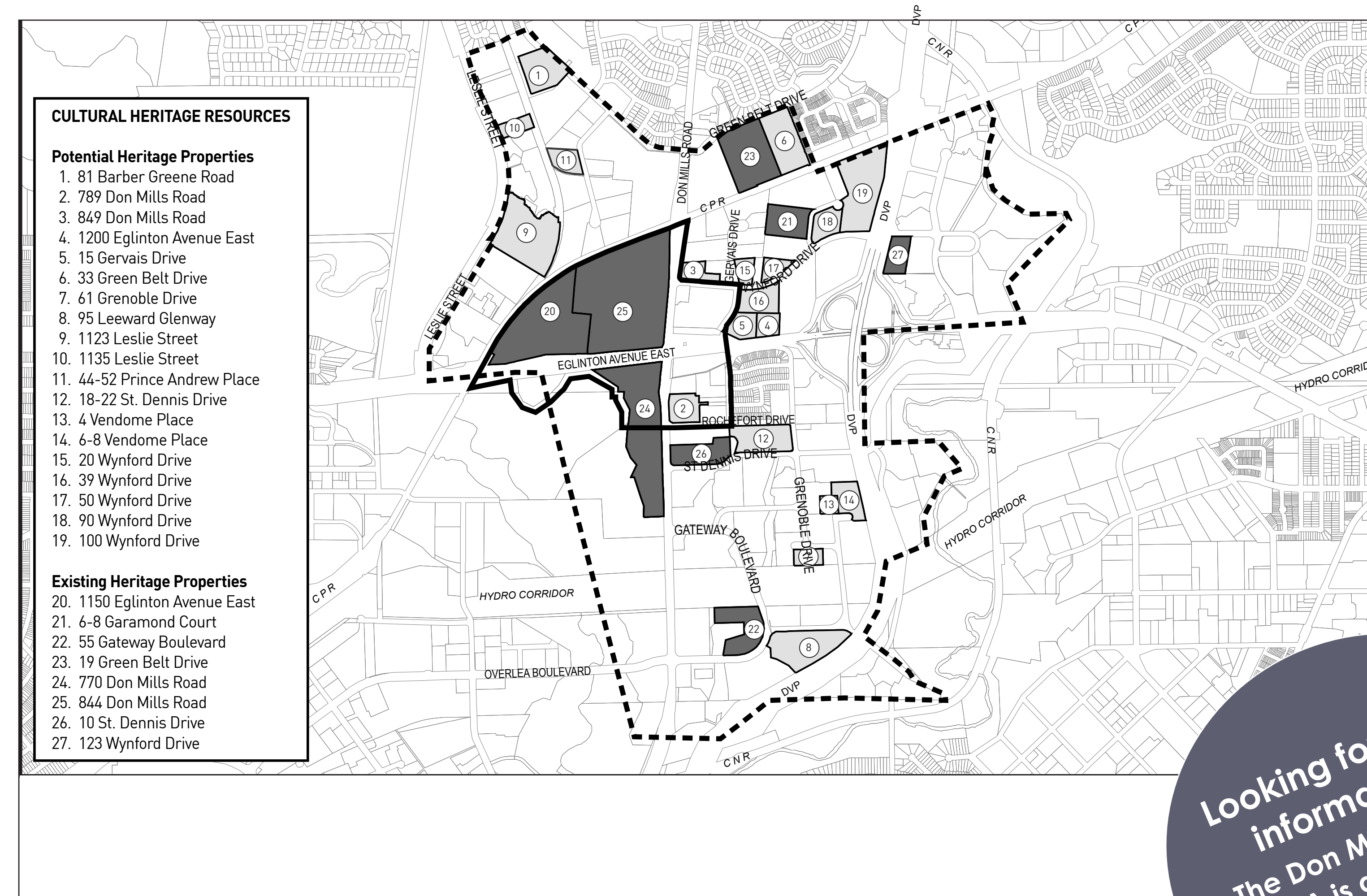
1123 Leslie Street



61 Grenoble Drive



1135 Leslie Street



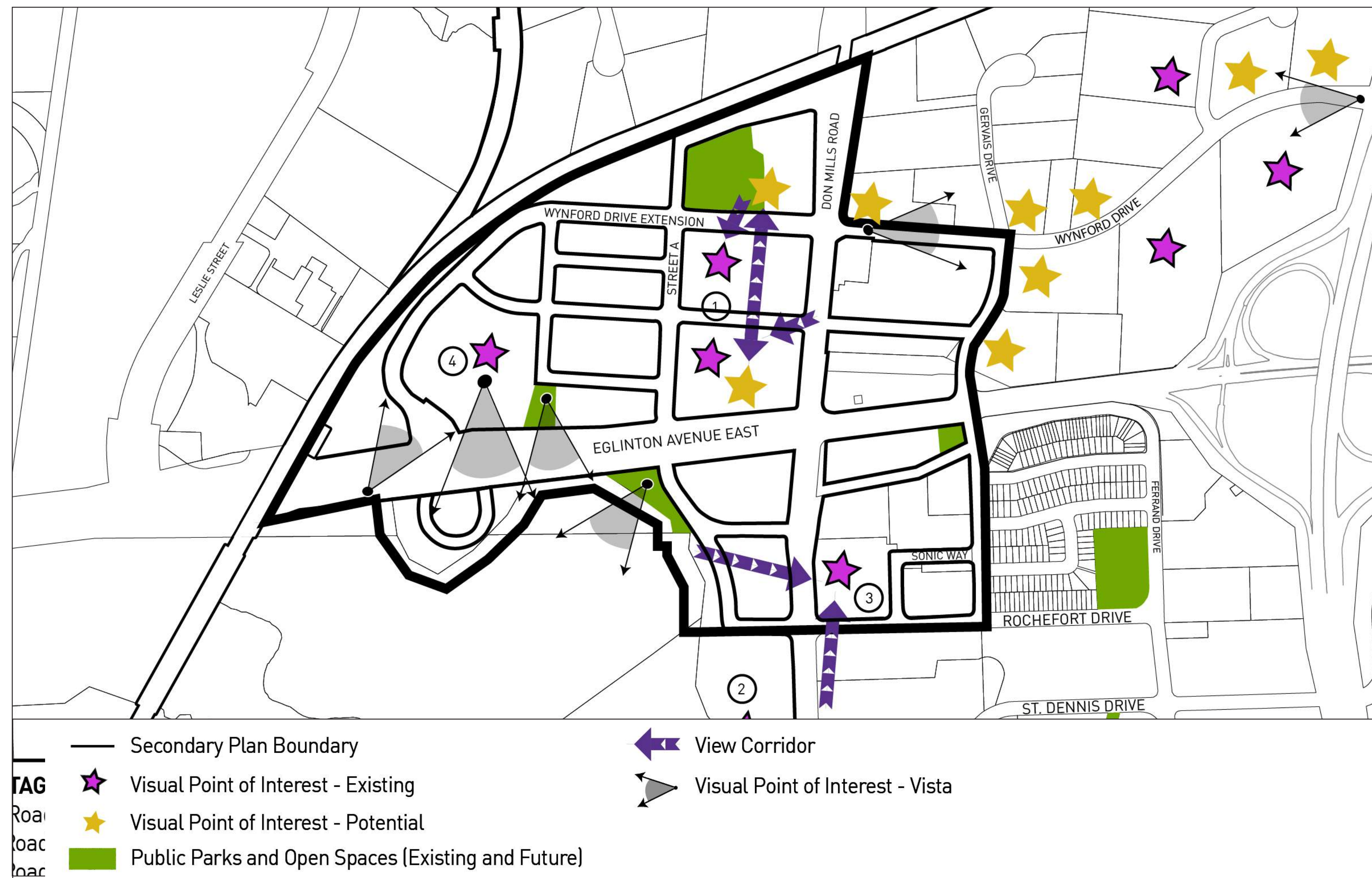
Map 40-14 Existing and Potential Heritage Properties

Looking for more
information?
The Don Mills Crossing
CHRA is available for
review at www.toronto.ca/donmillscrossing

CONCLUSIONS AND NEXT STEPS

- The area has heritage resources developed between 1950-1970 and reflecting application of **Modernist design principles**.
- The CHRA describes the **context of the Don Mills and Eglinton area, providing a foundation for the Don Mills Crossing Secondary Plan cultural heritage policies**, informing views and vistas, built form, public realm design and commemoration.
- The CHRA provides a **resource for the design of the public realm** within the Cultural Heritage Resource Assessment Study Area outside the Don Mills Secondary Plan Area.
- The City Planning Division will use the CHRA as a basis for further research for a list of potential heritage resources recommended for inclusion on the Heritage Register.
- The City Planning Division will further evaluate and identify potential Cultural Heritage Landscapes in the Don Mills and Eglinton area and surrounding neighbourhoods and valley lands.

6.0 CULTURAL HERITAGE



Map 40 - 9 - Views and Vistas

Policy Highlights

- Within the Secondary Plan Area, heritage will be conserved and integrated into the fabric of the new community.
- New development will provide appropriate transitions to heritage properties, and will be informed by the values and characteristics of these resources and their associated landscapes.
- Beyond the Secondary Plan Area, the design of the public realm will respond to the attributes and characteristics of the natural and cultural heritage.
- Views connecting the public realm to important natural and cultural heritage resources, cultural institutions, and community destinations will be conserved and enhanced.



Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area, 1969



1150 Eglinton Avenue



844 Don Mills Road



770 Don Mills Road



View of the Foresters Building at 789 Don Mills Road

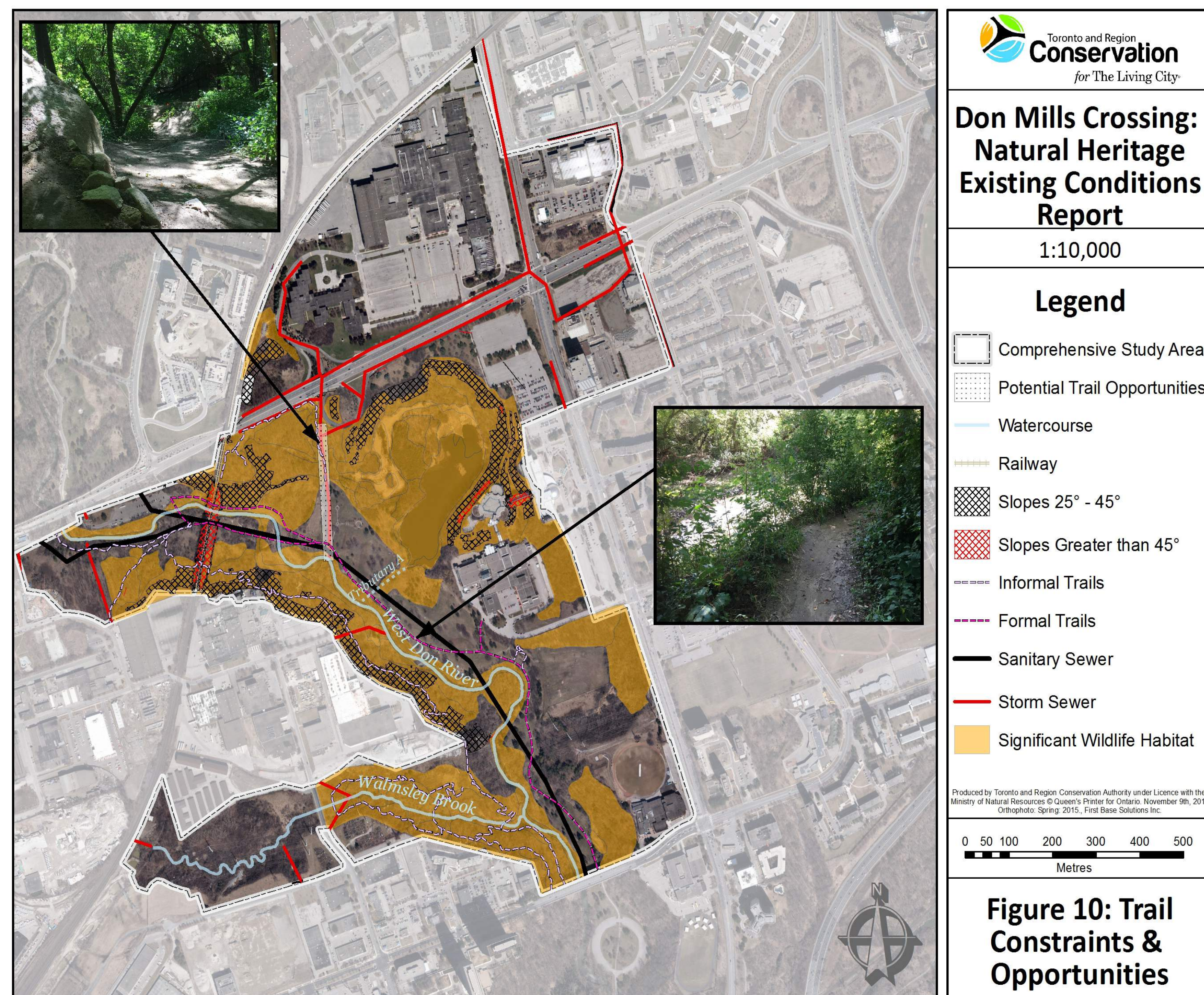
7.0 NATURAL ENVIRONMENT AND SUSTAINABILITY

An ecology-based and integrated approach to the the design of private development and the public realm will both protect the adjacent natural heritage system and extend the experience of the ravine into the city.

Policy Highlights

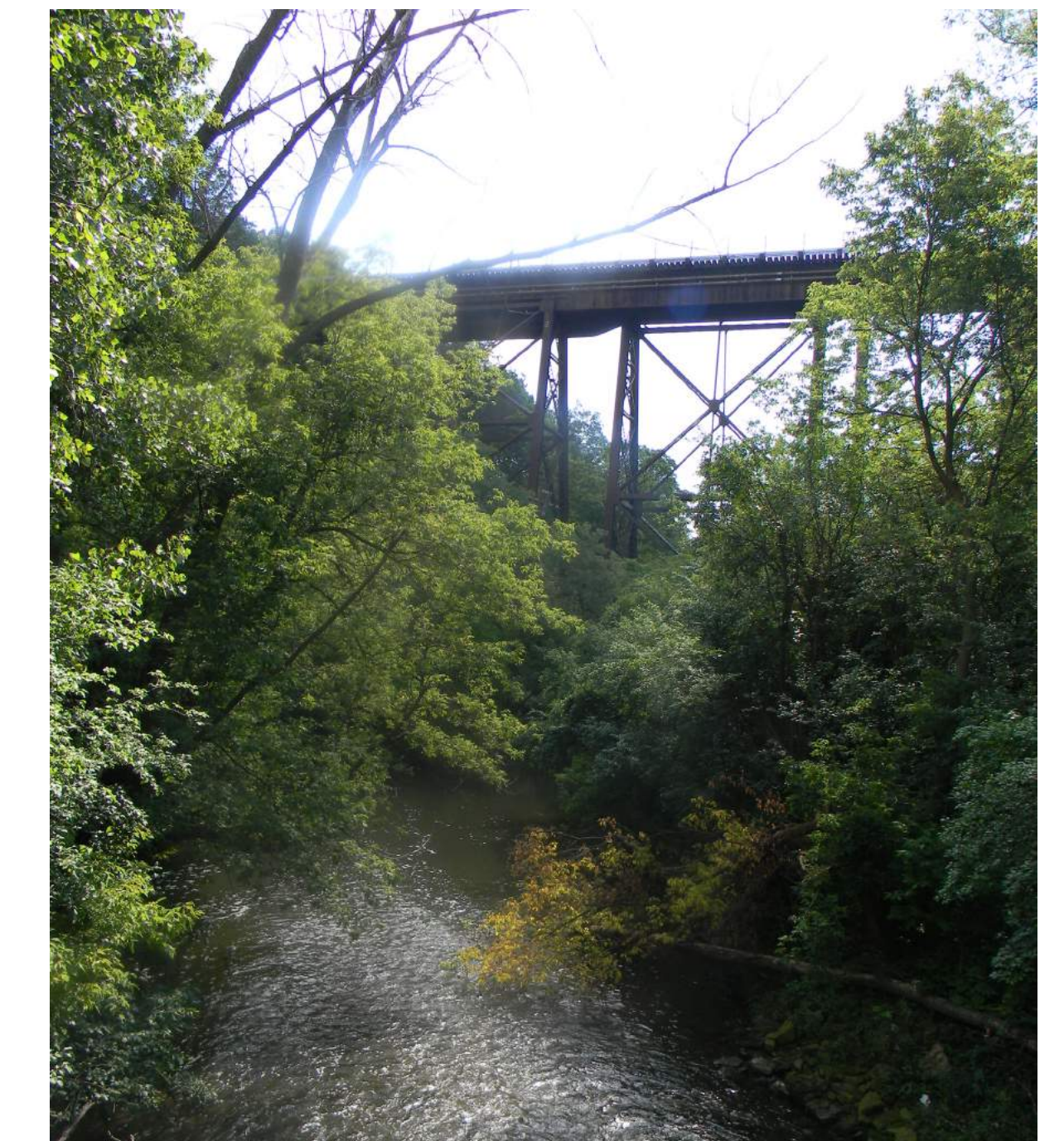
Protecting the Ravine

- Low impact development standards and stormwater management practices will direct stormwater away from the ravine.
- Within the Secondary Plan Area, the planting of native species will be required for private development sites and public realm improvements.
- The new formalized trail access into the ravine will provide greater protection by removing informal points of access, while establishing appropriate buffer widths and buffer functions within environmentally sensitive areas.



Integrating and Enhancing Ecological Function

- Parks and open spaces can enhance the ecological function of the area through sustainability elements such as groupings of naturalized tree and understory plantings for habitat expansion.
- Development and streetscape improvements will be informed by the City's Green Streets Technical Guidelines.
- Development will be encouraged to incorporate biodiversity strategies in the design of the buildings and site by creating species habitats, planting pollinator-friendly vegetation and designing biodiverse green roofs.



Building Resiliency

- The development of a District Energy system anchored by the future City facilities will be encouraged,
- New development will be encouraged to connect to existing or planned thermal energy networks, integrate on-site electricity production to reduce electricity demand, and target net-zero energy use and emissions.



MOBILITY PLAN STUDY

Notice of Completion

The City of Toronto has completed a Mobility Planning Study (MPS) to address transportation infrastructure needs in the vicinity of the Don Mills Road and Eglinton Avenue East. The MPS was prepared in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment process and complements the preferred land use and built form scenario in the Don Mills Crossing Planning Study.

Opportunities for Review

The MPS has been completed and placed on the public record for a 30 day review period starting January 16, 2019 and ending on February 15, 2019.

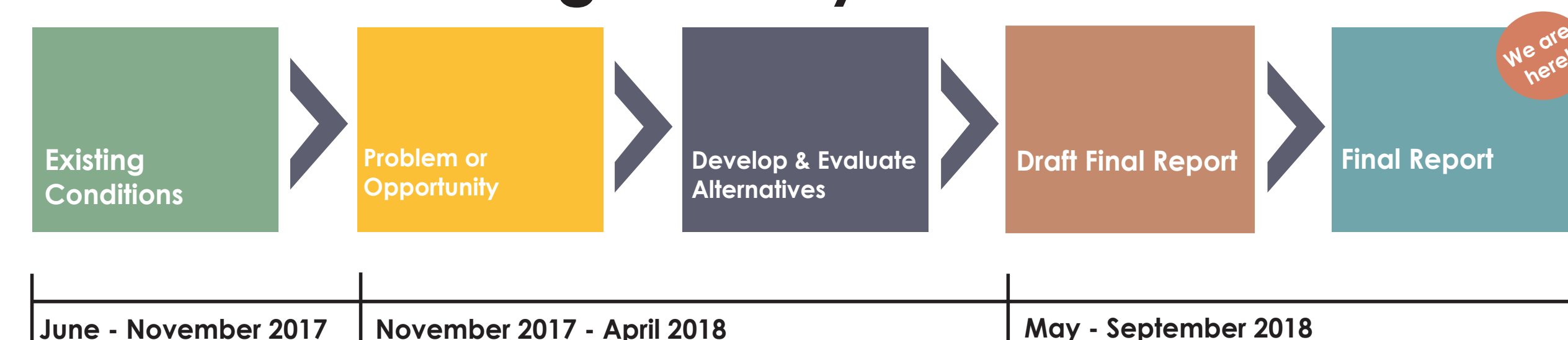
An Executive Summary of the MPS is available for review online at www.toronto.ca/donmillscrossing and the full version will be available in print at the following locations during the period of review:

Toronto Building
Planning Enquiries
North York Civic Centre,
5100 Yonge Street
1st Floor, Toronto, ON M2N 5V7
(416) 395-7531

Toronto Public Library Flemingdon
Park
29 St. Dennis Drive
Toronto, ON M3C 3J3
(416) 395-5820

Any questions or request for additional information related to the MPS should be directed to Arthur Lo, City Planning, Transportation Planning at (416) 395-7118 or Arthur.Lo@toronto.ca.

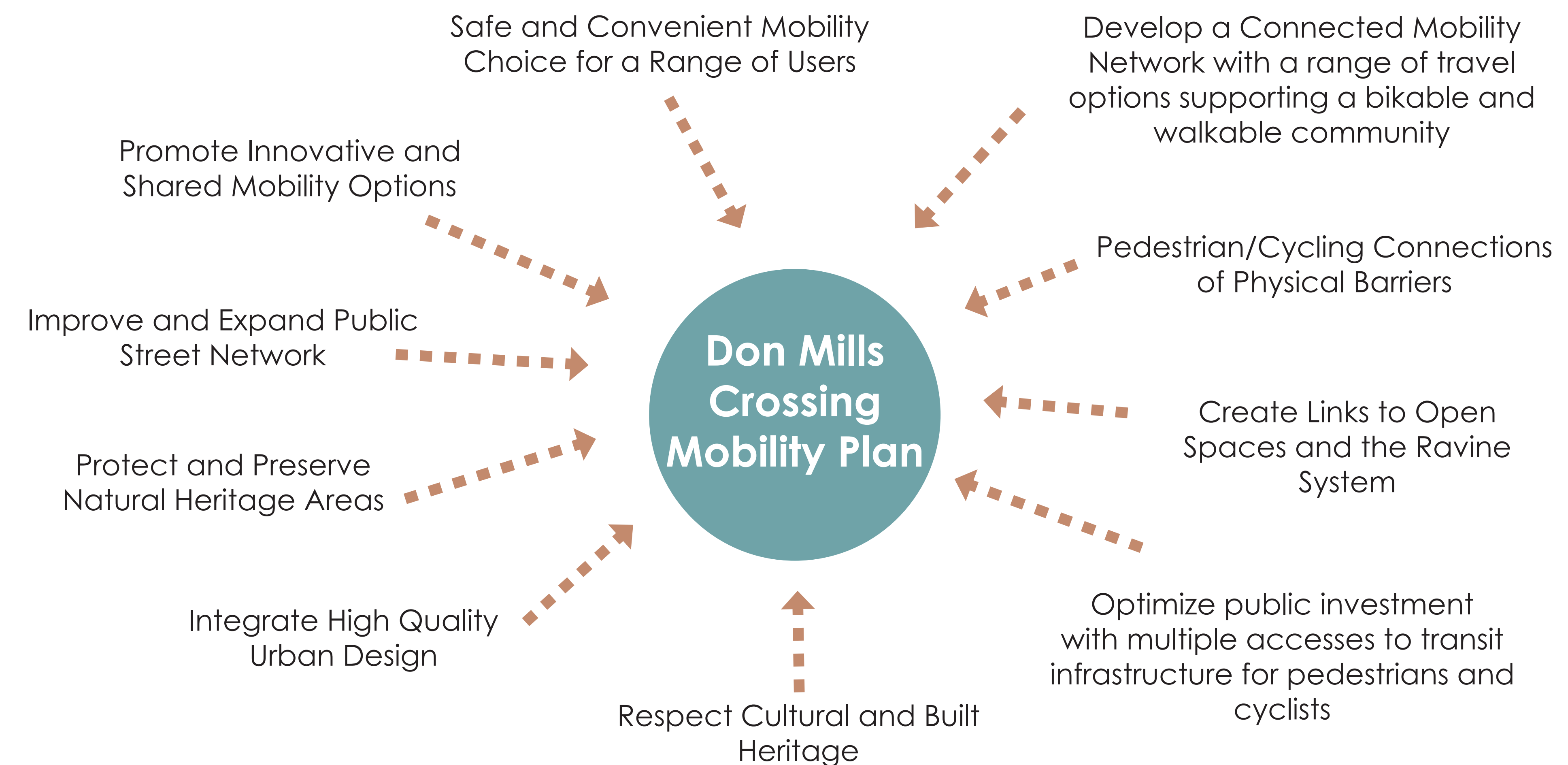
Don Mills Crossing Mobility Plan



The EA Process



Mobility Plan Study Objectives



Conclusions and Recommendations

- Fine grain of public streets and network of active transportation improvements
- Shared mobility facilities (e.g. bikeshare, carshare) introduced through development
- Future Environmental Assessments to facilitate implementation of active crossing of CP Rail corridor, and reconfigured Gervais Drive and Wynford Drive
- Ongoing monitoring to measure shift to transit, walking, cycling as development continues

EVALUATION OF ALTERNATIVE SOLUTIONS

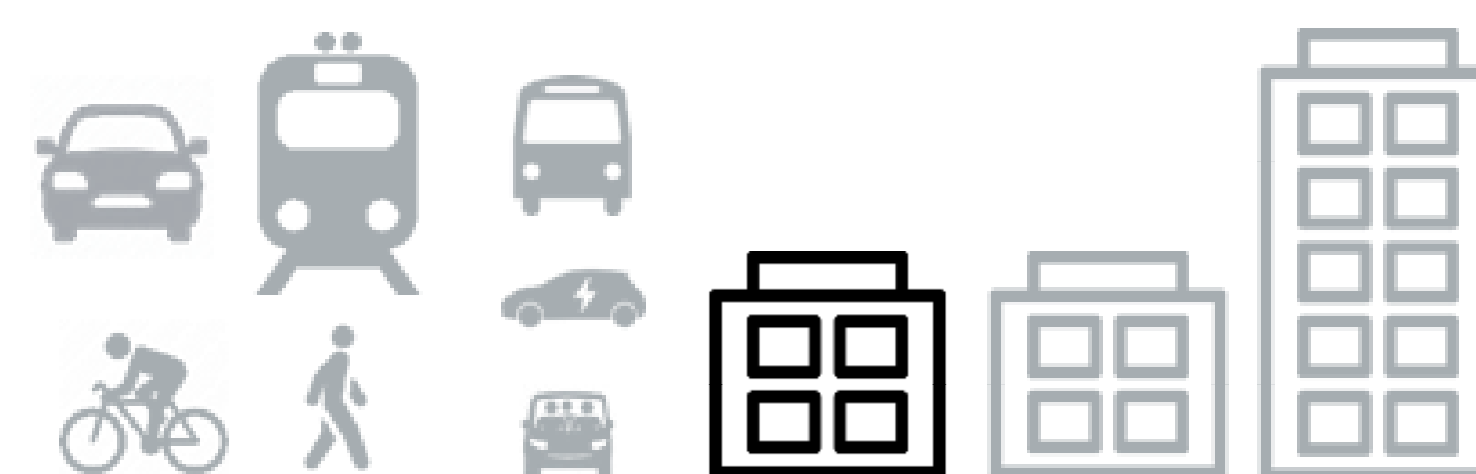
Four scenarios were evaluated, with varying levels of development and transportation infrastructure, to determine whether they meet planning objectives and provide sufficient multi-modal transportation network capacity

1: BASELINE SCENARIO



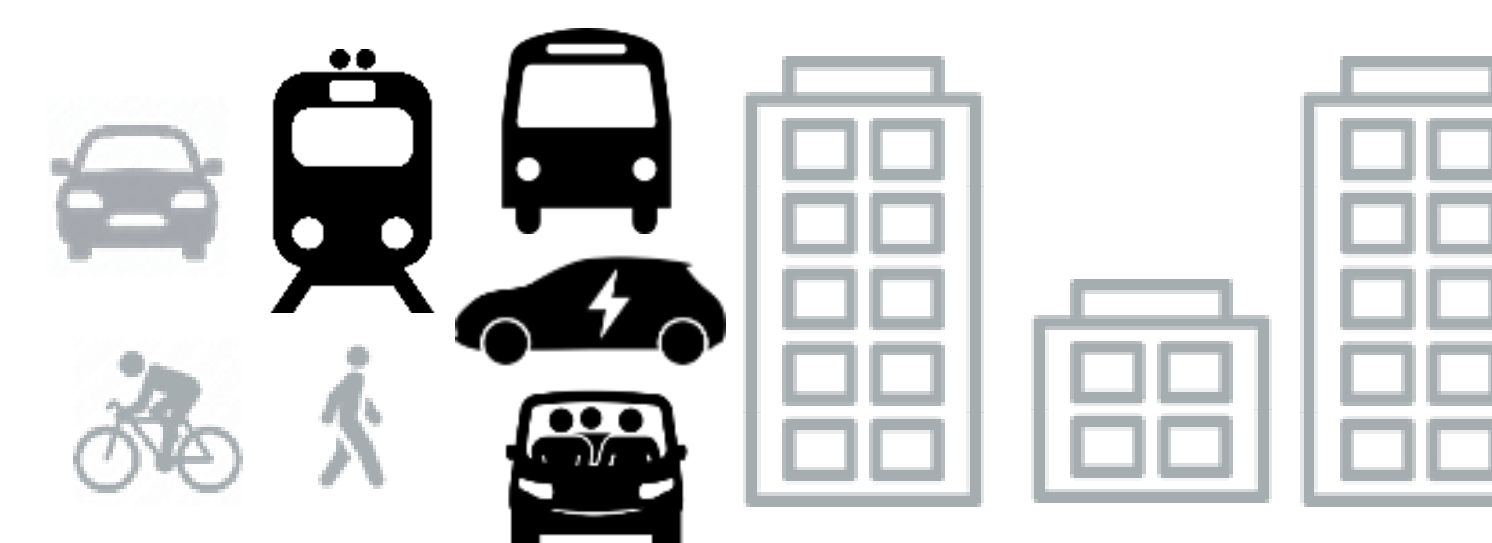
- Full Development Scenario assumed to be built over time
- Eglinton Crosstown is operational
- No major road improvements except street, cycling, and walking networks from approved developments
- Typical travel demand management (TDM programs are implemented (e.g. reduced parking standards, carshare, school travel planning)

2: BASELINE SCENARIO + DEVELOPMENT LIMITS



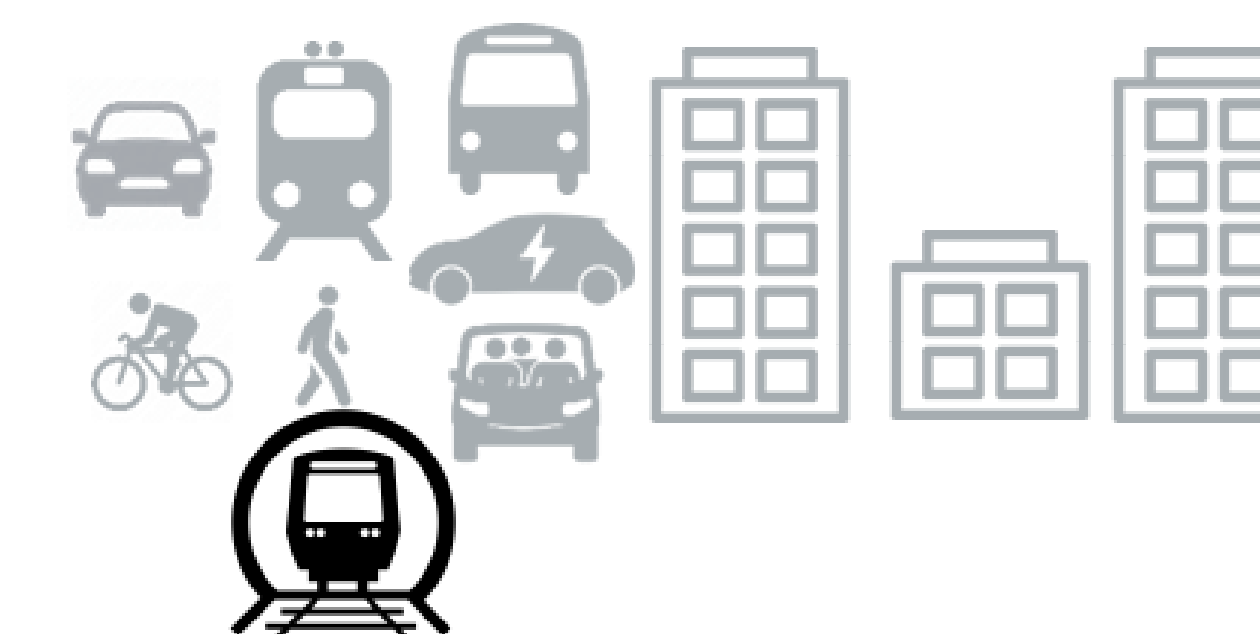
- Limited development scenario assumed to be built over time
- Eglinton Crosstown is operational
- Assumes the same infrastructure and TDM improvements as in Scenario 1 (Baseline)

3: BASELINE SCENARIO + ENHANCED MOBILITY



- Significant development scenario assumed to be built over time
- Eglinton Crosstown is operational with connecting local buses
- Enhanced infrastructure and TDM improvements:
 - New road, pedestrian, and cycling networks to improve connectivity
 - Express bus service to downtown core
 - Reserved bus lanes along Don Mills
 - GO bus service stop

4: ENHANCED MOBILITY + REGIONAL TRANSIT



- Full Development Scenario assumed to be built over time
- Eglinton Crosstown is operational with connecting local buses
- Enhanced infrastructure and TDM improvements as per Scenario 3, with the addition of major regional transit network improvement:
 - Higher order transit or Relief Line Extension along Don Mills Road; and/or
 - Midtown GO / RER line introduced


 Meets Provincial and Municipal planning objectives.

 Insufficient transportation multi-modal network capacity provided.

 Does not fully meet Provincial and Municipal planning objectives

 Sufficient transportation multi-modal network capacity provided.

 Meets Provincial and Municipal planning objectives.

 Potentially sufficient transportation multi-modal network capacity provided.

 Meets Provincial and Municipal planning objectives.

 Sufficient transportation multi-modal network capacity provided.



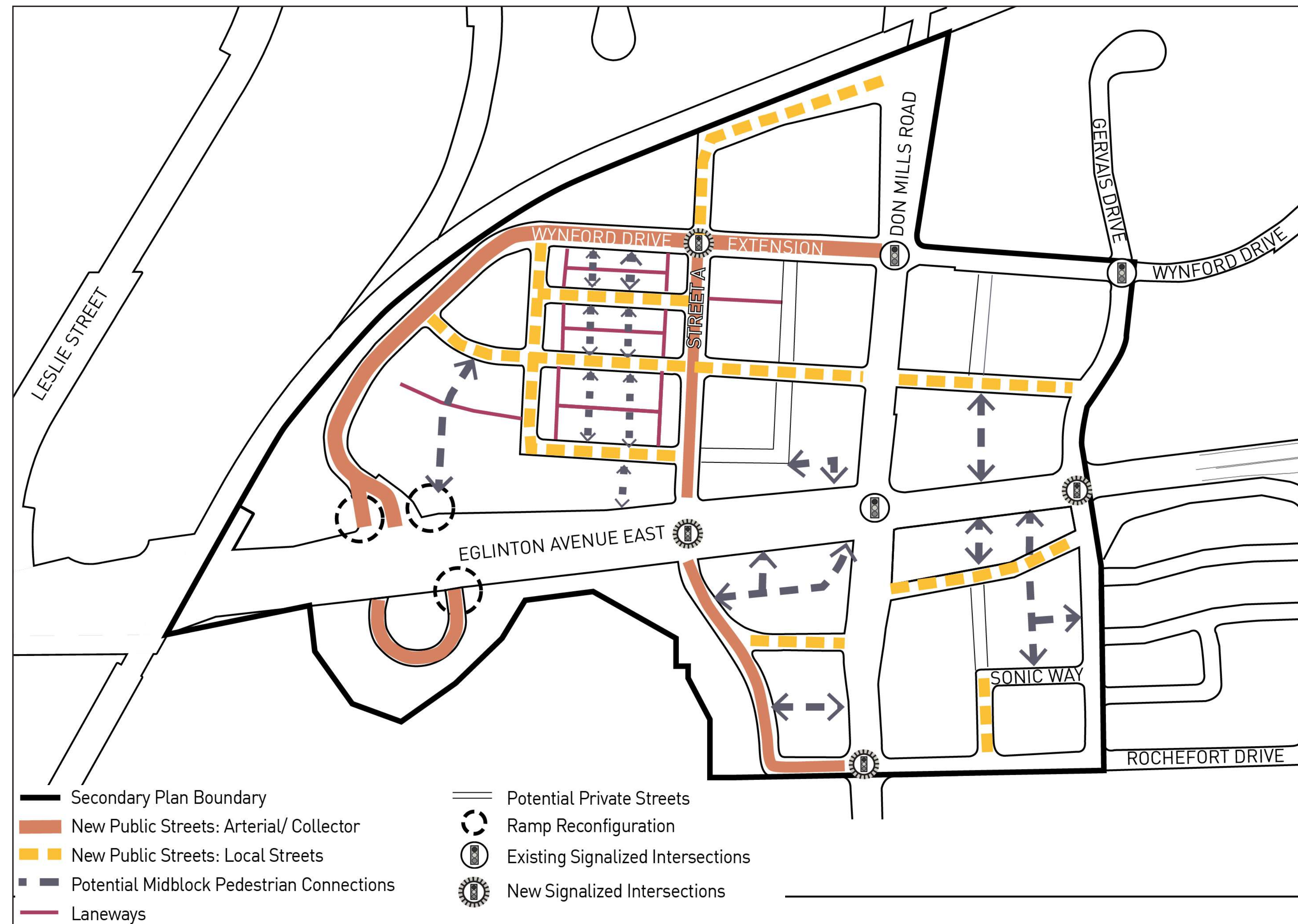
Recommended Interim Solution – requires ongoing monitoring program to evaluate diversion to transit, walking, cycling, carpooling.



Recommended Long Term Solution

RECOMMENDED MOBILITY NETWORKS

Public Streets

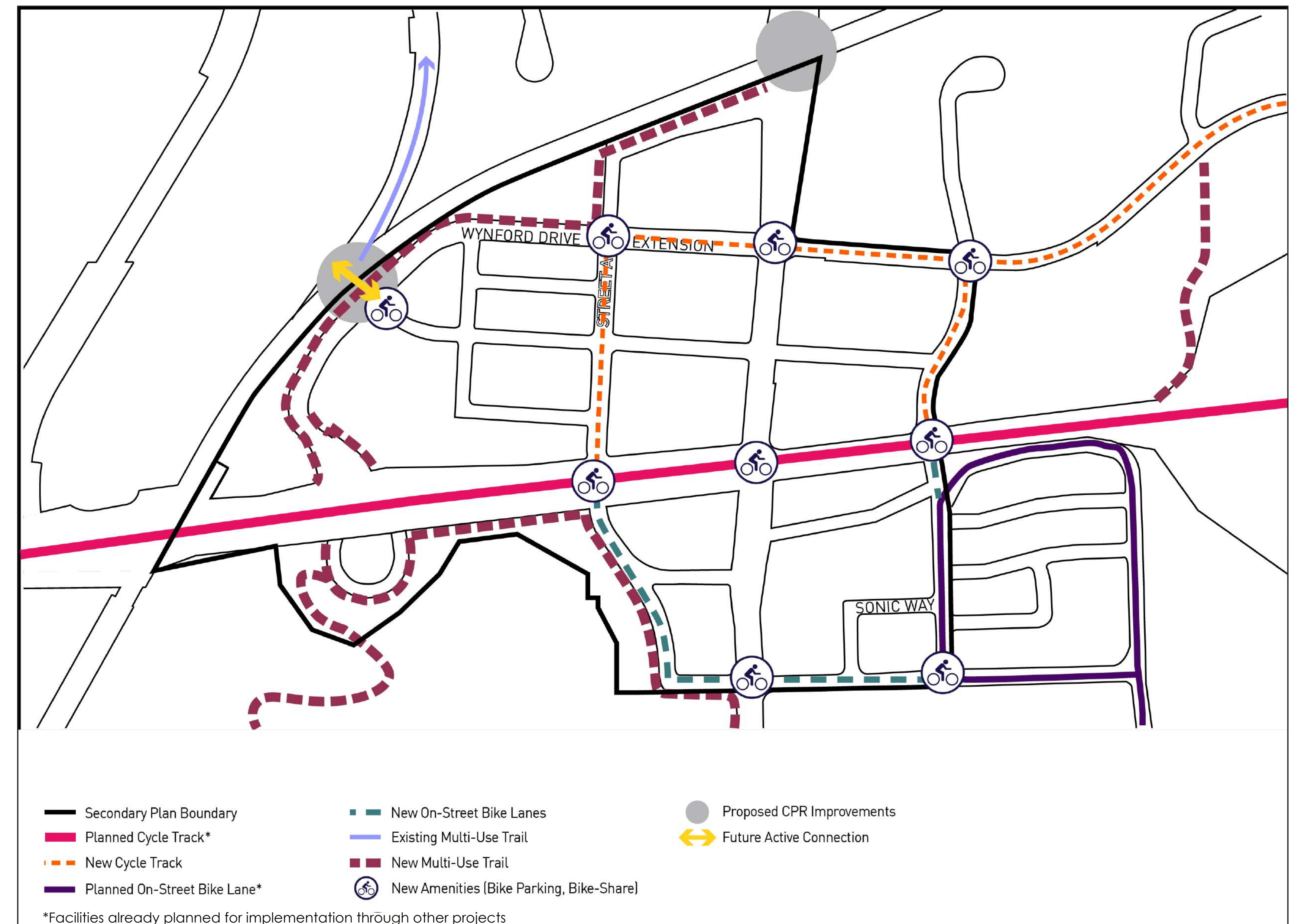


Map 40-4 Street Network

Policy Highlights

- Provide a fine grain of public streets to improve access and circulation for pedestrians, cyclists, and vehicles.
- Take a complete streets approach to ensure safety and comfort for users of all ages and abilities

Cycling Network

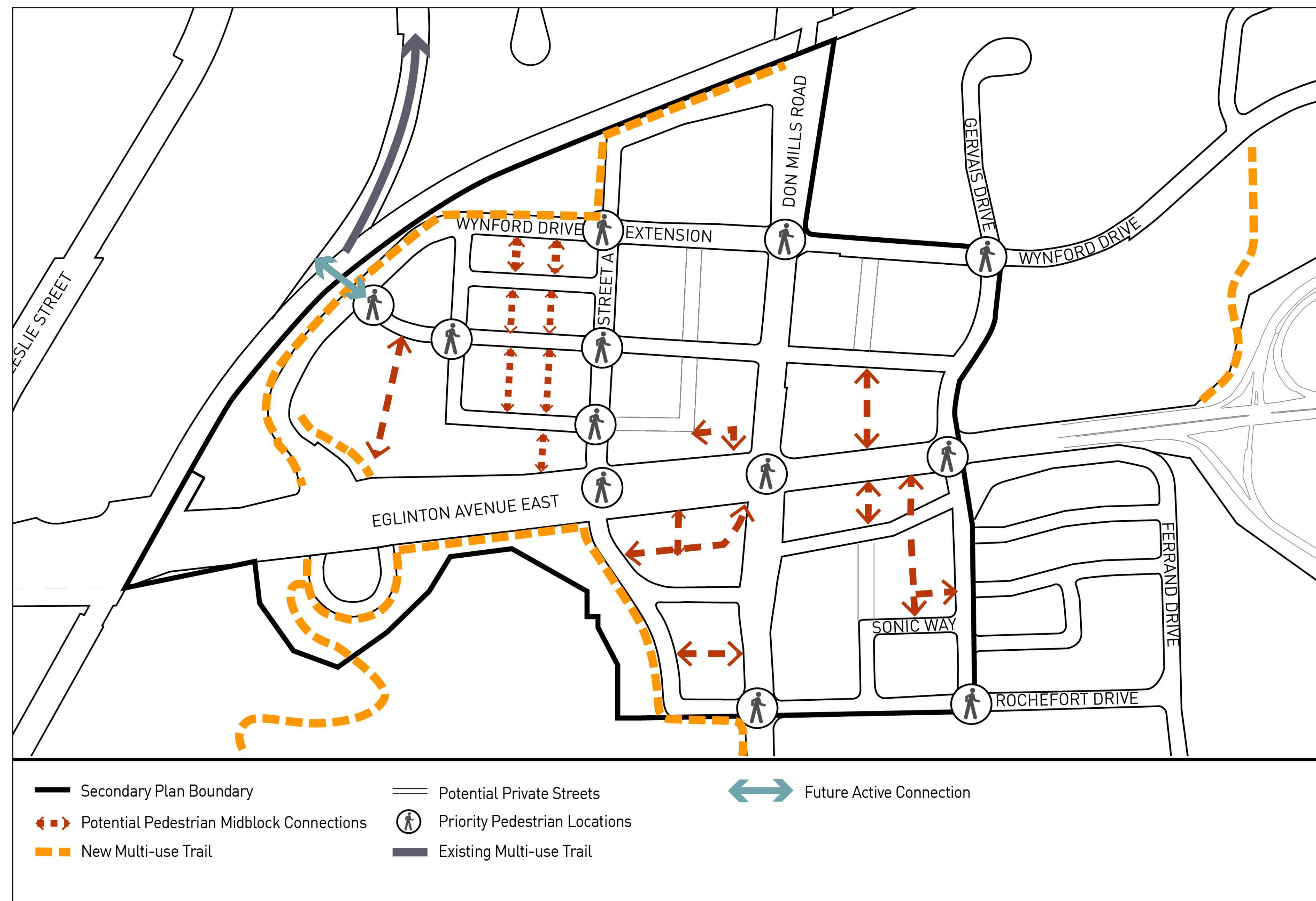


Map 40-11 Cycling Interchanges

- Improved cycling infrastructure will be fully integrated into the public realm
- Bike-share facilities and bicycle parking spaces encouraged at intersections of cycling routes, and near transit stations

RECOMMENDED MOBILITY NETWORKS

Pedestrian Network

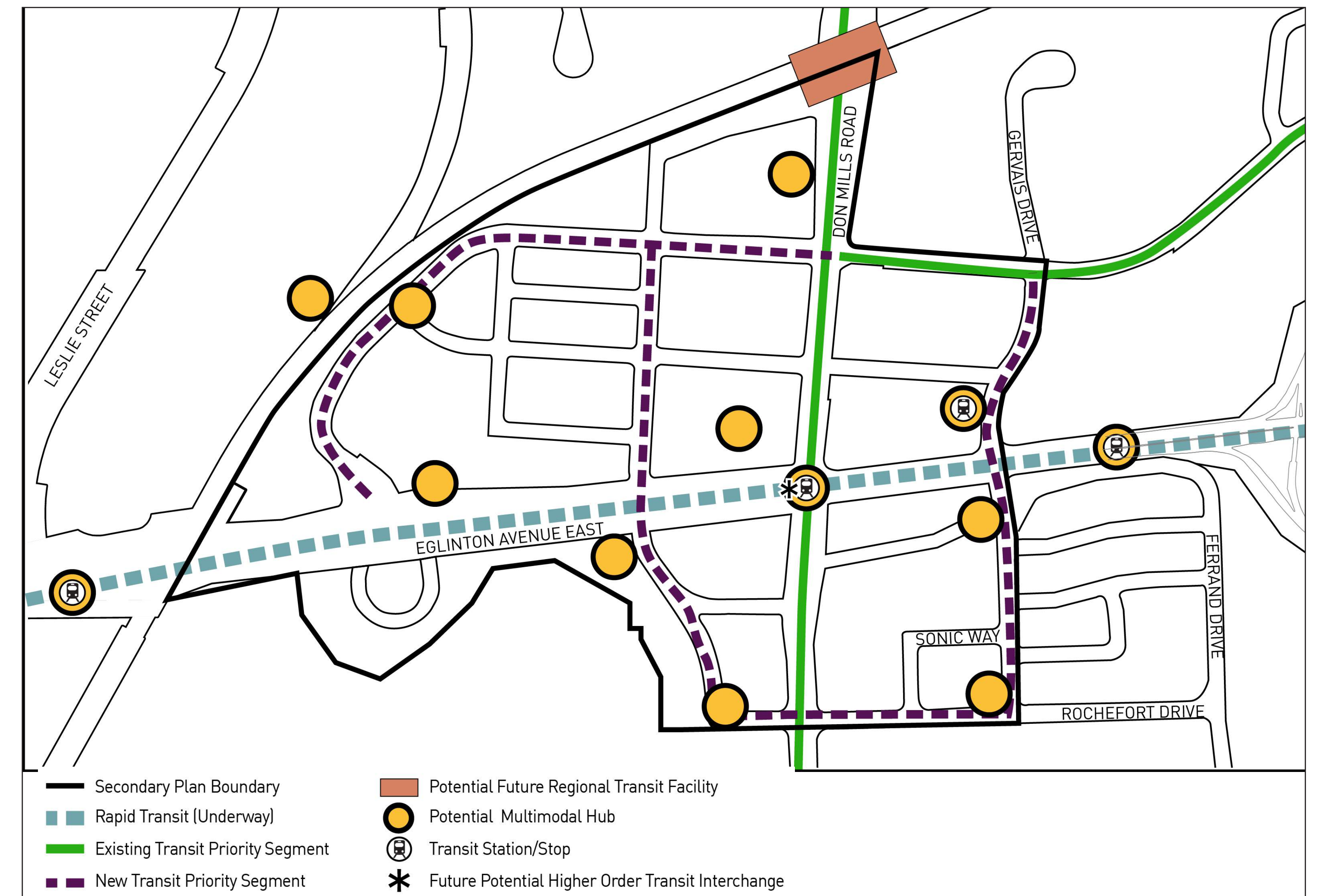


Map 40-11 Cycling Interchanges

Policy Highlights

- Expand the number of routes to and through the community, establishing important connections to surrounding neighbourhoods.
- Provide a trail connection from the base of the Wynford Drive Extension into adjacent ravine lands while minimizing environmental impacts.

Shared Mobility

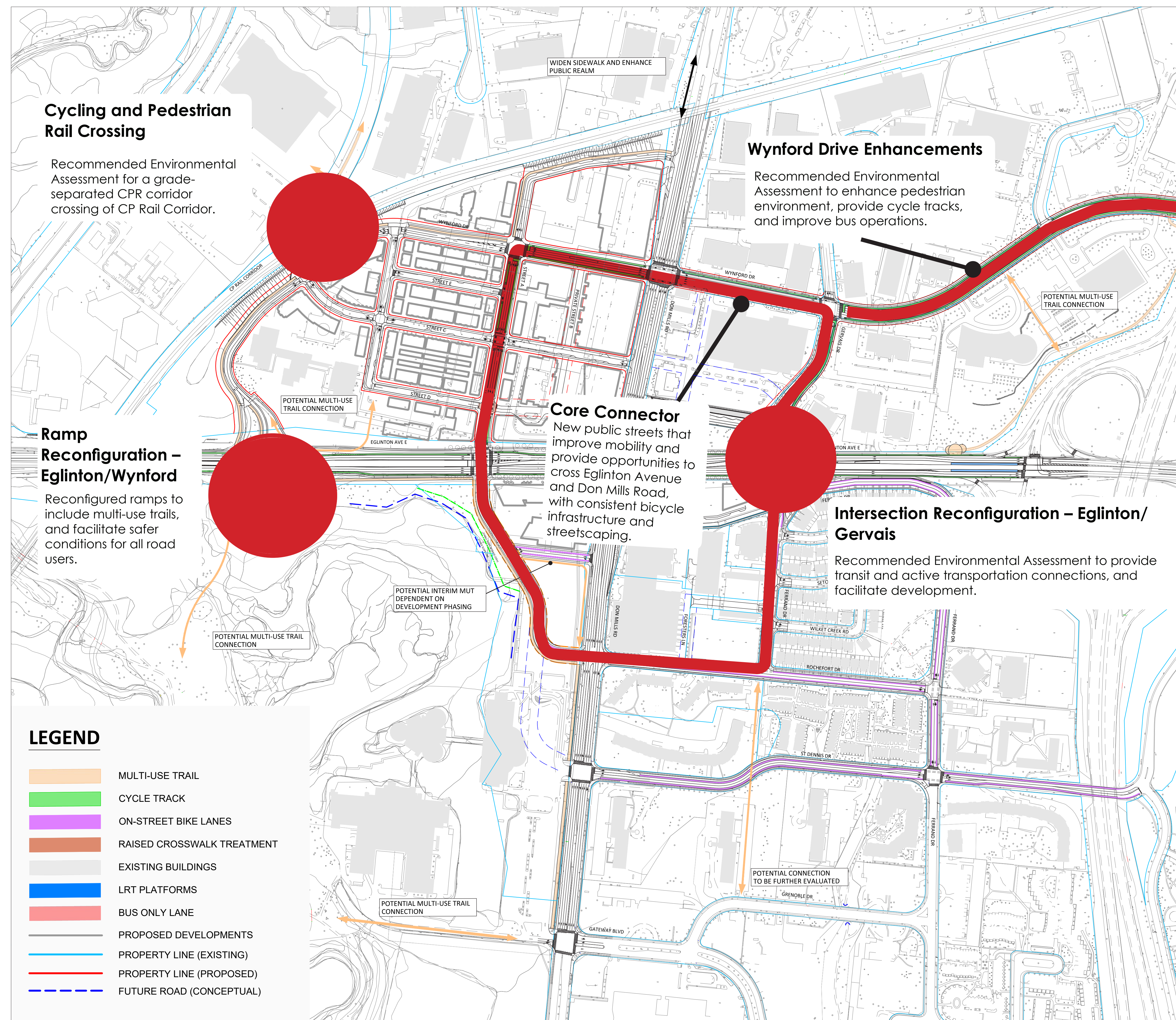


Map 40-12 Transit and Transportation Demand Management Plan

- Multi-modal hubs that include a mix of shared mobility measures, such as bike-share stations, car-share spaces, and carpool parking.
- Reduced parking requirements and transportation demand management measures considered on a site-by-site basis as appropriate.

8.0 MOBILITY - FUNCTIONAL CONCEPT PLAN

This plan is a conceptual demonstration of the road network as recommended in the Mobility Planning Study, including pedestrian and cycling infrastructure. Detailed design and implementation of the individual elements in this plan would be undertaken through further environmental assessments and development planning processes as appropriate.



9.0 HOUSING AND COMMUNITY FACILITIES

To ensure the creation of a complete community, supportive community services and facilities must accompany the anticipated growth and development. This objective ranges from the requirement of new development to expand and enhance the provision of community services and facilities to the provision of a mix of unit sizes, types and affordability.

Policy Highlights

Large Units Appropriate for Larger Households

Requiring units of a minimum size:

- 2 Bedroom (15% of total units to be 87 square metres)
- 3 Bedroom (10% of total units to be 100 square metres)
- An additional 15% of units to be 2BR/3BR mix without minimum unit sizes

Community Services and Facilities

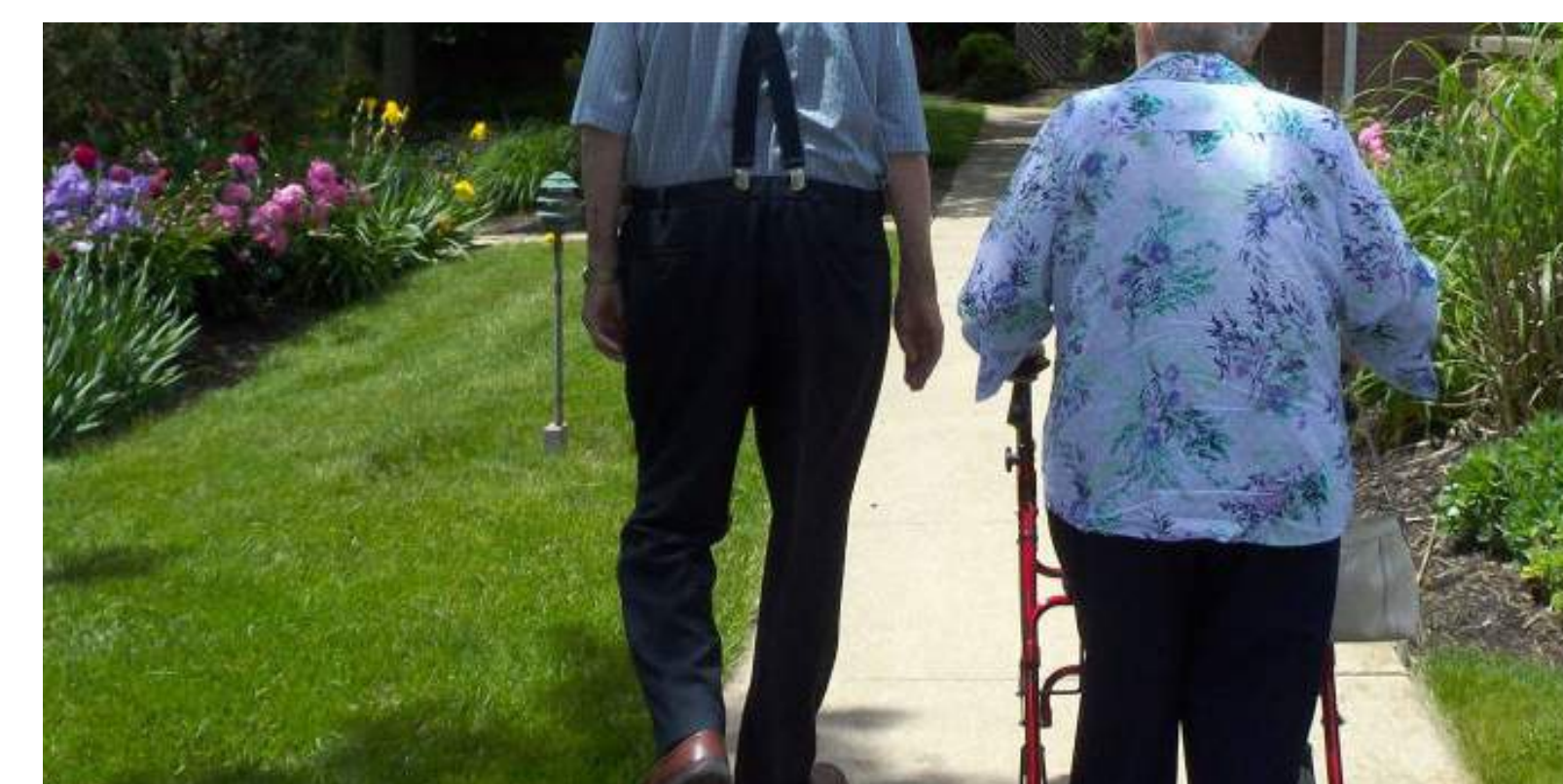
All development will be required to deliver on CS&F priorities, either through on-site construction or contributions towards:

- Replacement of the Don Mills Civitan Arena relocation with potential for expansion with additional recreation uses
- At least 4 new non-profit child cares, distributed throughout the Secondary Plan Area
- Flexible multipurpose community agency space
- High quality park design informed by consultation with the community
- Renewal or renovation of the Dennis R. Timbrell Resource Centre

Development making off-site contributions as a condition of approval may be required to improve the public realm connections to that community service and facility.



RENDERING OF WYNFORD DRIVE AND DON DON MILLS ROAD



DENNIS R. TIMBRELL RESOURCE CENTRE IN FLEMINGDON PARK IDENTIFIED FOR REBUILD IN THE FACILITIES MASTER PLAN

10.0 IMPLEMENTATION AND INTERPRETATION

Policy Highlights

- **Development Phasing and Infrastructure Provision**

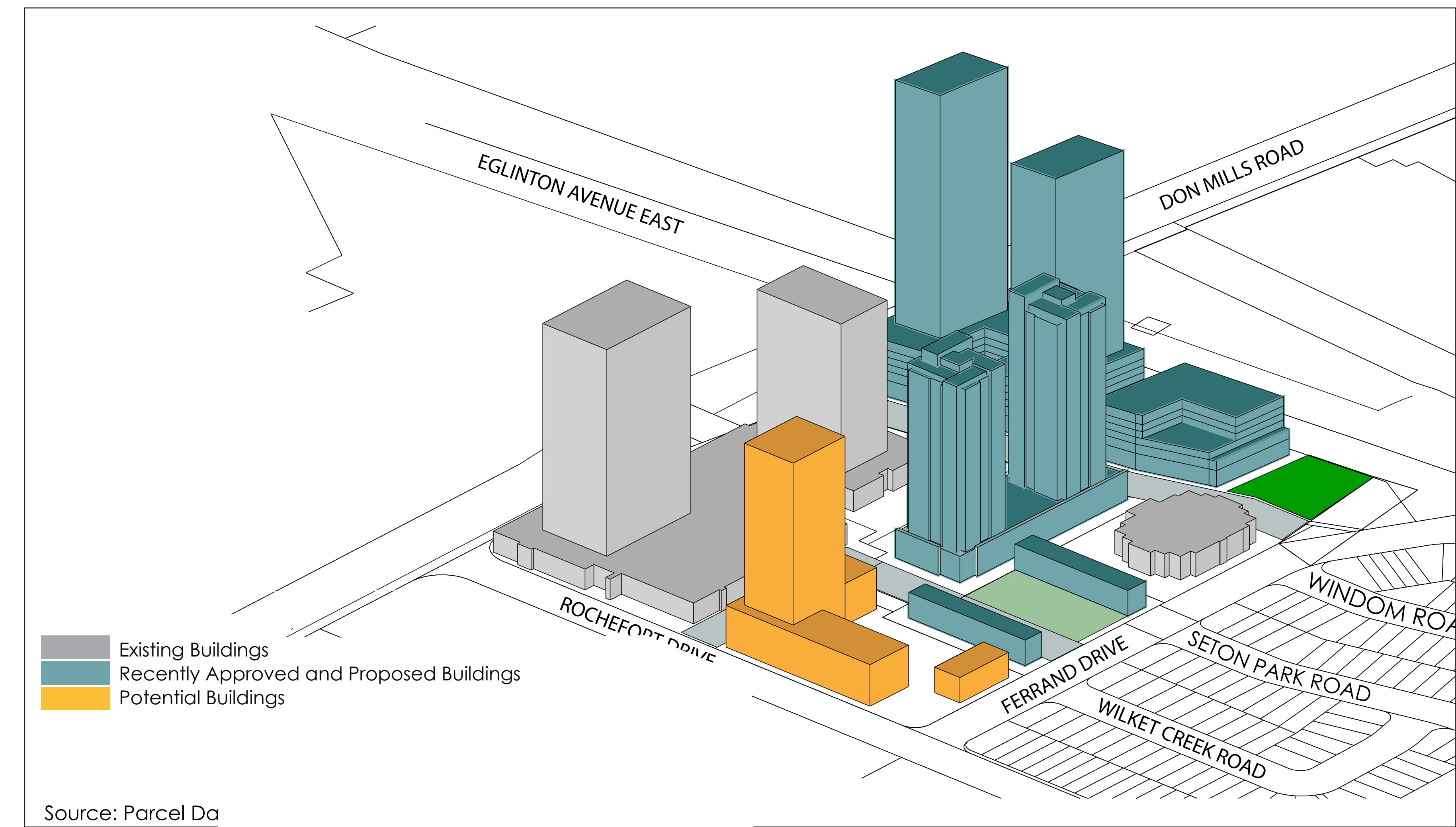
Development shall be sequenced to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities and an expanded transportation network are available to service development.

- **Context Plans**

Context Plans will be required as part of a complete application for any development application for the sites identified in the Secondary Plan and/or to demonstrate the implementation of specific policies which require Context Plans, as indicated by the policies of the Secondary Plan.

- **Holding By-law**

To provide for the orderly sequencing of development and the required provision of supporting infrastructure and services, the City may enact a Zoning By-law pursuant to Section 34 or 36 of the Planning Act with a Holding (H) symbol with respect to residential uses on lands designated Mixed Use Areas and Apartment Neighbourhoods



Example of a Context Plan for the South East Quadrant

